



To: Planning Committee

Date: September 26, 2018

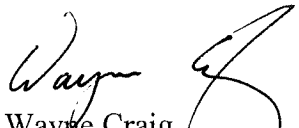
From: Wayne Craig
Director, Development

File: CP 15-717017

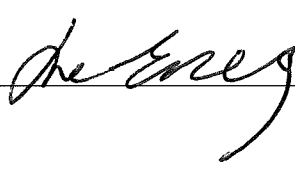
**Re: Proposed Official Community Plan/City Centre Area Plan Amendment,
Lansdowne Shopping Centre Master Land Use Plan – Public Consultation
Summary and Request to Endorse the Concept Master Land Use Plan**

Staff Recommendation

That the Concept Master Land Use Plan be endorsed to proceed toward finalizing the Master Land Use Plan and Official Community Plan (OCP)/City Centre Area Plan (CCAP) amendments, and developing an Implementation Strategy.


Wayne Craig
Director, Development

WC:dn
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Community Social Development	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Recreation Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

Vanprop Investments Ltd. has applied to the City of Richmond to amend Bylaw 9000, the City's Official Community Plan (OCP) and Bylaw 7100, Schedule 2.10 of the OCP, the City Centre Area Plan (CCAP), for the site at 5300 No. 3 Road. The site is approximately 20.2 hectares (50 acres) in area and is the location of the existing Lansdowne Shopping Centre (Attachment 1).

Based on the size and visual prominence of the site, and the applicant's proposed necessary phased redevelopment of the site, staff advised the applicant to prepare a Master Land Use Plan to guide future multi-phased redevelopment of the property. The process of developing a land use plan for the property identified proposed amendments to the OCP/CCAP that are refinements, rather than significant modifications, which remain consistent with OCP/CCAP objectives for this site.

The amendments include the proposal to change the orientation and distribution of the 4 hectares (10 acres) Major Park that the CCAP identifies for the site and to reorganize on-site density and building heights. No additional density is proposed over and above the approved CCAP density for the site. Similarly, the proposed ratio of residential to non-residential use is consistent with the existing CCAP and 74% of the total on-site density remains within the portion of the property that is within a 5 minute walking distance from the Canada Line station.

The application review process is being undertaken in three stages, each of which includes a series of phases and a report to Council. Each stage also updates the proposed land use plan for the site. Stage 1 introduced the first draft of the land use plan, the "Proposed Master Land Use Plan"; Stage 2, includes a second draft of the plan, the "Concept Master Land Use Plan"; and Stage 3 will include the final version of the plan, the "Final Master Land Use Plan".

This report and the attached Concept Master Land Use Plan (Attachment 2) mark the end of the Stage 2 review process serving to:

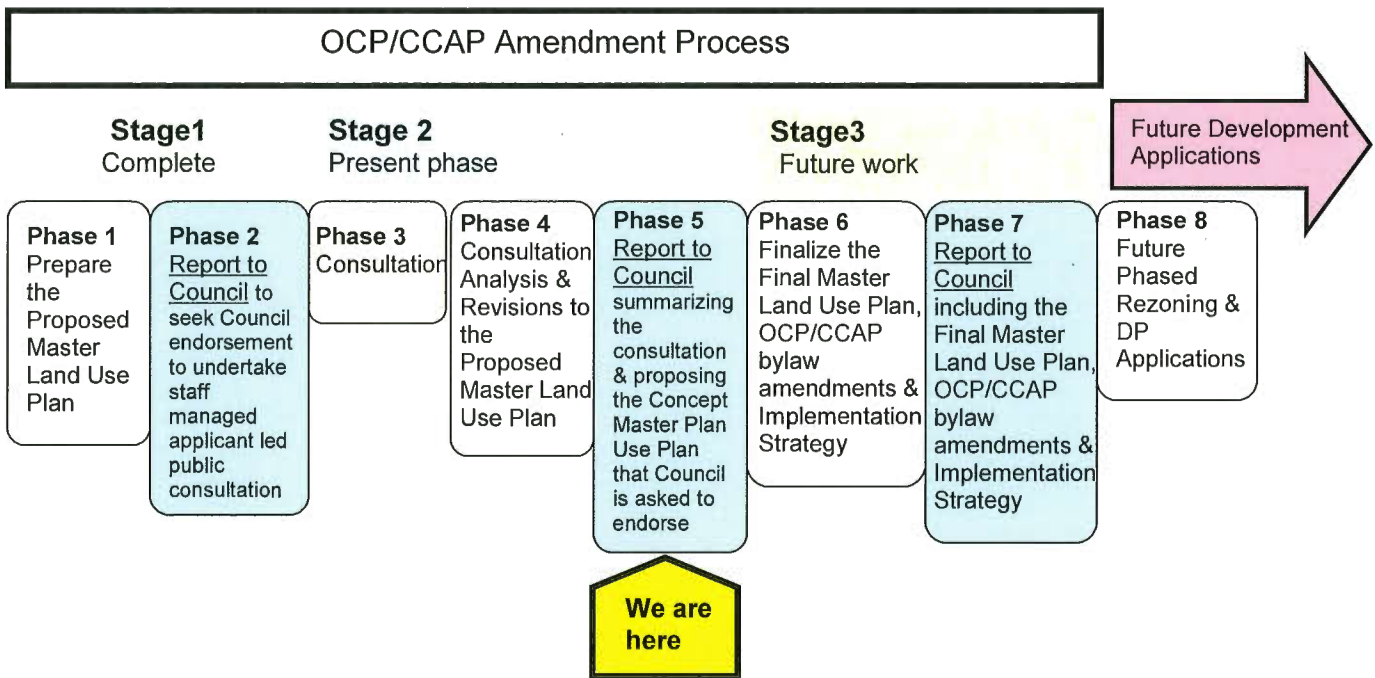
1. Provide a summary of the community consultation process that was supported by Council and the feedback that was received from stakeholders and the community.
2. Seek Council endorsement of the Concept Master Land Use Plan (Attachment 2).

Conditional to Council endorsing the Concept Master Land Use Plan presented in this report, staff and the applicant would proceed with completing a Final Master Land Use Plan, associated OCP/CCAP amendments, site specific design guidelines, and a detailed Implementation Strategy to manage and guide the phased development of the site. Once this work is complete, Council would review the proposed OCP/CCAP amendments, proposed Final Master Land Use Plan, site specific design guidelines, and associated Implementation Strategy and if acceptable, would approve the Final Master Land Use Plan and associated OCP/CCAP amendments.

The Final Master Land Use Plan would serve as a detailed guide for future land uses supported by a defined Implementation Strategy. Although the site can develop in accordance with its existing zoning, prior to development as envisioned by the Concept Master Land Use Plan, the

applicant would be required to submit individual rezoning and Development Permit applications that are consistent with the plan for Council consideration.

This process ensures that Council would maintain its discretionary authority to secure amenities and contributions that are up to date at the time of redevelopment, as well as any new contributions, amenities and off-site works that are in place at the time of redevelopment, which can be significant (ex. Council amended the Affordable Housing (AH) Strategy in 2017 to secure 50% more AH, Council adopted a Market Rental Policy in fall 2018, future sustainability initiatives are under consideration).



Stage 1 (Complete)

On December 11, 2017, Council authorized staff to manage an applicant undertaken community consultation process regarding the Proposed Master Land Use Plan for the Lansdowne Centre shopping centre site. The November 28, 2017 staff report included:

- An overview of the proposed OCP/CCAP amendments;
- A proposed process to advance the OCP/CCAP amendment application; and
- A recommended community consultation plan for Council’s endorsement.

Stage 2 (Present phase)

A Council supported community consultation process, which was undertaken by the applicant and overseen by staff, has concluded. The consultation referenced in the following table is discussed in detail in this report.

Table 1: Summary of Consultation

Consultation	Date	Engagement
Stakeholder meetings	January – May 2018	Key stakeholders: Kwantlen Polytechnic University (KPU), School District, TransLink, YVR
Information Centre	January 15 to	Approximately 1,900 people visited the Information Centre

Consultation	Date	Engagement
	March 2, 2018	while it was staffed.
Two Public Information Meetings	February 17, 2018, February 22, 2018	Approximately 500 people attended the public information meetings.
LetsTalkRichmond website and Feedback Form	February 6 to March 4, 2018	190 responses received. Overall, approximately 75% of those who completed a feedback form generally supported the proposed refinements to the CCAP.

This report provides an analysis of the feedback that was received during the community consultation process, as well as items that were identified through the standard review process, to develop the Concept Master Land Use Plan.

The Concept Master Land Use Plan (Attachment 2) that Council is being asked to endorse includes some refinements to the initial draft plan, the Proposed Master Land Use Plan (Attachment 3), which was introduced to Council on December 11, 2017 and considered by the public during the community consultation process. Updates to the first draft of the plan include:

- Decreasing the heights of some tall buildings by 1 to 2 storeys.
- Revising mid-rise building forms to maintain the concentration of building floor area within a 5 minute walking distance from the Canada Line station without introducing new tall buildings.
- Supporting non-residential uses throughout the site, which is consistent with the existing CCAP designation for the property. The Proposed Master Land Use Plan suggested limiting non-residential use to the area west of the proposed Hazelbridge Way extension, a defined area on the east side of the proposed Hazelbridge Way extension and a defined area adjacent to the proposed Neighbourhood Plaza.

The proposal to amend the OCP/CCAP to refine the distribution and orientation of the Major Park and to reorganize density and building heights on the site remain consistent with those suggested by the earlier draft of the land use plan.

Stakeholders and the community were generally supportive of the Proposed Master Land Use Plan, with approximately 71% of those who completed a feedback form either supporting or having a neutral opinion of the proposed refinements to the CCAP. Although the feedback was generally supportive, staff undertook a detailed analysis of the concerns that were expressed.

Table 2 summarizes and organizes, in alphabetical order, the feedback that was received during the community consultation process. The table also summarizes how the comments are incorporated in the Concept Master Land Use Plan that Council is being asked to endorse and/or suggested Stage 3 actions. Details are discussed in subsequent sections of this report.

Table 2: Summary of concerns/comments received during the community consultation process and the standard application review process and staff's recommended responses and suggested future actions

Feedback	Concept Master Land Use Plan response and suggested Stage 3 (future) actions
Density: Over-development, over- densification in the City	-The Concept Master Land Use Plan maintains the proposed overall on-site density and range of land uses, which are supported by the existing CCAP. -Develop design guidelines to encourage a vibrant City Centre community with a mix of land uses.

Feedback	Concept Master Land Use Plan response and suggested Stage 3 (future) actions
Park Area: -Excess/insufficient on-site park area - Park shape/orientation	-The Concept Master Land Use Plan maintains 4 hectares (10 acres) of Major Park area, which is consistent with CCAP objectives. (Detailed park programming and design would be undertaken by Parks Services staff and would include consultation with the public.) -Develop design guidelines to enhance frontages along public amenity space, parks, plazas and designated retail high-streets.
School: New City Centre school on-site	-School District staff will determine whether the feasibility of purchasing land and constructing an urban elementary school on the site will be pursued with the Board of Education. -City staff will maintain open communication with School District staff and will update Council accordingly.
Tall buildings	-The Concept Master Land Use Plan decreases the heights of some tall buildings by 1 to 2 storeys. -Develop design guidelines to encourage a diverse and appealing city scape.
Traffic/Transit	-Develop opportunities to improve transportation options (including Mobility Hub(s), "Kiss and Ride", etc.) and incentives that support alternative transportation. A Mobility Hub is a planned place where different modes of transportation (walking, rolling, cycling, car share, transit) seamlessly come together. -Develop design guidelines to support pedestrian comfort and bike friendly streets. -Review and advise how parking will be provided for the proposed Major Park.
Use: Unnecessary restriction of non-residential uses	-The Concept Master Land Use Plan retains the option of non-residential uses throughout the site, as currently supported by the CCAP.
Other: -Secure Affordable Housing. -Construct a school/hospital on-site. -Restrict ownership.	-Affordable Housing will be secured during future rezoning stages in accordance with the current Affordable Housing Strategy. -Local government does not secure land for construction of hospitals or schools and does not restrict property ownership rights.

Stage 3 (Future work)

Conditional to Council endorsing the latest draft of the land use plan, the Concept Master Land Use Plan (Attachment 2), staff and the applicant would proceed with completing:

- A Final Master Land Use Plan;
- Associated OCP/CCAP amendments;
- New Development Permit Guidelines that are specific to the subject site; and
- A detailed Implementation Strategy.

The Implementation Strategy would provide a detailed "how to" guide to manage phased development of the site, which will occur through incremental applications to rezone and develop the property in phases. The strategy would include but is not limited to outlining details associated with the phasing, acquisition and development of:

- Park, public open space, and public realm;
- Roads, lanes, and associated infrastructure;
- Engineering services (i.e. utility upgrades and frontage improvements);
- District energy plant location(s) and alternative energy sources; and
- Sustainability measures that align with CCAP sustainability objectives (e.g. incentives that support transit and alternative modes of transportation, accommodations for the future impact of self-driving cars/car share programs, energy conservation features that may include solar panels, water conservation features, etc.).

Findings of Fact

Background

The subject site is the home of the Lansdowne Centre shopping centre and associated surface parking. The site is located at the centre of the Lansdowne Village in the City Centre, is immediately adjacent to the Lansdowne Canada Line station, and bound by No. 3 Road, Alderbridge Way, Kwantlen Street and Lansdowne Road (Attachment 1).

The site is designated for three different types of urban land uses in the City Centre Area Plan (Attachment 3):

- Urban Core T6 (Residential and Mixed Uses) and a Village Centre Bonus on the westerly 1/3 of the site. The permitted density is up to 3.0 Floor Area Ratio (FAR), with a provision for up to 1.0 FAR of additional non-residential bonus density provided the conditions of the Village Centre Bonus are addressed. The maximum building height is 47 m geodetic;
- Urban Centre T5 (Residential and Mixed Uses) on the eastern 2/3 of the site. The permitted density is 2.0 FAR and the maximum building height is 25 m; and
- A linear east/west oriented 4 hectares (10 acres) Major Park along the southern portion of the site abutting Lansdowne Road.

The subject property's Urban Core T6 and VCB land use designations facilitate the acquisition and delivery of approximately 4,975 m² (53,500 ft²) of on-site indoor city amenity space that would be secured in accordance with density bonusing provisions in the CCAP:

- The Urban Core Transect (T6 area) requires the equivalent of 1% of the total residential floor area to be provided as constructed community amenity.
- The Village Centre Bonus (VCB) supports 1.0 FAR of additional non-residential density conditional to providing the equivalent of 5% of the additional 1.0 FAR as constructed community amenity.

The scope of the proposed OCP/CCAP amendment process is limited to identifying a possible location for a City owned amenity building. The Concept Master Land Use Plan identifies a potential location for a City owned amenity at the prominent intersection of No. 3 Road and Lansdowne Road adjacent to the proposed Civic Plaza. The use and function of the community amenity building requires Council approval through a separate process that is discussed in a later section of this report. Acquisition of the community amenity space would be secured as a condition of a future rezoning application.

The applicant proposes amendments to the Official Community Plan (OCP)/City Centre Area Plan (CCAP), which include the proposal to change the distribution of the 4 hectares (10 acres) Major Park that the CCAP identifies for the site, and to reorganize on-site density and building heights. The proposed amendments are refinements to the plan, rather than significant modifications and are consistent with fundamental CCAP objectives to:

- Support Transit Oriented Development (TOD) and a strong Village Centre;
- Locate the majority of the Major Park within a 400 m radius or a 5 minute walking distance of a Village Centre;
- Support the greatest density and building height within 400 m radius or a 5 minute walking distance of a Village Centre; and
- Increase the network of connections and mobility options within the City Centre.

City Centre Area Plan Amendments Presented for Community and Stakeholder Consideration

The community and stakeholders were asked to consider the following proposed amendments to the Official Community Plan (OCP) and City Centre Area Plan (CCAP), which were reflected in the Proposed Master Land Use Plan that Council considered on December 11, 2017

(Attachment 4):

1. The Proposed Master Land Use Plan suggested redistributing the required Major Park that the CCAP identifies for this site in coordination with the overall development concept.

The CCAP shows a linear east/west oriented 4 hectares (10 acres) Major Park along the southern portion of the site abutting Lansdowne Road and supports mixed use development on the remainder of the site (Attachment 4). The intention of the designation in the plan is to establish a requirement to secure the required 4 hectares (10 acres) of Major Park area rather than to prescribe a specific location and shape of the park. The first step in developing a land use plan for the site was suggesting a distribution of Major Park area that is coordinated with the proposed density and land uses and is consistent with CCAP objectives including:

- a) Maximizing the amount of park within a 5 minute walking distance from the Canada Line station (i.e. Major Park area has been redistributed on the site to increase the amount of park area within a 5 minute walking distance from the Canada Line station by approximately 22%).
 - b) Contributing to a civic focus while establishing a series of distinct and well-connected civic spaces in visually and physically prominent locations that are owned and managed by the City and that will be designed to encourage public use and a range of active and passive park uses. Four distinct and connected spaces are proposed:
 - i) A Civic Central Plaza is proposed at the intersection of Lansdowne Road and No. 3 Road, which is the centre of the City Centre;
 - ii) Lansdowne Linear Park on the subject site is intended to become the signature central section of City's east/west civic spine;
 - iii) The Centre Park and Major Event Space would accommodate neighbourhood active and passive users as well as festivals and major events; and
 - iv) The Neighbourhood Plaza is intended to provide space for informal gathering and smaller community events.
2. Once the proposed Major Park distribution and orientation were established, the remaining developable portion of the site was considered. Consistent with the CCAP's objective to maximize building density, height and mix of uses within a 5 minute walking distance from a Canada Line station and/or Village Centre, the Proposed Master Land Use Plan suggested:
 - a) Redistributing on-site building density to extend high density development on the site to include the portion of the site that is within a 5 minute walking distance from the Canada Line station (Attachment 4).
 - i) The overall proposed on-site density suggested by the Proposed Master Land Use Plan (2.7 Floor Area Ratio [FAR]) is the same as the existing CCAP supported density blended over the 20.2 hectares (50 acres) property.
 - ii) Table 3 summarizes that the allocation of density on-site remains fundamentally unchanged. The CCAP designates 76% of the overall on-site density to be located

within a 5 minute walking distance from the Canada Line station; the Proposed Master Land Use Plan proposed to maintain 73% of the overall on-site density within the same area.

Table 3: Summary of proposed organization of density within and outside a 5 minute walking distance from the Canada Line station

% overall on-site density proposed <u>within a 5 minute walking distance from the Canada Line station</u>			% overall on-site density proposed <u>outside a 5 minute walking distance from the Canada Line station</u>		
CCAP	Proposed Master Land Use Plan	Concept Master Land Use Plan	CCAP	Proposed Master Land Use Plan	Concept Master Land Use Plan
76%	73%	74%	24%	27%	26%

- b) Redistributing on-site building heights to permit taller buildings in the portion of the site that is within a 5 minute walking distance from the Canada Line station (Attachment 4). The Proposed Master Land Use Plan suggested a strategic range of building heights that are consistent with CCAP objectives.
 - i) With the exception of one proposed tower, the Proposed Master Land Use Plan suggested that towers are wholly or partially located within the portion of the site that is a 5 minute walking distance from the Canada Line station.
 - ii) The plan suggested placing towers to strategically frame the park/public amenity area, to introduce density to support Hazelbridge Way’s designation in the CCAP as a retail high-street, to increase separation between tall buildings, and to increase the variety of on-site building heights to encourage a varied skyline and a distinct village character.

- c) Restricting non-residential uses to the portion of the site located within a 5 minute walking distance from the Canada Line station and to an area that is within immediate proximity of the proposed Neighbourhood Plaza (Attachment 3). The proposed restriction was inconsistent with the site’s existing designations in the CCAP, which support mixed uses throughout the site.

Community Consultation Process

On December 11, 2017, Council endorsed community consultation regarding the Proposed Master Land Use Plan for the Lansdowne Centre shopping centre site, which included:

- Meetings with key stakeholders;
- An on-site Information Centre that was visited by approximately 1,900 people;
- Two public information meetings that were attended by approximately 500 people; and
- Using the City’s interactive discussion and community engagement website, LetsTalkRichmond.ca to both share information with the public about the Proposed Master Land Use Plan and to collect 190 feedback form responses. Paper copies of the feedback forms were available upon request and were distributed with a return addressed envelope.

Official Community Plan and Stakeholder Consultation

Staff have reviewed the proposed OCP amendments, with respect to the Local Government Act and the City’s OCP Consultation Policy No. 5043 requirements. The following tables summarize the OCP Consultation, regarding the Proposed Master Land Use Plan (Attachment 4).

Table 4: OCP Consultation (General)

Stakeholder	Referral Comment
BC Land Reserve Co.	No referral necessary, as they are not affected. No change in overall density or supported land uses are proposed
Metro Vancouver	
The Councils of adjacent Municipalities	
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	
Port Authorities (Vancouver Port Authority and Steveston Harbour Authority)	
Richmond Coastal Health Authority	
All relevant Federal and Provincial Government Agencies	

The community consultation plan that was endorsed by Council identified key stakeholders. Staff and the applicant met with the key stakeholders on the dates referenced in Table 5 and communication between the groups remains ongoing. Attachment 5 includes comprehensive meeting summaries, which are also discussed in detail in a subsequent section of this report.

Table 5: Consultation with key stakeholders (Meetings attended by City staff and the applicant) (Attachment 5 includes meeting minutes)

Stakeholder	Stakeholder Meeting Date	Comments
Kwantlen Polytechnic University (KPU)	January 31, 2018	Discussed in detail in a subsequent section of this report
School District	January 11, 2018, June 18, 2018	
TransLink	March 20, 2018	
Vancouver Airport Authority (YVR)	May 24, 2018	

Table 6 summarizes supplementary consultation that the applicant initiated and is discussed in more detail in Attachment 6.

Table 6: Applicant initiated and undertaken consultation (not attended by City staff) (Attachment 6)

Stakeholder	Stakeholder Meeting Date	Comments (see Attachment 5 for details)
Mall Tenants	Information sharing hosted by applicant: November 21, 2017, February 20, 2018 Ongoing	Tenants are interested in the anticipated redevelopment timeframe and minimizing disruption to the operation of the existing mall during the redevelopment process. The applicant has committed to maintaining a transparent relationship with existing mall tenants.
Applicant identified interest groups	Ongoing discussions initiated in November 2017	Attachment 6 includes a complete list of groups that were consulted and topics that were discussed. The groups included but were not limited to: Richmond Chamber of Commerce Board, Tai Chi Clubs, Richmond Chinese Cultural Society, etc.
Adjacent strata corporations	Invitations to meet were sent in early 2018.	Attachment 6 includes a complete list of nearby strata corporations that were invited to meet with the applicant. Only one strata accepted the invitation.

Information Centre

The Information Centre, which was hosted in the existing Lansdowne Centre shopping centre in a commercial space located adjacent to the food court was open daily between January 15 and March 2, 2018 during regular mall hours and staffed by the applicant between 10 AM and 4PM.

Two Public Information Meetings

Public information meetings were hosted at the Lansdowne Centre shopping centre (Saturday, February 17, 2018 from 10 AM to 2 PM and Thursday, February 22, 2018 from 5 PM to 8 PM). The meetings were attended by approximately 500 people. Information boards and a large physical model were on display and City staff from different departments and the applicant's representatives were available for discussion. To encourage the public to complete the feedback forms available through LetsTalkRichmond.ca while at the meeting, iPads were available and technical support was provided when needed. Paper copies of the feedback form were available upon request. In total, over the course of the community consultation process, four paper copies of the feedback form were requested; no paper copies of the feedback form were returned to staff.

Notification regarding the Public Information Meetings included:

- Direct mail notification
 - 2,226 notification letters were distributed to addresses within a 100 m radius of the subject site.
- Newspaper advertisement
 - Richmond News on February 8, 2018.
 - Richmond Sentinel on February 14, 2018.
- Signage
 - On February 5, 2018, signage was posted at all entrances to the mall.
 - Vinyl glass storefront signage was installed at the vacant retail space in the mall where the public information meeting was hosted.
 - On February 5, 2018, sandwich board signage was placed near the Lansdowne Canada Line Station to notify transit users.
- City staff in Corporate Communications coordinated a Facebook and Twitter outreach campaign that included information regarding the proposal and a link to the feedback form. There were approximately 100 actions taken by Twitter users who saw the posts (including liking, commenting, sharing or clicking on the link). The campaign included 4 Facebook posts that reached an average of 888 Facebook users.

LetsTalkRichmond.ca

The feedback form and information about the proposal was available online at www.LetsTalkRichmond.ca from Tuesday, February 6, 2018 to Sunday, March 4, 2018. Of 886 individuals who visited the LetsTalkRichmond.ca website, 682 reviewed the available material and 190 completed a feedback form. The responses indicate:

- Eighty four (84) individuals (44% of respondents) identified themselves as living within 5 km of the Lansdowne Centre shopping mall.
- Ninety six (96) individuals (50% of respondents) identified themselves as living within Richmond but farther than 5 km from the subject site.
- Only 3 individuals (1.5% of respondents) did not live in Richmond.

Staff received five phone calls from members of the public who were interested in discussing the Proposed Master Land Use Plan. Their comments are included in the feedback summary results (Attachment 6).

Additional Comments

OCP/CCAP amendment application signage has been installed on the subject site.

Should Council endorse the Concept Master Land Use Plan, staff and the applicant will proceed toward completing a Final Master Land Use Plan for the subject site and associated OCP/CCAP amendments and site specific design guidelines. The plan and associated OCP/CCAP amendment bylaw would return to Council for review and if Planning Committee endorses the bylaw amendments and Council grants first reading to the OCP/CCAP amendment bylaw, the bylaw would be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing would be provided in accordance with the *Local Government Act*.

Analysis

Staff have considered all of the feedback received regarding the proposed refinements to the CCAP that were suggested by the Proposed Master Land Use Plan. Attachments 5 to 7 provide a comprehensive summary of the feedback that was received.

Feedback from Key Stakeholders

This section of the report reviews the feedback that was received from key stakeholders, advises whether the comments are reflected in the Concept Master Land Use Plan that Council is asked to endorse, and suggests items to be undertaken during the next stage in the project review process. Table 7 summarizes the stakeholder comments.

Table 7: Consultation with key stakeholders (attended by City staff and the applicant) (Attachment 5 includes meeting minutes and supplementary correspondence)

Stakeholder	Stakeholder comments
Kwantlen Polytechnic University (KPU)	KPU supports the Proposed Master Land Use Plan and does not have any specific concerns. KPU encourages development of rental housing on the subject site that could potentially house KPU students.
School District	The School District has provisions in place to accommodate students residing in the City Centre by expanding existing schools but remains interested in exploring opportunities to secure one additional elementary school within the City Centre. School District staff will determine whether the feasibility of purchasing land and constructing an urban elementary school on the site will be pursued with the Board of Education.
TransLink	At the stakeholder meeting, TransLink staff did not express any specific concerns related to the Proposed Master Land Use Plan and expressed support for the provision of a "Kiss and Ride" area on the subject site. Subsequent to the stakeholder meeting, staff received a letter from TransLink (Attachment 5). Although staff agree with some of the items listed in the letter, not all of the items are supportable. Staff's response to TransLink: a) Requests that TransLink demonstrate legislative authority to require municipalities to administer the Adjacent and Integrated Development (AID) process. Currently, the City does not have any formal agreement with TransLink regarding their AID requirements. Staff advise applicants to contact TransLink directly regarding the AID

Stakeholder	Stakeholder comments
	<p>process.</p> <p>b) Advises that consistent with OCP objectives to support use of alternative modes of transportation, staff do not support an on-site Park and Ride structure as it would encourage more single occupant driving to/from the City Centre and promote auto use as part of the commuting journey.</p> <p>c) Advises that TransLink's requirement for their approval on any new signals along No. 3 Road should be addressed by the applicant's consultant.</p> <p>Staff will continue to work with TransLink to cooperatively address these items.</p>
Vancouver Airport Authority (YVR)	<p>At the stakeholder meeting, YVR staff did not express any specific concerns related to the Proposed Master Land Use Plan but did refer staff to their letter (dated May 4, 2018) that references:</p> <p>a) The subject site's proximity to an existing flight path and the associated impacts resulting from exposure to aircraft noise.</p> <p>b) The Vancouver Airport Authority's (VVA) application to Transport Canada to create new Airport Zoning Regulations (AZR) to support a new third parallel runway, which would affect maximum permitted building heights on the subject site (Attachment 5).</p>

Kwantlen Polytechnic University (KPU)

Kwantlen Polytechnic University (KPU) staff support the Proposed Master Land Use Plan and do not have any specific concerns. They encourage development of rental housing on the subject site that could potentially house KPU students.

Suggested Next Steps

The scope of the subject application is limited to OCP/CCAP amendments associated with a land use concept for the subject property. Successful adoption of a Final Master Land Use Plan and associated OCP/CCAP amendments would be followed by incremental rezoning applications. Each rezoning application would be subject to Council approval and required to provide all up to date amenities and contributions, including the Affordable Housing (AH) Strategy, which currently secures a minimum of 10% of the residential floor area as Low End Market Rental (LEMR) units and defines an allocation of family friendly units that responds to City policy.

School District

School District staff have advised that, although they have provisions in place to accommodate students in the City Centre by expanding existing schools, the School District remains interested in exploring opportunities to secure one additional elementary school within the City Centre. Three possible locations and one preferred location for an elementary school on the subject site have been identified (Attachment 5).

Discussion regarding the feasibility of purchasing land and constructing a school on the subject site has included consideration and discussion of the following:

- School District staff will determine whether the feasibility of purchasing land and constructing an urban elementary school on the subject site will be pursued with the Board of Education.
- The elementary school curriculum requires access to playfield space that meets specified minimum size requirements. The City has a standing agreement with the School District that generally supports the non-exclusive use of City owned parks by Richmond schools. Community Services and Parks Planning staff met with School District staff to discuss this agreement and on-site opportunities.

- School Site Acquisition Charges, which are collected by local governments and assist in the recovery of costs associated with the future acquisition of land for new school sites, were introduced by provincial legislation in 2001.

Suggested Next Steps

Staff propose that during the next stage of the OCP/CCAP amendment review process, staff maintain open communication with School District staff regarding the School Board potentially purchasing land from the applicant to develop an urban elementary school on the subject site and to update Council regarding this topic during Stage 3 of the application review process or as information becomes available.

TransLink

At the stakeholder meeting, TransLink staff did not express any specific concerns related to the Proposed Master Land Use Plan and expressed support for a “Kiss and Ride” area being provided within proximity of the Canada Line station (Attachment 5).

Subsequent to the stakeholder meeting, staff received a letter from TransLink that includes reference to TransLink’s independent Adjacent and Integrated Developments (AID) process. Although the scope of the subject application is limited to finalizing a Master Land Use Plan for the site that would be followed by incremental applications to rezone and redevelop portions of the property, TransLink’s letter references active development stages and includes a City referral and obligation process that is not supported by a corresponding formal agreement between the City and TransLink nor has TransLink confirmed that it has the relevant legislative authority. Staff’s response to TransLink is summarized in Table 7 in this report.

Suggested Next Steps

Right of ways that secure TransLink interests are registered on portions of the site that abut No. 3 Road and may influence the location of a “Kiss and Ride” area, as well as design of the proposed enhanced public pedestrian right of way along No. 3 Road. During the next stage of the OCP/CCAP amendment review process, staff and the applicant will establish a process to work collaboratively with TransLink to identify a suitable location for a “Kiss and Ride” area on the site and to discuss possible amendments to the existing TransLink right of way areas on the site.

Transportation staff do not support construction of a designated Park and Ride structure, which would encourage more driving to/from the City Centre and promote auto use as part of the commuting journey. Instead, staff support a “Kiss and Ride” space on the site that is within proximity of the Canada Line station and is part of an integrated on-site mobility hub where different modes of transportation (walking, rolling, cycling, car share, transit) seamlessly come together.

During the next stage in the OCP/CCAP amendment review process, Transportation staff will evaluate whether a portion of required commercial parking should be secured during future rezoning applications for short term (hourly) “Public Parking” that is available for use by the general public.

YVR and Proposed Changes to Existing Aeronautical Zoning

The Proposed Master Land Use Plan suggested building heights that are permitted by the existing Airport Zoning Regulations (AZR) for Vancouver International Airport (YVR), and current OCP policies including the Aircraft Noise Sensitive Development (ANSD) Map.

During the course of the application review process, the Vancouver Airport Authority (VAA) initiated an application to Transport Canada for an AZR amendment application to protect airspace for a potential new third parallel runway.

Concept Master Land Use Plan Response and Suggested Next Steps

Through ongoing discussions with VAA, the City has been actively working with VAA staff to limit the impact of any potential building height reductions associated with the proposed AZR amendment. The Concept Master Land Use Plan references the buildings and the associated building height restrictions that are proposed by the VAA and that are consistent with ongoing discussions between YVR and City staff regarding the proposed new third parallel runway. The Concept Master Land Use Plan references the following decreases in building heights:

- Reducing the height of on-site buildings that abut No. 3 Road by 1 storey compared to the existing CCAP height designation; and
- Reducing building heights by up to 2 storeys on the central portion of the site that is bound by the proposed Hazelbridge Way extension and Cooney Road extension.

As a result of eleven proposed towers being affected by the proposed new height restrictions, approximately 9,740 m² (104,840 ft²) of office and residential floor area must be relocated on-site. Rather than introducing new tall buildings to recover the affected floor area, the Concept Master Land Use Plan proposes refinements to the mid-rise buildings, as well as limited increases to some tower floor plates (50 m² for residential buildings, up to 210 m² for office towers) while maintaining the on-site density allocation that was suggested by the Proposed Master Land Use Plan.

During the next stage in the OCP/CCAP amendment review process, staff will:

- Continue to monitor VAA's application to Transport Canada to ensure that the City's density and building height objectives around designated Village Centres is reflected in the new aeronautical zoning. Should there be any developments related to the VAA's application, staff will update Council as information becomes available.
- Develop new development permit guidelines that are specific to the subject site and that encourage a diverse and appealing city scape, which will include provisions for stepped mid-rise buildings, architectural enhancements to the skyline and quality landmark architecture.

Feedback from the Public

This section of the report reviews the feedback that was received from the community, advises whether the comments are reflected in the Concept Master Land Use Plan, and suggests items to be undertaken during the next stage in the project review process.

Staff asked the public to provide their feedback on four fundamental themes including:

- On-site park distribution and orientation;
- On-site distribution of density (noting that no additional density is proposed);

- On-site distribution of tall buildings (to increase separation between tall buildings and to encourage a range of building heights on-site); and
- On-site distribution of commercial and non-residential uses (Attachment 3).

Staff received 190 responses via feedback forms. Respondents were generally supportive of the refinements to the OCP/CCAP that were suggested in the Proposed Master Land Use Plan. Overall, approximately 71% of those who completed a feedback form either supported or had a neutral opinion of the proposed refinements to the CCAP.

Table 8: Feedback Form Responses Summary

	Support/Neutral	Do not support	Don't know/other
Park distribution/shape	76% (63% and 13%)	18%	6%
Density distribution	72% (63% and 9%)	22%	5%
Building height distribution	65% (52% and 13%)	28%	8%
Commercial/non-residential distribution	69% (57% and 12%)	23%	8%

Although the completed feedback forms indicate that the majority of respondents either supported or had a neutral opinion of the proposed refinements to the CCAP, staff have carefully reviewed the comments. Comments from respondents who indicated that they do not support elements of the Proposed Master Land Use Plan have been organized into six themes and are summarized below in an order that reflects the number of respondents who provided non-supportive comments regarding the issue. Supplementary information is included in Attachment 7.

1. Perception that the City Centre transportation system and associated infrastructure is unable to manage current volumes and will be further stressed if the subject site redevelops
 Thirty two (32) respondents (17%) expressed concerns that include the following: traffic congestion, insufficient parking, loss of free parking on the subject site, necessity of providing a free park and ride facility, insufficient Canada Line capacity (current and future), and dissatisfaction with transit and/or absence of an integrated transit system.

In response to these concerns, the proposal was reviewed with consideration of existing City transportation policies and objectives and was found to support Council approved objectives as summarized in the table below.

Table 9: Compliance with transportation policy/objectives summary

Policy/objective	Y/N	Concept Master Plan response
City Centre Transportation Plan	Y	The density and land uses proposed on-site are consistent with the existing supported CCAP and do not change the population and/or land use assumptions that were applied in the development of the City Centre Transportation Plan.
Transit Oriented Development (TOD)	Y	-The Concept Master Plan proposes to increase the network of connections and mobility options within the City Centre, which is consistent with the City Centre Transportation Plan. -Phased redevelopment of the site will be conditional to construction of transportation and infrastructure improvements (including but not limited to new roads [i.e. extension of Hazelbridge Way, Cooney Road, and new East/West street], improvements to existing roads and intersections, new off-street bicycle facilities along Cooney Road and Lansdowne Road, providing new/upgrading existing sidewalks along all streets, Mobility Hub(s) to support multi-modal transportation, including a "Kiss and Ride", etc.)

Policy/objective	Y/N	Concept Master Plan response
On-site parking	Y	-Although the Lansdowne Centre shopping centre currently provides free parking to mall patrons and employees, the City's Zoning Bylaw and other parking related policies do not require a private property owner to provide free on-site "Public Parking". - During the next stage in the OCP/CCAP amendment review process, Transportation staff will evaluate whether a portion of required commercial parking should be secured during future rezoning applications for short term (hourly) "Public Parking".

Suggested Next Steps

Staff recommend that during the next stage of the OCP/CCAP amendment review process:

- A suitable location is identified for a "Kiss and Ride" space on the site that is part of an integrated on-site Mobility Hub(s), which is consistent with City Transportation staff objectives to support the use of alternative forms of transportation to arrive at the Canada Line station (walking, rolling, cycling, car share, transit) rather than construction of a designated Park and Ride structure, which would encourage more driving to/from the City Centre. A Mobility Hub is a planned place where different modes of transportation (walking, rolling, cycling, car share, transit) seamlessly come together and where there is an intensive concentration of working, living, shopping and/or playing.
- Staff develop design guidelines that are specific to the site to support more pedestrian and bike friendly streets and connections (i.e. alternative road standards, provisions for temporary road closures and special events, special landscape features, more and wider connections, attractive and functional commercial and residential streetscapes, etc.).
- Options for parking that would service the Major Park are considered.
- Building on the City's commitment to TOD and sustainability, incentives that support transit and alternative modes of transportation are developed including:
 - On-site Mobility Hub(s).
 - Parking reductions for residential and commercial/office uses along the No. 3 Road transit corridor.
 - Architectural design to accommodate the future impact of self-driving cars, the increasing popularity of car share programs, and inclusion of adaptable building design provisions for parking areas that consider a car-less future, etc.

2. Perception that the City Centre is currently overdeveloped/too dense

Twenty six (26) respondents (14%) did not support redevelopment of the site generally and expressed concerns related to any development that would: change existing commercial services, affect the amount of available and free parking on the site, introduce residential development and/or more people in the City Centre, and/or affect community character and identity.

The Council adopted CCAP, which included significant community consultation, establishes the density and land uses that are supported within the City Centre and the subject site. The Concept Master Land Use Plan maintains the overall on-site density (2.7 FAR) and mix of land uses that are supported by the existing CCAP, as well as the on-site organization of density that was suggested by the Proposed Master Land Use Plan.

Suggested Next Steps

Staff recommend that during the next stage of the OCP/CCAP amendment review process, staff develop design guidelines that are specific to the site to encourage a vibrant City Centre community with a mix of land uses, which may prioritize public realm spaces (physical and

visual), include purposeful development of family oriented housing, optimize the use of underground space (i.e. multiple levels of below ground parking), inclusion of time-mix provisions (day/night vibrancy).

3. General lack of support for tall buildings on the site

Seventeen (17) respondents (9%) expressed concerns that include the following: tall buildings will impact existing views of the North Shore, too many tall buildings have already been constructed in the City Centre, building heights along park frontages should be decreased or increased, on-site dispersal of tall building should be increased or decreased, tall buildings are not a desirable form of development and result in over densification, and there is a general shortage of interesting building forms in the City.

Richmond’s flat topography, high water table and building height restrictions resulting from existing and proposed new Airport Zoning Regulations affect the available building massing options. These limitations are considered in the CCAP design guidelines, which include provisions related to minimum tower separation, maximum tower floorplate size, skyline articulation and diversity of building form. The Concept Master Land Use Plan, which proposes lower building heights for some towers and strategic mid-rise building heights, is consistent with existing CCAP guidelines and additional proposed new aeronautical zoning regulations as summarized in a previous section of this report.

Table 10: Compliance with CCAP objectives for tall buildings and proposed new aeronautical zoning regulations summary

Policy/objective	Y/N	Concept Master Land Use Plan response
CCAP guidelines	Y	-Tower building forms are concentrated within a 5 minute walking distance from a Canada Line station. -Tower building forms are proposed in strategic locations (to frame the park and public amenity area, to introduce density to support Hazelbridge Way’s designation as a retail high-street, to increase separation between tall buildings, to reduce privacy and shadow impacts on adjacent development and at ground level, to support a varied skyline and distinct village character). -A variety of building heights are proposed.
Proposed new Aeronautical Zoning Regulations	Y	The Concept Master Land Use Plan decreases building heights for some tall buildings by 1 to 2 storeys.

Suggested Next Steps

Staff recommend that during the next stage of the OCP/CCAP amendment review process, site specific design guidelines are developed to encourage a diverse and appealing cityscape, which may include provisions for stepped mid-rise buildings, slim tower profiles, architectural enhancements to the skyline, high quality landmark architecture, increased separation between tall buildings, increased sunlight penetration to the public realm.

4. Perception that non-residential uses (commercial/office) should be permitted throughout the site

Fifteen (15) respondents (8%) clarified that they do not support restricting non-residential use to designated areas of the subject site and instead prefer maintaining the existing CCAP’s support for mixed used development throughout the entire subject site.

Suggested Next Steps

The CCAP supports compatible land uses throughout the subject site to reduce non-work trips and travel outside the neighbourhood, and to encourage social interactions, community vibrancy and commercial viability. The entire site is within an approximately eight minute walking distance from the Canada Line station where mixed use development is generally supported. Based on these considerations and the feedback that was received, staff recommend that non-residential uses be permitted throughout the site.

5. Perception that:

- a) *The proposed Major Park shape/orientation does not respond to the community's needs.*
- b) *There is an existing oversupply of City park or an undersupply of City park.*

Eleven (11) respondents (6%) expressed concerns that include the following related to the proposed distribution and orientation of the Major Park: active uses will not be accommodated within an urban park, Lansdowne Linear Park would be limited to a wide sidewalk, pedestrian connections need weather protection, and residents will be affected by park related noise/nuisance/crime. Eight (8) respondents (4%) expressed concern that on-site park area is being either over or under supplied.

The distribution and orientation of the proposed 4 hectares (10 acres) Major Park the in the Concept Master Land Use Plan is supported by Parks and Planning and Development staff and complies with CCAP objectives for the Major Park as summarized in the following table.

Table 11: Compliance with Major Park objectives summary

Policy/objective	Y/N	Concept Master Plan
CCAP guidelines	Y	Increases the amount of park area within a 5 minute walking distance from the Canada Line station.
	Y	Establishes a series of four distinct and well-connected spaces that encourage and accommodate a range of public use (active and passive) and contribute to a civic focus. Major Park is part of the larger, interconnected system of City park spaces that includes Middle Arm Waterfront Park, Aberdeen Park, and the Lansdowne Linear Park.
	Y	The OCP and the CCAP establish a quantity standard for the provision of City wide and City Centre specific parks and open space. Provision of 4 hectares (10 acres) of park at the 20.2 hectares (50 acres) site is included in the OCP as one of the new parks that will contribute to achieving the standard.

Conditional to Council adopting an OCP/CCAP amendment bylaw and a Final Master Land Use Plan for this property, a separate park planning process would be led by Parks Services staff and would begin with the development of a park concept, programming priorities and a phasing plan that will be used to guide future park development. Public consultation would be undertaken as part of the process. Detailed park design would be carried out in phases coinciding with the milestones identified in the phasing plan and coordinated with the phased development of the site.

Suggested Next Steps

Staff recommend that during the next stage in the OCP/CCAP amendment review process:

- Staff develop site specific design guidelines to enhance the frontages along public amenity spaces, parks, plazas, and designated retail high-streets to encourage high quality public amenities that will encourage social connectedness, public gathering and accommodation of special events.

- The Implementation Strategy suggests how the Major Park would be secured in phases. The existing CCAP designates the Major Park's perimeter as a Park Frontage Enhancement Area. While the full 4 hectares (10 acres) Major Park area will be seamlessly developed and programmed, the Implementation Strategy would include a strategy to secure 0.49 hectare (1.23 acres) of the Major Park through public right of passage agreements and 3.5 hectares (8.77 acres) of park land acquisition as determined by the CCAP and the existing Parks Development Cost Charges (DCC) program. This administration detail does not change the total area of the Major Park. Similar to the accommodation of displaced floor area resulting from proposed changes to aeronautical zoning, adjustments to mid-rise building massing would accommodate the changes to building floor area.

6. Other comments

The comments section of the feedback form provided an opportunity for respondents to provide general comments. The following is a summary of general comments that were provided by some members of the public, staff comments follow in italics. Staff do not recommend any further action in response to these comments.

- Encourage/require the applicant to provide Affordable Housing and/or family oriented housing on the site Affordable Housing.

Consistent with standard practice, incremental redevelopment of the site will be required to comply with the Affordable Housing (AH) Strategy that applies at the time of redevelopment. The current AH Strategy requires that 10% of market residential floor is secured as AH and defines an appropriate ratio of family friendly units.

Staff will also work with the applicant to define an appropriate ratio of family friendly units in response to City policy that encourages development of family friendly units.

- Support for the proposal conditional to construction of an on-site hospital and/or school.

Existing and proposed land use designations on the site permit construction of a hospital and/or school. Construction of a hospital/school is subject to purchase of property from the property owner.

Following the public information meetings and closure of the LetsTalkRichmond.ca website on March 4, 2018, on March 29, 2018, the BC provincial government announced the renewal and expansion of the Richmond Hospital.

Staff will maintain open communication with School District staff as they assess the feasibility of purchasing a site on the subject property to construct an elementary school.

- Reference to residential ownership restrictions (i.e. restrict foreign ownership).

Existing legislation does not provide Local Government with tools to regulate tenancy of unsecured non-rental property.

Associated Reports & Processes

If the Concept Master Land Use Plan is endorsed by Council and work continues toward the development of a Final Master Land Use Plan, Council would receive a series of reports regarding matters that are related to the future redevelopment of the site but that are outside the scope of the OCP/CCAP amendment review and reporting process. The following reports would be brought forward for consideration by Council either before or after successful adoption of the proposed OCP/CCAP amendment bylaw and Final Master Land Use Plan for the subject site.

- Park
 - a) Major Park Programming and Event Plan

In order to support a high level of civic use of the proposed Civic Plaza and Centre Park and Event Space, the programming and event plan will develop options for the development and operation of the facilities, infrastructure and parking. The options that will be presented to Council may include models for coordinating with the property owner.
 - b) Park Plan

The park would be acquired and developed in phases (to be considered in the Implementation Strategy). A park planning process to define the program priorities and conceptual design framework would be led by Parks Services staff and would be presented to Council in a future report. Subsequently, park development is expected to be undertaken in phases as portions of the Major Park are acquired through future phased rezoning applications.
- City Community Amenity Building

As part of the OCP/CCAP amendment process, a possible location for a City owned amenity building has been identified at the site's most prominent and desirable corner. The space will be secured through a future rezoning process as the scope of the OCP/CCAP amendment process is limited to identifying a location for a City owned amenity. Prior to securing the space through a rezoning process, the use and function of the building(s) will be decided by Council through a separate process.
- Public Art

The public art plan for this site will be undertaken through a separate process led by the Public Art Planner.
- District Energy

The district energy (energy plant with an alternative energy source) implementation plan for this site would be undertaken through a separate process led by Lulu Island Energy Company (LIEC) staff and include introduction of a service area bylaw and consultation with Council. A separate legal parcel would be negotiated for the plant and staff would work with the applicant to determine an appropriate size and location for the plant facility. Realization of the plant and on-site district energy would occur through individual rezoning and Development Permit applications.

Financial Impact or Economic Impact

There is no financial impact associated with endorsing the Concept Master Land Use Plan to proceed toward finalizing the Master Land Use Plan and Official Community Plan (OCP)/City Centre Area Plan (CCAP) amendments, as well as developing an Implementation Strategy.

Conclusion

Vanprop Investments Ltd. has applied to the City of Richmond to amend the City's Official Community Plan (OCP) and the City Centre Area Plan (CCAP), for the site at 5300 No. 3 Road to permit refinements, rather than significant modifications, to the OCP/CCAP. The proposed amendments include changes to the distribution and orientation of the 4 hectares (10 acres) Major Park, and changes to the organization of density and building heights on the site. The proposed amendments would result in community benefits that include but are not limited to:

- Increasing the amount of Major Park area within a 5 minute walking distance from the Canada Line station while supporting the introduction of a series of distinct and well-connected civic spaces that encourage public use and a range of active and passive park uses;
- Gradually transitioning from very high density to medium density development on the site while supporting the City's commitment to Transit Oriented Development and sustainability by maintaining 74% of the overall on-site density within a 5 minute walking distance from the Canada Line station;
- Supporting skyline articulation and a diversity of building forms and heights by suggesting tower buildings in strategic locations, increasing separation between tall buildings, proposing a variety of building heights, and maintaining a maximum 25 m building height east of Cooney Road.
- Increasing the network of connections and mobility options on the site by proposing new streets, new multi-use pathways, smaller more pedestrian friendly blocks, and supporting sustainability and alternative transportation initiatives.

These amendments were considered and generally supported by stakeholders and the community. The results of the community consultation indicate that approximately 71% of those who completed a feedback form either supported or had a neutral opinion of the proposed refinements to the CCAP. Based on this feedback from stakeholders and the community, and on-going staff review, staff are seeking Council's endorsement of the Concept Master Land Use Plan (Attachment 2) for the Lansdowne Centre shopping centre property to support the next stage in the review process. This includes finalizing the following for Council consideration:

- A Final Master Land Use Plan;
- Official Community Plan (OCP)/City Centre Area Plan (CCAP) amendments;
- New Development Permit Guidelines that are specific to the subject site; and
- An Implementation Strategy.



Diana Nikolic, MCIP
Senior Planner/Urban Design

DN:cas

Attachment 1: Location Map

Attachment 2: Concept Master Land Use Plan

-Simplified Plan View

-3D View (with reference to building impacted by proposed changes to existing aeronautical zoning)

Attachment 3: Specific Land Use Map: Lansdowne Village (2013)

Attachment 4: Proposed Master Land Use Plan and Sequential Rationale for Proposed OCP/CCAP Refinements

Attachment 5: Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

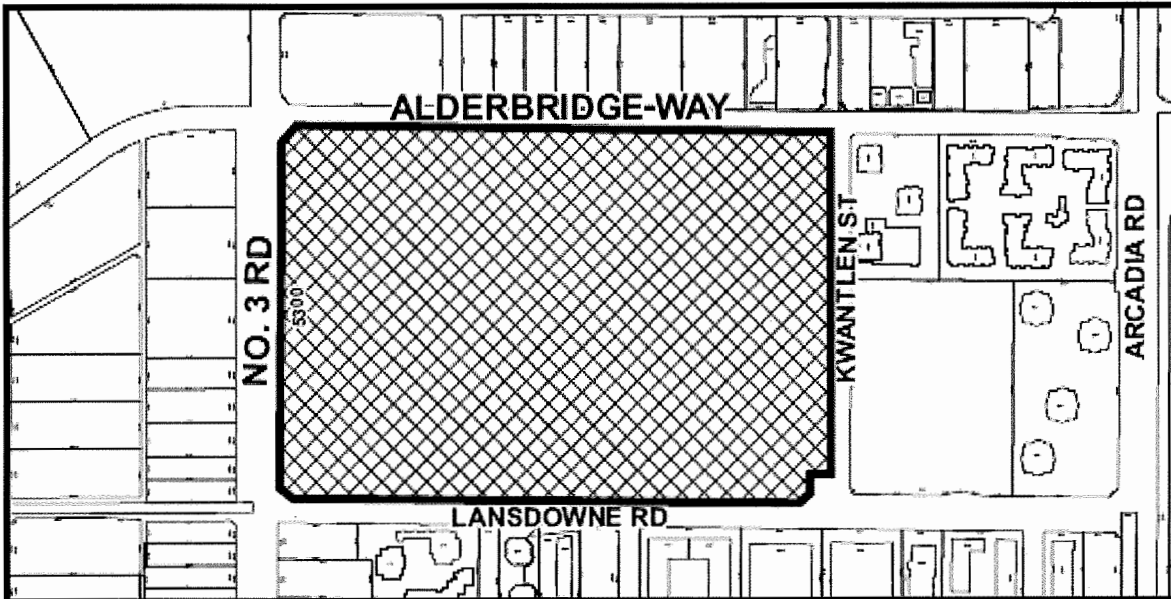
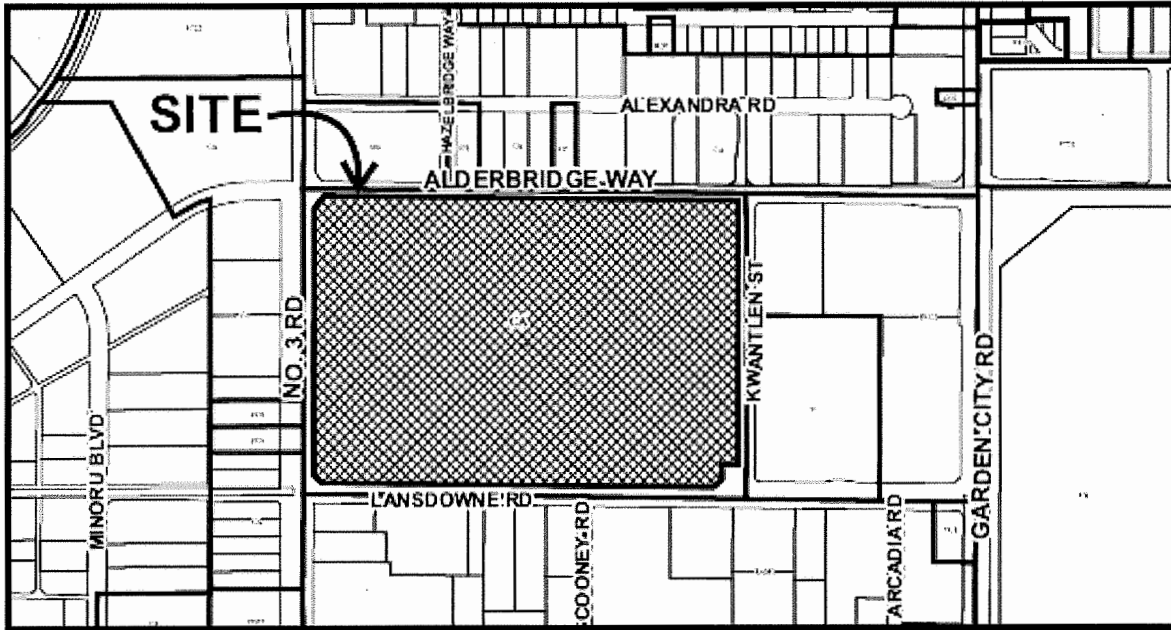
Attachment 6: "Formal Community Consultation – Lansdowne Centre" (January – March 2018) prepared by applicant's consultant

Attachment 7: Community Consultation Feedback Summary

Location Map



City of
Richmond



CP 15-717017

Original Date: 10/04/17

Revision Date: 10/05/17

Note: Dimensions are in METRES

ATTACHMENT 2

Concept Master Land Use Plan
Simplified Plan View (with reference to buildings impacted by proposed changes to existing aeronautical zoning)

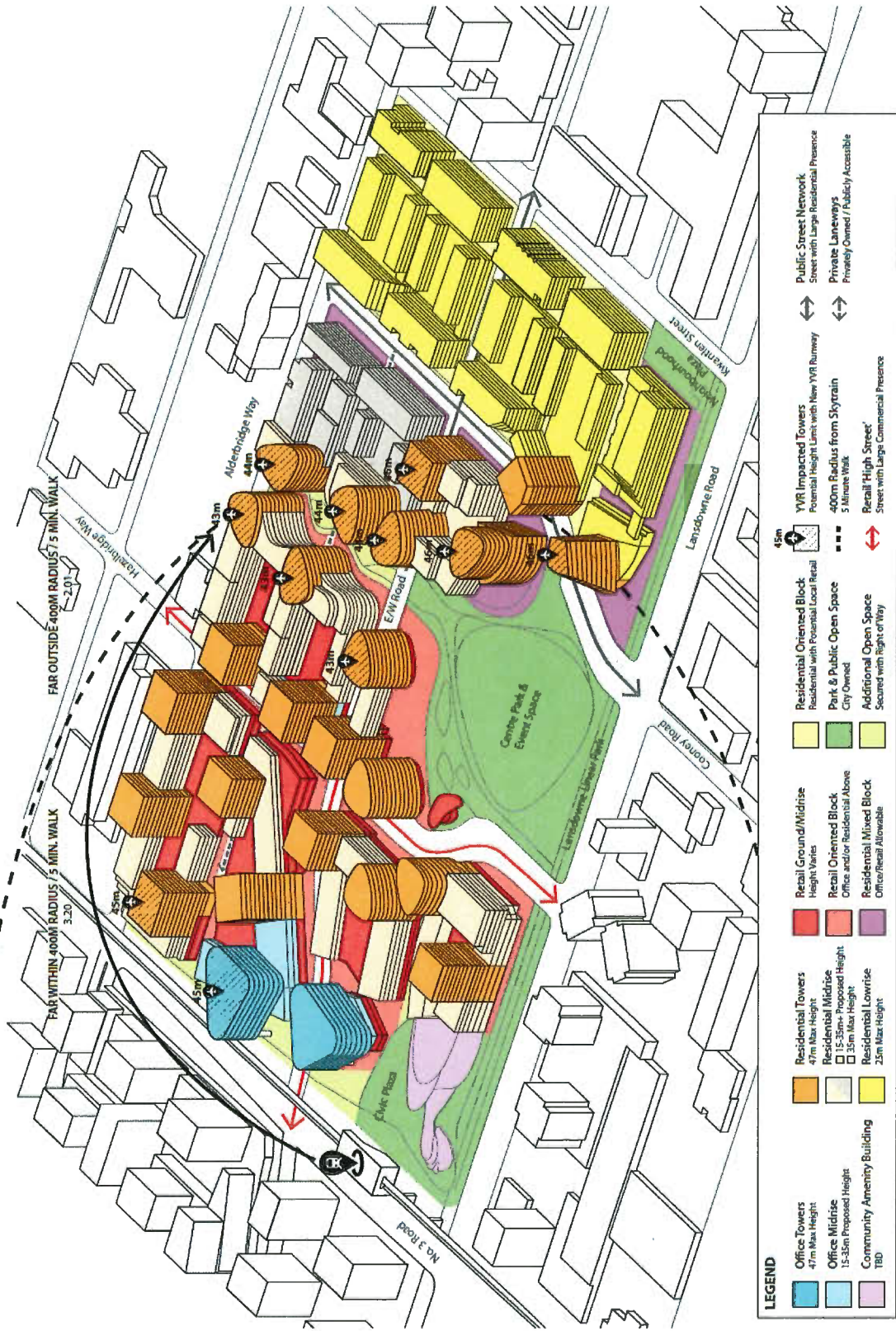


FAR WITHIN 400M RADIUS / 5 MIN. WALK 3.20
FAR OUTSIDE 400M RADIUS / 5 MIN. WALK 3.01

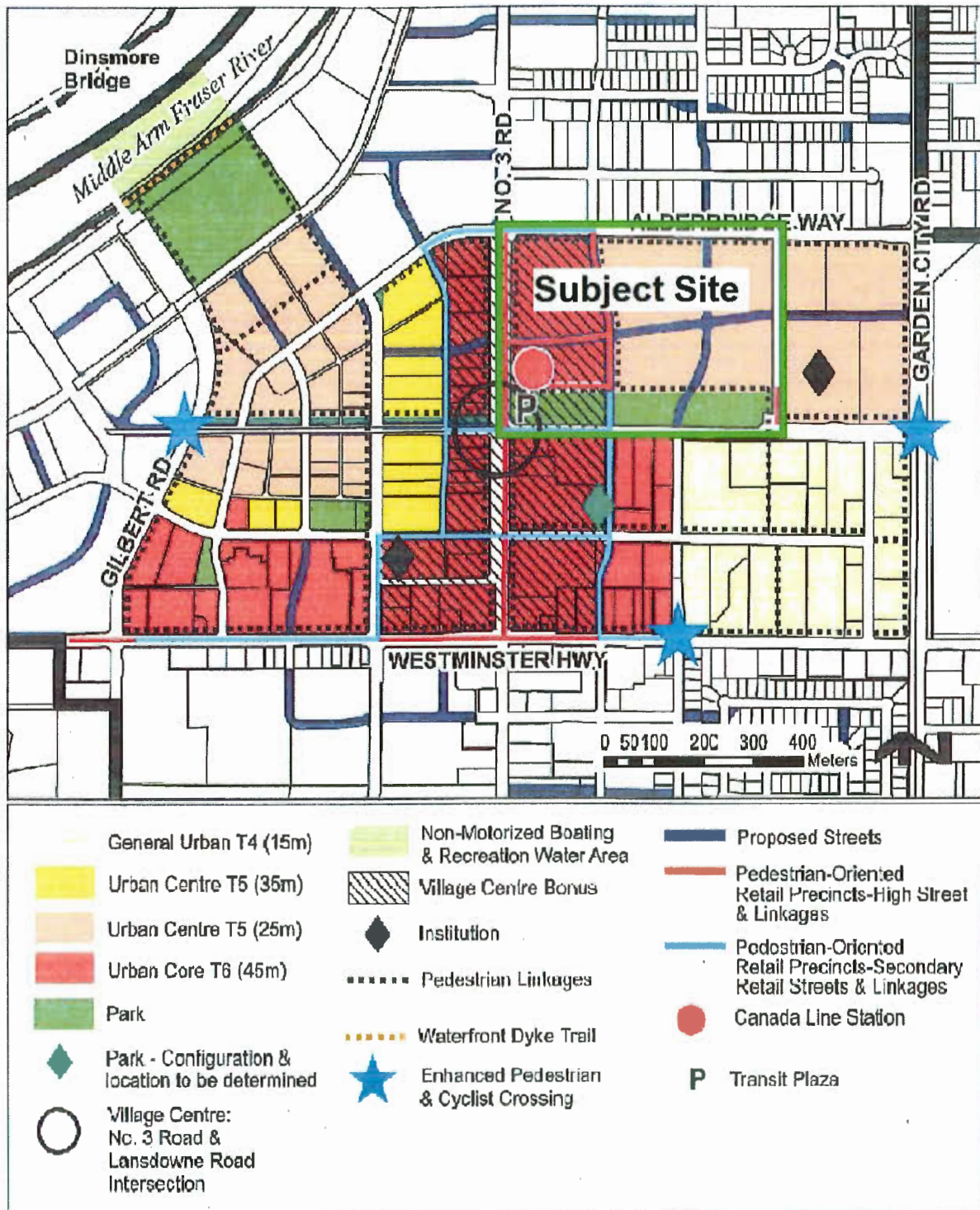
LEGEND

- Office Towers 47m Max Height
- Community Amenity Building 78D
- Residential Towers 47m Max Height
- Mixed Use Midrise 13-35m - Proposed Height
- 35m Max Height
- Residential Lowrise 25m Max Height
- Retail Oriented Block Retail/Office, Residential Above
- Residential Mixed Block Office/Retail Allowable
- Residential Oriented Block Residential with potential local retail
- Park & Public Open Space City Owned
- Additional Open Space Secured with right of way
- 400m Radius from Skytrain 5 minute walk
- Retail "High Street" Street with Large Commercial Presence
- YVR Impacted Towers Potential Height Limit with New YVR Runway
- Public Street Network Street with Large Residential Presence
- Private Laneways Privately Owned / Publicly Accessible

Concept Master Land Use Plan
 3D View (with reference to buildings impacted by proposed aeronautical zoning)

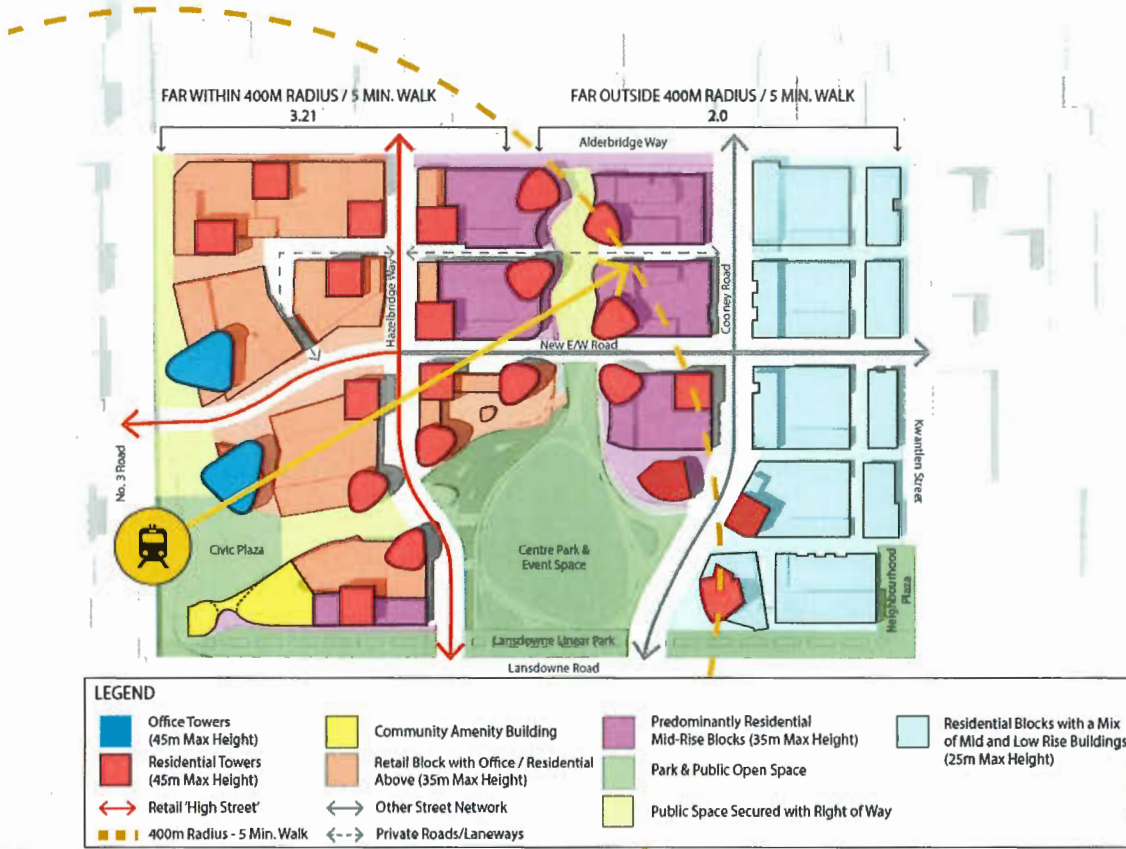


Specific Land Use Map: Lansdowne Village (2031) Bylaws 8427 & 8516
2010/09/13



Proposed Master Land Use Plan and Sequential Rationale for Proposed OCP/CCAP Refinements

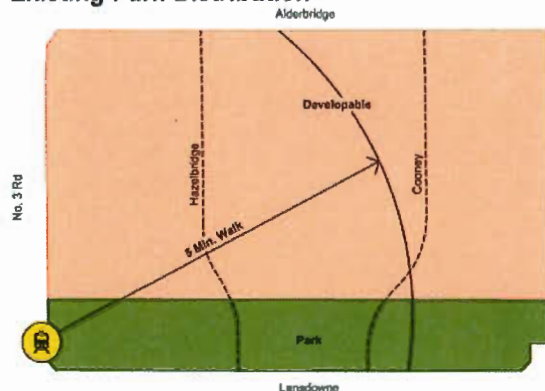
Proposed Master Land Use Plan



The Proposed Master Land Use Plan suggested revising the distribution and orientation of the required Major Park that the CCAP identifies for this site

Note: Detailed design of the park and associated public consultation will be undertaken through separate future planning processes.

Existing Park Distribution



Summary:

- One park along Lansdowne Road

Proposed Park Distribution

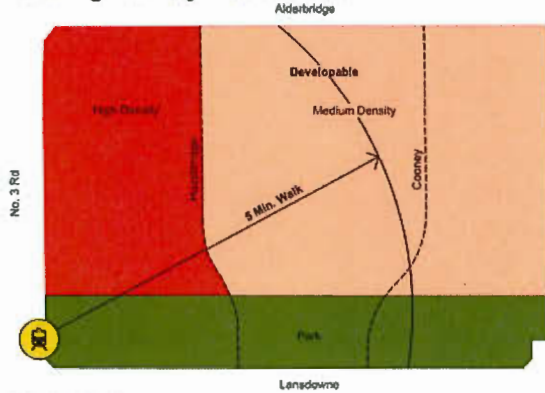


Summary:

- Four distinct & connected park areas
- Same amount of park but more park area within a 5 minute walking distance of the Canada Line Station

Once the Major Park distribution and orientation were established, the remaining developable portion of the site was considered.

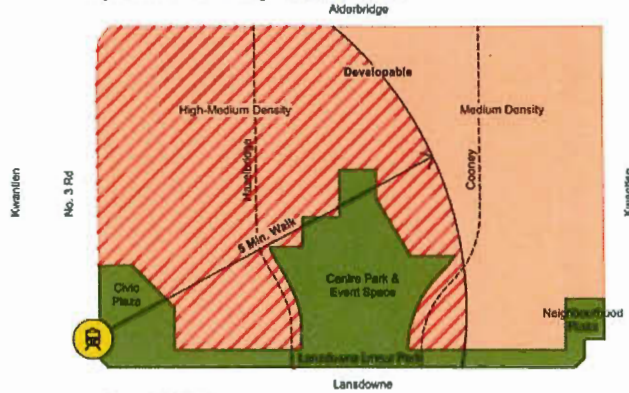
Existing Density Distribution



Summary:

- Concentrated high density development
- Shadow and overlook impacts on streets & public spaces

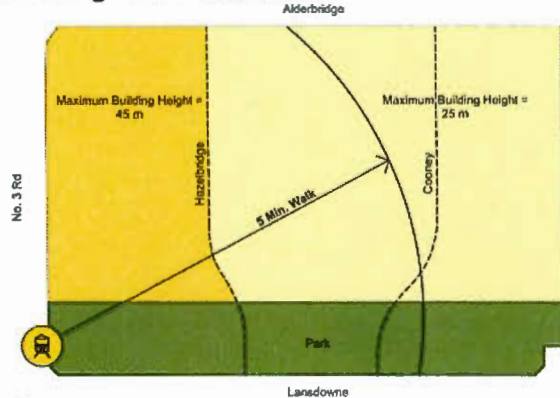
Proposed Density Distribution



Summary:

- Blended high-medium density development
- Gradual density transition
- Same amount of park but more park area within a 5 minute walking distance from the Canada Line station
- More separation between buildings
- Sunnier streets & public spaces

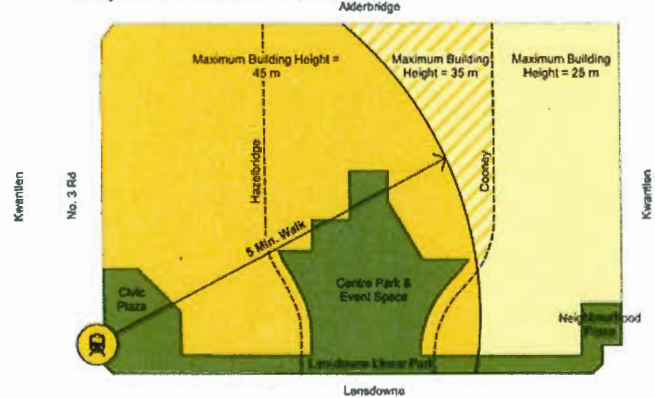
Existing Tower Distribution



Summary:

- Concentration of high-rise towers
- Minimum separation between high-rise towers
- Shadow impacts on streets & public spaces
- Privacy & view corridor impacts

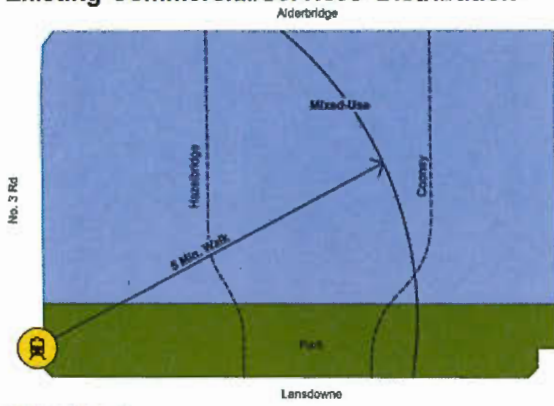
Proposed Tower Distribution



Summary:

- More separation between high-rise towers
- More variety of building heights
- Sunnier streets & open spaces
- Preservation of view corridors

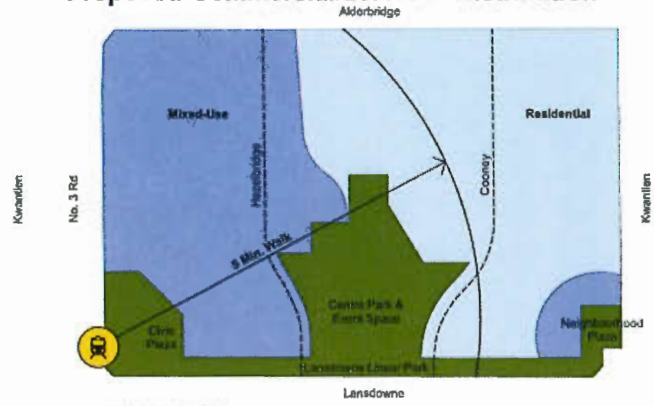
Existing Commercial/Services Distribution



Summary:

- Mixed uses permitted on the site

Proposed Commercial/Services Distribution



Summary:

- Strategic concentration of mixed land uses

Stakeholder Meeting Summary Kwantlen Polytechnic University (KPU)

Meeting Date

31 January 2018

Attendees:

Alan Davis, President and Vice Chancellor, KPU
Salvador Ferreras, Provost & Vice President, Academic, KPU
Marlyn Graziano, Vice President, External Affairs, KPU
Jon Harding, Vice-President Finance and Administration, KPU
Jim Cox, Executive Vice President, Vanprop Investments Ltd.
Jesse Galicz, Vice President, Development, Vanprop Investments Ltd.
Diana Nikolic, Senior Planner, City of Richmond

Meeting Purpose:

On December 11, 2017, Council endorsed staff's recommendation to manage an applicant undertaken community consultation process regarding the Proposed Master Land Use Plan for the phased redevelopment of the Lansdowne Centre shopping mall site, which is located at 5300 No. 3 Road.

The consultation plan, which was endorsed by Richmond City Council, includes consultation with stakeholders, including Kwantlen Polytechnic University (KPU).

On January 31, 2018, Vanprop hosted a meeting that was attended by KPU representatives and City staff at the Vanprop office at Lansdowne Centre.

Actions/Outcomes:

- KPU and Vanprop will discuss opportunities for KPU to use vacant commercial retail units in the Lansdowne Centre shopping mall, for example, acupuncture/traditional Chinese medicine teaching clinic, music program off-site space, display/pop-up showcasing School of Design student work and projects.
- Notification of the scheduled public information meetings regarding the Proposed Master Land Use Plan for the Lansdowne Centre shopping mall to be forwarded to Marlyn Graziano.
Complete: 9 February 2018

Discussion:Project Overview:

The applicant provided an overview of the proposal and the associated proposed amendments to the City's Official Community Plan (OCP) and City Centre Area Plan (CCAP), which are refinements rather than significant modifications to the existing plans. The applicant provided information about the consultation process, including the scheduled public information meetings (Saturday, February 17 and Thursday, February 22, 2018).

Proposed Master Land Use Plan overview:

- The proposed amendments to change the on-site distribution of building density and height, and land uses maintains the City Centre Area Plan's objective to concentrate the greatest building density, building heights, mix of land uses, and public amenities within a five minute walking distance from the Lansdowne Canada Line station.
- No additional density is proposed.
- The site is 20.2 hectares (50 acres). Ten acres would be secured as City owned park and supplementary open and public spaces would be provided.
- Lansdowne Road is a 'ceremonial street' and the location of the City's future parade route.
- Pedestrian/cycling/vehicle linkages are proposed throughout the site.
- The proposal includes:
 - Approximately 4.5 million ft² of development
 - Approximately 3.8 million ft² of residential development that would introduce approximately 4,000 units and 8,000 people.

Development process and timeframe:

- Anticipated development timeframe extends to 2025.
- Subject to Council approval of the Proposed Master Land Use Plan and associated Official Community Plan (OCP) and City Centre Area Plan (CCAP) policy amendments, rezoning and Development Permit applications would follow in the future. Ideally, the developer intends to commence the construction process in two to three years.
- Development is planned to start on the east side of the property abutting KPU. The second major phase of development would occur at the northwest corner of the site and would include pedestrian oriented retail development and larger format retail space above.

KPU interests/comments:

- KPU is generally supportive of redevelopment of Lansdowne Centre.
- KPU's Richmond campus population is approximately 11,000 students.
- KPU has a strong history of working with the City, for example, KPU Farm School and the Garden City Lands, and is interested to developing synergy with Vanprop/Lansdowne Centre.
- KPU has an interest in the inclusion of performance space in the future community amenity building, as well as interest in an outdoor bandstand/performance space being included in the proposed five acres Centre Park and Event Space.
- KPU supports City amenities at the Lansdowne site, including the introduction of the proposed section of Lansdowne Linear Park.

Student Housing

- All KPU campuses are currently 'commuter' campuses. On-site housing is not available.
- The Richmond KPU campus is one of five campuses and has the highest percentage of international students. As a result, the shortage of available rental housing for students is an even greater concern for this campus.
- KPU supports introduction of rental housing that could potentially house students.

Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

- The upcoming budget may provide KPU with opportunities for expansion of the on-site programs offered at the campus and potentially the provision of student housing in the future. Proximity to the Canada Line station means that KPU’s on-site parking is underutilized and this area could be used differently in the future.

Proposed Master Land Use Plan

- The development may include purpose built rental housing at the western 1/3 of the site. This area is included in the second phase of development and would not commence for at least 5 years.
- The developer would be required to provide Affordable Housing in accordance with the City’s Affordable Housing Strategy through the rezoning process. Development that includes more than 60 units is currently required to secure 10% of residential floor area as Affordable Housing unit floor area.

Proposed Master Land Use Plan



Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

Stakeholder Meeting Summary School District 38

Meeting Date

18 June 2018

Attendees:

Frank Geyer, Executive Director, Planning and Development, School District 38
Anne Lee, Planner, Planning and Development, School District 38
Roy Uyeno, Secretary-Treasurer, School District 38
Jesse Galicz, Vice President, Development, Vanprop Investments Ltd.
Kim McInnes, CEO, Vanprop Investments Ltd.
Diana Nikolic, Senior Planner, City of Richmond

Meeting Purpose:

On December 11, 2017, Council endorsed staff's recommendation to manage an applicant undertaken community consultation process regarding the Proposed Master Land Use Plan for the phased redevelopment of the Lansdowne Centre shopping mall site.

The consultation plan, which was endorsed by Richmond City Council, includes consultation with stakeholders, including School District.

Link to report:

https://www.richmond.ca/shared/assets/4_OCP_Lansdowne_Shopping_Centre_PLN_12051749019.pdf

Link to Lansdowne Village Specific Land Use Map and Transect Descriptions:

https://www.richmond.ca/shared/assets/specific_map_transect_lansdowne23857.pdf

Consultation with School District includes:

- Upon receipt of the application, City staff notified the School District with a first, early notification and opportunity to comment regarding the Proposed Master Land Use Plan for phased redevelopment of Lansdowne Centre.
- Meetings with individual School District employees – ongoing.
- January 11, 2018 stakeholder meeting hosted at the Vanprop office at Lansdowne Centre.
- June 18, 2018 stakeholder meeting hosted at the Vanprop office at Lansdowne Centre.

Actions/Outcomes:

School District

School District staff will bring forward the Draft Final Long Range Facilities Plan (LRFP) for consideration and receipt by the Board of Education at the end of June. The final LRFP is targeted for completion, once the new Board is elected and orientated in late Fall 2018 and following public consultation in late Winter/early Spring 2019, in Spring 2019. During that time, the Board of Education will be asked to consider:

- Whether to pursue a school at this site;
- Future school location (Option A/B or alternative option);

Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

- Future school delivery time frame (Option A = +10 years, Option B = 5 years, Option C = +10 years);
- Open space opportunities associated with proposed sites; and
- Costs
 - (a) Purchasing an air space parcel
 - (b) Purchasing approximately 4,600m² (50,000 ft²) of constructed space compared to purchasing a site/air space parcel and constructing approximately 4,600 m² (50,000 ft²)Note: market costs apply.

School District Staff

City staff have requested that School District staff provide:

- a) A written response to the early notification dated November 23, 2016, which will be attached to staff's upcoming report to Council that will summarize the public consultation process and the associated outcomes; and
- b) A written update regarding the outcome of the School Board's consideration of a school at the subject site.

City Staff

City staff will coordinate a meeting date/time to facilitate discussion between City Parks staff and School District staff regarding park sharing opportunities.

Discussion:

Project Overview:

The applicant provided a general overview of the proposal and the associated proposed amendments to the City's Official Community Plan (OCP) and City Centre Area Plan (CCAP), which are refinements rather than significant modifications to the existing plans. No additional density is proposed, the proposed density is consistent with the CCAP supported density over the site. The applicant provided information about the consultation process, including the public information meetings that were hosted in February 2018.

It is estimated that approximately 9,000 people will live within the development once it is complete. At this time, it is difficult to confirm details related to the number of anticipated family friendly units. The applicant anticipates that phased redevelopment would start at the northeast portion of the site followed by development of the northwest portion of the site. The Centre Park and Event Space is anticipated to be developed during the final phases of development.

Neither the site's Urban Core (T6) or Village Centre Bonus (VCB) designation in the City Centre Area Plan (CCAP) include provisions to acquire land/building for the School District. The City of Richmond administers the collection of School Site Acquisition Charges (SSAC) on all residential development. The money that is collected is distributed to the School District.

In January 2018, the applicant and City staff met with School District staff as part of the stakeholder consultation process. On June 18, 2018, School District staff provided updates/clarification regarding information that was previously shared:

- The School District intends to secure 1 additional elementary school within the City Centre area (approximately 4,600m² [50,000 ft²] for capacity of 510 students). At the same time, the

Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

School District has provisions in place to accommodate students by expanding existing schools in the case that a new school is not developed.

- Student access to a playfield is needed for delivery of the school curriculum. A typical playfield for a K- Gr 7 elementary school would be approximately the size of a U12 soccer field (55m x 75m), which is approximately 1 acre. In addition, outdoor play space in the form of playgrounds and paved play areas must be provided. A good rule of thumb is 1-2 acres for outdoor play and sports spaces.
- It would be anticipated that the travel mode for the majority of students would be by walking. A small student drop-off zone for passenger vehicles and school bus would be required for daily arrival and dismissal. Staff have clarified that pick-up/drop-off activities would be required to be accommodated on-site.

Potential On-Site School Location:

Following up on an understanding that the School District is interested in exploring the feasibility of introducing a new school site within the City Centre, and interest expressed by members of Council to consider the feasibility of accommodating a school on the site, Vanprop suggested two options for school site locations. With either option, arrangements could be made for the school to be constructed by the developer or by the School District independently. All 3 options would have access to designated rooftop space for school use.

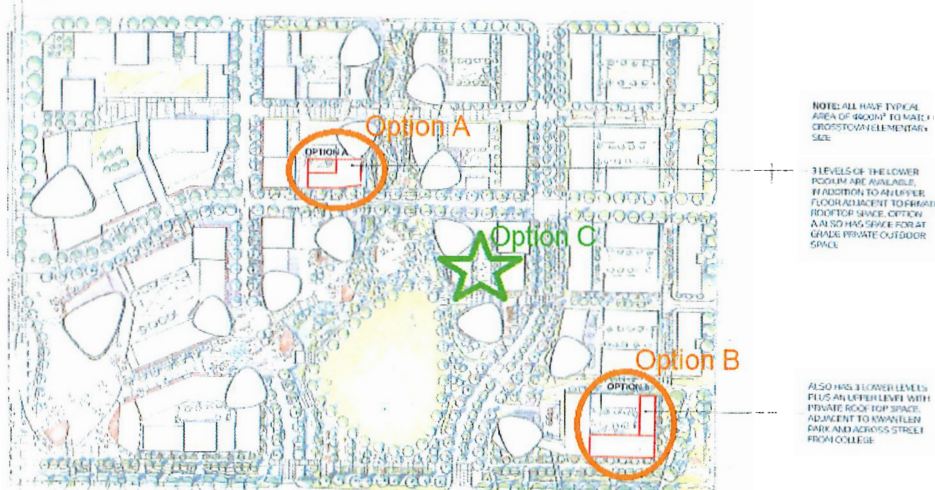
Location A:

- Abuts a north/south greenway that would be secured by a right of way (i.e. this area would not be owned by the City)
- Play space co-used by school and the public
- Delivery timeframe : Approximately +10 years (i.e. in the final phases of development)
- Site is located on the western half of the property

Location B:

- Abuts the Neighbourhood Plaza and Lansdowne Linear Park, which will both be owned by the City.
- Delivery timeframe: Approximately 5 years (i.e. within the first phases of development)

Image: School Site Options Prepared by Applicant



Alternative location(s):

Option C: Proposed by City staff

- Site abuts Centre Park and Event Space.
- Development time frame is similar to Option A (+10 years)
- The feasibility of locating a school at this alternative location was not reviewed by the applicant as part of their preliminary analysis.

Other:

- Other possible locations may be explored subject to interest from the applicant and the School Board in considering options and articulation of School District needs including confirmation regarding outdoor play space requirements.
- Interest in co-locating before/after school care on-site or within immediate proximity of a new school. (The CCAP identifies this site as a child care priority location. The use and function of City owned amenity building(s) on-site will be a Council decision.

Proposed Master Land Use Plan



Stakeholder Meeting Summary TransLink

Meeting Date

20 March 2018

Attendees:

Allie Biggs, Planner, Partner Planning, TransLink
Wisdom Chan, Transportation Engineer, TransLink
Jane Pickering, Senior Manager, Development Services, TransLink
Jennifer Randall, Real Estate Development Manager, Development Services, TransLink
Olivia Zhuang, Project Management Specialist, Development Services, TransLink

Jim Cox, Executive Vice President, Vanprop Investments Ltd.
Jesse Galicz, Vice President, Development, Vanprop Investments Ltd.

Fred Lin, Senior Transportation Engineer
Diana Nikolic, Senior Planner, City of Richmond

Meeting Purpose:

On December 11, 2017, Council endorsed staff's recommendation to manage an applicant undertaken community consultation process regarding the Proposed Master Land Use Plan for the phased redevelopment of the Lansdowne Centre shopping mall site.

The consultation plan, which was endorsed by Richmond City Council, includes consultation with stakeholders, including TransLink.

Link to report:

https://www.richmond.ca/shared/assets/4_OCP_Lansdowne_Shopping_Centre_PLN_12051_749019.pdf

Link to existing Lansdowne Village Specific Land Use Map and Transect Descriptions:

https://www.richmond.ca/shared/assets/specific_map_transect_lansdowne23857.pdf

To date, consultation with TransLink includes:

- Upon receipt of the application, City staff notified TransLink with a first, early notification and opportunity to comment regarding the Proposed Master Land Use Plan for phased redevelopment of Lansdowne Centre
- March 20, 2018 meeting hosted at the Vanprop office at Lansdowne Centre. The following is a summary of the March 20, 2018 meeting.

Actions/Outcomes:

The scope of the current application includes only an Official Community Plan (OCP) and City Centre Area Plan (CCAP) amendment. The Proposed Master Land Use Plan proposes to reorganize on-site density, height and land uses, and to change the shape of the 4 hectares (10 acres) City park that the CCAP identifies for this site. No changes in land use or overall density are proposed.

Allie will coordinate and forward a written response to staff's early notification of the applicant's OCP/CCAP amendment application from TransLink's Partner Planning department. The Proposed Master Land Use Plan would not affect:

- The land uses and density supported by the existing CCAP. The comprehensive consultation process associated with the introduction and adoption of the CCAP included consultation with TransLink
- The Proposed Master Land Use Plan respects the existing right of ways that are registered on the property that secure TransLink's interests associated with the abutting guideway and Lansdowne Canada Line Station.

Discussion:

Project Overview:

The applicant provided a general overview of the proposal and the associated proposed amendments to the City's Official Community Plan (OCP) and City Centre Area Plan (CCAP), which are refinements rather than significant modifications to the existing plans. The applicant also provided information about the consultation process. Public Information meetings occurred at the mall on Saturday, February 17, 2018 and Thursday, February 22, 2018. The consultation process also includes individual meetings with stakeholders, including TransLink.

Proposed Master Land Use Plan overview:

- The proposed amendments to change the on-site distribution of building density and height, and land uses maintains the City Centre Area Plan's objective to concentrate the greatest building density, building heights, mix of land uses, and public amenities within a five minute walking distance from the Lansdowne Canada Line station.
- There is no intention to integrate the existing platforms directly into redevelopment of the site in the future. The existing platforms and at grade connection to the site work well.
- No additional density is proposed.
- The site is 20.2 hectares (50 acres). Ten acres would be secured as City owned park and supplementary open and public spaces would be provided.
- Pedestrian/cycling/vehicle linkages are proposed throughout the site.
- The proposal includes:
 - Approximately 4.5 million ft² of development
 - Approximately 3.8 million ft² of residential development that would introduce approximately 4,000 units and 8,000 people.

Development process and timeframe:

- Anticipated development timeframe extends to 2025.
- Subject to Council approval of the Proposed Master Land Use Plan and associated Official Community Plan (OCP) and City Centre Area Plan (CCAP) policy amendments, rezoning and Development Permit applications would follow in the future. Ideally, the developer intends to commence the construction process in two to three years.
- Development is planned to start on the east side of the property. The second major phase of development would occur at the northwest corner of the site and would include pedestrian oriented retail development and larger format retail space above.

Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

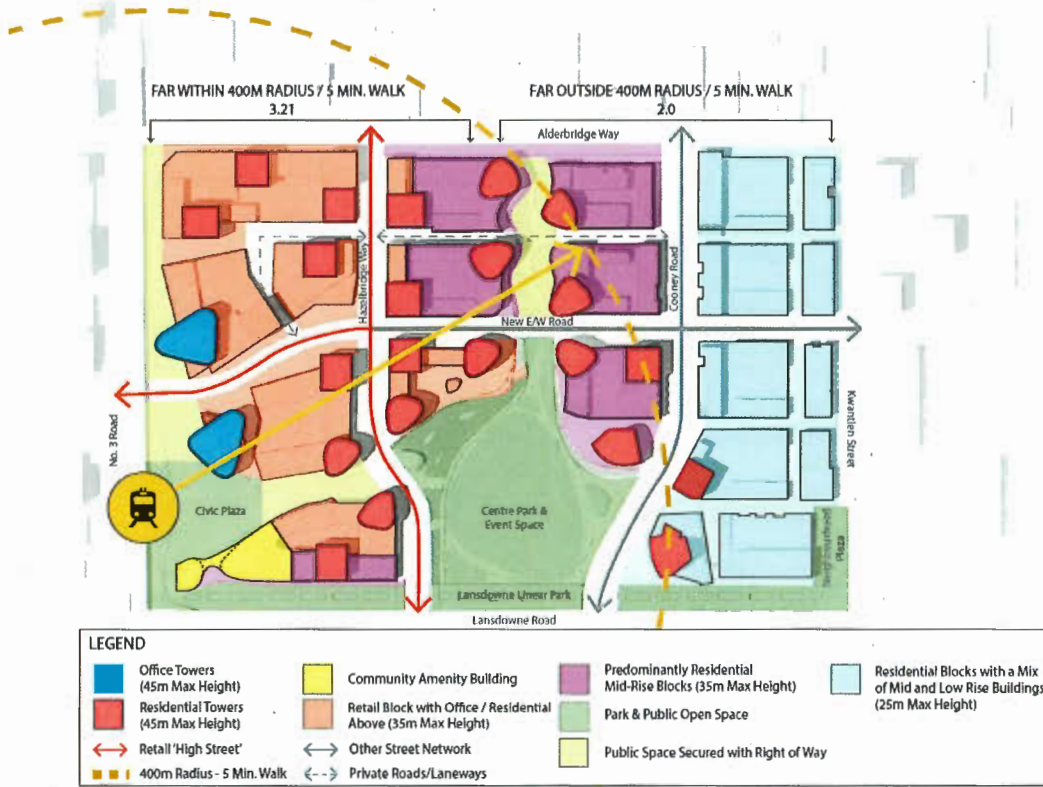
- The applicant advised that on-site construction west of Hazelbridge Way, where development above two levels of below grade parking is proposed, is not anticipated to require preload.

TransLink interests/comments:

The City and applicant expressed interest in integrating a Kiss and Ride that includes taxi staging and drop off space into the future development. It is assumed that this space would be within the below grade parking area to minimize impact on at grade public spaces. The details would be determined at the rezoning stage, which would follow in the future. TransLink would require data related to current and future demand (with consideration of the proposed incremental phased redevelopment). The City’s Transportation Engineer confirmed that this information would be requested from the applicant’s consultant and would be shared with TransLink.

It was agreed that defining a referral process between the City and TransLink for development and other activities that are within proximity of the Canada Land and/or a Canada Line station is outside the scope of the stakeholder meeting.

Proposed Master Land Use Plan



Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

Letter to staff from TransLink



TransLink

400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

July 9, 2018

Diana Nikolic
Senior Planner, Policy Planning Department
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Ms. Nikolic:

Re: Proposed Official Community Plan Amendment at Lansdowne Centre (CP 15-717017)

Thank you for the opportunity to provide feedback on the proposed redevelopment of Lansdowne Centre, and for taking the time to meet with TransLink staff on March 20, 2018.

Our comments are provided pursuant to TransLink's legislated mandate to review Official Community Plan (OCP) amendments for regional transportation implications, and based on our [Regional Transportation Strategy](#) (RTS) direction to work with partner agencies in supporting regional objectives and integrated land use and transportation planning. In reviewing such proposals, we also look closely to Metro Vancouver's [Regional Growth Strategy](#) (RGS), and to our [Transit-Oriented Communities Design Guidelines](#) (TOCDGs).

Transit

The proposed development is located adjacent to Lansdowne Station on No. 3 Road, which is part of the [Frequent Transit Network](#) (FTN) between Cambie Road and Granville Avenue. The FTN is comprised of a network of corridors where transit service runs at least every 15 minutes in both directions throughout the day and into the evening, every day of the week. As discussed in the RTS, TransLink supports the concentration of growth and development in regionally designated Urban Centres, Frequent Transit Development Areas (FTDAs), and along the FTN. The focus of growth at the proposed development's location in Richmond Centre and on the FTN will advance aligned land use and transportation and therefore shared regional goals.

Given existing bus services operating on No. 3 Road, Lansdowne Road and Kwantlen Street, we request the City contacts us as the development progresses, particularly during the construction phases, to minimize transit service disruptions and in particular to maintain bus access to Lansdowne Station. Should the introduction of new intersections have an impact on the permanent location of any bus stops, please consult with TransLink as early as possible.

Diana Nikolic
July 9, 2018
Page 2 of 4

During our meeting, the inclusion of a "Kiss and Ride" facility adjacent to Lansdowne Station was discussed. While TransLink currently has no policy on such facilities, we would be open to discussing further the potential provision of such a facility near the station.

Walking and Cycling

The Southwest Area Transport Plan (SWATP) recommends improving pedestrian access to Canada Line stations and buses that operate frequently throughout the day. Pedestrian access can be improved by integrating the station area and bus stops into the site design, thereby creating high quality pedestrian connections to transit and throughout the development.

Given that No. 3 Road is identified as part of TransLink's Major Bikeway Network (MBN), and Richmond Centre is identified as an important area for improved cycling, the proposed development represents an opportunity to provide cycling facilities that are comfortable for all people to use. Facilities that meet the needs of multiple cycling users could include off-street paths and on-street bike lanes that are physically separated from traffic.

Major Road Network and Regional Goods Movement

No. 3 Road and Alderbridge Way are part of the Major Road Network (MRN). The *South Coast British Columbia Transportation Authority Act* requires TransLink to approve any actions that would:

- Reduce the people moving capacity of the MRN; and/or
- Prohibit the movement of trucks on any road (except for provincial highways), regardless of whether or not that road is part of the MRN.

Should the proposed development introduce a new signalized access at Alderbridge Way and Cooney Road as shown in the Master Plan, TransLink approval is required. In order to further analyze the traffic impact of this proposed access, we kindly request the City provide us with the following at rezoning stage (or the stage most appropriate in the City's processes):

- Rationale for the proposed changes to the MRN;
- Supporting documents (e.g. traffic study or signal warrant analysis); and
- Mitigation measures to demonstrate how impacts on the MRN are to be minimized.

For existing signalized intersections, TransLink also requests the provision of the traffic impact assessment, and any applicable measures that will be taken to preserve MRN capacity.

Going forward, the above information can be provided directly to Patrick Coates, Project Manager for Infrastructure Program Management and Engineering, at Patrick.Coates@translink.ca or 778-375-7583.

Diana Nikolic
July 9, 2018
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Adjacent and Integrated Development & Real Estate

The location of the proposed development within 10 meters of the Canada Line guideway and 25 meters of the station requires TransLink's approval through the Adjacent and Integrated Development (AID) Project Review Consent Process. This process is required to ensure that associated design risks are addressed and public transit assets remain protected in the development's construction. Engagement in this process is required at the time that rezoning application is made to the City, or if zoning is already in place, at the time of application for development permit.

Key issues to be addressed as part of the AID process include:

- Making subject to TransLink approval all rezoning and/or development approvals for any parcel that (1) is located adjacent to the Canada Line guideway or (2) holds a statutory right of way (SRW) in favour of TransLink. This TransLink approval should be in writing, preferably before completion of rezoning or development permit, and definitely prior to building permit issuance.
- Any road dedications proposed for the property must not encroach on SRWs in favour of the BC Transportation Finance Authority (BCTFA) and/or TransLink for the operation of the transit infrastructure.
- Provision of a comprehensive soil works concept plan for comment and review by TransLink, in advance of Master Plan approval.
- The development of the Master Plan should, wherever possible, consider the timeline for any upgrades or modifications to Lansdowne Station. The property owner and proponent should engage with TransLink in advance of detailed design development within the parcel which abuts Lansdowne Station to address this issue.
- TransLink Real Estate may seek to incorporate and operate a TransLink owned retail unit in Lansdowne Station, should it be expanded and/or altered in the future.
- Potential consideration of a Park and Ride component as part of the redevelopment.

To initiate the AID process, the proponent should contact AIDReview@Translink.ca in TransLink's Real Estate Division.

Thank you again for the opportunity to provide feedback on the proposed Lansdowne redevelopment. We look forward to remaining involved in project discussions and providing further input as noted above. If you have any questions regarding the above comments, please contact Holly Foxcroft, Senior Planner, at Holly.Foxcroft@translink.ca.

Sincerely,



Joanna Brownell
Manager, Partner Planning

Stakeholder Meeting Notes (reviewed by stakeholder and applicant) and Letters to the City from Stakeholders

Diana Nikolic
July 9, 2018
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cc: Patrick Coates, Project Manager, Infrastructure Program Management and Engineering
Jennifer Randall, Real Estate Development Manager, TransLink Real Estate Programs and Partnerships

Stakeholder Meeting Summary

YVR

Meeting Date

24 May 2018

Attendees:

Mark Cheng, Supervisor Noise Abatement and Air Quality, YVR

Peta Wolmarans, Manager, Engineering Planning, YVR

Jesse Galicz, Vice President, Development, Vanprop Investments Ltd.

Diana Nikolic, Senior Planner, City of Richmond

Meeting Purpose:

On December 11, 2017, Council endorsed staff's recommendation to manage an applicant undertaken community consultation process regarding the Proposed Master Land Use Plan for the phased redevelopment of the Lansdowne Centre shopping mall site.

The consultation plan, which was endorsed by Richmond City Council, includes consultation with stakeholders, including YVR.

Link to report:

https://www.richmond.ca/shared/assets/4_OCP_Lansdowne_Shopping_Centre_PLN_12051749019.pdf

Link to existing Lansdowne Village Specific Land Use Map and Transect Descriptions:

https://www.richmond.ca/shared/assets/specific_map_transect_lansdowne23857.pdf

To date, consultation with YVR includes:

- Identification of YVR as a stakeholder in the consultation plan that was endorsed by Council;
- Provision of information to YVR including the Proposed Master Land Use Plan and the Council report;
- Notification of the date and time of drop-in style public information meetings hosted by the applicant;
- Invitation to meet as part of the stakeholder consultation outlined in staff's November 28, 2017 report.

In addition, the subject site is impacted by the potential future south parallel runway option identified in the YVR Master Plan and is exposed to noise and over-flights by aircraft using the airport's 24-hour south runway (08R/26L). The Proposed Master Land Use Plan has been shared and discussed within the context of other meetings and discussions related to the project to create new Airport Zoning Regulations, which restricts height in the vicinity of the airport, associated with protecting for potential future runway options in the YVR Master Plan..

Actions/Outcomes:

No specific comments/concerns were expressed at the meeting. YVR has expressed comments by way of their May 4, 2018 letter to City staff, which has been shared with the applicant (Attachment 1), and no change to the positions contained in the letter were stated at the meeting.

Discussion:

Project Overview:

The applicant provided a general overview of the proposal and the associated proposed amendments to the City's Official Community Plan (OCP) and City Centre Area Plan (CCAP), which are refinements rather than significant modifications to the existing plans. The applicant also provided information about the consultation process. Public Information meetings occurred at the mall on Saturday, February 17, 2018 and Thursday, February 22, 2018. The consultation process also includes individual meetings with stakeholders, including YVR.

Proposed Master Land Use Plan overview:

- The proposed amendments to change the on-site distribution of building density and height, and land uses maintains the City Centre Area Plan (CCAP) objectives to concentrate the greatest building density, building heights, mix of land uses, and public amenities within a five minute walking distance from the Lansdowne Canada Line station.
- Proposed on-site building heights are strategic and include consideration of:
 - CCAP guidelines and existing land use designations that support the greatest building heights along and within proximity of No. 3 Road;
 - The CCAP's support for the greatest building density and height within 400 m of the Canada Line Station and a designated Village Centre;
 - Site planning opportunities to frame park/public amenity spaces with tall buildings;
 - Opportunity to maximize separation between buildings to minimize overlook and privacy concerns, as well as minimize shadow and overlook impacts on public spaces;
 - Opportunity to maximize slim tower construction in accordance with CCAP guidelines (i.e. 650 m² tower floorplates).
 - Support high-street uses along Hazelbridge Way, which is designated a pedestrian-oriented retail high street; and
 - Existing Airport Zoning Regulations (AZR) for YVR, which permit buildings taller than 25 m east of Hazelbridge Way.
- No additional density is proposed. The overall total on-site density supported by the site's designations in the CCAP would be maintained.
- The site is 20.2 hectares (50 acres). Ten acres would be secured as City owned park and supplementary open and public spaces would be secured using private right of way agreements.
- Pedestrian/cycling/vehicle linkages are proposed throughout the site, including three new roads.
- The proposal includes:
 - Approximately 4.5 million ft² of development, including 2 designated office towers.
 - Approximately 3.8 million ft² of residential development that would introduce approximately 4,000 units and 8,000 people.
 - More than 50,000 ft² of community amenity space transferred to the City.
- Two levels of parking below grade on the portion of the site that is located west of Hazelbridge Way.

Development process and timeframe:

- Anticipated development timeframe extends to 2025.

- Subject to Council approval of the Proposed Master Land Use Plan and associated Official Community Plan (OCP) and City Centre Area Plan (CCAP) policy amendments, rezoning and Development Permit applications would follow in the future. Ideally, the developer intends to commence the construction process in two to three years.
- Development is planned to start on the east side of the property. The second major phase of development would occur at the northwest corner of the site and would include pedestrian oriented retail development and larger format retail space above.

YVR interests/comments:

YVR did not express specific comments/concerns about the design principles and concepts relating to the development. By way of their May 4, 2018 letter to City staff, which has been shared with the applicant (Attachment 1), YVR had already expressed concerns about:

- exposure of the development to aircraft noise,
- inconsistency between the proposed building heights with height restrictions in the new Airport Zoning Regulations; and
- the need to ensure that the development does not add to additional through- traffic or congestion on Sea Island roads and bridges,

Proposed Master Land Use Plan





4 May 2018

Ms. Diana Nikolic
Senior Planner (Urban Design)
Policy Planning Department
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

via email: dnikolic@richmond.ca

Dear Ms. Nikolic:

RE: Proposed Master Land Use Plan for Lansdowne Centre Shopping Site

This letter is in response to your request for comments on the proposed Master Land Use Plan for the Lansdowne Centre shopping site. We understand this includes proposed amendments to the City's Official Community Plan ("OCP") and City Centre Area Plan ("CCAP") to refine the on-site organization of building density and height, and land uses. We appreciate the invitation to provide comments.

For context, Vancouver International Airport ("YVR") currently has three operating runways and the approved YVR Master Plan identifies two possible locations for future runways to accommodate the forecasted growth in passengers and air traffic. The two location options include a runway to the west of Sea Island in the foreshore ("foreshore runway") or a runway located to the south of the main south runway ("close in south parallel runway"). The selection between these two locations for a future runway would be determined after extensive study and assessments by the Vancouver Airport Authority, which would be then be followed by an environmental assessment as part of the approval process.

The Lansdowne site is located in close proximity to the extended centreline and the flight path of the airport's currently operating 24-hour south runway, and would be under the extended centreline of the potential close in parallel runway. As such, this site is currently exposed to noise and low level over-flights by aircraft landing and taking off from the south runway and would be subject to increased aircraft activity should the close in south parallel runway be selected as the preferred option.

Due to this current level of exposure to aircraft noise, residential development on this site is not consistent with Transport Canada's recommendations on land use in the vicinity of airports. However, if the City wishes to proceed with permitting residential development on this site, the following land development practices are recommended:

- Applicable sound insulation requirements must be incorporated into building design;
- Land use planning for any outdoor spaces should account for aircraft noise exposure and low level aircraft operations;
- Notification provided to prospective home buyers should clearly identify current and future noise exposure for this area to set realistic expectations, and this should also be applied on land use registries and required for all points of sale/resale; and,
- Landscaping that is consistent with YVR's avian deterrent model.

P.O. BOX 23750
AIRPORT POSTAL OUTLET
RICHMOND, BC CANADA V7B 1Y7
WWW.YVR.CA

TELEPHONE 604.276.6500
FACSIMILE 604.276.6505

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As the City of Richmond is aware, the Vancouver Airport Authority has applied to Transport Canada to create new Airport Zoning Regulations ("AZRs") to include protection for the two future runway options. The AZR's are federal regulations that govern the heights of buildings and structures in the vicinity of the airport to ensure safe aircraft operations. The current AZR restricts height at the Lansdowne site to 47m above sea level, and will be lowered with the enactment of the new AZR.

The current CCAP for the site supports the tallest buildings (no higher than 47m above sea level) on the westerly 1/3 of the site and buildings that are no greater than 25m in height on the eastern 2/3 of the site. While the new AZR will affect the 47m height on the western 1/3 of the site, it will not affect heights on the eastern 2/3 of the site.

Given that the Master Plan Use Plan proposes to increase the allowable height in the eastern 2/3 of the site, much of this will conflict with the new AZR. Given the advanced notification that the City has of the eventual enactment of the new AZR, the Airport Authority's preference would be to not increase height in the eastern 2/3 of the site and keep heights in this area consistent with the current CCAP, and to lower the height in the westerly 1/3 of the site to levels that conform to the new AZR.

Recognizing the importance of this site to the City, the Vancouver Airport Authority intends to propose special specific provisions for a portion of this site in our AZR application to Transport Canada to accommodate building height slightly over the new AZR; however, the heights in the Master Land Use Plan are not entirely consistent with the proposed provisions. We must also caution the City that the proposed special provisions are subject to review and final approval by Transport Canada and there is a possibility that the Federal Government may not grant approval, resulting in the heights associated with the new AZR applying to this site.

With regards to ground transportation, Vancouver Airport Authority wishes to ensure that roads and bridges designed to provide access to the airport are available for that purpose. Given the increased densification of the City Centre area, the City should ensure that these airport access routes are not congested with commuters travelling between the City of Richmond and City of Vancouver.

Per your earlier outreach to us, we would be pleased to meet with the developer and City staff to better understand the design principles and concepts of the Master Land Use Plan for the area. Additional comments to those provided in the letter might be submitted following this meeting.

Thank you for the opportunity to comment. Please contact me at (604) 276-6657 should you require additional information.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Don Ehrenholz', written over a light blue horizontal line.

Don Ehrenholz
Vice President, Engineering and Environment

P.O. BOX 23750
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RICHMOND, BC CANADA V7B 1Y7
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Mall Tenants**Stakeholder Meeting Summary - Lansdowne Centre Tenants (provided by the applicant)**

Meeting Dates, Descriptions and Summaries**Tenant Preview of Information Centre**

Date: November, 21st 2017

Location: Lansdowne Centre

Attendees: Vanprop Staff and Mall Tenants

Attendance Numbers: 50 - 60 people (approximate)

Materials available: Informational Display Boards and Model of Masterplan

Format of discussion: Informal questions and answers

Items and Issues discussed:

- How long will the current mall will remain operational?
 - It is currently estimated that the mall will remain operational until 2025
- When will pre-sales start for the residential project?
 - Marketing and sales in the first residential project may start in 2019 or 2020
- When will residential construction start?
 - Construction of the first residential project may start in 2019 or 2020
- When will leasing of the new retail begin?
 - While there is currently no formal timeline in place for the leasing of new retail space that will be developed as part of the project, it is anticipated this work will start in advance of the mall closing.
- When will the new retail be completed?
 - While there is no formal timeline for when the new retail will be complete, it is anticipated this work will start in advance of the mall closing.
- What will be done to manage parking, traffic and noise during construction?
 - Though the various stages of construction, parking plans, traffic plans and construction management plans will be developed to ensure there are minimal impacts on ongoing mall operations.

Tenant Preview of Public Information Meeting Room

Date: February 20th, 2018

Location: Lansdowne Centre

Attendees: Vanprop Staff and Mall Tenants

Attendance Numbers: 30 - 40 people (approximate)

Materials available: Informational Display Boards and Model of Masterplan

Format of discussion: Informal questions and answers

Items and Issues discussed:

- How long will the current mall will remain operational?
 - It is currently estimated that the mall will remain operational until 2025
- When will pre-sales start for the residential project?
 - Marketing and sales in the first residential project may start in 2019 or 2020
- When will residential construction start?

- Construction of the first residential project may start in 2019 or 2020
- When will leasing of the new retail begin?
 - While there is currently no formal timeline in place for the leasing of new retail space that will be developed as part of the project, it is anticipated this work will start in advance of the mall closing.
- When will the new retail be completed?
 - While there is no formal timeline for when the new retail will be complete, it is anticipated this work will start in advance of the mall closing .
- What will be done to manage parking, traffic and noise during construction?
 - Though the various stages of construction, parking plans, traffic plans and construction management plans will be developed to ensure there are minimal impacts on ongoing mall operations.

“Formal Community Consultation – Lansdowne Centre” (January – March 2018)
 Prepared by Applicant’s Consultant

Formal Community Consultation – Lansdowne Centre
 January - March 2018

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APPENDIX 10

Formal Community Consultation – Lansdowne Centre

PUBLIC INFORMATION MEETINGS

1. Two Public information meetings (PIM) were held in a vacant retail space inside the Lansdowne Centre on February 17 and 22, 2018. A scale model and information boards depicting the approval process, the proposed Master Land Use Plan and required OCP amendments were on display.
2. Project team members and City of Richmond staff were on hand to answer questions about the required amendments to the City's CCAP/OCP, as well as the proposed Master Land Use Plan.
3. Approximately 500 people attended the two meetings, with around 300 people on Saturday, February 17th and about 200 people at the February 22nd evening meeting. All attendees were encouraged to sign in and to complete the online survey through Let's Talk Richmond. Several numbered hard copies of the survey were distributed to those who requested.

INFORMATION CENTRE

1. In addition to the two PIM's, Vanprop staffed an Information Centre in the mall between January 15th and March 2nd.
2. The Information Centre, located adjacent to the Food Court, contained a scale model of the project and a series of display boards.
3. The Information Centre was open throughout regular mall hours and staffed between 10AM-4PM most days.
4. During staffed hours, a knowledgeable Vanprop team member counted all participants making note of any particular interest, concerns and comments. 342 individuals who attended asked to be kept informed and approximately 1,900 people visited the Info Centre while it was staffed. Numerous additional visitors have been observed viewing the Info Centre while not staffed.
5. In addition to pointing all people to the Let's Talk Richmond site and upcoming PIM's, visitors who registered their interest were also sent an email encouraging their participation in the upcoming PIM's, as well as a direct link to the Let's Talk Richmond website.
6. After the formal PIM's, the Information Centre remained open unstaffed through March.
 - a. Let's Talk Richmond business cards were provided to indicate where residents could provide feedback.

LANSDOWNE CENTRE CUSTOMER SERVICE CONCIERGE

1. Since January 2018, Project Information Sheets with Lansdowne District's web-site address (www.lansdownedistrict.com) have been available at the Lansdowne Centre Customer Service Concierge. Concierge staff were fully briefed to direct any interested parties to the Information Centre. Project Information Sheets have been replenished as required.

PUBLICITY

Signs

1. Signage was installed at all mall entrances on February 5th, 2018 to inform all interested parties of the PIM's.
2. Store front hoarding in the vacant retail space where the PIM's were held provided key information about the upcoming meeting dates and times from February 5th, 2018.
3. Signage was installed at the Lansdowne Canada Line station informing transit users about the upcoming PIM's from February 5th, 2018.

Formal Community Consultation – Lansdowne Centre

Announcements

1. There was a formal announcement made from the Lunar New Year's Festival stage at Lansdowne Centre on Saturday, Feb. 17th announcing the PIM and inviting participation. The Lunar New Year's Festival was attended by approximately 1,500 people with good representation from Richmond officials participating in the formal ceremonies.

MEDIA ADVISORY

The following media advisory was distributed by the City of Richmond to their comprehensive media directory.

OFFICIAL STAKEHOLDER GROUPS

The following meetings were attended by Vanprop staff and City of Richmond staff.

Airport Authority

To be scheduled for late March or early April

Translink

Scheduled for March 20th, 2018

Richmond School District

Attended by CoR staff and Vanprop team on January 11th. Summary of meeting provided by City staff.

Kwantlen University

Attended by CoR staff and Vanprop team on January 31st. Summary of meeting provided by City staff.

ADDITIONAL SPECIAL INTEREST GROUPS

Lansdowne Centre Tenants

1. Original Lansdowne tenant's letter (two years ago, attached)
2. Several informal meetings with tenants over the past two years
3. "Sneak preview" of Information Centre: November, 21st 2017
4. Vanprop has an "open door" policy and encourages tenants to stop by, email or meet on an ongoing basis as questions/comments arise.
5. Vanprop held an early morning opening of the PIM room on February 20th, 2018

Richmond Chamber of Commerce Board

1. Vanprop team members presented to project proposal to the Richmond Chamber of Commerce Board on February 6th, 2018

Formal Community Consultation – Lansdowne Centre

Trinity Western University

1. Vanprop team members gave an overview of the project to senior TWU staff on February 6, 2018.
2. They invited the university's engagement in the process, including the potential for students to participate now or as the plan evolves.
3. There was follow up interest expressed through two senior staff attending a PIM and in ongoing discussions.

Tai Chi Clubs in Lansdowne

1. On February 19, 2018 Vanprop team members gave an overview of the project to members of the Tai Chi Groups that use open space at Lansdowne Centre on a regular basis.
2. Vanprop held an early morning opening of the PIM room on February 19th, 2018.

Richmond Chinese Cultural Society (RCCS)

Vanprop is scheduled to present overview of the Lansdowne Master Plan to the RCCS board on March 28th, 2018.

Richmond Orchestra and Chorus

1. Bill Maranda, VP of the Richmond Orchestra and Chorus attended one of the PIM's and expressed interest in locating a performing arts' centre in the Civic Plaza.
2. Bill also met with Vanprop's Jim Cox individually prior to the PIM on February 7, 2018.

Table 38 School Leadership Group

1. Table 38 is a monthly event for the Richmond school district that brings together all the student councils from various high schools. They gather at the hosting school of the month to discuss ways to improve leadership.
2. Vanprop presented to Richmond School District secondary school student leaders Table 38 group at Richmond Secondary School on Oct 31, 2017.
3. The student group was invited to participate in the upcoming consultation process.
4. The team was prepared to meet with the student group specifically to give them insights into the role of consultation and community engagement as it pertains to long range municipal planning.
5. Vanprop has followed up but there has been no uptake to date.

Formal Community Consultation – Lansdowne Centre

Adjacent Strata Corporations

1. An invitation to meet was sent to the management of each of the follow adjacent strata groups.

	Address	Plan	Building Name	Management	Contacted
1	8120 Lansdowne Rd CDT1	BCS 3614	Prado	First Service Residential	✓
2	8248 Lansdowne Rd CDT1	LMS1798	Richmond Towers	First Service Residential	✓
3	8280 Lansdowne Rd CDT1	BCS3043	Versante	Pacific Quorum Properties	✓
4	5599 Cooney Road				
5	8460 Lansdowne Rd RAM1	NWS1799	Lexington Square	First Service Residential	✓
6	8500 Lansdowne Rd RAM1	NWS1781	Lansdowne Manor	Aa Property Management Ltd	✓
7	8600 Lansdowne Rd RAM1	NWS2821	Tiffany Gardens	Bower Property Management	✓
8	8680 Lansdowne Rd RAM1	NWS2880	Marquise Estates	Bayside Property Services	✓
9	8720 Lansdowne Rd RAM1	NWS1684	Steeplechase	Confidential	
10	8871 Lansdowne Rd RCL1	NWS3459	Centre Pointe	Dorset Realty	✓
11	5500 Arcadia Rd RAM1	NWS3058	Regency Villa	Dorset Realty	✓
12	5131 Garden City Rd RCL1	BCS721	Lions Park	First Service Residential	✓
13	5028 Kwantlen St RCL1	BCS1861	Seasons	Rancho Management Services	✓

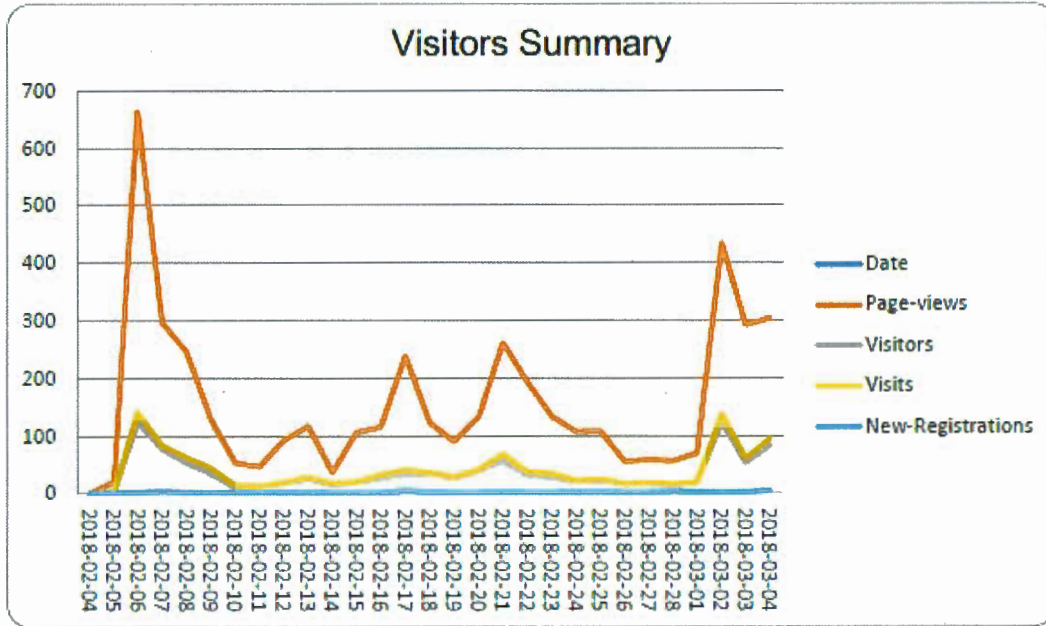
2. To date, only one strata council has responded to an invitation to meet with its individual strata. The meeting was originally scheduled for February 21st, but has been postponed until March, 21st.
3. It appears from the sign in sheets at the February 17th and 22nd PIM's that a number of adjacent residents attended.

KEY FINDINGS FROM CONSULTATION

Specific to Let's Talk Richmond Feedback

1. 190 surveys were completed, which is proportionately representative of 10% of the 1900 people who visited the Info Centre (or 40% of the 500 people who attended an PIM).
 - a. Of those who completed a survey, between 25 – 40 (13-22%) responded negatively to one or more questions.
 - b. This seems like a fairly small number in light of the overall participation.
2. A majority of respondents were supportive of all four changes to the OCP. Looking at the survey results in more detail, of those who responded in either Support of, or Do Not Support the proposed amendments:
 - a. Parks: 78% Support vs. 22% Do Not Support
 - b. Density: 74% Support vs. 26% Do Not Support
 - c. Height: 65% Support vs. 35% Do Not Support
 - d. Commercial Concentration: 71% Support vs. 29% Do Not Support
3. A large number of the negative responses were generalized about growth and development overall in Richmond and not specific to the Lansdowne Project.
4. It would be interesting to compare those living <5km from Lansdowne with those living in greater Richmond with reference to these negative responses.
 - a. Spikes in LTR visits correspond to LTR push emails suggesting wider Richmond
 - b. Smaller spikes correspond to PIM's (higher localized interest?).

Formal Community Consultation – Lansdowne Centre



- 5. Some participants self-identifying as adjacent neighbours expressed concern about loss of views and/or loss of tress/green space.
 - a. Note: Better education about the OCP and the Lansdowne plan could address how the reallocation of the park space and building heights could improve these factors for some adjacent residents.
- 6. There was some good input with regard to ideas beyond the scope of the four-question format of the survey:
 - a. The need for covered space for activity and for pedestrian movement across the site.
 - b. Interest in more commercial outside the 5-minute walk zone (nearer to Kwantlen).
 - c. Concern about parking on site including felt need for a Park & Ride or Kiss and Ride.

Formal Community Consultation – Lansdowne Centre

Statistical Analysis of Survey Responses and Synopsis of Comments

Parks

	Responses	%	S/DNS Only %
Support	118	63%	78%
Neutral	35	13%	
Do Not Support	33	18%	22%
I Don't Know	4	2%	
Other	9	5%	
Total	188		
Undecided	37, of which 8 made positive comments		

Do Not Support – 33, of which 15 did not respond to the question but were making a specific suggestion or were actually positive:

Fully accessible
 Too much parks already
 Free park and ride
 Increase in density and traffic
 Increase the amount of park space
 Increase the amount of parks
 Keep mall
 Put park on top of buildings

Park should be 50% of area
 The proposal does ...benefit
 There is no park north of Lansdowne
 More green space
 I am in support
 Don't need another park
 It should all be park.

Synopsis of Comments

Favors developer not the community
 Too divided up/odd shapes
 Needs to accommodate events
 Not enough park
 Needs to be accessible
 Needs to be safe for pedestrians
 Too much park
 More park area
 More park space
 Likes one green belt
 More green space
 More green space throughout the development
 50% of area for park
 Likes more continuous park shape
 More park space

Likes long strip park
 Two smaller parks are too small/plazas look small
 Shading?
 Brings buildings too close to Lansdowne
 Don't need more parks
 Concentrate parks around plaza
 Benefits residents more than general public
 Connection to north side
 Smaller parks throughout project
 Accessible by all not just the developer
 More park area
 Covered walkway along Lansdowne

Formal Community Consultation – Lansdowne Centre

Redistributing Density

	Responses	%	S/DNS Only %
Support	119	63%	74%
Neutral	17	9%	
Do Not Support	42	22%	26%
I Don't Know	2	1%	
Other	8	4%	
Total	188		
Undecided	27, of which 10 made somewhat positive comments		

Do Not Support – 33, of which about 1/3 were opposed to density period.

Synopsis of Comments

Maintain high density on No. 3 Road
 Medium density north of centre park
 Prefer low rise – maybe high rise at Kwantlen
 Don't support more density – traffic
 Density means more traffic
 Too much density – traffic
 Too much high density
 No to density increase – traffic
 High density means overcrowding
 High buildings will block views
 Concentrate highest density area
 Keep existing mall
 Density ok if 25% is affordable housing
 Don't need more condos
 Distribute density throughout site
 Less density
 No more development

Concentrate towers at No. 3 to preserve views from Lansdowne buildings
 Too much density
 Keep and expand mall
 Should be more density
 Too dense and too high
 Keep density close to Canada Line
 Transition density from west to east
 Too dense
 No high buildings
 Too much density in Richmond already
 Why increase in density
 Already too much development in Richmond
 Don't need more buildings
 Too much development already
 Consider people living across Lansdowne
 Will it shade park?

Formal Community Consultation – Lansdowne Centre

Expanding Area of Higher Buildings

	Responses	%	S/DNS Only %
Support	97	51%	65%
Neutral	24	13%	
Do Not Support	53	28%	35%
I Don't Know	5	3%	
Other	9	5%	
Total	188		
Undecided	38, of which 10 wanted more information and/or made somewhat positive comments		

Do Not Support – 53, of which about 1/3 were opposed to high rises in general.

Synopsis of Comments

Do not support densification
 Keep 45 on No. 3 Road and 25 in park
 Helps developer – no additional density
 Already too many condos
 Concentrate high buildings
 Too large an area of high buildings
 No more towers
 Don't concentrate towers
 No high rises
 Too many high rises
 Towers too concentrated
 Prefer 25 m throughout
 Too many condos already
 Reduce density
 25 m around park
 Fewer high buildings
 Shadows park
 More tall buildings around park
 Nothing over 8 stories
 Keep the mall

Don't increase density
 45 m area too large
 Don't increase 45 m area
 Reduce overall density and transition height from west to east
 Go higher than 45
 Ok except east of Cooney
 10 storey max
 5 storey max
 25 m is enough
 25 m only
 Will shadow park
 Already too many condo towers
 Lower around park and then higher away from it
 Should have variation in heights and densities
 More separation between buildings
 Too many towers already
 Spread towers throughout site.

Formal Community Consultation – Lansdowne Centre

Concentrating Area of Mixed Use

	Responses	%	S/DNS Only %
Support	107	57%	71%
Neutral	22	12%	
Do Not Support	44	23%	29%
I Don't Know	6	3%	
Other	9	5%	
Total	188		
Undecided	37, of which 5 made positive comments		

Do Not Support – 44, of which many supported allowing commercial throughout the site.

Synopsis of Comments

- | | |
|---|--|
| <ul style="list-style-type: none"> Prefer less residential Allow retail everywhere Keep current amount of commercial space Keep mixed use everywhere Already too much development in Richmond More mixed use areas Retail too far from northeast segment No more residential development Too congested to allow more development More mixed use areas More retail area Allow mixed use east of Cooney Allow mixed use everywhere | <ul style="list-style-type: none"> Allow retail east of Cooney Too much development already Retail spread throughout area Mixed use throughout area Don't like mix of retail and residential Prefer more mixed use area Allow retail around park frontages Mixed use throughout area Mixed use throughout area Less commercial zoning Mixed use wrapping around park Keep Lansdowne as it is |
|---|--|

General findings from overall Consultation

1. A large portion of individuals and groups engaged outside of the LTR survey are excited to see change at Lansdowne (e.g., comments like, "Its' been a long time coming").
2. Many expressed interest in eventually purchasing housing on the site.
3. Many tenants and a number of residents/user groups are encouraged that the existing mall will remain open for a number of years.
4. There is interest in how the new public spaces (parks, civic plaza, community space building) will replace or supplement the large amount of community activity that currently takes place inside and outdoors at Lansdowne Centre.
5. There was a high degree of interaction with City of Richmond staff and Vanprop Project Team members at the two PIM's.

APPENDIX

1. City of Richmond Media Advisory 2018



City of
Richmond

News Release

6911 No. 3 Road, Richmond, BC V6Y 2C1

February 6, 2018

For Immediate Release

Richmond invites feedback on Proposed Master Land Use Plan for Lansdowne Centre shopping mall site

Richmond, BC – The City of Richmond invites the public to learn about and provide comments on the proposed phased redevelopment of the Lansdowne Centre shopping mall site located at 5300 No. 3 Road. Over the coming weeks, the property owner will host two drop-in style public information meetings. The information and feedback form will also be available on Let'sTalkRichmond.ca.

The property owner has approached the City regarding redeveloping the site. Based on the size and prominence of the property, and the necessity of redeveloping in phases, City staff advised the owner to draft a Proposed Master Land Use Plan to guide future redevelopment of the site. The applicant's Proposed Master Land Use Plan includes proposed amendments to the City's Official Community Plan (OCP) and City Centre Area Plan (CCAP) to refine the on-site organization of building density and height, and land uses. No additional density is proposed.

The applicant will host two drop-in style public information meetings at the Lansdowne Centre shopping mall in Unit #210, which is located west of the Food Court in the North Mall. Residents and interested parties are invited to attend to review display boards that provide information about the Proposed Master Land Use Plan for the property, to complete a feedback form, and to talk with the applicant's representatives and City staff about the proposal. The public information meetings are scheduled for:

- Saturday, February 17 from 10 a.m. to 2 p.m.
- Thursday, February 22 from 5 p.m. to 8 p.m.

The feedback form and information about the proposal will also be available online at www.LetsTalkRichmond.ca from Tuesday, February 6, 2018 to Sunday, March 4, 2018.

All public feedback that is received from the public information meetings and Let'sTalkRichmond.ca will be compiled and presented for Council's consideration.

- 30 -

Media Contact:
Kim Decker
Corporate Communications Officer
Phone: 604-278-4371
Email: KDecker@richmond.ca

5736864

2. Original Lansdowne Tenants Letter 2015

Formal Community Consultation – Lansdowne Centre



December 14, 2015

Tenant Name
Tenant Address
Richmond, BC Postal Code

Via hand delivery/mail security/courier to head office for international/national chains

Dear Name of tenant(s),

As a valued tenant of Lansdowne Centre, I want you to be among the first to know that the mall's owner (Vanprop Investments Ltd) has recently submitted an application to the City of Richmond to amend that portion of the Official Community Plan (OCP) that relates to the Lansdowne Centre site.

While this is an important step, it is only the first step in what will be a multi-year planning process that will eventually enable development in phases that will be designed to allow Lansdowne Centre Mall to continue to operate for many years.

We will work closely with the Vanprop Investments Ltd. management team so that we have the most current information and I invite you to drop by our office to discuss any specific questions you may have.

Next year, we will be in touch with you regarding a "tenant preview" of Vanprop's development ideas.

Yours sincerely,

Gail Spurgeon

如果您希望索閱本信件的中文版本，請聯絡 Lansdowne 中心行政部。

Formal Community Consultation – Lansdowne Centre

3. Original Lansdowne Tenants Letter Translation 2015

2015年12月18日

Piccini Jewelers
902 – 5300 No. 3 Road
Richmond, BC V6X 2X0

透過專人送交/郵遞保交/快遞送抵國際總公司/國內連鎖店

致：租戶名稱

閣下作為 Lansdowne 中心的重要租戶，我們希望首先通知您這項消息：本中心業主 (Vanprop Investments Ltd.) 最近已向列治文市政府提交申請，以修改部分有關 Lansdowne 中心地段的官方社區規劃 (Official Community Plan, 簡稱 OCP)。

雖然這是重要的一步，不過只是多年規劃過程的第一步，規劃的結果將是分階段進行發展計劃，讓 Lansdowne 中心商場可以按照設計規劃繼續經營下去。

我們將與 Vanprop Investments Ltd. 的管理團隊緊密合作，確保我們得到最新的資料，閣下如有任何問題，歡迎蒞臨我們的辦事處商討。

我們將於明年與您聯絡，就 Vanprop Investments Ltd. 的發展概念安排「租戶預覽」。

Gail Spurgeon 謹啟

Formal Community Consultation – Lansdowne Centre

4. Recent Lansdowne Tenants Letter 2018

VANPROP

February 4, 2018

RE: Lansdowne Redevelopment

Dear Tenants,

Lansdowne is beginning an official community consultation process for the renewal of Lansdowne Centre in the coming years. We cordially invite you to a special preview of our plans. You will be able to ask any questions of the project team.

Please stop by Suite 210 (the old Shoe Warehouse space) after on Tuesday February 20, at 9:00 AM. We will have coffee/tea and light refreshments available. The room will have a lot of information about the proposed Master Plan for Lansdowne Centre and ideas about how it could unfold in the coming years. Your input is welcome and can be submitted in writing or electronically.

Date: Tuesday February 20, 2018
Time: 9:00AM - 10:00AM
Place: Suite 210 (the Old Shoe Warehouse space)

With appreciation,

Bronwyn Bailey
Marketing Manager
Lansdowne Centre

On behalf of:

Vanprop Investments Ltd
hello@lansdownedistrict.com

Vanprop Investments Ltd
106 - 1400 St. J. Road
Richmond, BC V6X 2R9

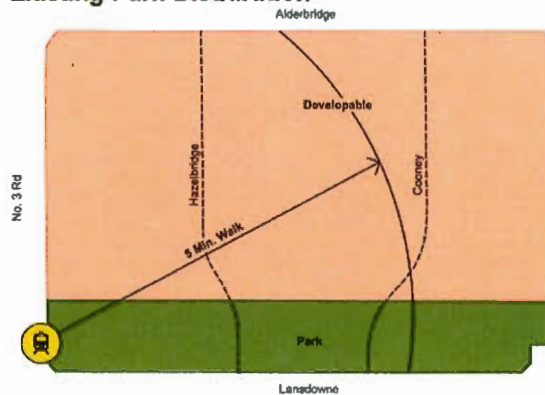
Community Consultation
Summary of Feedback Responses and Comments

Question 1: Park Distribution/Shape

While the Proposed Master Land Use Plan does not propose to change the overall total park area identified on the site by the CCAP, it does suggest changes to the shape and location of the park, that are supported by Parks and Planning and Development Department staff, to create four distinct and connected areas and to increase the amount of park area on the site that is within a five minute walking distance from the Lansdowne Canada Line station. The question notes that the scope of the OCP/CCAP amendment application review process is limited to considering the location and orientation of the park and that the use and design details related to the park would be undertaken through separate planning processes that would be led by Parks Services staff and subject to Council review and approval.

Note: Detailed design of the park and associated public consultation will be undertaken through separate future planning processes.

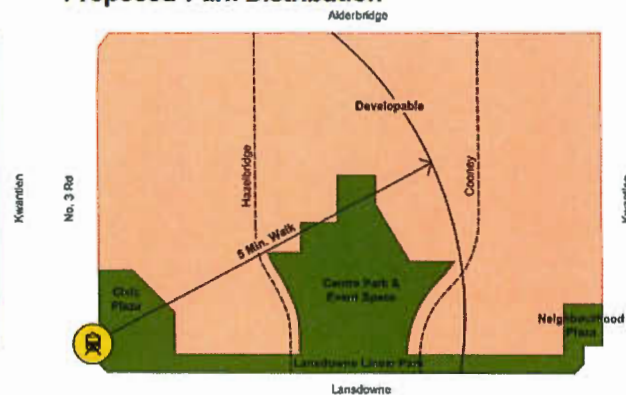
Existing Park Distribution



Summary:

- One park along Lansdowne Road

Proposed Park Distribution

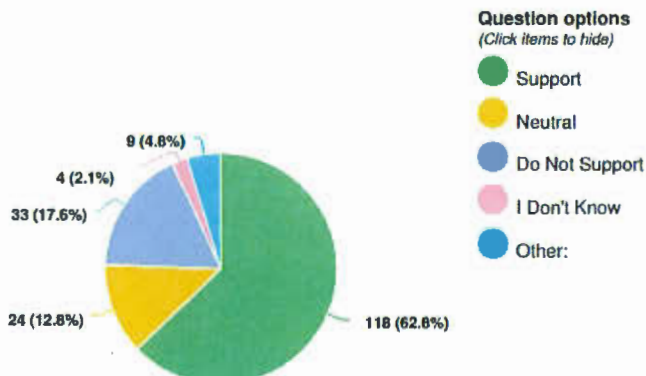


Summary:

- Four distinct & connected park areas
- Same amount of park but more park area within a 5 minute walking distance of the Canada Line station

76% of those who responded support or have a neutral opinion about the proposed refinement of the park distribution/shape.

1. Here is how I feel about the proposal to change the shape and location of the park:



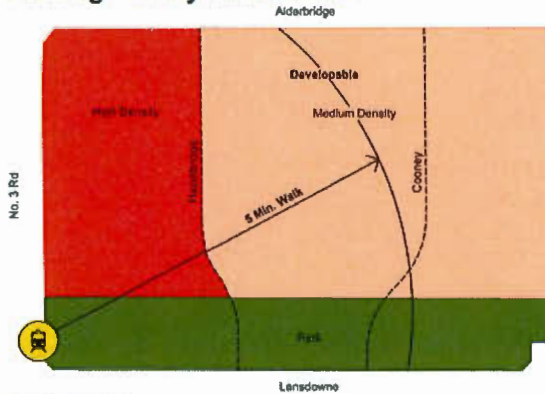
The primary concerns related to the proposed park shape include perceptions that:

- There is sufficient and/or too much park area within the neighbourhood.
- Lack of support for distinction between park areas.
- Perception that the shape of the park does not support active recreations (ex. jogging).
- The proposed Lansdowne Linear Park is limited to being a wide sidewalk.
- There is no need for a space to accommodate large events in the City.
- Park space within proximity of the Canada Line station will attract people that are experiences. homelessness and crime rates will increase.
- Designated park area should be provided along No. 3 Road.
- Required building setbacks will be included in park area.
- More than 4 hectares (10 acres)s of the 20.2 hectares (50 acre) site should be secured as park.
- Park space should be concentrated on building rooftops to maximize developable area and to provide more and affordable housing.
- Residents will be affected by noise from park users.
- Support is conditional to:
 - Provision of free parking for park users.
 - Development of an elementary school on the site.
 - Inclusion of children’s play equipment.
 - Inclusion of a covered walkway that connects the Canada Line station to Kwantlen Polytechnic University.

Question 2: Density Distribution

Based on the property’s existing land use designations, the existing CCAP supported density blended over the 50 acre property is 2.77 Floor Area Ratio (FAR). While the Proposed Master Land Use Plan does not propose any additional density, it does suggest redistributing building density, particularly within the portion of the site that is within a five minute walking distance from the Lansdowne Canada Line station.

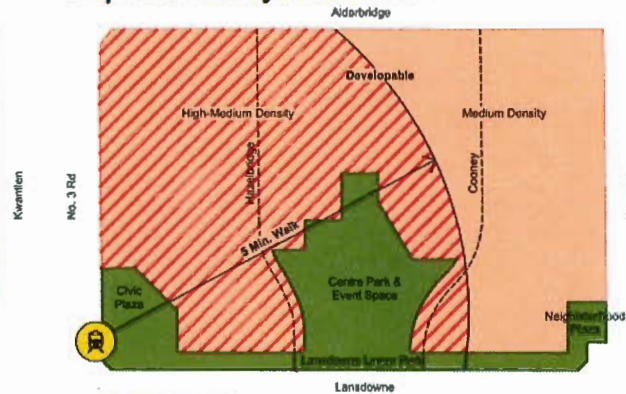
Existing Density Distribution



Summary:

- Concentrated high density development
- Shadow and overlook impacts on streets & public spaces

Proposed Density Distribution

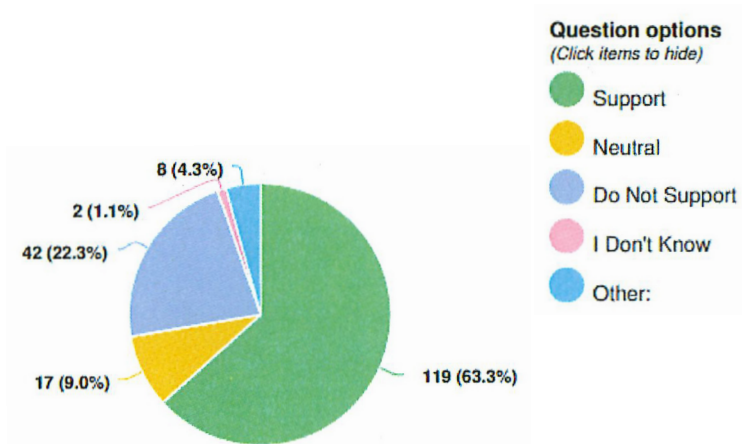


Summary:

- Blended high-medium density development
- Gradual density transition
- Same amount of park but more park area within a 5 minute walking distance from the Canada Line station
- More separation between buildings
- Sunnier streets & public spaces

72% of those who responded support or have a neutral opinion about the suggestion to redistribute building density on the subject site.

2. Here is how I feel about the suggestion to redistribute on-site building density:



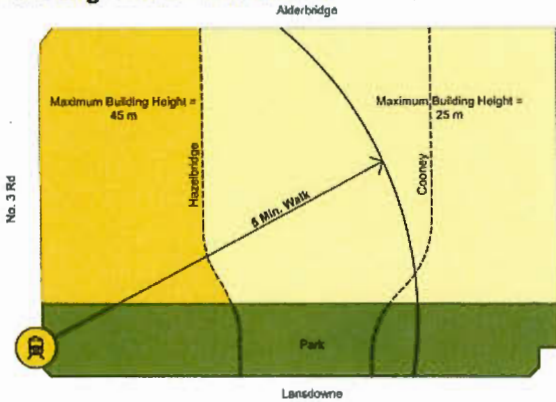
The primary concerns related to the suggestion to redistribute on-site building density include perceptions that:

- No support for high-density development on the site.
- The City is already over developed.
- The pace of redevelopment in Richmond needs to be reduced.
- Density within proximity of park areas should be reduced.
- The site should remain a shopping centre with associated surface parking.
- High-density development should be concentrated at the northeast corner of the site (at Alderbridge Way and Kwantlen Street).
- The subject site is impacted by traffic and aircraft noise and is not suitable for high-density residential development.
- The site is best suited for townhouse development.
- Insufficient on-site parking will be provided.
- Support is conditional to:
 - Addressing existing traffic congestion in the subject area and the City generally.
 - Increasing transportation infrastructure generally, and road space within the City specifically increasing the number of vehicle travel lanes along Alderbridge Way, No. 3 Road and Lansdowne Road.
 - Development of Affordable Housing.
 - Stepping building heights.
 - Development of multiple free park and ride parking facilities on the subject site.
 - Prohibition of residential units being purchased as investment properties.
 - Development of a hospital on the subject site.

Question 3: Tower Distribution

The Proposed Master Land Use Plan suggests expanding the area where high-rise buildings are supported to include the portion of the site that is within a five minute walking distance from the Lansdowne Canada Line Station to increase separation between tall buildings without increasing on-site building density.

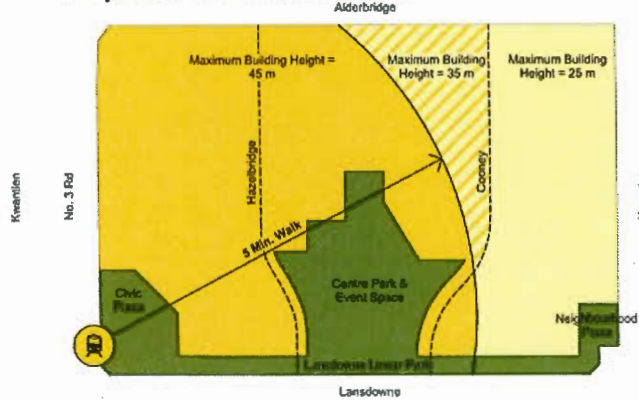
Existing Tower Distribution



Summary:

- Concentration of high-rise towers
- Minimum separation between high-rise towers
- Shadow impacts on streets & public spaces
- Privacy & view corridor impacts

Proposed Tower Distribution

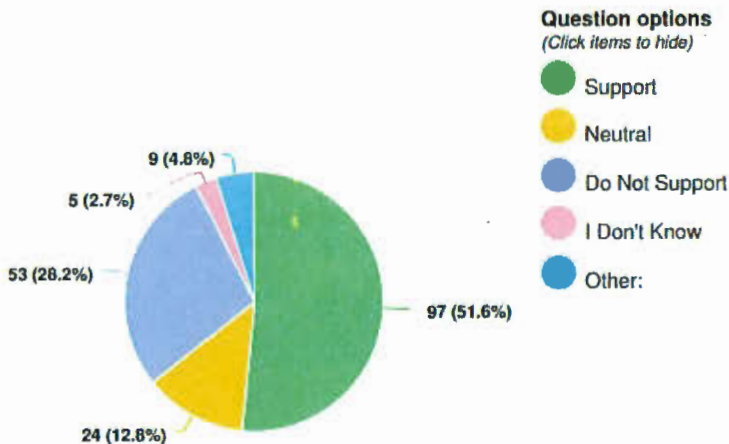


Summary:

- More separation between high-rise towers
- More variety of building heights
- Sunnier streets & open spaces
- Preservation of view corridors

65% of those who responded support or have a neutral opinion about the suggestion to expand the area where the maximum permitted building height is 45 m and to gradually transition building heights.

3. Here is how I feel about the suggestion to expand the area where the maximum permitted building height is 45 metres and to gradually transition building heights:



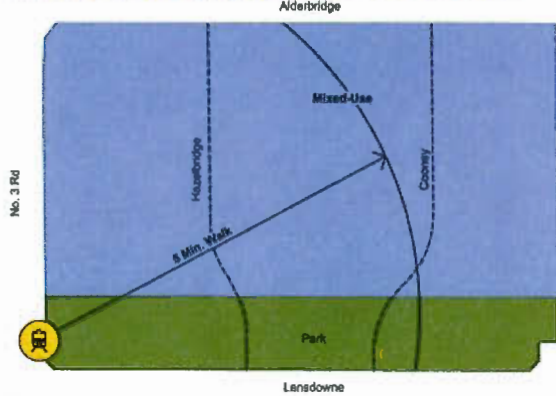
The primary concerns associated with increasing separation between tall buildings and supporting a variety of building heights on the site included perceptions that:

- Building height is associated with density and densification is not supported.
- Tall buildings result in development that feels claustrophobic and causes residents to feel disoriented.
- The maximum building height within the City Centre should be limited to 8 storeys.
- Redevelopment will affect existing nearby residents' views of the north shore mountains.
- It is not possible to design a tall building to be aesthetically pleasing.
- Too many towers have been constructed along No. 3 Road already.
- The level of design detail is insufficient to evaluate the appropriateness of the proposal.
- Tower development blocks sunlight and views.
- Building heights should be restricted to 25 m throughout the site.
- Building heights around the Centre Park and Event Space should be limited to 25 m.
- The Richmond skyline is unappealing.
- Support is conditional to addressing existing traffic congestion in the subject area and the City generally.

Question 4: Commercial/Services Distribution

The Proposed Master Land Use Plan suggests concentrating mixed land uses within a five minute walking distance from the Lansdowne Canada Line station and areas where pedestrian oriented retail uses are actively encouraged by the CCAP and limiting the remainder of the site to residential development. The existing CCAP permits mixed uses throughout the site.

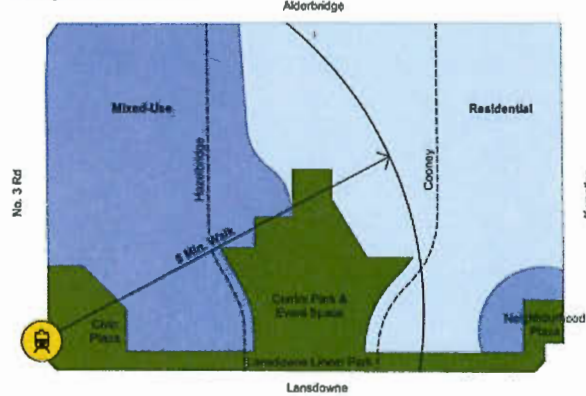
Existing Commercial/Services Distribution



Summary:

- Mixed uses permitted on the site

Proposed Commercial/Services Distribution

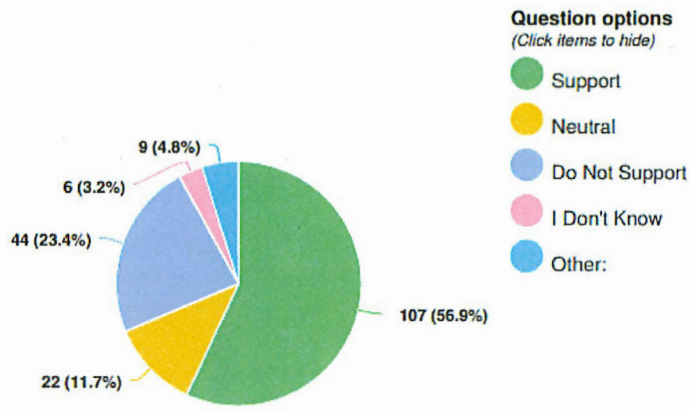


Summary:

- Strategic concentration of mixed land uses

69% of those who responded support or have a neutral opinion about the suggestion to limit the area where non-residential uses are supported.

4. Here is how I feel about the suggestion to concentrate mixed land uses in strategic locations on the site:



The primary concerns associated with limiting areas where non-residential uses are supported include perceptions that:

- Commercial uses at ground level should be supported throughout the neighbourhood.
- Residential redevelopment is overrepresented within the City Centre.
- Restricting non-residential uses will result in pedestrian and vehicle congestion.
- No residential uses should be supported on the site.