

Public Notice is hereby given of a Regular Council Meeting for Public Hearings being held on:

Tuesday, February 16, 2021 – 7 p.m.

Council Chambers, 1st Floor Richmond City Hall 6911 No. 3 Road Richmond, BC V6Y 2C1

OPENING STATEMENT

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1. PROPOSED AMENDMENT TO SINGLE-FAMILY LOT SIZE POLICY 5420/RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10035 (RZ 17-784927)

(File Ref. No. 12-8060-20-010035, RZ 17-784927, 01-0095-20-5420) (REDMS No. 6560853 v. 5, 5997730, 280220, 6188588, 5997352, 6182914)

PH-5

See Page PH-5 for full report

Location: 10200/10220 Railway Avenue

Applicant: Raman Kooner

- Purpose of
Policy 5420:That Single-Family Lot Size Policy 5420 in Section 36-4-7,
adopted by Council on October 16, 1989, be amended to
exclude 5026 Williams Road and the 45 properties bordering
Railway Avenue between Williams Road and 10700 Railway
Avenue.
- Purpose of
Zoning
Amendment:To rezone the subject property from the "Two-Unit
Dwellings (RD1)" zone to the "Coach Houses (RCH1)"
zone, to permit the property to be subdivided to create three
single-family lots each with a coach house suite, with vehicle
access from the rear lane.

Order of Business:

1. Presentation from the applicant.

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- 2. Acknowledgement of written submissions received by the City Clerk since first reading.
- 3. Submissions from the floor.

Council Consideration:

- 1. That Single-Family Lot Size Policy 5420 in Section 36-4-7, adopted by Council on October 16, 1989, be amended to exclude 5026 Williams Road and the 45 properties bordering Railway Avenue between Williams Road and 10700 Railway Avenue.
- 2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10035.
- 2. OFFICIAL COMMUNITY PLAN BYLAW 9000. AMENDMENT BYLAW 10180 AND RICHMOND ZONING **BYLAW** 8500. AMENDMENT **BYLAW** 10181 (INDUSTRIAL LAND **INTENSIFICATION INITIATIVE**)

(File Ref. No. 08-4150-04-05; 12-8060-20-010180/010181) (REDMS No. 6446699 v. 17; 6445212; 6446004)

PH-59

See Page **PH-59** for full report

Location: City-wide; lands zoned and/or designated for industrial or mixed employment use

Applicant: City of Richmond

Purpose of OCP Designation Amendment:

To revise policies as they relate to industrial and mixed employment land to:

- allow limited retail in the industrial business park and industrial retail zones as an accessory use for manufacturing businesses only;
- allow the consideration of increasing the maximum permitted density from 1.0 floor area ratio (FAR) to 1.5 FAR subject to a rezoning process, provided the site is a minimum 2.5 ha in area, is close to major transportation infrastructure, is not adjacent to residential uses, and has satisfied transportation and servicing issues; and
- introduce Development Permit guidelines for industrial buildings that are multi-storey and have an external vehicular access to the upper floor(s).

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Purpose of Zoning Amendment:

To revise regulations a they relate to industrial zoned properties by:

- recognizing and regulating ancillary office space for defined industrial uses;
- allowing limited retail in the IB and IR zones as an accessory use for manufacturing businesses only;
- introducing newly defined permitted industrial uses to reflect emerging industries;
- reducing parking requirements for select defined industrial uses;
- increasing the building site coverage from 60% to 70% for industrial zoned sites outside of the City Centre; and
- increasing the maximum building height from 12m to 16m for industrial zoned sites outside of the City Centre, but maintain the 12m maximum building height for industrial zoned sites within 50m of a residentially zoned lot.

First Reading: January 11, 2021

Order of Business:

- 1. Presentation from the applicant.
- 2. Acknowledgement of written submissions received by the City Clerk since first reading.
- 3. Submissions from the floor.

Council Consideration:

- 1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180 be amended to correct the conversion acreage figure from 5 acres to 6.2 acres on page 1 of the Bylaw.
- 2. Action on second reading of Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180, as amended.
- 3. Action on third reading of Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180.

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- 4. Adoption of Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180.
- 5. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10181.
- 6. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10181.

3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10224 (RZ 17-792242)

(File Ref. No. 12-8060-20-010224; RZ 17-792242) (REDMS No. 6562809 v. 4)

PH-107

See Page PH-107 for full report

Location: 6520 Williams Road

Applicant: Gradual Architecture Inc.

- **Purpose:** To rezone the subject property from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, to permit the development of eight townhouse units with vehicle access from Williams Road.
- First Reading: January 11, 2021

Order of Business:

- 1. Presentation from the applicant.
- 2. Acknowledgement of written submissions received by the City Clerk since first reading.
- 3. Submissions from the floor.

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10224.

ADJOURNMENT



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

Date: December 10, 2020 File: RZ 17-784927

Re: Application by Raman Kooner for Rezoning at 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" Zone to the "Coach Houses (RCH1)" Zone

Staff Recommendation

- 1. That the following recommendation be forwarded to a Public Hearing:
 - a) That Single-Family Lot Size Policy 5420 in Section 36-4-7, adopted by Council on October 16, 1989, be amended to exclude 5026 Williams Road and the 45 properties bordering Railway Avenue between Williams Road and 10700 Railway Avenue.
- 2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, for the rezoning of 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, be referred to the Tuesday, February 16, 2021 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.

me Cr

Wayne Craig Director, Development (604-247-4625)

WC:jr Att. 4

REPORT CONCURRENCE
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Raman Kooner has applied to the City of Richmond for permission to rezone 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided into three single-detached lots with coach houses. Concurrent with the rezoning application, the applicant requests that Council consider an amendment to Single-Family Lot Size Policy 5420 to exclude properties – including the subject site – along Railway Avenue between Williams Road and Steveston Highway from the Lot Size Policy 5420. A location map is provided in Attachment A.

Background

A Report to Committee (Attachment B) was presented to the Planning Committee on June 4, 2019. Council gave First Reading of Richmond Zoning Bylaw 8500, Amendment Bylaw 10035 on June 10, 2019. The Bylaw was considered at the July 15, 2019 Public Hearing, where the following referral motion was passed:

That the application be referred to staff to explore alternative density options for 10200/10220 Railway Avenue.

This supplementary Staff Report is being brought forward now to provide a summary of alternative designs considered and staff recommendations.

It is also noted that the following referral motion was carried at the following September 4, 2019 Planning Committee meeting:

That staff be directed to do a comprehensive review of the Arterial Road Land Use Policy designation along Railway Avenue and report back.

This related referral is addressed under a separate staff report on the same agenda for consideration. The report addressing the land use designation review has identified that the Arterial Road Land Use Policy designation for the subject site should remain as compact single detached or coach house.

Findings of Fact

Please refer to the Development Application Data Sheet provided as Attachment 2 to the original Staff Report dated May 22, 2019 for a comparison of the proposed development data with the relevant bylaw requirements. The original Staff Report also includes information on the relevant City policies and studies, proposed amendment to Single-Family Lot Size Policy 5420, public consultation prior to the Planning Committee meeting, and staff comments on built form, architectural character, transportation and site access, tree retention and replacement, and site servicing and frontage improvements.

In response to the referral motion, the applicant has explored two concepts for the redevelopment of the subject site. Both concepts were evaluated by staff based on existing policies contained in the Official Community Plan (OCP) and zoning districts currently in current use or under consideration. Key considerations in the preparation and review of the concepts include:

- Maintaining a 0.6 FAR for consistency with the established density in the Arterial Road Land Use Policy;
- Maintaining a housing form and character that fits in to the neighbourhood and surrounding development;
- Maintaining a diversity of housing options as envisioned in the OCP; and
- Maintaining a safe and efficient circulation system in the neighbourhood.

Analysis

Please refer to the below table for a comparison of the development data for each of the conceptual developments and the proposed coach houses on this site.

	Conceptual Townhouses	Conceptual Duplexes	Proposed Coach Houses
Density	0.6 FAR	0.6 FAR	0.6 FAR
Dwelling Units	6	6	3 single-family dwellings 3 coach houses (i.e. 6 dwelling units)
Building Height	3 storeys on Railway 2 storeys on rear	2 storeys	2 storeys
Residential Parking	12 (2 per dwelling)	6 (1 per dwelling)	9 (2 per single-family dwelling, 1 per coach house dwelling)
Visitor Parking	2	0	0
Vehicle Access	Railway Avenue	Rear lane	Rear lane
Single-Family Lot Size Policy Amendment	No	Yes	Yes
Steveston Area Plan Amendment	Yes	Yes	No

	Conceptual	Conceptual	Proposed Coach
	Townhouses	Duplexes	Houses
Variances Required	 Front yard setback: from 6.0 m to 4.5 m. Minimum lot width: from 40.0 m to 30.0 m. Lot coverage (non- porous): from 65% to 68%. 	1. Resident parking: from 12 spaces to 6 spaces	None

Conceptual Townhouse Development

A concept for a six-unit townhouse development is provided in Attachment C. The concept was developed based on the current "Low Density Townhouses (RTL4)" zone, the Arterial Road Guidelines for Townhouses contained in the OCP, and the typical site access requirements for arterial road townhouse developments.

The concept includes three 3-storey units and three 2-storey units arranged on an L-shaped drive aisle. Vehicle access would be from Railway Avenue at the south end of the site. The overall floor area is 0.6 floor area ratio (FAR), and the total unit count is six dwelling units.

Staff do not recommend that a townhouse development be considered on the subject site based on the following:

1. The proposed vehicle access from Railway Avenue is not recommended.

The City's Arterial Road redevelopment policies in the OCP include guidelines regarding the utilization of existing lanes for new developments, in order to reduce vehicle access points along major routes. The proposed townhouse site plan is contrary to these access objectives as it relies on access to the arterial road.

The site plan also does not accommodate on-site vehicle maneuvering. Without an area for vehicles to perform a 3-point turn, some vehicles will be forced to back out on to Railway Avenue. This presents a safety concern as Railway Avenue is a major arterial road, and this section includes both a parking lane and a bicycle lane. This is especially concerning for large vehicles servicing the site for garbage and recycling pick-up. The site plan could be redesigned to locate the driveway access from Railway Avenue towards the centre of the site to accommodate on-site vehicle maneuvering, but doing so would reduce the number of units achieved unless the typical minimum side yard setbacks are varied.

The site plan could also be redesigned to provide vehicle access from the rear lane, however, a rear lane access would have similar site constraints as the original townhouse concept. Providing driveway access from the rear lane would also increase the number of vehicles utilizing the existing rear lane.

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2. The concept does not meet the Arterial Road Guidelines for Townhouses.

Building Massing & Heights

The Arterial Road Guidelines for Townhouses indicate that development sites on major arterial roads should have a minimum site width of 50m and that buildings should be limited to two storeys within 7.5 m of the side yard interface with single-family housing. The site is just over 30m wide which is significantly less than the 50m site assembly width identified in the OCP. A consequence of the reduced site width is that it would introduce 2.5 or 3-storey massing adjacent to the single-family dwelling to the north.

Communal Outdoor Amenity Space

The Arterial Road Guidelines for Townhouses include the requirement for communal outdoor amenity space for the use of the residents. The proposed concept requires that the communal outdoor amenity area is split between two locations. Splitting the amenity area is discouraged in the OCP design guidelines and the proposed design is anticipated to create design challenges, especially in relation to the inclusion of robust play equipment.

Changes to the site plan aimed at achieving compliance with the Arterial Road Guidelines for Townhouses would likely result in a reduction to the unit count or achievable floor area.

3. Site coverage is negatively impacted.

Additional impermeable surfaces are required as a result of providing a driveway and drive aisle on site. Based on the concept provided, this would result in 68% of the site covered by impermeable surfaces, higher than the maximum of 65% allowed in the "Low Density Townhouses (RTL4)" zone. Increased coverage by impermeable surfaces limits opportunities to provide live landscaping. For comparison, the proposed single-family dwellings with coach houses have 45% site coverage with impermeable surfaces.

4. Potential rental units are lost.

The proposed development provides three coach houses, which cannot be stratified from the principal dwelling units. These accessory dwelling units therefore increase the diversity of housing options in the neighbourhood, while increasing the rental housing options available.

5. An amendment to the Steveston Area Plan would be required.

The subject site is designated "Single-Family" in the Steveston Area Plan, which would need to be changed to "Multiple-Family."

6. As part of the investigation of land use designations along the Railway Avenue corridor, staff concluded that this portion of Railway Avenue should be retained as compact lot single-family/coach house development due to the existing lane and current lot

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geometries (approximately 12-15 m wide). The compact lot single-family/coach house designation reduces the need for site assemblies and additional driveways along the arterial road while also providing diversity of housing types, including rental housing units along the City's arterial roads.

Conceptual Duplex Development

A concept for the development of three duplexes is provided in Attachment D. The concept was developed based on the current "Two-Unit Dwellings (RD2)" zone, the Arterial Road Guidelines for Duplexes contained in the OCP, and the typical site access requirements for compact lots with lane access.

The concept involves the same proposed subdivision resulting in three equally sized lots, however each lot would contain a duplex instead of a single-family dwelling with a coach house. Each duplex has a "front-back" configuration, with one dwelling unit fronting the street and the second located behind. Two vehicle parking spaces are located at the rear of each property, with access from the lane, however, this is not consistent with the number of required vehicle parking spaces (two spaces per unit) and would require a variance. The overall floor area is 0.6 FAR, and the total unit count is six dwelling units.

Staff do not recommend that a compact lot duplex development be considered on the subject site based on the following:

1. A significant parking variance would be required, which is not recommended.

The parking requirement for duplex development is two spaces per dwelling unit. The concept provides only one space per unit, representing a 50% shortfall of required parking. A third parking spot could be provided adjacent to the garage, but a parking variance would still be required.

2. An amendment to the Steveston Area Plan would be required in addition to the proposed amendment to Single-Family Lot Size Policy 5420.

The subject site is designated "Single-Family" in the Steveston Area Plan, which would need to be changed to "Single-Detached/Duplex/Triplex."

3. As per the overall review of land use designations along Railway Avenue, staff concluded that this portion of Railway Avenue should be retained as single-family/coach house development. Duplex development requires increased parking and reduces opportunities for rental housing, compared to coach house development.

Development Proposal

No changes to the previous development proposal are contemplated. Please see the previous Staff Report for full details and drawings of the proposed development of three single-family dwelling with coach houses.

Referral – Arterial Road Land Use Policy Along Railway Avenue

Staff recommends support for proceeding with the proposal at this site due to it being consistent with the current Arterial Road Land Use Policy, the application pre-dating the introduction of the referral motion, and it being consistent with the findings and recommendations contained in the staff report on the Railway Avenue corridor included on the same agenda. Specifically, staff would emphasize that:

- The proposal to utilize the lane is consistent with City policies including the Arterial Road Land Use Policy and Richmond Residential Lot (Vehicular) Access Regulation Bylaw 7222.
- The proposal provides a variety of housing types in the neighbourhood, including opportunities for rental housing in the detached coach houses.
- Existing lots in this area designated for coach houses are generally between 12-15 m wide, with the exception of the subject site and one other site (5011/31 Hollymount Gate). The current Arterial Road lands use policy designation considers the existing lot pattern in the neighbourhood and allows coach house development without requiring land assemblies or additional driveways along the arterial road.

Conclusion

The application to rezone 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, in order to permit the development of three single-family dwellings with coach houses on the subject site, is consistent with the Arterial Road Land Use Policy in the Official Community Plan and the land use designation contained in the Steveston Area Plan.

Staff recommend that coach house development on the subject site be considered based on the following:

- 1. Coach house development is consistent with the Arterial Road Policy designation, contained in the OCP.
- 2. The form of development proposed for coach houses is consistent with the form and character of the surrounding single-family neighbourhood.
- 3. The coach house proposal utilizes the existing lane for vehicle access, eliminating the need for additional driveways along the arterial road.
- 4. The coach house proposal would provide additional housing diversity, including three rental units.

On this basis, staff recommend support of the application to rezone the property and amend Single-Family Lot Size Policy 5420 as described in the original Staff Report.

The applicant has agreed to the list of rezoning considerations included in Attachment 11 of the original Staff Report dated May 22, 2019 (Attachment B) (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, be referred to the Tuesday, February 16, 2021 Public Hearing at 7:00 p.m. in the Council Chambers of Richmond City Hall.

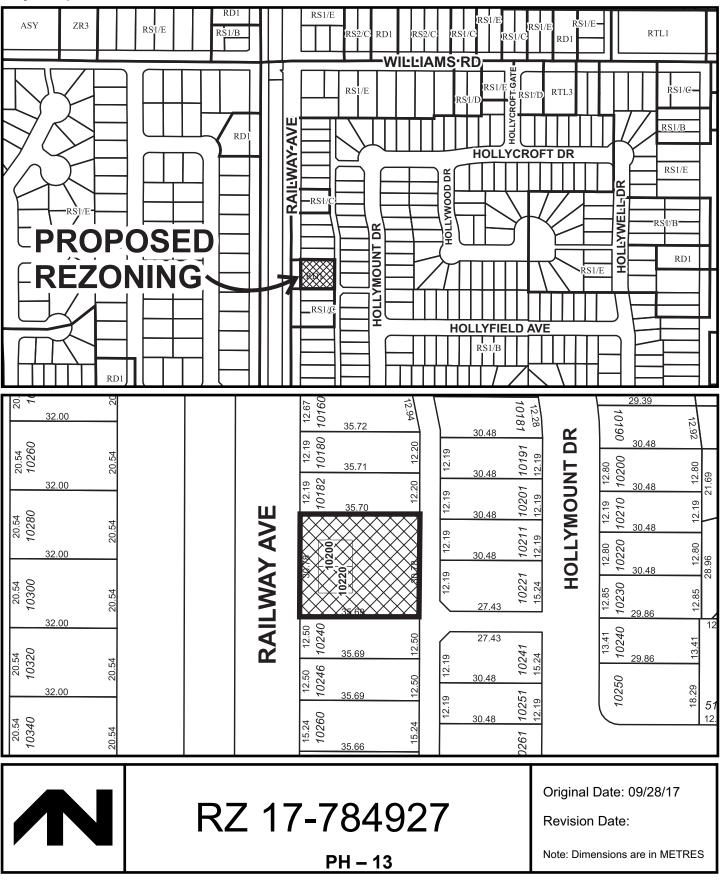
Jordan Rockerbie Planner 1 (604-276-4092)

JR:blg

Attachments: Attachment A: Location Map Attachment B: Report to Committee dated May 22, 2019 Attachment C: Conceptual Townhouse Development Plan Attachment D: Conceptual Duplex Development Plan



City of Richmond



ATTACHMENT B



Report to Committee

To:	Planning Comm	ittee
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From: Wayne Craig Director, Development Date: May 22, 2019 File: RZ 17-784927

Re: Application by Raman Kooner for Rezoning at 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" Zone to the "Coach Houses (RCH1)" Zone

Staff Recommendation

- 1. That the following recommendation be forwarded to a Public Hearing:
 - a) That Single-Family Lot Size Policy 5420 for the area generally bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road, in a portion of Section 36 Block 4 North Range 7 West, be amended as shown in the proposed draft Single-Family Lot Size Policy 5420 (Attachment 5);
- That Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, for the rezoning of 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, be introduced and given First Reading.

Wayne Craig Director, Development (604-247-4625)

WC:JR Att. 11

REPORT CONCURRENCE				
CONCURRENCE	CONCURRENCE OF GENERAL MANAGER			
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	CONCURRENCE			

Staff Report

Origin

Raman Kooner has applied to the City of Richmond for permission to rezone 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots each with a coach house suite, with vehicle access from the rear lane (Attachment 1). The proposed subdivision is shown in Attachment 2.

In order to consider this rezoning application, an amendment to Single-Family Lot Size Policy 5420 is required to remove the subject site from the Lot Size Policy area. The proposed amendment would remove a total of 46 properties fronting Railway Avenue between Williams Road and Steveston Highway, and two properties fronting Williams Road. Further discussion on the proposed amendment is provided below.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

Subject Site Existing Housing Profile

There is an existing duplex on the property, which would be demolished. One of the duplex units was owner-occupied and the second was vacant before purchase by the developer. Both duplex units are now tenanted on an interim basis.

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- To the North: A single-family dwelling on a lot zoned "Single Detached (RS1/B)".
- To the South: A single-family dwelling on a lot zoned "Single Detached (RS1/C)".
- To the East: Single-family dwellings on lots zoned "Single Detached (RS1/B)".
- To the West: Railway Avenue and an off-street multipurpose pathway, beyond which are single-family dwellings on lots zoned "Single Detached (RS1/E)".

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The Official Community Plan (OCP) land use designation for the subject site is "Neighbourhood Residential." The proposed rezoning is consistent with this designation.

The subject site is located in the area governed by the Steveston Area Plan, and is designated "Single-Family" (Attachment 4). The proposed rezoning is consistent with this designation.

Arterial Road Land Use Policy

Since 2001, the City has encouraged redevelopment to compact lots along arterial roads where access is or can be made available to a rear lane. The Arterial Road Land Use Policy identifies the subject site for redevelopment to compact single-detached or coach house lots. The proposed rezoning is consistent with this designation.

Single-Family Lot Size Policy 5420

The subject site is located in the area governed by Single-Family Lot Size Policy 5420 (Attachment 5). The Lot Size Policy permits properties fronting Railway Avenue with rear lane access to rezone and subdivide in accordance with the "Single Detached (RS1/B)" zone (i.e., minimum 12 m wide lots, minimum 360 m² in area).

Where there is a rezoning application along an arterial road in an existing Lot Size Policy area that has been in place over five years, Council has the discretion to determine whether to remove all the properties in the block which front the subject arterial road from the applicable Lot Size Policy when considering the rezoning application.

It is on this basis that the proposed rezoning application and amendment to the Lot Size Policy are being considered.

The proposed amendment to the Lot Size Policy is to exclude the 46 properties fronting Railway Avenue and two properties fronting Williams Road with existing or planned rear lane access between Williams Road and Steveston Highway from the Lot Size Policy. This would enable these lots to apply for rezoning to permit redevelopment to a compact single detached housing form, in keeping with the Arterial Road Land Use Policy. All other provision of the Lot Size Policy would remain unchanged. The proposed amendment is shown in Attachment 6.

Affordable Housing Strategy

The applicant proposes a coach house on each of the three proposed lots, consistent with the City's Affordable Housing Strategy. Each proposed coach house is $57.88 \text{ m}^2 (623 \text{ ft}^2)$ and contains a single bedroom. Prior to final adoption of the rezoning bylaw, the applicant is required to register a covenant on Title ensuring that the dwelling unit located in each coach house cannot be stratified or otherwise held under separate Title.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

A letter dated March 29, 2019 (Attachment 7) was sent to the owners and residents of all the properties located within the area governed by Lot Size Policy 5420 describing the proposed amendment and to advise them of the proposed rezoning application at the subject site. The letter indicated that any comments or concerns with either the proposed Lot Size Policy amendment or rezoning application submitted to the City by April 30, 2019 would be included in this Staff Report to Council.

In response to this letter, the City received four pieces of written correspondence and two telephone calls. A summary of the correspondence is provided below, and the full text of each response is provided in Attachment 8.

- Two telephone calls asking for additional information.
- Two letters in support of the application.
- One letter in opposition to the application.
- One letter in support of the proposed Lot Size Policy amendment, but in opposition to the proposed rezoning to allow coach houses

Positive responses were supportive of locating additional density on Railway Avenue. Concerns included an increase to traffic and parking demand in the neighbourhood. Comments on housing affordability came from two different perspectives: a perception that single-detached homes with coach houses would be more expensive to build and therefore more expensive to buy, and appreciation that there are three potential rental units included in the proposal.

Staff support the proposed rezoning and Lot Size Policy amendment as the proposed development complies with the Arterial Road Land Use Policy and the "Coach Houses (RCH1)" zone, including the requirement for three on-site parking spaces. On-street parking is also available on Railway Avenue. Removal of the two existing driveways will increase the on-street parking capacity.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, 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

Built Form and Architectural Character

The preliminary conceptual plans have satisfactorily addressed the staff comments identified as part of the rezoning application review process. These include a site plan and architectural elevations for the coach houses on each proposed lot (Attachment 9).

The three proposed coach houses have identical massing, with differentiation achieved through varying the window size, dormer style, and cladding materials. All of the coach houses are sited closest to the south property line, which is a requirement of the "Coach Houses (RCH1)" zone.

Each of the proposed coach houses includes a one bedroom unit above a detached garage. There is additional living space at grade, which includes direct access to private outdoor space for the coach house. Additional private outdoor space is located in the rear yard beside the coach house.

Living space is oriented away from neighbouring properties, with the living room, kitchen, and den all having windows facing the principal dwelling. Windows in the bedroom overlook the rear lane. No balconies are proposed.

For each new lot, parking is proposed in a detached garage. Parking for the principal dwelling consists of two parking spaces provided in a tandem arrangement, which is permitted in the "Coach Houses (RCH1)" zone for the principal dwelling only. One parking space for the coach house is provided in the garage, for a total of three on-site parking spaces on each lot proposed. In addition to the parking provided on-site, on-street parking is permitted on Railway Avenue. The removal of the two existing driveways will increase opportunities for on-street parking.

Prior to final adoption of the rezoning bylaw, the applicant is required to provide:

- A Landscape Plan, prepared by a Registered Landscape Architect, that is consistent with the landscape regulations contained in Richmond Zoning Bylaw 8500 and the Arterial Road Land Use Policy. The Landscape Plan must include a cost estimate for all works, including any trees, soft and hard landscaping materials, fencing, installation costs, and a 10% contingency.
- A Landscape Security based on 100% of the cost estimate.

Furthermore, the applicant must register legal agreements on Title to ensure that:

- The coach house cannot be stratified.
- The area used for tandem parking cannot be converted to habitable space.
- The Building Permit application and ensuing development of the site is generally consistent with the conceptual plans included in Attachment 9.

Transportation and Site Access

Vehicle access to the proposed lots is from the rear lane, with no access permitted to Railway Avenue in accordance with Richmond Residential Lot (Vehicular) Access Regulation Bylaw No. 7222. The two existing driveways to Railway Avenue will be removed as part of the frontage works.

Pedestrian access to the principal dwelling and coach house is proposed from Railway Avenue and the rear lane in accordance with the requirements of the "Coach Houses (RCH1)" zone.

Prior to issuance of the Building Permit, the applicant is required to submit a Construction Parking and Traffic Management Plan to the City's Transportation Department for review.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses four bylaw-sized trees on the subject property and two street trees on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- Two trees (Tag # 32 and 33) located on the development site are in good condition, however the trees are in direct conflict with the proposed coach houses and will be negatively impacted by the required sanitary service works. As a result of proposed construction impacts, these trees are not good candidates for retention and should be removed and replaced.
- One Katsura tree (Tag # 91) located on the development site has a previously topped crown with poorly attached regrown leaders, but is in fair condition. This tree is in close proximity to the existing duplex and will be impacted by demolition. As a result this tree is not a good candidate for retention and should be removed and replaced.
- One Japanese Maple tree (Tag # 92) located on the development site is in fair condition. This tree is growing in a crowded location adjacent to the existing fence and other landscaping, including Trees # 91 and 717. As a result of proposed construction impacts, this tree should be removed and replaced.
- Replacement trees should be provided at 2:1 ratio as per the Official Community Plan (OCP).

City Parks staff have reviewed the Arborist's Report and support the Arborist's finding, with the following comments:

- One tree located in the site frontage (Tag # 34) is in good condition and should be retained and protected during construction.
- One tree located outside the site frontage (Tag # D) is in good condition and should be retained and protected during construction.
- One Elderberry shrub located in the site frontage (Tag # 717) is in poor condition and will be in conflict with the proposed new sidewalk. This shrub should be removed. Compensation is not required for shrubs.
- One Cedar hedgerow located in the boulevard in front of Proposed Lots B and C is in fair condition, but will be in conflict with the required frontage works and should be removed. Compensation is not required for hedges.

Tree Protection

Two City-owned trees in the boulevard (Tag # 34 and D) are proposed to be retained. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 10). To ensure that the trees

identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- Prior to final adoption of the rezoning bylaw or demolition of the existing dwelling, whichever is first, submission of a \$1,980 Tree Survival Security to the City.

Tree Replacement

The applicant wishes to remove four on-site trees (Tag # 32, 33, 91, and 92). Two trees located in the front yard (Tag # 91 and 91) are in a crowded location close to the existing duplex, existing fence, and other trees and shrubs. These trees will be negatively affected by the proposed building demolition, fence removal, and site grading. Two trees located in the rear yard (Tag # 32 and 33) are in conflict with the proposed detached garage and coach houses on Proposed Lots B and C. Siting of the detached garage and coach houses is established in the "Coach Houses (RCH1)" zone, which requires that accessory buildings be oriented closest to the south property line in order to reduce shadow impacts on properties to the north.

The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has agreed to plant three trees on each proposed lot, for a total of nine trees in the development. A minimum of two trees in the front yard and one tree in the rear yard should be planted on each proposed lot, consistent with the landscaping requirements contained in Richmond Zoning Bylaw 8500 and the Arterial Road Land Use Policy. A Landscape Plan showing the proposed size, species, and location of the replacement trees is required prior to final adoption of the rezoning bylaw. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree 5 m	
4	9 cm		
2	8 cm	4 m	
3	6 cm	3.5 m	

Existing Legal Encumbrances

There is an existing Statutory Right of Way (SRW) for the sanitary sewer inspection chamber. This SRW will be discharged and replaced with new SRWs when the sanitary connections are relocated on site to service the three proposed lots.

There is a strata plan registered on the property, as well as a covenant on Title restricting the use of the property to a duplex only. The strata plan must be cancelled and the covenant discharged at Subdivision stage.

Site Servicing and Frontage Improvements

The applicant is required to complete the site servicing and off-site improvements described in Attachment 11. Works are to be constructed through a City work order, and include:

- A cash-in-lieu contribution for future upgrades to the rear lane.
- Removal of the existing concrete sidewalk and grass boulevard, and replacement with new 2.0 m wide sidewalk at the property line, landscaped boulevard, and concrete curb and gutter in existing location.
- Permanent closure of the existing driveway crossings and replacement with the frontage works described above.

Financial Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this application is to rezone 10200/10220 Railway Avenue from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots each with a coach house suite, with vehicle access from the rear lane. Concurrent with the rezoning application, the applicant requests that Council consider an amendment to Lot Size Policy 5420 to exclude properties along Railway Avenue between Williams Road and Steveston Highway from the Lot Size Policy.

This rezoning application complies with the land use designations and applicable policies for the subject site contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 11, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10035 be introduced and given First Reading.

Fochhi

Jordan Rockerbie Planning Technician (604-276-4092)

JR:blg

Attachment 1: Location Map and Aerial Photo

Attachment 2: Site Survey with Proposed Subdivision Plan

Attachment 3: Development Application Data Sheet

Attachment 4: Steveston Area Land Use Map

Attachment 5: Single-Family Lot Size Policy 5420

Attachment 6: Proposed Amendment to Single-Family Lot Size Policy 5420

Attachment 7: City's Letter Dated March 29, 2019

Attachment 8: Written Correspondence Received from Residents

Attachment 9: Conceptual Development Plans

Attachment 10: Tree Management Plan

Attachment 11: Rezoning Considerations

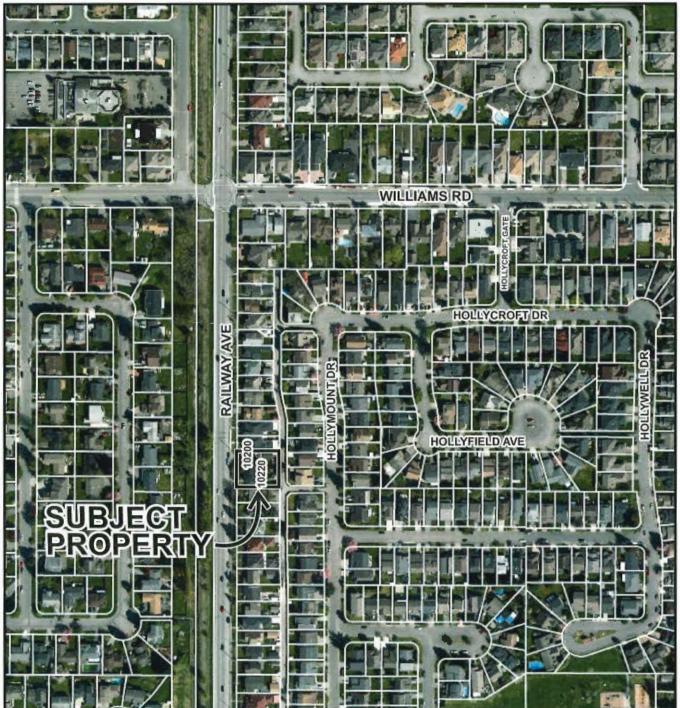


City of Richmond





City of Richmond



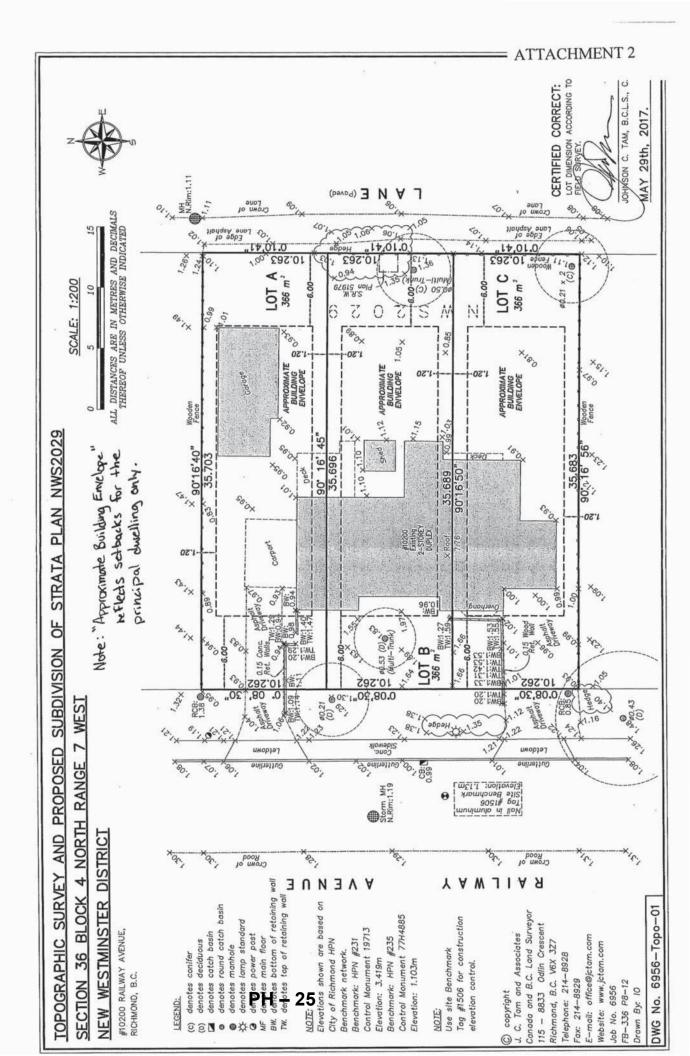


RZ 17-784927

Original Date: 09/28/17

Revision Date:

Note: Dimensions are in METRES





Development Application Data Sheet

Development Applications Department

Attachment 3

RZ 17-784927

Address: 10200/10220 Railway Avenue

Applicant: Raman Kooner

Planning Area(s): Steveston

and a final	Existing	Proposed	
Owner:	0845785 BC Ltd.	To be determined	
Site Size (m ²):	1,098 m ²	Three lots, each 366 m ²	
Land Uses:	One two-unit dwelling	Three single-family dwellings with coach houses	
OCP Designation:	Neighbourhood Residential	No change	
Area Plan Designation:	Single-Family	No change	
702 Policy Designation:	Single Detached (RS1/B)	Amendment to remove the property from the Lot Size Policy	
Zoning:	Two-Unit Dwellings (RD1)	Coach Houses (RCH1)	
Other Designations:	Arterial Road Compact Lot Coach House	No change	

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	Max. 0.60	none permitted
Total Buildable Floor Area (m ²):*	Max. 219.6 m² (2,363 ft²)	Max. 219.6 m² (2,363 ft²)	none permitted
Principal Dwelling Floor Area (m ²):*	Max. 186.6 m ² (2,008 ft ²)	Max. 161.72 m ² (1,740 ft ²)	None
Coach House Floor Area (m ²):*	Min. 33.0 m ² (355 ft ²) Max. 60 m ² (645 ft ²)	57.88 m ² (623 ft ²)	None
Lot Coverage:	Building: Max. 45% Non-porous Surfaces: Max. 70%	Building: Max. 45% Non-porous Surfaces: Max. 70%	None
Lot Size (m ²):	315 m ²	366 m ²	None
Lot Dimensions (m):	Width: Min. 9.0 m Width: 10.26 m Depth: Min. 35.0 m Depth: 35.69 m		None
Principal Dwelling Setbacks (m):	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	Front: Min. 6.0 m Rear: Min. 6.0 m Side: Min. 1.2 m	None

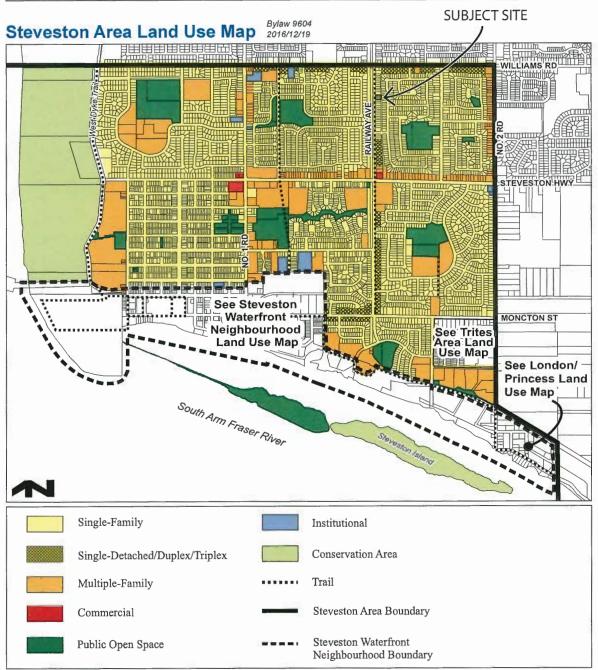
On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Coach House Setbacks (m):	Rear: Min. 1.2 m Interior Side (Ground): Min. 0.6 m Interior Side (Upper): Min. 1.2 m Opposite Interior Side: Min. 1.8 m Building Separation: Min. 4.5 m	Rear: 1.2 m Interior Side (Ground): 0.6 m Interior Side (Upper): 1.2 m Opposite Interior Side: 2.2 m Building Separation: 5.29 m	None
Principal Dwelling Height (m):	Max. 9.0 m	Max. 9.0 m	None
Coach House Height (m):	Max. 6.5 m, measured from the crown of the lane	6.45 m, measured from the crown of the lane	None
Off-street Parking Spaces:	Principal Dwelling: 2 Coach House: 1	Principal Dwelling: 2 Coach House: 1	None
Tandem Parking Spaces:	Permitted for the principal dwelling only	2 spaces in the garage for the principal dwelling	None
Outdoor Amenity Space:	Principal Dwelling: Min. 30.0 m ² Coach House: No minimum	Principal Dwelling: Min. 30.0 m ² Coach House: 22.18 m ²	None

- 2 -

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.





Policy Manual

City of Richmond

Page 1 of 2	Adopted by Council: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995	POLICY 5420
File Ref: 4045-00 SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-7		TION 36-4-7

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway**, **Railway Avenue**, **Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

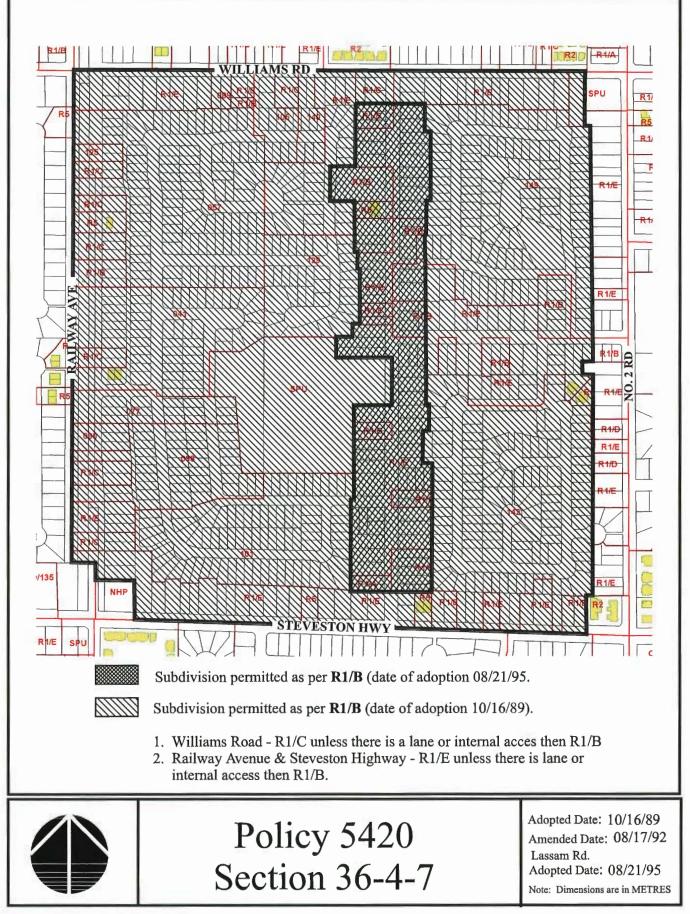
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/B) in Zoning and Development Bylaw 5300, with the following provisions:

- If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to Single-Family Housing District (R1/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (R1/C) unless there is lane or internal road access in which case Single-Family Housing District (R1/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is <u>the middle of Railway Avenue</u>.

Note: There are two adoption dates for two separate portions of Policy 5420.



Sa San		
	City of Richmond	Policy Manual
Page 1 of 2	Adopted by Council: October 16, 1989 Amended by Council: August 17, 1992 Lassam Rd. Adopted by Council: August 21, 1995 Amended by Council:	DRAFT PROPOSED POLICY 5420
File Ref: 4045-00	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER	-SECTION 36-4-7

ATTACHMENT 6

POLICY 5420:

The following policy establishes lot sizes for the area, bounded by **Steveston Highway**, **Railway Avenue**, **Williams Road and the rear of the properties located along No. 2 Rd.** in Section 36-4-7:

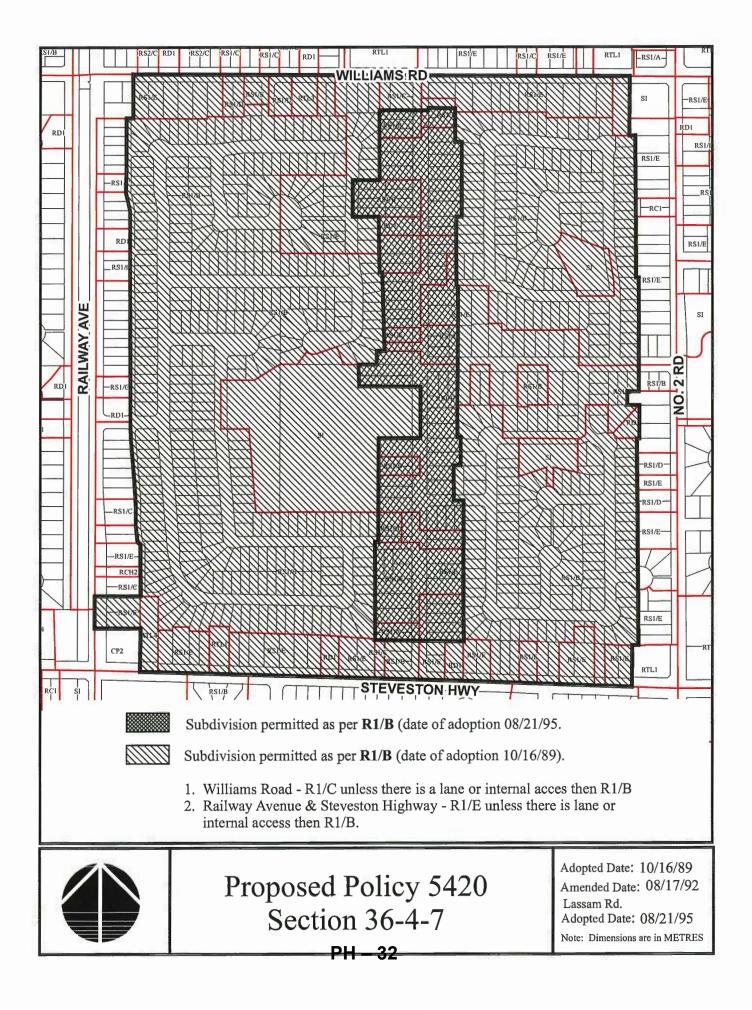
That properties within the area bounded by Steveston Highway, Railway Avenue, Williams Road and the rear property lines of the properties located along No. 2 Rd. (Section 36-4-7), be permitted to subdivide in accordance with the provisions of Single-Family Housing District (RS2/B) in Richmond Zoning Bylaw 8500, with the following provisions:

- (a) If there is no lane or internal road access, then properties along Steveston Highway will be restricted to Single-Family Housing District (RS2/E);
- (b) Properties along Williams Road will be permitted Single-Family Housing District (RS2/C) unless there is lane or internal road access in which case Single-Family Housing District (RS2/B) will be allowed;
- (c) The Policy for the properties along Lassam Rd. (as cross-hatched on the attached map) was adopted on August 21, 1995;

and that this policy, as shown on the accompanying plan, be used to determine the disposition of future single-family rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in Richmond Zoning Bylaw 8500.

Note: Council adopted the above noted Single-Family Lot Size Policy, with an amendment clarifying that the western boundary of the policy area is <u>the middle of Railway Avenue</u>.

Note: There are two adoption dates for two separate portions of Policy 5420.



ATTACHMENT 7

6911 No. 3 Road, Richmond, BC V6Y 2C1 www.richmond.ca



March 29, 2019 File: RZ 17-784927 Planning and Development Division Development Applications Fax: 604-276-4052

Dear Owner/Resident:

Re: Proposed amendment to Single-Family Lot Size Policy 5420 and proposed rezoning application at 10200/10220 Railway Avenue

This is to advise you that the City of Richmond has received a rezoning application for a property in your neighbourhood at 10200/10220 Railway Avenue. The applicant proposes to subdivide the property to create three single-family lots, each with a width of 10 metres. A location map showing the property and proposed subdivision is provided in Attachment 1.

This property is located in the area governed by Single Family Lot Size Policy 5420, which restricts lot width to a minimum of 12 metres (39 feet). As such, the proposal includes an amendment to this Policy.

It is important to note that the proposed amendment to Single-Family Lot Size Policy 5420 and the proposed rezoning at 10200/10220 Railway Avenue do not change the zoning of other properties in the area. Additional development in your neighbourhood would be subject to the standard rezoning application review process, which includes opportunity for public input at a Public Hearing. Details on this application and the Lot Size Policy are provided in the letter.

Rezoning Application at 10200/10220 Railway Avenue

Raman Kooner has applied to the City of Richmond for permission to rezone the property from the "Two-Unit Dwellings (RD1)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create three single-family lots with vehicle access from the rear lane. Each lot would contain a single family dwelling as well as a coach house unit above a detached garage. The application is being processed under City file number RZ 17-784927. The proposed subdivision is shown in Attachment 1.

The proposed rezoning is consistent with the Arterial Road Land Use Policy contained in the Official Community Plan. Arterial Road Coach House development is permitted on designated lots with access to a municipal rear lane.

Single-Family Lot Size Policy 5420

On October 16, 1989, City Council adopted Single-Family Lot Size Policy 5420 to establish the lot sizes that would be considered on properties generally bounded by Steveston Highway, Railway



Avenue, Williams Road and the rear property lines of the properties located along No. 2 Road. A map of the current Policy area is provided in Attachment 2. The Lot Size Policy provides the following direction:

-2-

- Properties are permitted to subdivide in accordance with the provisions of the "Single-Detached (RS1/B)" zone, with the following provisions:
 - If there is no lane or internal road access, then properties along Railway Avenue and Steveston Highway will be restricted to the "Single-Detached (RS1/E)" zone;
 - Properties along Williams Road will be permitted the "Single Detached (RS1/C)" zone unless there is a lane or internal road access, in which case the "Single Detached (RS1/B)" zone will be allowed.

Proposed Amendment to Single-Family Lot Size Policy 5420

The proposed amendment to the Lot Size Policy would remove 46 properties on Railway Avenue, including the subject property, and two properties on Williams Road from the Lot Size Policy area. All other provisions in the Lot Size Policy would remain unchanged. A map showing the proposed Lot Size Policy area is provided in Attachment 3, with the changes highlighted in a bubbled area.

The Lot Size Policy currently permits the subject property to subdivide in accordance with the "Single Detached (RS1/B)" zone (see Table 1, below). This would yield two single-family lots with a minimum lot width of 12 metres. Each single-family lot would be permitted to contain one secondary suite.

The proposed amendment would permit this property to rezone and subdivide in accordance with the "Coach Houses (RCH1)" zone, which would yield three single-family lots with a minimum lot width of 9 metres each (see Table 1, below). Each single-family lot would be permitted to contain one detached garage with a coach house.

Zone	Min. Lot Width	Min. Lot Depth	Min. Lot Area	Max. Floor Area Ratio*	Purpose
Permitted Single Detached (RS1/B)	12.0 m (39.3 ft)	24.0 m (78.7 ft)	360.0 m ² (3,875 ft ²)	0.55 applied to a maximum of 464.5 m ² of the lot area, together with 0.30 applied to the balance	Single-family dwelling; secondary suite is permitted
Proposed Coach Houses (RCH1)	9.0 m (29.5 ft)	35.0 m (114.8 ft)	315.0 m ² (3,390 ft ²)	0.60	Single-family dwelling with detached coach house secondary suite is not permitted

regulates the maximum building area.

Process

Please review the accompanying materials, and forward any comments or concerns you may have about the proposed amendment to Single-Family Lot Size Policy 5420, and/or the redevelopment proposal at 10200/10220 Railway Avenue, to my attention by April 30, 2019, via:

Jordan Rockerbie, Planning Technician Development Applications Department City of Richmond 6911 No. 3 Road Richmond, BC V6Y 2C1

or

jrockerbie@richmond.ca

Next Steps

Staff will complete a report to Planning Committee on the proposed Lot Size Policy amendment and rezoning application, and will incorporate your feedback as part of the report. If supported by the Planning Committee, the application would be subsequently considered by Richmond City Council at a regular Council meeting. You will be provided with the opportunity to address Council directly if the proposed amendment to Single-Family Lot Size Policy 5420 and the application to rezone 10200/10220 Railway Avenue proceed to a Public Hearing.

It is emphasized that the proposed amendment to Single-Family Lot Size Policy 5420 and the proposed rezoning application at 10200/10220 Railway Avenue do not change the zoning of other properties in the area. Any future rezoning applications on other properties must undergo the standard rezoning application review process, which includes a public notification and a Public Hearing.

If you have any questions about the contents of this letter or require further explanation, please contact me by phone at 604-276-4092 or by email at jrockerbie@richmond.ca

Thank you,

Jordan Rockerbie *Planning Technician* T: 604-276-4092

JR:jr

Encl. 3

Attachments:

Attachment 1: Location Map showing proposed rezoning and subdivision Attachment 2: Existing Single-Family Lot Size Policy 5420 Attachment 3: Proposed Single-Family Lot Size Policy 5420

Rockerbie, Jordan

From:	Bill de Mooy <bill@billdemooy.com></bill@billdemooy.com>
Sent:	Saturday, 6 April 2019 14:01
To:	Rockerbie,Jordan
Subject:	Re: Single-Family Lot Size Policy 5420

We'll support the change in Lot Size Policy and the rezoning application associated with it. The proposed allowance for (approx) 30' frontage lots have little to do with my lot or that of most properties on Railway Ave. without assembling and subdiving but it at least allows the duplex lot to be put to better use.

I look forward to learning more about your "suite of options" being put forth to city council.

Thanks.

Bill de Mooy

On Fri, Apr 5, 2019 at 4:08 PM Rockerbie, Jordan <<u>JRockerbie@richmond.ca</u>> wrote:

Hello Bill,

The purpose of the letter is twofold: first, to provide notice that the City is considering a change to the Lot Size Policy in your neighbourhood, and second, to gather feedback on the proposed change *and* the rezoning application associated with it. The mail-out went to all of the properties currently subject to the Lot Size Policy, i.e. the area generally bound by Williams Road, Steveston Highway, Railway Avenue, and No. 2 Road.

Regarding the BC Assessment Authority, I cannot make assurances on their behalf.

What I can tell you is that all of the properties on Railway Avenue in your neighbourhood currently have two conflicting land use designations: a designation under than Lot Size Policy introduced in 1989 and last amended in 1995, and a designation in the Arterial Road Land Use Strategy last amended in 2016. The proposed Lot Size Policy amendment addresses the conflicting policies by removing the land use designation from 1995 in favour of the designation applied in 2016. Depending on where you property is on Railway Avenue, the land use designation already supports redevelopment to "Compact Single Detached," "Compact Lot Coach House," "Arterial Road Duplex," or "Arterial Road Townhouses."

Part of my staff report to Council will include a tally of the number of positive and negative responses, as well as copies of those responses as an attachment. Please let me know if you would like your correspondence included in this attachment. Additionally, please let me know if you have further questions about the application at hand, the Lot Size Policy, or the Arterial Road Land Use Strategy.

PH – 36

Thank you,

Jordan Rockerbie

Planning Technician, Development Applications

City of Richmond | T: 604-276-4092

From: Bill de Mooy [mailto:<u>bill@billdemooy.com]</u> Sent: Thursday, 4 April 2019 16:23 To: Rockerbie,Jordan Subject: Re: Single-Family Lot Size Policy 5420

Thanks Jordan.

So what is it that planning would like from people living on Railway Ave between Williams Road and Steveston Hwy? Support or dissapproval of the application by the developer or of the lot size policy amendment?

The only concern I have is that the BC Assessment Authority assesses my property higher because of their mantra of "highest and best use" even though I am not rezoning my property to the revised lot size policy. If I can be assured that I will not be financial worse off by the amendment then I have no objection. If by allowing the amendment I'm likely to pay more in property taxes then HELL NO.

Cheers.

Bill de Mooy.

On Wed, Apr 3, 2019 at 9:27 AM Rockerbie, Jordan <<u>JRockerbie@richmond.ca</u>> wrote:

Hello William, thank you for your comments on this redevelopment.

At this time, the City is not proposing any changes to the Single Family Lot Size Policy other than a shift in the boundary. Policy Planning staff are currently working on a referral from Council regarding the effectiveness of the Lot Size Policy program as a whole in Richmond neighbourhoods. It is likely that staff will bring forward a suite of options for Council to consider, ranging from status quo to a complete reworking of the policy. Any changes to the Lot Size Policy program would involve significant public consultation.

Regarding the application at hand, the applicant is proposing to remove 10200/10220 Railway Avenue from the Lot Size Policy area, to enable a rezoning and subdivision to create three single-family lots with coach houses. If the property were to remain in the Lot Size Policy area, the redevelopment potential would be limited to two single-family lots with coach houses *or* secondary suites.

I would be happy to provide additional information or staff contacts for the various policies in Richmond which target housing affordability. Many of our policies are "living documents," with regular review, public feedback, and updates.

If you have any additional comments or concerns about the subject rezoning and Lot Size Policy amendment, do let me know.

Thank you,

Jordan Rockerbie

Planning Technician, Development Applications

City of Richmond | T: 604-276-4092

From: Bill de Mooy [mailto:bill@billdemooy.com] Sent: Tuesday, 2 April 2019 12:48 To: Rockerbie,Jordan Subject: Single-Family Lot Size Policy 5420

Hi Jordan

Just thinking.

Why is there a proposal to change a zoning that allows for a house with secondary accommodation to a zoning that does not allow for a house with secondary accommodation yet allows a coach house?

I'm led to understand that the building of a coach house is much more expensive that building a secondary accommodation as part of a house.

Where is affordable housing in this thought process? To merely allow building on smaller lots and collect more DCC money from subdividing?

If the creation of "affordable housing" is truely what those on Richmond Council want then I would think following the lead of Vancouver, North Vancouver, Surrey, Maple Ridge and Langley would be more thoughtful.

A lot size policy that allows for secondary accommodations AND a coach house or two secondary accommodations would allow for (1) more rentable units, as Richmond desperately requires, and (2) more mortgage helpers to help make a detached home be more affordable, or (3) more multi-generational family homes to supply the need for family support, with privacy, of an aging parents AND young adult children who are staying home longer because of the high cost of rents or real estate.

If you're going to change a policy, would now not be a good time to have a "more useful" land use policy. Even the reintroduction of the Flex-House and Coach house could be worthy of consideration. A home for all ages.

Just thinking.

William de Mooy

10540 Railway Ave.,

Richmond, BC V7E 2B8

Rockerbie, Jordan

From:	L Neudorf <leleyn@telus.net></leleyn@telus.net>
Sent:	Thursday, 18 April 2019 15:43
To:	Rockerbie, Jordan
Subject:	Rezoning appl 10200/10220 Railway Ave.

Dear Jordon Rockerbie, Re: Rezoning application at 10200/10220 Railway Ave.

If I had a vote, we would vote against this rezoning application – I propose that the developer work with the current zoning (39.3 ft.). For sure, if we lived on the west side of Hollymount Dr. (with the back lane) I would not be keen to have a swath of laneway homes using the back alley, higher traffic, etc. and no doubt many Air BnB operations.

I see a slim lot of 29.5 ft. as only benefiting the developer and the City.

Per se I am not against higher densities, in fact rather than the standard 3 level townhomes going in along Steveston Hwy between Railway and No. Two Rd I would vote to allow 3-4 level apartment blocks in these land assembly areas, thus allowing many more housing units and many more lower price options.

Thank you. Len Neudorf – Res. 604-271-9147 10370 Hollymount Dr.



I am writing in response to the correspondence regarding the rezoning application at 10200/10220 Railway Avenue.

I do not have any objection to the change to the lot size. I do however, object to the coach house rezoning for the smaller lots.

The subdivision to the east of Railway Avenue, historically known as Holly Park, is already very crowded with vehicles. I live on Hollymount Drive. During weekdays the street is fairly clear of cars. In the evenings and on weekends, Hollymount is already very crowded with most street space completely used for parking. Please do a check evenings and weekends.

I believe, it is reasonable to assume that single family houses will have a minimum of 2 vehicles. If there are more than two adults living in the house it's possible each person over sixteen would have a vehicle. This is the norm in Richmond these days. If you add a coach house to the property, each adult living there, would also, presumably, own a vehicle. Where will all these cars park? The lane access garage could only accommodate 2 vehicles.

Our neighbourhood already serves as overflow parking for O'hares Pub. It is not unusual to have pub patrons parking here.

When I have family and friends visit they already have a hard time finding parking. I have a fire hydrant in my front yard, no one can park in front of my home.

I realize that densification is needed and inevitable, but, some consideration of existing neighbourhoods is required.

Yours truly,

Carolyn Payer 10420 Hollymount Drive V7E 4S3

Rockerbie, Jordan

From: Sent: To: Subject: Michelle Li <michelleli@shaw.ca> Monday, 29 April 2019 19:15 Rockerbie,Jordan Redevelopment proposal to 10200/10220 Railway

Hello,

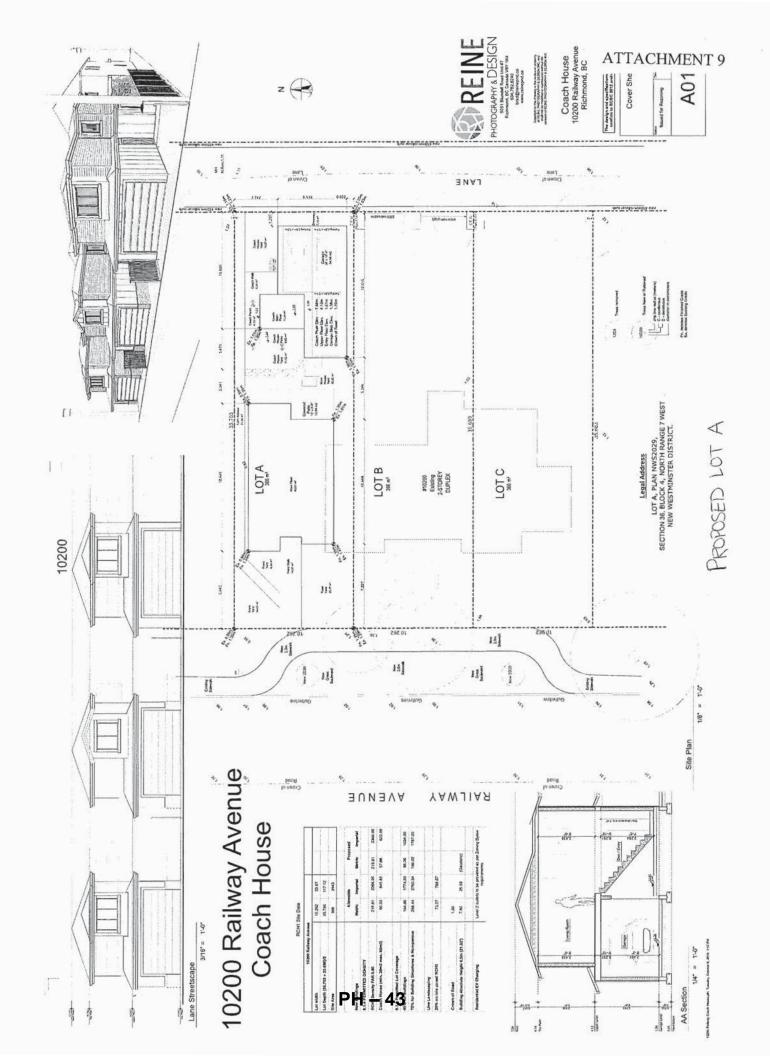
I received a package in the mail about this redevelopment in my neighbourhood and I want to show my strong support of this redevelopment. I would like to see coach homes allowed on any lots where it is suitable with no input from the public since this is a way to add affordable rental housing, housing for extended families, and allow for aging in place. It would also make home ownership more affordable and sustainable for families in our area.

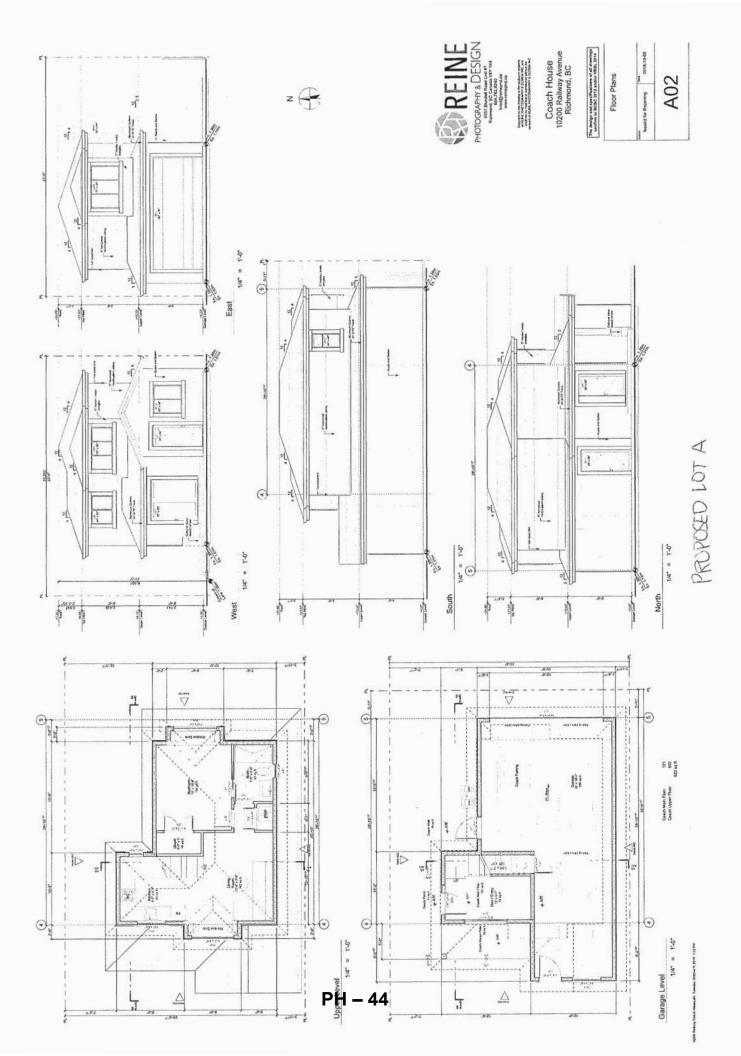
Sincerely,

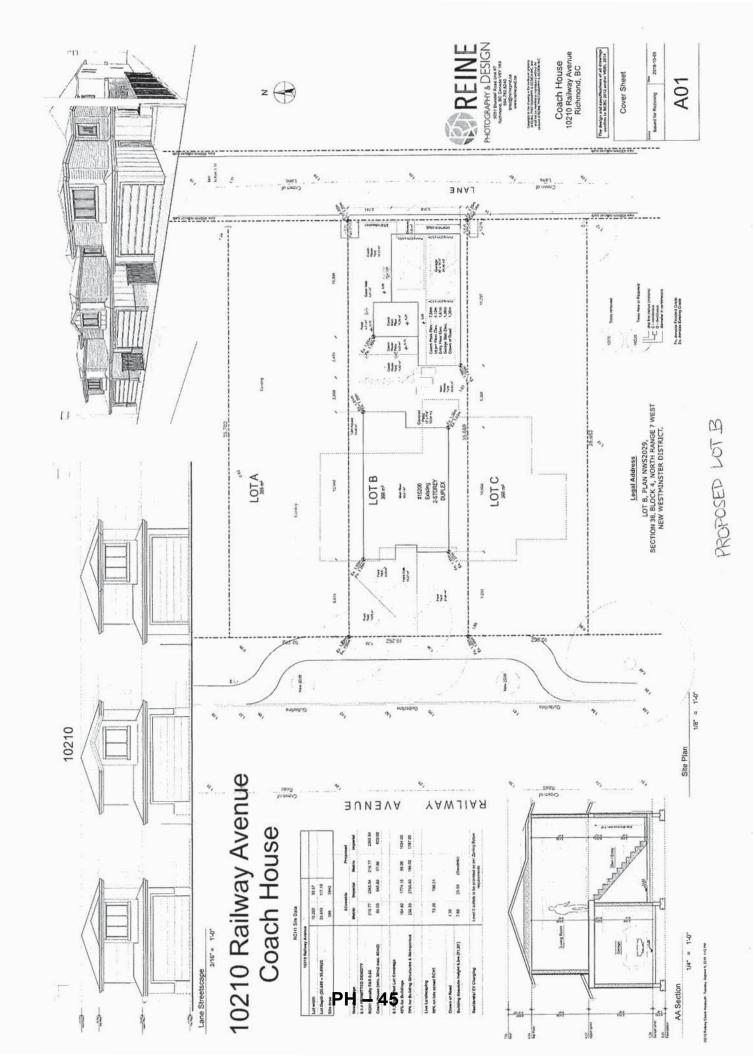
Michelle Li

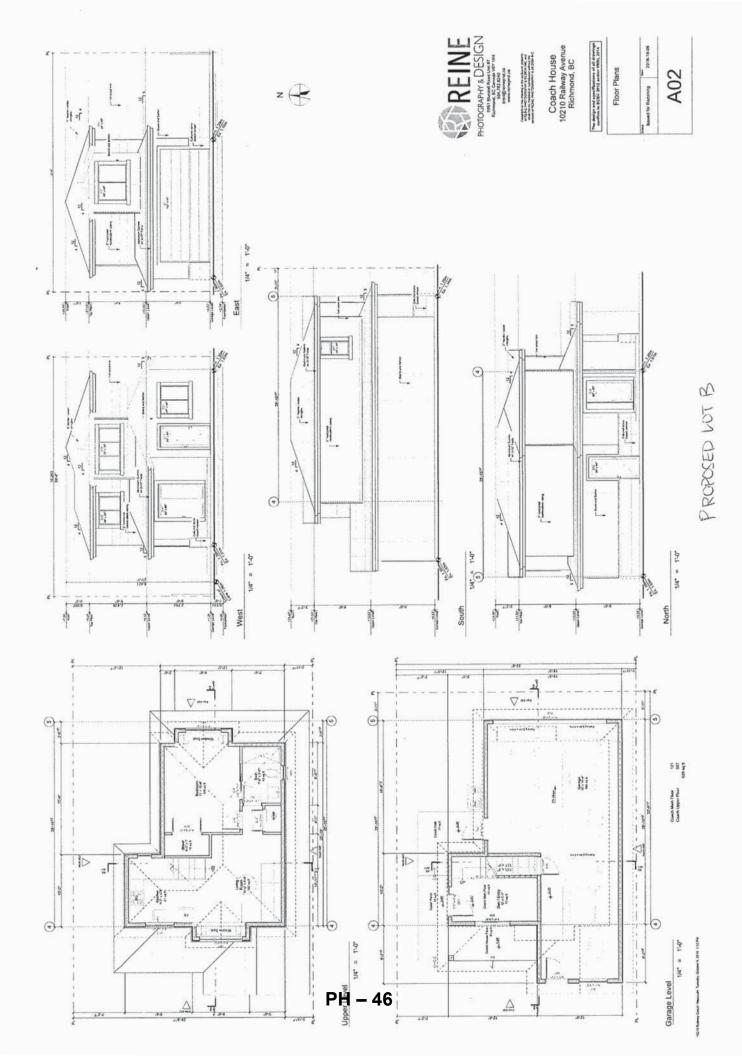
10350 Hollybank Drive

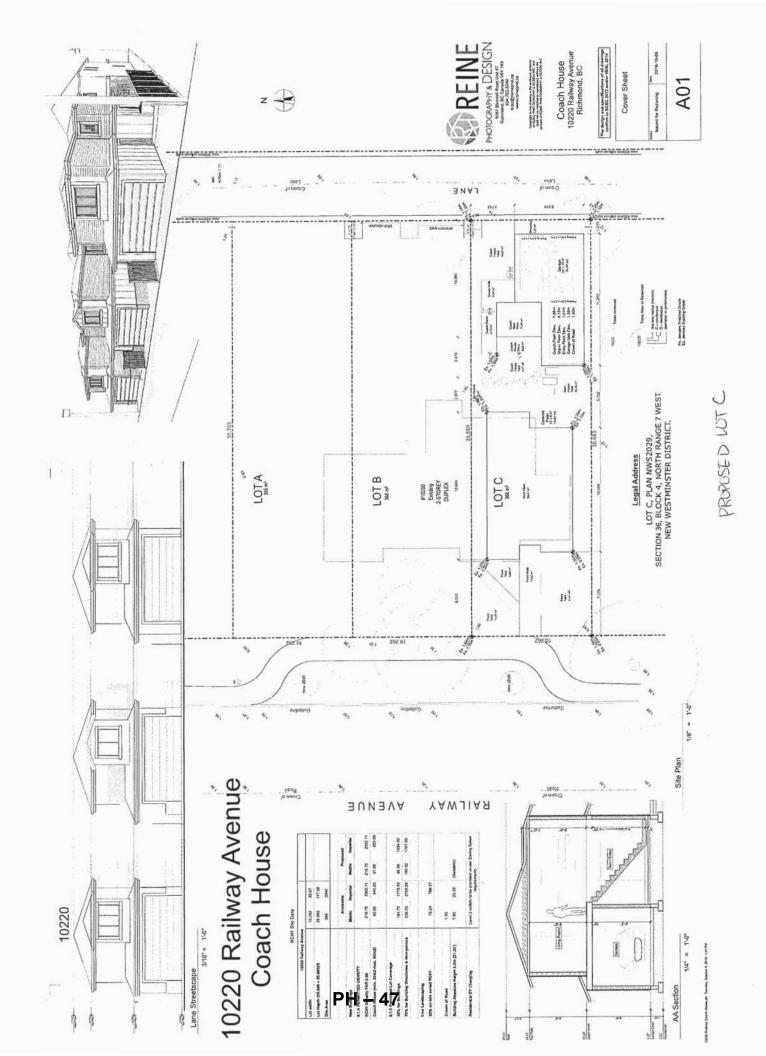
Richmond, BC

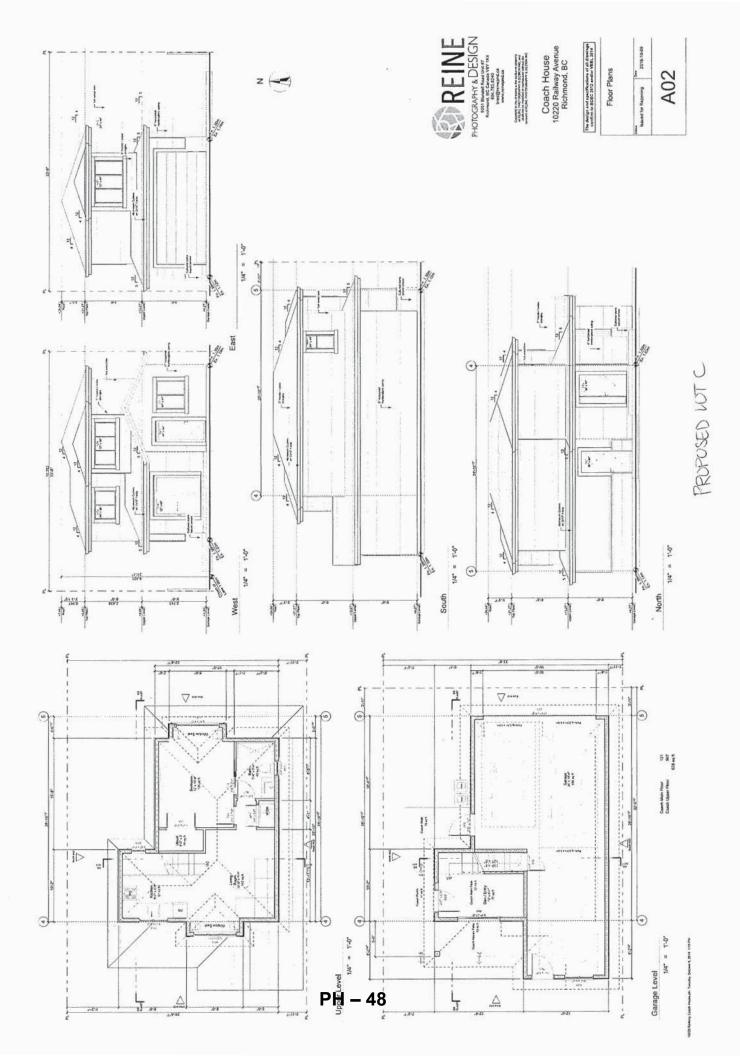


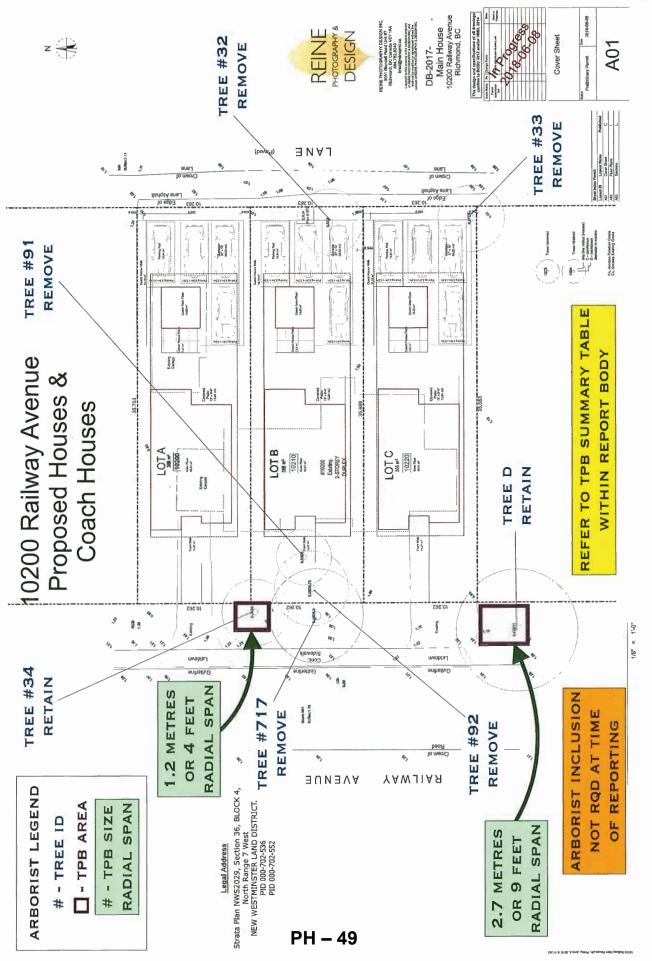












ATTACHMENT 10



ATTACHMENT 11 **Rezoning Considerations** Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 10200/10220 Railway Avenue

File No.: RZ 17-784927

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10035, the developer is required to complete the following:

- Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs and a 10% contingency. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 9 required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
4	9 cm	5 m
2	8 cm	4 m
3	6 cm	3.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

- 2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 3. Submission of a Tree Survival Security to the City in the amount of \$1,980 for the 2 trees to be retained.
- 4. Registration of a flood indemnity covenant on title.
- 5. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.
- 6. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 7. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 8 to this staff report.

Prior to Demolition Permit issuance, the developer must complete the following requirements:

- 1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- 2. Submission of a Tree Survival Security to the City in the amount of \$1,980 for the 2 trees to be retained (if it has not already been received as part of the Rezoning Considerations Item 5, above).

Prior to Building Permit Issuance, the developer must complete the following requirements:

- Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management
 Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and
 proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of
 Transportation) and MMCD Traffic Regulation Section 01570.
- Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated PH - 50

Initial:

fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

At Subdivision* stage, the developer must complete the following requirements:

- 1. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment fees.
- 2. Discharge of covenant RD147895, which restricts the land use to two-unit housing only.
- 3. Cancellation of Strata Plan NWS2029.
- 4. Complete the following site servicing works and off-site improvements through a City work order. Works include, but may not be limited to, the following:

Water Works:

- Using the OCP Model, there is 271.0 L/s of water available at a 20 psi residual at 10126 Railway Avenue frontage and 247.0 L/s of water available at a 20 psi residual at 10260 Railway Avenue frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The Developer is required to:
 - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - Confirm with the City's Fire Department whether a hydrant is required at the proposed site's Railway Ave frontage to comply with the maximum 120 meters hydrant spacing (per City's specifications) and to service the proposed development.
 - If required, replace the portions (two locations) of the existing AC watermain at Railway Avenue that may be exposed and impacted to facilitate installation of the required storm sewer service connections.
- At Developer's cost, the City is to:
 - Install 3 new water service connections to serve the proposed development, complete with meters and meter boxes. The meters shall be placed at the boulevard area between the property line and the sidewalk.
 - Cut and cap, at main, the existing water service connections to 10200 and 10220 Railway Ave.

Storm Sewer Works:

- At Developer's cost, the City is to:
 - Provide a new storm sewer service connection complete with a type 3 inspection chamber at the common property line of the northernmost lot and the middle lot. Tie-in of the new service connection shall be to the existing opening at the east side of manhole STMH849. The new inspection chamber shall be placed at the boulevard area between the property line and the sidewalk.
 - Remove the existing storm service connection and IC off of the STMH849 fronting the adjoining property line of the north and middle lot.
 - Remove the existing storm sewer service connection and IC at the south property line of the southernmost lot to be created and replace it in the same alignment with a new storm service connection complete with a type 3 inspection chamber. Use the same tie-in point for the new connection as the old one. The new inspection chamber shall be placed at the boulevard area between the property line and the sidewalk.
 - Cut and cap the existing storm sewer service connection at the northwest corner of the proposed site.

Sanitary Sewer Works:

- At Developer's cost, the City is to:
 - Remove the existing inspection chamber and sanitary pipe connections and discharge the existing utility right of way.
 - Cut and cap at main the existing sanitar Plad-tl 51 services 10200 and 10220 Railway Ave.

- Provide a new sanitary sewer service connection complete with an inspection chamber at the common property line of the northernmost lot and the middle lot. The new inspection chamber shall be placed in a new 2.0 m wide x 1.0 m deep utility right of way that's divided equally between the northernmost lot and the middle lot.
- Provide a new sanitary sewer service connection complete with an inspection chamber in a new 1.5 m x 1.5 m utility right of way to service the southernmost lot.

Frontage Improvements:

- At the developer's costs, the developer is required to:
 - Coordinate with BC Hydro, Telus and other private communication service providers:
 - To underground the electric power and telecommunication lines required to service the proposed three-lot subdivision in compliance with the City's Subdivision and Development Bylaw 8751 and the City's Building Regulation Bylaw 7230.
 - To determine if above ground structures are required and coordinate their locations (e.g. PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$53,010.00 cash-in-lieu of construction contribution for the design and construction of lane upgrades as set out below:
 - Lane-Asphalt Pavement \$16,740.00
 - Lane-Concrete Curb and Gutter \$12,400.00
 - Lane Drainage \$16,120.00
 - Lane-Lighting \$7,750.00
 - Complete frontage improvements to Railway Avenue, including:
 - 2.0 m sidewalk at the property line, landscaped boulevard, and concrete curb and gutter in the existing location;
 - Removal of the existing sidewalk and driveway crossings, and replacement with frontage improvements as described above;
 - New trees are not permitted behind the curb to avoid impact to the existing AC watermain, and therefore must be placed closer to the new sidewalk at property line to maintain minimum clearance of 1.5 m between the AC watermain and the trees; and
 - Lower the existing street light conduits at a minimum depth of 1.0 m below ground and replace the wiring along entire Railway Avenue frontage.

General Items:

- The Developer is required to:
 - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants
 of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

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The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

Signed

Date



Richmond Zoning Bylaw 8500 Amendment Bylaw 10035 (RZ 17-784927) 10200/10220 Railway Avenue

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it "COACH HOUSES (RCH1)".

P.I.D. 000-702-536

Strata Lot 1 Section 36 Block 4 North Range 7 West New Westminster District Strata Plan NW2029 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

P.I.D. 000-702-552

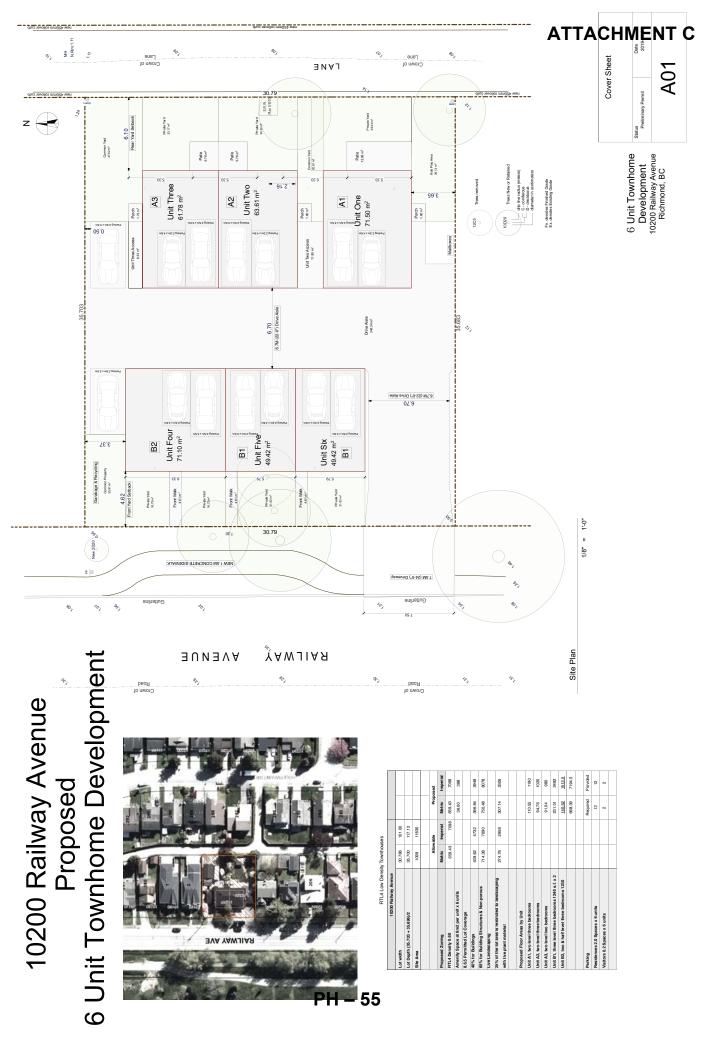
Strata Lot 2 Section 36 Block 4 North Range 7 West New Westminster District Strata Plan NW2029 Together With An Interest In The Common Property In Proportion To The Unit Entitlement Of The Strata Lot As Shown On Form 1

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10035".

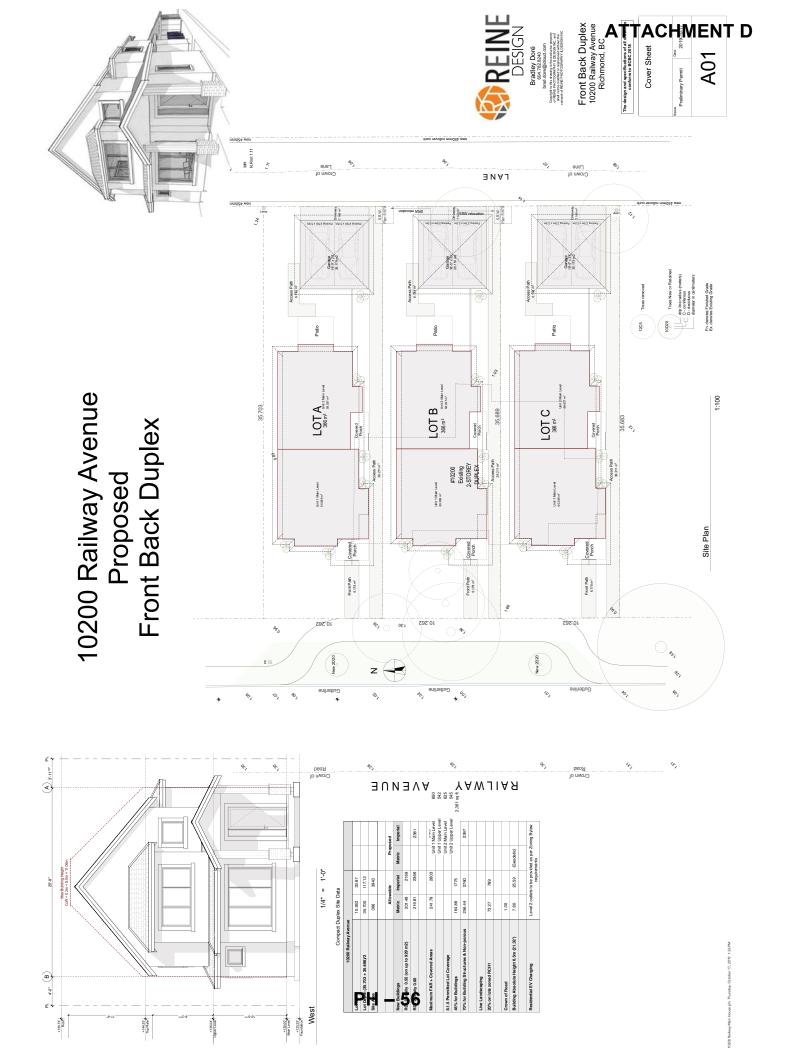
FIRST READING	JUN 1 0 2019	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON		APPROVED
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
OTHER CONDITIONS SATISFIED		
ADOPTED		

MAYOR

CORPORATE OFFICER

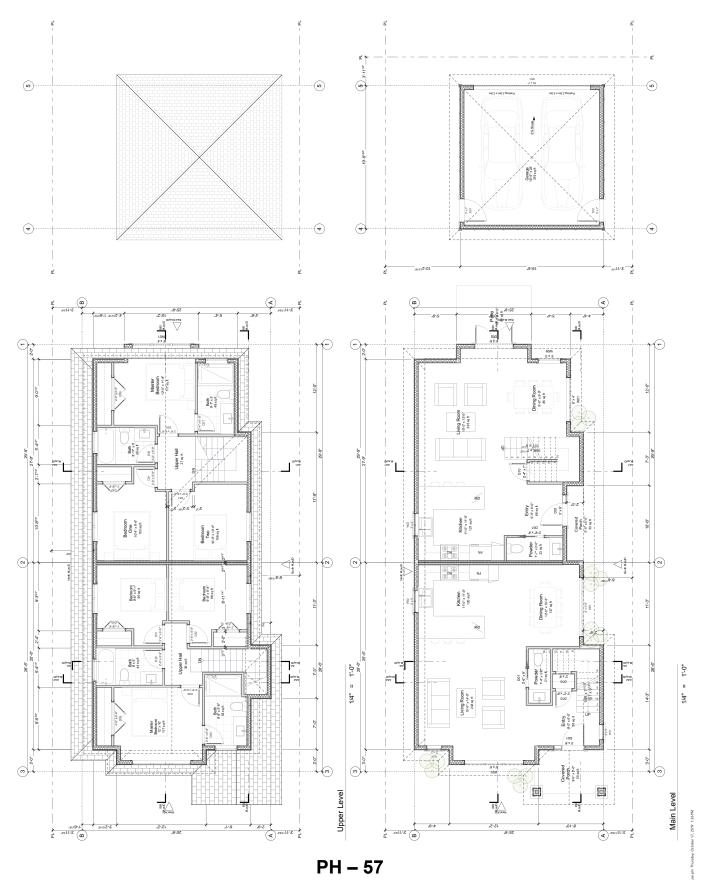


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FIRST READING	JUN 1 0 2019	CITY OF RICHMOND
A PUBLIC HEARING WAS HELD ON	JUL 1 5 2019	APPROVED
SECOND READING		APPROVED by Director
THIRD READING		ar Salicitar
OTHER CONDITIONS SATISFIED		
ADOPTED		

MAYOR

CORPORATE OFFICER



Report to Committee

To:	General Purposes Committee	Date:	November 30, 2020
From:	Kirk Taylor Director, Real Estate Services	File:	08-4150-01/2020-Vol 01
	Barry Konkin, Director, Policy Planning		
Re:	Industrial Lands Intensification Initiative – Sun		•

Re: Industrial Lands Intensification Initiative – Summary of Findings and Proposed Amendments to Richmond Official Community Plan Bylaw 9000 and Richmond Zoning Bylaw 8500

Staff Recommendation

- That the staff report titled "Industrial Lands Intensification Initiative Summary of Findings and Proposed Amendments to Richmond Official Community Plan Bylaw 9000 and Richmond Zoning Bylaw 8500" dated November 30, 2020 from the Director, Real Estate Services and Director, Policy Planning be received for information.
- 2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180, be introduced and given first reading;
- 3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180, having been considered in conjunction with:
 - a. the City's 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*;

- 4. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180, 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;
- 5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10181, be introduced and given first reading; and
- 6. That staff review and report back in two years on the implementation of the Industrial Lands Intensification Initiative.

ML. .

Kirk Taylor **()** Director, Real Estate Services (604-276-4212)

Att. 6

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Barry Konkin Director, Policy Planning (604-276-4139)

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Business Licenses Development Applications Engineering Law Sustainability Transportation	য় য য য য য	Acting GM, F&CS	
SENIOR STAFF REPORT REVIEW	INITIALS: US	APPROVED BY CAO	

Staff Report

Origin

In 2014, Council adopted the Resilient Economy Strategy which developed an action plan under the framework of Chapter 6 (Resilient Economy) in the City's Official Community Plan. This strategy identifies the limited availability of industrial land as one of the most significant constraints to strengthening the local economy and recommends that the City explore policy options to increase Richmond's capacity to retain and attract businesses in sectors that are fundamentally important to Richmond's economy.

Using industrial land more intensely was identified as a key opportunity to increase Richmond's capacity for industrial activity. Therefore, a work program was endorsed by Council in 2017 to undertake the Industrial Land Intensification Initiative (the "ILII"). This report presents the findings of the ILII, and recommends policy directions that could be implemented in order to further protect, and encourage the intensification of, industrial lands through amendments to the City's Official Community Plan and Zoning Bylaw.

This report supports Council's Strategic Plan 2018-2022 Strategy #7 A Supported Economic Sector:

Facilitate diversified economic growth through innovative and sustainable policies, practices and partnerships.

7.2 Encourage a strong, diversified economic base while preserving agricultural land and maximizing the use of industrial land.

The proposed bylaw and policy amendments are detailed in this report, along with supporting analysis and rationale. They are summarized for ease of reference as follows:

Zoning/OCP Amendment	Description	Rationale
Zoning Bylaw	Recognize/regulate ancillary office space for defined industrial uses.	Industrial users require some office space to support their primary facilities and operations. This provides clarity for business users and City staff.
OCP and Zoning Bylaw	Do not encourage retail sales in the I and IL zones, but allow limited retail use in the IB and IR zones as an accessory use for manufacturing businesses only, including microbreweries.	Evolving business models require integrated space where design, manufacturing, distribution, and showroom/retail activities can occur within a single building.

Table 1: Summary of Proposed Changes

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Zoning Bylaw	Introduce new industrial uses to reflect emerging industries such as e-commerce logistics and retail showrooms.	To recognize and help track emerging industrial uses, and reduce parking requirements for specific uses that have demonstrated reduced parking demand.
Zoning Bylaw	Reduce parking regulations for selected defined industrial uses. Include a further reduction for selected defined industrial uses in the City Centre.	Flexible parking standards will help support the shifts in the type of industrial users that may occupy an industrial property, and optimize the use of rapid transit infrastructure.
Zoning Bylaw	Increase the building site coverage from 60% to 75% for sites outside of the City Centre	To remove barriers to more intense forms of industrial development when other site requirements can be achieved.
Zoning Bylaw	Increase the maximum building height from 12 m to 16 m for sites outside of the City Centre, but maintain the 12 m maximum building height for industrial sites within 50 m of a residentially zoned lot.	The need for taller industrial buildings is driven by new forms of storage racking systems that allow vertical warehousing and increased warehouse efficiency.
OCP	Allow consideration of increasing the maximum density from 1.0 floor area ratio (FAR) to 1.5 FAR outside of the City Centre, subject to a rezoning process, provided the site is a minimum 2.5 ha in area, is close to major transportation infrastructure, is not adjacent to residential uses, and has satisfied transportation and servicing issues.	To remove barriers to more intense forms of industrial development, for example multi-level warehouses, in appropriate locations.
OCP	Introduce Development Permit guidelines for industrial buildings that are multi-storey and have an external access.	To address visual, scale and massing issues associated with large, multi-storey industrial developments.

Analysis

Significance of Industrial Land

A diverse business base is essential to a strong and resilient local economy; and industrial lands accommodate a wide range of business activities that support regional, provincial and national economies. These range from serving the day-to-day needs of the region's population, such as repair and servicing, to providing key functions such as storage and distribution that are critical for supply chains in all industries. Other examples of businesses that require industrial land include those in the food processing, biotechnology, film production, and manufacturing sectors.

Over one-quarter of all jobs in Metro Vancouver are accommodated on industrial land. In Richmond - which accounts for 17% of the total industrial land in the region - that share of employment is greater at 37% of the total, or approximately 44,000 jobs. This is driven by

activities related to the movement of goods and people¹ and Richmond's important role as a sea, rail, ground and air transportation hub.

Due to steady population and business growth and a geographically constrained supply of industrial land, the Metro Vancouver region is experiencing an acute shortage of industrial land. This is evidenced by very low vacancy rates, rising lease rates and increasing land prices. Vacancy rates for industrial space in 2020 are estimated at 1.4% in Metro Vancouver and 1.6% in Richmond with demand continuing to outpace new supply². An industrial land demand forecast prepared by Metro Vancouver as part of the Regional Industrial Lands Strategy anticipates that the total inventory of vacant industrial land will be fully absorbed sometime between 2035 and 2047.

The Metro Vancouver study also notes that the parcels with the most viable development potential could be absorbed as soon as 2028, resulting in businesses and jobs relocating to markets outside of Metro Vancouver where industrial space is more readily available. This could limit opportunities for the retention and growth of industrial businesses as well as impede key functions of those in other sectors (i.e. tourism and retail) that rely on industrial activities in close proximity to their primary operations.

Based on the ILII and other recent research, protecting and encouraging more intense and optimized utilization of existing industrial land is imperative to help ensure medium and long term economic development, diversification and resilience in Richmond and the region.

Industrial Policy Context

There are several City and regional policies that support the intensification of industrial lands, highlights of which are below:

1. The City of Richmond Official Community Plan (Bylaw 9000)

- Supports the development of community-wide employment lands to achieve a resilient economy; and
- Policies encourage a periodic review of the Zoning Bylaw to simplify the list of permitted uses on employment lands and re-examine floor area ratios (FAR), building site coverage and building heights to enable densification and more intensive use of industrial lands.

2. The City of Richmond Employment Lands Strategy

• Richmond will continue to serve as a pre-eminent Asia-Pacific air, sea, land and intermodal gateway and technology hub providing a strategic range of employment uses for a resilient economy, with a high jobs-to-labour force ratio, and high paying jobs for local and regional residents.

3. The City of Richmond's Resilient Economy Strategy

• Increase Richmond's capacity to accommodate light industrial business;

¹ Richmond Resilient Economy Strategy, February 2014

² Cushman & Wakefield Vancouver Industrial Marketbeat Q3, 2020

- Strengthen Richmond's role as a gateway for goods import and export;
- Retain and support existing businesses; and
- Support economic diversity, small business opportunities and localization.

4. Metro Vancouver's 2040 Regional Growth Strategy

- Promote land development patterns that support a diverse regional economy and employment close to where people live; and
- Protect the supply of industrial land.

5. Metro Vancouver Regional Industrial Lands Strategy

- Protect remaining industrial lands;
- Intensify and optimize industrial lands;
- Bring the existing land supply to market; and
- Ensure a coordinated approach.

The Metro Vancouver Regional Industrial Lands Strategy was adopted by the Metro Vancouver Board on July 3, 2020 after two years of consultation and research. An executive summary can be found in Attachment 1.

Industrial Lands in Richmond

Richmond's industrial lands are designated in the Official Community Plan (OCP) land use map as either *Industrial* or *Mixed Employment*. This includes the Vancouver International Airport and the Port of Vancouver lands which are regulated federally and have separate land use plans and are not subject to City of Richmond land use regulations.

Richmond Zoning Bylaw 8500 has five (5) standard industrial zones and fifteen (15) site specific industrial zones that regulate industrial land use. A summary of these industrial zones and attributes (i.e. locations and total area) can be found in Attachment 2.

Richmond's Industrial Land Intensification Initiative (ILII)

The Richmond Industrial Lands Intensification Initiative (ILII), which advances the recommended actions in the Metro Vancouver Regional Industrial Lands Strategy, was undertaken to identify how the City's policies and bylaws can continue to support industrial intensification in a manner that aligns with industry's needs and the City's objectives.

In this context, industrial intensification means the redevelopment of existing industrial sites to achieve higher use density or productivity. It may also entail higher density infill (brownfield) or new greenfield development. The benefits of industrial land intensification include the ability to:

- accommodate increased economic and employment activity on a limited land base;
- respond to future technologies and advances in the industrial sector;
- ensure more efficient use of lands and resources, as well as transportation and site service infrastructure; and
- reduce the pressure to convert agricultural lands to industrial uses.

The ILII encompasses the study areas shown in Attachment 3 and was structured in two phases: Phase 1 – Research and Proposed Policy Recommendations and Phase 2 – Policy and Bylaw Amendments.

Key Findings

Some of the key research findings through the ILII research and analysis include:

- 37% of employment (44,000 people) in the City of Richmond is generated by businesses located on industrial lands³. This land is key to maintaining a diversified and resilient economy that is both population-serving and trade-related.
- The top drivers of demand for industrial space in Richmond are: warehousing; logistics; e-commerce; manufacturing; fabrication; mixed-use commercial and office; and food production.
- None of the sub areas studied currently achieve the allowable density and building site coverage for example, the study found that the built floor area ratio (FAR) of industrial sites range from 0.2 to 0.75, generally well below the maximum permitted FAR of 1.0, as per the Zoning Bylaw.
- With a constrained land base and strong demand for all types of land, limited industrial land supply in the region is under significant pressure for conversion to other uses (e.g. commercial).
- Outside of redevelopment to higher built densities, industry is taking action to increase output (i.e. technology adoption/automation/advanced racking systems/more shifts).
- The introduction of non-industrial land use activities in industrial areas, such as office and commercial, tends to drive up land prices, which may threaten or drive out remaining industrial activities, and create transportation and land use interface/adjacency issues.
- Some forms of industrial intensification (i.e. multi-level warehouses) are only viable when achievable rents are commensurate with land and construction values. Both rents and land values have been steadily increasing so there is increased interest in the region and Richmond to build multi-level warehouses.

A more detailed summary of the research findings can be found in Attachment 4. Based on these findings, the goals of the following proposed policy directions are to:

- 1) protect industrial land for industrial use;
- 2) remove barriers to more intense forms of industrial developments;
- 3) accommodate new and emerging types of industrial businesses; and
- 4) prevent non-industrial uses from eroding the viability of industrial land for industrial users.

Policy Recommendations

The policy directions that have been identified for consideration are related to clarifying permitted industrial uses, increasing maximum building heights, reducing required parking for

³ Based on 2018 City of Richmond Business Licence data

selected industrial uses, and encouraging more intensive industrial development on a limited industrial land base.

1. Permitted Uses for Industrial Zones

Through research and consultation it was determined that industrial businesses require greater flexibility in permitted uses that accommodate new and emerging business models and that do not necessarily fit the traditional definitions of 'heavy' or 'light' industrial. Introducing new commercial uses in industrial areas, meanwhile, can create land use conflicts such as increased commuter traffic in industrial zones and additional strain on services and infrastructure that was not designed for these uses. Regionally, it can also drive up land values and out-compete industrial users in terms of the price they can pay for land or occupancy as market pressures for industrial land in urban areas generally push towards the economically highest and best uses (i.e. commercial or residential), unless regulated by land use policies.

For the purposes of the ILII, industrial intensification means more productive and efficient industrial activities on industrial lands. Office, retail and other commercial uses beyond those needed as accessory/ancillary functions for industrial businesses are not considered industrial intensification. Within this context staff recommend the following amendments to the existing industrial zones and related definitions to provide some clarification to permitted industrial uses.

<u>Recognize/Regulate Ancillary Office Space</u>: Through the ILII research it was determined that ancillary office use should be recognized in the definition for 'industrial, general' and 'industrial, heavy' as most industrial businesses have an office area which provides administrative functions for their specific industrial activity.

As a housekeeping amendment, staff recommend amending the definition for 'industrial, general' and 'industrial, heavy' to allow ancillary office use which would recognize that industrial users require some office space as part of their facilities and operations. This is consistent with the *Industrial* land use designation in the OCP which allows ancillary offices provided they are used to administer the industrial uses, and are not stand alone offices.

<u>Introduce Limited Retail Use in the IB and IR Zones:</u> The results of the ILII study indicated that greater flexibility in permitted uses on industrial land is often required to facilitate new and innovative forms of industrial activity. Evolving business models in response to e-commerce and technology are placing increasing importance on the need for integrated space where design, manufacturing, distribution, and showroom/retail activities can occur within a single building.

Other business models requiring flexibility include on-demand and custom manufacturing, where goods are manufactured to order, streamlining the supply chain, and reducing the need to store excess inventory.

A common aspect of these new business models is the ability to retail products manufactured onsite. Therefore staff recommend that in the Industrial Business Park (IB) and Industrial Retail (IR) zones only, a limit of 15% of the overall floor area, up to a maximum of 500 m² (5,382 ft²), may be used for retail sales provided the products that are being sold are *manufactured onsite* and that retail is ancillary to manufacturing uses only. The retail sale of goods that are only warehoused would not be permitted.

Staff do not recommend introducing limited retail in the Industrial (I) or Light Industrial (IL) zones, or those areas designated *Industrial* in the OCP where policies exclude retail in order to preserve the traditional industrial nature of those areas. This is reflected in the proposed Zoning Bylaw amendment (Bylaw 10181).

In order to facilitate regulation of this new use, staff also recommend adding the following policy in Chapter 6 (Resilient Economy) of the OCP to reflect the recommended amendments to Richmond Zoning Bylaw 8500:

do not encourage retail sales in the Industrial (I) and Light Industrial (IL) zones, but allow limited retail (e.g., 15% of the overall floor area up to a maximum of 500 m² [5,382 ft²]) for mixed employment business parks in the Industrial Business (IB) and Industrial Retail (IR) zones, or in site-specific zones which permit a mix of industrial and employment uses, provided the retail is ancillary to manufacturing uses only.

<u>Add 'microbrewery, winery and distillery' to the IB and IR zones:</u> The manufacturing of alcohol products has historically been permitted in Richmond under the 'industrial, general' use found in all industrial zones. In 2015 a new use was introduced for 'microbrewery, winery and distillery':

"means a premises, licensed under the Liquor Control and Licensing Act, on which there is manufacturing of beer, ale, cider, wine or spirits for sale to business customers and shall include ancillary retail sale of these liquor products and related non-liquor products to the public within the manufacturer's store and lounge provided that their combined floor area and any outdoor lounge patio area do not exceed the manufacturing floor area."

This use was added to many commercial zones and has also been considered in industrial zones on a site-specific basis through the rezoning process. One business has since located in the Entertainment and Athletics (CEA) zone where the use was permitted outright, and the remainder have located in industrial areas. Two site-specific rezoning applications were approved in the IB zone and in July 2020 a third site specific rezoning application was approved to allow this use in the IR zone at 5800 Cedarbridge Way (ZT 18-815709). An additional three businesses are licensed to manufacture alcoholic beverages in the IB zone but currently do not have a retail component. Any business manufacturing or selling liquor is also required to obtain a license from the BC Liquor and Cannabis Regulation Branch (LCRB).

As this use is consistent with new business models where retail and showroom areas are ancillary components to the industrial activity, it is recommended that this use be added as outright permitted uses in the IB and IR zones. It is not recommended to be introduced in the I or IL zones for the reasons provided earlier, namely the introduction of commercial uses in industrial zones that are designated *Industrial* in the OCP introducing land use conflicts and eroding the viability of these areas for more traditional industrial users.

<u>Introduce New Industrial Definitions</u>: Although the existing Zoning Bylaw definitions of 'industrial, heavy' and 'industrial, general' allow a wide range of industrial uses, staff recommend introducing three specific industrial land use definitions as new types of business activities and models require consideration for ways to address the need for property uses that do not fit the traditional paradigm of 'heavy' or 'light' industrial.

The proposed new definitions recognize emerging business models and will allow better clarity for business owners as to where a proposed use is permitted. They will also enhance staff review and enforcement of non-industrial uses which may encroach into these areas. Further, these uses form the basis of the proposed reductions to parking requirements in the next section as parking studies have recently been conducted based on these specific uses.

Similar to the recommended amendments to the definitions of 'industrial, general' and 'industrial, heavy' to allow ancillary office use, staff would recommend including the recognition that industrial users require some office space as part of their facilities and operations.

Use	Definition	Proposed Zone
Industrial, manufacturing	nufacturing used for the making of goods by hand or by machine. This	
	use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space.	IB and IR zone (limited accessory retail)
Industrial, warehouse	Means the use of buildings or structures for the storage and distribution of goods in large quantities by a warehouse operator, a distributor, a manufacturer or a supplier, and also includes e-commerce logistics facilities, but does not include 'retail, general'. This use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space.	I, IL, IB and IR zones (no retail)
Retail, showroom	Means the use of buildings or structures which displays large products for retail sale, similar to warehouse sales, but does not stock the majority of the inventory on site, does not sell goods and products that are manufactured on site, and uses the majority of the floor area for product display. This use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space.	IR zone (limited retail)

Table 2: Proposed New Industrial Uses

<u>Review of Existing Permitted Uses</u>: The ILII study results recommended a review of all existing non-industrial uses currently permitted in industrial areas by zoning. Staff conducted a review of all non-industrial uses, and determined the following:

- the IB and IR zones are designed to allow a wider range of industrial and non-industrial uses (e.g., office, limited retail);
- the I and IL zones are meant to be strictly industrial zones with limited non-industrial uses that support the businesses and employees in the immediate industrial area;

- a number of non-industrial uses are permitted in the four main industrial zones many of those non-industrial uses such as 'restaurant' and 'child care' are generally permitted to serve industrial related employees; and
- other non-industrial uses such as 'recreation, indoor' are historical uses that have been included in the main industrial zones to allow large floor area businesses such as gymnasiums to operate.

Staff do not recommend removing any permitted uses from the City's existing industrial zones at this time. This issue will be reviewed as part of Metro Vancouver's Regional Industrial Lands Strategy where one of the main goals is to collaborate with member jurisdictions and other regional agencies to develop a consistent definition of 'industrial' and guidelines for permitted uses. Staff will report back to Council on this initiative over the next two years.

2. Reduced Parking Requirements:

Parking requirements in Richmond's Zoning Bylaw are specified based on the actual land use occurring on a property. In the case of industrial activity, parking requirements are specified under the generalized 'industrial, general' and 'industrial, heavy' land uses.

Based on staff review of traffic demand management reports on recent development applications and feedback from stakeholders, parking requirements should be based on actual demand associated with specific industrial land uses. In many cases, the actual industrial activity that may be taking place will require fewer parking spaces than are required under the broad 'industrial, general' and 'industrial, heavy' use categories. Flexible parking standards will help support the shifts in the type of industrial users that may occupy an industrial property as market conditions and business models evolve over time.

Staff have reviewed industrial parking rates in the City's Zoning Bylaw and recommend a number of parking reductions. The proposed reductions in Table 3 are based on data collected from parking studies conducted as part of recent development applications for similar uses, best practices from around the region, and feedback from stakeholder groups. No amendments to required on-site loading is recommended at this time.

Use	Minimum number of Parking Spaces Required
Industrial, general	Reduce from 1 to 0.75 spaces per 100.0m ² of gross leasable floor area
Industrial, manufacturing (new use)	Reduce from 1 to 0.75 spaces per 100.0m ² of gross leasable floor area
Industrial, warehouse (new use)	Reduce from 1 to 0.56 spaces per 100.0m ² of gross leasable floor area
Retail, showroom (new use)	Reduce from 3-4 to 2 spaces per 100.0m ² of gross leasable floor area

Table 3: Proposed Parking Reductions

Consistent with the City Centre Area Plan, a further parking reduction of 15% from the minimum parking requirements is recommended for all industrial uses in the City Centre area, with the exceptions of 'warehouse sales' and 'custom indoor manufacturing'.

Transportation staff will continue to review other industrial uses as defined in Richmond Zoning Bylaw 8500, such as 'warehouse sales, 'custom indoor manufacturing' and 'industrial, heavy', to determine if further parking reductions are recommended. These can be reviewed for potential reductions on a case by case basis to incentivise industrial use as applications are made to the City. A comprehensive parking survey is anticipated to be conducted in summer 2021, at which time further reductions to required parking for industrial uses may be considered. Any further proposed reductions to required parking rates will be presented in a future staff report.

Transportation staff will also monitor industrial sites that are stratified as there has been some issues on how parking is managed (e.g., pay parking). In cases where an existing industrial building is proposed to be stratified, staff have required shared parking for all strata units, in addition to the minimum required parking for each strata unit. For new industrial strata buildings, staff will monitor the situation to determine if additional shared parking is required. The overall issue of industrial stratification is reviewed later in this report.

3. Building Massing:

Among the various conclusions of the ILII research on the space and building configuration needs of new and emerging industries, it was suggested that relaxing a range of current density and building massing limitations such as maximum permitted density, site coverage, and maximum building height in the City's main industrial zones (I, IL, IB and IR) be considered. The findings of the ILII research suggested that these measures could prove attractive to developers considering Richmond for industrial development, and could facilitate the development of multi-storey industrial developments or larger, taller industrial buildings where increased activity can occur on the existing land base. A number of proposed measures have been identified for Council's consideration, as described below.

<u>Site Coverage of Buildings</u>: Outside of the City Centre, the maximum site coverage of buildings is 60% of the site. In most cases, existing buildings are less than this due to functional parking and loading considerations. Consistent with OCP policies and ILII findings, staff recommend increasing the maximum site coverage of buildings to 75% of the site outside of the City Centre, and up to 90% within the City Centre. Combined with the recommended parking reductions, this would allow larger building footprints and more intense use of industrial sites. Proposed Bylaw 10180, attached to this report, has been drafted to implement these changes.

<u>Density (floor area ratio)</u>: The ILII study found that the built floor area ratio (FAR) of industrial sites range from 0.2 to 0.75, generally well below the maximum permitted FAR of 1.0, as per the Zoning Bylaw.

The research indicated that FAR and building site coverage bylaw provisions do not appear to be limiting factors in the low identified building densities in Richmond. Rather, the low built floor area is likely due to a number of factors including market forces such as land values and

financial viability, the nature of dominant sectors in the local economy (e.g., goods movement), and a range of physical on-site space requirements for loading, and parking.

Industrial zones and mixed-use business park zones within the City Centre are permitted a higher maximum density of 1.2 FAR. However in established industrial areas within the City Centre, most buildings are also built at less than the maximum floor area permitted in the Zoning Bylaw.

During the stakeholder consultation, comments were provided regarding the financial implications that could result for land owners, if there was a large, "across-the-board" increase in permitted floor area. Concerns included the potential consequence of raising property values and property taxes. Industry representatives also indicated that higher floor area ratio and increased land value could result in increased pressure and speculation to develop lands for non-industrial uses. Large scale changes to permitted floor area in industrial uses would also have implications for the City's Engineering Servicing Strategy, and the Development Cost Charge (DCC) program. Both these programs are carefully designed to ensure that servicing and DCCs are linked to the permitted land uses and density as specified in Richmond Zoning Bylaw 8500.

As a result, there are no proposed changes at this time to the maximum 1.0 FAR that is currently permitted for the City's main industrial zones, outside of the City Centre.

However, to facilitate intensive industrial development, staff have prepared a policy that would be added to Chapter 6 (Resilient Economy) of the OCP to clearly articulate that the City is continuing to review the issue of density closely and will respond accordingly if there is a proposal for higher industrial density, subject to a successful rezoning process. The policy recognizes that a multi-level industrial building would require a large site to incorporate a properly designed ramp for trucks to transport materials to the second level. In some cases, this may be accomplished through internal elevator systems. In other cases, this would be through an external ramp system. To facilitate an external ramp for trucks, a technical assessment would be required to determine the appropriate design. As a result, staff recommend a minimum lot size of 2.5 ha (5 acres) for such a site which could be reduced if demonstrated that a smaller site could be feasible to accommodate truck and vehicle ramping along with other requirements such as building setbacks, landscaping, and truck access. Attachment 5 indicates the locations of industrial zoned properties that are 2.5 ha (5 acres) or larger.

The proposed new policy would indicate the following:

- consider increasing density for multi-storey industrial buildings provided that the following criteria is met:
 - a maximum 1.5 floor area ratio provided this is for industrial uses (e.g. heavy and general industrial);
 - a minimum site area of 2.5 ha (5 acres) to allow efficient truck access and truck and vehicle ramping (the minimum site area may be reduced if demonstrated that a smaller site area is feasible);
 - the site should be located within a 1-kilometre access point to a major road network or Provincial highway to facilitate efficient vehicle and truck movement;
 - \circ the site should not be located within 100m (328 ft.) of a residentially zoned lot

- corner lots are discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard or rear yard; and
- transportation (e.g., truck access and egress) and servicing issues (e.g., water, sewer, drainage) have been addressed through the rezoning application process.

<u>Building Height:</u> Outside of the City Centre, the maximum permitted building height in the main industrial zones is 12 m (39 ft.), and varies from 15 m (49 ft.) to 25 m (82 ft.) in the City Centre. For sites within the City Centre, Richmond Zoning Bylaw 8500 indicates that the maximum permitted building height can be increased to 25 m (82 ft.) in the IL zone and to 35 m (115 ft.) in the IB zone, through a Development Permit or a Development Variance Permit issued by Council.

A number of industry stakeholders have indicated that the maximum height restriction outside of the City Centre is outdated, and that new forms of industrial activity require higher indoor spaces, resulting in a need for buildings which exceed the 12 m (39 ft.) maximum permitted building height. Generally, the need for taller buildings is driven by new forms of storage racking systems that allow vertical warehousing and increased warehouse efficiency. To date, buildings requiring this height have only been able to proceed if a Development Variance Permit has been issued by Council. This adds time, cost and uncertainty to the process for industrial development. Recent advancement in modern industrial warehouses that incorporate technology and automation require a new standard of 11m (36 ft.) clear ceilings. This cannot be achieved within the current building height requirement as the roof structure and increased floor elevation would add additional height to the building.

Staff recommend that the maximum building height be increased to 16 m (52 ft.) for the main industrial zones outside of the City Centre as most of the recent Development Variance Permits that have been issued by Council have been on average 16 m (52 ft.) in height (Table 4). Maximum building heights would be maintained at 12 m (39 ft.) for industrial buildings that are less than 50 m (164 ft.) from a residentially zoned lot. No changes are recommended for industrial buildings within the City Centre as there is flexibility in maximum permitted building height regulations.

No.	Address	File No.	Height Variance	DVP Status
1	7611 No. 9 Road	2017 790824 DVP	12.0m to 15.0m	Issued
2	4693, 4720 & 4740 Vanguard Road	2018 818671 DP	12.0m to 16.15m	Issued
3	15111 Williams Road & 8011 Zylmans Way	2019 869780 DVP	12.0m to 17.4m	Issued

Table 4: Recent Building Height Variances on Industrial Sites

Staff anticipate that most building proposals that are taller than 12 m (39 ft.) will be single storey to accommodate taller storage racking systems. However, the proposed policy and regulatory framework would allow multi-storey industrial development. In most cases, a multi-storey

industrial building would require exterior truck and vehicular ramps to the second storey, and this may pose some unique design challenges. Those design challenges could be addressed through the establishment of design guidelines and a new Development Permit requirement, to address any potential negative impacts. This is discussed in the next section of this report.

4. Development Permit Requirements:

<u>Existing Development Permit Requirements</u>: Form and character design guidelines for industrial activity in the OCP apply only to industrial sites in the City Centre Area Plan (CCAP), and those industrial sites adjoining or within 30 m (98.4 ft.) to another site which is zoned or designated for residential, community institutional, park, school, conservation area, or mixed use. This results in the majority of industrial buildings requiring only a City-issued Building Permit to proceed. Staff recommend that these general regulations remain, as the current framework ensures that industrial building permits can be reviewed and issued in short order.

For those sites where a Development Permit is required to address adjacent uses (e.g., edge conditions), property owners must follow specific industrial design guidelines in the OCP. Those industrial design guidelines address circulation and parking, building scale and form, site planning and landscaping, amenities for industrial employees, and environmental controls (e.g., lighting, odour, dust, heat). Development Permits are reviewed by staff and issued by Council.

<u>New Development Permit Requirements</u>: As multi-storey industrial buildings would likely require a large concrete ramp to extend to the second level for trucks and vehicles to deliver and pick-up goods and materials, there is a need to address massing and possible impacts on adjacent land uses. These type of buildings would have visual, scale and massing issues that should be addressed through a Development Permit based on a new set of design guidelines.

To address these concerns, staff recommend that a new Development Permit area for all multistorey industrial buildings that propose an exterior vehicular or truck access to a second storey be created in the OCP. The Development Permit guidelines would include the existing guidelines for industrial buildings adjacent to non-industrial designated properties, and also include the following new guidelines:

- corner lots would be discouraged as exterior vehicle and truck ramps should be located along the rear and interior property line, and not facing the street;
- visible exterior vehicle ramps are to be architecturally treated and shall be setback and screened by a minimum of 5 m (16 ft.) layered landscaped treatment including vertical screening while providing strategic visual access to entries and access areas;
- yard setback areas should be raised no more than 0.5 m (1.64 ft.) above adjacent public sidewalks;
- low retaining walls in front yards along the street should not be higher than 0.5 m (1.64 ft.). In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) in height and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade; and

• reduce physical and visual bulk and massing for building elements with height over 12 m by stepping back the portion of the building above 12 m from the street frontage.

Proposed OCP Amendment Bylaw 10180 incorporates these design guidelines and establishes a Development Permit area for all industrial sites with two or more storeys that have exterior vehicular access to upper storeys.

5. Sustainability Initiatives

The City of Richmond was one of the first municipalities to adopt the Energy Step Code (ESC) requirements for new residential, and most commercial, building types. The ESC is an optional compliance path in the BC Building Code that local governments may use to incentivize or require a level of energy efficiency in new construction that goes above and beyond the requirements of the BC Building Code. Although the ESC does not yet apply to industrial building types, City staff are working with the Energy Step Code Council, which is an advisory body supporting local governments and industry, to advocate for the development of ESC targets for warehouses and industrial buildings.

In addition to working with the Energy Step Code Council, the forthcoming revised Community Energy and Emissions Plan (CEEP) will give policy direction on additional greenhouse gas reduction measures for new or renovated buildings needed to achieve 50% reduction in emissions from 2007 levels by 2030, and net zero emissions by 2050. Staff are currently collaborating with other local governments to define common electrical vehicles charging requirements for workplace and visitor parking stalls in commercial and industrial areas that could be introduced in each city's respective Zoning Bylaws. Although the scope of the ILII does not contemplate the introduction of sustainability measures for industrial sites, this will be addressed in the forthcoming CEEP report and recommendations.

6. City Centre Area Plan

The City Centre Area Plan (CCAP) identifies two industrial reserves: the Bridgeport Industrial Reserve and the Aberdeen Industrial Reserve (Attachment 6) which are areas that are transitioning to a mix of industrial and other mixed employment uses (e.g., office and limited retail).

- 1. The Bridgeport Industrial Reserve is made up of two sub areas:
 - the area north of the Beckwith Road properties, and east of Great Canadian Way to No. 4 Road the area is zoned Light Industrial (IL) and consists of relatively large parcels and current CCAP policy designates land for light industrial uses; and
 - the area that includes the Beckwith Road properties and properties to the south and east of Great Canadian Way to No. 4 Road the area is designated for a mix of industrial uses, along with limited commercial and/or office uses. Some commercial uses are permitted within 50 m (164 ft.) of Bridgeport Road or Great Canadian Way. In this area where mixed-use developments are permitted, a minimum of 50% of the floor area of any building is to be used for industrial uses.

2. The Aberdeen Industrial Reserve – the area bounded by Hazelbridge Road to the west, Cambie Road to the north, Garden City Road to the east, and Leslie Road to the south – is designated in the CCAP for a mix of industrial uses, along with limited commercial and/or office uses. At least 50% of the total floor area must include permitted industrial uses.

Staff do not recommend any amendments to the City Centre Area Plan (CCAP) with respect to industrial land at this time, as the industrial reserve policies allow for greater employment intensity and building density in order to maximize the use of surrounding infrastructure and amenities. Any changes to those policies should be considered through a separate process as any amendments to industrial policies could have impacts on other aspects of the CCAP. However, the recommended amendments to parking reductions outlined in this report, and proposed changes to permitted uses within the four main industrial zones would apply to properties within the City Centre – and could further encourage more intense forms of industrial development in these areas.

7. Industrial Stratification

Industrial stratification is a growing trend in Metro Vancouver where a limited land supply and high land prices, combined with sustained periods of low interest rates, have resulted in significant demand for owner-occupied strata units. The Metro Vancouver Regional Industrial Lands Strategy outlines the pros and cons of stratification of industrial, which are summarized below.

Pros

- Allows smaller industrial users to have security of tenure.
- Provides stability while enabling owner-occupiers to experience capital appreciation.
- Allows developers to de-risk the development of more capital-intensive built forms, including multi-storey industrial projects.
- Can be beneficial for users seeking space in denser urban locations.

Cons

- High cost may be prohibitive to smaller businesses.
- May limit flexibility of firms looking to expand into adjacent space.
- Subdivision of individual units may be problematic for larger firms seeking large, cohesive spaces.
- Poses a potential longer-term issue for redevelopment of existing space, requiring consolidation of fragmented ownership within buildings.
- Speculation for strata may price-out larger trade-oriented industrial users from being able to acquire properties.

While the stratification of industrial buildings can pose an issue for users requiring large sites by creating fragmented ownership and increasing the price, it also serves an important role in the regional economy. The Metro Vancouver Regional Industrial Lands Strategy explains that the importance of smaller lots and stratification is also "recognized in enabling small businesses to own their space, have security of tenure, and opportunity for capital appreciation." It also

discusses the importance of ensuring the preservation of large industrial parcels for tradeoriented uses, such as logistics, warehousing and distribution of goods that "tend to require specific locations with good access to port, rail, or highway infrastructure." At this time, Metro Vancouver does not recommend regulating the strata lot size for industrial buildings.

Although there has been an increase in the number of strata titled industrial parcels in Richmond, preliminary research findings have indicated that the majority (60%-70%) of strata industrial units are selling to owner occupiers rather than investors. Industry stakeholders have also indicated that a mix of strata and non-strata industrial contributes to a healthy mix of asset types.⁴

Between 2016 and 2020 there was a net addition of 1,476,373 square feet (sq. ft.) of new industrial space to Richmond's overall inventory⁵. In that same time frame, City building permit records show that 677,793 sq. ft. of new strata industrial units were constructed – or 46 % of the total new floor space. Large floorplate, leasable industrial space also continues to be constructed in Richmond, including the phased 2.8 million sq. ft. Richmond Industrial Centre development by Ecowaste Industries Ltd. That is expected to create space for an additional 4,800 jobs.

An additional 244,491 sq. ft. of existing industrial space was converted to strata titled units between 2016 and 2020. As per City of Richmond Council Policy 5031 (Strata Title Conversion Applications – Commercial and Industrial), all strata title conversions for three or more proposed strata lots are required to be reviewed by Council. Issues such as building condition and upgrades, parking availability, and tenant relocation must be addressed to the satisfaction of Council.

While there are no proposed policy directions related to land tenure at this time, staff will continue to monitor trends around industrial stratification, and work with Metro Vancouver and other stakeholders to explore land use policy tools to encourage the preservation of large industrial parcels located near key trade-enabling infrastructure.

Consultation

Stakeholder Consultation

Throughout the ILII process, there was considerable stakeholder engagement. This included:

- strategic input and advice from the City's Economic Advisory Committee (EAC) at key stages throughout the project;
- one-on-one interviews with approximately 70 individual industrial stakeholders, and organizations representing the broader business community (e.g., the Richmond Chamber of Commerce, Greater Vancouver Board of Trade);
- two stakeholder workshops during Phase 1 of the ILII process with 65 and 45 attendees respectively; and

⁴ Colliers International, Metro Vancouver, The Strata Review, Q3 2019

⁵ Cushman & Wakefield Industrial Market Reports from Q4 2015 and Q3 2020.

• ongoing dialogue and presentations throughout the project with the Urban Development Institute (UDI) Commercial Industrial Developers Sub-Committee, NAIOP Industrial Intensification Sub-Committee and Metro Vancouver staff.

At its May 23, 2019 meeting, the Economic Advisory Committee unanimously endorsed the proposed policy directions at the conclusion of Phase 1, and on March 11, 2020 provided additional feedback on the draft policy and bylaw amendments as part of Phase 2. On March 10, 2020, staff presented the proposed policy and bylaw changes to the UDI and NAIOP industrial sub-committees. Throughout the process, feedback from industry stakeholders has been consistently focussed on the following objectives:

- introducing flexibility in permitted uses;
- establishing limits on non-industrial uses;
- improving the definition of accessory uses;
- allowing more flexible parking;
- ensuring adequate transportation infrastructure to advance industrial intensification efforts; and
- maximizing the use of existing transportation, infrastructure and amenities.

Statutory Requirements and OCP Consultation Summary

Should Council give first reading to proposed Richmond Official Community Plan 9000, Amendment Bylaw 10180 and Richmond Zoning Bylaw 8500, Amendment Bylaw 10181, 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 Richmond Official Community Plan 9000, Amendment Bylaw 10180 with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy 5043 requirements and do not recommend any further consultation. Table 5 clarifies this recommendations.

Stakeholder	Referral Comment
Provincial Agricultural Land Commission	No referral necessary, as they are not affected.
Richmond School District No. 38	No referral necessary, as they are not affected.
Metro Vancouver	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 of Vancouver and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver Airport Authority (VAA) (Federal Government Agency)	No referral necessary, as they are not affected.

Tab	le 5:	OCP	Public	Consultation	Summary
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Stakeholder	Referral Comment
Vancouver Coastal Health	No referral necessary, as they are not affected.
Community Groups and Neighbours	Community Groups and Neighbours will have the opportunity to comment regarding the proposed OCP amendment (and proposed Zoning Bylaws) at General Purposes or 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

Richmond's Industrial Land Intensification Initiative was undertaken to review the current utilization of industrial land in the City and to identify and assess opportunities for amendments to City land use policies and regulations that could help preserve industrial land for industrial uses and encourage better and more intense utilization of these limited lands. A set of bylaw amendments to both the Official Community Plan and Zoning Bylaw have been prepared which aim to:

- allow limited ancillary office space for defined industrial land uses;
- allow limited retail use in the IB and IR zones for manufacturing businesses only;
- allow 'microbrewery, winery and distillery' uses in the IB and IR zones;
- introduce new industrial uses to reflect emerging industries such as e-commerce logistics and retail showrooms;
- allow parking reductions for selected industrial uses based on recent parking studies;
- allow increases in building site coverage from 60% to 75% and building height from 12m to 16m;
- consider density increases of up to 1.5 FAR for industrial sites through the rezoning process on lots that are at least 2.5 ha (5 acres) in size and located near a major street network or Provincial highway; and
- introduce a new form and character Development Permit area for industrial development with two or more storeys with exterior vehicular access to upper storeys to minimize negative impacts to adjacent properties.

Staff will monitor implementation of the various amendments to the Official Community Plan and Zoning Bylaw, and will report back within two years. Issues affecting industrial land including new emerging industries, existing permitted non-industrial uses in the main industrial zones, the possibility of allowing further parking reductions, and industrial stratification (e.g., size of units and parking), will be included in this subsequent report. Staff recommend that Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180 and that Richmond Zoning Bylaw 8500, Amendment Bylaw 10181, to advance the proposed policy directions of the Industrial Land Intensification Initiative, be introduced and given first reading.

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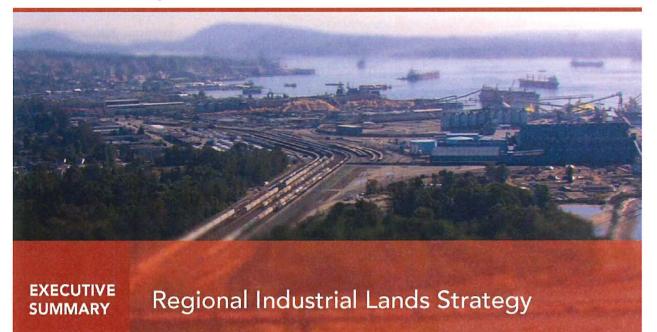
Katie Ferland Manager, Economic Development (604-247-4923)

John Hopkins Program Manager, Policy Planning (604-276-4279)

- Att. 1: Metro Vancouver Regional Industrial Lands Strategy
 - 2: Richmond Industrial Land Use Policies
 - 3: Map of Study Areas
 - 4: Summary of ILII Research Phase 1
 - 5: Lot Size Ranges of Industrial Zones
 - 6: Industrial Reserves in the City Centre Area Plan

ATTACHMENT 1

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KEY STATS

- Industrial lands comprise 4% of the region's land base, and accommodate 27% of the region's jobs.
- Industrial land prices in Metro Vancouver are amongst the highest in North America.
- Industrial jobs pay 10% higher than the regional average.
- Business activity on industrial lands generate 30% of the region's total Gross Domestic Product (GDP).

THE CHALLENGE

The Metro Vancouver region is experiencing a critical shortage of industrial land. Continued population and employment growth in a constrained geography have contributed to the challenges facing Metro Vancouver's industrial land supply. With strong demand for industrial space, many industrial businesses are finding it increasingly difficult to find suitable space to operate in this region.

The main challenges facing Metro Vancouver's industrial lands are:

- 1. A Constrained Land Supply
- 2. Pressures on Industrial Lands
- 3. Site and Adjacency Issues
- 4. A Complex Jurisdictional Environment

VISION

The Regional Industrial Lands Strategy, approved by the Metro Vancouver Board on July 3, 2020, seeks to:

Ensure sufficient industrial lands to meet the needs of a growing and evolving regional economy to the year 2050.



SERVICES AND SOLUTIONS FOR A LIVABLE REGION

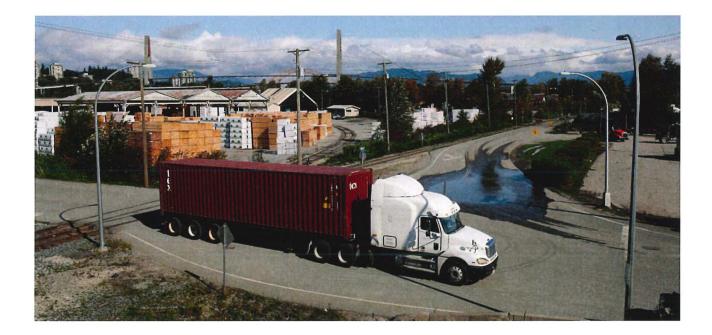
THE RESPONSE

the development of the undeveloped or underdeveloped industrial land, while providing a roadmap to achieve the municipality's economic goals for its

remaining industrial lands.

In response to the challenges facing industrial lands and the interests of stakeholders in the region, Metro Vancouver, with the support of the Industrial Lands Strategy Task Force, prepared the Regional Industrial Lands Strategy. The Strategy includes **34 recommendations** with **10 priority actions**, organized around **4 Big Moves**:

Big Move 1 - Protect Remaining Industrial Lands	Big Move 2 - Intensify and Optimize Industrial Lands
Given the ongoing and projected demand for industrial land in the region, it is imperative to protect the region's remaining industrial lands and curb the threats that undermine their use for industrial activities. This means lands for trade-oriented purposes as well as for small, local serving businesses; businesses that are responding to the changing nature of industry as well as more traditional industrial activities.	Given the region's constrained land base, it is critical to encourage the most efficient use of the remaining land supply for all types of industrial users, to remove barriers to the intensification of industrial land, and investigate opportunities to optimize the location of certain land uses over time.
Big Move 3 - Bring the Existing Land Supply to Market & Address Site Issues	Big Move 4 - Ensure a Coordinated Approach
Certain parts of the vacant industrial land supply suffer from site-specific challenges, such as limited infrastructure support, environmental concerns, and under-sized parcels. Where vacant lands have not come to the market, local municipalities may benefit from the preparation of a bring-to-market strategy. Such a strategy would identify the issues that have prevented	Improved cooperation and data tracking among governments and other agencies and organizations is necessary to ensure effective land management and accurate monitoring into the future. Coordination also guides future alignment of policy responses to issues as they arise across Metro Vancouver and southwestern British Columbia.



PRIORITY ACTIONS

The Strategy's 10 priority actions for early implementation are:

- Define 'Trade-Oriented' Lands These large sites associated with the transportation of goods to and through the region serve a national function and are crucial to the economy. A clear, consistent and collaboratively-developed definition will support their protection.
- Undertake a Regional Land Use Assessment Proactively, in collaboration with municipalities, identify the 'best' locations for different types of land uses based on a set of criteria.
- Strengthen Regional Policy In Metro 2040, the regional growth strategy, explore stronger policy measures such as higher voting thresholds to amend the regional Industrial land use designation.
- Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses – Collectively develop consistent definitions for permitted industrial uses on Industrial lands and seek implementation through municipal plans and bylaws.
- 5. Facilitate the Intensification / Densification of Industrial Forms Where Possible – Promote multi-level industrial buildings or other development forms, by removing regulatory barriers like zoning height and density limits to encourage a more efficient use of the limited land supply; also consider mixed-use on Mixed Employment lands near rapid transit stations.
- Prepare Bring-to-Market Strategies for Vacant or Under-Developed Industrial Lands – Proactively address issues preventing the development of vacant or under-utilized industrial lands, which may have unique site challenges, such as servicing limitations, soil qualities, and ownership assembly.
- 7. Ensure Transportation Connectivity Critical for industrial businesses, work together to coordinate investment in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, and promote efficient container drayage and transit for industrial workers.
- 8. Coordinate Strategies for Economic Growth and Investment Profile the importance of industrial lands for the economy, and link with municipal economic development objectives and the Metro Vancouver Regional Economic Prosperity Service, to attract investment to the region.
- Improve Data and Monitoring Update the Metro Vancouver Regional Industrial Lands Inventory to have a better shared understanding of the current land uses and supply, and conduct a Regional Employment Survey.
- **10. Develop a Framework for Coordination** For cross-boundary economic and land use planning matters, work with the adjacent regional districts and the Province to advance coordinated infrastructure investments, land use planning, and economic development.

Taken together, the actions in the Regional Industrial Lands Strategy will help to ensure Metro Vancouver's industrial lands continue to provide an attractive and viable location for industrial businesses to locate, grow and prosper, while supporting the broader economy and community.







INDUSTRIAL LANDS -FUNCTION AND DEFINITION

Industrial lands are crucial to supporting a prosperous and sustainable economy, and have important linkages with employment, transportation, and taxation matters in this region. Many activities on industrial lands provide for the day-to-day needs of Metro Vancouver's residents and businesses, and contribute to a diversified regional economy.

'Industrial' represents a wide spectrum of uses and intensities, ranging from large distribution and transportation lands, warehouses, manufacturing and processing facilities, to small local-serving production and suppliers, as well as new, emerging technologydriven businesses with integrated work spaces, which all need different types of accommodations and locations to support their operations. Many regional jobs and businesses are also connected to national / international trade through the port and airport, which require industrial lands for the handling of goods.

ACKNOWLEDGEMENTS

Metro Vancouver would like to thank all participants who contributed to the development of the Regional Industrial Lands Strategy.

The Industrial Lands Strategy Task Force provided core input, direction and guidance. Representatives included:

Appointed elected officials from Metro Vancouver

- BC Ministry of Jobs, Trade and Technology Port of Vancouver
- TransLink BC Chamber of Commerce Agricultural Land Commission Urban Development Institute Beedie Group

Value Property Group

FOR MORE INFORMATION

metrovancouver.org (search 'Regional Industrial Lands Strategy')



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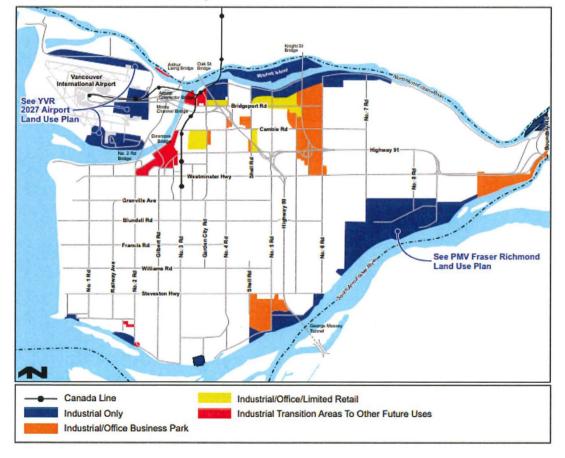
ATTACHMENT 2

Richmond Industrial Land Use Policies and Regulations

A recurring theme in the City of Richmond's current Official Community Plan (OCP) is to retain industrial lands and protect employment lands. Industrial land is found under the following land use designations in the OCP:

- *Industrial* (includes Port of Vancouver lands): Those areas of the City where the principal uses provide for the production, manufacturing, processing, assembling, fabrication, storing, transporting, distributing, testing, cleaning, servicing or repair of goods, materials or things. Industrial uses includes the operation of truck terminals, docks and railways, and wholesale business activities. Ancillary offices are only permitted to administer the industrial uses. *Industrial* areas exclude hazardous wastes, retail sales and residential uses, except for caretaker accommodation.
- *Mixed Employment*: Those areas of the City where the principal uses are industrial and stand-alone office development, with a limited range of support services. In certain areas, a limited range of commercial uses are permitted such as the retail sale of building and garden supplies, household furnishings, and similar warehouse goods.

The summary map below indicates the various types of industrial land in Richmond (Source: Chapter 6 [Resilient Economy] in the City's Official Community Plan).



Industrial Lands to 2041 Map

Industrial Sub-Areas

As indicated in the previous map, most of Richmond's industrial land can be found on Mitchell Island, around the Knight Street Bridge, Bridgeport Corridor, and along the north arm of the Fraser River. Additional industrial areas are located in the Riverside area immediately south of Ironwood Shopping Centre, and the Graybar area near the Hamilton neighbourhood. There are also two industrial reserves in the City Centre area; Bridgeport Village and Aberdeen Village. There are other land use designations throughout the City that allow for a mix of industrial uses including the *Airport, Downtown Mixed Use, Limited Mixed Use*, and *Mixed Use*.

Industrial Zones

In the Zoning Bylaw, the City has twenty (20) zones that regulate industrial land use, including standard and site-specific zones. The 5 standard zones are outlined in the table below.

Zoning District	Description	Total Area
I Industrial	 This zone provides for heavy industrial uses, as well as a broad range of general industrial uses. No retail or stand-alone office use is permitted. Largely applied to Mitchell Island, Fraser Lands, and selected areas in East Richmond/Hamilton. 	558 ha (1,379 acres). Includes Port of Vancouver lands.
IL Light Industrial	 This zone provides for a range of general industrial uses. No retail or stand-alone office use is permitted. Largely applied to the Bridgeport Village area, along the north arm of the Fraser River, and selected areas in Riverside/Ironwood area. 	462 ha (1,142 acres).
IB1/IB2 Industrial Business Park	 This zone provides for a range of general industrial uses and stand-alone office uses. No retail use is permitted. A sub-zone exists (IB2) that is used for rezoning applications in order to implement the City Centre Area Plan. Largely applied to East Cambie, Riverside/Ironwood, and East Richmond/Hamilton areas, and selected areas of the City Centre. 	329 ha (813 acres).
IR1/IR2 Industrial Retail	 This zone provides for a range of general industrial uses, stand-alone offices, and a limited range of retail uses (e.g., large household home improvement products such as appliances, carpet, and tiles). A sub-zone exists (IR2) that is used for rezoning applications in order to implement the City Centre Area Plan. Largely applied to the Bridgeport Road corridor, West Cambie (Shell, Cambie and Vanguard) areas, and selected areas of the City Centre. 	97 ha (240 acres).
IS/IS1 Industrial Storage	 This zone provides for storage and shipping uses. IS is for sites used for storage, shipping and industrial uses; IS1 is for sites used for commercial vehicle parking and storage and outdoor storage uses only. 	7 ha (17 acres).

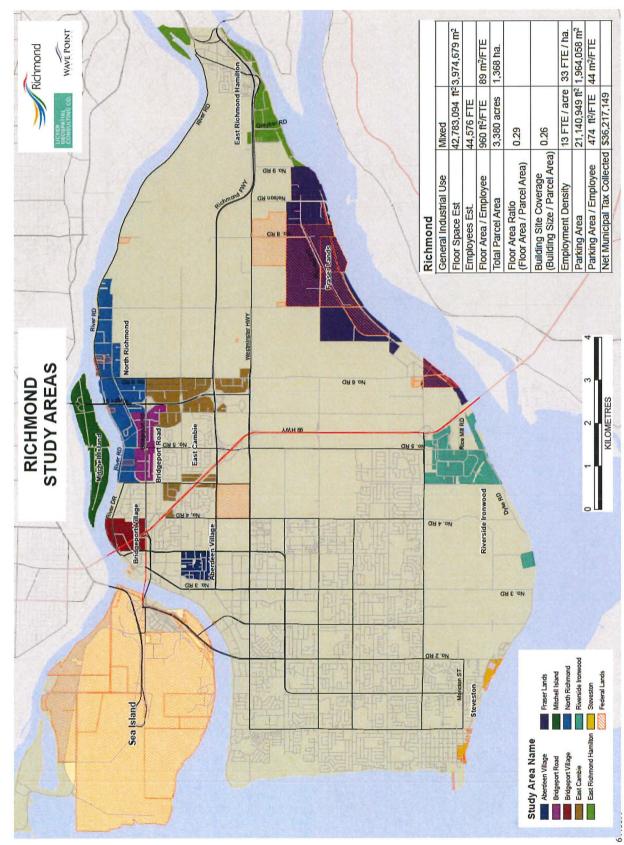
	Largely applied to selected sites along the north arm of the Fraser River.	
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There are also fifteen (15) site specific industrial zones that allow for a range of industrial uses and in some cases a mix of industrial and non-industrial uses. This accounts for 30.6 ha (75.6 acres) of additional industrial activity. The site specific industrial zones include the following:

	Site Specific Industrial Zone	Location	Area
Z11	Industrial Limited Retail – Hamilton	Westminster Hwy	1.82 ha (4.5 ac)
ZI2	Industrial Limited Retail – Aberdeen Village (City Centre)	Odlin Road & McKim Way	3.02 ha (7.5 ac)
ZI3	Industrial Business Park - Crestwood Area (East Cambie)	Wireless Way	4.07 ha (10 ac)
ZI4	Industrial Limited Retail - Aberdeen Village (City Centre)	Garden City Road	0.81 ha (2 ac)
ZI5	Industrial Business Park and Religious Assembly - Aberdeen Village (City Centre)	Odlin Crescent	0.2 ha (0.5 ac)
ZI6	Light Industrial and Banquet Hall - River Road (East Richmond)	Burdette Street	0.82 ha (2 ac)
ZI7	Industrial Business Park Limited Retail - Aberdeen Village (City Centre)	Cambie Road	1.36 ha (3.4 ac)
ZI8	Light Industrial Limited Office - Bridgeport Road Area	Bridgeport Road	2.13 ha (5.3 ac)
Z19	Industrial Storage - Knox Way (East Richmond)	Knox Way	1.63 ha (4 ac)
ZI10	Light Industrial, Office and Hotel - Bridgeport Village (City Centre)	Jow Street	1.14 ha (2.8 ac)
ZI13*	Commercial Storage - Cambie Road (City Centre)	Cambie Road	1.18 ha (2.9 ac)
ZI15*	Light Industrial - River Road (Bridgeport)	River Road	0.4 ha (1 ac)
ZI16*	Light Industrial - Bridgeport Road & Voyageur	Bridgeport Road	2.61 ha (6.4 ac)
	Way (Bridgeport)	& Voyageur Way	
ZI17*	Industrial and Marina - Graybar Road (East	Graybar Road	7.67 ha (18.9
	Richmond)		ac)
ZI18*	Light Industrial - Shell Road (West Cambie)	Shell Road	1.77 ha (4.4 ac)

* Currently under Land Use Contract until 2024





ATTACHMENT 3

ATTACHMENT 4

Summary of Industrial Land Intensification Initiative Research

The Industrial Land Intensification Initiative (ILII) study completed in 2019 examined all lands within the City's jurisdiction that are designated for *Industrial* or *Mixed Employment* in the City's Official Community Plan (OCP), and either industrially zoned or with industrial land use contracts. The study area encompassed 3,380 acres (1,368 hectares) grouped into ten sub-areas. A significant portion of the industrial land base in Richmond (784 acres or 23% of the study area) consists of federal land that is managed/owned by the Vancouver Airport Authority and the Port of Vancouver, and is outside the municipal policy framework and jurisdiction. These federal lands were therefore out of scope for the study, although Port lands were included in the data analysis.

The study examined all land parcels designated *Industrial* or *Mixed Employment* in the OCP, where the current zoning is:

- I Industrial
- IL Light Industrial
- IB1/IB2 Industrial Business Park
- IR1/IR2 Industrial Retail
- IS/IS1 Industrial storage
- ZI1-ZI10, ZI13, ZI15, and ZI16 Site Specific Industrial Zones

The study excluded parcels currently zoned for industrial, but not designated as *Industrial* or *Mixed Employment* in the OCP. All parcels within the two Industrial Reserve boundaries in the City Centre were included (Bridgeport and Aberdeen Village Centre).

The table below shows the total land area for each of the ten sub-areas. For some analysis (notably assessments of floor space ratios and site coverage), the total study area was reduced to parcels with a known business record and current industrial zoning. These parcels are referred to as 'active industrial parcels' below.

	Aberdeen Village	Bridgeport Road	Bridgeport Village	East Cambie	East Richmond	Fraser Lands	Mitchell Island	North Richmond		Steveston
Entire Parcel Area	84 acres	163 acres	130 acres	399 acres	252 acres	1215 acres	293 acres	487 acres	318 acres	39 acres
Active Industrial Parcels	17 acres	152 acres	60 acres	379 acres	192 acres	796 acres	197 acres	434 acres	283 acres	32 acres
OCP Designation	Mixed Employment	Mixed Employment	Mixed Employment & Industrial	Mixed Employment	Mixed Employment & Industrial	Industrial	Industrial	Industrial & Mixed Employment	Employment	Industrial
Primary Zone	IB	IR	IL	IB	IB	I	Ι	IL	IB	IL

Table 1: Profile of Ten Sub-Areas

Key Findings: Current Industrial Utilization

For the purposes of this analysis, the industrial land inventory, as defined by this study, comprises 3,380 acres of land, grouped into ten sub areas. Based on Light Detection and Ranging (LIDAR) interpretation, the land base is classified as follows:

- 882 acres of building footprint,
- 306 acres associated with loading,
- 465 acres for storage,
- 486 acres for parking,
- 286 acres for processing, and
- 973 acres for other/miscellaneous uses.

Approximately 362 acres of the study area lands (10.7%) were classified as being 'functionally vacant⁶, including those federally owned and controlled by the Vancouver Fraser Port Authority. Some of this land has since been developed, including the western portion of Mitchell Island.

Density and intensity are both important measures of industrial utilization. Industrial land density is the amount of building on a given amount of land while industrial land intensity is the amount of activity on that land. Actual land utilization and intensification can be measured in multiple ways including labour intensity, pay levels, assessed values, site coverage, and floor area ratio. A list of density and intensity measures assessed in this study are as follows:

Intensity:

- Employees per land area or per building (labour intensity).
- Business revenue / profit per area (value generated per unit of land or building).
- Pay of jobs (pay levels).
- Value of lands and improvements (assessed values, building-to-land ratios).

Density:

- Building floor area ratio (building floor space divided by lot area).
- Building site coverage (building floor plate/coverage divided by lot area).
- Number of floors (different potential upper floor uses).

Table 2 shows the overall utilization of Richmond's industrial land, with more specific utilization characteristics analyzed in subsequent sections.

⁶ Criteria for identifying 'functionally vacant' parcels: Building footprint < 100m2 & Improvement value < \$10,000 & No employees on parcel & Not a ROW.

Floor Space Est.	42,783,094 ft ²	3,974,679 m ²
Employees Est.	44,576 FTE	
Floor Area / Employee	960 ft ² /FTE	89 m ² /FTE
Total Parcel Area	3,380 acres	1,368 ha.
Floor Area Ratio (Floor Area / Parcel Area)	0.29	
Building Site Coverage (Building Size / Parcel Area)	0.26	
Employment Density	13 FTE / acre	33 FTE/ha.
Parking Area	21,140,949 ft ²	1,964,058 m ²
Parking Area / Employee	474 ft ² /FTE	44 m ² /FTE
Net Municipal Tax Collected	\$36,217,149	

Table 2: Overall Characteristics of Richmond's Industrial Land

a) Building Densities

None of the sub-areas studied currently achieve the maximum allowable density – they have a floor area ratio (FAR) and site coverage that is well below the maximums permitted in the applicable industrial zones. This is due to functional site requirements as well as the land economics associated with more intense forms of development and redevelopment. The study showed that multi-level industrial buildings for example were not likely to be financially feasible under current market conditions; specifically, rents are not high enough to support the additional construction costs. Multi-level industrial development would only be viable if the land price were significantly lower than current market values, or some scenarios demonstrated a negative residual land value. Recent industry reports suggest this may be shifting, and there is currently a 707,000 square foot multi-level warehouse project in development in Burnaby as well as a 600,000 square foot mixed use multi-level industrial and office building proposed for South Vancouver. Richmond has recently approved a 204,000 square foot multi-level stacked warehouse building on Vanguard Road.

The maximum permitted lot coverage is 60%, except in the City Centre where it is 80% for the Light Industrial zone and 90% for the Industrial Business Park zone. The permitted base density for industrial developments is 1.0 FAR in all three districts, except in the City Centre where it is 1.2 FAR in Light Industrial and Industrial Business Park districts.

Meanwhile, the overall average building site coverage achieved city-wide is 0.26, and the overall floor area ratio is 0.29. However, building densities do vary considerably by geographic subarea. For example, the floor area ratio is highest at 0.90 in Aberdeen Village and lowest at 0.05 in Steveston. The average construction date of industrial buildings is 1986 (32 years old), suggesting an opportunity for some older and possibly obsolete buildings to be redeveloped at higher densities, as the inventory of buildings becomes functionally obsolete.

The analysis contained in Figure 3 suggests that density provisions in Richmond's zoning bylaw are not the main limiters of industrial densification. Instead, other factors, such as the surrounding area, location, functional site requirements, market forces, values, and financial viability influence the type of industrial building and activity that is occurring on the land base. For example, multi-level industrial buildings are considerably more expensive to construct than

conventional single-level structures. Consequently, higher tenant rents would be required to support higher construction costs. In other cases, increased density is limited by regulatory and functional requirements for parking, loading, and setbacks/landscaping.

Sub-Area / Zone	Predominant Zone of Area	Average FAR	Zone Max FAR	'Gap' (Max minus Avg)	Average Site Coverage	Zone Max Site Coverage	'Gap' (Max minus Avg)
Aberdeen Village	Industrial Retail	0.84	1.20	0.36	0.54	0.90	0.36
Aberdeen village	Industrial Business Park	1.06	1.20	0.14	0.35	0.90	0.55
Bridgeport Road	Industrial Retail	0.57	1,00	0.43	0.44	0.60	0.16
Bridgeport Village	Light Industria)	0.40	1,20	0.80	0.31	0.80	0.49
East Cambie	Industrial Business Park	0.62	1.00	0.38	0.41	0.60	0.19
East Richmond Hamilton	Industrial Business Park	0.51	1.00	0.49	0.36	0.60	0.24
Last Richmond Hamilton	Light Industrial	0.22	1.00	0.78	0.15	0.60	0.45
Fraser Lands	Industrial (Port Lands)	0.19	1.00	0.81	0.18	0.60	0.42
Mitchell Island	Industrial	0.34	1.00	0.66	0.25	0,60	0.35
North Richmond	Light Industrial	0.48	1.00	0.52	0.39	0.60	0.21
Discontide Income ad	Industrial Business Park	0.74	1.00	0.26	0.43	0.60	0.17
Riverside Ironwood	Light Industrial	0.48	1.00	0.52	0.31	0.60	0.29
Steveston	Light Industrial (Port Lands)	0.20	1.00	0.80	0.19	0.60	0.41

 Table 3: Sub Area FAR Analysis

b) Employment Profile

Of the 120,000 jobs generated by more than 13,000 businesses in Richmond, 37% of this employment – over 44,000 Full Time Equivalent (FTE) jobs – is located on industrial land. 4,460 businesses are located on 42.7 million square feet of building floor space on industrial lands. The overall employment density across industrial zones is calculated at 960 sq. ft. of building floor area per employee, and 13 employees per acre of land.

Five of the ten sub-areas studied – East Cambie, North Richmond, Riverside/Ironwood, East Richmond, and Bridgeport Road – account for over 80% of the total industrial employment. The amount of employment and employment intensity varies greatly by geographic sub-area: it is highest at 70 employees per acre in Aberdeen Village (noting it is substantially commercial), followed by East Cambie, Bridgeport Road, Riverside Ironwood, and East Richmond, and lowest at under 5 employees per acre in Fraser Lands and Steveston.

Among the City's industrial zones, Industrial Business Park (IB) accounts for the largest share of employment, followed by Light Industrial (IL), Industrial Retail (IR), and Industrial Storage (IS). For employment intensities by zone, intensities are highest in Industrial Business Park (IB) zones and lowest in Industrial (I) zones, as detailed below.

Zone	Employment Density
Industrial Business Park (IB)	32 jobs per acre
Industrial Retail (IR)	24 jobs per acre
Light Industrial (IL)	12 jobs per acre
Industrial (I)	5 jobs per acre

The following section elaborates on the types of businesses and permitted uses in industrial zones, as well as other measures of utilization.

c) Permitted Uses

Market pressures for industrial land in urban areas generally push towards the economically highest and best uses (i.e. commercial), unless regulated by government policies. Industrial intensification means more productive and efficient industrial activities on industrial lands. Office, retail and other commercial uses beyond those needed as accessory / ancillary functions for industrial businesses are not considered industrial intensification / densification. These other uses and forms may allow for greater commercial intensity and more jobs, but are not industrial uses and may have negative secondary impacts on industrial users in the area.

Although non-industrial activities (e.g. indoor recreation and animal grooming) on industrial land can sometimes meet local needs, they also affect land supply for industrial users by driving land prices and lease rates upward, which erodes the economic viability for industrial users. They can also introduce new land use conflicts such as increased commuter traffic in industrial zones and additional strain on services and infrastructure that was not designed for these uses. However, in some circumstances and locations, such as transport nodes, commercial businesses can be a complementary activity and serve as amenities to industrial land users and their employees.

In Richmond permitted uses found in the standard industrial zones were allocated into three general categories to aid in the analysis of current industrial land utilization: 'Traditional Industrial', 'Non-Traditional Industrial', and 'Non-Industrial'. In total, it was estimated that approximately 72% of the industrial building floor space, 56% of businesses and 61% of industrial jobs are in the 'Traditional Industrial' category. Many of the existing permitted uses on Richmond's industrial lands (both those that are designated *Industrial* and *Mixed Employment* in the OCP) are of a non-industrial business nature, including 24% designated as office use.

Aberdeen Village and East Cambie have significant amounts of 'Non-Industrial' jobs, while the proportion of 'Traditional Industrial' jobs is very high in Fraser Lands, Mitchell Island, and North Richmond, with relatively modest amounts of 'Non-Traditional Industrial' jobs in most of the geographies.

d) Real Estate Market Trends

While the current pandemic has unfortunately prevented many people from being able to work in commercial office and retail environments, the same cannot be said in industrial buildings. Many of the most active businesses during these unprecedented times are logistics and e-commerce operations, which have been able to continue operating while respecting physical distancing guidelines.

Industrial space has been and likely will remain one of the strongest real estate asset classes coming out of COVID-19. Construction costs continue to increase based on code changes, labor and material costs as does industrial land based on its scarcity. This is countered somewhat on strata industrial and industrial development based on owner-occupier financing as well as

development financing at relatively low rates. Vacancy rates are expected to remain low even with potential COVID-19 related business failures.

Land sales values per acre pre-COVID-19 were continuing to increase and the market will determine where this goes for the balance of the year. However, even over the past few months, there have been numerous significant new and renewal lease transactions in Richmond and other markets at pre-COVID-19 market rates. This suggest that the market remains strong, even as business models change to meet new health and safety rules and market opportunities.

Drivers of Demand

Metro Vancouver is still showing a strong industrial forecast across all asset types and market areas. There are a few notable trends driving demand for existing and new forms of industrial space. Population and business growth, the globalization of supply chains, on-demand manufacturing, e-commerce, a more localized food system and process automation are all shaping the future needs of industrial space in the region and in Richmond.

Richmond's economy is diverse and, because of significant economic assets such as the Vancouver International Airport and Port of Vancouver's Richmond Logistics Hub, serves as an international shipping gateway for both exports and imports and has a distinct competitive advantage in goods and people movement sectors such as transportation, warehousing, logistics, manufacturing, wholesale trade, and tourism - which all generate significant demand for industrial land. Many of the firms in these sectors serve not only the growing local and regional population but are engaged in North American and international trade.

The demand for mega-distribution and e-commerce logistics facilities is growing in North America and globally with the surge of online shopping. These new forms of intense industrial development seek space near population centers due to the trend in consumer demand for rapid delivery. Developers are making these types of warehouses taller to maximize space and hold more inventory. In the 1960s, warehouses averaged roughly 24 feet in ceiling height, but that average has now jumped to 36 feet and higher in many cases. Large land parcels and labour availability are needed to support this activity, both of which are constrained in Metro Vancouver.

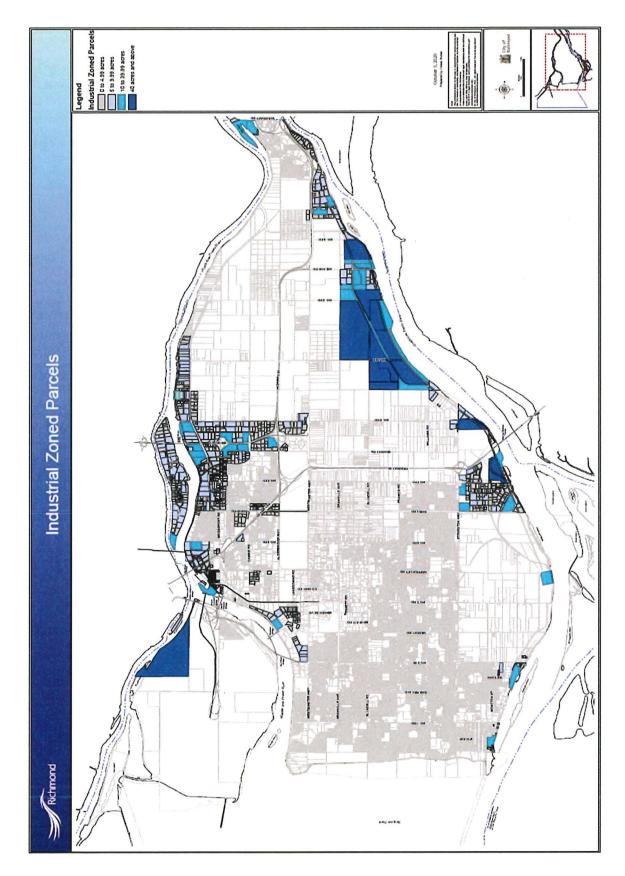
Evolving business models in response to e-commerce and technology are placing increasing importance on the need for integrated space where design, manufacturing, distribution, and showroom/retail activities can occur within a single building. Meanwhile, employment-dense users such as those in Industrial Business Park (IB) zoned locations desire space that is in urban centres close to rapid transit, restaurants and other amenities.

Multi-level buildings tailored to smaller scale industrial businesses, such as flex space with higher site coverage and expanded second floor mezzanine space, can accommodate a variety of light industrial and industrial-commercial uses, with relatively high densities and intensities.

An important finding is that significant industrial land intensification is occurring in the private sector as new industrial capital investments often leverage existing and emerging technologies to

either scale output or increase value-added production. However, modern logistics facilities require increased ceiling height, large size land parcels and effective multi-modal transportation networks to be most productive. As traditional general and light industrial land is redeveloped into these new types of industrial facilities, it may cause some businesses to relocate outside of Richmond rather than face higher occupancy costs associated with new, more intensely developed buildings.

Richmond's challenge is to ensure a balanced mix of industrial lands which accommodate both traditional light and general industrial users, as well as new forms of industrial businesses and developments.



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Industrial Reserves in the City Centre

City of Richmond

2.2.1 Industry

Industry is a key component of a diverse and viable urban centre, providing services and jobs that support both downtown and broader community objectives. Industry includes:

- processing, distribution, and repair (PDR) industries that directly serve downtown commercial and public sector businesses and residents;
- progressive sectors

 (e.g., knowledge-based industries)
 that prefer urban locations that
 better meet the needs of their
 workers and help to reduce their
 "environmental footprints";
- emerging and new technologies that can readily adapt to denser, more urban building types and ways of doing business.

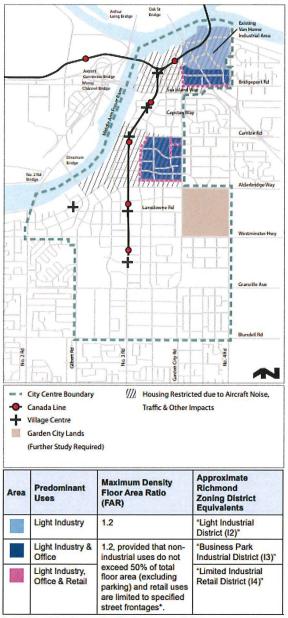
Challenge/Opportunity

Rising land costs, spurred on by residential and commercial demand, are pricing industry out of Metro Vancouver's urban centres; however, growing numbers of light industrial businesses and workers are becoming dissatisfied with remote, car-dependent locations and are seeking cost-effective, urban alternatives offering better proximity to amenities, transit, and housing.

Proposed Strategy

The establishment of a 90 ha (223 ac. est.) "Industrial Reserve" intended to supply and protect industrial lands from competing uses and support their gradual densification and adaptation to changing market conditions.

Designated "Industrial Reserve" Areas Map Bylaw 8841 2013/02/12



* Additional density permitted under some conditions.



Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180 (Industrial Lands Intensification Initiative)

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

- 1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Section 6.1 Multi-Objective Employment Lands Policies, Objective 1: Asia-Pacific Gateway, by deleting policy l) and replacing it with the following:
 - "1) consider increasing density for multi-storey industrial buildings provided that the following criteria is met:
 - a maximum floor area ratio of 1.5 provided this is for industrial uses (e.g. heavy and general industrial);
 - a minimum site area of 2.5 ha (6.2 acres) to allow efficient truck access and truck and vehicle ramping (the minimum site area may be reduced if demonstrated that a smaller site area is feasible);
 - the site should be located within a 1-kilometre access point to a major road network or Provincial highway to facilitate efficient vehicle and truck movement;
 - the site should not be located within 100m (328 ft.) of a residentially zoned lot
 - corner lots are discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard or rear yard; and
 - transportation (e.g., truck access and egress) and servicing issues (e.g., water, sewer, drainage) have been addressed through the rezoning application process."
- 2. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Section 6.2 Objective Specific Employment Lands Policies, Objective 1: Asia-Pacific Gateway, by inserting the following policy immediately after policy r):
 - "s) do not encourage retail sales in the Industrial (I) and Light Industrial (IL) zones, but allow limited retail (e.g., 15% of the overall floor area up to a maximum of 500 m² [5,382 ft²]) for mixed employment business parks in the Industrial Business (IB) and Industrial Retail (IR) zones, or in site-specific zones which permit a mix of industrial and employment uses, provided the retail is ancillary to manufacturing uses only;"

- 3. Richmond Official Community Plan Bylaw 9000, as amended, is further amended at Section 14.0 Development Permit Guidelines, by:
 - a) inserting the following in Section 14.1.5 Development Permit Area Designations:
 - "• all industrial sites with two or more storeys that have exterior vehicular access to upper storeys."

b) inserting the following after h) in Section 14.6.1 Adjacent Uses (Edge Conditions):

- "• for all industrial sites that have two or more storeys with exterior vehicular access to upper storeys, they shall be located no closer than 100m of a residentially zoned site, have good access to truck routes and the Provincial highway network. Corner lots are to be discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard setback or the rear yard setback."
- c) inserting the following after d) in Section 14.6.2 Circulation and Parking:
 - "e) For industrial development with two or more storeys that have exterior vehicular access to upper storeys:
 - The number and size of access driveways to the site should be limited to minimize impact on sidewalks and the public realm.
 - Exterior ramping should be from the interior side yard setback or the rear yard setback
 - Design loading/parking areas to maximize flexibility, to adapt and to accommodate changing industrial uses and practices."

d) inserting the following after k) in Section 14.6.3 Building Scale and Form:

- "1) For industrial development with two or more storeys that have exterior vehicular access to upper storeys:
 - Encourage vertical stacking of industry and production spaces.
 - Building height elements over 12 m in height are to be oriented with consideration of daylight and solar performance, architectural expression and impact on adjacencies.
 - Reduce physical and visual bulk and massing for building elements with height over 12 m by stepping back the portion of the building above 12 m from the street frontage.
 - Encourage architectural and facade articulation (eg. transparent views through to on-site uses and connections, building recesses, clerestory windows at upper storey, etc.).

- Visible vehicle ramps are to be architecturally treated."
- e) inserting the following after n) in Section 14.6.4. Site Planning and Landscaping:
 - "o) For industrial development with two or more storeys that have exterior vehicular access to upper storeys:
 - Yard setback areas should be raised no more than 0.5 m (1.64 ft.) above adjacent public sidewalks; low retaining walls in front yards along the street should not be higher than 0.5 m (1.64 ft.). In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) in height and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.
 - Visible exterior vehicle ramps shall be setback and screened by a minimum of 5 m layered landscaped treatment including vertical screening while providing strategic visual access to entries and access areas."
- 4. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10180".

FIRST READING	JAN 1 1 2021	CITY OF RICHMOND
PUBLIC HEARING		
SECOND READING		APPROVED by Manager or Solicitor
THIRD READING		. Or solettor
ADOPTED		

MAYOR

CORPORATE OFFICER



Richmond Zoning Bylaw 8500 Amendment Bylaw 10181 (Industrial Land Intensification Initiative)

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 3.4 [Use and Term Definitions] by:
 - a) inserting the following definition in the correct alphabetical location:

"Industrial, manufacturing	means the use of buildings or structures that are primarily used for the making of goods by hand or by machine. This use includes ancillary office space provided it is only used to administer the industrial use , and is not a stand-alone office space.
Industrial, warehouse	means the use of buildings or structures for the storage and distribution of goods in large quantities by a warehouse operator, a distributor, a manufacturer or a supplier, and also includes e-commerce logistics facilities, but does not include retail , general . This use includes ancillary office space provided it is only used to administer the industrial use , and is not a stand-alone office space.
Retail, showroom	means the use of buildings or structures which displays products for retail sale, similar to warehouse sales , but does not stock the majority of the inventory on site, does

- products for retail sale, similar to **warehouse sales**, but does not stock the majority of the inventory on site, does not sell goods and products that are manufactured on site, and uses the majority of the floor area for product display. This **use** includes **ancillary** office space provided it is only used to administer the industrial **use**, and is not a stand-alone office space."
- b) deleting the definition of '**Industrial, general'** in its entirety and replacing it with the following:
 - "Industrial, general means the processing, storage, assembly, fabrication, distribution, cleaning, servicing, repairing or testing and manufacturing of materials or equipment for institutions, industrial or commercial **businesses** for their direct **use** or for resale to individual business customers but not the general

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public, where the activities are wholly enclosed within a **building** or **buildings**, and this **use** does not include other **uses** defined separately. This **use** includes **ancillary** office space provided it is only used to administer the industrial **use**, and is not a stand-alone office space."

- c) deleting the definition of '**Industrial, heavy**' in its entirety and replacing it with the following:
 - "Industrial, heavy means the processing, storage, distribution, cleaning, servicing, repairing or testing and manufacturing of materials or equipment for institutions, industrial or commercial businesses for their direct use or for resale to individual business customers but not the general public, and includes those developments which may have a significant detrimental effect on the safety, use, amenity, enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods such as a sawmill, planing mill, veneer and plywood plant, wood preserving plant, brewing or distilling plant, paint manufacturing plant, carpet mill, and iron or steel foundry, but does not include other uses that are defined separately or hazardous waste and outdoor demolition waste transfer stations. This use includes ancillary office space provided it is only used to administer the industrial use, and is not a stand-alone office space."
- 2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 7.7 [Parking Spaces Required] by:
 - a) inserting the following in the correct alphabetical location in Table 7.7.2.3 General Parking Requirements:

Use	Minimum number of Parking Spaces Required	
"Warehouse industrial	0.56 spaces per 100.0m ² of gross leasable floor area of building	
Retail, showroom	2 spaces per 100.0m ² of gross leasable floor area of building "	

b) deleting 'General and Heavy Industrial' and the associated parking requirements and replacing it with the following in the correct alphabetical location in Table 7.7.2.3 General Parking Requirements:

Use	Minimum number of Parking Spaces Required
"Industrial, general	0.75 spaces per 100.0m ² of gross leasable floor area of building

Industrial, heavy	1 space per 100.0m ² of gross leasable floor area of building
Industrial, manufacturing	0.75 spaces per 100.0m ² of gross leasable floor area of building "

3. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 7.9 [Provision of Parking in City Centre] by deleting Table 7.9.5.1 General City Centre Parking Requirements and replacing it with the following:

Use	Zone 1	Zone 2	Zone 3
University Education	25% reduction from the minimum parking requirements identified in Section 7.7.	20% reduction from the minimum parking requirements identified in Section 7.7	10% reduction from the minimum parking requirements identified in Section 7.7
Industrial, general Industrial, manufacturing Industrial, warehouse Retail, showroom	15% reduction from the mir in Section 7.7	imum parking requi	rements identified
For All Other Uses	15% reduction from the minimum parking requirements identified in Section 7.7	5% reduction from the minimum parking requirements identified in Section 7.7	the minimum parking requirements identified in Section 7.7"

"Table 7.9.5.1 General City Centre Parking Requirements

- 4. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12.1 [Industrial (I)] as follows:
 - a) by adding the following permitted use under Section 12.1.2 (Permitted Uses) in the correct alphabetical location:
 - "• industrial, manufacturing"; and
 - "• industrial, warehouse"
 - b) by deleting sub-section 1 under Section 12.1.5 (Permitted Lot Coverage) and replacing it with the following:
 - "1. The maximum **lot coverage** is 75% for **buildings**."

- c) by deleting sub-section 1 under Section 12.1.7.1 (Permitted Heights) and replacing it with the following:
 - "1. The maximum **height** for **buildings** is 16.0 m, and 12.0 m for all buildings that are less than 50.0 m from a residentially zoned **lot**."
- d) by deleting sub-section 1, 2 and 3 under Section 12.1.8 (Subdivision Provisions/Minimum Lot Size) and replacing them with the following:
 - "1. There is no minimum lot width, lot depth, or lot area requirement."
- 5. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12.2 [Light Industrial (IL)] as follows:
 - a) by adding the following permitted use under Section 12.2.2 (Permitted Uses) in the correct alphabetical location:
 - "• **industrial, manufacturing**"; and
 - "• industrial, warehouse"
 - b) by deleting sub-section 1 under Section 12.2.5 (Permitted Lot Coverage) and replacing it with the following:
 - "1. The maximum **lot coverage** is 75% for **buildings**, except in the **City Centre** where the maximum **lot coverage** is 80% for **buildings**."
 - c) by deleting sub-section 1 under Section 12.2.7 (Permitted Heights) and replacing it with the following:
 - "1. The maximum height for all buildings is 16.0 m, and 12.0 m for all buildings that are less than 50.0 m from a residentially zoned lot. 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. Notwithstanding the above, any building within 30.0 m of the Oak Street Bridge shall not exceed a building height that of the bridge deck."
 - d) by deleting sub-section 1, 2 and 3 under Section 12.2.8 (Subdivision Provisions/Minimum Lot Size) and replacing it with the following:
 - "1. There is no minimum lot width, lot depth, or lot area requirement."
- 6. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12.3 [Industrial Business Park (IB)] as follows:
 - a) by adding the following permitted use under Section 12.3.2 (Permitted Uses) in the correct alphabetical location:
 - "• industrial, manufacturing"

- "• industrial, warehouse"; and
- "• microbrewery, winery and distillery"
- b) by adding the following permitted use under Section 12.3.3 (A. Secondary Uses) in the correct alphabetical location:

"• retail, general"

- c) by deleting sub-section 1 under Section 12.3.5 (Permitted Lot Coverage) and replacing it with the following:
 - "1. The maximum **lot coverage** is 75% for **buildings**, except in the **City Centre** where:
 - a) the maximum **lot coverage** is 90% for **buildings**; and
 - b) the maximum **building envelope** shall not exceed 650.0 m^2 if the **building** has a maximum **height** of more than 25.0 m."
- d) by deleting sub-section 1 under Section 12.3.7 (Permitted Heights) and replacing it with the following:
 - "1. The maximum **height** for all **buildings** is 16.0 m, and 12.0 m for all buildings that are less than 50.0 m from a residentially zoned **lot**. 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.
 - 2. Notwithstanding sub-section 12.3.7.1 above, in the **City Centre**, the 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 35.0m.
 - 3. Notwithstanding sub-sections 12.3.7.1 and 12.3.7.2 above, within 50.0 m of Bridgeport Road the maximum **height** for **buildings** is 35.0 m.
 - 4. The maximum **height** for **accessory structures** is 20.0 m."
- e) by deleting sub-section 1 under Section 12.3.8 (Subdivision Provisions/Minimum Lot Size) and replacing it with the following:
 - "1. There is no minimum **lot width** requirement."
- f) by inserting the following as new sub-section 12.3.11.10 and renumbering the existing sub-section 12.3.11.10 as sub-section 12.3.11.11:
 - "10. The sale of products or manufactured items to the general public is a permitted **secondary use** for **industrial, manufacturing uses** only, and is

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limited to 15% of the total **gross floor area**, up to a maximum **floor area** of $500m^2$, of the **business**."

- 7. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12.4 [Industrial Retail (IR)] as follows:
 - a) by adding the following permitted use under Section 12.4.2 (Permitted Uses) in the correct alphabetical location:
 - "• industrial, manufacturing";
 - "• industrial, warehouse"
 - "• microbrewery, winery and distillery"; and
 - "• retail, showroom"
 - b) by deleting sub-section 1 under Section 12.4.5 (Permitted Lot Coverage) and replacing it with the following:
 - "1. The maximum **lot coverage** is 75% for **buildings**, except in the **City Centre** where:
 - a) the maximum **lot coverage** is 90% for **buildings**; and
 - b) the maximum **building envelope** shall not exceed 650.0 m^2 if the **building** has a maximum **height** of more than 25.0 m."
 - c) by deleting sub-section 1 under Section 12.4.7 (Permitted Heights) and replacing it with the following:
 - "1. The maximum **height** for all **buildings** is 16.0 m, and 12.0 m for all buildings that are less than 50.0 m from a residentially zoned **lot**. 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.
 - 2. Notwithstanding sub-section 12.4.7.1, in the **City Centre**, the 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 35.0m.
 - 3. Notwithstanding sub-sections 12.4.7.1 and 12.4.7.2, within 50.0 m of Bridgeport Road the maximum **building height** shall be 35.0 m.
 - 4. The maximum **height** for **accessory structures** is 20.0 m."
 - d) by inserting the following as new sub-section 12.4.11.9 and renumbering the existing sub-section 12.4.11.9 as sub-section 12.4.11.10:

- "9. The sale of products or manufactured items to the general public is a permitted **secondary use** for **industrial, manufacturing uses**, and is limited to 15% of the total **gross floor area**, up to a maximum **floor area** of 500m², of the **business**."
- 8. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10181".

FIRST READING	JAN 1 1 2021	CITY OF RICHMOND
PUBLIC HEARING		APPROVED By
SECOND READING		APPROVED by Director
THIRD READING		or Solicitor
ADOPTED		

MAYOR

CORPORATE OFFICER



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

Date: December 11, 2020 File: RZ 17-792242

Re: Application by Gradual Architecture Inc. for Rezoning at 6520 Williams Road from the "Single Detached (RS1/E)" Zone to the "Low Density Townhouses (RTL4)" Zone

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10224, for the rezoning of 6520 Williams Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, be introduced and given First Reading.

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Wayne Craig Director, Development (604-247-4625)

WC:jr Att. 6

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Affordable Housing	M	be Erceg	

Staff Report

Origin

Gradual Architecture Inc. on behalf of Londonpark Holdings Ltd. (Director Long Fei Liu) has applied to the City of Richmond for permission to rezone 6520 Williams Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, to permit the development of eight townhouse units with vehicle access from Williams Road. A location map and aerial photo are provided in Attachment 1.

Findings of Fact

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

Subject Site Existing Housing Profile

The subject site currently contains a single-family dwelling, which does not contain a secondary suite. The existing dwelling would be demolished.

Surrounding Development

Development immediately surrounding the subject site is generally as follows:

- To the North: A single-family dwelling on a property zoned "Single Detached (RS1/C)" with vehicle access from Sheridan Road.
- To the South and West: Steveston London Secondary School and Park, on properties zoned "School and Institutional Use (SI)".
- To the East: A single-family dwelling on a property zoned "Single Detached (RS1/E)" with vehicle access from Williams Road. This property is part of a separate rezoning application including both 6560 and 6580 Williams Road (RZ 18-808261), which is currently under staff review. The proposed rezoning would permit development of townhouses with shared vehicle access from the subject site. A staff report on this application will be provided to Council for consideration upon the completion of the staff review.

Related Policies & Studies

Official Community Plan

The subject site is located in the Blundell planning area, and is designated "Neighbourhood Residential" in the Official Community Plan (OCP) (Attachment 3). Parks staff have confirmed that the subject property has not been identified for future acquisition. The proposed rezoning is consistent with this designation.

Arterial Road Policy

The subject site is located in an area governed by the Arterial Road Land Use Policy, and is designated "Arterial Road Townhouses". The minimum development site frontage on minor arterial roads, such as Williams Road, is 40 m (131 ft.). The subject site has a 36.6 m (120 ft.) frontage; however, the application is being considered based on consistency with the guiding principles of the Policy, provision of a shared access point for future development, and having not created an orphan development site to the east.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on title is required prior to final adoption of the rezoning bylaw.

Affordable Housing Strategy

The City's Affordable Housing Strategy requires a cash-in-lieu contribution of \$8.50 per buildable square foot towards the City's Affordable Housing Reserve Fund for all rezoning applications involving townhouses. A \$90,285 contribution is required prior to final adoption of the rezoning bylaw.

Public Consultation

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant First Reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, 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*.

School District

This application was referred to School District No. 38 (Richmond) for general information as the subject site is immediately adjacent to a School District property. Staff have not received any comments or concerns from the School District to date.

Analysis

Urban Design and Site Planning

The applicant proposes eight units in two four-unit clusters arranged on either side of a central east-west drive aisle. The site plan and massing are generally consistent with the Development Permit Guidelines for Arterial Road Townhouses. Conceptual development plans are provided in Attachment 4.

The four units along Williams Road have direct pedestrian access to the sidewalk though landscaped front yards. All of the units are three storeys, with living space primarily located on the second and third storeys. Two of the units include a bedroom on the ground floor. The end units do not step down to two storeys as the west adjacency is an open park space, and a larger setback is provided on the east side yard interface with the neighbouring single-family dwelling. The guidelines suggest reducing building height to two storeys within 7.5 m of a side yard interface with single-family dwellings, and the proposed development provides a 7.9 m setback.

The four units at the rear of the property have pedestrian access from the drive aisle. As with the front units, the proposed rear units are all three storeys with living space primarily on the second and third storeys. Rear units in Arterial Road Townhouse developments are typically two-storey duplexes to provide a sensitive transition to adjacent single-family properties, however that is not a concern at this location due to the park and school interfaces. Interface with the single-family property to the east is accounted for through an 8.4 m side yard setback.

All of the units have private outdoor space at grade in the form of a landscaped front or rear yard. Four of the units would have a private outdoor space on a rooftop deck recessed within the structure of the roof. Two of the proposed decks overlook the interior drive aisle, and two overlook the school parking lot.

The shared outdoor amenity area is proposed at the rear of the site at the end of the drive aisle. The current concept includes a play structure for young children, bench seating, retention of a mature tree, and open lawn area. Detailed design and programming of the private and shared outdoor amenity areas will be reviewed through the Development Permit process.

Existing Legal Encumbrances

There is an existing 1.5 m wide statutory right-of-way (SRW) along the rear property line for the sanitary sewer. The applicant is aware that no construction or tree planting is permitted within the SRW area.

Transportation and Site Access

Vehicle access to the subject site is proposed from a driveway crossing to Williams Road. The driveway is aligned opposite Sheridan Road, creating a four-way intersection. This location is preferred by staff as it reduces the number of potential conflict points between vehicles and pedestrians. A cash-in-lieu contribution for upgrades to the existing pedestrian crossing is required prior to adoption of the rezoning bylaw.

The vehicle access will be shared with the future development to the east. A statutory right-of-way (SRW) for public rights-of-passage (PROP) will be registered on title prior to adoption of the rezoning bylaw. The future development will be required to provide an SRW on its own drive aisle, in order to accommodate vehicle maneuvering on-site.

In the interim, on-site vehicle maneuvering is accommodated by a turn-around area at the end of the drive aisle. Upon completion of the future development to the east, turning movement will be accommodated in the resulting T-shaped drive aisle, and the turn-around area will no longer be required. This area could be added to the shared outdoor amenity area if the turn-around area

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is not required. Staff will work with the applicant to investigate potential concepts for the conversion of this area as part of the Development Permit review process.

Vehicle and bicycle parking for residents are provided consistent with Richmond Zoning Bylaw 8500, including Level 2 EV charging for all residential vehicle spaces. Each unit includes a two-car garage with space for Class 1 bicycle parking. Four of the units have parking spaces in a side-by-side arrangement, and four have parking spaces in a tandem arrangement. Prior to final adoption of the rezoning bylaw, a restrictive covenant is required to be registered on title prohibiting the conversion of the tandem garage area into habitable space.

Visitor parking is provided consistent with Richmond Zoning Bylaw 8500. Two visitor parking spaces are provided on the west side of the site, and Class 2 bicycle parking is provided adjacent to the driveway entrance.

A 0.1 m wide road dedication is required across the entire Williams Road frontage in order to accommodate the standard sidewalk and boulevard width. This road dedication is required prior to final adoption of the rezoning bylaw.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses four bylaw-sized trees on the subject property, one tree on a neighbouring property, and four street trees on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One Magnolia tree located on the development site (Tag # 5) is in good condition and is located in the proposed shared outdoor amenity area. This tree will be retained and protected.
- Two trees (Tag # 8 and 9) located on the development site are in good condition but in conflict with the proposed driveway. Two of these trees are located in the driveway connection to Williams Road, which must be aligned with Sheridan Road for traffic safety reasons.
- One tree (Tag # 7) located on the development site is in good condition but in conflict with the proposed turn-around area. This turning area is only necessary until the neighbouring property redevelops, at which point vehicle maneuvering would be accommodated within the driveway. This tree could be retained if the requirement for a turn-around area is removed and the driveway is shifted to provide a 2.5 m tree protection zone between the edge of the driveway and the trunk of the tree.
- One tree (Tag # 6) located on neighbouring property to be protected as per Arborist Report recommendation.
- Replacement trees should be specified at 2:1 ratio as per the Official Community Plan (OCP).

Parks staff have reviewed the Arborist's Report and support the recommendations, with the following comments:

- One tree (Tag # 1) located in the Williams Road frontage to be relocated as part of the frontage works. A \$5,000 Tree Survival Security is required.
- Three trees (Tag # 2, 3, and 4) located in London Steveston Park are to be retained and protected. A \$20,000 Tree Survival Security is required.

Tree Protection

One tree on the subject site (Tag # 5), one tree on a neighbouring property (Tag # 6), and four trees on City property (Tag # 1-4) are to be retained and protected. An additional tree on the subject site (Tag # 7) may be retained pending further review of the driveway design and necessity of the proposed turn-around area. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 5). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.
- Prior to adoption of the rezoning bylaw, submission to the City of a Tree Survival in the amount of \$35,000 (i.e., \$10,000 for the on-site tree and \$25,000 for City trees).

Tree Replacement

The applicant wishes to remove three on-site trees (Tag # 7, 8, and 9) due to conflicts with the proposed driveway, however staff will work with the applicant and the neighbouring development to determine if Tree # 7 can be successfully retained through modification to the driveway design should the adjacent development to the east proceed.

The 2:1 replacement ratio would require a total of six replacement trees. The preliminary landscape plan provides for 10 new trees. The landscape plan will be further reviewed as part of the Development Permit. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	8 cm	4 m

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
2	6 cm	3.5 m

Variance Requested

The proposed development is generally consistent with the "Low Density Townhouses (RTL4)" zone, except for the variances noted below (Staff comments in *bold italics*).

1. Decrease the minimum lot width from 40.0 m to 36.6 m.

Staff support the requested variance as the proposal is generally consistent with the guiding principles of the Arterial Road Land Use Policy and does not result in the creation of an orphan development site. The two properties to the east meet the minimum assembly size for Arterial Road Townhouses, and would share the driveway access to Williams Road with the subject site.

Townhouse Energy Efficiency and Renewable Energy

The proposed development consists of townhouses that staff anticipate would be designed and built in accordance with Part 9 of the BC Building Code. As such, this development would be required to achieve Step 3 of the BC Energy Step Code for Part 9 construction (Climate Zone 4). As part of a future Development Permit application, the applicant will be required to provide a report prepared by a Certified Energy Advisor which demonstrates that the proposed design and construction will meet or exceed these required standards.

Amenity Space

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on-site. The total cash contribution required for the proposed eight-unit townhouse development is \$14,152, based on \$1,769 per unit as per the current OCP rate and must be provided prior to rezoning adoption.

Outdoor amenity space is provided on site. Based on the preliminary design, the size of the proposed outdoor amenity space is consistent with the OCP minimum requirement of 6 m^2 per unit. Staff will work with the applicant at the Development Permit stage to ensure the design of the outdoor amenity space meets the Development Permit Guidelines contained in the OCP.

Development Permit Application

Prior to final adoption of the rezoning bylaw, a Development Permit application is required to be processed to a satisfactory level. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for the form and character of multiple-family projects provided in the OCP.
- Refinement of the design to have end units fronting the adjacent park space.
- Review of the size and species of on-site trees to ensure bylaw compliance and to achieve an acceptable mix of coniferous and deciduous species on-site.

- Review of the proposed driveway design and requirement for a vehicle turn-around area, which may enable retention of Tree # 7.
- Refinement of the shared outdoor amenity area design, including the choice of play equipment, to create a safe and vibrant environment for children's play and social interaction.
- Review the long-term design of the temporary turn-around area, such as future conversion to additional outdoor amenity space.
- Review of relevant accessibility features for the one proposed convertible unit and aging-in-place design features in all units.
- Review of a sustainability strategy for the development proposal.

Site Servicing and Frontage Improvements

Prior to issuance of a Building Permit, the applicant is required to enter in to a Servicing Agreement for the design and construction of the required site servicing and frontage works, as described in Attachment 6. Frontage improvements include, but may not be limited to:

- Removal of the existing sidewalk and replacement with 1.5 m concrete sidewalk at the property line, 1.5 m landscaped boulevard, and 0.15 m concrete curb and gutter.
- Removal of the existing driveway crossing and replacement with frontage works as described above.

Financial Impact

This rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals).

Conclusion

The purpose of this application is to rezone 6520 Williams Road from the "Single Detached (RS1/E)" zone to the "Low Density Townhouses (RTL4)" zone, to permit the development of eight townhouse units with vehicle access from Williams Road.

The proposed rezoning and ensuing development of the site is generally consistent with the land use designations and applicable policies contained in the Official Community Plan (OCP) for the subject site. Further review of the project design will be completed as part of the Development Permit application review process.

The list of rezoning considerations is included in Attachment 6, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10224 be introduced and given First Reading.

Jordan Rockerbie Planner 1 (604-276-4092)

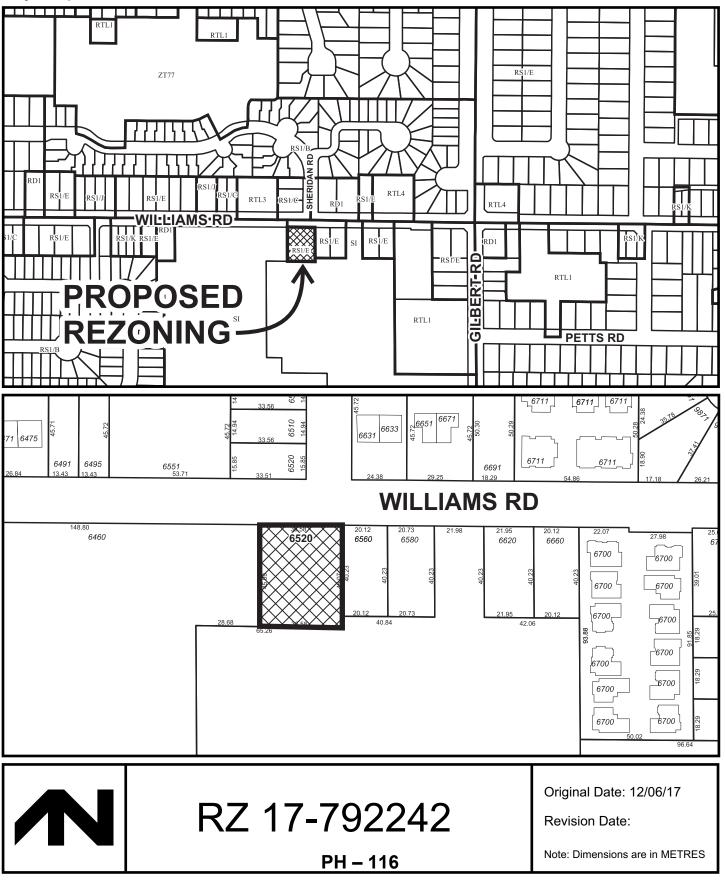
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Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Blundell Area Land Use Map
- Attachment 4: Conceptual Development Plans
- Attachment 5: Tree Retention Plan

Attachment 6: Rezoning Considerations











RZ 17-792242

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Original Date: 12/06/17

Revision Date:

Note: Dimensions are in METRES



Development Application Data Sheet

Development Applications Department

RZ 17-792242

Address: 6520 Williams Road

Applicant: Gradual Architecture Inc.

Planning Area(s): Blundell

	Existing	Proposed
Owner:	Londonpark Holdings Ltd. (Director Long Fei Liu)	To be determined
Site Size (m ²):	1,648.1 m ²	1,644.6 m ²
Land Uses:	Single-family	Townhouses
OCP Designation:	Neighbourhood Residential	No change
Zoning:	Single Detached (RS1/E)	Low Density Townhouses (RTL4)
Number of Units:	One single-family dwelling	Eight townhouse dwellings

On Future Development Site	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60	0.60	None permitted
Buildable Floor Area (m ²):*	Max. 986.8 m ² (10,622 ft ²)	986.8 m² (10,622 ft²)	None
Lot Coverage (% of lot area):	Building: Max. 40% Non-porous Surfaces: Max. 65% Live Landscaping: Min. 25%	Building: 36.4% Non-porous Surfaces: 64.9% Live Landscaping: Min. 25%	None
Lot Size:	No minimum	1,644.6 m ²	None
Lot Dimensions (m):	Width: 40 m Depth: 35 m	Width: 36.6 m Depth: 45 m	Vary lot width by 3.4 m
Setbacks (m):	Front: Min. 6.0 m Rear: Min. 3.0 m West Side: Min. 3.0 m East Side: Min. 3.0 m	Front: 6.1 m Rear: 4.8 m West Side: 3.1 m East Side: 7.9 m	None
Height (m):	Max. 12.0 m	11.43 m	None
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and 0.2 (V) per unit	None
Off-street Parking Spaces – Total:	20 (R) and 2 (V)	20 (R) and 2 (V)	None
Tandem Parking Spaces:	Permitted – Maximum of 50% of required spaces	8 (50%)	None
Small Parking Spaces	None if fewer than 31 required spaces on site	None	None
Bicycle Parking Spaces – Class 1	1.25 per unit	10 (1.25 per unit)	None

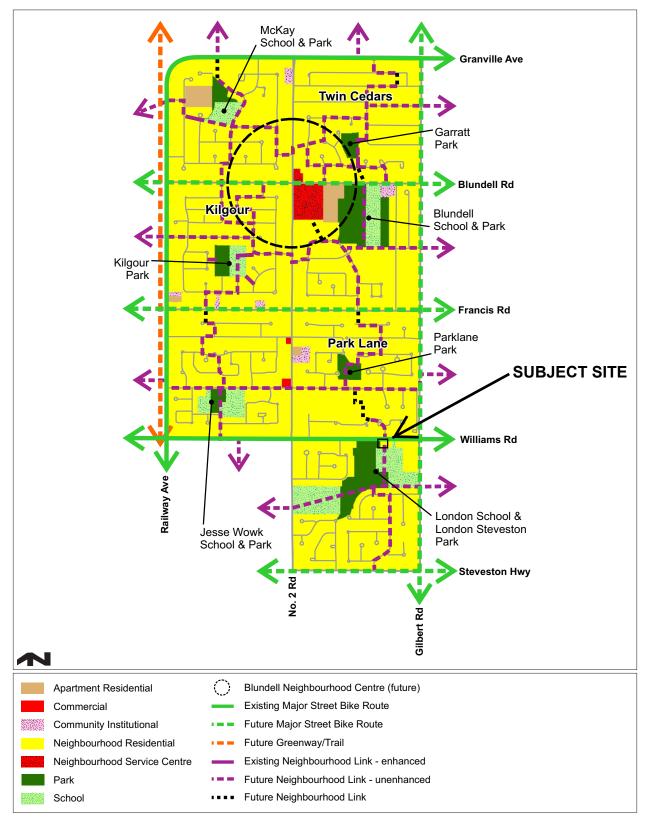
On Future Development Site	Bylaw Requirement	Proposed	Variance
Bicycle Parking Spaces – Class 2	0.2 per unit	2 (i.e. 0.2 per unit)	None
Amenity Space – Indoor:	Min. 50 m ² or cash-in-lieu	Cash-in-lieu	None
Amenity Space – Outdoor:	Min. 6.0 m ² per unit	53 m ² (i.e. 6.6 m ² per unit)	None

Other: Tree replacement compensation required for loss of significant trees.

* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.



5. Blundell



PH – 120 City of Richmond Official Community Plan Plan Adoption: November 19, 2012

PROPOSED 3-STOREY TOWNHOUSE DEVELOPMENT	RICHMOND, BC
3-STOREY TOW	6520 WILLIAMS ROAD.
PROPOSED	

JICAL DICONTION Domino CO WOIN - MANACI RICARID CO WIDI	LOT A BLOCK AV SICTION 31 RAV	LOT A BLOCK ## FLAN UMP6445 SECTION 31 RANGE 6W LD 3A PID: 012-929-808	2	
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A DHIDING			2966.00 af	
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NOW POROUS (IMPERMEABLE) SURFACE	AS ON	OIL	1024	1 PE
			3183.00 ±f	293.02 m2
AUDING &			2636.00 sf	244.89 m2
PORCHES & PATHOS			672.00 st	
OUTDOOR AMENITY SPACE			572.00 st	53.14 m2
	11506.95 af	1049-03 m2	11-499-000 af	
	DEMINIS	OILI	PROF	VICPOSED
PLANTING OR POROUS (PERMEABLE) AKA	25.0%	411.17 m2	35.1%	576.46 m2
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SIDE YAKD (W) BLD 1	9.84 11	3.00 m		
IE YARD (E) BLDG1	9.84 11	3.00m		
E (M) CRY	9.84 11	3.00 m	10.33.81	3.10 m
BEE TAND [1] BLDG2 BEAR YARD [5]	9.84 11	200m		
			-	
DENSITY (FSR)	PERM	NTTED 10621.80 4	0.40	PROPOSED 0.40 10621.00 d
2				
NUMBER HERCHILLENDH BORDENS	PERMITED 12.00 m	0111 0.02.95	POPP	74C/POSID 20 m 34.75 ft
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VEHICLE PARKING	REGUIRED		ROPOSED	
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STANDARD	16 STALLS		8 51/115	
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OTAL	10		16	
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UNGTH	18.00	5.50		
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CLASS & (NON-RESIDENT) - 0.20 BIKES/UNT @ 8 UNITS	2 51ALLS		2 51ALL5	
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ALE BEDROOM	2 UNITS	2 UNITS		
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ESI. GARBAGE & RECYCUNG SPACE REQUREMENTS				
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GLASS CONTAINERS CART	-			
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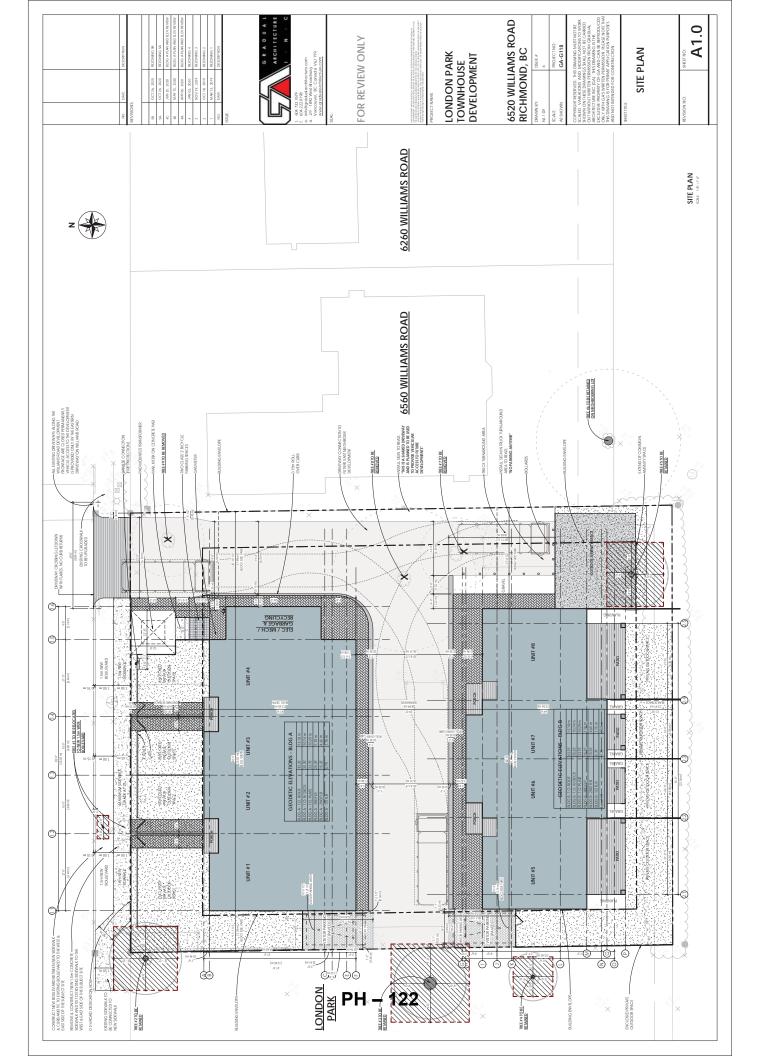
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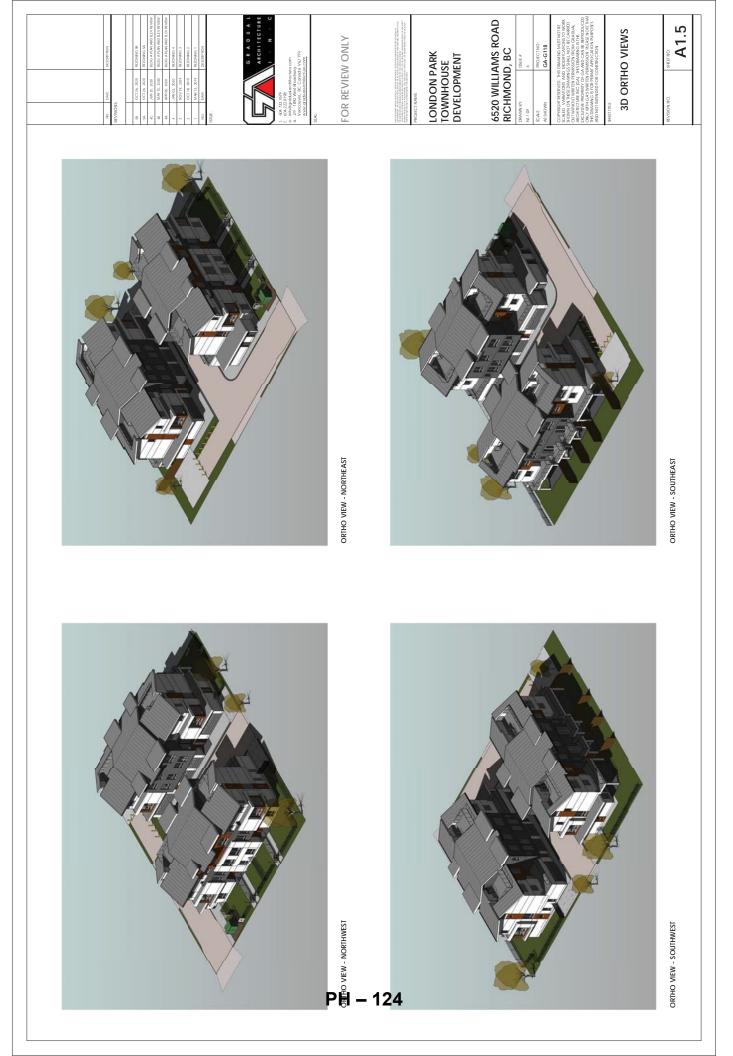
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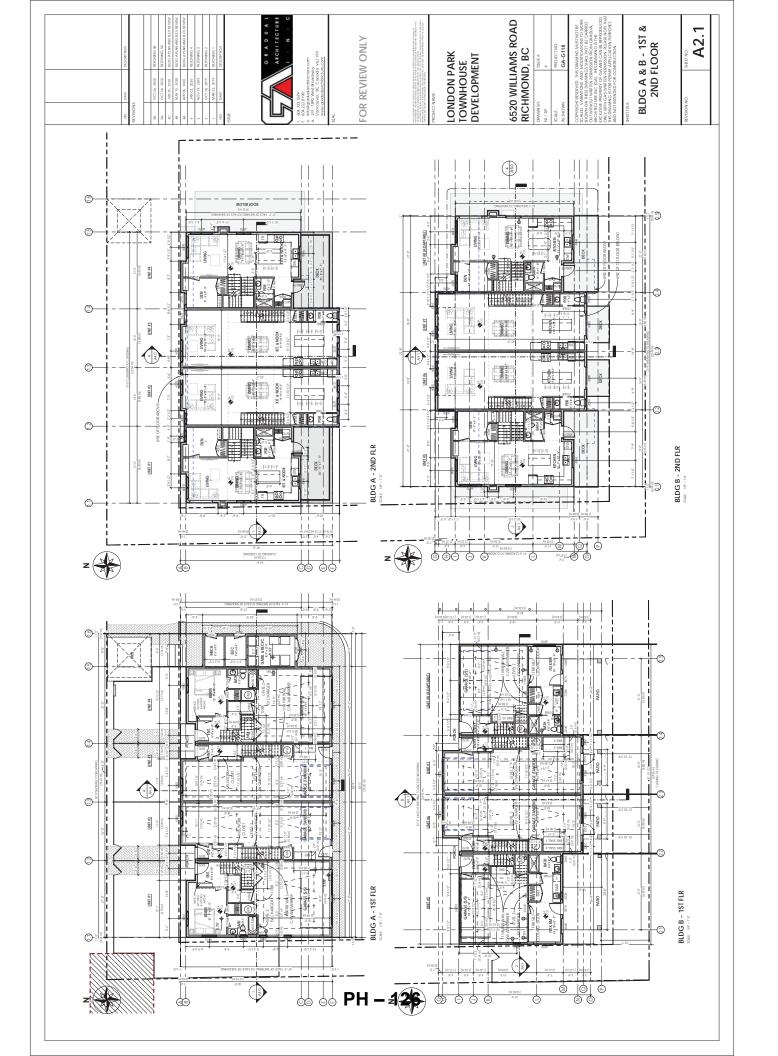
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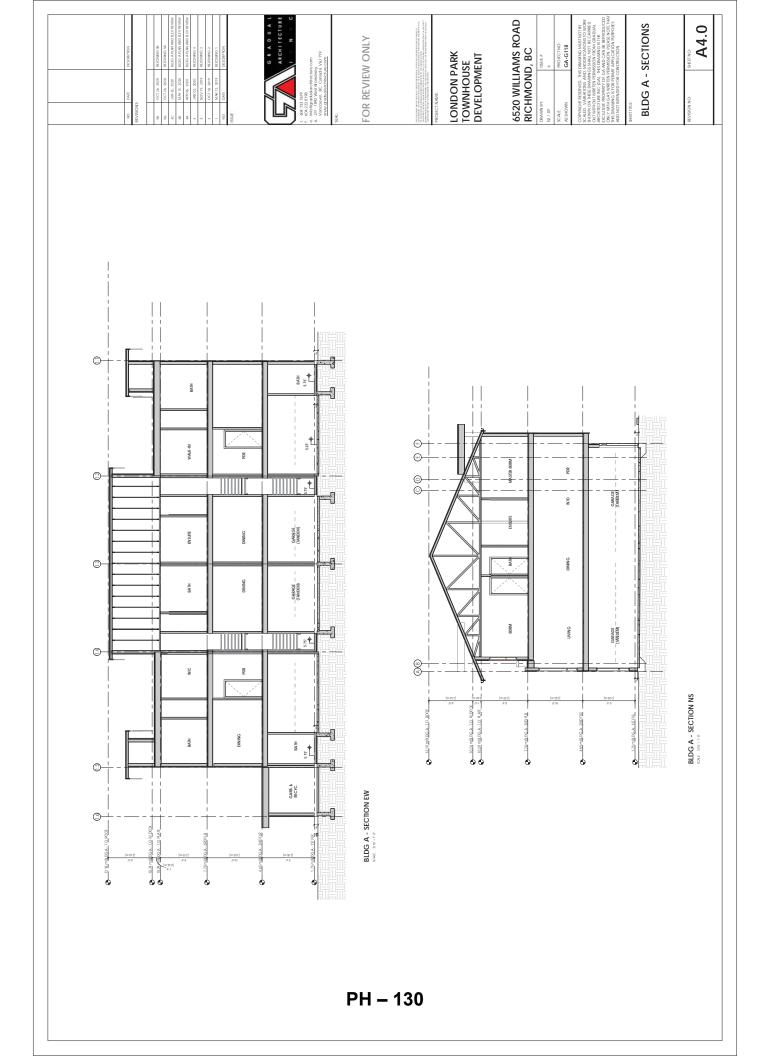


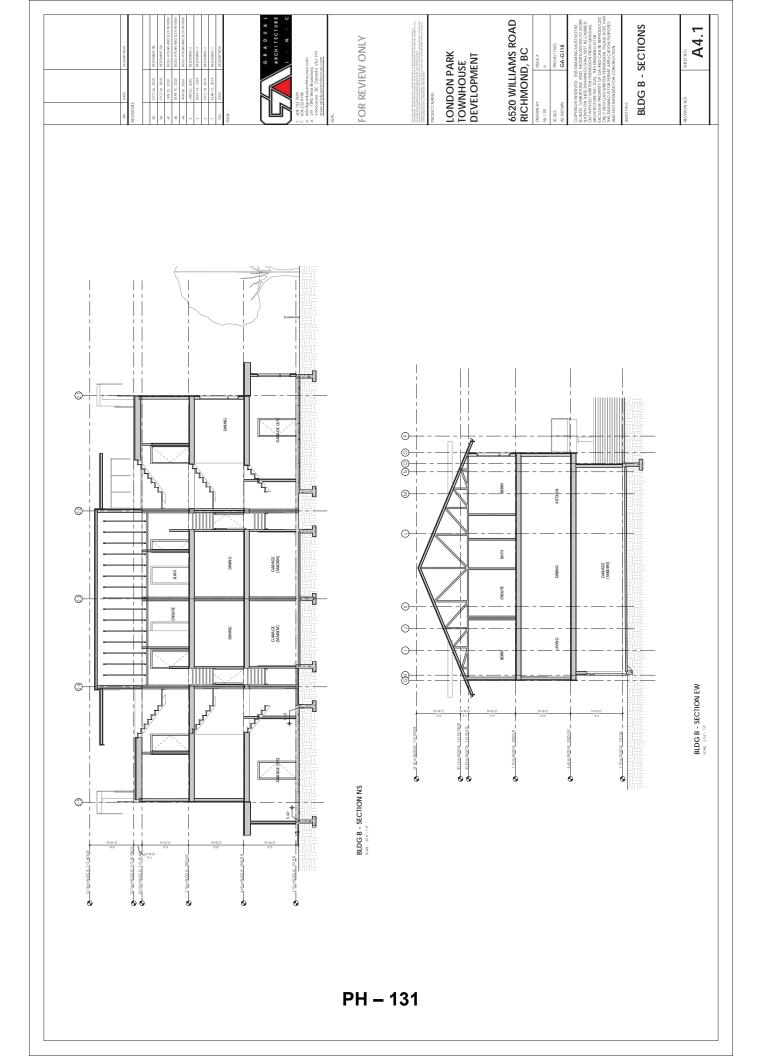


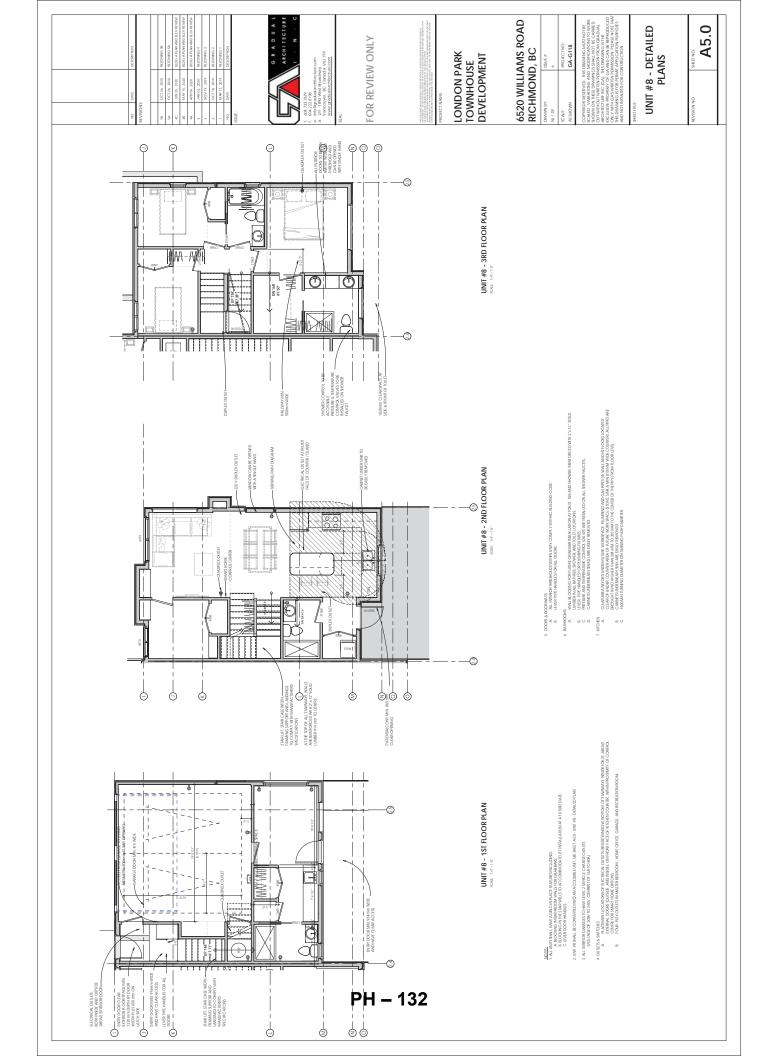


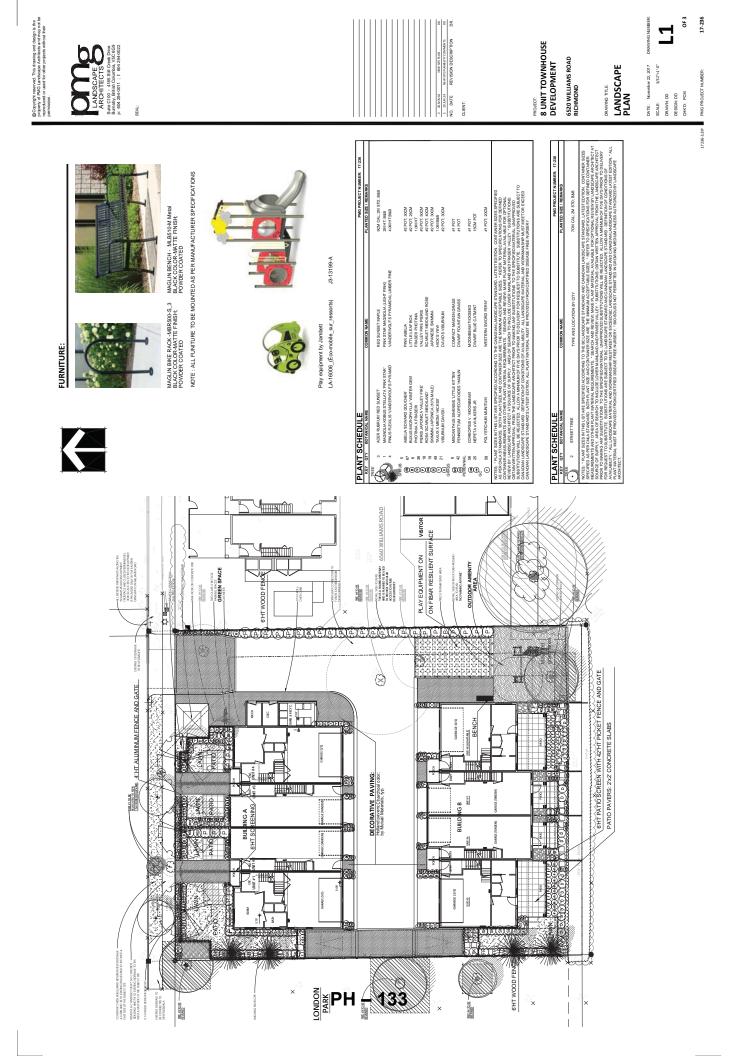




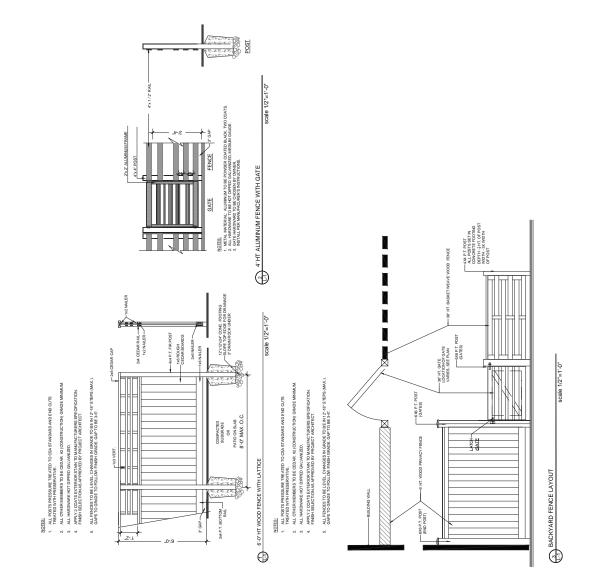


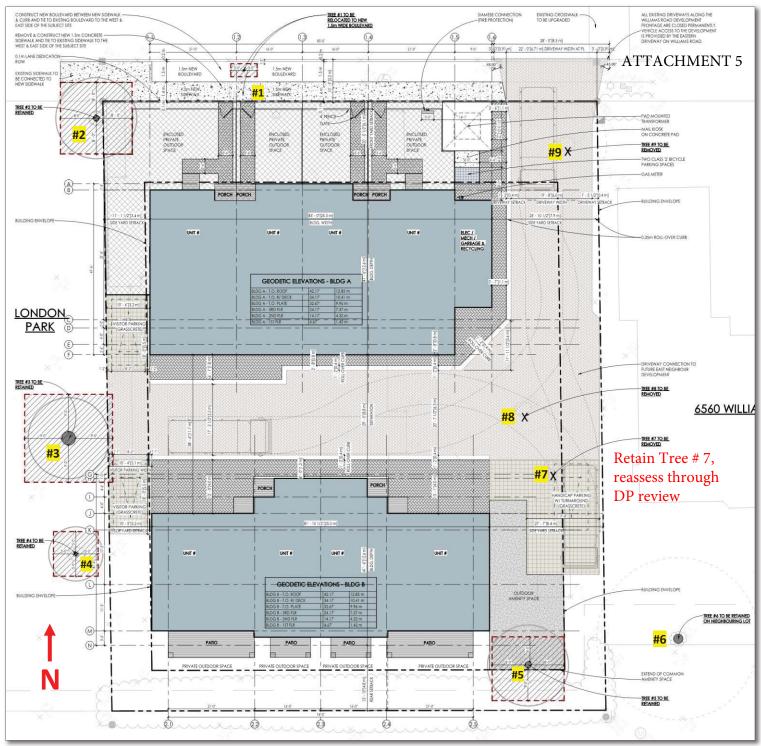




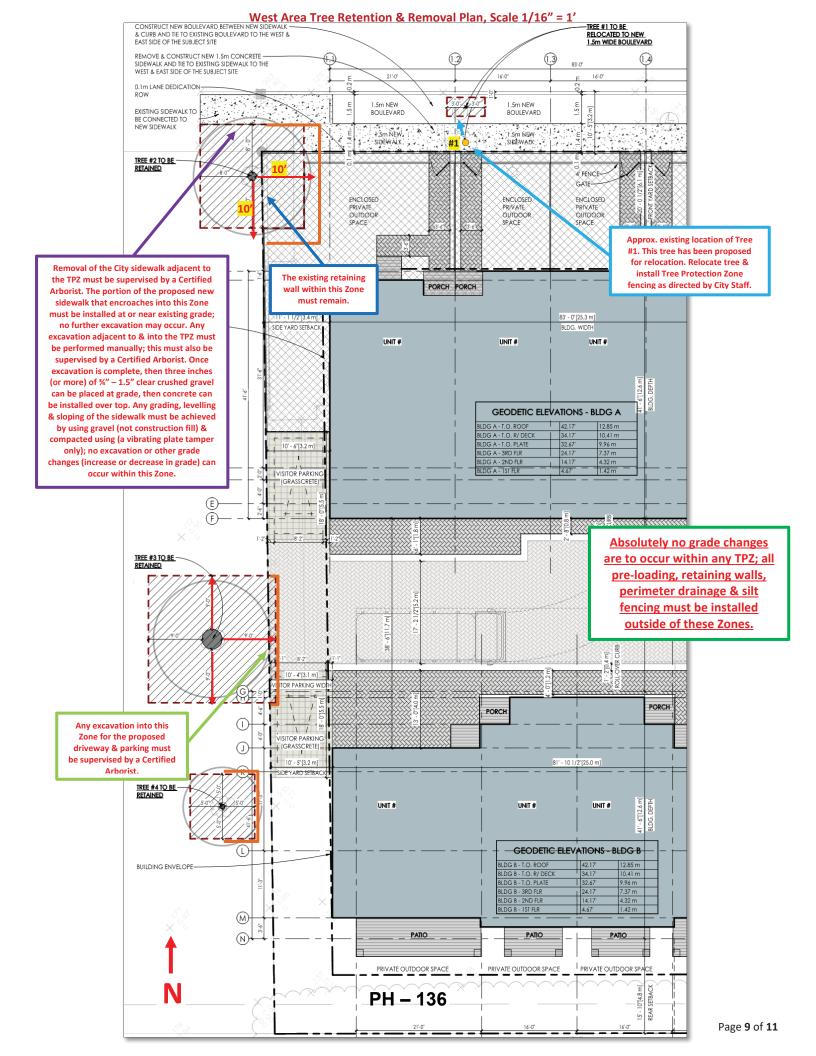


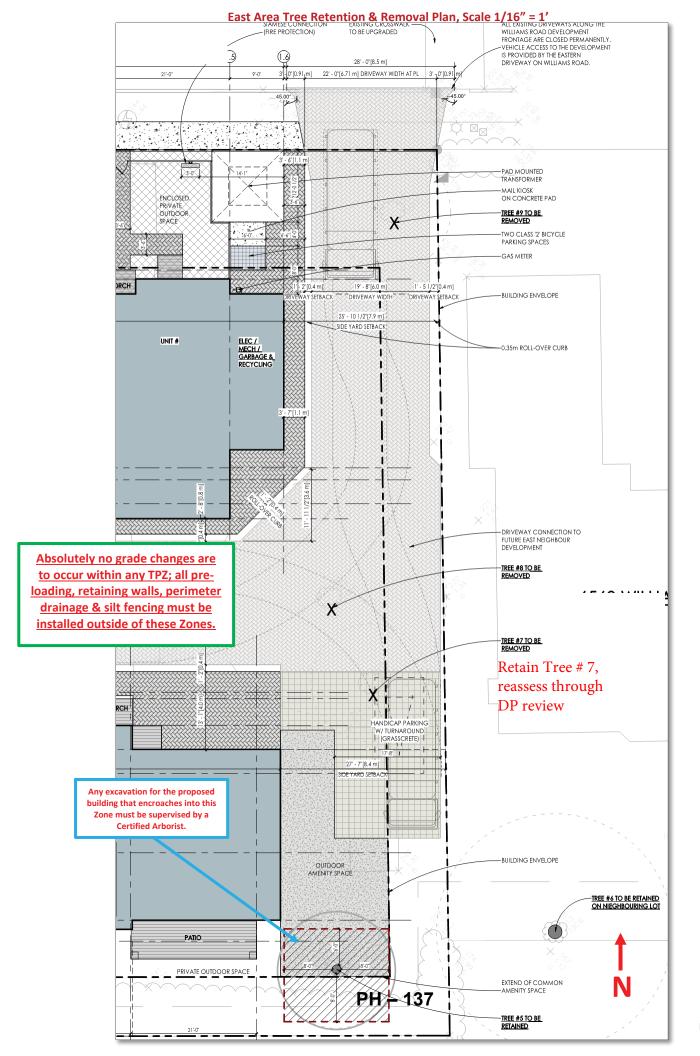
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Site Plan – Not to Scale







ATTACHMENT 6 Rezoning Considerations

Development Applications Department 6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 6520 Williams Road

File No.: RZ 17-792242

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10224, the developer is required to complete the following:

- 1. 0.1 road dedication along the entire Williams Road frontage.
- 2. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
- 3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 4. Submission of a Tree Survival Security to the City in the amount of \$35,000 for the five trees to be retained (\$5,000 for each of Tree # 1, 3, and 4; \$10,000 for Tree # 2; and \$10,000 for Tree # 5). This security should be increased to \$45,000 if Tree # 7 is retained. Tree # 7 is not to be removed until after the Development Permit is issued.
- 5. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- 6. Registration of a flood indemnity covenant on title (Area A).
- 7. Registration of a cross-access easement, statutory right-of-way, and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the internal drive-aisle in favour of future developments to the east, including the installation of way-finding and other appropriate signage on the subject property, and requiring a covenant that the owner provide written notification of this through the disclosure statement to all initial purchasers, provide an acknowledgement of the same in all purchase and sale agreements, and erect signage in the initial sales centre advising purchasers of the potential for these impacts.
- 8. Contribution of \$1,769 per dwelling unit (e.g. \$14,152) in-lieu of on-site indoor amenity space to go towards development of City facilities.
- 9. City acceptance of the developer's offer to voluntarily contribute \$8.50 per buildable square foot (e.g. \$90,285) to the City's affordable housing fund.
- 10. Registration of a legal agreement on title prohibiting the conversion of the tandem parking area into habitable space.
- 11. Contribution of \$6,000 for upgrades to the existing pedestrian crossing at Williams Road and Sheridan Road.
- 12. The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.

Prior to a Development Permit^{*} being forwarded to the Development Permit Panel for consideration, the developer is required to:

- 1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and a cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the 6 required replacement trees with the following minimum sizes:

PH – 138

Initial: ____

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	Minimum Height of Coniferous Tree
4	8 cm	4 m
2	6 cm	3.5 m

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$750/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (BC Energy Step Code Step 3 or better), in compliance with the City's Official Community Plan.

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- 2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
- 3. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.
- 4. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Water Works:

- a) Using the OCP Model, there is 449.00 L/s of water available at a 20 psi residual at the Williams Road frontage. Based on your proposed development, your site requires a minimum fire flow of 220.00 L/s.
- b) The Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Obtain approval from Richmond Fire Rescue for all fire hydrant locations, relocations, and removals, as required.
 - iii) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2o-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized during the building permit process (or via the servicing agreement process, if one is required).
- c) At Developer's cost, the City is to:
 - i) Cut, cap, and remove the existing water service connection and meter.
 - ii) Install a new water service connection, complete with meter and meter box, sized for the proposed development.

PH - 139

Storm Sewer Works:



ATTACHMENT 6 Rezoning Considerations

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Address: 6520 Williams Road

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- c) At Developer's cost, the City is to:
 - i) Cut, cap, and remove the existing water service connection and meter.
 - ii) Install a new water service connection, complete with meter and meter box, sized for the proposed development.

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Storm Sewer Works:

- (1) Removal of the existing sidewalk and replacement with new 1.5 m wide concrete sidewalk at the property line, 1.5 m wide landscaped boulevard with street trees and street lighting, and 0.15 m curb and gutter; and
- (2) Removal of the driveway crossing and replacement with frontage works as described above

General Items:

- i) The Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewer along the Williams Road frontage and sanitary sewer along the south property line prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

- d) The Developer is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii) Perform a storm capacity analysis based on the 2041 OCP condition to determine if storm sewer upgrades along the Williams Road frontage of the property are required. The capacity analysis shall be included within the servicing agreement drawings for the City's review/approval.
 - iii) Upgrade the existing storm sewer fronting the proposed development. Pipe sizes shall be determined via the storm capacity analysis to be performed by the Civil consultant.
- e) At Developer's cost, the City is to:
 - i) Cut and cap the existing storm service connection STCN26475 located at the northeast corner of the site. The existing inspection chamber shall be retained to service 6560 Williams Road.
 - ii) Install a new storm service connection, complete with inspection chamber.

Sanitary Sewer Works:

- f) The Developer is required to:
 - i) Not start onsite excavation or foundation construction until completion of rear-yard sanitary works by City crews.
- g) At Developer's cost, the City is to:
 - i) Cut, cap and remove the existing sanitary service connection off of the existing manhole SMH589 at the southeast corner of the site.
 - ii) Install a new sanitary service connection off of the existing manhole SMH589 at the southeast corner of the site, appropriately sized for the proposed development.

Frontage Improvements:

- h) The Developer is required to:
 - i) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.
 - (4) To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT 4.0 x 5.0 m
 - BC Hydro LPT 3.5 x 3.5 m
 - Street light kiosk 1.5 x 1.5 m
 - Traffic signal kiosk 2.0 x 1.5 m
 - Traffic signal UPS 1.0 x 1.0 m
 - Shaw cable kiosk $-1.0 \times 1.0 \text{ m}$
 - Telus FDH cabinet 1.1 x 1.0 m
 - ii) Review street lighting levels along all road and lane frontages, and upgrade as required.
 - iii) Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible. Frontage improvements include:
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Initial: ____

- (1) Removal of the existing sidewalk and replacement with new 1.5 m wide concrete sidewalk at the property line, 1.5 m wide landscaped boulevard with street trees and street lighting, and 0.15 m curb and gutter; and
- (2) Removal of the driveway crossing and replacement with frontage works as described above

General Items:

- i) The Developer is required to:
 - i) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - ii) Provide a video inspection report of the existing storm sewer along the Williams Road frontage and sanitary sewer along the south property line prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities is required. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced at the Developer's cost.
 - iii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
 - iv) Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, dewatering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

Note:

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Richmond Zoning Bylaw 8500 Amendment Bylaw 10224 (RZ 17-792242) 6520 Williams Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"LOW DENSITY TOWNHOUSES (RTL4)".**

P.I.D. 017-923-808 Lot A Section 31 Block 4 North Range 6 West New Westminster District Plan LMP6445

2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 10224".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

JAN 1 1 2021



MAYOR

CORPORATE OFFICER