



**General Purposes Committee  
Electronic Meeting**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Monday, June 17, 2024  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**GP-3**      *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on June 3, 2024.*



PLANNING AND DEVELOPMENT DIVISION

**ADDED**      1.      **RESPONSE TO PROVINCIAL HOUSING BILLS: SMALL-SCALE MULTI-UNIT HOUSING (SSMUH) ZONING DISTRICT BYLAW AND ASSOCIATED ZONING BYLAW AMENDMENTS**  
(File Ref. No. 08-4045-30-02) (REDMS No. 7686824)

**GP-18**      **See Page GP-18 for full report**

*Designated Speaker: John Hopkins*

STAFF RECOMMENDATIONS

- (1)      *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579 be introduced and given first reading;*
- (2)      *That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579, having been considered in conjunction with:*
  - (a)      *the City's Financial Plan and Capital Program; and*
  - (b)      *the Greater Vancouver Regional District Solid Waste and*

*Liquid Waste Management Plans;*

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

- (3) That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579, 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;*
- (4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10573, to introduce a new zoning district for small-scale multi-unit housing, and associated amendments required to comply with the requirements of Bill 44 (Housing Statutes (Residential Development) Amendment Act, 2023), be introduced and given first, second and third reading, and be adopted;*
- (5) That Building Regulation Bylaw 7230, Amendment Bylaw 10572 be introduced and given first, second and third reading;*
- (6) That Development Cost Charges Imposition Bylaw 9499, Amendment Bylaw 10577 be introduced and given first, second and third reading;*
- (7) That, subject to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10573, the Minister of Housing be provided with:*
  - (a) notification in writing of the bylaw amendments included in the report titled "Response to Provincial Housing Bills: Small-Scale Multi-Unit Housing (SSMUH) Zoning District Bylaw and Associated Zoning Bylaw Amendments" from the Director, Policy Planning dated June 12, 2024, as required to demonstrate compliance with Bill 44 (Housing Statutes (Residential Development) Amendment Act, 2023); and*
  - (b) the location of exempted properties and associated legislative provisions permitting the exemptions; and*
- (8) That staff monitor the implementation of the bylaw amendments and report back to Council as further developments occur.*



**ADDED** 2. **RESPONSE TO PROVINCIAL HOUSING BILLS: TRANSIT-ORIENTED AREAS (TOA) DESIGNATION BYLAW AND ASSOCIATED ZONING BYLAW AMENDMENTS**  
(File Ref. No. 08-4045-30-02) (REDMS No. 7643794)

GP-175

See Page GP-175 for full report

*Designated Speaker: John Hopkins*

STAFF RECOMMENDATIONS

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



**General Purposes Committee Agenda – Monday, June 17, 2024**

---

Pg. #      ITEM

3.      **STEVESTON TRANSIT EXCHANGE – TRANSLINK PUBLIC ENGAGEMENT RESULTS**

(File Ref. No. 10-6480-03-01) (REDMS No. 7629827)

**GP-7**

**See Page GP-7 for full report**

*Designated Speaker: Sonali Hingorani*

STAFF RECOMMENDATION

*That TransLink be advised the City does not support TransLink’s proposed alternate location for the Steveston Transit Exchange as described in the staff report titled “Steveston Transit Exchange – TransLink Public Engagement Results”, dated May 27, 2024 from the Director, Transportation.*

ADJOURNMENT



## General Purposes Committee

Date: Monday, June 3, 2024

Place: Anderson Room  
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair  
Councillor Chak Au  
Councillor Carol Day  
Councillor Laura Gillanders  
Councillor Kash Heed  
Councillor Andy Hobbs  
Councillor Alexa Loo  
Councillor Bill McNulty  
Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:25 p.m.

### MINUTES

*That the minutes of the meeting of the General Purposes Committee held on May 21, 2024, be adopted as circulated.*

**CARRIED**

### ENGINEERING AND PUBLIC WORKS DIVISION

- 1. FCM FEASIBILITY STUDY ON FINANCING OPTIONS FOR ENERGY RETROFITS TO EXISTING GROUND-ORIENTED HOUSING**

(File Ref. No. 10-6000-01) (REDMS No. 7562606)

It was moved and seconded

**General Purposes Committee**  
**Monday, June 3, 2024**

---

- (1) *That Council endorse a funding application in the amount of \$175,000, to be submitted to the Federation of Canadian Municipalities (FCM), to conduct a feasibility study on a low-interest energy retrofit financing program for existing ground-oriented residential buildings;*
- (2) *That the Chief Administrative Officer and General Manager, Engineering and Public Works, be authorized to enter into a funding agreement with FCM, should the application be successful; and*
- (3) *That the Consolidated 5 Year Financial Plan (2024-2028) be amended accordingly.*

The question on the motion was not called as discussion ensued regarding (i) feasibility and costs associated with energy-related improvements for homeowners, (ii) the Local Government Climate Action Program that provides initiatives in reducing community wide green house gas emissions while addressing equity issues; and (iii) reviewing various studies to determine the range of energy efficient measures.

**CARRIED**

## PLANNING AND DEVELOPMENT DIVISION

2. **RICHMOND RESPONSE: YVR AIRPORT ZONING REGULATIONS**  
(File Ref. No. 01-0153-01 ) (REDMS No. 7686776)

In reply to queries to Committee, staff noted that (i) staff will follow up with Vancouver Airport Authority (VAA) on the flight path changes impacting building heights, (ii) staff will explore public awareness opportunities to advise residents and stakeholders of changes in zoning regulations, (iii) Transport Canada's wildlife hazard provisions do not take into account our local habitat, adding the guidelines are vague and updates are needed, and (iv) a memo is forthcoming that will outline in detail the airport zoning regulations.

Discussion ensued with respect to (i) VAA operations, including flight paths, (ii) aircraft bird-strike numbers, (iii) re-routing flights to other airports in the region, and (iv) future runway options.

It was moved and seconded

- (1) *That as described in the staff report titled "Richmond Response: Proposed Airport Zoning Regulations for YVR", dated May 23, 2024, from the Director, Policy Planning, staff comments be endorsed and submitted to Transport Canada as part of their Canada Gazette public consultation process on the proposed Vancouver International Airport Zoning Regulations;*

2.

**General Purposes Committee**  
**Monday, June 3, 2024**

---

- (2) *That a letter be prepared outlining the City of Richmond's concerns on Transport Canada's proposed Vancouver International Airport Zoning Regulations and request a review of the proposed Airport Zoning Regulations for the Vancouver International Airport to the following:*
- (a) *Minister of Transport and Quebec Lieutenant;*
  - (b) *Minister of Environment and Climate Change;*
  - (c) *Minister of Fisheries, Oceans and the Canadian Coast Guard;*
  - (d) *Minister of Environment and Climate Change Strategy;*
  - (e) *Minister of Agriculture and Food;*
  - (f) *Members of Parliament for Richmond;*
  - (g) *Members of the Legislative Assembly for Richmond;*
  - (h) *Provincial Agricultural Land Commission Chair; and*
  - (i) *YVR Board Chair; and*
- (3) *That staff be directed to initiate dialogue with the Vancouver Airport Authority to re-affirm their commitment to applying to Transport Canada to increase building heights in select portions of the City, in particular the south end of the City Centre Area Plan.*

**CARRIED**

**COUNCILLOR LAURA GILLANDERS**

A brief discussion ensued with respect to (i) funding qualifications, (ii) operations and best practices of the Salvation Army House, (iii) duration of stay, and (iv) the continuum of care and the transition to other services.

It was moved and seconded

- (1) *Staff research and advise options for obtaining the federal grant money available for costs associated with housing refugees and asylum seekers; and*
- (2) *Staff review the policies of Salvation Army House to analyze how we can make the shelter more available to Richmond residents such as by looking at access to emergency rooms, lengths of stay, and wait times.*

**CARRIED**

**General Purposes Committee**  
**Monday, June 3, 2024**

---

**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (4:54 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Monday, June 3, 2024.

---

Mayor Malcolm D. Brodie  
Chair

---

Andrea Mizuguchi  
Legislative Services Associate





# City of Richmond

## Report to Committee

**To:** General Purposes Committee

**Date:** May 27, 2024

**From:** Lloyd Bie, P.Eng.  
Director, Transportation

**File:** 10-6480-03-01/2024-  
Vol 01

**Re:** Steveston Transit Exchange – TransLink Public Engagement Results

### Staff Recommendation

That TransLink be advised the City does not support TransLink’s proposed alternate location for the Steveston Transit Exchange as described in the staff report titled “Steveston Transit Exchange – TransLink Public Engagement Results”, dated May 27, 2024 from the Director, Transportation.

Lloyd Bie, P.Eng.  
Director, Transportation  
(604-276-4131)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering Community Bylaws	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	INITIALS: 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

A staff report describing TransLink's proposed temporary relocation of the Steveston Transit Exchange further west on Chatham Street was presented at the October 18, 2023 Public Works and Transportation Committee. TransLink conducted stakeholder and public engagement regarding the proposed alternate concept from February 12, 2024 to March 1, 2024.

The results of TransLink's consultation on the alternate layout of the on-street Steveston Transit Exchange are provided in this report. TransLink has indicated that they will not proceed with the project without City support and are expecting feedback in this regard.

This report supports Council's Strategic Plan 2022-2026 Focus Area #1 Proactive in Stakeholder and Civic Engagement:

*Proactive stakeholder and civic engagement to foster understanding and involvement and advance Richmond's interests.*

*1.3 Increase the reach of communication and engagement efforts to connect with Richmond's diverse community.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #2 Strategic and Sustainable Community Growth:

*Strategic and sustainable growth that supports long-term community needs and a well-planned and prosperous City.*

*2.4 Enhance Richmond's robust transportation network by balancing commercial, public, private and active transportation needs.*

This report supports Council's Strategic Plan 2022-2026 Focus Area #6 A Vibrant, Resilient and Active Community:

*Vibrant, resilient and active communities supported by a wide variety of opportunities to get involved, build relationships and access resources.*

### Analysis

#### Background

The existing Steveston Transit Exchange operates as an on-street transit facility with bus functions (drop-off/pick-up and layover) occurring on Chatham Street between First and Third Avenues. Operational issues continue to persist with the current layout, particularly near Second Avenue, where parked buses limit sightlines for pedestrians, vehicles and businesses.

TransLink has investigated other on-street options to address the current issues. While technically feasible, introducing buses along alternate streets in Steveston Village presents challenges in the popular commercial and tourist area.

In October 2023, TransLink proposed an alternative on-street bus exchange layout further west on Chatham Street away from the busy commercial part of Steveston Village. The plan relocated all bus layover positions on the south side of Chatham Street along the industrial site between Fourth and Sixth Avenues. Bus repositioning was proposed via Seventh Avenue, Moncton Street and Sixth Avenue (Figure 1).



Figure 1: Proposed Alternate On-Street Exchange: Chatham Street West of Fourth Avenue

### Public Engagement

From February 12 to March 1, 2024, TransLink engaged with residential and business stakeholders to get their feedback on the proposed changes to bus circulation, and locations of stops and layovers within Steveston Village. Project information and an online feedback form was available on TransLink's website during the three-week public engagement phase.

TransLink also hosted a public open house on Saturday, February 24, 2024 (11:00 a.m. to 3:00 p.m.) at the Steveston United Church (3720 Broadway Street).

### *Notification*

TransLink's notifications of the stakeholder and public consultation for this proposal included:

- Postcards delivered to over 5,000 addresses in Steveston.
- Information signs at bus stops in Steveston Village.
- Door to door canvassing of businesses and residences along the impacted route.
- Targeted digital advertisements and social media posts including the Buzzer Blog.

Promotion of TransLink’s consultation was amplified via the City’s social media platforms on Instagram, Facebook and X channels.

**Engagement Results**

The online survey was the primary method of capturing feedback during the engagement period (Attachment 1). TransLink received 605 completed surveys. Ninety per cent of the respondents to the online survey were Richmond residents with 80 per cent residing in Steveston. TransLink also received feedback by email and at stakeholder meetings, during canvassing and at a public open house on February 24, 2024 (Attachment 2).

Table 1 provides a summary of the interactions with the public and stakeholders during TransLink’s public engagement.

**Table 1: Summary of Engagement**

Engagement Type	# of Interactions
Online Survey	605
Public Open House	85
Canvassing (Residences)	90
Canvassing (Businesses)	42
Steveston 20/20 Meeting	26
Steveston Harbour Authority	1
Info Session for CMBC Operators and Staff	124
Emails and Letters	18

*Online Survey Results*

The 605 completed online surveys generated a total of 1341 comments to three questions. Of the 1341 comments, 42 per cent of the comments were negative and 30 per cent were positive. The remaining 28 per cent of respondents had neutral or mixed feedback about the relocation of the bus exchange. Comments received through other submissions by the public and stakeholders are presented in Attachment 2.

Table 2 provides a summary of responses to the online survey questions regarding the proposed relocation of the Steveston Transit Exchange.

**Table 2: Results of Public Survey**

Question	Number of Responses	Negative	Positive	Mixed or Neutral
Feedback on the Proposed Changes to Bus Routing	403	42%	36%	22%
Feedback on the Location of Bus Stops or Layovers	467	41%	30%	29%
Other Feedback	381	43%	21%	36%
<b>Total</b>	<b>1341</b>			

The following were the primary negative comments expressed by respondents with the proposal:

- Impact on pedestrian and cyclist safety, most specifying Seventh Avenue and Moncton Street and proximity to Garry Point Park was a concern.
- Reduced access to bus services for some seniors, with changes to bus circulation and bus stop locations.
- Desire for a permanent off-street bus exchange.

The following were the top positive themes of support for the proposal by respondents:

- Improved pedestrian safety on Chatham Street and Fourth Avenue.
- Improved driver safety and reduced vehicle congestion along Chatham Street.
- Improved visibility and access to businesses along Chatham Street.

The data from the online survey indicates there are concerns with the proposed alternate configuration for the Steveston Transit Exchange.

#### *Other Forms of Public and Stakeholder Feedback*

Feedback from other forms of public and stakeholder engagement also indicated a lack of support for the proposal. Attendees at the public open house expressed concerns about buses near Garry Point Park. The Steveston Harbour Authority raised concerns for buses affecting trucks to their site south of Moncton Street and the Musqueam Indian Band requested consultation on the proposal. Detailed stakeholder comments can be found in Attachment 2.

#### Next Steps

As the results of the public consultation indicate lack of support, the proposed alternate location of the Steveston Transit Exchange is not recommended. Considering community concerns and the challenges of introducing buses elsewhere in Steveston Village, reviewing other on-street locations for the transit exchange is not recommended. TransLink has advised that they will not be pursuing any further options for an on-street transit exchange should the City not support the proposed alternative layout.

#### **Financial Impact**

None.

#### **Conclusion**

A proposed temporary relocation of the bus layover and turnaround functions further west on Chatham Street was proposed by TransLink in October 2023. TransLink conducted stakeholder and public engagement regarding the proposed alternate concept for the Steveston Transit Exchange from February 12, 2024 to March 1, 2024.

This report provides the results of TransLink's consultation on the alternate layout of the on-street Steveston Transit Exchange.

May 27, 2024

- 6 -

Overall, 42 per cent of the comments were negative and 30 per cent positive toward the proposed changes across all feedback channels. The remaining 28 per cent of respondents were neutral or had both positive and negative feedback towards the proposal. Based on the results of TransLink's consultation, staff do not recommend relocation of the Steveston Transit Exchange.



Sonali Hingorani, P. Eng.  
Manager, Transportation Planning and New Mobility  
(604-276-4049)

SH:ck

- Att. 1: Online Survey Results
- 2: Other Forms of Public and Stakeholder Feedback

## Online Survey Results

### Q1: Do you have any comments about the proposed changes to bus routing through Steveston Village?

#### Type of Comments

Category	# of Comments	% of Comments
Positive	177	36%
Negative	205	42%
Neutral	56	11%
Mixed	28	6%
Out of scope	27	5%

#### Top 5 Positive Themes

Category	# of Comments	% of Comments
No detailed reason given	65	39%
Driver safety	37	22%
Solves congestion	23	14%
Positive impacts for residents	22	13%
Pedestrian safety	20	12%

#### Top 5 Negative Themes

Category	# of Comments	% of Comments
Garry Point Park	63	29%
Pedestrian safety	62	28%
No reason given	33	15%
Access to bus services	33	15%
Negative impacts for residents	27	12%

**Q2: Do you have any comments about the proposed location of bus stops or layovers in Steveston Village?**

Type of Comments

Category	# of Comments	% of Comments
Positive	142	30%
Negative	190	41%
Neutral	81	17%
Mixed	40	9%
Out of scope	14	3%

Top 5 Positive Themes

Category	# of Comments	% of Comments
No detailed reason given	58	36%
Driver safety	48	30%
Pedestrian safety	29	18%
Solves congestion	16	10%
Access to bus services	10	6%

Top 5 Negative Themes

Category	# of Comments	% of Comments
Access to bus services	46	24%
Access to businesses	46	24%
No detailed reason given	36	19%
Negative residential impact	33	17%
Pedestrian safety	32	17%



**Q3: Do you have any other comments you would like to share about the proposed changes to Steveston on-street Bus Exchange?**

Type of Comments

Category	# of Comments	% of Comments
Positive	81	21%
Negative	163	43%
Neutral	15	4%
Mixed	18	5%
Out of scope	104	27%

Top 5 Positive Themes

Category	# of Comments	% of Comments
No detailed reason given	41	43%
Pedestrian safety	20	21%
Driver safety	19	20%
Access to businesses	8	8%
Access to bus services	8	8%

Top 5 Negative Themes

Category	# of Comments	% of Comments
No reason given	37	22%
Pedestrian safety	34	20%
Access to bus services	33	20%
Garry Point Park	32	19%
Permanent exchange	32	19%

## Other Forms of Public and Stakeholder Feedback

### Common themes and feedback from the public engagement (excluding the online survey results)

Public Engagement	Overview
Outreach	<ul style="list-style-type: none"> <li>• Postcards delivered to more than 5,000 addresses.</li> <li>• Promotional signs on bus stop poles in Steveston Village.</li> <li>• Targeted digital ad campaign.</li> <li>• Promotion through TransLink and City of Richmond social channels.</li> </ul>
Participation	<ul style="list-style-type: none"> <li>• Interactions with 85 Steveston residents during public open house.</li> <li>• Presentation and Q&amp;A with 26 community and business leaders at Steveston 20/20 meeting.</li> <li>• Canvassing:               <ul style="list-style-type: none"> <li>○ 42 businesses along Chatham Street</li> <li>○ 90 homes in Steveston Village, interacting with 50 residents</li> </ul> </li> <li>• Interactions with 124 bus operators and supervisors during pop-ups at Richmond Transit Centre.</li> <li>• Meeting with Steveston Harbour Authority Executive Director</li> <li>• 13 email and letter submissions.</li> <li>• 5 submissions on behalf of organizations.</li> </ul>

Public Engagement	Feedback
1. Public Open House (February 24, 2024)	<p><u>Support</u></p> <ul style="list-style-type: none"> <li>• Reduced bus volume on Fourth Avenue with changes to bus circulation.</li> <li>• Improved safety for pedestrians and drivers on Chatham Street with the relocation of bus layovers.</li> </ul> <p><u>Concerns</u></p> <ul style="list-style-type: none"> <li>• Proximity of new bus circulation near Garry Point Park.</li> <li>• Volume of buses on Seventh Avenue and Moncton Street.</li> <li>• Pedestrian and cyclist safety.</li> <li>• Residents, mostly seniors, were concerned about having to walk farther to access some bus routes.</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>• Desire for a permanent off-street bus exchange over a modified on-street exchange.</li> </ul>
2. Steveston 20/20 Presentation (January 25, 2024)	<p><u>Concerns</u></p> <ul style="list-style-type: none"> <li>• Public/pedestrian safety on Moncton Street, between Sixth and Seventh Avenues.</li> <li>• Increased bus traffic inhibiting vehicle access to new fish processing facility.</li> <li>• Impact on transit customers who may have a longer walk from new bus stop locations.</li> <li>• Impact on property values of homes on streets buses did not previously travel on.</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>• Alternate locations for a bus exchange, such as a parking lot south of the community centre.</li> </ul>
3. Canvassing	<ul style="list-style-type: none"> <li>• Support from residents along Fourth Avenue and many businesses along Chatham Street.</li> <li>• Improvements to congestion and driver and pedestrian safety in the vicinity of Chatham Street.</li> <li>• Permanent off-street exchange located in or near Steveston Village as an alternative.</li> </ul>
4. Info Sessions for Operators (February 22 and 23, 2024)	<p><u>Support</u></p> <ul style="list-style-type: none"> <li>• Having bus layovers away from homes and businesses is better.</li> <li>• The current exchange is too crowded, and they are concerned for pedestrian safety.</li> <li>• It would be nice to have an actual layover where they can rest.</li> <li>• The new turnaround is more efficient from their point of view.</li> </ul>

	<p><u>Concerns</u></p> <ul style="list-style-type: none"> <li>• Challenging for seniors, people with disabilities to get to bus stops relocated further west.</li> <li>• Safety for operators of a stand-alone operator's facility.</li> </ul>
<p>5. Steveston Harbour Authority Virtual Meeting (March 25, 2024)</p>	<p><u>Concerns</u></p> <ul style="list-style-type: none"> <li>• SHA use of the property has to directly benefit the commercial fishing industry.</li> <li>• The federal government has designated this land to the fishing industry, and we take it very seriously.</li> <li>• What may look like vacant lots on some of the SHA property is not, for example: <ul style="list-style-type: none"> <li>◦ Seventh Ave unloading pier unloads several million pounds of seafood each year. Volume to increase significantly: equates to three boats/week and about 17 trucks/day.</li> <li>◦ Crabbers compound is a hub for these fishers. During the season, they repair traps, load and unload traps, going back and forth across Sixth Avenue.</li> </ul> </li> <li>• Re: walkway/roadway (Moncton Street): the road between Sixth and Forth Avenues used to be locked and only accessible to SHA fishers. At City of Richmond's request, SHA opened it to pedestrians and cyclists so they would not have to divert to Chatham Street to get to Garry Point Park. The area is now very busy. City of Richmond's plan to divert to walkway is not realistic, on a busy summer day.</li> <li>• Seventh Avenue between Chatham and Moncton streets narrows substantially. If parking is retained on both sides of Sixth Avenue, it will be too narrow for two-way traffic.</li> <li>• The SHA lot on Chatham Street is very strategic for developing the fishery. It would be risky to provide that land to TransLink. Realistically the plan is not "temporary", as there is no viable off-street site. SHA just cannot tie up its land for an undetermined amount of time.</li> <li>• The Cannery parking lot is owned by Gulf of Georgia Cannery and operated by Parks Canada. No involvement by SHA.</li> </ul>
<p>6. Emails and Letters (Individuals)</p>	<ul style="list-style-type: none"> <li>• Supportive: 1</li> <li>• Negative: 8 <ul style="list-style-type: none"> <li>◦ Many recognized the need for a new bus exchange but did not agree with the proposed location.</li> </ul> </li> <li>• Neutral: 4</li> </ul>
<p>7. Additional Submissions (organizations)</p>	<p><u>Concerns</u></p> <ul style="list-style-type: none"> <li>• Impact of increased bus volume along Moncton Street and Sixth Avenue.</li> <li>• Access to waterfront facilities and fleet for some businesses</li> <li>• costs and safety risks.</li> <li>• Proposed changes would inconvenience transit users and increase traffic congestion.</li> <li>• Pedestrian and cyclist safety along Moncton Street and Sixth and Seventh Avenues.</li> <li>• Proximity to Garry Point Park and a day care.</li> <li>• Impacts of tire-related chemical contaminant in road run-off on fish and fish habitats.</li> </ul> <p><u>Other</u></p> <ul style="list-style-type: none"> <li>• Permanent bus exchange.</li> <li>• Permanent solution that will be safer for community and offer improvements.</li> <li>• Green Storm Infrastructure as a solution to reduce pollutants entering waterway.</li> </ul>



---

**To:** General Purposes Committee **Date:** June 12, 2024  
**From:** John Hopkins **File:** 08-4045-30-02/Vol 01  
Director, Policy Planning  
**Re:** **Response to Provincial Housing Bills: Small-Scale Multi-Unit Housing  
(SSMUH) Zoning District Bylaw and Associated Zoning Bylaw Amendments**

---

### Staff Recommendations

1. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579 be introduced and given first reading;
2. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579, having been considered in conjunction with:
  - a. the City's Financial Plan and Capital Program; and
  - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
3. That Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579, 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;
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 10573, to introduce a new zoning district for small-scale multi-unit housing, and associated amendments required to comply with the requirements of Bill 44 (Housing Statutes (Residential Development) Amendment Act, 2023), be introduced and given first, second and third reading, and be adopted;
5. That Building Regulation Bylaw 7230, Amendment Bylaw 10572 be introduced and given first, second and third reading;
6. That Development Cost Charges Imposition Bylaw 9499, Amendment Bylaw 10577 be introduced and given first, second and third reading;
7. That, subject to adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10573, the Minister of Housing be provided with:
  - a. notification in writing of the bylaw amendments included in the report titled "Response to Provincial Housing Bills: Small-Scale Multi-Unit Housing (SSMUH) Zoning District

Bylaw and Associated Zoning Bylaw Amendments” from the Director, Policy Planning dated June 12, 2024, as required to demonstrate compliance with Bill 44 (Housing Statutes (Residential Development) Amendment Act, 2023); and

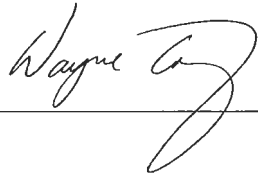


- b. the location of exempted properties and associated legislative provisions permitting the exemptions; and

- 8. That staff monitor the implementation of the bylaw amendments and report back to Council as further developments occur.



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

Att. 10

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

## Staff Report

### Origin

In December 2023, the Province of British Columbia (the “Province”) made amendments to the *Local Government Act* in association with the Province’s “Homes for People Action Plan”. The amendments include Bill 44 (2023 Housing Statutes (Residential Development) Amendment Act), which requires local governments to amend zoning bylaws in affected areas to permit small-scale multi-unit housing (SSMUH) development. Those affected areas include lots where current zoning does not permit the minimum number of units prescribed by the Province. Bill 44 mandates that, by June 30, 2024, local governments undertake the following:

- adopt zoning bylaw amendments to permit up to three, four or six units in eligible areas through pre-zoning; and
- adopt bylaw amendments to remove residential parking minimums for development on sites where Bill 44 permits up to six units (e.g., areas within 400 m of a frequent transit service bus stop that provides bus service every 15 minutes during the day).

If a community fails to fulfill requirements or meet deadlines, the Province may order compliance requirements that must be undertaken within 30 days of receiving notification. If non-compliance continues, the Province may enact bylaws on the jurisdiction’s behalf.

While the attached amendment bylaws intend to establish the best framework to facilitate SSMUH development in the Richmond context, the timelines set by the Province for SSMUH development are inadequate. It is anticipated that subsequent amendments will be required as the implementation approach is refined and opportunities and constraints associated with SSMUH development are better understood. This report summarizes proposed zoning bylaw amendments, and other associated bylaw amendments, to comply with terms mandated by the Province to pre-zone affected areas to permit SSMUH development by June 30, 2024.

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

### Background

Bill 44 (2023 Housing Statutes (Residential Development) Amendment Act) (“Bill 44”) requires that communities with more than 5,000 residents amend their zoning bylaws by June 30, 2024 to align with legislation that restricts local government’s ability to regulate on-site unit density in areas subject to the new legislation. This applies to all zones that do not permit the minimum number of units prescribed by the Province as of December 7, 2023, when Bill 44 received Royal Assent. The minimum number of housing units that must be permitted on a site through pre-zoning reflect parcel size and location criteria established by the Province as listed below:

- a minimum of three units must be permitted on residential lots that are up to 280 m<sup>2</sup> (3,013 ft<sup>2</sup>) or less;
- a minimum of four units must be permitted on residential lots that are greater than 280 m<sup>2</sup> (3,013 ft<sup>2</sup>); and

- a minimum of six units must be permitted on residential lots that are greater in area than 281 m<sup>2</sup> (3,024 ft<sup>2</sup>) when wholly or partly within 400 m (1,312 ft.) of a bus stop that has frequent transit service (e.g., 15 minute service) during the day.

To permit the minimum number of units prescribed by Bill 44, properties will be either pre-zoned to a new zoning district or current zoning will be amended. Attachment 1 maps the location of the 25,803 properties identified to be pre-zoned to a new zoning district to comply with Bill 44. The map also indicates the Steveston townsite area that is currently exempted from pre-zoning subject to the outcome of the City's application to the Province for an extension to the Bill 44 implementation deadline due to an ongoing sewer replacement project. The attached zoning bylaw amendment (Bylaw 10573) also includes amending 277 duplex-zoned properties to permit the minimum number of units on a site as prescribed by the Province. Attachment 2 maps the location of the affected duplex-zoned properties.

While redevelopment is subject to market demand, construction costs, and interest rates, the magnitude of change associated with the introduction of Bill 44 is significant. Compliance with Bill 44 could permit construction of more than 100,000 dwelling units at full build out.

Although it is uncertain on how the housing market will respond to SSMUH development, the proposed increases in density, because of Bill 44, will have impacts to current plans to provide adequate servicing infrastructure and public amenities, including but not limited to, the following:

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

Bill 44 also affects local government's authority related to:

- parking: for areas that are permitted up to six units on a lot, Bill 44 mandates that local governments must not prescribe any on-site residential parking minimums and instead allow market forces to dictate how much on-site parking is provided. Approximately 27 percent of properties in the City that are subject to Bill 44 are within the defined frequent transit service area and will be permitted to build up to six units on a property; however, as transit service becomes more frequent, areas where up to six units on a site may be developed will expand; and
- bonus density: the legislation prohibits local governments from using bonus density to achieve the minimum number of units, with one exception. Affordable housing density bonusing is permitted for one unit on sites where a minimum of six units is permitted.

In addition to complying with terms specified in the legislation, local government must consider guidelines published by the Province, "Provincial Policy Manual and Site Standards" ("Provincial Guidelines") when amending the zoning bylaw. The Provincial Guidelines include the following key intentions:

- increase housing supply in low-density residential areas;
- diversify housing stock in traditional single-family areas; and
- support development feasibility (e.g., more efficient development context, faster delivery of new housing, more predictable/attractive conditions for builders).

The attached zoning bylaw amendments (Bylaw 10573) have been prepared to meet the requirements of Bill 44, consider the Provincial Guidelines, and consider the Richmond context, including physical limitations to development (e.g., no basement due to floodplain, limited laneway network). The amendment bylaws also reflect the City's commitment to improving housing affordability and maintaining the elements that respond to local conditions.

The amendment bylaws prioritize rental housing and housing options for every stage of life (e.g., multi-generational housing, aging in place) and income level. Improving housing affordability is a key theme for the OCP update (i.e., build more affordable housing, build more housing choice, build more inclusive communities). While the OCP update is underway, due to changes in the regulatory context and the deadlines associated with implementing the Provincial bills, the developing directions in the OCP review are being re-examined and the timeline extended in order to reflect the impact of the new Provincial housing legislation.

The amendment bylaws establish a framework for SSMUH development to provide certainty for neighbourhood residents and builders. Attachment 3 includes an illustrated summary of the recommended built form regulations, which are based on the findings of the Modelling Study (Attachment 4). The Modelling Study considered the ability of various built forms to meet City objectives, which include preserving current built form and massing characteristics, minimizing parking impacts on the streetscape, maintaining tree preservation objectives using building setbacks, building family friendly units, and encouraging accessibility and visitability. The Modelling Study also compares the recommended built form with those suggested in the Provincial Guidelines. The recommended approach includes:

- preserving current regulations for development of a single-family dwelling with or without a secondary suite (except for an adjustment to garage size); and
- accommodating multiple units on a site in a form that is complementary to current built form and massing (i.e., building height, site coverage, front yard setback, a sloping roof form, provisions to interrupt a long exterior side wall, and rear yard setbacks are generally preserved).

The attached zoning bylaw amendments (Bylaw 10573) have been prepared to meet the requirements of Bill 44, consider the related Provincial Guidelines, and consider the Richmond context. The amendments are summarized in Attachment 5.

## **Analysis**

### **Bylaw Amendments: Required Compliance with Bill 44**

#### *Pre-zone Properties to Permit SSMUH Development (Mandated Pre-zoning)*

Bill 44 mandates local governments to pre-zone affected properties to permit up to three, four or six units on a site. Limited exemptions apply including the following:

- land that is protected by bylaw as a heritage property;
- lots zoned for a minimum lot size of one acre;
- lots that are larger than one acre;
- lots without access to water and/or sanitary sewer services;



- lots included within a Transit Oriented Area (TOA) as prescribed by Bill 47 (Housing Statutes (Transit-Oriented Areas) Amendment Act, 2023) (“Bill 47”); and
- land subject to a hazardous condition that cannot be mitigated.

With the exception of a few properties that are within a TOA (e.g., areas within 800 m of a Canada Line station), there are no other exempted properties in Richmond that would qualify.

To comply with terms mandated by the Province that require local governments to amend zoning bylaws in affected areas to permit SSMUH development, the attached zoning amendment bylaw (Bylaw 10573) includes the following:

- a new zoning district, Small-Scale Multi-Unit Housing (RSM zone), together with a new definition for small-scale multi-unit housing for sites that currently permit single-family development with or without a secondary suite or coach house/granny flat; and
- amendments to current duplex zoning to permit the minimum number of units on a site as mandated by Bill 44.

A new zoning district provides clarity for residents, landowners and the developer by distinguishing RSM development from other forms of multi-unit housing that are already embedded in the Zoning Bylaw (e.g., townhouse, tri-plex, coach house, granny flat, duplex with/without suite, etc.), as identified in Attachment 1. Amending current duplex zones to permit SSMUH development is recommended in lieu of applying the RSM zone to preserve the current form of development for lots identified in Attachment 2.

The zoning bylaw amendments (Bylaw 10573) also include changes to one site-specific zone to incorporate Bill 44 while preserving an existing specialized use (i.e., a single-family dwelling and a shrine). Also consistent with Bill 44, SSMUH development may include a secondary suite as a dwelling unit that counts toward the maximum number of units permitted on a site. Secondary suites remain subject to and defined by conditions specified in the BC Building Code 2018 (“Building Code”).

#### *Development Cost Charges (DCCs) Amendment Bylaw*

Development Cost Charges (DCCs) Imposition Bylaw No. 9499, Amendment Bylaw 10577 is a response to the introduction of a newly defined form of housing (“SSMUH development”) to clarify its classification as part of the existing single-family rate category, which already applies to duplex development and developments with secondary suites. DCCs are monies that municipalities collect at the time of development to offset costs to the municipality that are a result of development. A clarification to the definitions section of the bylaw will permit the City to collect DCCs from SSMUH development when there is an associated subdivision. Staff are in the process of reviewing the impact of new legislation on existing financing tools such as updated DCCs, new amenity cost charges, and new reserve accounts for affordable housing and transportation demand management measures. A future staff report for Council’s consideration will include analysis of new or amended DCCs, introduction of amenity cost charges, and establish new reserve accounts for affordable housing and transportation demand management measures, including those that apply to SSMUH development.

### *Extension Application for Steveston Townsite*

Properties in Steveston townsite (area bound by Steveston Highway to the north, No. 1 Road to the east, Chatham Street to the south, and 7<sup>th</sup> Avenue to the west) are currently exempted from pre-zoning subject to the outcome of the City's application to the Province for a Category 1 and Category 2 extension to the compliance deadline (Attachment 1). The extension is required due to the ongoing Steveston sanitary sewer replacement program and the need to ensure infrastructure work is complete prior to allowing SSMUH development. The extension will also provide time to consult with the Steveston community on the potential impacts of Bill 44 to the historic character of the neighbourhood. If the Province approves the application, the approval will specify a Bill 44 compliance date for the 861 lots that are currently exempted, which can be no later than December 31, 2030.

### *Ownership and Tenure*

The RSM zone restricts tenure of additional dwelling units to rental. Rental use can be challenging to enforce; therefore, in addition to embedding rental tenure zoning and a prohibition on stratification in the RSM zone, an agreement may be registered on title as a condition of Building Permit to highlight zoning restrictions (e.g., no stratification). An amendment to Building Regulation Bylaw 7230 is attached (Bylaw 10572) which would authorize staff to secure such agreement(s) on title that highlights zoning specifications as a condition of building permit issuance. Specifying tenure for SSMUH development is consistent with City objectives to build more rental housing.

Embedding rental tenure requirements in the RSM zone is a response to the Richmond context. Areas subject to Bill 44 lack an adequate supply and diversity of rental housing options. Renter households make up 29 percent of residents in the City; however, these households face a lower vacancy rate (4.7% compared to 5.5% for the region) and a limited supply of purpose-built rental housing. While projections indicate the City will exceed its target to build 2,000 market rental units to 2026, there is an imbalance in rental housing supply options between the City Centre and areas characterized by single detached and duplex housing. SSMUH development is well suited to addressing this inequity.

A notable exception includes sites with current duplex zoning. To preserve current ownership options, which include stratification to create two strata lots, the attached zoning bylaw amendments include changes to current duplex zones to accommodate the minimum number of units that must be permitted to comply with Bill 44. No other changes are proposed (i.e., height, building envelope, setbacks remain unchanged). Affected zones include: Two-Unit Dwelling (RD1, RD2); Arterial Road Two-Unit Dwellings (RDA); Arterial Road Compact Two-Unit Dwellings (RCD); Site Specific Residential (Two-Unit Dwelling) Zones; Two-Unit Dwelling (ZD2) – Broadmoor; Heritage Two-Unit Dwelling (ZD4) – London Landing (Steveston); Two-Unit Dwelling (ZD5)-Steveston/Williams; Two Unit Dwelling (ZD7) – Francis Road (Blundell). Attachment 2 maps the location of affected lots.

### *Affordable Housing*

Bill 44 prohibits local governments from using bonus density to achieve the minimum on-site unit density set by the legislation, with one exception. Affordable housing density bonusing is permitted for one unit on sites where a minimum of six units is permitted (i.e., a developer may construct five units without providing an affordable housing contribution or, at the developer's discretion, construct six units including one additional affordable housing unit as defined by the local government). In accordance with the legislation, the RSM zone would secure construction of an affordable housing unit (i.e., low-end market rental unit) in development that includes six units with one unit being secured with a Housing Agreement registered on title. The zone also includes a cash in lieu of construction option. The contribution rate to the Affordable Housing Reserve Fund would be the same as the current townhouse rate (i.e., \$12/buildable square foot).

### *Floor Area Ratio (FAR)*

Bill 44 was introduced to increase housing supply by mandating the minimum number of units permitted on a site based on parcel size and proximity to rapid transit service. The Provincial Guidelines suggest approaches to encourage SSMUH development that include removing specified floor area ratio (FAR) for SSMUH development and reducing existing density permissions for single-family development. The guidelines also support smaller and by extension more affordable housing units and are silent regarding minimum unit sizes or unit types. The RSM zone considers these guidelines.

The RSM zone complies with Provincial requirements. Attachment 6 reflects the guiding principles and outcomes of minor amendments specific to density. Additional dwelling units can be accommodated by making efficient use of the existing building volume (e.g., provide more opportunity to make the attic space habitable) and applying a more flexible attitude toward how floor area is allocated in SSMUH development. These adjustments to the built form are based on the findings of the Modelling Study (Attachment 4) and are discussed in the Built Form section of this report. While a minor adjustment to the current garage exemption is embedded in the RSM zone, permitted density for development of a single-family dwelling with or without a secondary suite is fundamentally unchanged.

The RSM zone introduces a “flex space” allocation for development of two to six units (excluding a single-family dwelling with a secondary suite), which is a contemporary response to competing priorities (i.e., housing versus enclosed parking). The developer or homeowner will decide whether to assign the “flex space” (or portion of the space) to habitable space, enclosed parking or other ancillary uses. Currently, up to 50 m<sup>2</sup> (538 ft<sup>2</sup>) of enclosed parking is exempted from the total permitted FAR for each single-family dwelling or townhouse unit on a lot. The exemption represents a disproportionate amount of garage floor area and contributes to a garage centric appearance, especially on small or narrow lots. SSMUH development is subject to lower parking rates (which is discussed in the Parking and Access section of this report) and the Illustrated Built Form Regulations (Attachment 3) demonstrate that “flex space” does not preclude accommodating required on-site parking. “Flex space” provides an option to realize more habitable space and addresses the unintended consequences of uniformly exempting enclosed parking.

### *Built Form*

While Bill 44 is silent regarding built form, the Provincial Guidelines suggest a generally unrestricted building envelope and discourage excluding/limiting building forms as a way to establish favourable conditions for SSMUH development. Further, the Provincial Guidelines suggest relying on the Building Code to inform building setbacks, siting, lot coverage and height, and are silent regarding unit sizes and other livability specifications. The “Site Standards” outlined in the Provincial Guidelines have been considered.

Staff assessed the Provincial Guidelines alongside the findings from the Modelling Study (Attachment 4), to develop built form regulations. The Illustrated Built Form Regulations and Modelling Study (Attachments 3 and 4) highlight built form elements that are embedded in the RSM zone for the additional dwelling units mandated by the Province. They demonstrate that SSMUH development can be accommodated in a building volume that is complementary to City objectives (e.g., respect neighbourhood character and livability; preserve building height; minimize parking impacts on the streetscape; protect existing trees and green space; incorporate units with two or more bedrooms; encourage accessibility and visitability). The RSM zone does not specify a preferred building type; instead, the zone regulates massing with a three dimensional envelope, similar to the building envelope currently used to regulate single-family houses. A summary of these built form characteristics, which apply only to the additional dwelling units mandated by the Province, can be found in Attachment 7. No changes are suggested to built form regulations for development of a single-family dwelling with or without a secondary suite or sites subject to current duplex zoning.

While the built form specifications embedded in the RSM zone have been studied and modelled, the deadline to pre-zone properties to permit SSMUH development imposed by the Province has not provided adequate time to test the RSM zone to identify unintended consequences. Staff would expect further bylaw amendments as implementation proceeds. In addition to monitoring new development, staff recommend retaining a consultant to test the bylaw and consult with small homebuilders. The consultant will also be asked to suggest any required modifications that may be applied to the development of irregular lots (i.e., lots that are not rectangular) in order that the proposed Development Permit requirement may be waived, as discussed in the Development Permit section of this report. The findings will be summarized in a future Council report.

### *Development Permit*

While Bill 44 prohibits local governments from requiring a rezoning application to permit SSMUH development, jurisdictions retain authority to require a Development Permit. The Provincial Guidelines express concern that exercising the authority to require a Development Permit to manage form and character for SSMUH development may obstruct Provincial objectives to increase housing supply (e.g., time delays, costs, uncertainty). The guidelines discourage a Development Permit requirement and suggest local governments use an alternative to a Development Permit (e.g., develop voluntary design guidelines and/or template building plans), limit conditions when a Development Permit is required (e.g., environmentally sensitive area, hazard area) and expedite permit issuance (e.g., delegate authority to staff to issue a

permit). Consistent with the Provincial Guidelines, most SSMUH development will not require a Development Permit.

A Development Permit for SSMUH development will be required in the following circumstances:

- development in an environmentally sensitive area (current practice);
- development that encroaches into the rear yard setback area on a RSM zoned lot; and
- development of two to six units (excluding a single-family dwelling with a secondary suite) on an irregular shape lot (i.e., non-rectangular lot) on a RSM zoned lot.

The Development Permit requirement is applied to realize an appropriate design response in a more challenging context. Development in the rear yard may include accommodations to protect trees and may be affected by existing servicing right of ways (i.e., within the subject area, almost 40 percent of the City's tree canopy is located in the front and rear yard setback and servicing right of ways are commonly located along the rear property line). The RSM zone specifies permitted building encroachment into the rear yard setback (including remaining setbacks and building height) conditional to securing a Development Permit for form and character. The RSM zone also specifies permitted projections. An encroachment that exceeds the provisions in the zone would require a Development Variance Permit. The Provincial timelines for compliance were insufficient to complete studies for irregular shape lots; therefore, a Development Permit requirement is suggested until further testing (as discussed in the Built Form section of this report) can be completed. Approximately 18% of properties in the new RSM zone are an irregular lot. The Development Permit requirement does not preclude development; instead it provides a process to support an applicant who must address site-specific challenges associated with developing in an environmentally sensitive area, the rear yard setback, or on an irregular shape lot.

An amendment to the OCP, which specifies the development permit requirement for SSMUH development, is attached (Bylaw 10579). It clarifies a permit is required when SSMUH development encroaches into a required rear yard setback (including both building and parking) and for SSMUH development on an irregular shaped lot (excluding single-family development with or without a secondary suite). SSMUH specific development permit guidelines could not be completed in advance of the June 30, 2024 deadline mandated by the Province for implementation of Bill 44 and will be developed for Council's consideration alongside any amendments to the RSM zone recommended by a qualified professional. In the interim, the attached OCP amendment bylaw includes language to extend current guidelines for coach house/granny flat, duplex and tri-plex development to SSMUH development.

### *Subdivision*

The RSM zone intends to preserve the existing property subdivision pattern and does not encourage further subdivision. The Richmond context is characterized by its diversity of lot sizes and widths. Preserving this diversity is important to neighbourhood identity. Further, the Illustrated Built Form Regulations and Modelling Summary (Attachments 3 and 4) show that lot width is a fundamental factor influencing SSMUH development options. Maintaining Richmond's current lot sizes will contribute to more variation in the type and size of SSMUH units that are constructed (i.e., as compared to the more uniform lot sizes that would result if

subdivision was encouraged). In addition, property subdivision is contrary to City objectives in strategic areas (along arterial roads and around neighbourhood service centres) where consolidation is encouraged to facilitate higher density and a greater mix of land uses than mandated by Bill 44. As a result, the RSM zone intends to preserve existing lot widths and generally limit subdivision.

While Zoning Bylaw 8500 includes almost 50 standard and site-specific zoning districts that permit single-family and/or duplex use, approximately 84 percent of the lots affected by Bill 44 are zoned RS1/A, RS1/B or RS1/E. Further, the permitted form of development is generally consistent despite the large number of zoning districts. To simplify administration and regulations, the RSM zone groups lots into four sub-zones based on lot size (i.e., small, medium, large and extra large). The sub-zones reflect existing subdivision conditions (summarized in Table 1). Attachment 8 provides a key for the assignment of properties to the RSM Small, Medium, Large, or Extra Large sub-zone.

**Table 1: RSM Sub-Zones**

RSM Sub-zone	Minimum Lot Frontage	Minimum Lot Width	Minimum Lot Depth	Minimum Lot Area
<b>RSM/S (small)</b>				
Proposed – RSM/S	6 m (19 ft.)	9 m (29 ft.)	24 m (78 ft.)	270 m <sup>2</sup> (+/-3,000 ft <sup>2</sup> )
Existing – RS1/A (5% of lots)	6 m	9 m	24 m	270 m <sup>2</sup>
<b>RSM/M (medium)</b>				
Proposed – RSM/M	6 m (19 ft.)	12 m (39 ft.)	24 m (78 ft.)	360 m <sup>2</sup> (+/-4,000 ft <sup>2</sup> )
Existing – RS1/B (29% of lots)	6 m	12 m	24 m	360 m <sup>2</sup>
<b>RSM/L (large)</b>				
Proposed – RSM/L	7.5 m (24 ft.)	18 m (59 ft.)	24 m (78 ft.)	550 m <sup>2</sup> (+/-6,000 ft <sup>2</sup> )
Existing – RS1/E (50% of lots)	7.5 m	18 m	24 m	550 m <sup>2</sup>
<b>RSM/XL (extra large)</b>				
Proposed – RSM/XL	7.5 m (24 ft.)	18 m (50 ft.)	45 m (147 ft.)	828 m <sup>2</sup> (+/-8,912 ft <sup>2</sup> )
Existing – RS1/F (1.5% of lots)	7.5 m	18 m	45 m	828 m <sup>2</sup> (+/-8,912 ft <sup>2</sup> )

\*Note: colors correspond to RSM zoning categories in Attachment 1.

### *Parking and Access*

Bill 44 prohibits local governments from setting a minimum parking requirement for SSMUH development where up to six units are permitted. Elsewhere, local governments retain authority to set parking rates for SSMUH development provided the rates do not affect the feasibility of realizing the on-site density mandated by the Province. Further, the Provincial Guidelines encourage local governments to reduce or eliminate minimum on-site parking requirements, or set maximum parking rates to decrease housing costs for new development.

The zoning amendment bylaw (Bylaw 10573) includes on-site parking rates for SSMUH development that consider on-site capacity (i.e., how much of the site is assigned to vehicle

parking, opportunity to preserve green space), the availability of street parking (i.e., lot width and street design result in varying opportunities between driveways for on-street parking), and lot width.

The minimum parking rates are listed below:

- for a property with a frontage of less than 15 m (49 ft.): minimum 0.5 parking space/unit;
- for property with a frontage of 15 m (49 ft.) or greater: minimum 1.0 parking space/unit.
- No on-site parking requirement for development on a site where up to six units are permitted by Bill 44 (i.e., local governments are prohibited from requiring parking for SSMUH development that is located near a frequent transit network).

A maximum parking rate is not suggested at this time. Variables that affect on-site parking for multi-unit development include the following:

- lot width: the RSM zone prohibits parking in the front yard setback on wider lots to minimize the impact of on-site parking on the streetscape, as illustrated in Attachment 3; and
- assignment of “flex space”: the developer will decide whether to assign “flex space” (or portion of the space) to habitable space, enclosed parking or other ancillary uses.

The provisions listed above do not apply to development of a single-family dwelling with or without a secondary suite within the RSM zone.

Vehicle access affects building design and site planning, as well as safety. To minimize associated impacts, the bylaw amendments include the following:

- vehicle access to a property abutting an open lane is restricted to access from the lane;
- vehicle access for a corner lot is limited to one driveway;
- arterial road properties without an abutting lane are required to provide an on-site turnaround to address safety concerns associated with backing on to the roadway; and
- shared driveway access between developments, particularly properties that are located on an arterial road, are encouraged.

The attached parking and vehicle access zoning bylaw amendments satisfy Bill 44 requirements and consider the Provincial Guidelines.

### *Residential Permit Parking Program*

The new Provincial legislation changes the way local governments are expected to manage on-street parking. Provincial Guidelines recommend no to low on-site parking requirements and prohibit a parking requirement for development on a site where up to six units are permitted. Consequently, demand for street parking will increase. To address the potential spillover of parking from new SSMUH development, consideration of new parking regulations via a residential permit parking program will be considered to help reduce parking demand and effectively manage curbside space. Permit programs can help to better manage parking and street space by encouraging more people to park off-street, freeing up road space for those who need it while making provisions for who is allowed to park and where. Parking restrictions will also enable curb space to be converted to other uses such as for car share vehicle parking. This

will allow those residents without on-site parking to have access to a shared vehicle in their neighbourhood.

To facilitate a residential permit parking program, bylaw amendments to establish the framework to implement Residential Permit Parking zones to manage anticipated on-street parking demand would be required. Staff are working on this and will report back to Council with options for consideration later this year.

#### Mandated Compliance with Bill 44: Impacts to City Objectives Along Arterial Roads and Around Neighbourhood Service Centres

By complying with terms mandated by the Province, which include pre-zoning properties to permit SSMUH development, key City land use objectives may not be met in strategic areas along arterial roads and around neighbourhood service centres. In these areas, construction in accordance with Bill 44 represents under development and construction of SSMUH development on single lots is contrary to OCP and Area Plan objectives to encourage consolidations to facilitate larger scale development, and associated construction of affordable housing and market rental units, as well as minimizing driveway access points. Exclusive residential development is also contrary to policy objectives to balance between residential and non-residential land uses to support inclusive neighbourhoods where residents have easy access to shops and services.

While pre-zoning to permit SSMUH development will be in place, staff will continue to encourage rezoning to facilitate higher densities and a greater range of land uses in strategic locations (i.e., close to neighbourhood service centres and along arterial roads) where it is consistent with OCP and Area Plan objectives. Any application to exceed height and density specified in the proposed SSMUH zoning will be evaluated based on development specific merit and subject to Council's discretionary approval.

#### Mandated Compliance with Bill 44: Impacts to In-Stream Applications

Bill 44 does not prescribe a process or provide exemptions for in-stream development applications. Amendment Bylaw 10573 considers terms for in-stream rezoning, building permit and subdivision applications.

To comply with Provincial legislation, properties that are subject to Bill 44 will be assigned RSM zoning at the time Bylaw 10573 is adopted (see sub-zone assignment key included as Attachment 8). Attachment 9 lists the 24 in-stream applications proposing to rezone from single-family use to permit duplex development or single-family use with subdivision or a coach house that are currently pending final approval (i.e., third reading). These applications may proceed to Council for adoption to an equivalent RSM zone or an amended duplex zone as outlined in the attached zoning bylaw amendment (Bylaw 10573) or the applicant may withdraw the application to realize SSMUH development in accordance with the amended RSM zoning. The zoning bylaw amendment (Bylaw 10573) includes changes to a site-specific zone to accommodate an in-stream rezoning application that is at third reading (i.e., Single Detached (ZS14) – South McLennan (City Centre)).



Applicants with an instream application will receive notification from the City regarding the affect of Bill 44 on their in-stream application following adoption of the amendment bylaw.

### OCP Amendment Consultation

Staff have reviewed the proposed OCP amendment bylaw (Bylaw 10579) with respect to the *Local Government Act* and the City's OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 2 clarifies this recommendation.

**Table 2 – 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; as they are not affected
Richmond Coastal Health Authority	No referral necessary, as they are not affected.
Community Groups and Neighbours	Community Groups and Neighbours will have the opportunity to comment regarding the proposed OCP amendment at General Purposes Committee meeting, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

### Next Steps

The *Local Government Act* was amended to prohibit a local government from holding a public hearing on zoning bylaw amendments required to comply with the SSMUH legislation. To satisfy legislated terms (Section 464(4) and 467(1)), a public notice was published on the City's website and social media. In accordance with Provincial legislation, a public hearing will not be held related to Amendment Bylaw 10573.

All three readings of amendment Bylaw 10573, including Final Adoption, can be considered at the next regular Council meeting. Within 30 days following final adoption of these bylaws, there must be notification to the Minister of Housing of compliance with the requirements of Bill 44.

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

- updates will be made to the City's website to provide information on the changes, including updates to the Richmond Interactive Map (RIM);
- social media platforms will be utilized to communicate the changes;
- bulletins will be prepared to aid the general public and development community in understanding the changes; and
- a minimum of four public meetings are to be scheduled in July throughout the City of Richmond to inform residents, builders and other stakeholders regarding the new bylaws and legislation. Dates, time and location will be released soon with updates on the City's website with notification sent through Lets Talk Richmond. Further, invitations to Richmond's Members of the Legislative Assembly (MLA) will be distributed given this is a Provincial initiative.

Staff will also continue to review the impacts of Bill 44 and other Provincial housing bills and bring forward applicable changes to Council for consideration, including:

- mandatory update to the City's Housing Needs Report by the end of 2024;
- incorporation of inclusionary zoning and density bonusing measures as a result of Bill 16 – Housing Statutes Amendment Act, 2024 (“Bill 16”) by mid-2025. Bill 16 will impact the Village Centre Bonus (VCB) and T6 (density bonusing for community amenities) designations, while construction of low-end market rental (LEMR) would shift from a density bonus approach to an inclusionary zoning approach that is subject to financial feasibility accounting requirements set by legislation;
- mandatory updates to the City's OCP to align with the Provincial housing bills by the end of 2025; and
- updates to the City's development financing mechanisms as a result of Provincial changes, including DCCs, amenity cost charges, and reserve funds (transportation demand management and affordable housing).

Attachment 10 provides a detailed discussion of next steps. In addition, staff will monitor the implementation of the new Provincial bills and report to Council regularly.

### **Financial Impact**

Bill 44 significantly increases the build out capacity in affected neighbourhoods. Impacts on infrastructure and required upgrades, as well as impacts on parks, recreation and cultural facilities, and other amenities is under review. In the upcoming months, separate reports that consider these impacts and associated costs will be brought forward for Council's consideration. Costs associated with consultation and public information meetings, as discussed in the Next Steps section of this report would be paid for by existing budgets.

### **Conclusion**

In December 2023, the Province of British Columbia made amendments to the *Local Government Act* including adoption of Bill 44, which requires that, by June 30, 2024, local governments adopt zoning bylaw amendments to:

- permit up to three, four or six units in eligible areas (areas where zoning does not permit the minimum number of units prescribed by the Province) through pre-zoning; and
- remove residential parking minimums for development on sites in eligible areas within 400 m of a frequent transit service bus stop.

If a community fails to fulfill requirements or meet deadlines, for any of the bills, the Province may order compliance requirements (i.e., implementation of the Provincial Guidelines as new zoning requirements).

The zoning bylaw amendments (Bylaw 10573) attached to this report comply with legislated requirements and key objectives in the Provincial Guidelines. The amendment bylaws also intend to preserve City goals to build the right type of housing for the local context (e.g., prioritize rental housing, retain existing regulations for development of a single-family dwelling with or without a secondary suite, establish a built form framework that is compatible with the current neighbourhood context).

While the RSM zone suggests a made in Richmond response to Bill 44, it must accommodate the number of units permitted on a site based on parcel size and proximity to transit service, as mandated by the Province. Impacts on affected neighbourhoods include but are not limited to the following:

- changes to the built form (e.g., maximizing use of the existing building volume, facilitating habitable space in the attic, permitting up to two buildings on a property, etc.);
- challenges realizing the City's broader land use objectives to build inclusive communities (e.g., SSMUH represents under development along arterials and in neighbourhood service centres); and
- associated impacts on existing neighbourhoods (i.e., analysis of the impacts on servicing infrastructure, on-street parking and amenities are underway).

In order to comply with Provincial requirements, the following is recommended:

- a new zoning district for small-scale multi-unit housing and associated zoning bylaw amendments, including amending existing duplex zones to permit the minimum number of units on a site as mandated by Bill 44 (Richmond Zoning Bylaw 8500, Amendment Bylaw 10573), be introduced and given first, second and third reading, in addition to final adoption;
- authority to require registration of an agreement(s) on title to call attention to zoning restrictions as a condition of building permit issuance (Building Regulation Bylaw 7230, Amendment Bylaw 10572), be introduced and given first, second and third reading;
- modification of the definitions section to include small-scale multi-unit housing in the single-family rate category, (Development Cost Charges Imposition Bylaw 9499, Amendment Bylaw 10577), be introduced and given first, second and third reading; and
- limited conditions when a development permit is required for SSMUH development and associated interim design guidelines (Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579), be introduced and given first reading.

Subject to adoption of the zoning bylaw amendments, staff will submit the required confirmation of compliance with Bill 44 to the Minister of Housing. Staff also recommend reporting back to Council on the feasibility of small-scale multi-unit housing as further developments occur.



Diana Nikolic, MCIP  
Program Manager, Policy Planning  
(604-276-4040)

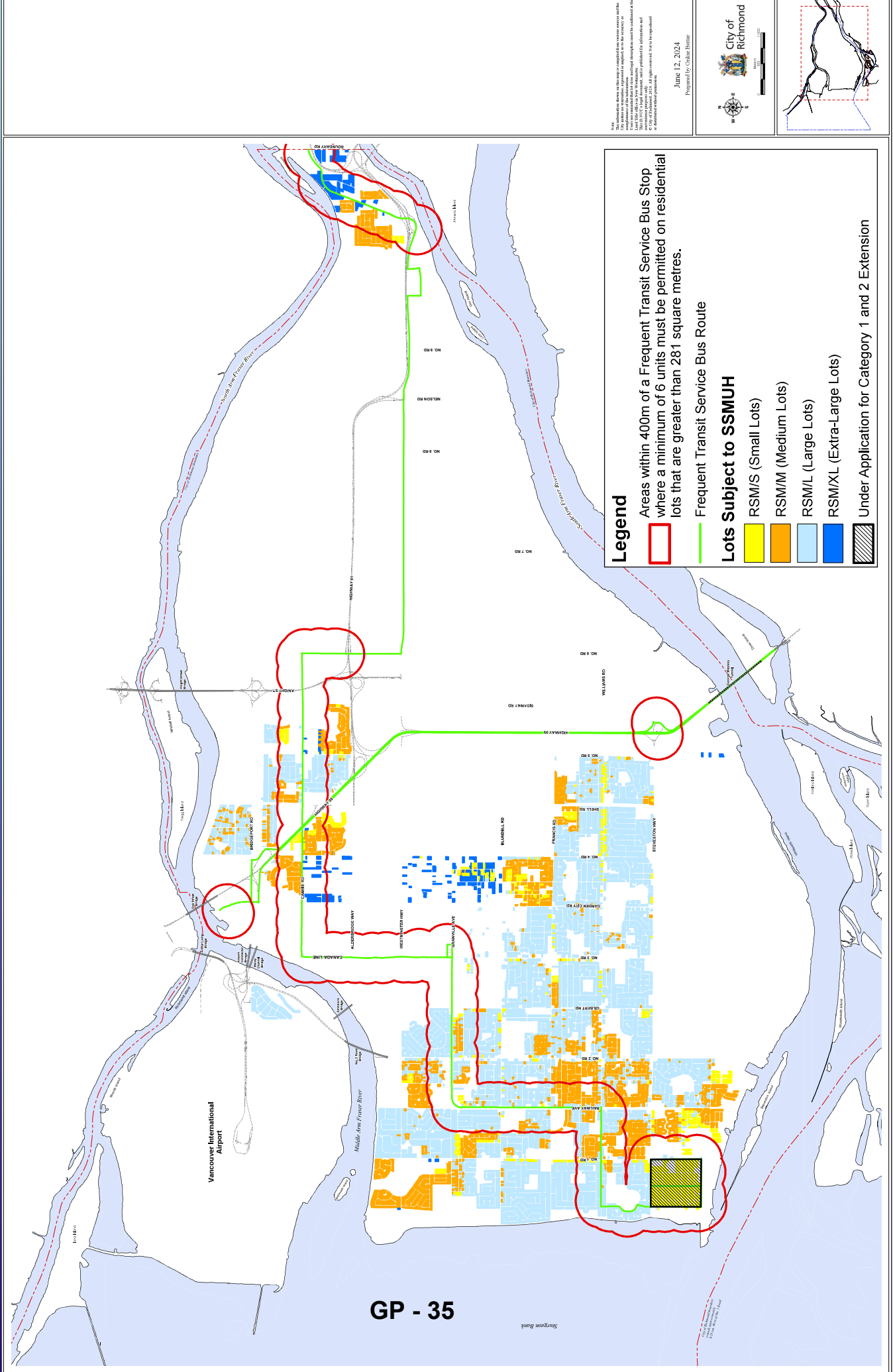


Suzanne Carter-Huffman  
Program Manger, Urban Design  
(604-276-4228)

DN:cas

- Attachment 1: Map: Lots to Be Zoned RSM
- Attachment 2: Map: Lots with Duplex Zoning to be Amended to Comply with Bill 44
- Attachment 3: Illustrated Built Form Regulations
- Attachment 4: Modelling Study
- Attachment 5: Summary of Bylaw Amendments
- Attachment 6: RSM Zone Density Framework
- Attachment 7: Built Form Summary
- Attachment 8: Sub-Zone Assignment Key
- Attachment 9: In-stream Rezoning Applications (third reading)
- Attachment 10: Upcoming Consultation and Reports to Council

# Lots to Be Zoned RSM



**Legend**

Areas within 400m of a Frequent Transit Service Bus Stop where a minimum of 6 units must be permitted on residential lots that are greater than 281 square metres.

— Frequent Transit Service Bus Route

**Lots Subject to SSMUH**

- RSM/S (Small Lots)
- RSM/M (Medium Lots)
- RSM/L (Large Lots)
- RSM/XL (Extra-Large Lots)

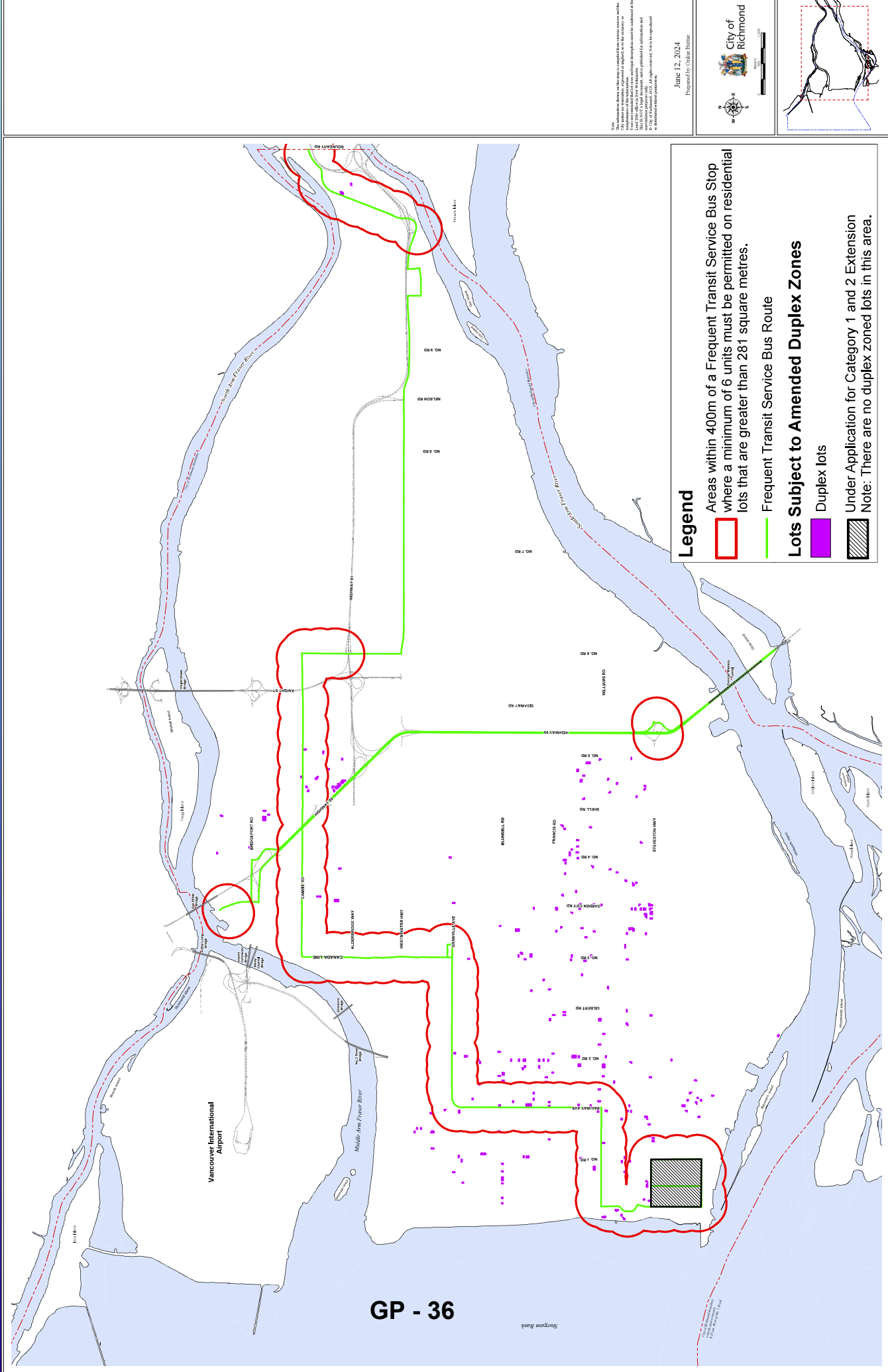
Under Application for Category 1 and 2 Extension

Map  
This information should not be relied upon for any legal or financial purposes. It is provided for informational purposes only. The information is subject to change without notice. The information is provided as a general guide only. The information is not intended to constitute an offer of any financial product or service. The information is provided as a general guide only. The information is not intended to constitute an offer of any financial product or service. The information is provided as a general guide only. The information is not intended to constitute an offer of any financial product or service.

June 12, 2024  
Prepared by: Urban Designer






City of Richmond

# Lots with Duplex Zoning to be Amended to Comply with Bill 44



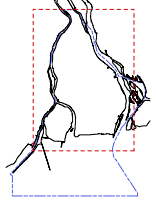
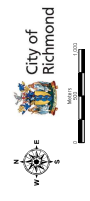
GP - 36

### Legend

-  Areas within 400m of a Frequent Transit Service Bus Stop where a minimum of 6 units must be permitted on residential lots that are greater than 281 square metres.
  -  Frequent Transit Service Bus Route
  -  Lots Subject to Amended Duplex Zones
  -  Duplex lots
  -  Under Application for Category 1 and 2 Extension
- Note: There are no duplex zoned lots in this area.

June 12, 2024  
 Prepared by: Urban Designer

This information is provided as a guide only and is not intended to constitute a contract. The City of Richmond reserves the right to amend this information without notice. This information is provided for informational purposes only and is not intended to constitute a contract. The City of Richmond reserves the right to amend this information without notice. This information is provided for informational purposes only and is not intended to constitute a contract. The City of Richmond reserves the right to amend this information without notice.



**Built Form & Massing / Multi-Unit Development**

Richmond’s traditional Zoning Bylaw limits on single detached housing have contributed toward a distinct Richmond neighbourhood character. With the aim of ensuring a complementary form of development, the proposed multi-unit regulations (i) maintain key traditional requirements, such as maximum building height, (ii) simplify complicated ones, and (iii) revise requirements where this will help support more attractive small-scale multi-unit housing forms.

**A. HEIGHT**

The proposed multi-unit regulations maintain existing maximum building heights:

- **Principal building:** Max. 9.0 m (7.5 m flat roof) & 2 ½ storeys;
- **Rear yard infill building (street-access):** Max. 4.0 m & 1 storey; and
- **Rear yard infill building (lane-access):** Max. 7.5 m (6.0 m flat roof) & 2 storeys.

**B. SIDE YARD SETBACKS**

The proposed multi-unit regulations increase side yard setbacks for larger lots:

- **For lots less than 15 m wide:** Min. 1.2 m interior side yard along both sides; and
- **For lots 15 m wide or wider:** Min. 1.2 m along one side & 4.0 m along the other side (except that part of the required 4.0 m side yard can be reduced to 1.2m if there is a corresponding side yard increase along the other side of the lot).

**3C. VERTICAL ENVELOPES**

The proposed multi-unit regulations do not apply the current “Lot Depth” envelope, which recesses the second floor and contributes to more prominent garages.

The proposed multi-unit regulations simplify the existing “Lot Width” envelope, which encourages sloped-roof forms, dormers and a smaller top storey:

- The envelope’s setbacks match the zoning side yards (not 1.2 m for all lots);
- The envelope rises vertically to 6.0 m (instead of varying with lot width); and
- The envelope slopes inward at 45° (instead of varying with lot width).

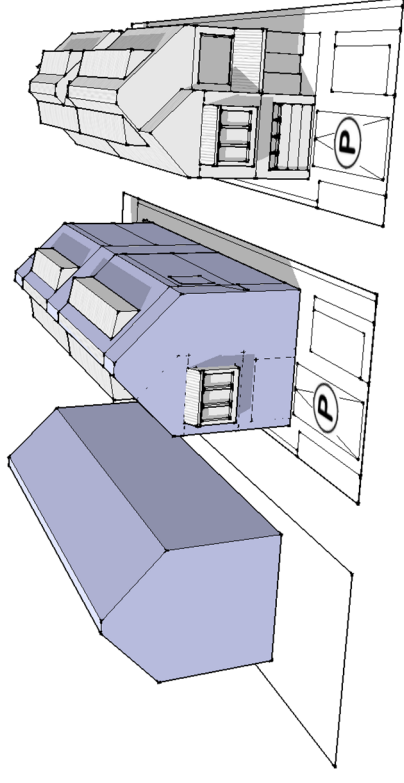
**D. HALF-STOREY**

The proposed multi-unit regulations maintain the definition of “half-storey” as it applies to single detached dwellings (e.g., within the roof, no larger than 50% of the storey below, no balconies and no flat roofs), except that dormer setbacks are measured to the required side, front and rear yard setbacks (not to the building face).

**E. CONTINUOUS WALL**

The proposed multi-unit regulations maintain the existing maximum 55% uninterrupted wall length (based on lot depth) applicable to walls abutting an interior side yard.

**SMALL LOT ENVELOPE / 9 m wide minimum**



**Building envelope**

- 1.2 m interior side yards on both sides of the lot
- 45° slope starting at 6.0 m high
- 9.0 m max. height for a sloped roof (7.5 m for a flat roof)

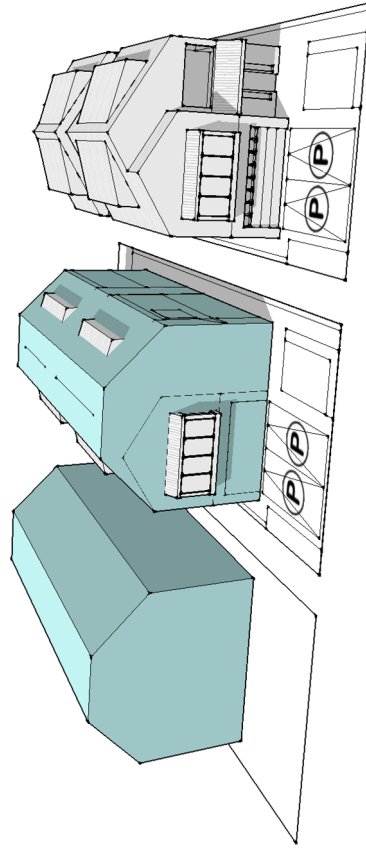
**Permitted projections**

- Permitted front/rear yard projections include bay windows (0.6 m), porches and balconies (1.2 m) & uncovered entry stairs (3.0 m).
- Roof dormers are permitted if set back 1.2 m from the side yards & 1.5 m from the front/rear yards.
- For a street-access lot, 1 parking space may be in the front yard.

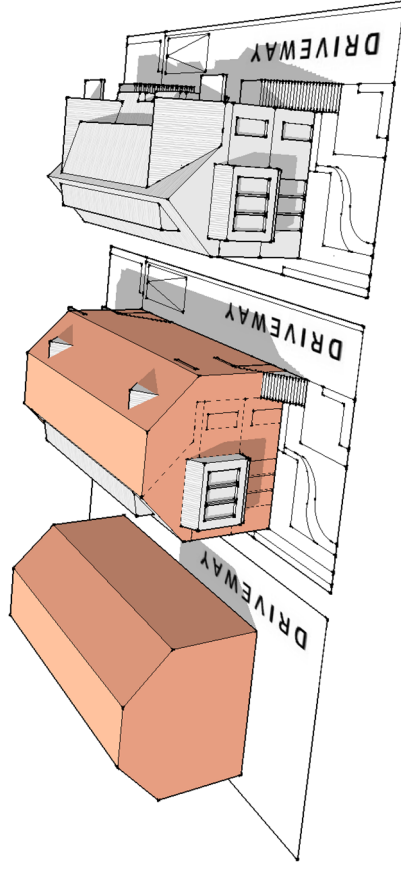
**Potential built form**

- For a street-access lot, development may typically comprise a single building with a front/back duplex-type arrangement.
- For a lane-access lot, a courtyard layout with a rear yard infill building and landscaped mid-lot courtyard is possible (subject to a Development Permit).

**MEDIUM LOT ENVELOPE / 12 m wide minimum**



**LARGE LOT ENVELOPE / 15 m wide minimum**



**Building envelope**

- 1.2 m interior side yards on both sides of the lot
- 45° slope starting at 6.0 m high
- 9.0 m max. height for a sloped roof (7.5 m for a flat roof)

**Building envelope**

- 1.2 m interior side yard along one side & 4.0 m along the other, except that the 4.0 m setback may be reduced in part to 1.2 m if there is a corresponding increase in the setback along the lot's other side.
- 45° slope starting at 6.0 m high
- 9.0 m max. height for a sloped roof (7.5 m for a flat roof).

**Permitted projections**

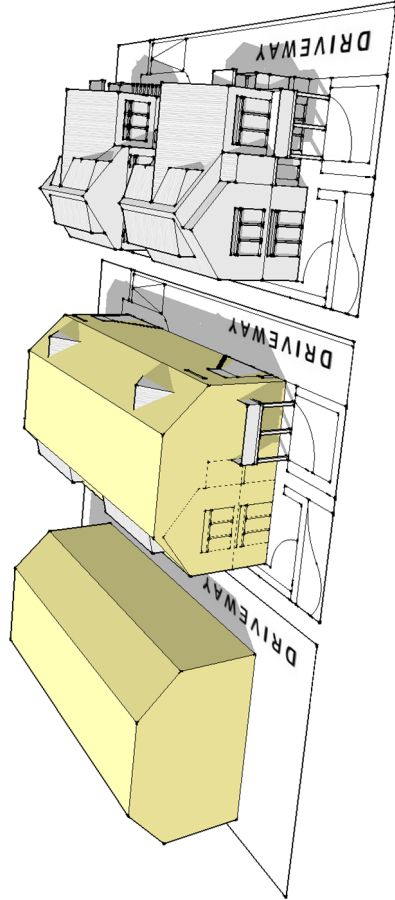
- Permitted front/rear yard projections include bay windows (0.6 m), porches and balconies (1.2 m) & uncovered entry stairs (3.0 m).
- Roof dormers are permitted if set back 1.2 m from the side yards & 1.5 m from the front/rear yards.
- No parking may be in the front yard.

**Potential built form**

- For a street-access lot, development may comprise a single building with a front/back duplex-type layout – OR – on deep lots, a courtyard arrangement with one front & one rear building.
- For a lane-access lot, a courtyard layout with a rear yard infill building and landscaped mid-lot courtyard is possible (subject to a Development Permit).



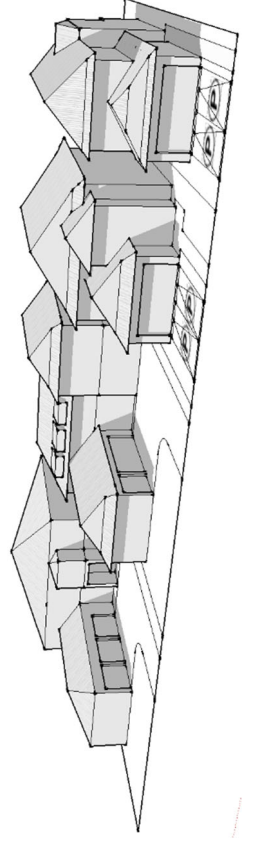
**LARGE LOT ENVELOPE / 18 m wide minimum**



**SINGLE FAMILY HOUSES**

Minor changes are proposed for *single-family houses with or without a secondary suite*.

1. **Living area:** No change in permitted floor area.
2. **Garage size:** The floor area exemption is reduced from 50 m<sup>2</sup> to 40 m<sup>2</sup> to accommodate parking for two cars with less bulk.
3. **Parking rate:** This is reduced in compliance with provincial guidelines (i.e. 0.5 spaces/unit for small lots; 1.0/unit for large lots; none required within 400 m of a bus stop with frequent transit service).
4. **Driveways:** No change, except a lot may have only 1 driveway &, if a lot abuts an open lane, vehicle access must be via the lane.
5. **Building height:** No change (i.e. 2 ½ storeys & 9 m for a sloped roof or 7.5 m for a flat roof).
6. **Building setbacks:** No change (i.e. 6 m front yard & variable side/rear yards based on lot size).
7. **Building envelope:** The current sloped roof form is maintained. Minor changes allow for more living space to be located over street-front garages.



**Building envelope**      **Permitted projections**      **Potential built form**

- 1.2 m interior side yard along one side & 4.0 m along the other, except that the 4.0 m setback may be reduced in part to 1.2 m if there is a corresponding increase in the setback along the lot's other side.
- 45° slope starting at 6.0 m high
- 9.0 m max. height for a sloped roof (7.5 m for a flat roof).
- Permitted front/rear yard projections include bay windows (0.6 m), porches and balconies (1.2 m) & uncovered entry stairs (3.0 m).
- Roof dormers are permitted if set back 1.2 m from the side yards & 1.5 m from the front/rear yards. No parking may be in the front yard.
- For a street-access lot, development may comprise a single building with a front/back duplex-type layout – OR – on deep lots, a courtyard arrangement with one front & one rear building.
- For a lane-access lot, a courtyard layout with a rear yard infill building and landscaped mid-lot courtyard is possible (subject to a Development Permit).

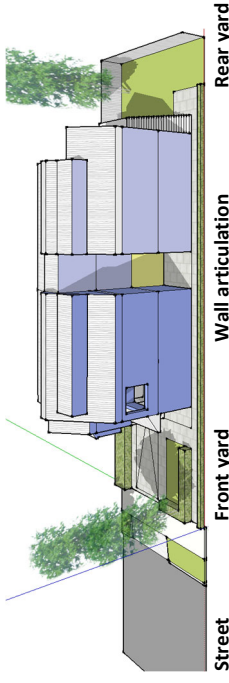
### Yards, Building Separation & Unit Orientation / Multi-Unit Development

The proposed multi-unit regulations require 45% maximum lot coverage for buildings and all lots must have least two (2) landscaped yards, typically a 6.0 m front yard and 6.0 m rear yard. Where a rear yard infill building is permitted (subject to a Development Permit), a landscaped 6.0 m mid-lot courtyard is required. On deeper lots that provide both a 6.0 m mid-lot courtyard and 6.0 m rear yard, use of the courtyard may vary (e.g., auto-court and/or landscape). For all units, the main living areas (i.e., windows) shall be oriented towards a street, courtyard or lane (to limit side yard outlook and maximize daylighting).

#### A. SINGLE BUILDING

- **Front yard:** Min. 6.0 m, including at least 50% landscaping with live plant material
- **Continuous wall @ interior side yard:** Uninterrupted wall length shall not exceed 55% of lot depth.
- **Rear yard:** Min. 6.0 m

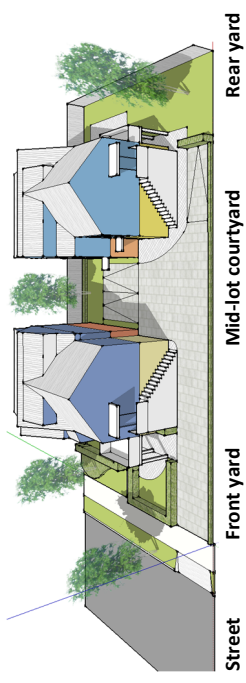
**Height:** Max. 9.0 m sloped roof (7.5 m flat roof) & 2 ½ storeys



#### B. COURTYARD ARRANGEMENT

- **Front yard:** Min. 6.0 m, including at least 50% landscaping with live plant material
- **Mid-lot courtyard:** Min. 6.0 m building separation between the front/rear principal buildings
- **Rear yard:** Min. 6.0 m

**Height:** Max. 9.0 m sloped roof (7.5 m flat roof) & 2 ½ storeys



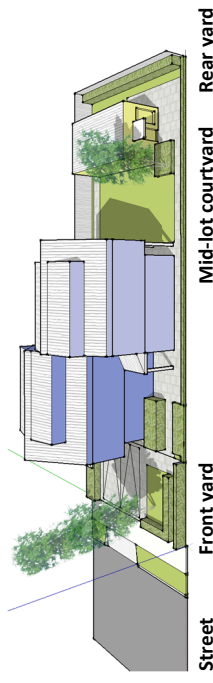
#### C. COURTYARD ARRANGEMENT + REAR YARD INFILL BUILDING / STREET ACCESS

- **Front yard:** Min. 6.0 m, including at least 50% landscaping with live plant material
- **Mid-lot courtyard:** Min. 6.0 m separation between front building & rear yard infill building
- **Rear yard:** Min. 3.0 m between the rear lot line & rear yard infill building

**Height @ front building:** Max. 9.0 m sloped roof (7.5 m flat roof) & 2 ½ storeys

**Height @ rear yard infill building:** Max. 4.0 m & 1 storey

(Subject to a Development Permit application)



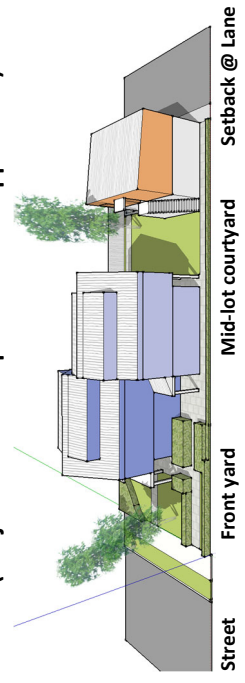
#### D. COURTYARD ARRANGEMENT + REAR YARD INFILL BUILDING / LANE ACCESS

- **Front yard:** Min. 6.0 m, including at least 50% landscaping with live plant material
- **Mid-lot courtyard:** Min. 6.0 m separation between front building & rear yard infill building
- **Lane setback:** Min. 1.2 m between the rear lot line & rear yard infill building

**Height @ front building:** Max. 9.0 m sloped roof (7.5 m flat roof) & 2 ½ storeys

**Height @ rear yard infill building:** Max. 7.5 m sloped roof (6.0 m flat roof) & 2 storeys

(Subject to a Development Permit application)



### On-Site Parking Layouts / Multi-Unit Development

The proposed multi-unit regulations provide for three (3) on-site parking arrangements, which vary based on lot width and whether vehicle access is provided via a fronting street or rear lane. Parking is not permitted between a building and the fronting street, except for small and medium size street-access lots (as described below). Street-access lots are not permitted to locate parking within the rear yard. All covered parking, whether in enclosed garages or open carports, is included in the calculation of maximum permitted density (floor area) on the lot.

#### A. STREET ACCESS / Small & Medium Lots

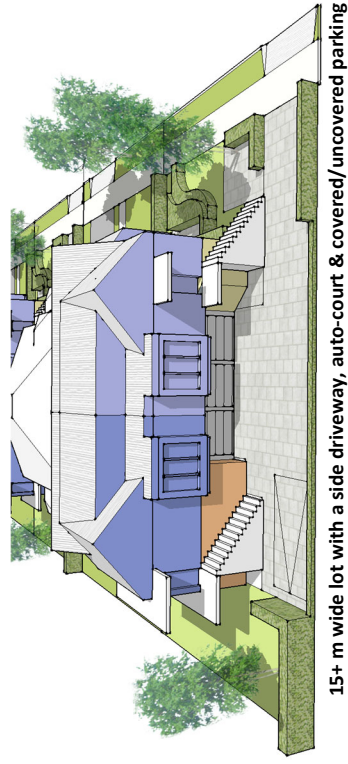
- **Vehicle approach:** Only via a fronting street
- **Applicable lot width:** For lots less than 15.0 m wide
- **Layout:** Short driveway set perpendicular to the fronting road, with or without an associated enclosed garage (with a door) that is oriented to the street and set back no more than 8.0 m from the front lot line (i.e. to limit driveway length)
- **Driveway within the front yard setback:**
  - a) Width: Max. 3.0 m for lots <12 m wide & 6.0 m for lots 12.0 m to 15.0 m wide
  - b) # Parking spaces: Max. 1 for lots <12 m wide & 2 for lots 12.0 m to 15.0 m wide



#### GP 41

#### B. STREET ACCESS / Large Lot "Auto-Courts"

- **Vehicle approach:** Only via a fronting street
- **Applicable lot width:** For lots 15.0 m wide & greater
- **Layout:** Mid-lot auto-court (designed to accommodate on-site vehicle turn-around), accessed from the fronting street via a narrow driveway (max. 4.0 m wide) generally located within the lot's wider side yard (i.e., 4.0 m side yard setback)
- **Driveway within the front yard setback:**
  - a) Width: Max. 4.0 m
  - b) # Parking spaces: Not permitted



#### C. LANE ACCESS / All Lot Sizes (Subject to a Development Permit)

- **Vehicle approach:** Only via a rear lane
- **Applicable lot width:** All lot widths
- **Layout:** Covered/uncovered parking arranged in a single row parallel to the lane (i.e. tandem parking is not permitted) with/without associated rear yard dwelling units
- **Driveway within the front yard setback:** Not permitted



Rear lane with uncovered & covered parking and "rear yard infill" dwellings

## Small-Scale Multi-Unit Housing: Development Modelling Summary

The following section illustrates the potential development outcomes of the proposed SMU zoning bylaw and Provincial Guidelines. The development options take into account the variations in built form that occurs across Richmond’s neighbourhoods, much of which is driven by lot width (frontage) and how that influences parking and streetscape design. The following table evaluates the two options against a set of key development objectives.

Key Development Objectives	Options #1 Proposed SMU Bylaw	Option #2 Provincial Guidelines
<p>1. <b>Respect neighbourhood character and livability</b></p> <ul style="list-style-type: none"> <li>Respect existing height (2 ½ storeys and 9.0 m).</li> <li>Respect the intent of existing building envelopes.</li> <li>Respect Richmond’s typical sloped-roof forms.</li> <li>Orient primary views away from neighbours.</li> </ul>	<p>➤ All lots can satisfy this objective.</p>	<p>All lots have increased height (i.e., 3 storeys and up to +/-13.7 m).</p>
<p>2. <b>Minimize parking impacts on the streetscape</b></p> <ul style="list-style-type: none"> <li>Ensure that increasing the number of units on a lot does not result in larger garages facing the street, more parking in front yards, or other visual impacts on streetscapes.</li> <li>Narrower driveway widths are encouraged to improve pedestrian safety, increase on-street parking and minimize traffic conflicts.</li> </ul>	<p>➤ All lots can satisfy this objective, <i>plus</i> larger street-access lots can reduce streetscape impacts by locating parking behind streetfront units.</p>	<p>➤ All lots can satisfy this objective, <i>plus</i> larger street-access lots can reduce streetscape impacts by locating parking behind streetfront units.</p>
<p>3. <b>Protect existing trees and green space</b></p> <ul style="list-style-type: none"> <li>Maintain existing front and rear yard setbacks (i.e., at least 6.0 m front and rear for principal buildings) and existing lot coverage (i.e., 45% maximum for buildings).</li> <li>Where lots have lane access, ensure that parking and laneway dwellings do not displace landscaped yard area.</li> </ul>	<p>➤ All lots can satisfy this objective, <i>plus</i> lane-access lots (i.e., with rear parking and/or laneway units) must provide a landscaped mid-lot courtyard to compensate for the loss of the rear yard.</p>	<p>All lots have reduced setbacks (3.0 m) and larger coverage (50%).</p>
<p>4. <b>Provide for family-friendly units</b></p> <ul style="list-style-type: none"> <li>Ensure that at least 40% of units have two or more bedrooms, as per the Official Community Plan policy for family-friendly housing.</li> </ul>	<p>➤ All lots can satisfy this objective.</p>	<p>➤ All lots can satisfy this objective.</p>
<p>5. <b>Encourage accessibility and visibility</b></p> <ul style="list-style-type: none"> <li>Provide at least one accessible unit at grade on each lot.</li> <li>Provide direct access to grade for all units (i.e., without passing through a shared lobby, stair or corridor).</li> </ul>	<p>➤ All lots can satisfy this objective.</p>	<p>➤ All lots can satisfy this objective.</p>

# Option #1: Proposed SMU Bylaw: 3-4-6 Units with Street Access

This modelling summary illustrates possible development scenarios for 3, 4 and 6 units – **applicable to lots without a rear lane** – that may be achievable under the proposed SMU zoning bylaw, taking into account lot sizes associated with the three proposed SMU sub-zones (i.e., “small”, “medium” and “large”).

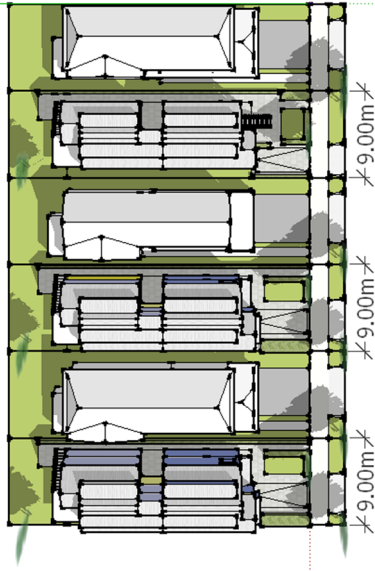
SMU Sub-Zone	# Units	Lot Size for Modelling Purposes (m <sup>2</sup> )	Floor Area on the Lot (m <sup>2</sup> )			Average Unit Size <sup>(3)</sup> (m <sup>2</sup> )	Unit Types & Unit Mix <sup>(4)</sup>				Parking Modelled <sup>(5)</sup>		General Building Description <i>All units have direct access to grade</i>		
			Unit FAR <sup>(1)</sup> (m <sup>2</sup> )	Flex Space <sup>(2)</sup> (m <sup>2</sup> )	Total Floor Area		Units	Parking	Total	Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>		3BR+ 100 m <sup>2</sup>	FF Mix <sup>(5)</sup>
<b>S</b> Small	3	280 9 m wide 31.1m deep	168	50	30	248	1	-	-	2	✓	0.7	2	Single building with a front/back duplex-type layout plus smaller units	
	4			50	30		80	2	-	1	1	✓	0.5		2
	6			80	Nil		Nil	4	-	2	-	-	✓		0.2
<b>M</b> Medium	3	360 12 m wide 30 m deep	216	30	50	296	-	1	-	2	✓	1.3	4	Single building with a front/back duplex-type layout plus smaller units	
	4			30	50		80	1	1	1	1	✓	1.0		4
	6			80	Nil		Nil	2	2	-	-	-	✓		0.2
<b>L</b> Large	3	450 15 m wide 30 m deep	270	50	30	350	-	1	-	2	✓	1.0	3	Single building with a front/back duplex-type layout plus smaller units	
	4			30	50		80	1	1	-	2	✓	1.0		4
	6			50	30		30	4	-	-	2	-	✓		0.3
<b>L</b> Large	3	630 18 m wide 35 m deep	328	30	50	408	1	-	-	2	✓	1.3	4	Courtyard buildings, 1 front & 1 rear, each with 1 larger unit plus smaller units	
	4			30	50		80	2	-	-	2	✓	1.0		4
	6			30	50		50	2	2	-	-	-	✓		0.5

- (1) “Unit FAR” means the floor area permitted based on 0.60 FAR (floor area ratio), reduced to 0.3 FAR for parts of the lot greater than 464.5 m<sup>2</sup> in size, excluding permitted floor area exemptions (e.g., 10% of floor area for use as covered porches and similar outdoor spaces).
- (2) “Flex Space” means additional floor area permitted on the lot for any combination of “Units” (i.e. habitable space), “Parking” (inside a building or structure, including carports) and ancillary uses (e.g., bike storage), as determined at the discretion of the owner. The allocation of Flex Space for use as “Units” and “Parking” indicates what is shown in the model. The actual allocation of “Units” and “Parking” will be determined on a site-specific basis and could vary from on development to another.
- (3) “Average Unit Size” means the average derived from the number of dwelling units and “Total Floor Area”, excluding the portion the model uses for “Parking”.
- (4) “Unit Mix” is estimated based on the approximate minimum unit sizes indicated in the table.
- (5) “FF Mix” means whether the “Unit Mix” on the lot includes at least 2 dwelling units that have 2 or more bedrooms (i.e. as per Richmond’s OCP policy for 40% family-friendly units).
- (6) The proposed SMU zoning bylaw requires 0.5 spaces/unit for lots with less than 15 m of frontage, 1.0 space/unit for lots with greater frontages, and no minimum parking for lots located within 400 m of a “Prescribed Bus Stop”. In all cases, the “Parking Modelled” meets or exceeds the minimum SMU requirements.

## Option #1: Proposed SMU Bylaw with Street Access

### SMALL LOT (S) – 9 m wide

- Floor area: 248 m<sup>2</sup> (includes indoor parking)
- Lot size: 280 m<sup>2</sup> (9 m wide x 31.1 m deep)
- Setbacks: 6.0 m @ front  
6.0 m @ rear  
1.2 m @ interior side yards
- Separation: N/A (single building)
- Height: 9.0 m (2 ½ storeys)
- Envelope: **Simplified** Vertical Lot Width Envelope
- Lot coverage: 45% buildings + 5% parking/driveway
- Parking: 1 or 2 spaces (max. 1 indoor + 1 outdoor)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 44



# Option #1: Proposed SMU Bylaw with Street Access

## MEDIUM LOT (M) – 12 m wide

- Floor area: 296 m<sup>2</sup> (includes indoor parking)
- Lot size: 360 m<sup>2</sup> (12 m wide x 30 m deep)
- Setbacks: 6.0 m @ front  
6.0 m @ rear  
1.2 m @ interior side yards
- Separation: N/A (single building)
- Height: 9.0 m (2 ½ storeys)
- Envelope: **Simplified** Vertical Lot Width Envelope
- Lot coverage: 45% buildings + 10% parking/driveway
- Parking: 1 to 4 spaces (max. 2 indoor + 2 outdoor)



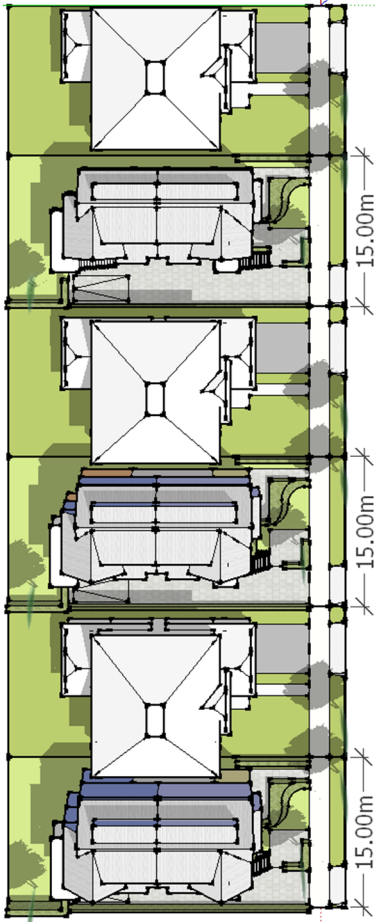
Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------



## Option #1: Proposed SMU Bylaw with Street Access

### LARGE LOT (L) – 15 m wide

- Floor area: 350 m<sup>2</sup> (includes indoor parking)
- Lot size: 450 m<sup>2</sup> (15 m wide x 30 m deep)
- Setbacks: 6.0 m @ front  
6.0 m @ rear
- Separation: 1.2 m & 4.0 m @ interior side yards
- Height: N/A (single building)  
9.0 m (2 ½ storeys)
- Envelope: **Simplified Vertical Lot Width Envelope**
- Lot coverage: 40% buildings + 20% parking/driveway
- Parking: 3 or 4 spaces (max. 3 indoor + 1 outdoor)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 46





## Option #1: Proposed SMU Bylaw with Street Access

### LARGE LOT (L) – 18 m wide

- Floor area: 408 m<sup>2</sup> (includes indoor parking)
- Lot size: 630 m<sup>2</sup> (18 m wide x 35 m deep)
- Setbacks: 6.0 m @ front  
6.0 m @ rear
- Separation: 1.2 m & 4.0 m @ interior side yards
- Height: 6.0 m (mid-lot "auto-court")  
9.0 m (2 ½ storeys)
- Envelope: **Simplified** Vertical Lot Width Envelope
- Lot coverage: 35% buildings + 30% parking/driveway
- Parking: 3 or 4 spaces (max. 2 indoor + 2 outdoor)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

White buildings = Existing single detached units



3 units

4 units

6 units

## Option #1: Proposed SMU Bylaw: 3-4-6 Units with Lane Access

This modelling summary illustrates possible development scenarios for 3, 4 and 6 units – **applicable to lots with a rear lane** – that may be achievable under the proposed SMU zoning bylaw, taking into account lot sizes associated with two of the three proposed SMU sub-zones (i.e., “small” and “medium”).

**Deeper Lane-Access Lot Sizes:** Rear yards are important for green space, tree canopy and livability. As such, parking (covered or uncovered), with or without associated dwelling units, may only be located within a rear yard (i.e., within 6 m of a lot’s rear property line) if a landscaped courtyard with a 6 m depth is provided in the middle of the lot. To accommodate both lane-access parking (with associated dwelling units) and a mid-lot courtyard, increased lot depth (i.e., minimum 35 m) is preferred.

While not illustrated here, the proposed SMU zoning bylaw provides lane-access “large” lot development. Options range from those shown for smaller lots (e.g., a 2-storey laneway building with a mid-lot courtyard) to options with larger rear buildings (e.g., similar to the “large” lot street-access courtyard model).

SMU Sub-Zone	# Units	Lot Size for Modelling Purposes (m <sup>2</sup> )	Floor Area on the Lot (m <sup>2</sup> )			Average Unit Size <sup>(3)</sup> (m <sup>2</sup> )	Unit Types & Unit Mix <sup>(4)</sup>					Parking Modelled		General Building Description
			Unit FAR <sup>(1)</sup> (m <sup>2</sup> )	Flex Space <sup>(2)</sup> (m <sup>2</sup> )	Total Floor Area		Units	Parking	Total	Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>	
<b>GP S</b> Small	3	315 9 m wide 35 m deep	189	55	25	80	1	-	-	2	✓	0.7	2	Courtyard buildings, 1 front & 1 along the lane separated by a mid-lot courtyard
	4			55	25		1	1	✓	0.5	2			
	6			80	Nil		2	-	✓	0.2	1			
<b>M</b> Medium	3	420 12 m wide 35 m deep	252	35	45	80	-	1	-	2	✓	1.0	3	Courtyard buildings, 1 front & 1 along the lane separated by a mid-lot courtyard
	4			35	45		2	1	✓	0.8	3			
	6			55	25		2	-	✓	0.5	3			

(1) “Unit FAR” means the floor area permitted based on 0.60 FAR (floor area ratio), reduced to 0.3 FAR for parts of the lot greater than 464.5 m<sup>2</sup> in size, excluding permitted floor area exemptions (e.g., 10% of floor area for use as covered porches and similar outdoor spaces).

(2) “Flex Space” means additional floor area permitted on the lot for any combination of “Units” (i.e. habitable space), “Parking” (inside a building or structure, including carports) and ancillary uses (e.g., bike storage), as determined at the discretion of the owner. The allocation of Flex Space for use as “Units” and “Parking” indicates what is shown in the model. The actual allocation of “Units” and “Parking” will be determined on a site-specific basis and could vary from on development to another.

(3) “Average Unit Size” means the average derived from the number of dwelling units and “Total Floor Area”, excluding the portion the model uses for “Parking”.

(4) “Unit Mix” is estimated based on the approximate minimum unit sizes indicated in the table.

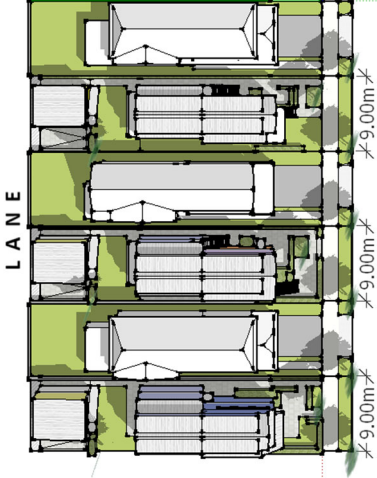
(5) “FF Mix” means whether the “Unit Mix” on the lot includes at least 2 dwelling units that have 2 or more bedrooms (i.e. as per Richmond’s OCP policy for 40% family-friendly units).

(6) The proposed SMU zoning bylaw requires 0.5 spaces/unit for lots with less than 15 m of frontage, 1.0 space/unit for lots with greater frontages, and no minimum parking for lots located within 400 m of a “Prescribed Bus Stop”. In all cases, the “Parking Modelled” meets or exceeds the minimum SMU requirements.

## Option #1: Proposed SMU Bylaw *with Lane Access*

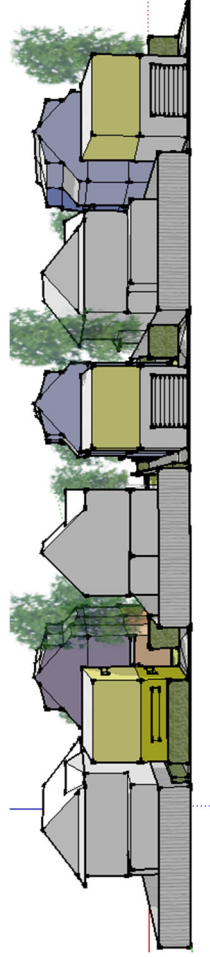
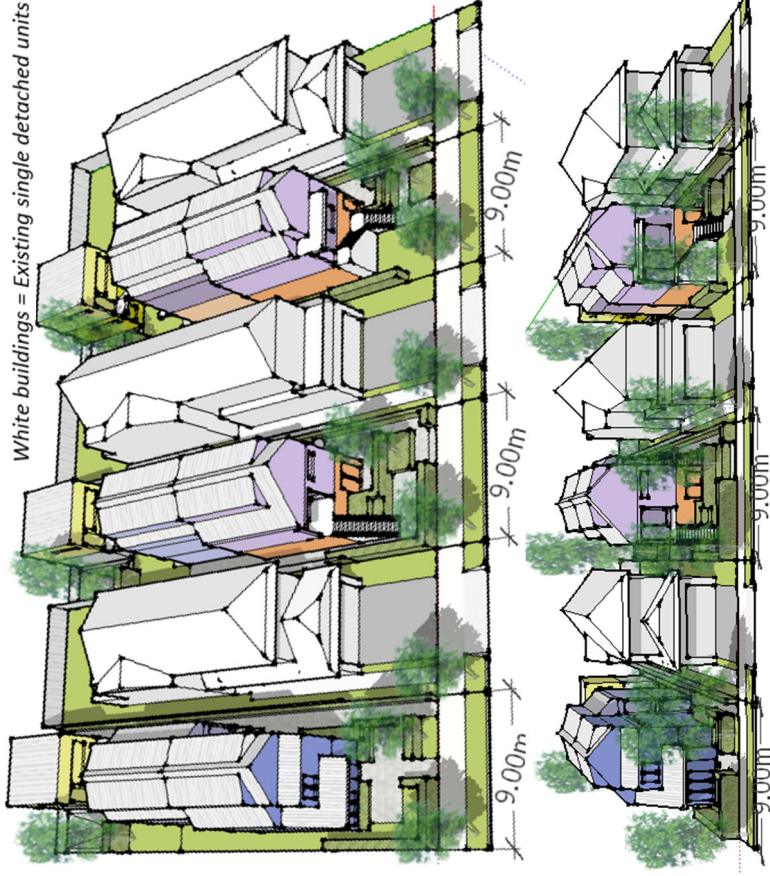
### SMALL LOT (S) – 9 m wide

- Floor area: 269 m<sup>2</sup> (includes indoor parking)
- Lot size: 315 m<sup>2</sup> (9 m wide x 35 m deep)
- Setbacks: 6.0 m @ front  
1.2 m @ rear (along rear lane)  
1.2 m @ interior side yards
- Separation: 6.0 m (landscaped mid-lot courtyard)
- Height: 9.0 m / 2 ½ storeys (6.0 m / 2 storeys @ lane)
- Envelope: **Simplified Vertical Lot Width Envelope**
- Lot coverage: 45% buildings + 10% parking/driveway
- Parking: 1 or 2 spaces (max. 2 indoor + 2 outdoor)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 49



Lane / 6 units

4 units

3 units

Street / 3 units

4 units

6 units

# Option #1: Proposed SMU Bylaw with Lane Access

## MEDIUM LOT (M) – 12 m wide

- Floor area: 332 m<sup>2</sup> (includes indoor parking)
- Lot size: 420 m<sup>2</sup> (12 m wide x 35 m deep)
- Setbacks: 6.0 m @ front  
1.2 m @ rear (along rear lane)  
1.2 m @ interior side yards
- Separation: 6.0 m (landscaped mid-lot courtyard)
- Height: 9.0 m / 2 ½ storeys (6.0 m / 2 storeys @ lane)
- Envelope: **Simplified Vertical Lot Width Envelope**
- Lot coverage: 45% buildings + 10% parking/driveway
- Parking: 3 spaces (1 or 2 indoor spaces)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 50



## Option #2: Provincial Guidelines

The Province’s building envelope provides for a maximum of 50% lot coverage and 3 storeys, inclusive of all habitable floor area, uninhabitable areas (e.g., indoor parking, garbage and storage), covered outdoor areas, over-height indoor spaces (e.g., stairs and foyers) and building articulations (e.g., roof forms).

Lot Type	# Units	Lot Size	Provincial Building Envelope Floor Area <sup>(1)</sup> (m <sup>2</sup> )	Floor Area on the Lot (m <sup>2</sup> )			Average Unit Size <sup>(3)</sup> (m <sup>2</sup> )	Unit Mix <sup>(4)</sup>				FF Mix <sup>(5)</sup>	Parking Provided		General Building Description <i>All units have direct access to grade</i>
				Units	Indoor Parking <sup>(2)</sup>	Total Indoor Area <sup>(2)</sup>		Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>		Rate per Unit <sup>(6)</sup>	# Spaces	
SMALL	3	280 m <sup>2</sup> 9 m wide 31.1 m deep	420	358 (91%)	35 (9%)	393 (100%)	-	-	1	2	-	✓	1.0	3	Single building with a front/back duplex-type layout plus smaller units
	4						1	-	2	-	✓	0.75			
	6						3	-	3	-	✓	0.5			
MEDIUM	3	360 m <sup>2</sup> 12 m wide 30 m deep	540	454 (92%)	41 (8%)	495 (100%)	-	-	-	3	-	✓	1.33	4	Single building with a front/back duplex-type layout plus smaller units
	4						-	1	2	-	✓	1.0			
	6						-	1	5	-	✓	0.67			
LARGE	4	540 m <sup>2</sup> 18 m wide 30 m deep	810	578 (86%)	95 (14%)	673 (100%)	-	-	-	4	-	✓	1.0	4	Courtyard buildings, 1 front & 1 rear, each with 1 larger unit plus smaller units
	6						2	-	-	4	-	✓	0.67		
EXTRA LARGE	4	700 m <sup>2</sup> 20 m wide 35 m deep	1,050	810 (82%)	177 (18%)	987 (100%)	-	-	-	-	-	✓	2.0	8	Courtyard buildings, side-by-side, each with 2 larger units plus a smaller unit
	6						-	2	-	-	4	-	✓		

GP - 51

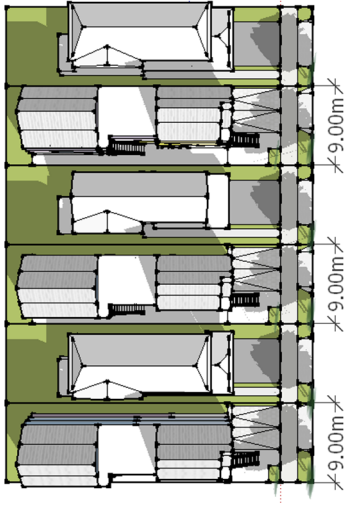
“ADU” (i.e., accessory dwelling unit) means a small unit that could be an independent unit or a Secondary Suite (i.e., accessory to a larger unit on the lot).

- (1) “Provincial Building Envelope Floor Area” means the floor area that could theoretically be achieved under the Province’s regulations (i.e., 3 storeys and 50% lot coverage), inclusive of all indoor uses (e.g., dwelling units, storage and mechanical), building projections (e.g., balconies), over-height indoor spaces (e.g., stairs), covered outdoor areas, and indoor parking.
- (2) “Indoor Parking” (i.e., garage or carport) shown in the model is included in the calculation of “Total Indoor Area” and “Provincial Building Envelope Floor Area”.
- (3) “Average Unit Size” means the average derived from the “Dwelling Unit” floor area and the “# Units” on the lot.
- (4) “Unit Mix” is estimated based on the minimum unit sizes indicated in the table.
- (5) “FF Mix” means whether the “Unit Mix” on the lot satisfies Richmond’s OCP policy for the provision of family-friendly units (i.e., 40% of units with 2 bedrooms or more).
- (6) “Rate per Unit” for “Parking Provided” means the rate derived from the “# Spaces” (including indoor and outdoor parking) and the “# Units” on the lot.

## Option #2: Provincial Guidelines

### SMALL LOT

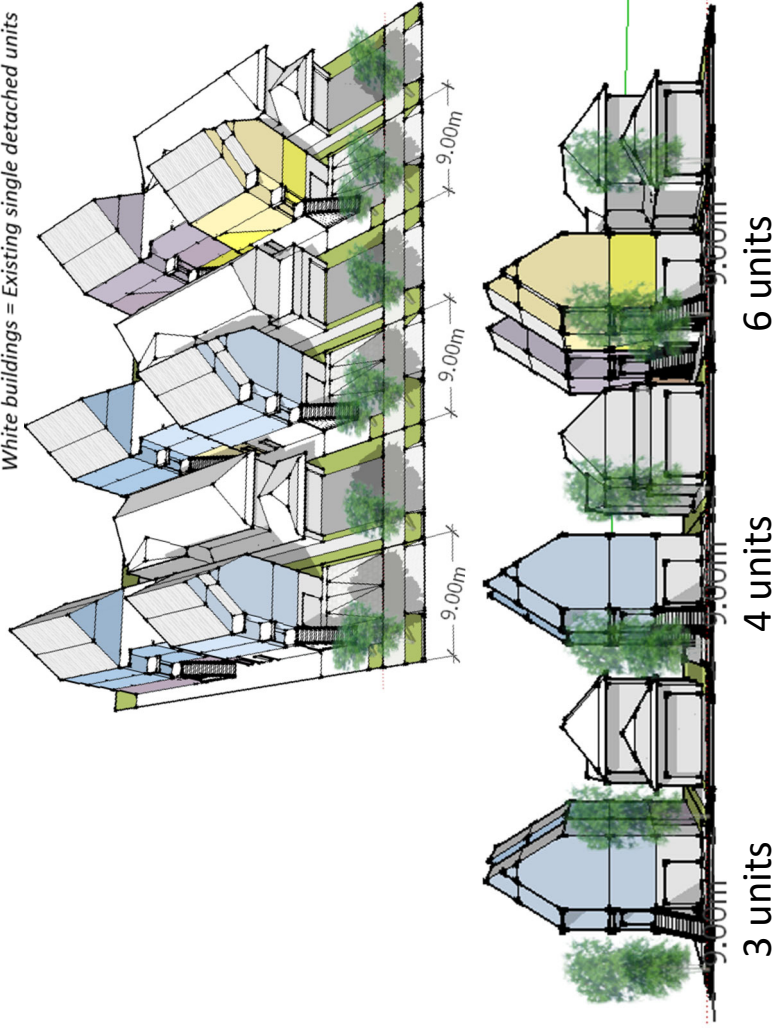
- **Floor area:** 393 m<sup>2</sup> (including indoor parking)
- **Lot size:** 280 m<sup>2</sup> (9 m wide x 31.1 m deep)
- **Setbacks:** 6.0 m @ front (exclusive of projections)  
3.0 m @ rear
- **Separation:** 1.2 m & 2.0 m @ interior side yards
- **Height:** N/A (Only one building per lot)
- **Envelope:** 13.7 m (i.e., 11.0 m to mid-pitch)
- **Lot coverage:** N/A (Richmond's envelopes do not apply)
- **Parking:** +/-50% buildings + 11% parking/driveway  
3 spaces (1 indoor + 2 in driveway)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 52

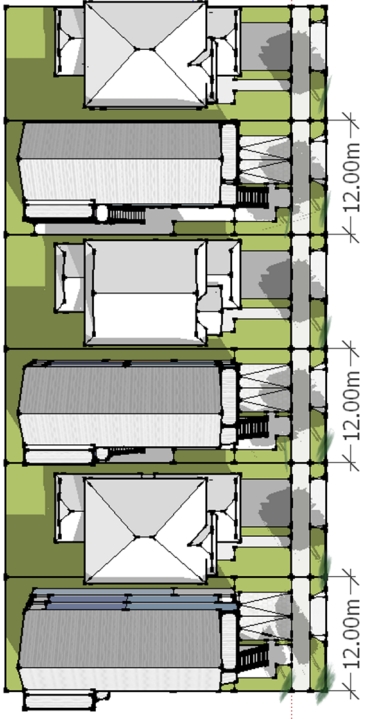
White buildings = Existing single detached units



## Option #2: Provincial Guidelines

### MEDIUM LOT

- Floor area: 495 m<sup>2</sup> (including indoor parking)
- Lot size: 360 m<sup>2</sup> (12 m wide x 30 m deep)
- Setbacks: 6.0 m @ front (exclusive of projections)  
3.0 m @ rear
- Separation: 1.2 m & 3.0 m @ interior side yards
- Height: N/A (Only one building per lot)
- Envelope: 13.7 m (i.e., 11.0 m to mid-pitch)
- Lot coverage: N/A (Richmond's envelopes do not apply)
- Parking: +/-50% buildings + 9% parking/driveway  
4 spaces (2 indoor + 2 in driveway)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 53

White buildings = Existing single detached units



## Option #2: Provincial Guidelines

### LARGE LOT

- Floor area: 673 m<sup>2</sup> (including indoor parking)
- Lot size: 540 m<sup>2</sup> (18 m wide x 30 m deep)
- Setbacks: 3.0 m @ front (exclusive of projections)  
3.0 m @ rear
- Separation: 1.2 m & 4.5 m @ interior side yards
- Height: N/A (Only one building per lot)
- Envelope: 11.2 m (i.e., 9.7 m to mid-pitch)
- Lot coverage: N/A (Richmond's envelopes do not apply)
- Parking: +/-50% buildings + 22% driveway  
4 spaces (All indoor spaces)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 54



4 units

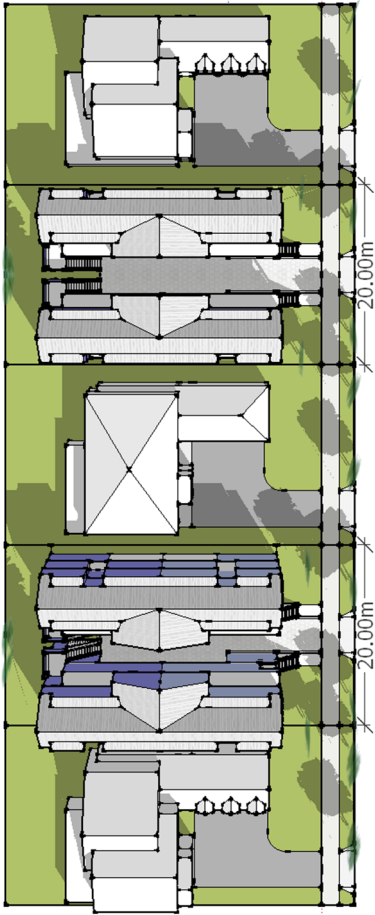
6 units



## Option #2: Provincial Guidelines

### EXTRA-LARGE LOT

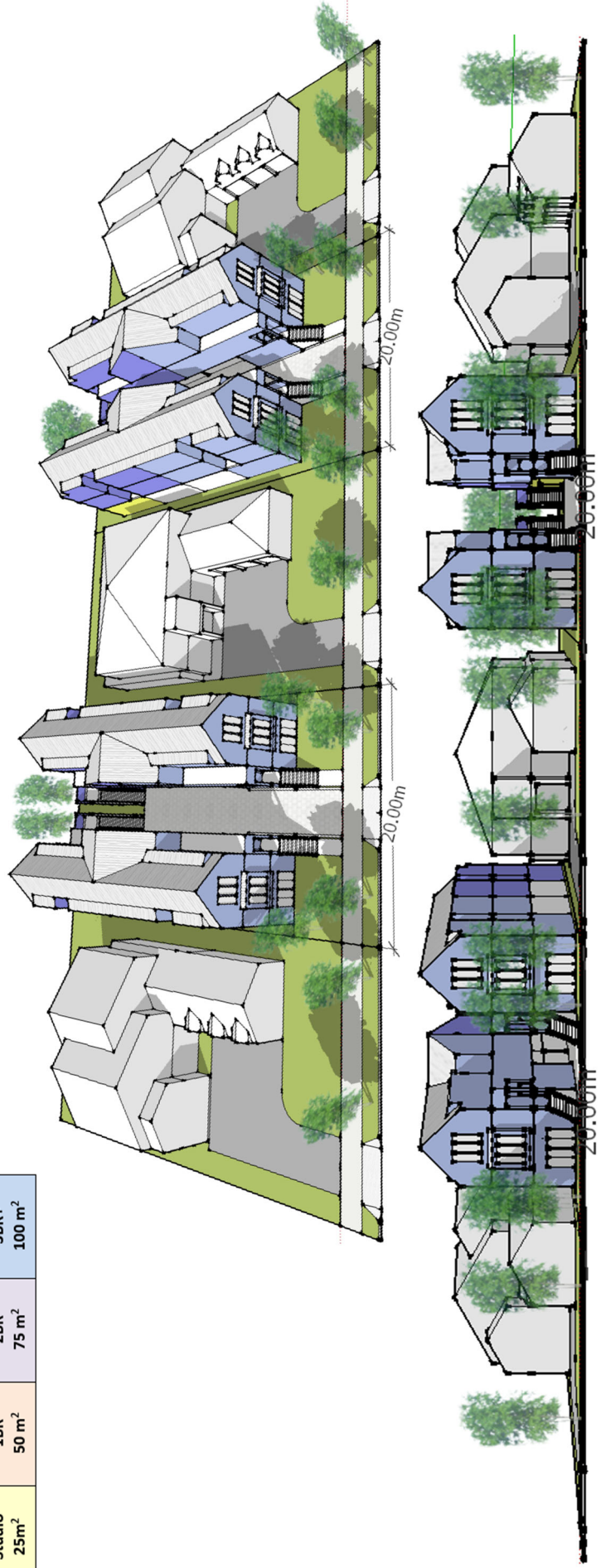
- Floor area: 987 m<sup>2</sup> (including indoor parking)
- Lot size: 700 m<sup>2</sup> (20 m wide x 35 m deep)
- Setbacks: 5.0 m @ front (exclusive of projections)  
5.0 m @ rear
- Separation: 1.0 m @ interior side yards
- Separation: 4.0 m (Shared driveway)
- Height: 11.2 m (i.e., 9.7 m to mid-pitch)
- Envelope: N/A (Richmond's envelopes do not apply)
- Lot coverage: +/-50% buildings + 14% driveway
- Parking: 8 spaces (All indoor spaces)



Studio 25m <sup>2</sup>	1BR 50 m <sup>2</sup>	2BR 75 m <sup>2</sup>	3BR+ 100 m <sup>2</sup>
----------------------------	--------------------------	--------------------------	----------------------------

GP - 55

White buildings = Existing single detached units



## Summary of Bylaw Amendments

**Richmond Zoning Bylaw 8500 Amendment Bylaw 10573 (Small-Scale Multi-Unit Housing)****Amendments to Section 1, Administration**

- Insert specifications for in-stream rezoning and subdivision applications.

**Amendments to Section 3, Use and Terms Definitions**

- Insert new defined terms for SSMUH development including the following: flex space, small-scale multi-unit housing, and prescribed bus stop.
  - Consistent with Provincial Guidelines, SSMUH development is defined as an arrangement of individual dwelling units above, below or beside each other, and may include detached dwelling units.
- Modify the definition of “continuous wall” for SSMUH development to maintain current intentions to require an interruption in the building wall based on the length of the wall and the depth of the lot.
- Except for development of a single-family dwelling with or without a secondary suite:
  - Modify the definition for “half-storey” for SSMUH development to increase the feasibility of constructing habitable space in the attic (e.g., through the use of dormers) while preserving the current sloped roof form.
  - Modify affected defined terms to include its application to SSMUH development (e.g., residential vertical lot width envelope, continuous wall).

**Amendments to Section 4, General Development Regulations**

- Except for development of a single-family dwelling with or without a secondary suite, modify and insert new residential vertical lot width envelope specifications for SSMUH development to simplify building volume calculations and incorporate provisions to increase the feasibility of constructing habitable space in the attic.
- Insert new instructions for the calculation of density for SSMUH development, generally as currently applied to single-family houses.
- Insert a new section, which does not apply to development of a single-family dwelling with or without a secondary suite, including provisions for the following:
  - Subject to a development permit, a building may encroach into the rear yard setback subject to complying with specified terms (restricted building heights, minimum setback from the lane/property line, parking restriction, preservation of outdoor space between buildings, etc.);
  - Specifications related to projections when development includes two buildings (e.g., cumulative 20% projection into the required building separation); and
  - General updates to projection provisions (e.g., specify the permitted encroachment for porches and balconies, uncovered stairs, chimneys, ground level electrical, and landscape structures, etc.).

**Amendments to Section 5, Specific Use Regulations**

- Amend specifications for a secondary suite to include its application to SSMUH development.
- Clarify that SSMUH development that fronts an arterial road is not required to provide additional on-site parking space for each on-site secondary suite (over and above the basic SSMUH parking rate).
- Insert new language to limit bed and breakfast use to a maximum of one dwelling unit in a SSMUH development.
- Insert new language to limit a minor community care facility to a maximum of one dwelling unit in SSMUH development.
- Insert a new sub-section for contribution rates to the affordable housing reserve for SSMUH development that provides cash in lieu of construction where affordable housing density bonusing is permitted for one unit on sites where a minimum of six units is permitted.

### Amendments to Section 6, Landscaping and Screening

- Amend language to apply current landscaping specifications to SSMUH development.

### Amendments to Section 7, Parking and Loading

- Insert new parking rates that apply to SSMUH development and include terms for access via an arterial road or abutting lane.

### Amendments to Section 8, Standard Residential Zones

- Amend the following duplex zones to update the minimum number of units permitted on a lot to comply with Bill 44, maintain the ability to stratify two units, and apply SSMUH parking rates: RD1, RD2, RCD, RDA, ZD2, ZD4, ZD5, ZD7.
- Introduce a new zoning district to permit SSMUH development. The new zoning district is characterized by the following:
  - Maintain secondary uses typical in single-family and duplex zones.
  - Apply rental tenure and subdivision/stratification restrictions.
  - Adjust the density framework to include the following:
    - preserve current regulations for development of a single-family dwelling with or without a secondary suite (except for a reduction in garage size);
    - consolidate and simplify current zoning districts;
    - address illegal conversion of exempted garage area to habitable space; and
    - use “flex space” to provide an option to prioritize habitable floor area to facilitate better SSMUH development without significant changes to permitted floor area.

# units	Floor area	“flex space” or garage exclusion	Change summary
Single- family dwelling with or without a secondary suite	0.55 FAR applied to a maximum 464.5 m <sup>2</sup> (5,000 ft <sup>2</sup> ) of the lot area, 0.3 FAR applied to the balance of the lot area in excess of 464.5 m <sup>2</sup> (5,000 ft <sup>2</sup> )	40 m <sup>2</sup> (430 ft <sup>2</sup> ) garage exclusion	<ul style="list-style-type: none"> <li>• No change to current floor area (i.e., maintain floor area permitted in RS1 zone).</li> <li>• Amended garage exemption amended (i.e., 40 m<sup>2</sup> can accommodate 2 parking spaces and addresses illegal conversion of garage space to habitable area).</li> <li>• Preserves current conditions for renovations and instream permits.</li> </ul>
2 units (e.g., duplex, single-family dwelling with coach house)	0.6 FAR applied to a maximum 464.5 m <sup>2</sup> (5,000 ft <sup>2</sup> ) of the lot area, 0.3 FAR applied to the balance of the lot area in excess of 464.5 m <sup>2</sup> (5,000 ft <sup>2</sup> )	50 m <sup>2</sup> (538 ft <sup>2</sup> ) “flex space”	<ul style="list-style-type: none"> <li>• Administrative update to reflect the density permitted in current zoning for select single-family and duplex development (to level the playing field between small and larger lots, to support changing housing needs such as multi-generational housing, aging in place, etc.).</li> <li>• Current garage exemption converted to “flex space” to encourage allocating existing floor area to habitable space and/or retrofit existing building volume to accommodate a second unit.</li> </ul>
3, 4 or 6 units	0.6 FAR for up to	80 m <sup>2</sup> (861	<ul style="list-style-type: none"> <li>• In response to City objectives to secure</li> </ul>

(Attachment 4 includes building models)	464.5 m <sup>2</sup> (5,000 ft <sup>2</sup> ) of lot area, 0.3 FAR applied to the balance of the lot area in excess of 464.5 m <sup>2</sup> (5,000 ft <sup>2</sup> )	ft <sup>2</sup> “flex space”	family oriented housing in multi-unit housing, 30 m <sup>2</sup> (322 ft <sup>2</sup> ) of additional “flex space”, conditional to including at least 2 units with 2 or more bedrooms in the development.
---	--	------------------------------	---

- Maintain lot coverage for buildings, non-porous surfaces, and live planting as per current zoning requirements for a single-family dwelling.
- Apply side yard setback requirements based on lot width to facilitate parking, mitigate parking impacts on the streetscape and provide landscaped space in the front yard. No change to setbacks for development of a single-family dwelling with or without a secondary suite.
- Standardize 6 m (19 ft.) rear yard setback for development with multiple units. (Conditions for development that encroaches into the rear yard setback are outlined in general provisions for projections.) Staggered rear yard setback is maintained for development of a single-family dwelling with or without a secondary suite.
- Apply front and rear setbacks and building separation requirements to protect current yard arrangements and where applicable, provide a landscaped mid-lot courtyard as additional open space or as a replacement for a rear yard (e.g., where a rear yard in-fill building is permitted along a lane frontage).
- Specify setbacks for waste and recycling bins.
- Maintain current building height (i.e., 2 ½ storeys and 9 m {29.5 ft.}) and incorporate provisions to facilitate habitable space in the attic. For development of a single-family dwelling with or without a secondary suite, no change to height, residential vertical lot width or half storey provisions.
- Standardize height for an accessory building (i.e., 10 m<sup>2</sup> (107 ft<sup>2</sup>) building that does not require a building permit).
- Simplify sub-zones for subdivision standards (i.e., small, medium, large, extra large).
- Establish a minimum on-site outdoor open space requirement per unit (i.e., 6 m<sup>2</sup> (65 ft<sup>2</sup>)/dwelling unit), which may be provided in some combination of private and/or shared space.
- Apply on-site vehicle parking specifications to multi-unit development to reduce the impact of on-site parking on the streetscape including:
  - When lot width is less than 12 m (39 ft.): 1 parking space is permitted in the front or exterior side yard and the maximum driveway width is 3 (9 ft.).
  - When lot width is greater than 12 m (39 ft.) and less than 15 m (49 ft.): 2 side-by-side parking spaces are permitted in the front yard and the maximum driveway width is 6 m (19 ft.).
  - When lot width is 15 m (49 ft.) or greater: no parking spaces are permitted in the front yard or exterior side yard but a 4 m (13 ft.) wide driveway is permitted.
  - No change to permitted location of on-site parking for development of a single-family dwelling with or without a secondary suite (i.e., side-by-side parking is permitted in the front yard for all properties).
- Limit the maximum number of buildings on a lot to three, including two principal buildings and one detached accessory building limited to 10 m<sup>2</sup> (107 ft<sup>2</sup>) or less.
- Restrict the development of units with only windows orientated to an interior side yard.
- Insert specifications for in-stream building permit applications

**Amendments to Section 15.5 Single Detached Shrine (ZS5) - Steveston**

- Permit SSMUH development for a site subject to Bill 44 that is subject to site-specific zoning that permits residential use and limited shrine use.

### **Amendments to Section 15.14 Single Detached (ZS14) – South McLennan (City Centre)**

- Permit SSMUH development for a site with an in-stream rezoning application.

### **Building Regulation Bylaw No. 7230 Amendment Bylaw 10572**

Amendment Bylaw 10572 secures authority to require the owner to register an agreement on title to call attention to zoning restrictions, including prohibition of stratification, as a building permit condition.

### **Development Cost Charges Imposition Bylaw No. 9499 Amendment Bylaw 10577**

Amendment Bylaw 10577 clarifies the definitions section to include a recoverable value for small-scale, multi-unit housing.

### **Richmond Official Community Plan Bylaw 9000 Amendment Bylaw 10579**

OCP amendment Bylaw 10579 includes amendments to:

- Require a development permit for SSMUH development on an irregular shaped lot (i.e., not rectangular) and for SSMUH development that encroaches into a required rear yard (e.g., building, parking, related feature).
- Require a development permit for development of a new building(s) or a building addition  $\leq 100 \text{ m}^2$  (1,076 ft<sup>2</sup>) when SSMUH development is proposed on an irregular shaped lot.
- Clarify that complementary and high quality design standards that apply to coach house/granny flats extends to rear yard infill SSMUH development.
- Clarify that guidelines for duplexes and triplexes extend to SSMUH development generally, which may include up to 3, 4 or 6 units.

RSM Zone Density Framework

# units	Floor area	“flex space”	Characteristics and Rationale
Single- family dwelling with or without a secondary suite	No change	No	<ul style="list-style-type: none"> <li>No change to current floor area (i.e., maintain floor area permitted in RS1 zone).</li> <li>Garage exemption amended to reflect a suitable parking area for two vehicles (i.e., 40 m<sup>2</sup> {430 ft<sup>2</sup>} can accommodate two parking spaces and addresses concerns related to illegal conversion of garage space to habitable area).</li> <li>Reducing permitted floor area, as suggested in the Provincial Guidelines, would affect renovations and instream permits and is not recommend.</li> </ul>
2 units, excluding a single-family dwelling with a secondary suite (e.g., duplex building form)	Administrative update	Yes	<ul style="list-style-type: none"> <li>Density is adjusted (from 0.55 to 0.6 FAR) for lot area to 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>) to reflect current zoning for select single-family and duplex development that may include a community contribution to achieve the following:                             <ul style="list-style-type: none"> <li>improve the feasibility of including a second unit on a small lot (i.e., address unequal opportunity between small and larger lots); and</li> <li>increase the ability to adapt to housing needs over time (multi-generational housing, aging in place, etc.).</li> </ul> </li> <li>Reassign garage exemption to “flex space” to encourage allocating existing floor area to habitable space, retrofit existing building volume or build a second building to accommodate an additional unit.</li> </ul>
3, 4 or 6 units (Attachment 3 includes illustrated built forms)	As for 2 units + 30 m <sup>2</sup> (320 ft <sup>2</sup> ) of additional “flex space”	Yes	<ul style="list-style-type: none"> <li>In response to City objectives to secure family oriented housing in multi-unit housing, 30 m<sup>2</sup> (320 ft<sup>2</sup>) of additional “flex space”, conditional to including at least two units with two or more bedrooms in the development.</li> <li>Changes to other zoning bylaw provisions (discussed in the Built Form section of this report and Attachment 8), make the attic space habitable; thereby, creating more habitable space generally within the current building volume.</li> </ul>

## Built Form Summary

The following built form specifications apply to the additional dwelling units mandated by the Province and are illustrated in Attachment 3

### Height

- Maximum building height (9 m {29 ft.}) and 2½ storey building form is maintained; however, changes to the vertical envelope and dormer inset improve the functionality of the upper floor space.
- While development of a half storey (over the second storey) is permitted in current zoning, few builders choose to include habitable space in the attic. The RSM zone improves the practicality of constructing the upper half storey while maintaining current building heights and minimal change to the roof form (e.g., steeper roof slope on large lots but building height remains fixed at 9 m {29 ft.}).
- A flat roof design would be subject to a lower permitted building height (i.e., 7.5 m {24 ft.}, as per current single detached zoning), which is suitable for a maximum of two storeys).
- Permitted height for buildings in the rear yard reflect current regulations and would be subject to a development permit (i.e., no lane access: 4 m height and one storey building; lane access: 6 m to 7.5 m height and two storey building).

### Upper storey massing

- The “vertical lot width envelope” is simplified to maintain a sloped roof form, while creating more useable attic space and removes the current requirement to set the building back, which contributes to garage projections (i.e., due to a required building setback above the ground floor), is not applicable to SSMUH development.

### Side yard setbacks & on-site parking

- Where a lot has access to a lane, all vehicle access shall be via the lane and no parking is permitted in the front or side yards. Where lane-access parking/garage displaces a rear yard, the rear yard shall be replaced with a mid-lot landscaped courtyard.
- Where a lot does not have lane access:
  - Smaller multi-unit lots and single-family houses (with or without secondary suites) are permitted limited parking within a front yard driveway; or
  - Larger multi-unit development is required to provide a wide side yard setback (4 m {13 ft.}) capable of accommodating a driveway along one side of the lot, to help mitigate the visual impact of on-site parking (e.g., driveways and garages) on the streetscape and increase the opportunity for more meaningful outdoor space in the front yard.

### Building separation and outdoor space

- Where two buildings are constructed on a lot, development must include at least two landscaped yards including a 6 m (19 ft.) landscaped front yard and either a 6 m (19 ft.) landscaped rear yard or a 6 m (19ft.) landscaped mid-lot courtyard.
- Either the current front and rear yard are preserved or development must include a replacement yard (i.e., within the minimum 6 m {19 ft.} separation between buildings), which regulates where a building/buildings are located on-site).
- Other landscaping provisions remain consistent with current zoning, including live landscaping requirements.
- A flexible approach to building siting also maximizes opportunities for tree preservation.
- Each unit must provide a minimum 6 m<sup>2</sup> (65 ft<sup>2</sup>) of outdoor open space per dwelling unit.

### Impacts on adjacencies

- Required inward articulation of a long building wall is specified to prevent construction of a long wall along a side yard interface in response to concerns related to privacy, sunlight penetration and shadowing.
- For all units, the orientation of main living areas are to be towards a street, courtyard or lane to maximize daylight opportunities and minimize outlook towards neighbouring properties.

Sub-Zone Assignment Key

<b>RSM/S (Small)</b>	<b>RSM/M (Medium)</b>	<b>RSM/L (Large)</b>	<b>RSM/XL (Extra Large)</b>
RC1	RCH2	RE1	AG1
RC2	RS1/B	RS1/D	RS1/F
RCH	RS1/C	RS1/E	
RCH1	RS1/J	RS1/H	
RS1/A	RS2/B	RS2/D	
RS1/K	RS2/C	RS2/E	
RS2/A	ZS15	ZS16	
RS2/K	ZS2	ZS20	
RS10	ZS3	ZS26	
RS14	ZS21	ZS28	
ZS4	ZS30		
ZS7			
ZS8			
ZS10			
ZS14*			
ZS17			
ZS18			
ZS19			
ZS23			
ZS24			
ZS25			
ZS31			

Note: column colors correspond to RSM zoning categories in Attachment 1.

\*While the zoning for sites currently zoned ZS14 will be amended to RSM/S, the ZS14 zone will be amended to embed provisions for SSMUH to accommodate an in-stream rezoning application.



In-stream Rezoning Applications (3<sup>rd</sup> reading)

Rezoning Application	Address	Bylaw Number
23 014545	9371 Dolphin Avenue	10485
22 010976	11831 and 11833 Seabrook Crescent	10510
22 026766	3300 Granville Avenue	10495
22 011080	10511 Lassam Road	10513
22 009258	10851/10871 Bird Road	10425
22 011063	10840 Bonavista Gate	10497
22 009404	12260 & 12288 Woodhead Road	10449
22 021110	7560 Ash Street	10526
22 019002	10111/10113 No 5 Road	10475
22 009258	10851/10871 Bird Road	10425
21 938395	2200 McLennan Avenue	10409
21 936290	11720 Williams Road	10359
21 945951	7520 Ash Street	10472
21 938616	11760 Williams Road	10391
21 940333	8691 Heather Street	10416
21 932253	6340 Granville Avenue	10388
21 926304	8220 Gilbert Rd	10428
20 891129	6660 Francis Rd	10529
20 904781	10200 Caithcart Rd	10521
19 878165	6531 Francis Rd	10332
17 791280	8180 Heather St	10433
17 775025	6740 & 6780 FRANCIS RD	10271, 10277
17 777739	8491 No 4 Road	10455, 10456
19 873781	11240 Williams Road	10248

Upcoming Consultation and Reports to Council

2024-2025	Upcoming Consultation and Reports to Council
Second quarter of 2024	<p>June 1, 2024: Submission deadline for Council authorized request for an extension related to infrastructure.</p> <ul style="list-style-type: none"> <li>• Category 1 and Category 2 extension applications submitted to the Province (complete). Pending response from Province.</li> </ul>
	<p>Mandated June 30, 2024 compliance deadline:</p> <ul style="list-style-type: none"> <li>• Pre-zone properties to permit SSMUH development.</li> <li>• Adopt bylaw amendments to remove residential parking minimums for SSMUH development within 400 m of a frequent transit service bus stop.</li> <li>• Designate the City’s TOA.</li> <li>• Exempt residential use in TOAs from the requirement to provide off-street vehicle parking spaces (accessible parking requirements may continue to apply).</li> </ul>
Third quarter of 2024	<p>Public consultation to support public understanding of the changes resulting from new Provincial legislation and the City’s extension application for Steveston townsite, and related to the OCP update.</p> <p>Staff report seeking Council direction regarding options for a potential residential parking permit program to manage the anticipated increased on-street parking demand generated by SSMUH development.</p> <p>Staff report to Council outlining an updated OCP schedule and work plan.</p>
Second quarter of 2025	<p>Mandated June 30, 2025 compliance deadline:</p> <ul style="list-style-type: none"> <li>• Transition from securing affordable housing using density bonusing (current program) to using inclusionary zoning.</li> </ul>
	<p>Staff report seeking Council direction in:</p> <ul style="list-style-type: none"> <li>• Establishing the updated Development Cost Charges (DCCs) and the new amenity cost charges (ACCs); and</li> <li>• Establishing all the required reserve accounts for DCCs, ACCs, affordable housing and transportation demand management.</li> </ul>
Fourth quarter of 2025	<p>Mandated December 31, 2025 compliance deadline:</p> <ul style="list-style-type: none"> <li>• Complete revised Housing Needs Report (HNR) using a standardized method set by the Province but not yet provided.</li> <li>• Amend OCP and zoning bylaw to reflect findings of the HNR and align with the newly designated TOA.</li> </ul>



**Richmond Official Community Plan Bylaw 9000  
Amendment Bylaw 10579  
(Small-Scale Multi-Unit Housing)**

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

1. Richmond Official Community Plan Bylaw 9000, as amended, is further amended in Section 14.0 Development Permit Guidelines by:

1.1. In Section 14.1.5 Development Permit Area Designations, inserting a new bullet at the head of the list of bullets as follows:

“- intensive residential areas where small-scale multi-unit housing development is permitted on irregularly-shaped lots (i.e., not rectangular) or involves a building, parking or related features encroaching, in whole or in part, into a required rear yard setback;”

1.2. In Section 14.1.6 Development Permit Area Exemptions, replacing the fifth bullet with the following:

“- new buildings or building additions of 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) or less, excluding small-scale multi-unit housing development on irregularly-shaped lots (i.e., not rectangular);”

1.3. In Section 14.3.A, replacing the title and opening paragraph with the following:

**“A. REAR YARD INFILL DEVELOPMENT**

The intent is to ensure that granny flats and coach houses (which for the purpose of these guidelines shall be understood to include other rear yard infill housing types), achieve a high quality of design and complement the form and character of existing neighbourhoods in the following intensive residential areas:

- Edgemere; and
- small-scale multi-unit housing areas.”

1.4. In Section 14.3.B, replacing the title and opening paragraph with the following:

**“B. MULTI-PLEX DEVELOPMENT**

The intent is to ensure that duplex and triplex development (which for the purpose of these guidelines shall be understood to include house-plexes and other small multiple-unit housing types), achieves a high quality of design and incorporates

appropriate building and landscape articulation and character in the following intensive residential areas:

- lots along arterial roads; and
- small-scale multi-unit areas.”

2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 9000, Amendment Bylaw 10579**”.

FIRST READING

\_\_\_\_\_

PUBLIC HEARING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

ADOPTED

\_\_\_\_\_



\_\_\_\_\_  
MAYOR

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



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10573  
(Small-Scale Multi-Unit Housing)**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 1 Administration by inserting the following after Section 1.11:

**“Section 1.12 Applications in Progress (Small Scale Multi-Unit Housing)**

1.12.1 Any zoning amendment bylaw which has received first, second or third reading, and which has not been adopted, prior to the adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10573 shall be considered an application in progress and will continue to be processed.

1.12.2 Any zoning amendment bylaw to which Section 1.12.1 applies will, when finally adopted, be interpreted in accordance with the Table of Equivalencies in Section 1.12.3.

1.12.3 Table of Equivalencies

Prior to the date of adoption of Zoning Bylaw 8500, Amendment Bylaw 10573	After the date of adoption of Zoning Bylaw 8500, Amendment Bylaw 10573
RS2/A, RS2/K, RC2, ZS31	RSM/S
RS2/B, RS2/C	RSM/M
RS1/E, RS2/E	RSM/L “

2. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 3.4 Use and Term Definitions by:

2.1. Inserting, in alphabetical order, the following:

**“Flex space**

means, for **small-scale multi-unit housing** only, a portion of **floor area** permitted within a **building** for use as **habitable space, enclosed parking, ancillary** uses or some combination of those **uses**.

**Housing, small-scale multi-unit**

means a **building** or group of **buildings** on a **lot** designed to accommodate one or more households in separate ground-oriented **dwelling units**, each having a separate exterior entrance directly accessible from a **road** or a common

**open space** (i.e. without passing through a common lobby or corridor), and which may share walls with adjacent **dwelling units**, may be arranged above, below or beside each other, and may include detached **dwelling units**.

**Prescribed bus stop**

means a planned or existing bus stop served by at least one bus route with an average frequency of 15 minutes or less on weekdays (between 7 am and 7 pm) and weekends (between 10 am and 6 pm), as determined to the satisfaction of the **City**.”

2.2. Replacing the definition of “**continuous wall**” with the following:

**“Continuous wall**

means an exterior wall of a **building** containing **single detached housing, two-unit housing or small-scale multi-unit housing**, which does not include an inward articulation of 2.4 m or more, with a minimum horizontal measurement of 2.4 m.”

2.3. Inserting at the end of the definition for “**storey, half (½)**”, the following:

**“For housing, small-scale multi-unit:**

- a) no **balcony** or deck is permitted on a **storey, half (½)**;
- b) the **habitable space** is situated wholly under the framing of the roof;
- c) the **habitable space** does not exceed 50% of the **storey** situated immediately below;
- d) roof framing proposed to contain a **storey, half (½)** must be a minimum pitch of 5:12 and a maximum pitch of 12:12 (i.e. no **habitable space** is permitted under the roof framing for a flat roof, a gambrel roof or a mansard roof);
- e) gable end dormers and shed dormers are permitted provided that:
  - i. the dormer roof slope is a minimum of 2.5:12;
  - ii. the dormer roof ridge is no higher than 0.5 m below the roof ridge of the main roof; and
  - iii. the exterior dormer wall is set back at least 1.5 m from a required **front yard** or **rear yard** and at least 1.2 m from a required **exterior side yard** or **interior side yard**.”

- 2.4. Replacing the definition for “**residential vertical lot width envelope**” with the following:

**“residential vertical lot width envelope** means the vertical envelope within which **single detached housing, two-unit housing, three-unit housing** or **small-scale multi-unit housing** must be contained, as calculated in accordance with Section 4.18”.

3. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 4 General Development Regulations by:

- 3.1. Replacing Section 4.18.1 with the following:

“4.18.1 The **residential vertical lot width envelope** of a lot in **residential zones** and **site specific zones** that permit:

- a) **single detached housing, two-unit housing** or **three-unit housing** shall be calculated in accordance with Sections 4.18.2 to 4.18.4; and
- b) **small-scale multi-unit housing** shall be calculated in accordance with:
  - i. Sections 4.18.2 to 4.18.4 for **development** involving one **dwelling unit** or two **dwelling units** where one **dwelling unit** is a **secondary suite**; or
  - ii. Section 4.18.5 for all other **development** involving **small-scale multi-unit housing**.”

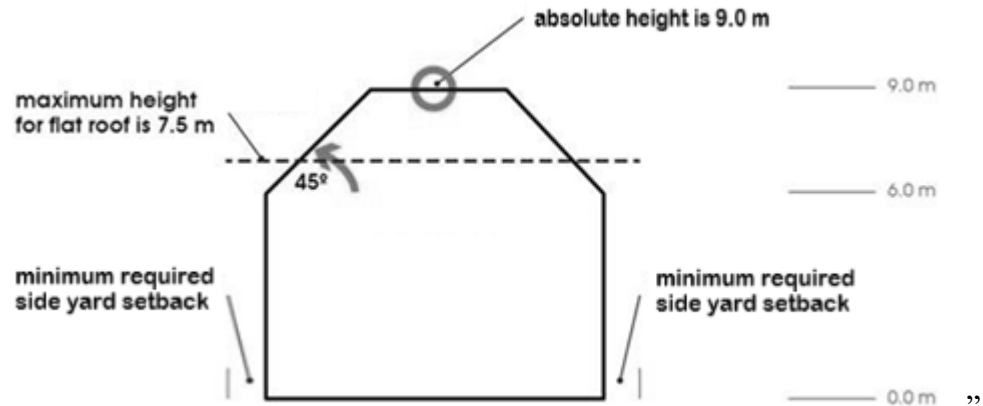
- 3.2. In Section 4.18.2a), replacing “for **single detached housing, two-unit housing** and **three-unit housing**” with “subject to Section 4.18.1, for **single detached housing, two-unit housing, three-unit housing** and **small-scale multi-unit housing**”.

- 3.3. In Section 4.18.3a), replacing “for **single detached housing, two-unit housing** and **three-unit housing**” with “subject to Section 4.18.1, for **single detached housing, two-unit housing, three-unit housing** and **small-scale multi-unit housing**”.

- 3.4. In Section 4.18.4a), replacing “for **single detached housing, two-unit housing** and **three-unit housing**” with “subject to Section 4.18.1, for **single detached housing, two-unit housing, three-unit housing** and **small-scale multi-unit housing**”.

- 3.5. Inserting the following after Section 4.18.4:

“4.18.5 Subject to Section 4.18.1b), for **small-scale multi-unit housing**, the **residential vertical lot width envelope** shall be a vertical envelope located parallel to each side **lot line**, and formed by planes rising vertically at the minimum required **side yard setback** to a height of 6.0 m, as calculated from the **finished site grade**, and then extending inward and upward at an angle of 45° from the top of the vertical 6.0 m planes to the point at which the planes intersect with the maximum height plane of 9.0 m, as generally shown in the diagram below:



3.6. Inserting a new section 4.3A, in numerical order after section 4.3, for density calculations for small-scale multi-unit housing zones, as follows:

**“4.3A Calculation of Density in Small-Scale Multi-Unit Housing Zones**

4.3A.1 The following items are not included in the calculation of maximum **floor area ratio** in all **residential zones** and **site specific zones** that permit **small-scale multi-unit housing**:

- a) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of a **principal building** which are always open on two or more sides and are never enclosed;
- b) one **accessory building** which is less than 10.0 m<sup>2</sup>; and
- c) either:
  - i) up to a maximum of 2.35 m<sup>2</sup> per **dwelling unit** for **floor area** occupied by those components of a **green building system** constructed or installed within a **principal building**; or
  - ii) 10% of the maximum permitted **floor area ratio**, up to a maximum of 46 m<sup>2</sup>, for a **Certified Passive House** and additional **floor area** up to 5.0 m<sup>2</sup> for mechanical equipment related to the **Certified Passive House**.

4.3A.2 Any portion of **floor area** in a **principal building** with a **ceiling height** which exceeds 5.0 m shall be considered to comprise two floors and shall be measured as such for the purposes of calculating **density** in all **residential zones** and **site specific zones** that permit **small-scale multi-unit housing**, except the following **floor area** shall be considered to comprise one floor:

- a) a maximum of 10 m<sup>2</sup> of **floor area** per **lot**, provided such **floor area** is exclusively for interior entry and staircase purposes.”



- 3.7. Inserting a new section 4.8A, in numerical order after section 4.8, for yard projections for small-scale multi-unit housing zones, as follows:

**“4.8A Projections into Yards in Small-Scale Multi-Unit Housing Zones**

- 4.8A.1 The following projections shall be permitted in **zones** that permit **small-scale multi-unit housing**. These projections apply to **small-scale multi-unit housing** only, not other **uses** such as **single detached housing**, and are subject to the *Building Code*.
- 4.8A.2 **Porches** and **balconies** which form part of a **principal building** may project into a **front yard, exterior side yard** and **rear yard** for a distance of 1.2 m.
- 4.8A.3 **Bay windows** which form part of a **principal building** may project into a required **front yard, exterior side yard** and **rear yard** for a distance of 0.6 m.
- 4.8A.4 Uncovered stairs may project into a **front yard, side yard** and **rear yard** for a distance of 50% of the required **yard**, but shall be no closer than 1.2 m to any interior **side lot line**.
- 4.8A.5 Fireplaces and chimneys, whether enclosed or unenclosed, which form part of a **principal building** may project into any **yard** for a distance of 0.3 m.
- 4.8A.6 Ground-level electrical closets and **building** elements that support sustainability objectives, such as solar panels, solar hot water heating systems and rainwater collection systems, may project into the **side yard** and **rear yard** for a distance of 0.3 m.
- 4.8A.7 **Porches, balconies, bay windows**, uncovered stairs and a detached **accessory building** with a **floor area** not exceeding 10 m<sup>2</sup> may be located within a required **building separation**, in whole or in part, but shall reduce the total **building separation** by no more than 20%.
- 4.8A.8 Gateways, pergolas and similar landscape **structures** that do not form part of a **principal building** may be located within the **setbacks** but shall be no closer to a **lot line** than 1.0 m.
- 4.8A.9 Where specified by a development permit approved by the **City**, a **principal building** may be located within the **rear yard**, in whole or in part, where:
- a) the **lot** does not **abut** a **lane**, provided:
    - i) there are two **principal buildings** on the **lot**, with one **building** at the front of the **lot** and the other **building** at the rear of the **lot**, and the **building separation** between the two **principal buildings** is at least 6.0 m;
    - ii) the rear **principal building** is set back at least 3.0 m from the **rear lot line**, at least 4.0 m from any exterior **side lot line** and at least 1.2 m from any interior **side lot line**;

- iii) the maximum **height** of the rear **principal building** is one **storey** and 4.0 m; and
  - iv) no driveway or parking **use**, whether covered or uncovered, is located within the **rear yard** or the required **building separation** between the front **principal building** and the rear **principal building** on the **lot**; or
- b) the **lot abuts** a lane giving **vehicle access** to and from the rear of the **lot**, provided:
- i) there are two **principal buildings** on the **lot**, with one **building** at the front of the **lot** and the other **building** at the rear of the **lot**, and the **building separation** between the two **principal buildings** is at least 6.0 m;
  - ii) the rear **principal building** is set back at least 1.2 m from the **rear lot line** and any interior **side lot line** and at least 4.0 m from any exterior **side lot line**;
  - iii) the maximum **height** of the rear **principal building** is two **storeys** and 7.5 m measured from **finished site grade** to the roof ridge for a **building** with a pitched roof or 6.0 m for a **building** with a flat roof, but shall not exceed the **residential vertical lot width envelope**;
  - iv) no driveway or parking **use**, whether covered or uncovered, is located within the required **building separation** between the front **principal building** and the rear **principal building** on the **lot**; and
  - v) **parking spaces**, whether covered or uncovered, are fully located within 8.0 m of the **rear lot line** and are set back at least 4.0 m from the exterior **side lot line** and at least 0.3 m from the interior **side lot line**.”
4. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 5 Specific Use Regulations by:
- 4.1. Replacing Section 5.4.1a) with the following:
- “a) the **secondary suite** must be completely enclosed within the same **building** as the **principal dwelling unit** in **single detached housing**, completely contained within the same **dwelling unit** in **small-scale multi-unit housing**, or completely contained within the same **dwelling unit** or **strata lot** in **two-unit housing**, **three-unit housing** or **town housing**, and not in a **detached accessory building**.”

4.2. Replacing Section 5.4.1b) with the following:

- “b) no more than one **secondary suite** shall be permitted per **principal dwelling unit** in **single detached housing**, per **dwelling unit** in **small-scale multi-unit housing**, or per **dwelling unit** or **strata lot** in **two-unit housing**, **three-unit housing** or **town housing**;

4.3. Replacing Section 5.4.1f) with the following:

- “f) the **secondary suite** must have a minimum **floor area** of at least 25.0 m<sup>2</sup> in **town housing** and **small-scale multi-unit housing**;

4.4. Replacing Section 5.4.1m) with the following:

- “m) in **zones** that permit **single detached housing**, **two-unit housing**, **three-unit housing** or **town housing**, where a **secondary suite** is on a **lot** fronting an **arterial road** as shown in Diagram 1 below, one additional on-site **parking space** must be provided for the exclusive use of each **secondary suite** (except where the minimum number of **parking spaces** required is subject to the requirements for **small-scale multi-unit housing**);

Diagram 1: **Arterial Roads** where Additional On-Site **Parking Space** Required for **Secondary Suites** in **Zones** that Permit **Single Detached Housing**, **Two-Unit Housing**, **Three-Unit Housing** or **Town Housing**



4.5. Replacing Section 5.4.1p) with the following:

- “p) internal access must be maintained between the **secondary suite** and the **principal dwelling unit** in **single detached housing** or between the **secondary suite** and the associated **dwelling unit** in **two-unit housing**, **three-unit housing**, **town housing** and **small-scale multi-unit housing**, except for a locked door; and”

4.6. Replacing Section 5.5.1 with the following:

- “5.5.1 A **bed and breakfast use** is permitted only in a **single detached housing dwelling unit** or in a **small-scale multi-unit housing dwelling unit** where the **lot** contains a maximum of one **dwelling unit**;

4.7. Replacing Section 5.5.3 with the following:

“5.5.3 A **bed and breakfast use** is permitted only in a **single detached housing dwelling unit** or a **small-scale multi-unit housing dwelling unit** that is the **principal residence** of the **operator**, where the **operator** is an individual and not a corporation.”

4.8. Replacing Section 5.5.3A with the following:

“5.5.3A A **bed and breakfast use** is permitted only in a **single detached housing dwelling unit** or a **small-scale multi-unit housing dwelling unit** where the **operator** is the **individual registered owner** of the **dwelling** or the **individual registered owner’s family member.**”

4.9. Replacing Section 5.5.5A with the following:

“5.5.5A **Bed and breakfast use** of a **single detached housing dwelling unit** or a **small-scale multi-unit housing dwelling unit** is limited to accommodation of a maximum of **6 guests** at one time.”

4.10. Replacing Section 5.6.3 with the following:

“5.6.3 In the case of **two-unit housing** and **small-scale multi-unit housing**, a **minor community care facility** shall be permitted in a maximum of one **dwelling unit** on a **lot** (e.g., not in both **dwelling units** on both sides of a duplex).”

4.11. Inserting a new Section 5.15.1(e), following the list in Section 5.15.1d)ii), as follows:

“5.15.1.e) Where an **owner** pays into the **affordable housing reserve** according to the **density bonusing** provisions of this bylaw, the following sums shall be used:

Zone	Sum Per Buildable Square Foot of Permitted Principal Building
RSM/S	\$12.00
RSM/M	\$12.00
RSM/L	\$12.00
RSM/XL	\$12.00

.”

5. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 6.4 Landscape Requirements in Residential Zones by:

5.1. Replacing the opening phrase in Section 6.4.1 with the following:

“In the **residential zones** and **site specific zones** that govern **single detached housing** and **small-scale multi-unit housing**, the **owner** of the property is responsible for the placement and proper maintenance of **landscaping**, in the **front yard** as follows:”

5.2. Replacing Section 6.4.2a) with the following:

“a) regulated by the **residential zones** or **site specific zones** that govern **single detached housing subdivisions** or **small-scale multi-unit housing subdivisions;**”

5.3. Replacing Section 6.4.4 with the following:

“6.4.4 On a **lot** that is subject to a building permit application for **single detached housing** or **small-scale multi-unit housing** which contains no existing trees at the time of building permit application, a minimum of two (2) trees — one (1) in the required **front yard** and one (1) in the required **rear yard** — must be planted as part of a building permit.”

6. Richmond Zoning Bylaw 8500, as amended, is further amended in Section 7, Parking and Loading:

6.1. By inserting a new Section 7.5.3A, after Section 7.5.3, as follows:

“7.5.3A Notwithstanding Section 7.5.3, for **small-scale multi-unit housing**, the following **vehicle access** is required to the satisfaction of the Director, Transportation:

- a) Where a **lot** abuts an existing **lane**, **vehicle access** to and from the **lot** is prohibited along a **road** abutting the **front lot line** or exterior **side lot line** (i.e. all **vehicle access** shall be to and from the **lane**); or
- b) Where a **lot** does not **abut** an existing **lane** and:
  - i) all **roads abutting** the **lot** are **arterial roads**, a maximum of one **vehicle access** to the **lot** shall be permitted, a **vehicle** turnaround area shall be located on-site and backing of **vehicles** into the **arterial road** is prohibited; or
  - ii) the **lot abuts** at least one **road** that is not an **arterial road**, **vehicle access** to and from the **lot** shall be located only along the non-**arterial road** and a maximum of one **vehicle access** to the **lot** shall be permitted.”

6.2. In Section 7.5.6a), by inserting a new bullet following 7.5.6a)i) as follows and renumbering the subsequent bullets accordingly:

“ii) **housing, small-scale multi-unit;**”.

6.3. In Section 7.5.11, in the table heading, by replacing “**Town Housing, Apartment Housing, Mixed Commercial/Residential Uses, Affordable Housing Units**” with the following:

“**Town Housing, Apartment Housing, Mixed Residential/Commercial Use, Affordable Housing Units and Small-Scale Multi-Unit Housing**”.

6.4. In Section 7.7 Parking Spaces Required, by:

6.4.1. Replacing the title of Table 7.7.2.1 with the following:

**“Table 7.7.2.1 Residential Use Parking Requirements (Excluding Small-Scale Multi-Unit Housing Parking Requirements)”**; and

6.4.2. Inserting a new table following Table 7.7.2.1, as amended, as follows and renumbering the subsequent tables accordingly:

**“Table 7.7.2.2 Small-Scale Multi-Unit Housing Parking Requirements**

Site Location	Lot Frontage	Minimum Number of <b>Parking Spaces</b> Required per Dwelling Unit	
		Basic Requirement	Visitor Parking Requirement
Greater than 400 m from a <b>prescribed bus stop</b>	Less than 15 m	0.5 space	Not applicable
	15 m or greater	1.0 space	Not applicable
Within 400 m of a <b>prescribed bus stop</b>	Not applicable	Not applicable	Not applicable

7. Richmond Zoning Bylaw 8500, as amended, is further amended at Standard Zones, Section 8 Residential Zones:

7.1. At Section 8.4 Two-Unit Dwellings (RD1, RD2), as follows:

7.1.1. By replacing 8.4.1 Purpose with the following:

**“8.4.1 Purpose**

The **zone** provides for **two-unit housing**, together with compatible **uses**. The **zone** is divided into two sub-zones: RD1 for **development** that is **accessed** by **vehicles** by way of the **front yard**; and, RD2 for **development** that is **accessed** by **vehicles** from a **lane** by way of the **rear yard**.”

7.1.2. By replacing 8.4.4 Permitted Density with the following:

**“8.4.4 Permitted Density**

1. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is not located in a **Transit-Oriented Area**;
  - b) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**;
  - c) the **lot area** of the **lot** is greater than 281.0 m<sup>2</sup>; and

- d) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
    - ii. prior to first occupancy of the **building**, in whole or in part, provides in the **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
2. The maximum **floor area ratio**:
    - a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>; or
    - b) for all other **development** is 0.55 applied to a maximum of 929.0 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 929.0 m<sup>2</sup>.
  3. Notwithstanding Section 8.4.4.2, for **development** involving a **lot** located within a **Transit-Oriented Area**, the maximum **floor area ratio** is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>.
  4. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
    - a) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit** of **floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is used exclusively for interior entry and staircase purposes; and
    - b) notwithstanding Section 4.3.3.a), a maximum of 50.0 m<sup>2</sup> per **dwelling unit**, to a maximum of 100.0 m<sup>2</sup> per **lot**, of on-site parking **uses** which **floor area** cannot be used for **habitable space**.”
- 7.1.3. By inserting the following after Section 8.4.8.2:
- “3. No **subdivision** to create an **air space parcel** is permitted.
  4. **Subdivision** of a **lot** may create a maximum of two **strata lots**.”

7.1.4. By replacing Section 8.4.10.1 with the following:

- “1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
  - a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**.
2. Notwithstanding Section 8.4.10.1, **development** involving a **lot** located within a **Transit-Oriented Area** shall be subject to Section 7.9A Provision of Parking in **Transit-Oriented Areas (TOA)**.”

7.2. At Section 8.16 Arterial Road T8.4.10.1wo-Unit Dwellings (RDA), as follows:

7.2.1. By replacing 8.16.1 Purpose with the following:

**“8.16.1 Purpose**

The **zone** provides for **two-unit housing** fronting an **arterial road**, together with compatible **uses**.”

7.2.2. By replacing 8.16.4 Permitted Density with the following:

**“8.16.4 Permitted Density**

1. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**;
  - b) the **lot area** of the **lot** is greater than 281.0 m<sup>2</sup>; and
  - c) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
    - ii. prior to first occupancy of the **building**, in whole or in part, provides in the **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
2. The maximum **floor area** is the lesser of:
  - a) the **floor area** calculated using the **floor area ratio** of 0.6; and
  - b) 334.5.0 m<sup>2</sup>.



3. A **dwelling unit** must not exceed a maximum **floor area** of 183.9 m<sup>2</sup>.
  5. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
    - a) notwithstanding Section 4.3.1.a), up to 10% of the **floor area** total calculated for the **lot** in question which must be used exclusively for covered areas of the **principal building** which are open on two or more sides and never enclosed, provided that the **floor area** in question is not located more than 0.6 m above the lowest horizontal floor;
    - b) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit** of **floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is used exclusively for interior entry and staircase purposes; and
    - c) notwithstanding Section 4.3.3.a), a maximum of 37.5 m<sup>2</sup> per **dwelling unit**, to a maximum of 75.0 m<sup>2</sup> per **lot**, of on-site parking **uses** which **floor area** cannot be used for **habitable space.**”
- 7.2.3. By inserting the following after Section 8.16.8.3:
- “4. No **subdivision** to create an **air space parcel** is permitted.
  5. **Subdivision** of a **lot** may create a maximum of two **strata lots.**”
- 7.2.4. By replacing 8.16.10 On-Site Parking with the following:
- “1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
    - a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**;
    - b) at least 50% of the required residential **use parking spaces** shall be standard spaces;
    - c) at least 50% of the residential **use parking spaces** provided in a side-by-side arrangement within an enclosed **garage** shall be standard spaces;
    - d) where residents of a single **dwelling unit** intend to use two **parking spaces**, the spaces may be provided in a **tandem arrangement** with one **parking space** located behind the other; and

- e) where visitor parking is provided on a **lot**:
  - i. the **parking spaces** may be used collectively by two adjacent **lots** sharing a **vehicle access** from an **arterial road**; and
  - ii. each **parking space** shall be clearly marked with the words “VISITORS ONLY” in capital letters in the form of a sign with a minimum size of 300 mm high by 450 mm wide and pavement markings with a minimum size of 300 mm high and 1.65 m wide.”

7.3. At Section 8.18 Arterial Road Compact Two-Unit Dwellings (RCD), as follows:

7.3.1. By replacing 8.18.1 Purpose with the following:

**“8.18.1 Purpose**

The **zone** provides for **two-unit housing** fronting an **arterial road**, together with compatible **uses**.”

7.3.2. In Section 8.18.23 Secondary Uses, by inserting “**secondary suite**” in alphabetical order.

7.3.3. By replacing 8.18.4 Permitted Density with the following:

**“8.18.4 Permitted Density**

1. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**;
  - b) the **lot area** of the **lot** is greater than 281.0 m<sup>2</sup>; and
  - c) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
    - ii. prior to first occupancy of the **building**, in whole or in part, provides in the **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
2. The maximum **floor area ratio** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>.

3. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
- a) notwithstanding Section 4.3.1.a), up to 10% of the **floor area** total calculated for the **lot** in question which must be used exclusively for covered areas of the **principal building** which are open on two or more sides and never enclosed, provided that the **floor area** in question is not located more than 0.6 m above the lowest horizontal floor;
  - b) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit** of **floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is used exclusively for interior entry and staircase purposes; and
  - c) notwithstanding Section 4.3.3.a), a maximum of 25.0 m<sup>2</sup> per **dwelling unit** for on-site parking purposes, to a maximum of 50.0 m<sup>2</sup> per **lot**, which **floor area** cannot be used for **habitable space.**”
- 7.3.4. By inserting the following after Section 8.18.8.1:
- “2. No **subdivision** to create an **air space parcel** is permitted.
  3. **Subdivision** of a **lot** may create a maximum of two **strata lots.**”
- 7.3.5. By replacing 8.18.10 On-Site Parking with the following:
- “1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
    - a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**;
    - b) where residents of a single **dwelling unit** intend to use two **parking spaces**, the spaces may be provided in a **tandem arrangement** with one **parking space** located behind the other; and
    - c) for the purpose of this **zone** only, a driveway shall mean any **non-porous surface** on the **lot** that is used to provide space for **vehicle parking** or **vehicle access** to or from a public **road** or **lane**, and the maximum driveway width shall be 6.0 m.”

8. Richmond Zoning Bylaw 8500, as amended, is further amended at Standard Zones, Section 8 Residential Zones, by inserting a new section 8.19, after section 8.18, as follows:

**“8.19 Small-Scale Multi-Unit Housing (RSM/S, RSM/M, RSM/L, RSM/XL)**

**8.19.1 Purpose**

The **zone** provides for **small-scale multi-unit housing** and compatible **secondary uses**. The **zone** provides a **density bonus** for **development** involving six **dwelling units** to help achieve the **City’s affordable housing** objectives. **Subdivision** standards vary by sub-zone (RSM/S, RSM/M, RSM/L and RSM/XL).

**8.19.2 Permitted Uses**

- **housing, small-scale multi-unit**

**8.19.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**

**8.19.4 Residential Rental Tenure**

1. **Residential rental tenure** may be located anywhere in this **zone**.
2. Notwithstanding Section 8.19.4.1, all **dwelling units** on the **lot** except one **dwelling unit** shall be used for **residential rental tenure** only.

**8.19.5 Permitted Density**

1. The maximum **density** per **lot** is:
  - a) three **dwelling units** for a **lot** with a **lot area** of 280.0 m<sup>2</sup> or less; and
  - b) four **dwelling units** for a **lot** with a **lot area** greater than 280.0 m<sup>2</sup>.
2. Notwithstanding Section 8.19.5.1b), the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**;
  - b) the **lot area** of the **lot** is greater than 281.0 m<sup>2</sup>; and
  - c) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or

- ii. prior to first occupancy of the **building**, in whole or in part, provides in the **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
3. The maximum **floor area ratio**:
- a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>, together with 40.0 m<sup>2</sup> of additional **floor area per lot** for accommodating on-site parking purposes, which additional **floor area** cannot be used for **habitable space**; or
  - b) for all other **development** involving **small-scale multi-unit housing** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>, together with 50.0 m<sup>2</sup> of additional **floor area per lot** for **flex space**.
4. Notwithstanding, Section 8.19.5.3b), for **development** involving three or more **dwelling units**, the reference to “50.0 m<sup>2</sup>” is increased to a higher **density** of “80.0 m<sup>2</sup>” if the **owner** provides at least two **dwelling units** on the **lot** that each comprise two or more **bedrooms** and the required **bedrooms** each have a window or windows in the exterior wall of the **building** having a minimum total glazing area equal to at least 10% of the **floor area** of the **bedroom**.
5. A **dwelling unit** must have a minimum **floor area** of 25.0 m<sup>2</sup>.

#### 8.19.6 Permitted Lot Coverage

- 1. The maximum **lot coverage** for **buildings** is 45%.
- 2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
- 3. 20% of the **lot** is restricted to **landscaping** with live plant material.

#### 8.19.7 Yards & Setbacks

- 1. The minimum **front yard** is 6.0 m.
- 2. The minimum **interior side yard**:
  - a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is:
    - i. 2.0 m for **lots** with a **lot width** of 20.0 m or greater;
    - ii. 1.8 m for **lots** with a **lot width** of 18.0 m or greater, but less than 20.0 m; or
    - iii. 1.2 m for **lots** with a **lot width** of less than 18.0 m; or

- b) for all other **development** involving **small-scale multi-unit housing** is:
- i. 1.2 m for **lots** with a **lot width** of less than 15.0 m; or
  - ii. 1.2 m along one **side lot line** and 4.0 m along the **lot's** other **side lot line** for **lots** with a **lot width** of 15.0 m or greater, except that a **principal building** may encroach into the required 4.0 m **side yard** provided that:
    - a **principal building** does not encroach into a required **exterior side yard**;
    - a **principal building** encroaches into the required **interior side yard** in one location only and any such **building** encroachment is no closer than 1.2 m to the **side lot line**;
    - the minimum required **interior side yard** is increased from 1.2 m to 4.0 m in a corresponding location on the opposite side of the **lot**; and
    - for a **lot** that does not **abut** a **lane**, the **building** encroachment does not prevent use of the **side yard** for **vehicle access** to and from a **road** to the satisfaction of the Director, Transportation.
3. The minimum **exterior side yard**:
- a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is 3.0 m;
  - b) for all other **development** involving **small-scale multi-unit housing** is:
    - i. 3.0 m for **lots** with a **lot width** of less than 15.0 m; or
    - ii. 4.0 m for **lots** with a **lot width** of 15.0 m or greater.
4. The minimum **rear yard**:
- a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is the greater of 6.0 m or 20% of the total **lot depth** for a maximum width of 60% of the rear wall of the **first storey**, and 25% of the total **lot depth** for the remaining 40% of the rear wall of the **first storey** and any second **storey** or **half (½) storey** above, up to maximum required **setback** of 10.7 m; or
  - b) for all other **development** involving **small-scale multi-unit housing** is 6.0 m.
5. An **accessory building** is not permitted in the **front yard**, **interior side yard** or **exterior side yard**.
6. Waste and recycling bins shall be located within a **building** or a **screened structure** that is **setback** a minimum of 4.0 m from a **front lot line** or exterior **side lot line** and a minimum of 1.2 m from a **lot line** that **abuts** a **lane**.

### 8.19.8 Permitted Heights

1. The maximum **height** for **principal buildings** is 2 ½ **storeys** and 9.0 m, but it shall not exceed the **residential vertical lot width envelope**. For a **principal building** with a flat roof, the maximum **height** is 7.5 m.
2. Notwithstanding Section 8.19.8.1, roof dormers may project beyond the **residential vertical lot width envelope**, but no further than what is permitted for a **storey, half (½)**.
3. The maximum **height** for a detached **accessory building** with a **floor area** of 10 m<sup>2</sup> or less is 3.0 m measured from finished **site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof.
4. The maximum **height** for **accessory structures** is 5.0 m.

### 8.19.9 Subdivision Provisions/Minimum Lot Size

1. A **dwelling unit** may not be **subdivided** from the **lot** on which it is located.
2. No **subdivision** to create an **air space parcel** or **strata lot** is permitted.
3. The minimum **lot** dimensions and areas are as follows, except that **corner lots** are required to have an additional 2.0 m of **lot width**.

Zone	Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
RSM/S	6.0 m	9.0 m	24.0 m	270.0 m <sup>2</sup>
RSM/M	6.0 m	12.0 m	24.0 m	360.0 m <sup>2</sup>
RSM/L	7.5 m	18.0 m	24.0 m	550.0 m <sup>2</sup>
RSM/XL	7.5 m	18.0 m	45.0 m	828.0 m <sup>2</sup>

### 8.19.10 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0, except that:
  - a) **private outdoor open space** shall be provided on the **lot**, in some combination of **patios, porches, balconies**, decks, gardens and other landscaped outdoor areas, for some combination of private and shared use by residents of the **lot**, at a minimum rate of 6.0 m<sup>2</sup> per **dwelling unit**.

### 8.19.11 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that where **vehicle access** to and from the **lot** is:
  - a) by way of a **lane**, no **parking spaces** or driveway are permitted within the **front yard** or **exterior side yard**;

- b) by way of an **arterial road**, no **parking spaces** are permitted within the **front yard** or **exterior side yard**; or
- c) by way of a **road** other than a **lane** or **arterial road**:
  - i. for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, two **parking spaces** in a side-by-side arrangement are permitted in the **front yard** or **exterior side yard** provided they are accommodated in one uncovered driveway with a maximum width of 6.0 m arranged perpendicular to the **road**; or
  - ii. for all other **development** involving **small-scale multi-unit housing**, where the **lot width** of the **lot** is:
    - less than 12.0 m, one **parking space** is permitted in the **front yard** or **exterior side yard** provided it is accommodated in an uncovered driveway with a maximum width of 3.0 m arranged perpendicular to the **road**;
    - 12.0 m or greater, but less than 15.0 m, two **parking spaces** in a side-by-side arrangement are permitted in the **front yard** or **exterior side yard** provided they are accommodated in one uncovered driveway with a maximum width of 6.0 m arranged perpendicular to the **road**; or
    - 15.0 m or greater, one uncovered driveway with a maximum width of 4.0 m arranged perpendicular to the **road** is permitted in the **front yard** or **exterior side yard**, but **parking spaces** are not permitted within the **front yard** or **exterior side yard**.
- d) For the purposes of this **zone** only, a driveway is any surface on the **lot** that is used to provide space for **vehicle** parking or **vehicle access** to or from a public **road** or **lane**.

#### 8.19.12 Other Regulations

1. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on a **lot**.
2. No **dwelling unit** shall only have windows oriented to **interior side yards**.
3. For each **dwelling unit** on a **lot**, the primary window orientation of the main living area (i.e. living, dining and kitchen) shall be towards the **front yard**, **rear yard**, **exterior side yard**, **lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**.
4. No **building** shall have an exterior wall oriented to an **interior side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.
5. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”



9. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 15 Site Specific Residential (Single Detached) Zones by:

- 9.1. Replacing the title of Section 15 Site Specific Residential (Single Detached) Zones with the following:

“Section 15 Site Specific Residential (**Single Detached and Small-Scale Multi-Unit Housing**) Zones”.

- 9.2. Replacing Section 15.5 Single Detached Shrine (ZS5) – Steveston, with the following:

**15.5 Small-Scale Multi-Unit Housing and Shrine (ZS5) - Steveston**

**15.5.1 Purpose**

The **zone** provides for **small-scale multi-unit housing** which includes a **shrine**.

**15.5.2 Permitted Uses**

- **housing, small-scale multi-unit**

**15.5.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**
- **shrine**

**15.5.4 Residential Rental Tenure**

1. **Residential rental tenure** may be located anywhere in this **zone**.
2. Notwithstanding Section 15.5.4.1, all **dwelling units** on the **lot** except one **dwelling unit** shall be used for **residential rental tenure** only.

**15.5.5 Permitted Density**

1. A maximum of one **shrine** is permitted on the **lot**, and the **shrine** in question shall be located entirely within the **first storey** of the **principal building** and limited to a maximum of 45% of the **floor area** of the **principal building**.
2. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**; and
  - b) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or

- ii. prior to first occupancy of any **building** on the **lot**, in whole or in part, provides in a **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
3. The maximum **floor area ratio**:
- a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>, together with 40.0 m<sup>2</sup> of additional **floor area** per **lot** for accommodating on-site parking purposes, which additional **floor area** cannot be used for **habitable space**; or
  - b) for all other **development** involving **small-scale multi-unit housing** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>, together with 50.0 m<sup>2</sup> of additional **floor area** per **lot** for **flex space**.
4. Notwithstanding Section 15.5.5.3b), for **development** involving three or more **dwelling units**, the reference to “50.0 m<sup>2</sup>” is increased to a higher **density** of “80.0 m<sup>2</sup>” if the **owner** provides at least two **dwelling units** on the **lot** that each comprise two or more **bedrooms** and the required **bedrooms** each have a window or windows in the exterior wall of the **building** having a minimum total glazing area equal to at least 10% of the **floor area** of the **bedroom**.
5. A **dwelling unit** must have a minimum **floor area** of 25.0 m<sup>2</sup>.

#### 15.5.6 Permitted Lot Coverage

- 1. The maximum **lot coverage** for **buildings** is 45%.
- 2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
- 3. 20% of the **lot** is restricted to **landscaping** with live plant material.

#### 15.5.7 Yards & Setbacks

- 1. The minimum **front yard** is 6.0 m.
- 2. The minimum **side yard** is 1.2 m.
- 3. The minimum **rear yard**:
  - a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is the greater of 6.0 m or 20% of the total **lot depth** for a maximum width of 60% of the rear wall of the **first storey**, and 25% of the total **lot depth** for the remaining 40% of the rear wall

of the **first storey** and any second **storey** or **half (1/2) storey** above, up to maximum required **setback** of 10.7 m; or

- b) for all other **development** involving **small-scale multi-unit housing** is 6.0 m.
- 4. An **accessory building** is not permitted in the **front yard** or **side yard**.
- 5. Waste and recycling bins shall be located within a **building** or a **screened structure** that is **setback** a minimum of 4.0 m from a **front lot line** and a minimum of 1.2 m from a **lot line** that **abuts a lane**.

**15.5.8 Permitted Heights**

- 1. The maximum **height** for **principal buildings** is 2 1/2 **storeys** and 9.0 m, but shall not exceed the **residential vertical lot width envelope**. For a **principal building** with a flat roof, the maximum **height** is 7.5 m.
- 2. Notwithstanding Section 15.5.8.1, roof dormers may project beyond the **residential vertical lot width envelope** but no further than what is permitted for a **storey, half (1/2).**”
- 3. The maximum **height** for a detached **accessory building** with a **floor area** of 10 m<sup>2</sup> or less is 3.0 m measured from finished **site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof.
- 4. The maximum **height** for **accessory structures** is 5.0 m.

**15.5.9 Subdivision Provisions/Minimum Lot Size**

- 1. A **dwelling unit** may not be **subdivided** from the **lot** on which it is located.
- 2. No **subdivision** to create an **air space parcel** or **strata lot** is permitted.
- 3. The minimum **lot** dimensions and areas are as follows:

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
14.0 m	14.0 m	40.0 m	550.0 m <sup>2</sup>

**15.5.10 Landscaping & Screening**

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0, except that:
  - a) **private outdoor open space** shall be provided on the **lot**, in some combination of **patios, porches, balconies, decks, gardens** and other landscaped outdoor areas, for some combination of private and shared use by residents of the **lot**, at a minimum rate of 6.0 m<sup>2</sup> per **dwelling unit**.

### 15.5.11 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
  - a) all **vehicle access** shall be to and from the **lane** that **abuts** the **rear lot line**; and
  - b) no **parking spaces** or driveway are permitted within the **front yard**.

### 15.5.12 Other Regulations

1. For **development** involving **shrine use**:
  - a) a **shrine** is permitted only where the **lot** contains a maximum of one **dwelling unit**; and
  - b) there shall be no exterior indication of any use other than **small-scale multi-unit housing** except for a single unilluminated sign not exceeding in area 0.37 m<sup>2</sup> with a maximum **height** of 0.6 m from **finished site grade**. The permitted sign copy shall read “Buddhist Churches of Canada” and the sign shall be located in the southwest corner of the property.
2. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on the **lot**.
3. The primary window orientation of each **dwelling unit’s** main living area (i.e. living, dining and kitchen) shall be towards the **front yard, rear yard, lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**. No **dwelling unit** shall only have windows oriented to a **side yard** that does not **abut** a **lane**.
4. No **building** shall have an exterior wall oriented to a **side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.
5. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
- 9.3. Replacing Section 15.14 Single Detached (ZS14) – South McLennan (City Centre) with the following:
 

**“15.14 Small-Scale Multi-Unit Housing (ZS14) – South McLennan (City Centre)”.**

**15.14.1 Purpose**

The **zone** provides for **small-scale multi-unit housing** and compatible **uses** in South McLennan (**City Centre**).”

**15.14.2 Permitted Uses**

- **housing, small-scale multi-unit**

**15.14.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **community care facility, minor**
- **home business**
- **secondary suite**

**15.14.4 Residential Rental Tenure**

1. **Residential rental tenure** may be located anywhere in this zone.
2. Notwithstanding Section 15.14.4.1, all **dwelling units** on the **lot** except one **dwelling unit** shall be used for **residential rental tenure** only.

**15.14.5 Permitted Density**

1. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**; and
  - b) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
    - ii. prior to first occupancy of any **building** on the **lot**, in whole or in part, provides in a **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
2. The maximum **floor area ratio**:
  - a) for **development** involving one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>, together with:
    - i. 50.0 m<sup>2</sup> of additional **floor area** per **lot** for accommodating on-site parking purposes, which additional **floor area** cannot be used for **habitable space**; and
    - ii. 10% of the total **floor area** calculated for the **lot** in question, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided that:

- this **floor area** is located directly above a **garage**;
  - this **floor area** is located directly below sloping ceilings where the ceiling is attached directly to the underside of the sloping roof and having a minimum slope of 9:12 roof pitch; and
  - the distance from the floor to the ceiling is no higher than 2.5 m measured vertically; or
- b) for all other **development** involving **small-scale multi-unit housing** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>, together with 50.0 m<sup>2</sup> of additional **floor area** per **lot** for **flex space**.
3. Notwithstanding Section 15.14.5.2.b), for **development** involving three or more **dwelling units**, the reference to “50.0 m<sup>2</sup>” is increased to a higher **density** of “80.0 m<sup>2</sup>” if the **owner** provides at least two **dwelling units** on the **lot** that each comprise two or more **bedrooms** and the required **bedrooms** each have a window or windows in the exterior wall of the **building** having a minimum total glazing area equal to at least 10% of the **floor area** of the **bedroom**.
4. A **dwelling unit** must have a minimum **floor area** of 25.0 m<sup>2</sup>.

#### 15.14.6 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** is 45%.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 25% of the **lot** is restricted to **landscaping** with live plant material.

#### 15.14.7 Yards & Setbacks

1. The minimum **front yard** is:
  - a) 6.0 m for parking pads, **garages** and **carports** provided that the maximum **garage** door width shall be the greater of 4.9 m or 50% of the building width; and
  - b) 6.0 m for **buildings** and **structures**.
2. **Bay windows** which form part of the **principal building** may project into the **front yard** for a distance of 1.0 m.
3. The minimum **interior side yard** is 1.2 m.
4. The minimum **exterior side yard** is 4.0 m.

5. There is no **side yard** requirement for an **accessory building** that has a **floor area** of 10.0 m<sup>2</sup> or less.
6. The minimum **rear yard** is 6.0 m. For a **corner lot** where the **exterior side yard** is 4.0 m, the **rear yard** is 1.2 m.
7. Portions of the **principal building** which are less than 2.0 m in **height**, and **accessory buildings** with a **floor area** of 10.0 m<sup>2</sup> or less, may be located within the **rear yard** but no closer than:
  - a) 6.0 m to a **lot line abutting** a public road; or
  - b) 0.6 m to any other **lot line**.

**15.14.8 Permitted Heights**

1. The maximum **height** for **principal buildings** is 2 ½ storeys and 9.0 m, but shall not exceed the **residential vertical lot width envelope**. For a **principal building** with a flat roof, the maximum **height** is 7.5 m.
2. Notwithstanding Section 15.14.8.1, roof dormers may project beyond the **residential vertical lot width envelope** but no further than what is permitted for a **storey, half (½)**.”
3. The maximum **height** for a detached **accessory building** with a **floor area** of 10 m<sup>2</sup> or less is 3.0 m measured from finished **site grade** to the roof ridge for a detached **accessory building** with a pitched roof, and 2.5 m for a detached **accessory building** with a flat roof.
4. The maximum **height** for **accessory structures** is 5.0 m.

**15.14.9 Subdivision Provisions/Minimum Lot Size**

1. The minimum **lot** dimensions and areas are as follows, except that:
  - a) the minimum **lot width** for **corner lots** is 13.0 m;
  - b) where a **lot** shares a common boundary along its **front lot line** with Ash Street or Bridge Street, the minimum **lot width** is 18.0 m; and
  - c) where a **lot** shares a common boundary along its **front lot line** with Ash Street or Bridge Street, the minimum **lot area** shall be 550.0 m<sup>2</sup>.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
n/a	11.3m	24.0 m	320.0 m <sup>2</sup>

**15.14.10 Landscape & Screening**

1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

2. A **fence** shall not be located within 6.0 m of a **road** unless:
  - a) a minimum of 30% of the total vertical area of the **fence** is open to the other side or constructed of a transparent material; and
  - b) the maximum **fence height** is 0.9 m, which **height** shall be calculated as the vertical distance between the highest point on the **fence** and the greater of:
    - i. the point at which the **fence** intersects the ground; or
    - ii. the top of any curb **abutting** the property, or if there is no curb, the crown of the **adjacent road**.
3. The maximum **height** of a **fence** located elsewhere within a required **yard** is 2.0 m.
4. On a **lot** that has resulted from a single **subdivision** plan that created two or more **lots**, the **owner** shall plant and maintain three (3) trees of a minimum size of 60.0 mm calliper measured at 1.2 m above the root ball, at least one (1) of which shall be located within 6.0 m of the **front lot line**.

#### 15.14.11 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0.

#### 15.14.12 Other Regulations

1. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on the **lot**.
2. The primary window orientation of each **dwelling unit's** main living area (i.e. living, dining and kitchen) shall be towards the **front yard, rear yard, lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**. No **dwelling unit** shall only have windows oriented to a **side yard** that does not **abut** a **lane**.
3. No **building** shall have an exterior wall oriented to a **side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”



10. Richmond Zoning Bylaw 8500, as amended, is further amended at Section 16 Site Specific Residential (Two Unit Dwelling) Zones:

10.1. At Section 16.1 Heritage Two Unit Dwelling (ZD1) – London Landing (Steveston), as follows:

10.1.1. By replacing 16.1.1 Purpose with the following:

**“16.1.1 Purpose**

The **zone** provides for a heritage-style two-unit **dwelling**, together with compatible **uses.**”

10.1.2. In Section 16.1.3 Secondary Uses, by inserting **“secondary suite”** in alphabetical order.

10.1.3. By replacing 16.1.4 Permitted Density with the following:

**“16.1.4 Permitted Density**

1. The maximum **density** is four **dwelling units**.
2. The maximum **floor area ratio** is 1.0.
3. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
  - a) notwithstanding Section 4.3.1.a), a maximum of 0.24 **floor area ratio** exclusively for covered areas of the **principal building** which are open on one or more sides and never enclosed;
  - b) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit of floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is exclusively for interior entry and staircase purposes; and
  - c) notwithstanding Section 4.3.3.a), a maximum of 50.0 m<sup>2</sup> per **dwelling unit**, to a maximum of 100.0 m<sup>2</sup> per **lot**, of on-site parking **uses.**”

10.1.4. By inserting the following after Section 16.1.8.2:

- “3. No **subdivision** to create an **air space parcel** is permitted.
4. **Subdivision** of a **lot** may create a maximum of two **strata lots.**”

10.1.5. By replacing 16.1.10.1 with the following:

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

- a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**.”

10.1.6. By replacing 16.1.11 with the following:

**“16.1.11 Other Regulations**

1. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on the **lot**.
2. The primary window orientation of each **dwelling unit’s** main living area (i.e. living, dining and kitchen) shall be towards the **front yard, rear yard, lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**. No **dwelling unit** shall only have windows oriented to a **side yard** that does not **abut a lane**.
3. No **building** shall have an exterior wall oriented to a **side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”

10.2. At Section 16.2 Two Unit Dwellings (ZD2) – Broadmoor, as follows:

10.2.1. By replacing 16.2.1 Purpose with the following:

**“16.1.1 Purpose**

The **zone** provides for **two-unit housing** at 10351 and 10357 Leonard Road only, together with compatible **uses**.”

10.2.2. In Section 16.2.3 Secondary Uses, by inserting **“secondary suite”** in alphabetical order.

10.2.3. By replacing 16.2.4 Permitted Density, with the following:

**“16.2.4 Permitted Density**

1. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**;
  - b) the **lot area** of the **lot** is greater than 281.0 m<sup>2</sup>; and

- c) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
  - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
  - ii. prior to first occupancy of the **building**, in whole or in part, provides in the **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
- 2. The maximum **floor area ratio** is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>.
- 3. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
  - a) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit** of **floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is exclusively for interior entry and staircase purposes; and
  - b) notwithstanding Section 4.3.3.a), a maximum of 50.0 m<sup>2</sup> per **dwelling unit**, to a maximum of 100.0 m<sup>2</sup> per **lot**, of on-site parking **uses**<sup>2</sup>.”
- 10.2.4. By inserting the following after Section 16.2.8.2:
  - “3. No **subdivision** to create an **air space parcel** is permitted.
  - 4. **Subdivision** of a **lot** may create a maximum of two **strata lots**.”
- 10.2.5. By replacing 16.1.10.1 with the following:
  - “1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
    - a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**; and
    - b) portions of the **principal building** and **accessory buildings** of 10.0 m<sup>2</sup> or more used for on-site parking and located within 20.0 m of a **front lot line** shall be limited to two **parking spaces**.”

10.2.6. By replacing 16.2.11 with the following:

**“16.2.11 Other Regulations**

1. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on the **lot**.
2. The primary window orientation of each **dwelling unit’s** main living area (i.e. living, dining and kitchen) shall be towards the **front yard, rear yard, lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**. No **dwelling unit** shall only have windows oriented to a **side yard** that does not **abut** a **lane**.
3. No **building** shall have an exterior wall oriented to a **side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”

10.3. At Section 16.4 Heritage Two Unit Dwelling (ZD4) – London Landing (Steveston), as follows:

10.3.1. By replacing 16.4.1 Purpose with the following:

**“16.4.1 Purpose**

The **zone** provides for a heritage-style two-unit **dwelling**, together with compatible **uses**.”

10.3.2. In Section 16.4.3 Secondary Uses, by inserting “**secondary suite**” in alphabetical order.

10.3.3. Replacing 16.4.4 Permitted Density, as follows:

**“16.4.4 Permitted Density**

1. The maximum **density** is four **dwelling units**.
2. The maximum **floor area ratio** is 0.7.
3. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
  - a) notwithstanding Section 4.3.1.a), a maximum of 0.1 **floor area ratio** exclusively for covered areas of the **principal building** which are open on one or more sides and never enclosed;

- b) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit of floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is exclusively for interior entry and staircase purposes; and
- c) notwithstanding Section 4.3.3.a), a maximum of 50.0 m<sup>2</sup> per **dwelling unit**, to a maximum of 100.0 m<sup>2</sup> per **lot**, of on-site parking uses.”

10.3.4. By inserting the following after Section 16.4.8.2:

- “3. No **subdivision** to create an **air space parcel** is permitted.
- 4. **Subdivision** of a **lot** may create a maximum of two **strata lots**.”

10.3.5. By replacing 16.4.10.1 with the following:

- “1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
  - a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**.”

10.3.6. By replacing 16.4.11 with the following:

**“16.4.11 Other Regulations**

- 1. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on the **lot**.
- 2. The primary window orientation of each **dwelling unit’s** main living area (i.e. living, dining and kitchen) shall be towards the **front yard, rear yard, lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**. No **dwelling unit** shall only have windows oriented to a **side yard** that does not **abut a lane**.
- 3. No **building** shall have an exterior wall oriented to a **side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.
- 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”

10.4. At Section 16.5 Two Unit Dwelling (ZD5) – Steveston/Williams, as follows:

- 10.4.1. In Section 16.5.3 Secondary Uses, by inserting “**secondary suite**” in alphabetical order.

10.4.2. By replacing 16.5.4 Permitted Density, with the following:

**“16.5.4 Permitted Density**

1. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:
  - a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**;
  - b) the **lot area** of the **lot** is greater than 281.0 m<sup>2</sup>; and
  - c) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
    - ii. prior to first occupancy of the **building**, in whole or in part, provides in the **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
2. The maximum **floor area ratio** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>.
3. The maximum **floor area** of a **dwelling unit** must not exceed 167.22 m<sup>2</sup>.
4. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
  - a) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit of floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is exclusively for interior entry and staircase purposes; and
  - b) notwithstanding Section 4.3.3.a), a maximum of 37.5 m<sup>2</sup> per **dwelling unit**, to a maximum of 75.0 m<sup>2</sup> per **lot**, of on-site parking **uses**.”

10.4.3. By inserting the following after Section 16.5.8.4:

- “5. No **subdivision** to create an **air space parcel** is permitted.
6. **Subdivision** of a **lot** may create a maximum of two **strata lots**.”

10.4.4. By replacing 16.5.10.1 with the following:

- “1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
  - a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**;
  - b) where a driveway access is on an **arterial road**, the driveway width shall be 6.0 m for a driveway access servicing two or more units; and
  - c) where visitor parking is provided on a **lot**, each **parking space** shall be clearly marked with the words “VISITORS ONLY” in capital letters in the form of a sign with a minimum size of 300 mm high by 450 mm wide and pavement markings with a minimum size of 300 mm high and 1.65 m wide.”

10.4.5. By replacing 16.5.11 with the following:

**“16.5.11 Other Regulations**

1. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on the **lot**.
2. The primary window orientation of each **dwelling unit’s** main living area (i.e. living, dining and kitchen) shall be towards the **front yard, rear yard, lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**. No **dwelling unit** shall only have windows oriented to a **side yard** that does not **abut** a **lane**.
3. No **building** shall have an exterior wall oriented to a **side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.
4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”

10.5. At Section 16.7 Two Unit Dwelling (ZD7) – Francis Road (Blundell), as follows:

10.5.1. By replacing 16.8.4 Permitted Density, with the following:

**“16.8.4 Permitted Density**

1. The maximum **density** per **lot** is four **dwelling units**, except the reference to “four” is increased to a higher **density** of “six” if:

- a) the **lot** is located, in whole or in part, within 400.0 m of a **prescribed bus stop**;
  - b) the **lot area** of the **lot** is greater than 281.0 m<sup>2</sup>; and
  - c) for **development** involving six **dwelling units**, the **owner**, as determined to the satisfaction of the **City**:
    - i. pays into the **affordable housing reserve** the sum specified in Section 5.15 of this bylaw; or
    - ii. prior to first occupancy of the **building**, in whole or in part, provides in the **building** not less than one **affordable housing unit** and enters into a **housing agreement** with respect to the **affordable housing unit** and registers the **housing agreement** against the title to the **lot**, and files a notice in the Land Title Office.
2. The maximum **floor area ratio** is 0.6.
3. The maximum **floor area** of a **dwelling unit** must not exceed 183.9 m<sup>2</sup>.
4. For the purpose of this **zone** only, items not included in the calculation of maximum **floor area ratio** shall be in accord with Sections 4.2 and 4.3, except:
- a) notwithstanding Section 4.3.1.a), up to 10% of the **floor area** total calculated for the **lot** in question which must be used exclusively for covered areas of the **principal building** which are open on two or more sides and never enclosed, provided that the **floor area** in question is not located more than 0.6 m above the lowest horizontal floor;
  - b) notwithstanding Section 4.3.2, a maximum of 10.0 m<sup>2</sup> per **dwelling unit** of **floor area** with a ceiling height which exceeds 5.0 m, to a maximum of 20.0 m<sup>2</sup> per **lot**, provided such **floor area** is exclusively for interior entry and staircase purposes;
  - c) notwithstanding Section 4.3.3.a), a maximum of 37.5 m<sup>2</sup> per **dwelling unit**, to a maximum of 75.0 m<sup>2</sup> per **lot**, of on-site parking **uses**.”
- 10.5.2. By inserting the following after Section 16.8.8.3:
- “4. No **subdivision** to create an **air space parcel** is permitted.
  - 5. **Subdivision** of a **lot** may create a maximum of two **strata lots**.”



10.5.3. By replacing 16.8.10 On-Site Parking with the following:

- “1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except:
- a) the minimum number of **parking spaces** required per **dwelling unit** and the minimum **parking space** dimensions shall be subject to the requirements set out in Section 7.0 for **small-scale multi-unit housing**;
  - b) at least 50% of the required residential **use parking spaces** shall be standard spaces;
  - c) at least 50% of the residential **use parking spaces** provided in a side-by-side arrangement within an enclosed **garage** shall be standard spaces;
  - d) where residents of a single **dwelling unit** intend to use two **parking spaces**, the spaces may be provided in a **tandem arrangement** with one **parking space** located behind the other; and
  - e) where visitor parking is provided on a **lot**:
    - i. the **parking spaces** may be used collectively by two adjacent **lots** sharing a **vehicle access** from an **arterial road**; and
    - ii. each **parking space** shall be clearly marked with the words “VISITORS ONLY” in capital letters in the form of a sign with a minimum size of 300 mm high by 450 mm wide and pavement markings with a minimum size of 300 mm high and 1.65 m wide.”

10.5.4. By replacing 16.8.11 with the following:

**“16.8.11 Other Regulations**

- 1. A maximum of two **buildings** with a **floor area** greater than 10 m<sup>2</sup> are permitted on the **lot**.
- 2. The primary window orientation of each **dwelling unit's** main living area (i.e. living, dining and kitchen) shall be towards the **front yard, rear yard, lane** or required landscaped **building separation** between a front **principal building** and rear **principal building**. No **dwelling unit** shall only have windows oriented to a **side yard** that does not **abut** a **lane**.
- 3. No **building** shall have an exterior wall oriented to a **side yard** with a maximum length of **continuous wall** greater than 55% of the total **lot depth**.

4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
11. Notwithstanding anything to the contrary in this bylaw and Zoning Bylaw 8500, for **lots** where, in respect of **single detached housing** and any **secondary uses** permitted at the time of building permit application or issuance, including **secondary suites**:
- 11.1. A complete building permit application has been submitted to the **City** prior to adoption of this bylaw, and such building permit is issued by the City to the **owner** within a year of that date of bylaw adoption; or
- 11.2. A building permit has been issued prior to adoption of this bylaw,
- then in respect of **small-scale multi unit housing**, constructed in accordance with the building permit referred to in the above section, on such a **lot** that contains one **dwelling unit**, or two **dwelling units** where one **dwelling unit** is a **secondary suite**, and is subject to the **Small-Scale Multi-Unit Housing (RSM/S, RSM/M, RSM/L) zone** following adoption of this bylaw:
- 11.3. The maximum **floor area ratio** is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area** and 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>, together with 50.0 m<sup>2</sup> of additional **floor area** per **lot** for accommodating **accessory buildings** and on-site parking, which additional **floor area** cannot be used for **habitable space**; and
- 11.4. For the purposes of Section 11 of this bylaw all defined terms have the same meanings as set out in Zoning Bylaw 8500.
12. 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 areas and by designating them:
- 12.1. “**SMALL-SCALE MULTI-UNIT HOUSING (RSM/S)**”
- That area shown as yellow on “Schedule A attached to and forming part of Bylaw 10573”;
- 12.2. “**SMALL-SCALE MULTI-UNIT HOUSING (RSM/M)**”
- That area shown as orange on “Schedule A attached to and forming part of Bylaw 10573”;
- 12.3. “**SMALL-SCALE MULTI-UNIT HOUSING (RSM/L)**”
- That area shown as light blue on “Schedule A attached to and forming part of Bylaw 10573”; and
- 12.4. “**SMALL-SCALE MULTI-UNIT HOUSING (RSM/XL)**”
- That area shown as dark blue on “Schedule A attached to and forming part of Bylaw 10573”.

13. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10573**”.

FIRST READING

\_\_\_\_\_

SECOND READING

\_\_\_\_\_

THIRD READING

\_\_\_\_\_

ADOPTED

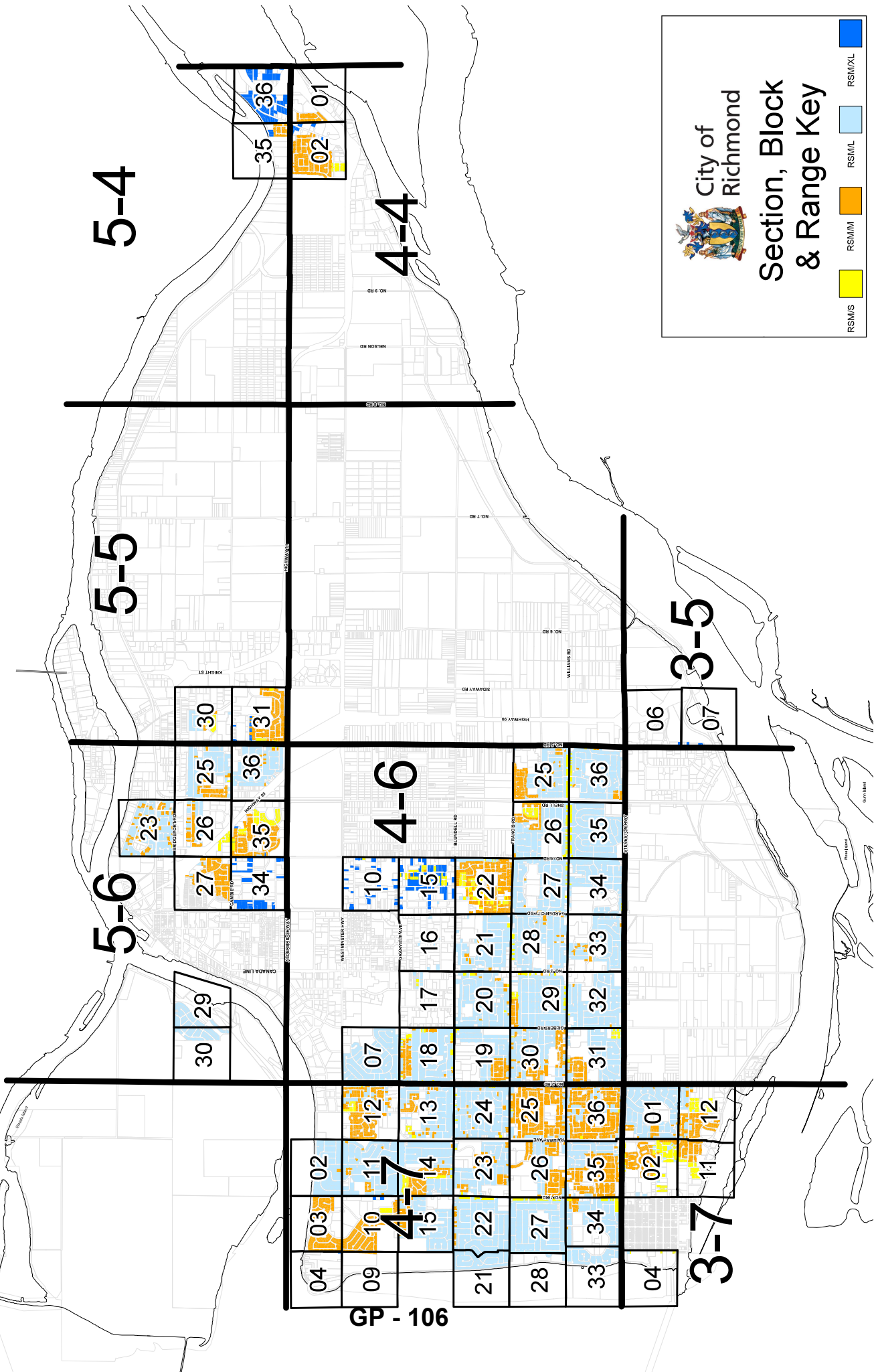
\_\_\_\_\_




\_\_\_\_\_  
MAYOR

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





# "Schedule A attached to and forming part of Bylaw 10573"





City of  
Richmond

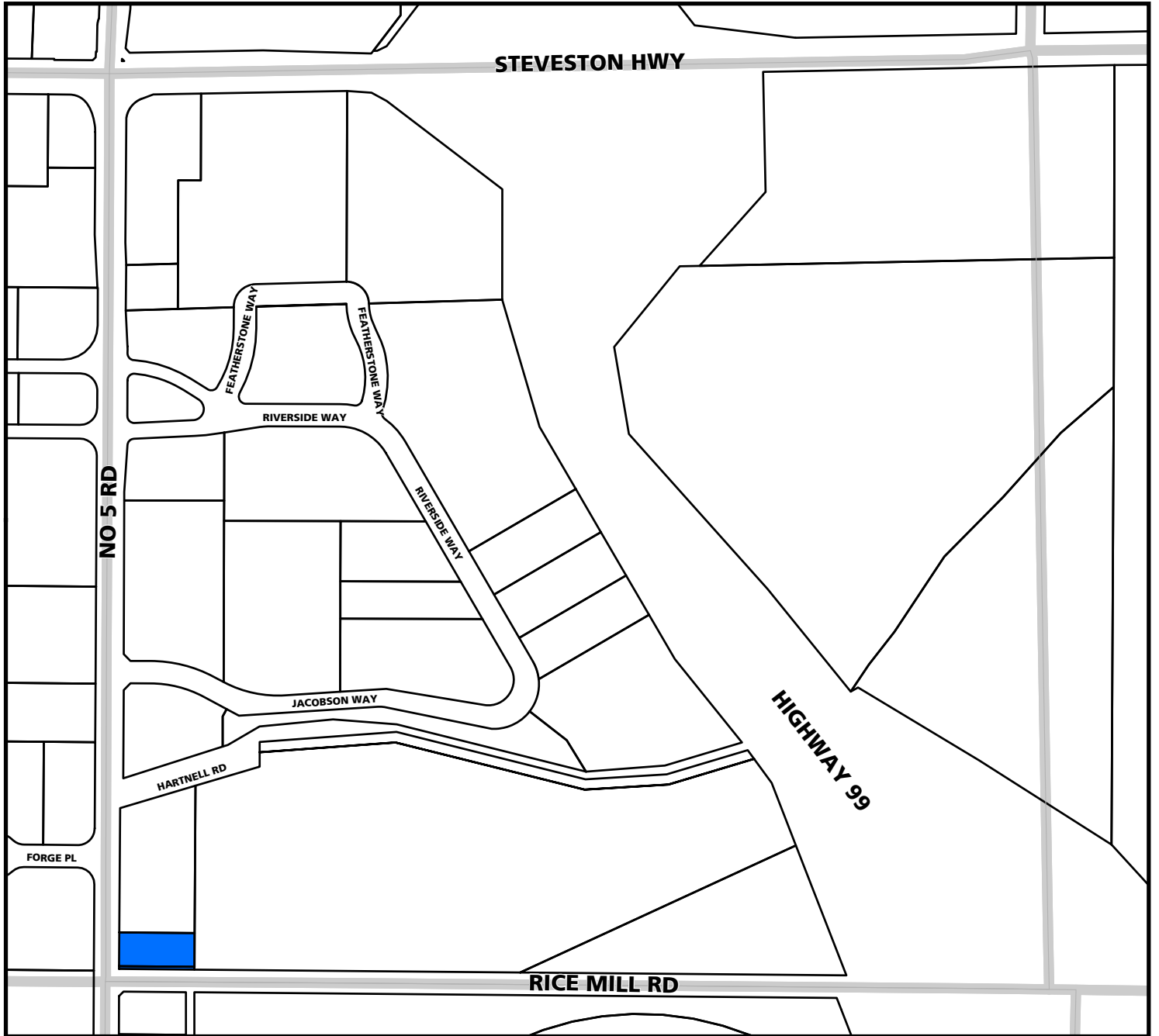
## Section, Block & Range Key

	RSM/S		RSM/M		RSM/L		RSM/XL
---	-------	---	-------	---	-------	---	--------

GP - 106



# City of Richmond



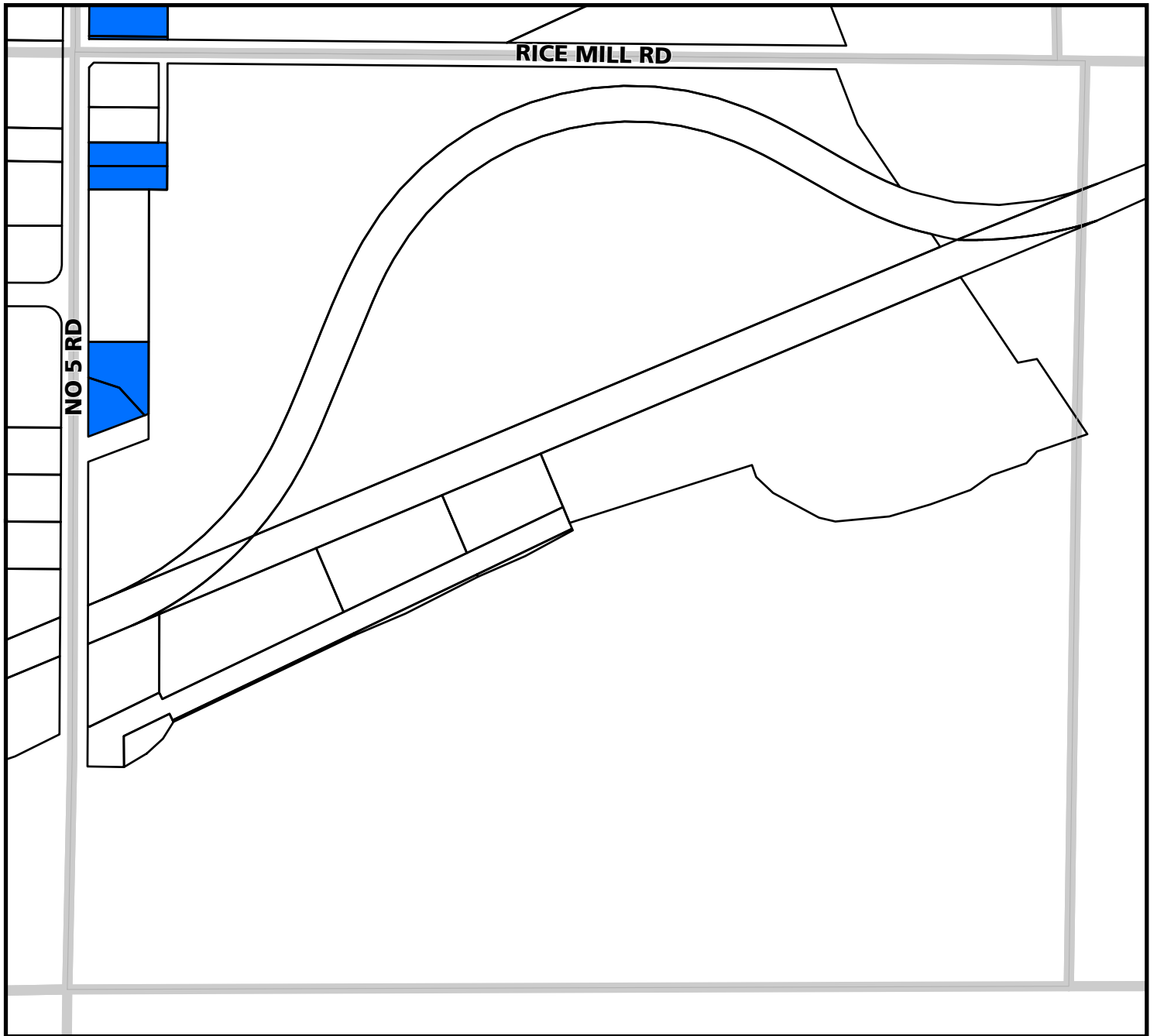
<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	



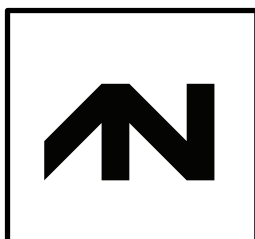
## Section 6,3-5

SMALL-SCALE MULTI-UNIT HOUSING  
(RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
Revision Date: 06/11/24  
Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

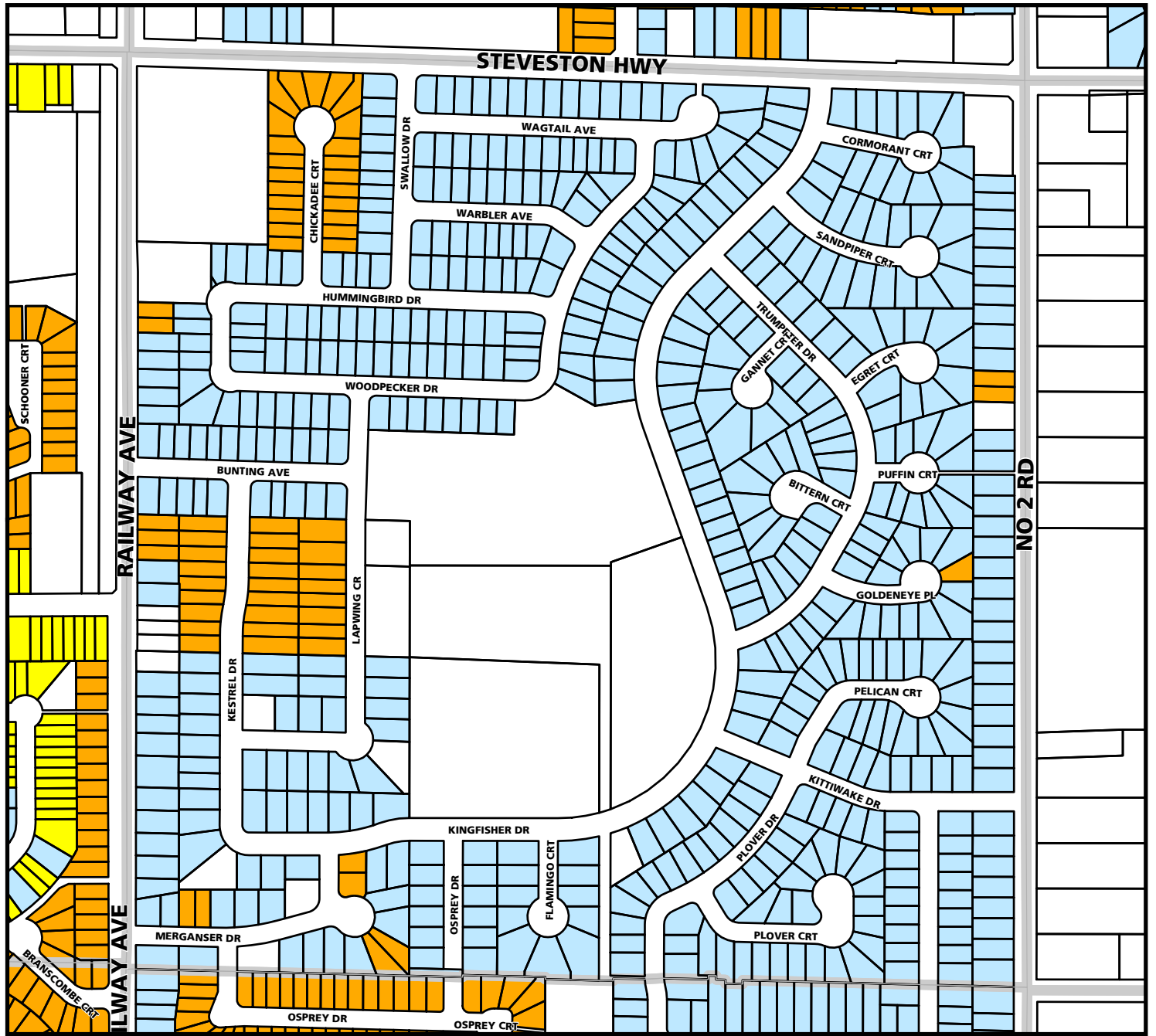


**Section 7,3-5**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

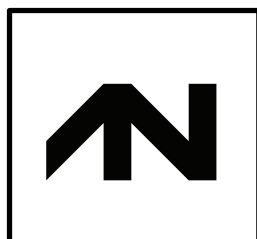
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL



**Section 1,3-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

	<b>Section 2,3-7</b>	Original date: 05/28/24
	SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)	Revision Date: 06/11/24
		Note: Dimensions are in METRES





<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 4,3-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

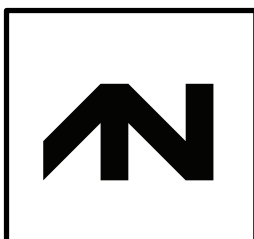
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



## Section 11,3-7

SMALL-SCALE MULTI-UNIT HOUSING  
(RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
Revision Date: 06/11/24  
Note: Dimensions are in METRES

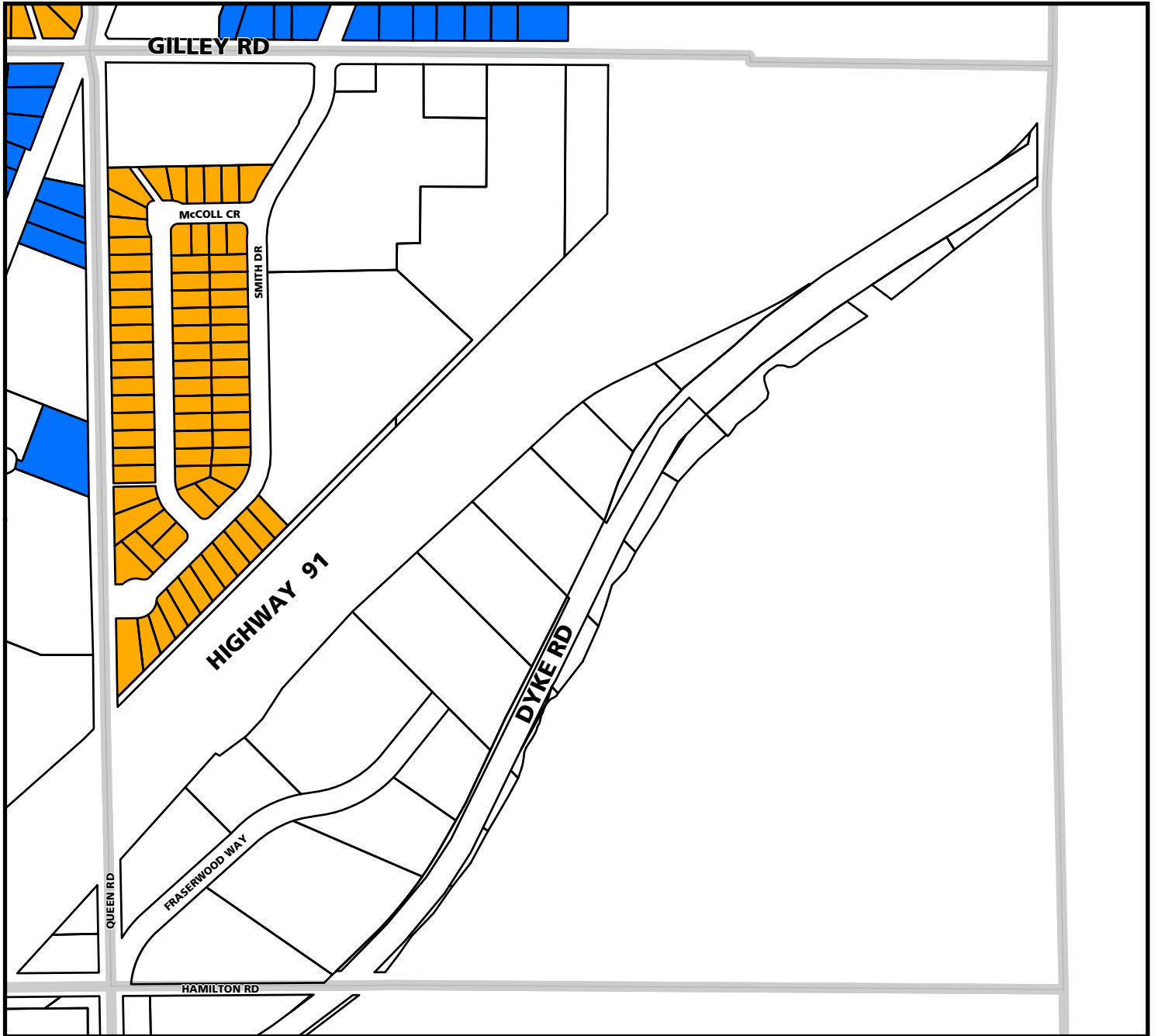


# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

	<h2 style="text-align: center;">Section 12,3-7</h2> <p style="text-align: center;">SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)</p>	<p>Original date: 05/28/24 Revision Date: 06/11/24 Note: Dimensions are in METRES</p>
--	---	---

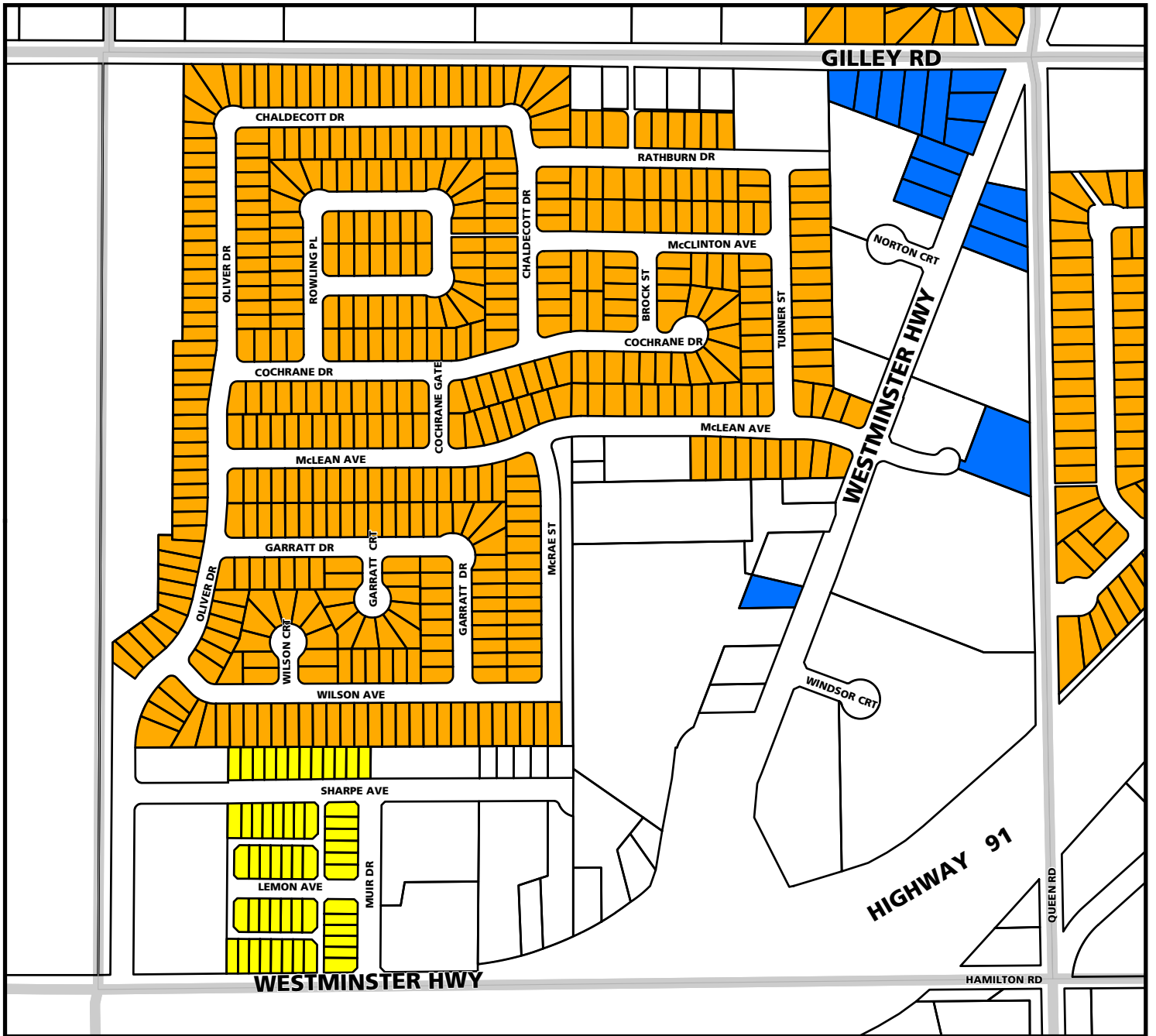


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 1,4-4**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

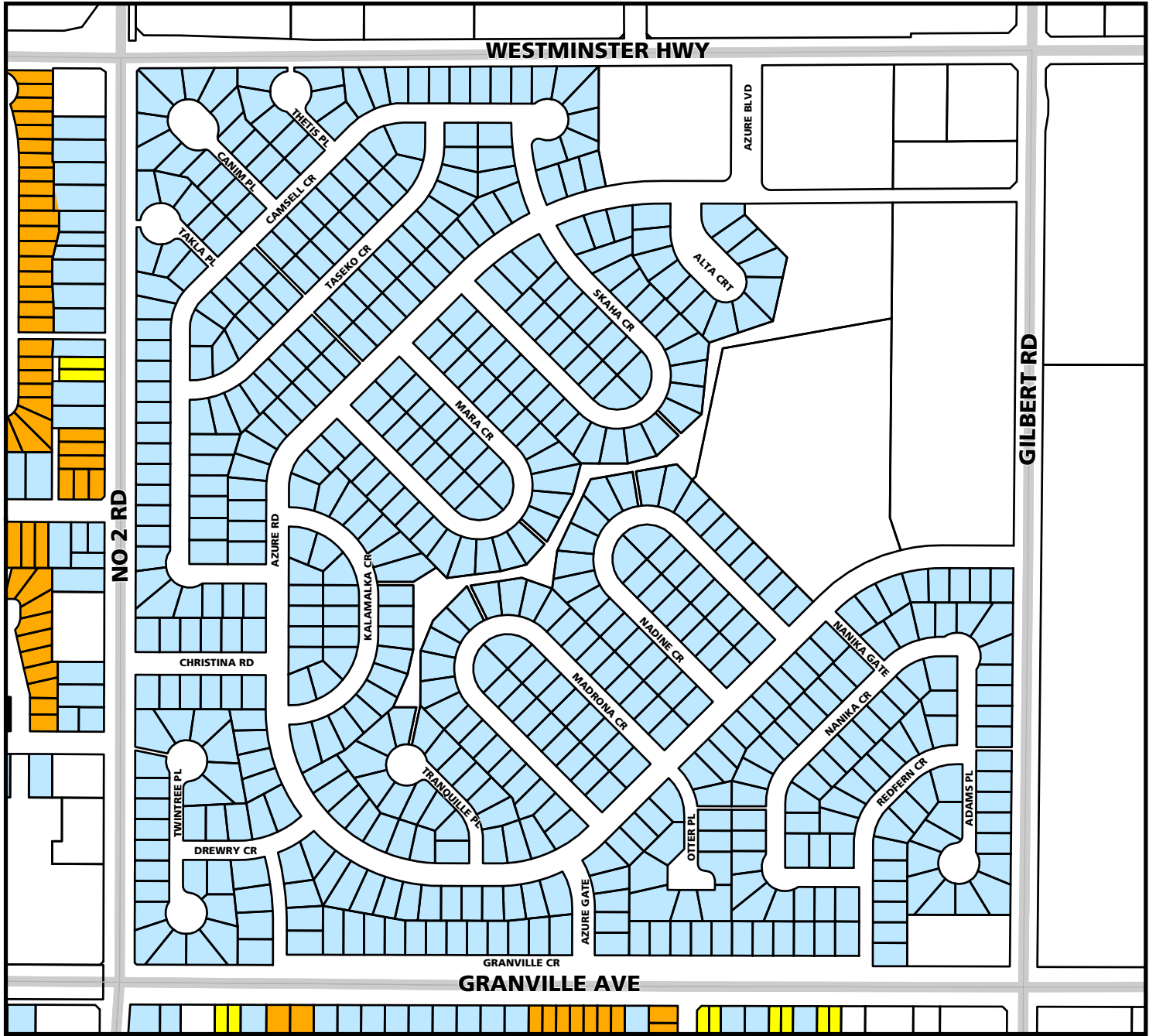


**Section 2,4-4**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

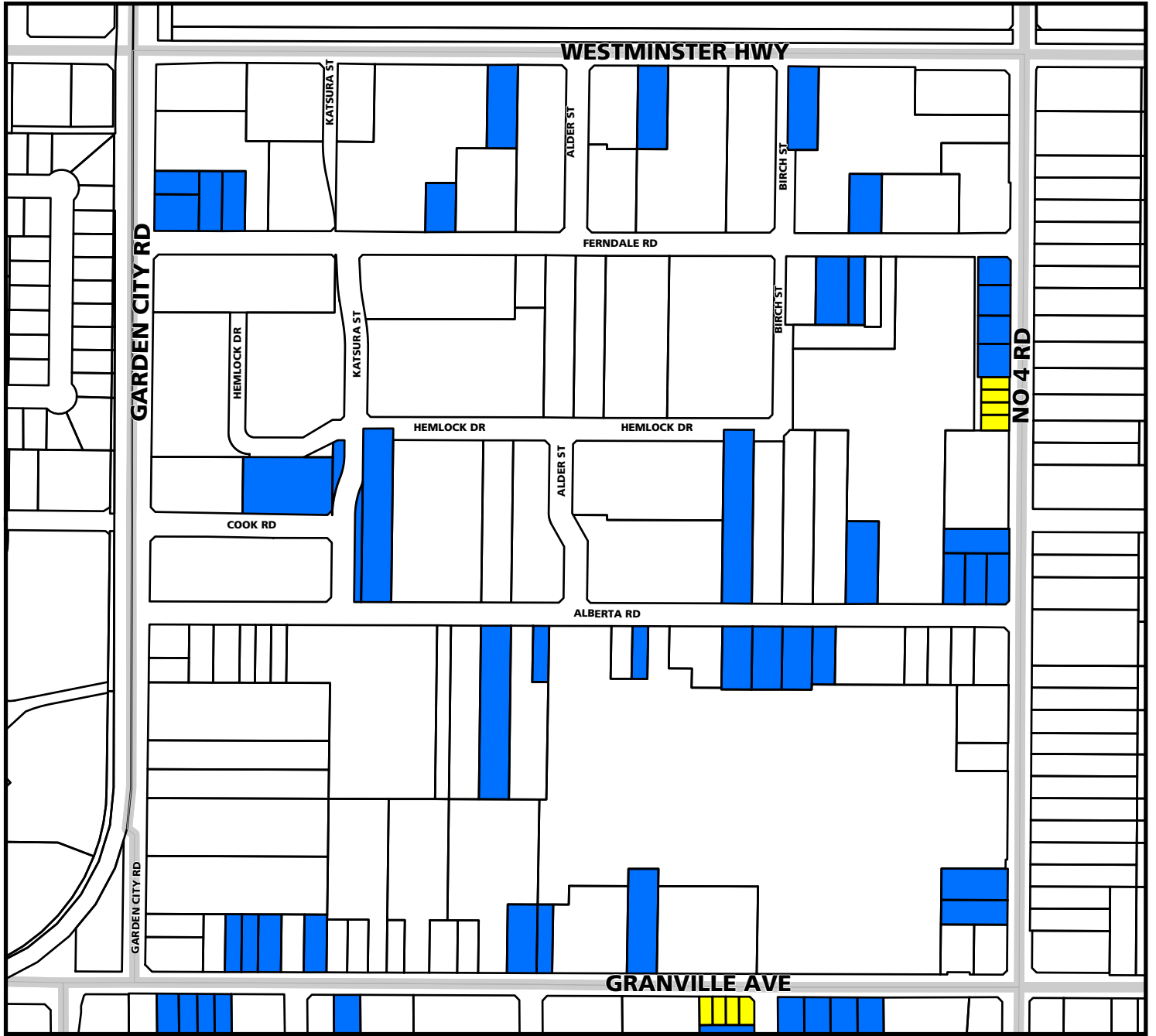


# City of Richmond

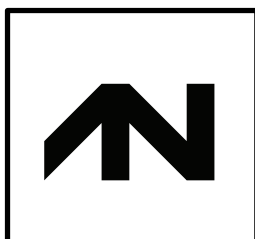


LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL

	<h2 style="text-align: center;">Section 7,4-6</h2> <p style="text-align: center;">SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)</p>	<p>Original date: 05/28/24 Revision Date: 06/11/24 Note: Dimensions are in METRES</p>
--	--	---



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

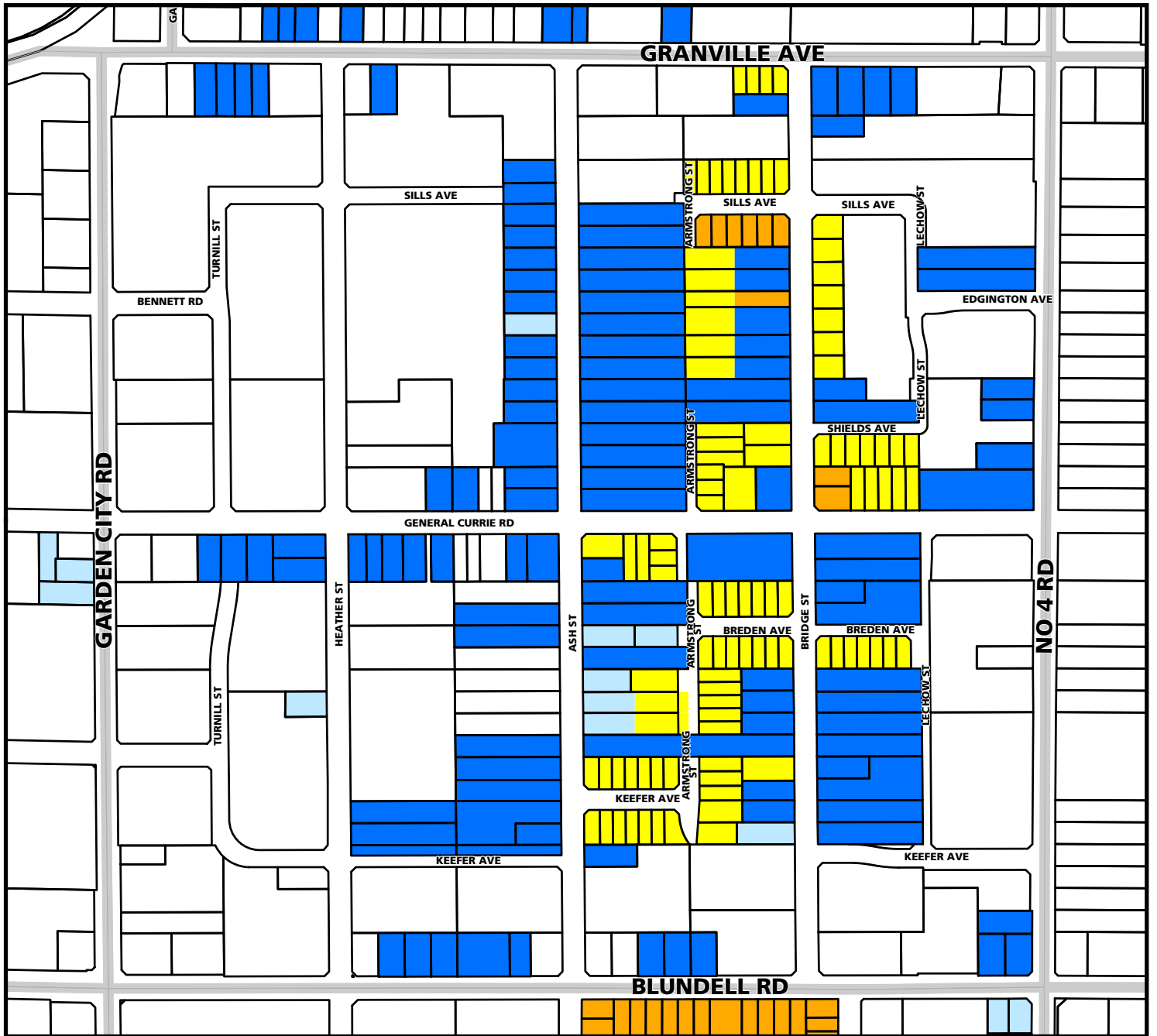


**Section 10,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



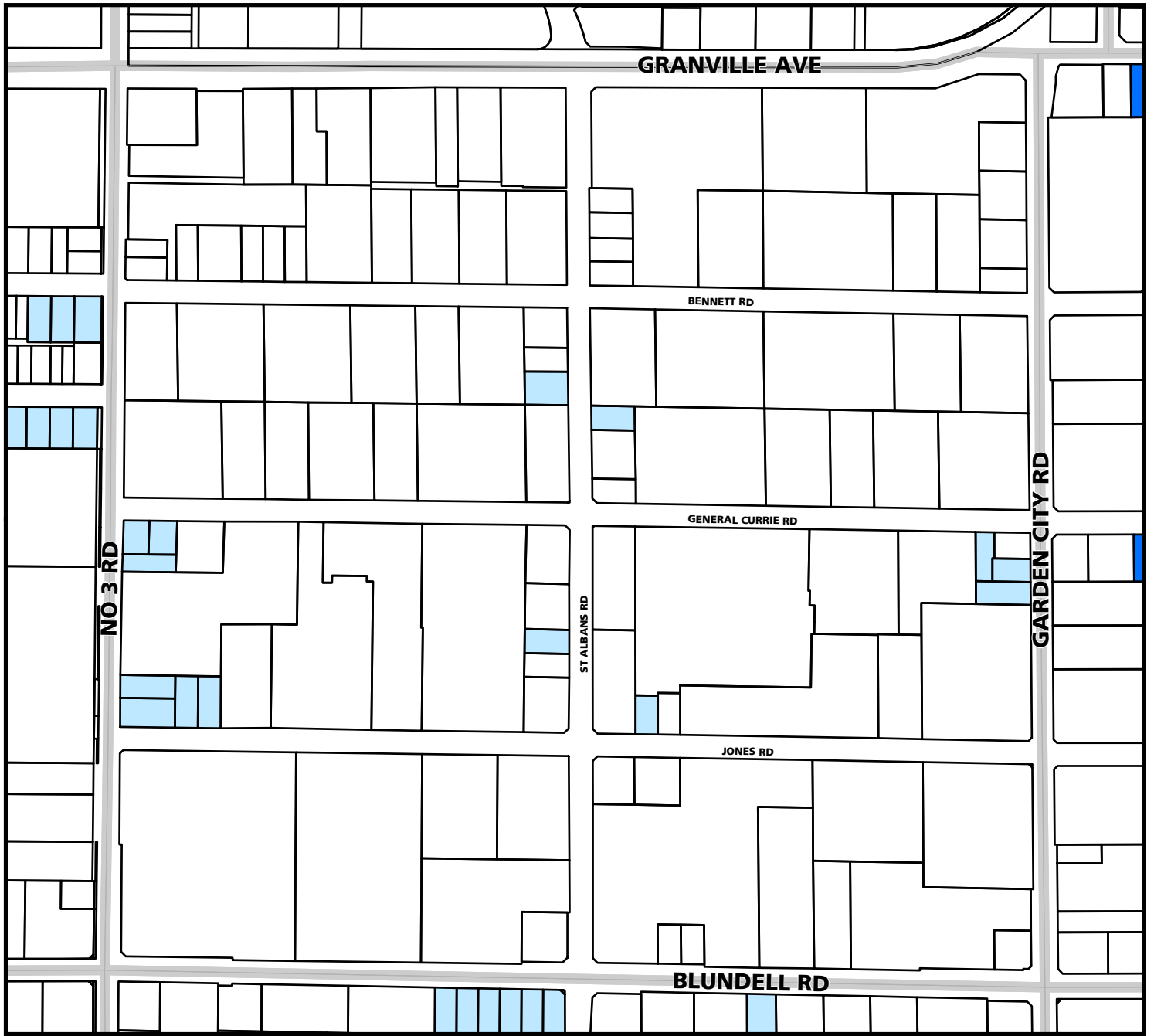
LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL

	<h2 style="text-align: center;">Section 15,4-6</h2> <p style="text-align: center;">SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)</p>	<p>Original date: 05/28/24 Revision Date: 06/11/24 Note: Dimensions are in METRES</p>
--	---	---





# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

	<h2 style="text-align: center;">Section 16,4-6</h2> <p style="text-align: center;">SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)</p>	<p>Original date: 05/28/24 Revision Date: 06/11/24 Note: Dimensions are in METRES</p>
--	---	---



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

	<h2>Section 17,4-6</h2>	Original date: 05/28/24 Revision Date: 06/11/24 Note: Dimensions are in METRES
	SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)	



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



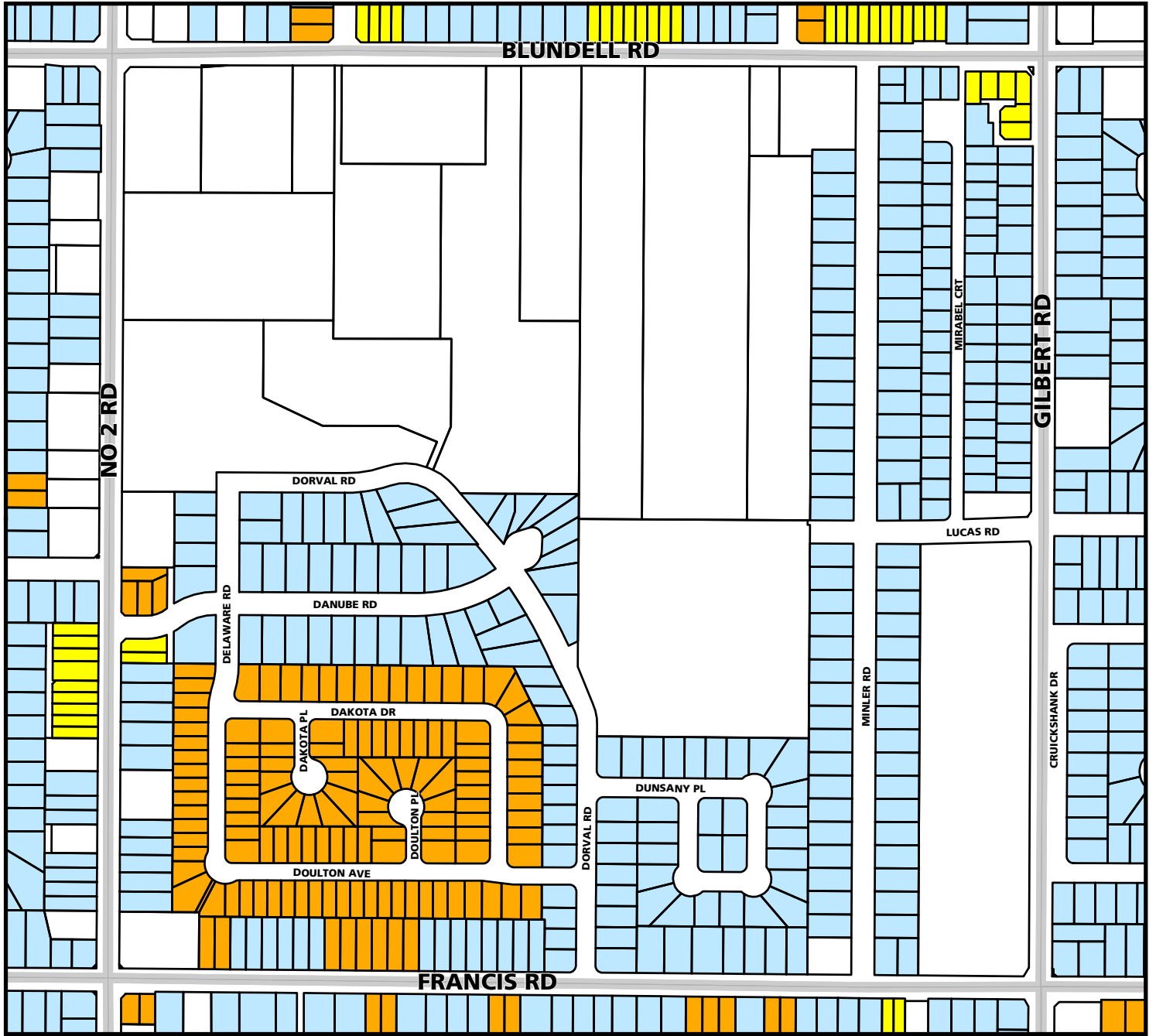
## Section 18,4-6

SMALL-SCALE MULTI-UNIT HOUSING  
(RSM/S, RSM/M, RSM/L, RSM/XL)

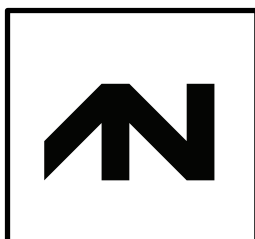
Original date: 05/28/24  
Revision Date: 06/11/24  
Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

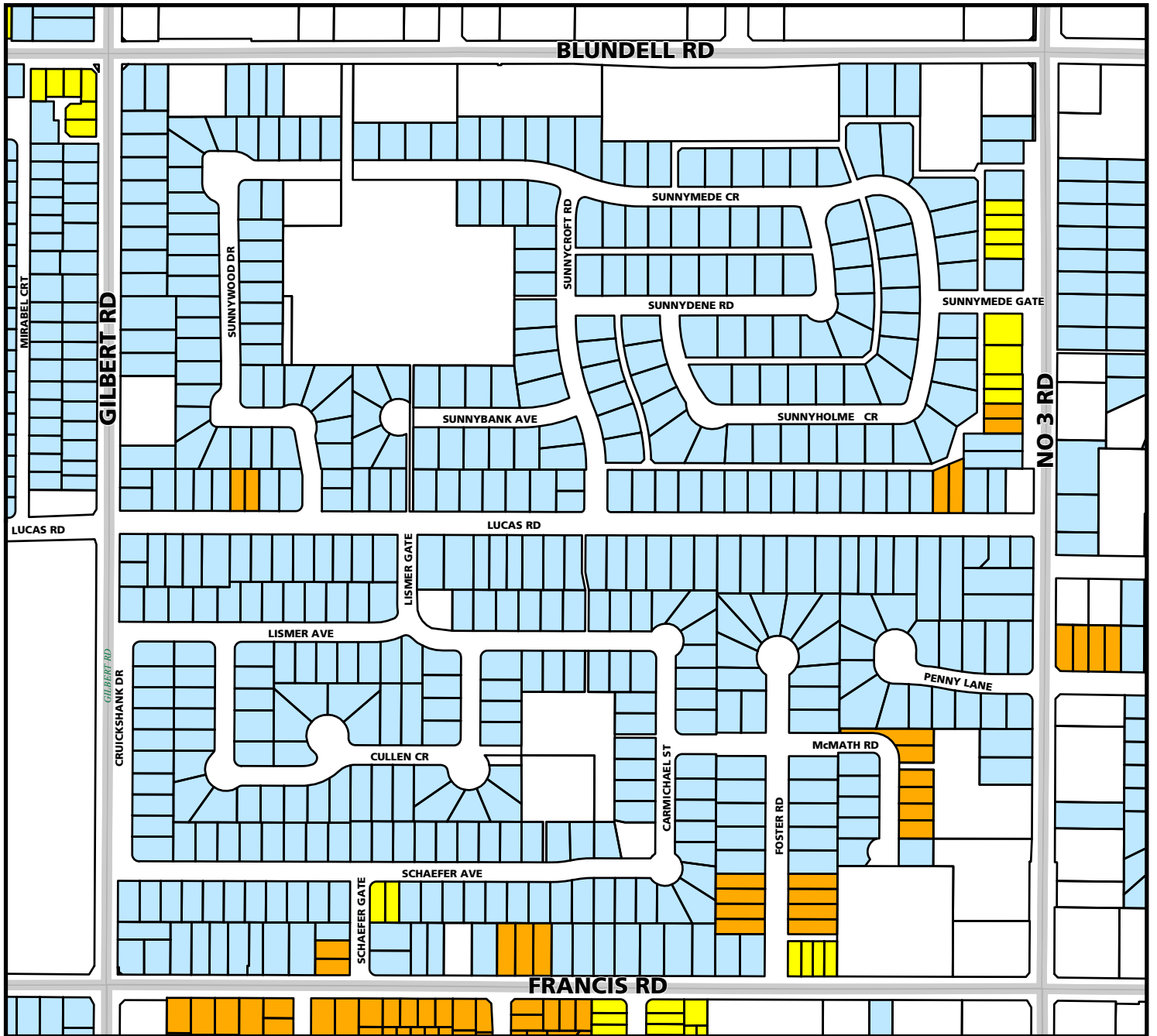


**Section 19,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

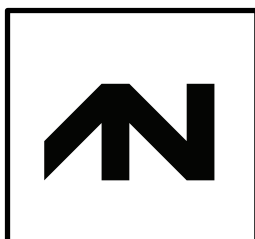
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 20,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

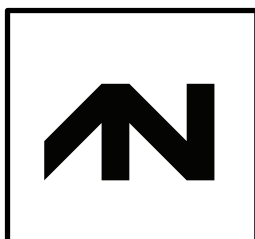
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 21,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

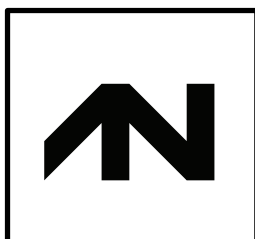


# City of Richmond



**LEGEND**

RSM/S		RSM/M		RSM/L		RSM/XL	
-------	--	-------	--	-------	--	--------	--

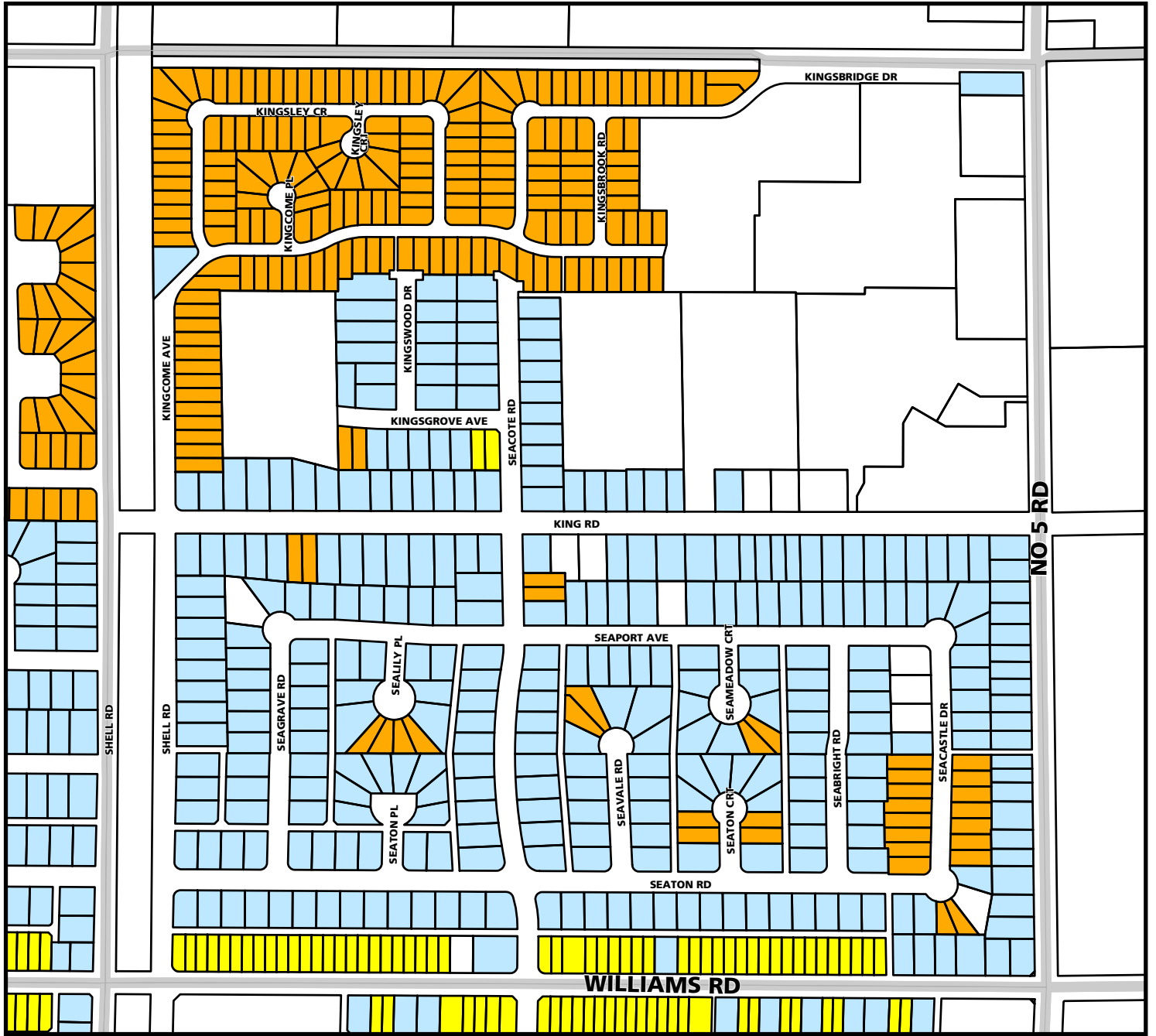


**Section 22,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

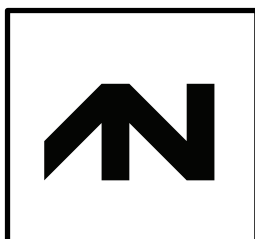
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL



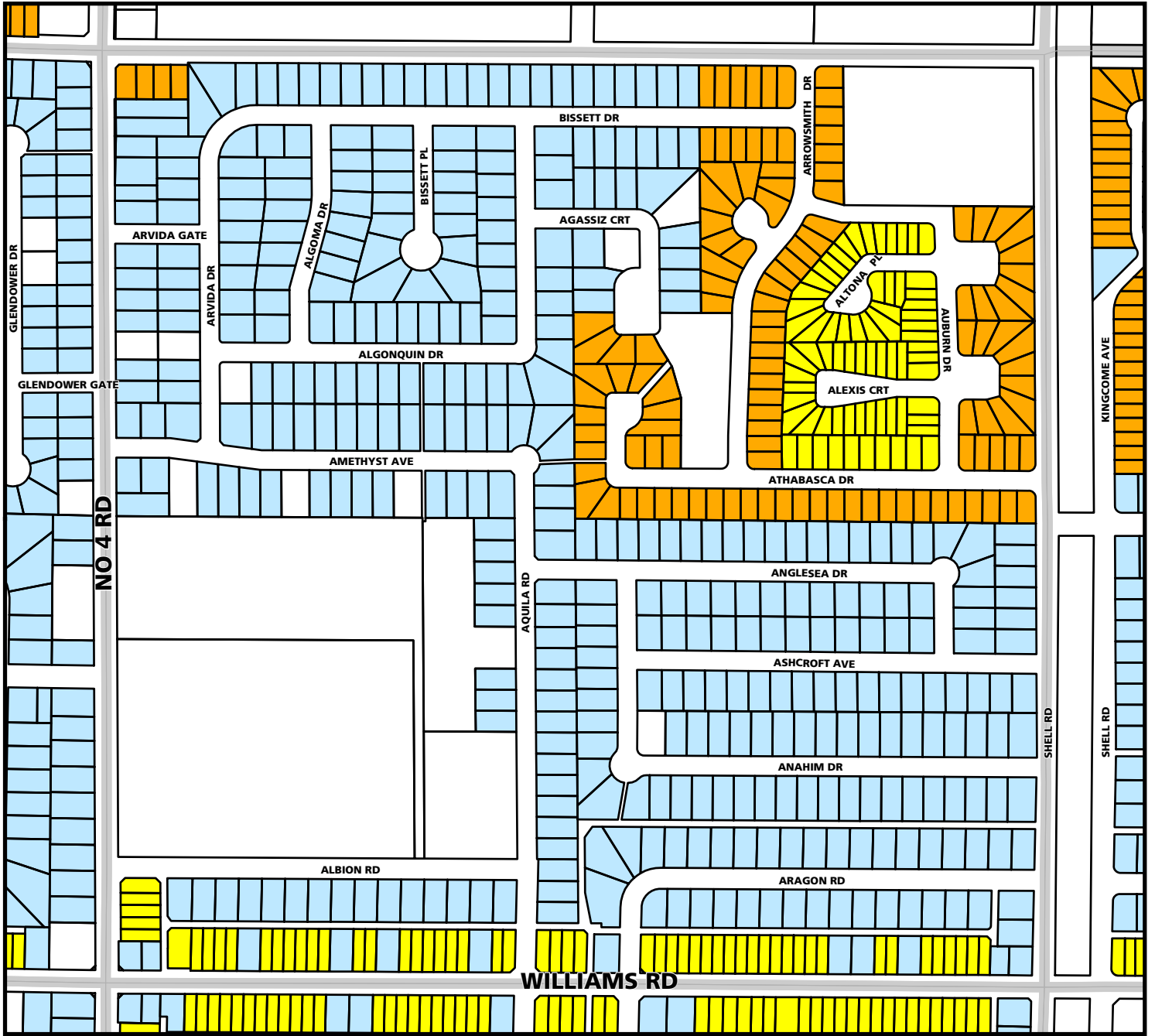
**Section 25,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES





# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

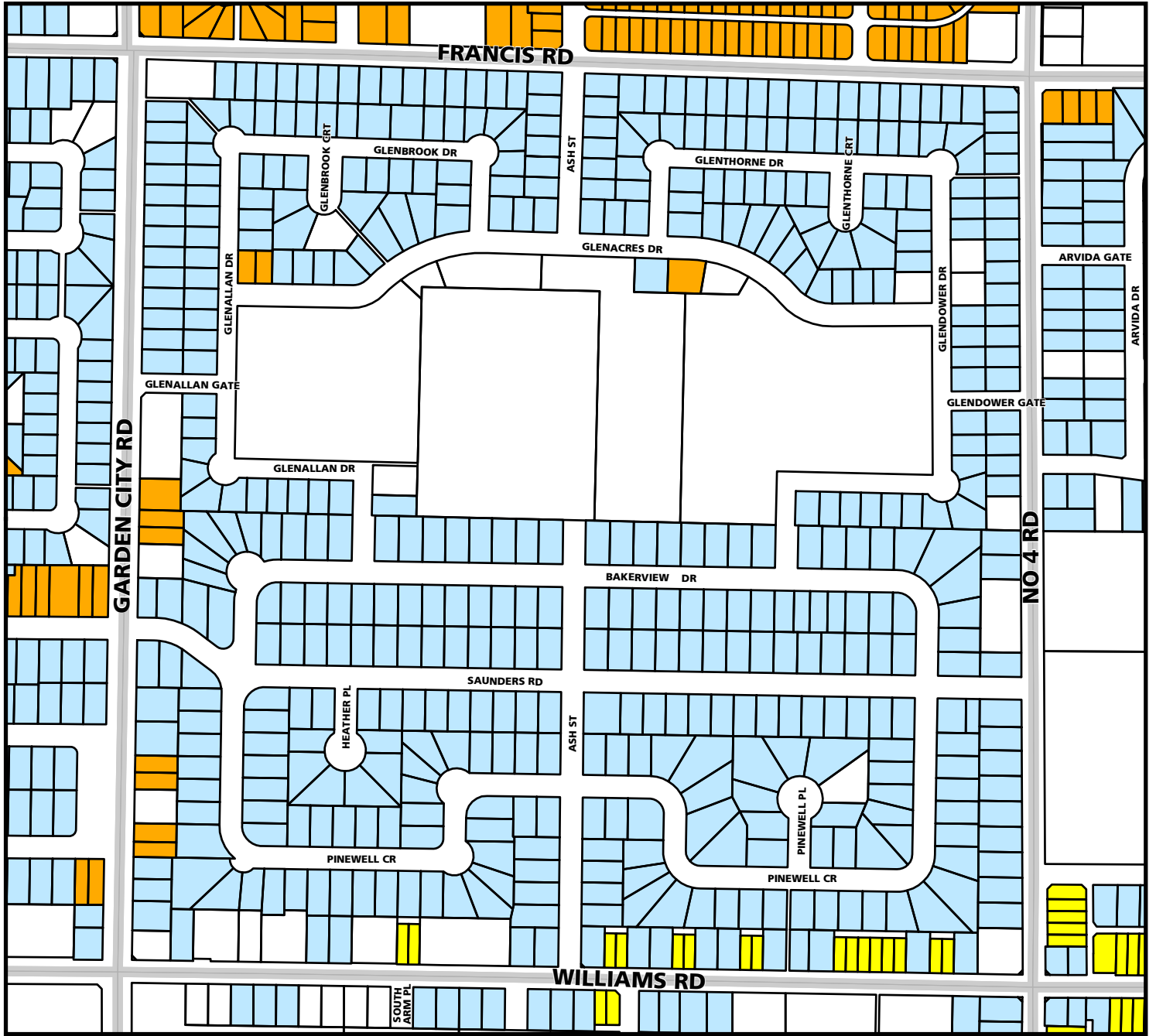


**Section 26,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

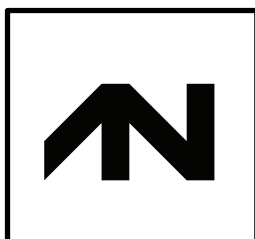
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S	RSM/M	RSM/L	RSM/XL

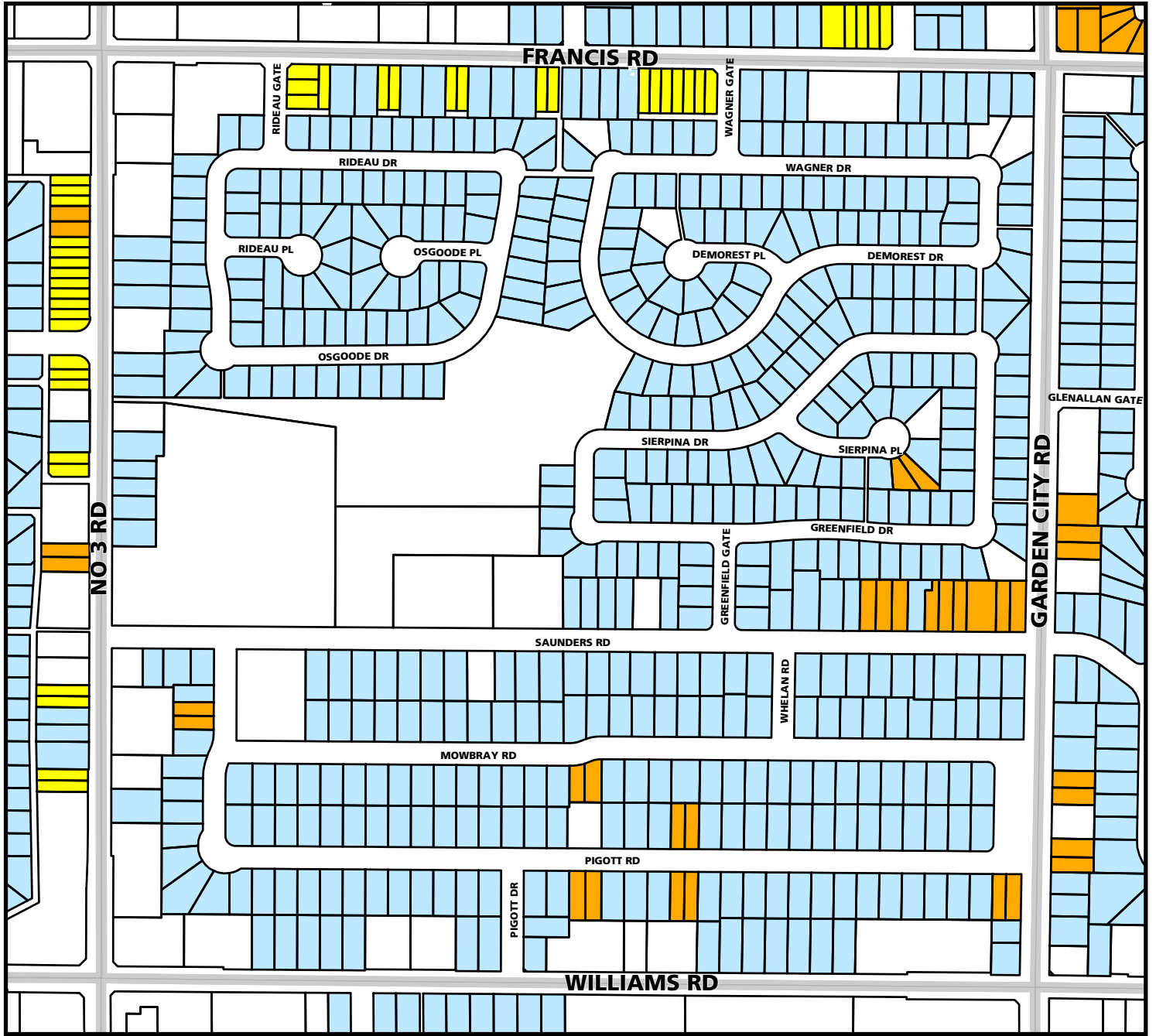


**Section 27,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

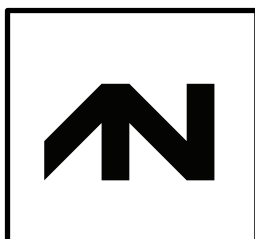
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL

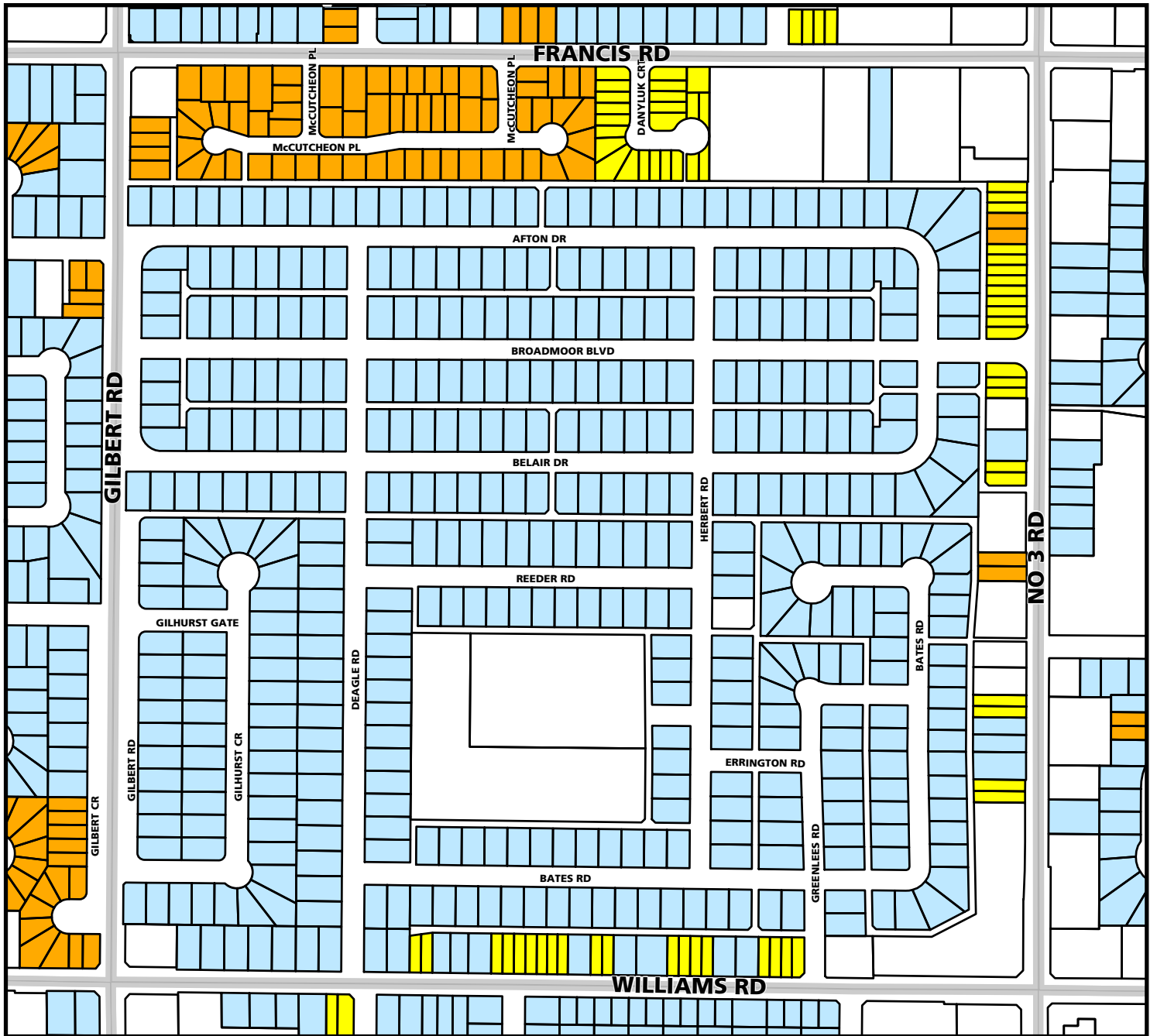


**Section 28,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

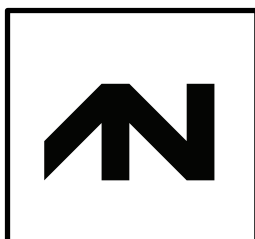
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL

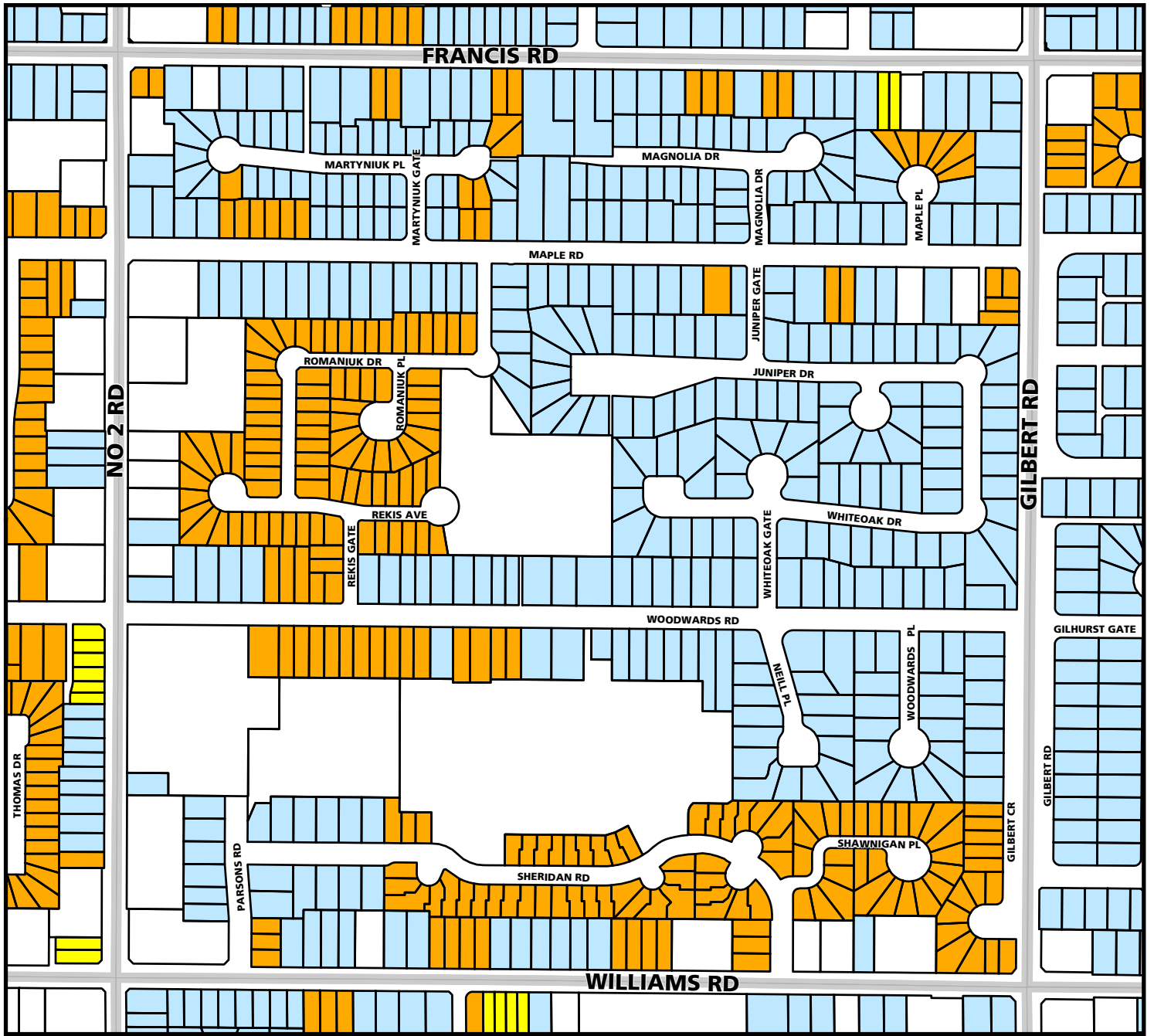


**Section 29,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

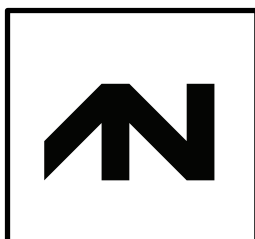
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S	RSM/M	RSM/L	RSM/XL
---------------	-------	-------	-------	--------

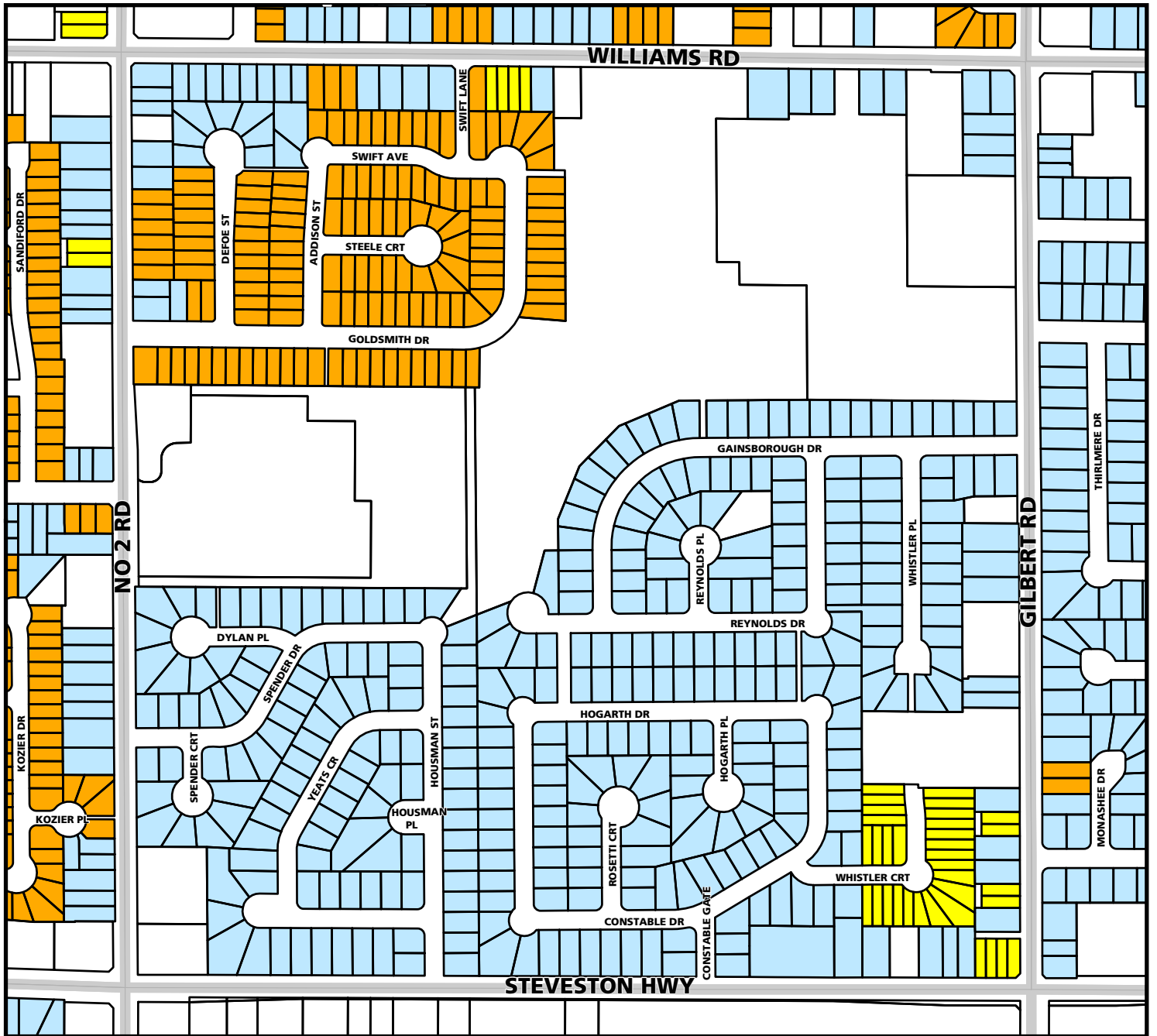


**Section 30,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



## Section 31,4-6

SMALL-SCALE MULTI-UNIT HOUSING  
(RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
Revision Date: 06/11/24  
Note: Dimensions are in METRES



# City of Richmond

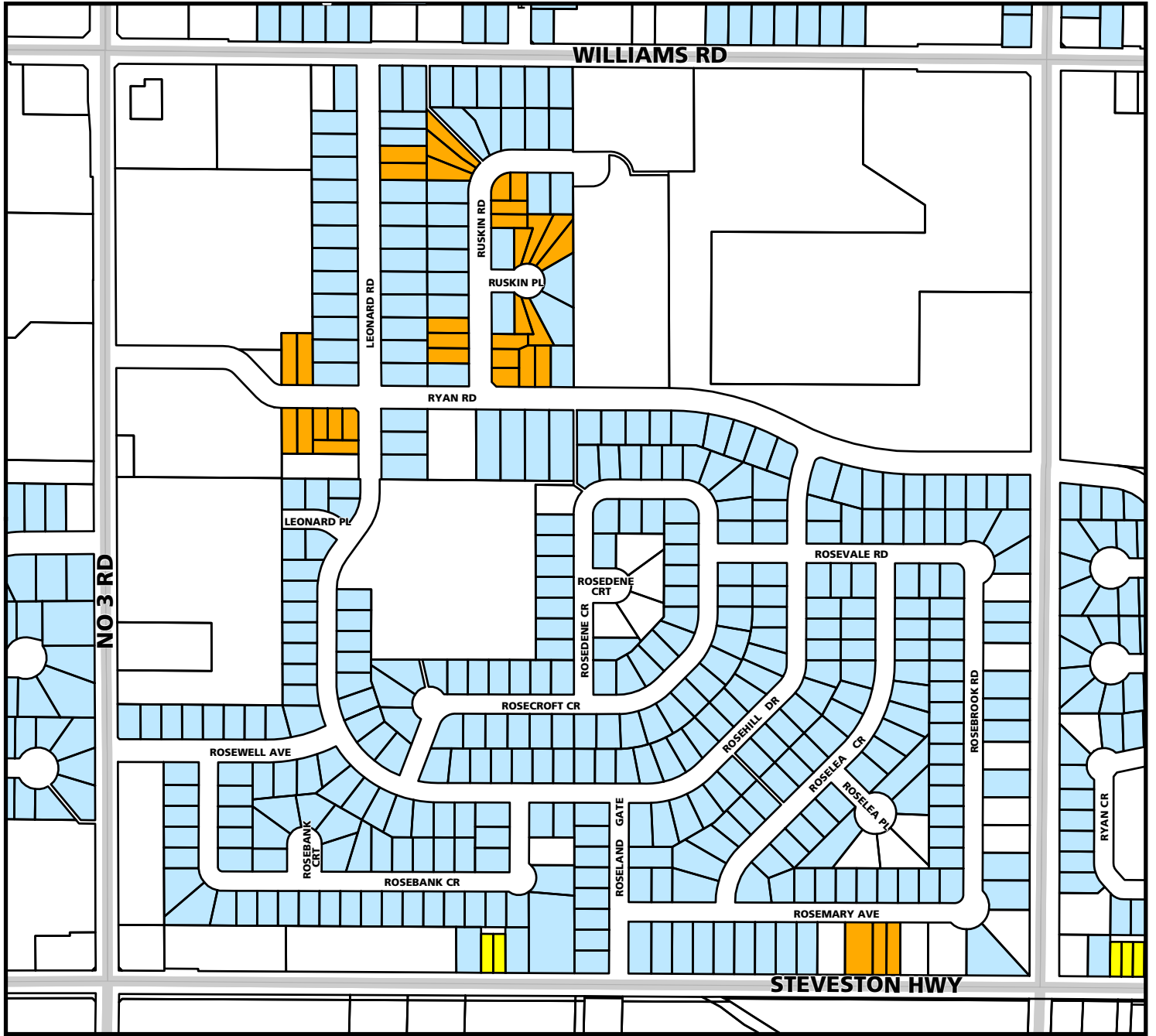


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

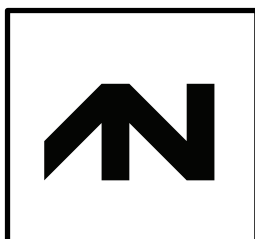
	<h2 style="text-align: center;">Section 32,4-6</h2> <p style="text-align: center;">SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)</p>	<p>Original date: 05/28/24 Revision Date: 06/11/24 Note: Dimensions are in METRES</p>
--	---	---



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	



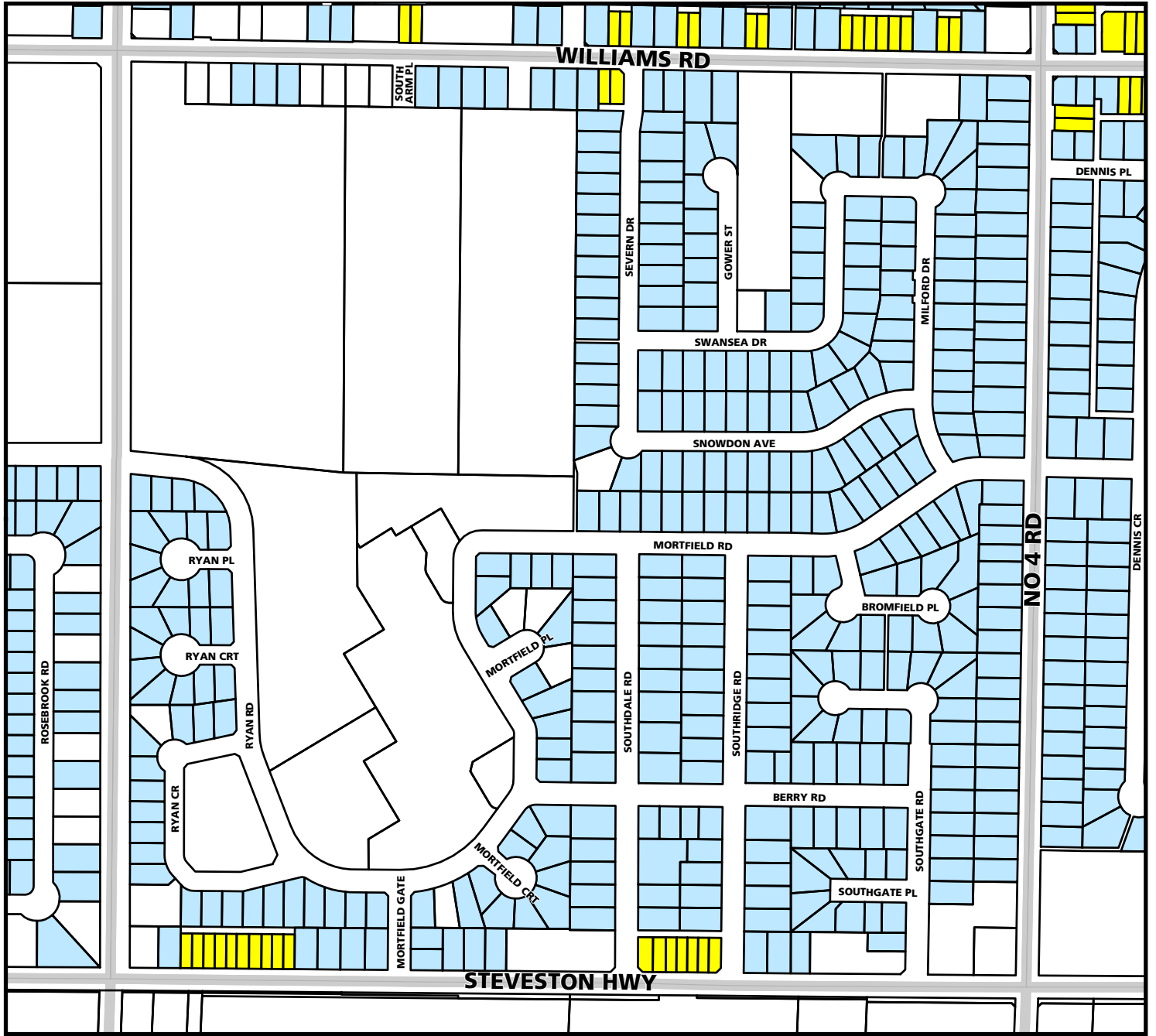
**Section 33,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES





# City of Richmond

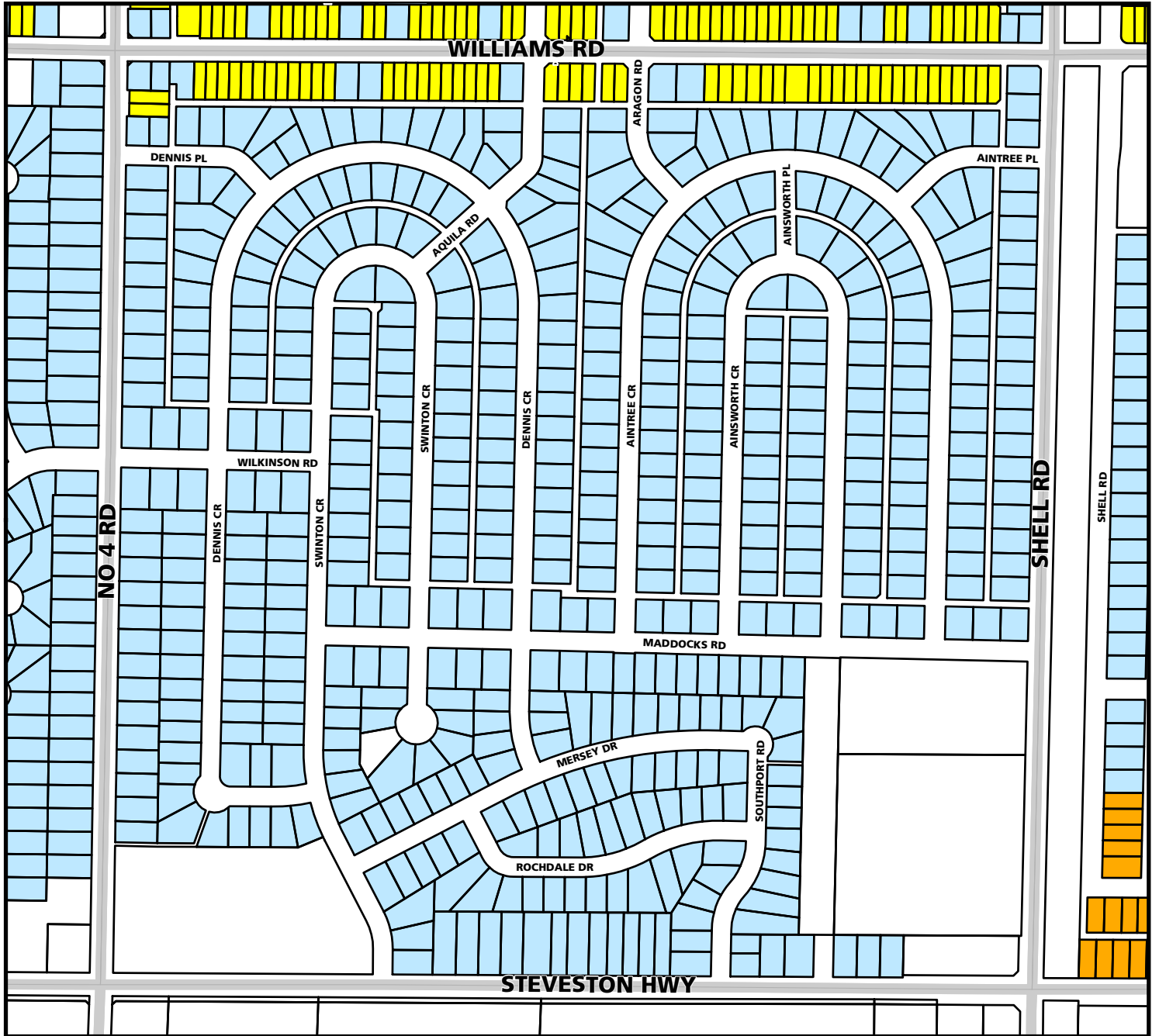


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

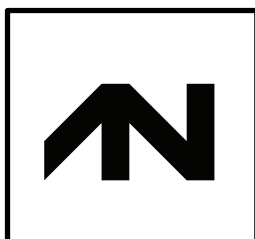
	<h2 style="text-align: center;">Section 34,4-6</h2> <p style="text-align: center;">SMALL-SCALE MULTI-UNIT HOUSING (RSM/S, RSM/M, RSM/L, RSM/XL)</p>	<p>Original date: 05/28/24 Revision Date: 06/11/24 Note: Dimensions are in METRES</p>
--	---	---



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

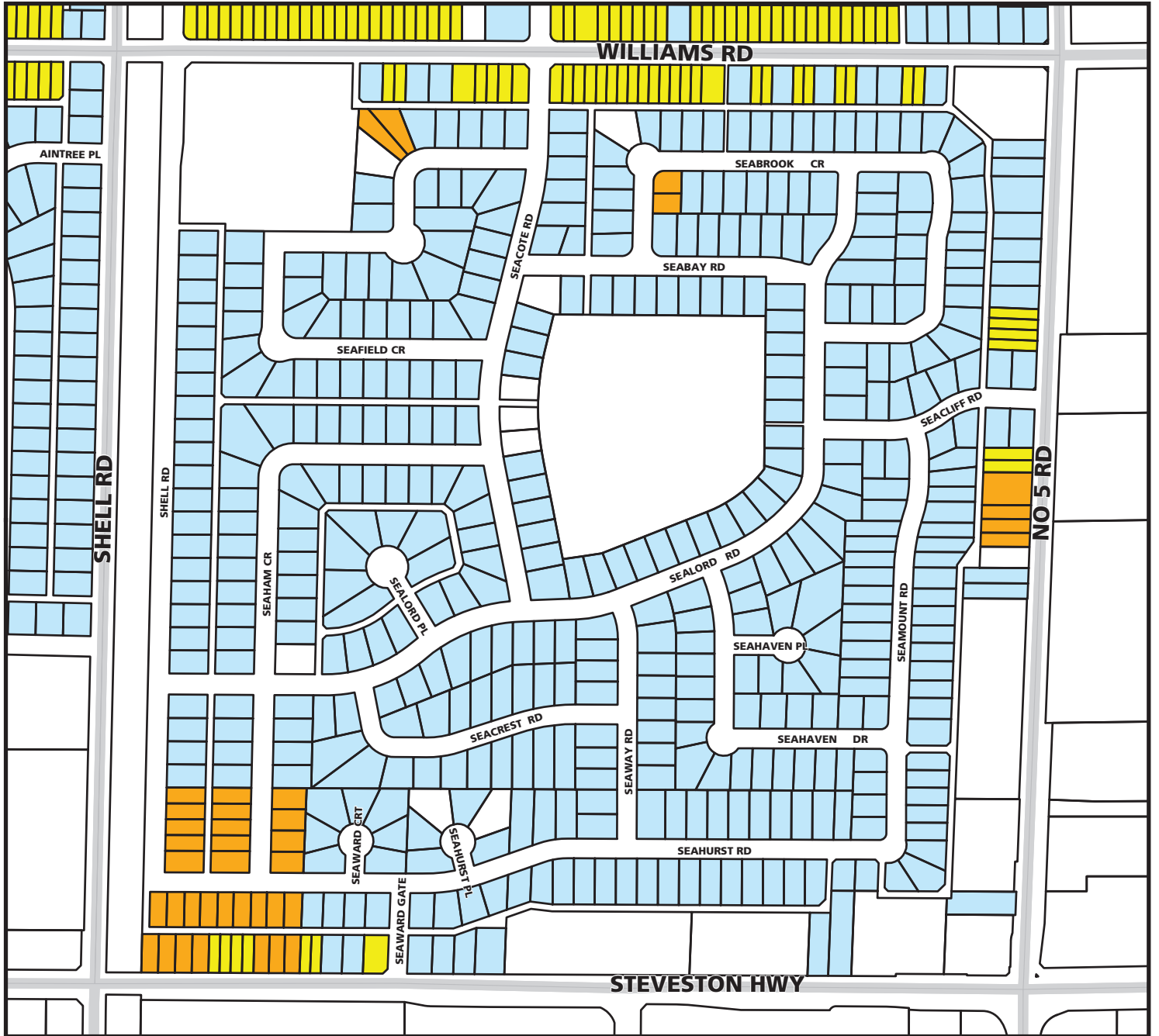


**Section 35,4-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

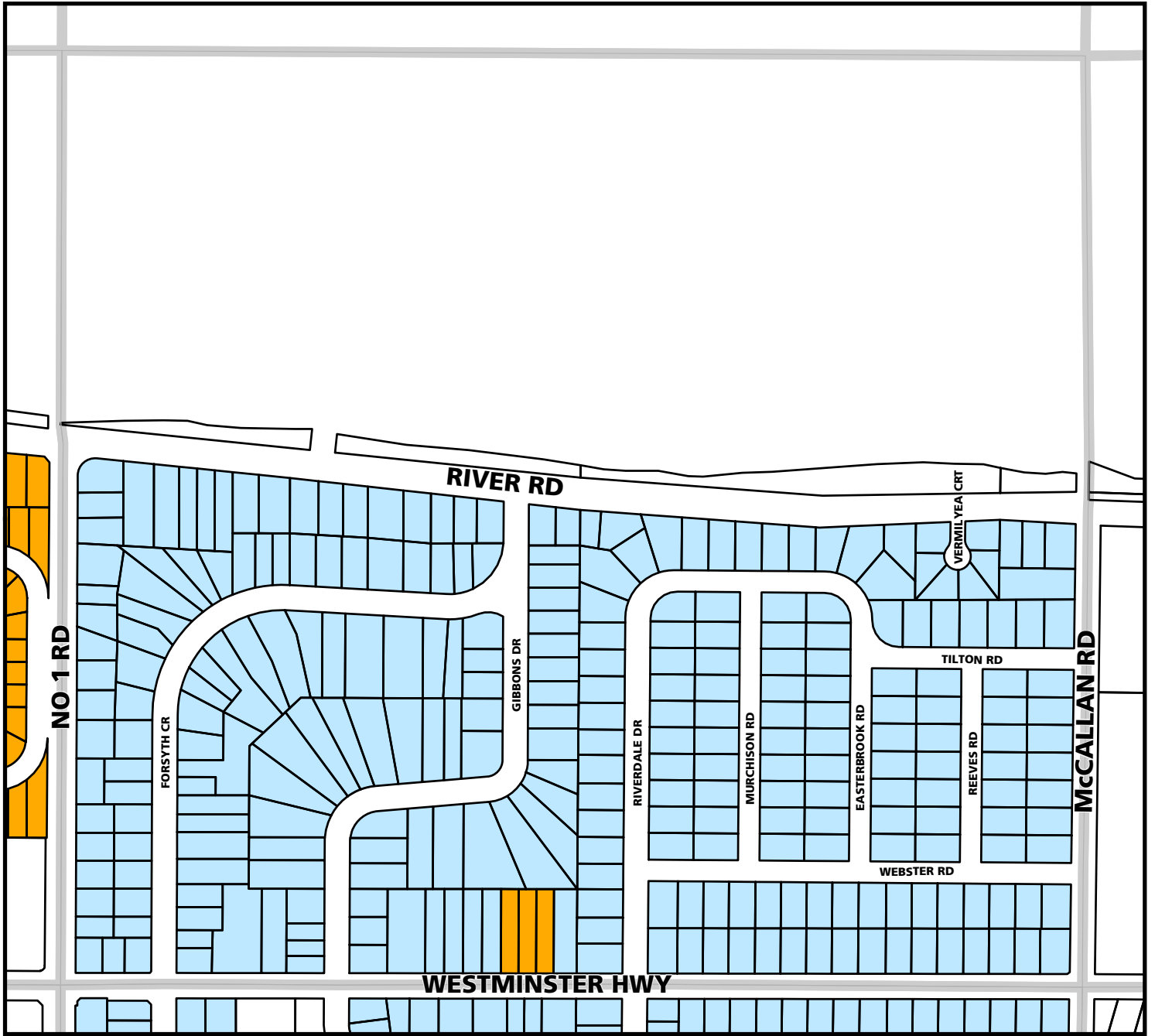


## Section 36,4-6

SMALL-SCALE MULTI-UNIT HOUSING  
(RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
Revision Date: 06/11/24

Note: Dimensions are in METRES

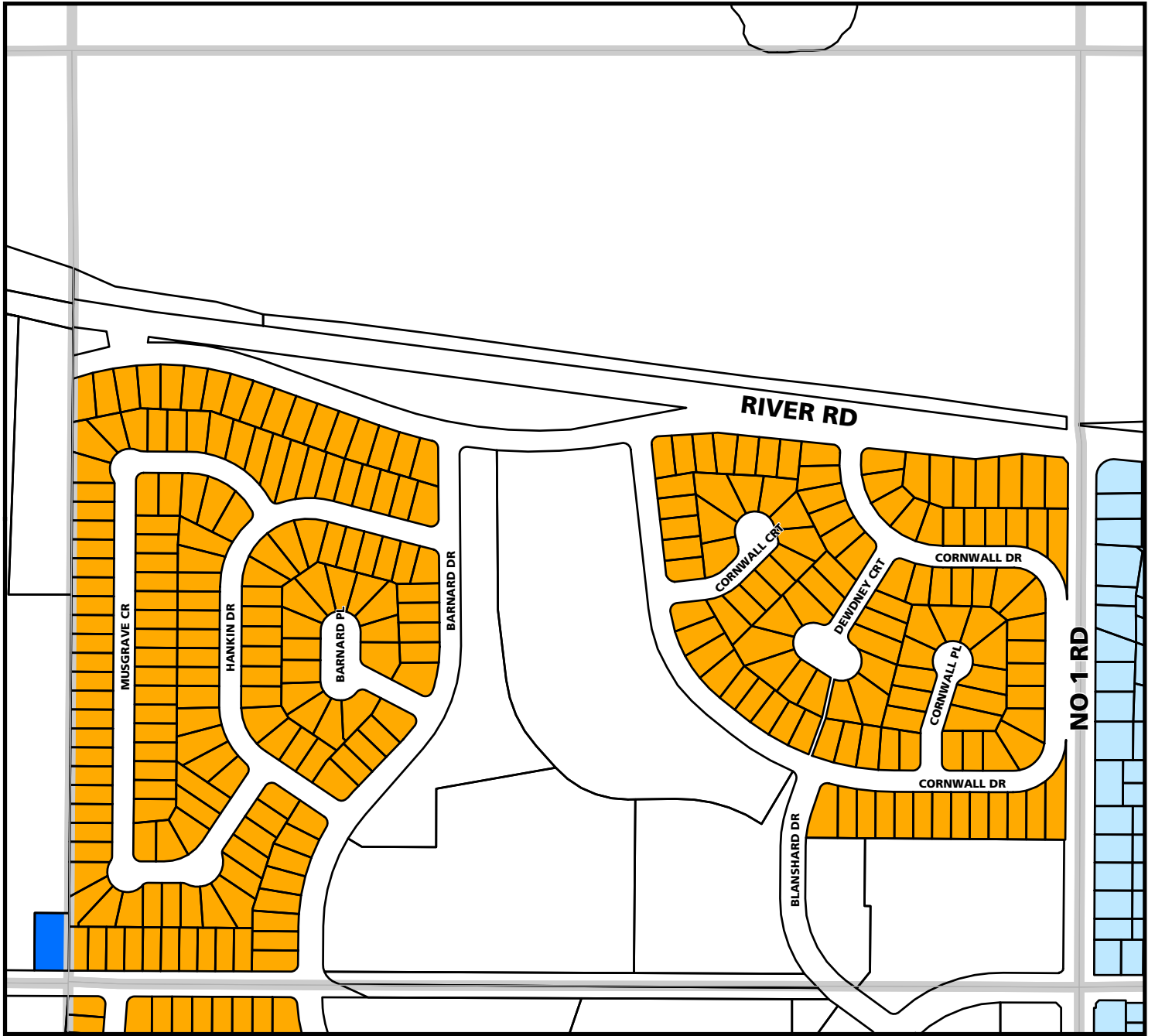


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 2,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

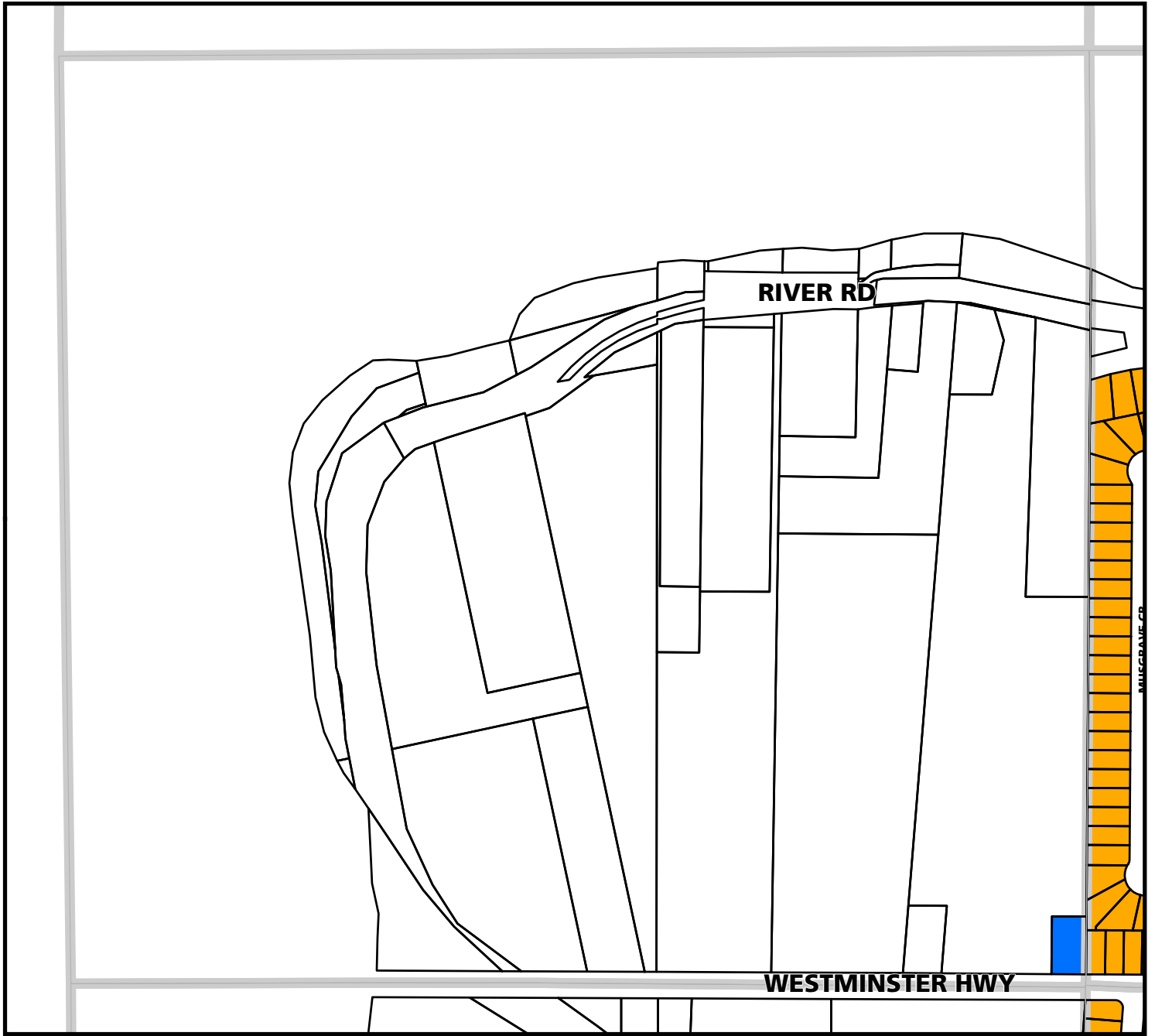






<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 3,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

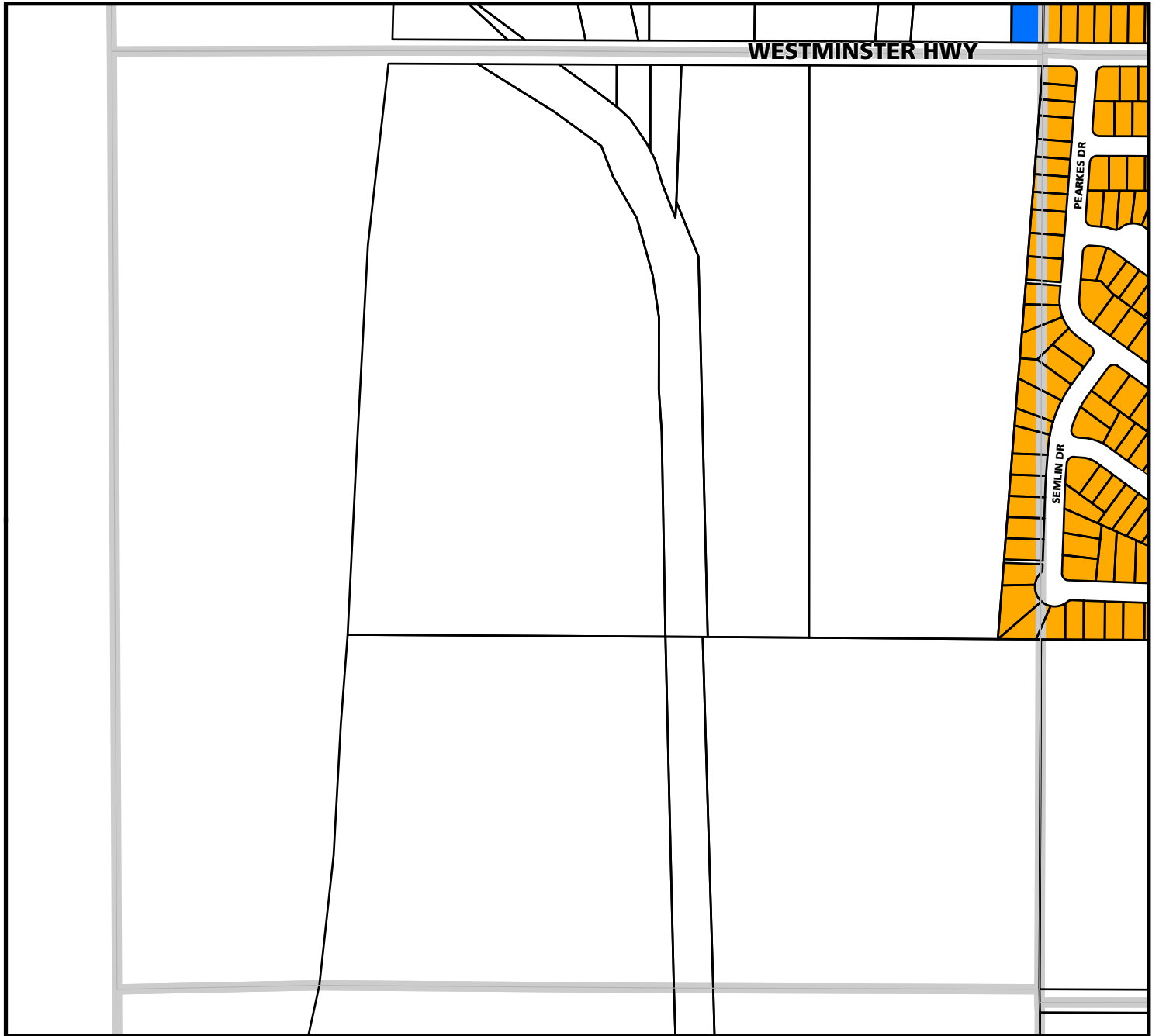






<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	---	-------	---	-------	---	--------	---

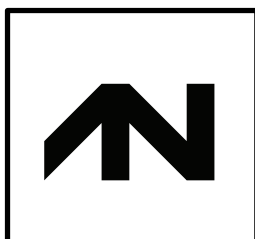


**Section 4,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



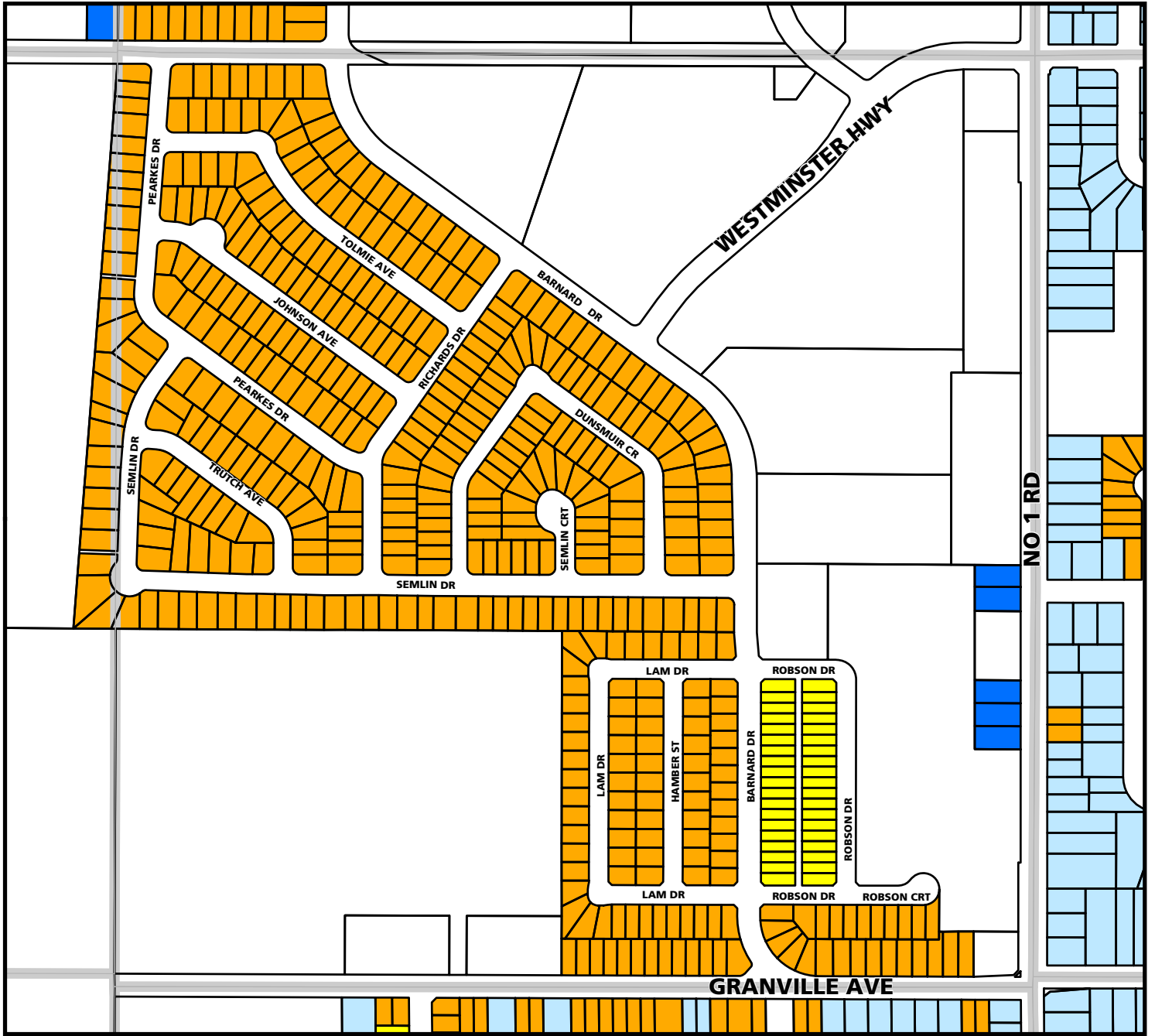
<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	---	-------	---	-------	---	--------	---



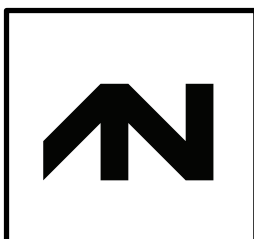
**Section 9,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24

Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



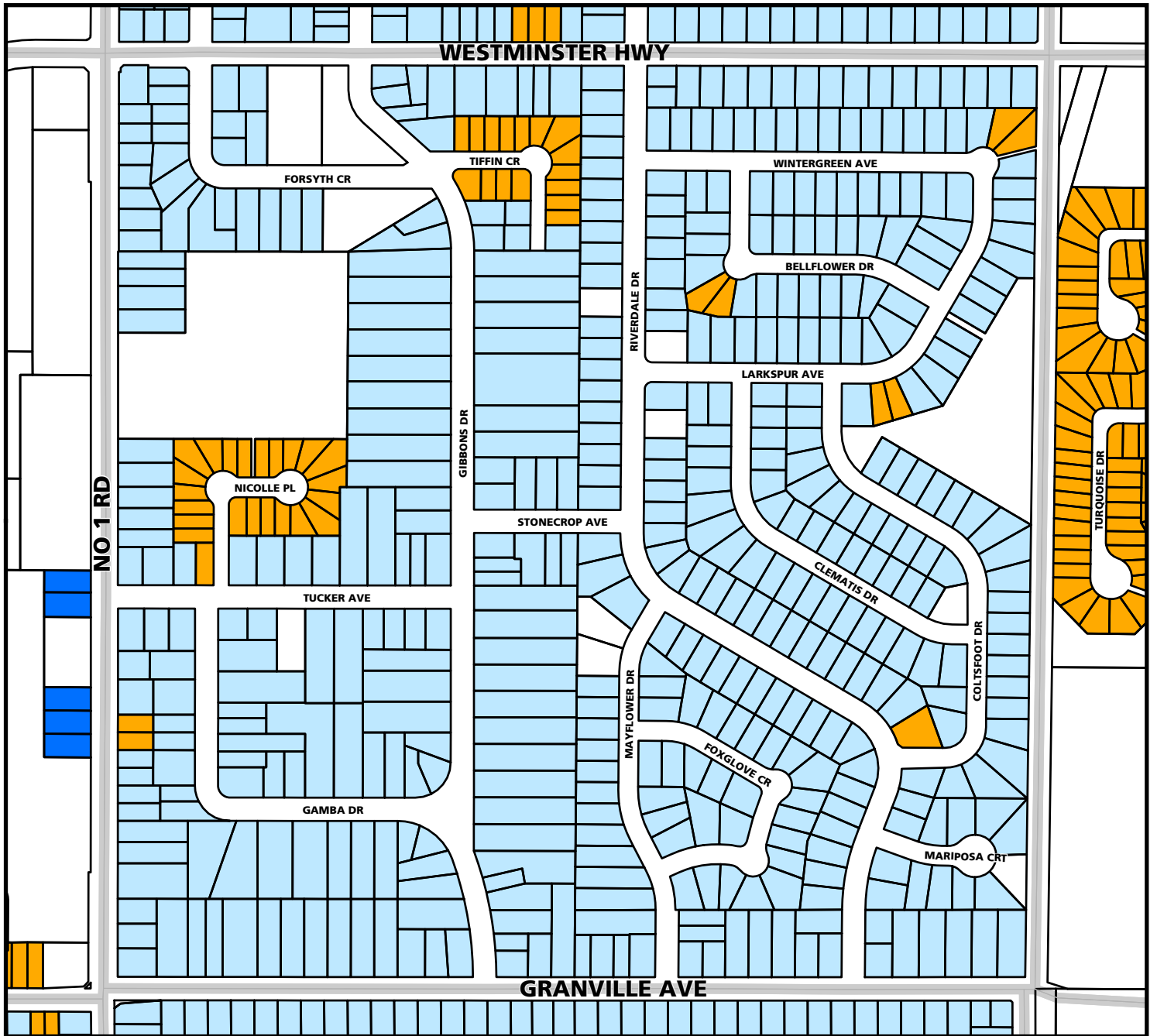
**Section 10,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

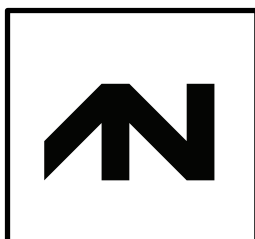




# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

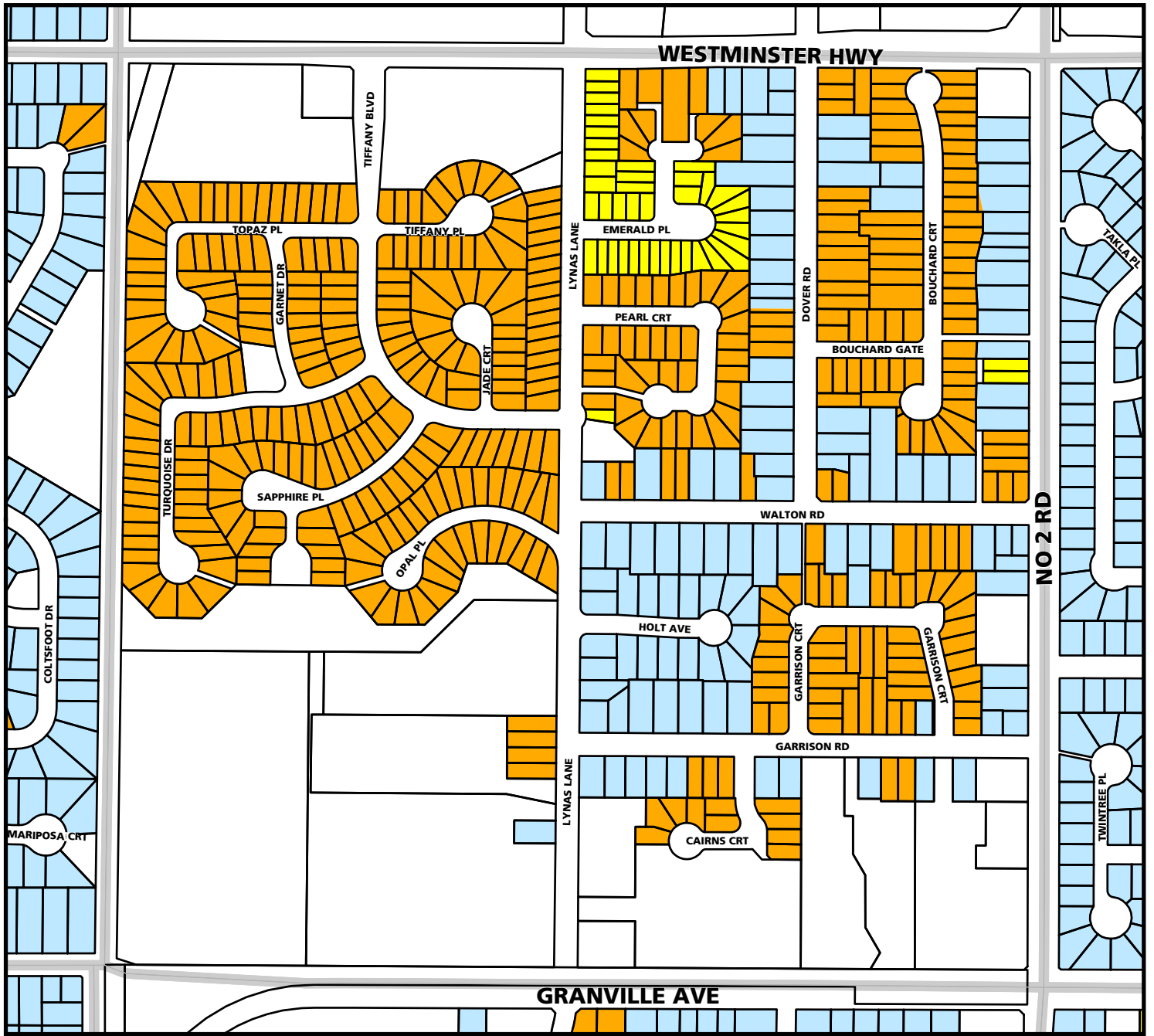


**Section 11,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

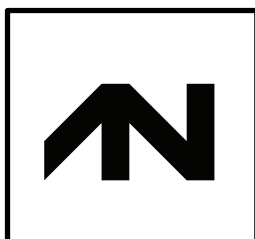
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



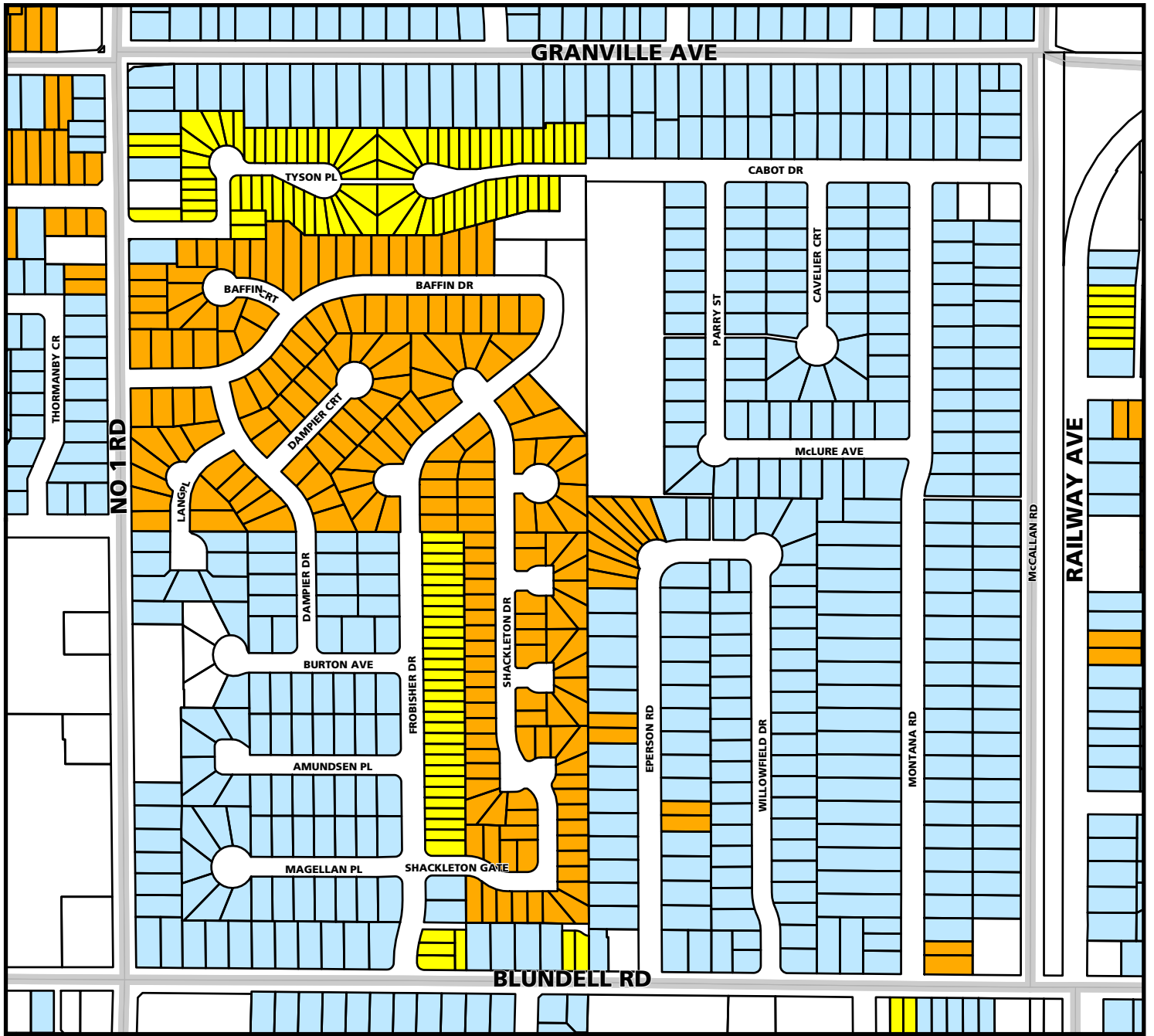
**Section 12,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

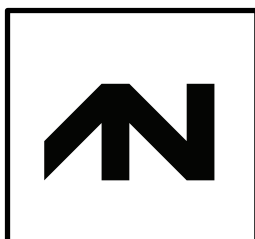




# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL



**Section 14,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

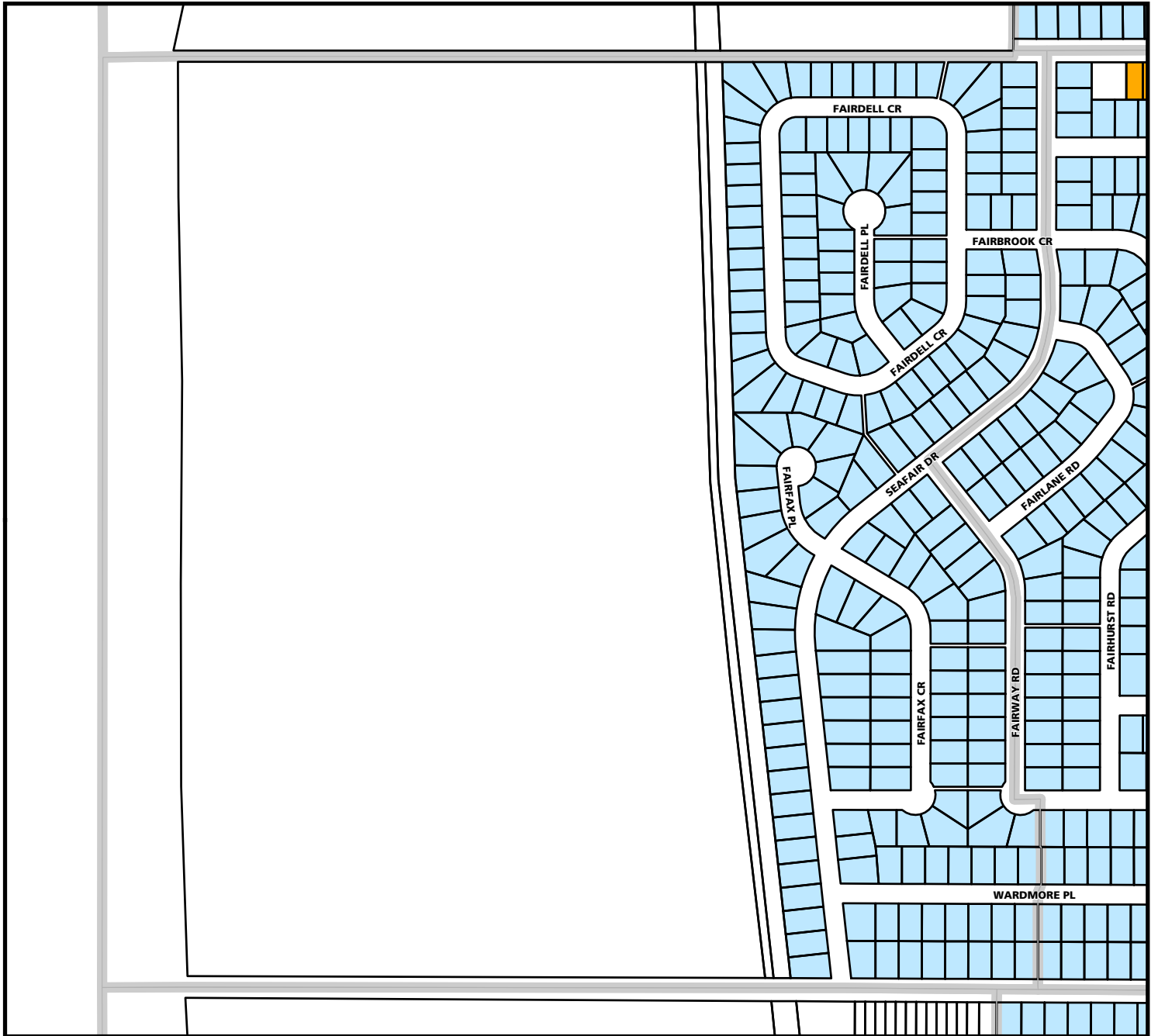


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 15,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

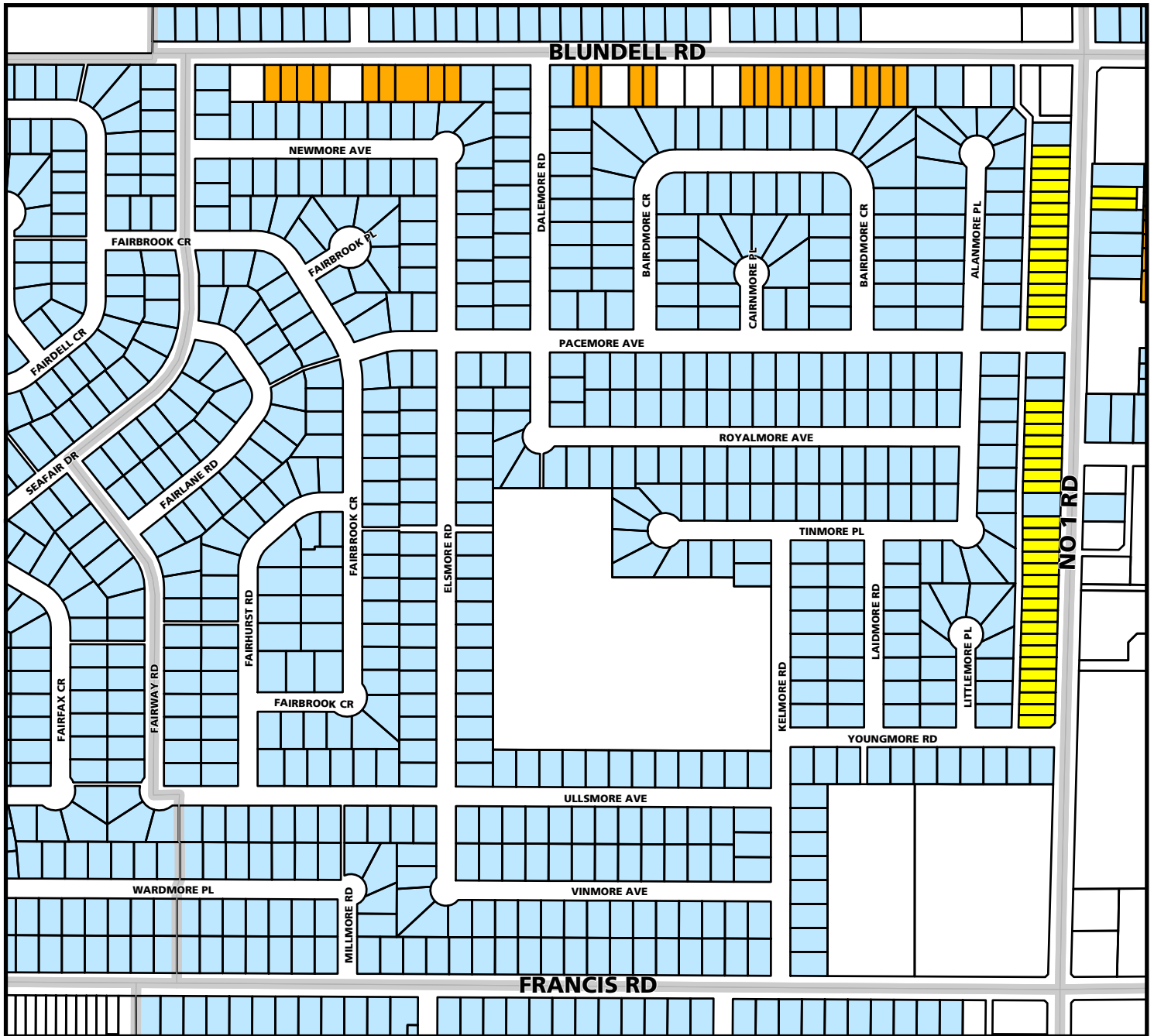






**Section 21,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

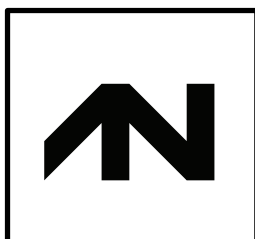
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL
				

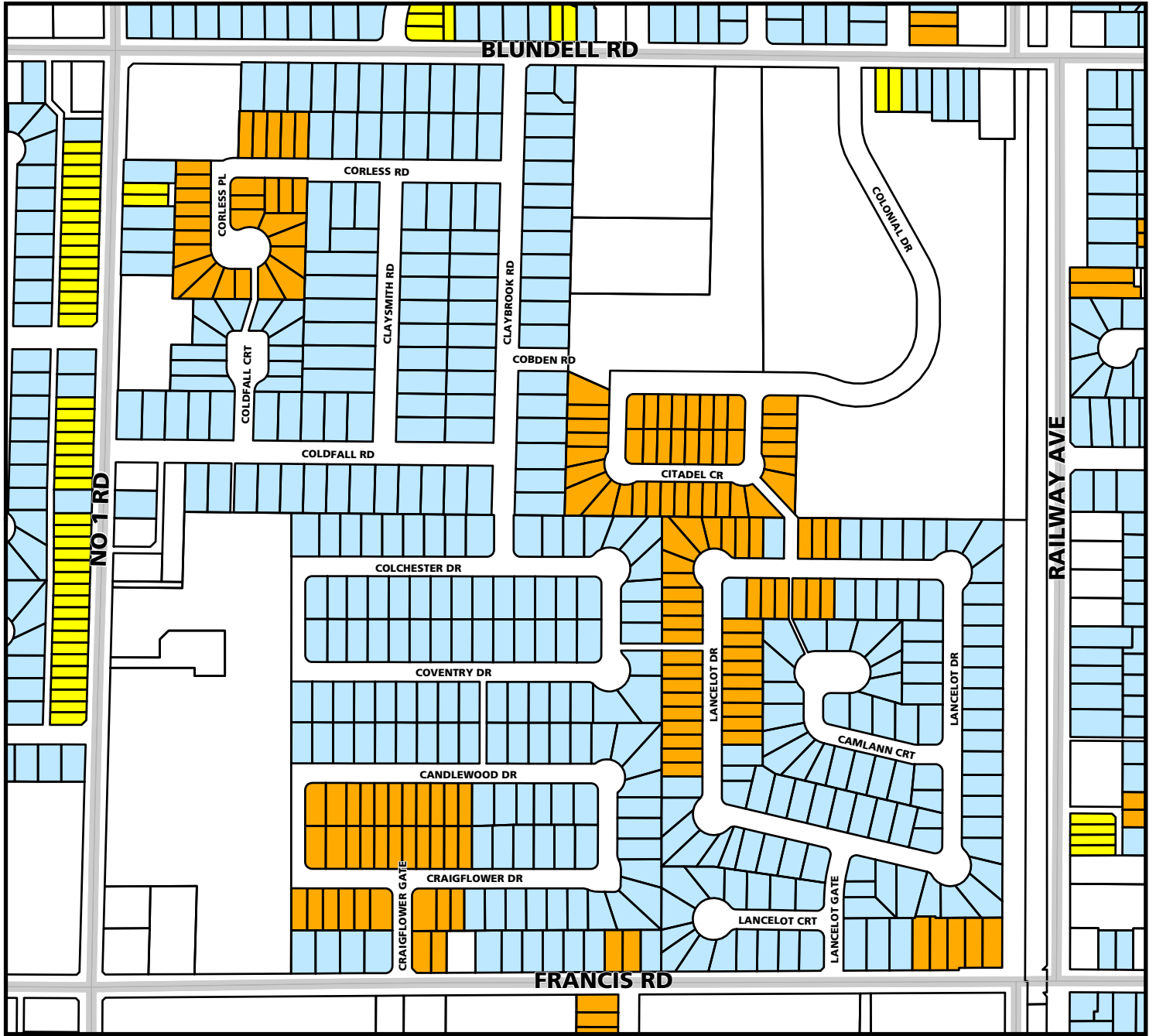


**Section 22,4-7**  
SMALL-SCALE MULTI-UNIT HOUSING  
(RSM/S, RSM/M, RSM/L, RSM/XL)

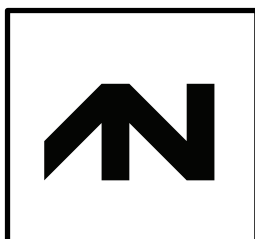
Original date: 05/28/24  
Revision Date: 06/11/24  
Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



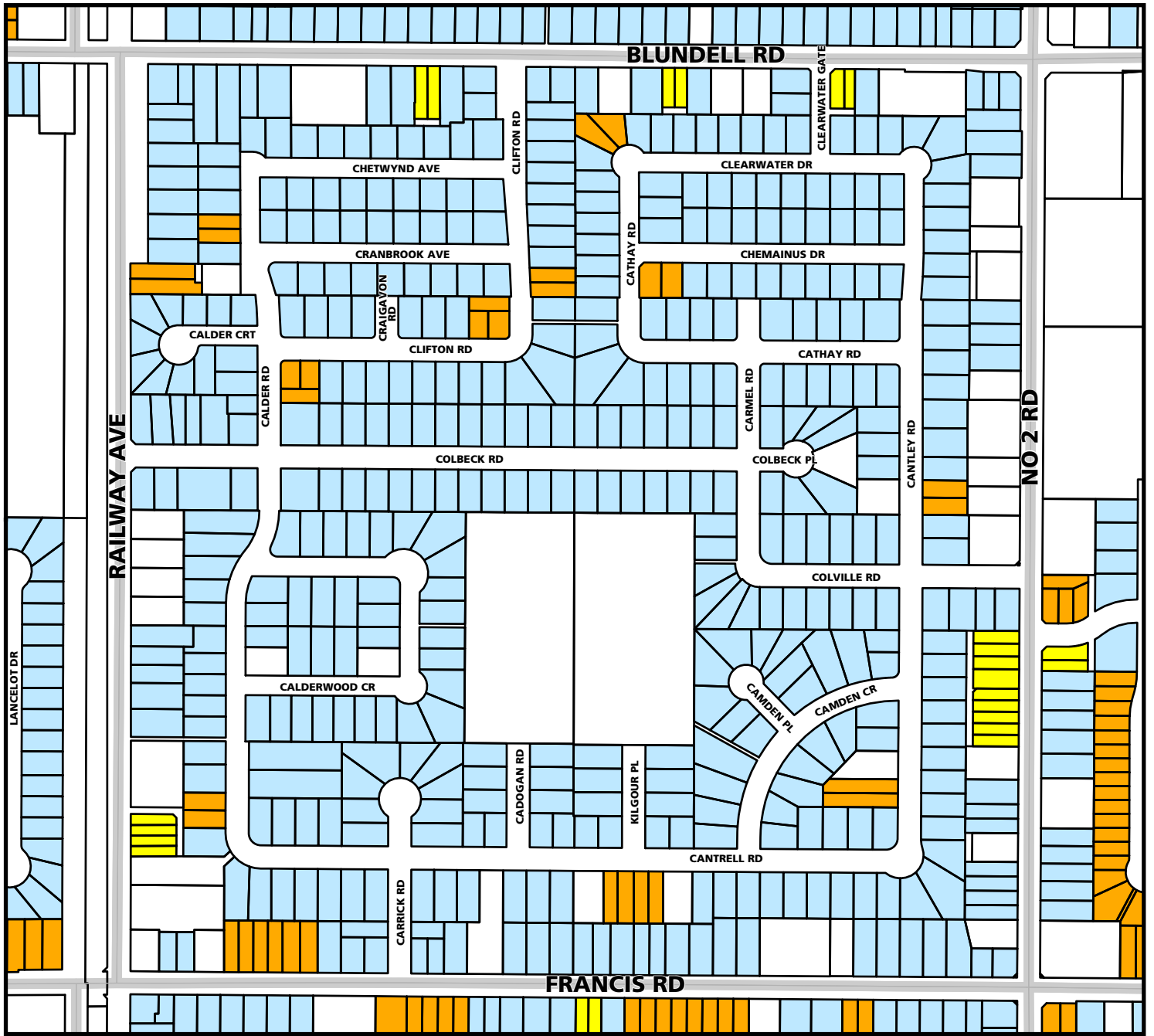
**Section 23,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

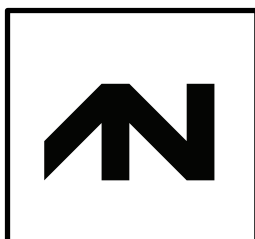




# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

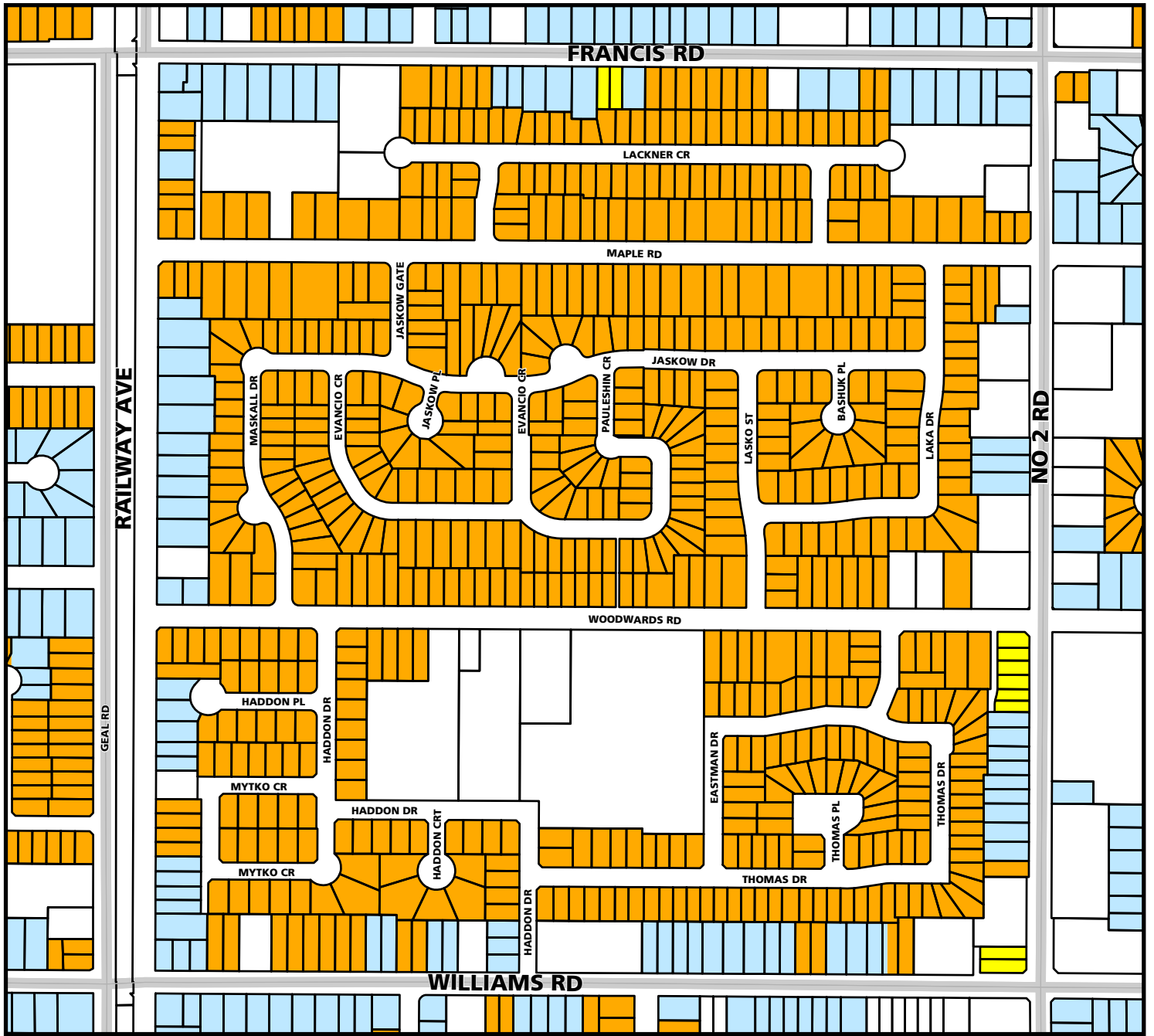


**Section 24,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

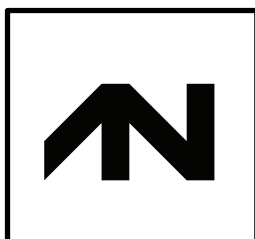
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL

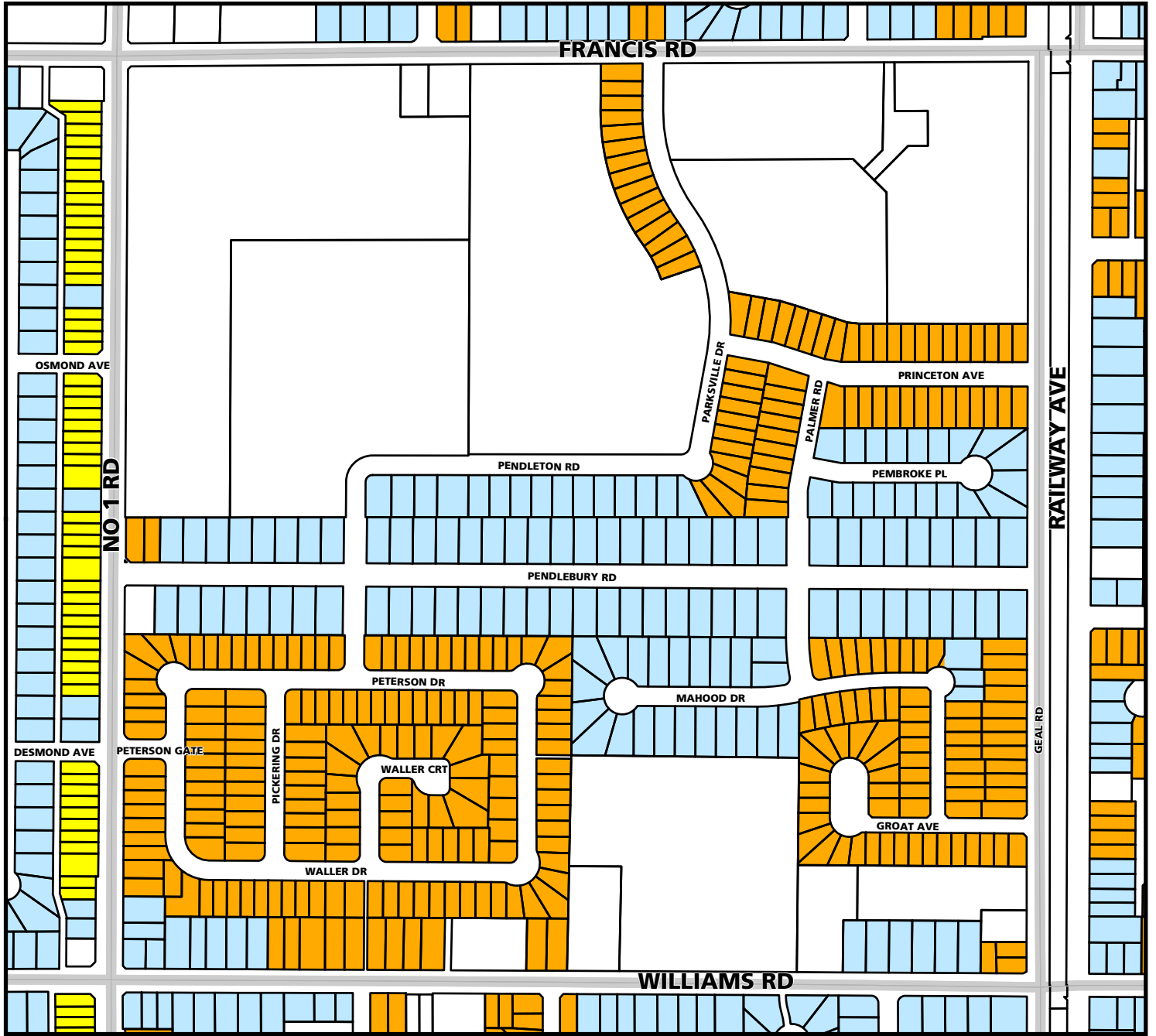


**Section 25,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

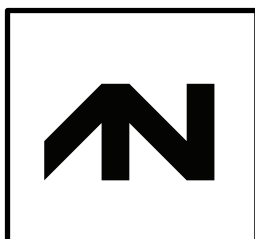
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

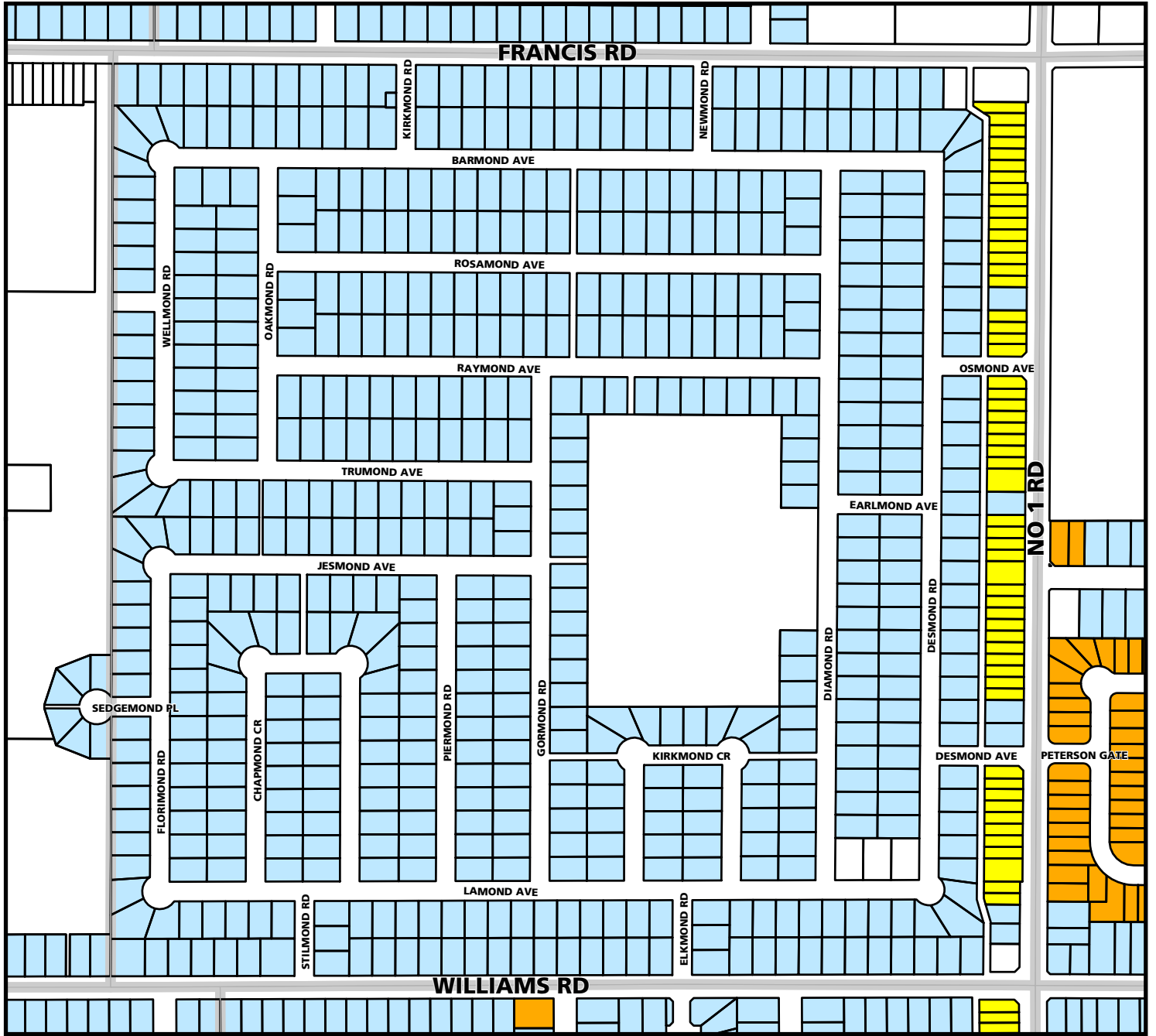


**Section 26,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

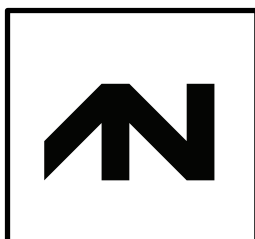
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond

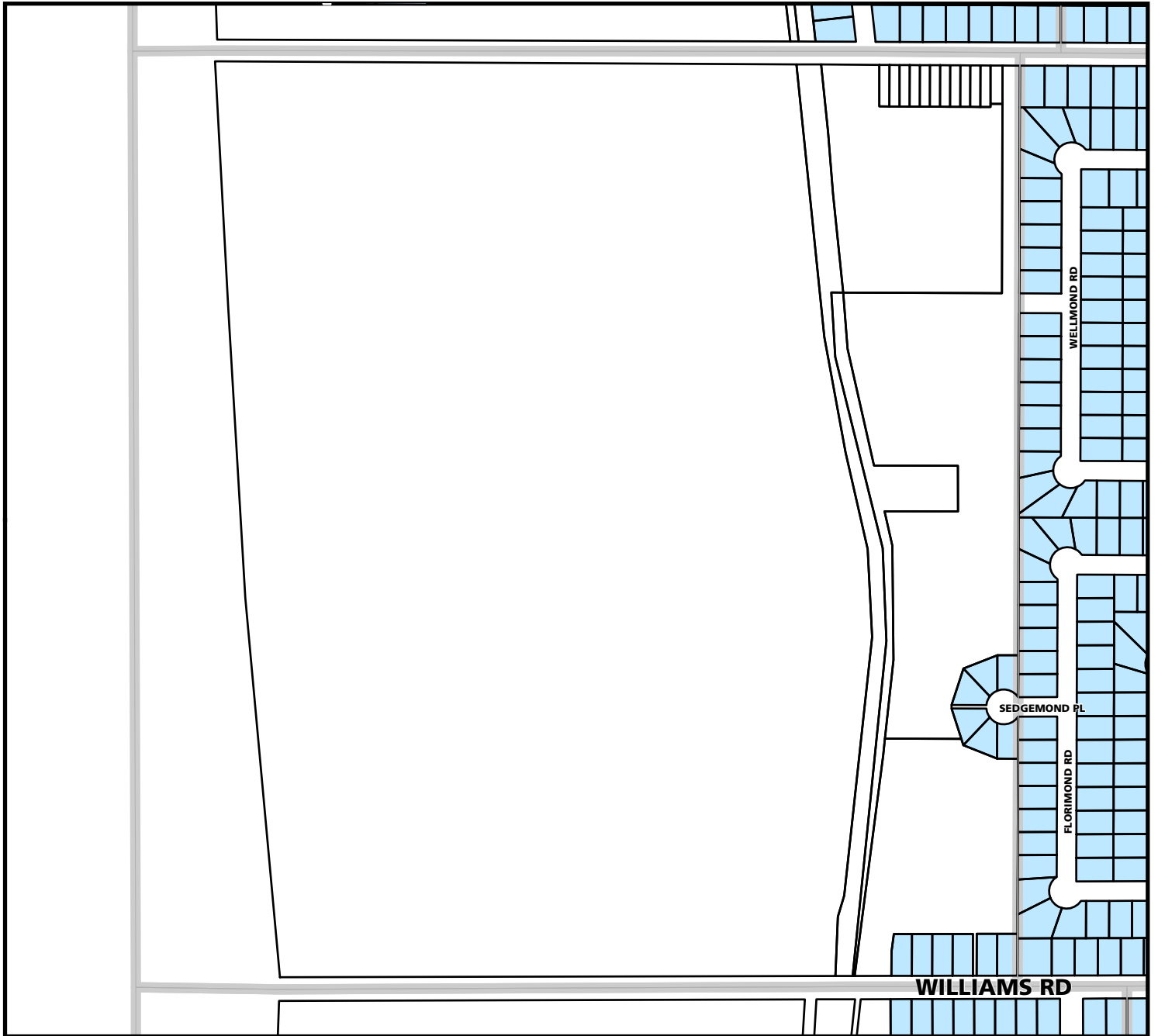


LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL



**Section 27,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

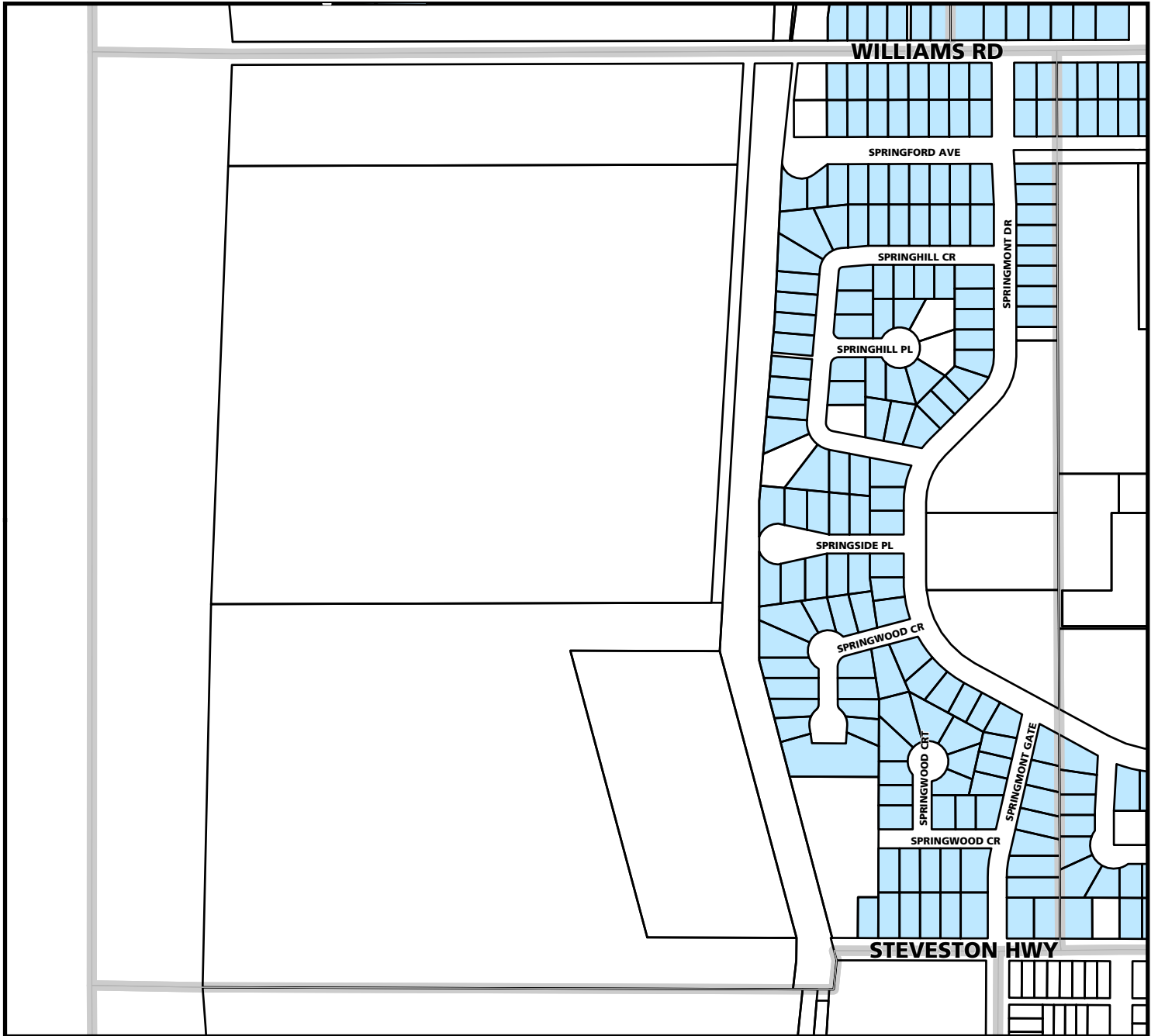


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 28,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

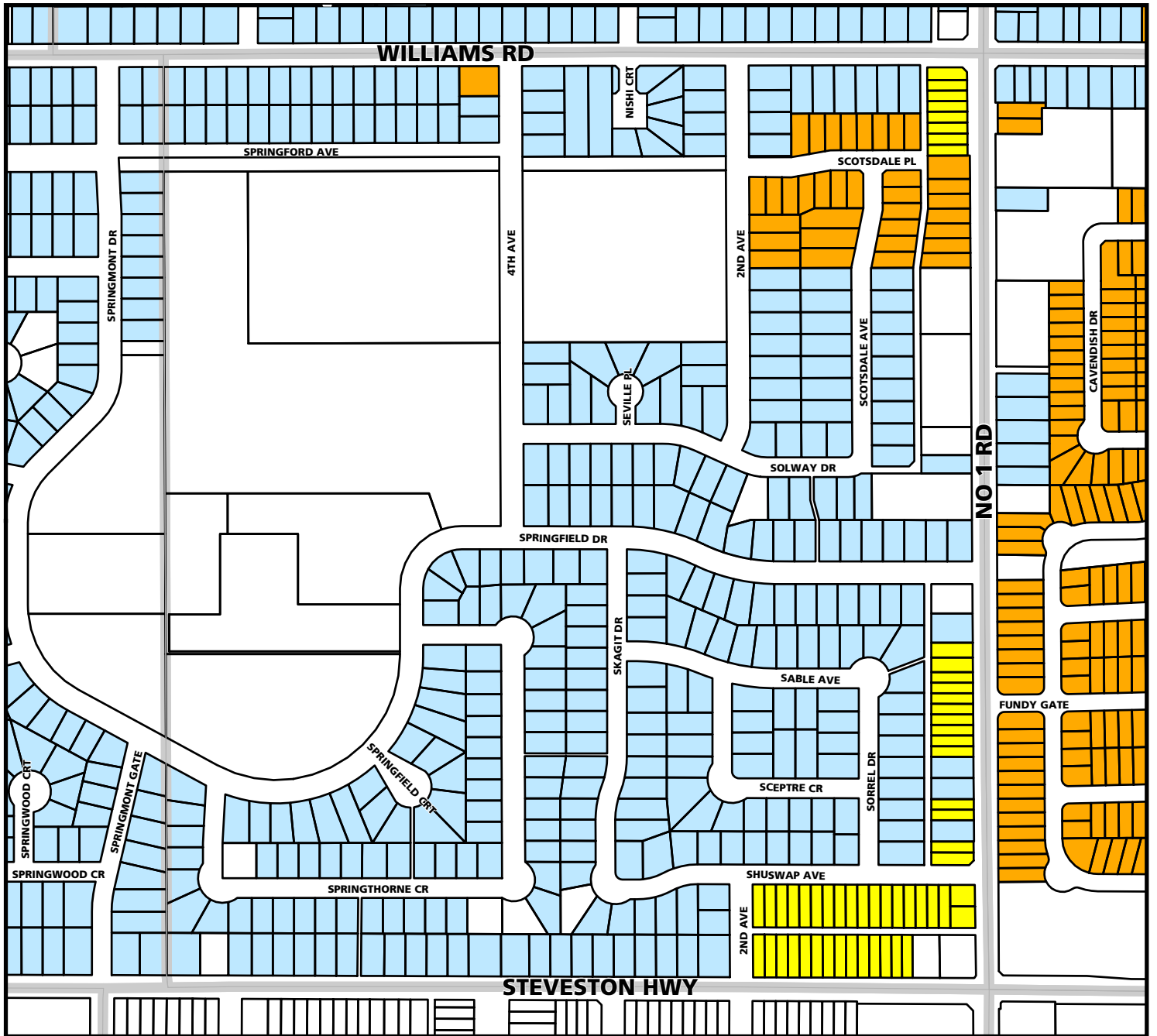


**Section 33,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond

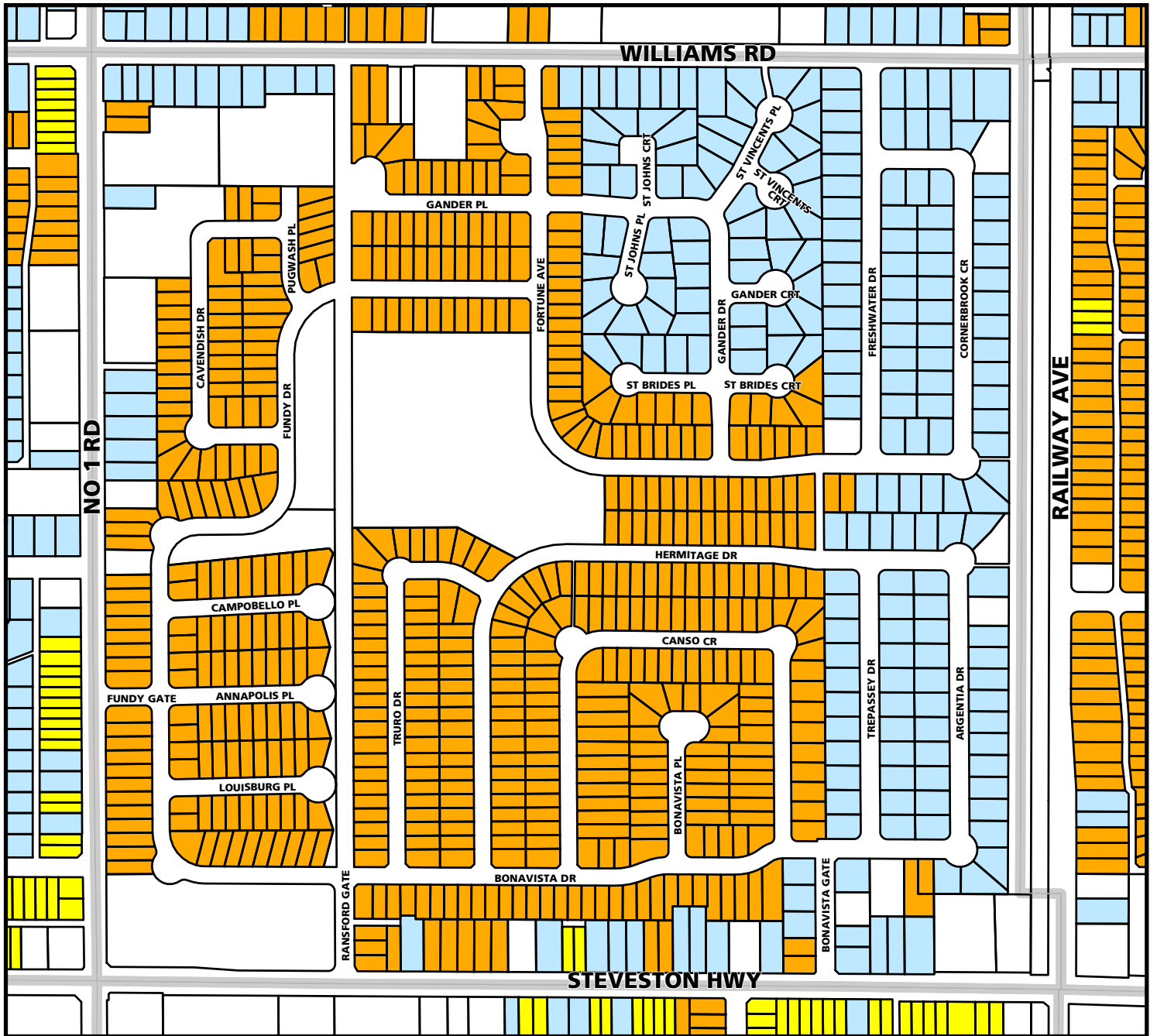


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

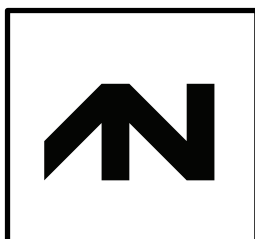
	<b>Section 34,4-7</b>	Original date: 05/28/24
	SMALL-SCALE MULTI-UNIT HOUSING	Revision Date: 06/11/24
	(RSM/S, RSM/M, RSM/L, RSM/XL)	Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL



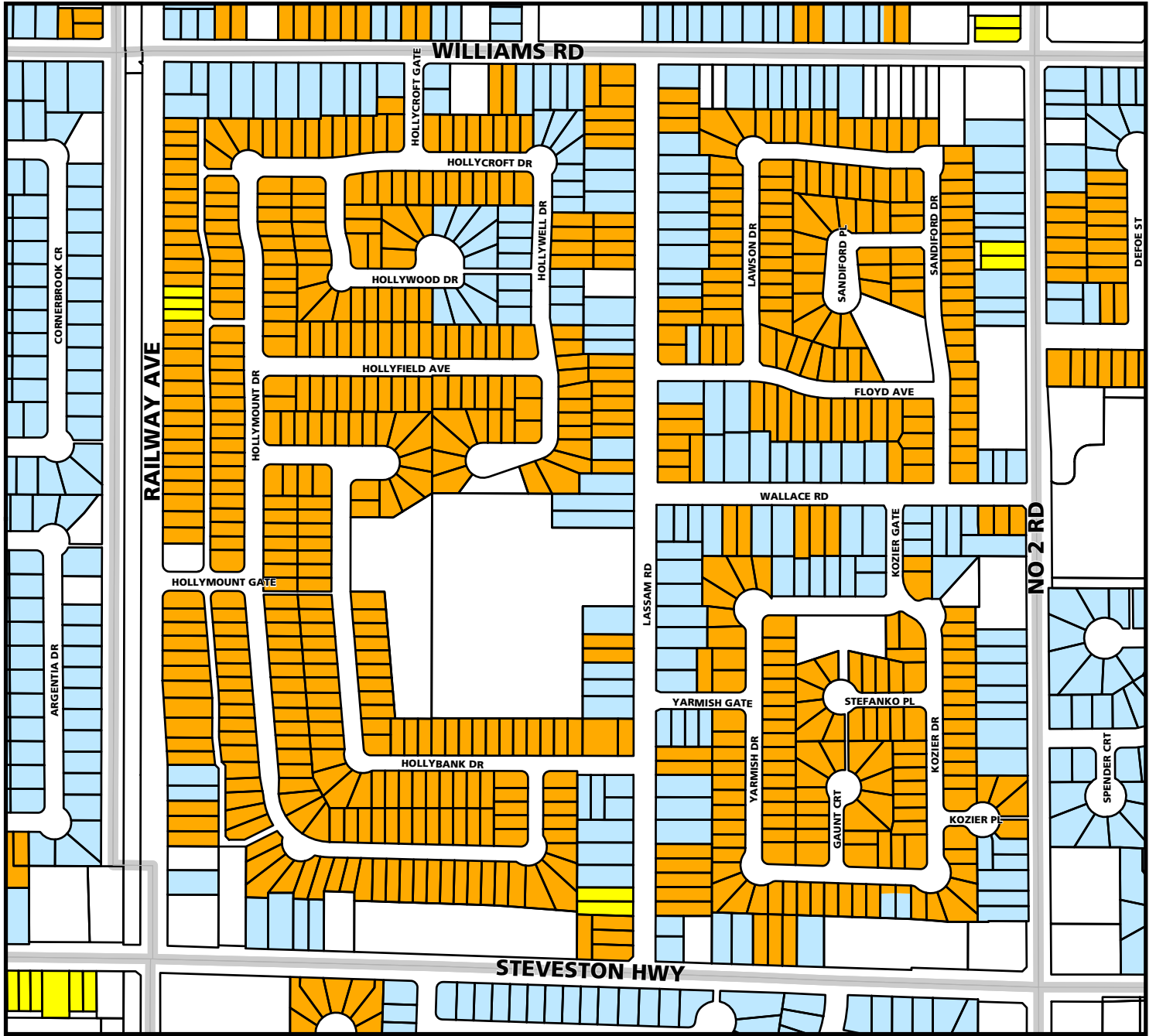
**Section 35,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

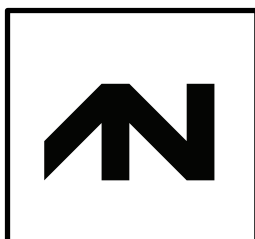




# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

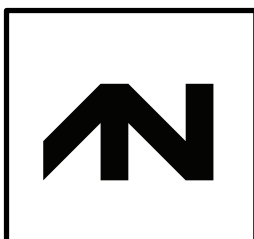


**Section 36,4-7**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 35,5-4**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

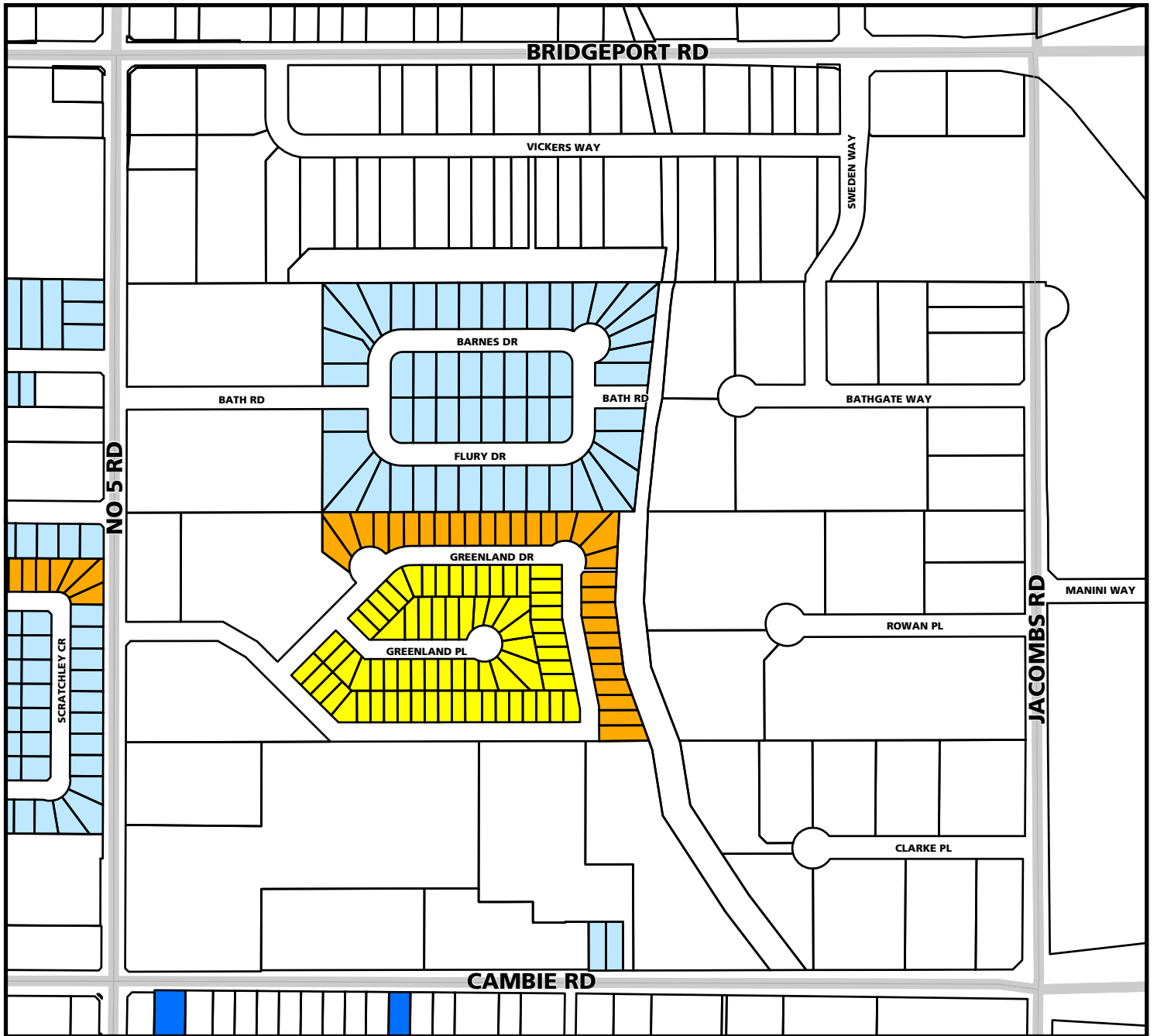


**Section 36,5-4**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



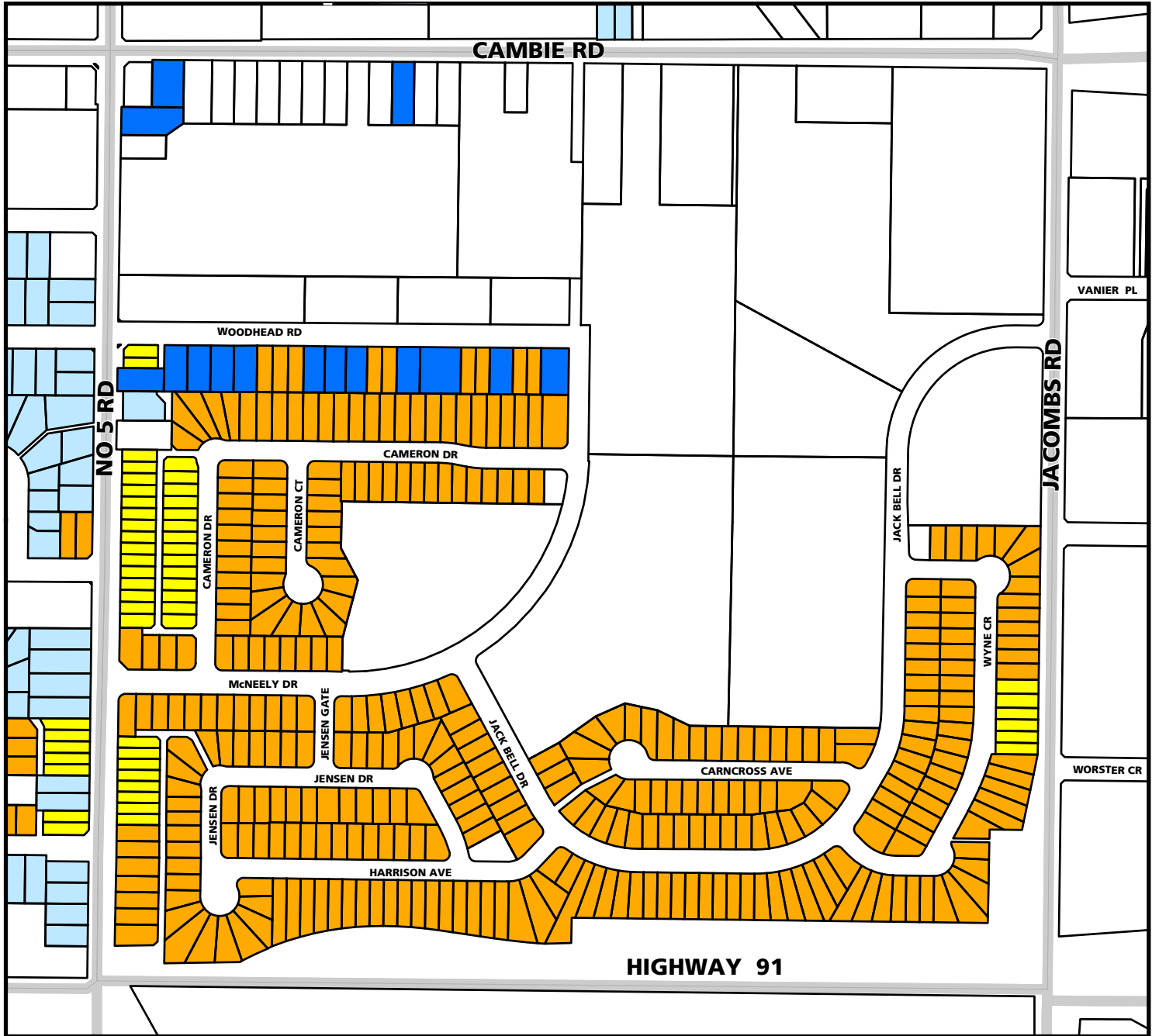
<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



## Section 30,5-5

SMALL-SCALE MULTI-UNIT HOUSING  
(RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
Revision Date: 06/11/24  
Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 31,5-5**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

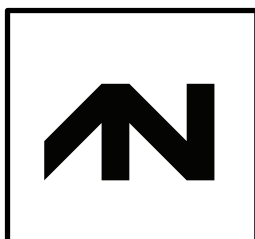
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL

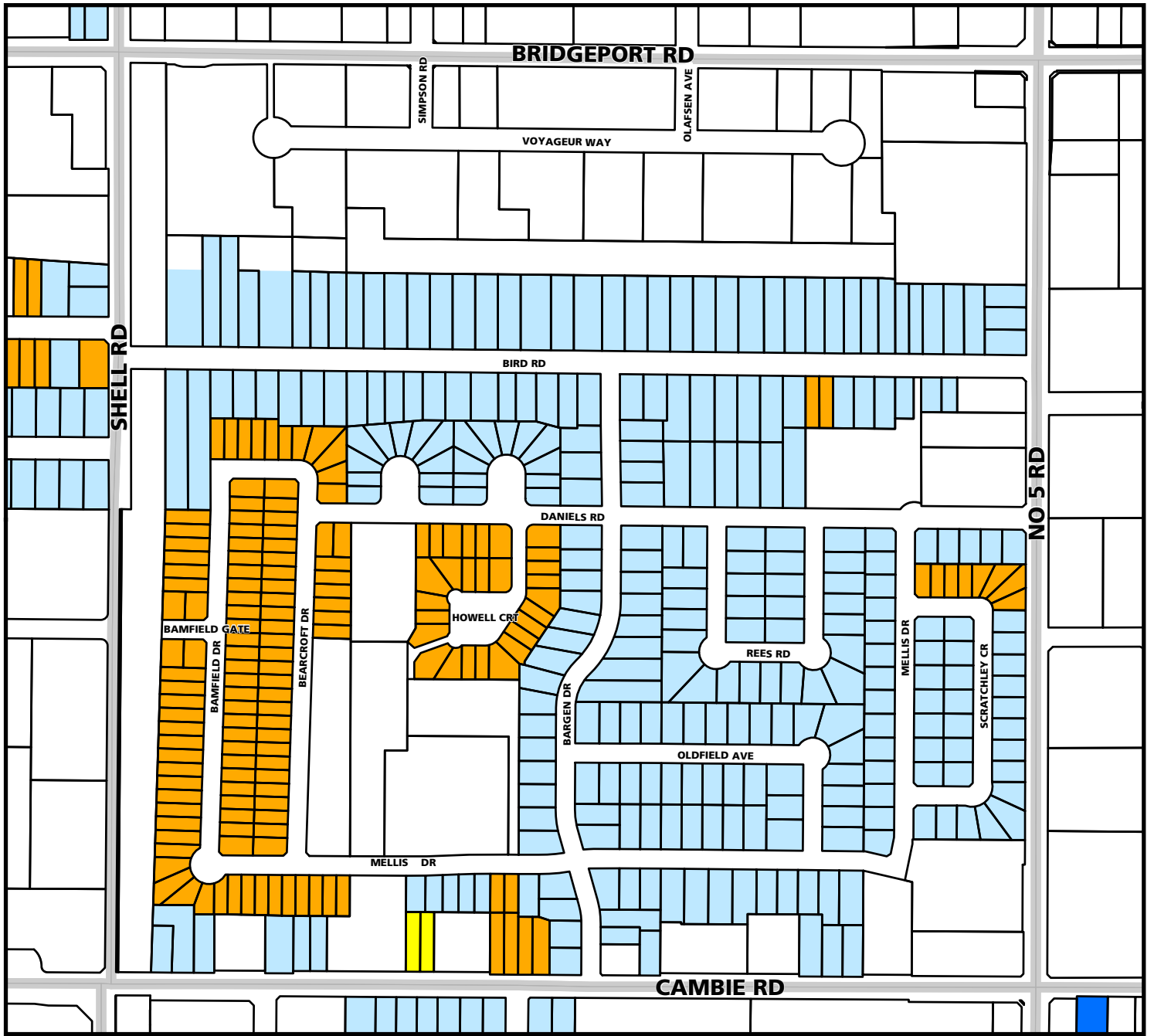


**Section 23,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

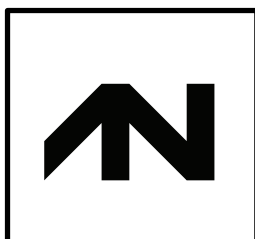
Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

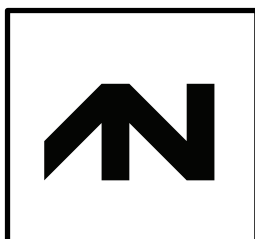


**Section 25,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



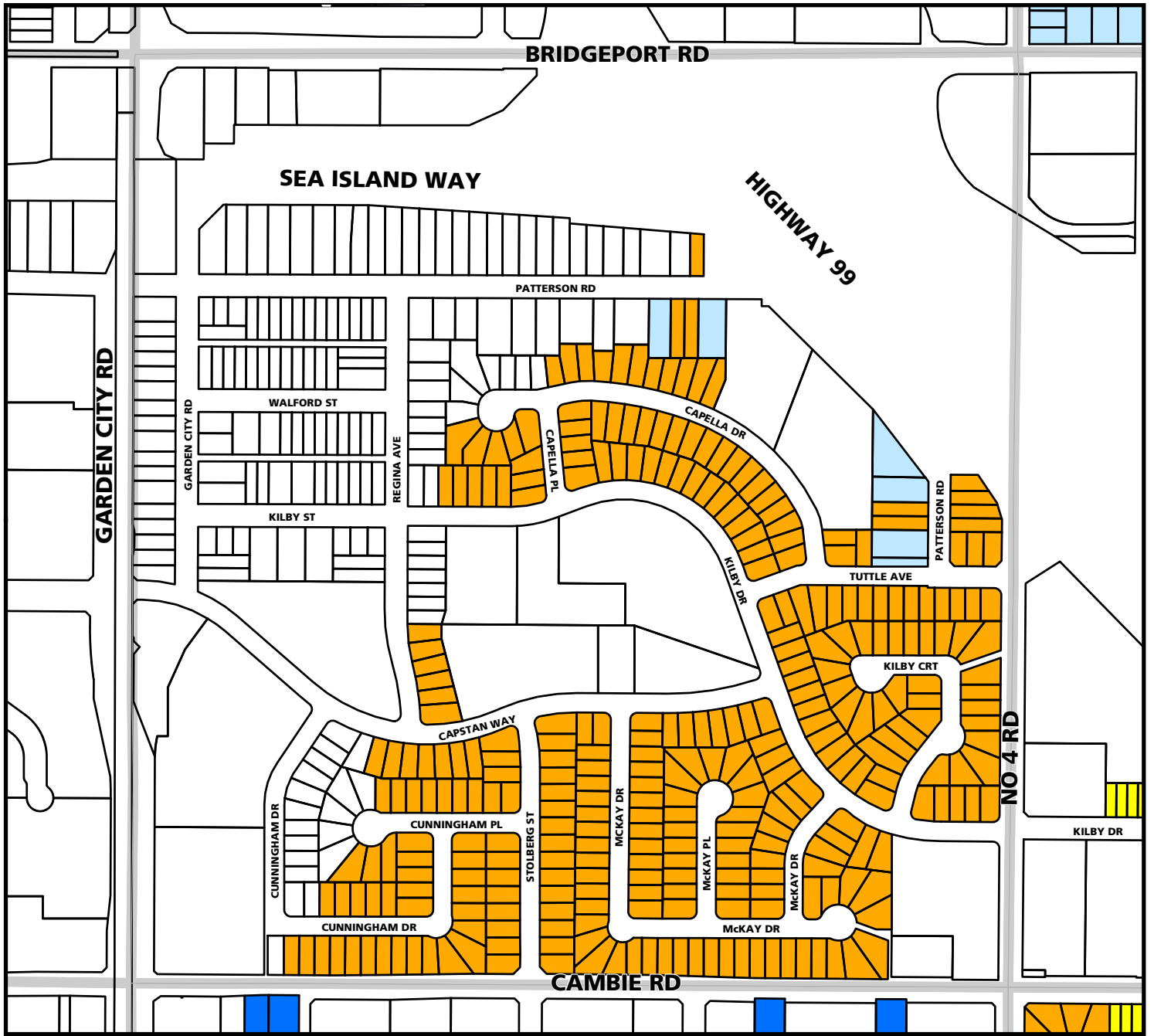
**Section 26,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

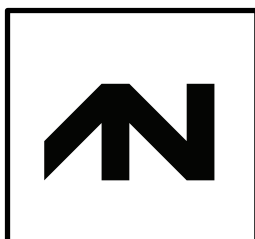




# City of Richmond

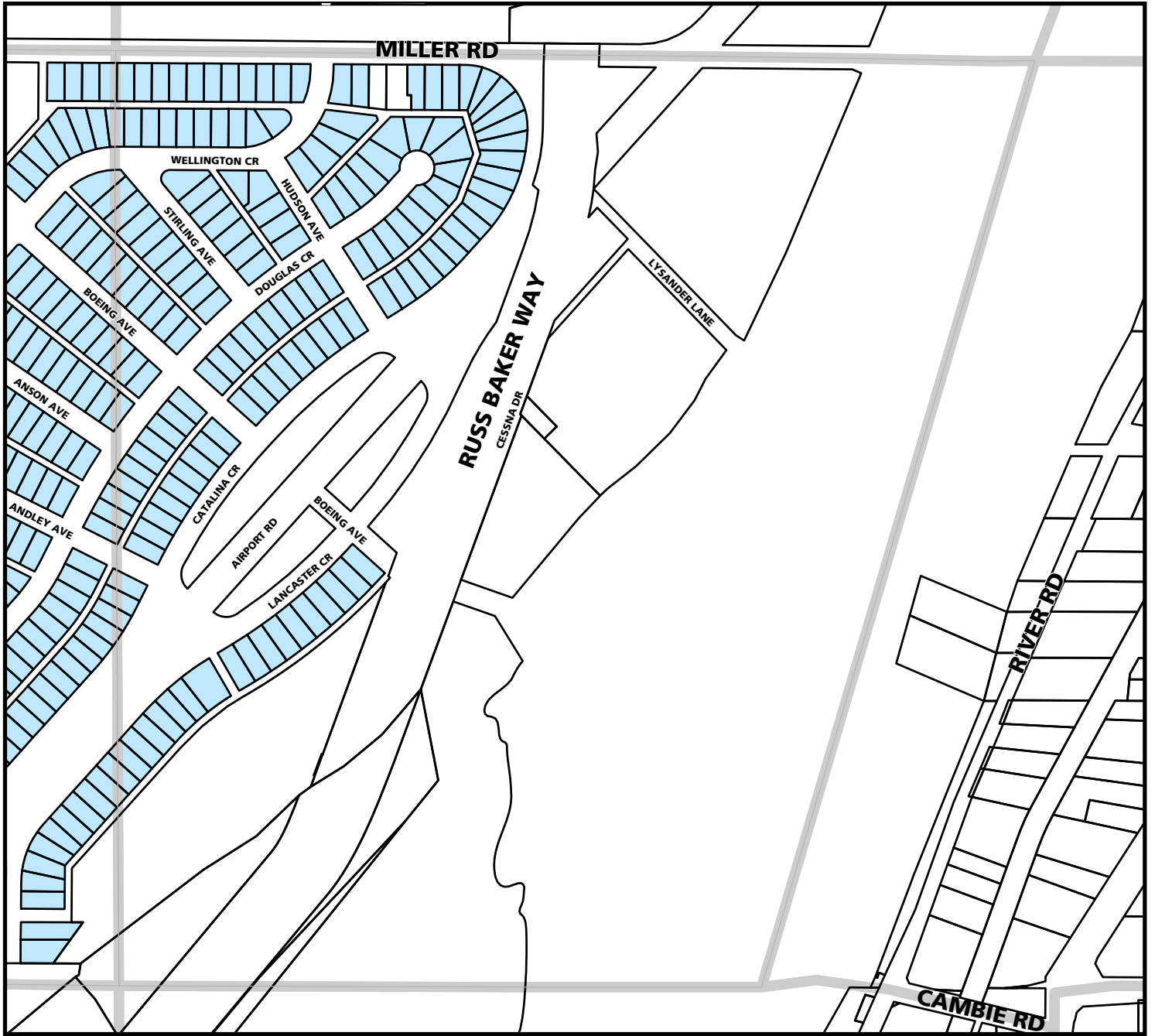


LEGEND	RSM/S	RSM/M	RSM/L	RSM/XL

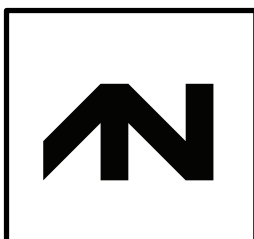


**Section 27,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

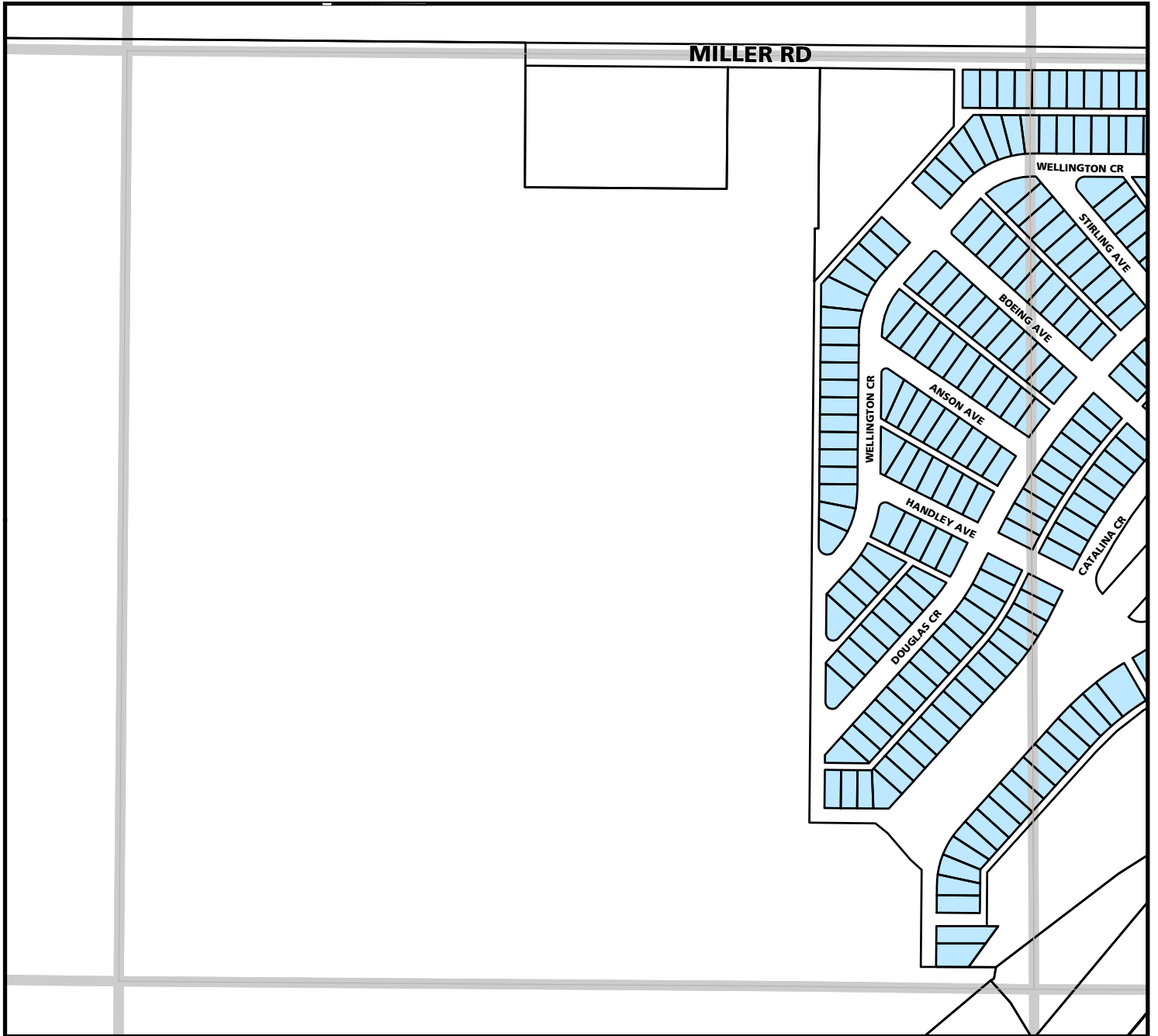


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



**Section 29,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES

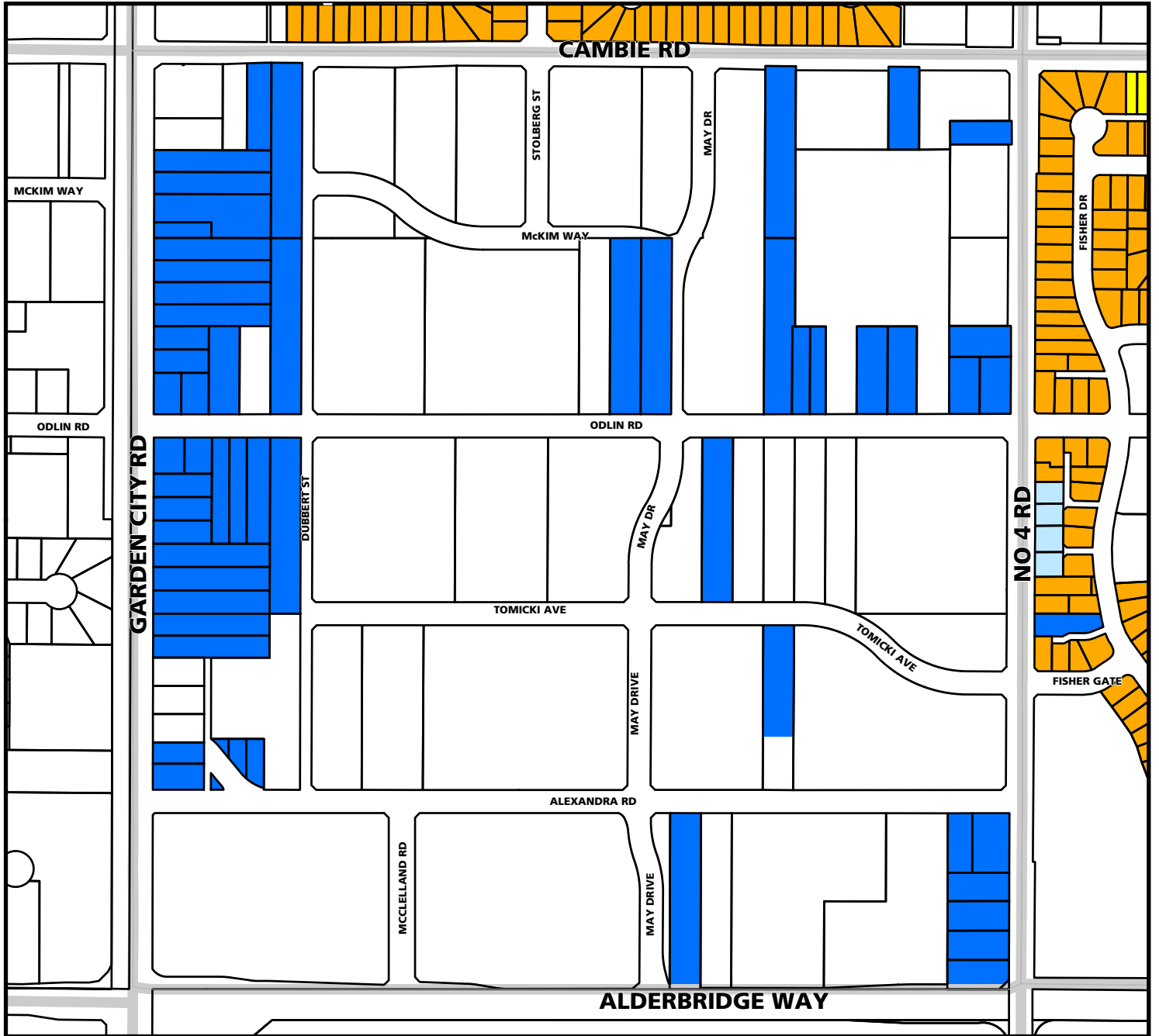


<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

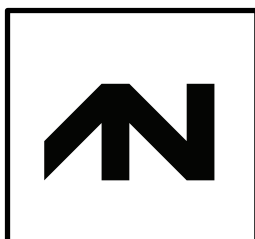


**Section 30,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--



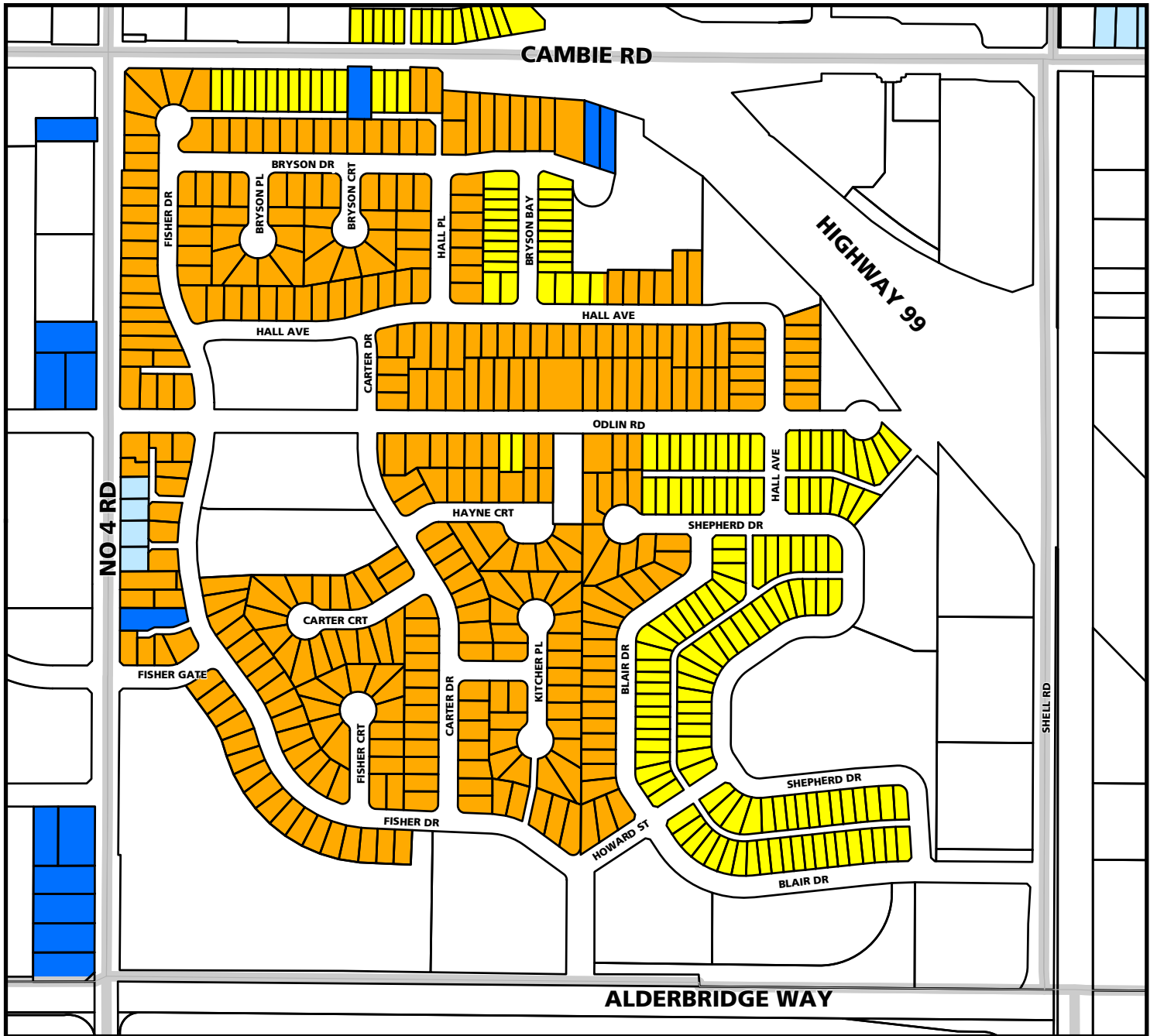
**Section 34,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24

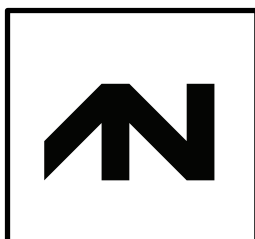
Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	
---------------	-------	--	-------	--	-------	--	--------	--

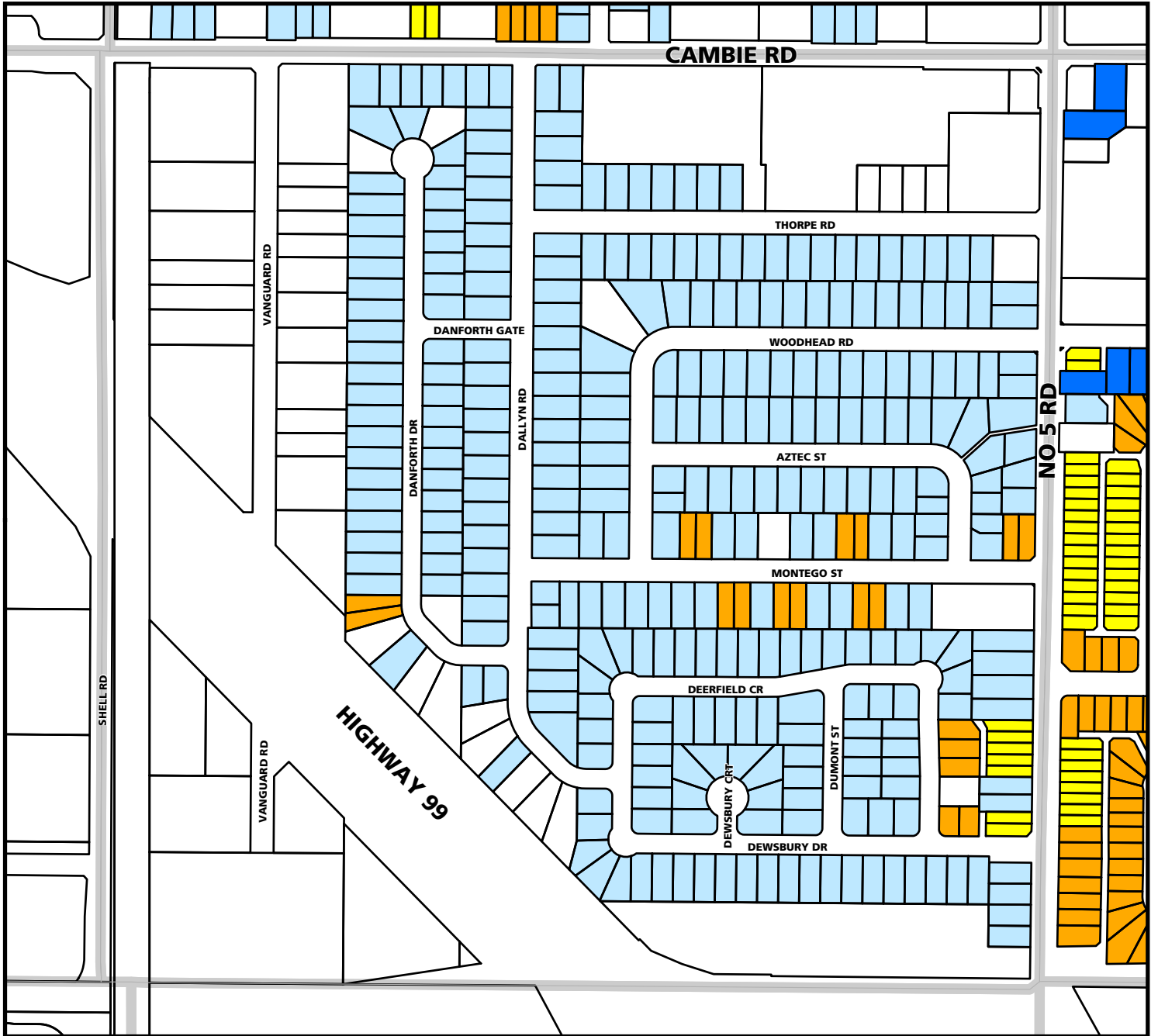


**Section 35,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



# City of Richmond



<b>LEGEND</b>	RSM/S		RSM/M		RSM/L		RSM/XL	



**Section 36,5-6**  
 SMALL-SCALE MULTI-UNIT HOUSING  
 (RSM/S, RSM/M, RSM/L, RSM/XL)

Original date: 05/28/24  
 Revision Date: 06/11/24  
 Note: Dimensions are in METRES



Building Regulation Bylaw No. 7230
Amendment Bylaw 10572

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

- 1. Building Regulation Bylaw No. 7230, as amended, is further amended, by adding the following after section 5.8.2:

“5.8.3 Notwithstanding the other provisions in this bylaw, the Director, Building Approvals, may as a condition of the issuance of a building permit require the owner to execute, and register against title to the parcel, an agreement in favour of the City, including but not limited to covenants and a housing agreements, to secure compliance with zoning requirements and restrictions such as the prohibition of stratification and the prohibition of the conversion of parking floor area to habitable floor area”.

- 2. This Bylaw may be cited as “Richmond Regulation Bylaw No. 7230, Amendment Bylaw 10572”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

Four horizontal lines for signature or date entry.

CITY OF RICHMOND
APPROVED by [Signature]
APPROVED by Director or Solicitor
BRB

MAYOR

CORPORATE OFFICER



**DEVELOPMENT COST CHARGES IMPOSITION BYLAW NO. 9499,  
AMENDMENT BYLAW NO. 10577**

The Council of the City of Richmond enacts as follows:

1. **Development Cost Charges Imposition Bylaw No. 9499**, as amended, is further amended by adding the following to the definition of “single family”:

“This rate also applies to small-scale multi-unit housing, as defined in the **Richmond Zoning Bylaw**, on a per lot basis.”.

2. This Bylaw is cited as “**Development Cost Charges Imposition Bylaw No. 9499, Amendment Bylaw No. 10577**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED for content by originating

APPROVED for legality by Solicitor
BRB

\_\_\_\_\_  
MAYOR

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





---

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

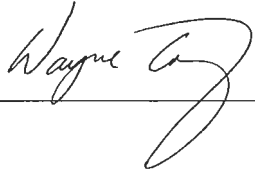

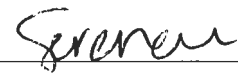
---

**Staff Recommendations**

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

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

Att. 4

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

## Staff Report

### Origin

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

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

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

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

### Background

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

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

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

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

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

## **Analysis**

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

## **Compliance Requirements**

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

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

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

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

### Minimum Allowable Density Framework

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

TOA Type	Tier	Prescribed Distance (m)	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)
SkyTrain	1	Less than 200	Up to 5.0	Up to 20
	2	200-400	Up to 4.0	Up to 12
	3	400-800	Up to 3.0	Up to 8

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

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

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

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

### Future Transit-Oriented Areas

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

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

### Impacts to Official Community Plan

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

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

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

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

Areas Significantly Impacted:

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

Area To Not Be Included in TOA:

- **Area 3 (Burkeville):** 11 properties (approx. 7,075 m<sup>2</sup>) in the Burkeville neighbourhood are within 800 m of Aberdeen Station. These properties are currently designated for single-family development, but under TOA would be permitted to achieve a residential density of 3.0 FAR and 8 storeys. The properties are physically separated by the Fraser River from the closest public transit station identified as a TOA. The properties are also two kilometres away (walking distance) from a TOA public transit station which is approximately a 30 minute walk, inconsistent with the 800 m TOA tier. This is contrary to the intent of the Provincial legislation, which is to encourage increased housing within walking distance to rapid transit. In addition, the Province intentionally left out the Sea Island Canada Line stations from TOA, which would have included a large portion of the Burkeville neighbourhood. Although local governments do not have the authority to reduce the TOA boundary, staff recommend these lots be excluded from the TOA as staff believe it was not the Province's intention to allow lots physically disconnected from the public transit station to be included.

Impacts to Building Massing

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

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

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

### Proposed TOA Bylaw

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

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

- **Area A (Bridgeport Village):** four properties (approx. 5,086 m<sup>2</sup>) in the Bridgeport Village of the CCAP are left out of the Provincially designated boundary for the Bridgeport Station TOA, which are currently zoned for single-family. As per the CCAP, these properties are located within an area designated for industrial uses with limited commercial, and prohibits residential. If this area is not included in TOA, these properties would fall under Bill 44 (small-scale multi-unit housing) which would allow these lots to be pre-zoned for four to six dwelling units per lot. Allowing residential multiplexes would be contrary to the policies and direction in the OCP and CCAP.
- **Area B (Aberdeen Village):** 29 properties (approx. 26,253 m<sup>2</sup>) in the Aberdeen Village of the CCAP are left out of the Aberdeen Station TOA, which are currently zoned for single-family. As per the CCAP, these properties are located within area designated for industrial and other non-residential uses, and prohibits residential. Similar to Area A, if these properties are not included in TOA, they would fall under Bill 44 (small-scale multi-unit housing) which would allow these lots to be pre-zoned for four to six dwelling units per lot. Allowing residential multiplexes would be contrary to the policies and direction in the OCP and CCAP.
- **Area C (Spires Road Area):** 11 properties (approx. 8,789 m<sup>2</sup>) along Garden City Road in the Spires Road area of the CCAP are left out of the Brighthouse Station TOA, which are currently zoned for single-family. As per the CCAP, these properties are located within the Spires Road Rental Tenure Policy area, which allows multi-family development up to 3.0 FAR, consistent with the density requirements of the TOA Tier 3.



### Proposed Zoning Bylaw Amendment – Parking

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

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

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

### Transitional Provisions

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

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

### Next Steps

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

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

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

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

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

### **Financial Impact**

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

## Conclusion

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

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

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

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

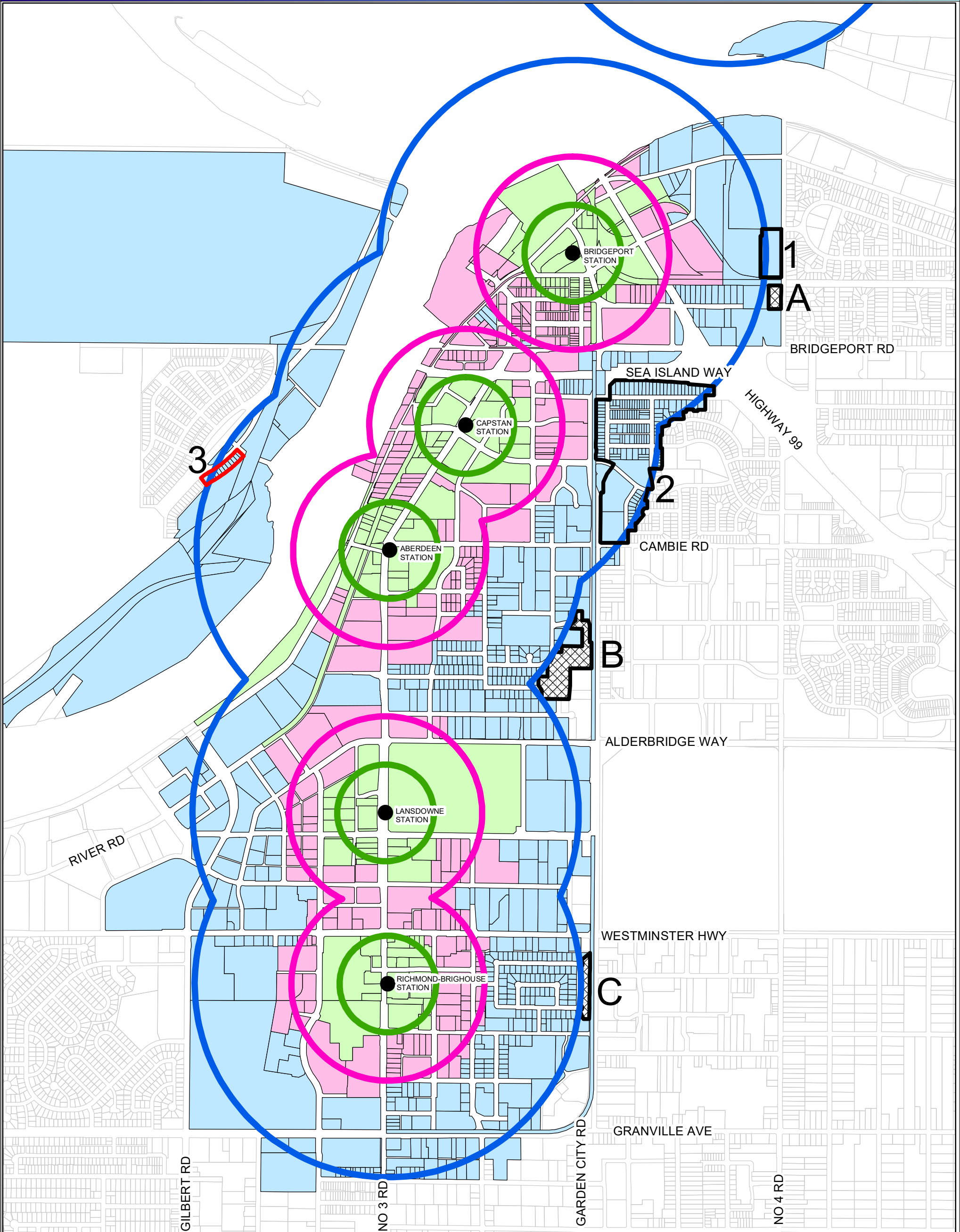


Steven De Sousa  
Planner 3  
(604-204-8529)

SDS:cas

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

# Lots Within Transit-Oriented Areas



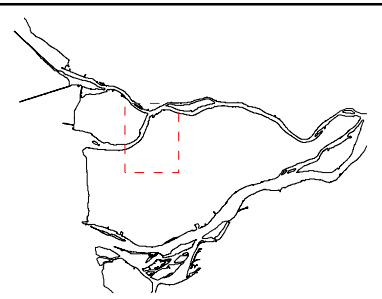
### Legend

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

Note:  
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.  
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.  
This IS NOT a legal document, and is published for information and convenience purposes only.  
© City of Richmond, 2024. All rights reserved. Not to be reproduced or distributed without permission.

1:14,758

City of Richmond



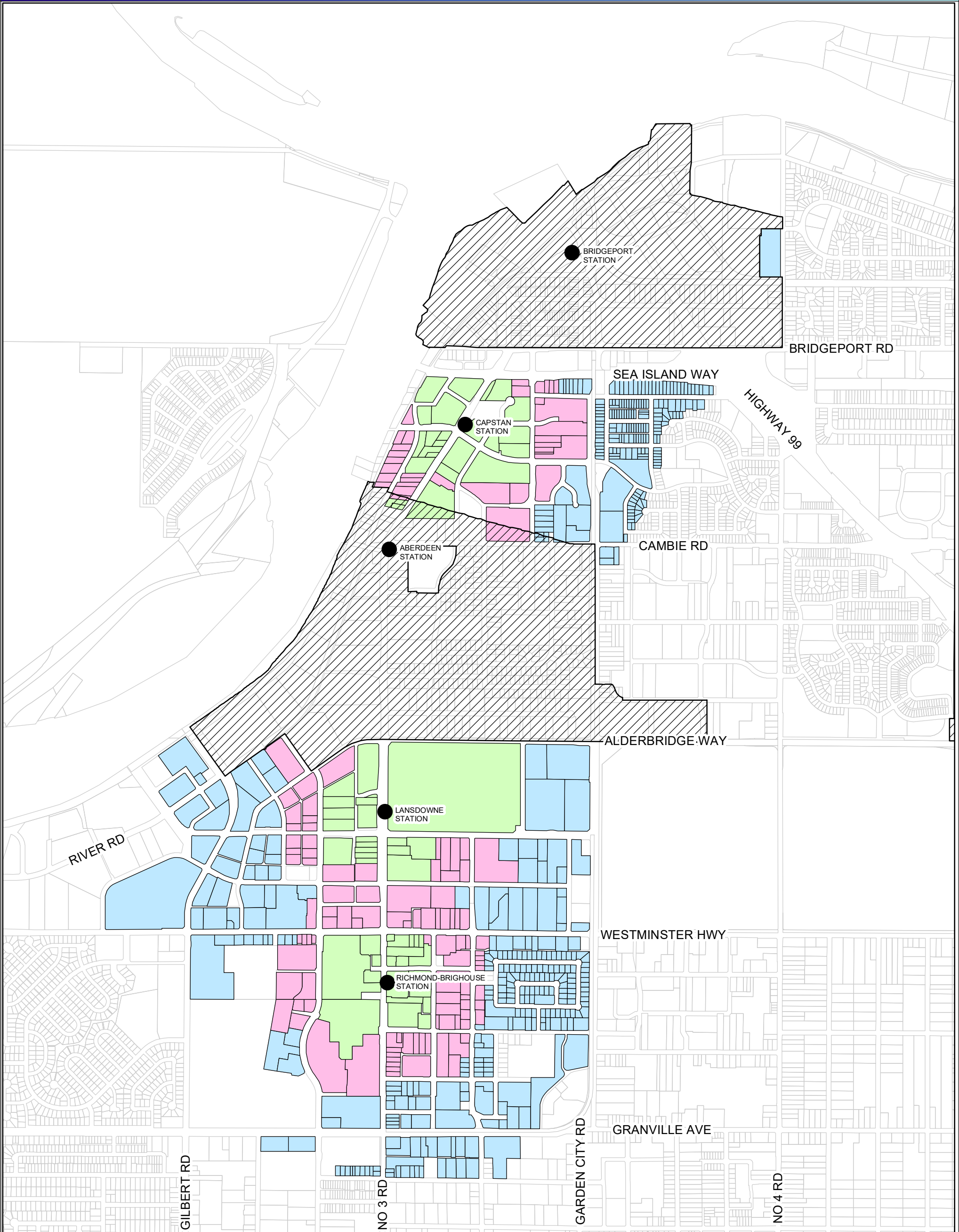
### City's Response to Provincial Policy Manual: Transit-Oriented Areas

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

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

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

# Lots Subject to MD Framework



### Legend

● Skytrain Station

### Lots Subject to MD Framework

■ Tier 1 (200m)

■ Tier 2 (400m)

■ Tier 3 (800m)

### Aircraft Noise Sensitive Development Policy Area

▨ Area 1A

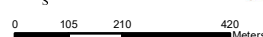
Note:  
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.  
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.  
This IS NOT a legal document, and is published for information and convenience purposes only.  
© City of Richmond, 2024. All rights reserved. Not to be reproduced or distributed without permission.



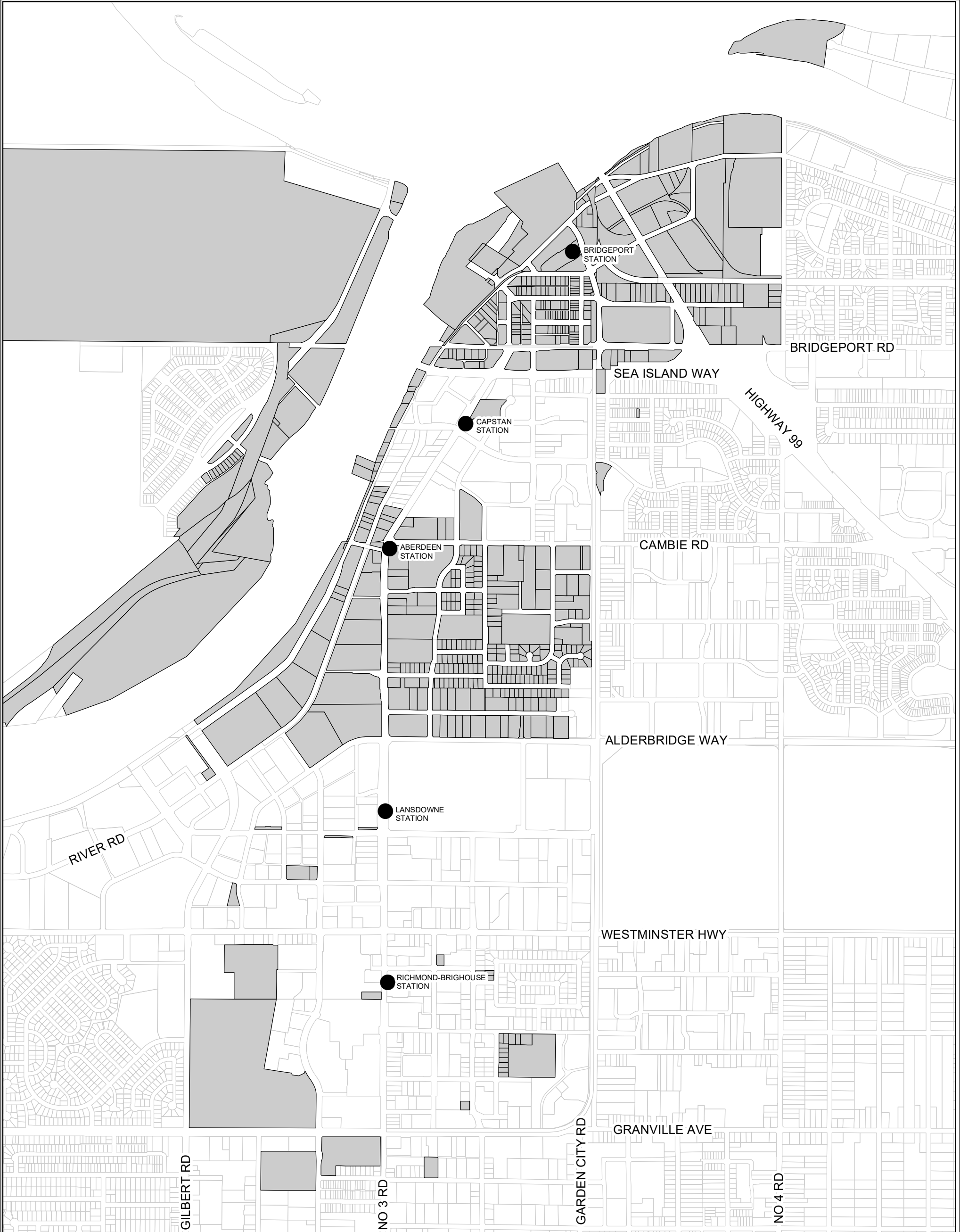
1:14,758



City of Richmond



# Lots Not Subject to MD Framework



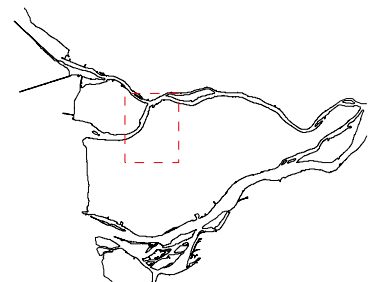
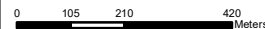
## Legend

- Skytrain Station
- Lots Not Subject to MD Framework

Note:  
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.  
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.  
This IS NOT a legal document, and is published for information and convenience purposes only.  
© City of Richmond, 2024. All rights reserved. Not to be reproduced or distributed without permission.



1:14,758







---

## TRANSIT-ORIENTED AREAS (TOA) DESIGNATION BYLAW 10560

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

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

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

### PART ONE: DESIGNATION OF TOA

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

### PART TWO: EXEMPTIONS

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

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

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

### **PART THREE: INTERPRETATION**

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

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

**Zoning Bylaw**

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

**PART FOUR: SEVERABILITY**

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

**PART FIVE: CITATION**

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

FIRST READING

SECOND READING

THIRD READING

ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

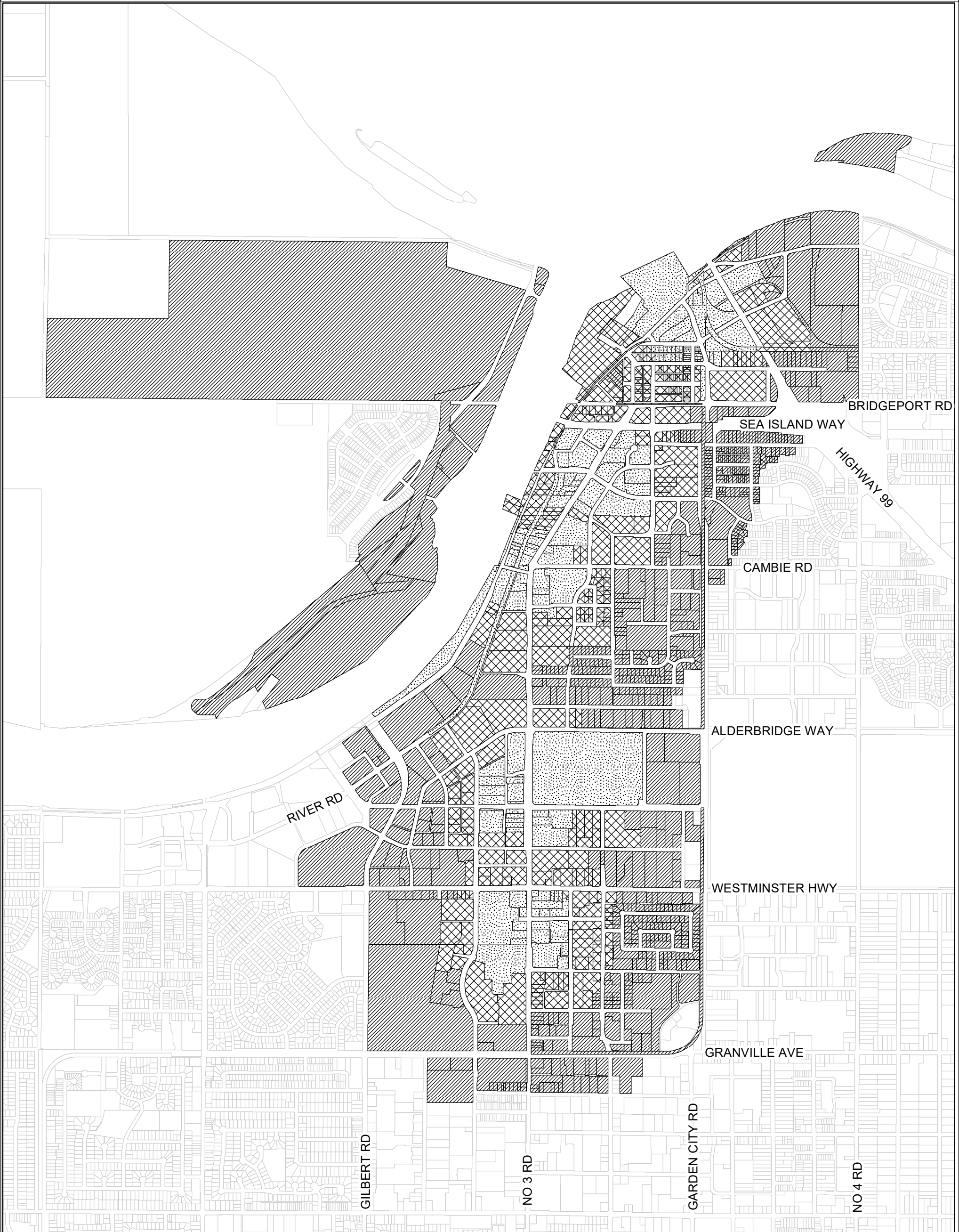
\_\_\_\_\_



\_\_\_\_\_  
MAYOR




\_\_\_\_\_  
CORPORATE OFFICE

# SCHEDULE A TO BYLAW 10560



## Legend

### Parcels in TOA

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

Note:  
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.  
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.  
This IS NOT a legal document, and is published for information and convenience purposes only.  
© City of Richmond, 2024. All rights reserved. Not to be reproduced or distributed without permission.



**SCHEDULE B TO BYLAW 10560**

**MINIMUM ALLOWABLE DENSITY FRAMEWORK (MD FRAMEWORK)<sup>1</sup>**

<b>TOA Type</b>	<b>Tier</b>	<b>Prescribed Distance (m)</b>	<b>Minimum Allowable Density (FAR)<sup>2</sup></b>	<b>Minimum Allowable Building Height (Storeys)<sup>3,4</sup></b>
SkyTrain	1	Less than 200	Up to 5.0	Up to 20
	2	200-400	Up to 4.0	Up to 12
	3	400-800	Up to 3.0	Up to 8

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

<sup>2</sup>Note: FAR means **floor area ratio**.

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

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



---

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

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

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

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

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

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

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

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

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

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

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

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

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

FIRST READING

SECOND READING

THIRD READING

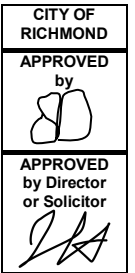
ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_



\_\_\_\_\_  
MAYOR

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