



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

Tuesday, May 21, 2019 – 7 p.m.

Council Chambers, 1st Floor

Richmond City Hall

6911 No. 3 Road

Richmond, BC V6Y 2C1

OPENING STATEMENT

Page

1. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10007 (RZ 18-841000)**
(File Ref. No. 12-8060-20-0010007; RZ 18-841000) (REDMS No. 6126528 v. 2; 2243859; 6127512)

PH-7

[See Page PH-7 for full report](#)

Location: 11640 Williams Road

Applicant: Maryem Ahbib

Purpose: To rezone the subject property from “Single Detached (RS1/E)” to “Compact Single Detached (RC2)”, to permit the property to be subdivided to create two single-family lots, each with a secondary suite and vehicle access from the rear lane.

First Reading: April 8, 2019

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.

Page

Council Consideration:

1. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10007.



2. **TEMPORARY COMMERCIAL USE PERMIT (TU 18-841880)**
(File Ref. No. TU 18-841880) (REDMS No. 6139926)

PH-25

See Page PH-25 for full report

Location: 8620 and 8660 Beckwith Road

Applicant: City of Richmond

Purpose: To permit a Temporary Commercial Use Permit to allow “Parking, non-accessory” as a permitted use at 8620 and 8660 Beckwith Road, to permit the operation of a pay parking lot for a period of three years from the date of issuance.

Referred to Public Hearing: April 23, 2019

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 a Temporary Commercial Use Permit be issued to the City of Richmond to allow “Parking, non-accessory” as a permitted use at 8620 and 8660 Beckwith Road, to permit the operation of a pay parking lot for a period of three years from the date of issuance.



3. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAWS 9987, 9988, 9989, 9990, 9991, 9992, 9993 AND 9994**

(File Ref. No. 08-4430-03-09; 12-8060-20-009987/9988/9989/9990/9991/9992/9993/9994) (REDMS No. 5999278; 6111040; 6111072; 6111079; 6111083; 6111086; 6111151; 6139812; 6111108; 6080767; 6091028; 6097884)

PH-42

See Page PH-42 for full report

Page

Location: 25 properties located east of No. 4 Road; Specifically:

- 11160 Kingsgrove Avenue
- 9151 No. 5 Road
- 6440 No. 5 Road and 6511 Sidaway Road
- 9071 No. 5 Road
- 11491 River Road
- 11300, 11320 Bridgeport Road, 11420, 11460, 11520, 11560, 11720, 11751, 11800 Voyageur Way
- 6511, 6631, 6660, 6720/6740, 6751/6753/6755, 6760, 6831, 6911 Graybar Road
- 4511, 4631/4651 Shell Road

Applicant: City of Richmond

Purpose: To establish underlying zoning for 25 properties developed under Land Use Contracts 016, 021, 085, 086, 091, 103, 127, and 139 located east of No. 4 Road. The existing Land Use Contracts will remain effective and will continue to govern the use and development of the affected properties until their termination date of June 30, 2024, as established in the *Local Government Act*.

First Reading: April 8, 2019

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 9987.

☐

2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9988.

☐

3. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9989.

☐

Page

4. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9990. ☐
5. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9991. ☐
6. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9992. ☐
7. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9994. ☐
8. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9987. ☐
9. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9988. ☐
10. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9990. ☐
11. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9991. ☐
12. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9992. ☐
13. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 9993. ☐

Page

14. Adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9993.



4. **OFFICIAL COMMUNITY PLAN BYLAW 7100, AMENDMENT BYLAW 10020 AND RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10021 (VANCOUVER AIRPORT AUTHORITY'S PROPOSED AIRPORT ZONING REGULATIONS TO THE CITY CENTRE AREA PLAN AND ZONING BYLAW)**

(File Ref. No. 01-0153-01; 12-8060-20-0010020/21 Xr: 01-0153-01) (REDMS No. 6150504 v. 3; 6155467; 6156349)

PH-113

See Page PH-113 for full report

Location: Existing and proposed Airport Zoning Regulation areas, and:

1. 7100 River Road
2. 5400 Minoru Boulevard
3. 7880 & 7900 Alderbridge Way
4. 7851 Alderbridge Way
5. 7931 & 7991 Alderbridge Way
6. 7960 Alderbridge Way, 5333 No. 3 Road, and 5411 No. 3 Road
7. 5300 No. 3 Road

Applicant: City of Richmond

Purpose of OCP and Zoning Amendment:

To protect the airspace for a new future south runway as per the Vancouver Airport Authority's application to Transport Canada for a new Airport Zoning Regulation. The proposed bylaws would amend the City Centre Area Plan and the Zoning Bylaw to reduce the maximum building height and structures permitted for selected areas that are in conflict with the proposed new Airport Zoning Regulation.

First Reading: April 23, 2019

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.

Page

Council Consideration:

1. Action on second and third readings of Official Community Plan Bylaw 7100, Amendment Bylaw 10020.

☐

2. Action on second and third readings of Richmond Zoning Bylaw 8500, Amendment Bylaw 10021.

☐

3. Adoption of Official Community Plan Bylaw 7100, Amendment Bylaw 10020.

☐

4. Adoption of Official Community Plan Bylaw 7100, Amendment Bylaw 10021.

☐

ADJOURNMENT

☐



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: March 26, 2019
File: RZ 18-841000

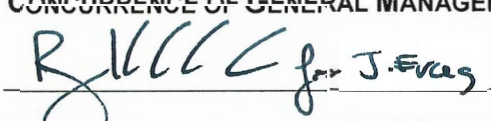
Re: Application by Maryem Ahbib for Rezoning at 11640 Williams Road from the "Single Detached (RS1/E)" Zone to the "Compact Single Detached (RC2)" Zone

Staff Recommendation

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


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

WC:nc
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	 for J. Craig

Staff Report

Origin

Maryem Ahbib has applied to the City of Richmond for permission to rezone 11640 Williams Road from the “Single Detached (RS1/E)” zone to the “Compact Single Detached (RC2)” zone, to permit the property to be subdivided to create two single family lots. Each lot is proposed to have a single detached dwelling with a secondary suite and vehicle access from the rear lane (Attachment 1). The proposed subdivision plan is shown in Attachment 2.

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 single family dwelling on the property, which will be demolished. The applicant has indicated that the dwelling is currently rented and contains two unauthorized secondary suites; both rented.

Surrounding Development

Development immediately surrounding the subject property is as follows:

To the North: Single family dwellings on lots zoned “Single Detached (RS1/K)” and “Compact Single Detached (RC2)” fronting Williams Road.

To the South: Single family dwellings on lots zoned “Single Detached (RS1/E)” fronting and accessed off of Seabrook Crescent.

To the East: Single family dwellings on lots zoned “Single Detached (RS1/E)” and “Compact Single Detached (RC1, RC2)” fronting Williams Road.

To the West: Single family dwellings on lots zoned “Single Detached (RS1/E)” and “Compact Single Detached (RC1, RC2)” fronting Williams Road.

Related Policies & Studies

Official Community Plan Designation

The 2041 land use designation in the Official Community Plan (OCP) for the subject site is “Neighbourhood Residential.” This designation provides for a range of housing including single family and townhouses. The proposed rezoning and subdivision is consistent with this designation.

Arterial Road Policy

The subject property is designated “Arterial Road Compact Lot Single Detached” on the Arterial Road Housing Development Map. The Arterial Road Land Use Policy requires all compact lot developments to be accessed from the rear lane only. The proposed rezoning and ensuing development are consistent with this Policy.

Prior to final adoption of the rezoning bylaw, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director, Development, and deposit a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect, including installation costs. The Landscape Plan should comply with the guidelines of the Official Community Plan’s (OCP’s) Arterial Road Policy and include any required replacement trees identified as a condition of rezoning.

Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy 5434

The subject property is located in an area governed by Single Family Lot Size Policy 5434 (Attachment 4). The Policy permits the subject property to be rezoned and subdivided in accordance with the provisions of the R1-0.6 or R9 zones, provided that vehicle access is from the rear lane only. These zoning districts are now reflected by the “Compact Single Detached (RC2)” and the “Coach Houses (RCH1)” zones, respectively. The proposed rezoning and subdivision are consistent with this Policy.

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.

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

Existing Legal Encumbrances

There are no existing legal encumbrances registered on the title of the subject property.

Transportation and Site Access

Residential Lot (Vehicular) Access Regulation Bylaw No. 7222 restricts vehicle access to properties designated arterial roads to the rear lane only. Vehicle access is proposed from the rear lane via separate driveways to each new lot, consistent with this 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 12 bylaw-sized trees on the subject property, two of which are shared with the neighbouring property to the east; three street trees on City property; and three hedges, one of which is shared with the neighbouring property to the west (Attachment 5). Two trees on site (Tag #8, Mountain Ash, dia. 19"; Tag #18, Douglas fir, dia. 18") are undersized and are recommended to be removed as Tree #8 will be impacted by the demolition of the existing house and both are in poor condition.

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

- Two trees, one Maple (Tag #7, dia. 28") and one Pine (Tag #9, dia. 60") located on the property have been crown raised and are in poor condition. Both will be impacted by the demolition of the existing house and the proposed development and are to be removed and replaced.
- Eight trees (Tags #10 – 17) form a hedgerow on the east side of the property. Six of the trees are Cedars (Tag #10, dia. 63"; Tag #11, dia. 72"; Tag #12, dia. 35"; Tag #13, dia. 55"; Tag #14, dia. 30"; Tag #15, dia. 58"); one is a Western Hemlock (Tag #16, dia. 43"); and one is a Douglas Fir (Tag #17, dia. 61"). These trees are in fair condition and have been crown raised to clear the existing building. However, there is a metal bar imbedded in the stems of Trees #10 and 11, a wood board nailed to the stems of Trees #11 and 14, and a clothesline reel girdling the stem of Tree #17. The existing wood fence adjacent to the east side of the stems of this hedgerow has been cut to accommodate Tree #17 and nailed directly into the stem of the tree. The applicant has noted that the fence will be replaced. In addition, the proposed building would be less than 1 m from each stem and the trees will be impacted by the development. Accordingly, the trees are recommended to be removed and replaced. Two trees (Tag # 10, 17) are joint-owned with the neighbouring property to the east. The applicant has received a Letter of Authorization from the neighbour to remove the two shared trees.
- Two trees (Tags #19, 20) at the back of the property have all been topped for hydro clearance. One Douglas Fir (Tag #19, dia. 29") is in very poor condition and the other tree is dead. Both are to be removed and replaced.
- Replacement trees should be specified at 2:1 ratio as per the OCP.

The City's Parks Department has reviewed the Arborist's Report and supports the Arborist's findings, with the following comment:

- Three Liquidambar trees (Tag #1, dia. 32"; Tag #2, dia. 39"; Tag #3, dia. 30") located on City property are in good health and condition. There are no conflicts with the work. The removal of the driveway letdown and construction of the new portion of the sidewalk should have minimal impact on the closest tree. All three trees are to be retained and protected.

The hedge along Williams Road (Tag #4) is to be removed in accordance with the Arterial Road Policy, which does not permit continuous hedges in the front yard. A hedge on the west side of the property (Tag #5) is proposed to be removed by the applicant. A second hedge on the west side (Tag #6) is shared with the neighbouring property and the applicant has indicated that they intend to remove the hedge. The applicant has obtained a Letter of Authorization from the neighbour to the west to remove the hedge to enable future site development. The applicant has noted that the hedges will be replaced by a fence.

Tree Replacement

The 2:1 replacement ratio would require a total of 24 replacement trees. The applicant has agreed to plant three trees on each lot proposed for a total of six trees. The required replacement trees are to be of the 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
2	6 cm	3.5 m
4	11 cm	6 m

To satisfy the 2:1 replacement ratio established in the OCP, the applicant will contribute \$9,000 to the City's Tree Compensation Fund in lieu of the remaining 18 trees that cannot be accommodated on the subject property after redevelopment.

Tree Protection

Three trees in the City-owned boulevard are to be retained and protected. 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 final adoption of the rezoning bylaw, submission of a \$7,000 Tree Survival Security for the three City-owned trees to be retained.

- 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.

Affordable Housing Strategy

Consistent with the Affordable Housing Strategy, the applicant has proposed to provide a secondary suite in each of the dwellings to be constructed on the new lots, for a total of two suites. Prior to final adoption of the rezoning bylaw, the applicant must register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on both of the two future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw. The applicant has indicated that each suite is proposed to be a one-bedroom unit. As such, the legal agreement will reflect the requirement for each home to contain a one-bedroom secondary suite.

Site Servicing and Frontage Improvements

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees, and the costs associated with the completion of the required servicing works and frontage improvements through a City Work Order as described in Attachment 6, including, but not limited to:

- Removal of the existing driveway off Williams Road and reinstatement with a new curb/gutter and an approximately 2.9 m wide concrete sidewalk/boulevard (with new street trees located approximately 0.4 m behind the curb).

At Subdivision stage, the applicant must also pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$33,288 cash-in-lieu contribution for the design and construction of future lane upgrades by the City as set out in Attachment 6.

Financial Impact or Economic Impact

This rezoning application results in an insignificant Operations 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 11640 Williams Road from the "Single Detached (RS1/E)" zone to the "Compact Single Detached (RC2)" zone, to permit the property to be subdivided to create two single family lots. Each lot is proposed to have a single detached dwelling with a secondary suite and vehicle access from the rear lane.

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

March 26, 2019

- 7 -

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 10007 be introduced and given First Reading.



Natalie Cho
Planning Technician – Design
(604-276-4193)

NC:rg/blg

Attachments:

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Single Family Lot Size Policy 5434
- Attachment 5: Tree Retention Plan
- Attachment 6: Rezoning Considerations



City of Richmond



11553	11557	11571	11577	11591	11599	11611	11617	11631	11633	11651	11653	11671	11677	11691	11699
10.07	10.07	10.08	10.08	10.08	10.08	10.07	10.07	10.07	10.07	10.07	10.07	10.07	10.07	10.06	10.06
WILLIAMS RD															
2	20.12	9.15	9.15	18.29	18.29	18.29	18.29	18.29	9.15	9.15	18.29	21.8			
560	11580	11600	11606	11620	11640	11660	11680	11688	11700	11720	11740	11760			
33.53	33.53	33.56	33.56	33.56	33.53	33.53	33.52	33.52	33.51	33.53	33.53	33.53			
2	20.12	9.15	9.15	18.29	18.29	18.29	18.29	18.29	9.15	9.15	18.29	21.31			
50	19.81	18.29	18.29	18.29	18.29	18.29	18.29	18.29	18.29	18.29	18.29	20.79			



RZ 18-841000

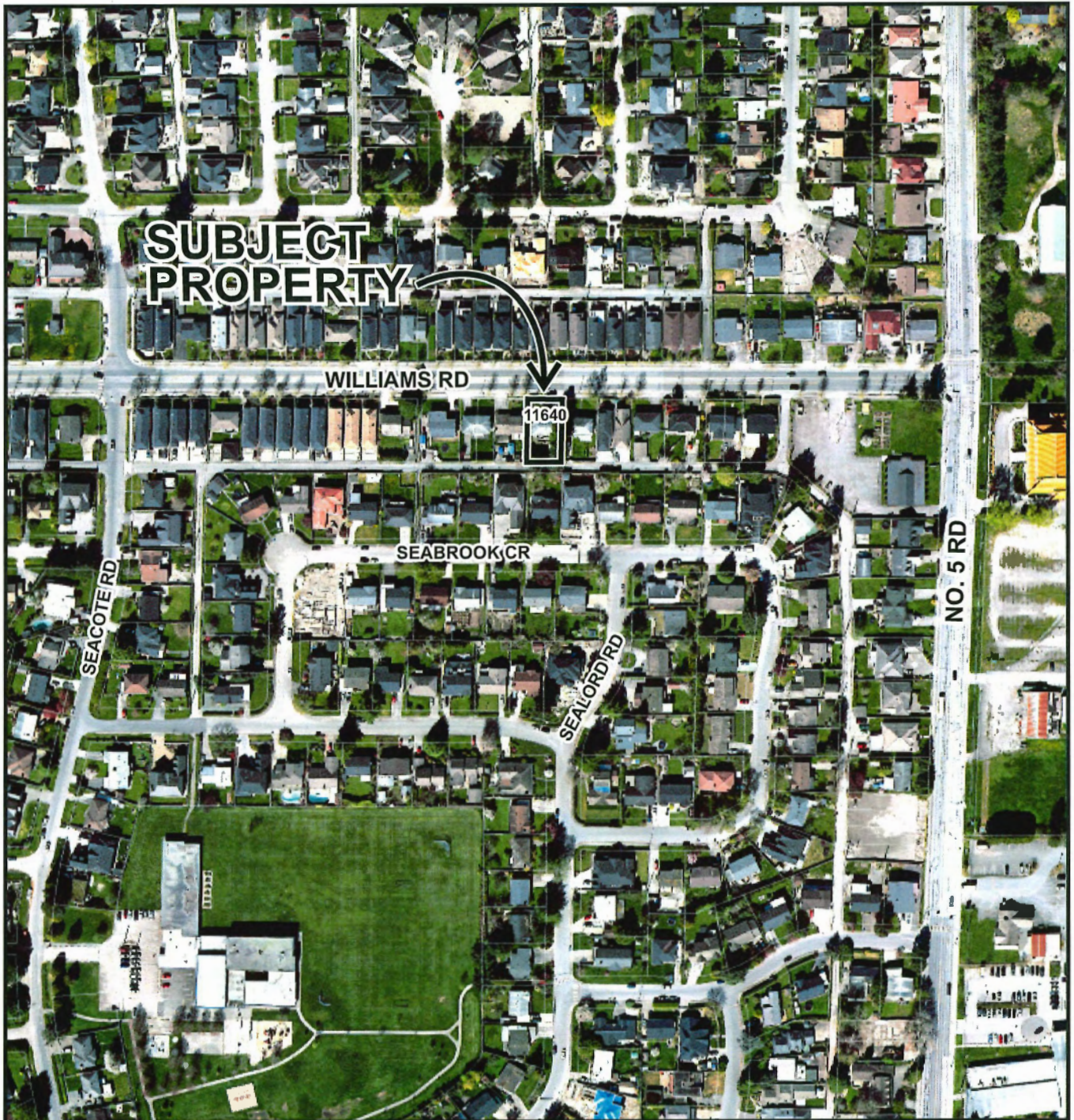
Original Date: 11/26/18

Revision Date: 03/25/19

Note: Dimensions are in METRES



City of
Richmond



RZ 18-841000

Original Date: 11/26/18

Revision Date:

Note: Dimensions are in METRES

SURVEY PLAN OF LOT 51 SECTION 36 BLOCK 4 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 28788

=> FOR CITY OF RICHMOND REZONING AND SUBDIVISION APPLICATION PURPOSES

PARCEL IDENTIFIER (PID): 002-754-771

CIVIC ADDRESS

#11640 WILLIAMS ROAD
RICHMOND, B.C.

SCALE 1:125



ALL DISTANCES ARE IN METRES

LEGEND

- CB INDICATES CATCH BASIN
- IC INDICATES INSPECTION CHAMBER
- MH INDICATES MANHOLE
- S INDICATES SIGN
- MF INDICATES MAIN FLOOR
- R INDICATES ROOF LEVEL
- (W) INDICATES TOP OF WALL
- ⊙ INDICATES TREE STUMP
AVERAGE ±0.3

TREE SYMBOLLOGY

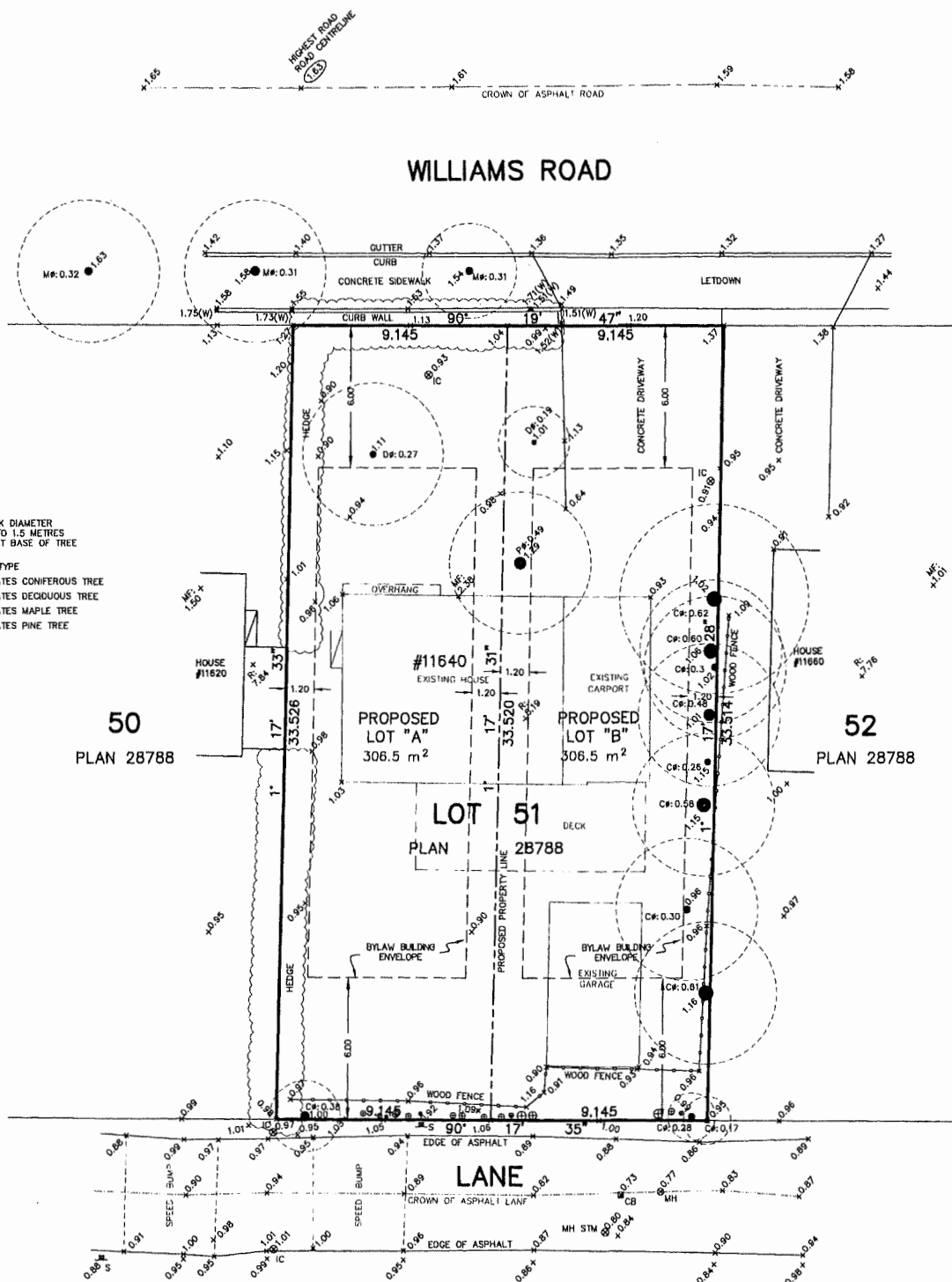
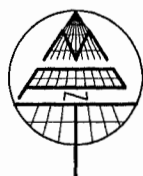
TREE CROWN

TREE TRUNK

⊙ D# 0.30
DENOTES TRUNK DIAMETER
MEASURED 1.2 TO 1.5 METRES
ABOVE GRADE AT BASE OF TREE

DENOTES TREE TYPE

- C INDICATES CONIFEROUS TREE
- D INDICATES DECIDUOUS TREE
- M INDICATES MAPLE TREE
- P INDICATES PINE TREE



NOTES:

ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPN MONUMENT #190 (94H1624) LOCATED ON THE EASTSIDE OF No. 5 ROAD OPPOSITE CENTRELINE OF GRANVILLE AVENUE WITH AN ELEVATION OF 2.353 METRES GEODETIC DATUM.

PROPERTY LINE DIMENSIONS ARE BASED ON LAND TITLE OFFICE RECORDS AND LEGAL FIELD SURVEYS.

ALL TREES AND STUMPS HAVE BEEN PLOTTED AS REQUIRED BY CITY OF RICHMOND BYLAW No.8057.

BUILDING MEASUREMENTS ARE TAKEN TO OUTSIDE FACE OF WALLS.

DATE OF SURVEY: OCTOBER 12, 2018

© COPYRIGHT
MATSON PECK & TOPLISS
SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C. V7A 5H7
PH: 604.270.9331
FAX: 604.270.4137
CADFILE: 18851-001-TPG-001.DWG

PH - 16



Joe Collopy
B.C. LAND SURVEYOR

"THIS DOCUMENT IS NOT VALID
UNLESS ORIGINALLY SIGNED
AND SEALED."



RZ 18-841000

Attachment 3

Address: 11640 Williams Road

Applicant: Maryem Ahbib

Planning Area(s): Shellmont

	Existing	Proposed
Owner:	Maryem Ahbib Gurdeep Singh Bagri Kulvir Singh Uppal	To be determined
Site Size (m²):	613.2 m ² (6,600.4 ft ²)	Two lots, each 306.5 m ² (3,299.1 ft ²)
Land Uses:	Single-family residential	No change
OCP Designation:	Neighbourhood Residential	No change
702 Policy Designation:	Compact Single Detached (RC2)	No change
Zoning:	Single Detached (RS1/E)	Compact Single Detached (RC2)
Other Designations:	Arterial Road Compact Single Detached	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	Max. 0.60 for lot area up to 464.5 m ² plus 0.3 for area in excess of 464.5 m ²	none permitted
Buildable Floor Area (m ²):*	Max. 183.9 m ² (1,979.5 ft ²)	Max. 183.9 m ² (1,979.5 ft ²)	none permitted
Lot Coverage (% of lot area):	Building: Max. 50% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	Building: Max. 50% Non-porous Surfaces: Max. 70% Landscaping: Min. 20%	none
Lot Size:	Min. 270 m ²	306.5 m ²	none
Lot Dimensions (m):	Width: Min. 9.0 m Depth: Min. 24.0 m	Width: 9.1 m Depth: 33.5 m	none
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
Height:	Max. 2 ½ storeys	Max. 2 ½ storeys	none

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



City of Richmond

Policy Manual

Page 1 of 2

Adopted by Council: February 19, 1990
 Amended by Council: November 18, 1991
 Amended by Council: October 16, 2006

POLICY 5434

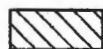
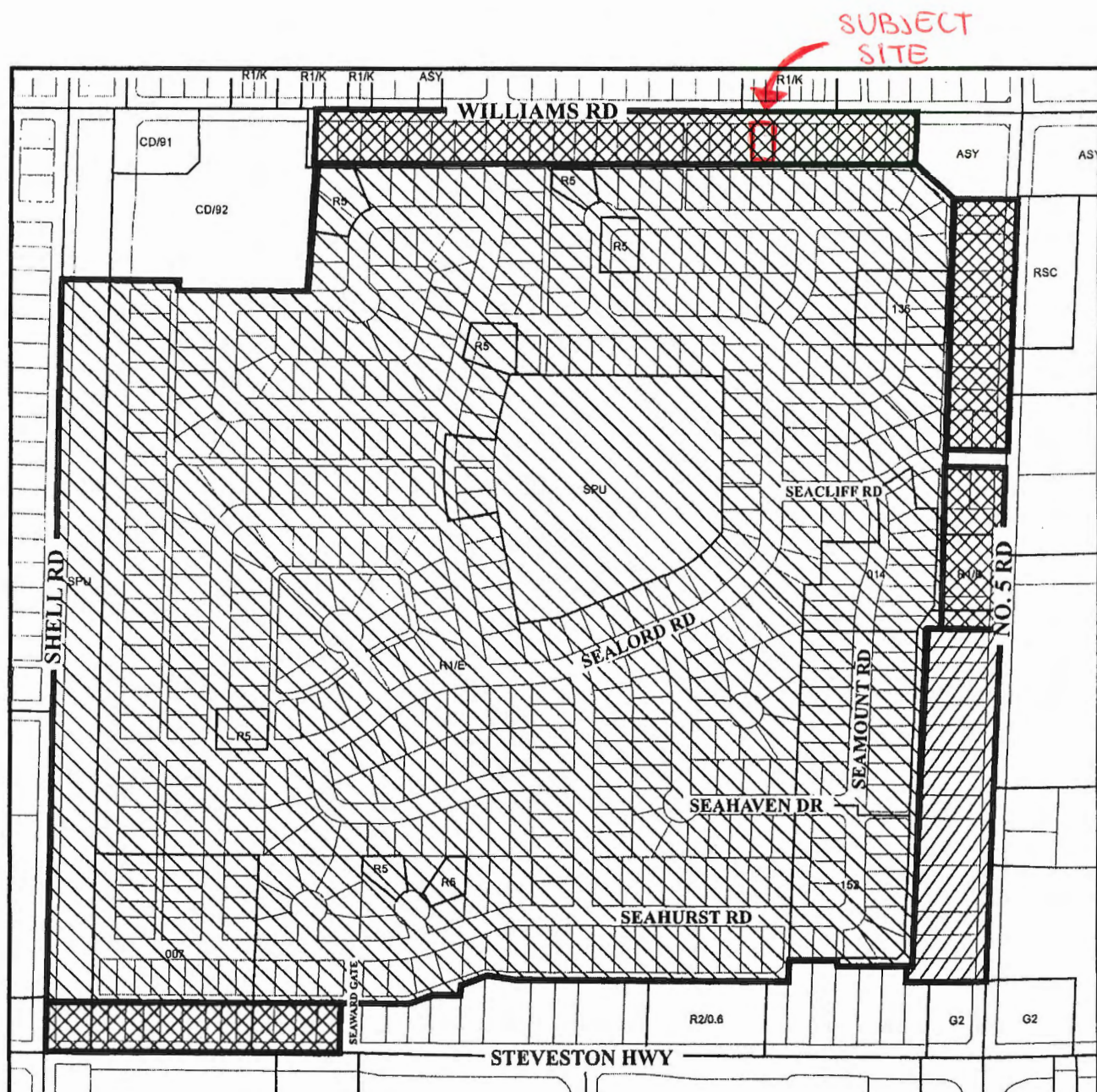
File Ref:

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6

POLICY 5434:

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by **Steveston Highway, Shell Road, No. 5 Road, and Williams Road**:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
 - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
 - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future 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.



Subdivision permitted as per **R1/E** (18 m wide lots)



Subdivision permitted as per **R1-0.6 or R/9**
(access to lane only) (No Multiple-family residential development
is permitted.



Subdivision permitted as per **R1/B**



Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990

Amended Date: 11/18/1991
10/16/2006

PH - 20



Address: 11640 Williams Road

File No.: RZ 18-841000

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10007, the developer is required to complete the following:

1. 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. 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 six required replacement trees with the following minimum sizes:

No. of Replacement Trees	Minimum Caliper of Deciduous Tree	or	Minimum Height of Coniferous Tree
2	6 cm		3.5 m
4	11 cm		6 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. City acceptance of the developer's offer to voluntarily contribute \$9,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
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 \$7,000 for the three trees (Tags #1-3) to be retained.
5. Registration of a flood indemnity covenant on title.
6. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed on each of the two future lots. The agreement shall stipulate that each secondary suite shall have a minimum of one (1) bedroom, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

Prior to a 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.

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

1. 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.
2. 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.

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

1. Payment of property taxes up to the current year, Development Cost Charges (City and GVSS & DD), School Site Acquisition Charge, Address Assignment Fees, and any other costs or fees identified at the time of Subdivision application, including servicing costs associated with the following works through a City Work Order:

Water Works:

- a. Using the OCP Model, there is 745 L/s of water available at a 20 psi residual at the Williams Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- b. At Developer's cost, 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.
- c. At Developer's cost, the City will:
 - Install two new water service connections, off of the existing water main on the Williams Road frontage complete with meter and meter box.
 - Cut and cap, at main, the existing water service connection at the Williams Road frontage.

Storm Sewer Works:

- a. At Developer's cost, the Developer is required to:
 - Provide a 1.5 m-wide right-of-way along the eastern property line extending 8 m south of the north property line, for the existing inspection chamber located onsite that serves 11660 Williams Road.
- b. At Developer's cost, the City will:
 - Install a new storm service connection complete with inspection chamber and dual service leads at the adjoining property line of the newly subdivided lots. The Developer shall provide an additional 1.5 m x 1.5 m utility right-of-way for the inspection chamber, if required.
 - Cut, cap and remove the existing western storm service connection and inspection chamber (STIC48262).
 - Retain the existing eastern storm connection and inspection chamber (STIC100540) to serve 11660 Williams Road.

Sanitary Sewer Works:

- a. At Developer's cost, the City will:
 - Install a new sanitary service connection complete with inspection chamber and dual service leads at the adjoining property line of the newly subdivided lots.
 - Cut and cap, at inspection chamber, the existing sanitary lead at the southwest corner of the subject site. The inspection chamber shall be retained to serve 11620 Williams Road.

Frontage Improvements:

- a. At Developer's cost, the Developer is required to:
 - Remove the existing driveway off Williams Road and reinstate with a new curb /gutter and an approximately 2.9m wide concrete sidewalk/boulevard (with new street trees located approximately 0.4m behind the curb).
 - Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$33,288 cash-in-lieu contribution for the design and construction of future lane upgrades by the City as set out below:
 - Asphalt/Pavement (EP.0636) \$10,680
 - Drainage (EP.0637) \$10,680
 - Concrete Curb and Gutter (EP.0638) \$7,316
 - Lighting (EP.0639) \$4,755

- Coordinate with BC Hydro, Telus and other private communication service providers
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located onsite.

General Items:

- a. At Developer's cost, 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, 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.

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.

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10007 (RZ 18-841000)
11640 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 **"COMPACT SINGLE DETACHED (RC2)"**.

P.I.D. 002-754-771

Lot 51 Section 36 Block 4 North Range 6 West New Westminster District Plan 28788

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 10007"**.

FIRST READING

APR 08 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by NC
APPROVED by Director or Solicitor JR

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: April 10, 2019

File: TU 18-841880


Re: Application by the City of Richmond for a Temporary Commercial Use Permit at 8620 and 8660 Beckwith Road

Staff Recommendation

1. That the application by the City of Richmond for a Temporary Commercial Use Permit for the properties at 8620 and 8660 Beckwith Road to allow non-accessory parking as a permitted use be considered for a period of three years; and
2. That this application be forwarded to the May 21, 2019 Public Hearing at 7:00 pm in the Council Chambers of Richmond City Hall.


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

WC:jr
Att. 5

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

Staff Report

Origin

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

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

Findings of Fact

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

Surrounding Development

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

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

Related Policies & Studies**Official Community Plan/City Centre Area Plan – Bridgeport Village**

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

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

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

Richmond Zoning Bylaw 8500

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

Aircraft Noise Sensitive Development Policy

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

Local Government Act

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

Public Consultation

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

Analysis

Proposal

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

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

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

Landscaping

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

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

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

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

Access

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

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

2700 No. 3 Road

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

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

Site Servicing

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

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

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

Financial Impact

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

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

Conclusion

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



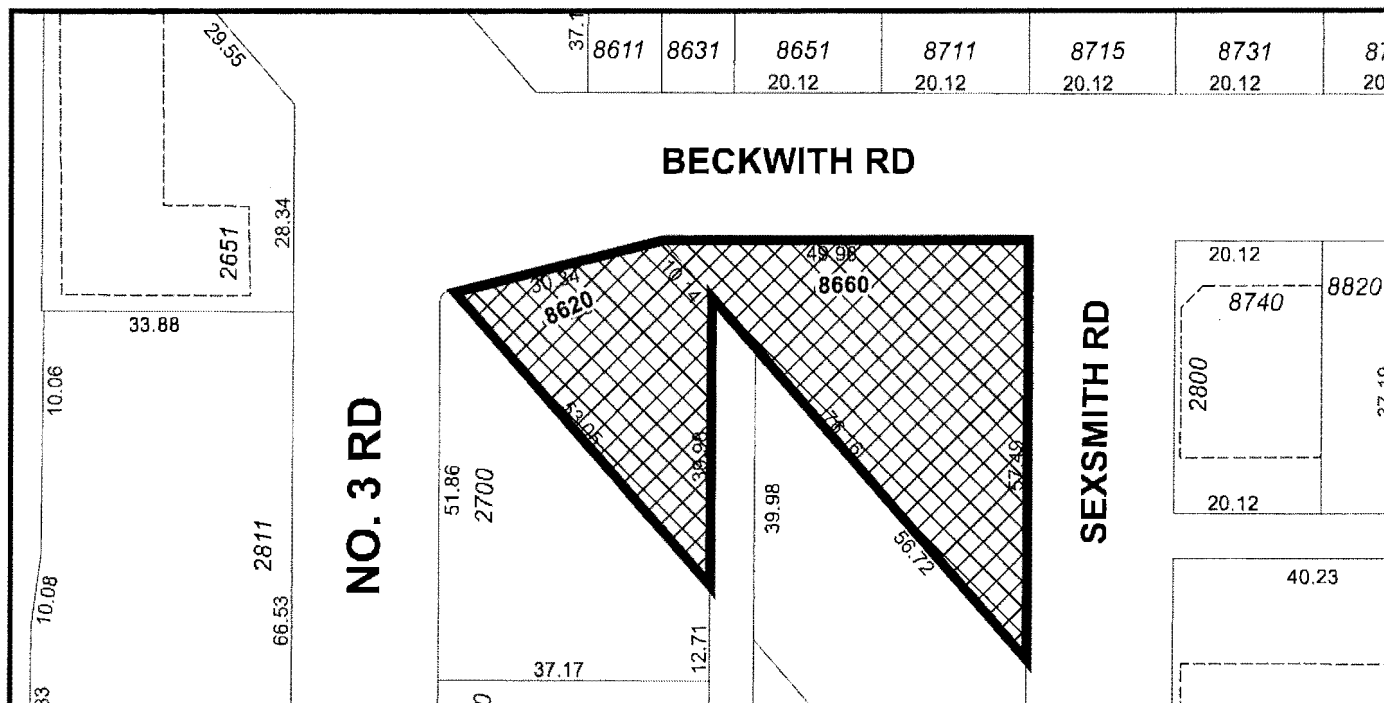
Jordan Rockerbie
Planning Technician
(604) 276-4092

JR:blg

Attachments:

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

City of
Richmond

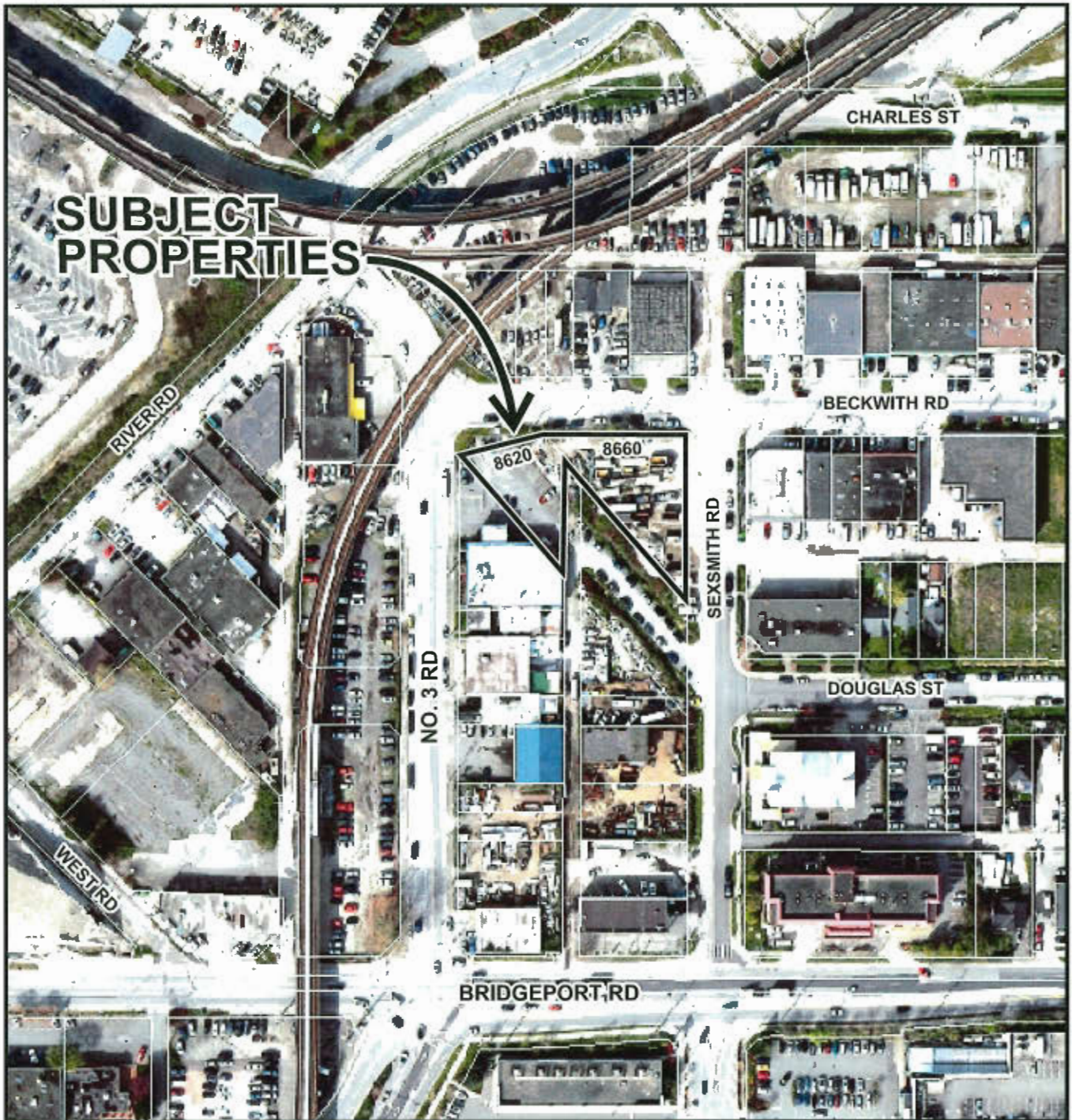


TU 18-841880

Note: Dimensions are in METRES



City of Richmond



TU 18-841880

Original Date: 12/06/18

Revision Date:

Note: Dimensions are in METRES



TU 18-841880

Attachment 2

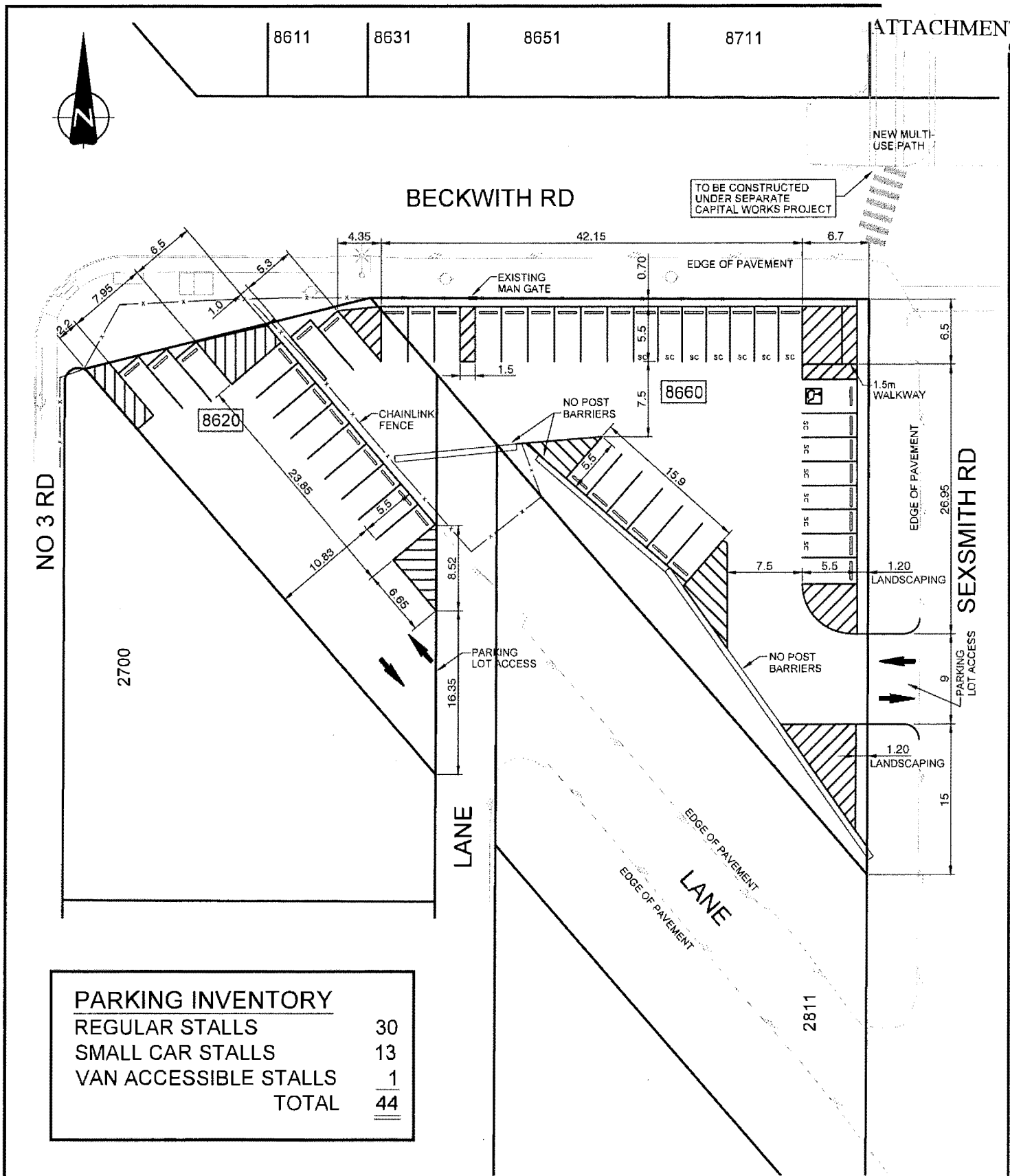
Address: 8620 and 8660 Beckwith Road

Applicant: The City of Richmond

Planning Area(s): City Centre – Bridgeport Village

	Existing	Proposed
Owner:	City of Richmond	No change
Site Size (m²):	2,268 m ² (24,412 ft ²)	No change
Land Uses:	Vacant	Parking, non-accessory
OCP Designation:	Commercial	No change
Area Plan Designation:	Urban Centre T5 (45 m)	No change
Zoning:	Light Industrial (IL)	No change

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



**City of
Richmond**

5911 No. 3 Road Richmond BC V6Y 2C1

TITLE:

PROPOSED PUBLIC PARKING LOTS
AT 8620/8660 BECKWITH ROAD

DESIGN: T.S.

DRAWN: T.S.

CHECKED: S.H.

ENGINEER: S.H.

DWG. No:

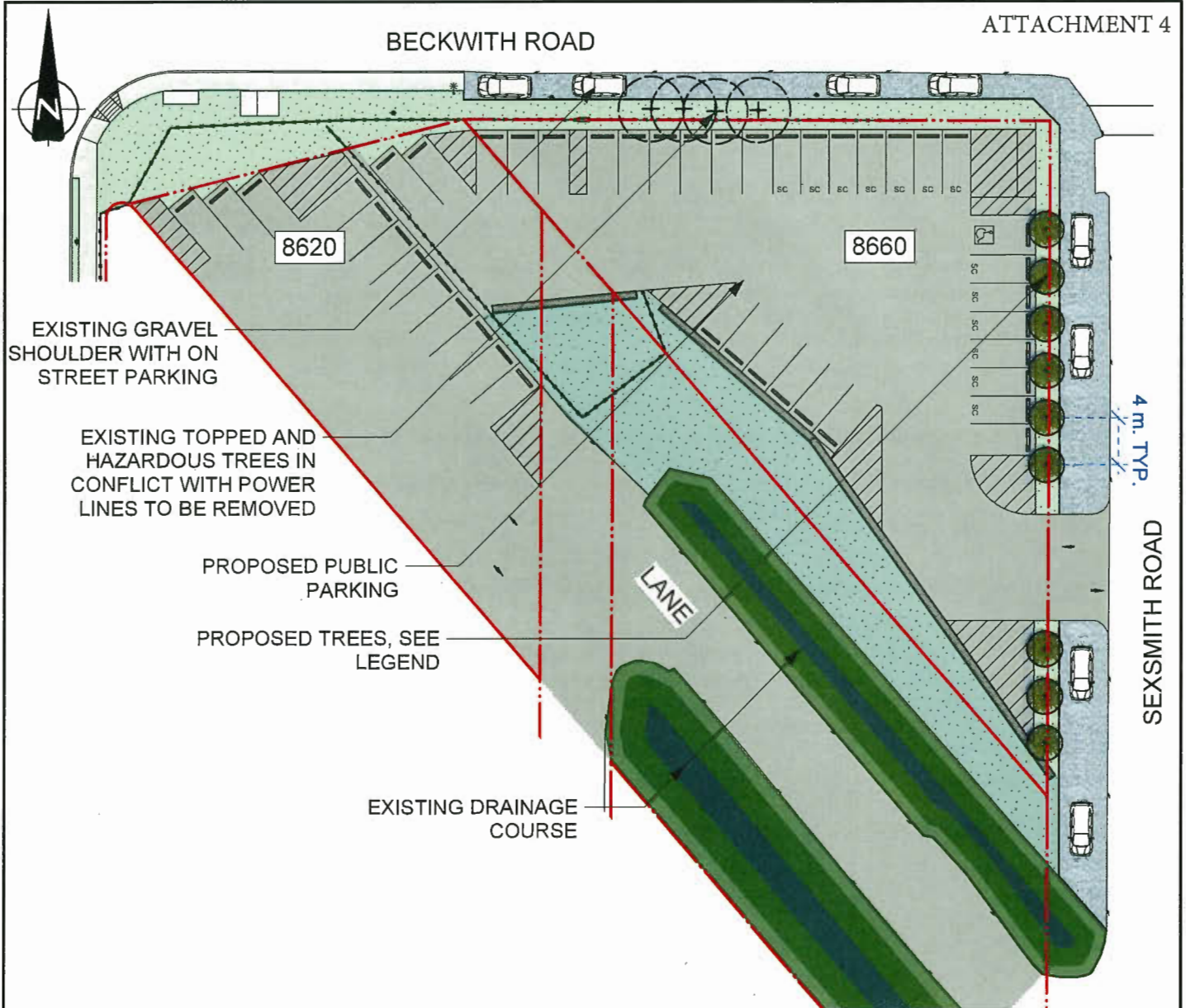
SCALE: N.T.S.

SEC. No:

DATE: MAR. 2019

SHT. No: 1 OF 1

PH - 34



LANDSCAPE LEGEND

8620 + 8660 BECKWITH ROAD



PROPOSED TREE (X 9): *Populus tremuloides* (Trembling Aspen)
COMPLETE WITH WATER BAGS



GRASS SEED: 85% tall fescue, 15% creeping red fescue



ESA NATIVE GRASS BLEND: 21% Spike Bent Grass, 15% Alaska Brome,
22% Tufted Hair Grass, 32% Native Red Fescue, 10% Meadow Barley

MINIMUM SOIL DEPTHS

TREES: 900mm
GRASS: 800mm

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

City of
Richmond

6911 No.3 Road Richmond BC V6Y 2C1

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

DESIGN: MP

DRAWN: MP

CHECKED: MP

LANDSCAPE ARCHITECT: PH 35

DWG. No: LANDSCAPE PLAN

SCALE: 1:500

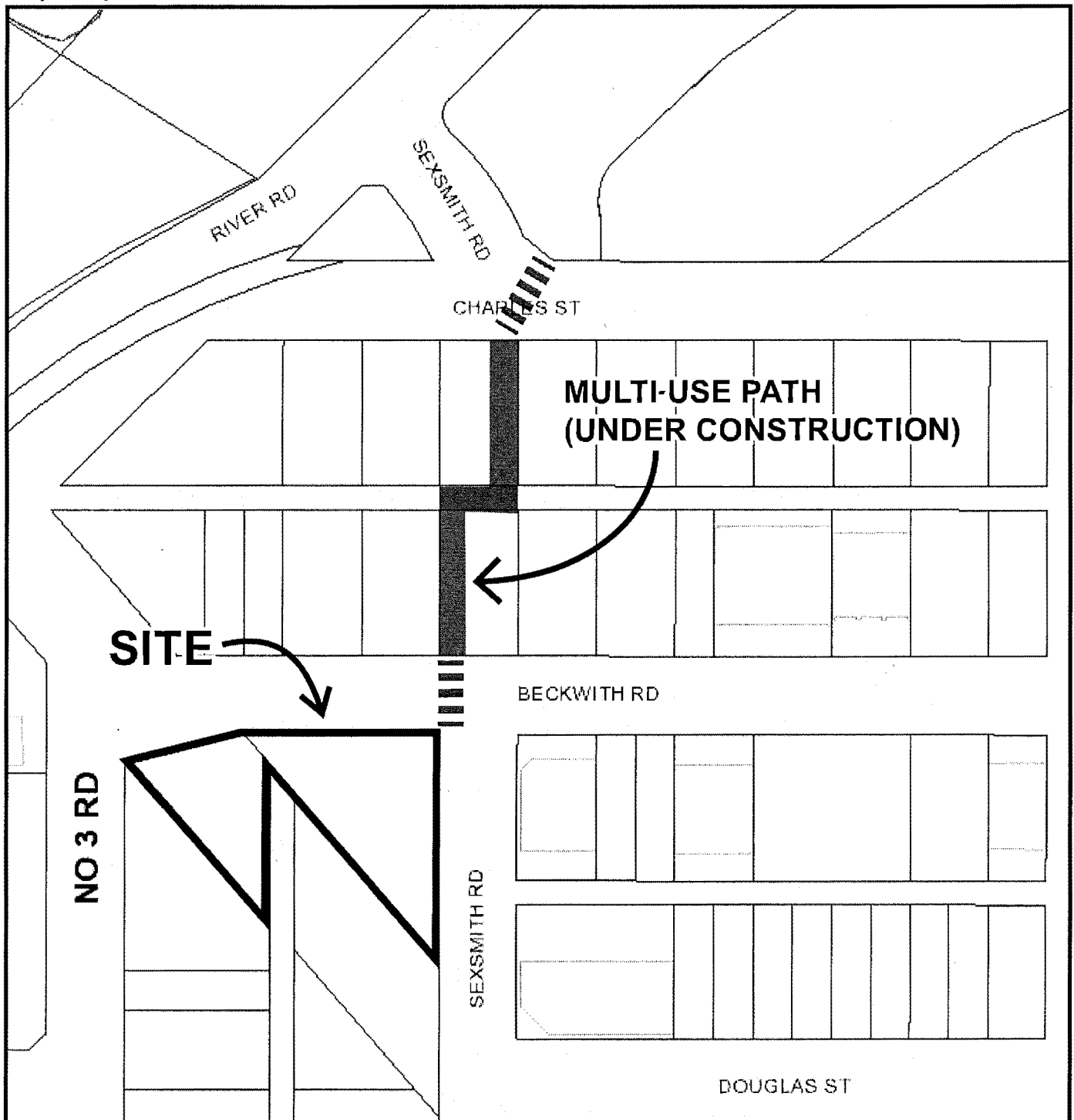
SEC. No:

DATE: MAR. 2019

SHT. No: 1 OF 1



City of
Richmond



Sexsmith Road Multi-Use Path (MUP)

Original Date: 04/08/2019

Revision Date:

Note: Dimensions are in METRES



City of Richmond

Temporary Commercial Use Permit

No. TU 18-841880

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

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

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

No. TU 18-841880

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

6. The Permit is valid for a maximum of three years from the date of issuance.

7. This Permit is not a Building Permit.

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

DELIVERED THIS DAY OF , .

MAYOR

CORPORATE OFFICER



8611

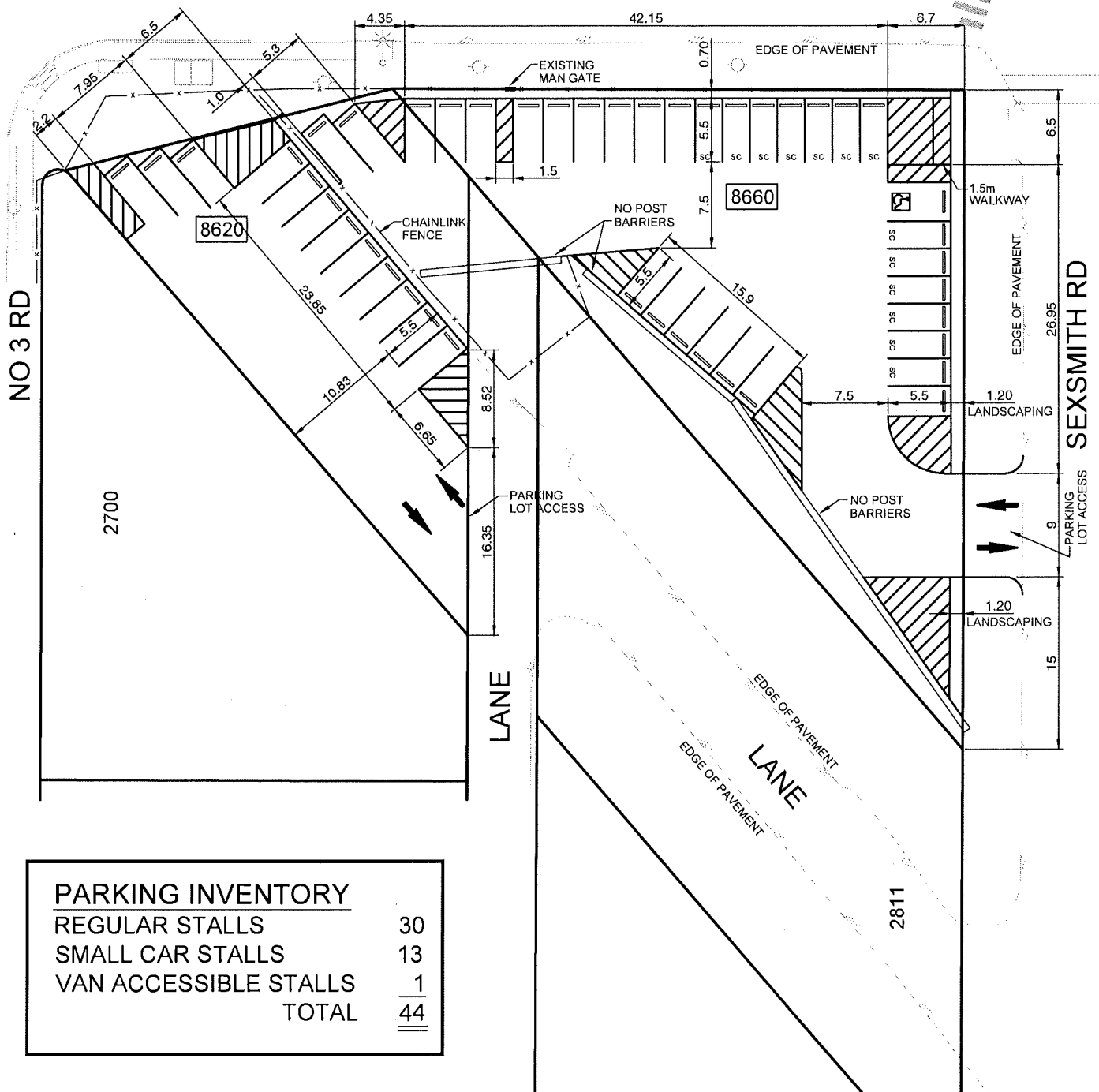
8631

8651

8711

SCHEDULE B

BECKWITH RD

TO BE CONSTRUCTED
UNDER SEPARATE
CAPITAL WORKS PROJECTNEW MULTI-
USE PATH

City of
Richmond

6911 No. 3 Road Richmond BC V6Y 2C1

TITLE:

PROPOSED PUBLIC PARKING LOTS
AT 8620/8660 BECKWITH ROAD

DESIGN: T.S.

DRAWN: T.S.

CHECKED: S.H.

ENGINEER: S.H.

DWG. No:

SCALE: N.T.S.

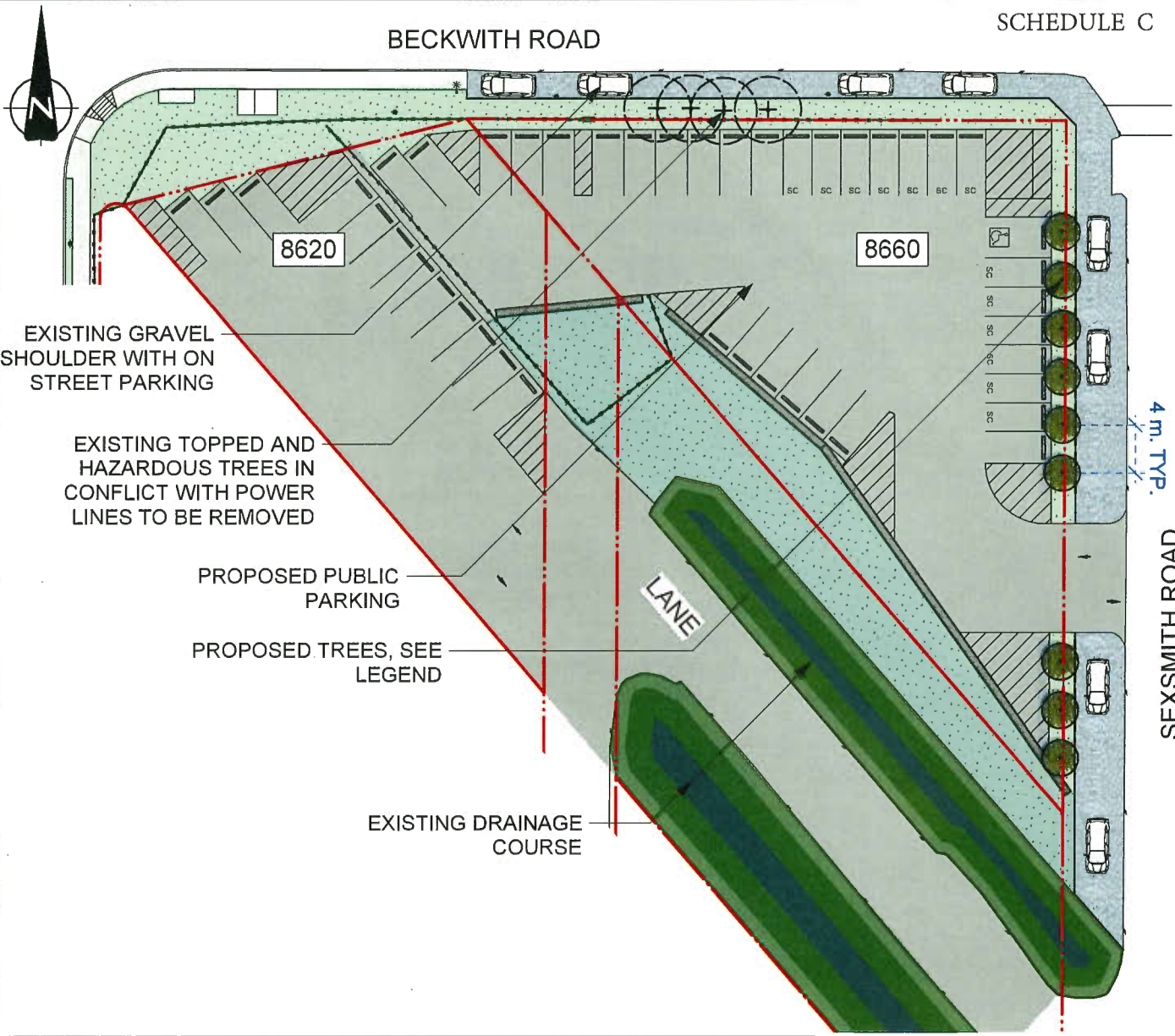
SEC. No:




DATE: MAR. 2019

SHT. No: 1 OF 1

PH - 40

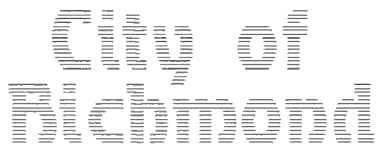
BECKWITH ROAD



LANDSCAPE LEGEND	
8620 + 8660 BECKWITH ROAD	
	PROPOSED TREE (X 9): <i>Populus tremuloides</i> (Trembling Aspen) COMPLETE WITH WATER BAGS
	GRASS SEED: 85% tall fescue, 15% creeping red fescue
	ESA NATIVE GRASS BLEND: 21% Spike Bent Grass, 15% Alaska Brome, 22% Tufted Hair Grass, 32% Native Red Fescue, 10% Meadow Barley

MINIMUM SOIL DEPTHS
TREES: 900mm
GRASS: 800mm

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



6911 No.3 Road Richmond BC V6Y 2C1

TITLE: PROPOSED PUBLIC PARKING LOTS AT 8620/8660 BECKWITH ROAD			
DESIGN: MP	DWG. No: LANDSCAPE PLAN		
DRAWN: MP			
CHECKED: MP	SCALE: 1:500	DATE: MAR. 2019	
LANDSCAPE ARCHITECT: PH 41 MP	SEC. No:	SHT. No: 1 OF 1	



City of Richmond

Report to Committee

To: Planning Committee
From: Wayne Craig
Director, Development

Date: March 7, 2019
File: 08-4430-03-09/2019-Vol 01

Re: **Establishment of Underlying Zoning for Properties Developed Under Land Use Contracts 016, 021, 085, 086, 091, 103, 127, and 139 (East of No. 4 Road)**

Staff Recommendation

1. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9987, to establish underlying zoning for the property developed under Land Use Contract 016, be introduced and given First Reading;
2. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9988, to establish underlying zoning for the property developed under Land Use Contract 021, be introduced and given First Reading;
3. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9989, to establish underlying zoning for the properties developed under Land Use Contract 085, be introduced and given First Reading;
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9990, to establish underlying zoning for the property developed under Land Use Contract 086, be introduced and given First Reading;
5. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9991, to establish underlying zoning for the property developed under Land Use Contract 091, be introduced and given First Reading;
6. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9992, to establish underlying zoning for the properties developed under Land Use Contract 103, be introduced and given First Reading;
7. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9993, to establish underlying zoning for the properties developed under Land Use Contract 127, be introduced and given First Reading; and

8. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9994, to establish underlying zoning for the properties developed under Land Use Contract 139, be introduced and given First Reading.

Joshua Reis
by Wayne Craig

Director, Development
(604-247-4625)

WC:cl
Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law	<input checked="" type="checkbox"/>	<i>By 11/11/11 of J. F. R. C. L. G.</i>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS:	APPROVED BY CAO
		<i>Am D</i>

Staff Report

Origin

This report brings forward underlying zoning bylaws for eight of the remaining 29 LUCs (LUCs 016, 021, 085, 086, 091, 103, 127, and 139). The proposed bylaws are applicable to 25 multi-family, commercial, industrial, and agricultural properties east of No. 4 Road (Attachment 1).

The proposed bylaws aim to reflect the specific provisions contained in each LUC, as well as certain standard provisions contained within Richmond Zoning Bylaw 8500 for aspects not anticipated by the LUC. This ensures the underlying zoning bylaws mirror what is contained in the LUCs without granting additional development rights while still acknowledging current zoning norms. After the LUCs expire on June 30, 2024, where there are inconsistencies between the provisions of the proposed bylaws and what actually exists on the subject properties, the provisions for non-conforming uses and buildings under the *Local Government Act* will apply.

This Staff Report and the proposed bylaws are consistent with policies from the 2041 Official Community Plan (OCP), which support exploring alternatives to Land Use Contracts to achieve better land use management over time.

Background

In 2014, the Provincial Government amended the *Local Government Act* to require municipalities to adopt underlying zoning bylaws for all Land Use Contract (LUC) properties by June 30, 2022, and to provide for the termination of all LUCs on June 30, 2024. The amending legislation also established an optional process to enable municipalities, by bylaw, to undertake early termination of LUCs and provided expanded authority to Boards of Variance to hear appeals and grant time extensions to existing property owners for reasons of hardship.

On November 24, 2015, Richmond City Council adopted a set of bylaws that established underlying zoning for 93 separate LUCs that included single-family properties, as well as adopted bylaws to terminate these LUCs effective one year from the date of adoption (i.e., November 24, 2016). After November 24, 2015, there remained 46 LUCs on 85 properties¹ (including approximately 3,000 units) in the City containing multi-family, commercial, industrial, and agricultural uses, which were not subject to the underlying zoning bylaws and early termination bylaws. These remaining LUCs were to be dealt with separately at a later date because they were not subject to the same redevelopment pressures as that of the LUCs that included single-family properties.

Consistent with the *Local Government Act*, City Council must consider bylaws to establish underlying zoning for the properties developed under the remaining LUCs. This involves the standard bylaw reading and adoption process, and includes holding a Public Hearing for all bylaws.

¹ Not including road/railway parcels.

Since the fall of 2017, City Council has adopted underlying zoning bylaws for 16 of the remaining LUCs. These new underlying zones are applicable to 29 properties in the City Centre containing commercial, light industrial, and multi-family residential uses. The approach endorsed by City Council for dealing with the remaining LUCs is as follows:

- Underlying zoning bylaws for the remaining LUCs are to be brought forward separately on the basis of their geographic area (Attachment 2).
- Unlike the approach used for the LUCs that included single-family properties, no early termination bylaws are proposed to be brought forward for the remaining LUCs. Essentially, the existing remaining LUCs will remain effective and continue to govern the use and development of the affected properties until their termination date of June 30, 2024, at which time the underlying zoning will take precedence.

There are now 29 underlying zoning bylaws that must be established, applicable to a total of 48 properties in the City (including approximately 1,295 units).²

Findings of Fact

A Land Use Contract is a contract between a property owner (typically a developer) and a municipality addressing the use and development rights of a property. The LUC regulations are similar to zoning, with the exception that the LUC is registered on the Title of the property and, until recently, agreement from both the property owner and municipality was required to amend or discharge the contract.

The provincial legislation enabling LUCs was in effect for a short period of time between 1973 and 1979 and allowed the ability to create tailor-made development contracts for specific sites. LUCs were also used to control the form and character of buildings and landscaping of sites and, in some cases, included detailed servicing requirements. Typically, the same LUC was registered by a developer against all the properties in a particular subdivision, thereby creating consistent use and development rights for those properties. Unless discharged, LUCs registered during such period remain in place today governing the use and development rights of the affected properties.

LUCs typically include limited development restrictions compared to today's standards. Any reference to a zoning bylaw within a LUC is specific to the zoning bylaw in place at the date of contract execution. Since LUCs are registered on Title and can only be amended or discharged with the property owner's consent, the result is that LUCs have not evolved over time as land use considerations have changed. Properties under the current Richmond Zoning Bylaw 8500 have had multiple amendments over time to address various land issues such as building interface, landscaping, sustainability and overall building form.

² These figures account for a reduction to the number of originally remaining LUCs and affected properties as a result of two properties being rezoned, and a pending rezoning application on six properties.

Related Policies & Studies

Official Community Plan

The 2041 Official Community Plan Land Use Map designations for the subject properties include *Neighbourhood Residential*, *Apartment Residential*, *Agriculture*, *Industrial*, and *Mixed Employment*, which provide for a range of land uses as described in Attachment 3.

The proposed underlying zoning bylaws do not affect the subject properties' potential to redevelop in the future consistent with the land use designations in the Official Community Plan.

Sub-Area Plans

13 of the subject properties also fall under the East Richmond McLennan Sub-Area Plan, Bridgeport Area Plan, and West Cambie Area Plan, with the following land use designations:

- *Agriculture* (as defined in Attachment 3) and *Buffer* (which provides for a landscaped urban-rural buffer adjacent to Highway 99).
- *Industrial* (as defined in Attachment 3).
- *Commercial/Industrial* (undefined).

The proposed underlying zoning bylaws do not affect the subject properties' potential to redevelop in the future consistent with the land use designations in the Area Plans.

OCP Aircraft Noise Sensitive Development Policy

The OCP's Aircraft Noise Sensitive Development Policy identifies that 12 of the subject properties are located in the *Restricted Area (Area 1A)* in which no Aircraft Noise Sensitive Land Uses are permitted (i.e., no residential, school, child care, or hospital uses are permitted), and that two of the subject properties are located in the *Aircraft Noise Notification Area (Area 4)*, in which all Aircraft Noise Sensitive Land Uses may be considered.

The proposed underlying zoning bylaws do not affect the subject properties' designations under the OCP Aircraft Noise Sensitive Development Policy. Any future proposed development on the subject properties would have to comply with the applicable Aircraft Noise Sensitive Development Policy requirements as identified in the OCP as part of any Rezoning, Development Permit or Building Permit applications.

Consistent with the Policy, however, the proposed underlying zoning bylaws for the 12 properties in the *Restricted Area (Area 1A)* have been designed to specifically exclude child care and residential security/operator unit from the list of permitted uses as they are not currently permitted in the LUCs (i.e., properties in LUC 091, 103, and 139).

Ministry of Transportation and Infrastructure (MOTI) Approval

As four of the subject properties under LUCs 085 and 139 are located within 800 m of an intersection of a Provincial Limited Access Highway and a City road, two of the proposed underlying zoning bylaws (Bylaws 9989 and 9994) have been referred to MOTI for preliminary approval. Final approval from MOTI is required prior to final adoption of the underlying zoning bylaws.

Analysis

Staff propose a set of bylaws that introduce underlying zoning for the 25 properties developed under LUCs 016, 021, 085, 086, 091, 103, 127, and 139, located east of No. 4 Road, which are identified and summarized in Table 1.

Attachment 4 contains a series of summary tables that provide a comparison of the regulations under each of the eight LUCs with those of the proposed underlying zone, and includes a map of each LUC. The summary tables in Attachment 4 are for reference purposes only and should not be interpreted as the actual LUC.

Table 1. The 25 Properties Subject to the Proposed Underlying Zoning Bylaws.

LUC #	No. of Properties	Address(es)	No. of Units (Strata & Non-Strata)
016	1	11160 Kingsgrove Avenue	52 strata units
021	1	9151 No. 5 Road	65 strata units
085	2	6440 No. 5 Road 6511 Sidaway Road	N/A
086	1	9071 No. 5 Road	42 non-strata units
091	1	11491 River Road	N/A
103	9	11300 Bridgeport Road 11320 Bridgeport Road 11420 Voyageur Way 11460 Voyageur Way 11520 Voyageur Way 11560 Voyageur Way 11720 Voyageur Way 11751 Voyageur Way 11800 Voyageur Way	18 strata units 24 non-strata units
127	8	6511 Graybar Road 6631 Graybar Road 6660 Graybar Road 6720/6740 Graybar Road 6751/6753/6755 Graybar Road 6760 Graybar Road 6831 Graybar Road 6911 Graybar Road	56 strata units 15 non-strata units
139	2	4511 Shell Road 4631/4651 Shell Road	20 strata units 1 non-strata unit
Totals: 8	25		293

In developing the underlying zoning for the subject properties, staff considered the specific provisions in each individual LUC, as well as the existing land use designations in the OCP for the subject site and adjacent properties within the immediate surrounding area. With the exception of one of the LUCs (LUC 085), staff is not able to use existing commercial or multi-family residential zones in Richmond Zoning Bylaw 8500 as the underlying zones for the seven remaining LUCs due to the very specific provisions contained in each LUC.

For LUC 085 at 6440 No. 5 Road and 6511 Sidaway Road, staff proposes to use the Agriculture (AG1) zone as the underlying zoning (Bylaw 9989) because the LUC served only to deal with one specific aspect of the development of the land that was contrary to the then current agricultural zoning, which additional right was to allow the land on both the west and east side of Highway 99 to each be used as the site of a dwelling. Such dwellings were not otherwise permitted under the agricultural zoning at the time the lot was subdivided and the LUC entered into. Since all other aspects of the zoning bylaw as it evolved are applicable to the properties and since each of the lots can support a dwelling under the current AG1 zoning, there is no need to develop a site-specific zone for this LUC. The proposed AG1 zoning does not provide any additional residential development potential beyond what the LUC provided for.

For the seven remaining LUCs east of No. 4 Road, staff proposes new site-specific zones (summarized in Table 2). The proposed site-specific zones combine both the specific provisions from each LUC, as well as certain provisions contained within Richmond Zoning Bylaw 8500 for aspects not anticipated by the LUC. This ensures the underlying zoning bylaws mirror what is contained in the LUCs without granting additional use and development rights while allowing some flexibility after LUCs expire on June 30, 2024 for landowners to make minor changes to their properties that would be in character with what is permitted on similarly-zoned properties.

Where there are inconsistencies between the provisions of the proposed underlying zones and what actually exists on the subject properties, any continued use and existing development of the land that was lawful under the LUC will be protected in accordance with the provisions for non-conforming uses and buildings under the *Local Government Act* after the LUCs expire on June 30, 2024.

Table 2. Seven New Site-Specific Zones Proposed

LUC	Proposed Bylaw #	Proposed Zone	Site Address(es)	Current Site Condition
016	9987	Town Housing (ZT85) – Kingsgrove Avenue (Shellmont)	11160 Kingsgrove Avenue	Low-density townhouses
021	9988	Low Rise Apartment (ZLR39) – No.5 Road (Shellmont)	9151 No. 5 Road	Low-rise apartments
086	9990	Low Rise Apartment (ZLR40) – No. 5 Road (Shellmont)	9071 No. 5 Road	Low-rise apartments
091	9991	Light Industrial (ZI15) – River Road (Bridgeport)	11491 River Road	Light industrial buildings and structures
103	9992	Light Industrial (ZI16) – Bridgeport Road & Voyageur Way (Bridgeport)	11300, 11320 Bridgeport Road 11420, 11460, 11520, 11560, 11720, 11751, 11800 Voyageur Way	Light industrial buildings and structures
127	9993	Industrial and Marina (ZI17) – Graybar Road (East Richmond)	6511, 6631, 6660, 6720, 6740, 6751, 6753, 6755, 6760, 6831, 6911 Graybar Road	Industrial buildings and structures, pub/liquor store, and marina
139	9994	Light Industrial (ZI18) – Shell Road (West Cambie)	4511, 4631, 4651 Shell Road	Light industrial buildings and structures

Public Consultation and Public Hearing

Since the existing remaining LUCs will remain effective and will continue to govern the use and development of the affected properties until their termination date of June 30, 2024, at which time the proposed underlying zoning will be in place, it is anticipated that the proposed approach will not generate a significant amount of public interest. However, in recognition that affected property owners/tenants may be unaware that their property is governed by a LUC and will likely be unfamiliar with the Provincial requirement for the City to establish underlying zoning for their property, City staff pro-actively mailed an information package to the affected owners and tenants in February with an invitation to contact City staff with any questions they may have about the process. The information package included a cover letter, a map of the affected properties, a brochure containing Frequently Asked Questions (FAQ), and the LUC information phone line and email address to direct inquiries. A sample of the letter, map, and the FAQ brochure is attached (Attachment 5).

Since the information package was mailed out, staff have met with a few of the property owners to further clarify the process involved with establishing the underlying zoning for their property, and no concerns were expressed.

Aside from the mailed information package, the standard bylaw adoption and associated public consultation processes are proposed to be followed. This is consistent with the approach used to establish the first two sets of underlying bylaws for LUC sites containing multi-family, commercial, industrial, and agriculture land uses brought forward for City Centre (North) and

City Centre (South) in 2017 and 2018, and this same approach will be proposed for the remaining underlying zoning bylaws that are subsequently to be brought forward on the basis of their geographic area.

The standard bylaw adoption and public consultation process involves the underlying zoning bylaws being considered at a Planning Committee meeting, bylaw readings by City Council, the publication of the statutory Public Hearing Notice and newspaper ads, and includes the holding of a regular Public Hearing in the Council Chambers. This approach does not require additional financial or human resources beyond that of the standard Rezoning and Public Hearing processes.

Should the Planning Committee endorse this application and Council grant First Reading to the proposed underlying zoning bylaws, the bylaws will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Prior to the Public Hearing at which underlying zoning bylaws are to be considered, a press release will be issued to publicize Council's decision to establish underlying zoning bylaws for the affected properties and to direct further inquiries to the City's LUC webpage, and to the general LUC inquiry email address and phone number.

Following the Public Hearing, Council may consider adoption of those underlying zoning bylaws that do not require any additional approvals (e.g., by the Ministry of Transportation and Infrastructure (MOTI)). For those bylaws that do require additional approvals (i.e., Bylaws 9989, 9994), Council may consider bylaw adoption at a subsequent Council meeting after the required approvals have been granted.

Following adoption of the underlying zoning bylaws, the existing LUCs on the affected properties will remain effective until June 30, 2024, after which time the underlying zoning bylaws will be in place to govern the use and development of the properties.

Financial Impact

None.

Conclusion

Consistent with the *Local Government Act*, City Council will have to consider bylaws to establish underlying zoning for the properties developed under the remaining LUCs in the city prior to June 30, 2022.

Staff proposes to bring forward the underlying zoning bylaws for the remaining LUCs as separate items on the basis of their geographic area for consideration by Planning Committee, City Council, and at regular Public Hearings in the Council Chambers.

This Staff Report brings forward eight underlying zoning bylaws for 25 multi-family and commercial properties developed under Land Use Contracts 016, 021, 085, 086, 091, 103, 127, and 139 located east of No. 4 Road.

Staff recommends that Richmond Zoning Bylaw 8500, Amendment Bylaws 9987, 9988, 9989, 9990, 9991, 9992, 9993, and 9994, be introduced and given First Reading.

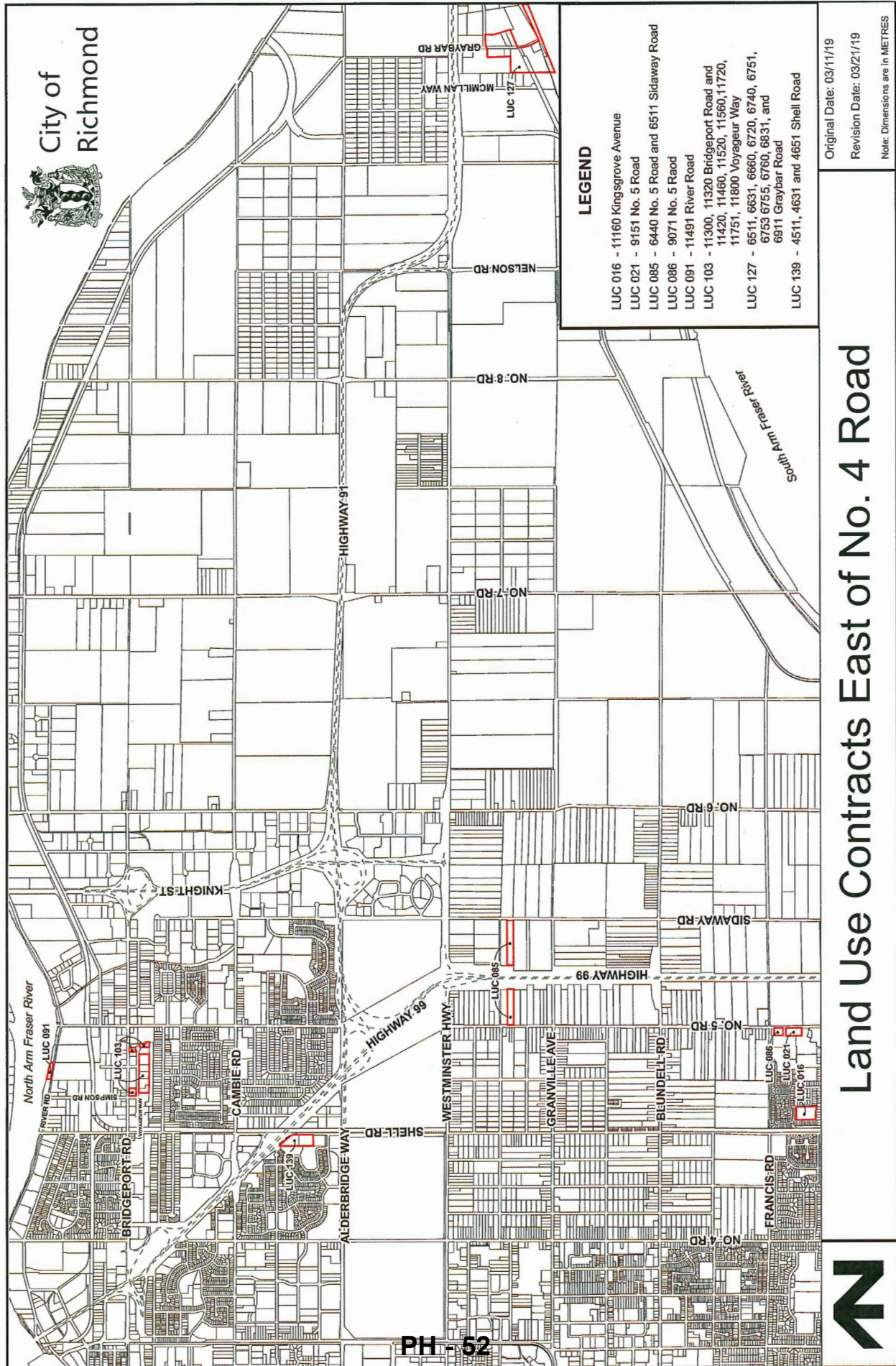


Cynthia Lussier
Planner 1
(604-276-4108)

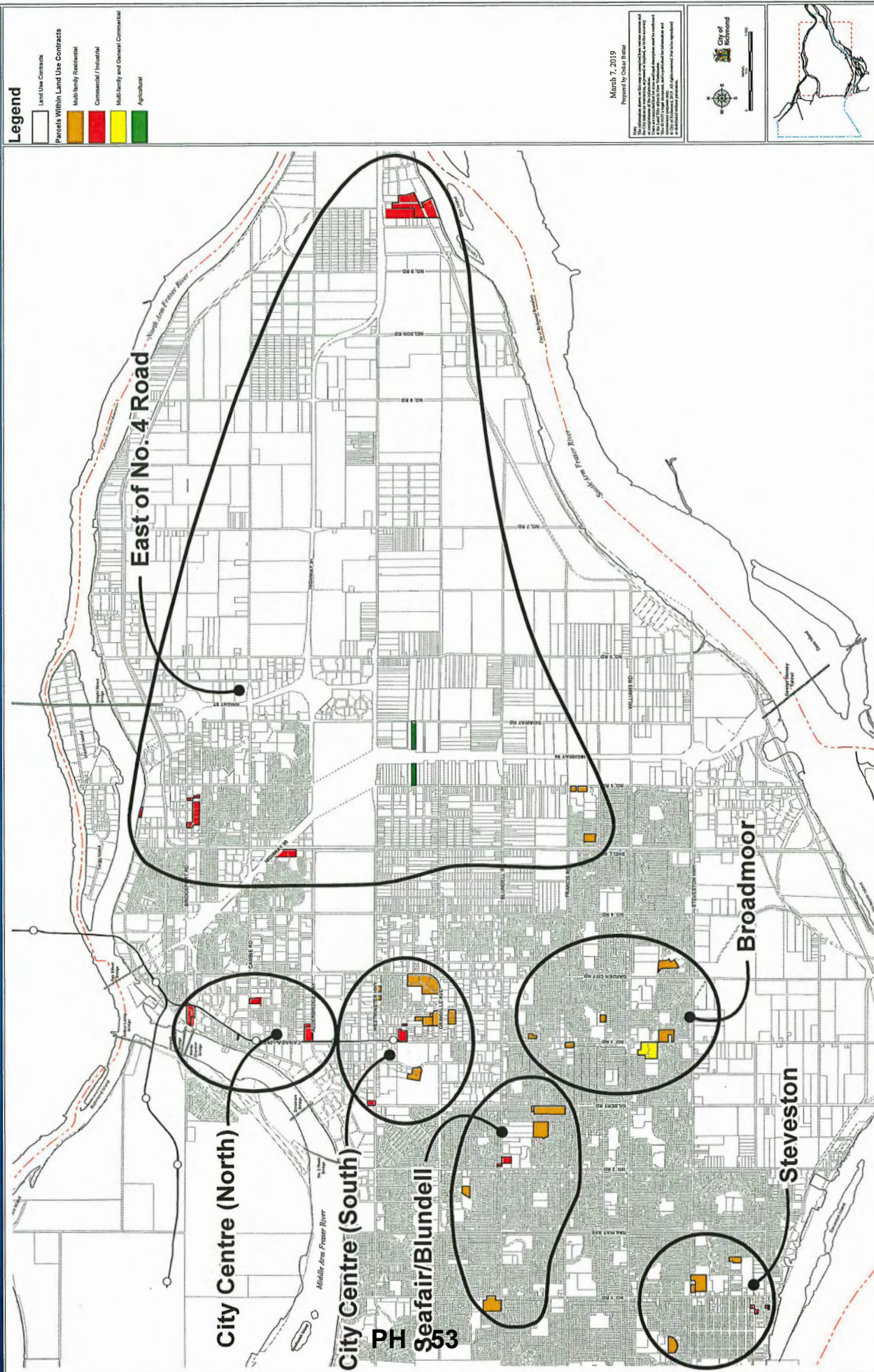
CL:blg

Attachments:

- Attachment 1: Land Use Contracts East of No. 4 Road
- Attachment 2: Land Use Contracts by Geographic Area
- Attachment 3: 2041 Official Community Plan Land Use Map Definitions
- Attachment 4: Land Use Contract Summary and Comparison Tables
- Attachment 5: Sample of Information Package Sent to Affected Owners/Tenants



Approach For Dealing With The Remaining LUCs by Geographic Area



Land Use Map Definitions

Agricultural Land Reserve Boundary

Land within the Agricultural Land Reserve established pursuant to the provisions of the Agricultural Land Commission Act.

Agriculture

Those areas of the City where the principal use is agricultural and food production, but may include other land uses as permitted under the Agricultural Land Commission Act.

Airport

Those areas of the City where the principal uses are airport terminals and facilities, runways and airport-related businesses.

Apartment Residential

Those areas of the City where the principal uses are multiple family housing in the form of townhouses and apartments, which can include housing for seniors (e.g., congregate care; intermediated care; assisted living; etc.).

Commercial

Those areas of the City where the principal uses provide for retail, restaurant, office, business, personal service, arts, culture, recreational, entertainment, institutional, hospitality and hotel accommodation. Marina uses are permitted on the waterfront, in which case retail sales are limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public. Commercial areas exclude residential uses, except for caretaker accommodation.

Community Institutional

Those areas of the City which are intended for institutions engaged in religious, educational or cultural activities, and may include other uses as permitted under Official Community Plan policies.

Conservation Area

Those natural and semi-natural areas of the City with important environmental values whose protection has been secured by federal, provincial or municipal ownership or legal conservation designation and by a long-term policy commitment by a senior level of government. They include municipal parks with high conservation values, provincial Wildlife Management Areas, the federally managed Sea Island Conservation Area and Metro Vancouver regional parks. Conservation Areas may also be subject to the City's Environmentally Sensitive Area (ESA) Development Permit Guidelines and may be used for recreational, park, agricultural and food production purposes or alternatively have no or limited public access.

Downtown Mixed Use

Those areas in the downtown of the City where high-rise and high density development provides for residential, commercial, industrial, office and institutional uses.

Industrial

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 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.

Limited Mixed Use

Those areas of the City which provides a mix of residential, as the predominant use, and limited commercial, industrial, office, institutional or community and pedestrian-oriented uses, as the minority use, intended to enhance the public amenity and livability of the area.

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.

Mixed Use

Those areas of the City which provides for residential, commercial, industrial, office and institutional uses. Marina uses and waterborne housing are permitted on the waterfront, in which case the retail sales is limited to boats, boating supplies and equipment, and related facilities and services for pleasure boating and the general public.

Neighbourhood Residential

Those areas of the City where the principal uses are single family, two-family and multiple family housing (specifically townhouses). Sites abutting section line roads are deemed suitable for institutional uses such as fire halls and other emergency/communication services (e.g., ambulance station; telephone facilities).

Neighbourhood Service Centre

Those areas of the City which are intended to accommodate the retail, restaurant, office, personal service, business, arts, culture, entertainment, recreational, institutional and community facility and service needs of area residents, and may include residential uses.

Park

Those areas of the City where the principal use is public or private recreation, sports, public open space and natural areas, and may include agricultural and food production, recreational/social/cultural facilities and activities or public administration, City works/utilities, emergency services such as fire halls, and school facilities. Parks exclude residential uses, except for caretaker accommodation.

School

Those areas of the City where the principal use is education, such as kindergarten to grade 12, a post secondary college or university and related offices/facilities for school purposes. Schools exclude residential uses, except for caretaker accommodation and dormitories for the specific use of the School buildings only.

Attachment 4

Land Use Contract Summary & Comparison Tables

LUC 016

LUC 021

LUC 085

LUC 086

LUC 091

LUC 103

LUC 127

LUC 139

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 016 (11160 Kingsgrove Avenue)

Number of Properties: 1

Number of Units: 52 strata-titled units

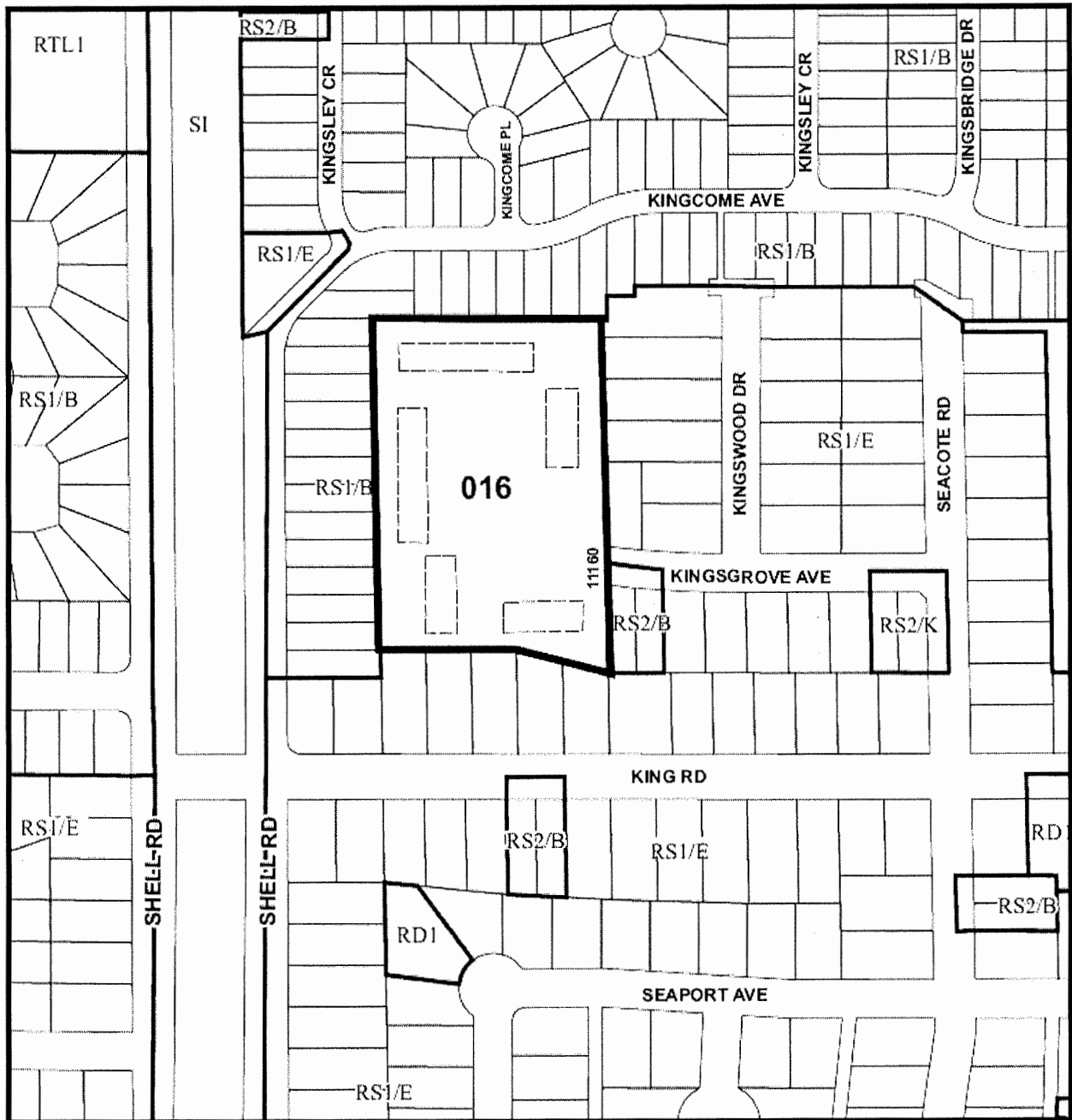
Proposed Zone: Town Housing (ZT85) – Kingsgrove Avenue (Shellmont)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 016	ZT85
Permitted Uses	Residential horizontal multiple one-family dwelling units	Permitted Uses <ul style="list-style-type: none">• child care• housing, town Secondary Uses <ul style="list-style-type: none">• boarding and lodging• community care facility, minor• home business
FAR (max)	N/A (As per drawings)	0.29
Lot Coverage (max)	N/A (As per drawings)	<ul style="list-style-type: none">• 15.25% for buildings• 80% for buildings, structures, and non-porous surfaces• A minimum of 20% landscaping with live plant material
Setbacks (min)	N/A (As per drawings)	Diagram 1 (varies per building; 7.6 m to 29.0m)
Building Height (max)	2 storeys (As per drawings)	9.0 m, but containing no more than 2 storeys

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 016

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 021 (9151 No. 5 Road)

Number of Properties: 1, plus strata-titled units

Number of Units: 65

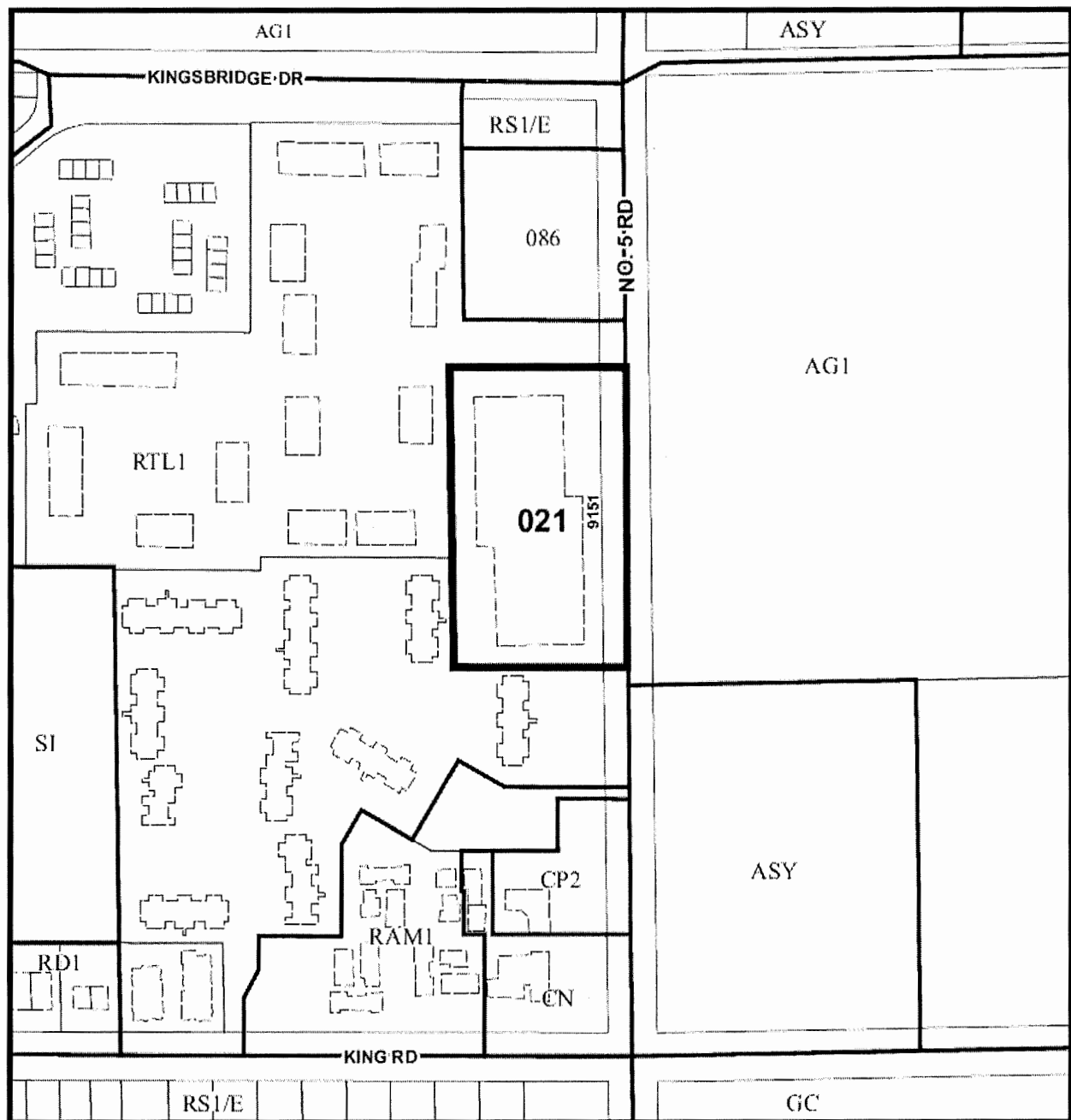
Proposed Zones: **Low Rise Apartment (ZLR39) – No. 5 Road (Shellmont)**

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 021	ZLR39
Permitted Uses	Residential apartments	Permitted Uses <ul style="list-style-type: none">• child care• housing, apartment Secondary Uses <ul style="list-style-type: none">• boarding and lodging• community care facility, minor• home business
FAR (max)	N/A (As per drawings)	1.68
Lot Coverage (max)	N/A (As per drawings)	<ul style="list-style-type: none">• 56% for buildings• 80% for buildings, structures, and non-porous surfaces• A minimum of 20% landscaping with live plant material
Setbacks (min)	N/A (As per drawings)	Varies per storey (8.5 m to 15.8 m)
Height (max)	4 storeys, plus a ground floor parking level	<ul style="list-style-type: none">• Buildings: 18.75 m, but containing no more than 4 storeys plus a ground floor parking level• Accessory buildings 5.0 m• Accessory structures 12.0 m

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 021

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 085 (6440 No. 5 Road and 6511 Sidaway Road)

Number of Properties: 2

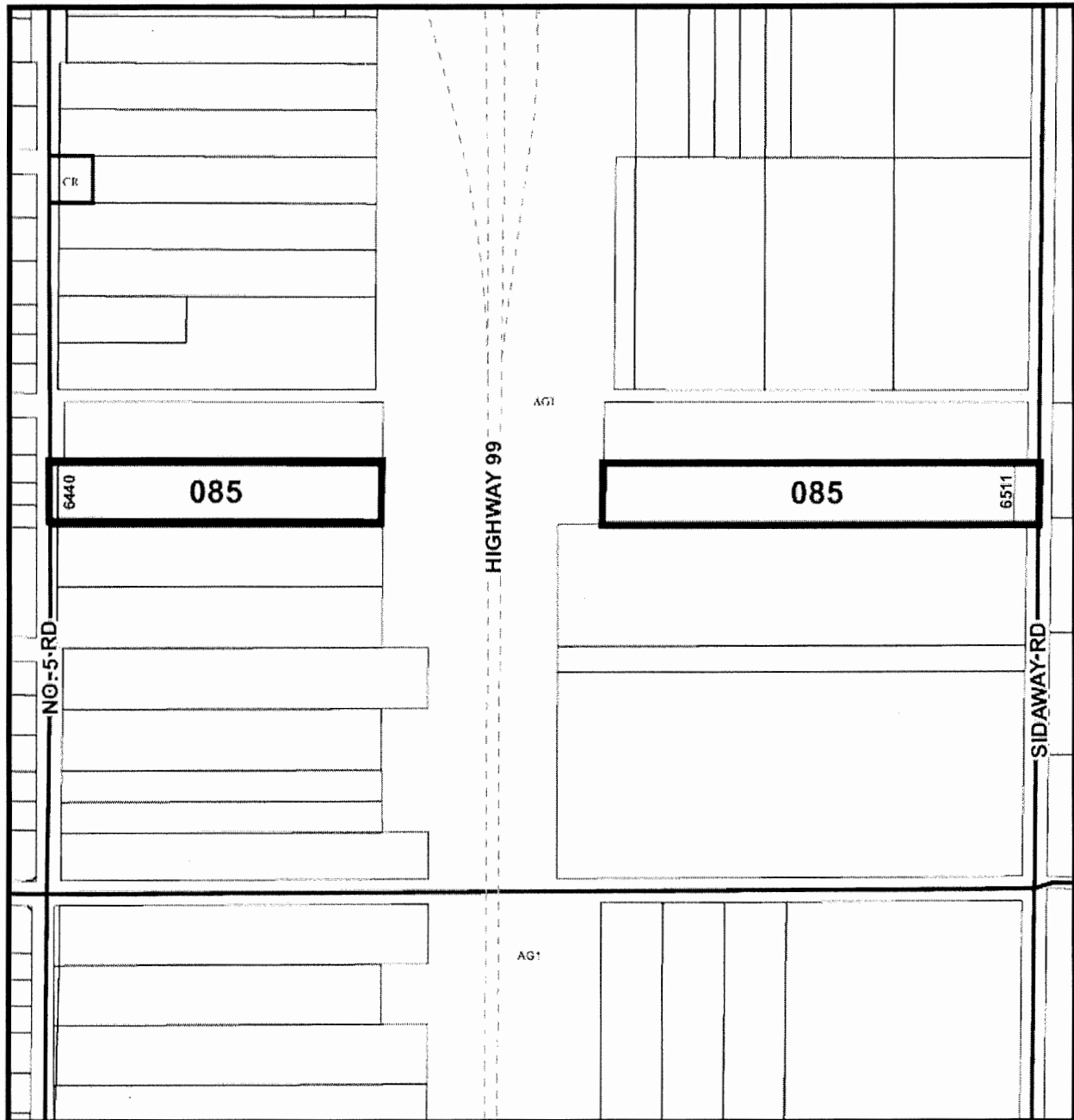
Number of Units: N/A

Proposed Zone: Agriculture (AG1)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 085	AG1
Permitted Uses	As per Agriculture zone	Permitted Uses <ul style="list-style-type: none"> • animal breeding and boarding • animal day care • animal grooming • animal shelter • equestrian centre • farm business • housing, single detached • kennel, hobby dog kennel Secondary Uses <ul style="list-style-type: none"> • agri-tourist operation • boarding and lodging • community care facility, minor • home business • roadside stand • secondary suite • winery, farm based • bed and breakfast Uses that require Provincial Agricultural Land Commission approval <ul style="list-style-type: none"> • utility, major • veterinary clinic
FAR (max)	As per Agriculture zone, except that the two parcels of land, being those lying east and west of Highway 99 may be each used as the site of a dwelling	As per Agriculture zone
Lot Coverage (max)	As per Agriculture zone	As per Agriculture zone
Front Yard Setback (min)	As per Agriculture zone	As per Agriculture zone
Side Yard Setback (min)		
Rear Yard Setback (min)		
Building Height (max)	As per Agriculture zone	As per Agriculture zone

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 085

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 086 (9071 No. 5 Road)

Number of Properties: 1

Number of Units: 42

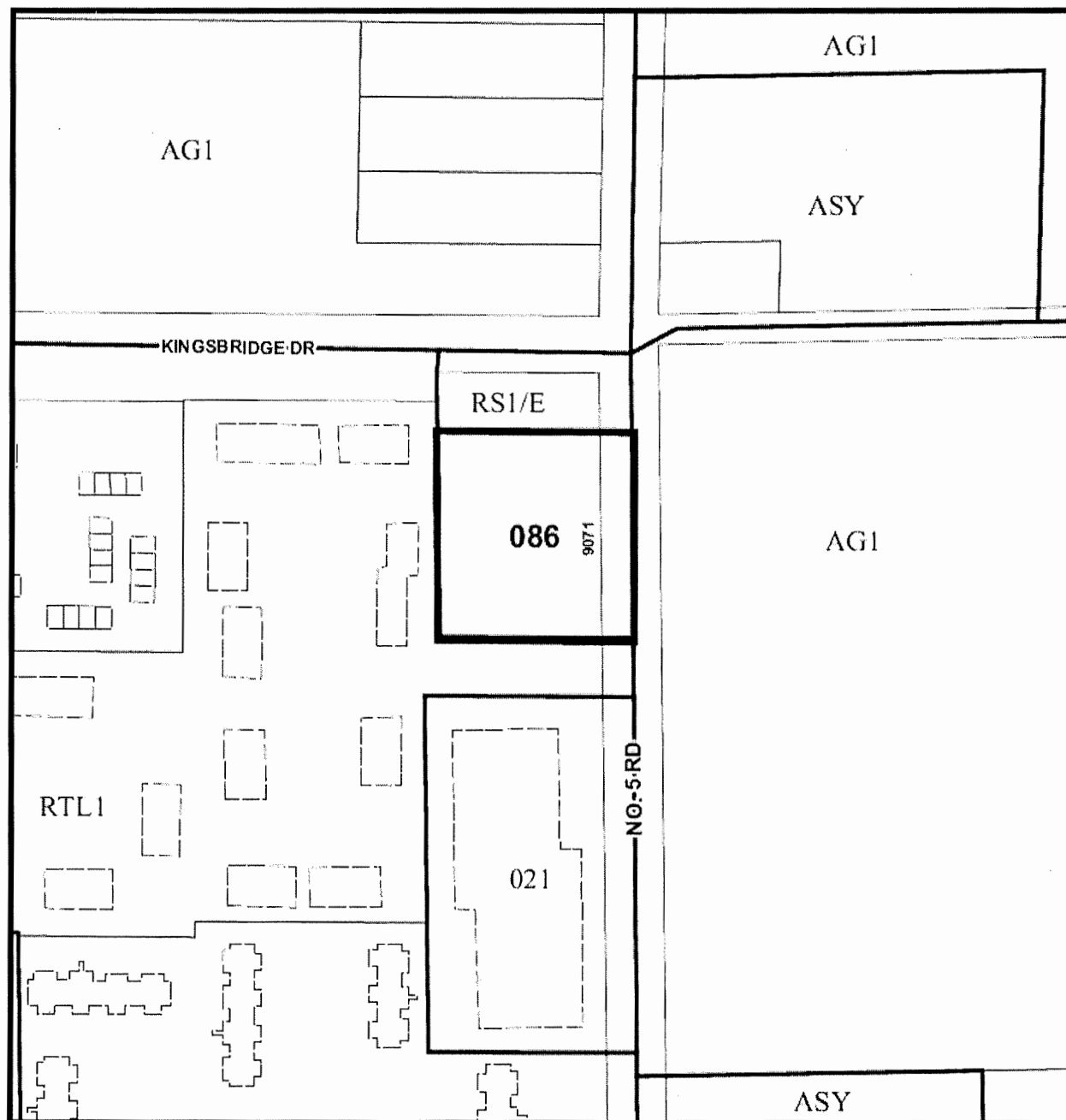
Proposed Zone: Low Rise Apartment (ZLR40) – No. 5 Road (Shellmont)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 086	ZLR40
Permitted Uses	Residential apartments	Permitted Uses <ul style="list-style-type: none"> child care housing, apartment Secondary Uses <ul style="list-style-type: none"> boarding and lodging community care facility, minor home business
FAR (max)	0.70 (As per drawings)	0.70
Lot Coverage (max)	30% (As per drawings)	<ul style="list-style-type: none"> 30% for buildings 80% for buildings, structures and non-porous surfaces A minimum of 20% landscaping with live plant material
Front Yard Setback (min)	N/A (As per drawings)	<ul style="list-style-type: none"> Min. 7.6 m to ground level covered parking Min. 12.1 m to apartment housing
Side Yard Setback (min)		<ul style="list-style-type: none"> Min. 6.0 m to ground level covered parking Min. 7.6 m to apartment housing
Rear Yard Setback (min)		<ul style="list-style-type: none"> Min. 7.6 m to ground level covered parking Min. 10.6 m to apartment housing
Height (max)	4 storeys, including ground level covered parking	<ul style="list-style-type: none"> Buildings: 15.0 m, but containing no more than 4 storeys including ground level covered parking Accessory buildings 5.0 m Accessory structures 12.0 m

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 086

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 091 (11491 River Road)

Number of Properties: 1

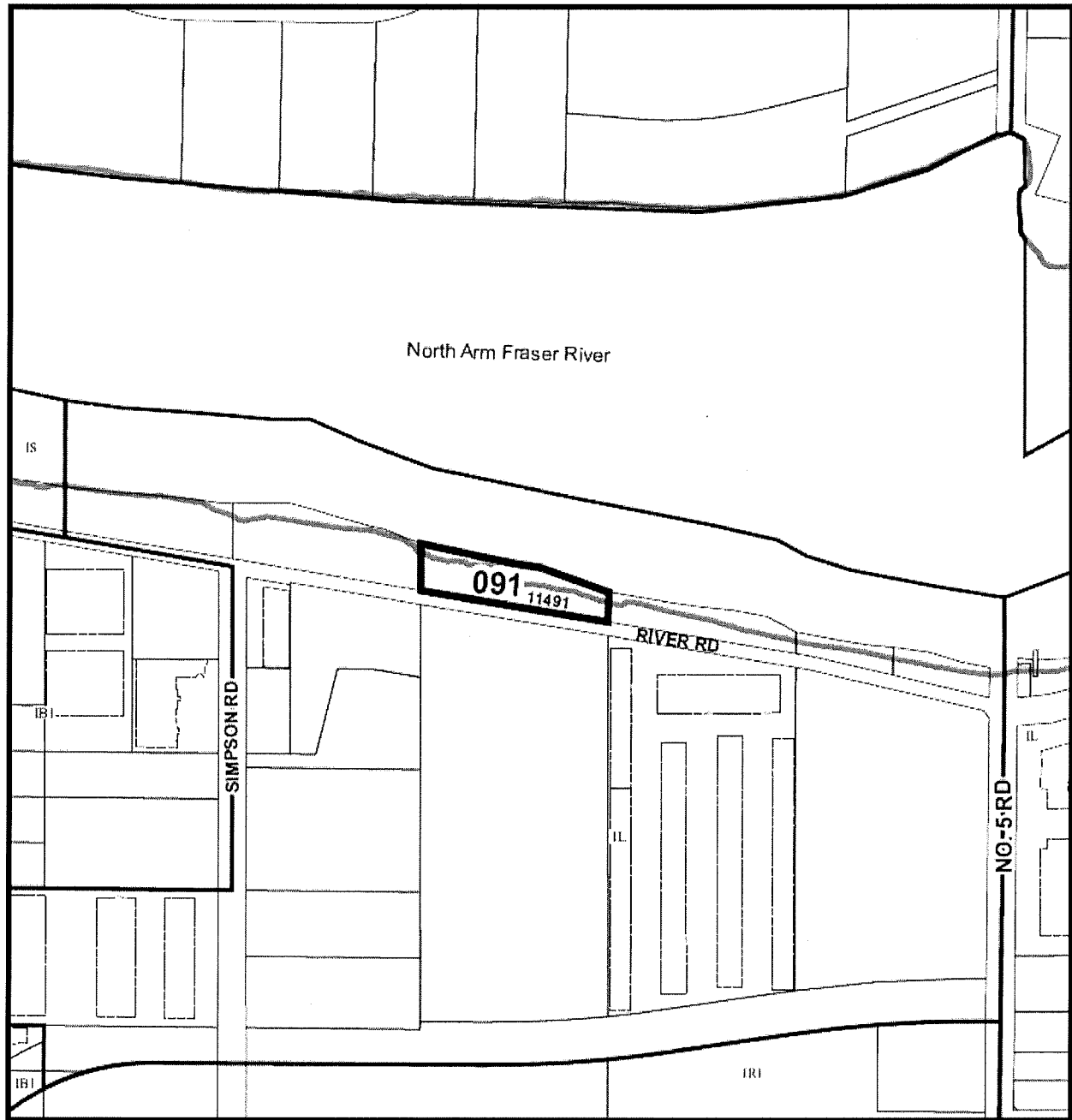
Number of Units: N/A

Proposed Zones: Light Industrial (ZI15) – River Road (Bridgeport)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 091	ZI15
Permitted Uses	<ul style="list-style-type: none"> • Light industry • Heavy industry • Auto towing and storage • Coffee shops • Recreational clubs, gymnasiums, athletic clubs, indoor squash and racquet facilities * • Custom workshops, custom trades and custom services • Municipal works • Public utilities • Health and safety measures • Public administration, when established or maintained by municipal, provincial or federal government • Restaurant * 	<p>Permitted Uses</p> <ul style="list-style-type: none"> • car or truck wash • commercial storage • commercial vehicle parking and storage • contractor service • emergency service • fleet service • government service • industrial, general • industrial, heavy • manufacturing, custom indoor • recreation, indoor * • recycling depot • recycling drop-off • utility, major • utility, minor • vehicle repair • vehicle body repair or paint shop <p>Secondary Uses</p> <ul style="list-style-type: none"> • n/a <p>Additional Uses</p> <ul style="list-style-type: none"> • restaurant *
	* subject to certain restrictions	
FAR (max)	N/A	1.0 ◇
Lot Coverage (max)	N/A	60% ◇
Road setback (min)	7.5 m	7.5 m
Front Yard, Side Yard, Rear Yard Setback (min)	N/A	There is no minimum front yard, side yard or rear yard
Height (max)	N/A	12.0 m ◇
◇ Added consistent with all industrial zones in Richmond Zoning Bylaw 8500		

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 091

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 103 (11300, 11320 Bridgeport Road and 11420, 11460, 11520, 11560, 11720, 11751, 11800 Voyageur Way)

Number of Properties: 9, plus strata-titled units

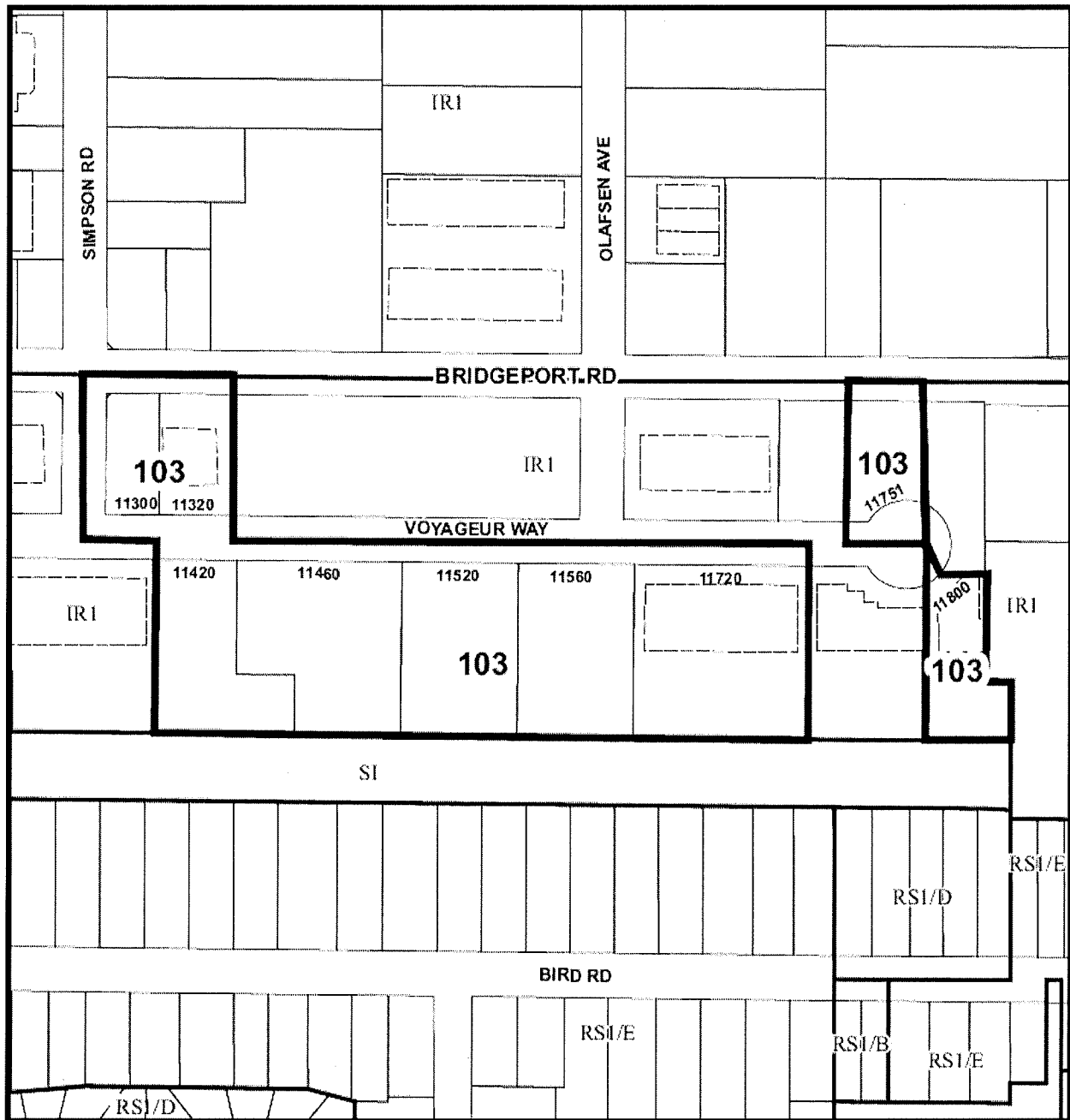
Number of Units: 42

Proposed Zones: Light Industrial (ZI16) – Bridgeport Road & Voyageur Way (Bridgeport)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 103	ZI16
Permitted Uses	<ul style="list-style-type: none"> • Warehousing • Light industry * • Coffee shops • Outdoor storage as a secondary use 	<p>Permitted Uses</p> <ul style="list-style-type: none"> • car or truck wash • commercial storage • commercial vehicle parking and storage • contractor service • equipment, major • equipment, minor • fleet service • industrial, general * • manufacturing, custom indoor • recycling depot • recycling drop-off • restaurant • utility, minor • vehicle repair • vehicle body repair or paint shop <p>Secondary Uses</p> <ul style="list-style-type: none"> • outdoor storage *
	* subject to certain restrictions	
FAR (max)	N/A	1.0 ✧
Lot Coverage (max)	N/A	60% ✧
Road Setback (min)	7.6 m	7.6 m
Front Yard Setback (min)	N/A	There is no minimum front yard, side yard or rear yard
Side Yard Setback (min)		
Rear Yard Setback (min)		
Height (max)	10.0 m, but containing no more than 2 storeys	10.0 m, but containing no more than 2 storeys
✧ Added consistent with all industrial zones in Richmond Zoning Bylaw 8500		

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 103

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 127

(6511, 6631, 6660, 6720/6740, 6760, 6751/6753/6755, 6831, 6911 Graybar Road)

Number of Properties: 8, plus strata titled units

Number of Units: 67

Proposed Zones: Industrial and Marina (ZI17) – Graybar Road (East Richmond)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

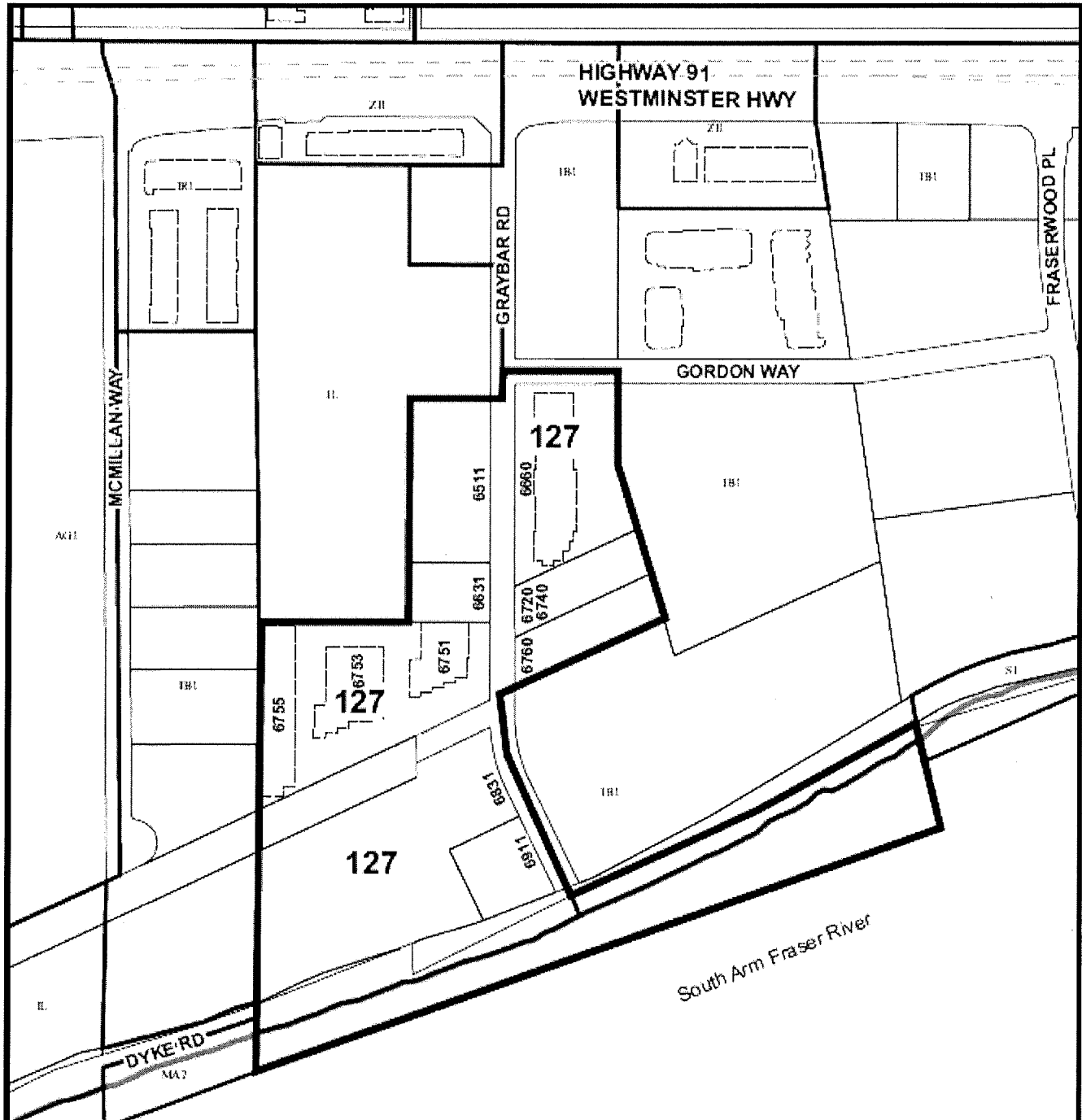
	LUC 127	ZI17
Permitted Uses	<p><u>Area "A":</u> Warehousing Light and heavy industry Outdoor storage as a secondary use</p> <p><u>Area "B":</u> Ship chandlery Sales and service of boats and marine equipment Grocery store * Laundry and dry cleaning Boating club Restaurant Marina pub Recreation facilities Outdoor storage as a secondary use</p> <p><u>Area "C":</u> Floating boat shelter Marina (moorage or storage of watercraft which are not used for living quarters, sale of marine fuel from barges or floats, boat launching, marina manager's office) Minor repairs to watercraft and marine engines Caretaker's residence</p>	<p>Permitted Uses <u>Area "A":</u></p> <ul style="list-style-type: none"> • car or truck wash • child care • commercial storage • commercial vehicle parking and storage • contractor service • equipment, major • equipment, minor • fleet service • industrial, general • industrial, heavy • manufacturing, custom indoor • recycling depot • recycling drop-off • utility, major • utility, minor • vehicle & equipment services, industrial • vehicle repair • vehicle body repair or paint shop <p><u>Area "B":</u></p> <ul style="list-style-type: none"> • grocery store * • marine sales & rentals • marine sales and repair • neighbourhood public house • recreation indoor • recreation outdoor * • restaurant • service, personal *
	* subject to certain restrictions	

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

	LUC 127	ZI17
Permitted Uses con't		Permitted Uses con't <u>Area "C":</u> <ul style="list-style-type: none"> • boat shelter * • marina • marine sales and repair Secondary Uses <ul style="list-style-type: none"> • outdoor storage * • residential security/operator unit (in area "C")
	* subject to certain restrictions	
FAR (max)	N/A, except that in area "B" a lot with an area of less than 2,000 m ² shall not be used as the site of a building	<u>Areas "A" and "B":</u> 1.0 ◇, except that in area "B" a lot with an area of less than 2,000 m ² shall not be used as the site of a building <u>Area "C":</u> There is no maximum floor area ratio
Lot Coverage (max)	<ul style="list-style-type: none"> • N/A in areas "A" and "B" • 30% in area "C" • Min 10% landscaping with live plant material in areas "A" and "B" 	<ul style="list-style-type: none"> • 60% ◇ in areas "A" and "B" • 30% in area "C" • A minimum of 10% landscaping with live plant material in areas "A" and "B"
Road Setback (min)	<ul style="list-style-type: none"> • 7.6 m in area "A" • 7.5 m in area "B" • 6.0 m in area "C" 	<ul style="list-style-type: none"> • 7.6 m in area "A" • 7.5 m in area "B" • 6.0 m in area "C"
Front Yard Setback (min)	<ul style="list-style-type: none"> • N/A in areas "A" and "B" • 3.0 m to one side lot line in area "C" • 1.8 m for all floating structures to all water lot lines in area "C" 	<ul style="list-style-type: none"> • There is no minimum front yard, side yard or rear yard in areas "A" and "B" • 3.0 m to one side lot line in area "C" • 1.8 m for all floating structures to all water lot lines in area "C"
Side Yard Setback (min)		
Rear Yard Setback (min)		
Height (max)	<ul style="list-style-type: none"> • 12.0 m, but containing no more than 3 storeys in area "A" • 12.0 m, but containing no more than 4 storeys in area "B" • 9.0 m, but containing no more than 2 storeys in area "C" 	<ul style="list-style-type: none"> • 12.0 m, but containing no more than 3 storeys in area "A" • 12.0 m, but containing no more than 4 storeys in area "B" • 9.0 m, but containing no more than 2 storeys in area "C"
◇ Added consistent with all industrial zones in Richmond Zoning Bylaw 8500		

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 127

LAND USE CONTRACT SUMMARY & COMPARISON TABLES

Land Use Contract 139 (4511 and 4631/4651 Shell Road)

Number of Properties: 2, plus strata-titled units

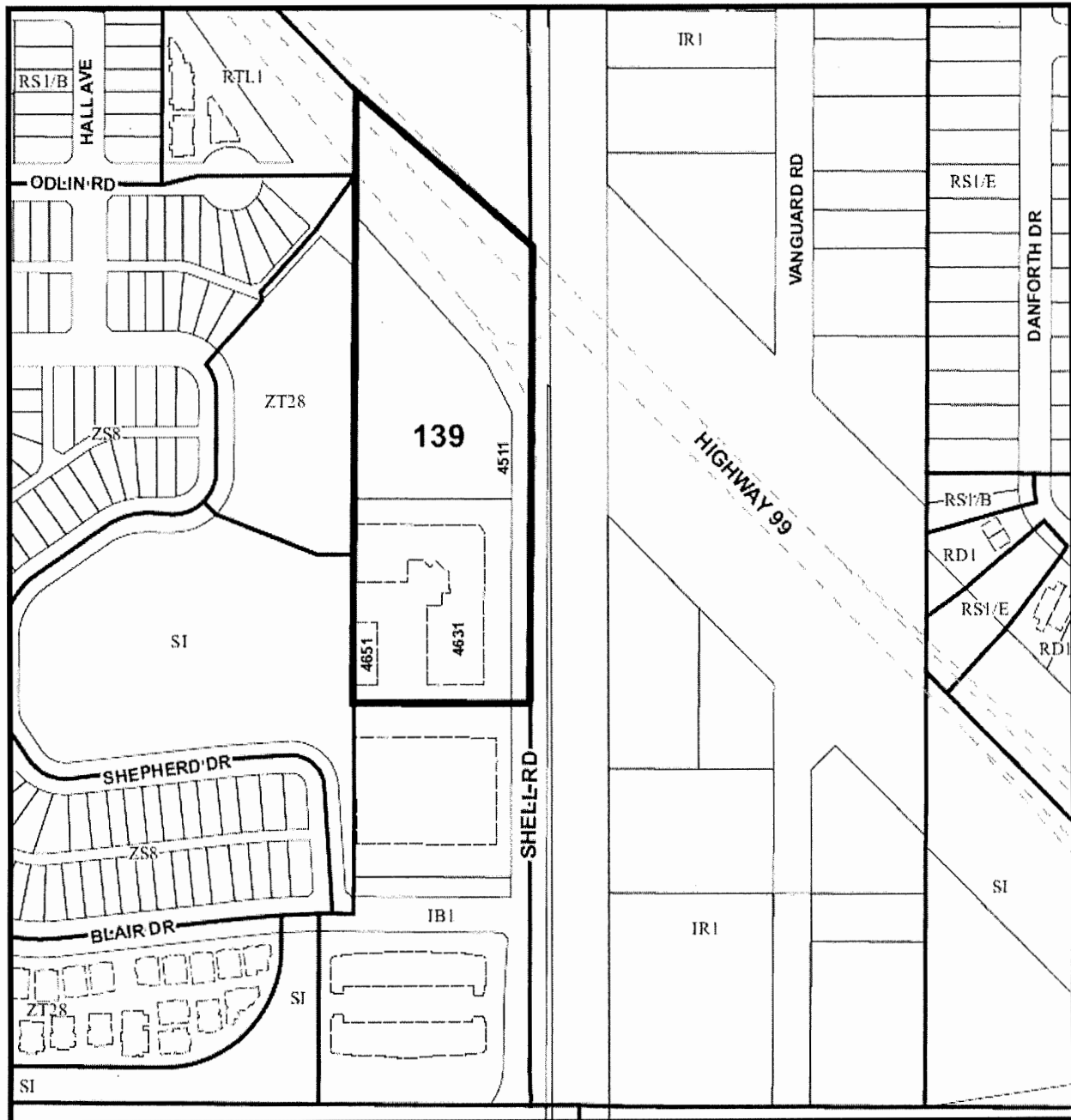
Number of Units: 21

Proposed Zones: Light Industrial (ZI18) – Shell Road (West Cambie)

The table below is intended to provide a general comparison between the land use contract regulations and the proposed new zone. The table may not include site specific amendments or court orders made since registration of the land use contract.

	LUC 139	ZI18
Permitted Uses	Warehousing Light industry Coffee shops Outdoor storage as a secondary use	Permitted Uses <ul style="list-style-type: none"> • car or truck wash • commercial storage • commercial vehicle parking and storage • contractor service • fleet service • industrial, general • manufacturing, custom indoor • recycling depot • recycling drop-off • restaurant • utility, minor • vehicle repair • vehicle body repair or paint shop Secondary Uses <ul style="list-style-type: none"> • outdoor storage *
FAR (max)	N/A	1.0 ◇
Lot Coverage (max)	<ul style="list-style-type: none"> • N/A for buildings • Min 5% landscaping with live plant material 	<ul style="list-style-type: none"> • 60% ◇ for buildings • A minimum of 10% landscaping with live plant material
Road Setback (min)	7.6 m	7.6 m
Front Yard Setback (min)	N/A	There is no minimum front yard, side yard or rear yard
Side Yard Setback (min)		
Rear Yard Setback (min)		
Height (max)	11.0 m, but containing no more than 2 storeys	11.0 m, but containing no more than 2 storeys
◇ Added consistent with all industrial zones in Richmond Zoning Bylaw 8500		

LAND USE CONTRACT SUMMARY & COMPARISON TABLES



Land Use Contract 139

Disclaimer: This summary is provided for general public information only and does not form a representation by the City. Any person making a land use, building construction or financial decision should obtain independent advice regarding all applicable regulations.



City of Richmond

ATTACHMENT 5

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

February 6, 2019
File: 08-4430-03-09/2019-Vol 01

SAMPLE

Planning and Development Division
Development Applications
Fax: 604-276-4052

Property Owner/Occupant
11160 Kingsgrove Avenue
Richmond BC V7A 3A9

Dear Sir/Madam:

Re: Land Use Contract 016 at 11160 Kingsgrove Avenue, Richmond (*see map on reverse*)

Why am I receiving this letter?

You are receiving this letter because the City of Richmond's records indicate that you own or occupy property that is governed by a Land Use Contract (LUC). All municipalities in BC are required to adopt underlying zoning bylaws for properties governed by LUCs by June 30, 2022 so that there is zoning in place well in advance of the province-wide LUC termination date of June 30, 2024.

This letter and enclosures provides details on what you can do to obtain more information about this process and to determine whether it will affect you.

You're invited to contact City staff

Before underlying zoning bylaws for your property are brought forward to Richmond City Council this spring, you are invited to contact City staff to arrange an informal meeting so that we can answer any questions you may have about this process. City staff can meet with you individually or with a group of owners/occupants from your property. If you are not interested in attending a meeting but would like to obtain more information, you are welcome to contact us by phone or email.

Enclosed is a list of **Frequently Asked Questions** and answers related to LUCs and the establishment of underlying zoning, which you may wish to review in advance of contacting us.

For more information, or to arrange a time to meet, please call 604-204-8626 or email luc@richmond.ca.

If you do not have any questions or concerns, and if you do not want to meet with City staff, then no action is required.

Sincerely,

Cynthia Lussier
Planner 1

CL:cl
Att, 2

6091028

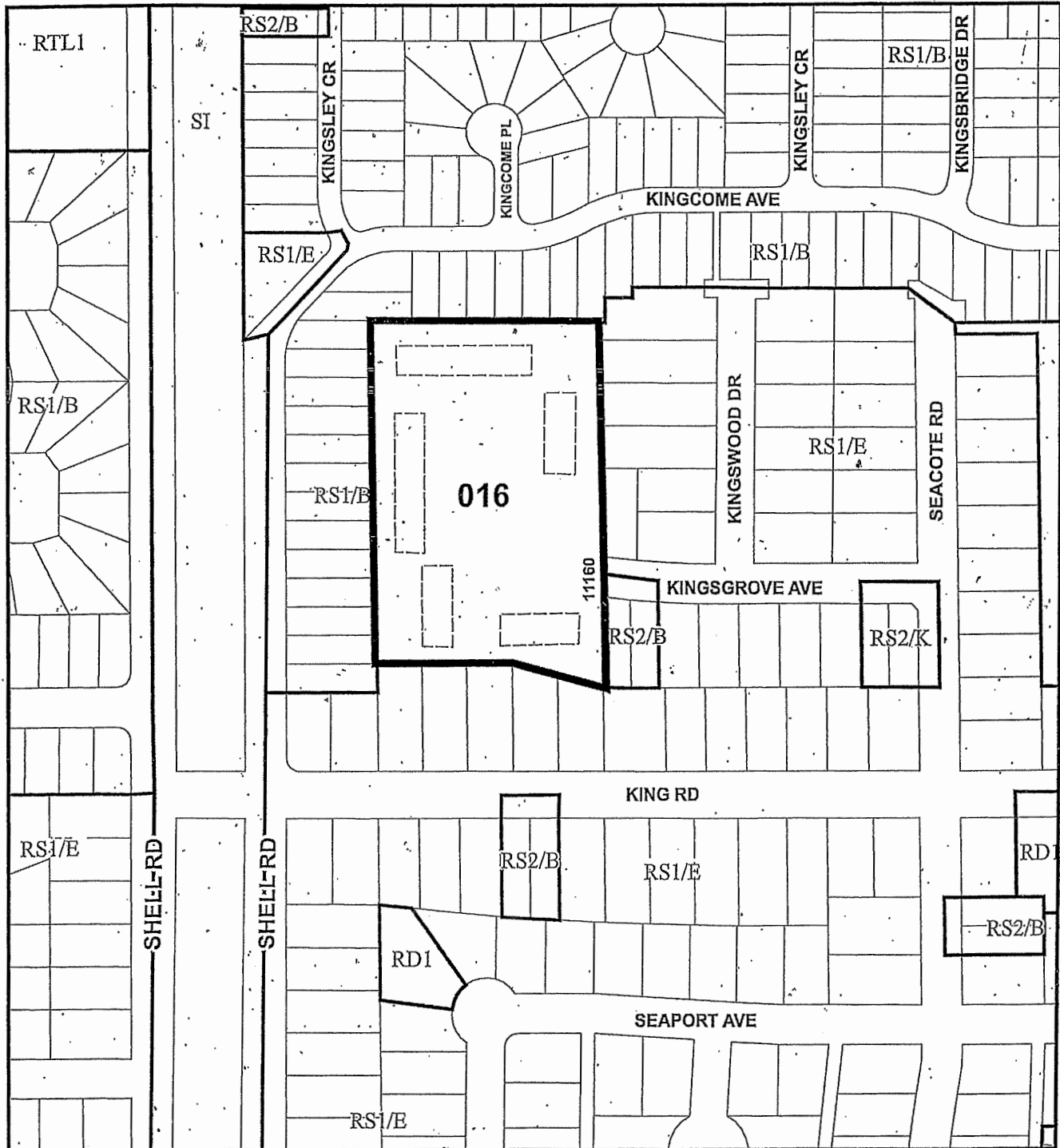
PH - 74





City of
Richmond

SAMPLE



Land Use Contract 016
11160 Kingsgrove Avenue

Original Date: 01/10/19

Revision Date: 01/17/19

Note: Dimensions are in METRES



List of Frequently Asked Questions

This Frequently Asked Question (FAQ) document provides you with essential background information on Land Use Contracts (LUCs) and the process that the City of Richmond must undertake to establish underlying zoning bylaws prior to the termination of the City's remaining LUCs on June 30, 2024 when all LUCs will be extinguished by Provincial legislation. The FAQs have been organized under the following categories:

1. General Information
2. Underlying Zoning
3. Potential Implications of Underlying Zoning
4. Other Information

SAMPLE

Please take a moment to review this information.

1. General Information

1.1 What is a Land Use Contract?

A Land Use Contract (LUC) is a contract that was typically entered into between the original developer of land and a local government addressing the use and development rights of a property. LUCs, which are similar to zoning regulations, are registered on the title of each property and remain in force today. Until recently, agreement from both the property owner and municipality was required to amend or discharge the contract.

1.2 When were Land Use Contracts used?

The provincial legislation enabling LUCs was in effect for a short period of time during the 1970s and allowed the ability to create tailor-made development contracts for specific sites.

1.3 Do Land Use Contracts continue to affect the use and development rights of a property?

Yes. Even though the legislation that enabled LUCs was repealed in 1978, LUCs still affect the use and development rights of a property until the LUC is terminated.

1.4 Why have Land Use Contracts not changed over time like the City's Zoning Bylaw?

As LUCs are legal contracts registered on the title of the property, LUCs could only be amended or discharged with the property owner's consent. The City's Zoning Bylaw in contrast has had multiple amendments over time to address various land and building issues such as building interface, landscaping, sustainability and overall building form. Bringing the LUC properties under the City's Zoning Bylaw will ensure consistent land use regulations are applied throughout the City.

1.5 How many Land Use Contracts are there in Richmond?

Today, there are 46 separate LUCs remaining in the City of Richmond affecting over 90 properties which include multi-family residential, commercial, industrial, and agricultural properties.

1.6 Why is the City establishing underlying zoning for properties governed by Land Use Contracts?

In 2014, the Province adopted new legislation which will terminate all LUCs in British Columbia by June 30, 2024. The new legislation also requires that local governments establish underlying zoning bylaws for all LUCs prior to June 30, 2022.

2. Underlying Zoning

SAMPLE

2.1 How will the underlying zoning for my property be determined?

City staff reviewed the permitted uses and development regulations in each LUC and compared them to the regulations for those types of uses in the City's current Zoning Bylaw. City staff also reviewed what the zoning is within the immediate surrounding area of the affected LUC to get a sense of whether the proposed underlying zoning is generally consistent with what exists in the area.

Generally speaking, due to the very specific uses and regulations contained within the majority of the LUCs, City staff is not able to use any of the existing zones in the current Zoning Bylaw as the underlying zone for the majority of the affected properties. Specifically:

- For LUCs 016, 021, 085, 086, 091, 103, 127, and 139 - A site-specific zone will need to be created for each LUC. The site-specific zone will generally be designed to reflect the specific uses and regulations contained in the LUC to ensure that the existing uses on the property continue to be permitted without granting additional development rights. Basically, the underlying zoning will generally mirror what is currently contained in the LUC.

However, there is one LUC for which City staff is able to use an existing zone in the current Zoning Bylaw as the permitted uses and development regulations are consistent. Specifically:

- For LUC 085 – the Agriculture (AG1) zone is proposed for the affected properties.

2.2 What will be the process involved with establishing the underlying zoning for my property?

Underlying zoning bylaws for each LUC will be brought forward to Richmond City Council for consideration at a regular Council meeting. The set of underlying zoning bylaws will be introduced and potentially granted first reading.

Subject to granting first reading to the underlying zoning bylaws, a Public Hearing will be held to consider the proposed bylaws. The Public Hearing will provide an opportunity for those who believe that their interest in property is affected by the proposed bylaws to be heard or to present written submissions. Following the Public Hearing, City Council may consider adoption of the bylaws.

2.3 How will I find out about the Public Hearing?

Approximately 10 days prior to the Public Hearing at which the underlying zoning bylaws will be considered, a Notice of Public Hearing and a map will be sent by regular mail to all affected property owners and tenants, in addition to surrounding property owners and tenants.

2.4 How Can I make a Submission to the Public Hearing?

Interested parties may make a presentation to Council in person at the Public Hearing. Written submissions are also accepted and can be sent by regular mail to 6911 No. 3 Road, Richmond, BC, V6Y 2C1 Attn: City Clerk, by Fax to 604-278-5139, or by using the online form found at: www.richmond.ca/cityhall/council/hearings/about. Written submissions may also be delivered in person, in advance of or during the Public Hearing. All submissions become part of the public record.

SAMPLE

3. Potential Implications of Underlying Zoning

3.1 What effect does the underlying zoning have on my property while the Land Use Contract is still in effect?

As long as the LUC remains in place, the underlying zoning will have no effect on a property, and the property may be developed in keeping with the LUC regulations.

3.2 What effect does the underlying zoning have on my property, when the Land Use Contract is terminated?

After June 30, 2024, the LUC is no longer effective on the property. Any new construction must then conform to the zoning established for the property.

3.3 What are some of the key differences between a Land Use Contract and the underlying zoning to be established?

Although the underlying zoning will generally mirror what is contained in the LUC, some key differences are necessary to reflect certain regulations contained within the current Zoning Bylaw for aspects not anticipated by the LUC. This includes the following:

- a) Secondary Uses (subject to certain regulations) – For multi-family residential properties, the proposed underlying zoning will allow a range of secondary uses, including boarding and lodging, and home businesses. For industrial properties, the proposed underlying zoning will allow a residential security/operator unit as a secondary use. For agricultural properties, the proposed underlying zoning will allow a range of secondary uses, including roadside stand, and farm-based winery.
- b) Lot Coverage – The underlying zoning will provide greater detail about the amount of the lot that can be covered with buildings, structures, and other non-porous surfaces, as well as the minimum amount of live plant material.
- c) Floor Area – In addition to any maximum floor area identified in the LUC, the underlying zoning will explicitly identify the maximum floor area ratio (FAR) permitted on the property, which is determined by multiplying the prescribed FAR by the size of the lot.
- d) Building and Structure Height – In addition to storey height, the underlying zoning will identify a maximum dimensional height for buildings and structures.

3.4 What is the implication of the underlying zoning on my property if there are any aspects of my building, structure or lot that does not meet today's zoning regulations?

Existing buildings and structures which were lawfully built will have legal non-conforming protection. The retention of these buildings and structures would include the ability to renovate, subject to certain provisions. All new buildings and structures will have to comply with the underlying zoning regulations in place when a Building Permit application is submitted.

4. How can I obtain other information?

To learn more about obtaining a copy of the LUC registered on title to the affected properties, please go to the BC Land Title and Survey Authority website at <https://ltsa.ca/>.

To learn more about the process the City of Richmond must undertake to establish underlying zoning for LUCs, go to <https://www.richmond.ca/plandev/planning2/projects/LUC.htm>. More information is also available by emailing luc@richmond.ca, or by calling 604-204-8626.

Please note this brochure provides general information only; a property owner may wish to obtain more detailed information about any relevant LUC or proposed zoning bylaw.

SAMPLE

City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1

Telephone: 604-276-4000

www.richmond.ca

PH-79



**Richmond Zoning Bylaw 8500, Amendment Bylaw 9987
to Establish Zoning for the Property Developed under
Land Use Contract 016**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 17 [Site Specific Residential (Town Houses) Zones], in numerical order:

“17.85 Town Housing (ZT85) – Kingsgrove Avenue (Shellmont)”

17.85.1 Purpose

The **zone** provides for **town housing**, and compatible **uses**. This **zone** is for the multiple family residential **property** developed under Land Use Contract 016 on Kingsgrove Avenue.

17.85.2 Permitted Uses

- **child care**
- **housing, town**

17.85.3

Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

17.85.4 Permitted Density

1. The maximum number of **dwelling units** for **town housing** in this **zone** is 52.
2. The maximum **floor area** permitted for a **dwelling unit** is 83.6 m², exclusive of storage space up to a maximum of 1.8 m². A **dwelling unit** shall contain no more than two **bedrooms**.
3. The maximum **floor area ratio** (FAR) is 0.29.

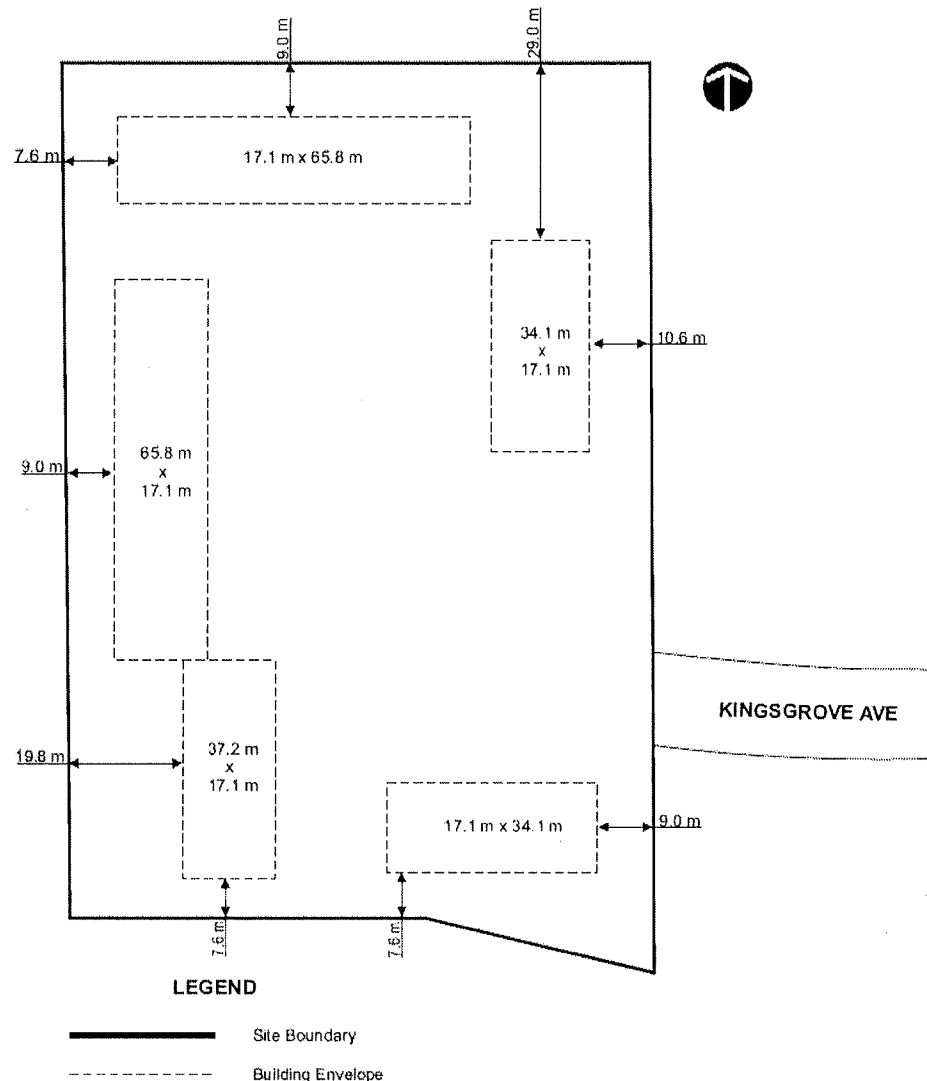
17.85.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 15.25% for **buildings**.
2. No more than 80% of the **lot area** may be occupied by **buildings, structures, and non-porous surfaces**.
3. A minimum of 20% of the **lot area** is restricted to **landscaping** with live plant material.

17.85.6 Yards & Setbacks

1. The minimum **yards, setbacks** and **building separation space** shall be as shown in Diagram 1 in Section 17.85.6.1.a).

a) Diagram 1

**17.85.7 Permitted Heights**

1. The maximum **height** for **buildings** is 9.0 m but containing no more than 2 **storeys**.

17.85.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 150.0 m.
2. The minimum **lot depth** is 102.0 m.
3. The minimum **lot area** is 14,830 m².

17.85.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. In addition to Section 17.85.9.1, an outdoor **amenity space** including children's play structures shall be provided on the **site** within 27.7 m of the **east lot line**.
3. Notwithstanding Section 17.85.9.1, a privacy **fence** of not more than 1.8 m in **height** shall be constructed along the north, west and south **property lines**.

17.85.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement shall be a minimum of 1.5 **vehicle parking spaces** per **dwelling unit**.

17.85.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9987" as "**Town Housing (ZT85) – Kingsgrove Avenue (Shellmont)**".
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9987**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

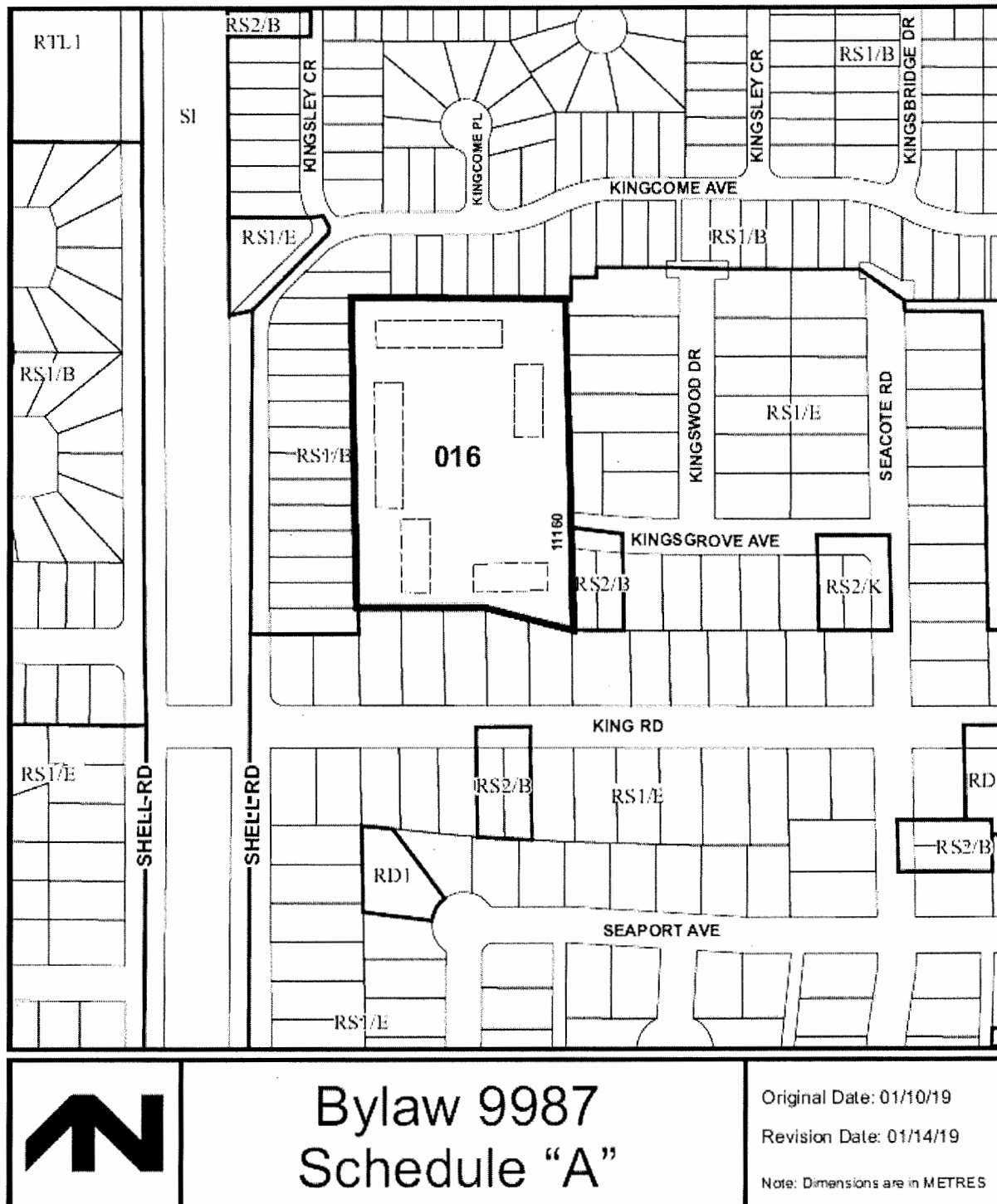
APR 08 2019

_____
MAYOR_____
CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9987



City of
Richmond





**Richmond Zoning Bylaw 8500, Amendment Bylaw 9988
to Establish Zoning for the Property Developed under
Land Use Contract 021**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 [Site Specific Residential (Low Rise Apartment) Zones], in numerical order:

“18.39 Low Rise Apartment (ZLR39) – No. 5 Road (Shellmont)”

18.39.1 Purpose

The **zone** provides for low rise **apartment housing**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 021 on No. 5 Road in the Shellmont area.

18.39.2 Permitted Uses

- **child care**
- **housing, apartment**

18.39.3 Secondary Uses

- **boarding and lodging**
- **community care facility, minor**
- **home business**

18.39.4 Permitted Density

1. The maximum number of **dwelling units** for **apartment housing** in this **zone** is 74.
2. The maximum number of **buildings** for **apartment housing** is 1.
3. The maximum **floor area ratio** (FAR) is 1.68.

18.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 56%.
2. No more than 80% of the **lot area** may be occupied by **buildings, structures, and non-porous surfaces**.
3. A minimum of 20% of the **lot area** is restricted to **landscaping** with live plant material.

18.39.6 Yards & Setbacks

1. For the ground floor parking level:
 - a) the minimum **front yard** and **rear yard** is 8.5 m; and
 - b) the minimum **side yard** is 9.4 m.
2. For **apartment housing**:
 - a) the minimum **front yard** and **rear yard** is:
 - i. 9.7 m to the first floor;
 - ii. 12.0 m to the second floor;
 - iii. 13.4 m to the third floor; and
 - iv. 15.8 m to the fourth floor.
 - b) the minimum **side yard** is:
 - i. 10.6 m to the first floor;
 - ii. 11.8 m to the second floor;
 - iii. 13.1 m to the third floor; and
 - iv. 14.3 m to the fourth floor.

18.39.7 Permitted Heights

1. The maximum **height** for **buildings** is 18.75 m but containing no more than 4 **storeys** plus a ground floor parking level.
2. The maximum **height** for **accessory buildings** is 5.0 m.
3. The maximum **height** for **accessory structures** is 12.0 m.

18.39.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 121.48 m.
2. The minimum **lot depth** is 60.96 m.
3. The minimum **lot area** is 7,413 m².

18.39.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

2. In addition to Section 18.39.9.1, a privacy **fence** of not more than 1.8 m in height shall be constructed along the north, west, and south **property lines**.

18.39.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement shall be a minimum of 1.72 **vehicle parking spaces** per unit.

18.39.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. ”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on “Schedule A attached to and forming part of Bylaw 9988” as “**Low Rise Apartment (ZLR39) – No. 5 Road (Shellmont)**”.
3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9988**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

APR 08 2019



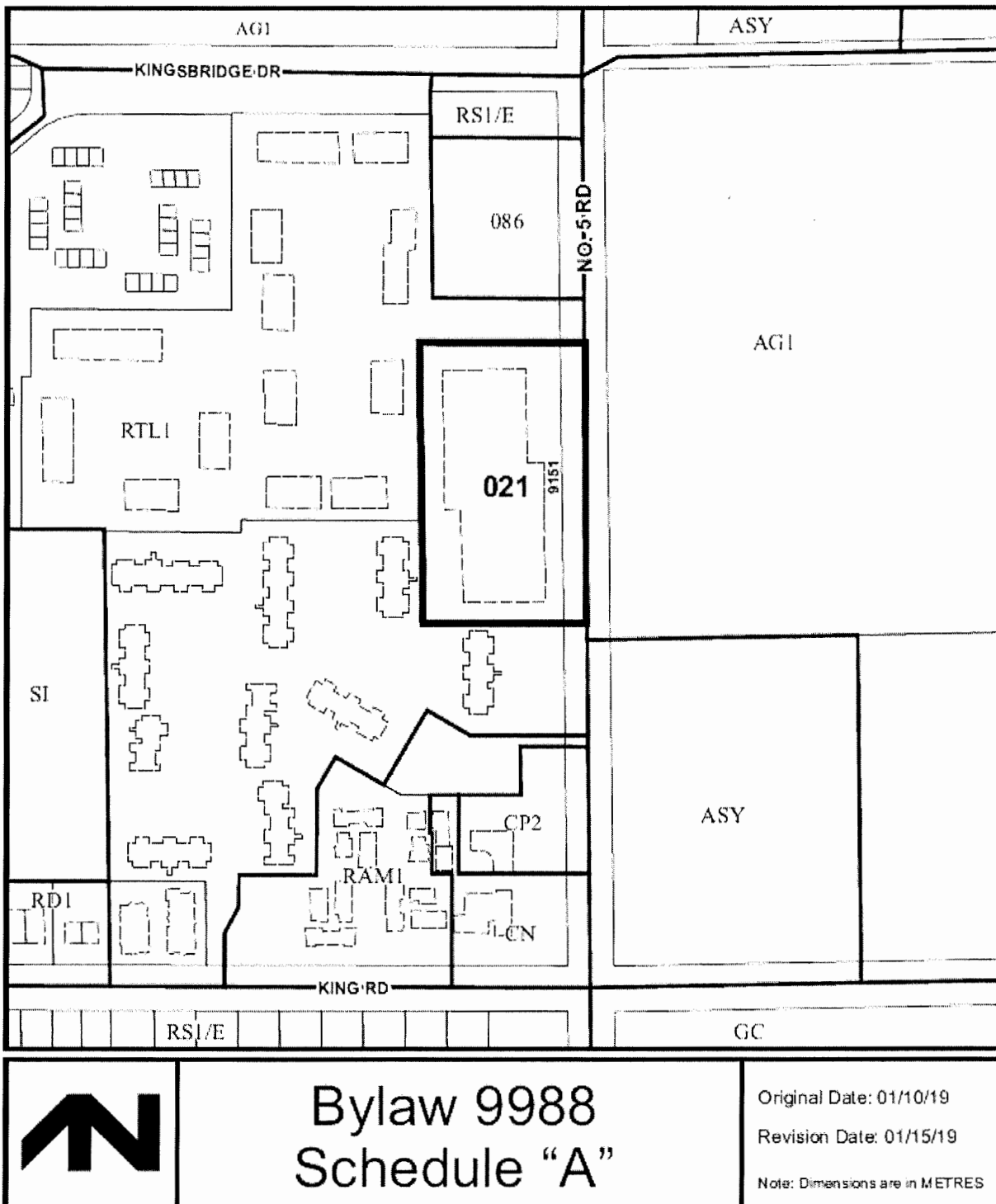
MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9988



City of
Richmond





**Richmond Zoning Bylaw 8500, Amendment Bylaw 9989
to Establish Zoning for the Properties Developed under
Land Use Contract 085**

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, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9989" as "**AGRICULTURE (AG1)**".
2. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9989**".

FIRST READING

APR 08 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

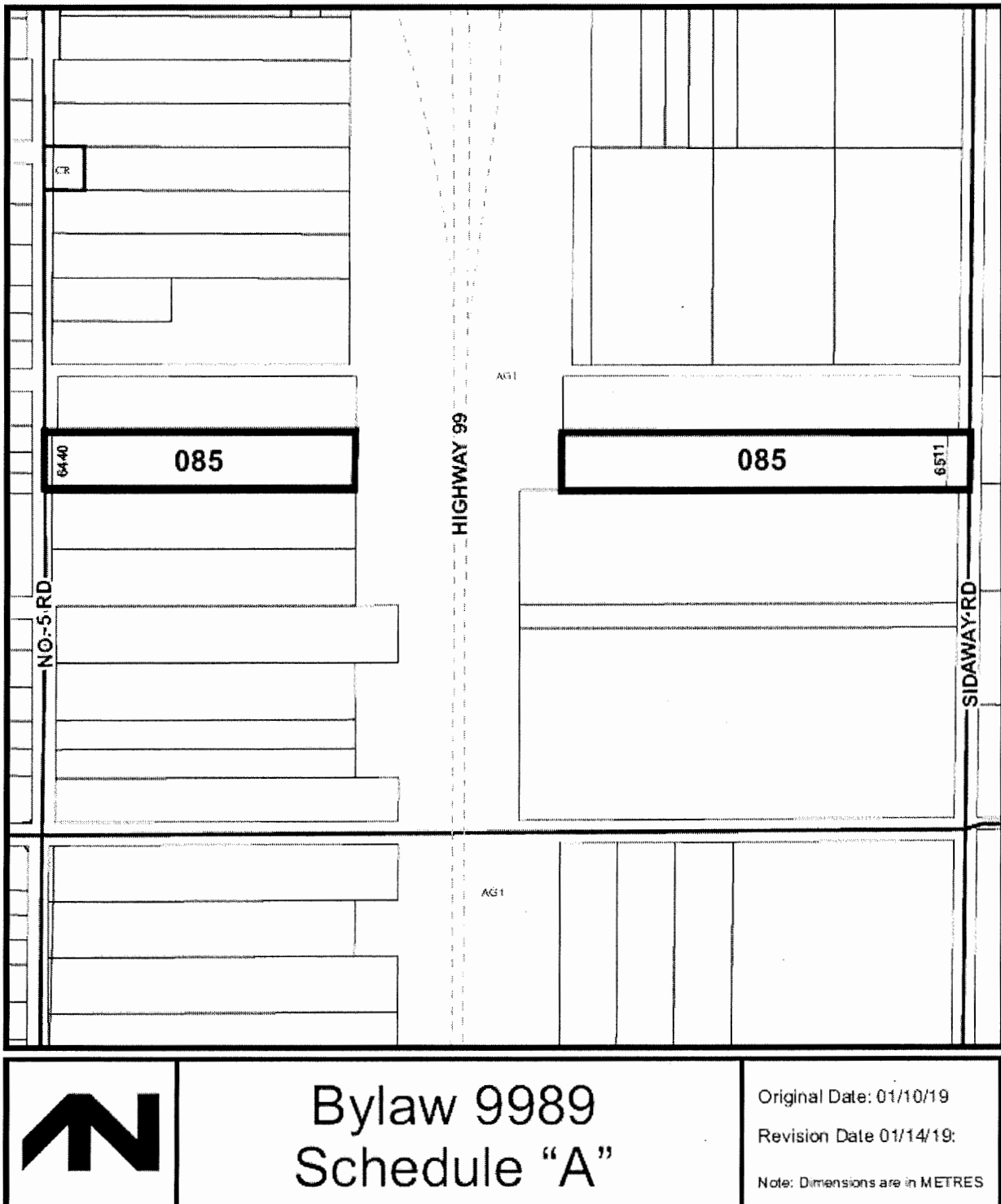
ADOPTED



MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9989

City of
Richmond



**Richmond Zoning Bylaw 8500, Amendment Bylaw 9990
to Establish Zoning for the Property Developed under
Land Use Contract 086**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 18 [Site Specific Residential (Low Rise Apartment) Zones], in numerical order:

“18.40 Low Rise Apartment (ZLR40) – No. 5 Road (Shellmont)”

18.40.1 Purpose

The **zone** provides for low rise **apartment housing**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 086 on No. 5 Road in the Shellmont area.

18.40.2 Permitted Uses

- child care
- housing, apartment

18.40.3 Secondary Uses

- boarding and lodging
- community care facility, minor
- home business

18.40.4 Permitted Density

1. The maximum number of **dwelling units** for **apartment housing** is 42.
2. The maximum number of **buildings** for **apartment housing** is 1.
3. The maximum **floor area** permitted for a **dwelling unit** containing one **bedroom** is 56 m².
4. The maximum **floor area** permitted for a **dwelling unit** containing two **bedrooms** is 71 m².
5. The maximum **floor area ratio** (FAR) is 0.70, of which 0.006 must be used exclusively to accommodate **amenity space**.

18.40.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **apartment housing** is 30%.
2. No more than 80% of the **lot area** may be occupied by **buildings, structures, and non-porous surfaces**.

3. A minimum of 20% of the **lot area** is restricted to **landscaping** with live plant material.

18.40.6 Yards & Setbacks

1. For ground level covered parking:
 - a) the minimum **front yard** and **rear yard** is 7.6 m; and
 - b) the minimum **side yard** is 6.0 m.
2. For **apartment housing**:
 - a) the minimum **front yard** is 12.1 m;
 - b) the minimum **side yard** is 7.6 m; and
 - c) the minimum **rear yard** is 10.6 m.

18.40.7 Permitted Heights

1. The maximum **height** for **buildings** is 15.0 m but containing no more than 4 **storeys** including ground level covered parking.

18.40.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 70.41 m.
2. The minimum **lot depth** is 55.61 m.
3. The minimum **lot area** is 3,914 m².

18.40.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.

18.40.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement shall be a minimum of 63 covered **vehicle parking spaces**, of which there shall include a minimum of 10 visitor **parking spaces**.

18.40.11 Other Regulations

1. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. ”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9990" as "**Low Rise Apartment (ZLR40) – No. 5 Road (Shellmont)**".
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9990**".

FIRST READING

APR 08 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

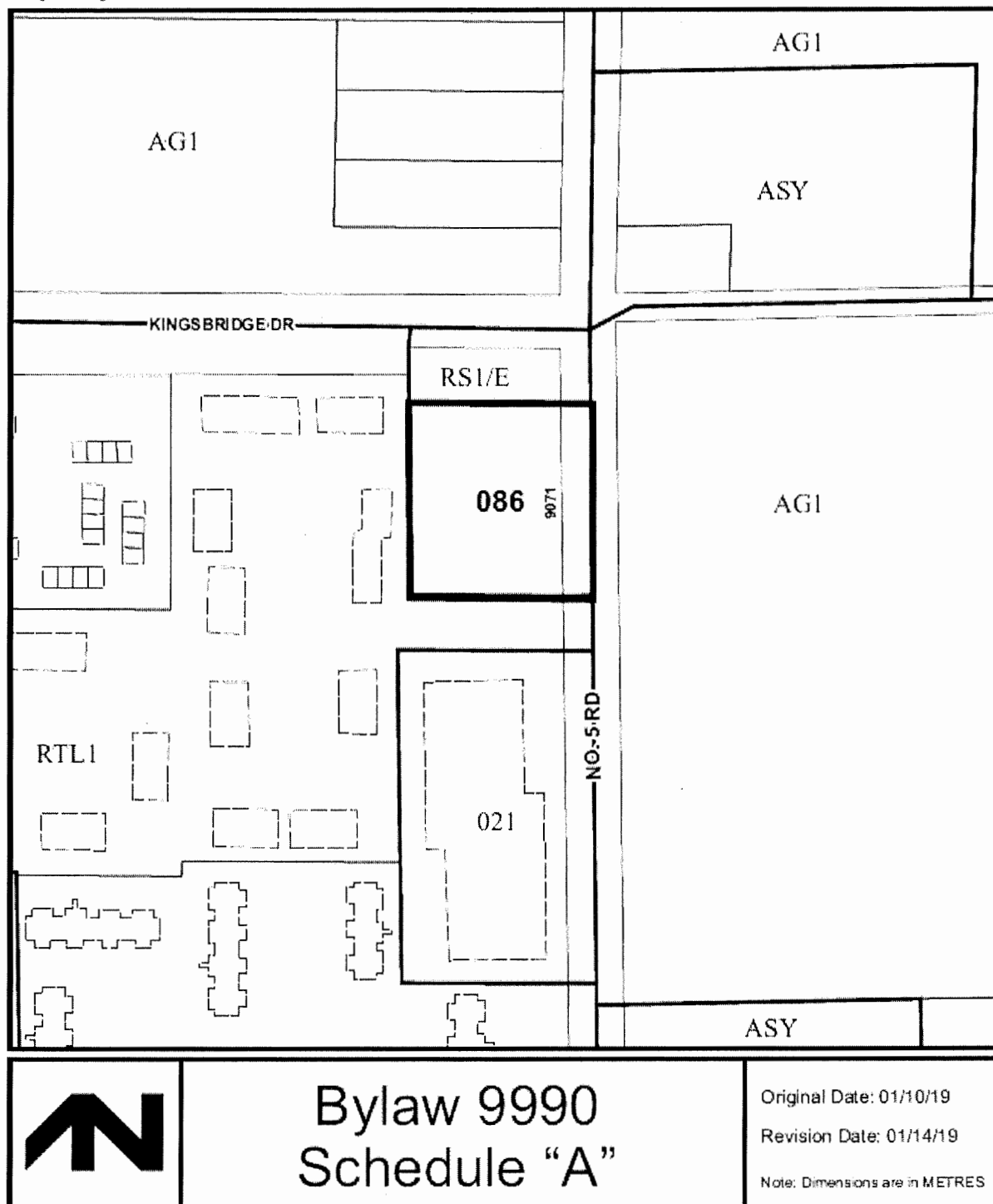
ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9990

City of
Richmond



**Richmond Zoning Bylaw 8500, Amendment Bylaw 9991
to Establish Zoning for the Property Developed under
Land Use Contract 091**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

“23.15 Light Industrial (ZI15) – River Road (Bridgeport)”

23.15.1 Purpose

The **zone** provides for **general industrial**, and compatible **uses**. This **zone** is for the property developed under Land Use Contract 091 on River Road in the Bridgeport area.

23.15.2 Permitted Uses

- car or truck wash
- commercial storage
- commercial vehicle parking and storage
- contractor service
- emergency service
- fleet service
- government service
- industrial, general
- industrial, heavy
- manufacturing, custom indoor
- recreation, indoor
- recycling depot
- recycling drop-off
- utility, major
- utility, minor
- vehicle repair
- vehicle body repair or paint shop

23.15.3 A. Secondary Uses

- n/a

23.15.3 B. Additional Uses

- restaurant

23.15.4 Permitted Density

1. The maximum **floor area ratio (FAR)** is 1.0.

23.15.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

23.15.6 Yards & Setbacks

1. The minimum **setback** to a public **road** is 7.5 m.
2. There is no minimum **front yard**, **side yard** or **rear yard**.

23.15.7 Permitted Heights

1. The maximum **height** for **buildings** is 12.0 m.

23.15.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot width** is 135.94 m.
2. The minimum **lot depth** is 27.4 m.
3. The minimum **lot area** is 3,642 m².

23.15.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. Notwithstanding Section 23.15.9.1, a **fence** shall be installed along the west **property line**, and such **fence** shall be designed to ensure full and complete **access** to the dyke **right-of-way** as shown outlined on New Westminster District Plan 47179.

23.15.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that the basic on-site parking requirement for **restaurant** shall be a minimum of 60 **vehicle parking spaces**.

23.15.11 Other Regulations

1. For the purpose of this **zone** (Z115) only, **indoor recreation** means recreational clubs, gymnasiums, athletic clubs, indoor squash and racquet facilities.
2. **Restaurant** shall be limited to having a maximum of 148 seats and located on the second **storey** only.
3. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. ”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9991" as "**Light Industrial (ZI15) – River Road (Bridgeport)**".
3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9991**".

FIRST READING

APR 08 2019

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

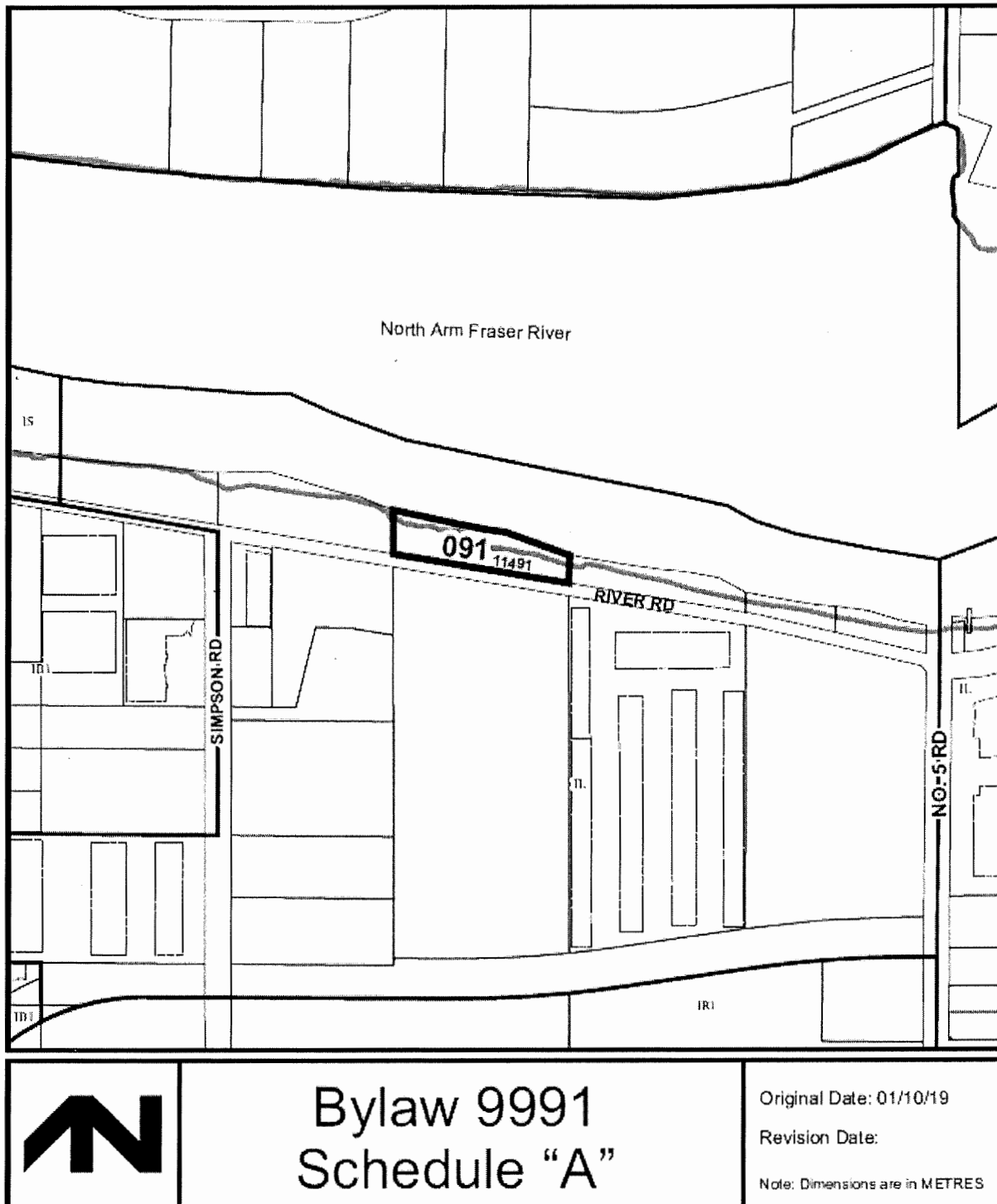
MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9991



City of
Richmond





**Richmond Zoning Bylaw 8500, Amendment Bylaw 9992
to Establish Zoning for the Properties Developed under
Land Use Contract 103**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

**“23.16 Light Industrial (ZI16) – Bridgeport Road & Voyageur Way
(Bridgeport)”**

23.16.1 Purpose

The **zone** provides for **general industrial**, and compatible **uses**. This **zone** is for the properties developed under Land Use Contract 103 on Bridgeport Road and Voyageur Way in the Bridgeport planning area.

23.16.2 Permitted Uses

- car or truck wash
- commercial storage
- commercial vehicle parking and storage
- contractor service
- equipment, major
- equipment, minor
- fleet service
- industrial, general
- manufacturing, custom indoor
- recycling depot
- recycling drop-off
- restaurant
- utility, minor
- vehicle repair
- vehicle body repair or paint shop

23.16.3 Secondary Uses

- outdoor storage

23.16.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.

23.16.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.

23.16.6 Yards & Setbacks

1. The minimum **setback** to a public **road** is 7.6 m.
2. There is no minimum **front yard**, **side yard** and **rear yard**.

23.16.7 Permitted Heights

1. The maximum **height** for **buildings** is 10.0 m, but containing no more than 2 **storeys**.

23.16.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth**, or **lot area** requirements.

23.16.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. In addition to Section 23.16.9.1, **outdoor storage** areas shall be screened from view by a solid **fence** 2.0 m in height from finished **grade**, and no material of any kind shall be piled to a height exceeding 3.0 m from finished **grade**.

23.16.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a) the basic on-site parking requirement shall be 1 **vehicle parking space** for every 2 employees, plus 1 **vehicle parking space** for every **vehicle** customarily used in the operation of the **principal use**; and
 - b) the basic on-site loading requirement shall be:
 - i. 1 **loading space** per 1,858 m² or fraction thereof, of **buildings** and **structures**"; and
 - ii. 1 **loading space** per 1,858 m² or fraction thereof, of outdoor **principal** and **secondary uses**.
2. Notwithstanding Section 23.16.10.1, a **loading space** shall be no smaller in area than 27.8 m²."

23.16.11 Other Regulations

1. The following are prohibited from occurring on **sites** where **outdoor storage** is a **secondary use**:
 - a) **Outdoor storage** of wrecked or salvaged goods and materials;

- b) **Outdoor storage** of food products;
 - c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;
 - d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
 - e) Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations; or
 - f) Outdoor servicing of **vehicles** or equipment.
2. For the purpose of this **zone** (ZI16) only, **industrial general** excludes the fabricating of metal and metal products.
3. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. ”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on “Schedule A attached to and forming part of Bylaw 9992” as “**LIGHT INDUSTRIAL (ZI16) – BRIDGEPORT ROAD & VOYAGEUR WAY (BRIDGEPORT)**”.
3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9992**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

APR 08 2019

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

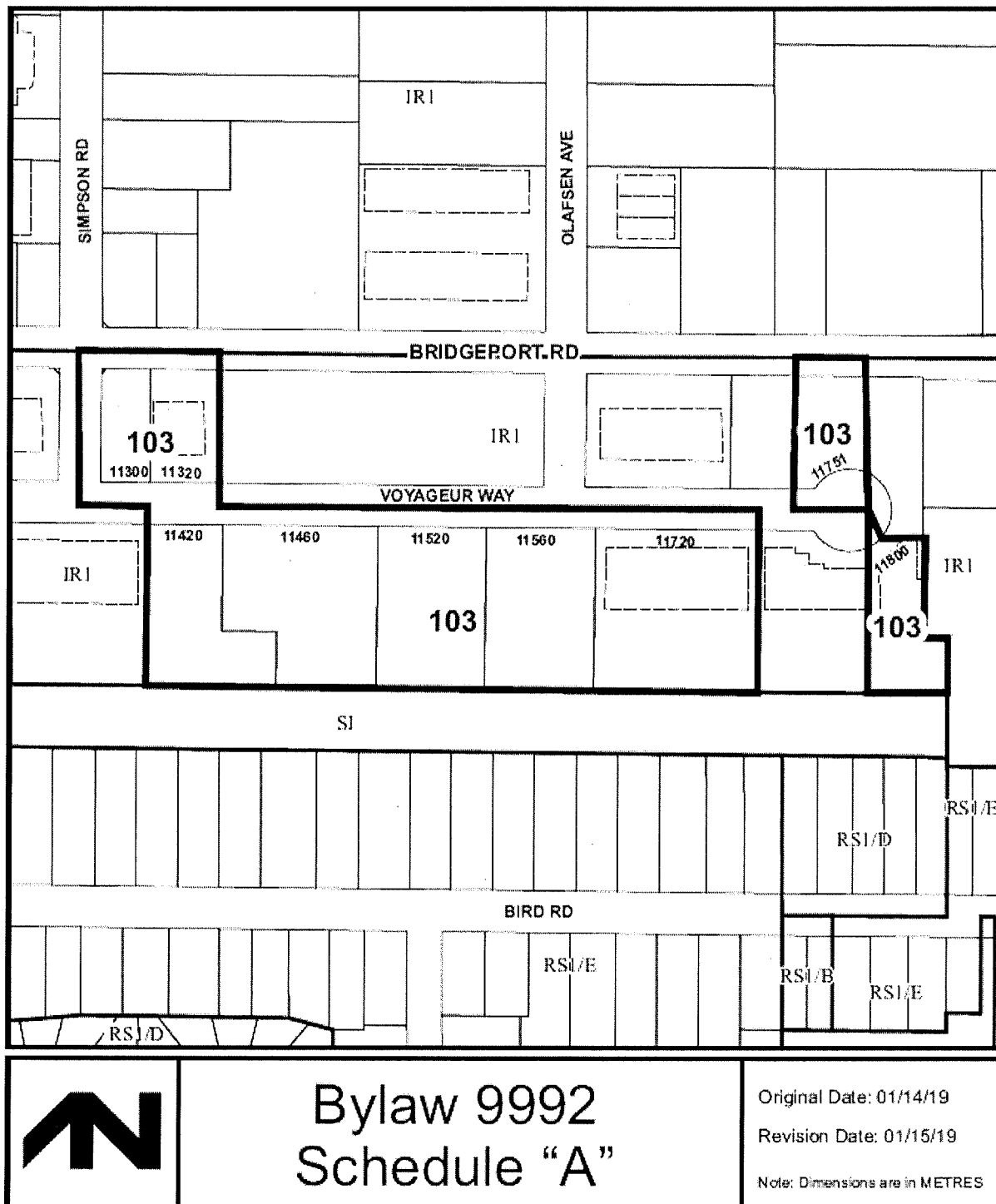
MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9992



City of
Richmond





**Richmond Zoning Bylaw 8500, Amendment Bylaw 9994
to Establish Zoning for the Property Developed under
Land Use Contract 139**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

“23.18 Light Industrial (ZI18) – Shell Road (West Cambie)”

23.18.1 Purpose

The **zone** provides for **general industrial**, and compatible **uses**. This **zone** is for the properties developed under Land Use Contract 139 on Shell Road in the West Cambie area.

23.18.2 Permitted Uses

- car or truck wash
- commercial storage
- commercial vehicle parking and storage
- contractor service
- fleet service
- industrial, general
- manufacturing, custom indoor
- recycling depot
- recycling drop-off
- restaurant
- utility, minor
- vehicle repair
- vehicle body repair or paint shop

23.18.3

Secondary Uses

- outdoor storage

23.18.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.

23.18.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 60% for **buildings**.
2. A minimum of 5% of the **lot area** is restricted to **landscaping** with live plant material.

23.18.6 Yards & Setbacks

1. The minimum **setback** to a public **road** is 7.6 m.
2. There is no minimum **front yard**, **side yard** and **rear yard**.

23.18.7 Permitted Heights

1. The maximum **height** for **buildings** is 11.0 m but containing no more than 2 **storeys**.

23.18.8 Subdivision Provisions/Minimum Lot Size

1. There are no minimum **lot width**, **lot depth**, or **lot area** requirements.

23.18.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. In addition to Section 23.18.9.1, **outdoor storage** areas shall be screened from view by a solid **fence** 2.0 m in height from finished **grade**, and no material of any kind shall be piled to a height exceeding 3.0 m from finished **grade**.

23.18.10 On-Site Parking and Loading

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:
 - a) the basic on-site parking requirement shall be 1 **vehicle parking space** for every 2 employees, plus 1 **vehicle parking space** for every **vehicle** customarily used in the operation of the **principal use**; and
 - b) The basic on-site loading requirement shall be:
 - i. 1 **loading space** per 1,858 m² or fraction thereof, of **buildings** and **structures**; and
 - ii. 1 **loading space** per 1,858 m² or fraction thereof, of outdoor **principal** and **secondary uses**.
2. Notwithstanding Section 23.18.10.1, a **loading space** shall be no smaller in area than 27.8 m².

23.18.11 Other Regulations

1. The following are prohibited from occurring on **sites** where **outdoor storage** is a **secondary use**:
 - a) **Outdoor storage** of wrecked or salvaged goods and materials;

- b) **Outdoor storage** of food products;
- c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;
- d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
- e) Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations; or
- f) Outdoor servicing of **vehicles** or equipment.

2. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. ”

2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on “Schedule A attached to and forming part of Bylaw 9994” as “**Light Industrial (ZI18) – Shell Road (West Cambie)**”.
3. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 9994**”.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION AND
INFRASTRUCTURE APPROVAL

ADOPTED

APR 08 2019

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 

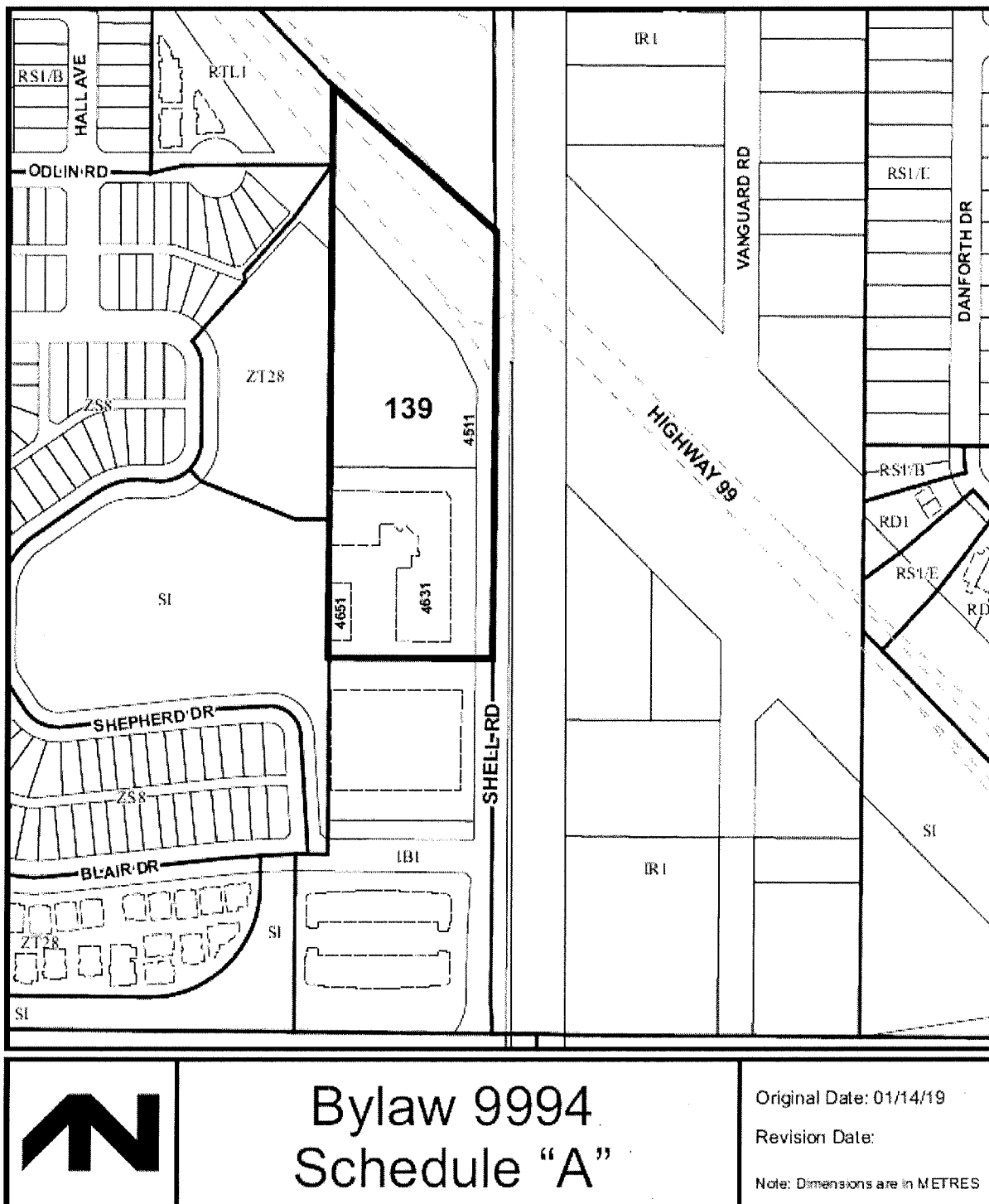
MAYOR

CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9994



City of
Richmond





**Richmond Zoning Bylaw 8500, Amendment Bylaw 9993
to Establish Zoning for the Property Developed under
Land Use Contract 127**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by inserting the following into Section 23 (Site Specific Industrial Zones), in numerical order:

“23.17 Industrial and Marina (ZI17) – Graybar Road (East Richmond)”

23.17.1 Purpose

The **zone** provides for **general** and **heavy industrial uses**, and **marina**, and compatible **uses**. This **zone** is for the properties developed under Land Use Contract 127 on Graybar Road.

23.17.2 Permitted Uses

- boat shelter
- car or truck wash
- child care
- commercial storage
- commercial vehicle parking and storage
- contractor service
- equipment, major
- equipment, minor
- fleet service
- grocery store
- industrial, general
- industrial, heavy
- manufacturing, custom indoor
- marina
- marine sales & rentals
- marine sales and repair
- neighbourhood public house
- recreation, indoor
- recreation, outdoor
- recycling depot

23.17.2 Permitted Uses con't

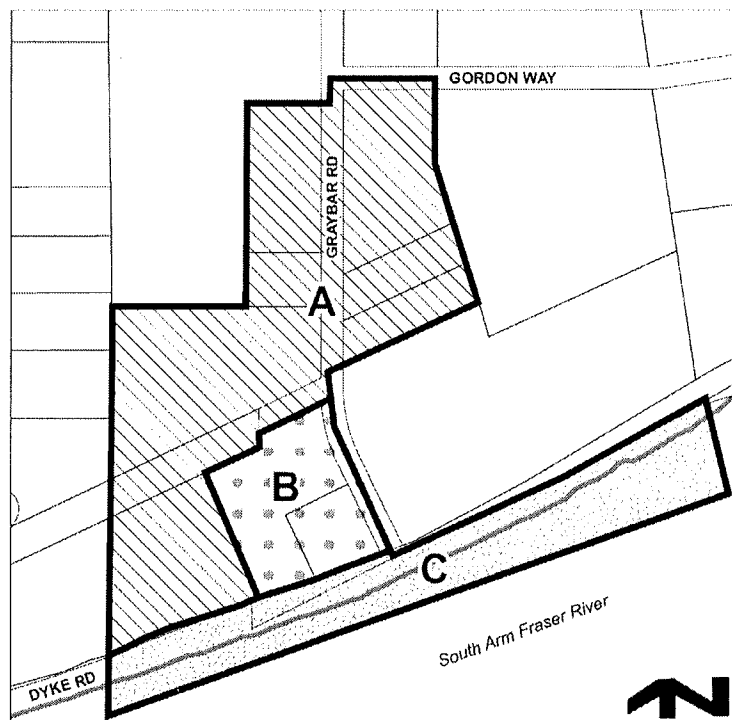
- recycling drop-off
- restaurant
- service, personal
- utility, minor
- vehicle & equipment services, industrial
- vehicle repair
- vehicle body repair or paint shop

23.17.3 A. Secondary Uses

- outdoor storage
- residential security/operator unit

23.17.4 Permitted Density

1. In the areas identified as "A" and "B" on Diagram 1, Section 23.17.4.3, the maximum **floor area ratio** is 1.0, except that in the area identified as "B" on Diagram 1, Section 23.17.4.3, a **lot** with a **lot area** of less than 2,000 m² shall not be used as the site of a **building**.
2. In the area identified as "C", there is no maximum **floor area ratio**.
3. Diagram 1



23.17.5 Permitted Lot Coverage

1. In the areas identified as "A" and "B" on Diagram 1, Section 23.17.4.3, the maximum **lot coverage** is 60% for **buildings**.
2. In the area identified as "C" on Diagram 1, Section 23.17.4.3, the maximum **lot coverage** is 30% for **buildings**.
3. In the areas identified as "A" and "B" on Diagram 1, Section 23.17.4.3, a minimum of 10% of the **lot area** is restricted to **landscaping** with live plant material.

23.17.6 Yards & Setbacks

1. The minimum **setback** to a public **road** is:
 - a) 7.6 m in the area identified as "A" on Diagram 1, Section 23.17.4.3;

- b) 7.5 m in the area identified as "B" on Diagram 1, Section 23.17.4.3; and
 - c) 6.0 in the area identified as "C" on Diagram 1, Section 23.17.4.3.
- 2. In the areas identified as "A" and "B" on Diagram 1, Section 23.17.4.3, there is no minimum **front yard, side yard and rear yard**.
 - 3. In the area identified as "C" on Diagram 1, Section 23.17.4.3:
 - a) for land above the high water mark, the minimum **setback** to one **side lot line** is 3.0 m; and
 - b) the minimum **setback** for all floating **structures** to all water **lot lines** is 1.8 m.

23.17.7 Permitted Heights

- 1. In the area identified as "A" on Diagram 1, Section 23.17.4.3, the maximum **height for buildings** is 12.0 m above the elevation of the sidewalk on Graybar Road, but containing no more than 3 **storeys**.
- 2. In the area identified as "B" on Diagram 1, Section 23.17.4.3, the maximum **height for buildings** is 12.0 m above the curb elevation of the **road** abutting the **front property line**, but containing no more than 4 **storeys**.
- 3. In the area identified as "C" on Diagram 1, Section 23.17.4.3, the maximum **height for buildings** is 9.0 m, but containing no more than 2 **storeys** above **grade**.
- 4. Notwithstanding Sections 23.17.7.1 and 23.17.7.2, rooftop **structures** such as elevator shaft housing, and air conditioning equipment and vents shall not be included in the calculation of maximum **building height**.

23.17.8 Subdivision Provisions/Minimum Lot Size

- 1. There are no minimum **lot width, lot depth, or lot area** requirements.

23.17.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
- 2. Notwithstanding Section 23.17.9.1, **outdoor storage** areas shall be enclosed by a solid **fence** 2.0 m in height from finished **grade**, and no material of any kind shall be piled to a height exceeding 3.0 m from finished **grade**.

23.17.10 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set out in Section 7.0, except that:

- a) in the area identified as "A" on Diagram 1, Section 23.17.4.3, the basic on-site parking requirement shall be 1 **vehicle parking space** for every 2 employees, plus 1 **vehicle parking space** for every **vehicle** customarily used in the operation of the **principal use**.
 - b) in the area identified as "B" on Diagram 1, Section 23.17.4.3, the basic on-site parking requirement shall be 1 **vehicle parking space** per 92 m² of **building** or **structure**, except that it shall be:
 - i. 1 **vehicle parking space** per 92 m² of **building** or **structure**, or any part thereof, used for **marine sales & rentals, marine sales and repair, and personal service**;
 - ii. 1 **vehicle parking space** per 13.5 m² of **building** or **structure**, or any part thereof, used for **grocery store**; and
 - iii. 1 **vehicle parking space** for every 8 seats or per 9.2 m² of **floor area** in a **building** or **structure**, or any part thereof, whichever is greater, used for **restaurant, indoor recreation, outdoor recreation, or neighbourhood public house**, plus 1 **vehicle parking space** for each 4.5 m² of **building** or **structure** used for **indoor recreation**.
 - c) in the area identified as "C" on Diagram 1, Section 23.17.4.3, the basic on-site parking requirement shall be:
 - i. 1 **vehicle parking space** for every 2 moorage spaces;
 - ii. 1 **vehicle parking space** per 27.8 m² of **building** used for ancillary **office**; and
 - iii. 2 **vehicle parking spaces** for a **residential security/operator unit**.
 - d) in the areas identified as "A" and "B" on Diagram 1, Section 23.17.4.3, the basic on-site loading requirement shall be 1 **loading space** per 1,858 m² or fraction thereof, of **buildings** and **structures**, plus 1 **loading space** per 1,858 m² or fraction thereof, of outdoor **permitted uses**.
2. Notwithstanding Section 23.17.10.1, a **loading space** shall be no smaller in area than 27 m².

23.17.11 Other Regulations

- 1. The following **permitted uses** shall be limited to the area identified as "A" on Diagram 1, Section 23.17.4.3:
 - a) **car or truck wash**
 - b) **child care**
 - c) **commercial storage**
 - d) **commercial vehicle parking and storage**
 - e) **contractor service**
 - f) **equipment, major**
 - g) **equipment, minor**

- h) **fleet service**
 - i) **industrial, general**
 - j) **industrial, heavy**
 - k) **manufacturing, custom indoor**
 - l) **recycling depot**
 - m) **recycling drop-off**
 - n) **utility, minor**
 - o) **vehicle & equipment services, industrial**
 - p) **vehicle repair**
 - q) **vehicle body repair or paint shop**
2. The following **permitted uses** shall be limited to the area identified as "B" on Diagram 1, Section 23.17.4.3:
- a) **grocery store**
 - b) **marine sales & rentals**
 - c) **marine sales and repair**
 - d) **neighbourhood public house**
 - e) **recreation, indoor**
 - f) **recreation, outdoor**
 - g) **restaurant**
 - h) **service, personal**
3. The following **permitted uses** shall be limited to the area identified as "C" on Diagram 1, Section 23.17.4.2:
- a) **boat shelter**
 - b) **marina**
 - c) **marine sales and repair**
4. The following **secondary uses** shall be limited to the area identified as "C" on Diagram 1, Section 23.17.4.3:
- a) **residential security/operator unit.**
5. The following are prohibited from occurring on **sites** where **outdoor storage** is a **secondary use**:
- a) **Outdoor storage** of wrecked or salvaged goods and materials;
 - b) **Outdoor storage** of food products;
 - c) **Outdoor storage** of goods or materials that are capable of being transmitted above, across or below a land or water surface due to the effects of weather;

- d) **Outdoor storage** of goods or materials that constitute a health, fire, explosion or safety hazard;
 - e) Producing, discharging or emitting odiferous, toxic, noxious matter or vapours, effluents, heat, glare, radiation, noise, electrical interference or vibrations; or
 - f) Outdoor servicing of **vehicles** or equipment
6. For the purpose of this **zone** (ZI17) only, **boat shelter** means a floating **structure** used for the parking of boats or other marine vessels.
 7. For the purpose of this **zone** (ZI17) only, **outdoor recreation** means facilities for sports and active recreation primarily conducted on water, but does not include rifle and pistol range or accommodation facilities.
 8. For the purpose of this **zone** (ZI17) only, **personal service** means laundries and dry cleaning.
 9. **Grocery store** in the area identified as "B" on Diagram 1, Section 23.17.4.3 shall be limited to a maximum **gross leasable floor area** of 365 m²:
 10. In addition to the regulations listed above, the General Development Regulations of Section 4.0 and the Specific Use Regulations of Section 5.0 apply. "
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, as amended, is further amended by designating that portion outlined in bold on "Schedule A attached to and forming part of Bylaw 9993" as "**INDUSTRIAL AND MARINA (ZI17) – GRAYBAR ROAD (EAST RICHMOND)**".
 3. This Bylaw may be cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 9993**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

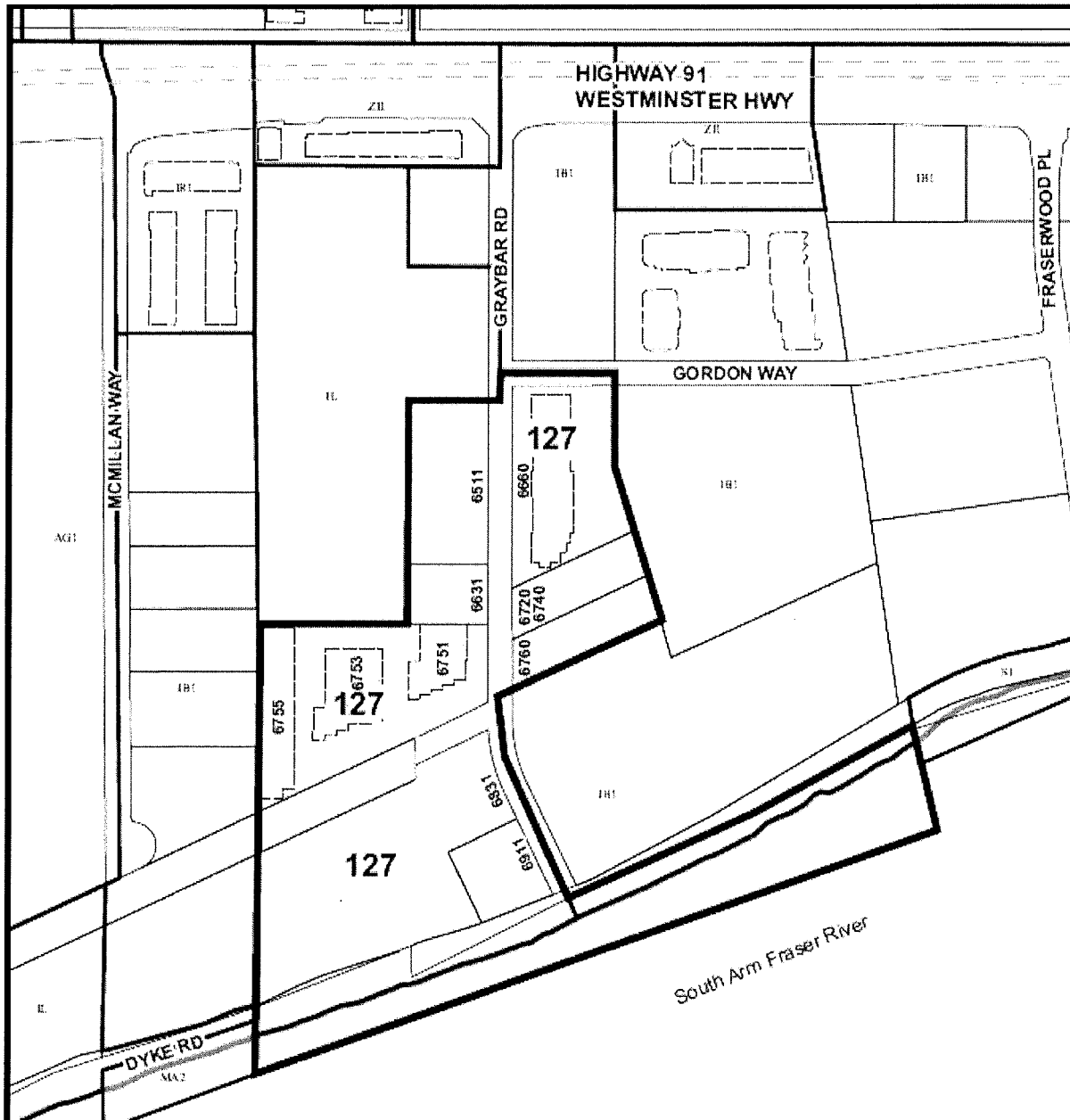
APR 08 2019

_____
MAYOR_____
CORPORATE OFFICER

Schedule A attached to and forming part of Bylaw 9993



City of
Richmond



Bylaw 9993
Schedule "A"

Original Date: 01/14/19

Revision Date: 01/21/19

Note: Dimensions are in METRES




City of Richmond

Report to Committee

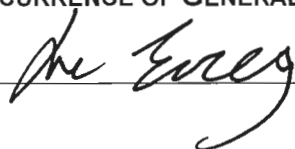

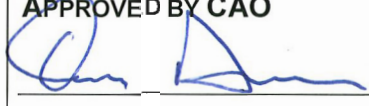
To:	Planning Committee	Date:	April 10, 2019
From:	Barry Konkin Manager, Policy Planning	File:	01-0153-01/2019-Vol 01
Re:	Vancouver Airport Authority's Proposed Airport Zoning Regulations: Proposed Amendments to the City Centre Area Plan and Zoning Bylaw		

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020, be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020, having been considered in conjunction with:
 - a. the City's Consolidated 5 Year Financial Plan and Capital Program; and
 - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020, having been considered in accordance with Section 475 of the *Local Government Act* and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation; and
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10021, be introduced and given first reading.


for Barry Konkin
Manager, Policy Planning
(604-276-4139)

Att. 3

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

Staff Report

Origin

This report responds to the Vancouver Airport Authority's (VAA) application to Transport Canada to enact new Airport Zoning Regulations (AZR) that will limit the maximum height of buildings and structures in specific areas of Richmond's City Centre. The AZR application will require amendments to the City Centre Area Plan (CCAP) and Zoning Bylaw to protect the airspace for a possible new future south runway, and some housekeeping amendments to the CCAP regarding the protection of the airspace for the existing north and south runways.

Findings of Fact

Airport Zoning Regulations (AZR) are federal regulations that restrict obstacle heights in the vicinity of airports. The existing AZR was enacted in 1981 to protect the airspace for the north, south and crosswind runways. The AZR adheres to a 2% slope for all take-off and approach surfaces starting at the end of the runway strip. The AZR defines three protected surfaces: the approach surface, transitional surface, and the outer surface. The defined height limit of the outer surface is 47 m (154 ft.) above sea level.

In 2014, the VAA began work to understand what measures are necessary to introduce a new AZR to protect the airspace for two future runway options: a south parallel runway or a foreshore runway. The current Airport 20 Year Master Plan (2037) illustrates the two runway options and indicates the need to protect the airspace for both future runway options as part of their application for a new AZR to Transport Canada (Attachment 1).

It is important to note that the VAA has not begun the process of selecting a third runway. If a third runway is proposed for implementation in the future, staff note that any such initiative would be part of a future environmental assessment review and the project would involve a comprehensive consultation process with stakeholders (e.g., the City) and the public prior to construction of a runway. Furthermore, in response to any concerns identified through the public and municipal consultation process, there is the potential for the imposition of conditions related to the operation of a future third runway similar to those that are in place for the existing north runway (e.g., noise attenuation).

In 2018, after consultation with stakeholders, including the City of Richmond, VAA made a formal application to Transport Canada for a new AZR that would:

- maintain the protected airspace for the existing three runways at 2%;
- protect the airspace for the proposed future parallel south runway and the foreshore runway options at 2%; and
- allow four "cut-out" areas where VAA has permitted to have slightly higher building heights than what would be permitted under the proposed new AZR.

The review process by Transport Canada to amend the AZR typically takes between one to three years. In the interim, staff recommend that the City amend the CCAP and Zoning Bylaw to regulate building and structure height to ensure compliance with the proposed AZR and to avoid conflict between the proposed AZR and any future development proposals.

Analysis

Existing AZR Area for North and South Runway

The VAA's application to Transport Canada is to maintain the existing approach surface for the existing three runways at 2%. As such, the sites under those flight paths for the north and south runways will continue to be subject to the existing AZR limits (Attachment 2). Although building heights are limited in the existing AZR area, staff have identified several minor housekeeping amendments that are intended to clarify the presence of AZR in the area.

Staff recommend a series of housekeeping amendments to the CCAP clarifying that the maximum building height may be subject to the established AZR in certain areas. Proposed Bylaw 10020 adds text to a series of maps and tables in the CCAP that regulate building height, including the following:

- a notation on the table for the Key Office-Friendly Areas Map, and related text in the CCAP indicating that maximum building height may be subject to established Airport Zoning Regulations in certain areas;
- a notation on the table for the Maximum Building Height Map of the CCAP indicating that maximum building height may be subject to established Airport Zoning Regulations in certain areas;
- a notation that the maximum typical height of buildings in the Commercial Reserve – Mid-to High-Rise (Sub-Area A.4), the Mixed Use – Mid-Rise Residential & Limited Commercial (Sub-Area B.2), the Mixed Use – High-Rise Residential, Commercial & Mixed Use (Sub-Area B.3), and the Mixed Use – High-Rise Commercial & Mixed Use (Sub-Area B.4) Development Permit Area Guidelines of the CCAP may be less if subject to established Airport Zoning Regulations; and
- a notation on each Specific Land Use Map for Bridgeport Village (2031), Capstan Village (2031), Aberdeen Village (2031), Lansdowne Village (2031), Brighthouse Village (2031), Oval Village (2031) of the CCAP indicating that the maximum building height may be subject to established Airport Zoning Regulations in certain areas.

All development applications that are located in areas with the existing flight paths would continue to require surveyor confirmation to ensure compliance with the existing AZR for the north and south runway. The proposed housekeeping amendments to the CCAP would provide further clarification that some properties in the City Centre may be impacted by the AZR. Those are minor amendments that are intended to highlight the application and presence of AZR in the City Centre.

Proposed AZR Area for Future Parallel South Runway – “Cut-Out” Areas

VAA's application to Transport Canada also included protecting the airspace for the proposed future parallel south runway. A 2% slope for the runway would extend over a slightly larger part of the City and would have an impact to some building heights in certain areas of the City Centre (Attachment 2). To minimize the impact to building heights, four specific areas known as “cut-

outs” have been proposed by VAA as part of their application for a new AZR to Transport Canada. Those “cut-outs” would allow a slightly higher building height than what would be permitted under the proposed new AZR.

Attachment 3 indicates the proposed AZR area along with the four specific “cut-out” areas (labeled Site 1A, 2A, 3A and 4A). Attachment 3 also indicates three additional sites that would be impacted by the new AZR (labeled Site 1B, 2B, and 3B) that do not have an approved “cut-out” by VAA.

The four approved “cut-out” areas include the following properties:

Site 1A: 7851 Alderbridge Way

This property is designated in the CCAP for a maximum building height of 35 m (37 m geodetic or GSC) along the Alderbridge Way frontage and a maximum building height of 25 m (27 m GSC) for the remainder of the property. The site is zoned Industrial Retail (IR1) and permits a maximum building height of up to 25 m (27 m GSC) in the City Centre.

The proposed AZR would restrict the portion of the property facing Alderbridge Way to a maximum building height ranging from 31 m to 34 m GSC. VAA has agreed to allow the southwest portion of the site facing Alderbridge Way to have a maximum building height of 35 m GSC, and the northeast portion of the site facing Alderbridge Way to have a maximum building height of 37 m GSC.

Proposed CCAP Amendment: In order to reflect this “cut-out”, proposed Bylaw 10020 would amend the Specific Land Use Map for Aberdeen Village (2031) to reflect the 35 m GSC maximum allowable height.

Zoning: The property is currently zoned Industrial Retail (IR1) and permits building heights up to 25 m (27 m GSC) in the City Centre which is less than the proposed approach surface of the new AZR. No amendments to the Zoning Bylaw are required for this site.

Site 2A: 7960 Alderbridge Way, 5333 No. 3 Road, and 5411 No. 3 Road

This property is designated in the CCAP for a maximum building height of 45 m (47 m GSC) and was recently rezoned to City Centre High Density Mixed Use (ZMU34) – Lansdowne Village. The ZMU34 zone has a maximum building height of 41.5 m GSC. This reflects the agreed upon proposed “cut-out” for this property at 41.5 m GSC with VAA.

CCAP: In order to reflect this “cut-out”, proposed Bylaw 10020 would amend the Specific Land Use Map for Lansdowne Village (2031) to reflect that the maximum building height is 41.5 m GSC.

Zoning: As the ZMU34 zone already has a maximum building height of 41.5 m GSC, no further amendment to the Zoning Bylaw would be required.

Site 3A: 5300 No. 3 Road

This site, which includes Lansdowne Mall, has two land use designations that regulate building height. These height limits range from 45 m (47 m GSC) between No. 3 Road and the future Hazelbridge Way extension, and 25 m (27 m GSC) between the future Hazelbridge Way

extension and Kwantlen Street. The site is currently zoned Auto-Oriented Commercial (CA) which has a maximum building height of 12 m (14 m GSC), and a maximum building height of 45 m (47 m GSC) for hotels.

The Lansdowne site has an active OCP amendment application (CP 15-717017) to create a new master land use plan for the ultimate development of the site. The intent of the proposed OCP amendment is to adjust land use designation boundaries in the CCAP. Council endorsed a concept master land use plan on October 9, 2018 to proceed toward finalizing the master land use plan and preparing OCP/CCAP amendments that are consistent with VAA's maximum building heights.

VAA has proposed a series of "cut-outs" for this site. Two proposed "cut-outs" are directly adjacent to No. 3 Rd which would reduce building height by 2 m to 45 m GSC. Two additional "cut-outs" would allow 47 m GSC tall buildings between the "cut-outs" directly adjacent to No. 3 Road and the proposed Hazelbridge Way extension through the site.

CCAP: VAA has indicated that building heights east of the proposed Hazelbridge Way extension would need to comply with the proposed 2% AZR application. In order to reflect this "cut-out", proposed Bylaw 10020 would amend the Specific Land Use Map for Lansdowne Village (2031) to reflect that the maximum building height is 43 m (45 m GSC) for the "cut-out" along No. 3 Road. No other amendments are required. This amendment to the CCAP does not reflect the proposed master land use plan (CP 15-717017) which will come forward at a later date in keeping with the direction from Council on October 9, 2018.

Zoning: An amendment to the Auto-Oriented Commercial (CA) zone is required to reduce the maximum height for hotels to 43 m (45 m GSC) for the "cut-out" area directly adjacent to No. 3 Road to be in compliance with the new AZR. A second area that has not been varied from the proposed AZR would be required to have a reduced maximum building height for hotels to 36 m (38 m GSC), and a third area that VAA has not included in their AZR "cut-out" areas would be required to have a reduced maximum building height for hotels to 40 m (42 m GSC). The remainder of the site would permit a maximum 45 m (47 GSC) building height for hotels. Should the proposed master land use plan for the site be adopted by Council, staff anticipate rezoning applications would be forwarded to Council for consideration to implement the master land use plan.

Site 4A: 5551, 5591, 5631, 5651 & 5671 No. 3 Road

The site, which is designated in the CCAP for a maximum building height of 47 m GSC, is comprised of an active rezoning application by Townline Ventures Inc. at 5591, 5631, 5651 and 5671 No. 3 Road (RZ 17-779262), which was granted third reading following a public hearing on July 9, 2018, and a future development site at 5551 No. 3 Rd. VAA has proposed a "cut-out" that would enable the Townline site to achieve 47m GSC tall buildings in keeping with the current CCAP building height designation. Otherwise, building height would be reduced in this area as it would be impacted by the 2% slope associated with the proposed future south parallel runway. The proposed "cut-out" for the future development site at 5551 No. 3 Road will also enable development of this site generally as envisioned in the CCAP. No amendments are required to the CCAP or Zoning Bylaw for this site.

Proposed AZR Area for Future Parallel South Runway – Areas Not Included in “Cut-Outs”

There are five properties that would have building height limitations imposed by the new AZR that are not part of the proposed “cut-outs” by VAA (Attachment 3). They are:

Site 1B: 6811 Pearson Way

The applicant for this property recently submitted a Development Permit (DP) application (DP 18-816029). This property is affected by the transitional surface of the new AZR. City staff are actively working with VAA and ASPAC on the redevelopment proposal for this site that would allow for safe airport operations while still enabling the site to be redeveloped in accordance with CCAP objectives. A staff report on the DP will be presented to the City’s Development Permit Panel at the completion of the staff review.

Site 2B: 7991 Alderbridge Way

The property at 7991 Alderbridge Way, which is located at the northwest corner of No. 3 Road and Alderbridge Way, is designated for a maximum building height of 35 m (37 m GSC) for a large portion of the property with a reduced maximum building height of 25 m (27 m GSC) towards the northwest corner of the property. The property is zoned Auto-Oriented Commercial (CA) which has a maximum building height of 12 m (14 m GSC), and a maximum building height of 45 m (47 m GSC) for hotels.

The northern portion of the property is under the existing AZR; however, the southern portion of the property is under the proposed new AZR. In the interim, staff recommend amending the CA zone, as shown in proposed Bylaw 10021, to reduce the maximum building height for a hotel to 33 m GSC for the southern portion of this property which is impacted by the new AZR. No amendment to the CCAP is required.

Site 3B: 7100 River Road

This property which is owned by the City of Richmond is designated Park in the OCP and CCAP. However, it is zoned Industrial Business Park (IB1) which allows a maximum building height of 25 m (27 m GSC) in the City Centre area. The proposed AZR would reduce a portion of the site to a maximum building height of 22 m GSC. As this site is owned by the City with the intention to redevelop the site as a public park, staff proposed amending the IB1 zone to ensure that the maximum building height for this property be 22 m GSC to be in compliance with the proposed AZR.

Site 4B: 7880 & 7900 Alderbridge Way

The property at 7900 Alderbridge Way is designated for a maximum building height of 35 m (37 m GSC) in the CCAP. However, it is zoned Industrial Retail (IR1) which allows a maximum building height of 25 m (27 m GSC) which may be varied to a maximum height of 35 m (37 m GSC). The proposed protected airspace over this property would require an amendment to the CCAP to indicate that the maximum building height for this property would vary between 31 m to 33 m. This building height variation through the site is based on the proposed height contours as prepared by VAA.

Site 5B: 5400 Minoru Boulevard

The property at 5400 Minoru Boulevard is designated for a maximum building height of 35 m (37 m GSC) in the CCAP. However, it is zoned Industrial Retail (IR1) which allows a maximum building height of 25 m (27 m GSC) which may be varied to a maximum height of 35 m (37 m GSC). The proposed protected airspace over this property would require an amendment to the CCAP to indicate that the maximum building height for this property would vary between 32 m to 35 m. This building height variation through the site is based on the proposed height contours as prepared by VAA.

Properties Not Impacted

The remaining properties under the proposed new AZR are not affected by the change as some of these are sites which have already (or soon will be) developed at or near permitted CCAP heights. Others are existing or future park sites whereas other parcels are not affected because the CCAP permits a height that is lower than the proposed AZR.

Consultation

Since VAA began their review of the revised AZR, the City has:

- included advertisements in the local newspaper about VAA's proposed AZR indicating the area that may be affected, and
- discussed the proposed AZR with the Urban Development Institute.

Should Council give first reading to proposed Bylaw 10020 and proposed Bylaw 10021, a public hearing notice will be provided as per the *Local Government Act* and will include a notification in keeping with the *Local Government Act* requirements.

Staff have reviewed the proposed OCP amendment bylaw (Bylaw 10020) with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 1 clarifies this recommendation.

Table 1 – OCP Public Consultation Summary

Stakeholder	Referral Comment
Provincial Agricultural Land Commission	No referral necessary, as they are not affected.
Richmond School Board	No referral necessary, as they are not affected.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as they are not affected.
The Councils of Adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Port Metro Vancouver and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver Airport Authority (VAA) (Federal Government Agency)	No referral necessary; the proposed AZR has been initiated by the Vancouver Airport Authority.
Richmond Coastal Health Authority	No referral necessary, as they are not affected.

Stakeholder	Referral Comment
Community Groups and Neighbours	Community Groups and Neighbours will have the opportunity to comment regarding the proposed OCP amendment (and proposed Zoning Bylaws) at Planning Committee, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

Financial Impact

None.

Conclusion

The Vancouver Airport Authority (VAA) has an existing Airport Zoning Regulation (AZR) in place to protect airspace associated with existing runways and has recently applied to Transport Canada to enact a new AZR that will protect the airspace for two future runway options: a south parallel runway or a foreshore runway. To minimize the impact on building heights under the future south runway protected airspace, VAA has included four “cut-out” areas to allow a higher building height for selected parcels that would be negatively impacted by the new AZR. In order to comply with the new AZR, a series of amendments to the City Centre Area Plan (CCAP) and Zoning Bylaw would be required.

It is recommended that the following bylaws be introduced and given first reading:

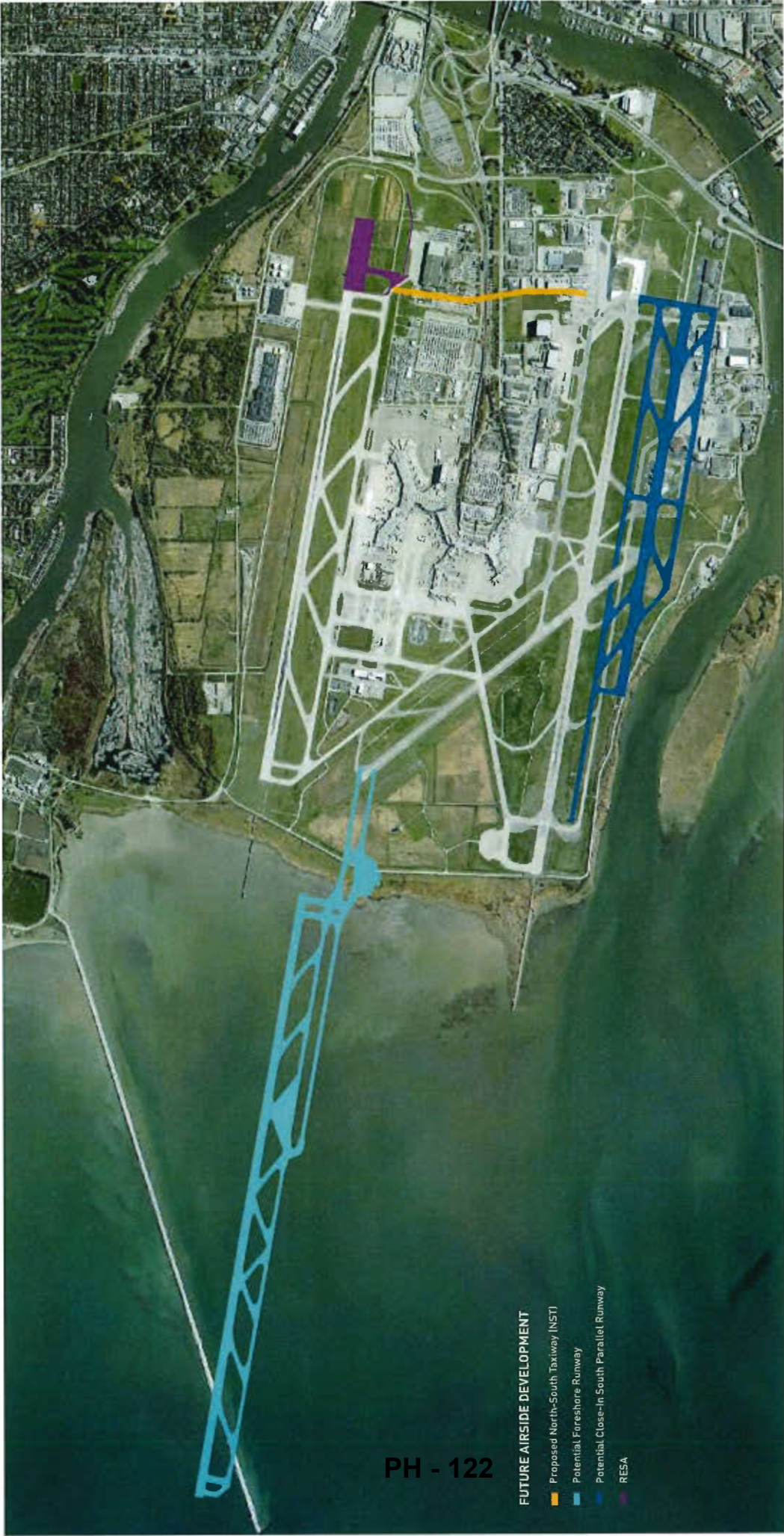
1. Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020; and
2. Richmond Zoning Bylaw 8500, Amendment Bylaw 10021.



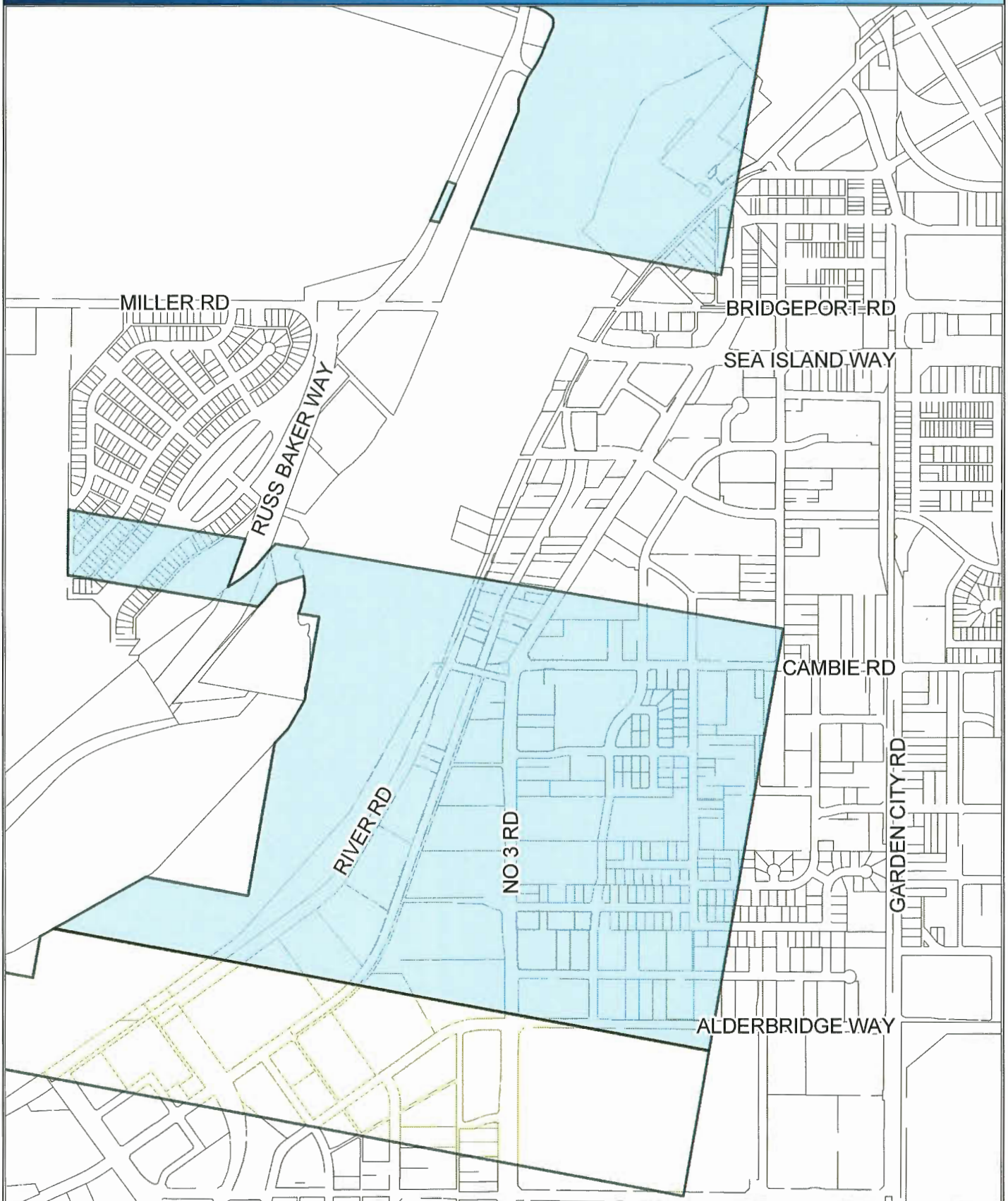
John Hopkins
Planner 3
(604-276-4279)

JH:cas

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



Existing and Proposed AZR



Legend

- Existing AZR
- Proposed AZR

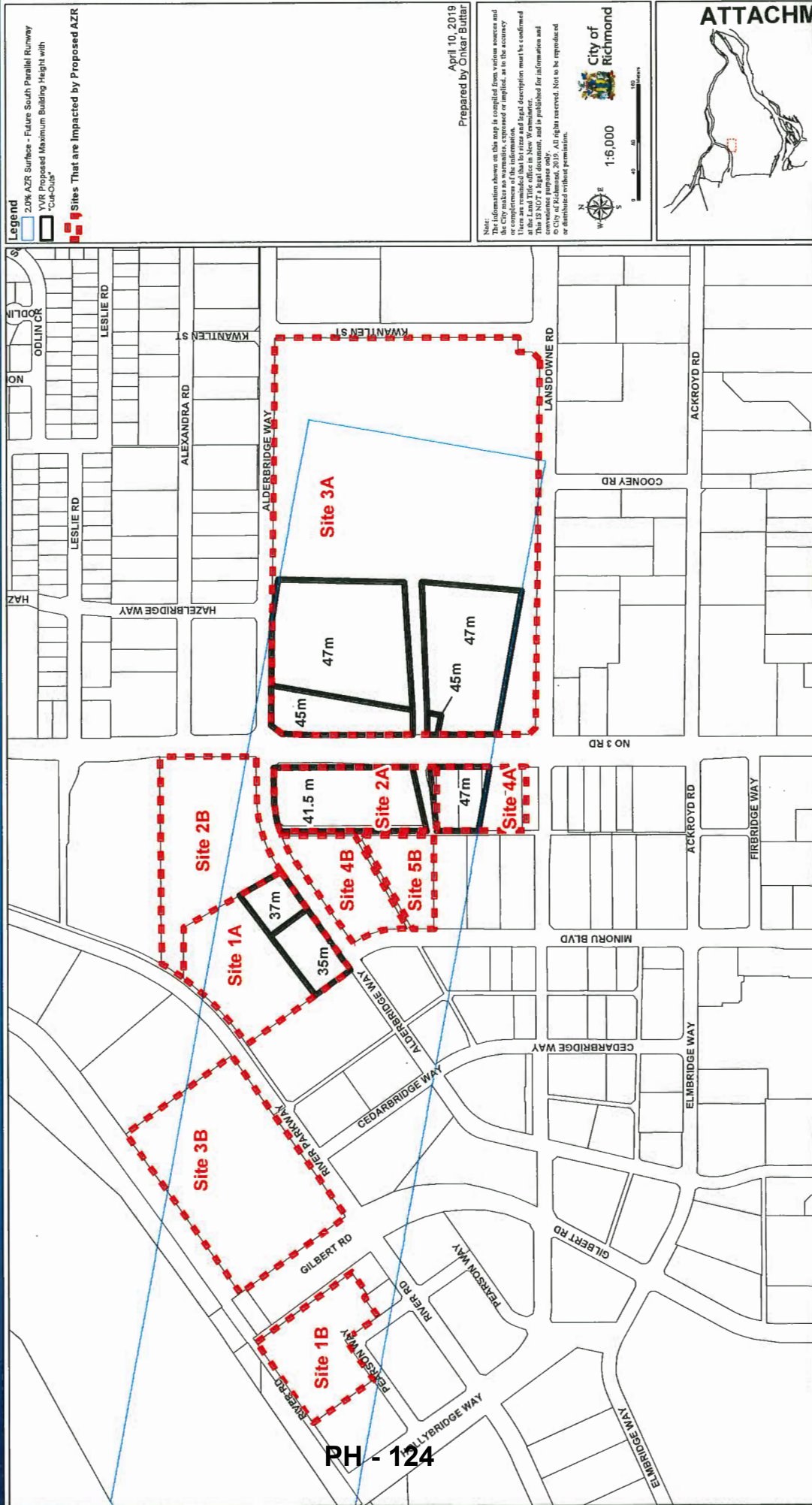
PH - 123

April 5, 2019
Prepared by Onkar Buttar

The information shown on this map is for informational purposes only and does not constitute a guarantee, warranty, or endorsement of any product or service by the City of Richmond. The City of Richmond is not responsible for any errors or omissions on this map. The City of Richmond is not responsible for any damages or losses resulting from the use of this map. The City of Richmond is not responsible for any claims or liabilities arising from the use of this map. The City of Richmond is not responsible for any claims or liabilities arising from the use of this map.



Proposed AZR For Future South Runway





**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10020
(YVR Airport Zoning Regulations – Building Height in the CCAP)**

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended, at Schedule 2.10 (City Centre Area Plan), as follows:

- a) at Section 2.2.3(a) (Encourage “Office-Friendly” Development Opportunities), by adding a double asterisk “**” after the table heading “Typical Maximum Building Height”, and adding the following text immediately after the table:

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

- b) at Section 2.2.3(a) “Office-Friendly Checklist” by deleting item “3. High-Rise” in and replacing it with the following:

“3. High-Rise

Building heights of 35-45 m (115-148 ft.) are permitted in prominent locations near No. 3 Road, the Canada Line, and in a limited number of waterfront locations (e.g., at No. 3 Road and Cambie Road), but may be subject to established Airport Zoning Regulations in certain areas.”

- c) at Section 2.10.1(e) (Encourage Human-Scaled Development), by adding a double asterisk “**” after the table heading “Maximum Height Permitted Based on Maximum Density”, and adding the following text immediately after the table:

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

- d) at Section 3.2.4 (Sub-Area A.4: Commercial Reserve – Mid- to High-Rise), by deleting: item “Maximum Typical Height: • 25 - 45 m (82 - 148ft.)” and replacing it with the following:

“*Maximum Typical Height:*

• 25 – 45 m (82 – 148ft.), or less if subject to established Airport Zoning Regulations.”

- e) at Section 3.2.4 (Sub-Area A.4: Commercial Reserve – Mid- to High-Rise), by deleting the fifth row of the table titled “Sub-Area A.4: Commercial Reserve – Mid- to High-Rise” and replacing it with the following:

"E. Maximum Building Height	<ul style="list-style-type: none"> • For 2 FAR or less: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations. • For greater than 2 FAR: varies as per the Plan, 25 – 45 m (82 – 148 ft.), or less if subject to established Airport Zoning Regulations. • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape."
-----------------------------	--

- f) at Section 3.2.6 (Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial), by deleting the item "Maximum Typical Height: • 25 m (82 ft.)" and replacing it with the following:

"Maximum Typical Height:

- 25 m (82 ft.), or less if subject to established Airport Zoning Regulations."

- g) at Section 3.2.6 (Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial), by deleting the fifth row of the table titled "Sub-Area B.2: Mixed Use – Mid-Rise Residential & Limited Commercial" and replacing it with the following:

"E. Maximum Building Height	<ul style="list-style-type: none"> • For 1.2 FAR or less: 15 m (49 ft.), or less if subject to established Airport Zoning Regulations. • For greater than 1.2 FAR: 25 m (82 ft.), or less if subject to established Airport Zoning Regulations. • Additional building height may be permitted where it enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook)."
-----------------------------	---

- h) at Section 3.2.7 (Sub-Area B.3: Mixed Use – High-Rise Residential, Commercial & Mixed Use), by deleting the item "Maximum Typical Height: • 25 - 45 m (82 - 148 ft.)" and replacing it with the following:

"Maximum Typical Height:

- 25 – 45 m (82 – 148ft.), or less if subject to established Airport Zoning Regulations."

- i) at Section 3.2.7 (Sub-Area B.3: Mixed Use – High-Rise Residential, Commercial & Mixed Use), by deleting the fifth row of the table titled "Sub-Area B.3: Mixed Use – High-Rise Residential, Commercial & Mixed Use" and replacing it with the following:

"E. Maximum Building Height	<ul style="list-style-type: none"> • For less than 3 FAR: 35 m (115 ft.), or less if subject to established Airport Zoning Regulations, except lower where indicated in the Plan (e.g., Oval Village). • For 3 FAR: 45 m (148 ft.), or less if subject to established Airport Zoning Regulations, except lower where indicated in the Plan (e.g., Oval Village). • Additional height to a maximum of 45 m (148 ft.) may be supported where it enhances the skyline and pedestrian streetscape."
-----------------------------	--

- j) at Section 3.2.8 (Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use), by deleting the item "Maximum Typical Height: • 45 m (148 ft.)" and replacing it with the following:

"Maximum Typical Height:

- 45 m (148 ft.), or less if subject to established Airport Zoning Regulations."

- k) at Section 3.2.8 (Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use), by deleting the fifth row of the table titled “Sub-Area B.4: Mixed Use – High-Rise Commercial & Mixed Use” and replacing it with the following:

“E. Maximum Building Height	• 45 m (148 ft.), or less if subject to established Airport Zoning Regulations.”
-----------------------------	--

- l) at Specific Land Use Map: Aberdeen Village (2031), by deleting the map titled Specific Land Use Map: Aberdeen Village (2031) and replacing it with that attached to this bylaw as Schedule A, and by making any text and graphic amendments to ensure consistency with the Specific Land Use Map: Aberdeen Village (2031) as amended;
- m) at Specific Land Use Map: Lansdowne Village (2031), by deleting the map titled Specific Land Use Map: Lansdowne Village (2031) and replacing it with that attached to this bylaw as Schedule B, and by making any text and graphic amendments to ensure consistency with the Specific Land Use Map: Lansdowne Village (2031) as amended;
- n) at Specific Land Use Map: Bridgeport Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Bridgeport Village (2031):
- “Maximum building height may be subject to established Airport Zoning Regulations in certain areas.”
- o) at Specific Land Use Map: Capstan Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Capstan Village (2031):
- “Maximum building height may be subject to established Airport Zoning Regulations in certain areas.”
- p) at Specific Land Use Map: Aberdeen Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Aberdeen Village (2031):
- “Maximum building height may be subject to established Airport Zoning Regulations in certain areas.”
- q) at Specific Land Use Map: Lansdowne Village (2031), by adding the following immediately below the legend for the map titled Specific Land Use Map: Lansdowne Village (2031):
- “Maximum building height may be subject to established Airport Zoning Regulations in certain areas.”
- r) at Specific Land Use Map: Brighthouse Village (2031), by adding the following immediately below the map titled Specific Land Use Map: Brighthouse Village (2031):
- “Maximum building height may be subject to established Airport Zoning Regulations in certain areas.”

- s) at Specific Land Use Map: Oval Village (2031) , by adding the following immediately below the map titled Specific Land Use Map: Oval Village (2031):

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

2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10020”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

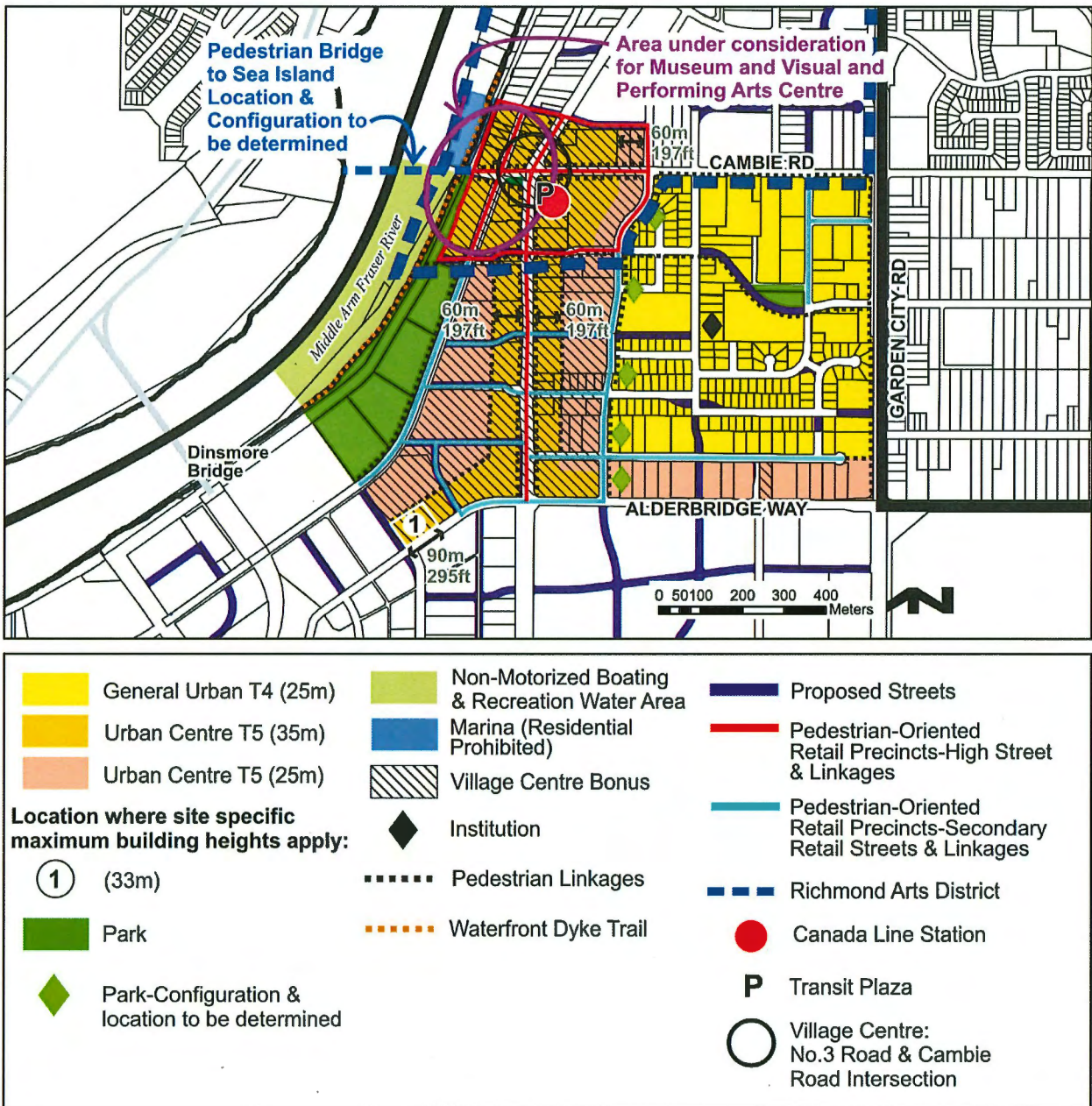
APR 23 2019



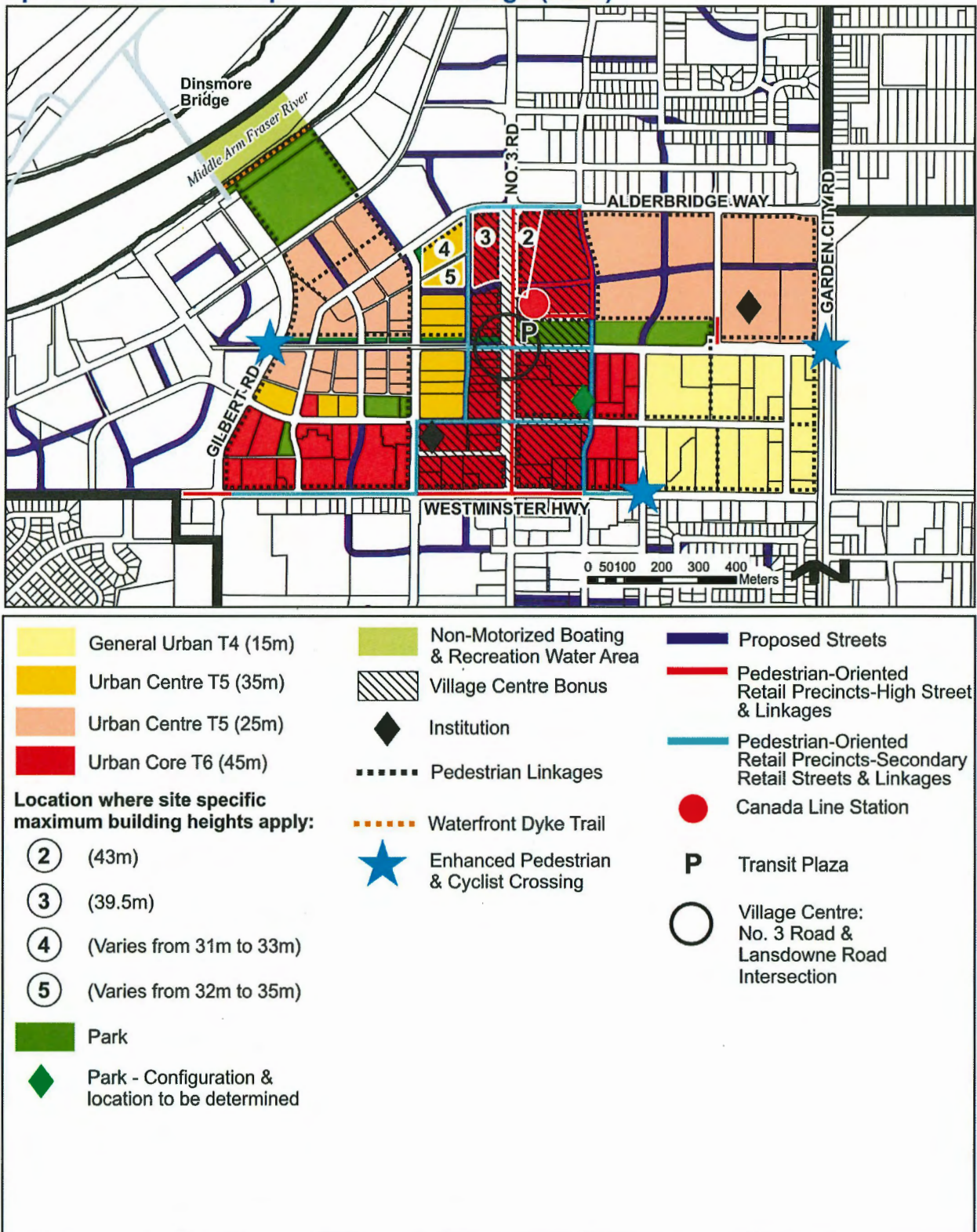
MAYOR

CORPORATE OFFICER

Schedule A of Bylaw 10020

Specific Land Use Map: Aberdeen Village (2031)

Schedule B of Bylaw 10020

Specific Land Use Map: Lansdowne Village (2031)



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

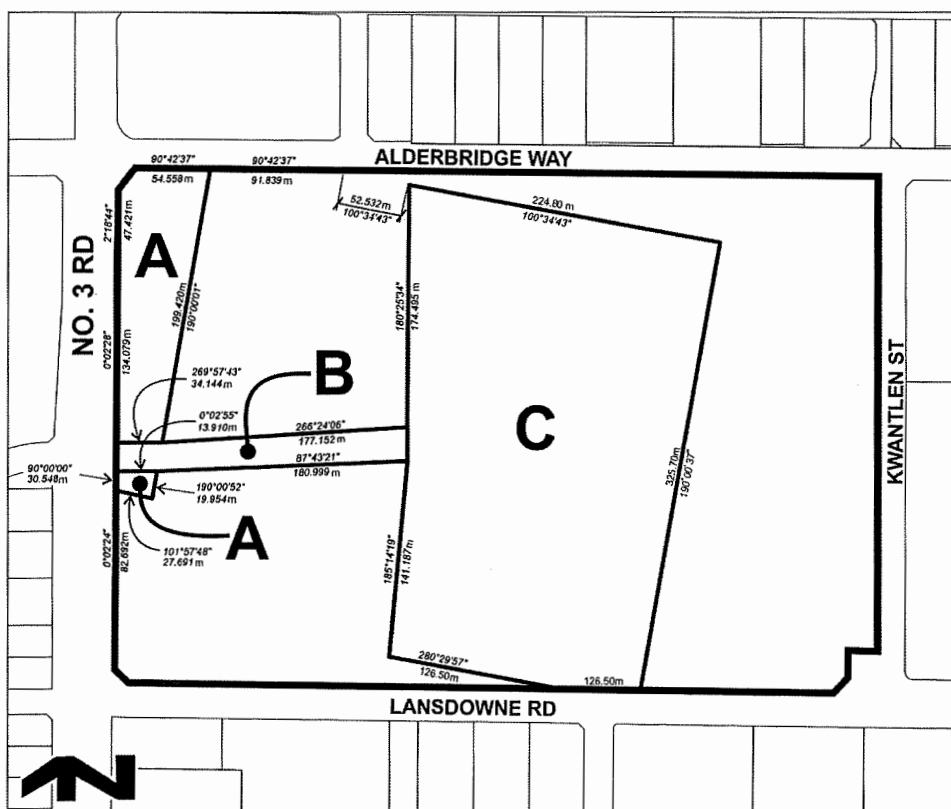
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 10 [Commercial Zones] by deleting 10.3.7.1 [Permitted Heights] under sub-Section 10.3 [Auto-Oriented Commercial (CA)] and replacing it with the following:

“1. The maximum **height** for **hotels** is 45.0 m, with the following exceptions:

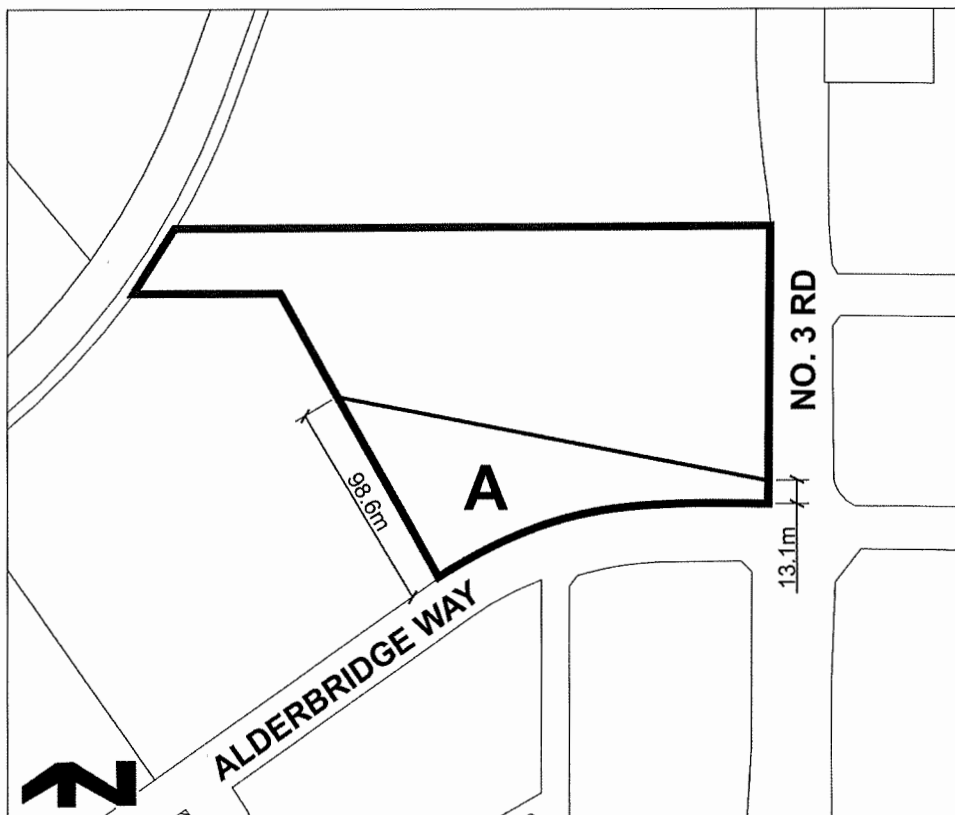
- a) 5300 No. 3 Road and 8311 Lansdowne Road
P.I.D. 004-037-995
LOT 80 SEC 3, 4 BLK 4N RG 6W PL NWP50405 Except Plan LMP46129

The maximum **height** for **hotels** is 43.0 m in the area labelled as “A”, 36.0 m in the area labelled as “B”, and 40.0 m in the area labelled as “C” below:



- b) 5551 No. 3 Road
 P.I.D. 006-770-622
 LOT 30 SEC 5 BLK 4N RG 6W PL NWP32827

The maximum **height** for **hotels** is 33.0 m in the area labelled as “A” below:



2. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 12 [Industrial Zones] by deleting 12.3.7.1 [Permitted Heights] under sub-Section 12.3 [Industrial Business Park (IB1, IB2)] and replacing it with the following:

“1. The maximum **height** for **buildings** is 12.0 m, except in the **City Centre** where:

- a) the typical maximum **height** for **buildings** is 25.0 m, however additional **building height** may be permitted through the development permit or development variance permit process to a maximum **height** for **buildings** of 35.0 m;
- b) the maximum **height** for **buildings** is 22.0 m for the following property:

7100 River Road
 P.I.D. 004-863-968
 LOT 107 SEC 5 BLK 4N RG 6W PL NWP43325 & BLK 5N; SEC 32; and

- c) within 50.0 m of Bridgeport Road the maximum **building height** shall be 35.0 m."

3. This Bylaw is cited as "**Richmond Zoning Bylaw 8500, Amendment Bylaw 10021**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

APR 23 2019



MAYOR

CORPORATE OFFICER