



To: General Purpose Committee

Date: October 5, 2020

From: Barry Konkin
Director, Policy Planning

File: 08-4045-20-20/2020-Vol01

Re: **City Centre Area Plan Amendment – Development Permit Guidelines for the Spires Road Area**

Staff Recommendation

1. That Official Community Plan Bylaw 7100, Amendment Bylaw 10190, to amend the Development Permit Special Precinct Key Map to include the Spires Road area as a Special Precinct, and adding a new set of Special Precinct Development Permit Guidelines for this area to the City Centre Area Plan in Schedule 2.10, be introduced and given first reading;
2. That Bylaw 10190, having been considered in conjunction with:
 - the City’s Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;
 is hereby found to be consistent with said program and plans, in accordance with Section 477(3)(a) of the *Local Government Act*;
3. That Bylaw 10190, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and
4. That the proposed amendments to the *Specific Land Use Plan: Brighthouse Village (2031)* to update the road network, park designation and pedestrian linkages as provided in the report dated October 5, 2020, from the Director of Policy Planning be endorsed to proceed to public consultation.

Barry Konkin
Director, Policy Planning

BK:el
Att. 9

REPORT CONCURRENCE		
ROUTED TO: Development Applications Parks Services Transportation	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER
	SENIOR STAFF REPORT REVIEW	INITIALS:

Staff Report

Origin

The Spires Road neighbourhood (Attachment 1) is identified in the City Centre Area Plan (CCAP) as an area intended to transition from a predominately single-family neighbourhood to a neighbourhood of urban-style townhouses with dedicated parking structures.

At the Public Hearing held on September 3, 2019, after the review of a proposed townhouse development and a discussion on design continuity for new developments in the neighbourhood, Council passed the following referral motion:

“That staff be directed to develop design guidelines for the Spires Road area as it develops, and consult with the Advisory Design Panel as required.”

This report responds to this referral as follows:

1. Introducing new Special Precinct Development Permit Guidelines in the City Centre Area Plan specific to the Spires Road neighbourhood.
 - Official Community Plan (OCP) Amendment Bylaw 10190 is provided for Council’s consideration.
 - This Bylaw would introduce the proposed Spires Road Development Permit Guidelines as an amendment to the CCAP.
 - The goal of these guidelines is to ensure overall continuity in neighbourhood design and character within the Spires Road area.
 - Should Council grant first reading to the proposed OCP Amendment Bylaw, the bylaw will be forwarded to a Public Hearing, where the public will have an opportunity to comment.
2. Recommending additional measures for Council’s consideration to achieve design continuity in neighbourhood character.
 - The report identifies a number of issues that have delayed development of the Spires Road area and recommends an updated road network and pedestrian linkages (park space) for the area to support new developments in accordance with the land use and density designated for the neighbourhood under the current CCAP. The proposed road network concept would better facilitate land assemblies over the road network envisioned in the CCAP.
 - The report also highlights proposed changes to park designations within the Spires Road area recommended by Parks Services based on the city’s minimum park quantity standards under the Parks and Open Space Strategy and in support of the proposed amended road network. Details of these proposed changes will be presented in a separate report from Parks Services.
 - Following Council endorsement of the changes to park areas, pedestrian linkages, and road network, staff would consult with the public on the proposed changes.

- Based on public consultation feedback, staff would draft an OCP amendment bylaw to amend to the *Specific Land Use Plan: Brighthouse Village (2031)* in the CCAP for Council's consideration at a later date.

This report supports Council's Strategic Plan 2018-2022 Strategy #2 A Sustainable and Environmentally Conscious City:

Environmentally conscious decision-making that demonstrates leadership in implementing innovative, sustainable practices and supports the City's unique biodiversity and island ecology.

2.4 *Increase opportunities that encourage daily access to nature and open spaces and that allow the community to make more sustainable choices.*

This report supports Council's Strategic Plan 2018-2022 Strategy #3 One Community Together:

Vibrant and diverse arts and cultural activities and opportunities for community engagement and connection.

3.1 *Foster community resiliency, neighbourhood identity, sense of belonging, and intercultural harmony.*

This report supports Council's Strategic Plan 2018-2022 Strategy #4 An Active and Thriving Richmond:

An active and thriving community characterized by diverse social and wellness programs, services and spaces that foster health and well-being for all.

4.3 *Encourage wellness and connection to nature through a network of open spaces.*

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

Leadership in effective and sustainable growth that supports Richmond's physical and social needs.

6.1 *Ensure an effective OCP and ensure development aligns with it.*

6.3 *Build on transportation and active mobility networks.*

This report supports Council's Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.

8.2 *Ensure citizens are well-informed with timely, accurate and easily accessible communication using a variety of methods and tools.*

Background

The Spires Road area is located in the northeast portion of Brighthouse Village in City Centre (Attachment 2) and is designated “General Urban T4”. The neighbourhood’s context within City Centre, including surrounding land use designations, are shown on Attachment 3.

The Spires Road area is designated for grade-oriented housing in the form of “High-Density Townhouses” at a maximum density of 1.2 floor area ratio (FAR) under the Sub-Area Guidelines (Sub-Area B.1) of the CCAP. Differentiated from the conventional townhouses within individual garages, “High-Density Townhouses” feature a common parking structure concealed from public view by non-parking use (e.g. townhouse units and indoor amenity spaces) and a common courtyard amenity area provided on the podium level on top of the parking structure.

Part 1 - Design Guidelines for the Spires Road Area

In response to the September 3, 2019 Council referral, staff are proposing Special Precinct Development Permit Guidelines for the Spires Road area. These guidelines would be incorporated in the CCAP, and would supplement the current Development Permit Guidelines in the OCP and CCAP.

Current Development Permit Guidelines

Currently a number of design guidelines in the OCP and CCAP apply to the Spires Road area. These guidelines, include:

- General Guidelines under Section 14 of Schedule 1 of the OCP Bylaw 9000
- General Guidelines under Section 3.1 of the CCAP (Schedule 2.10 of OCP Bylaw No. 7100);
- Multiple Family Guidelines under Section 14 of Schedule 1 of the OCP Bylaw 9000;
- Townhouse Guidelines under Section 14 of Schedule 1 of the OCP Bylaw 9000; and
- Sub-Area Guidelines under Section 3.2.5 (Sub-Area B1) of the CCAP (Schedule 2.10 of OCP Bylaw No. 7100).

These guidelines are intended to address:

- vehicle access, circulation and parking;
- accessibility, green buildings and sustainable infrastructure;
- Crime Prevention Through Environmental Design (CPTED);
- site planning;
- building form and architectural treatments; and
- landscaping and open space design.

Proposed Special Precinct Development Permit Guidelines

To address Council's referral, staff recommend that Council endorse Special Precinct Development Permit Guidelines specifically for the Spires Road area. These proposed design guidelines are intended to create a consistent neighbourhood character and will supplement the existing design guidelines in the OCP and CCAP noted above.

The proposed guidelines can be summarized into four categories:

1. Pedestrian Movement - to introduce a highly pedestrian-friendly neighbourhood;
2. Streetscape - to establish an appealing and intimate streetscape;
3. Built Form - to encourage an urban townhouse character that incorporates traditional design references; and
4. Private Open Space - to support a range of private open space options.

These are elaborated on below.

1. Pedestrian Movement

A number of conceptual pedestrian linkages (or "Green Links") are indicated on the "*Special Land Use Map: Brighthouse Village (2031)*" in the CCAP as adopted by Council (Attachment 2). These were identified to provide connections to the future green spaces at the centre of the Spires Road area. These pedestrian linkages were identified as "place holders" to indicate that the ultimate configuration and location of the linkages would be determined when the area redevelops.

As endorsed by Council, the width of the "Green Links" ranges from 6 m (20 ft.) to 20 m (66 ft.) wide, and may include features such as broad sidewalks with special paving at nodes and intersections, rest areas with street furniture, street trees and multilayered planting, pedestrian scale street lighting, wayfinding signs and community art potential. These pedestrian linkages were identified by Parks Services through public consultation on the overall CCAP.

The Special Precinct Development Permit Guidelines have been developed to enhance circulation and create a more walkable neighbourhood within the Spires Road area. A fine-grained, intimate-scaled pedestrian network is proposed to create publicly accessible walkways along property lines of new townhouse developments in the area. This would also create additional ground oriented units with direct access from fronting streets and walkways. These walkways also provide connection to the future green space at the centre of the Spires Road area.

This pedestrian network may be created through sidewalks along road frontages, pedestrian mews on private properties along internal property lines, and sidewalks on private properties abutting existing and future back lanes. Walkways on private properties will be secured for public pedestrian access via statutory rights-of-way (SRWs) through rezoning applications as a condition of Council approval. Provisions of similar pedestrian mews and sidewalks along future back lanes have been secured through the first two townhouse projects in the Spires Road area.

2. *Streetscape*

To reinforce a stronger “urban” character and enhance the pedestrian experience in this “High-Density Townhouse” area, landscape considerations are included in the proposed Special Precinct Development Permit Guidelines to ensure a well defined street edge and an appropriate street interface:

- individual unit front yard character with entry gates is encouraged to distinguish public and semi-public spaces from private spaces and to reinforce a friendly and pedestrian oriented streetscape;
- maximum grade difference between public sidewalk/walkway and private open spaces/patio is limited to 0.9 m (3 ft.) to ensure an appropriate street interface; and
- planters or retaining walls at a maximum height of 0.6 m (2 ft.) may be provided along the perimeter of a development to help define private space fronting the public realm.

3. *Built Form*

“High-Density Townhouses” with parking structures are the primary land use envisioned for the Spires Road area. This built form is characterized by low-rise, street-wall buildings with consistent heights and setbacks; parking should be located within the building and concealed from public view by non-parking uses (e.g., townhouse units, indoor amenity spaces).

At the September 3, 2019 Public Hearing for a townhouse development proposal in the Spires Road area at 8671-8731 Spires Road (RZ 17-790301), Council provided comments on the perceived lack of continuity in design for new developments in the area. Council requested that staff develop guidelines to address this issue.

In response, the Special Precinct Development Permit Guidelines proposed in this report will provide direction for achieving a more traditional design character for the Spires Road area, while allowing a measure of design variety for visual interest. Highlights include:

- traditional character smaller scale window design with trim, and preferably aligned vertically and horizontally;
- traditional character cladding and combination of materials achieving visual interest (specifically avoiding contemporary expression metal roofing, metal wall panels and glass guard rails);
- traditional heritage colours and colour combinations, which may include use of accent colours; and
- pitched roof forms with overhangs (e.g., avoiding flat roofs), which may include pitched or sloped secondary roof elements.

Through the new guidelines, contemporary building expression and flat roofs will be discouraged in this area.

4. *Private Outdoor Space*

Private outdoor space in “High-Density Townhouse” developments is usually provided on the ground level within the building setbacks from fronting roads and pedestrian mews or walkways, on the podium/courtyard level, and/or on roof decks. The current minimum private outdoor space requirements for townhouse developments in the Spires Road area is 37 m² (398 ft²).

Staff have examined the private open space requirements in the Spires Road area and note that it will be challenging to achieve this requirement as there are multiple design objectives competing for minimal space:

- a smaller front setback to enhance the unit’s connection to the street and walkways would reduce front yard space;
- the pitched roof design identified as a key design element of the Spires Road area reduces the space available on the roof for deck-amenity space; and
- the requirement for structured parking and the requirement to screen parking areas creates further challenges to provide outdoor space at-grade.

To address these issues, the proposed Special Precinct Development Permit Guidelines ensure usable yard spaces between the units and the fronting public/semi-private spaces (i.e., street, pedestrian mews, common courtyard, etc.) by requiring minimum building setbacks to fronting streets and pedestrian mews (i.e., 3.0 m) as well as minimum building separation across the podium courtyard (i.e., 8.0 m).

The proposed design guidelines also reduce the minimum area of private outdoor space to 30 m² (323 ft²) per unit, and the area may be further reduced to 25 m² (269 ft²) if it is necessary to achieve the wider range of design objectives in the Special Precinct. There is merit to allow a slightly smaller private outdoor space in the “High-Density Townhouse” developments in the Spires Road area:

- the reduced private outdoor space requirement of 30 m² (323 ft²) per unit is consistent with the private outdoor space requirement for townhouse developments located outside of the City Centre;
- private outdoor spaces that are 25 m² (269 ft²) to 30 m² (323 ft²) in size could typically accommodate a small lawn area with landscaping and a patio area at grade or on the podium, and/or a roof top deck concealed within the pitched roof, allowing occupants of the house and guests to sit outside and enjoy a meal;
- play areas in multiple family developments are typically facilitated in the communal outdoor amenity spaces instead of private outdoor spaces. For townhouse developments in the city centre, extra outdoor amenity spaces equal to 10% of the net development site area is required in addition to the standard 6 m² (65 ft²) of outdoor amenity space per unit;
- new walkways and pedestrian mews as required in the proposed design guidelines will not only enhance the connectivity within the neighbourhood but also provide additional open spaces in the area; and

- the Spires Road area is in close proximity to major parks in the City Centre; within 400 m radius of the neighbourhood, there is an excellent array of public open space, providing a range of recreation opportunities for residents.

Together with the proposed guidelines for the design of both private and public outdoor spaces in the Spires Road area, staff feel that opportunities for outdoor activities and enjoyment of outdoor space would not be compromised for the residents in the Spires Road area due to the slightly reduced private outdoor space requirement.

Advisory Design Panel Comments

Council directed staff to consult with the Advisory Design Panel on the proposed design guidelines. The draft Special Precinct Development Permit Guidelines was forwarded to the ADP on April 22, 2020, and the ADP supported the draft guidelines. The Panel's feedback focused on accessible housing, the size and form of townhouse clusters, architectural form and character repetition, tree preservation, open space design, and public art.

The majority of the feedback provided by the ADP has been addressed by the current general development permit guidelines in the OCP and CCAP. The proposed Special Precinct Development Permit Guidelines include further requirements to reinforce pedestrian-friendly open space design based on the comments received from the ADP. A copy of the relevant excerpt from the Advisory Design Panel Minutes from Wednesday April 22, 2020 is attached for reference (Attachment 4); response from staff has been included immediately following the specific Design Panel comments and is identified in '*bold italics*'.

Summary

The proposed Special Precinct Development Permit Guidelines have been developed with input from the ADP, and are intended to reinforce the urban character of the Spires Road area, as outlined in the CCAP by:

- improving pedestrian movement throughout the neighbourhood;
- establishing an appealing and intimate streetscape;
- encouraging an urban townhouse character that incorporates traditional design references; and
- outlining a strategy to support a range of private open space options as the area develops.

Part 2 – Proposed Amendments to the *Specific Land Use Plan: Brighthouse Village (2031)*

Staff have identified a number of additional measures for Council’s consideration, to encourage development in the Spires Road area. In order to support the urban design character proposed in the Special Precinct Development Guidelines, staff are proposing several updates to the *Specific Land Use Plan: Brighthouse Village (2031)*, including updates to the road network, pedestrian linkages, and specific park designations within the Spires Road area.

Current CCAP Road Network

The current CCAP includes a road circulation network that creates larger and deeper development blocks in the Spires Road area, to accommodate townhouse developments. This was intended to be achieved through lot consolidations and road closures in the central and eastern portions of the Spires Road area at the time of development (see Attachment 5 for further detail).

Since the adoption of the CCAP in 2009, there have been challenges with the consolidation of lots into large development parcels in the central and eastern portions of the Spires Road area. These challenges are elaborated on below and can be directly attributed to the road closures required to achieve the road network proposed in the CCAP.

Challenges with the current CCAP road network include:

- Larger scale property assemblies are difficult due to the number of landowners in the area (all of which may have different redevelopment aspirations).
- It has been difficult to assemble development sites that front both sides of the same section of an existing road. The road would also need to be closed to be included in parcel consolidation.
- Public road access to all properties that are not being consolidated must be maintained, which impacts the order of property development.
- In accordance to City’s fire truck access standards, a dead-end portion of a road cannot exceed 90 m (295 ft.), which impacts the sequencing of road closures and redevelopments in the area.

In order to address these challenges, staff are proposing a number of changes to the CCAP road network to support the implementation of the Special Precinct Development Permit Guidelines, reduce the need for road closures, and improve pedestrian mobility in the area. These changes are intended to increase development opportunities in the area by providing housing choices, as well as increase the opportunities for contributions in affordable housing and public art.

Proposed CCAP Amendments

Staff propose that the road network envisioned for the Spires Road area in the CCAP be updated to facilitate smaller scale site assemblies that would meet the minimum development site size (2,000 m² or 21,528 ft²) proposed in the Special Precinct Development Permit Guidelines; and to facilitate site assemblies that would not be required to follow a specific development sequence (including road closures). The pedestrian linkages shown on the current *Specific Land Use Plan: Brighthouse Village (2031)* will also be updated in support of the proposed changes to the road network.

Updates to the Road Network

To address the challenges noted above, staff are proposing that the current CCAP conceptual road network be updated to remove a number of planned road closures. The proposed road network concept is provided as Attachment 6. This new road network concept is proposed for the following reasons:

- The updates to the road network concept will allow for smaller-scale redevelopment projects with site assemblies of existing single family lots on the same block to facilitate the development of the neighbourhood character envisioned by the CCAP and implementation of the proposed Special Precinct Development Permit Guidelines.
- The character of developments, in terms of massing and scale, would be more consistent as the depth of the development blocks would be similar throughout the Spires Road area.
- Recent development proposals within the Spires Road area (where no road closures are required) have proven that the existing lot configuration is adequate for the type of housing (i.e., “High Density Townhouses”) envisioned.
- Staff note that Council recently approved a new 16.0 m wide road cross section in the Spires Road area. The proposed road concept takes this cross section into account. The reduced road area results in deeper and larger sites for developments.

Minor revisions to the configuration of the area currently designated in the CCAP for future park use on the east-west portion of the Cook Crescent are also required to achieve the proposed road network concept.

As with other planning areas in the CCAP, where road dedications are required (such as for Saba Road), these dedications will be secured through development applications; the areas provided for road dedications would be included in the gross density calculation for a site.

Pedestrian Linkages

In tandem with the proposed changes to the road network, staff recommend that the network of conceptual pedestrian linkages shown on the *Specific Land Use Plan: Brighthouse Village (2031)* be amended. The pedestrian concept will maintain one main east-west pedestrian corridor and one north-south pedestrian corridor through the Spires Road area (see Attachment 7). The Parks Services Department has reviewed the range of CCAP amendments proposed, and has endorsed the proposed changes. Parks Services supports the changes as the pedestrian linkages will provide open space within the neighbourhood and improve pedestrian connections to nearby major parks.

The east-west corridor will run through the future parks on the Spires Gate and Cook Crescent road right of way as well as the pedestrian linkages between Spires Road and Garden City Road. The north-south corridor will run through Cook Gate and future pedestrian mews/green links between Spires Road and Westminster Highway. It is noted that the pedestrian linkages will continue to be conceptually indicated on the land use map. The exact alignment and form of these pedestrian connections will be defined through future Council-approved development applications. The pedestrian linkages indicated on the land use map will provide the spine of the pedestrian circulation network for the Spires Road area and the network will be further enhanced by pedestrian mews as required in the proposed design guidelines, and new sidewalks along public roads and vehicular lanes within the neighbourhood.

Amending Park Designation

Parks Services is proposing to amend the land use designation of 6280 and 6300 Cooney Road as well as 8011 and 8031 Spires Road from “Park” to “General Urban T4” in the CCAP. This proposal is based on the park quantity standards under the Parks and Open Space Strategy. Parks Services staff advised that the total parks and open space area within 400 m of the Spires Road Area significantly exceeds the minimum park quantity standards for the City Centre under the Parks and Open Space Strategy.

Details of the proposal will be brought forward to Council as a separate report titled “Park Land Use Designation Changes in the Spires Road Neighbourhood”, dated October 5, 2020, from the Director of Parks Services. If Council supports the change to Park designation as proposed, these properties will be re-designated in the Sub-Area B1 of the CCAP for “High-Density Townhouse.”

Specific Land Use Plan: Brighthouse Village (2031)

Based on the proposed changes to the land use map described above, a number of amendments are proposed to the *Specific Land Use Plan: Brighthouse Village (2031)*. The proposed amendments are summarized below and included as Attachment 8:

- Road Network
 - keeping Spires Road open;
 - keeping both eastern and western section of Cook Crescent open, each with a cul-de-sac at the north end;
 - removing the extension of Cook Crescent to Spires Road; and
 - capturing the new 16 m wide road cross section for Spires Road and Cook Crescent in the CCAP.
- Pedestrian Linkages
 - updating the pedestrian linkages to ensure an east-west and a north-south pedestrian corridor through the neighbourhood.
- Land Use:
 - re-designating the land use of 6280 and 6300 Cooney Road and 8011 and 8031 Spires Road from “Park” to “General Urban T4”; and
 - adjusting the configuration of the parklands on Spires Gate and the east-west section of Cook Crescent.

Benefits resulting from the proposed amendments to the *Specific Land Use Plan: Brighthouse Village (2031)* include:

- Establishing a pedestrian friendly neighbourhood in close proximity to a rapid transit station with enhanced connectivity and public space improvements.
- Creating varied and intimate streetscapes lined with ground oriented housing units and front yards.
- Creating additional housing options in the City Centre in the form of “High Density Townhouses” in addition to the predominant high rise apartments throughout City Centre.
- Providing frontage improvements, including ditch infill as well as road widening to accommodate two traffic lanes, a formal parking lane, new road curb, treed boulevard and concrete sidewalk.
- Facilitating smaller-scale redevelopment projects consistent with the CCAP land use plan of this area.

Public Consultation

Should Council endorse the proposed changes to the Park designation and the road network, staff will consult area residents before drafting an OCP amendment bylaw for Council’s consideration. Staff propose to start the consultation process early in 2021.

Typically, the City would host open houses at a venue in proximity to the Spires Road area (e.g., Lang Centre at Saba/Buswell or William Cook Elementary School on Cook Road). However, due to the Covid-19 pandemic, staff are reviewing other ways to consult area residents that follow the public health protocols of BC’s Restart Plan and Council’s Restoring Richmond Plan. This could include hosting open houses online. Staff are monitoring the Covid-19 pandemic, and will provide a memorandum to Council with details on the proposed consultation strategy once it is confirmed.

To inform area residents of upcoming public consultation opportunities, invitations will be sent to owners of properties located:

- within the Spires Road area;
- adjacent to the Spires Road area (i.e., within the area bounded by Westminster Highway, Garden City Road, Cook Road and Cooney Road); and
- within 50 m from the properties where the lane use designation is proposed to change from “Park” to “General Urban T4”.

A preliminary notification area map can be found in Attachment 9. An invitation will also be placed in local newspaper and posted on the City’s website. In addition, Let’s Talk Richmond and other social media will also be used to engage the public on the proposed amendments to the CCAP.

Feedback from the public will be considered during refinement of the proposed amendments. The public will have a further opportunity to comment on the proposed amendments at the Public Hearing should Council support the proposed amendments.

Financial Impact or Economic Impact

None.

Conclusion

In response to Council's referral on future developments in the Spires Road area, staff have developed a set of Special Precinct Development Permit Guidelines for the area to ensure overall continuity in neighbourhood design and character within the Spires Road area. These guidelines are supplementary to the currently applicable Development Permit Guidelines in the OCP. It is recommended that Official Community Plan Bylaw 7100, Amendment Bylaw 10190, be introduced and given first reading.

As staff examined the design objectives for the area, staff identified a number of issues that have delayed development of the Spires Road area. In order to achieve the planned road network identified in the current CCAP, larger block developments are required and must be developed in a specific sequence. To address these challenges, to focus on achieving the vision in the CCAP for the Spires Road area in terms of land use and density, and to establish design continuity in neighbourhood character, staff propose an updated road network for the Spires Road area (Attachment 6). The proposed amendments include:

- keeping Spires Road open;
- keeping both eastern and western sections of Cook Crescent open, each with a cul-de-sac at the north ends;
- removing the extension of Cook Crescent to Spires Road; and
- capturing the new 16 m wide road cross section for Spires Road and Cook Crescent in the CCAP.

In addition, the following amendments are proposed to the *Specific Land Use Plan: Brighthouse Village (2031)* in the CCAP based on the proposed updated road network:

- updating the pedestrian linkages to ensure an east-west and a north-south pedestrian corridor through the neighbourhood; and
- adjusting the configuration of the parklands on Spires Gate and the east-west section of Cook Crescent.

Furthermore, the report also identifies Parks Services' proposal to re-designate the land use of 6280 and 6300 Cooney Road as well as 8011 and 8031 Spires Road from "Park" to "General Urban T4".

A proposed revised Specific Land Use Plan: Brighthouse Village (2031) is provided as Attachment 8. It is recommended that staff be authorized to consult with the area residents/owners and the general public, prior to Council considering the proposed changes to the Specific Land Use Plan: Brighthouse Village (2031) in the CCAP.



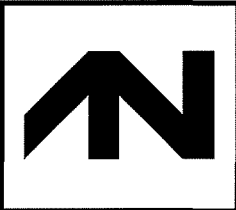
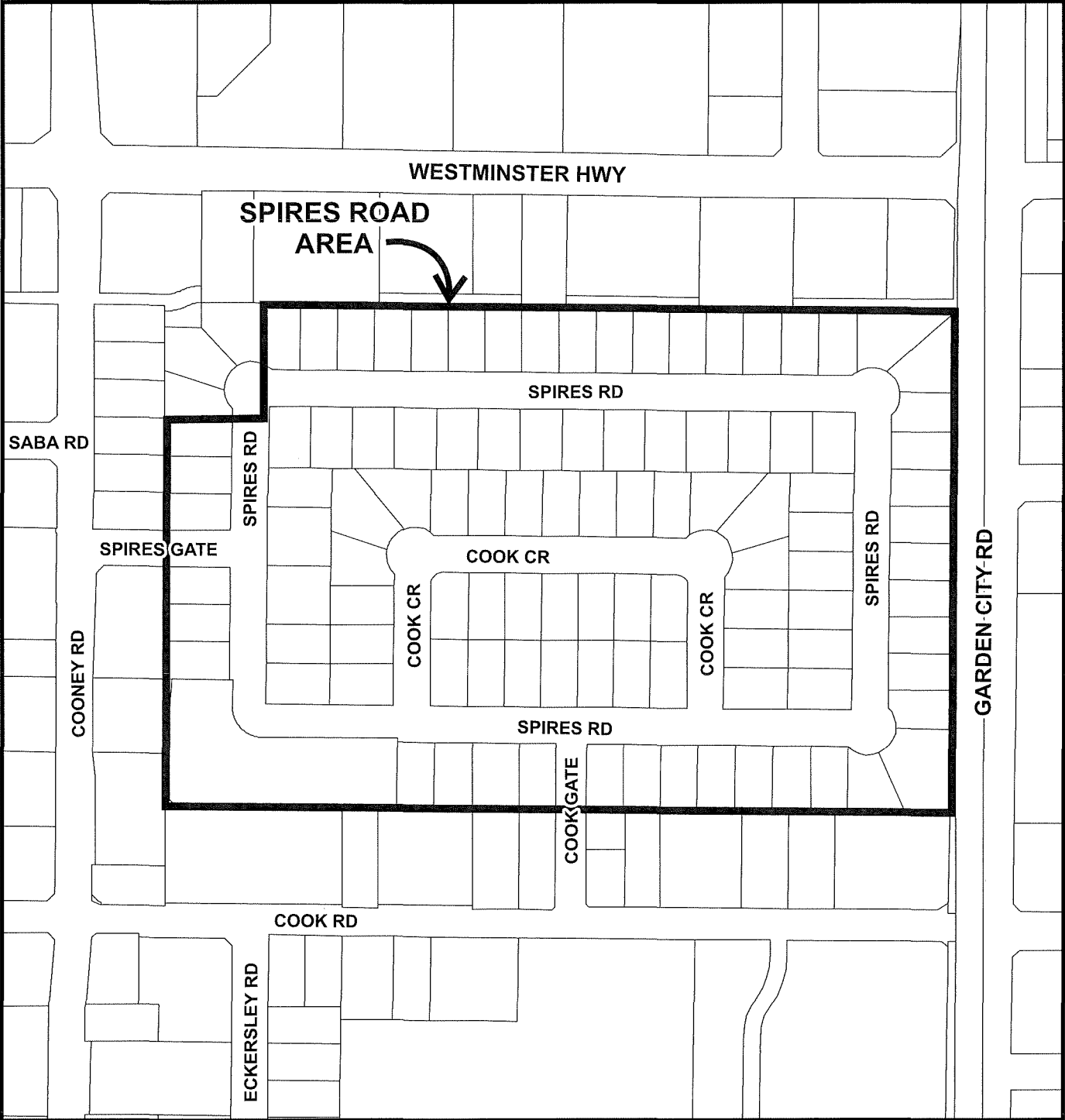
Edwin Lee
Planner 2

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- Attachment 1: Location Map – Spires Road Area
- Attachment 2: Specific Land Use Plan: Brighthouse Village (2031)
- Attachment 3: Context Plan - Generalized Land Uses (2031)
- Attachment 4: Excerpt from Advisory Design Panel Meeting Minutes (April 22, 2020)
- Attachment 5: Road Network Map – Spires Road Area – Existing vs. Current CCAP
- Attachment 6: Conceptual Road Network Map – Spires Road Area
- Attachment 7: Conceptual Pedestrian Linkage Map – Spires Road Area
- Attachment 8: Proposed Revised Specific Land Use Plan: Brighthouse Village (2031)
- Attachment 9: Notification Area Map



City of Richmond



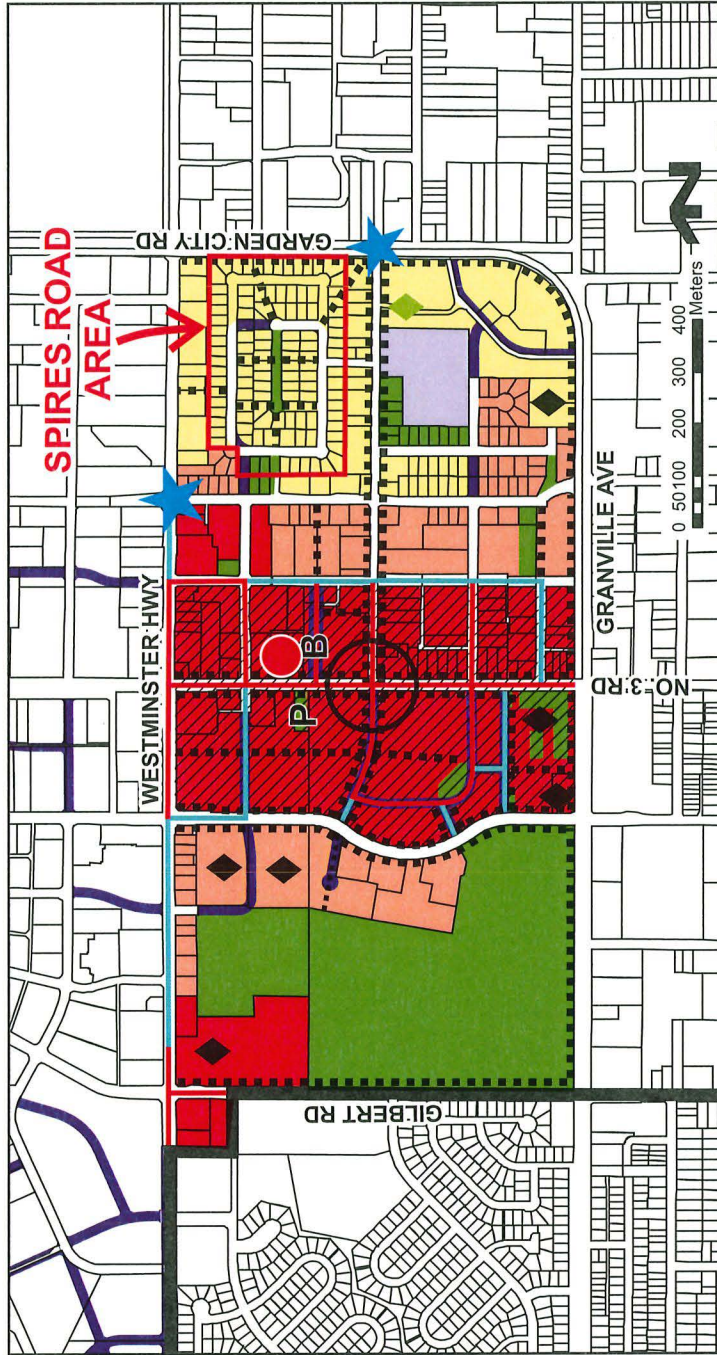
Spires Road Area

Original Date: 05/20/20

Revision Date:

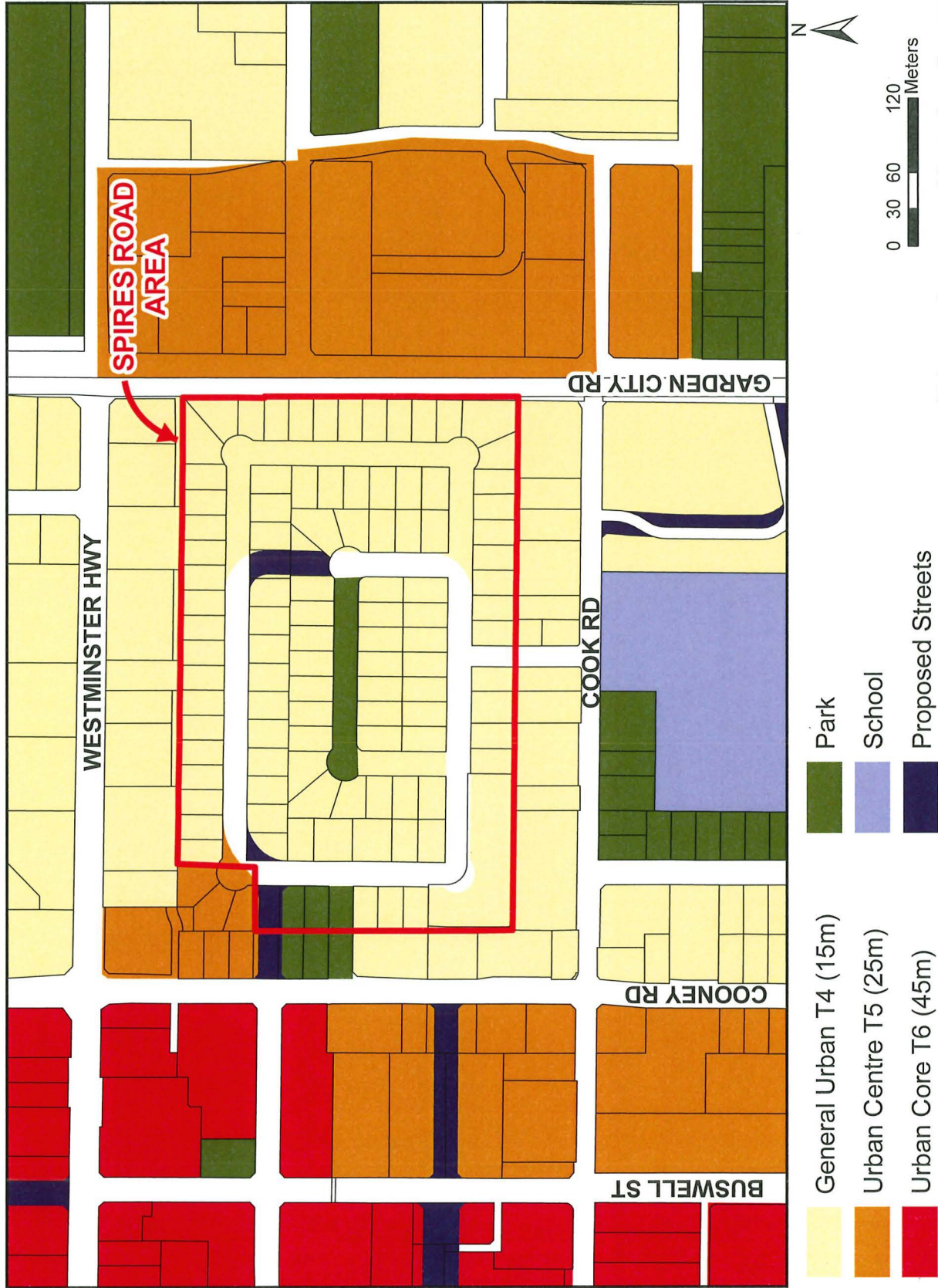
Note: Dimensions are in METRES

Specific Land Use Map: Brighthouse Village (2031)



- General Urban T4 (15m)
- Urban Centre T5 (25m)
- Urban Core T6 (45m)
- Park
- Park-Configuration & location to be determined
- Village Centre: No. 3 Road & Cook Road Intersection
- School
- Village Centre Bonus
- Institution
- Pedestrian Linkages
- Enhanced Pedestrian & Cyclist Crossing
- Bus Exchange
- Canada Line Station
- Transit Plaza
- Proposed Streets
- Pedestrian-Oriented Retail Precincts-High Street & Linkages
- Pedestrian-Oriented Retail Precincts-Secondary Retail Streets & Linkages

Context Plan - Generalized Land Uses (2031)



*this map is prepared based on the current CCAP

Excerpt from the Minutes from
The Design Panel Meeting

Wednesday, April 22, 2020 – 4:00 p.m.
Remote (Webex) Meeting

1. SPIRES ROAD NEIGHBOURHOOD DRAFT CCAP DP DESIGN GUIDELINES

Staff Presentation

Sara Badyal, Planner 2, and Edwin Lee, Planner 1, provided an overview of the Spires Road Neighbourhood Draft CCAP DP Design Guidelines, answered queries from the Panel, and invited Panel members to provide comments on the proposed draft DP guidelines.

Panel Discussion

Comments from Panel members were as follows:

- suggest that future projects in the Spires Road Neighbourhood include one-storey ground level Basic Universal Housing Units as these ease access issues;
As per Section 3.4 (Accessible Housing) in the OCP, staff will continue to ensure that some of the townhouse units are accessible. Convertible housing will be recommended for housing units that are more than a single storey; and basic universal housing will be recommended for housing units that are a single storey.

- considering its small size, public art for projects within the Neighbourhood could be considered on a case-by-case basis;

Noted.

Advisory Design Panel

Wednesday, April 22, 2020

- support the proposed draft DP guidelines; suggest that the guidelines include (i) a variety of potential traditional character architectural style example images for projects in the Neighbourhood, and (ii) a provision on the maximum number of units for each building;

(i) Illustrative images have been included in the guidelines.

(ii) The current Development Permit Guidelines for townhouses, stacked townhouses and row housing in the OCP limits the maximum number of townhouse units in a cluster to six; or eight if adjacent to open space (p 14-55). For developments in the City Centre, this general guideline is superseded by the CCAP General Development Permit Guidelines of typical limit for length of row for townhouses to 30m/98ft with a 1.5m/5ft break, or 40m/131ft with a 6m break (p 3-27). The CCAP General Development Permit Guidelines address massing without constraining interior layout and staff feel that these guidelines are appropriate for the Spires Road area.

- consider a site specific approach in terms of the design of future projects in the Neighbourhood to take advantage of different opportunities to incorporate public spaces to enhance the public realm;

The current CCAP General Development Permit Guidelines encourages the development of appealing public open spaces that enhance the quality of the urban environment for the benefit of land owners, tenants, and the general public (p 3-14). Staff will continue to ensure that the open spaces proposed adjacent to the public realm are designed as a place for people to stop and linger, as well as for circulation to enhance the pedestrian experience.

- good; consider including in the DP guidelines guidance on building massing, e.g. maximum length of buildings, either in feet (or metres) or number of units;

Noted, see above.

- also consider including in the DP guidelines for long buildings to (i) break down the massing and avoid or minimize repetition of unit facades to provide visual variety, and (ii) enhance pedestrian experience and provide pedestrian relief through introducing mini-park/s with seating for rest areas;

(i) The current Development Permit Guidelines for townhouses, stacked townhouses and row housing in the OCP encourages individual unit designs be varied to avoid significant repetition either within a row or between adjacent rows of units (p 14-56).

(ii) Guidelines have been updated to reinforce the provision of more intimate pedestrian scale public open spaces.

Advisory Design Panel

Wednesday, April 22, 2020

- in terms of landscaping, some sites in the Spires Neighbourhood provide opportunities for neighbourhood character and uniqueness that could be tied to retaining trees where feasible and incorporating them into the public realm; and
The current Development Permit Guidelines encourages existing landscaping features to be retained, preserved and incorporated into new developments (p 14-12).

- support the rowhouse building typology in the Spires Neighbourhood; encourage the preservation of trees in the neighbourhood where feasible; consider including in the DP guidelines the provision of pedestrian nodes throughout the neighbourhood where Public Art pieces could be incorporated to provide character to the neighbourhood.

The current Development Permit Guidelines encourages existing landscaping features to be retained, preserved and incorporated into new developments (p 14-12). New developments are required to support the public art program (p14-11). Additional landscaping consideration items have been added to the guidelines to reinforce the provision of more intimate pedestrian scale public open spaces.

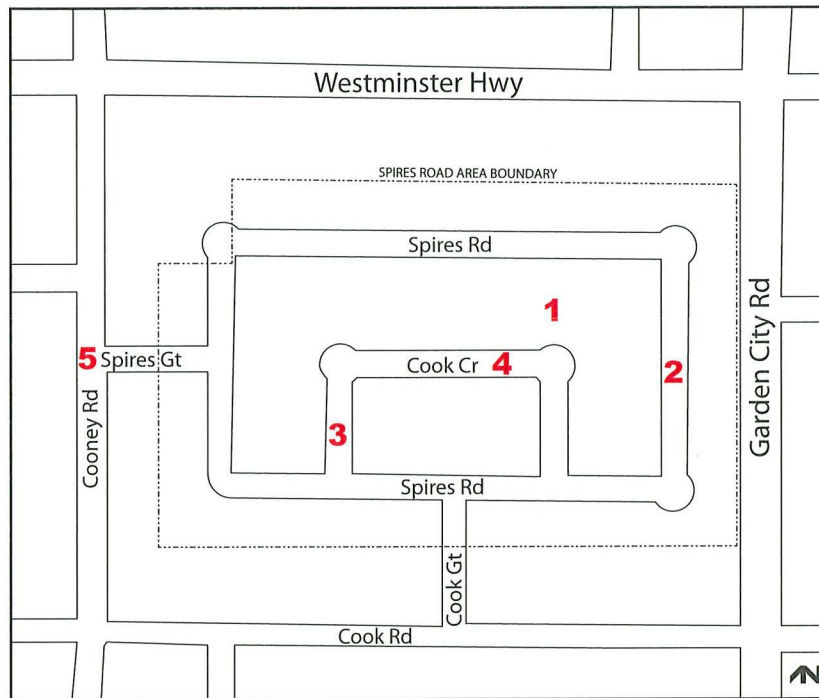
2. ADJOURNMENT

The meeting was adjourned at 6:04 p.m.

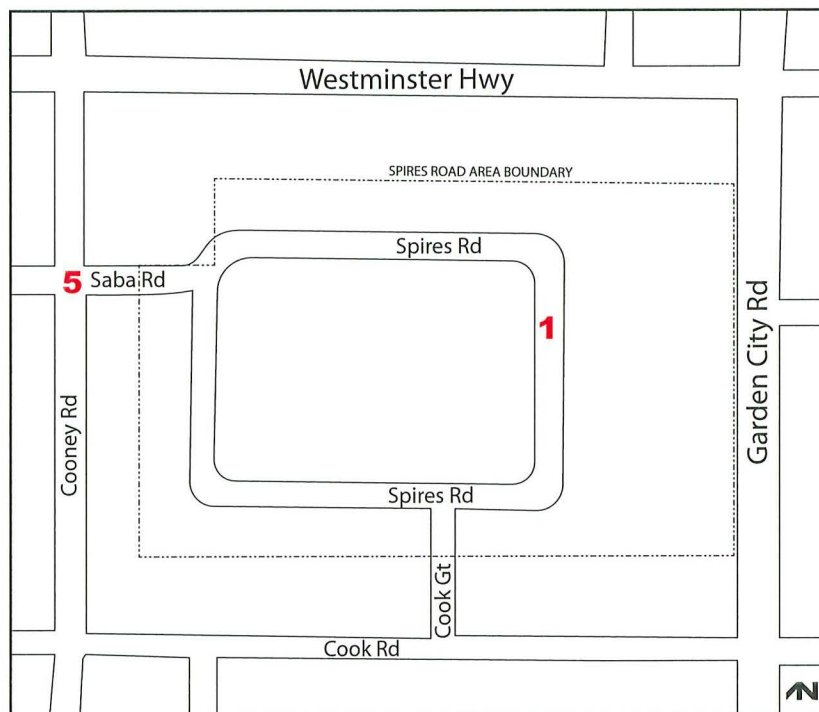
CARRIED

Road Network Map - Spires Road Area

Existing

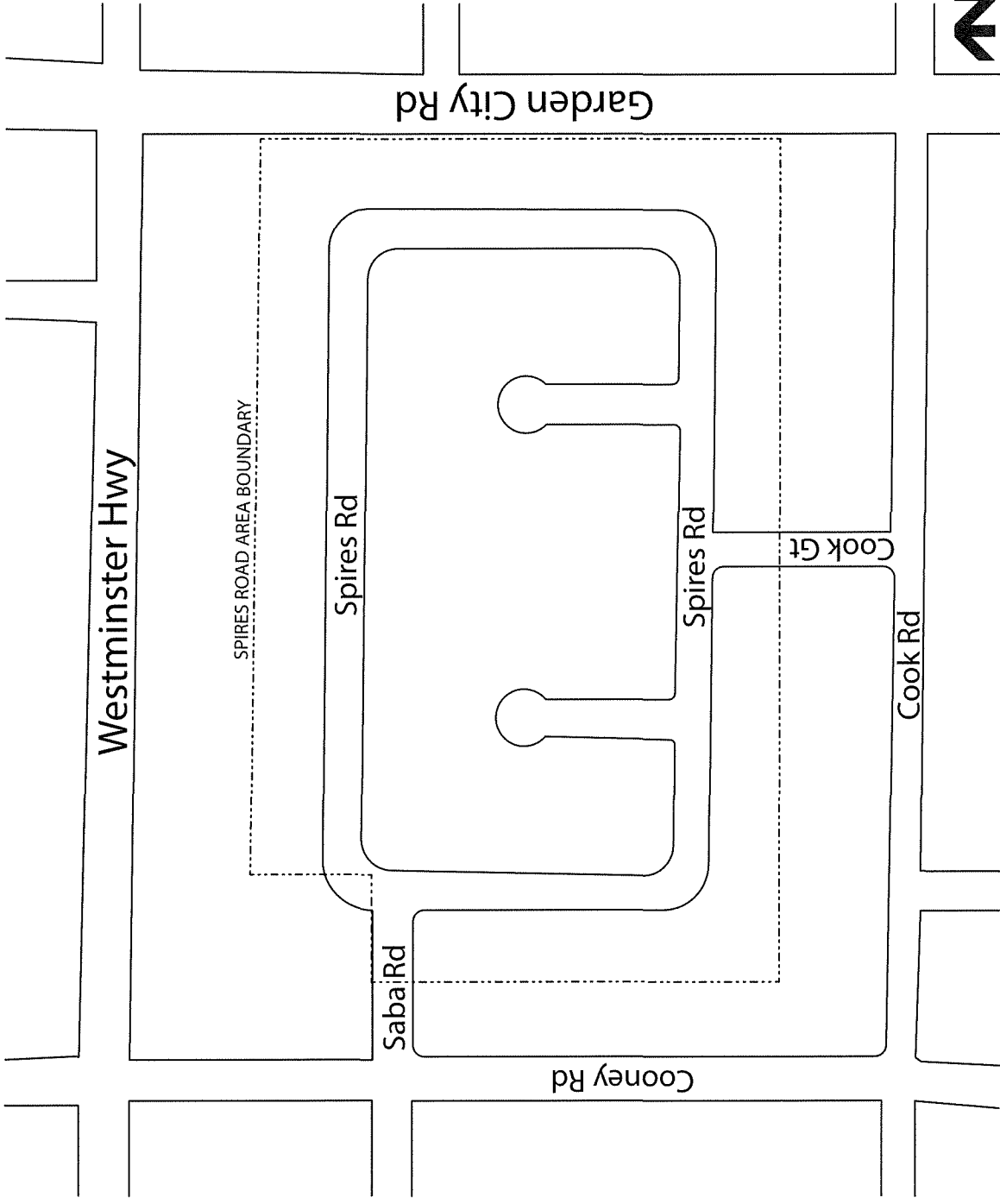


Road Network Identified in the Current CCAP

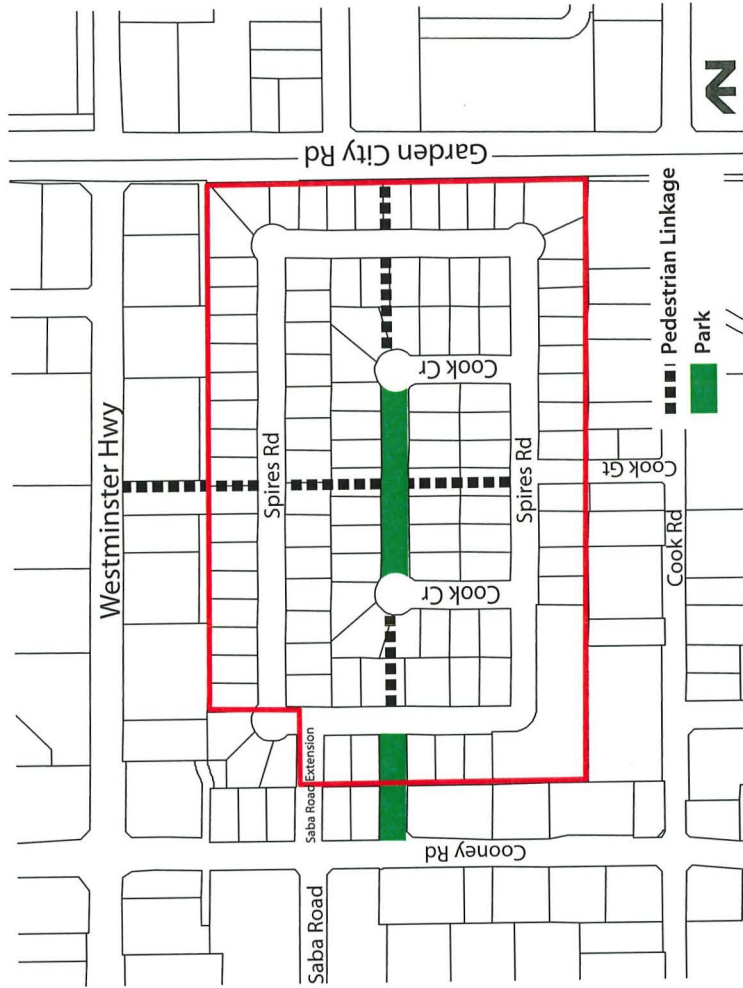


Notes: The current CCAP identifies the following changes to the existing road network:

- 1** extension of the eastern leg of Cook Crescent north to Spires Road;
- 2** closure of the eastern section of Spires Road;
- 3** closure of the western leg of Cook Crescent;
- 4** closure of the east-west portion of Cook Crescent; and
- 5** relocation of the western gateway to the neighbourhood from Spires Gate to Saba Road.

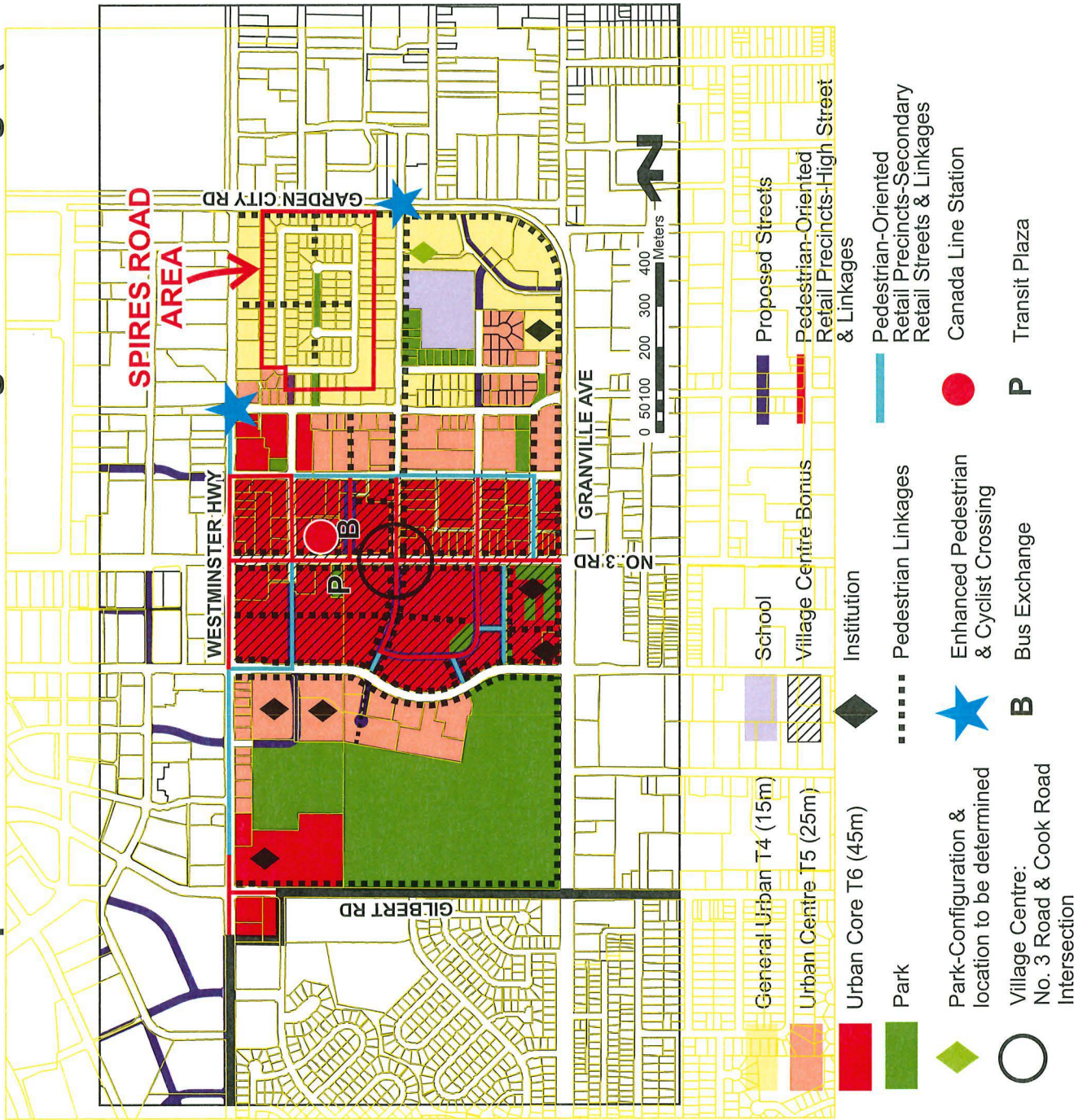


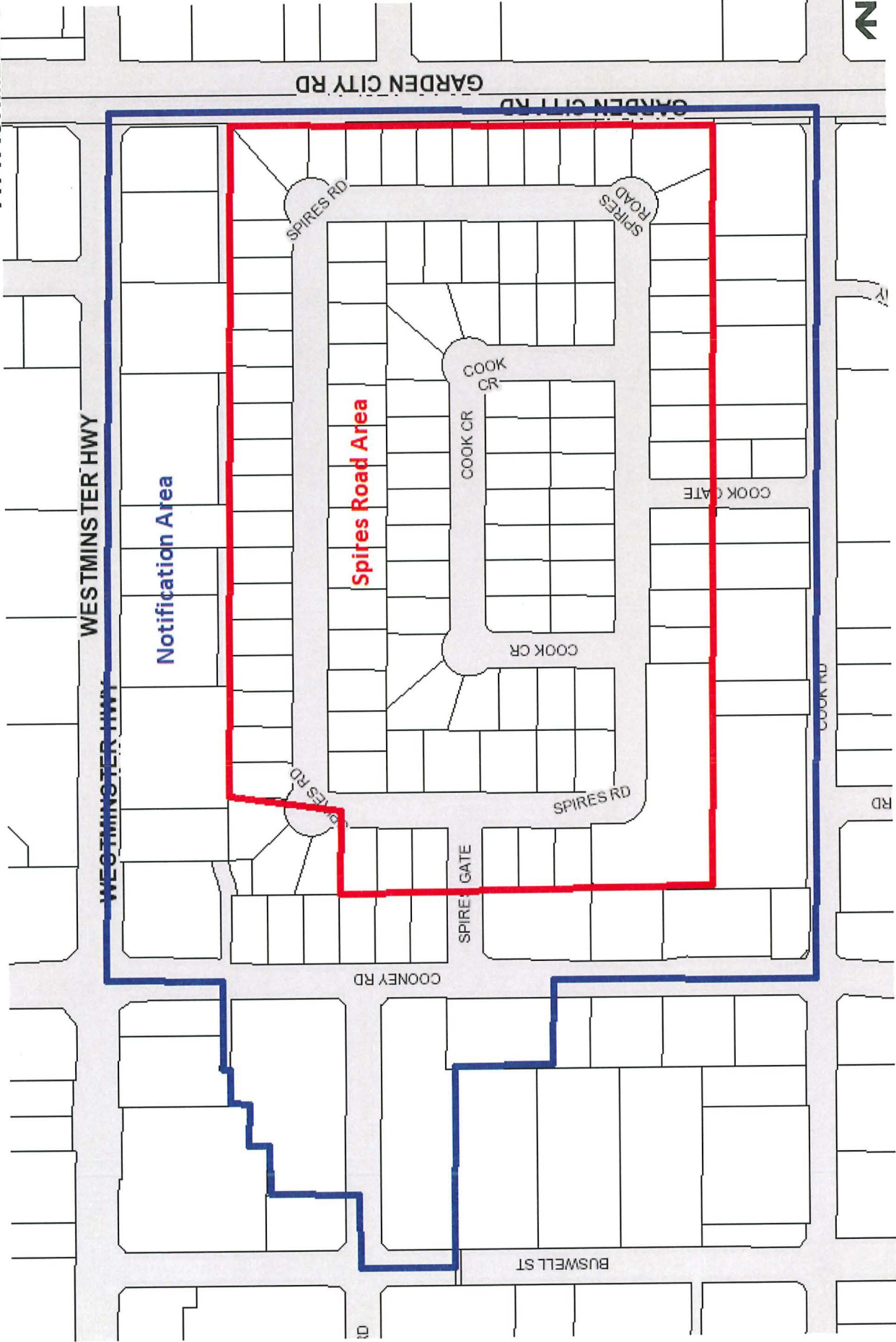
Conceptual Road Network Map – Spires Road Area



Conceptual Pedestrian Linkage Map – Spires Road Area

Proposed Revised Specific Land Use Plan: Brighthouse Village (2031)





Proposed Notification Area



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10190**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100, in Schedule 2.10 (City Centre Area Plan), is amended as follows:
 - a) By amending the Development Permit Special Precinct Key Map on page 3-4 to identify an area along Spires Road and Cook Crescent, as shown in "Schedule A attached to and forming part of Bylaw 10190", as a special precinct area and identified as "2.0 Spires Road (Brighthouse Village)";
 - b) Following section 3.3.1 Special Precinct 1.0, by inserting a new section 3.3.2 Special Precinct 2.0, as shown in "Schedule B attached to and forming part of Bylaw 10190".
2. This Bylaw may be cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10190**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

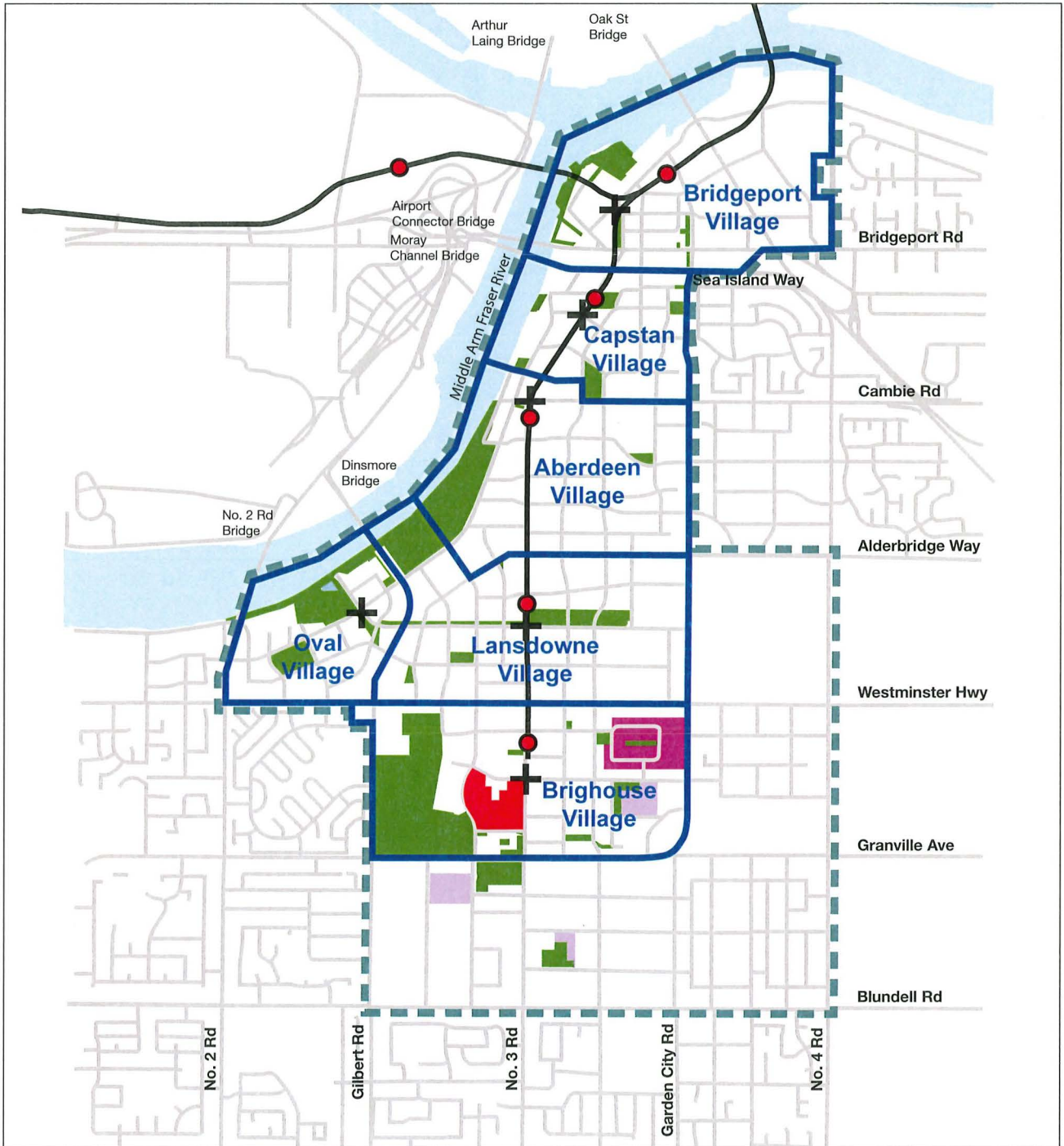
ADOPTED

CITY OF RICHMOND
APPROVED by
APPROVED by Manager or Solicitor

MAYOR

CORPORATE OFFICER

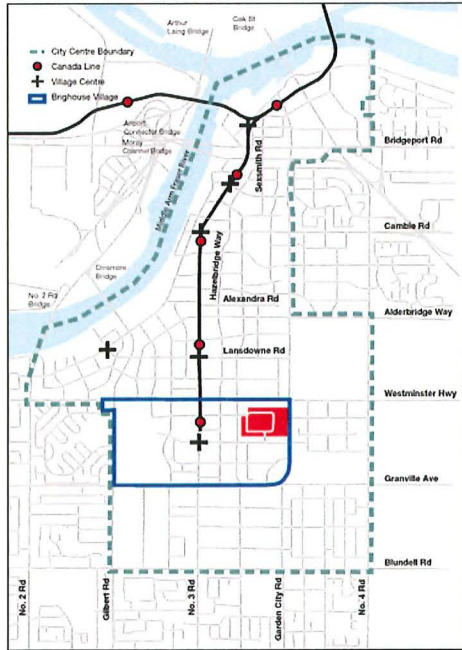
Development Permit Special Precinct Key Map



City of Richmond

3.3.2 Special Precinct 2.0

Spire Road (Brighthouse Village)



This special precinct is envisioned for pedestrian-oriented **high density townhouses** (i.e., with common parking structures) with a traditional character and intimate scaled roadways, pedestrian linkages, pedestrian mews and walkways.

Predominant Uses:

- Residential

Key Land Use Restrictions:

- All developments separated with streets, lanes, mews, pedestrian linkages or streetwall separations.

Maximum Density:

- 1.2 FAR, including affordable housing

Maximum Typical Height:

- 15 m (49 ft.)



Illustrative examples of traditional character

Special Precinct 2.0	
Spires Road (Brighthouse Village)	
A. Typical Distribution of Uses	<ul style="list-style-type: none"> ▪ Ground & Upper Floors: high-density townhouses ▪ Parking: within the building and concealed from public view by non-parking uses.
B. Maximum City Block Size	<ul style="list-style-type: none"> ▪ As defined by the Plan's proposed public street, park and pedestrian linkages networks, together with the addition of lanes, pedestrian mews and walkways to achieve a roughly 100 m (328 ft.) circulation grid and walkways surrounding each development.
C. Minimum Net Development Site	<ul style="list-style-type: none"> ▪ 2,000 m² (0.49 ac.) area and 40 m (131 ft.) width. ▪ Avoid creating orphaned assembly sizes with less than the minimum frontages and minimum lot areas.
D. Net Development Site Coverage	<ul style="list-style-type: none"> ▪ 50% maximum.
E. Maximum Building Height	<ul style="list-style-type: none"> ▪ 15 m (49 ft.) ▪ Additional building height may be permitted where it accommodates a steeper roof pitch to enhance traditional character and/or enhances livability on the subject site and neighbouring properties (e.g., reduced shading, reduced overlook).
F. Towers:	<ul style="list-style-type: none"> ▪ Not applicable.
G. Habitable Floor Elevation	<ul style="list-style-type: none"> ▪ Minimum: 2.9 m (9.5 ft.) geodetic, except that residential area may be provided at 0.3 m (1.0 ft.) above the crown of the fronting street where the residential area animates the public realm.
H. Minimum Setbacks	<ul style="list-style-type: none"> ▪ Underground: Nil ▪ Setback to streets, parks, pedestrian linkages and mews: <ol style="list-style-type: none"> a) 3 m; b) Except 3 m setback from interior shared property lines within 10 m of Spires Road, narrowing to 1.5 m for pedestrian walkways between developments; and c) Additional setback may be needed to achieve adequate private outdoor space. ▪ For a parking structure abutting a lane: 4.5 m (15 ft.) to the centre of the lane.
I. Build-to-Lines	<ul style="list-style-type: none"> ▪ Not applicable.
J. Preferred Frontage Treatments	<ul style="list-style-type: none"> ▪ "Stoops & Porches" for individual unit front entries along all streets, park, pedestrian linkages and mews. ▪ "Lawn & Garden"
K. Landscape Considerations	<ul style="list-style-type: none"> ▪ Provide lush landscaping fronting onto all streets, parks, pedestrian linkages and mews in the form of individual unit front yard character with entry gates and other opportunities pursued on a site specific basis. ▪ Provide walkways on all sides of each development, reinforcing and contributing to the public realm through design of neighbourhood park frontages, green links, pedestrian mews, and sidewalks in and connecting to lanes. ▪ Provide more intimate pedestrian scale public open spaces through road narrowing to a 16 m cross-section for Spires Road and Cook Crescent (approximately 2 m on both sides, resulting in increased development site size). ▪ Provide landscaped podium courtyards, typically 8 m wide and designed to provide for shared outdoor amenities. ▪ Provide each unit with typically 30 m² private open space (Min. 25 m²). ▪ Establish an appealing and intimate residential character that encourages socialization and provides for casual surveillance from the front entry of each unit and the fronting public open spaces, while still affording those units necessary privacy, through features including: <ol style="list-style-type: none"> a) private open spaces may be raised above the fronting sidewalk/walkway grade, such that: <ul style="list-style-type: none"> - the maximum grade difference between public and private open spaces is 0.9 m (3 ft.); - the transition between the public and private open spaces is a maximum of 1:1; except that a maximum 0.6 m height planter wall may be provided along the edge of the private spaces; - private spaces are accessed individually from the public space (e.g., garden steps); and b) some combination of deciduous and evergreen trees and shrubs, low decorative fences and walls, ground cover, and display planting.
L. Built Form Considerations	<ul style="list-style-type: none"> ▪ Provide residential architectural traditional character low-rise, high density townhouses (supported by materials, landscape elements, etc. and in contrast to contemporary expression sought elsewhere in City Centre), which should be typified by: <ol style="list-style-type: none"> a) articulated streetwall buildings with consistent setbacks, individual unit identity, recessed and projecting building elements, decks and balconies, unit front entry porches; b) pitched roof forms with overhangs (e.g., avoiding flat roofs), which may include pitched or sloped secondary roof elements; c) intimate pedestrian scaled unit front entries fronting onto all streets, parks, pedestrian linkages and mews; d) traditional character smaller scale window design with trim, and preferably aligned vertically and horizontally; e) traditional character cladding and combination of materials achieving visual interest (and avoiding contemporary expression metal roofing, metal wall panels and glass guard rails); and f) traditional heritage colours and colour combinations, which may include use of accent colours.