



Planning Committee

Date: Tuesday, July 21, 2026

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Carol Day
Councillor Andy Hobbs
Mayor Malcolm Brodie

Absent: Councillor Alexa Loo

Also Present: Councillor Laura Gillanders (by teleconference)
Councillor Michael Wolfe

Call to Order: The Chair called the meeting to order at 4:00 p.m.

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on July 7, 2026, be adopted as circulated.

CARRIED

DEPUTY CAO'S OFFICE

1. **HOUSING AGREEMENT AMENDMENT APPLICATION FOR 9291 ALEXANDRA ROAD/9288 TOMICKI AVENUE (FORMERLY 9251 ALEXANDRA ROAD)**
(File Ref. No. 08-4057-05) (REDMS No. 8425349)

It was moved and seconded

That Housing Agreement (9251 & 9291 Alexandra Road) Bylaw No. 9544, Amendment Bylaw No. 10739 be introduced and given first, second, and third readings.

CARRIED

Planning Committee
Tuesday, July 21, 2026

PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY WAYNE FOUGERE ARCHITECTURE FOR REZONING AT 4620 & 4640 SMITH CRESCENT FROM THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/XL)” ZONE TO “TOWN HOUSING (ZT107) – SMITH CRESCENT (HAMILTON)” ZONE**

(File Ref. No. RZ 22-027420) (REDMS No. 8445572)

In response to a query from Committee, staff advised that the statutory right-of-way would be registered on the common property and each title of the individual units.

It was moved and seconded

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10780 to create the “Town Housing (ZT107) – Smith Crescent (Hamilton)” zone, and to rezone 4620 & 4640 Smith Crescent from “Small-Scale Multi-Unit Housing (RSM/XL)” to “Town Housing (ZT107) – Smith Crescent (Hamilton)”, be introduced and given first, second and third reading.

CARRIED

3. **APPLICATION BY MANPREET SINGH (PARAMORPH ARCHITECTURE INC.) FOR REZONING AT 9720 CAMBIE ROAD FROM THE “SMALL-SCALE MULTI-UNIT HOUSING (RSM/XL)” ZONE TO THE “LOW RISE RENTAL APARTMENT (ZLRSO) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)” ZONE**

(File Ref. No. RZ 23-015980) (REDMS No. 8413116)

Discussion ensued with respect to the number of studios and one-bedroom units, noting interest to increase the number of family-friendly units as there are family-friendly amenities such as parks and an elementary school nearby.

Staff will take the direction and advised that the mix of units could be considered and adjusted with the applicant to consider reducing the number of studio units and convert those to one bedroom or one bedroom plus den. Staff can provide an update to Council prior to the public hearing to be held in September 2026.

It was moved and seconded

(1) That Official Community Amendment Bylaw 10757, to amend:

- (a) Schedule 1 of Official Community Plan Bylaw 9000 (City of Richmond 2050 OCP Land Use Map), including amending the land use designation of 9720 Cambie Road from “School” to “City Centre Perimeter - Tier 2”; and*

Planning Committee
Tuesday, July 21, 2026

- (b) Schedule 2.1 IA (West Cambie Area Plan) of Official Community Plan Bylaw 7100, including amending the Development Permit Guidelines: Alexandra Neighbourhood Character Areas Map to identify the subject site as “Medium Density Housing” and amending the land use designation of the subject site in the Alexandra Neighbourhood Land Use Map from “Community Institutional” to “City Centre Perimeter- Tier 2,” including making various text, map, and graphic amendments to accommodate the identified bylaw amendments and ensure consistency throughout the plan, be introduced and given first reading;*
- (2) That Bylaw 10757, 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 Bylaw 10757, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 10758 to create the “Low Rise Rental Apartment (ZLR50)-Alexandra Neighbourhood (West Cambie)” zone, and to rezone 9720 Cambie Road from the “Small-Scale Multi-Unit Housing (RSM/XL)” zone to the “Low Rise Rental Apartment (ZLR50)-Alexandra Neighbourhood (West Cambie)” zone, be introduced and given first reading.*

CARRIED

4. APPLICATION BY 1359161 BC LTD. TO ENTER INTO A HERITAGE REVITALIZATION AGREEMENT TO CONSERVE A PROTECTED HERITAGE BUILDING KNOWN AS IKEDA DRY GOODS AND CONSTRUCT A HOTEL AT 3831 MONCTON STREET & STEVESTON VILLAGE HERITAGE CONSERVATION GRANT APPLICATION

(File Ref. No. HRA 23-016568; HA 25-022755) (REDMS No. 8462167)

Discussion ensued with regard to consistency with the Steveston Area Plan and the Steveston Village Conservation Strategy and the proposed setbacks. In response to queries from Committee, staff advised that (i) the entirety of the heritage building and rear extension added around 1930 will be retained; (ii) currently, a jewelry store operates in the retail space; and (iii) the application previously went to the Heritage Advisory Commission for consideration.

Planning Committee
Tuesday, July 21, 2026

It was moved and seconded

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10769, to revise Schedule 2.4 of the Official Community Plan (Steveston Area Plan) to provide that a maximum of three storeys and height of 12 m may be considered for the purposes of the long-term conservation and protection of the heritage building at 3831 Moncton Street, be introduced and given first reading;*
- (2) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10769, 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 7100, Amendment Bylaw 10769, having been considered in accordance with Official Community Plan (OCP) Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation;*
- (4) *That Heritage Revitalization Agreement (3831 Moncton Street) Bylaw No. 10741 to permit the City to enter into a Heritage Revitalization Agreement substantially in the form attached hereto, in accordance with the requirements of Section 610 of the Local Government Act, to conserve Ikeda Dry Goods and to construct a hotel at 3831 Moncton Street, be introduced and given first reading;*
- (5) *That, following adoption of the Heritage Revitalization Agreement (3831 Moncton Street) Bylaw No. 10741, a Heritage Alteration Permit be issued to permit the proposed exterior changes, including restoration and rehabilitation work, for Ikeda Dry Goods and construction of a new hotel at 3831 Moncton Street; and*
- (6) *That a funding request in the amount of \$239,610.00 be approved under the Steveston Village Heritage Conservation Grant Program to assist with the proposed conservation work for Ikeda Dry Goods at 3831 Moncton Street and disbursed in accordance with Council Policy 5900.*

CARRIED

Planning Committee
Tuesday, July 21, 2026

5. APPLICATION BY JIM PATTISON DEVELOPMENTS FOR REZONING AT 13131, 13111, 13031, 12931 AND 12771 NO. 2 ROAD FROM THE “LIGHT INDUSTRIAL (IL)” ZONE TO THE “RESIDENTIAL / LIMITED COMMERCIAL (ZMU63) – LONDON LANDING (STEVESTON)” ZONE

(File Ref. No. RZ 25-009451) (REDMS No. 8473645)

Staff provided clarification regarding Attachment 9 of the report noting the existing development located at 6160 and 6168 London Road is a four-story mixed-use development, not five stories as shown in the diagram. It was noted that additional information on the application was provided in the memorandum distributed to Committee (attached to and forming part of these minutes as Schedule 1).

Staff briefed Committee on the application, highlighting the following:

- Building A is six stories and contains approximately 149 strata market residential units, while Building B is five stories and contains approximately 39 low-end market rental affordable housing units and 37 market rental units;
- Grade-level commercial uses are along No. 2 Road frontage and off-street parking is contained in one level of parking below grade and one level of enclosed parking at grade and loading and servicing functions are accessed from No. 2 Road;
- Outdoor amenity space is located in a central courtyard on top of the project podium;
- Built LEMR and market rental housing units in the proposal exceed City Affordable Housing Strategy and OCP market rental policy parameters;
- City infrastructure works include upgrades and raising of the existing dike on the west side of the site with road and pedestrian improvements on top;
- Frontage improvements along No. 2 Rd. to allow for pedestrian pathway and cycling infrastructure is proposed; and
- The site is subject to an environmentally sensitive area (ESA) marine designation that extends 30 metres inland from the highwater mark of the adjacent shoreline.

Discussion ensued with respect to (i) concerns with the traffic study, (ii) the activity around the working harbour, (iii) the neighbourhood not wanting a storage locker facility, (iv) the importance of maintaining the village character and designing less intrusive residential units, (v) whether the project can be integrated with the existing neighbourhood, (vi) concerns connecting No. 2 Road to Dyke Road, (vii) concerns regarding overall height and density including number of stories and grade variation, and (viii) current LEMR and market rental requirements and economic viability of the project.

Planning Committee

Tuesday, July 21, 2026

In response to queries from Committee, staff advised that (i) correspondence was received from the Steveston Harbour Authority expressing their traffic concerns (attached to and forming part of these minutes as Schedule 2), (ii) traffic fluctuates day-to-day, (iii) Dyke Road is built to a rural standard with enough pavement for two-way traffic and is a shared street with pedestrians and cyclists using the road with traffic, (iv) proposed road improvements will accommodate pedestrians and cyclists and will enhance overall traffic flow on Dyke Road, (v) the initial proposal from the applicant underwent an early review by Council and the applicant and their design team made significant changes to the proposal, (vi) the applicant has provided additional space for rental and market housing above City requirements, and (vii) the applicant was required to provide economic viability/feasibility study with market housing and rental included.

Discussion then ensued with regard to (i) park features and potentially losing the most densely treed area on the property, (ii) adhering to the City's tree bylaw requirements, (iii) consideration of the developer-led engagement and public feedback summary, (iv) consideration of the proposed Trites Road connection between Dyke Road and No. 2 Road, and (v) other components of the City's diking program and designs.

Jordan Riley, Senior Manager, Investment and Developments with Jim Pattison Development, provided a PowerPoint presentation (copy on-file, City Clerk's Office) and spoke on the following:

- Public engagement reviewed (i) roof form, (ii) building height and massing, (iii) neighbourhood compatibility, (iv) loss of view, shadowing, and privacy, (v) housing affordability and community benefit, and (vi) traffic congestion and parking;
- Dike, storm sewer, road, multi-use path and road enhancements are proposed;
- Building massing was amended to better fit the neighbourhood fit and the proposed roof line tapers to the street with a reduced roof peak;
- Traffic impact, road congestion and parking was reviewed noting substantial available road capacity; and
- The frontage is aligned with other building heights in neighbourhood.

A copy of the presentation was requested by Committee and discussion ensued with regard to exploring other roof forms, such as flat roofs, that better integrates with the neighbourhood and mimics the original cannery buildings.

Planning Committee

Tuesday, July 21, 2026

In response to a query from Committee, the developer advised (i) the project was redone based on feedback and does not work using four and five floors, (ii) economics have not been rerun on reducing LEMR requirements, (iii) there is no intention to build a storage locker facility, and (iv) a mixed-use development is the community preference.

Roy Oostergo, Richmond resident, spoke on the proposed project and expressed concerns regarding the proposed massing, density and building height in relation to Steveston's character. Mr. Oostergo also referenced feedback from Steveston Harbour Authority and relayed the potential traffic impact of the proposed project.

Luke Rogalsky, Richmond resident, spoke on the proposed project amendments and expressed concern regarding (i) the proposed massing and form and character, (ii) proposed density and traffic impact, (iii) proposed Dyke Road extension, and (iv) removal of adjacent mature trees. Mr. Rogalsky added that the proposed development should reflect the character of Steveston.

Donna Hicks, Richmond resident, spoke on eagle habitat in the neighbourhood and expressed concern to potential habitat loss due to removal of mature trees.

Deneen Butler, Richmond resident, spoke on the city's need for more housing and expressed concern on Richmond Hospital's capacity in relation to Richmond's growing population.

It was noted that neighbourhood residents have conducted a petition on the matter and submitted the petition to the City (copy on-file, City Clerk's Office).

As a result of the discussion, the following **referral motion** was introduced:

That the application to rezone 13131, 13111, 13031, 12931, and 12771 No. 2 Road from "Light Industrial (IL) zone to the "Residential/Limited Commercial (ZMU63) – London Landing (Steveston)" zone be referred back to staff to work with the applicant to:

- (1) Reduce the proposed building height and density;***
- (2) Examine the Trites Road connection to not be put through;***
- (3) Address concerns from the Steveston Harbour Authority;***
- (4) Revisit the traffic study;***
- (5) Adjust the amount of low-end market rental housing and market rental housing;***
- (6) Consider the loss of trees and environmental aspects; and***
- (7) Consider the roof form.***

The question on the referral motion was not called as discussion ensued with regard to adjusting building height, massing and considering alternative roof forms.

Planning Committee
Tuesday, July 21, 2026

The question on the referral motion was then called and it was **CARRIED**.

6. **MANAGER'S REPORT**

None.

ADJOURNMENT

It was moved and seconded
That the meeting adjourn (5:32 p.m.).

CARRIED

Certified a true and correct copy of the
Minutes of the meeting of the Planning
Committee of the Council of the City of
Richmond held on July 21, 2026.

Councillor Bill McNulty
Chair

Karen Miller
Recording Secretary

ON TABLE ITEM

Date: July 21, 2026
Meeting: Planning
Item: # 5



City of
Richmond



Memorandum

Planning and Development Division
Development Applications

To: Mayor and Councillors

From: Joshua Reis
Director, Development

Date: July 21, 2026

File: RZ 25-009451

Re: **Application by Jim Pattison Developments for Rezoning at 13131, 13111, 13031, 123391 and 12771 No. 2 Road from the "Light Industrial (IL)" Zone to the "Residential / Limited Commercial (ZMU63) - London Landing (Steveston)" Zone**

This memo clarifies information in the staff report titled *Application by Jim Pattison Developments for Rezoning at 13131, 13111, 13031, 123391 and 12771 No. 2 Road from the "Light Industrial (IL)" Zone to the "Residential / Limited Commercial (ZMU63) - London Landing (Steveston)" Zone*, from the Director, Development dated July 8, 2026, in response to inquiries received around height and the number of storeys of the proposed and surrounding existing developments.

Attachment 9 on Page PLN-467 of the staff report provides a map showing the heights and number of storeys of both the proposed rezoning and the previous rezonings for surrounding buildings. The heights identified in metres are the maximum heights permitted on these properties under their existing zoning permissions. The number of storeys references the typical building form as constructed. Staff would, however, like to acknowledge that 6160 and 6168 London Road have a predominant building form of 4-storeys, despite some elements of 6168 London Road being 5-storeys.

In addition, please find attached materials regarding existing neighbourhood building heights (Attachment 1) and the proposed development's building heights (Attachment 2), which have been provided by the applicant.

If you have any questions, please contact me at 604-247-4625 or jreis@richmond.ca.

Joshua Reis
Director, Development

JR:js

Att. 1: 12771-13131 No 2 Rd – Existing Neighbourhood Building Heights
2: 12771-13131 No 2 Rd – Proposed Building Heights

pc: SMT

PHOTOCOPIED

JUL 21 2026 MK

DISTRIBUTED

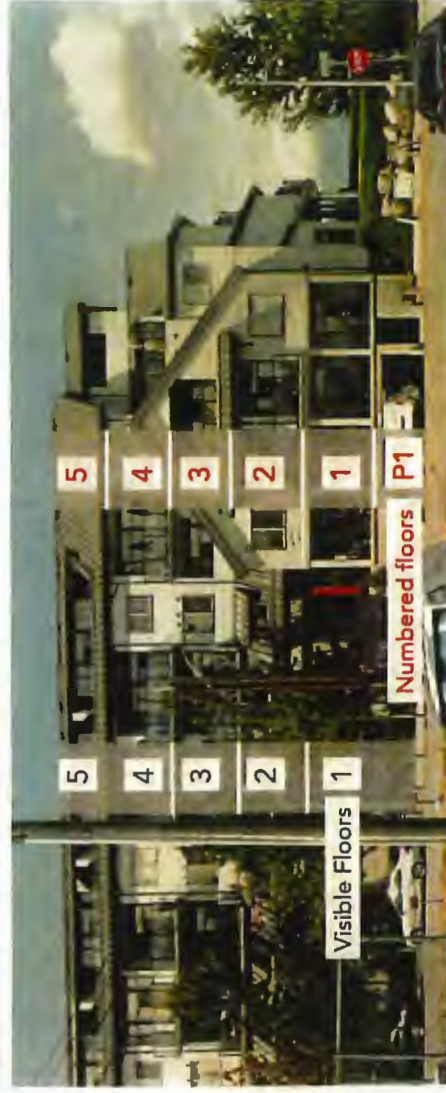
A.1 Comparison to Neighbouring Building Heights

Taller buildings in the London Landing neighbourhood are four to five storeys. The architecture of these buildings is arranged to appear less tall from the street.



6168 London Road

In the case of 6168 London Road, over-height retail floors make two floors of height feel like one.



6233 London Road

Across the street at 6233 London Road, the top floor is concealed in the peaked roof, helping the building feel shorter from the street.

A.2 Comparison to Neighbouring Building Heights

This proposed development is designed with similar strategies as its neighbours, to feel shorter from the street.



At the south end, the top storey of strata building is set back from No. 2 Road, so it will be perceived as five storeys tall from the street.
This building is only one storey taller than 6233 London Road when compared using the same methodology.

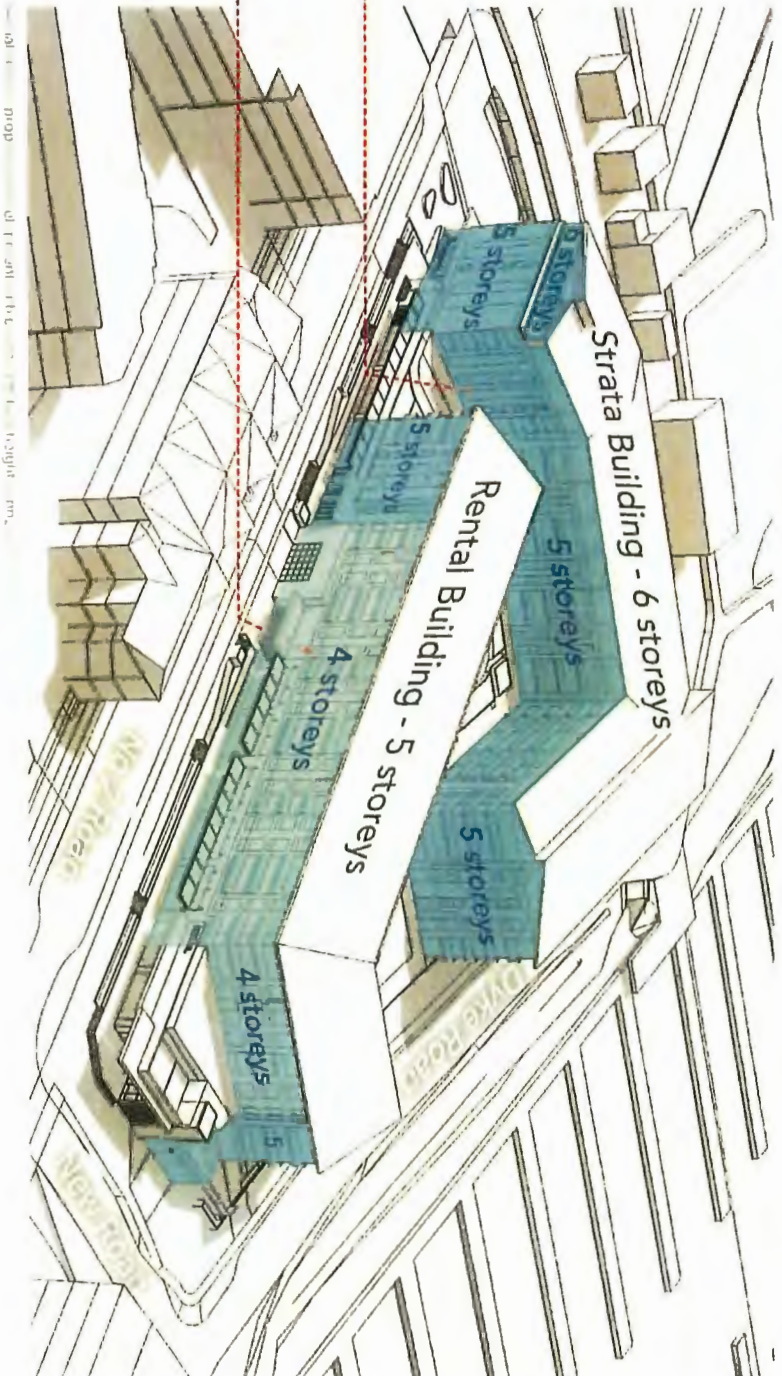
For the North half of the project, the rental building appears as three storeys of apartments over one storey of retail, like 6168 No. 2 Road.

A.3 Comparison to Neighbouring Building Heights

The architecture of this proposal is arranged to feel shorter from the street than a six storey building.

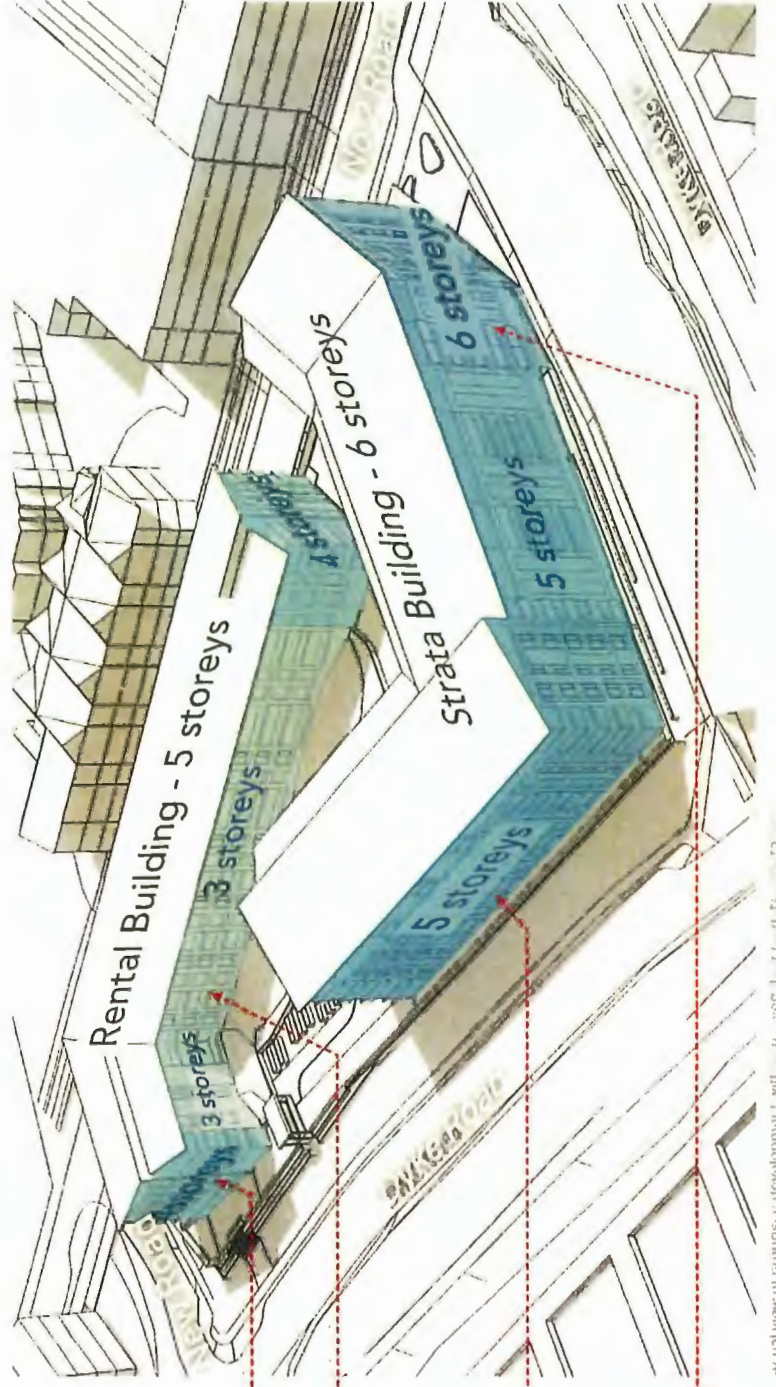
From the courtyard, there are five storeys visible.

Along No. 2 road, the building appears to be four storeys tall at the north and five at the south.



A.4 Comparison to Neighbouring Building Heights

The architecture of this proposal is arranged to feel shorter from the street than a six storey building.



At the north, the rental building appears to be four storeys tall with podium level near the same elevation as the raised dike.

In the courtyard, the five storey rental building only appears to be three storeys tall due to podium underground and sloped landscaping up to rental apartments.

Along the west Dike road, the higher dike conceals the podium entirely underground, so the strata building appears to be five storeys tall.

At the right side of this image, the south-west corner is one place that the full six storey height can be seen. A low creek at that corner is protected as riparian area so the surrounding land cannot be raised.

From: Stefanny Fernando <stefanny@stevestonharbour.com>
Sent: Monday, July 20, 2026 2:59 PM
To: MayorandCouncillors
Cc: Jaime Gusto
Subject: Steveston Harbour Authority Concerns Regarding Pattison Development
Attachments: Concerns of SHA regarding Pattison Development - July 20, 2026.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Categories: - TO: MAYOR & EACH COUNCILLOR / FROM: CITY CLERK'S OFFICE

You don't often get email from stefanny@stevestonharbour.com. [Learn why this is important](#)

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..

Dear Mayor and Council,

In advance of the upcoming Planning Committee meeting tomorrow, please find attached a letter from Steveston Harbour Authority outlining our concerns regarding the proposed Pattison Development project at No. 2 Road.

We respectfully request that these concerns be taken into consideration during the discussion and decision-making process. Thank you for your time and attention to this matter.

Kind regards,

Stefanny Fernando
Executive Assistant
Steveston Harbour Authority
12740 Trites Road
Richmond
V7E 3R8



July 20, 2026

STEVESTON HARBOUR AUTHORITY

12740 Trites Road, Richmond, B.C. V7E 3R8 604-272-5539 Fax 604-271-6142

Dear Mayor and Council,

Re: **PLANNING COMMITTEE MEETING – JULY 21, 2026**
PATTISON DEVELOPMENT – TRANSPORTATION CONCERNS

In advance of the City of Richmond's Planning Committee meeting on July 21, 2026, Steveston Harbour Authority (SHA) wishes to clarify its position, as we do not believe our concerns were fully addressed in the report prepared for the Committee by City staff.

SHA is not opposed to the proposed Pattison development. We recognize that redevelopment of the area can provide long-term benefits to the community. **Our concern is that the proposed transportation infrastructure does not adequately address the increased traffic and public activity that the development will generate adjacent to Canada's largest commercial fishing harbour.**

Primary Concern – Dyke Road North and South

Our primary concern is that the entrance to this development for all residents and grocery store and retail users will be on Dyke Road North. Dyke Road was never designed to function as the primary access route for a development of this scale; the road narrows significantly near the pond area as noted in Figure 1.0 below, and does not safely accommodate two-way vehicle traffic, pedestrians and cyclists. The roadway already serves commercial fishing operations, heavy trucks, forklifts, equipment movement, fish offloading, employees, pedestrians and cyclists.

Concentrating development traffic onto this roadway will inevitably increase conflicts between industrial operations and the public. Although traffic is not expected to be routed through Dyke Road south, our concerns are similar as more traffic is expected in the area that is very narrow, includes a sharp bend at East Pond with an active unloading area for our commercial fishers.

We note that roadway widening and improvements are proposed for Dyke Road West, however despite the significant increase in activity, no roadway widening is proposed as part of the development Dyke Road North and South.



Figure 1.0 – Dyke Road North and Dyke Road South

Transportation Impact Assessment

We reviewed the Transportation Impact Assessment (TIA) prepared for the development. While it concludes that nearby intersections will continue to operate within acceptable levels of service, SHA's concerns extend beyond intersection capacity.

The TIA is based on traffic counts collected during a two one-hour periods (between 8:00 am to 9:00 am and 4:45 pm to 5:45 pm) on a single weekday in October 2025. While this satisfies standard transportation engineering methodology, it does not reflect Steveston's busiest periods, when commercial fishing activity, recreational boating, tourism, pedestrian activity and cycling are at their highest.

Equally important, the TIA does not fully capture the operational realities of an active commercial fishing harbour. SHA staff travel this corridor numerous times each day, throughout the year, managing harbour operations and observing firsthand the interaction between commercial vehicles, heavy equipment, pedestrians, cyclists and visitors under varying seasonal conditions. Based on this operational experience, we believe the existing roadway is already constrained and that the proposed improvements will not adequately accommodate the additional activity generated by the development.

SHA conducted its own traffic count to monitor vehicular and pedestrian movements along Dyke Road, west of No. 2 Road, on Thursday, July 9, 2026, between 4:45 p.m. and 5:45 p.m. During this one-hour observation period, SHA recorded 113 vehicular and pedestrian movements, compared to the 70 movements reported in the TIA. This represents 43 additional movements, or approximately 61% more traffic than reported in the TIA.

It should also be noted that SHA's traffic count was conducted on a typical business day, rather than during the seasonal peak period when activity is significantly higher. As such, traffic volumes during peak seasonal operations would be expected to exceed the observations recorded by SHA, further proving that the TIA may underestimate actual traffic conditions along Dyke Road.

The TIA also concludes that the majority of users will access the development via No. 2 Road, however, SHA questions this assumption. In our view, the assessment does not adequately account for the significant number of Steveston residents who are likely to access the proposed grocery store via Dyke Road North, given its direct connection to the existing residential neighbourhood. As a result, we believe traffic volumes on Dyke Road North may be underestimated.

SHA's Position

Steveston Harbour Authority respectfully requests that, should Council approve the Pattison development, the proposed roadway widening be extended to Dyke Road North and Dyke Road South, consistent with the widening proposed for Dyke Road West. The proposed development will significantly increase vehicle, pedestrian and cyclist activity along a roadway that was not designed to accommodate this level of use. Requiring roadway improvements at the time of development approval will better protect public safety and support the continued operation of Canada's largest commercial fishing harbour

Thank you for your consideration.

Sincerely,



Jaime Gusto, General Manager
Steveston Harbour Authority

CC: Steveston Harbour Authority Board of Directors