

**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

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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

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