

# Lansdowne – Evolving to fulfill a vision for Richmond city centre

Once home to the region’s most popular racetrack, and later one of its most iconic shopping malls, the redevelopment of Lansdowne will urbanize and energize Richmond’s emerging city centre.

Lansdowne’s long-term owner, Vanprop, is proposing a redevelopment that aspires to meet every challenge set out in Richmond’s City Centre Area Plan (CCAP). It will create:

- the gateway to a vibrant retail, culture and entertainment centre;
- new parks and public space for the whole city; and
- a complete, pedestrian-friendly residential village, with a light environmental footprint.

## Our Vision

Come to the new Lansdowne at No. 3 Road, on foot or on the Canada Line, and you will find an expansive Civic Plaza, the perfect place to meet up with neighbours, to celebrate special events, to eat, shop, play and be entertained – an ideal place for residents or visitors to begin a Richmond adventure.

Diverse public parks and rich natural environments will serve neighbours and visitors alike, filling daily with office workers and residents, for rest or recreation, and occasionally with holiday festivals, concerts and events.

To the north, the extension of Hazelbridge Way will create a high street with services for locals and shops and restaurants for all. A concentration of commercial development at the corner at No. 3 Road and Alderbridge Way will replace and revitalize the current mall’s offering. Additional office, retail, and service space along No. 3 Road will increase economic activity and expand employment.



Residential development at the site will include a rich variety of residential options, with buildings designed and distributed to maximize livability for all.

Should you arrive by car, a new, fine-grain street plan will improve traffic circulation, through the site and around downtown. But many people may find a car is unnecessary in a neighbourhood designed for pedestrian life.

This multi-block redevelopment will include the highest standards in everything from energy efficiency to flood control. The redevelopment of Lansdowne Centre will confirm Richmond’s reputation as a national leader in sustainable urbanism.

# A Vibrant Community in Lansdowne Village Centre

**Vanprop Investments, owner of Lansdowne Centre Mall for more than 30 years, is planning to redevelop this 50-acre property.**

The site of one of Richmond's longstanding favourite shopping centres is destined for a vibrant new life, with parks and public amenities, a wide range of new homes and home types, and with retail, commercial and office space to replace and expand the economic and employment contribution of Lansdowne Centre.

Vanprop has prepared a Proposed Master Land Use Plan to guide the organization of land uses, public and semi-public space and amenities, transportation systems, services and utilities.

In developing this Plan, Vanprop has identified proposed amendments to the Official Community Plan (OCP) and City Centre Area Plan (CCAP). These proposed amendments are refinements, rather than significant modifications, and include:

1. Changing the shape and location of the 10 acre City park to include four distinct yet connected spaces instead of a single, linear park along Lansdowne Road. The Proposed Master Land Use Plan will meet the City's 10-acre park land target.
2. Redistributing building density while keeping roughly three-quarters (73%) of all new floor area within a five-minute walking distance from the Lansdowne Canada Line station. The Proposed Master Land Use Plan seeks no additional density.
3. Expanding the area where towers (max. height: 45 meters) are permitted to take better advantage of sunlight and to optimize view corridors – still keeping the towers within five minutes of rapid-transit.
4. Concentrating mixed uses (e.g. residential, retail, office, entertainment) on the portion of the site that is within a five-minute walking distance from the Lansdowne Canada Line Station to support pedestrian retail.

Vanprop is not asking to rezone the site or for Development Permits at this time. Those applications will follow only if Richmond City Council approves the Master Land Use Plan and the amendments to the OCP and CCAP.



The current Lansdowne Shopping Mall will remain operational until approximately 2025



Artist concept of the Lansdowne redevelopment from Hazelbridge looking east though pedestrian orientated retail towards No. 3 Road

# Why a public information meeting?

Vanprop Investments Ltd., the owner of the Lansdowne Centre Shopping Mall, intends to redevelop the site in phases.

Based on the size and prominence of the site, and the proposed phasing of new development, the City asked Vanprop to draft a Proposed Master Land Use Plan to guide redevelopment of the property. We want to hear what you have to say about this Plan.



## What is proposed?

In developing a Proposed Master Land Use Plan, Vanprop is proposing a set of amendments to the Official Community Plan (OCP) and City Centre Area Plan (CCAP); these amendments are refinements that are consistent with OCP/CCAP objectives. The amendments include:

- Changing the shape of the 10-acre City park that the OCP and CCAP identify for this property; and
- Reorganizing building density, building height, and the distribution of land uses.

## How can I be involved?

We want to hear what you have to say about the Proposed Master Land Use Plan.

### Attend a public information meeting.

Public information meetings will be hosted in Lansdowne Centre on Saturday, February 17th from 10AM to 2PM, and on Thursday, February 22nd from 5PM to 8PM

### Submit a Feedback Form.

Forms are available online at [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca). Completed forms, submitted to the City by Sunday, March 4, 2018, will inform changes to the Proposed Master Land Use Plan and will be compiled and presented for Council's consideration.

A hard copy is available from the City on request.

Call: 604-276-4040.

# A Gradual Redevelopment

**A carefully phased development will bring high-value new features to Richmond, while maintaining all the things we love about Lansdowne Centre.**

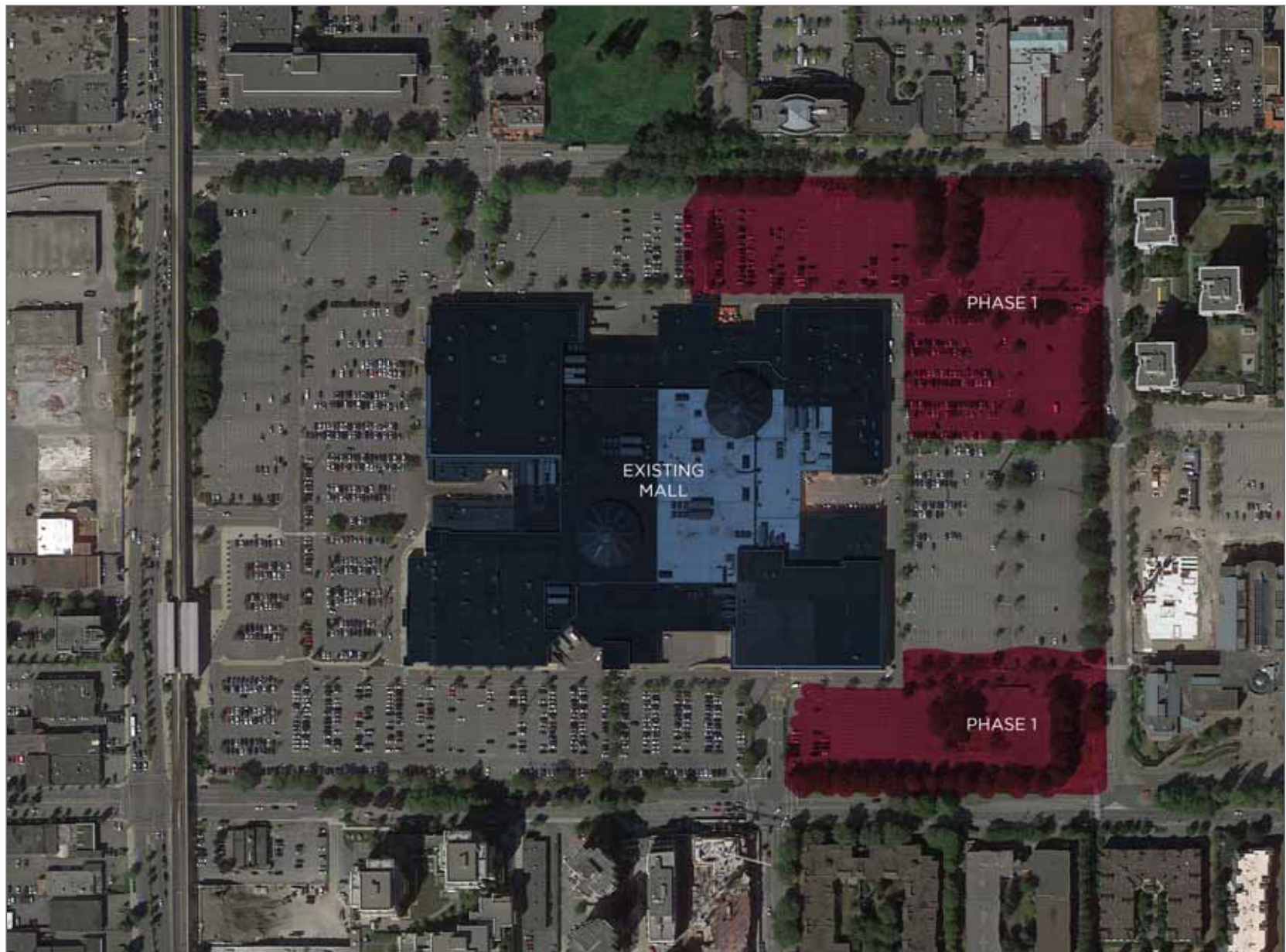
Conditional to the City of Richmond's approval of a Master Land Use Plan, Vanprop will commission detailed designs for a first phase of redevelopment, and will submit a rezoning application for residential development that can be built without disrupting Lansdowne Centre operations.

Future phases will include retail, office and residential components. Only when new retail space is ready will we begin relocating or replacing the existing mall operations.

City staff will lead a separate planning process on the proposed uses and detailed designs of parks and public spaces – which will be introduced in later phases.

During development, we will maintain or expand vehicle and pedestrian access to, and through, the Lansdowne Centre site.

The intent is that mall operations will be maintained until approximately 2025 and then relocated gradually to the new pedestrian orientated retail high street, adjacent to No. 3 Road.



# Community Consultation Process

In any large, prominent redevelopment project, the City of Richmond requires that the developer produce a full Master Land Use Plan. Input from the consultation will inform the Plan as it is updated and will be compiled for Council's consideration.

In this case, the applicant, Vanprop Investments, commenced consultation in mid-January and aims to conclude before March 31, 2018, all with the assistance of Marzolf and Associates. Working

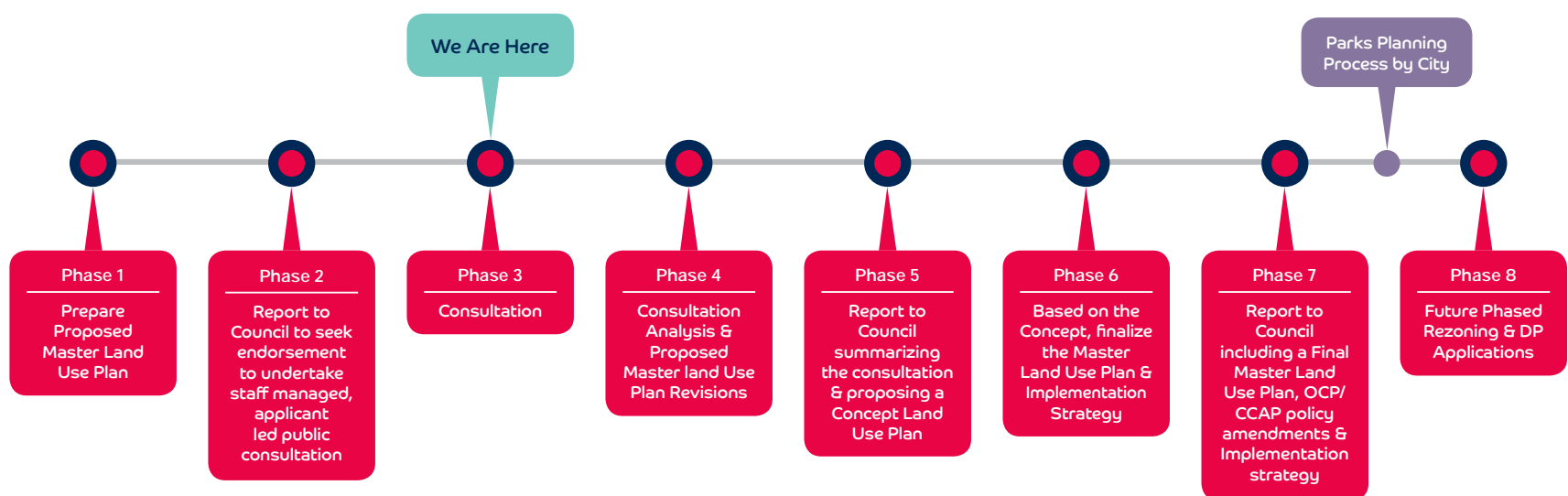
collaboratively with City staff, Vanprop will continue to present community consultation information throughout this period. The following provides details for the community consultation process.

## The Community Consultation Process includes:

1. Two (2) Public Information Meetings
2. LetsTalkRichmond.ca
3. Information Centre
4. Stakeholder Consultation

## Process to Amend OCP and CCAP:

The proposed process to amend the OCP/CCAP and establish a Final Master Land Use Plan to guide phased development of the site includes approximately (8) phases, three (3) reports to Council, and a separate parks planning process.



# A Proposed Master Land Use Plan for Lansdowne Village Centre

**Geographically and socially, Lansdowne has always been the centre of Richmond, from its days as a racetrack to its second life as Lansdowne Centre. Here, now, is a chance to achieve its full potential as the vibrant heart of the “most appealing, livable and well-managed community in Canada.”**

In its 2008 City Centre Area Plan (CCAP), the City of Richmond envisioned a transit-oriented downtown composed of a network of interconnected, mixed-use, pedestrian-friendly villages. This vision incorporated two key principles of sustainable urban planning: compact and complete communities; and transit-oriented development. The CCAP identifies our site as the “centre of the city centre” at the critical intersection of No. 3 Road and Lansdowne Road.

Here, then, lies a historic opportunity to redevelop a shopping mall into a vibrant urban centre in Richmond’s commercial core – a comprehensive, mixed-use, pedestrian-friendly village, fully serviced with shops, services, amenities and some of the best transit options in Metro Vancouver, as well as an ecologically balanced destination for recreation, relaxation and celebration for the whole city.

This transformation could only be possible on a grand canvas – in this case, a 50-acre site that will be comprehensively redeveloped, or upgraded to meet modern standards for sustainability and performance.

The redeveloped site will be thoroughly integrated to strengthen and enhance the downtown and the whole city. This Proposed Master Land Use Plan incorporates elements necessary to achieve the City’s vision.



The plan will:

- Create a vital and exciting gathering place for all the people of Richmond
- Revitalize a traditional retail centre and complement and strengthen all of Richmond’s downtown commercial offerings
- Increase the range and diversity of downtown business opportunities, and create employment for new and existing Richmond residents
- Discourage sprawl by providing a high amenity, multi-family residential neighbourhood, all within an eight-minute walk of the Canada Line
- Take full advantage of high-quality, high-speed transit
- Improve pedestrian, cycling and traffic with a finer-grained street pattern and off-road connections
- Respond to Richmond’s natural environment and enhance the city-wide ecological framework

# Proposed Master Land Use Plan

The City of Richmond's Official Community Plan (OCP) and City Centre Area Plan (CCAP) lay out permitted building density, heights and land uses for the Lansdowne Centre site. The Proposed Master Land Use Plan suggests how public space, building floor area, taller buildings, and land uses can be reorganized to reflect best urban design practices – while retaining the greatest building density & height and a mix of land uses within a five-minute walk from the Lansdowne Canada Line station.



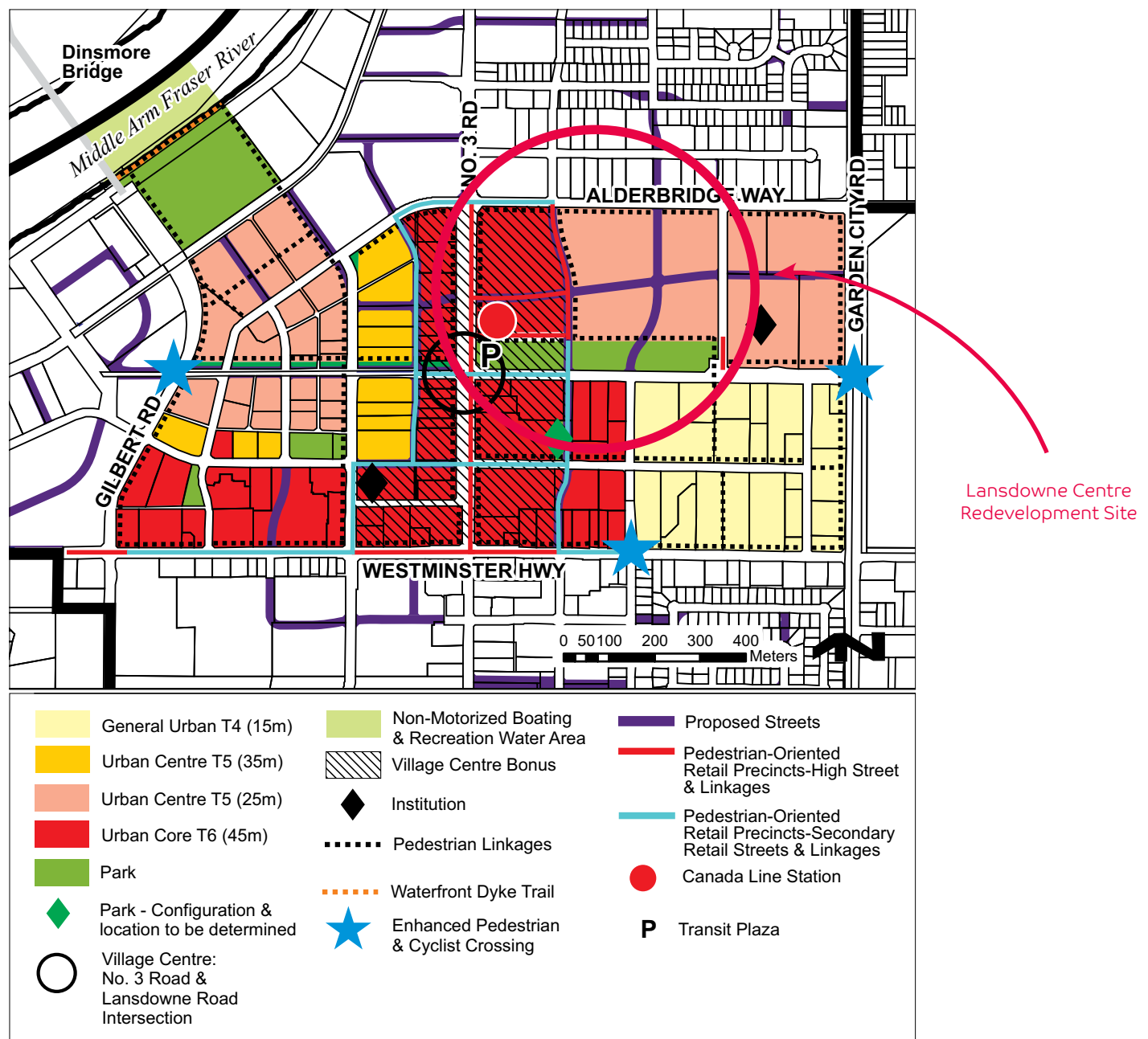
# Amending the Plan

Vanprop Investments proposes to amend Richmond's Official Community Plan (OCP) and City Centre Area Plan (CCAP) to reshape 10 acres of public park, and to reorganize building density and heights, and land uses, while concentrating development within a convenient, five-minute walking distance from the Lansdowne Canada Line station.

City policies identify a five-minute walking distance from a Canada Line station as the preferred distance to support the greatest building density, height, mix of uses and concentration of amenities.

Our Proposed Master Land Use Plan suggests changes to the City Centre Area Plan (CCAP) while maintaining the greatest building density and height, and mix of land uses within a five-minute walk of the Lansdowne Canada Line station.

## Lansdowne Village



The following series of boards provide detail about the proposed OCP and CCAP amendments required for the proposed Lansdowne Master Land Use Plan.



# Park Distribution

## Existing Park Distribution

The City Centre Area Plan (CCAP) designates 20% of the Lansdowne Centre shopping mall site for public park use in the form of a 4 hectare (10 acre) park area along Lansdowne Road that would include space to gather, play, relax and host public events.

## Proposed Park Distribution

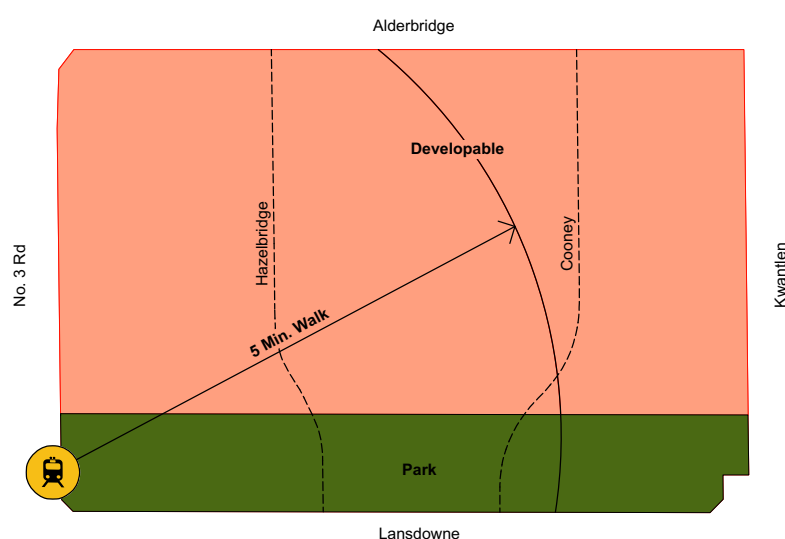
The Proposed Master Land Use Plan suggests changes to the shape and location of the park to create four distinct and connected areas:

- **A Civic Plaza:** An urban plaza that is located next to the Lansdowne Canada Line station and proposed commercial, retail and office uses. The plaza would also accommodate large civic events and activities.
- **A Centre Park and Event Space:** A centrally located minimum 2 hectare (5 acre) park and event space that is strategically located within a 5 minute walking distance from the Lansdowne Canada Line station. The major park would meet neighbourhood and City wide needs, and host major events.
- **A Neighbourhood Plaza:** An urban gathering space oriented toward Kwantlen Polytechnic University, which would provide space for smaller community events, small group gatherings and passive users.
- **Lansdowne Linear Park:** A wide pedestrian promenade that connects the park spaces and includes an off-street bike path.

While there is no change proposed to the overall total park area, the Proposed Master Land Use Plan's suggestion to change the shape and location of the park results in four connected park areas and more park area within a five (5) minute walking distance from the Lansdowne Canada Line station.

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

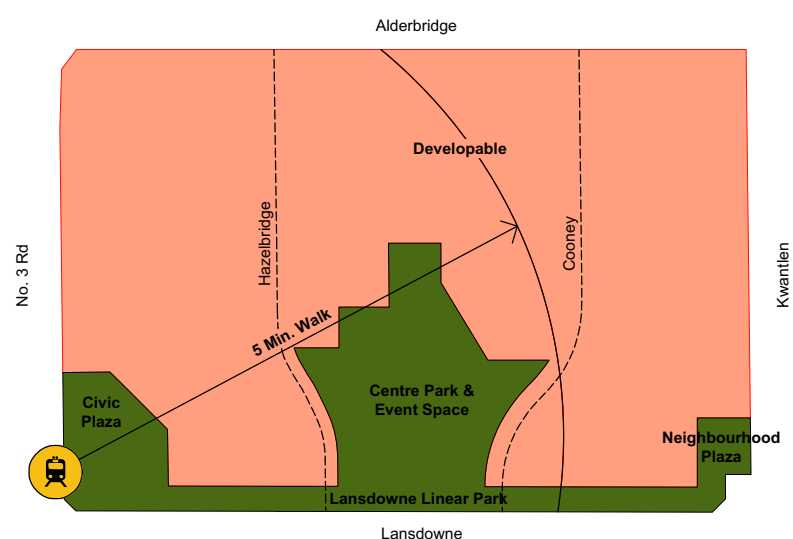
## EXISTING PARK DISTRIBUTION



### 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

# Density Distribution

## Existing Density Distribution

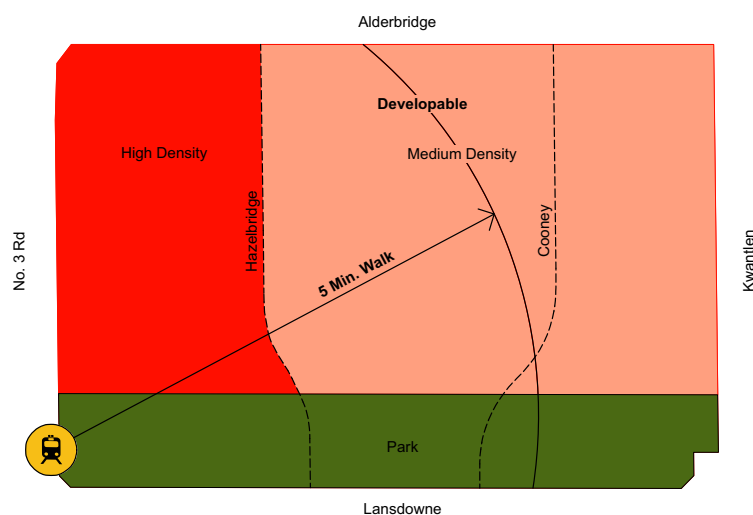
The City Centre Area Plan (CCAP) supports a change from high building density on the portion of the site that is west of the future Hazelbridge Way extension to medium building density on the remainder of the site.

## Proposed Density Distribution

The Proposed Master Land Use Plan suggests more evenly distributing building density on the portion of the site that is within a five (5) minute walking distance from the Lansdowne Canada Line station. No additional density is proposed.

While both the City Centre Area Plan (CCAP) and the Proposed Master Land Use Plan concentrate more than 70% of the overall permitted on-site building density on the portion of the site that is within a five (5) minute walking distance from the Lansdowne Canada Line station, the suggestion to redistribute building density results in a gradual transition in building density, more park area within a five (5) minute walking distance from the Lansdowne Canada Line station, greater separation between buildings, and sunnier streets and public spaces.

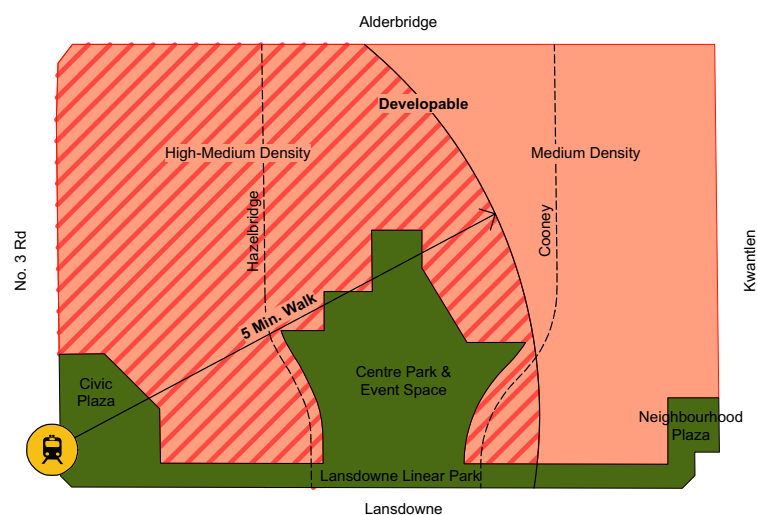
## EXISTING DENSITY DISTRIBUTION



### 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

# Tower Distribution

## Existing Tower Distribution

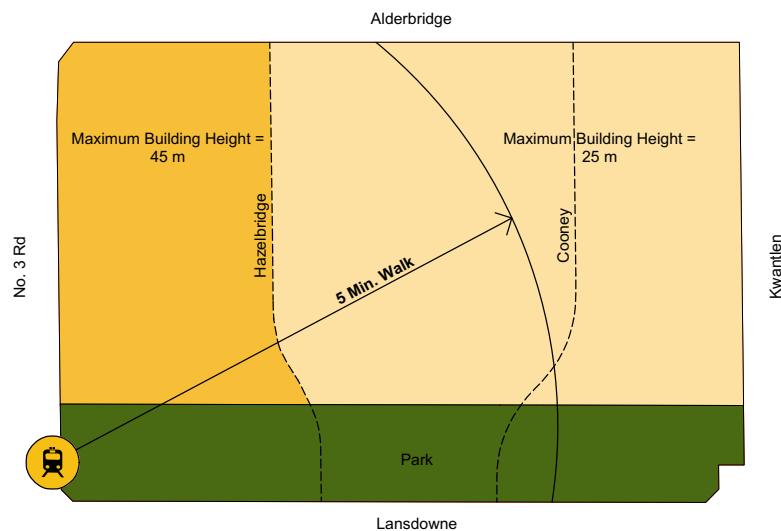
On the subject property, the City Centre Area Plan (CCAP) supports high-rise buildings up to 45 metres in height (maximum 13-15 storeys) on the portion of the property that is located west of the future Hazelbridge Way extension and mid-rise buildings up to 25 metres in height (maximum 8 storeys) on the remainder of the site.

## Proposed Tower Distribution

The Proposed Master Land Use Plan suggests expanding the area where the maximum permitted building height is 45 metres to include the portion of the site that is within a five (5) minute walking distance from the Lansdowne Canada Line Station and suggests maintaining mid-rise buildings up to 25 metres in height east of the future Cooney Road extension. The plan proposes to facilitate transition between maximum building heights with midrise buildings up to 35 metres in height (maximum 11 storeys). No additional density is proposed.

While there is no change proposed to the transition to a maximum 25 metre building height on the eastern portion of the site, the suggestion to expand the area where high-rise buildings are permitted results in greater separation between towers, increased sunlight penetration to streets and public spaces, and more variety of building heights.

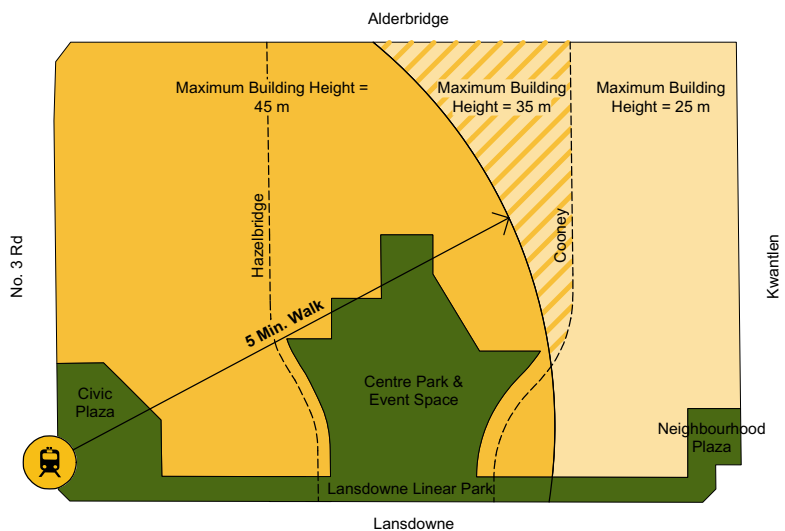
## EXISTING TOWER DISTRIBUTION



## 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

# Commercial/Services Distribution

## Existing Commercial/Services Distribution

The City Centre Area Plan (CCAP) supports mixed land uses (including residential, retail, office, entertainment, and community amenity uses) on the property, and specifically identifies areas where pedestrian oriented retail uses are supported.

## Proposed Commercial/Services Distribution

The Proposed Master Land Use Plan suggests concentrating mixed land uses within a five (5) minute walking distance from the Lansdowne Canada Line station and areas where pedestrian oriented retail uses are recommended by the City Centre Area Plan. The remainder of the site would support residential development.

While the City Centre Area Plan generally supports non-residential uses throughout the City Centre, the Proposed Master Land Use Plan suggests concentrating mixed land uses in strategic locations on the site.

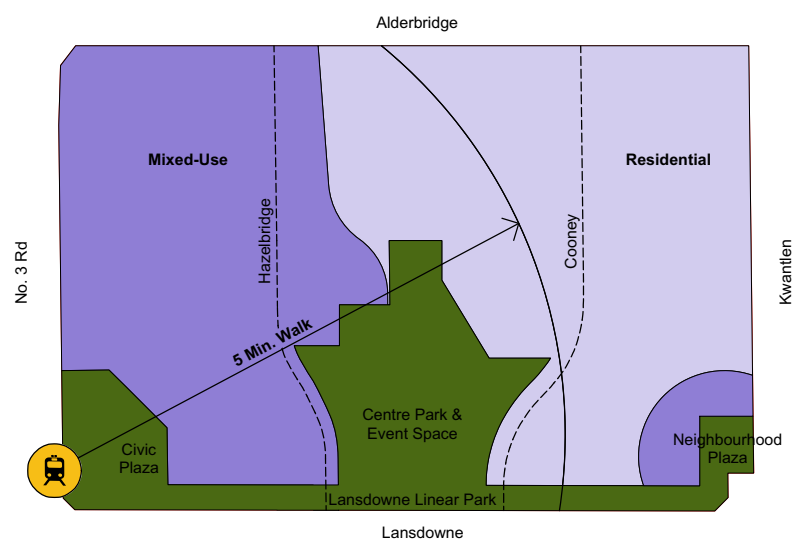
### EXISTING COMMERCIAL/SERVICES DISTRIBUTION



#### Summary:

- Mixed uses permitted on the site

### PROPOSED COMMERCIAL/SERVICES DISTRIBUTION



#### Summary:

- Strategic concentration of mixed land uses

# An Improved Transportation Network

The Richmond City Centre Area Plan (CCAP) indicates that any major redevelopment of the Lansdowne Centre site includes new street connections that enhance mobility options within the property and optimize circulation throughout the downtown.

Accordingly, the Proposed Master Land Use Plan includes a new east-west road and the extension of two north-south roads (Cooney Road and Hazelbridge Way). Along with new service lanes and pedestrian corridors, these roads, lanes and walkways are designed to create a finer street grid that will make the whole site more convenient, on foot, on a bicycle or in a car. The Official Community Plan (OCP) policy supports

alternative transportation modes. The proposed changes will optimize access to and from the Canada Line, as well as to other transit options. At the same time, the new roads improve the network to make it easy for drivers coming to, or passing through the property, and for those delivering goods. The plan also includes underground and on-street parking.



# A Complete Community Vision

The proposed Lansdowne Master Land Use Plan aims to fulfill all the goals of Richmond's City Centre Area Plan to create a liveable, sustainable and exciting urban neighbourhood.



## COMMUNITY

It's all here – a complete community with plazas, parks, greenways and open space, where you can live, work, shop and play.



## VITALITY

A vibrant downtown community integrated into No. 3 Road's major commercial spine, the new shops, services and office space will enliven Richmond's growing urban core, generating employment and meeting the needs of the neighbourhood and the city.



## LIVABILITY

Housing choices for different stages of life – from children and young families, to empty nesters and seniors – in a well-planned, amenity-rich, mixed-use, transit-orientated and sustainable community.



## CONNECTIVITY

New streets and greenways will improve access to and through the community for all modes of transportation.



## SUSTAINABILITY

Lansdowne will aspire to a high standard of energy efficiency, while managing and mitigating storm and flood water, and restoring and reconnecting valuable – and beautiful – natural habitat.



## DESIGN EXCELLENCE

A place that is uniquely Richmond, Lansdowne aspires to be a liveable and sustainable community, designed to achieve architectural excellence.

# Public Open Space

Community is all about connection, so great city-building must celebrate the spaces in between, the places where people stroll and lounge, where they meet colleagues or neighbours, to work, relax or play.

Lansdowne will provide a full array of plazas and parks, including a Civic Plaza, Lansdowne Linear Park running down Lansdowne Road from No. 3 Road to Kwantlen, and a Neighbourhood Plaza, orientated towards the southeast corner to Kwantlen University. Accessible and well-served from the retail and service centre along 3 Road, a Centre Park & Event Space will be the ideal location for large community ceremonies and celebrations, and for theatre or concerts in the park. Lansdowne will also feature wide, lushly landscaped, pedestrian greenways north from the Centre Park &

Event Space and both east-west and north-south in the residential neighbourhoods paralleling Alderbridge Way and Kwantlen Street. Open spaces will include private, semi-private and public zones, and even the most public will have stopping places and viewpoints, intimate niches for privacy and respite, along with great sightlines – ensuring “eyes on the street” for openness and safety. Public space will also range from the highly urban, including a Civic Plaza, to highly vegetated green spaces designed to take you “out of the city” in mere steps.

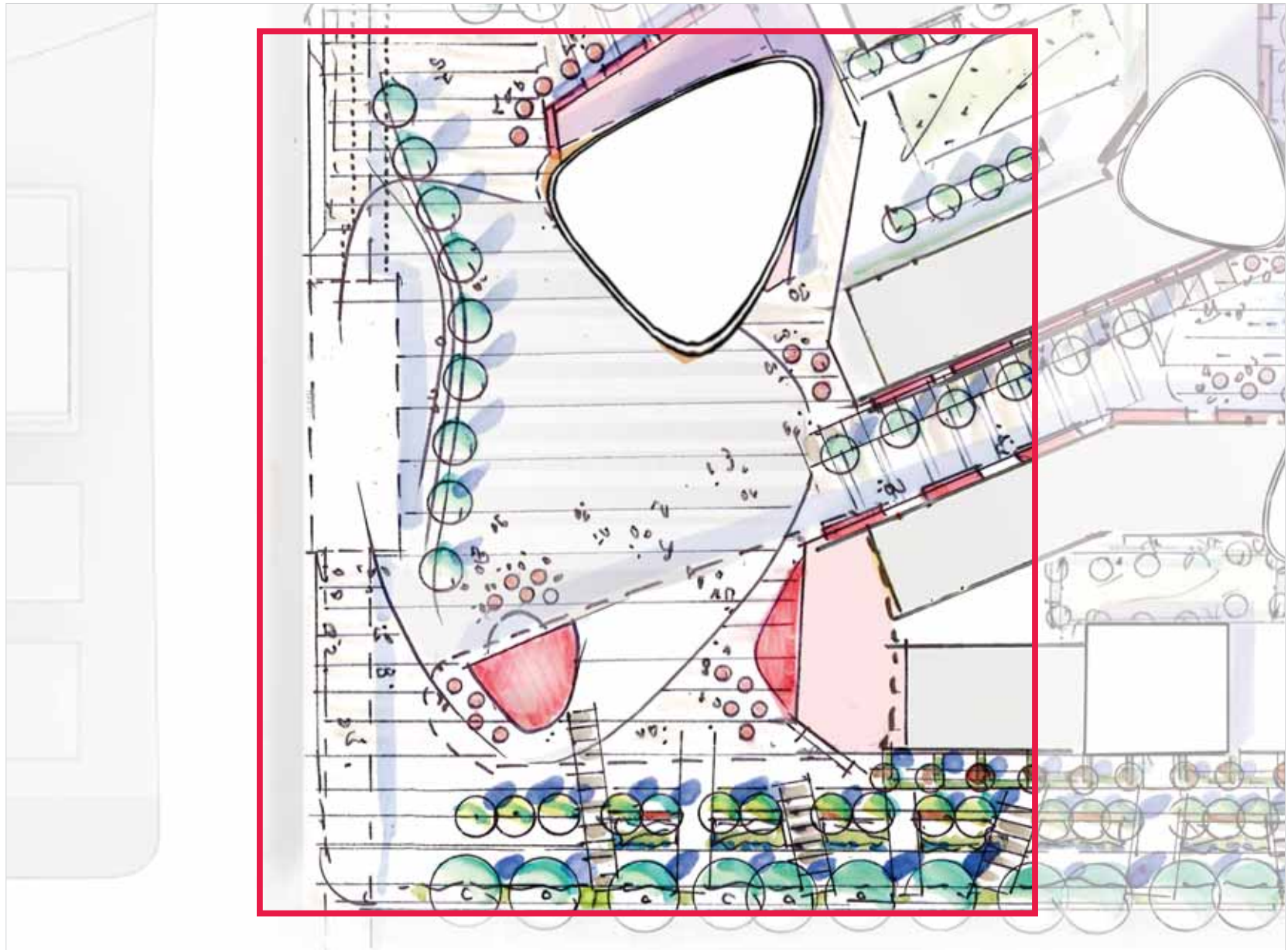


# Plaza

Every great city needs a great town square, a welcoming, well-serviced venue for civic celebrations and events. An every day go-to place where locals can meet and relax, and where visitors can begin their urban explorations.

The corner of No. 3 Road and Lansdowne Road is the perfect location for such a plaza – a front door to Lansdowne Village and to the whole of downtown Richmond. This is a natural nexus, the stepping-off point from the Lansdowne Canada Line station, a new connection along the bustling No. 3 Road retail/commercial strip, and a waypoint along the Linear Park emerging between the Oval Village and the Garden City

Lands. Oriented to capture sunlight and animated by shops and cafes, the Civic Plaza will also be beautiful, and may one day contain a new civic building. A pedestrian-oriented retail precinct to the north and a greenway leading east to an expansive new Centre Park and Event Space are designed to serve locals, delight visitors and facilitate connections to every part of downtown Richmond.





# Centre Park & Event Space

Lansdowne's Centre Park will soon become the central feature of an ecological system that connects from Richmond's Olympic Oval to the Garden City Lands, while also providing a base for pollinator paths and greenways north-south through the city centre.

Complementing the Plaza, a Centre Park & Event Space will become Richmond's principal festival space – the perfect location for concerts and summer celebrations – even as it serves, daily, as a favourite neighbourhood venue for recreation and relaxation, whether you are practicing Tai Chi, playing with friends, or just lounging in one of the cafés along the western edge. Park-side water features are planned to moderate

the temperature and demonstrate best practice in stormwater management. Tree-lined streets and lushly landscaped pedestrian mews laced throughout the development will combine to support Richmond's Ecological Network Management Strategy, serving the goal of sustainability, in Lansdowne Village and in all of the "island city by nature."



# Complementing and Connecting the No. 3 Road Retail Experience

## Retail & Office Space

The proposed Lansdowne Village Centre commercial core is anchored along No. 3 Road, supporting north-south retail continuity. Beginning at a Civic Plaza, on the doorstep of the Lansdowne Canada Line station, restaurants and cafes will give way to street-oriented retail and office access. Enclosed behind those smaller stores will be larger retailers that can attract shoppers from around the city and region. There is also room for a large grocery store, itself a destination. Off-street loading access in the northern retail-office cluster will preserve a pedestrian priority streetscape.

Workers from the two larger office buildings and upper-floor offices along the street front will support local retailers and animate this vibrant shopping street.

## High Street Shopping, Dining and Neighbourhood Services

Along with the shops and offices fronting No. 3 Road, Lansdowne will also feature a retail high street on Hazelbridge Way, a new, traffic-calmed north-south road that will connect to and complement the retail and entertainment offerings on Alexandra Road. High street shops and services will cater to the needs of Lansdowne residents. And while parking will be readily available, and new streets will facilitate local traffic flow, most residents (and shoppers and entertainment seekers arriving on transit) will find it convenient to leave the car at home.

The rich mix of office and residential space will help animate this complete community, with residents supporting the businesses, and workers animating the neighbourhood – and delivering the products and services residents want and need.



# Livability

## Homes for a Range of Tastes and Budgets

The proposed Masterplan anticipates a broad range of housing types, from street-level townhouses and courtyard skyhomes to terraced flats and tower apartments.

Similarly, there is a wide mix of tenures, including condos for purchase, market units for rent and units meeting Richmond's Affordable Housing strategy. The goal is to create room for families in all stages and residents of all ages – providing the amenities and services that will make it easy to grow and stay in a vibrant and complete community.

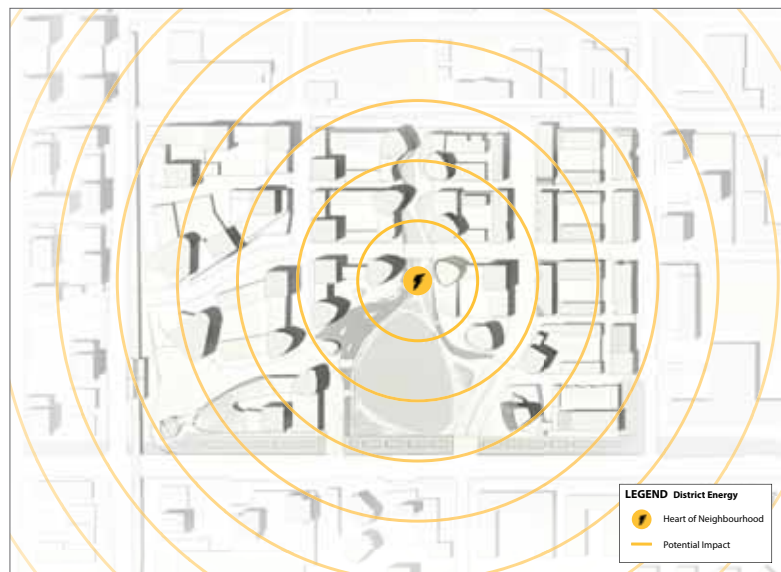


# Sustainability

## District Energy & Building Efficiency

The two main energy challenges, everywhere, are: 1. minimizing energy consumption; and, 2. managing the cost and impact of energy generation. Lansdowne will address the first goal with buildings that are energy and water use efficient. A site-wide district energy system will reduce the cost and impact of energy generation. Delivering space heating, air conditioning and domestic hot water, the system, designed with the most efficient, cost-effective and carbon conscious energy source, will remove the need for building-by-building energy systems.

The system's energy source could also be changed easily and inexpensively in response to market changes or new technology, removing the need to re-engineer every building. Additionally, the utility can serve neighbouring properties, delivering an efficient, cost-conscious and carbon-limiting option to an expanding area of downtown.



## Stormwater Management

No municipality in Metro Vancouver is more adept than Richmond to managing stormwater, and the development of Lansdowne will further enhance stormwater management in the City Centre area. Lansdowne offers a historic opportunity to raise street levels and improve stormwater controls and capacities in the centre of downtown. With water features, infiltration galleries, bioswales and wide, thickly planted pedestrian corridors, the whole development is designed to capture, detain and mitigate rainwater runoff from rooftops and roadways corresponding with Richmond's Integrated Rainwater Resource Management Strategy (IRRMS). Enhanced drainage in areas surrounding the development will improve drainage system capacity, and on-site improvements will manage surface water within the development area by cutting loads and peak flows, thereby reducing strain on the city's drainage system.



Please note that these are conceptual renderings only and that design details would follow at the rezoning and Development Permit stage.



Western edge of Centre Park looking northeast from Hazelbridge Way



Looking north through Centre Park from Lansdowne Road



Plaza adjacent to Lansdowne Canada Line station looking north along Number 3 Road

LANSDOWNNE



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