

6.0 Resilient Economy



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OVERVIEW:

Vision

Richmond serves as a pre-eminent Asia-Pacific, sea, air, land and intermodal gateway facilitating the exchange of people, goods and knowledge. It is home to a diversified range of sectors, with a favourable jobs-to-labour force ratio and jobs for local and regional residents from across the social spectrum. Richmond's future economic resilience is accomplished by balancing residential with business tax-base growth, the retention and intensification of existing employment lands, and the application of an asset-driven economic development approach, incorporating local and regional natural, social and economic assets.

Objectives

To achieve its vision for a resilient economy, the City's economic development policies will focus on six core objectives:

1. Asia-Pacific Gateway—foster a strong and competitive Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, industry infrastructure and Asia's economic growth.
2. Knowledge-Based Industries—cultivate a thriving innovation and creative hub that generates high-paying jobs and attracts skilled talent locally and from abroad.
3. Amenities and Attractions (e.g., retail, restaurants, arts)—develop a diversified and lighter-footprint commercial sector providing jobs for local workers, serving local residents and attracting visitors.



4. Sustainable Resource Use—champion a viable agricultural sector for both commercial and non commercial farmers and resource-sharing initiatives (e.g., energy, water, transportation, administrative services, office space, child care) amongst users and neighbours of employment lands.
5. Population Services—nurture a responsive institutional sector that better serves the access, mobility and safety needs of a growing, multicultural and demographically changing community.
6. Micro-Business—facilitate and support the needs of entrepreneurial, home-based and micro-businesses.

Strategies

Two core strategies guide the achievement of Richmond's six resilient economy objectives:

1. 2041 Employment Lands Strategy—completed in 2010, ensures an adequate and appropriate supply of employment lands and associated policies to meet future community economic development needs.
2. Resilient Economy Strategy—to be done to establish a proactive economic and skills development plan based on Richmond's natural, social and economic assets.

The 2041 OCP incorporates an Employment Lands Strategy, which examines the supply of employment lands and policies to address Richmond's long-term economic and business development needs. Upon adoption of the 2041 OCP, the City will prepare an asset-driven Resilient Economy Strategy aimed at establishing a flexible and sustainable framework for economic development, which complements the Employment Lands Strategy.

Employment Lands Strategy

Maintain an adequate, demand-driven supply of employment lands to support future Richmond business, economic development and community needs.

Background

The 2041 Employment Land Strategy (ELS) determines the City's employment land use needs for the next 30 years, including projections for employment, employment building area, employment land area type and density.

The 2041 ELS determined that Richmond has enough employment lands to meet demand in all sectors to 2041, including any employment lands



currently planned for redevelopment to other uses.

Employment Lands Required to 2041 from ELS Report – By Land Use Type

Category	Total Supply (2009)*	Projected Required Land (2041)	Net Surplus or Deficit (2041)
Industrial	1,706 ha (4,216 ac.)	1,441 ha (3,561 ac.)	265 ha (655 ac.)**
Commercial	450 ha (1,112 ac.)	433 ha (1,069 ac.)	17 ha (43 ac.)
Office	176 ha (436 ac.)	181 ha (449 ac.)	-5 ha (-13 ac.)
Institutional	488 ha (1,206 ac.)	502 (1,240 ac.)	-14 ha (-34 ac.)
TOTAL	2,820 ha (6,970 ac.)	2,557 ha (6,319 ac.)	263 ha (651 ac.)

* The available 2009 supply (*Source: City of Richmond*) is based on current Official Community Plan designations (land zoned and designated for future development), which may change with future OCP reviews.

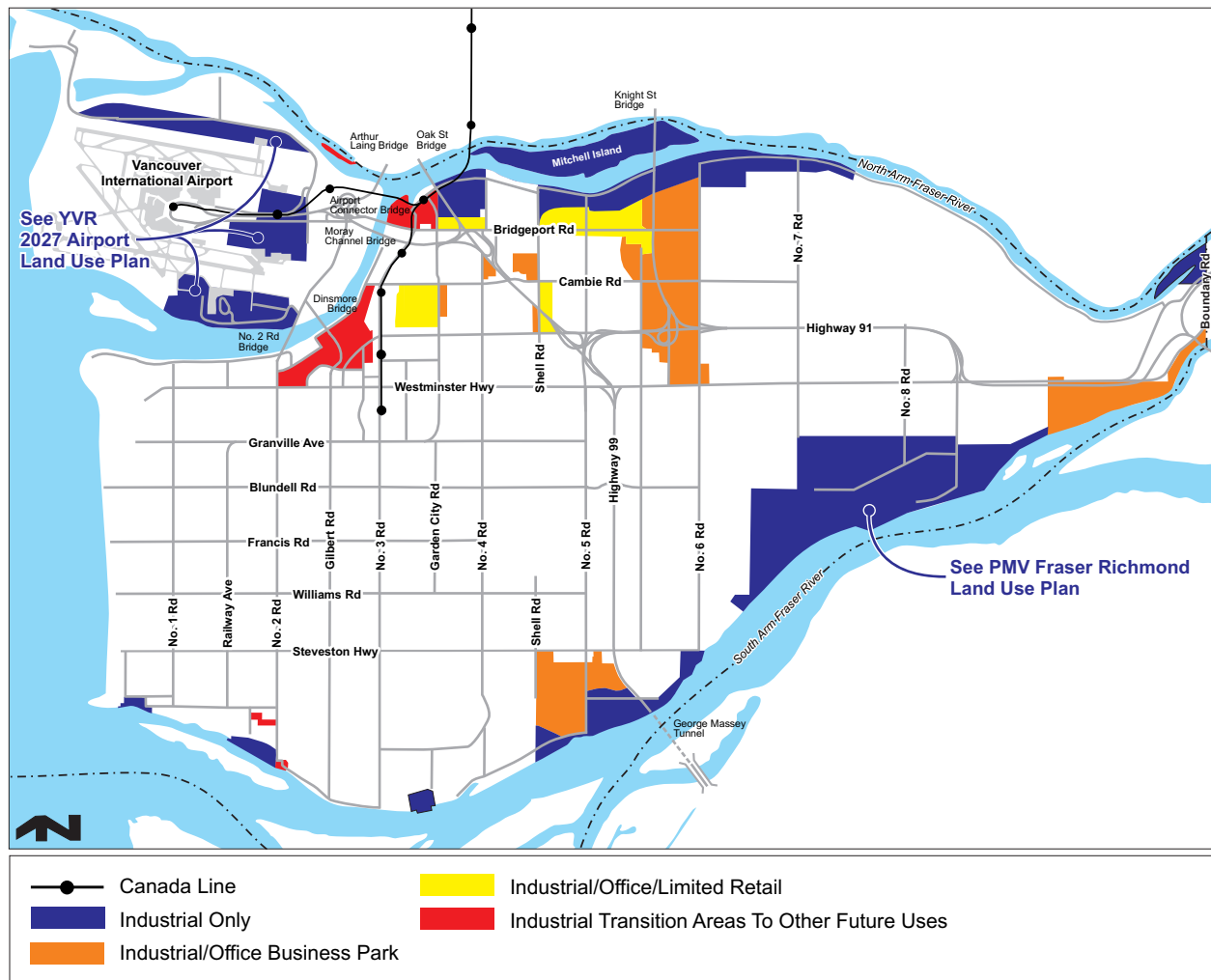
** The total supply of industrial land (1,706 ha or 4,216 ac.) may be able to meet future needs (1,441 ha or 3,561 ac.). However some of these designated industrial uses are limited to certain types of users (e.g. Vancouver International Airport Authority and Port Metro Vancouver), which limits potential availability to all users; thus the actual surplus may be less than indicated. Specifically, the limitation to airport-related and port-related uses, as designated in YVR's and PMV's long-term land use plans, will make the majority of the industrial land surplus unavailable for small- and medium-sized traditional manufacturing uses. The projected industrial land surplus is also contingent on the ability to convert all of the OCP designated and yet to be redeveloped property for employment uses. If some of this expected development does not occur, the indicated surplus will be further reduced (e.g., if the area cannot be properly serviced or if a land owner does not want to develop their land).

Note that the City, YVR and Port Metro Vancouver will monitor land use and periodically update their employment projections and land needs. If YVR and the Port use all their lands for their purposes, the City will strive to accommodate uses which are dislocated elsewhere in the City to other existing industrial areas. It is understood that some industrial uses may leave the City and may be replaced by higher density employment lands and uses (e.g., in the City Centre).



1. Industrial Lands to 2041
 - a) In 2009, there were an estimated 1,261 ha (3,115 ac.) of industrial-zoned land in Richmond.
 - b) By 2041, 1,441 ha (3,561 ac.) including 180 additional hectares (446 ac.) will be needed.
 - c) As the OCP designates 1,706 ha (4,216 ac.) as industrial-zoned land, there remains 265 ha (655 ac.) of land for future industrial needs.
 - d) The projected supply of industrial land for traditional industrial uses is likely to be lower based on sector-specific restrictions by land owners (e.g., marine-oriented transportation on PMV lands, and airport- and Asia Pacific Gateway-related uses on YVR lands).
 - e) It is acceptable that industrial businesses may relocate elsewhere within or out of the City due to highest-and-best-use market needs and the City will try to help retain these uses.
 - f) Co-operate with Eco Waste and others to meet long-term City and Port needs.

Industrial Lands to 2041 Map

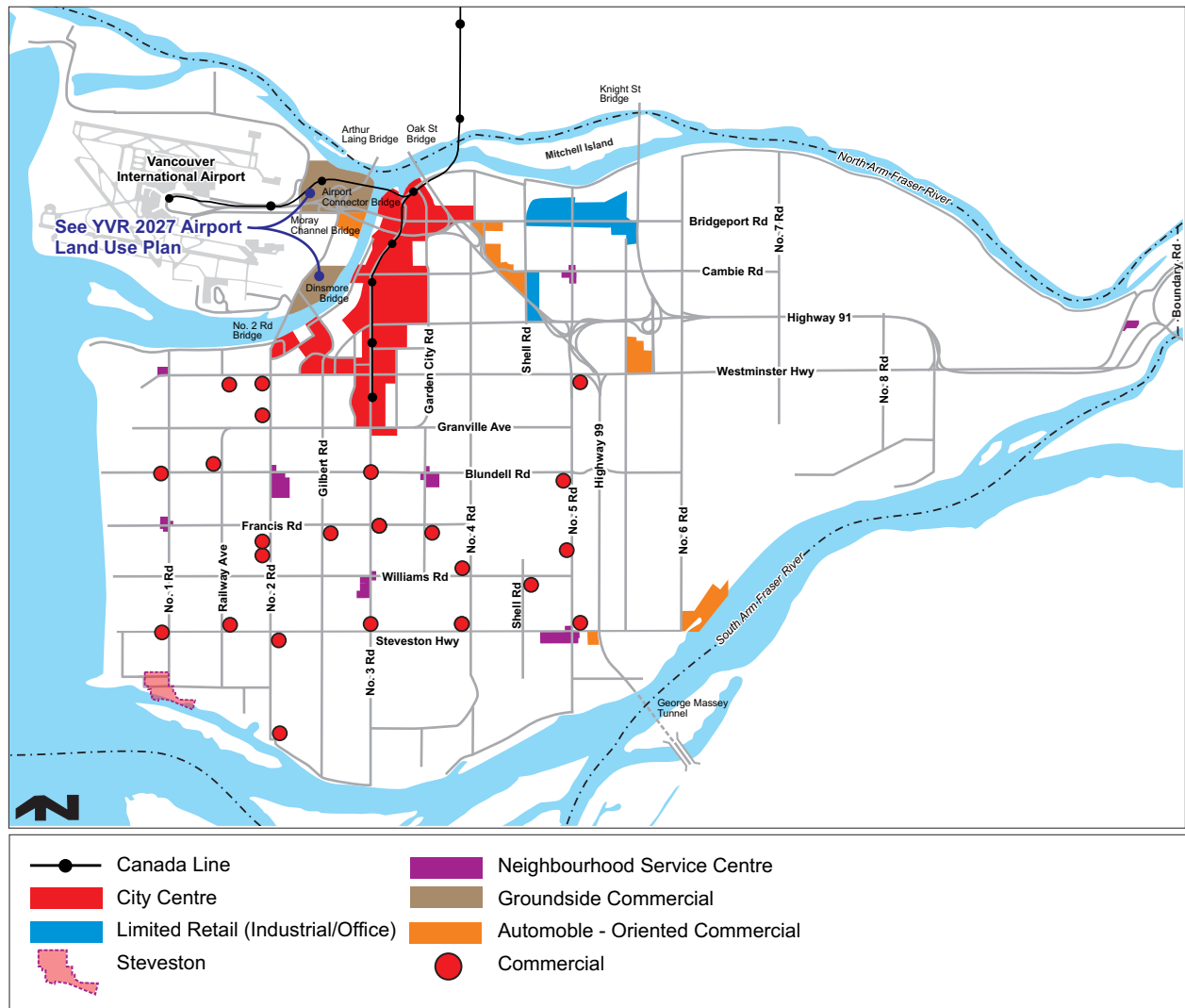




2. Commercial Lands to 2041

- a) In 2009, there were an estimated 401 ha (990 ac.) of commercial-zoned land in Richmond.
- b) By 2041, 433 ha (1,069 ac.) including 32 additional hectares (79 ac.) will be needed.
- c) The OCP designates 450 ha (1,112 ac.) as potential commercial-zoned land providing an ample supply to meet future needs.
- d) North Richmond and East Richmond sub-areas may have more commercial land than required (23 ha or 56 ac. and 3.6 ha or 9 ac., respectively).

Commercial Lands to 2041 Map

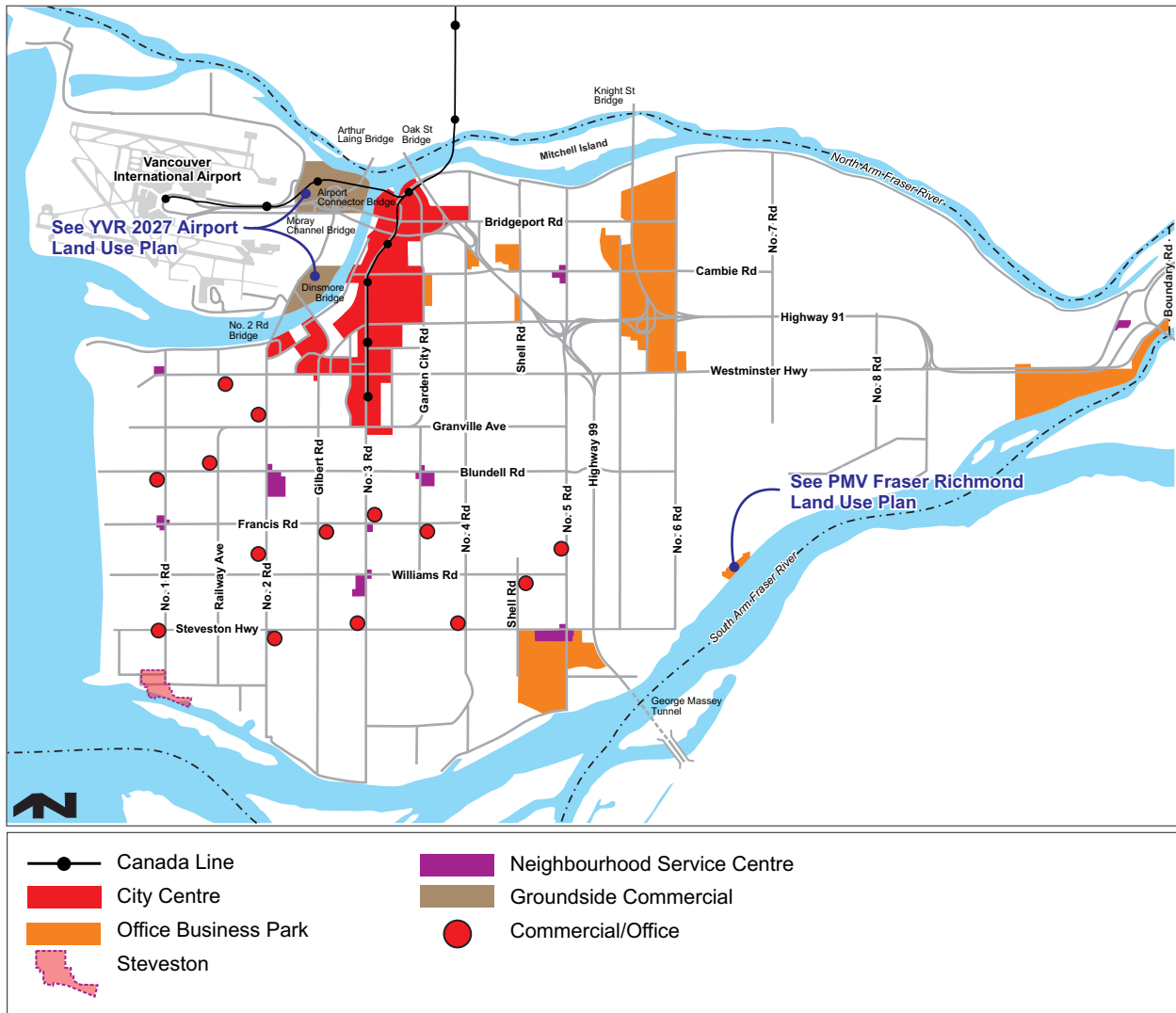




3. Office Lands to 2041

- a) There were an estimated 176 ha (436 ac.) of office-zoned land in Richmond in 2009.
- b) By 2041, 182 ha (449 ac.) will be needed—a deficit of 5.3 ha (13 ac).

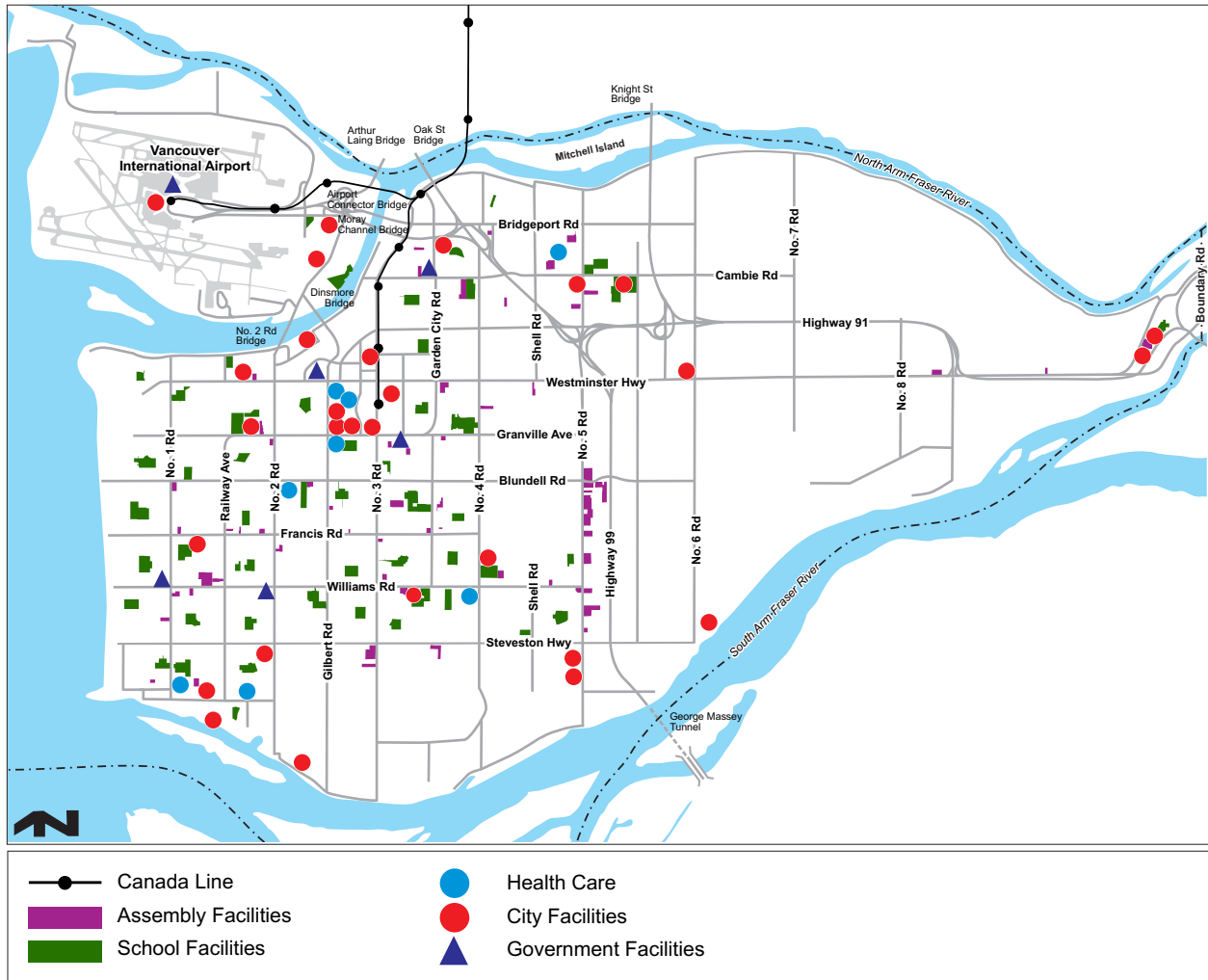
Office Lands to 2041 Map





4. Institutional Lands to 2041
 - a) There were an estimated 488 ha (1,206 ac.) of institutional-zoned land in Richmond in 2009.
 - b) By 2041, 502 ha (1,240 ac.) will be needed—a deficit of 14 ha (34 ac.).

Institutional Lands to 2041 Map





6.1 Multi-Objective Employment Lands Policies

OBJECTIVE 1:

Support the development of community-wide employment lands to achieve a resilient economy through the following overarching policies.

POLICIES:

- a) pursue targeted, high-paying, quality employment uses (e.g., office uses supporting knowledge-based industry jobs), while continuing to support lower-paid jobs for a vibrant community (e.g., commercial uses supporting farm workers, arts and entertainment, tourism and service jobs);
- b) densify neighbourhood commercial centres through multi-use development integrating a range of employment uses;
- c) review DCC rates and programs, to encourage employment lands development (e.g., light industrial DCCs based on level of use, parkland DCCs on employment lands, potential for DCC rates reduction in areas with established infrastructure and lower DCCs on upper storeys to encourage employment lands densification);
- d) ensure that the 2040 Regional Growth Strategy continues to reflect Richmond's employment strengths and interests;
- e) continue to coordinate long-term community planning with neighbouring jurisdictions, vital to long-term employment and a resilient local and regional economy (YVR, PMV, TransLink, Metro Vancouver, Steveston Harbour Authority);
- f) continue to seek from TransLink provisions for suitable transit services to all major employment areas in the community;
- g) establish the City Centre as Richmond's principal commercial and office area;



Bylaw 10180
2021/02/16

- h) advance servicing programs and provide adequate, flexible services (e.g., utilities and roads sized to projected and intensive use of employment lands);
- i) periodically review the Zoning Bylaw to simplify the list of permitted uses on employment lands and re-examine FARs, lot coverage and building heights to enable densification and multi-use;
- j) enable multi-use, rather than singular use, of employment lands;
- k) permit temporary use permits in areas designated Industrial, Mixed Employment, Commercial, Neighbourhood Shopping Centre, Mixed Use and Limited Mixed Use, Agricultural (outside of the ALR) where deemed appropriate;
- l) consider increasing density for multi-storey industrial buildings provided that the following criteria are met:
 - a maximum floor area ratio of 1.5 provided this is for industrial uses (e.g. heavy and general industrial);
 - a minimum site area of 2.5 ha (6.2 acres) to allow efficient truck access and truck and vehicle ramping (the minimum site area may be reduced if demonstrated that a smaller site area is feasible);
 - the site should be located within 1-kilometre of an access point to a major road network or Provincial highway to facilitate efficient vehicle and truck movement;
 - the site should not be located within 100 m (328 ft.) of a residentially zoned lot;
 - corner lots are discouraged as any visible exterior ramping for trucks and vehicles should be from the interior side yard or rear yard; and
 - transportation (e.g., truck access and egress) and servicing issues (e.g., water, sewer, drainage) have been addressed through the rezoning application process;
- m) consider reducing parking requirements for employment developments along major transportation corridors, in combination with other non-vehicular transportation improvements and near transit hubs;
- n) explore the potential for shared parking between sites of different uses (e.g., office and hotel) where parking demand occurs at different times of day;
- o) increase sustainability initiatives (e.g., resource-sharing and eco-industrial applications) for employment lands and mixed-use development;
- p) explore sector-specific workforce housing options and programs (e.g., market rental housing for highly mobile technology sector employees, affordable housing and lower commute times for lower paid services or seasonal farm employees).



6.2 Objective Specific Employment Lands Policies

OBJECTIVE 1: ASIA-PACIFIC GATEWAY

Situated on a major crossroad route between North America and Asia, Richmond is geographically positioned and endowed to support trade activity and an exchange of resources and skills between two continents. Foster a strong Asia-Pacific Gateway enabling sector that capitalizes on Richmond's strategic location, existing transportation and industry infrastructure, and Asia's economic growth is a key objective in support of a competitive local economy.



Credit: Fraser Wharves

POLICIES:

Community-Wide Employment Lands

- a) protect the industrial land base:
 - integrate YVR and PMV long-term economic development plans with Richmond's long-term plans to recognize the potential unavailability of YVR and PMV lands for traditional manufacturing uses (e.g., marine-facing industrial on PMV lands, such as container terminal operations, and gateway-supporting industrial, such as freight operations, on Sea Island);



- monitor the availability of industrial lands in Richmond, as other research under way becomes available (e.g., economic and OCP updates);
 - wherever possible, aim to accommodate traditional manufacturing displaced by higher-priced development within the City;
- b) continue to implement the City's Aircraft Noise Sensitive Development Policy and maintain compliance throughout the development applications and building permitting processes;



- c) improve road infrastructure to achieve efficient truck movement;
- d) improve dredging and rail services within the existing urban footprint boundary;
- e) promote short sea shipping to reduce road usage and GHG emissions;
- f) promote wider roads in logistics-driven areas for truck traffic and narrower roads in business parks for vehicular traffic;
- g) pre-service lands where long-term industrial development is expected and it is feasible to do so;
- h) investigate the feasibility of establishing minimum floor area ratios (FARs) in industrial zones;
- i) except in areas of industrial development abutting residential use, consider increasing the maximum building height in industrial zones (e.g., from 12 m to 20 m or 39.4 ft. to 65.6 ft.) or removing it altogether;
- j) consider increasing maximum lot coverage (e.g., from 60% to 75%) in industrial zones, provided that parking and loading requirements are met;
- k) consider allowing hotels as permitted uses in mixed employment business parks;
- l) consider reducing surface parking requirements in areas of low employment-to-building area ratios (e.g., traditional industrial zones);
- m) continue collaboration and coordination with Asia Pacific Gateway partners, including YVR, PMV, Metro Vancouver and tourism bodies;
- n) explore establishing light industrial DCCs based on building area, rather than land area, to ensure a more equitable infrastructure improvement capital cost collection system based on levels of use;



Bylaw 10180
2021/02/16

- o) periodically review parkland DCCs on employment land uses;
- p) consider area-specific DCC reductions or eliminations in areas of redevelopment with already established infrastructure;
- q) consider creating a DCC incentive of lower DCCs on upper storeys in multi-storey industrial developments;
- r) continuously monitor and adjust the balance of DCCs vis-à-vis municipal taxes and their impact on employment lands development;
- s) do not encourage retail sales in the Industrial (I) and Light Industrial (IL) zones, but allow limited retail (e.g., 15% of the overall floor area up to a maximum of 500 m² [5,382 ft²]) for mixed employment business parks in the Industrial Business (IB) and Industrial Retail (IR) zones, or in site-specific zones which permit a mix of industrial and employment uses, provided the retail is ancillary to manufacturing uses only;

Area-Specific Employment Lands

City Centre

- a) manage employment land uses as per the OCP Aircraft Noise Sensitive Development (ANSD) and City Centre Area Plan (CCAP) policies;
- b) generally support building height restrictions under the flight path;
- c) consider, with YVR, increasing building height in certain areas of the City Centre;
- d) encourage higher density industrial employment uses (e.g., advanced technology manufacturing);

North Richmond

- a) manage employment land uses as per the OCP Aircraft Noise Sensitive Development (ANSD) policy;
- b) implement the employment lands policies of the Bridgeport Area Plan;



Credit: YVR

Sea Island

- a) support YVR in promoting airport-related industrial and office development on Sea Island that enhances YVR as the Asia-Pacific Gateway hub of North America, minimizes City transportation and servicing costs, and expands Richmond's business tax base and employment growth;
- b) facilitate airport related operational aspects of developments on Sea Island and nearby Lulu Island (e.g., transportation and infrastructure linkages);



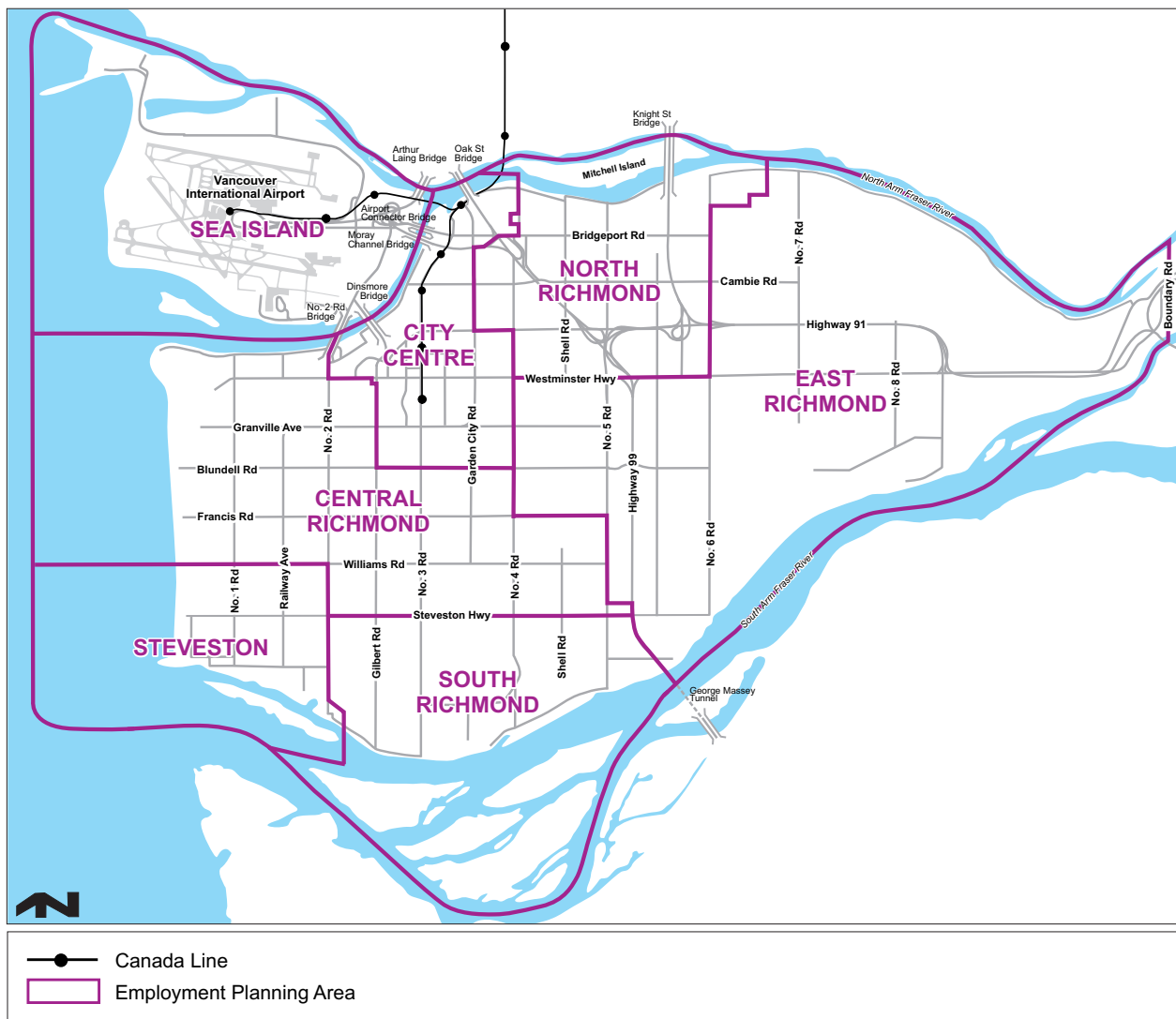
East Richmond

- a) retain the industrial areas along the South Arm of the Fraser River for marine-oriented logistics and transportation industries;
- b) maintain adequate flexibility in industrial land designations within the urban footprint to meet future land use needs;
- c) prohibit riverfront residential development along the south arm of the Fraser River in areas of potential conflict with industrial zones;

Steveston

- a) continue to coordinate City development plans with the Steveston Harbour Authority to accommodate the industrial land needs of the Steveston Home Port and specific industries, such as fishing and fish processing;
- b) encourage displaced industrial land users to relocate to East and South Richmond;
- c) consider establishing a minimum FAR of 0.4 to intensify Steveston industrial lands for industries wholly contained within a building.

Employment Area Boundary Map





Credit: Advanced Cyclotron Systems

OBJECTIVE 2: KNOWLEDGE-BASED INDUSTRIES

Richmond offers a superb quality of life—a key ingredient of attracting skilled workers to a community. Cultivating a thriving technology and creative hub that supports high-paying jobs and attracts skilled talent is a key objective in pursuing a self-regenerating Richmond economy.

POLICIES:

Community-Wide Employment Lands

- a) consider increasing office FARs along major transportation corridors (e.g., 1.5 FAR in Neighbourhood Shopping Centres);
- b) enhance the attractiveness of business parks by encouraging: mixed-use and public spaces, the upgrading of City services and pedestrian-friendly streetscape design;



Credit: Ultrasonix



Area-Specific Employment Lands

City Centre

- a) establish City Centre as the primary area of future office development in the City, to accommodate future regional/local office and institutional demands;



Credit: fSONA

- b) consider policy and tax incentives for stand-alone and/or mixed-use office space in the Bridgeport and Aberdeen commercial reserves;
- c) ensure that public realm improvements (streetscape, public spaces) maintain high property values and, where appropriate, encourage the re-development of single-storey retail and light industrial properties to higher-density office space;

North Richmond

- a) maintain flexible land use designations along certain portions of Bridgeport Road which are designated Mixed Employment lands to accommodate limited mixed industrial/office uses;
- b) in the redevelopment of Bridgeport Road, enable improved access (e.g., secondary back-lane access for businesses) and a more attractive physical environment;

Sea Island

- a) continue consultation with YVR to encourage the development of new airport-related groundside commercial uses on Sea Island to address their operational aspects, such as traffic implications and infrastructure connectivity;
- b) support airport passenger, visitor and tourism related commercial development (e.g., terminal services, hotels, accessory use retail);

Central Richmond

- a) in the redevelopment of Neighbourhood Shopping Centres allow for professional services and population-serving businesses (e.g., medical clinics, financial institutions);
- b) consider intensified mixed development (e.g., 4-6 storey versus 1-2 storey), which incorporate small office space in residential/commercial redevelopments.



Credit: Tourism Richmond



Credit: Tourism Richmond

OBJECTIVE 3: AMENITIES AND ATTRACTIONS

Amenities and attractions, such as retail, restaurants, arts and entertainment, are the businesses that support diversified population-serving and tourism industries and a vibrant local community. A diversified and lighter-footprint commercial sector that provides jobs for local workers, serves the needs of local residents and attracts visitors is a key objective in meeting the needs of a growing population and attracting visitors to Richmond.



POLICIES:

Community-Wide Employment Lands

- a) discourage stand-alone large footprint retail development (e.g., box retail, malls) in automobile-access only areas; integrate large-footprint retail into City Centre and neighbourhood densification and redevelopment;
- b) based on market demand, allow for commercial/retail uses (such as hotels, food establishments) in business parks;



Area-Specific Employment Lands

City Centre

- a) establish the City Centre as the primary commercial development area in the City, to accommodate the future demand for population- and visitor-serving industries, such as retail, amenities and attractions;
- b) promote grade-level retail for mixed-use development;
- c) consider mixed projects (e.g., 50-50 hotel and residential) in areas outside of the City Centre commercial/industrial reserves;



North Richmond

- a) promote land assembly to provide larger sites (1,858 m² or 20,000 ft² plus) for mixed use commercial sites in the Alexandra neighbourhood;
- b) evaluate enhancing opportunities for redeveloping the Alexandra neighbourhood through potential property tax incentives, DCC and permit fee reductions, and permit process streamlining;
- c) prepare a redevelopment strategy for the Bridgeport Road commercial area (e.g., property ingress/egress, signage, landscaping, lighting, building form, cohesive design, employee amenities, streetscape design, secondary/lane access for business);

Sea Island

- a) continue consultation with YVR to encourage the development of new airport-related groundside commercial uses on Sea Island to address their operational aspects, such as traffic implications and infrastructure connectivity;
- b) support airport passenger, visitor and tourism related commercial development (e.g., terminal services, hotels, accessory use retail);



Central Richmond

- a) allow for local population serving commercial and retail uses in the redevelopment of Neighbourhood Centres (e.g., buildings which include both residential and ground level retail components);
- b) encourage the retention of existing commercial-zoned sites in Central Richmond and/or encourage mixed use developments if these sites redevelop;



Steveston

- a) maintain and enhance the visitor appeal of Steveston (e.g., retain waterfront commercial uses, add attractions);
- b) where appropriate, encourage mixed use projects that include an employment component.



OBJECTIVE 4: SUSTAINABLE RESOURCE USE

To ensure long-term business continuity by implementing a sustainable approach to managing natural and man-made resources for industries. As an industry sector, agriculture provides specific opportunities, with 40% of Richmond’s land zoned as agricultural. Within the urban footprint, resource sharing amongst users and neighbours of employment lands, opportunities exist (e.g., energy, water, transportation, administrative services, office space, child care).

POLICIES:

Community-Wide Employment Lands

- a) continue to protect the agricultural land base;
- b) promote eco-industrial development related to employment lands—commercial or mixed developments that incorporate a capacity to share resources (e.g., energy, water, parking, transportation, child services);
- c) consider area-specific DCC reductions in employment areas where infrastructure and road impacts are minimal;
- d) encourage the reduction of impervious surfaces in employment lands development;
- e) promote opportunities to integrate the ecological features and services into development;
- f) strategically develop waterfront properties for employment use and continue to improve flood protection;
- g) in areas of improved transit service outside City Centre, consider reducing parking requirements and promote densification;
- h) support private sector investment towards mitigating the impacts of climate change (e.g., renewable energy, stormwater and waste reduction);



Area-Specific Employment Lands

City Centre

- a) consult with TransLink to ensure that there are adequate capacities on the Canada Line to accommodate population and employment growth;
- b) encourage mixed uses in higher density development areas to provide stable demand for eco-industrial development;

East Richmond and South Richmond

- a) retain ALR lands;
- b) encourage industrial and business park uses to provide a buffer to agricultural lands;
- c) work with partners to expand food production, urban farming and related employment within the ALR (e.g., food processing, storage and shipping, where approved by the ALC).



OBJECTIVE 5: POPULATION SERVICES

As the population increases and ages, employment lands will be needed to meet a range of public and institutional uses. A growing, culturally diverse and demographically changing community at the regional level contributes to this trend. Dedicating employment lands and allocating services within the community is a key objective to ensure responsive and adequately resourced public and institutional sectors.



POLICIES:

Community-Wide Employment Lands

- a) incorporate institutional uses (e.g., schools, medical centres, childcare) into planned areas of dense population and employment (e.g., mixed use projects in City Centre and Neighbourhood Centres);
- b) investigate the feasibility of intensifying current school/institutional (SI) zones (e.g., consider minimum FARs on which the building is located, net of park or playground areas);



Area-Specific Employment Lands

City Centre

- a) encourage retail and office uses on the perimeter of large institutional uses (e.g., hospital, WorkSafe BC) that flank major perimeter roads;
- b) encourage major public and institutional uses (e.g., universities, Crown corporations) in the Bridgeport and Aberdeen commercial reserves.

OBJECTIVE 6: MICRO BUSINESS

Entrepreneurs, home-based and micro businesses include a wide range of industries, from arts and entertainment, to contractors, designers, and architects. Development policies that support the employment needs of micro businesses are a key component to building a vibrant and innovative community.

POLICIES:

Community-Wide Employment Lands

- a) encourage suitably selected home-based businesses (e.g., designers, software developers) which can access nearby support services within the residential areas of the City Centre and Neighbourhood Shopping Centres;
- b) consider zoning bylaw policies to allow for a wider variety of home business uses (e.g., woodworking shop);
- c) encourage live-work elements as parts of mixed-use development projects.