



**Regular Council meeting for Public Hearings
Monday, March 15, 2021**

Place: Council Chambers
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au (by teleconference)
Councillor Carol Day (by teleconference)
Councillor Alexa Loo (by teleconference)
Councillor Bill McNulty (by teleconference)
Councillor Linda McPhail (by teleconference)
Councillor Harold Steves (by teleconference)
Councillor Michael Wolfe (by teleconference)

Matthew O'Halloran, Acting Corporate Officer

Call to Order: Mayor Brodie opened the proceedings at 7:00 p.m.

Mayor Brodie advised that amendments to the Official Community Plan Bylaw 9000, Amendment Bylaws 10230, 10231 and 10232 are required, as a result the following motion was introduced:

PH21/3-1

It was moved and seconded

That consideration of the Official Community Plan Bylaw 9000, Amendment Bylaws 10230, 10231 and 10232 be tabled to the April 19, 2021 Public Hearing.

CARRIED

**1. OFFICIAL COMMUNITY PLAN BYLAW 7100 AND 9000,
AMENDMENT BYLAW 10154**

(Location: 5300 No. 3 Road; Applicant: Vanprop Investments Ltd. Inc. No. 270547)

Applicant's Comments:

Kim McInnes and Joost Bakker, representatives of the applicant, highlighted:

- commitment to the City through significant ownership of the development;



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- interim construction jobs and full-time employment to be created by the development;
- proposal for amendments to the Official Community Plan (OCP), in addition to a rezoning application; and
- the Lansdowne redevelopment will result in a complete community.

In response to a question from Council, the applicant's representatives commented on its willingness to work with the Richmond School District regarding the inclusion of an elementary school within the development.

Written Submissions:

Evan Dunfee, Richmond resident (Schedule 1)

Submissions from the floor:

Shaena Furlong, Richmond Chamber of Commerce, spoke in favour of the proposed phased redevelopment of the Lansdowne Centre as the additional residential units will support employment in Richmond.

Ella Huang, Richmond Centre for Disabilities, spoke in support of the redevelopment of Lansdowne Centre as the proximity to the Canada Line and other features will reduce barriers to those with mobility challenges.

Robert Brown, Catalyst Community Developments Society, spoke in support of the Master Land Use Plan and OCP amendment application as it will deliver low end of market housing.

Ahmed, Omran, S.U.C.C.E.S.S., spoke in support of the application as it will provide much needed affordable housing.

Sylvain Cellaire, Moto BC, expressed support for the OCP amendment and the Master Land Use Plan as it will provide residents with the opportunity to shift away from automobile dependency.

Rebecca Swaim, Trinity Western University, spoke in support of the application as the Lansdowne redevelopment will be attractive to university students.

Judy Yang, Richmond resident, expressed the following concerns with the proposed OCP amendment:

- the proposed building height will cause shadowing on adjacent buildings;
- loss of trees on Kwantlen Street; and



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- impact on access to the Canada Line via Alderbridge Way during construction.

Stephen DesRoches, Richmond resident, spoke in support of the proposed OCP amendment as it will enhance cycling infrastructure for Richmond residents.

Janice Sayson, Richmond resident, spoke in support of the OCP amendment as the additional housing supply will provide young people with an opportunity to purchase a home in Richmond.

In response to questions from Council, staff provided the following information:

- road crossings in the linear park will be considered during detailed design to ensure ease of crossing by pedestrians and cyclists;
- the proposed width of the roadways is due to the need to accommodate multi-mode transportation uses;
- the current OCP allows building heights of 25 metres;
- the retention of trees on Kwantlen Street will be considered during detailed design;
- sidewalks will be installed on the south side of Alderbridge Way as part of the construction;
- interim access to the Canada Line will be provided during construction;
- the Master Land Use Plan provides for approximately 70,000 square feet of non-residential space to be utilized for commercial and office spaces;
- shadow analysis of the existing building will be conducted during detailed design;
- the linear park will serve as an active east-west transportation corridor for pedestrians and cyclists, in addition to being a park; and
- the use of the City-owned amenity space in the development will be subject to a future Council decision.

During discussion, Council offered the following comments:

- concern that congestion on the surrounding roadways will discourage Richmond residents from enjoying the new development;
- concern that the linear park will reduce the amount of green space required to be provided by the developer;



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- concern that the newly built housing will be left vacant; and
- the need to education the community regarding the multiple uses of the linear park.

PH21/3-2

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10154 be given second and third readings.

CARRIED

Opposed: Cllr. Wolfe

**2. OFFICIAL COMMUNITY PLAN BYLAW 9000, AMENDMENT
BYLAW 10230, 10231 & 10232**

(Location: City-wide; Applicant: City of Richmond)

In accordance with PH21/3-1, this item was tabled to the April 19, 2021 Public Hearing.

**3. RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10234
(RZ 20-905149)**

(Location: 9931/9951 Parsons Road; Applicant: Rick Bowal)

Applicant's Comments:

In response to a question from Council, the applicant advised that the soil at the rear of the site will be repurposed for use on the site, if possible.

Written Submissions:

None.

Submissions from the floor:

None.

PH21/3-3

It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10234 be given second and third readings.

CARRIED



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4. **TEMPORARY USE PERMIT (TU 20-918062)**

(Location: 2520, 2540, 2560, 2580, 2600, 2640 Smith Street and 9031 Bridgeport Road;
Applicant: BC Housing Management Commission)

Applicant's Comments:

In response to questions from Council, the applicant advised that (i) security measures for the temporary modular housing will include fencing around the site, lighting and security cameras, and (ii) the security measures have been reviewed with the RCMP.

Written Submissions:

None.

Submissions from the floor:

None.

PH21/3-4

It was moved and seconded

That a Temporary Use Permit be issued to allow "Congregate Housing" use (limited to the development of a three-storey supportive housing building with 40 studio units and vehicle access from Smith Street) as a site-specific permitted use for 3 years from the date of issuance.

CARRIED

5. **RICHMOND ZONING BYLAW 8500, AMENDMENT BYLAW 10237
(FLOOR AREA EXCLUSIONS FOR HIGH-PERFORMANCE SINGLE-FAMILY AND DUPLEX HOUSING)**

(Location: City-wide; Applicant: City of Richmond)

Applicant's Comments:

The applicant was available to respond to queries.

Written Submissions:

None.

Submissions from the floor:

None.

In response to a question from Council, staff advised that consideration of smaller lots and smaller houses will form part of the upcoming review of the Official Community Plan.



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PH21/3-5 It was moved and seconded
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10237 be given
second and third readings.*

CARRIED

PH21/3-6 It was moved and seconded
That Richmond Zoning Bylaw 8500, Amendment Bylaw 10237 be adopted.

CARRIED

PH21/3-7 It was moved and seconded
*That Richmond Building Regulation Bylaw 7230, Amendment Bylaw 10238
be adopted.*

CARRIED

ADJOURNMENT

PH21/3-8 It was moved and seconded
That the meeting adjourn (8:40 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the Regular meeting for Public
Hearings of the City of Richmond held on
Monday, March 15, 2021.

Mayor
(Malcolm D. Brodie)

Acting Corporate Officer
(Matthew O'Halloran)

**Schedule 1 to the Minutes of the Public
Hearing meeting of Richmond City Council
held on Monday, March 15 , 2021.**

ON TABLE ITEM

Date: MARCH 15
Meeting: PUBLIC HEARING
Item: 1

Jesson, Claudia

From: Evan Dunfee <evandunfee@gmail.com>
Sent: March 15, 2021 5:14 PM
To: CityClerk
Subject: March 15th Public Hearing- OCP Bylaw 7100 and 9000, Amendment bylaw 10154

City of Richmond Security Warning: This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hi City Clerk,

Unfortunately I missed the deadline to register to speak at my first public hearing as I did not realize the city didn't have the same procedures in place as other cities in Metro Van. I've polished up my speaking notes here to present instead.

Official Community Plan and City Centre Area Plan- Lansdowne Centre

VanProp has a Master Land Use Plan that clearly aligns with the current OCP and CCAP. The only comment I want to make in that regard is that the 2 acre Linear Park along Lansdowne road should not be considered as 1 park. It is 3 separate areas, broken up by a ~21m road crossing at Hazelbridge and a ~28m -5 traffic lane-crossing at Cooney Road. I think it is disingenuous to consider this one park.

The Cooney and Hazelbridge road designs within this Masterplan bring me to my main reason for speaking tonight. They are heavily car first designs with relatively small spaces reserved for other users. While these designs are in line with the existing OCP and the CCAP I am imploring council to immediately undertake an update of the OCP. Last updated in 2012, the current OCP emphasizes "sustainability" and "climate change responses" (these are actually the first 2 sections of the OCP). However, looking at this masterplan it is clear that our 2012 notions of appropriate climate change responses and sustainability are woefully incapable of creating the communities of the future required for the next generation.

We are in a **Climate Emergency** and we NEED a radical, bold, and imaginative plan to deal with it. In 2012 the sustainability and climate objectives clearly related to adding more options for non car users within a landscape still dominated by cars. While we believed this was good enough in 2012, we now know this approach is simply putting lipstick on a pig and not nearly sufficient if we are going to reach our climate goals. We need to put **people first** and cars second. Remember this project won't be completed for 20+ years. By 2040 car centric cities won't be sustainable and will already be outdated. It is unfathomable to me to be proposing a 5 lane road through the middle of this project but it is indicative of the shift we need in our thinking.

We need to look towards what cities like Barcelona are doing with their super blocks. Cars are not being banned, but their priority is moved from top to bottom and pedestrians, cyclists, and transit are prioritized to create equity within the blocks. Cars meanwhile are still prioritized, but on the periphery.

The projects before council now, like this and others within the CCAP, need to be designed for what we want Richmond to look like in the next 100 years. We are also essentially building a downtown core from scratch... a luxury that would be the envy of cities the world over. Let's not squander that opportunity. It's late, but it's not TOO late. Let's look at designing this area to prioritize people over cars. Imagine a tourist landing at the

airport or getting off a cruise ship and hoping on Canada Line to Lansdowne, getting off the train and wandering around pedestrian prioritized streets with retail shops at their fingertips. Imagine someone living here being able to get off the train coming home from work, walking to pick up their child from school, getting their groceries and heading home, without having to deal with a single car. This is what we should be aspiring too.

In concert with the Climate Emergency we are in we also happen to be deep in a housing crisis and I know councillors are concerned with the amount of affordable and market rentals being built. If we create complete neighbourhoods, where car ownership isn't necessary for most and isn't prioritized at all, fewer people will need cars AND fewer people will need space to leave their cars. Capstan Village developer Polygon, when asked about adding more affordable units by Planning Committee last month, noted that parking is one of the biggest hurdles to this. An updated OCP should also look at eliminating parking minimums, similar to cities like Edmonton, and in exchange offer density bonuses for affordable housing for developers who want to build more homes for people and less homes for cars.

I know that OCP updates can take a lot of time. With this in mind my suggestion is that these NS extensions of Hazelbridge and Cooney are completely new roads and unnecessary in their scale. I believe that these extensions should be multi-use roads that prioritize pedestrians but that still provide allow cars to access either the residences or retail shops or park spaces if needed. Parking minimums for this project should be eliminated due to the proximity to Canada Line and the savings in parking requirements should be returned by the developer with additional affordable rental units.

In closing, I believe it is well past time to update the OCP and the CCAP to reflect the Climate Emergency and design a Richmond that prioritizes people over cars. Many projects have already been approved within the CCAP but it is not too late to right the ship for future projects. I have little doubt that the planners at VanProp would revel in the opportunity to adjust their designs knowing that the overall product would be part of making Richmond the most pedestrian friendly city in North America and a model for others to follow as we think towards 2100 and beyond.

Thank you.

Evan Dunfee

111-6655 Lynas Lane, Richmond. BC. V7C 3K8