



**To:** Planning Committee

**Date:** March 23, 2018

**From:** Wayne Craig  
Director, Development

**File:** CP 16-752923

**Re: Proposed Official Community Plan (City Centre Area Plan) Amendment at 6551 No. 3 Road (Richmond Centre South Redevelopment Plan) – Request to Endorse an Applicant-Led Public Consultation Process**

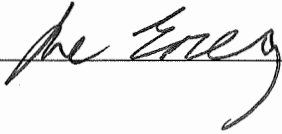
**Staff Recommendation**

That staff be authorized to oversee an applicant-led public consultation process with respect to possible changes to the City Centre Area Plan arising from the proposed Richmond Centre South Redevelopment Plan.



Wayne Craig  
Director, Development

WC:sch  
Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

GBL Architects has applied to the City of Richmond to amend the Official Community Plan (OCP), Schedule 2.10 (City Centre Area Plan), at 6551 No. 3 Road to permit a 2-phase redevelopment of the south end of the Richmond Centre shopping centre, generally to the south of Cook Road and Murdoch Avenue (Attachments 1 & 2). The proposed “Richmond Centre South Development Plan” includes the replacement of the former Sears building, nearby shops, the existing parkade, and adjacent surface parking with a high-rise, urban neighbourhood. The Development Plan comprises approximately 2,000 dwellings, new public streets and outdoor spaces, two levels of underground parking accommodating approximately 4,000 spaces, and 40,900 m<sup>2</sup> (440,000 ft<sup>2</sup>) of new retail space, the latter of which represents a net retail increase of approximately 9,290 m<sup>2</sup> (100,000 ft<sup>2</sup>).

Rezoning of the subject property is not required.

- 1) The subject (south) lot (6551 No. 3 Road), the mall’s north lot (6060, 6080, and 6088 Minoru Boulevard, which is under separate ownership), and various neighbouring properties were rezoned in the late 1980s to “Downtown Commercial (C7)” (amended to “CDT1” in 2009) to permit high-rise, mixed use development and a density of 3.0 Floor Area Ratio (FAR).
- 2) Richmond Centre’s proposed high-rise, mixed use development is permitted under the subject site’s existing “CDT1” zone. Moreover, the combined total floor area of the proposed development and the portion of the existing mall that is planned to remain on the subject (south) lot is approximately 241,500 m<sup>2</sup> (2.6 million ft<sup>2</sup>) or 2.1 FAR, which is significantly lower than the 3.0 FAR permitted under the “CDT1” zone.

Developments that comply with existing zoning typically proceed directly to Development Permit (DP) review. Through the DP process, the City’s ability to secure community amenities, such as affordable housing, is severely compromised because Council does not have the discretionary power of a rezoning application. However, the “Richmond Centre South Development Plan” includes new streets, public spaces, and building features that are not identified in the City Centre Area Plan (CCAP). To rectify this situation, the developer was required to make an application to amend the CCAP. Through the CCAP amendment review process, staff are working with the developer to address community objectives, including those not generally achievable through a stand-alone DP application process.

The purpose of this report is to:

- 1) Provide an overview of the proposed “Richmond Centre South Development Plan” and possible related changes to the CCAP;
- 2) Present the outcome of preliminary consultation with the Advisory Design Panel; and
- 3) Seek Council support for staff to oversee an applicant-led public consultation process with respect to the proposed “Richmond Centre South Development Plan” and CCAP amendments.

## **Related Policies & Studies**

### City Centre Area Plan (CCAP)

The subject site is located in the middle of Brighthouse Village. (Attachment 3) The CCAP identifies this area as the traditional heart and civic focus of Richmond's downtown and supports its revitalization with a high density, high-rise, mix of commercial, residential, and civic uses centred on No. 3 Road and the Brighthouse Station transit exchange. More specifically:

- 1) The subject site and properties to its north, south (i.e. City Hall), and east (i.e. east of No. 3 Road) generally share the same high density, high-rise, mixed use designations, including:
  - "Urban Core T6 (45 m)", which permits mixed use or commercial development to a maximum of 3.0 FAR and 45 m (148 ft.) in height;
  - "Village Centre Bonus", which permits commercial uses to a maximum of 1.0 FAR; and
  - "Pedestrian-Oriented Retail Precinct – High-Street & Linkages", which encourages a high concentration of pedestrian-oriented retail, restaurant, and complementary activities at grade along No. 3 Road and other public streets and open spaces; and
- 2) West of the subject site, near Minoru Park, the CCAP encourages medium and high density, mid- and high-rise residential uses, generally designated as:
  - "Urban Centre T5 (25 m)", which permits residential and other uses to a maximum of 2.0 FAR and 25 m (82 ft.) in height; and
  - "Institution", which permits bonus density and increased height for developments which provide community amenity-type uses (e.g., Richmond Kiwanis Senior Citizens Housing Society); and
- 3) Mobility improvements are encouraged, including:
  - The extension of Park Road westward from No. 3 Road to Minoru Boulevard;
  - A new bike lane along No. 3 Road; and
  - Greenway improvements along No. 3 Road and Minoru Boulevard.

## **Analysis**

### Applicant's Development Proposal

The proposed "Richmond Centre South Development Plan" envisions the replacement of the former Sears building, nearby shops, the existing parkade, and adjacent surface parking with a high-rise, urban neighbourhood, constructed in two phases and comprising:

- 1) Approximately 2,000 dwellings;
- 2) Approximately 40,900 m<sup>2</sup> (440,000 ft<sup>2</sup>) of new retail space, which represents a net retail floor area increase of approximately 9,290 m<sup>2</sup> (100,000 ft<sup>2</sup>) over the size of the existing mall;
- 3) Two levels of underground parking accommodating approximately 4,000 spaces for shoppers, visitors, and residents; and
- 4) New public streets and open spaces.

### Proposed CCAP Amendment

The origin of the subject CCAP amendment application is the developer's proposal to vary street and development features set out in the Area Plan. Through the CCAP amendment application review process, staff have worked with the developer towards satisfying a number of key City and Area Plan objectives through various proposed developer contributions and related development features. In brief, the "Richmond Centre South Development Plan's" proposed revisions to the CCAP are envisioned as follows and shown in Attachment 4.

#### 1) Mobility Network:

- **Existing CCAP:** The Plan currently requires the extension of Park Road to Minoru Boulevard via Minoru Gate (from No. 3 Road) and the extension of on-street bike lanes along No. 3 Road and Minoru Boulevard.
- **Proposed CCAP Amendment:** The subject development proposes to:
  - a) Satisfy the Plan's existing requirements with respect to the extension of Park Road to Minoru Gate;
  - b) Exceed the Plan's bike lane requirement by providing off-street bike paths along all site frontages (i.e. No. 3 Road, Minoru Boulevard, and a new street along the site's south edge), complemented by end-of-trip facilities on-site; and
  - c) Provide additional community benefits, including:
    - i. A new public street and multi-use path, together with special landscape features, along the south edge of the subject property, fronting onto the City Hall site ("City Hall Street");
    - ii. Smaller, more pedestrian-friendly blocks, which will be achieved by extending Park Road beyond Minoru Gate to Murdoch Avenue and adding a new north-south connection between Park Road and the "City Hall Street";
    - iii. Enhanced street design standards;
    - iv. Car-share facilities; and
    - v. Improved access to/from Brighthouse Station and the future bus mall via:
      - A secured public route through Richmond Centre's Galleria outside normal shopping mall business hours (during transit hours); and
      - No. 3 Road sidewalk, crosswalk, and related improvements along the entire frontage of Richmond Centre (including the subject site and the portion of the mall to its north).

#### 2) Public Open Space Network:

- **Existing CCAP:** The Plan currently requires greenway improvements along the No. 3 Road and Minoru Boulevard frontages of the subject site.
- **Proposed CCAP Amendment:** The subject development proposes to:
  - a) Satisfy the Plan's existing requirements with respect to greenway improvements along the No. 3 Road and Minoru Boulevard frontages of the subject site;
  - b) Provide additional community benefits in the form of:
    - i. A central plaza secured for public use, approximately 0.2 ha (0.5 ac) in size (i.e. roughly twice the size of Lang Park); and
    - ii. Improved pedestrian and cycling linkages with Minoru Park and the Richmond Cultural Centre.

3) Form and Character:

- **Existing CCAP:** The Plan currently requires that parking be screened by non-parking uses, pedestrian-oriented commercial uses front No. 3 Road, and built forms contribute to a varied skyline and livable urban environment.
- **Proposed CCAP Amendment:** The subject development proposes to exceed the Plan's existing requirements by:
  - a) Locating most of the development's required parking (approximately 4,000 spaces) in two underground levels so as to free up the ground plane for public open space, retail, restaurant, residential, and other non-parking uses;
  - b) Extending pedestrian-oriented commercial uses along No. 3 Road, together with the extension of Park Road to Murdoch Avenue and the mall's existing Galleria, thus, providing for a connected, outdoor/indoor pedestrian shopping precinct;
  - c) Designing the proposed public street and multi-use path along the subject site's south edge as a "civic promenade" framed by City Hall on its south and complementary architectural and landscape features on its north; and
  - d) Supporting the development of a distinctive public realm characterized by high quality, pedestrian-oriented retail and residential frontages, slim towers, and enhanced public spaces;

4) Housing:

- **Existing CCAP:** The Plan encourages affordable housing, a diversity of unit types, and accessible housing options; however, as a pre-zoned site, the developer would not be obligated to provide for these things through a Development Permit process.
- **Proposed CCAP Amendment:** The subject development proposes to provide:
  - a) 50% family-friendly, two- and three-bedroom units;
  - b) 25% Basic Universal Housing (BUH) units, together with aging-in-place features (e.g., lever handles and blocking in walls for grab bars) in 100% of units; and
  - c) 5% affordable, low-end-of-market rental (LEMR) housing in the form of two purpose-built rental buildings (one per phase) comprising a total of 150 units (secured in perpetuity with a Housing Agreement prior to adoption of the OCP amendment bylaw).

The developer's proposed affordable housing contribution will be taken into account with respect to the Zoning Bylaw's permitted parking reduction applicable to pre-zoned CDT1 sites (i.e. from 1.5 space/unit to 1.0 space/unit). This is consistent with the Affordable Housing Strategy, which supports parking reductions in transit-oriented locations where it will help to facilitate increased affordable housing developer contributions.

5) District Energy Utility (DEU) Network:

- **Existing CCAP:** The Plan aims to support the development of a cleaner, greener, and healthier downtown and reductions in greenhouse gas (GHG) emissions, but does not set specific directions or targets for the City Centre.
- **Proposed CCAP Amendment:** To set site-specific targets for the subject development.

Staff and the developer are working cooperatively to ensure that the subject development will contribute towards City objectives for the implementation of low carbon (i.e. low/zero GHG emissions) energy systems. Opportunities are being explored for the

developer's provision of a centralized energy plant that is capable of meeting the heating and cooling needs of the subject development and providing future network connections to Richmond's emerging City Centre DEU system. Discussions are on-going with respect to the ownership and operation of the centralized energy plant and related factors. Details will be forthcoming in the final staff report regarding the subject application.

#### CCAP Amendment Implementation Approach

Following input from the general public and stakeholders, as part of a future staff report regarding the subject application, staff will make final recommendations to Council with respect to recommended developer contributions and related development features. These contributions and features will be secured through site-specific amendments to the CCAP, in the form of an OCP Amendment Bylaw, and OCP Considerations. In short, the:

- 1) OCP Amendment Bylaw will address items specific to the City Centre Area Plan, such as:
  - Changes in the street network and enhanced street design standards;
  - The addition of park, greenway, and off-street bike routes; and
  - New Development Permit Guidelines specific to the subject site;
- 2) OCP Considerations will generally address items to be secured via legal agreements for implementation by the developer, at the developer's sole cost, on a phase-by-phase basis, such as:
  - Land dedications, Statutory Right-of-Ways, and related requirements with respect to road improvements (e.g., new street adjacent to the City Hall property) and public open space features (e.g., central plaza);
  - Transit access improvements (e.g., extended-hours public access through the mall's Galleria and frontage improvements in proximity to Brighthouse Station);
  - Servicing Agreement requirements for the design and construction of street, public open space, and engineering improvements (to be secured with Letters of Credit);
  - Affordable housing, dwelling unit mix, and Basic Universal Housing requirements;
  - Car-share, electric vehicle (EV) charging, end-of-trip cycling facilities, driveway restrictions, parking, and other mobility requirements; and
  - Public art and streetscape improvements.

#### Public Consultation

It is Council policy (OCP Bylaw Preparation Consultation Policy 5043) that staff will consider consultation with persons, organizations, and authorities that may be affected by the enactment, repeal, or amendment of the Official Community Plan bylaw where the other parties' land use, programming, servicing, transportation, and/or environmental interests may be impacted.

- 1) Public Consultation Process: OCP Amendment Application signs have been installed on the subject property. At the time of writing this report, staff have not received any comments from the public about the subject application in response to the placement of the Application signs. To ensure that the public has adequate opportunity to be informed about the proposed development and possible changes to the CCAP, staff recommend an applicant-led public

consultation process (overseen by staff). The proposed process would be undertaken generally as follows.

- **Step #1**                    Public Consultation (*Targeted for May 2018*)
- **Step #2**                    Plan & CCAP Amendment Finalization: Analysis of public input, revision of the Draft Plan and CCAP amendments, and preparation of the CCAP Amendment Bylaw
- **Step #3**                    Report to Council: To amend the CCAP, including the presentation of the public consultation findings, the final proposed “Richmond Centre South Development Plan”, and the CCAP Amendment Bylaw

2) Proposed Public Consultation Features: The proposed staff-managed / applicant-led public consultation process is targeted for May 2018, and will include a static public display in Richmond Centre mall, together with two open house events (where the developer and City staff will be present) and online at LetsTalkRichmond. More specifically, the proposed public consultation will include the following features. (Dates and times are tentative.)

- **Public Display:** A static display will be prominently located at the east end of Richmond Centre’s Galleria from Tuesday, May 22, 2018 to Sunday, June 3, 2018. The display will include large, full-colour display boards with diagrams, photographs, architectural drawings, and written information.
  - Visitors wishing to provide comments will be directed to a Feedback Form available at the scheduled Open Houses and on LetsTalkRichmond (which may be accessed with a mobile device while viewing the display or online at home).
- **Open Houses:** The developer, together with City staff from Planning, Transportation, Parks, Affordable Housing, Public Art, Sustainability, and Engineering, will be available to answer questions at the Public Display on two dates: Sunday, May 27 (1 p.m. – 4 p.m.) and Thursday, May 31 (6 p.m. – 9 p.m.).
  - Visitors wishing to provide comments will be able to fill out the Feedback Form, either in the form of paper copies at the Open Houses or on LetsTalkRichmond (which may be accessed on a mobile device while at the events or online at home). LetsTalkRichmond business cards will be available to people who want to complete the Feedback Form online at home.
- **Online:** Public Display information and the Feedback Form will be available online at [www.LetsTalkRichmond.ca](http://www.LetsTalkRichmond.ca) from Tuesday, May 22, 2018 to midnight on Sunday, June 3, 2018.
- **Feedback Forms:** Interested parties will be able to complete a Feedback Form by:
  - Logging onto [www.LetsTalkRichmond.ca](http://www.LetsTalkRichmond.ca); or
  - Attending an Open House and completing a paper copy.
- **Advertisements:** Advertising is proposed to include:
  - Print ads in the Richmond News and Richmond Sentinel newspapers;
  - Richmond’s Facebook page and Twitter account; and
  - A news release issued to local media and posted on the City’s website.

- **Direct Mail-Outs:** Information will be sent to tenants and owners of properties located within 100 m (328 ft.) of the subject site to notify them of the Public Display, Open Houses, and feedback opportunities.
- 3) **Advisory Design Panel:** The “Richmond Centre South Development Plan” was presented to the Advisory Design Panel on March 7, 2018. The Panel voted unanimously in support of the application and commended the applicant on the Plan’s features (e.g., affordable, family-friendly, and accessible housing, smaller blocks, underground parking, and a more vibrant public realm). Design development is encouraged with respect to detailed public realm design, sun/shade, and architectural expression. (Attachment 5)
- 4) **Other Stakeholders:** The subject OCP Amendment Application has been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043 and found to not require further consultation.
- **Richmond School District:** According to OCP Bylaw Preparation Consultation Policy 5043, adopted by Council and agreed to by the School District, OCP amendment applications must be referred to the School District if they have the potential to generate 50 or more additional school-aged children (i.e. equivalent to 295 or more additional multiple-family housing units) over and above the existing OCP. As the subject application does not propose any increase in permitted residential units, it is not required to be referred to the School District. The application will be provided to the School District as a courtesy.
  - **TransLink:** No referral is necessary because the subject OCP amendment application does not:
    - a) Include streets identified as part of TransLink’s Major Road Network (MRN);
    - b) Trigger TransLink’s Adjacent and Integrated Development (AID) requirements with respect to the Canada Line; or
    - c) Involve significant road network changes.

The application and related Transportation Impact Study prepared by the applicant will be provided to TransLink as a courtesy.

### **Financial Impact or Economic Impact**

There is no financial impact associated with the proposed staff-managed / applicant-led public consultation process regarding the “Richmond Centre South Development Plan”.

### **Conclusion**

GBL Architects has applied to the City of Richmond to amend the Official Community Plan (OCP), Schedule 2.10 (City Centre Area Plan), at 6551 No. 3 Road to permit a 2-phase redevelopment of the south end of the Richmond Centre shopping centre with approximately 2,000 dwellings, new public streets and outdoor spaces, two levels of underground parking, and 40,900 m<sup>2</sup> (440,000 ft<sup>2</sup>) of new retail space, the latter of which represents a net retail increase of approximately 9,290 m<sup>2</sup> (100,000 ft<sup>2</sup>). Rezoning is not required. However, the “Richmond Centre South Development Plan” includes new streets, public spaces, and building features that are not identified in the City Centre Area Plan (CCAP). To rectify this situation, the developer was required to make an application to amend the CCAP. Through the CCAP amendment review



process, staff are working with the developer to address community objectives, including ones that may not be readily achievable through a stand-alone Development Permit application process. To ensure that the public has adequate opportunity to be informed about the proposed development and possible changes to the CCAP, staff recommend an applicant-led public consultation process (overseen by staff).



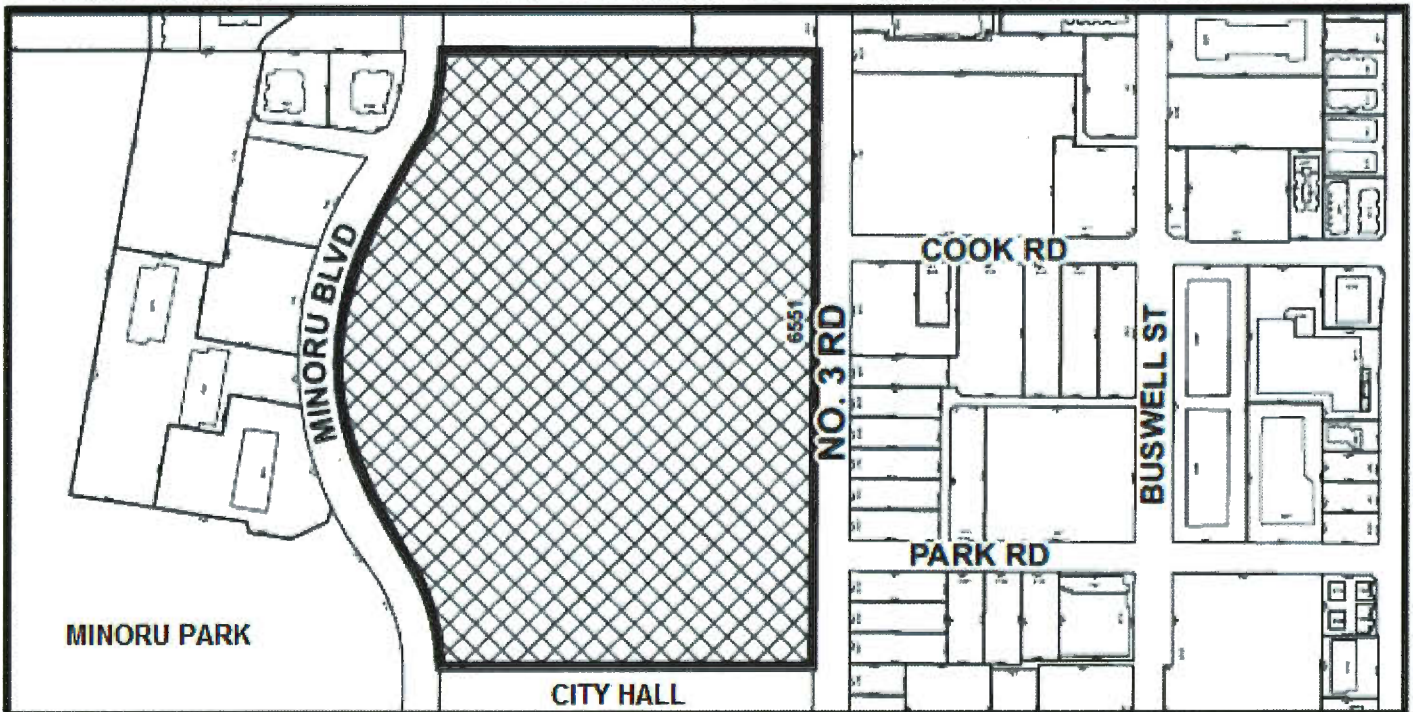
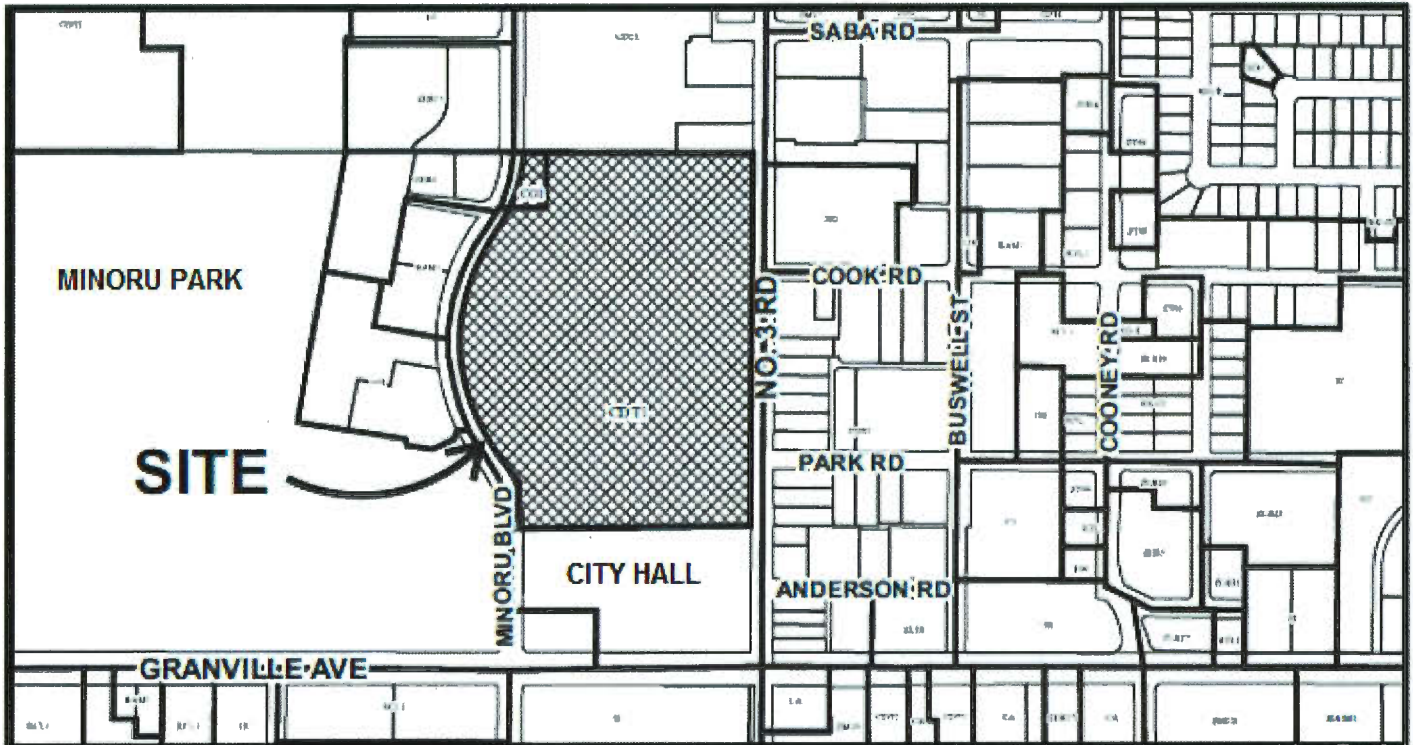
Suzanne Carter-Huffman  
Senior Planner / Urban Design

SPC:sch

Attachments:

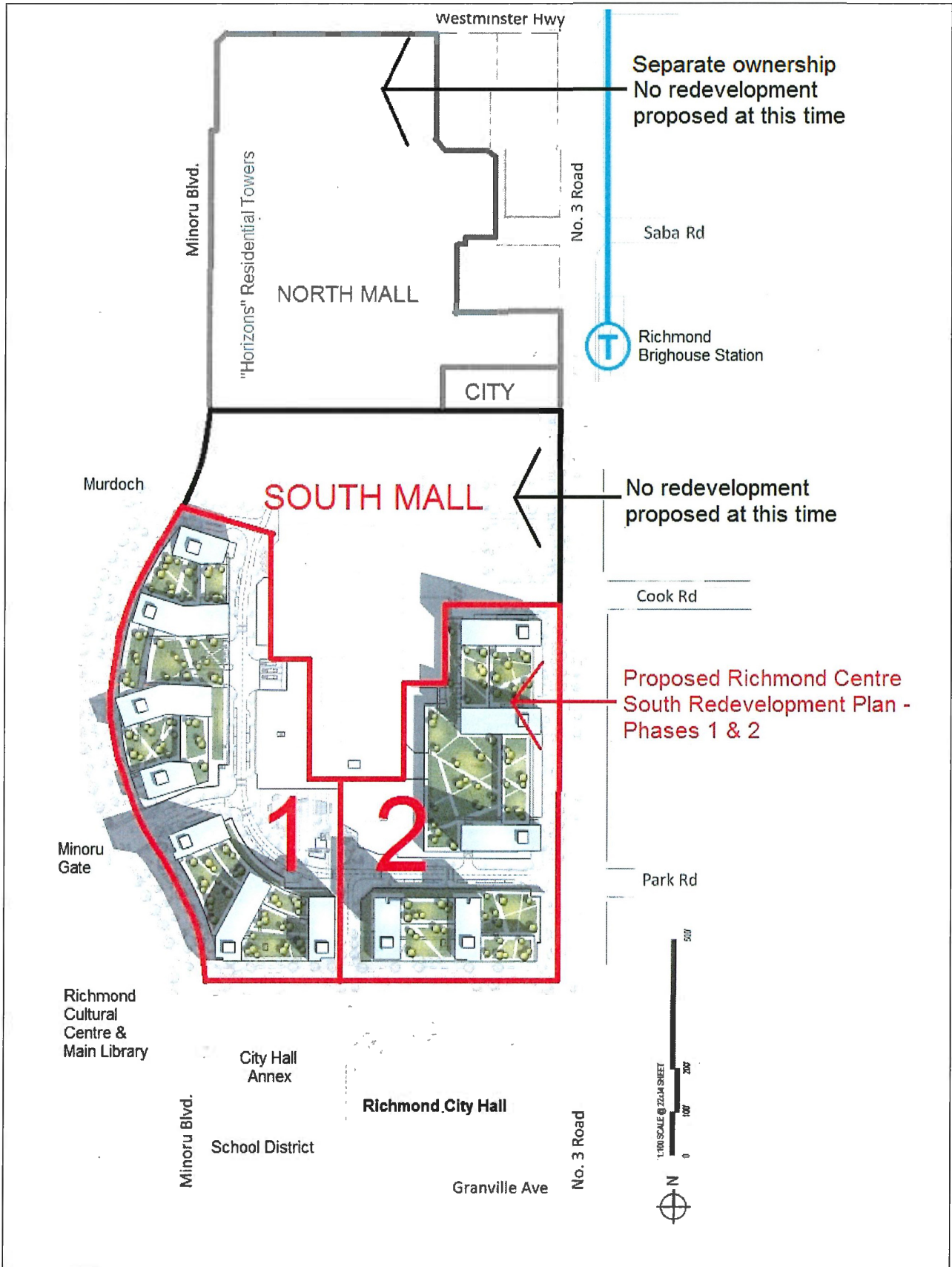
1. Location Map
2. Site Location & Proposed Phasing Boundaries
3. City Centre Area Plan – Specific Land Use Map: Brighthouse Village (2031)
4. “Richmond Centre South Development Plan” Overview
5. Excerpt of the Advisory Design Panel (ADP) Meeting Minutes Held on March 7, 2018

Attachment 1  
Location Map

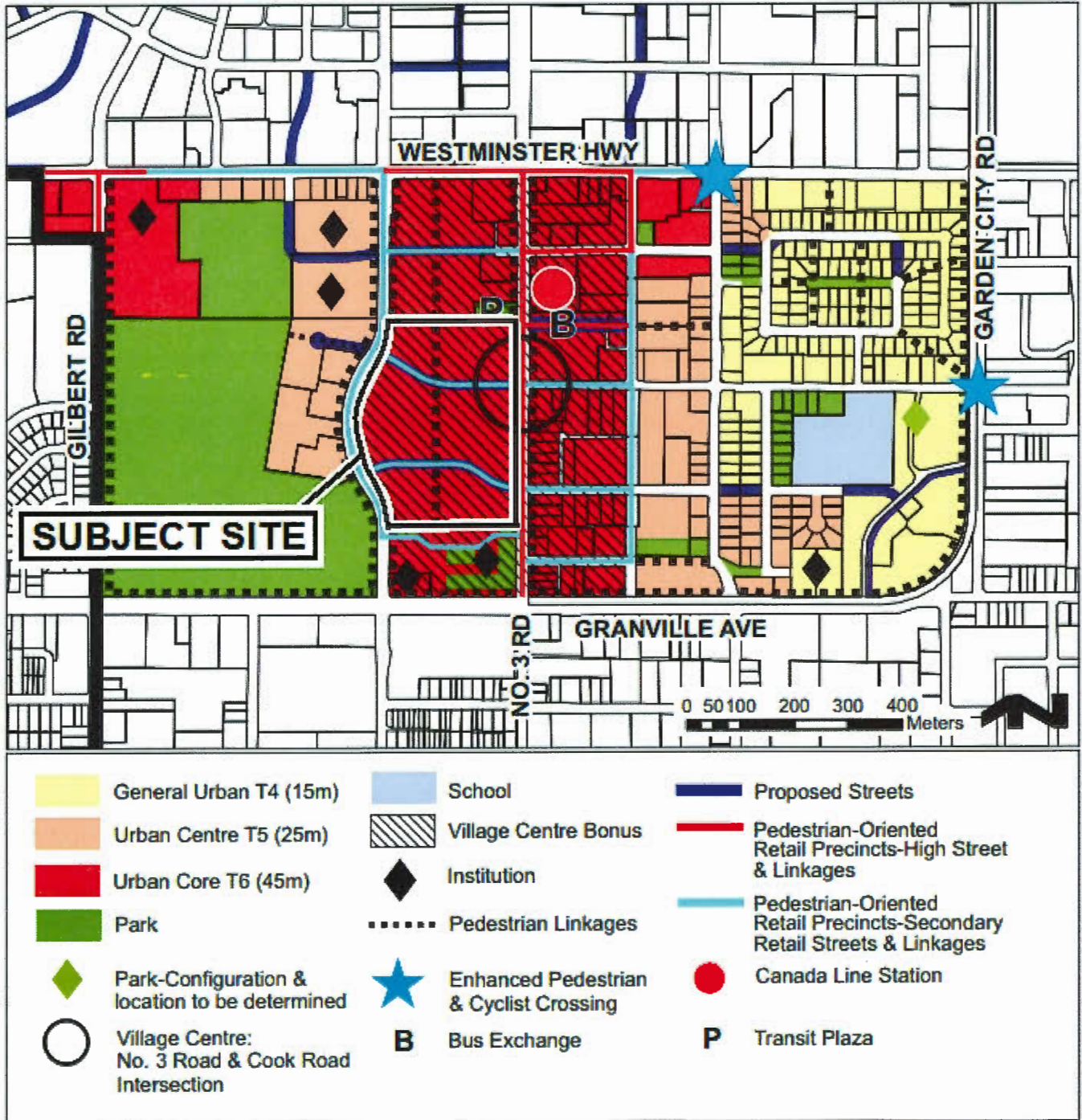


	<h1>CP 16-752923</h1>	Original Date: 03/19/18
		Revision Date:
		Note: Dimensions are in METRES

**Attachment 2**  
Site Location & Proposed Phasing Boundaries



**Specific Land Use Map: Brighthouse Village (2031)**

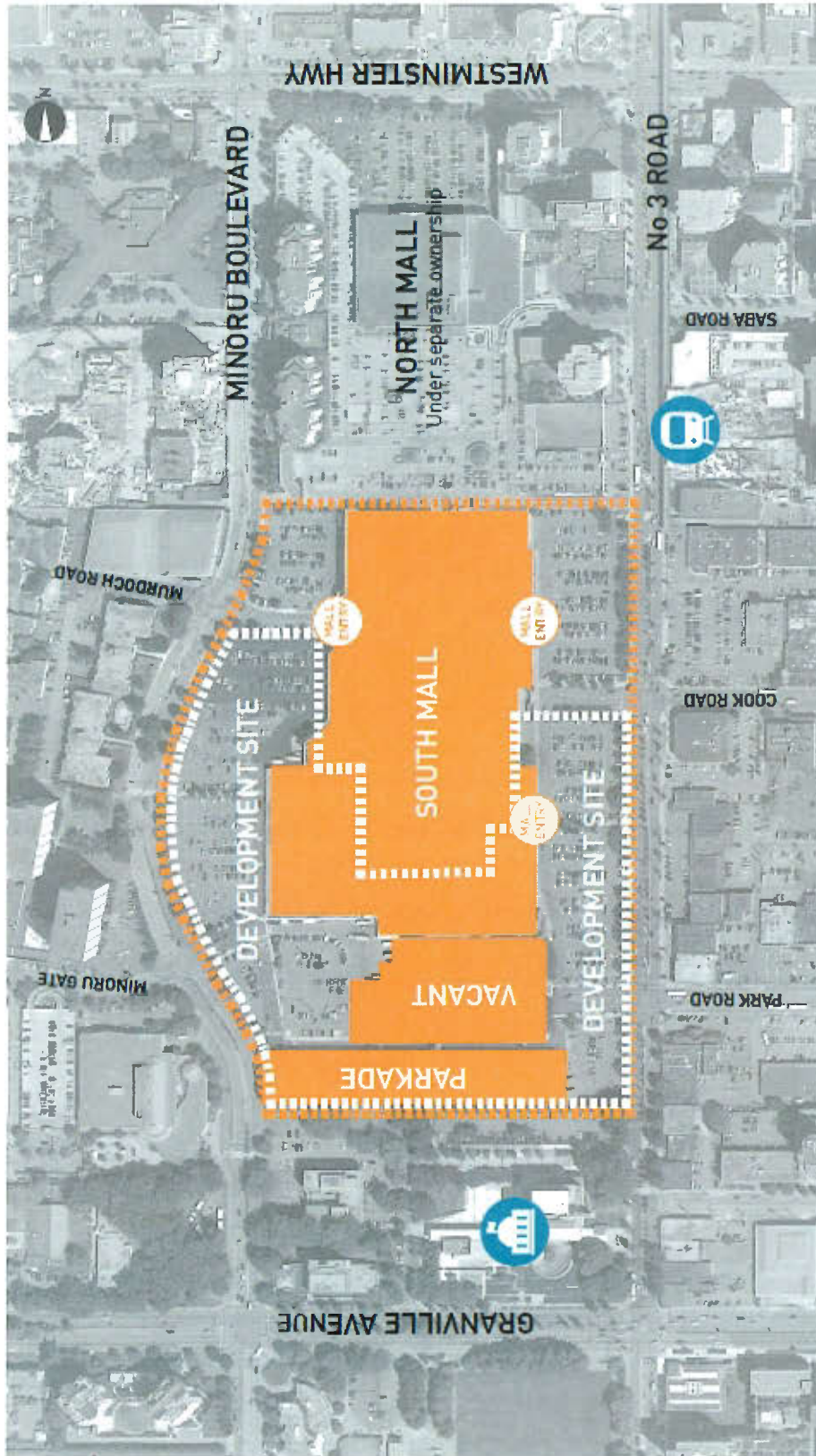


 Richmond Centre



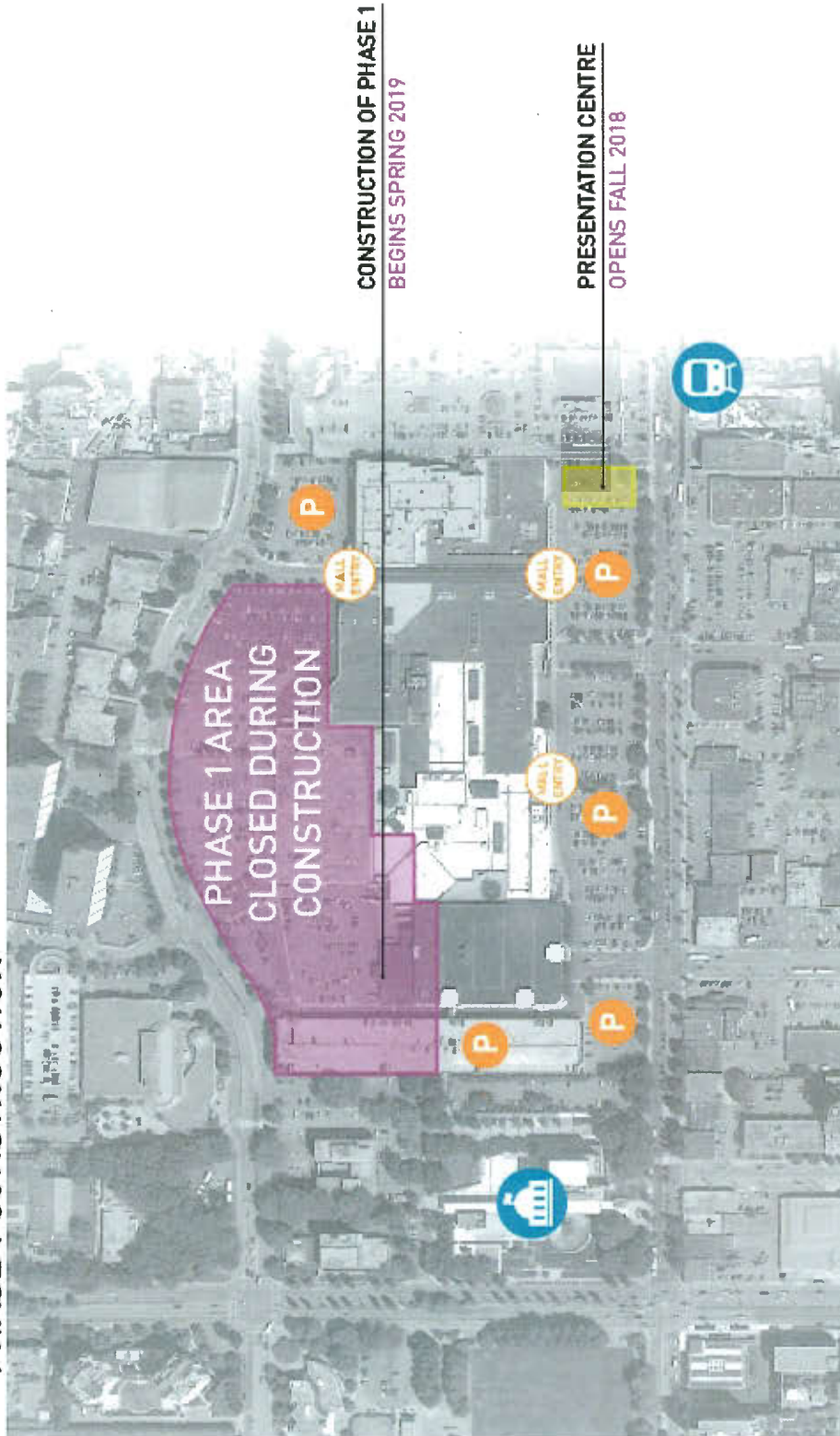
**CALLISON|TKL** gbl **HEWITT**  
A REGION CONSULTANTS OF RECORD

**RICHMOND CENTRE SOUTH: PROPOSED DEVELOPMENT SITE**



**CALLISON|TKL gbl HEWITT**  
A DESIGN CONSULTANCY OF HECBIS

**CONTINUE TO SERVE THE COMMUNITY DURING CONSTRUCTION**  
**PHASE 1 CONSTRUCTION**



# CONTINUE TO SERVE THE COMMUNITY DURING CONSTRUCTION PHASE 2 CONSTRUCTION





REZONING IS **NOT** REQUIRED

**TODAY**

**CITY CENTRE AREA PLAN (CCAP)**



**4.0 FAR**

**EXISTING CDT1 ZONE**



**3.0 FAR**

**PROPOSED DEVELOPMENT**



**2.1 FAR**



# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #1: More Connected Street Network

**TODAY**



**PROPOSED CHANGE**



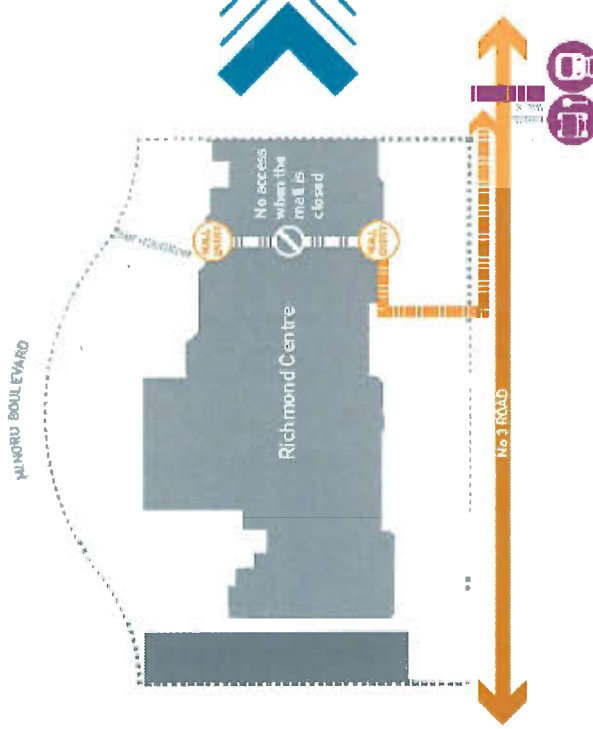
The CCAP aims to reduce the traffic barrier posed by the existing mall with the westward extension of Park Road.

The Richmond Centre South Development Plan proposes to create a more walkable neighbourhood and provide easier pedestrian, bike, and vehicle access to street-fronting shops and apartment buildings by providing smaller city blocks and establishing a connected network of local streets and off-street bike paths.

# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

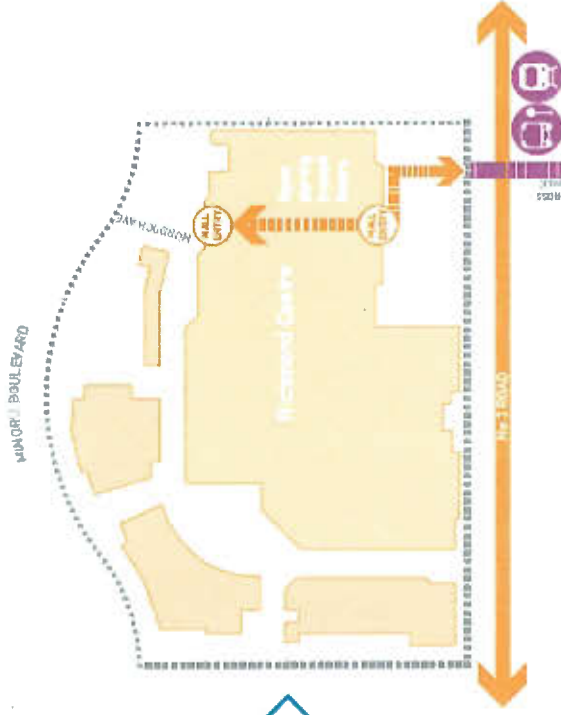
## #2: Better Transit Access

### TODAY



Pedestrian access to/from Brighthouse Station can be inconvenient when the mall is closed and the No. 3 Road crosswalk near the station is congested.

### PROPOSED CHANGE



The Richmond Centre South Development Plan proposes to improve public access to/from buses and the Canada Line by keeping the Galleria open during transit hours, installing rain protection between the Galleria and No. 3 Road, upgrading the No. 3 Road crosswalk, and widening the No. 3 Road sidewalk along the entire frontage of the mall.

# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #3: Friendlier Streets for Pedestrians & Cyclists

### TODAY

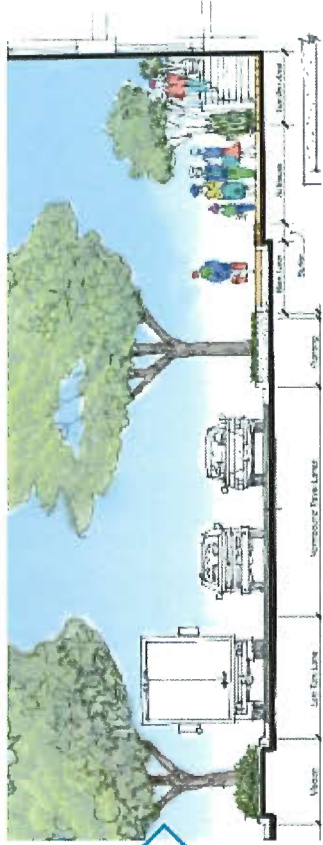


Minoru Blvd - Existing condition

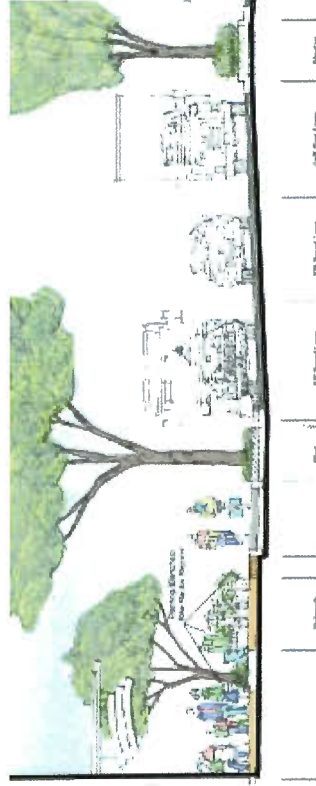


No 3 Road - Existing condition

### PROPOSED CHANGE



Minoru Blvd - Future



No 3 Road - Future



# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #4: More Connected Parking Strategy

### TODAY



- Parking
- Richmond Library & Cultural Centre
- Richmond Brighthouse Station
- Richmond City Hall

Unattractive parking lots ring the mall and are a barrier to pedestrians and cyclists, unpleasant in bad weather, and, at times, inconvenient.

### PROPOSED CHANGE



- Main Underground Parking Entry
- Richmond Library & Cultural Centre
- Richmond Brighthouse Station
- New Park Plaza and Mobility Hub
- Richmond City Hall

The Richmond Centre South Development Plan proposes to improve on the current situation with a 2-level underground parking structure with direct vehicle access to No. 3 Road and Minoru Boulevard and "mobility hubs" designed to provide easy access for shoppers and the general public between the mall and parking, car-share vehicles, electric vehicle (EV) charging stations, and secure bike storage.

# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #5: New Outdoor Shopping Precinct

### TODAY



The mall is inwardly focused and contributes little to the amenity of the downtown.

### PROPOSED CHANGE



The Richmond Centre South Development Plan proposes to create a more connected, walkable, and attractive indoor/outdoor shopping area characterized by pedestrian-scaled streets lined with shops, small plazas, continuous weather protection, street furnishings, public art, and special architectural and landscape features.

# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #6: New Outdoor Public Space

**TODAY**



The mall provides no outdoor public space.

**PROPOSED CHANGE**



The Richmond Centre South Development Plan proposes to enhance the proposed shopping precinct with a new public plaza, roughly 0.5 acres or twice the size of Lang Park, for relaxation, public gathering, and seasonal events and activities.



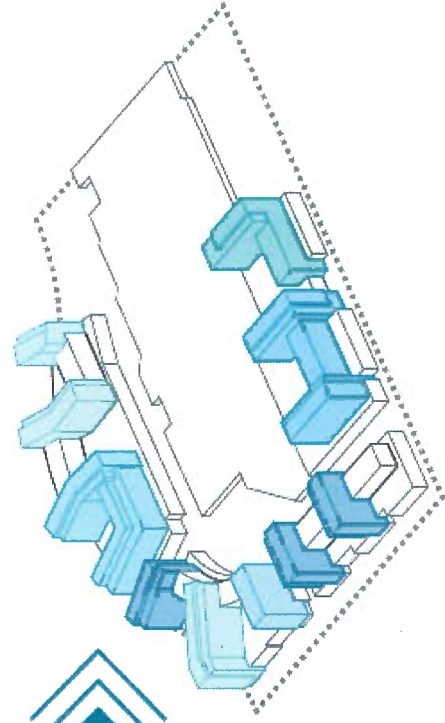
# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #7: New Architectural Character

**TODAY**



**PROPOSED CHANGE**



High-rise area surrounding the mall can largely be characterized as a collection of single- or two-tower developments with varied, individual identities.

The Richmond Centre South Development Plan proposes a cohesive neighbourhood identity characterized by a series of slim, U-shaped towers that fan out along the edges of the mall property like spokes on a wheel to frame the proposed public plaza and shopping street, allow sunlight and views through to public and private spaces, and create sunny rooftop courtyards for residents.

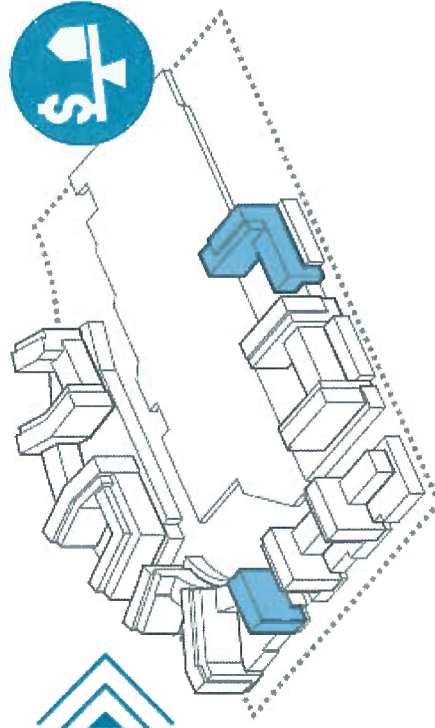
# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #8: New Affordable Housing

TODAY



PROPOSED CHANGE



The mall and nearby pre-zoned sites that do not require a change to their existing zoning are not obligated to provide affordable housing.

The Richmond Centre South Development Plan proposes approximately 150 dwellings for low-income, workforce households (e.g., retail sales employees, teachers, nurses, etc.) in 2 purpose-built rental buildings suitable for operation by non-profit housing providers.

# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #9: Housing for a Diverse Downtown Community

### TODAY



- The Oval
- Richmond Library & Cultural Centre
- Richmond City Hall
- Minoru Aquatic Centre
- Richmond Brighouse Station
- School
- Minoru Park
- CF Richmond Centre

There is a growing need for new housing near transit, schools, and services that is designed to meet the needs of families with children, seniors, and people with disabilities.

### PROPOSED CHANGE



**50% FAMILY FRIENDLY DWELLINGS**



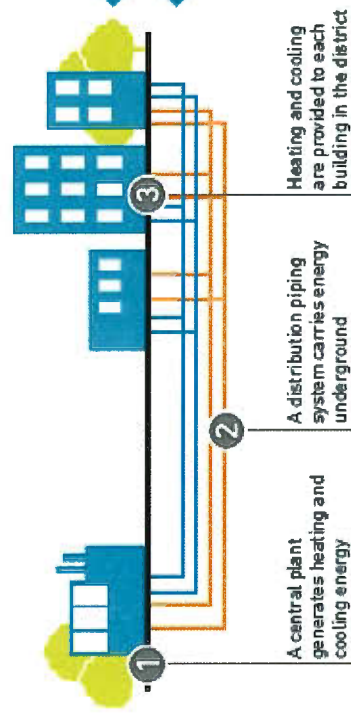
**25% BUH UNITS**

The Richmond Centre South Development Plan proposes that roughly 50% of dwellings will be family-friendly, 2- or 3-bedroom units and at least 25% of dwellings will meet Richmond's Basic Universal Housing standards (making them suitable for people with wheelchairs and mobility challenges).

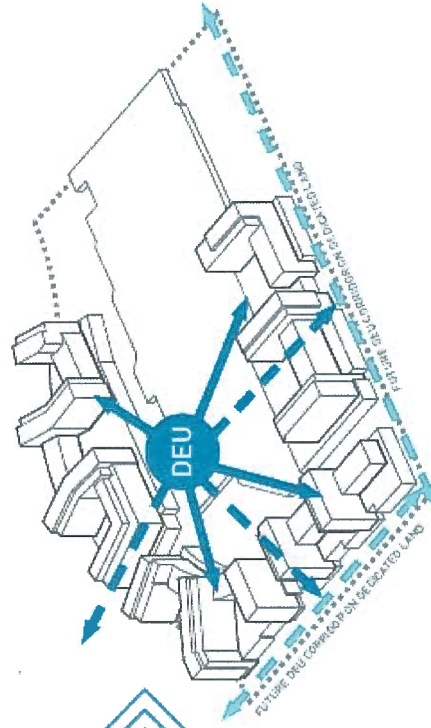
# PROPOSED CITY CENTRE AREA PLAN CHANGES: 10 OBJECTIVES

## #10: Improved Energy Efficiency

### TODAY



### PROPOSED CHANGE



New downtown buildings, including buildings proposed by the mall, must be able to hook up to a future City of Richmond District Energy Utility (DEU) for heating and cooling.

The Richmond Centre South Development Plan proposes to fast-track the City's DEU plans by constructing a DEU plant on the mall property to heat/cool the proposed development and connect to a future City system.

**EVOLVE WITH THE GROWING RICHMOND COMMUNITY**  
**TARGETED CONSTRUCTION COMPLETION LATE 2026**



**CALLISON|TKL** **gbl HEWITT**  
A DESIGN CONSORTIUM OF FALCONIS

Excerpt of the Advisory Design Panel (ADP) Meeting Minutes Held on March 7, 2018

1. **CP 16-752923 - OCP AMENDMENT TO PERMIT MIXED USE REDEVELOPMENT OF THE SOUTH PART OF RICHMOND CENTRE SHOPPING CENTRE**

ARCHITECT: GBL Architects

PROPERTY LOCATION: 6551 No. 3 Road

**Applicant's Presentation**

Joey Stevens, GBL Architects, David Chamness, Callison RTKL, and Kris Snider, Hewitt Landscape, presented the project and answered queries from the Panel.

**Panel Discussion**

*Comments from Panel members were as follows:*

- appreciate the applicant's intention to incorporate public art into the project; applicant needs to pay attention to the future location of public art and how it facilitates the pedestrian aspect of the project, e.g. wayfinding and differentiation between public versus private realms;
- No. 3 Road is the main public road in Richmond; consider locating public art at the Park Road entrance along No. 3 Road or widening up the area of the pedestrian space to emphasize the publicness of this important corner;
- appreciate the different textures of paving on each block in the proposed development;
- the project will improve the current street network connection; however, controlling the speed of vehicles in the proposed internal streets is a concern; consider installing clearly marked crosswalks in busy areas to enhance pedestrian safety;
- opening of the mall Galleria during transit hours will significantly improve public access to transit;
- applicant should address and not underestimate wayfinding concerns in the underground parkade as it is more challenging to navigate in the parkade than on the ground;
- not supportive of the outdoor sidewalks for the proposed outdoor shopping precinct as it may not provide adequate weather protection for pedestrians during the rainy season;
- appreciate the provision for a public plaza; however, it may not be adequate to serve the needs of the proposed development;
- east-west orientation of some proposed buildings will not provide protection from the cold west winds for pedestrians walking in the vicinity of these buildings;
- appreciate the proposed location of affordable housing units;
- proposed diverse mix of dwellings is well thought out and meets the needs of families with children, seniors and people with mobility challenges;

- the applicant is encouraged to look into the thermo-energy demand of the proposed building forms in order to meet the energy-efficiency requirements of the BC Energy Step Code (as Step Code requirements may make it necessary to reconsider the proposed residential built form concept);
- significant size of the proposed development requires a District Energy Utility (DEU) plant; however, the applicant is advised that advance planning is needed in terms of the plant's location, serviceability, gas connections, location of cooling towers, and other important considerations;
- review proposed floor to floor height of the underground parking levels as it appears too low to accommodate necessary services for the buildings; also ensure adequate provision for space for service corridor considering that a DEU system is proposed for the project;
- required service connections for the size of the project would be massive; two service connections will not be adequate; water stagnation may also pose a challenge due to the magnitude of required services for the proposed towers;
- appreciate the comprehensive package provided by the applicant; however, a sustainability section could have been included in the package considering the size of the project;
- commend the applicant for the package provided to the Panel;
- proposed project has many positives, e.g., replacing the expansive surface parking lots with high-rise towers and amenity roof gardens;
- building lay-out is good in terms of solar aspect; outdoor amenity spaces are well done and usable to residents;
- larger scale plans would be useful for the public presentation of the project; families would be interested to see the project's site context in terms of its location relative to transit, schools, parks and other community amenities;
- proposed towers on the subject site will overlook the north portion of Richmond Centre; consider introducing green treatment to the existing roof;
- appreciate the permeability of the connected street network; hope that the richness of the design and materials of the proposed development will not be lost through the detailing; appreciate the open mall strategy; hope that the applicant will devote necessary resources for public spaces and public interface;
- appreciate the applicant's presentation of the project which is located in an important and central part of Richmond;
- a larger context plan would be helpful for the project's public presentation; statistical data included in the applicant's submission regarding visitors coming to Richmond Centre Mall are useful for designing the project;
- Minoru Park is a major regional destination for people coming from Brighthouse Canada Line station through Richmond Centre; the applicant is advised to acknowledge more the Park destination and give more attention to wayfinding from the northeast surface parking lot to Minoru Park through the Galleria;

- hope that the City's Parks Department will respond to the proposed development through programming Minoru Park in order to serve the broader needs of visitors/users in addition to current active sports uses;
- appreciate the proposed weather protected connection from No. 3 Road to the Galleria; ensure that the canopies along the building face are generous and consider making the weather-protected walkway through the parking lot more ample, e.g., widening it if possible to five meters to provide a more public feel to it;
- appreciate the provision for bicycle parking in the project as there is huge demand for it; will complement bicycle parking at Brighthouse Canada Line station; also appreciate the proposed off-street bicycle paths along No. 3 Road and Minoru Boulevard;
- appreciate the proposed on-site at grade planting and proposed structures to support large trees;
- the applicant is encouraged to install as much as possible a continuous row of street trees along the internal streets especially at the Park Plaza area;
- notice that there are no sight lines to the proposed Park Plaza from public streets, e.g. from the new City Hall street, Minoru Gate and No. 3 Road; applicant is advised not to oversell the Park Plaza as a public space if it is intended to be a commercial space rather than a public/civic space;
- shadow diagrams could have been helpful in determining the extent of park area that will be in shade; concerned that the southwest edge of the park will be in shade for a significant period; applicant could consider locating the gathering space on the northeast side of the plaza where there would be more sun exposure;
- notice that the proposed affordable housing units are segregated in individual buildings/blocks; consider distributing the affordable housing units in different places throughout the residential component of the project to make them less conspicuous;
- agree with comment from the Panel for the applicant to introduce roof planting on the north portion of Richmond Centre; applicant may also consider the alternative of hiring a graphic designer to introduce design/colour on the roof to make it more visually appealing for residents of adjacent high-rise towers on the south side;
- appreciate the applicant having a public art consultant on board for the project; a public art plan is more critical at this stage of the project rather than identifying public art location as all other public art decisions will flow from the public art plan;
- suggest that the applicant clarify the presentation board for public consultation Question 1 (i.e., More Connected Street Network) and break out vehicular, bicycle and pedestrian movements along the proposed network of internal streets;
- consider asking neutral as opposed to leading questions for public consultation;



- for public consultation Question 3 (i.e., Friendlier Streets for Pedestrian and Cyclists), the applicant needs to correct the image and section drawing for new City Hall Street as the photograph is looking east while the section drawing is looking west;
- commend the applicant's presentation of the project which will transform an existing development with vast expanse of surface parking to a pedestrian-friendly community;
- proposed street connections for vehicular and pedestrian circulation are logical from an urban design point of view;
- scale of the main and connecting streets are pedestrian-friendly;
- appreciate the proposed Park Plaza; support the proposal to externalize the shopping experience which is becoming the norm in North America;
- selection of retailers in terms of type and scale is crucial for the proposed development; activating the second floor is important for animating the whole street;
- the northeast corner of the subject development is not well resolved; has the potential to become a gateway into the site from Brighthouse Canada Line station; consider creating a mini plaza to focus attention to this corner and connect to the Galleria; also consider creating a mini plaza at the northwest corner of the site and connect the two mini-plazas through the Galleria to create a loop rather than a destination to the main plaza;
- incorporate images of precedents for the proposed Park Plaza in the presentation board for public display/consultation to help the public visualize the design of the future plaza and its public amenities; also incorporate the connection of the two mini-plazas with the main plaza (i.e, showing a loop) and their connection to transit and other public amenities;
- the proposed Park Plaza lacks visual connection from external public streets; consider shifting the location of the plaza to provide visual connection to the corner of the plaza from City Hall through the north-south connector road (connecting the new City Hall Street to Park Road extension) to encourage more pedestrian traffic from City Hall to the plaza and making it more of a public than a mainly commercial space;
- support the proposed underground parking considering the challenges associated with such proposal in Richmond; the approach is in the right direction towards Richmond becoming a more sustainable city;
- commend the design team and the developer for a significant and well thought out project;
- appreciate the provision for affordable housing in the proposed development; also appreciate the applicant working within the existing City Centre Area Plan (CCAP) guidelines in terms of density and height of towers;

- support Panel comments for the applicant to address the overlook from the proposed high-rise towers onto the north portion of Richmond Centre; consider introducing appropriate architectural and landscaping treatments to the roof of the existing north portion of Richmond Centre;
- appreciate the applicant addressing the pedestrian movement to transit through the Galleria;
- package provided by the applicant lacks details regarding the public realm; significant amount of work and details still needs to be done (e.g., in terms of public realm details, loading, and architectural design) which the Panel would look forward to see when the applicant comes back to the Panel;
- consider larger and more detailed plans for public presentation/consultation for the project and also for future presentation to the Panel;
- recommend a small portion of parking should be used for park-and-ride;
- applicant is advised to give attention to the interface between City Hall and the proposed development; review the proposed location of the loading area and other things happening at the southern edge of the development;
- suggest that the applicant provide more presentation boards and details for the public consultation; agree with Panel comment that vehicular, bicycle and pedestrian circulation on the site should be demonstrated more graphically; applicant is also advised to provide more presentation boards for the public realm; also integrate architectural and landscaping precedents; and
- applicant and City staff are advised to consider installing an iconic art piece at the northeast corner of the site similar to the one at Brentwood Town Centre considering the huge number of people coming into the site from Brighthouse Canada Line station.

### **Panel Decision**

It was moved and seconded

*That CP 16-752923 be supported to move forward to the Planning Committee subject to the applicant giving consideration to the comments of the Panel.*

**CARRIED**