



City of Richmond

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

Telephone (604) 276-4000

www.city.richmond.bc.ca

May 20, 2005

File: RZ04-275922, RZ04-272729

City Clerk's Office
Telephone (604) 276-4007
Fax (604) 278-5139

Mr. Maurice White
6791 Gamba Drive
Richmond, BC V7C 2G4

Dear Mr. White:

Re: 4111/4093 Granville Avenue, and 6840/6880 No. 1 Road

This is to acknowledge and thank you for your letter dated May 18, 2005 in connection with the above matter.

A copy of your letter has been forwarded to the Mayor and Councillors for information. In addition, your letter has also been forwarded to City staff in the Urban Development Division so that the concerns expressed may be considered by staff as the above noted land use application are processed in the context of the broader neighbourhood issues.

Thank you for taking the time to make your concerns known to Council.

Yours truly,

David Weber
Manager, Legislative Services

DW:wd

pc Mayor and Councillors
Raul Allueva, Director Development
Holger Burke, Development Coordinator - Development Applications
Sara Badyal, Planner I

May 18, 2005

Councillor Bill McNulty
C/o City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

PHOTOCOPIED

MAY 20

& DISTRIBUTED

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

pc: Director, Development
for attachment to
Planning Cte. report.

Dear Bill;

Our Gibbon's neighbourhood wishes to thank you very much for the opportunity of a Public Consultation Meeting regarding the Arterial Road Policy, Lane Policy, and the rezoning applications in our neighbourhood. Our meeting was held between 4 00pm and 8 00pm on Wednesday, April 27th at the Thompson Community Centre. The information sharing and the effort of City staff were excellent. The small room and comment sheets organized by the City staff, however, were insufficient for the massive neighbourhood attendance at the meeting. Staff adjusted "on the fly", and the event was a huge success from the perspective of the neighbourhood. We collected an attendance record and monitored neighbour responses. With over 200 people in attendance the overwhelming response was Granville Avenue should not be a major or minor arterial road, a "patch work" of lanes with dead-ends and short lengths detracts from neighbourhoods; there is no appetite for multi-family rezoning in the area, and small lot downsizing was generally unappealing.

This is a very emotional process for our neighbourhood. The proposals challenge our core values in seeking out a single family lifestyle. We fear a negative economic impact on our house values which are the single largest component of our net worth. We fear a further negative impact on the use and enjoyment of our homes. We rely on the appearance and zoning status of the neighbourhood in determining the location of our "dream" homes. We are the incumbent residents. We do not want to live with the legacy of any rezoning long after developers have sold out. We want to maintain the integrity of our single family neighbourhood.

From our petition process within the Gibbon's neighbourhood, an overwhelming majority of the land owners, representing over \$100 million of property value and \$300,000 of annual property taxes, reject the multi-family rezoning of the two properties in our neighbourhood and the small lot conversion on Tucker Avenue.

Developers are investors. They take risk in an attempt to capture returns above the "riskless" rate of return. When they take risk there is no guarantee of return. Sometimes you win and sometimes you lose. Our neighbourhood has no appetite to be reluctant partners in the risk taking schemes of developers. There is plenty of increased density occurring in other more suitable areas within Richmond. Do not apply a misdirected Arterial Road Policy or pro density thesis in an area for which it is inappropriate, and that clearly does not want it. Our area has over \$100 million dollars of property value at risk let alone our lifestyle.

I will call you shortly to enquire again of your support in rejecting the rezoning applications at 4111 & 4093 Granville Avenue and 6840 & 6880 No. 1 Road, and small lot and lane rezoning at 4031 Tucker Avenue.

We have enumerated and organized our neighbourhood in our effort to defeat these proposals. Newsletters, telephone committees, regular home meetings, and discussions with City Councillors and Staff are but a few of our coordinated activities. However, we want to get on with our lives and enjoy our neighbourhood. I am sure you would like to get on with the more creative and rewarding aspects of your Planning Committee roles. We would like to bring a motion before Planning Committee that places a moratorium on multi-family rezoning and small lot conversions in our neighbourhood. We want an element of certainty in our ability to plan. We have had it up until now, and we want it carried forward. "In-stream" and other applicants knew they were challenging our existing R-1E zoning when they got started. It was their risk. We want a 20 year moratorium that gives us a planning time frame for families to enjoy the endowment of the single family lifestyle in our neighbourhood. We want a time frame which allows families to put down roots without constant fear of an onslaught of rezoning against which we must rise up and defend ourselves. We are the resident incumbents which by a significant majority prefer it this way. The trauma and emotional duress that is caused by this "open hunting season" in our neighbourhood is untenable.

We would be happy to arrange a Planning Committee meeting in our local community centre to accommodate the anticipated neighbours that will come in front of the Planning Committee to go on the public record in favour of such a motion. Our neighbourhood is not willing to wait out the agenda of a few developers in picking a time of their choosing to move their proposals in front of Planning Committee. For the convenience of a handful of developer applicants our neighbourhood is being held hostage in a disrupted state. Developers may come and present at our agenda if they wish. I will want to talk to you about the timing and facilitation of bringing this motion before the Planning Committee.

Yours truly,



Maurice White

(On behalf of Gibbon's area neighbours)

cc Mayor Malcolm Brodie
Kiichi Kumagai
Derek Dang
Evelina Halsey-Brandt
Harold Steves
Sue Halsey-Brandt
Linda Barnes
Rob Howard

City of Richmond
6911 No.3 Road
Richmond, B.C.
V6Y 2C1

May 16, 2005

To: Mayor Malcolm Brodie;

Copies to Cllrs: Linda Barnes, Evelina Halsey-Brandt, Rob Howard, Bill McNulty,
Derek Dang, Sue Halsey-Brandt, Kiitchi Kumagai, Harold Steves.
Copy: Sara Badyal, Urban Development Division.

**Re: The Arterial Road Policy, The Arterial Lane Policy, and the April 28, 2005
Public Information Meeting at Thompson Community Center.**

Thank you very much for giving our Gibbons/Riverdale/Thompson residents an opportunity to have some input into the redevelopment of our neighborhood. There is now an almost unanimous opposition, anger, fear, uncertainty and disappointment with the management and implementation of these two Policies. The redevelopment plan presented at the April 28 meeting by the Urban Development Division was **'shocking'**. Private property owners found out for the first time that there were plans to run lanes through their property. They found out that their lots were in a redevelopment zone that would be turned into town houses or small lots. They found out that there were plans to force a certain type of redevelopment onto their private property whether they liked it or not. The fact that these plans had been developed to the extent that they were **without any neighborhood input (until now) is totally unacceptable**. Our neighborhood flatly rejects these plans and now wants immediate action taken to protect our single family neighborhood from this destructive redevelopment.

The Arterial Road Policy and the Arterial Lane Policy are two of the worst pieces of legislation that I have ever seen, certainly in my 37 years as a Richmond resident. The Policy as it now exists could only have been written by the Urban Development Institute or other pro Developer organizations. Previous Councils adopted these **'poorly thought out'** Policies and now the current Council and Urban Development Division are **struggling** to implement them. We are now in the **'fire fighting stage'** where City Hall is now finding out that these Policies do not fit everywhere in Richmond (certainly outside the City Center). We are now at the stage where single family property owners are **'banning together city wide'** in opposition and will now fight to preserve the character and integrity of their neighborhoods.

2.

These Policies are going to '**Box In**' single family neighborhoods with rows of 3 storey townhouses and small lot development. All the main streets will be like bowling allies with out – of - control traffic problems. Richmond will be full of incomplete short lanes destroying back yard privacy. **These Policies are major ones that change the 'entire landscape' of Richmond for the worse.** Twenty years from now as people drive down these arterial roads looking for a way to break into the single family core, they will be looking at a mess. Inside the 'townhouse box', single family neighborhoods will be full of **overflow parking and cut through traffic.** These Policies are supposed to improve traffic volume and safety. This is a false belief as the opposite is happening. The ratio of public transit users has not changed. These Policies are simply rapidly increasing the number of cars on main roads and decreasing the safety. These Policies are simply creating overflow street parking and cut through traffic into surrounding neighborhoods.

Richmond is the only Community that I can find anywhere that has adopted an Arterial Road Policy and that has these types of problems. Richmond is unique in destroying single family neighborhoods with 'out of control' high density redevelopment rezoning. Is this the Richmond that Council is trying to create?

Richmond has many different areas, each with their own distinct characteristics. **Each area should have been assessed with public consultation before implementing these Policies. Council made an error by not seeing that this was done.** The Developers were **turned loose and encouraged** by the Urban Development Division to accumulate land all along the designated Arterial Roads and to apply for rezoning. **The Urban Development Division made an error** by working only with the Developers while forgetting and ignoring the single family property owners. **The Urban Development Division made a further error by trying to implement the Arterial Road and Lane Policy in 'blanket fashion' all over Richmond.** Redevelopment plans that are now being presented to us should have been discussed with the neighborhoods before declaring open season for developers to accumulate land.

Well here we are in an escalating fight with each other- single family property owners (tax payers and voters), the City Council, Developers and the Urban Development Division! Our neighborhood will not accept the planned redevelopment. There are 5 unwanted rezoning applications in the works already with more to come. This is such a waste of every ones time where we have to cut our work day short to come to meetings and try to protect our single family neighborhood. Our neighborhood would rather be spending time at our jobs earning money to pay our mortgages and taxes (Federal, Provincial and City of Richmond) and enjoying the life style at our single family homes.

We find it distasteful to be in a serious conflict with our own **'tax funded'** City Hall and its **'stealth planning'** to destroy our neighborhood. We are determined to fight to preserve our single family life style and will continue to do so - only more vigorously going forward towards November.

What is the solution?

1. Council should recognize that there is a serious problem and take immediate action to start correcting it.
2. Council should immediately put a moratorium on the Arterial Road Policy and the Arterial Lane Policy implementation until it is in 'final workable form'. Continuing to process rezoning applications while the Lane Policy is under revision is not the correct thing to do. Continuing to force redevelopment into single family areas where it does not fit is not the correct thing to do.
3. Council should be 'steering' the redevelopment and rezoning to areas where it is suitable – near transit hubs, near shopping malls, along the Rav-Line, and other City Center locations. This simply has not happened!
4. There is concern and lack of agreement on the Arterial Road and the secondary Arterial Road classification. This classification should be reworked with Granville Avenue West of Railway removed. There are other areas that should be removed as well. To draw blue lines on a map with very little thought is totally unacceptable. To apply these Policies in 'blanket fashion' along these blue lines is also unacceptable.
5. The Urban Development Division requires some changes. Council should initiate a badly needed 'proactive planning process' in the Urban Development Division where more than just Developers have a say. This planning process should consult with neighborhoods before policies are implemented. This planning process should steer redevelopment to where it should go and public consultation should take place before Policies are implemented and Developers start to accumulate land. The City of Richmond should hire some more Staff to alleviate the current overload situation that the Urban Development Division is currently in. These new hiring's should have experience with aesthetics, buffer zones, transition zones, parks, setbacks and open spaces and be able to properly lead the City in managing redevelopment and densification outside the City core.
6. Council should establish a 'Protected Area Policy' where single family neighborhoods can have some certainty about zoning and not be living in fear of the next Developers rezoning application. Neighborhoods do not want to constantly fight one rezoning application after another that threatens their investment and single family life styles. A Policy should be formulated immediately for the Gibbons/Riverdale/Thompson neighborhood.

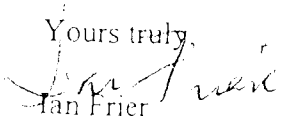
Developers have accumulated land **at their own risk** and the City of Richmond does not owe them automatic rezoning approval. A common argument is that the Developer has a large amount of money invested in his rezoning application. He is following the rules and only doing what the City has asked him to do. Therefore, we should support their rezoning application (even if it will destroy a single family neighborhood and hurt people's lives). **The problem here is that Arterial Road Policy is flawed! Council is trying to implement a flawed Policy! The Urban Development Division is trying to apply this flawed Policy in blanket fashion throughout Richmond with no preplanning or consideration for where the redevelopment should go!** Do not blame either the Developer or the single family property owners for being mad at you. To allow rezoning based on this common argument will be to forcing unwanted rezoning onto single family neighborhoods who do not want it. It will destroy single family investments and life style. Once again, please **recognize that the problem is the poorly thought out Arterial Road Policy and the mismanagement of its implementation! Council should focus its energy on fixing these problems.** The City of Richmond is not 'locked in' to giving Developers rezoning approvals and should stop doing so until a workable Policy is in place. Do not continue to try to fit a square peg into a round hole. Do not continue to process rezoning applications based on this misguided argument - that you owe something to the Developer.

It is difficult to have to write a letter of this nature, but hopefully it will assist Council in solving **a growing and already an explosive problem.** The problem in the Gibbons/Riverdale/Thompson neighborhood requires immediate action.

I recommend to Council that immediate action be taken **'on all points in this letter'**. I also recommend that Council stops the unwanted rezoning and redevelopment in the Gibbons/Riverdale/Thompson area. **Our entire neighborhood wants to have No.1 Road as a buffer zone between the high density townhouses on the West side and our single family R1-E zoned neighborhood on the East side. We all know that once one rezoning application approval jumps over No.1 Road, our whole neighborhood will fall 'domino style'. This high density encroachment would be 'neighborhood busting' and 'neighborhood destroying' at its best.**

Let's hope that some common sense prevails.

Yours truly,


Ian Frier

4240 Tucker Avenue
Richmond, B.C.
V7C 1M1

HB
To Read May 10/05

MAY 10/05

CITY OF RICHMOND
URBAN DEVELOPMENT DIVISION

FAX 604-276-4052

FROM

JR & D S. KIRK

FAX 604-274-7320

City of Richmond Council,
Urban Development Division

City of Richmond
8811 No. 3 Road
Richmond, BC
V8Y 2C1 Canada

**RE: ARTERIAL ROAD REDEVELOPMENT POLICY
LANE ESTABLISHMENT POLICY**

Dear Sirs:

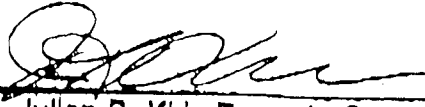
This is to express our support for the redevelopment of properties along arterial roads, particularly for multi-family use.


The need to provide for a range of housing options for a growing community is best accommodated through controlled redevelopment along arterial roads. Multi-family developments concentrate the growth on the busier street frontages which have become increasingly less appropriate for single family homes, reduce the number of driveways onto busy arterials, and leave the existing single family neighbourhoods intact.

We understand that multi-family developments permit greater control over design and allow opportunities for the public to be involved in the approval process. Generally we would prefer a well designed multi-family development with good quality landscaping, over small lot single family redevelopment with lanes.

Thank you for the opportunity to express our support for arterial road redevelopment.

Sincerely,


Mr. Julian R. Kirk, Property Owner
4171 Westminster Highway
Richmond, British Columbia
V7C 1B3


Mrs. Beanna S. Kirk, Property Owner
4171 Westminster Highway
Richmond, British Columbia
V7C 1B3

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: *The city should not take advantage of developers, by making them dedicate lane, where they do not need them, city always tries to always take advantage of developers, but do not consider for overall impact, like the shared driveway policies, which now have been stopped. All city wants is their NIC charges. For once listen to the public and the developers, they are the people who live and develop this town, city staff*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

Come and go

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: _____

I fully support the rezoning
to multi-family on the properties
in question on No. 1 Road &
on Granville Ave.

Please leave in the designated Comment Sheet box or give to a City staff person.


Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: I am writing to you
because I am interested in
the project and I would like to
know more about it. I am
not opposed to the plan
but I have some questions.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

GRANVILLE CAN BE CONSIDERED "ARTERIAL" ONLY AT
A HIGH LEVEL OF CONSIDERATION. IN REALITY ITS
ARTERIAL STATUS RUNS FROM RAILWAY EAST TO GARDEN CITY.
I WOULD SUPPORT THE NOTION OF GOING TO maybe 4 or 5 SINGLE
FAMILY UNITS, BUT NOT THE 15 PROPOSED FOR 4093-4111 GRANVILLE
I DON'T THINK THAT BRINGING ~~3-4~~ 3&4-LEVEL
UNITS, MULTIFAMILY DEVELOPMENTS, WITHIN A SMALL
NUMBER OF FEET OF MAJOR ROADS LIKE NO 1, LIKE NO 2,
IMPROVES THE LIVABILITY - WITH CURBS THE LOOK
OF MUCH OF RESIDENTIAL LIVERPOOL OR MANCHESTER WITH
ROW HOUSING RIGHT TO THE SIDEWALK?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House _____

Granville Avenue
No. 1 Road _____

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: _____

— Instead of working towards eliminating
driveways onto ^{this} "arterial" road, we should be
working towards traffic calming - such as on
Granville west of No. 1 Road

— We have concerns about laneways reducing
the privacy in our backyards & providing an avenue
for crime. We are not interested in

redeveloping our lot at this point & do not
want the lane to be approved at 4445/Granville

— Townhouse development @ 4111 and future
multi-family development for Granville will
increase traffic & decrease our quality of life

Please leave in the designated Comment Sheet box or give to a City staff
person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: _____

I am for rezoning, but
was concerned that there is
no plan for no traffic
stop and a section of the River Road
to be the future will bring
line to the center of my
yard. Not an ideal situation.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: - PLEASE KEEP SINGLE FAMILY DWELLING
- GRANVILLE AVE WEST OF RAILWAY
SHOULD BE REMOVED FROM ARTERIAL
ROAD CLASSIFICATION
- NO MULTIPLE FAMILY OR SMALL 30-33 FOOT
HOUSING ON EAST SIDE OF #1 ROAD
BETWEEN GRANVILLE + WESTMINSTER HWY.
- REJECT MULTIPLE FAMILY REZONING AT
4093 + 4111 GRANVILLE AVE AND 6840 + 6880 #1 ROAD
- INCREASED TRAFFIC JEOPARDISES SAFETY
OF STUDENTS ATTENDING BURNETT + THOMPSON
SCHOOLS.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: # 1 REJECT MULTIPLE HOUSING
2 WANT TO REMAIN S.F.H.
LACK OF BUFFER BETWEEN 3 STOREY
TOWNHOUSES + SINGLE FAMILY HOMES
PRIVACY WILL BE LOST

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Our neighborhood is strongly opposed to the multiple-family rezoning application 4111 and 4093 Granville file RZ04-275922 and rezoning application at 6840 and 6880 No. 1 rd. file RZ04-27229. ^{It is crucial} ~~that our~~ that our neighborhood remains as a single family with a R1-E zoning as high density dwellings such as townhouses and apartments increase traffic on main streets, noise, and crime. Elevated fire hazards for surrounding homes and

a loss of privacy would be greatly opposed. we want the single family zoning made permanent

Please leave in the designated Comment Sheet box or give to a City staff person. so that our neighborhood does not have to fight to protect ourselves from unwanted developers

Thanks for you feedback.

[REDACTED]

[REDACTED]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: I have recently built my home
on this property and spent LOTS of \$\$\$
in building this home. At the time when
I got the building permit (2001), I was
told by the city that there were NO
plans to permit multiple zoning in the
area.

I urge the city to reject the applications
at 4111 & 4093 Granville for rezoning
rejected because we the residents
want our neighborhood to remain as
single family R1-E zones

Please leave in the designated Comment Sheet box or give to a City staff person.

② Traffic on Granville that connects

Thanks for you feedback. Railway & #1 Road (Terra Nova)
is already very bad with speeding cars
and no speed bumps. — we do not want
this to worsen with ~~more~~ a higher density

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: The area has already become a very high density area, which brings in higher crime rates as we all know. We want No 1 Rd to the West side of No 1 Rd to the East side as ^{single's} buffer zone, between multiple dwelling housing. We want our neighbourhood to remain as single family with R 1-E zoning. We therefore reject rezoning application of 4111 + 4093 Granville Ave + 6840 + 6880 No 1 Rd, they must remain in accord to reflect the character of the present single family housing.

We do not want any multiple family or small 30-33 ft housing in this area. Thus rejecting application for:

4611 + 4451 Granville Ave files 4031 Tucker Ave. file

Please leave in the designated Comment Sheet box or give to a City staff person. We want Granville Ave West of Railway be removed from the Arterial Road Classification and

Thanks for you feedback. to remain Single Family Dwelling zoning. We want Granville Ave to be a safe path for our school children.

We want to see a PERMANENTLY to the Single Family
we do not want

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: There will be an increase
in traffic. The noise level
will increase. The value of
the most prominent area of
Richmond will fall. Crime
will also increase

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: I am Against the Rezoning
because of the traffic reasons.
It's nice community don't
want to be crowded for
Developers profits

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: I am against multiple residential units:
- Too much traffic

- No parking space

- Too Noisy & unsafe

- Std living ego down too crowded

NO REZONING

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

- PROPERTY VALUES WILL BE NEGATIVELY IMPACTED
- AFFECT THE "LOOKS" OF THE WHOLE NEIGHBOURHOOD
- HIGHER DENSITY WILL CREATE
 - MORE TRAFFIC PROBLEMS
 - FIRE HAZARDS
 - MORE BREAK-INS / SECURITY PROBLEMS
 - SAFETY HAZARDS FOR SCHOOL CHILDREN
- LESS PRIVACY WITH HOUSES TOO CLOSE TOGETHER

WE WANT TO PRESERVE THE SINGLE FAMILY CHARACTER OF OUR NEIGHBOURHOOD. WE DO NOT WANT TOWNHOUSE-COMPLEX NOR

SMALL 33-FOOT HOUSING IN OUR NEIGHBOURHOOD !!!

WE WANT OUR NEIGHBOURHOOD TO REMAIN THE WAY IT IS !!!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Preserve the single family character & desirability
of our neighbourhood.

We'd want to remain single family with
R1-E large lot zoning.

There should be buffers between single family &
high density.

Rezoning applications at 4111 & 4093 Granville &
6840 & 6880 No 1 Road rejected.

I want no multiple-family townhouse
within our neighbourhood.

Rezoning applications at 4451 & 4611 Granville
are rejected.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

Address:

Comments:

We don't agree with the rezoning application. It will affect our house value, and traffic problem will grow, overflow street parking etc. Safety of school children will get worse, fire hazards for surrounding properties will get worse. The problem of security.

We want single-family zoning only. We strongly oppose to the rezoning from single-family to multi-family application.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I oppose to the rezoning application from single family to multiple family or small lot. It will affect our house value negatively. The traffic will become heavier and it endangers the live of our kids. High density housing means more crime threat to our neighbour. Moreover, problems like more street parkings and fire hazard will increase.
We want "single family zone only" in our area

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

RECEIVED
MAY 03 2005

April 27, 2005
Open House

Granville Avenue
No. 1 Road

BY:.....

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: _____

*This will be the second time
I have written to you but my views
haven't changed. I still oppose the
removal of the property at
111 Granville Ave.*

*I think it is about time that the
longtime residents on the street
(50yr + more) should be given
some consideration, not the ones
that have only been here (5 minutes)
get told the news.*

Please leave in the designated Comment Sheet box or give to a City staff (COVER) person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

The proposal along Granville / Thompson / Gibbons
areas I had definitely opposed to; for
the basic reason that the existing
home owners investment in their homes
is "diminished" by these proposals.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

They have contributed very little
to make Richmond what it is
today.

I have one question to ask
all of you.
Would you want it to happen
next to your home?

I think not.

Thank you

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

* No backlane on inside lots
facing Granville ave
* No Townhouse complex

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: We don't want to lose our backyard
or it's privacy to 3-storey townhouses
The neighbourhood would become
noisier, & more congested with traffic.
We believe our investment in our home
& any investments in improvements
would be negatively impacted.
We would lose some of our views & don't
want to be looking at townhouse walls.
We don't want to have to move!
Our kids enjoy our yard & neighbourhood,
that's why we chose it.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: THE REZONING WILL DIRECTLY
EFFECT THE SAFETY OF OUR
PROPERTY. WITH THE DEVELOPMENT
OF A LANE BEHIND THE PROPERTY
OUR HOUSE WILL BE MORE VULNERABLE
TO BREAK-INS. ALSO THE TRAFFIC
AND CONGESTION IN THE AREA IS
ALREADY INCREASED TO A POINT
THAT AT TIMES IT IS QUITE
UNSAFE TO WALK ALONG THE
RESIDENTIAL LANES.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

① Traffic in the area is congested already
(without more multi-family complex) !

② Back lane access will increase crime
rate.

③ I am definitely ~~do~~ not want to
give up any area of my property
to facilitate a back lane !!!

④ Denser population means crowded
classrooms. We have enough school
children for the schools in our area !

⑤ Build us a new hospital first before letting
more multi-family complex come up !!!

Please leave in the designated Comment Sheet box or give to a City staff
person.

(I am running out of space to make all my
Thanks for you feedback. comments here !!!)

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I AM AGAINST THE
REZONING. we would like
the this Area the way
it is. No Town houses.

I would like to make a
green house. Don't want
this area crowded with
traffic.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We are in favor of developing #1 Road as the epitomes are old and ugly houses which make the neighbourhood look terrible.

Please do something to improve our neighbourhood in #1 Road. The houses across our ^{house} look better please take a look in #1 Road between Granville and Westmount.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We are in favor of having a multi-family dwelling along No. 1 Road.
We are also in favor of small lot re-zoning.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

TOWN HOUSES WILL BE OK
MUCH BETTER THAN THE ANGLES
OLD HOUSE THAT ARE THERE
GO AHEAD AND DEVELOP
A LOT OF PLACES ON #1 RD
ARE ALREADY CONVERTED ON
#1 RD SO WE NOT THE ONE
OF 0840 AND THE ONE SOUTH OF
IT.

Please leave in the designated Comment Sheet box or give to a City staff person.

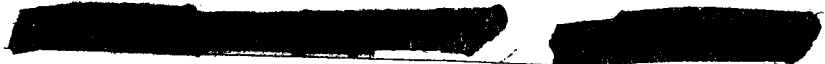
Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: NO OBJECTION FOR DEVELOPMENT
EVERY ONE CANNOT AFFORD MILLION DOLLAR
HOUSE, YOU CANNOT STOP DEVELOPMENT BECAUSE
SOME PEOPLE LIKE TO LIVE IN BIG LOT
HOUSE ONLY - WE NEED TOWN HOUSES OR
SMALL LOT SO THAT PEOPLE CAN AFFORD
TO LIVE IN NEIGHBORHOOD -
/

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: Preserve single family character & usability of area
- Reject multiple-family rezoning applic^s NS @ 14011
& 4093 Granville & 6880 & 6880 #1 R₁
- Retain our neighborhood as a single family with R1-E large lot
zoning
- Reject small 30-33 ft housing within our neighborhood.
- Have #1 Rd remain as a buffer between our single family
neighborhood & the corridor of US4 by density townhouse on West #1
Rd
- Have Granville W of railway removed from the arterial
Rd classification & to remain single lot zoning
- Have the single family zone (made permanent)
so that our neighborhood does not have to
fight to protect ourselves everytime a
Developer puts in an applicatⁿ

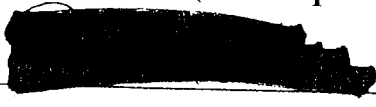
Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

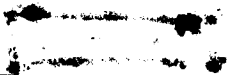
Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: THE PEOPLE OF THE NEIGHBORHOOD DON'T WANT
THE LANE ON THE SIDE OF TUCKER
HOWEVER SOME HAVE EXPRESSED INTEREST
IN TWO SINGLE FAMILY LOTS. HOPE COMMENTS
TO COME



Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I AM OPPOSED TO ANY REZONING
OF OUR AREA. I DO NOT WANT
ANY HIGHER DENSITY HOUSING
IN OUR AREA, I THINK WE HAVE
ENOUGH WITH THE TERA NOVA
DEVELOPMENT. WE MOVED TO
THIS AREA 22 YEARS AGO FOR THE
STYLE AND THAT IT HAS NOW. AND
I DON'T THINK HIGHER DENSITY
WOULD BENEFIT THE AREA.

[REDACTED]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

I am completely 100% OPPOSED to all the rezoning applications shown at this Open House (File Nos RZ 03-244042, RZ 04-272729, RZ 04-275922, RZ 04-275758, RZ 04-²⁷³~~275~~075)

I have lived in this neighbourhood for over 22 years. I DO NOT WANT ANY OF THE APPLICATIONS TO BE APPROVED.

I do not want higher density, smaller lots or more multi-family homes.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

Address:

Comments:

We Against the developments

• traffic congestion

• parking problems - 2 car per
townhouse

• lanes create more policing
problems - put a lane in and
the development spreads

• Property values will decrease

• set back creates problems
for houses that border development

We bought in the area because it
was single family housing

Please leave in the designated Comment Sheet box or give to a City staff person.


Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments:

Please retain Single Family
Residential zoning on large
lots for the area in question.
This will continue the development of large
and not change the ^{→ new homes}
character of the neighborhood.
There are people who wish to reside
in this area & live the lifestyle - homes
always sell quickly.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

Re. Tucker Ave Do not put
a take access
in - thank you

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I DON'T WANT ANY MULTI-FAMILY DWELLINGS,
OTHER THAN THE EXISTING DUPLEXES, IN
THE GIBBONS AREA. I ALSO OBJECT TO
THE INSERTION OF BACK LANES IN OUR
AREA. THERE ARE ENOUGH MULTI-FAMILY
HOUSES IN THE NEIGHBORHOOD. IE WEST
SIDE OF NO. 1 RD PLEASE LEAVE OUR
BLOCK ALONE

[REDACTED]

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I don't think this is fair for us to
be evicted from our very first home
We came here 10 years ago and worked
so hard for 5 years after immigrating
just so we can purchase our own property.
We are not getting any younger and to
start all over again will be very hard
for us. In a few years time, we would
like to retire and ~~what about~~ hopefully
pay off our mortgage.
We feel secure in this area and we
are paying our property taxes — just leave

Please leave in the designated Comment Sheet box or give to a City staff person. us alone.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted]

Address:

[Redacted]

Comments:

I want the multiple family rezoning applications at 4111 & 4093 Granville / 6870 & 6880 No. 1 Rd. plus the 4031 Tucker Ave. REJECTED!

We want our neighborhood to remain as single family with R1-E zoning.

Go elsewhere to develop!!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I AM AGAINST ALL 5 REGARDING
APPLICATIONS. THE ARTERIAL ROAD
POLICY IS THE WORST POLICY
I HAVE EVER SEEN IN MY
35 YEARS AS RESIDENT OF
RICHMOND.

I WOULD WRITE LETTERS TO
EXPRESS MY VIEWS AS
THERE IS NOT ENOUGH ROOM
ON THIS FILE

Please leave in the designated Comment Sheet box to a City staff person.

Thanks for you feedback.

[REDACTED]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

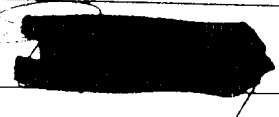
COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments:

*This is last part of Richmond with
large lots Do not allow this
to be town house complex Pls*



Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [Redacted]

Address: [Redacted]

Comments:

I think it is an absolute shame to intend to chop up the last block with large, estate size lots and million dollar homes, and create a mix of multi-family with this area! I am a home owner and also a teacher so I am speaking on behalf of clients & neighbors as well. This is too unique an area to be spoiled!!! My hope is to stay in Richmond and to live here after 28 years in this city!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

Sincerely,
[Redacted]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: ① Strongly against the major roads to build townhomes and multiple-family homes because they will get the traffic very busy and very noise and the traffic accident will happen a lot.

② very very against to have the lane because is very dangerous for the people and driver And will have criminal things happen

③ very very strongly against to build the townhomes and small single family house in No 1 Road and Granville Ave. They will get these low density area to be high density area. Around the house price will please turn to the back

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

③ becomes lower they traffic is very busy, ^{and not safety} is not good
for the kids ~~walk~~ walking to school and play outside #
house ~~And~~ No more private area in the house.

④ City Planner and traffic Planner please when you start
to design some things. You need to ~~has~~ think about it
is useful or not. ~~Some~~ Sometime will bring
trouble to the user.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted]

Address:

[Redacted]

Comments:

I moved into the Eskine area 15 years ago due to the single family nature of the area. ~~Three~~ years ago I moved and elected to stay within the area. Today I am upset that the character of the neighbourhood is being threatened

I will likely move eventually into a multi-family neighbourhood and appreciate those neighbourhoods in Richmond. However, I feel strongly ~~also~~ about protecting my current single family neighbourhood for those who come after me.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: This neighbourhood shall remain a single family
neighbourhood - I am against these current ^{by future.} applications
for further sub-division and any multi-family development.

These changes will gravely affect our neighbourhoods
safety, the traffic congestion that is already
significant and will only increase with the
removal of River Road for cross-town traffic.

• Granville Ave. is to should be permanently
removed from any Arterial road designation

• The privacy of our home, the safety of our
family and the security of our home are all
at risk with any further development of our
neighbourhood. This must stop now

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I absolutely am AGAINST ALL OF
THE EXISTING and any FUTURE applications
for any multi-family dwellings in this neighbourhood
• No ARTERIAL ROAD designation for Granville Ave
• No lane way establishment along the EAST
side of No. 1 Road and Granville Ave.
• This neighbourhood is to remain ~~as~~ as a designated
single family neighbourhood, zoned completely as
existing lot size designations - no further lot subdividing
permitted.
These proposed changes to our neighbourhood will

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET

(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Current rezoning applications on Granville between Riverdale Drive and #1 Rd is too piece meal. There is no evidence of an OCP for the Gibbons, Gamba, Tucker, Riverdale ~~and~~ area. Future residential along Granville Ave from Riverdale Drive to #1 Rd, and #1 Rd to Thompson Elementary school will affect all properties which they back on to.

This area must be maintained as a single family neighbourhood. Multi family (Townhomes) are not part of this area and future proposals

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

OVER →

for these types of rezoning should be not permitted through a moratorium. Single family residential is how this neighbourhood and area should remain.

Proposals in this area for multi-family residences will increase the already heavy traffic flow on Granville and #1 Rds. ~~where~~ In some cases where there are 2 homes, 28 townhomes are proposed. The amount of vehicle traffic for this proposed development application is an example of the increased traffic which will exist, currently 2 homes x 2 vehicles = 4 vehicles, 28 townhomes x 2 vehicles = 56 vehicles.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Under no circumstances
we like 3 storey
townhomes being built
behind us. My backyard
belongs to me and not
to 3 storey townhomes with
no back yard
Caraway Parking on Cambie St
no way to

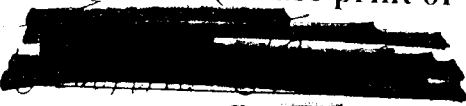
Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: We have lived in this quiet neighbourhood for almost 20 years. We love the atmosphere; large lots, single family homes, ditches and small streets. Please do not allow townhouses and small lots to come into our neighbourhood.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I am opposed to any townhouses being developed in our neighborhood. I am willing to put up with single family homes on smaller lots but ~~the~~ the feeling in the neighborhood, the traffic, etc would be changed dramatically. ~~The~~ The very reason we purchased in the neighborhood would be lost.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Leave as is

Your ~~aiming~~ making

Richmond unliveable +
wanting to get out

~~Been~~ here all my life

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

My husband and I are opposed to the townhouse proposal on Granville + No 1. We live on Gamba close to the proposed site and are concerned with 1) increased traffic in the area 2) height and density of the proposed development. ~~What not the 33' lot size~~ ^{However} If this should go thru I urge you to maintain the serenity ^{and safety} of the area by building low density, quality townhomes!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: I am against the redevelopment of our neighbourhood! I wish the city to retain the single family environment. The area has developed into a unique neighbourhood with single family homes do not spoil the integrity by putting up multi-family townhomes next to single family. There must be a cohesive plan that supports the lifestyle + desires of the people who live in the neighbourhood. We want our privacy + security. We do not want increase traffic, ~~per~~ overflow parking along the side streets - The infrastructure does not support more cars (Gibbons can not be made into a 2 lane major road) - We bought into the area because of its large lots, quiet roads and uniqueness! Do

Please leave in the designated Comment Sheet box or give to a City staff person.

We do not want any more density
as it will not destroy our neighbourhood!


Please keep it as a single family area -

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:  _____

Address:  _____

Comments: *I am against the building of ~~any~~ condos or
multi family housing development. I wish for this
~~area~~ area to remain single family houses. I want
privacy!*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

Address:

Comments:

- maintain single family neighborhood within Gibson's ARBIA
- do not want escalated density, loss of privacy, traffic, safety and security loss
- do not want my property devalued by multi family encroachment
- uniform application along major arteries is a mistake - take into account density already in place
- #1 Road need turn into a townhouse jungle

Please leave in the designated Comment Sheet box or give to a City staff person - need to

Thanks for you feedback.

- have variety along its length.
- similar residential should be given to all major arteries

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

604 [REDACTED]

Name: [REDACTED]

Address: [REDACTED]

Comments: I am concerned at the piece meal plan being presented concerning Herb Dhalwal's plan. This land and area is far too desirable and rare to back into $\frac{1}{2}$ and $\frac{1}{3}$ acres haphazardly.
* There was a plan presented to us 15 years ago showing a single family subdivision going in off Gamira (the city said no road could go off of Granville)

Please leave in the designated Comment Sheet box or give to a City staff person so they

Thanks for you feedback. had 6831, and on either side 6811 and 6851.

This presented an opportunity to allow entry and a good plan at a small subdivision into the

it as a much better plan for
the City to look at, than this one.
I will contact you, as I have to
go back to work but feel this
may be a better plan.

To take ~~lots of~~ TH's
~~of~~ ~~the~~ ~~TRD~~ again
is unfair to the residents.

Let's take another look at
this previous idea & make it
at a luxury level.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We originally purchased the above property approx 8 years ago, one of the reasons being we appreciated the neighbourhood with unique single family homes and would like it to remain the same. We strongly object to rezoning single-family lots to townhouse and other multi-family dwellings. In particular, the cutting down of large trees that are part of the character of the neighbourhood.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

THERE IS NO WAY
TOWNHOUSES BELONG BACKING ONTO
OUR PROPERTY. OVER CROWDING SCHOOL
PARKING ON STREETS NOISE.
THE TERRA NOVA DEVEL. HAS CREATED
MUCH MORE STUDENT TRAFFIC ON OUR
AREA I WOULD AGREE TO 2 HOUSE ON
1 LOT BUT NOT TOWNHOUSES.
NO! NO! NO!
FOURTEEN TOWNHOUSES MEANS AT LEAST ANOTHER
14-20 CARS PARKED ON

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

#1 ROAD (WHICH SHOULD
BE BANNED)

MORE LANES COMING
INTO A QUIET SINGLE
FAMILY AREA.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: — Railway Granville turning
into Railway must be the
end of the arterial road.
— The quiet safe nature of the
existing subdivision must remain
as is — Already the townhouses
on the east side of No. 1, are
beginning to look neglected
— Where will all the extra
cars park? — People already
treat Gibbons as a highway —
Why not put in rumble bumps?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I STRONGLY DISAGREE WITH ANY APPLICATION
TO CHANGE THE ZONING, FROM SINGLE TO
MULTIFAMILY DWELLINGS. MY WIFE AND I
CHOSE THIS AREA TO RAISE OUR TWO
SONS IN OVER 18 YRS AGO BECAUSE OF THE
QUALITY OF THE AREA AND IT'S WELL
ESTABLISHED SINGLE FAMILY DWELLING ZONING.
THE TOWNHOUSE DEVELOPMENTS ALONG THE WEST
SIDE OF NO 1 RD. HAVE NOT IMPROVED THE
QUALITY OF THE NEIGHBOURHOOD IN ANY WAY
AND IN FACT HAVE ERODED IT. THEY MAKE
THE AREA IMPERSONAL, UNFRIENDLY, AND STERILE.

Please leave in the designated Comment Sheet box or give to a City staff person.

I'M CERTAIN THAT A DEVELOPMENT ON GRANVILLE AVE. WOULD JUST TURN IT INTO ANOTHER ROAD

Thanks for you feedback.

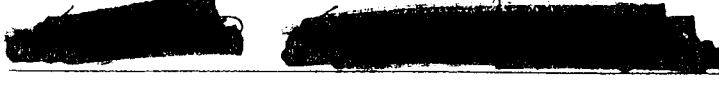
IN WHICH PEOPLE WOULD TRAVEL TOO FAST
ON THEIR WAY THROUGH ANOTHER PLASTIC
NEIGHBOURHOOD THAT FEW PEOPLE REALLY CARE
ABOUT ANYMORE IN THEIR LITTLE CUBICLE
CRACKED OPEN THEM - - - 11

April 27, 2005
Open House

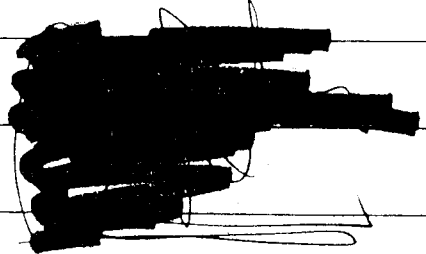
Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: Concern as there is little continuity
- Some areas end up with 33' potential
for the whole street the plan for Extonville
is a mix of 33' / Townhome / New house (existing)
and is a mess.

We are not in support of this


Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: Gibbons Drive is already a very busy road and with the elementary school nearby there are already problems with safety. If we have multiple-family rezoning approved, this will worsen the traffic congestion. Crime and security will be worse. Neighbourhood will become more noisy. Townhouses do not fit the character of this neighbourhood.

It is HIGH TIME to fill in the ditches to prevent spread of waterborne diseases such as West Nile Virus. PLEASE FILL IN THESE DITCHES before West Nile Virus becomes a problem out of control.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

are AGAINST multiple residential units rezoning.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We have taken fifty years to develop our properties with mature trees and lawns which the hell does destroy in thirty minutes. Our property was originally paved with grass. We still have and maintain our own ditches, the roads are narrow and we have speeding cars on Ribbons that refuse to wait for the light at # and Westminister. All the local amenities are bursting at the seams. The hospital, the best night at Love on Fooder - what is this hurry - its a land grab - pure & simple

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: CONS - The "city has less control over design" - it should not make a difference.
STOP the rising density, move the density to the RAV line area.
START listening to the neighbors - the agenda needs to be balanced - not that of the jealous Govt. employees.
Save the existing character so it maintains the culture of the area.
Richmond is becoming the residential WAR MARK of the GVRD.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: we would like to keep the existing frontage
of our properties and we object to
multiple unit housing in our area.
We would like to keep our neighbourhood
as is, which is low ~~to~~ density
residential
family zone. The proposed re-zoning
will change our neighbourhood's
structure

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: - We need to protect the all
area for "Single" Family
homes => Every family needs - garden,
play ground in safe neighborhood.
I love where I live, I feel we need
to protect the area from Granville/101
to Riverdale. Where else we
can live and raise our children?
In town homes? I don't think so.
I want future for next generation
in single family homes.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

I will do everything in
my power to protect
our neighborhood and
community. [REDACTED]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments:

I have traveled & lived in many places across Canada & the States. And I visited Richmond and especially Gibsons, B.C. I have been for 50 years. Let's not to say over the years have seen all the property around me get cut up like pieces of pie. Trees, etc. cut down. Some houses, etc. If you park & Montreal, please you get together. This is not to cross. This is your ground. Don't tell me city hall is not making enough with the Lumbly and building permits. Do you think we are stupid. I don't want to be put in a coffin when I am alive, only when I am dead. And at the rate

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

you are going, you'll be pushing people to their grave much faster, with your decisions at City Hall. Do you not have a moral support to the people in our special place or

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

NO MULTI TENANT
DWELLINGS NEEDED IN
THE GIBBONS DRIVE AREA
NOW OR EVER

THANK YOU

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I pay 5500 Property
Tax for you AND
we never get any thing
No sidewalks, No street lights.
Do you think we gonna
vote for you? No!!
Know we oppose this!
You only care about \$ for you
and developers. Revolte is coming
And then you look for new jobs.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: I DO NOT APPROVE OF THE NEW PLAN FOR
GRANVILLE ^{AND} NO 1 ROAD. BECAUSE IT WILL LEAD UP
THE PROBLEMS THAT HIGH DENSITY BRINGS TRAFFIC
PEOPLE CRIME. THE LANE IDEA IS A INVITATION
FOR CRIME.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Re-zoning on #1 + Granville is going to
add more traffic which is a concern.

* I am concerned about security at Thompson
School gates closing the parking lot on Forsythe
or at least regular police driveway. Now the
"circle" + parking lot are popular drinking + drug
hangouts.

* Concern with street lighting on Gibbons between
Stoneycrop + Forsythe + along Forsythe to Westminster.
The streetlights go on and off unexpectedly making
winter evening walks require a flash light for those
sections.

Please leave in the designated Comment Sheet box or give to a City staff
person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

We want to

preserve the single family character and livability
of our neighborhood.

- Reject Multifamily townhouse rezoning application
at 4111 & 4093 Granville & 6870 & 6080 No. 1 Rd
- Retain as single family with R1 - E large lot zoning
have No. 1 Rd remain as buffer between our single
family neighborhood, adjacent of 645 high density
townhouses on the west side of No. 1 Rd.
- Have Granville Ave west of Railway removed from
the Arterial Road classification and to remain single
large lot zoning.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback. I have the single family zoning made permanent so that our neighbourhood does not have to fight to protect ourselves every time a Developer puts in an application

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments:

We feel the add'l development
should ruin the feel of the
neighborhood. It is already
quite busy with lots of cars
racing down Gibbins.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I have had the pleasure of living on Gibbons Dr for the past 25 yrs I'm opposed to the latest ^{proposed} developments. Not to mention the increase in traffic to this area, which is already a hazard. Our ⁴ children have grown up in this area. They have attended the local school. They have been lucky to have a large yard to play in, open fields at the school and well even ditches to play about. In my 25 yrs living in this year I have seen many changes and

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

this is one I really don't want to see It is a unique neighbourhood, one that many people from other communities envy. I have noticed that crime + property damage is on the increase bla bla bla

many years on the traffic issue on Gibbons
It is horrendous! This past week we
have seen a white line added to the
edge — to me it really points out ~~the~~
how narrow the street is. More traffic
— no way! I hope ~~the council~~ ~~will~~
listen to us when ~~the council~~ ~~is~~ is not
wanted in our neighbourhood. I cannot
imagine anyone who lives in our area
would want multi-family dwellings. I
am sadden also at the loss of the
trees and wildlife due to developments.
Lynas Lane by the community centre
~~looks~~ used to be lined with large trees
now they have been taken out.

Please listen to us — no multifamily, small
lot developments. I grew up in Cora Brown
which was expropriated by the airport. None
of the ~~families~~ ^{or as say} there had a choice — I do.
The Thompson area was the next best
place to bring up my family to allow
them the type of childhood I had.

Thanks!

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: AS A RESIDENT OF GIBBONS DRIVE FOR
OVER 53 YEARS I WOULD LIKE TO
STRONGLY PROTEST ANY, REPEAT ANY,
MULTI-FAMILY DWELLINGS IN OUR AREA.
THE INCREASED TRAFFIC ON GIBBONS DRIVE
WOULD TURN A BAD SITUATION INTO A
~~REAL~~ POTENTIAL DANGEROUS ONE, CARS
UNFAMILIAR WITH THE STREET HAVE BEEN
A MAJOR CONCERN ~~FOR~~ THE YEARS. ~~WITH~~
OUR STREET PROVIDING SCHOOL ACCESS TO
CHILDREN, ANY MORE TRAFFIC WOULD BE
A DISASTER IN THE MAKING.

Please leave in the designated Comment Sheet box or give to a City staff person.

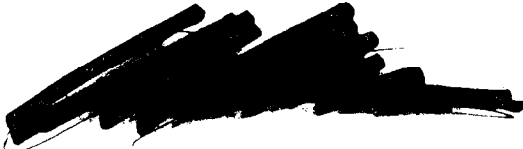
Thanks for you feedback.

OVER

THE CHARACTER OF THE NEIGHBOURHOOD IS ALSO IN QUESTION. ALLOWING DEVELOPMENT OF THE SORT PROPOSED WOULD UNDERMINE A QUIET NEIGHBOUR THAT HAS FEW SECURITY AND TRAFFIC PROBLEMS.

WHEN THIS ISSUE WAS DEALT WITH AT A COUNCIL MEETING ~~AS A MATTER~~ AS AGO IT WAS AGREED TO LEAVE THE SANCTITY OF THE GIBBANS DRIVE SUBDIVISION ALONE AT THE REQUEST OF THE RESIDENTS. WHAT HAS HAPPENED TO THAT AGREEMENT?

AGAIN, I REPEAT LEAVE THIS AS A SINGLE FAMILY ~~RESIDENT~~ ^{NEIGHBOURHOOD} I SEE NOTHING POSITIVE ~~IN~~ ^{IN} OPENING THE AREA UP TO MULTI-FAMILY DWELLINGS AND THEIR ~~INHERANT~~ INHERANT PROBLEMS.



April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: ONCE THE HIGH DENSITY IS ESTABLISHED
GIBBONS WILL BECOME A MAJOR HIGHWAY
PEOPLE ALREADY BYPASS I ROAD &
TRAVEL AT GREAT SPEED ON GIBBONS.
WE HAVE A SCHOOL - THOMPSON - DITCHES
& NO SIDEWALKS - YOU ARE COURTING ^{DISASTER}
A DANGEROUS SITUATION - YOU'LL LIVE
TO REGRET HIGH DENSITY.
ALSO HOW ARE YOU GOING TO MOVE PEOPLE
OUT ^{OF} RICHMOND? ALREADY THE TUNNEL
NO 2 RP & BAINSMORE ARE BACKED UP
IN PEAK TIMES.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

ALREADY OUR HOSPITAL IS
OVERCROWDED - THINK
SERIOUSLY ABOUT THIS SITUATION
IT'S TIME WE FORGET GREET

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED] [REDACTED]

Address: [REDACTED] [REDACTED] [REDACTED]

Comments:

Enjoyment of single family living
will be gone.

Investments in single family dwellings
will be eroded.

Townhouses do not fit character
of neighborhood

Increased traffic on Gibbons - parking on
boulevards etc.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

NO, NO, NO

Please do not alter / change our
neighbourhood. Gibbins Drive have
enough traffic passing through.
There are enough developments
in Richmond as a whole.

This townhouses development will destroy
our unique area.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: We moved to the neighborhood because of its exclusivity. This is the area of big houses and larger lots. This is one of the most desirable areas in Richmond. We do not want to live ~~next~~ next to townhome with mostly rented units. We want to preserve our area and our livelihood, where we know our ^{friendly} neighbours and help watching ^{securing} ~~each~~ other houses from burglars. There will be way more breaking ins with multiple housing. I hope you will

Please leave in the designated Comment Sheet box or give to a City staff person. ^{reconsider building in our area}

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Introducing townhouses into an
exclusive and prestigious area such
as Granville area
as (Cribbens Drive) is outrageous! It
breaks the continuity of the housing
which is currently single family lot size.
It will make the townplanning not only cheap
looking, but also give a sense of depreciation
to the area. Something current owners of expensive
homes are against. Townhouses will bring
more unwanted traffic to the area
and will contribute to being an eyesore for those who live there.
Keep townhouses in areas where they belong, not here!

Please leave in the designated Comment Sheet box or give to a City staff
person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments:

The Granville area
At the moment, (Gibbons Drive) is an
exclusive neighborhood. There you will
find large lots and either newly built mansions
or renovated homes. This means that the people
who have purchased homes in this area would like it
to remain exclusive + single family lot size.
Introducing smaller townhouses would change the
prestige of living in such a neighborhood and
would introduce more traffic and noise which
current owners would like to keep at a
minimum. Continuity should be kept in such areas,
not disrupted.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments:

1. City staff seemed very reluctant to listen (observation)
2. We want to retain single family character and liveability
3. No back lanes in applications: traffic does not justify this for Tucker road Application
4. Remove Granville Ave btwn Railway & #01 from Arterial Road Designation & reclassify as feeder.
5. Degrade No 1 road as a buffer between high density on west side from single family on east side.

6. Protect our neighbourhood by designating our area a single family for 25 years.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

7. Start including all stakeholders in ~~plan~~ policy planning, not just developers, who profit + leave the neighbourhood.

8. Respect the long term residents

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: · I don't believe Granville west of Railway can

properly be characterized as arterial.

· Gibbons area is unique in Richmond in that it has

large lots, mature trees and an established character

· Existing homeowners on Gamba + other streets

should not have multifamily developments imposed

on them from adjoining lots a mere 3m from their

back boundaries.

· The only way to preserve the character of this

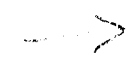
neighbourhood is to continue the R-1 zoning

throughout, including Gamba and No 1 Rd.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

→
there are already a large number of multi-family units in the adjoining Terra Nova neighbourhood



~~_____~~

~~_____~~

- also, extra units on Granite west of from Gibbons
will increase traffic on Gibbons drive.

April 27, 2005
Open House

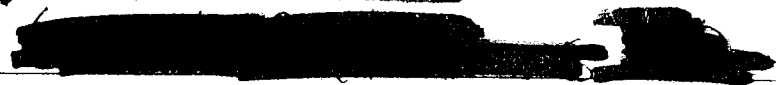
Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:



Address:



Comments:

Density changes do not
fit the character of the
neighbourhood.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Changes to multiple dwelling residences on our properties changes the character of our area completely. I have been in residence at this location for 60 years and this is the biggest and most upsetting change I have ever seen.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We want the multiple family rezoning applications at 4111 and 4093 Granville file RZ04-275922 and rezoning application at 6840 and 6880 No. 1 road file RZ04-272729 rejected.

We prefer the uniqueness of the neighbourhood and preserve the character of our area to maintain as is. We have so many land in Richmond that are more appropriate and convenient for townhouses to be built. Once they are focus on one area its better for RCMP to control the crime of that neighbourhood. We prefer Single family Residential on large lot option!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

WE want ^{of} ~~the~~ MULTIPLE ZONING ~~structure~~

4111 & 4093 GRANVILLE R204-2759m
& rezoning app^s at 6840 & 6850 No. 1 Rd
file R204-272729 to be rejected
because it is not fair to existing
other ~~the~~ single-home owners to
have invested in their properties with
townhomes around them
Privacy will be endangered with
townhomes so close to your
backyard.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for your feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:  _____

Address:  _____

Comments: would like to see "quiet" end of
GRANVILLE AVE (from RAILWAY to #1 RD)
REMAIN SINGLE-FAMILY ON LARGE LOT.
The only way to ensure a little
green space in this city is to
own your own - and we all
need and want that bit of
serenity in our lives. There are
enough townhouses in Terra Nova
now. Take the pressure off this
area!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

RZ04 275922
RZ04 272729

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments: Vehemently oppose ~~any~~ rezoning
in our area. to accommodate
either townhouses or smaller lots
for single family homes.
as residents of Gibbons Dr. we
have already approached city hall
re: the heavy traffic on our street -
we don't want or need any more.

Why break up the aesthetic nature of
Granville ~~Street~~^{Ave} which has quite a number
of newer executive style homes by adding
high density and changing the feel of
neighbourhood?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

We are also concerned ^{about} ~~for~~ the issues
of safety, noise, parking etc.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We are strongly opposed to the multi-family
re-zoning in the Granville No 1 Rd. Area.

Reasons - property value decrease

- ~~an~~ increased traffic + road noise

- less privacy.

- security issues

- quality of people moving into the
multi-family housing is in question.

We're ~~now~~ new residents of this area and moved to
our new residence ~~to~~ to live in a single family
neighbourhood and now this is being taken away.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I would like to see the large lot
single family home protected. I do
not want homes that take up the whole lot
no green space - trees all cut no
privacy - sunlight cut off by the home next
door filling the lot so no seen in the
yard except at 12 noon.

Please tax all homes that have
suites in them - More than you
tax "quote single family houses".

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: _____

PLEASE LEAVE SINGLE FAMILY
HOME AREA'S AS IS. I ENJOY THE
PRIVACY, SUNLIGHT AND SPACE THAT
THESE PROPERTIES OFFER. I PAY MY TAXES
FOR THIS PRIVILEGE.

HOW CAN YOU DEVELOP MULTI FAMILY
HOUSING IN THE MIDDLE OF A SINGLE
FAMILY DEVELOPMENT.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET

(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We are against Rezoning plans
and I would like ^{all} ~~the~~ voice
to be heard.

- * No Town houses
- * single family only.
- * we want privacy

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

we are against Rezoning plans
and I would like our voice
to be heard

- * no town houses
- * just single family only
- * we need privacy
- * thank you

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

ANOTHER ATTEMPT TO CRAM WAY
TOO MANY PEOPLE INTO AN
EXISTING, ~~SEE~~ BASICALLY SINGLE
FAMILY ^{ZONED} SUBDIVISION

MORE RENTALS - INCREASED CRIME

UNFORTUNATELY I REALLY DON'T UNDERSTAND

THE ENTIRE CONCEPT BUT FROM

WHAT I SEE & HEAR I AM

OPPOSED TO REDEVELOPMENT TO
MULTI FAMILY HOUSING IN THIS AREA

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

We want the multiple-family rezoning
application at 4111 and 4093
Granville file R304-275922d
rezoning application at 6840 and 6880
No 1 Road File R304-27272g
rejected.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

① No to turning our beautiful and
special neighbourhood into a high density
area

② I reject the multi-family townhouse zoning
applications at 4111 & 4093 Granville & 6840 &
6880 No. 1 Road

③ Please retain our neighbourhood as single family
with R1-E (large lot zoning)

④ I reject small 30-33 foot zoning within our
neighbourhood

⑤ Have the single family zoning made permanent so that
our neighbourhood does not have the right to protect ourselves

Please leave in the designated Comment Sheet box or give to a City staff member
every time a
Developer puts
in an application

Thanks for your feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

6371 RIVERDALE DRIVE RICHMOND BC

Comments:

OPPOSE GRANVILLE AVE AS ARTERIAL ROAD.

RIVERDALE IS AN ARTERIAL ROAD AND IT IS NOISY

AND BUSY. LEAVE NOT AS ARTERIAL ROAD.

OPPOSE ANY MULTI DWELLING CONCEPTS

WHATSOEVER - IT IS JUST GET RICH SCHEMME

FOR CITY + DEVELOPERS. REASON WE MOVED

TO RICHMOND 32 YEARS AGO WAS SINGLE

FAMILY RESIDENTIAL LIFE STYLE. ^{LEAVE} IT ALONE!

IT IS NOT NECESSARY TO CHANGE THESE PROPOSED

PROPERTIES CERTAINLY UNDER REZONING APPLICATION.

CITY DOES HAVE CONTROL OVER DESIGN OF
STRUCTURES; OTHERWISE, ^{RICHMOND} WOULD HAVE BEEN

Please leave in the designated Comment Sheet box or give to a City staff
person. ^{ANOTHER} SECRETARY.

Thanks for you feedback.

MC

DEVELOPMENT IS NOT DIRECTED AWAY FROM SINGLE
FAMILY ~~NEIGHBORHOODS~~ HOODS — ^{IT IS} RIGHT IN MIDDLE,
WHY IS CITY ENCOURAGING DEVELOPERS TO BUY UP
LOTS AROUND THESE APPLICATIONS — TO BUILD MORE
MULTI DEVELOPMENT ~~AND~~ AND MORE TRAFFIC AND MORE
DENSITY — FORGET IT! I AM IN FAVOR OF
SINGLE FAMILY DEVELOPMENT ONLY.

THERE ARE TOO MANY CONTRADICTIONS CONTAINED
IN YOUR ARTERIAL REDEVELOPMENT AND LAND
ESTABLISHMENT POLICIES!

RICHMOND HAS BEEN EXCELLENT COMMUNITY TO
RAISE FAMILY AND OFFERED ENJOYABLE LIFE
STYLE. TO UNTIL 2000. IT HAS DETERIORATED
SINCE DUE TO DENSITY AND CRIME.

WHEN ONE DRIVES DOWN ARTERIAL ROADWAYS
WITH TOWN HOUSES & MULTI DWELLING STRUCTURES
ONE IS DRIVING DOWN A GALLEY AS
OPPOSED TO SCENIC VIEW.

To Whom It May Concern
City of Richmond Officials:

Regarding the cost to our
neighborhood due to rezoning
along #1 Rd and Granville

1. Loss of character in the
neighborhood due to high
density, uniformly monotonous
townhomes.

2. Further loss of safety ^{for our children} on
streets due to increased
traffic on streets already
overwhelmed by vehicles.

(Please come observe ribbon
on a weekday between 8:30 AM
and 9 AM, and at 3 PM as
children are walking to and
from school.)

There are already many areas of high density living in Richmond - Steveston, the city center, Terra Nova, the Cambie area - to name only a few. High density dwellings are encroaching upon almost every neighborhood in Richmond. Our small quadrant does not need, nor desire, to be one of those neighborhoods. We are opposed to the developments of these sites on #1 Rd and on Granville as townhouse developments.

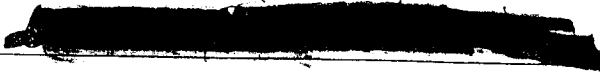
[REDACTED]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: *More density = more traffic = more
vandalism = more property damage.
Riverdale is already a "freeway"*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

REZONING WILL
Comments: Y INCREASE TRAFFIC ON MAIN STREETS &
CUTTING THROUGH NEIGHBORHOOD
SAFETY IN THE NEIGHBORHOOD WILL BE WORSE
CRIME AND SECURITY WILL BE WORSE
NEIGHBORHOOD WILL BECOME NOISY
FIRE HAZARD WILL BE INCREASED FOR
SURROUNDING HOME WITH LACK OF GREEN
SPACE IN HIGH DENSITY DEVELOPMENTS
TOWNHOUSE DO NOT FIT THE CHARACTER
OF THE NEIGHBORHOOD, SHADE WILL
BUILD GRASS & GARDEN
PRIVACY WILL BE LOST, VIEW WILL
BE BLOCKED, ENJOYMENT OF SINGLE
FAMILY WILL BE GONE
FORCING LONG TERM SINGLE FAMILY
PROPERTY OWNERS TO MOVE OUT OF BACKWOODS
I SIGNIFY REZONING PLAN + ARTERIAL
ROAD TO BE REVIEWED

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: I Against rezoning plan and arterial
roads to be renew because it will
increase traffic on main streets, traffic
cutting through neighborhood, safety
in neighborhood will be worse, Crime
and security will be worse, Lack of
buffer between 3 story townhouse and
single family homes, neighborhood will
become more noisy, will be increased fire
hazard, privacy will be lost with rezoning
views will be blocked, enjoyment of single family
living will be gone.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

RECEIVED
MAY 03 2005

April 27, 2005
Open House

BY:

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Thanks for the open house - It gave us an opportunity to see for ourselves all the proposed changes.

① Most primarily residential development should not be upon on roads designated as minor or local arterial roads. These roads were never designed to handle the excess traffic flow.

Granville Ave between 1 road & Railway has now become very busy with residents

Please leave in the designated Comment Sheet box or give to a City staff person. →

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted]

Address:

[Redacted]

Comments:

We do not support the multi-family rezoning proposal along Granville Ave. or the subdivision of larger lots into small lot Residential.

We are concerned about the increase in traffic through the neighborhood & the resulting decrease in property values.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

from the 650 or so homes west of
I Road using granite as their main
throughfare. Adding multifamily
units along the road would really
impact residents of the subdivision.


② I noted that the properties requesting
~~rezoning & lane access~~
by new residents to the area.

While we realize we cannot
realistically ask council to
stop cutting our current lots in
half to encourage more housing -
it seems very impractical to
completely suggest this would make
housing in our area more
affordable and therefore appealing to
the first time or younger buyers.^{two} just
a down. Subdividing only gives
smaller lots with big houses and
no greenspace. I am disappointed
at the destruction of greenspace in
Richmond with the advent of the
smaller lots. As to the creation
of new lanes - No absolutely not.
These subdivisions are neighborhoods
too. We have established our own
communities and having lanes built
where none existed before will change
our neighborhood irreversibly.

The new residents and developers who move into these neighborhoods buy on speculation that the areas will be rezoned. My question is "why should we have to change?"

The people who have established themselves within these neighborhoods are not the ones asking for rezoning. We have a right to determine what happens here.

Your new ~~lane~~ policy that states a lane should be 6 meters wide with curbing on both sides and street lighting makes lanes into roads and we do not want more roads in our area.



RECEIVED
MAY 03 2005

April 27, 2005
Open House

BY:.....

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

[REDACTED]

AS A RESIDENT OF RICHMOND
WHO HAS LIVED WITHIN 20 METERS
OF THE SAME SPOT FOR 53 YEARS
I HAVE SEEN MANY CHANGES
IN MY NEIGHBOURHOOD AND
VERY FEW OF THEM HAVE
BEEN FOR THE GOOD.

ALL THE FARMLAND THAT IS
NOW SUB-DIVISIONS, ALL THE
SMALL ROADS WITH COMFORTABLE

Please leave in the designated Comment Sheet box or give to a City staff person.

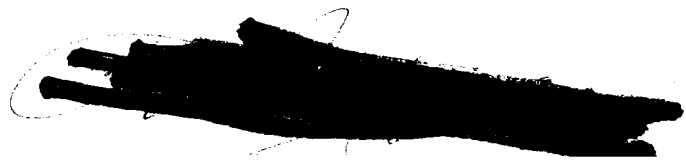
Thanks for you feedback.

HOUSES THAT ARE NOW WIDE
ROADS WITH MEGA HOMES, ALL
THE STORES AND MALLS NOW
UGLY SHOPPING CENTERS.

AND AFTER ALL THIS YOU
NOW WANT TO CHOP UP THE
SUB-DIVISIONS WITH TWO HOUSES
WHERE ONE STOOD, PUNCH
THROUGH LANES THAT LEAD TO
NOWHERE, INSTALL STREET LIGHTS,
AND INCREASE DENSITY.

WHILE CHANGE IS INEVITABLE
WHY MUST IT BE AT THE EXPENSE
OF ESTABLISHED NEIGHBOURHOODS?

I AGREE WITH RECOMENDATIONS
#5 AND #7 CITED IN THE MARCH 4TH
REVIEW OF LANE ESTABLISHMENT AND
ARTERIAL ROAD DEVELOPMENT POLICY,
AND WOULD LIKE TO SEE THEM
IMPLEMENTED IN MY COMMUNITY.



April 27, 2005
Open House


Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: *Opposed to rezoning because of:*
1) increased traffic through neighborhood
2) lack of buffer between townhouses and
single family homes
3) loss of privacy
4) large investments in single family homes
will be negatively impacted



Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

are so crammed in that it's dangerous to
let our kids outside, because of all the traffic
from all the families in the multi-family
complex.

To the developers: GO SOMEWHERE ELSE!
Go somewhere less developed where families
are not established.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: Single family homes are welcome.
If someone wants to have a small lot,
they can choose. I do not want to live
in an area with multiple family dwellings. That
was why we bought a house in this area.
The developers could have bought up these
chunks of land long ago before young families
moved in. Where are we supposed to go to
find a nice quiet neighborhood if this
goes through? Ladner? I guess so,
because we won't stay where families →

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

Would like to see AREA stay
single family. " NO TOWNHOMES "

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

I think it's a good idea to have an open house. I would like to see the plans for the new building. I think it would be a good idea to have a meeting with the city staff to discuss the plans. I would like to see the plans for the new building. I think it would be a good idea to have a meeting with the city staff to discuss the plans.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

NEIGHBORHOOD WILL BE MORE NOISY
Increased Traffic cutting through neighborhood
Increased traffic on main streets
Character and livability of neighborhood will be eroded
Townhouses do not fit in character of neighborhood
Crime and security will be worse
Increased fire hazard surrounding homes
Lack of Buffer between 3 story townhouses and single family homes
Shack will ruin grass & gardens
We resist our neighborhood single family dwelling

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

[Redacted Signature]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: ① It will destroy the whole environment

partly

② It will cause the danger of the road.

③ It makes the community not tidy

④ The schools cannot afford a good education
because it will be overcrowded.

⑤ Traffic problem

⑥ High density neighborhood will destroy

the peaceful

So I strongly object these these

projects

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback. _____

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

VERY MUCH AGAINST MULTIFAMILY RES. ON ANY LOTS. THE DENSITY OF PEOPLE AND VEHICLES IS ALREADY HIGH ENOUGH IN OUR AREA.

NORTHBOUND ON FORSYTH TO WESTMINSTER HWY TURNING WEST IS NEXT TO IMPOSSIBLE MOST TIMES OF THE DAY.

THE AREA IS DENSE ENOUGH. LOOK AT THE WEST SIDE OF #1 ROAD - ISN'T THAT ENOUGH?

KEEP IT THE WAY IT IS ON THE EAST SIDE OF #1 ROAD.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: ^{BOARD} #10 Pros. Great Keep it the way it is.

CONSIDER SINGLE DWELLINGS ARE BETTER
THAN LARGE MULTI - ANYTIME

#9 PROS ARE STILL VALID FOR SINGLE FAM. DWELLING
CONS. DUPLEX REQUIRED - B.S. AS SINGLE HOUSE WILL DO

#8 KEEP LOTS LARGE WITH REAL BACK YARDS
ANYTHING ELSE IS JUST NOT GOOD AT ALL.

#7 AN OUTRIGHT LIE! SINGLE FAMILY

LARGE LOTS CAN ALSO "INTERFACE WITH NEIGHBOURING
PROPERTIES." WHO NEEDS 30-40 FOOT HIGH DWELLINGS
LINING BOTH SIDES OF #1 ROAD - TALK ABOUT UGLY AND

Please leave in the designated Comment Sheet box or give to a City staff
person. AN UNNECESSARY. WHO WOULD WANT TO LIVE NEXT TO ONE
OF THESE SHADE GENERATING, PACKED DWELLINGS. YOU?

Thanks for you feedback.

LEAVE OUR NEIGHBOURHOOD THE WAY IT IS.



IT SEEMS AS THOUGH SOME PEOPLE WANT TO MAKE
A BUCK (OR MANY) AND DESTROY THE NEIGHBOURHOOD BEFORE
LEAVING RICHMOND.

WE HAVE LIVED HERE 30 YEARS AND STILL LIKE IT.
HOWEVER, ~~IF THE MULTI DWELLINGS LEGISLATION~~ WE WILL
PROBABLY BE FORCED TO ~~MAY ALSO~~ MAY ALSO
MAKE A BUCK OR TWO - IN FACT WE REALLY WOULD AS OUR LOT IS
 $\frac{1}{3}$ ACRE!

WE WOULD RATHER STAY BUT FORCED, UNWELCOME, HIGH
DENSITY IS NOT WELCOME AT ALL. GIVE OUR HEAD A SHAKE.
ENOUGH IS ENOUGH. LEAVE THE SINGLE FAMILY DWELLERS
ALONE.

KEEP OUR BACK YARDS AS BACK YARDS WE DO NOT
NEED LANES.

#6 VERY SLANTED TO PRO DEVELOPMENT - STOP MAKING
MORE DENSE POCKETS OF POPULATION AND CREATING
TRAFFIC PROBLEMS.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: I am a 30 year resident at the
above address and I have witnessed
a lot of changes to our neighborhood
some not so good! It is amazing
Richmond hasn't sunk out of sight
with the height of all the development
that has taken over Richmond. We like
our neighborhood as single family housing
and want it to stay that way! Our
own married son lives in a townhouse in
Bursary and he says he is living for the
day when he can live in a single family

Please leave in the designated Comment Sheet box or give to a City staff ~~person~~ ^{like he}
person.

Thanks for you feedback.

WE DO NOT WANT OUR NEIGH-
BOR HOODS. and I
NO TOWN HOUSES ^{TO} CHANGE! hope that
ON THE EAST SIDE can still
happen for

LANE WAYS ARE JUST AN EXCUSE
FOR LATER ACCESS FOR
TOWNHOUSE DEVELOPMENT.
PROVE ME WRONG!

[REDACTED]

[REDACTED]

[REDACTED]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: I WOULD LIKE TO EXPRESS
RESOLUTE OPPOSITION
TO ALL CURRENT APPLICATIONS
FOR REZONING IN THE
GIBBONS NEIGHBORHOOD

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: I am extremely upset over the proposal for townhouse development and lanes built off of arterial roads. Our neighbourhood is zoned for single family homes, and ^{any} ~~the~~ changes would take away from the charm of this quiet neighbourhood. Townhouses would create a mishmash look to our lovely lots and homes. We have a history of family homes we are all proud of. Please let us keep our neighbourhood in which we have bought

person. into.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I AM OPPOSED TO ANY
REZONING TO MULTIFAMILY
DWELLINGS OF ANY OF THE PROPERTIES
IN QUESTION.
MAINTAIN SINGLE + DUPLEX
HOUSING IN OUR NEIGHBORHOOD!!!
TOO MUCH TRAFFIC THE WAY IT IS.
NO REZONING!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: 1. THOMPSON IS A VERY STABLE COMMUNITY
BECAUSE IT HAS NOT BEEN SUBJECTED TO
THE TEAR-DOWN MENTALITY THAT HAS DESTROYED
OTHER NEIGHBOURHOODS.
2. THE CITY'S POLICY OF SMALL LOTS ON MAJOR
ARTERIALS, WHILE IT SATISFIES THE CITY'S DESIRE
FOR FEWER DRIVEWAYS, CREATES BAD HOUSING -
HOUSES CLOSER TO HIGH TRAFFIC; SMALL, UNUSABLE
FRONT YARDS; NO BACKYARDS FOR PLAY. THIS
IS UNDESIRABLE HOUSING FROM A FAMILY POINT
OF VIEW

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

3. HOW CAN GRANVILLE BE CONSIDERED HIGH-TRAFFIC IF THE CITY HAS ALLOWED BIKE LANES AND REDUCED DRIVING LANES FROM FOUR TO TWO?
4. RICHMOND NEEDS TO PROVIDE CHOICE IN LOT SIZES. THE CONSTANT DRIVE TO SMALL LOTS CREATES INSTABILITY IN NEIGHBOURHOODS. RICHMOND HAS TO

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

I believe this portion of Granville Ave should be removed from the Arterial Road Development Policy. It is a residential road and not a major road, not wide enough for increased volume. I am completely opposed to putting multiple family residential into this neighborhood. There is plenty on the other side of #1 Road

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: *As an original home owner
in the Riverdale subdivision I
~~am~~ am opposed to multi-family
development*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: under NO circumstances do I accept
the proposal for this unbelievable ridiculous development
the way it looks on the map you will be cutting my
house in half to put a lane through. This is nothing
but greed for the city, and cutting what they are not
thinking about us who have lived in Richmond (born here
75 yrs ago) What is wrong with a little green lawn
& garden? do we have to cover every precious acre
of good soil with houses & town houses - just to
make the E Indian builders into millionaires? It is
now time to stop any more immigration also, so we
can save a few acres that are left.

Please leave in the designated Comment Sheet box or give to a City staff person.

ENOUGH IS ENOUGH

Thanks for you feedback.



April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

Proposed Lane along side of our property to keep cars and driveways entering Granville sounds reasonable for traffic flow. But my problem is that I cannot plant trees to block out all this development from my view because of a sewer easement running all along the south side of our property on 6911 Mayflower. Where is there a compromise. Can sewer be moved to ~~the~~ development property?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

[Redacted Signature]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments: - I wish zoning to remain as it is. We live adjacent to an application to Subdivide. I do not want a lane running the length of my yard - I will lose all my privacy if townhouses or higher buildings are built. We have a sewer right away down the south side of the property - with this we are limited to where we can plant trees to block the proposed buildings.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

If you are altering changing the zoning, change it to include our property as townhouse. other wise -

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

Traffic and road noise are bad enough not to mention the air part. Why add more cars to this area? A single lane road such as granville will not be able to handle the morning rush especially when the highschool is in session. More cars down that road means more dangerous streets for our children. Lets keep our neighborhood quiet and safe for everyone.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: Given the current single family
tone of the neighborhood I do
not feel that multi home or
townhouse projects are appropriate
But I would not be adverse to reducing
a lot size, as in the Riverdale application.
However, The City needs to be proactive
in traffic calming measures on Riverdale
and Gibbons Roads especially north
of Granville to Stonecrop.
Thank you.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

- DON'T AGREE WITH THE REZONING APPLICATIONS.
I UNDERSTAND THAT THE CITY WANTS MORE TAX
DOLLARS, HOWEVER THE CITY DOESN'T UPGRADE
THE INFRASTRUCTURE TO ACCOMMODATE THESE
CHANGES. EX GIBBONS ROAD USED BY OVER
HALF THE CHILDREN ATTENDING THOMPSON
SCHOOL IS A DEATHTRAP. THE CITY DOES
FILL IN THE DITCHES OR MAKE A SAFE
PATH FOR CHILDREN.
- IF YOU WANT TO CHANGE + GET THE
TAX DOLLARS YOU HAVE TO SPEND
SOME MONEY

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

- Do not agree to high density development in No 1 & Granville area - Don't want increased traffic on Granville & Riverdale !!
- No-to any back lanes
- People want privacy in their single family homes - not townhouses looking into their back yards - kids have to play somewhere.
- Move the density over to East Richmond where it should be!
- I will personally make this a major election issue !!

Please leave in the designated Comment Sheet box or give to a City staff person.

[REDACTED]

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: Our family is opposed to redeveloping the area between #1 Rd & Burnett school on Granville St. TOWNHOUSES would devalue our present home. ↑ traffic ↑ crime ↓ security of our home. ↑ noise, loss of privacy, people's views will be lost. We think townhouses on the west side of #1 Rd are enough & our subdivision acts as a buffer. The East side of RMD is solid townhouses - we have lived in the area for 28 years & this is not a positive change.

Sincerely

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

re: RZ 03-244042 on Tucker
there should be NO LANE
the 2 houses should front
Tucker

re: RZ 04-272729 on No. 1 Rd
there should be NO MULTIPLE
FAMILY Development

re: RZ 04-275922 on Granville Rd
NO MULTIPLE FAMILY Development

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

Address:

Comments:

- Preserve the single family character and livability of our neighbourhood.
- I reject multi-family brownstone zoning application at 4111 & 4093 Granville Ave. and 6840 & 6880 No.1 Road.
- I want to retain our neighbourhood as SINGLE FAMILY with R1-E large lot zoning.
- Have Granville Ave. West of Railway removed from Arterial Road classification.
- Have the single family zoning made permanent.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: [REDACTED]

Address: [REDACTED]

Comments: Re:- 4111 and 4093 Granville file R204-275922
6840 and 6880 No. 1 Road file R204-272729
It is my wish to see this neighborhood, to remain as single family with a R1-E zoning. Townhouses do not fit the character of the neighborhood and would create traffic problems Parking etc. on the streets in the area. No 1. Road should remain as a buffer between this single family neighborhood and the corridor of 654 high density townhouses on the West side of No 1 Road. PTO

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

We wish Granite Avenue West of Railway
removed from the Arterial Road classification and
to remain single family zoning.

Yours truly,

[Redacted signature]

[Redacted address]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

1. GRANVILLE AV. BETWEEN RAILWAY
& NO. 1 IS NOT A BUS ROUTE.

2. CONSTRUCTION OF MAJOR TOWNHOMES
ALONG GRANVILLE WILL INCREASE TRAFFIC
VOLUME AND PARKING WHERE NO LANES
ARE AVAILABLE.

3. SAME CAN BE SAID FOR EAST SIDE OF
NO. 1 ROAD.

4. WILL INCREASE TRAFFIC FLOW
THROUGH NEIGHBORING STREETS
PARKING SHORT CUTS TO ARTERIAL ROADS

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

1. STATEMENTS ON BILLBOARDS SAY
CITY HALL HAS NO CONTROL OVER DESIGN.
THIS IS A FALSE STATEMENT. CITY
PLANNING HAS FULL RIGHTS TO CONTROL
DESIGN, SIZE, ETC. WHAT SORT THEIR
PLANNING & PERMIT DEPARTMENT DO?
2. WHEN LAND BECOMES AVAILABLE
IT SHOULD NOT BE AN AUTOMATIC
RIGHT TO SUB-DIVIDE THE LOTS FOR
BIGGER FINANCIAL PROFIT & GAIN.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

Address:

Comments:

1. THE COUNCIL REALIZED THE VERY
DANGEROUS TRAFFIC CONGESTION AT
THE JUNCTION OF GRANVILLE AVE
RAILWAY, AND BURNETT SCHOOL SURVIVE
SCHOOL DAYS MORNINGS AND AFTERNOON.
MAKING GRANVILLE AN ARTERIAL ROAD
IS WASTEFUL. IT IS ONLY A MATTER OF
TIME BEFORE SOMEBODY IS KILLED.

Please leave in the designated Comment Sheet box or give to a City staff
person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

#1 Rd, should be dividing point
between high density multi-housing
& single family dwellings.
Granville St should remain single family.
Must improve lighting & traffic
safety on Gibbons & Forsythe.
Speed bumps should be considered.
since Gibbons is used as a through-way
to Granville. Gibbons Park & baseball
area is extremely dangerous at night
with very poor lighting if none in the

Please leave in the designated Comment Sheet box or give to a City staff person.

park area!

Thanks for you feedback.

[Redacted Signature]

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET

(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I am opposed to any increase in traffic especially along Gibbons & Granville. We already have high density west of #1 Rd. Also we need to be considerate of safety with regards to elementary school off Gibbons & secondary on Granville. Let's put \$ value on the beauty & balance of neighbourhood life!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: OPPOSE ANY INCREASES OF POPULATION IE.
CHANGING SINGLE FAMILY RESIDENTIAL LOTS
TO MULTIPLE FAMILY LOTS. THE TRAFFIC
VOLUME INCREASES ON WESTMINSTER HWY,
NO 1 RD #, GRANVILLE, AND GIBBONS
HAS INCREASED WITH THE ADDED POPULATION
IN TERRA NOVA & ALONG NO 1 RD.
THE NEIGHBOURHOOD HAS BEEN NEGATIVELY
IMPACTED BY THIS INCREASED TRAFFIC.
A FURTHER POPULATION INCREASES WILL
PROVE ADVERSE.

PROMOTE SINGLE FAMILY LOTS AND
STOP INCREASING RICHMOND'S TAX BASE
WITH THE NEGATIVE IMPACTS.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I am very much opposed to
the proposed change in zoning.

I have many reasons for this opposition
including

(a) The possibility of increased crime
and ^{lack of} traffic safety (children walking to school)

(b) More noise in the neighborhood

(c) Enjoyment of living in a district
with single family homes will be lost

(d) Negative impact on the current
character of the neighborhood

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

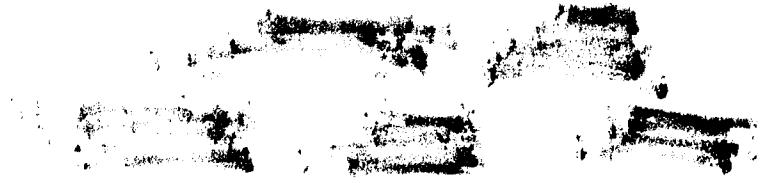
- (1) Increased traffic cutting through already busy narrow roads in the neighborhood ^{eroded.}
- (2) Character & livability of neighborhood will be
- (3) Townhouse DO NOT fit into the character of the neighborhood.
- (4) Privacy will be lost with 3 story windows looking onto back yards
- (5) Large investments in single family homes will be negatively impacted.
- (6) Security in quiet neighborhood will be impacted
- (7) Definitely AGAINST townhouse development

Please leave in the designated Comment Sheet box or give to a City staff in ~~an~~

this neighbor
hood

Thanks for you feedback.

Should city have any control?? what
happened to individuality?



April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

I am opposed to any
development in my neighborhood
to create that density

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

*There is too much traffic
now. We need a better
road system to get in and
out of Richmond not more
housing.*

Please leave in the designated Comment Sheet box or give to a City staff person.

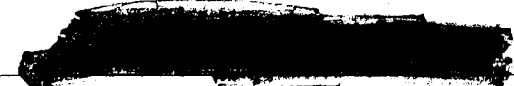
Thanks for you feedback.

April 27, 2005
Open House

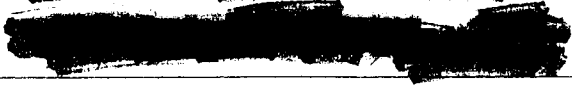
Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:



Address:



Comments:

NOT IN FAVOR OF
THIS TOWNHOUSE DEVELOPMENT

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

Address:

Comments:

WE DO NOT WANT OUR SINGLE
FAMILY COMMUNITY OVER RUN
WITH TOWNHOUSES AND/OR CONDOS.

LEAVE US ALONE!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:  

Address:  

Comments: We want the multiple-family zoning application @ 4111 & 4093 Granville file RZ04-275922 & zoning application @ 6840 & 6830 No 1 Rd. file RZ04-272729 rejected.

We have lived in the area for almost 20 years & want it to remain as single family housing. The proposed developments would increase traffic, diminish privacy & open the door to future development.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

DESIRE THE #1 - WEST R
- GRANVILLE AREA REMAIN
SINGLE FAMILY

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: I'm appalled at the tight grids
that form all over Richmond
by the designated Arterial roads.
How ~~to~~ can you concurrently
direct inter housing developments AWAY
from existing single family dwellings
and at the same time TOWARDS
major roads when the "major"
roads form a tight grids
everywhere all over West Richmond
It doesn't make sense!

Please leave in the designated Comment Sheet box or give to a City staff person.


Thanks for you feedback.


A few years from now,
you are going to regret it.
Richmond is going to be known
as Cando City not a place

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: *Major concern*

- *Safety / crime in neighborhood.*
- *overcrowded traffic*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I AM VEHEMENTLY AGAINST
THIS RE-ZONING OF OUR
NEIGHBOURHOOD.
OUR COMMUNITY HAS BEEN
OVER-BUILT BY ZEALOUS RE-ZONING
ENOUGH!
NO NO NO TO RE-ZONING
THURPSON-GIBBONS.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: _____

No !!

I strongly against ~~the~~ this plan, because
it's unsafe, more traffic,

no lanes!!

no ! no ! no !

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: My wife and I do not want to
see 30' or 33' lots in our neighborhood.
We also do not want town houses in
our area as well.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I would like my neighbourhood free
~~from~~ from townhouses and small lots.
Our neighbourhood should be left
the way it is!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

1. Why this subdivision??
2. What benefit does this development give to the ^{current} homeowners in this subject area?
3. Richmond is flat, so being able to "see out" is precious. Cramming dwellings together in a rabbit warren fashion (à la General Carrie Rd area) allows no opportunity to see beyond the walls of the residences around. I haven't noticed any gardens there, either!
4. Where are the parks going to be in this subdivision once the houses on airy lots are replaced by population density dwellings?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

5. If this development is such a great idea, would the city planners & the developers themselves advise their families to buy and live there? Would they move in themselves?

or have palms already been sessed with silver and this is all a waste of effort?

any them party owners

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments:

The Rowdale - Granville - #1 Rd Subdivision is dense enough as far as population is concerned. We don't need non-resident developers breaking up single family lots simply in the name of PROFIT!

I have seen several City Hall letters encouraging developers to buy adjoining lots for future townhouse development disguised as T.H. on area maps. (NOT SHOWN ON CITY POLICE MAPS AT MEETING)!

There are over 650 townhouses west of #1 Road already & most residents on the east side are against redeveloping single family 60ft lots! AGAIN TO 30 FT. OR MULTIPLE TOWNHOUSES!

Road traffic is already at saturation point & would become choked with higher density. Development on residential side roads is definitely a NO GO!

Back lanes would automatically be a green light to destroy other quiet neighborhoods & set an unwanted precedent for VILTURE DEVELOPMENT.

JUST SAY NO !!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: 

Address: 

Comments: WE WANT TO PRESERVE THE SINGLE
FAMILY CHARACTER AND LIVABILITY OF
OUR NEIGHBOURHOOD
WE WOULD LIKE OUR NEIGHBOURHOOD TO
REMAIN SINGLE FAMILY WITH R1-E
LARGE LOT ZONING
WE WANT NO MULTIPLE-FAMILY TOWNHOUSE
OR SMALL 30-33 FEET HOUSING WITHIN
OUR NEIGHBOURHOOD

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

I AM IN FAVOUR OF SINGLE-FAMILY
RESIDENCES ON SMALL LOTS. AS A LONG TIME
RESIDENT OF THE AREA (10 PLUS YEARS) I WAS
NEARLY FORCED TO RELOCATE DUE TO ESCALATING
HOUSING COSTS. BY ADDING A SMALL LOT OPTION
YOUNG FAMILIES SUCH AS MYSELF WILL HAVE MORE
OPPORTUNITIES TO BUY IN THIS AREA. THE AREA
HAS WONDERFUL AMENITIES THAT ARE CURRENTLY
UNDER UTILIZED. BY ENCOURAGING MORE AFFORDABLE
SINGLE-FAMILY RESIDENCES ON SMALL LOTS OUR
COMMUNITY CAN GROW AND BENEFIT FROM NEW
AND INNOVATIVE DEVELOPMENT OPTIONS.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

This is a lovely district, please keep
out developers who want to destroy our
neighbourhood. Keep everything
STATUS QUO.

~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~
~~_____~~

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

[REDACTED]

April 27, 2005
Open House.....

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[REDACTED]

Address:

[REDACTED]

Comments:

- ONE OF THE CHARMS OF THIS AREA
IS THE SINGLE FAMILY ENVIRONMENT IN
THIS NEIGHBOURHOOD. THAT MEANS OPEN
SPACE, TREES, AND LOTS OF GREEN
SPACE. AS YOU KNOW - MALCOLM BRODIE -
FROM PREVIOUSLY LIVING IN THIS SUB-
DIVISION - IT HAS IT'S OWN CHARM. LEAVE
IT ALONE!

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted Name]

Address:

[Redacted Address]

Comments:

*Am against hi density
dwellings in this area*

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name:

[Redacted]

Address:

[Redacted]

Comments:

I personally support new project
to be developed in this city,
It would bring more affordable houses
, young family, more accommodations
in whole city.

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: BECAUSE OF POOR PREVIOUS PLANNING IE.

GIANT PALACES ALL OVER RICHMOND

THIS IS YOUR NEW "PLAN"!

- MORE CHICKEN COOPS; HIGHER PRICED HOMES;
MORE MAINTENANCE FEES; WHERE'S THE GREEN
ZONES? WHERE'S THE PARKS?

IF YOU WERE "STAYING IN TOUCH WITH THE
NEIGHBORS" YOU WOULD HAVE NOTICED WE DON'T
LIKE MILLION \$ PALACES

WHO APPROVED THOSE?

WHEN'S THE NEXT ELECTION?

Please leave in the designated Comment Sheet box or give to a City staff person.

Thanks for you feedback.

April 27, 2005
Open House

Granville Avenue
No. 1 Road

COMMENT SHEET
(Please print or write legibly)

Name: _____

Address: _____

Comments: I have been observing recent City Policies regarding Back lanes. They are the worst design concept, ever. I am very disappointed that the City of Richmond is adopting such a concept design as Vancouver, the creation of back alleys! Creating more congestion for parking, crime and clutter. The Granville area needs to see more clean single family homes along Granville the Tucker Rd, application, needs to see single family homes, and elimination of

Please leave in the designated Comment Sheet box or give to a City staff person. Lane

Thanks for you feedback.

If does not apply to this area. Policy



Bonita Kan
6731 Gamba Drive
Richmond, BC V7C 2G4



Cel: 604-671-2732

Fax: 604-272-9184

Email: b_kan@hotmail.com

April 27, 2005

City of Richmond
Public Consultation Meeting Committee

Dear Sirs and Mesdames:

Re: Rezoning Application in the Thompson and Gibbons Area

I am the owner of 6731 Gamba Drive, Richmond. I planned to attend the Public Consultation Meeting on April 27, 2005; however, because of sudden family emergency, I have to go back to Hong Kong immediately.

I will like to express my strong objection to the rezoning application because I feel that it is only to the benefit of a small group of developers and it overlooks the needs of all the present residents in the area including myself.

I will like to give my ballot right to any of my following neighbours:

Ian and Barb Frier
Mauree Coyle
Maurice and Stacy White
Laurie Goddard
Paul Dylla

I hope the City will take my opinion into consideration in regards to this rezoning application.

Yours truly,

Bonita Kan

BK

April 25th, 2005

City Planning Department

Re: Re zoning of No. 1 Road and Granville Ave, small family lots on Granville and single family lots at Tucker Ave

This letter has been prepared as part of the action against re-zoning these areas. As a new resident of this area we find that allowing multi family development will decrease or property values, could create increased noise to neighbouring properties and potentially increase crime.

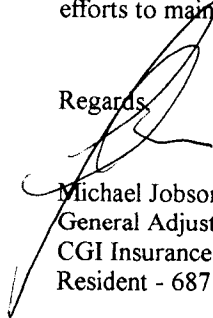
We chose to move to this area of Richmond due to the fact there were no multi family developments and we wished to live in a neighbourhood that was strictly single family homes. We enjoy the large lots as zoned R1-E and would like that to remain.

When looking for a home back in 2004 we found that there were a number of high density townhomes and condo style homes already on the west side of #1 Road. We chose not to purchase in that area due to the number of people crammed into such a small area and waited for a property to come available east of #1 Road and west of #2 Road.

In closing my wife and I wish to have our neighbourhood and the areas mentioned above remain single family. This zoning should be established on a permanent basis so that this forum is not necessary every time a developer purchases a large lot and decides to capitalize on the investment by building more than just a single home on the property.


My wife and I thank you for your time in establishing this public consultation and look forward to your efforts to maintain our community.

Regards,



Michael Jobson, CIP
General Adjuster
CGI Insurance Ltd
Resident - 6871 Gibbons Drive, Richmond

Rhonda Hubbard BSc
West Point Grey Academy
Resident - 6871 Gibbons Drive, Richmond



**Submitted at the Public Consultation meeting at the Thompson Community Centre
- Wednesday April 27, 2005**

Re: Rezoning applications for small lot/ Townhouse developments along Granville Avenue and No 1 Road.

My wife and I own a house at 4900 Mariposa Court since 1973. Our back neighbors are fronting on Granville Avenue.

We are strongly against any of these Granville Avenue lots to be developed and subdivided with lanes especially with Townhouse complexes. A Townhouse development with two or three story buildings would overlook our yard and severely impair our present privacy. A lane would be the choice locus for groups of truant students from the nearby Burnet High School and could become a shortcut for access to the school.

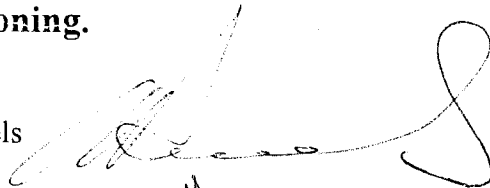
All this will severely diminish the value, enjoyment and peace of our property and a lane near the school could become a safety issue. For us there is no plus side at all, it is all negative.

Therefore, we want the block bordered by Westminster highway/No 1 Road/Granville Avenue and McCallan trail to remain free from townhouses and small lot subdivisions. We want this area to remain R1-E large lot zoning and this zoning to be permanent.

Specifically we want

- **the rezoning applications at 4111 & 4093 Granville and at 6840 & 6880 No 1 Road to be denied.**
- **Have Granville Ave. west of Railway removed from the Arterial Road classification and to remain single large lot zoning.**

Andre M. Pauwels



Anna M. Pauwels
4900 Mariposa Court
Richmond BC V7C 2J9
604 277 8009





City of RICHMOND

6911 No. 3 Road
Richmond, B.C. V6Y 2C1
Telephone: (604) 276-4123
Fax No: (604) 276-4332

MALCOLM BRODIE
MAYOR

May 3 2005

Cynthia Beatty
6311 Nicolle Place
Richmond, BC
V7C 4V7

Dear Ms. Beatty:

Thank you for your letter of April 27, 2005 regarding the Thompson-Gibbons neighbourhood.

I have passed your letter on to Holger Burke, Development Coordinator – Development Applications. Mr. Burke assures me that your comments will be considered in any report going forward to the Planning Committee.

If you would like to contact Mr. Burke directly to discuss this matter, he can be reached at 604-276-4164. I appreciate you taking the time to write to me.

Yours truly,

Malcolm D. Brodie
Mayor

RICHMOND
Island City, by Nature

6311 Nicolle Place
Richmond B.C. V7C 4V7

April 27, 2005

Mayor Malcolm D. Brodie
City of Richmond
6911 No. 3 Road
Richmond B.C. V6Y 2C1

Dear Mayor Brodie,

As a lifelong Richmondite and a Thompson resident since 1983, I am vehemently opposed to any changes in our neighbourhood.

Thompson – Gibbons residents have chosen this area of Richmond in which to live as it has retained the feeling of our community's family character.

With space for trees and greenery, it is truly an oasis in North-West Richmond in which to enjoy our homes and watch our children thrive.

The overbuilt area west of No. 1 Road between Granville and Westminster Hwy is tragic. Three story row-housing blocking neighbours' sun is not how our fertile area should be zoned.

Too many areas of Richmond are being irrevocably damaged by overbuilding and overdensity.

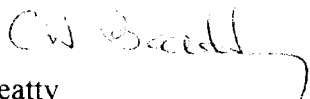
We implore Council and the City Planning Department to preserve the single family character and livability of our neighbourhood.

The East side of No. 1 Road and the North side of Granville Ave. should remain the "buffer zone" against high density two and three story townhouses and our diverse sized residential lots should remain zoned as they are now.

Our unique neighbourhood should not meet its demise as others in Richmond have – through overzealous development.

Please allow us to keep our Gibbons – Thompson neighbourhood.

Sincerely,



Cynthia Beatty

6311 Nicolle Place
Richmond B.C. V7C 4V7

April 27, 2005

City Planning Department
City of Richmond
6911 No. 3 Road
Richmond B.C. V6Y 2C1

Dear Sirs / Madames,

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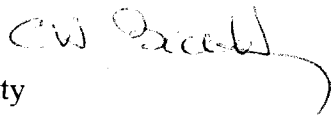
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Please allow us to keep our Gibbons – Thompson neighbourhood.

Sincerely,



Cynthia Beatty

6311 Nicolle Place
Richmond B.C. V7C 4V7

April 27, 2005

TO WHOM IT MAY CONCERN
with regard to the
REZONING OF THE GIBBONS-THOMPSON AREA

Dear Sirs / Madames,

As a lifelong Richmondite and a Thompson resident since 1983, I am vehemently opposed to any changes in our neighbourhood.

Thompson – Gibbons residents have chosen this area of Richmond in which to live as it has retained the feeling of our community's family character.

With space for trees and greenery, it is truly an oasis in North-West Richmond in which to enjoy our homes and watch our children thrive.

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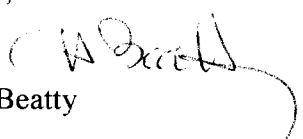
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Our unique neighbourhood should not meet it's demise as others in Richmond have – through overzealous development.

Please allow us to keep our Gibbons – Thompson neighbourhood.

Sincerely,


Cynthia Beatty



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
Telephone (604) 276-4000
www.city.richmond.bc.ca

May 2, 2005
File: 08-4105-20

City Clerk's Office
Telephone: (604) 276-4007
Fax: (604) 278-5139

Ms. Cynthia Beatty
6311 Nicolle Place
Richmond, BC V7C 4V7

Dear Ms. Beatty:

Re: Land Use changes - Thompson - Gibsons area

This is to acknowledge and thank you for your letter of April 27, 2005 in connection with the above matter.

A copy of your letter has been forwarded to the Mayor and each Councillor for their information. In addition, your letter has also been forwarded to City staff in the Urban Development Division so that the concerns expressed may be considered by staff as the above noted land use application is processed.

Thank you for taking the time to make your concern known.

Yours truly,

David Weber
Director, City Clerk's Office

DW:wd

pc: Mayor and each Councillor (with letter)
Raul Allueva, Director, Development

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK

PC: Director, Development 311 Nicolle Place
for attachment to Richmond B.C. V7C 4V7
appropriate Planning
etc. report

		INT
	JRM	
✓	DW	DW
	KY	
	AS	
	DB	
	WB	

April 27, 2005

Councillor Linda Barnes
City of Richmond
6911 No. 3 Road
Richmond B.C. V6Y 2C1

Dear Councillor Barnes,

As a lifelong Richmondite and a Thompson resident since 1983, I am vehemently opposed to any changes in our neighbourhood.

Thompson – Gibbons residents have chosen this area of Richmond in which to live as it has retained the feeling of our community’s family character.

With space for trees and greenery, it is truly an oasis in North-West Richmond in which to enjoy our homes and watch our children thrive.

The overbuilt area west of No. 1 Road between Granville and Westminster Hwy is tragic. Three story row-housing blocking neighbours’ sun is not how our fertile area should be zoned.

Too many areas of Richmond are being irrevocably damaged by overbuilding and overdensity.

We implore Council and the City Planning Department to preserve the single family character and livability of our neighbourhood.

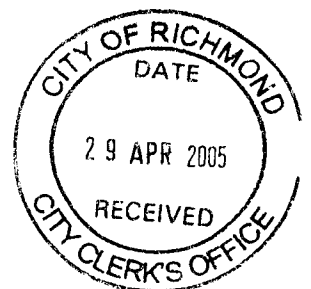
The East side of No. 1 Road and the North side of Granville Ave. should remain the “buffer zone” against high density two and three story townhouses and our diverse sized residential lots should remain zoned as they are now.

Our unique neighbourhood should not meet it’s demise as others in Richmond have – through overzealous development.

Please allow us to keep our Gibbons – Thompson neighbourhood.

Sincerely,

Cynthia Beatty



Burke, Holger

From: MayorandCouncillors
Sent: Thursday, 28 April 2005 2:05 PM
To: 'kalexander@kzellaw.com'
Subject: RE: Rezoning Applications

Dear Ms. Alexander,

This is to acknowledge and thank you for your email and letter regarding the rezoning application for 4031 Tucker Avenue and other area applications. A copy of your message has been forwarded to the Mayor, each Councillor and will be attached to the appropriate staff report that will be considered by the Planning Committee and City Council when the matter comes before Council in due course.

Thank you for taking the time to make your views known.

Yours truly,

David Weber

David Weber
Manager, Legislative Services
City Clerk's Office
City of Richmond
6911 No.3 Road, Richmond, BC, V6Y 2C1
voice: (604) 276-4098
fax: (604) 278-5139
email: dweber@richmond.ca
web: www.richmond.ca

From: Kathy Alexander [<mailto:kalexander@kzellaw.com>]
Sent: Wednesday, 27 April 2005 8:55 AM
To: MayorandCouncillors; Brodie, Malcolm
Subject: Rezoning Applications

Dear Mayor and Council Members,

We will be attending the Open House being held tonight, Wednesday, April 27, 2005 at the Thompson Community Centre to protest this application for rezoning in the areas described in my attached letter. I would really appreciate your time and consideration in reading my letter as I feel this matter is close to my heart and also the well-being of my neighbourhood.

Thank you very much for listening.

Yours truly,

- Kathy

Kathy Alexander

Kahn Zack Ehrlich Lithwick

04/28/2005

Legal Assistant

*Barristers & Solicitors
270 - 10711 Cambie Rd.
Richmond BC V6X 3G5*

Phone: 604.270.9571
Fax: 604.270.8282

Email: kalexander@kzeilaw.com

*25 Years
1980 - 2005*

This e-mail message is intended only for the sole use of the individual or entity to whom it is addressed and may contain information that is privileged, confidential and exempt from disclosure. If you are not the intended recipient, any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify the sender and delete this e-mail message.

Katherine S. Alexander
4040 Tucker Avenue
Richmond, BC
V7C 1L8

Telephone: (604) 271-7311

Email: kalexander@kzellaw.com

April 27, 2005

Mayor Malcolm Brodie and
Richmond City Council
Richmond, B.C.

Dear Sirs/Mesdames:

Re: Rezoning and Development of 4031 Tucker Avenue, Richmond, B.C. and Other redevelopments being reviewed along No. 1 Road and Granville Avenue for multi-family dwellings (File Nos. RZ 03-244042, RZ 04-272729, RZ 04-275922, RZ 04-275758, RZ 04-273075)

My husband and I have lived in Richmond all our lives and we have lived in our current neighbourhood at 4040 Tucker Avenue since 1983. My two sons were born and raised here. We work and have paid our taxes here all our lives. Malcolm, you know I am a responsible person (as I have worked for you for seven years in the past, when you were a partner in Brodie Morrice), and that I am committed to living, working and playing in this wonderful place we call Richmond. We DO NOT want our residential area rezoned to smaller lots (specifically the house directly across the road from us). It greatly distresses me to see so many changes happening in Richmond that pertain to trying to cram as many people as possible into this City. We value our larger size lots and we DO NOT want to see any changes happening to our neighbourhood. We have spoken to some of our neighbours and they are outraged that the City would even consider doing this type of rezoning in our area.

We will fight the proposed development as we feel this threatens the very core of why we live here in the first place. We have enough townhouses and condos just on the West side of No. 1 Road, and if you allow the developers to build even more on the East side of No. 1, you will be allowing the best of the Terra Nova/West Richmond area to turn into closed-in claustrophobic little box homes. You are in the process of putting in a beautiful park and nature reserve in Terra Nova, so why would you even consider allowing for smaller lots in the same area?

We implore you to not allow the developers to rezone this area for smaller lots. It will literally ruin this neighbourhood. Change is not always a good thing. Thank you.

Yours truly,

- *Kathy Alexander*

Katherine S. Alexander
4040 Tucker Avenue
Richmond, BC
V7C 1L8

Telephone: (604) 271-7311

April 27, 2005

Mayor Malcolm Brodie and
Richmond City Council
Richmond, B.C.

Dear Sirs/Mesdames:

Re: Rezoning and Development of 4031 Tucker Avenue, Richmond, B.C. and Other redevelopments being reviewed along No. 1 Road and Granville Avenue for multi-family dwellings (File Nos. RZ 03-244042, RZ 04-272729, RZ 04-275922, RZ 04-275758, RZ 04-273075)

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We implore you to not allow the developers to rezone this area for smaller lots. It will literally ruin this neighbourhood. Change is not always a good thing. Thank you.

Yours truly,

- Kathy Alexander





City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
Telephone (604) 276-4000
www.city.richmond.bc.ca

May 6, 2005

File: RZ04-272729, RZ 04-275922, RZ 03-244042, RZ 04-275758,
RZ 04-273075

City Clerk's Office
Telephone: (604) 276-4007
Fax: (604) 278-5139

A. Ruppel
& E. Ruppel
6760 Gibbons Drive
Richmond, BC V7C 2E1

Dear Sir/Madam:

Re: Development options on Granville Avenue and No. 1 Road

This is to acknowledge and thank you for your letter dated April 30, 2005 in connection with the above matter.

A copy of your letter has been forwarded to the Mayor and Councillors for information. In addition to accompanying the staff report on this matter as they are forwarded to Planning Committee and Council for consideration, your letter has also been forwarded to City staff in the Urban Development Division so that the concerns expressed may be considered by staff as the above noted land use applications are processed.

Thank you for taking the time to make your concerns known to Council.

Yours truly,

David Weber
Manager, Legislative Services

DW:wd

pc: Mayor and Councillors
Sara Badyal, Planner I

April 30, 2005

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK

City Of Richmond
Planning Department
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

pc: Director, Development
for attachment to
Planning Cte. reports in due
course.

		INT
JRM		
DW	Slu	
KY		
AS		
DB		
WB		

Attention: Malcolm D. Brodie, Mayor

Dear Sir

Re: Development options along Granville Avenue and No. 1 Road,
Rezoning applications # RZ 04-272729, # RZ 04-275922, # RZ 03-244042
RZ 04-275758, # RZ 04-273075

04-27-729
04-275922
03-244042
04-275758
04-273075

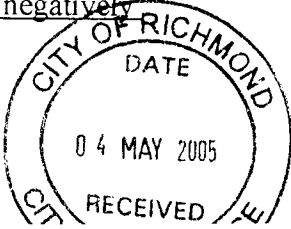
We have lived on Gibbons Drive for many years and have seen numerous changes in our neighbourhood during this time. In the past 15 years, development throughout the area has taken place mainly in the form of new, larger home construction on existing lots. Any subdivision of properties was within the community's R1-E larger lot zoning for detached Single Family dwellings. The character of our neighbourhood has remained mostly intact. Now, with two applications to rezone some of the properties for high density condo/townhouse dwellings, and three applications to subdivide other properties, the character, the ambiance, the market value, and ultimately the safety of this neighbourhood are at risk.

We received an invitation from the City Planning department to attend an open house meeting on April 27, 2005 at Thompson Community Centre. The information included in the letter was substantially without details. The letter did include a map of the area indicating five rezoning applications. Upon attending, we were surprised to discovered that the whole area, from the east side of No. 1 road to the walkway beside Brunette school, including the south side properties on Granville, were under review for rezoning to a higher density subdivision classification, but, there was little information about the proposed condo/townhouse development. We would have appreciated City details on the physical aspects of the development proposed, including the number of units permitted on the properties in question, the physical appearance, the size, and the number of levels allowed.

As a public meeting, we expected to be able to ask questions and hear questions by others, in an open format with responses which all of our neighbours attending could hear. Instead, we were presented with information boards which were sadly lacking in information and appeared to be more like a sales pitch encouraging higher density development. The Thompson Community Centre meeting provided very little information regarding the plans for the proposed developments and it appeared the planning department had already made a decision to allow higher development.

Concerns:

- Granville Avenue already has traffic problems by Brunette School — Granville Ave. should NOT be classified as an Arterial Road
- A significant number of new larger homes have been built within the past ten years on the existing properties along Granville Avenue. Rezoning to higher densities would negatively affect the market value of these homes.



- Gibbons Drive already has traffic problems due to Thompson School traffic, Gibbons Park traffic, and motor vehicle traffic that bypasses No. 1 Road in favour of Gibbons Drive, in order to gain time — Any development that increases traffic is a problem
- No. 1 Road is a high traffic Arterial Road with Thompson School abutting the street. The west side of No. 1 Road already has 654 high density townhouses. Adding more vehicles accessing #1 Road increases the risk of more accidents.
- Increased density increases noise and traffic, thereby negatively impacting the quality of life for all the residents.
- Increased density, along with a surrounding wall of condo/townhouses, will significantly reduce the market values for most properties.

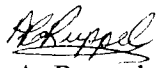

Many of the property owners in the area have built large, very expensive, distinctive homes. If the City were to allow the rezoning, some of these homes would now have a back yard view of a row of three story condo/townhouses with no privacy and a huge reduction in the market value of their home. Currently, with the R1-E larger lot zoning, a detached single family home can be built on each of the rezoning application properties without rezoning. These properties should not be rezoned! All the rezoning applications should be rejected!

We do not want high density, condo/townhouse development in our neighbourhood. We urge the City to reject the rezoning applications for 4111 & 4093 Granville, and 6840 & 6880 No.1 Road, and to make the current single family R1-E large lot zoning permanent.

Granville Ave. between Railway Ave. and No. 1 Road should be removed from the Arterial Road classification and be designated single family large lot zoning.

Rezoning or development should never take place where the majority of the residents affected are against the rezoning and where only a few would benefit at the cost to the majority. The City Councillors and Staff should be listening to the residents not the developers. It is wrong to destroy neighbourhoods just to increase the City tax base or fill the pockets of a few developers. To change the zoning from Single Family to that of high density dwellings will change the character of the neighbourhood. We have chosen to live here because we appreciate and enjoy the spaciousness and ambiance. To impose high density building zoning on this neighbourhood would be wrong and would break the trust we have in the City Councillors and Staff to make informed, logical, and fair decisions that ultimately affect the lives of us and our neighbours.

Yours truly,



 A. Ruppel E. Ruppel
 6760 Gibbons Drive,
 Richmond, B.C. V7C 2E1

April 30, 2005

City Of Richmond
Planning Department
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Attention: Mr. Holger Burke, Development Coordinator

Dear Sir

Re: Development options along Granville Avenue and No. 1 Road,
Rezoning applications # RZ 04-272729, # RZ 04-275922, # RZ 03-244042
RZ 04-275758, # RZ 04-273075

We have lived on Gibbons Drive for many years and have seen numerous changes in our neighbourhood during this time. In the past 15 years, development throughout the area has taken place mainly in the form of new, larger home construction on existing lots. Any subdivision of properties was within the community's R1-E larger lot zoning for detached Single Family dwellings. The character of our neighbourhood has remained mostly intact. Now, with two applications to rezone some of the properties for high density condo/townhouse dwellings, and three applications to subdivide other properties, the character, the ambiance, the market value, and ultimately the safety of this neighbourhood are at risk.

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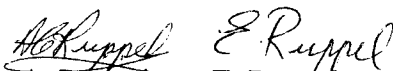
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Rezoning or development should never take place where the majority of the residents affected are against the rezoning and where only a few would benefit at the cost to the majority. The City Councillors and Staff should be listening to the residents not the developers. It is wrong to destroy neighbourhoods just to increase the City tax base or fill the pockets of a few developers. To change the zoning from Single Family to that of high density dwellings will change the character of the neighbourhood. We have chosen to live here because we appreciate and enjoy the spaciousness and ambiance. To impose high density building zoning on this neighbourhood would be wrong and would break the trust we have in the City Councillors and Staff to make informed, logical, and fair decisions that ultimately affect the lives of us and our neighbours.

Yours truly,


 A. Ruppel E. Ruppel
 6760 Gibbons Drive,
 Richmond, B.C. V7C 2E1



City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1
Telephone (604) 276-4000
www.city.richmond.bc.ca

April 21, 2005
File: RZ04-273075

City Clerk's Office
Telephone: (604) 276-4007
Fax: (604) 278-5139

Ms. Alberta Moore
4591 Granville Avenue
Richmond, BC V7C 1E3

Dear Ms. Moore:

Re: Proposed Rezoning at 4611 Granville Street

This is to acknowledge and thank you for your letter of April 18, 2005 in connection with the above matter.

A copy of your letter has been forwarded to the Mayor and each Councillor for information. In addition to accompanying the staff report on this matter when the report is forwarded to Planning Committee and Council for consideration, your letter has also been forwarded to City staff in the Urban Development Division so that the concerns expressed may be considered by staff as the above noted land used application is processed.

Thank you for taking the time to make your concerns known.

Yours truly,

David Weber
Manager, Legislative Services

DW:rms
pc: Mayor and each Councillor (with letter)
Director of Development

They have contributed very little to
help put Richmond where it is today.

Thanks for taking the time to read
my letter

Alberta Moore.



Burke, Holger

From: Allueva, Raul
Sent: Tuesday, 19 April 2005 11:13 AM
To: Burke, Holger; Badyal, Sara
Subject: FW: Rezoning between No. 1 Road and Granville Ave.

FYI

Raul Allueva
Director of Development
City of Richmond
6911 No. 3 Road, Richmond BC V6Y-2C1
(604) 276-4138 fax: (604) 276-4052
<mailto:rallueva@richmond.ca>

Raul Allueva
Director of Development
City of Richmond
6911 No. 3 Road, Richmond BC V6Y-2C1
(604) 276-4138 fax: (604) 276-4052
<mailto:rallueva@richmond.ca>

Raul Allueva
Director of Development
City of Richmond
6911 No. 3 Road, Richmond BC V6Y-2C1
(604) 276-4138 fax: (604) 276-4052
<mailto:rallueva@richmond.ca>

-----Original Message-----
From: MayorandCouncillors
Sent: Tuesday, 19 April 2005 11:02 AM
To: Allueva, Raul
Subject: FW: Rezoning between No. 1 Road and Granville Ave.

For attachment to appropriate Planning Committee rezoning report.

David Weber
Manager, Legislative Services
City Clerk's Office
City of Richmond
6911 No.3 Road, Richmond, BC, V6Y 2C1
voice: (604) 276-4098
fax: (604) 278-5139
email: dweber@richmond.ca
web: www.richmond.ca

-----Original Message-----
From: MayorandCouncillors
Sent: Tuesday, 19 April 2005 10:47 AM
To: 'Andy Lam'

Subject: RE: Rezoning between No. 1 Road and Granville Ave.

Dear Mr. Lam,

This is to acknowledge and thank you for your email of April 16, 2005 in connection with rezoning in the No.1 Road and Granville Avenue area, a copy of which has been forwarded to the Mayor, each Councillor and to City staff for information.

Thank you for taking the time to make your views known to Council.

Yours truly,

David Weber

David Weber
Manager, Legislative Services
City Clerk's Office
City of Richmond
6911 No.3 Road, Richmond, BC, V6Y 2C1
voice: (604) 276-4098
fax: (604) 278-5139
email: dweber@richmond.ca
web: www.richmond.ca

-----Original Message-----

From: Andy Lam [mailto:andykhlam@hotmail.com]
Sent: Saturday, 16 April 2005 9:04 PM
To: MayorandCouncillors
Subject: Re: Rezoning between No. 1 Road and Granville Ave.

Dear Councillor Derek Dang,

My name is Andy Lam and live in Tucker Ave over 3 years. I written an email to you is due to the rezoning application in my neighbourhood. I would like you to reject all of their application. Our community is peaceful and neighbour is help each other. Any change would cause the uncertainty, like increase traffic and safety issue. The townhouse and subdivision would increase the population density in this area. Did the school have sufficient place and resource to accept more student? Everyone know that the Provincial Government had cut the budget of the education. This mean all the kids will get less than before. I highly want to preserve the single family and livability of our Neighbourhood.

Best Regards,

Andy
Cell 604-789-7222

On the road to retirement? Check out MSN Life Events for advice on how to get there!
<http://lifeevents.msn.com/category.aspx?cid=Retirement>

Burke, Holger

From: Allueva, Raul
Sent: Tuesday, 5 April 2005 12:23 PM
To: Burke, Holger
Subject: FW: to Mayor Malcolm D. Brodie

Arterial Policy input, FYI. This is the area for the first workshop.

Raul Allueva
Director of Development
City of Richmond
6911 No. 3 Road, Richmond BC V6Y-2C1
(604) 276-4138 fax: (604) 276-4052
<<mailto:rallueva@richmond.ca>>

-----Original Message-----

From: MayorandCouncillors
Sent: Tuesday, 5 April 2005 11:43 AM
To: 'A. Tsui'
Subject: RE: to Mayor Malcolm D. Brodie

Dear Mr. and Mrs. Tsui,

This is to acknowledge and thank you for your email to the Mayor and Councillors in connection with land use applications in the Gibbons/Thompson area, a copy of which has been forwarded to the Mayor and Councillors for information.

In addition, your message has been forwarded to Raul Allueva, Director of Development, so that your views may be taken into consideration by staff as land use applications are processed and forwarded to Planning Committee and to Council for consideration.

Thank you for taking the time to make your views known to Council.

Yours truly,

David Weber

David Weber
Manager, Legislative Services
City Clerk's Office
City of Richmond
6911 No.3 Road, Richmond, BC, V6Y 2C1
voice: (604) 276-4098
fax: (604) 278-5139
email: dweber@richmond.ca
web: www.richmond.ca

04/05/2005

From: A. Tsui [mailto:acmaytsui@yahoo.ca]
Sent: Friday, 1 April 2005 4:59 PM
To: MayorandCouncillors
Subject: to Mayor Malcolm D. Brodie

Dear Mayor Brodie:

We are writing in response to a few applications for rezoning in the area of Gibbons/Thompson in Richmond.

By way of this electronic letter, we are expressing our strong opposition to any rezoning application in the above mentioned area. We want to preserve the current R1-E single family zoning for this area. There is already a high density zoning in the Terra Nova area and we want to keep the Gibbons/Thompson area as single family dwellings.

We are homeowners of a house at Gibbons Drive and have a young child. We want the neighbourhood to remain as single family zoning to keep the sense of family only a smaller community can have. We do not want to see the area crowded and overwhelmingly populated. By permitting a few rezoning applications now, in a few years, there will be no stopping to the change in the face of the neighbourhood. Again, we strongly oppose to any rezoning proposal from the current R1-E single family zoning for the Gibbons/Thompson area in Richmond.

If you wish to respond to our letter, please do so by email. Thank you.

Sincerely,
Ana and Alexandre Tsui
6440 Gibbons Drive
Richmond, BC V7C 2C8

Post your free ad now! [Yahoo! Canada Personals](#)

Re: Item 26
Council agenda
March 29, 2005

TO: MAYOR & EACH
COUNCILLOR
FROM: A/CITY CLERK

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

pc: GM-UD March 24, 2005
Director, Development
for information

		INT
	JRM	
✓	DW	DW
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	AS	
	DB	
	WB	

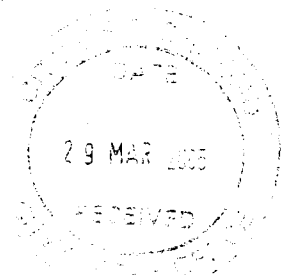
4105-00

Mr. Bill McNulty
Chairman, Planning Committee
Copy: Rob Howard
Harold Steves
Sue Halsey-Brandt
Linda Barnes
Joe Erceg, General Manager, Urban Development

Re: Comments made at the Planning Committee Meeting, March 22.

The Gibbons/Thompson Neighborhood Group had a few members monitoring this meeting because of the negative effects that the Arterial Road Policy could have on our neighborhood. We had a meeting of our own group on March 23, and we felt that the speech given by Mr. Dhaliwal required some clarification.

1. He states that he held public consultation with the neighborhood. **Do not believe him.** He carefully chose a date so that as few people as possible would be available to attend. He put flyers into mailboxes with about 5 days of short notice. He held his public consultation on Sunday evening, December 19, 2004. Yes, four days before Christmas when most people were away on holidays or tied up with other engagements. **He was trying to avoid public consultation not encourage it.** He easily could have chosen a better date if he wanted to. His true colors are showing through-he tried to pull a fast one and got caught- shame on him!
2. He stated that he originally wanted to make application for single family homes on his two properties. This was his original wish. He said that he would not have cancelled his single family application except that City Staff talked him into it. Astonishingly, he accused and blamed Richmond City Staff for talking him out of his single family application and persuading (almost forcing) him to apply for rezoning to multiple family townhouses. This pressure tactic of **making Staff culpable to his rezoning application** was viewed very negatively by our members and I hope that Staff and Planning Committee Members saw it the same way.
3. **The last Developer/speaker suggested that he did not want single family neighborhoods making any decisions about the development in their area.** He was suggesting that the Developers should do this. Sadly, this mind set seems entrenched throughout the development community in Richmond. **Mr. Dhaliwal and other Developers seem to want to run the development in the City.** Our Group knows that Council and City Staff make the final decisions and that Developers who think this way will be dealt with firmly. Contrary to the



Development community, our neighborhood wants input into development decisions that affect the character and livability of our neighborhood.

4. Mr. Dhaliwal said that if the City changed the rules it will make him lose money. He said that the rule change has caught him by surprise. **Well the rules are changing for our single family neighborhood as well.** We are more surprised with these rule changes than Mr. Dhaliwal will ever be. To allow rezoning to high density 3 storeys multiple family townhouses (a major and surprising change in the rules for us) will negatively change the character and livability of our entire neighborhood. The risk the Developer took investing in land and costs of making his application is very small when compared to the huge risk investment made by surrounding single family home owners. Mr. Dhaliwal will not lose money as he suggests. He has a significant capital gain in these properties even if he builds single family under R1-E zoning - **as he so strongly suggested he wanted to do!**
5. Mr. Dhaliwal wants his applications 'grandfathered' because they were in the process prior to the amended Arterial Road Policy. He is asking for a favor and special treatment. He is trying to avoid public input and he is trying to fast track his approvals. It is our view that his applications should go forward under the new revised rules just like any other applicant. He should not be given any favors or special considerations. The City of Richmond owes him nothing.
6. **Mr. Dhaliwal gave the standard dry and monotonous speech that Developers give**-he was just following the rules, he was just doing what City Staff told him to do, he was away in Ottawa for a long time (if this meant something), that delays would cost him money, that he wanted to see his application given special treatment, that he held public consultation, etc. Mr. Dhaliwal is trying everything that he can think of to get this maximum density-3 storey townhouse applications approved, to make a huge profit and to move on to find another neighborhood to destroy. He does not care one bit about the surrounding neighborhood and the long term single families that he will hurt.
7. **We were pleased when Planning Committee Members asked Staff what guarantees were built into the revised Arterial Road Policy that would steer high density developments to transit hubs, shopping malls and the Rav-Line or other appropriate areas where it should go. This will lead to good planning! We feel this is going in the right direction. We feel that the Arterial Road Policy should not be uniformly applied all over Richmond. We feel that unique single family neighborhoods should be protected to give Richmond the diversity that it needs. There is plenty of room in Richmond for both.**

3.

We are confident that the Planning Committee Members and City Staff will see through **Mr. Dhaliwal's spin on things**. He is a good powerful speaker, even though the content may be self serving and inaccurate.

We hope that the above observations and opinions about the March 22, 2005 Planning Committee Meeting is helpful.

Yours truly,



Ian Frier
4240 Tucker Avenue,
Richmond, V7C 1M1
604 274 2862
Member, the Gibbons/ Thompson Group.

pc - GM, UD
- Director,
Dev Apps

To Helga
1001 Road

4451 Stonecrop Avenue
Richmond, BC
V7C 1L6

21 February 2005

Malcolm Brodie, Mayor
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Copied & distributed
to all.
Date: Feb 25/05
Initials: em

Reference: Rezoning of 4111 and 4093 Granville file #RZ04-275922 and
Rezoning of 6840 and 6880 No. 1 Road file #RZ04-272729

Dear Sir,

Like many of our neighbours in the immediate area, my wife and I are strongly opposed to the above referenced rezoning applications. If these applications are allowed to continue with multi-family housing this will be the first of many steps to encroach into and destroy the quiet single family residential neighbourhood area bounded by Granville Avenue, No. 1 Road, Westminster Highway, and Riverdale Road.

This area consists of large and medium size lots that contain many single detached houses that give the neighbourhood its own style of housing construction and single family residential character.

The neighbourhood has grown and developed its own single family residential character since the 1940's when the Gibbon's Area was created under the Veterans Land Act to demonstrate the gratitude of a grateful nation to returning veterans from WWII by supplying various single family lots.

To date, many older style single family houses have been replaced with new up-to-date single family houses that has slowly changed and further enhanced the face and character of the bounded area noted above. This is the normal and expected advancement of development as time progresses.

However, to change the Zoning to Multi-Family housing, will be a major mistake. This mistake will eventually lead to the destruction of another valued neighbourhood and accelerate the continued growth of the "Condominium City of Richmond". Examples of this can be seen in many areas of Richmond.

It is unfortunately obvious that some of the current landowners within the bounded area noted above have permitted their properties to fall into neglect. This has been done in the hope that the landowners can make large financial gains by selling their to land developers, who in their turn intend to make even bigger profits by constructing multi-family housing. These financial gains are being planned with total disregard to the nature of the existing character of the single family lots and homes in the bounded area noted above.

Re-Zoning of the properties referenced above will be a major mistake. This will encourage other re-zoning applications for the construction of other multi-family housing that will further benefit the landowners and developers. All of this will be done at the expense and destruction of the quiet and well-established single family residential area.

We are requesting the City of Richmond to be responsible in upholding the character of its existing neighbourhoods and not permit through greed the wanton destruction of single family land and houses. Instead, the City of Richmond should encourage the existing landowners to develop their land for new and up-to-date single family houses that will further enhance the character of the existing neighbourhood.

... that you will be able to convince the Planning Committee to reject the Rezoning Applications
y Granville Avenue, No. 1 Road, Westminster Highway,
and Riverdale Road, as single famil-

Yours sincerely

Michael E. Thomas

City of Richmond
Planning Department
300-1001
MAYOR'S OFFICE



City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1
Telephone (604) 276-4000
www.city.richmond.bc.ca

February 24, 2005
File: RZ 04-275922
RZ 04-272729

Urban Development Division
Fax: (604) 276-4052

Ian Frier
4240 Tucker Avenue
Richmond, B.C.
V7C 1M1

Dear Sir:

**Re: Rezoning Applications RZ 04-275922 (4093 and 4111 Granville Avenue) and RZ 04-272729 (6840 and 6880 No. 1 Road)
Review of the Lane Establishment and Arterial Road Redevelopment Policies**

This is to acknowledge the receipt of and to respond to your letters:

- dated January 13, 2005 to Holger Burke regarding the Arterial Roads Policy;
- dated February 14, 2005 to the Mayor and Council and to Victor Wei regarding the Gibbons Area concerns with the Arterial Road designation and the No. 1 Road buffer; and
- dated February 18, 2005 to Joe Erceg regarding the status of rezoning applications RZ 04-275922 and RZ 04-272729.

At this point in time:

- neither of these rezoning applications are scheduled for the Planning Committee (and are in no position to be going to Council for final approval);
- staff are still working on the details of the public consultation process for the review of the Lane Establishment and Arterial Road Redevelopment Policies; and
- a date has not yet been set for another public information meeting on these rezoning applications nor for an open house on the public consultation process for the review of the Lane Establishment and Arterial Road Redevelopment Policies.

In the meantime, your various concerns expressed in each of your letters are being taken into consideration.

Yours truly,

Holger Burke, MCIP
Development Coordinator

HB:hb

RICHMOND
Island City, by Nature

cc: Holger, Raul, Victor

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

February 18, 2005

Raul
for response
KE

Fax 604-276-4222

Mr. Joe Erceg, General Manager,
Urban Development Division.

CITY OF RICHMOND DATE
Feb 18/2005
RECEIVED URBAN DEVELOPMENT

Dear Mr. Erceg;

Re: Rezoning of 4111 and 4093 Granville file # RZ04-275922 and rezoning of 6840 and 6880 No. One Road file # RZ04-272729.

I would like to get an update of the status of these two rezoning applications.

1. When will your department be forwarding these applications to the planning committee?
2. When would you anticipate that a public information meeting would be held for these applications?
3. When would these applications go to Council for final approval?

Could you please fax the reply?

Regards



Ian Frier
4240 Tucker Avenue
Richmond, B.C.
V7C 1M1
Phone 604-274-2862
Fax 604-274-2869

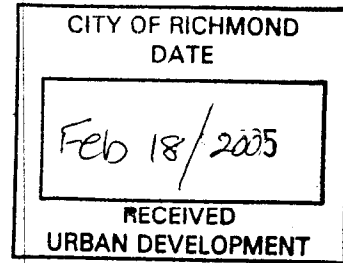
Holger.

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

February 18, 2005

Fax 604-276-4222

Mr. Joe Erceg, General Manager,
Urban Development Division.



Dear Mr. Erceg;

Re: Rezoning of 4111 and 4093 Granville file # RZ04-275922 and rezoning of 6840 and 6880 No. One Road file # RZ04-272729.

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3. When would these applications go to Council for final approval?

Could you please fax the reply?

Regards

Ian Frier

Ian Frier
4240 Tucker Avenue
Richmond, B.C.
V7C 1M1
Phone 604-274-2862
Fax 604-274-2869

Raul

February 18, 2005

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

Fax 604-276-4222

[Handwritten signature]

Mr. Joe Erceg, General Manager,
Urban Development Division.

CITY OF RICHMOND	
DATE	
Feb 18/2005	
RECEIVED	
URBAN DEVELOPMENT	

Dear Mr. Erceg;

Re: Rezoning of 4111 and 4093 Granville file # RZ04-275922 and rezoning of 6840 and 6880 No. One Road file # RZ04-272729.

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2. When would you anticipate that a public information meeting would be held for these applications?
3. When would these applications go to Council for final approval?

Could you please fax the reply?

Regards

[Handwritten signature: Ian Frier]

Ian Frier
4240 Tucker Avenue
Richmond, B.C.
V7C 1M1
Phone 604-274-2862
Fax 604-274-2869

City of Richmond
6911 No. 3 Road,
Richmond, B.C.
V6Y 2C1

February 14, 2005

M.R. Wei

Mayor and Council
Mr. Victor Wei, P. Eng.
Acting Director, Transportation.

**Re: Gibbons Area – Concerns with “Arterial Road” Designation.
-- Concerns with “the No. 1 Road Buffer”**

Dear Mr. Wei.

Thank you for replying to the letter that I addressed to Mr. Joe Erceg, General Manager, Urban Development. I am a member of the neighborhood organization who oppose the two rezoning applications 4111 and 4093 Granville Avenue and 6840 and 6880 No. 1 Road. The ‘Arterial Road’ designation on Granville Avenue is a big issue. Granville Avenue is a quite, lightly used single family street which will be destroyed by Urban Developments designation. Maintaining a ‘buffer zone’ on No.1 Road is also a major issue. The Arterial Road Policy has huge implications that are **changing the entire landscape of Richmond** and changing the livability and life styles of many long term single family residents. It is quite clear that the Developers, the Urban Development Institute, the Greater Vancouver Home Builders Association, the Real Estate Board of Greater Vancouver, and two local house designers who have been consulted by ‘Urban Development’ love the opportunity to make huge profits while destroying and converting single family neighborhoods into multiple family townhouses.

I am totally surprised that the people left out of this equation have been the single family property owners, and I might point out, voters and taxpayers. We are probably guilty of being sound asleep and complacent when this policy was slipped in. It is also probable that the City of Richmond did not advertise it well enough to make the single family property owners **aware of its tremendous impact** on our lives. Single family property owners by being difficult to organize, are probably the easiest to push around. Public consultation should have been done before this policy was ever implemented. Urban Development Division cannot simply dictate the massive destruction and conversion of single family properties into multiple family all over the place.

RECEIVED IN TRANSPORTATION
Date: Feb. 15 / 05
By: <i>vw</i>

The ‘Arterial Road Policy has many weaknesses that Council should immediately fix.

1. **A well thought out Policy does not exist!** I went to City Hall and asked for a copy of this Policy. I was surprised to, say the least, to find out the Policy was incomplete and that a final copy did not exist and was not available to me. I have since found out that the Policy was turned down by Council and sent back to Urban Development for review. The two rezoning applications referred to above are proceeding under an interim **Arterial Road Draft** which I was told about. The original Policy looked good on paper but in a practical sense has many weaknesses. Is the City of Richmond going to proceed with a Policy that will be sent back for revisions every time a problem crops up?
2. **Granville Avenue from Railway to No. 1 Road should be removed from the ‘Arterial Road’ classification.** Urban Development Division cannot simply draw lines on a map and force taxpayers to accept the redevelopment that you dictate. The surrounding neighborhood wants this section of Granville Avenue to remain as single family Ri-E zoning. Consultation will not change this.
3. **There should be built into this Policy a ‘protected area provision’. This policy should not be applied evenly along the full length of the designated roads without protecting existing and unique single family neighborhoods along the way.** This approach is totally unacceptable. There are unique areas along these roads that should be protected. These should have been identified through public consultation before encouraging Developers to accumulate land. Our neighborhood in 1996 had to fight to stop a developer from obtaining rezoning. A survey was done at that time showing a large majority of property owners wanting R1-E to apply to our neighborhood. Council in their wisdom agreed. This is on City Hall records. The Urban Development Division should know this! **The fact that our neighborhood has to waste our time fighting the Developer and also fighting the ‘Urban Development Division’ to protect our properties is quite frankly distasteful.**

The obvious planning objective of protecting single family subdivisions while steering rezoning to areas where it is suitable- near shopping areas, near main transit hubs, and along the Rav Line is being missed.

This is a major redevelopment policy and is changing the entire landscape of Richmond. If some common sense is not applied to the implementation of the policy, multiple family rezoning will not only be **‘walling in’** single family neighborhoods all over the place but will be destroying and converting entire single family neighborhoods into extinction (much Like the Dinosaur)

Does Council want to chase everyone who wants single family neighborhoods out of Richmond? Where is the line going to be drawn? How many families are going to be hurt before good planning prevails? Is Single family zoning heading for extinction in Richmond? When is Council going to stand up and protect single family neighborhoods? Will Richmond become a 'townhouse city'? What balance is needed between single family and multiple family? It is quite obvious that better planning is required in implementing the redevelopment Policy.

There has to be a Balance- where will it ever stop! At the moment, Residents **that I am talking to simply no longer trust the 'Urban Development Division' to stop encouraging further encroachment into** single family neighborhoods. Consultations at this late stage are better than nothing but the anger and mistrust is growing and the redevelopment is chewing up more single family properties as we speak.

In your letter, you state that Granville Avenue "should continue to be classified as a minor arterial road". Your mind seems to be made up! Further you state that **there will be public consultation and part of this will be "the determination of the appropriate type of development along different priority roads"**. We already have two unwanted and misplaced rezoning application that are being processed and shoved down our throats by 'Urban Development Division'. Thru your encouragement, Urban Development Division has multiple family developers **buzzing around our neighborhood like honey bees to flowers**. You have been told that our neighborhood wants only single family RI-E zoning as a minimum. **Your Urban Development Department obviously disagrees with our entire neighborhood. You are trying to force multiple family zoning into a neighborhood that does not want it. You are trying to implement this policy with no regard for single family property owners. It is little wonder that our neighborhood is having to fight with you. It is little wonder that you are losing our trust. You should review your approach on this and come up with something better.**

I have **read and reread** the City of Richmond brochure titled “Residential Redevelopment Along Richmond’s Arterial Roads”. In this Brochure it clearly states that **Council adopts certain policies**. Urban Planning Division is encouraging a Developer to apply for rezoning for 14 **high density three storey townhomes** on two approximately three quarter acre lots in an area that is not around a Neighborhood Center and is quite a distance away from a small neighborhood mall (Terra Nova) and no where near focal points for transit or other services. **The Terra Nova mall is so small that the entrance roads (No. 1 Road north of Westminster and Westminster Hwy West of No. 1 Road) are not classified as Arterial Roads.** What is going on here? Is this redevelopment and road classification out of control? No where in this brochure does it say that high density town homes will be allowed along an arterial road not near a Neighborhood Centre. Nowhere in this Policy does it say isolated multiple family 3 story high density developments are going to encroach into single family neighborhoods to be right next door to nice single family homes. Looking up at a 2 or 3 story wall a few feet from your property line will not be nice.

The way this Arterial Road Policy is being put into practice is creating huge animosity and mistrust with a large number of voters. We are not going to go away or get tired fighting for the survival of our neighborhood. We have large investments in our property. The implementation of this Policy by the Urban Development Division’ is threatening our neighborhood, our property values, our life style and our desire to stay in Richmond. Our feet are now dug in – you are going to have to force us out!

Terra Nova has a corridor of 654 high density town homes that border our neighborhood – yes 654! This corridor is enclosed by No.1 Road on the East-Granville Avenue, Barnard Drive. And Westminster Hwy on the South, West and North respectively. **All of these 654 high density town homes are within a 1 to 5 minute walk of our neighborhood. In Terra Nova, Barnard Drive acts as a buffer between single family on one side and multiple family on the other.** There seems to be some good planning in Terra Nova and I think our neighborhood deserves the same. To allow multiple family high density town homes to jump across No. One Road into our single family neighborhood is not good planning. There will be no buffer between these town homes and single family lots right beside them. To plunk multiple family town homes in a patch work fashion into our neighborhood will be a planning disaster’.

5.

Our neighborhood already has 654 high density multiple family units on our door step. This is enough high density for our neighborhood to share. We accept this because the buffer of No. 1 Road exists. We accept this because the high density multiple family is on one side while our unique single family neighborhood is on the other. The No. 1 Road 'buffer' works well - lets keep it that way.

Our neighborhood needs the help of Council to come up with a workable Policy that protects single family property owners while steering redevelopment to the proper and acceptable areas. We need Councils help to protect us from the actions of the 'Urban Development Division' encouraging Developers to put high density multiple family applications where they are not wanted. We need the help of Council to preserve the character of our neighborhood, protect our property values and show us that there still is room in Richmond for the single family property owner.

Let's Remove Granville Avenue (Railway to No. 1 Road) from the Arterial Road classification!

Let's do some good planning and maintain No. 1 Road as a BUFFER between 654 high density town houses and our single family neighborhood!

Yours truly,



Ian Frier

Copy: Mr. Joe Erceg General Manager, Urban Development
Mayor Brodie

Cllrs: Linda Barnes Evelina Halsey-Brandt Rob Howard Bill McNulty
Derek Dang Sue Halsey-Brandt Kiichi Kumagai Harold Steves



City of Richmond

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

Telephone (604) 276-4000

www.city.richmond.bc.ca

February 3, 2005

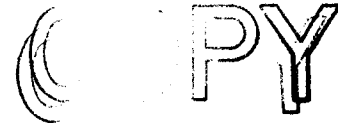
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78 4105-00

Urban Development Division

Fax: (604) 276-4052

Ian Frier
4240 Tucker Avenue
Richmond, BC V7C 1M1



Dear Mr. Frier:

Re: Gibbons Area – Concerns with “Arterial Road” Designation

Thank you for your letter of January 19, 2005 to Joe Erceg, General Manager, Urban Development Division requesting that the section of Granville Avenue from Railway Avenue to No. 1 Road be removed from the Arterial Roads Policy. Your letter has been forwarded to me for response.

To identify the classification to which any road belongs, consideration is given to the service function and traffic characteristics such as traffic volume, flow characteristics and vehicle speed. We recognize that this roadway section does not have a relatively large volume of traffic when compared to other sections of Granville Avenue. However, its primary function in local connectivity is still a major consideration and therefore, should continue to be classified as a minor arterial road.

For your information, the Review of the Establishment and Arterial Road Redevelopment Policies have been referred back to staff for public consultation on options related to these policies. The public consultation process will be initiated in the next several weeks. One key issue in this review is the determination of the appropriate type of development along different priority roads.

For more information on the Lane Policy and review, please contact Holger Burke, Development Coordinator at 604-276-4164. For information on transportation-related issues, please contact Donna Chan, Transportation Engineer at 604-276-4126.

Yours truly,

Victor Wei, P. Eng.
Acting Director, Transportation

DC:lce



HB

1 - GM -
Urban
Develop.

→ haul
- for input into applications
- check whether Malcolm
wants reply drafted

Gene to Paul
for 1/25
3/5/05

Maureen Coyle
6811 Gibbons Drive
Richmond, BC V7C2E3

MC
Jan 31/05

January 27, 2005

Mayor Malcolm D. Brodie
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Copied & distributed
to all.
Date: Jan 31/05
Initials: MC

Dear Mr. Mayor,

Re: Maintaining the existing zoning for our neighbourhood

I am writing on behalf of our community to inform you of our opposition to the rezoning initiatives currently underway, which will affect the Thompson/Gibbons Drive area.

Our strong opposition is reflected in the attached petition, gathered in haste over two days in November at the request of your planning department, as well as in the numerous letters sent to your planning department regarding the following zoning applications:

- # RZ04-275922 4111 and 4093 Granville
- # RZ04-2727296840 and 6880 No. One Road

We will be securing additional support from the remainder of our community to clearly demonstrate our disapproval for any changes to the existing zoning in our area.

We request that you, our elected representative, support us to maintain the existing zoning (R1/E).

Yours truly,

Maureen Coyle

City of Richmond
RECEIVED
JAN 28 2005
MAYOR'S OFFICE



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
Telephone (604) 276-4000
www.city.richmond.bc.ca

January 20, 2005
File: 4105-00

City Clerk's Office
Telephone: (604) 276-4007
Fax: (604) 278-5139

Mr. Ian Frier
4240 Tucker Avenue
Richmond, BC V7C 1M1

Dear Mr. Frier:

Re: Arterial Roads Policy - Granville Avenue from Railway to No. 1 Road

This is to acknowledge and thank you for your letter of January 19, 2005 in connection with the above matter.

A copy of your letter has been forwarded to the Mayor and each Councillor for their information. In addition, your letter has been referred to Joe Erceg, General Manager, Urban Development for response. If you have any questions or further concerns at this time, please call Mr. Erceg at (604) 276-4083.

Thank you for taking the time to make your views known.

Yours truly,

David Weber
Manager, Legislative Services

DW:wd

pc: Mayor and each Councillor (with letter)
Joe Erceg, General Manager, Urban Development
Holger Burke, Development Coordinator
Sara Badyal, Planner

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

TO: MAYOR & EACH
COUNCILLOR
FROM: A/CITY CLERK

pc: GM-UD
for response
pc: Holger Burke
Sara Badyal
for information

January 19, 2005

PHOTOCOPIED
WJ

JAN 20 2005

& DISTRIBUTED

		RT
	JM	
✓	DW	DW
	KY	
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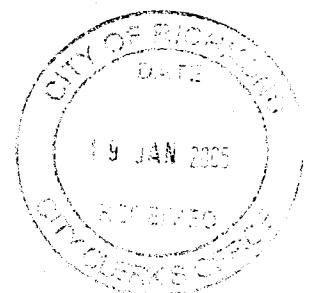
4105-00

Mr. Joe Erceg,
General Manager, Urban Development Division.

Thank you very much for the meeting yesterday and the opportunity to express the **unanimous opposition** of residents in the 'Gibbons Area' to the multi-family rezoning applications on Granville and No One Road. As indicated, we are also having great difficulty with the interrelating 'Arterial Roads Policy' and the destruction it can cause to our unique single family area.

I attended the Planning Committee meeting on January 18 and was disappointed to see that city planners still include Granville Avenue from Railway to No. One Road in the Arterial Roads Policy. We have asked that City Planning remove it from the Arterial Road Policy. I will make the following points again in an attempt to have this done:

1. This is a **secondary connector road** with 2 lanes, a bike trail and a center two way turning lane. It is not a main connector road like No. One Road, Railway Avenue, Westminster Hwy, and others.
2. There is **no public transit** on this section of road and there is none planned for the foreseeable future. People using public transit now walk very short distances along Granville Avenue Railway Avenue or to No One Road.
3. The largest volume of traffic using this section of road is **local**. It originates in the catchments areas of Quilchena, Tera Nova, Gibbons and Riverdale. Local people from these areas use this road to get access to the main arteries of Railway/Granville East and access to No. 3 Road shopping.
4. Large volumes of commuter traffic **do not** use this section of road. This commuter traffic flows down No. One Road to Westminster Hwy or flows down Railway and East on Granville.
5. This section of road gets congested with local car traffic going to Thompson School. A steady stream of students uses this section of road as a **walk way** to get to and from school.
6. It is a **designated bike trail**. Students and others use it as such.
7. The 'Gibbons Area' already has a **cut through traffic problems**.



2.

To keep this section of road in the 'Arterial Road' designation makes no sense at all and represents the poorest possible urban planning. To increase the density along this section of road will create traffic problems while destroying a single family subdivision that unanimously does not want it.

I would like you to give me in writing why the City Planners want to classify this section of road as an 'Arterial Road' while it clearly is not and why City Planners want to increase the density along this lightly used secondary access road when the surrounding single family residents do not want it.

Awaiting your reply.

Yours truly,

Ian Frier
4240 Tucker Avenue
Richmond, B.C.
V7C 1M1
604 274 2862

Copy: Planning Committee Members-copies of related correspondence included.

Cllr. Bill McNulty (Chair)
Cllr. Sue Halsey-Brandt (Vice Chair)
Cllr. Linda Barnes
Cllr. Rob Howard
Cllr. Harold Steves

REVISED LETTER

City of Richmond
6911 NO. 3 Road
Richmond, B.C.
V6Y 2C1

January 13, 2005

Dear Ms. Badyal:

Re: Rezoning of 4111 and 4093 Granville file # RZ04-275922 and rezoning of 6840 and 6880 No. One Road file # RZ04-272729.
(Revised Letter)

I am strongly opposed to these rezoning applications.

The neighborhood from Granville- north to River Road- and West of One Road is an area of **large lots and medium size lots with cottage estate type of housing**. The area is unique because of this zoning and style of house construction. My wife and I built a new home here 13 years ago and have made a significant investment in it. We hope that the value of our investment will not be impaired because of this shocking zoning change that is being proposed. We have lived in Richmond for 35 years and chose to relocate to Tucker Avenue because of the differing character of the neighborhood and the living style that it had to offer. If the above mentioned rezoning applications get approval, the character of the neighborhood will be **destroyed**.

We will be walled in with three story town homes. This area will see future applications to develop small 30-33 foot lots as well as more town houses if the above mentioned rezoning application is approved. One Road from Granville to Westminster Highway will be like a tunnel. Granville Avenue, a secondary connector road will be a wall of town homes and loaded with unwanted traffic. The area will be permanently changed for ever. We all know that developers target large lots and assemble land speculating on getting zoning changes and huge profits. They typically rent the houses and run them down so redevelopment looks attractive. They get away with the highest density possible and leave with no feelings for the mess they leave behind. If this Developer had been told years ago that this area was to remain R1E zoning, there would **already** be new and attractive single family houses built on these application properties.

The area **west** of One Road (Terra Nova) has many town homes and small lot houses. These have been **well planned and incorporated in with surrounding neighborhoods and shopping malls**. In comparison, to allow a Developer to isolate off two parcels of

2.

Land East of One Road and **plunk** (with no step down phasing in or play areas) 3 storey town houses built with maximum density inside and right next door to existing single Family cottage estate style residential homes **will be a planning disaster**. There are enough multiple dwellings on the West side of One Road already for our general area to absorb.

When we first moved to Tucker Avenue 13 years ago, a Developer was trying to get rezoning approval for 4031 Tucker Avenue. The rezoning was for 2-40' lots for small houses. The entire neighborhood rallied together in opposition to this development. The Council of the day had the good judgment to disallow the rezoning application and protected the integrity of the neighborhood. It was generally felt at the time that R1E (59.055 ft) frontage lots would be the minimum acceptable to maintain the character of the area. Nothing has changed! All my neighbors feel the same way! History should give Council some guidance in rejecting these two Rezoning applications.

If Council wants to encourage multi-family developments that encroach into cottage estate type single family residential areas, it will at the same time encourage good quality long term residents (I consider myself as one) to pack their bags and move out. My wife and I have been active in community life in Richmond for 35 years and have raised two children here. Our first preference is to remain here and continue to pay taxes here. We looked for an area 13 years ago where we could move and build our dream home. We chose Tucker Avenue because of the unique qualities of the area. Now here we are, having to fight off a new threat that will permanently change the unique character of the entire area.

What might Richmond City Planning and Council do with these two development permits? I would like to make a **constructive suggestion**. I can suggest that the Developer be told that R1E zoning 59.055 ft single family lots are the minimum that will be accepted on the East side of One Road and that plunking 3 storey town homes or 30-33 ft lots starkly into this area is not going to be acceptable.

Many other Developers have built single family housing throughout the area (some custom and some on speculation) and have successfully sold them to new owners for a profit. It is puzzling why this Developer cannot do the same. This Developer should be encouraged by Richmond City Planning and Council to change his application and move to single family construction. This Developer should not be allowed to leverage a huge profit through multi-family construction while ruining this unique single family area for long term residents.

3.

Granville Avenue west from Railway is not a main artery. It is a secondary connector road with 2 lanes, a bike trail and a single centre two way turning lane. Surely it cannot be that the City of Richmond intends to classify this as a Arterial Road and to allow small lot or townhouse rezoning. This would be disastrous planning. Further town house applications along Granville Avenue surly will follow the approval of this one. Further town house or small lot single family applications along One Road from Granville all the way to River Road will also shortly follow. This section of road has no public transit now or planned for the future. People using public transit now walk a short distance to Railway or to One Road. This section of road is a 'walk way' for students going to and from school. The largest percentage of traffic on this road originates in the Quilchena, Terra Nova, Gibbons and Riverdale areas. It is lightly used as compared to arterial Roads like One Road and Railway and Steveston Highway. It connects these residential areas to the main arterial road of Granville/Railway and has very little pass through commuter traffic.

I hope that Richmond City Planning and Council will support the unanimous neighborhood opposition to these rezoning applications and preserve the R1E zoning. I hope that Richmond City Planning and Council will move to preserve this unique single family neighborhood as it gives needed diversity to the Richmond landscape. I hope that Richmond City Planning and Council will remove the section of Granville Avenue from Railway to One Road from its Arterial Roads classification. I hope that Richmond City Planning and Council build in flexibility to the Arterial Roads Policy that will allow unique areas to be protected.

Sincerely yours,

Ian Frier
4240 Tucker Avenue,
Richmond, B.C.
V7C 1M1
604 274 2862

Copy: Mayor Brodie
Neighbors

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1

January 13, 2005

Dear Holger Burke:

Re: The Arterial Roads Policy .

I live in the Gibbons area which is zoned R1E and has large and medium sized lots with cottage estate type of housing. The character of our neighborhood is being threatened by a Developer who is being encouraged to proceed with redevelopment applications under the "Arterial Road Policy". The entire neighborhood is apposed to the development and encroachment of small 30-33 ft lots and multi-family townhouses into this area.

The "Arterial Road Policy" has caused a gold rush of redevelopment along designated arteries. I went to City Hall to ask for a copy of the Arterial Road Policy and was told that one **did not exist**. I was surprised to say the least. I found out that this policy has already run into problems and has been referred back to you by Council for revision. How can the City of Richmond be encouraging redevelopment, approving applications and proceeding with rezoning without a final policy in place? A more reasonable approach might have been to freeze rezoning applications pending release of the final policy.

The intentions of this letter are to make **constructive suggestions** that I hope can be included into your revised policy. I hope that these revisions can be put in place in time to prevent the destruction of our neighborhood.

- 1. Granville Avenue from Railway to One Road should be removed from the Arterial Road classification.** This is a secondary connector road with 2 lanes, a bike trail and a single centre two way turning lane. It is not a main connector road like One Road, Westminster Hwy, 3 Road and other. There is no public transit on this section of road and none is planned for the foreseeable future. People using public transit now walk a very short distance to Railway or One Road. The largest volume of traffic using this section of road is local. It originates in the catchments areas of Quilchena, Terra Nova, Gibbons, and Riverdale. People from these subdivisions use it to connect to the main artery of Railway and Granville East of Railway to get to and from 3 Road shopping areas. Large volume commuter traffic does not use this section of road and flows down One Road or down Railway. This section of road also gets congested with local traffic going to and from Thompson School. There is a steady flow of students using this section of road as a walk way to and from school. This section of Granville is lightly used when compared to other main arterial roads and deserves a lower and different classification.

2.

2. Protecting Unique Areas. There are unique areas of Richmond that deserve protecting and good planning. Rezoning to small 30-33 ft lots and town house makes good sense around shopping malls and around main transit centers. Encroaching with similar rezoning into unique single family areas with cottage estate large lot zoning makes no sense at all and would be disastrous planning. The Gibbons area is one and the Pendlebury area is another that comes to mind. I am sure there are other areas along the designated Arterial Road designations that deserve protecting as well. To apply the Arterial Road Policy evenly for the full length of designated roads is wrong.

3. Public Input. The Arterial Road Policy is a **major policy** that will have community changing effects on all of Richmond. I dare say that the Developers love it as evidenced by the large volume of redevelopment taking place under the direction of this Policy. Directing this redevelopment to the proper places is the challenge of Council and Richmond City planning. Spreading this redevelopment evenly along the arterial roads will be disastrous planning, will destroy neighborhoods and will make Richmond an ugly and undesirable place to live. The thing that is missing in this process is public input. Before a final policy is passed it should have public input. We all live in this community together and major community changing initiatives like this require public input. Public input is the way to fine tune major public policy.

Sara Badyal has further information regarding the rezoning application of 4011 and 4093 Granville and 6840 and 6880 One Road that you might find useful to read. I hope that you will incorporate the above suggestions into your revision of the Arterial Roads Policy.

Sincerely yours,

Ian Frier
4240 Tucker Avenue,
Richmond, B.C.
V7C 1M1
604 274 2862

To:

January 18, 2005

DRAFT

Rezoning Threatens Destruction of Historic 'Veterans Land Act' Subdivision.

The 'Gibbons Area' is a very unique historical area. This area is part of the evolution of Richmond as a community and tells the story of a particular period of History. The 'Gibbons Area' was created under the 'Veterans Land Act' to supply single family lots of various sizes to returning Veterans. The distinctive characteristics of the original Subdivision tells the story of why the 'Gibbons Area' has evolved to what it is today. Today there are large lots and medium size lots with a mix of housing from cottage estate style to medium size housing. The area is currently zoned R1-E with a minimum lot size of 59.055 ft. The residents unanimously want this subdivision to remain as single family and to remain R1-E zoning. The unique history of the 'Gibbons Area' will be lost forever if rezoning to small lots or multi-family occurs.

When developed under the VLA, the Gibbons Area' had many unique characteristics: - a unique road layout with narrow 6 meter wide roads

- single family zoning
- 2 ditches one on each side of the road for drainage.
- A curved road layout.
- A mix of lot sizes for the Veterans to choose.
- Willow trees that were planted along the streets.
- Housing type ranging from large estates to medium size.

One of the most outstanding features of the 'Gibbons Area' subdivision is that the streets are named in honor of Richmond residents who died serving in World War 11. The street names of Gibbons, Tucker, Forsyth and Gamba are a living reminder of these War veterans.

2.

What type of subdivision exists today in the 'Gibbons Area'? There still are 3- one acre lots undeveloped in the areas which are now being targeted by developers. There are many single family cottage estate type of housing on larger lot. There are many medium size single family type of housing on medium size lots within the R1-E zoning. There still are a few Willow trees along the roadways. There still are narrow roads and two ditches. There still are curving roads. Many of the original historic characteristics of the 'Gibbons Area' have evolved and survived over the years. This area is truly unique and should be protected from unwanted rezoning and development.

It would be a travesty to allow a multi-family Developer to encroach into this historical single family subdivision and to ruin its historic character and meaning. The historic character has survived for many years but can be destroyed with one rezoning approval. This area is a living memorial for the Veterans who gave up their lives in the Second World War. This area is a living memory of Richmond's history and a subdivision created under the 'Veterans Land Act'. This area is unique and should remain R1-E zoned. This subdivision should be protected as it gives Richmond some diversity.

Ian Frier
4240 Tucker Avenue
Richmond, B.C.
V7C 1M1
604 274 2862

Sources: City of Richmond Web Site-Planning and Zoning- Heritage-Subdivision History. Richmond Archives- "We Will Remember Them" by Mary Keen, 1998.

World War 11- Lieutenant Lewis Ord Riddell Tucker
b. July 19, 1906 Winnipeg
d. October 25, 1942 Bramshott, England.

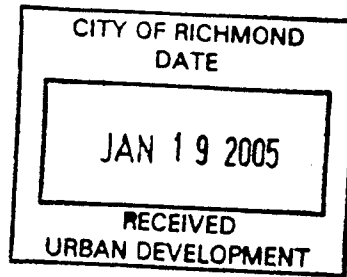
3.

Private John Reginald Forsyth
b. February 15, 1920 Richmond, B.C.
d. July 26, 1944 Italy

Private Louis Pete Gamba
b. May 14, 1920 Comox, B.C.
d. May 23, 1944 Italy

Pilot Officer James Walter Gibbons
b. August 10, 1911 Kelowna, B.C.
d. February 20, 1944 Wahrburg, Germany

City of Richmond
6911 No. 3 Road
Richmond, B.C.
V6Y 2C1



January 19, 2005

*cc Clerks: Filing
Raul.
Victor Wei -> F/I*

Mr. Joe Erceg,
General Manager, Urban Development Division.

*Victor to Draft
reply in jurisdiction for
arterial with input from
Raul on Policy review
M-earl
JES
Jan 19/05*

Thank you very much for the meeting yesterday and the opportunity to express the **unanimous opposition** of residents in the 'Gibbons Area' to the multi-family rezoning applications on Granville and No One Road. As indicated, we are also having great difficulty with the interrelating 'Arterial Roads Policy' and the destruction it can cause to our unique single family area.

I attended the Planning Committee meeting on January 18 and was disappointed to see that city planners still include Granville Avenue from Railway to No. One Road in the Arterial Roads Policy. We have asked that City Planning remove it from the Arterial Road Policy. I will make the following points again in an attempt to have this done:

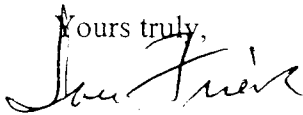
1. This is a **secondary connector road** with 2 lanes, a bike trail and a center two way turning lane. It is not a main connector road like No. One Road, Railway Avenue, Westminster Hwy, and others.
2. There is **no public transit** on this section of road and there is none planned for the foreseeable future. People using public transit now walk very short distances along Granville Avenue Railway Avenue or to No One Road.
3. The largest volume of traffic using this section of road is **local**. It originates in the catchments areas of Quilchena, Tera Nova, Gibbons and Riverdale. Local people from these areas use this road to get access to the main arteries of Railway/Granville East and access to No. 3 Road shopping.
4. Large volumes of commuter traffic **do not** use this section of road. This commuter traffic flows down No. One Road to Westminster Hwy or flows down Railway and East on Granville.
5. This section of road gets congested with local car traffic going to Thompson School. A steady stream of students uses this section of road as a **walk way** to get to and from school.
6. It is a **designated bike trail**. Students and others use it as such.
7. The 'Gibbons Area' already has a **cut through traffic problems**.

2.

To keep this section of road in the 'Arterial Road' designation makes no sense at all and represents the poorest possible urban planning. To increase the density along this section of road will create traffic problems while destroying a single family subdivision that unanimously does not want it.

I would like you to give me in writing why the City Planners want to classify this section of road as an 'Arterial Road' while it clearly is not and why City Planners want to increase the density along this lightly used secondary access road when the surrounding single family residents do not want it.

Awaiting your reply.

Yours truly,


Ian Frier
4240 Tucker Avenue
Richmond, B.C.
V7C 1M1
604 274 2862

Copy: Planning Committee Members-copies of related correspondence included.

Cllr. Bill McNulty (Chair)
Cllr. Sue Halsey-Brandt (Vice Chair)
Cllr. Linda Barnes
Cllr. Rob Howard
Cllr. Harold Steves

→ Paul
→ Vicki
Any action?
DE

~~Urgent~~

Paul Dylla
6526 Gibbons Drive
Richmond, BC, V7C 2E1

March 5, 2005

~~Held for Paul~~
Transportation has major
concerns in
response to
Mr. Dylla -
Vicki

Councillor Kiichi Kumagai
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Councillor Kumagai,

Re: Review of the Lane Establishment and Arterial Road Redevelopment Policies

"Our Vision is for the City of Richmond to be the most appealing, livable, and well-managed community in Canada."

When I read the vision statement of the City of Richmond, it gives me hope that I am living in a city intent on being progressive and on being a showcase for the rest of Canada.

When I look at the wonderful work done by your traffic department in establishing a comprehensive cycling network, or look at the work in progress by your parks department in designing the Terra Nova Park, I get the sense that there are visionary people working for our city's best interest.

I definitely do not get the same sense of purpose and vision when I look at what is coming out of your zoning department.

This department seems to be totally focused on maximizing the profits of developers and real estate agents at the expense of the long-term residents and taxpayers.

The clearest example of this is the recent submission of the Review of the Lane Establishment and Arterial Road Redevelopment Policies. This set of recommendations was compiled with no input from the public, TransLink, urban developers, or other City Hall departments. The only input was from a Technical Committee comprised solely of developers and realtors.

Is your zoning department not in a conflict of interest? Should they not be watching out for the interests of the resident taxpayers?

The consequences will be irreversible as the Official Community Plans, Zoning & Development Bylaws and Single-Lot Size Policies are all amended.

Is your zoning department totally incapable of living up to your vision? They have already created a land rush comparable to the one experienced by the City of Vancouver post-Expo86. The legacy of that time was monster homes, leaky condos and ghetto-like complexes. After much public outcry, the City of Vancouver finally put a hard stop to the developer/realtor frenzy before it ruined the city.

Now the City of Vancouver is being recognized over and over again for being one of the most liveable cities in the world. Numerous articles in the Vancouver Sun this year alone support this fact. This didn't happen overnight, but they had a vision and didn't back down when the developers started whining.

I request that you to put a stop to the zoning department's shenanigans, that you impose a moratorium on the rezoning permits along arterial roads until a set of redevelopment policies can be established that live up to our City's vision, and to create these policies through a process that

is open, transparent, involves all the stakeholders, and aligns with the goals and aspirations of the Official Community Plans.

Don't let the zoning department's 1970's thinking make us the laughing stock of planning departments all over Canada.

As our elected representative you are accountable for driving the vision forward. What will be your legacy? Will the residents remember you as the one who courageously upheld the vision to make Richmond the most appealing, liveable and well-managed community in Canada, or the one who let developers run the City Hall and create the most unappealing, unliveable and poorly-managed community in Canada?

Permitting ad-hoc development generated by those whose financial interest is paramount will never be an effective substitute for thoughtful cohesive planning.

To help you stretch your imagination, I have attached a very readable paper that was presented by Ian Lockwood during a recent public lecture (Making Places: Connecting where we Live, Work, and Play), part of the City of Surrey's planning for the Urban Transportation Showcase.

The article can be downloaded from the web (http://policy.rutgers.edu/vtc/documents/Events.ComGrnd-Lockwood_trans_perscript.pdf).

Also attached are my specific concerns about the recommendations put forward by Mr. Raul Allueva at your January 18th Planning Committee meeting. Please consider my input as I, and others in our community, consider who will be in leadership positions this fall.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Pyle". The signature is fluid and cursive, with a large initial "R" and a long, sweeping underline.

Paul Dylla
6526 Gibbons Drive
Richmond, BC, V7C 2E1

March 5, 2005

Councillor Kiichi Kumagai
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Councillor Kumagai,

Re: Review of the Lane Establishment and Arterial Road Redevelopment Policies

I was extremely disappointed to read the "Review of the Lane Establishment and Arterial Road Redevelopment Policies" report submitted by Mr. Raul Allueva, Director of Development, to the Planning Committee on January 5, 2005.

I request that your Planning Committee reject ALL the recommendations in the report for the following reasons:

1. The report was compiled without input from all the stakeholders affected. Acceptance of the reports recommendations will have sweeping consequences on all the residents of Richmond as the Official Community Plans, Zoning & Development Bylaws and Single-Lot Size Policies are amended.
2. The only representation, and it seems key driving force for the recommendations, was from a Technical Committee comprised solely of developers and realtors. These are the very people who will directly profit from the recommendations. This constitutes a real conflict of interest.
3. The focus of every one of the recommendations is maximizing the financial profit for developers and realtors. There is not one recommendation in the report that protects the investment and quality of life of the residents. Considering that we are here for the long-term, unlike the developers and realtors, we deserve a greater voice in the future of our city.
4. Official Community Plans, according to your website, balance urban and rural use, development and the natural environment, jobs and housing. Considering that these goals and strategies were confirmed through a scientifically conducted OCP survey, what right does the zoning department have to unilaterally change the balance to be benefit developers only.
5. It was my understanding that the mandate of your planning departments is create "the most appealing, livable, and well-managed community in Canada". The recommendations do not seem to support this vision.
6. Although densification is crucial in the development of a city, I have not been able to find one city that has taken such an immature approach to city planning. Our neighbouring cities of Vancouver, Burnaby, New Westminster, Delta and Surrey are all planning their densification to take advantage of existing and planned mass transit points and city cores.
7. Opening up all the land along arterial roads for redevelopment has already created a land rush similar to what Vancouver experience following Expo 86. The impact to Vancouver was a significant loss of affordable housing, poorly constructed buildings and a legacy of innumerable leaky condos.

8. Densification needs to occur where there is readily accessible mass transit, such as the city core in the vicinity of the new RAV line, and not on the outskirts where it will only result in an increase of automotive traffic.
9. Recommendation 1 proposes that it will "increase the amount of 'affordable' housing in Richmond". The fact that the word 'affordable' is in quotes clearly indicates that this word is being used loosely. The developer planning multi-family condominium units on No. One Road told me that the smallest unit would likely start at \$313,000. Maybe this small change to multi-millionaire developers, but what part of \$313,000 is 'affordable' to the general public?
10. The criteria for classifying roads should not be based on the development potential. I find it disconcerting to discover that none of the roads in Terra Nova are classified as arterial. My conclusion is that it is because there are no available lots to be redeveloped.
11. The portion of No. One Road north of Westminster Hwy seems to have been reclassified as a non-arterial road. No explanation is given for this change. OCP Bylaw 7100 Schedule 2.2B clearly designates this roadway as a local arterial road. On the other hand, Granville Avenue between Railway and No. One Road seems to have morphed from a Local Arterial Road to a Major Arterial Road. Is this because there are a few large lots that developer can make a fortune on?
12. Granville Avenue between Railway Avenue and No. One Road should be reclassified as a collector road. It is a designated commuter cycling route, is only one lane each direction, and has limited traffic. This street is not being considered by TransLinks for any transit services and consequently should not be develop as an arterial road.
13. Richmond's first residential cycling path is being planned for Gibbons Drive between Granville Avenue and the dyke. Changing the zoning in this area would have a significant impact to your planning department objective of building a link between the planned Terra Nova Park and the commuter cycling network.
14. The proposed recommendations do not align with our city vision statement, does not promote community and is environmentally unsustainable. As a result, developer are already designing condominium where:
 - a. The design is not family friendly. There is insufficient green space for children to safely play outdoors. A minimum 10 metre clearance between the building and the back property line would provide this green space.
 - b. The proposed design calls for two-car garages for each unit. Considering that our auto-centric society has caused our current greenhouse effect crisis, designing a community that encourages the addition of up to 56 cars (700% increase) is environmentally irresponsible. Single car garages large enough for two Smart Cars would make a stronger statement of the City's commitment to environmental responsibility.
 - c. The proposed design has an internal roadway that is based on a curb and gutter design, rather than the exiting country lane style of the rest of our neighbourhood. The City of Vancouver is introducing environmentally sustainable roads and lanes, and our city needs to consider similar roadway policies.

The city's Vision will not be achieved by pushing through this block-breaking rezoning application and implementing 1970's design features. Permitting ad-hoc development generated by those whose financial interest is paramount will never be an effective substitute for thoughtful cohesive planning.

Sincerely,



TRANSPORTATION PRESCRIPTION FOR HEALTHY CITIES

by Ian M. Lockwood, P.E.

Transportation Urban Design Studio
Glattig Jackson
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407-843-6552

Prepared for the
Robert Wood Johnson Foundation
and the New Jersey Department of Transportation

For publication at
COMMON GROUND
an international leadership organization
to advance walking, biking, and
recreational transportation

Author: Professor of Transportation Center at Rutgers University

at
Edward J. Bloustein School in New Brunswick

February 6, 2004

TRANSPORTATION PRESCRIPTION FOR HEALTHY CITIES

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TRANSPORTATION PRESCRIPTION FOR HEALTHY CITIES

by Ian M. Lockwood, P.E.

1. INTRODUCTION

There is an old joke, “Battling congestion by widening roads is like solving obesity by buying bigger clothes.” Who would have thought that these subjects were so related? Plenty of people are recognizing that America’s increasing obesity rates and associated diseases are partially related to urban design and transportation. The awareness of these patterns is growing and the problems are becoming increasingly difficult to ignore. Hopefully, our society will reach its tipping point soon so that we will have a broad mandate for transportation reform and for building healthier cities.

In the meantime, organizations, that are ahead of the curve, like the Center for Disease Control, the Robert Wood Johnson Foundation, and the New Jersey Department of Transportation, need to continue their leadership roles in affecting positive change.

The purpose of this paper is to shed light on healthy and unhealthy patterns from a transportation perspective. It will outline the fundamentals of healthy cities, describe some case studies and design ideas, and suggest ways of approaching policy decisions and setting design direction for projects.

The Robert Wood Johnson Foundation, the City of Lambertville, and the New Jersey Department of Transportation are involved with the author on health-related transportation projects in the City of Lambertville. The first completed part of

this effort was the traffic calming plan. It is discussed in Section 9.1. The other parts, which are in progress, will be incorporated in the next version of this paper. So, examples from other cities will be used to demonstrate the salient points.

2. PATTERN RECOGNITION

2.1 Simple to Complex Patterns

Most of us have some ability to recognize good proportions, good line, and good design as soon as we see it. For example, when we look at the images in *Figure 2.1*, we can agree that there is a beautiful flower, that the dam is monumental and invokes a sense of strength and permanence, that the proportions of the human body that Leonardo De Vinci drew make sense to us, that the courtyard feels warm and welcoming, that the shell is the right shape, and that the dancer has the right line.

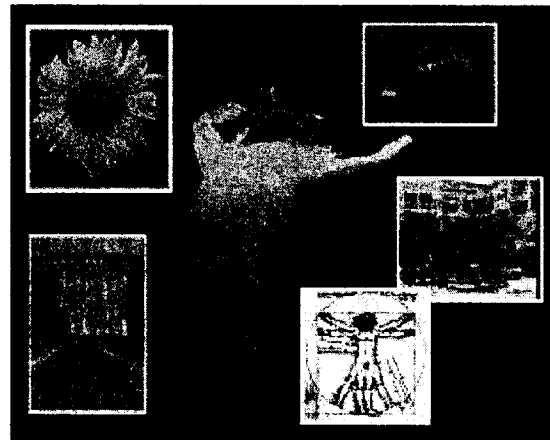


Figure 2.1: Images that Look Good

It is through a combination of natural ability, experience, and training that we can appreciate these subjects even though we may not be an expert in any of their fields. Let’s call this ability, “pattern recognition.” The idea is that we have experienced enough flowers, dams, structures, people,

courtyards, shells, and dancers that, when we are confronted with a new subject, we can determine if it is pleasing, correct, or not.

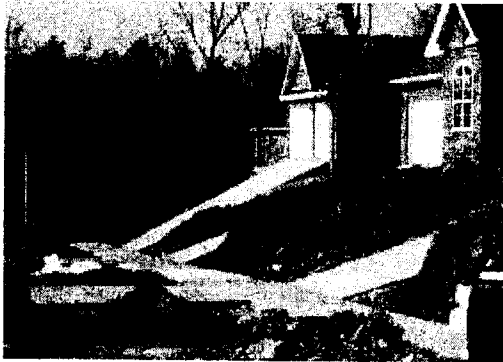


Figure 2.2: Anything wrong?

In *Figure 2.2*, we can discern the problem, namely the slope of the drive way. Obviously, it would be very difficult to drive a car in or out of the garage or even park on the driveway.



Figure 2.3: Anything wrong?

Similarly, in *Figure 2.3*, we can see an inconsistency in the architecture. The newer brown house detracts from the street due to the lack of windows, front door, and porch. We recognized these patterns in seconds.

Figure 2.4 shows an entire city. The issues, concerns, and problems facing cities are often the result of long histories, evolving values, and layers of factors varying from block structure to social issues, to funding

issues, to political issues, to topography, to climate, to you name it.



Figure 2.4: Anything wrong?

Cities are complicated places. What looks like a simple problem on the surface may be a symptom of a much larger problem.

Problems can also be related to a number of contributing factors that may not be readily apparent. However, through our ability of pattern recognition and with a bit of training, the patterns become clearer and the solutions become more apparent.

2.2. The Transect (a helpful tool to see patterns in the built environment)

From a design perspective, a tool that is growing in popularity for helping to discern what is right and wrong for cities is called the “transect.” The transect is simply a cross-section of the built environment ranging on a scale from urban to rural. For example, referring to the bottom of *Figure 2.5*, in urban areas we would expect the heights of buildings to be taller in urban areas and then become lower as we move to rural areas.

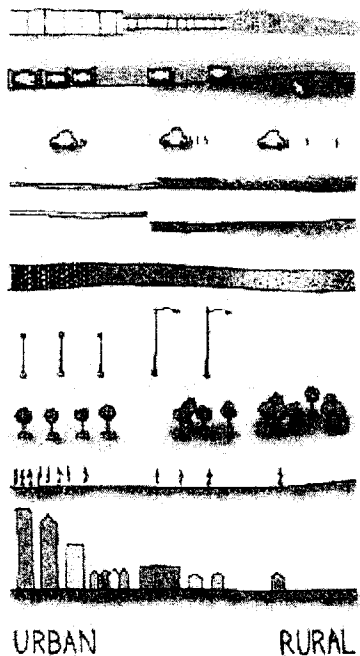


Figure 2.5: The Transect

Moving up Figure 2.5, the density of people in urban areas would be higher than those in rural areas. The transect for trees would involve regularly spaced trees in grates in urban areas, to less formal spacings and no grates, to natural forest in rural areas. Streetlights range from pedestrian scale lights that are evenly spaced, to high mast street lights, to no lights, as one goes from urban to rural.

Paving materials would range from bricks, to asphalt, to gravel, moving from urban to rural. Edge treatments would range from vertical curbs, to paved shoulders, to gravel shoulders, to grass shoulders, to natural edges. The speeds of motor vehicles, in urban areas, would be slow and then become faster in rural areas. On-street parking would be formal and marked in urban areas, less formal and unmarked, and then off-street in rural areas. Sidewalk widths would

be wide in urban areas, narrow, then become nonexistent as we head into rural areas.

Consequently, if we were designing a street in an urban area, it would involve taller buildings up to the street, more people, trees in grates, pedestrian-scale lighting, higher valued paving materials, curbs, slow moving motor vehicles, on-street parking, and wide sidewalks.

So we can use the transect to help determine if one aspect or another of the built environment suits the place or context. For example, streets without lights would not suit an urban street though it would be perfectly suitable to not have lights in a rural area. Gravel roads would not be suitable in an urban environment, while brick streets would be out of context in rural areas.

Though these examples may seem simple, the transect starts to show its power when there are more complex problems in cities or when there are conflicting values. This will become evident later when we get into some transportation issues more deeply. The bottom line is that the transect helps train us to recognize patterns and helps us to determine how well design elements suit their contexts, urban or otherwise.

2.3 Troubling Patterns in Cities

Troubling patterns are becoming increasingly evident in cities these days. For example, there are plenty of schools in cities across the United States where, forty years ago, most of the children would walk or cycle to school. Today, they are chauffeured by their parents. Typically, these schools were not designed with pick up and drop off facilities. This results in queuing problems and other motor vehicle traffic problems being normal, daily,

occurrences around schools, exacerbating the perceptions of there being too much traffic.

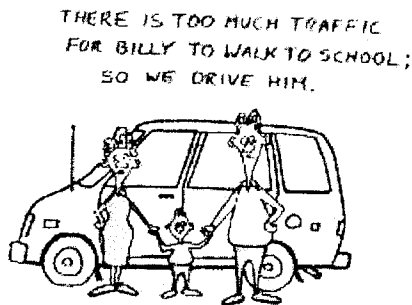


Figure 2.6: Problem Solved?

Other related patterns are becoming evident too. Obesity rates of adults and children are increasing and so are related diseases such as diabetes and heart disease. Meanwhile, new residential subdivisions do not connect to other subdivisions or other land uses due to their dead end street networks. Is there a cause and effect here? Is there more to it?

As we know, cities have complex interrelationships involving various design aspects, social aspects, financial aspects, and so forth. To prove an indisputable, scientific, correlation between every cause and effect is infeasible due to the variety of cities, the huge number of variables, and the sheer volume of data and analysis that would have to happen.

There are some correlations that have been proven, which can be very helpful, but they do not answer all the questions and they are often the subject of debate. Consequently, in the real world of mayors, governors, other civic leaders, and policy makers, they have to make decisions and set direction on a myriad of issues without all the data. Furthermore, they cannot work on everything at once and have to pick their battles. Combined with conflicting advice and limited time, how can they possibly

make good decisions? The following analogy suggests that they may actually be better off without the detailed information. They can make better decisions through their pattern recognition abilities.

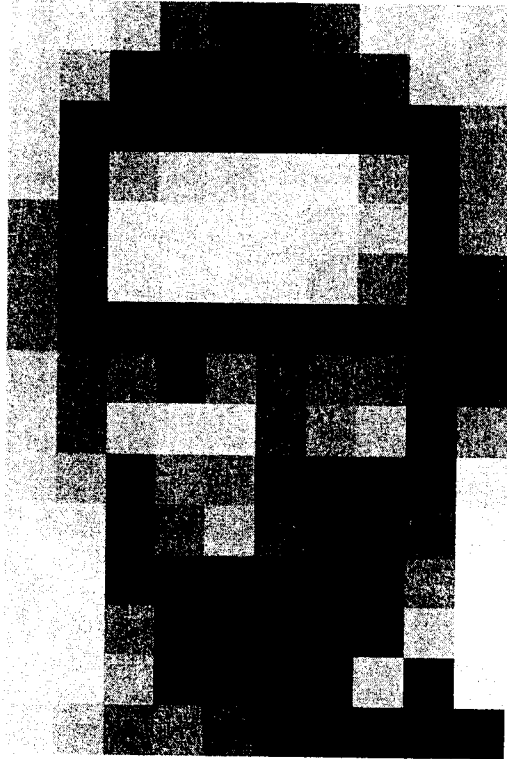


Figure 2.7: A Mosaic of Tiles

Figure 2.7 shows a mosaic of white, grey, and black tiles. Detailed, scientific, analysis of the molecular composition of the tiles, calculating the probability of two white tiles being side by side, measuring the light emitted from each tile, and other detailed information does not help understand what is going on. In fact, the detail can be distracting. It is better to step back from the mosaic, and even blur our vision to get rid of the detail. Figure 2.8, which is the same set of tiles, but just blurred, actually shows a clearer picture. The specialized analyses do not contribute to the understanding of how the tiles relate to one another (i.e., the big picture).



Figure 2.8: Mosaic of Tiles Blurred

A city is somewhat like a mosaic of tiles. Each tile can be analyzed forever but to no avail. It is much better for decision makers to first understand the city's big picture and then focus on a particular project, a series of initiatives, or their top three priorities, and then do the right thing.

The level of service model for motor vehicle users is like a tile in the mosaic.

Unfortunately, many cities focused on that tile for decades while making decisions, damaging the cities' big pictures.

In Figure 2.9, there are a number of images. The pattern is fairly clear. At the top left, the blocks are too big, which contributes to circuitous routing, motor vehicle dependence, and unwalkable environments. At the top right, the car is too big, leading to air quality problems, excessive energy consumption, and safety problems. In the middle right, the street is too big, fast, and

ugly; leading to a hostile pedestrian environment, excessive speeds, divided communities, automobile-oriented land uses, and large impervious surfaces. The bottom right fire apparatus is too big, leading to lobbying by fire chiefs for excessively large corner radii, alley widths, and street widths, which lead to less safe and less pleasant streets. The bottom left truck is too big, leading to overly large driveway widths and dangerous conditions for other street users. The center portions of food are too big, leading to over eating. The middle left people are too big leading to health problems. Clearly, other pictures could be added such as big box retailers, highway interchanges, large surface parking lots in front of buildings, etc.

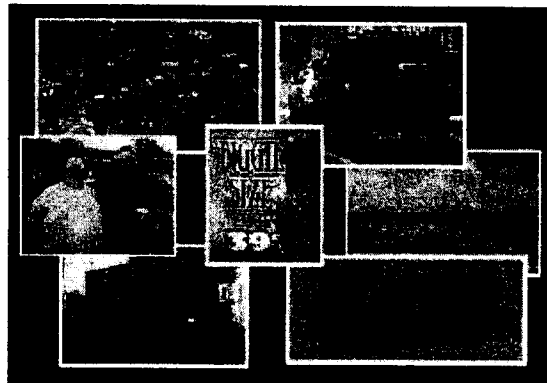


Figure 2.9: Find the Pattern

Though the pursuits of big trucks, fire fighting equipment, stores, motor vehicles, etc. can be supported from the limited perspectives of special interest groups, the public interest involves pursuing healthy cities. The pictures are all related and the patterns are clear. Motor vehicle-oriented cities are less healthy than walkable cities.

In the February, 2004, issue of the health magazine, *Men's Fitness*, there was a study about cities and obesity. It listed America's fattest cities and America's leanest cities. The fattest city was Detroit, bouncing out the long time fattest city, Houston.

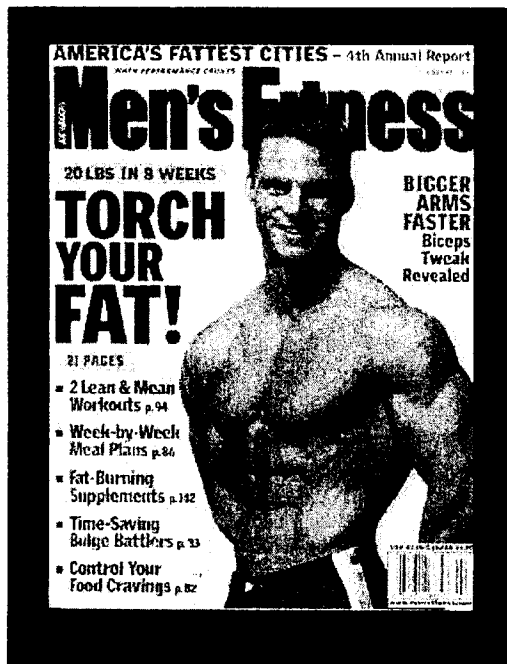


Figure 2.10: Fattest City Survey

The Mayor of Detroit, Mayor Kilpatrick, responded to the article by saying, “It is probably something to do with culture...we are not a walking city...” because Detroit is “the automobile capital of the world.” The Mayor obviously had the ability to recognize this pattern. He recognized that the root of obesity in Detroit had something to do with three things; culture, the lack of walking, and automobile dependence.

These are the sorts of patterns that mayors can easily recognize and do something about. However, they need the related professional communities to stop focusing on their specialties (i.e., their own tiles), change their ways, work with each other and other groups, and improve the big picture. The motor vehicle dependency and walkability issues fall mainly on the shoulders of the planning and the engineering communities. However, developers, lobby groups, and others are involved too.

3. THE CONVENTIONAL TRANSPORTATION CULTURE AND LANGUAGE

3.1 Motor Vehicle Bias and Culture

To be fair, Detroit’s automobile dependency happened over several decades and was greatly influenced by the “conventional transportation culture.” A lot of that culture was developed in the early days of motor vehicle-oriented transportation planning, particularly following World War II. It directly affected government policies, funding, organizational structures, markets, and the built environment; which all directly affects most aspects of daily life.

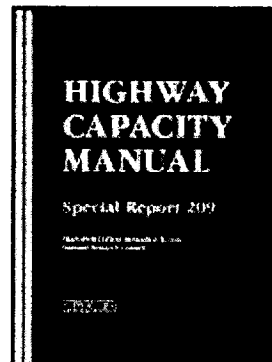


Figure 3.1: Highway Capacity Manual

Let’s explore the cultural side further. Probably the most influential document for promoting and perpetuating the conventional transportation culture was the *Highway Capacity Manual*. The *Highway Capacity Manual* was first published in 1965. The research, the language, and the values that went into it were honed during the 1940s, 50s and early 60s. Though, it was sold as a technical document, it contained value sets, language choices, and policy directions; reflecting the time period when it was developed. These cultural biases remained intact through subsequent editions.

3.2 Transportation Language

Language is important because it is related to thought. For example, the native languages from arctic regions contain many different words for snow, meaning everything from its ability to build shelter to its ability to slide a sleigh across. Clearly, snow plays a huge role in people's lives in the arctic and, consequently, they developed ways of thinking and communicating about snow that simply do not apply to people from warmer climates.

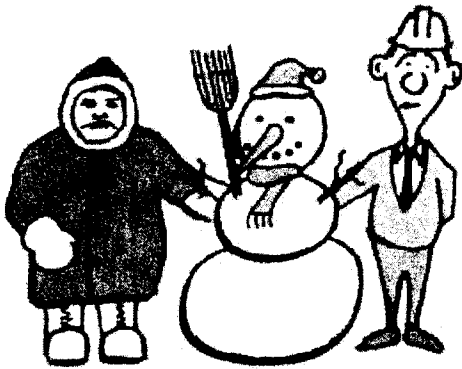


Figure 3.2: *Language and Thought*

Languages from warmer climates do not have equivalent words for snow. Similarly, English has many words for money, which is culturally important. Words such as cash, credit, debit, mortgage, equity, etc. mean something to us but have no translation in arctic languages because money was historically not important to people of arctic regions.

Language can show a bias, create a bias, and perpetuate a bias. Recall the gender wars of the 1970s, during which women were excluded from various fields. The gender bias was reflected in our language (e.g., policeman, fireman, man-hours, man power, chairman, etc.)

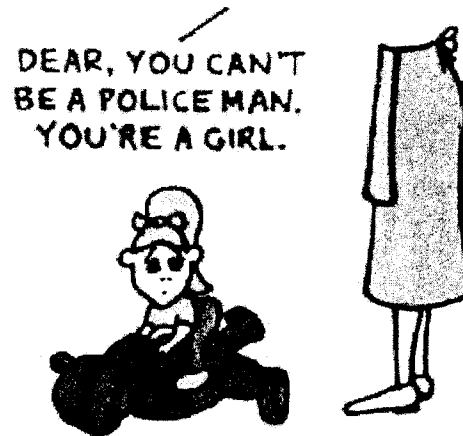


Figure 3.3: *Perpetuating Biases*

Today, we all know, accept, and use objective language (e.g., police officer, fire fighter, human resources, chair, etc.) During the transition, there were great arguments about being politically correct. Yet, it was not about being politically correct; it was about being inclusive and objective. Today, women chair meetings, become police officers, and so forth because there is no longer a gender-biased culture perpetuated by language. Language, policies, attitudes, and practices were changed.

3.2.1 Improvement

Similarly, the transportation engineering profession inherited a language from an era that was very pro-motor vehicle. For example, in *Figure 3.4*, the engineer said, "Once your street is improved, the curb will be right here." By definition, an improvement is a good thing. However, the lady clearly does not share the engineer's perspective nor would someone who valued the tree.



Figure 3.4: Improved or Widened?

The engineer, by using the word, “improved,” showed his bias toward the benefactors of the widening, motor vehicle users, and showed his bias against the urban forest and the homeowner. Had the engineer said, “Once your street is widened, the curb will be right here,” he would not have shown a bias. Unfortunately, once he said, “improved,” he had lost his credibility.

3.2.2 Upgrade

Transportation engineers use “upgrade” when they propose, for example, to change a collector street into an arterial street. Who can argue with an upgrade? By definition, it is better. Clearly, there is a bias toward streets that are further along on the conventional “hierarchy” of streets, from local to collector, to arterial, to highway.

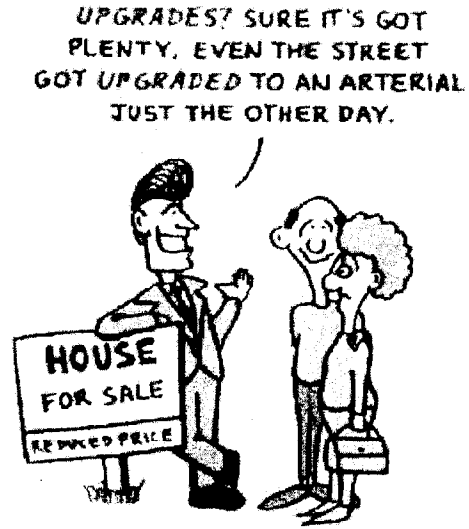


Figure 3.5: Upgraded or Changed?

“Upgrade” means arterials are better than collectors. Yet, there are many perspectives that would disagree with that assertion (e.g., homeowners and pedestrians) and using “upgrade” shows a bias against them. Again, there are objective substitutes such as “changed to” or “redesignated as.”

3.2.3 Level of Service

Another example would be the typical use of “level of service.” Level of service for whom?

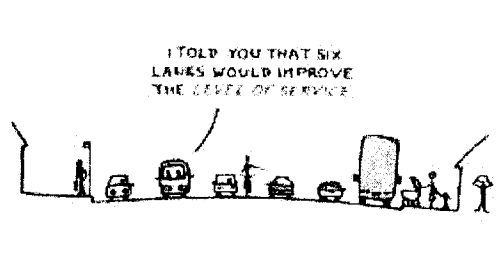


Figure 3.6: L.O.S. for Whom?

There is a habit in the engineering profession to assume that everybody knows and accepts that “for motor vehicles users,” is understood. Yet, there are cyclists,

pedestrians, homeowners, business owners and so forth, whose interests are being ignored. Furthermore, when transportation professionals use “level of service” as the sole measure of effectiveness for a street, there is a further bias.

3.2.4 Accident

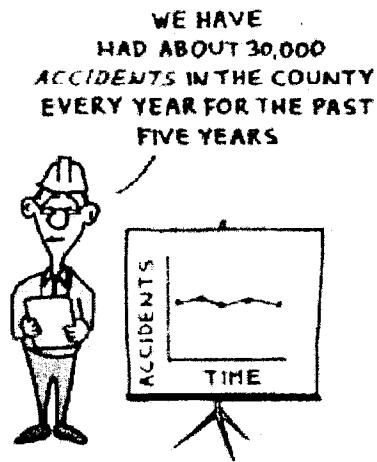


Figure 3.7: Accident or Collision?

“Accident,” implies something unlucky that happens by chance. “Accident,” downplays the severity of motor vehicle collisions. People are responsible for the tens of thousands of people that die in North American every year due to collisions and for the many times that who are injured. There are huge sums of money lost in property damage each year to collisions.

If we began calling collisions, “collisions,” perhaps we would take this huge health and safety issue more seriously. To place this situation into perspective, on September 11, 2001, hijackers killed about 3,000 people in the United States. The government juggled government programs and organizations, changed security procedures, altered personal freedoms, and went to war, ostensibly, to make people safer from repeat incidents. Yet, during every month of every

year, about 3,000 people are killed in collisions and many more are injured in America. Yet, because the carnage happens incrementally and at the hands of motor vehicle drivers, it is culturally acceptable.

3.2.5 Efficient

The word, “efficient,” is likely the most misused word in the conventional transportation vocabulary. In most comprehensive plans, there is a statement to the effect that the city, county, or state wants to make their streets “more efficient and safer.”



Figure 3.8: Efficient or Fast?

We all agree on “safer,” but the “more efficient” is typically a euphemism for “faster.” This has to do with the conventional “efficiency myth” that supports the wider road strategy to battle congestion and pollution. The myth begins with the assumption that a single car, motoring along, free of congestion, burns less fuel and pollutes less than a single car in a congested environment. So far, this part seems

reasonable. The next assertion is that a stream of cars moving along free of congestion burns less fuel and causes less pollution than a stream of cars in a congested environment. Again, this is plausible.

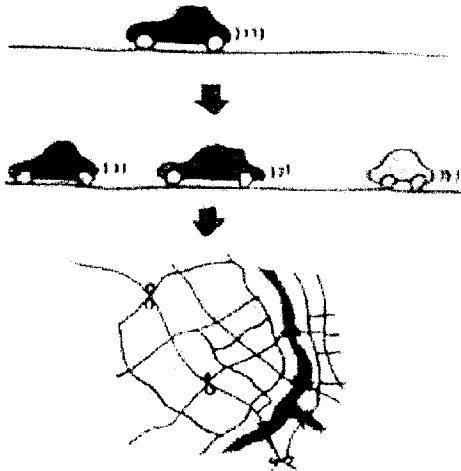


Figure 3.9: The Efficiency Myth

Then, it claims that a whole city street network of cars, moving along, free of congestion, burns less fuel and pollutes less than a congested network. This part is wishful thinking because it is too simplistic for the real world. The second and third order of consequences of a road widening strategy (i.e., changes in behavior, increases in trip lengths, land uses changes, etc.) more than undoes any reductions in fuel consumption and pollution. Figures 3.10 and 3.11 show the first, second, and third order consequences of widening streets and accepting congestion.

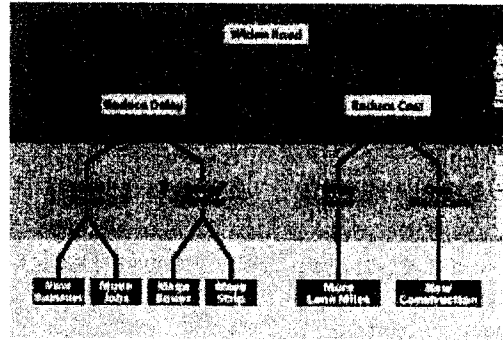


Figure 3.10: Widen Road

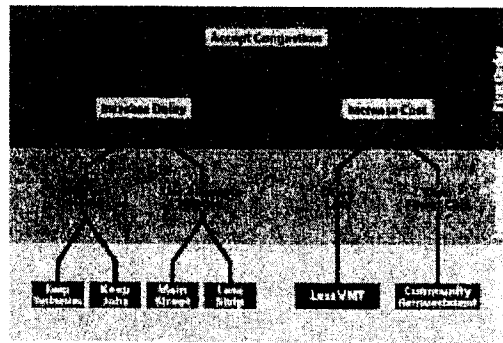


Figure 3.11: Accept Congestion

It takes pattern recognition abilities to expose the efficiency myth. Anybody can do this by looking at the energy consumption and land consumption per capita of various cities. Cities that pursue motor vehicle mobility (i.e., high motor vehicle speeds and high levels of service for motor vehicle users) tend to be the most inefficient. Houston, Detroit, and Los Angeles are good examples of highly inefficient cities (and fat cities too).

Cities that pursue other things use less energy and land per capita; cities like Chicago and New York. Cities like Toronto, Sydney, and Brisbane are even more efficient. Many European cities like Amsterdam, London, Berlin, Frankfurt and Copenhagen are still more efficient. The most efficient cities in terms of land and energy consumption are Asian cities such as Tokyo, Singapore, Hong Kong. Consequently, the popular myth that

pursuing high levels of service for motor vehicle users reduces energy consumption and land consumption is just that, a myth. Those pursuits actually have resulted in the most inefficient places in the world. Again, what seemed helpful, at the level of an individual tile (e.g., cars using a congested street), was damaging at the level of the big picture.

It is interesting that American cities weren't inherently inefficient. They became inefficient over a 60-year period through public policy, public projects, and public subsidies geared toward the construction of highways and the pursuit of motor vehicle mobility. The conventional transportation model began in earnest as a result of the 1939 World's Fair. The General Motor's exhibit, Futurama, touted a vision of driving anywhere, any time, in your own personal automobile. Cities had no idea that they would end up with high costs, automobile dependence, barriers to pedestrians, barriers to social activity, safety problems, large energy needs, respiratory problems, obesity, and related diseases.

Perhaps one of the key problems with the conventional transportation model is its financial cost. Inefficient cities find that they never have enough money to widen their way out of congestion. States that help cities fund the conventional model are finding that they are financially short. Virginia, Pennsylvania, California, and New Jersey, for example, are feeling the financial squeeze. The cities that invest in projects other than roads and are still more efficient will be financially more competitive than the cities that pursued high levels of service and mobility for motor vehicles. More efficient cities will be able to foster healthy exchange and will have a higher quality of life. Consequently, people, with choice, will

gravitate to cities with higher qualities of life.

So, in some ways, the long-term prosperity of cities is tied to efficient approaches to transportation planning, which involves a multitude of modes. Efficiency involves congestion; the most efficient cities have congestion. It involves land use and land use mix. It involves density and it involves investing in things that make cities great. It does not involve the narrow pursuit of high levels of service for motor vehicle users, couched in biased language.

3.3 Time to Update the Transportation Language and Culture

On one hand, we have biased language and, the other hand, we have objective substitutes. If objective language were always used, biases would be more apparent and easier to correct.

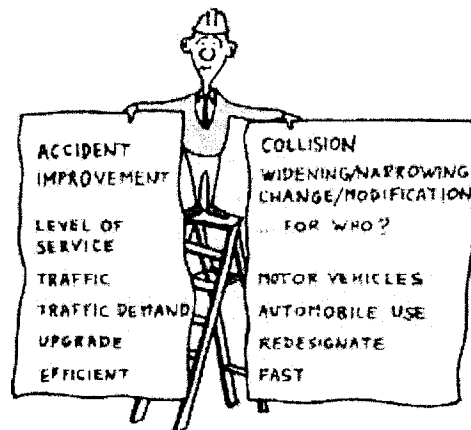


Figure 3.12: *Objective Substitutes*

Biased language affects the way we think. It erodes the credibility of the transportation profession. The profession needs to update its language so that it is, and appears to be, objective. It has already begun with some cities adopting transportation language

policies, requiring their employees to use objective language.

Over time, the culture will change and we will be better positioned to objectively deal with motor vehicle-dependence and the related problems.

4. TRANSPORTATION AND CITIES

Though “cities” are discussed herein, the discussion also applies to villages, towns, and other urban places. Not listing them every time “city” is mentioned was not to exclude them, but to reduce the number of lengthy sentences.

4.1 The Purpose of Cities

Fundamentally, we need to ask ourselves, “Why do cities exist?” From a transportation perspective, one could argue that cities exist to minimize travel, to bring people together for purposes of exchange; the exchange of goods and services, social contact, justice, entertainment, and so on. Exchange is very related to access. People need to be able to access each other in order for exchange to occur. The pursuit of mobility is typically anti-access. The pursuit of mobility attempts to speed up motor vehicles. It cocoons people in their motor vehicles, spreads cities out, reduces density, increases land consumption, and reduces exchange. Consequently, the pursuit of mobility is anti-city. The pursuit of access and exchange is pro-city.

Assume for this discussion, that there are two types of physical exchange between people; planned exchanges and unplanned exchanges. An example of a planned exchange would be purchasing a bottle of sunscreen at the drug store. We would drive

to the drug store, pick up the sunscreen, and drive home. A single planned exchange would be accomplished.

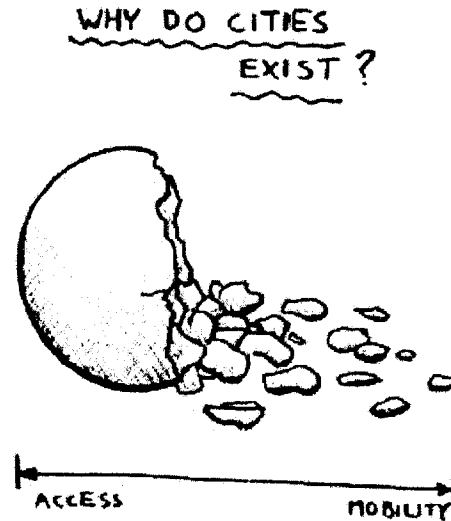


Figure 4.1: Cities Minimize Travel

Assume now that we lived in a walkable city. On the walk to and from the drug store, one might chat with a neighbor, wave to the butcher across the street, watch some kids play ball on the green, say “hello” to another pedestrian, pop into a gift shop to buy a gift for a friend, ponder a piece of public art, watch the brick layer deftly repair a wall. We have accomplished one planned exchange and seven unplanned exchanges. An argument could be made that the quality of the city is related to the sum of its unplanned exchanges.

It is interesting that motor vehicle-oriented places discourage unplanned exchanges through their design (e.g., homogeneous land uses, long trip lengths, few routing choices, low densities, garages at the fronts of houses, dead end streets, gated entrances, etc.) Consequently, people try to compensate through play-dates for the kids, arranged meetings, home entertainment systems, and plenty of driving.

4.2 Freedom and Choice

Some conventional thinkers equate motor vehicle use with freedom and choice. The idea is that motor vehicles provide choices as to where to reside, what to do, and when to do it. Clearly, motor vehicles can be very handy, but when the urban design changes to such an extreme that motor vehicles become prosthetics, the notion of freedom and choice vanishes. People have no choice; they could not function effectively without motor vehicles. Furthermore, in these environments, people, who do not drive or who cannot drive motor vehicles, cannot function effectively (e.g., the young, some physically disabled, and the economically challenged) and, thus, their choices are diminished on several fronts (e.g., employment, recreation, social contact, etc.)

Consider, for a moment, the time in people's lives when they have the most freedom; when they have the most choice regarding what to do. It is likely during their vacation time. Many Americans seek rural and natural experiences while on vacation. Many also seek urban places where they can experience unplanned exchanges. It is during their precious vacation time, with increased freedom to choose, when people willingly walk, ride bicycles, and ride public transit. We seek urbanism in quaint villages, towns, cities, theme parks (which mimic urbanism on the inside), and aboard cruise ships (floating cities). But very few people choose to travel to motor vehicle-oriented, suburban, environments for their vacation.

When Americans visit Paris, for example, we immediately take to all forms of public transit, cabs, and walking. It does not take a generation to adapt our behavior; we adjust immediately to suit the place. So as

individuals and small groups, we seek urbanism and adapt immediately to it.



Figure 4.2: *Boulevard des Capueines*

The obvious question then becomes, "Why are we not building more urban places for ourselves?" There are multiple answers, many of which are touched on in this paper. Additional answers include: i) motor vehicle-oriented places provide large, one-time, profits to tract-home developers and road builders and ongoing profits for energy companies, rubber companies, big box retailers, and motor vehicle companies; ii) resilient and favorable public policy structures were established to support motor vehicle interests and suburban development interests; iii) huge public subsidies are available for motor vehicle infrastructure and related health care; iv) appreciation of urban design is low and policy makers do not know what is possible; v) millions of people over a few generations have grown up in motor vehicle-dominated cities and do not know any other way; and vi) the responsibility for cities has been divided into a multitude of specialties and levels of jurisdictions, each being incapable of changing the big picture alone.

4.3 Transportation Technology and Shaping Cities

Recognizing patterns in cities can be helped by understanding how transportation technology has shaped cities in the past. Hundreds of years ago, cities developed on the shores of rivers, typically at the intersections of other rivers or oceans. The development did not go far inland because the main mode of transportation was the boat (*Figure 4.3a*). Elevator technology allowed cities to rise above three to five stories, which was how high people were willing to climb stairs (*Figure 4.3b*).

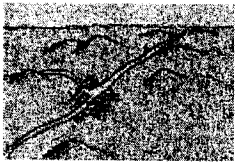


Figure 4.3a

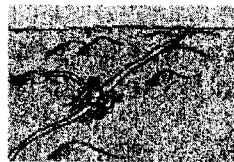


Figure 4.3b

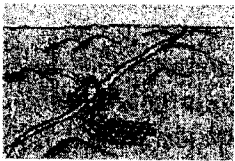


Figure 4.3c



Figure 4.3d

When trolleys came along, cities could develop along trolley lines. As a result, trolley-based neighborhoods developed around many cities (*Figure 4.3c*). Then, when the private motor vehicle came along, cities could expand to wherever a road could be built (*Figure 4.4d*).

The discipline of transportation and land use planning changed with the private motor vehicle. With all other transportation technologies (i.e., boats, elevators, trolleys, etc.), the transportation planner had to respect that the pedestrian was the common denominator. People walked to the trolley lines, elevators, and boats. Only with the motor vehicle could the pedestrian mode be

ignored. The motor vehicle became the common denominator for newer developments and retrofitting existing built areas.

Considering the numerous cities around the world, extremes for accommodating the motor vehicle can be found. At one end, Houston and Detroit became highly motor vehicle-oriented. Yet, many other places with motor vehicles did not; they remained relatively pedestrian-oriented and efficient. So, it is not correct to blame the motor vehicle for incredibly inefficient cities with their related diseases and so forth. The fault lies with a few generations of planners, engineers, special interest groups, policy makers, and civic leaders who pursued and allowed the motor vehicle-orientation to prevail.

4.4 Grasshopper Planning and Modeling

“Grasshopper planning” begins with the birth of a grasshopper in the spring. The grass is low. By summer, the grass is higher and the grasshopper is bigger. By autumn, the grasshopper is an adult and the grass is high and the grasshopper decides to do some planning.

The grasshopper plots his food supply over time on a graph and approximates a trajectory into the future. He estimates that he will have even more grass in the winter and he will be even bigger. Yet, what really happens is that winter comes along, the food supply is diminished, and the grasshopper is killed. The moral of the story is that the grasshopper did not take into account a “limiting factor,” which, in his case, was the changing weather.

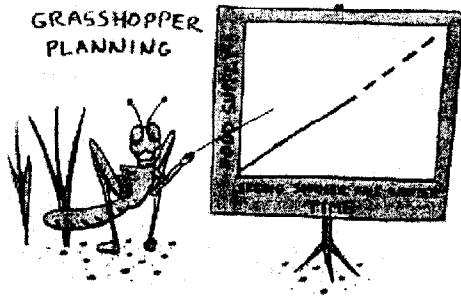


Figure 4.4: Grasshopper Planning

Conventional transportation engineers do the same thing. They plot motor vehicle use over time and input various assumptions and approximate the trajectory into the future.

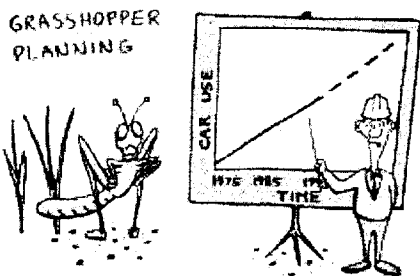


Figure 4.5 Grasshopper Planning

They misinterpret the upward trajectory as a mandate to widen roads, when it should be interpreted as a mandate to change enough factors in order for the trajectory to flatten or decline. Limiting factors regarding the public welfare (e.g., deaths and injuries from collisions, pollution, land consumption, energy use, disease, etc.) should have prevailed earlier in many cities, but they missed the big picture. Sadly, the limiting factor that shows the most promise to stop grasshopper planning is the lack of enough money to continue it.

The habit of grasshopper planning is hard to break because the profession has become really good at it. It is now computerized using mathematical models with specialized assumptions and inputs.

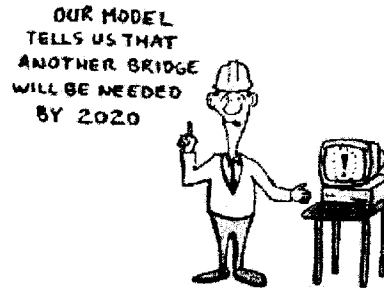


Figure 4.6: Black Box Modeling

The models are practically unintelligible to policy makers and the public, resulting in the black box syndrome. It is now the model that tells policy makers to widen roads or there will be terrible congestion twenty to twenty-five years from now.

The fact is cities are very complex places and the models are relatively simplistic. It is analogous to wetlands, which are also complex places. Biologists try to model wetlands, but they are too complicated. So, the biologist picks an indicator species to model, typically a frog. The idea is that, if the frog is doing well, then the wetland is doing well. If the frog is doing poorly, then something is likely wrong with the wetland and they can investigate further.

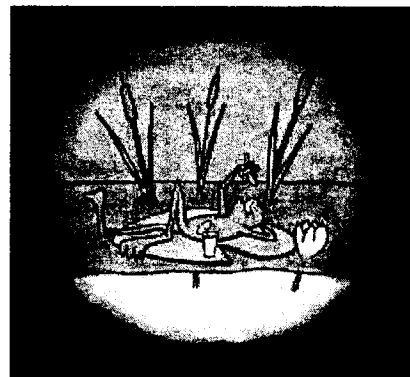


Figure 4.7: Indicator Species

The engineer profession picked motor vehicles as the indicator species for the city. The assumption was, if the motor vehicles were going well (i.e., high levels of service, high speeds, etc.), then the city was healthy. The problem was that the wrong indicator species was picked. It would be analogous to picking Purple Loose Strife (*Lythrum Salicaria*) to model wetlands. The correct choice would have been the pedestrian. The proof of this poor choice is evident in the relative health of various cities.

However, the motor vehicle modeling abilities do not have to be discarded. They can be redirected to help determine if enough other factors get changed in order to reduce motor vehicle use and its harmful effects. Other factors could include land use density, land use mix, tolls, design speeds, parking supply and costs, related taxes, etc. The idea would be to link public funding to those efforts that are part of the solution. For example, public investment would not be used to subsidize motor vehicle-oriented projects or infrastructure alone. Public money would only flow to smart projects. Federal and state funding would not go to cities, counties, or other places that did not reform and enforce their land use and transportation plans to cap or lower vehicle miles traveled, fuel consumption, etc.

4.5 High Levels of Service for Motor Vehicles and Successful Cities

High levels of service for motor vehicle users do not result in successful cities. For example, West Palm Beach, Florida, in the 1980s, had high levels of service for motor vehicle users. For decades, the city pursued and allowed multi-lane and one-way streets. Traffic signals were synchronized, street trees were eliminated, sidewalks were narrowed and placed tight to the curb (i.e.,

vehicle recovery zones), speed limits were high, and on-street parking was removed.



Fig. 4.8: West Palm Beach, circa 1980

Like most cities, the streets made up the majority of West Palm Beach's public realm. They were terrible places (i.e., ugly, hostile to pedestrians, and unfriendly to business). People with choice left the downtown and the older neighborhoods with their money and influence for the suburbs. They left behind people with less choice. Neglect ensued. The city declined and became motor vehicle-dependent, requiring the roads to be even faster and wider. Many of the buildings were razed for surface parking lots, further harming the urban fabric and street environment. Drug dealing, prostitution, vacant buildings, and other problems prevailed. The city went broke, bottoming out with six thousand dollars in reserves.

Like a reformed alcoholic, it was only after the city realized that its motor vehicle-dependency was damaging, did things change. The prevailing myth that had to be shattered, was that fast roads to the suburbs would attract people and investment. For about ten years, the city systematically narrowed, calmed, beautified, and slowed its streets. They became pedestrian-friendly. Private investment and people with choice came back to the city.

The fall and rise of West Palm Beach had to do with the “transportation land use cycle” theory, which is that when land uses are changed, more trips are generated, more motor vehicles are used, and motor vehicle-carrying capacity is added to the streets. Consequently, land values increase, further changes to land uses occur, and the cycle continues. It boils down to the idea that motor vehicle-carrying capacity leads to investment and value.

There are limits. As motor vehicle-carrying capacity and design speeds increase, worse street environments occur, streets become more mobility-oriented, and access is denied. As access decreases, land values drop, and changes in land use occur, creating a worse environment.

Consequently, there are less pedestrians, less cyclists, less children, less exchange, and less green space, which causes people to relocate out of that area. This is how the “quality of life cycle” declines and how cities decline. The cycles can be reversed as was done in West Palm Beach.

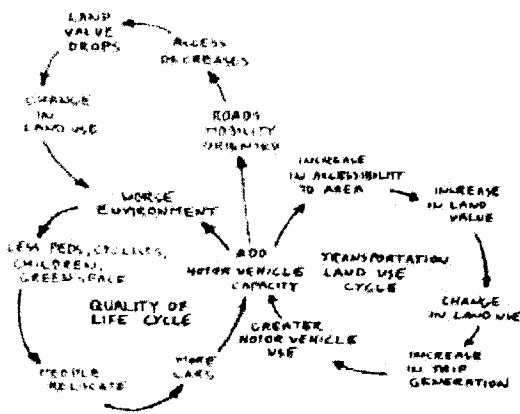


Figure 4.9: *Quality of Life Cycle*

As the pattern in cities are shaped, either positively or negatively, people are similarly shaped; their behaviors and investments reinforce the trend toward either motor

vehicle-dependency or health and efficiency. Sir Winston Churchill said, “We shape our buildings, and afterwards our buildings shape us.” The same applies to cities. We shape our cities and then they shape us.

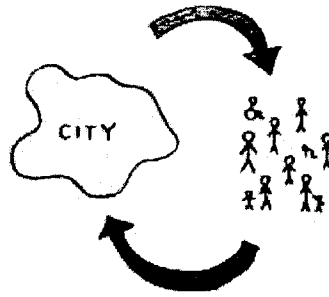


Figure 4.10: *Cities and People*

4.6 The Street Network

Figures 4.11 and 4.12 show the same perspective of the City of Ottawa, circa 1850, and as it is today. When Ottawa was a lumber town, nobody would have anticipated a gothic building on the peninsula, a chateau built next to it, a castle-like museum built next to that, and a linear park built along the waterfront, complete with recreational paths. None of that was conceivable 150 years ago. Yet, the city changed dramatically

However, what hardly changed at all was its street network. The street network from 150 years ago is almost identical to the street network that exists today. We call this the “bones” of the city. The bones that were done well 150 years ago help the city today and all the bones that were done poorly hurt the city today.

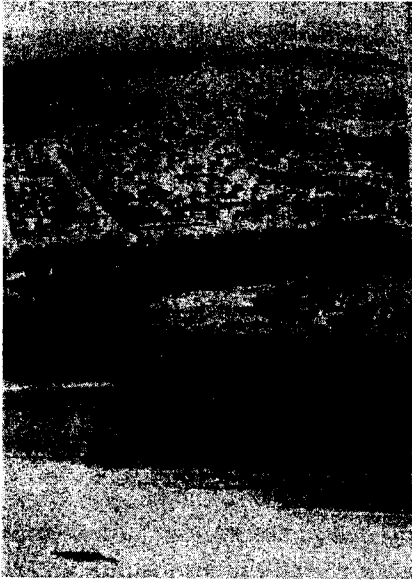


Figure 4.11: Ottawa, circa 1850

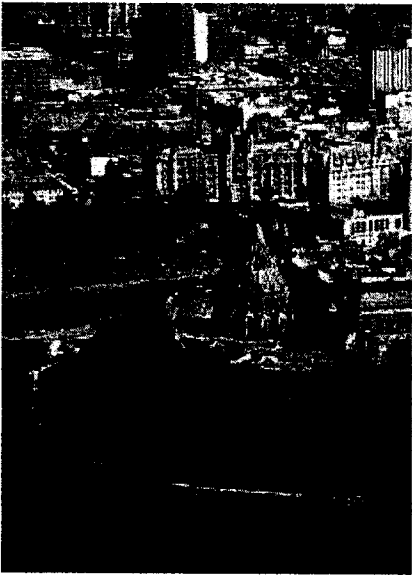


Figure 4.12: Ottawa, today

An examination of old maps indicates that the same situation exists for many cities. The original bones are mostly in place. For example, Lambertville's street network is almost identical to what it was in circa 1880 (Figure 4.13).

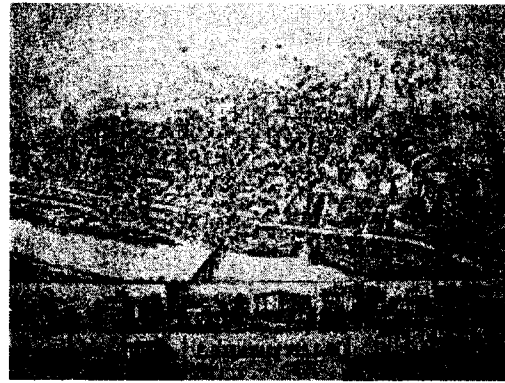


Figure 4.13: Lambertville, circa 1880

Though older, motor vehicle-oriented, cities inherit good bones, they tend to break or weaken them over the years (i.e., severing connections with highways, closing and abandoning streets, turning streets into highway ramps, etc.) while pedestrian-oriented cities tend to look after their bones. In other words, motor vehicle-oriented places tend to evolve their streets toward the conventional, dendritic, hierarchy of roads, and pedestrian-oriented cities do not.

We can tell a lot about something by its bones. The creature's bones in Figure 4.14 tells non-experts that this was a land animal because of its feet, that it walked upright because of the relative size of its legs, and that it ate meat because of the shape of its teeth.

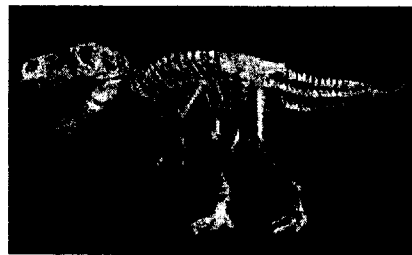


Figure 4.14: Bones

If you asked an expert on beauty, like Leonardo De Vinci, why people's faces are attractive, he would say it has to do with the underlying bone structure (i.e., the

symmetry, setting of the eyes, cheekbones, and jaw line).



Figure 4.15: *Bones and Beauty*

Similarly, the beauty of cities has a lot to do with their bone structures. The two cities in Figure 4.16 have contrasting X-rays. The city on the left has a healthy network of streets, multiple routing options, and good access to public spaces. It is walkable and the buildings are up to the street. The city on the right has a disconnected, dendritic, street pattern. It lacks routing options. It is vulnerable to collisions due to its lack of redundancy. There are parking lots in front of the buildings. It is unwalkable and motor vehicle-oriented. It should come as no surprise that we are contrasting Savannah with Irvine.

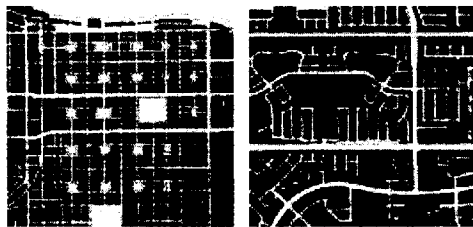


Figure 4.16: *Contrasting Bones*

Figure 4.17 shows the bone structure of Paris. One does not need a gridiron network of streets to be connected. Paris is highly connected and walkable, using rectilinear and radial patterned streets.

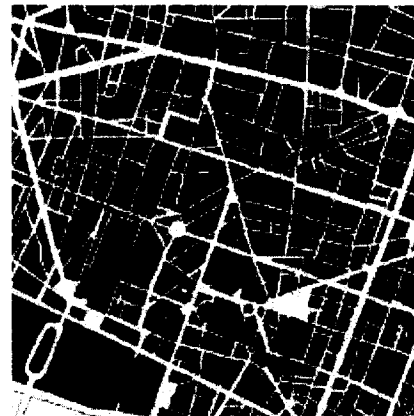


Figure 4.17: *Connected but not Grid*

The power of the network is poorly understood and represents one of the largest challenges in steering cities toward efficiency and sustainability. As motor vehicle lanes are added to streets, there are diminishing returns from a motor vehicle-carrying perspective, as is illustrated in Figure 4.18.

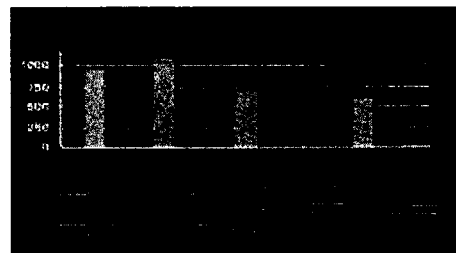


Figure 4.18: *Motor Vehicle-Carrying Capacity per Lane*

Consequently, the network in Figure 4.19 carries more motor vehicles than the sparse hierarchy. For example, three, parallel, two-lane streets can carry more motor vehicles than one six-lane road. The fourteen intersections can clearly out-process the three intersections in the sparse hierarchy.

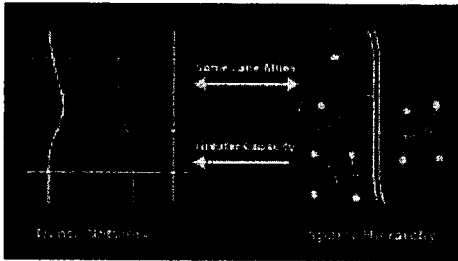


Figure 4.19: *Contrasting Networks*

4.7 Motor Vehicle Speed

From a conventional, motor vehicle-oriented perspective, the network will have higher motor vehicle-carrying capacities than the sparse hierarchy, which would lead us to conclude that part of the problem does not relate to a simple preoccupation with moving more and more motor vehicles. It has to do with a more insidious preoccupation, speed. The sparse hierarchy lends itself to the notion that motor vehicle users should drive faster on the bigger roads than they should on the smaller roads (i.e., faster on collectors than on locals, faster on arterials than collectors, and faster on freeways than arterials.) Yet, as we witness during peak periods of motor vehicle use, twice a day, freeways are some of the slowest streets in cities.

The relationship between motor vehicle speed and capacity is an interesting one, and best discussed in older versions of the *Highway Capacity Manual*. They showed that the maximum motor vehicle-carrying capacity of most streets is somewhere around 25 to 30 miles per hour.

The types of streets that are appropriate in cities are those with lower speeds. According to the *Highway Capacity Manual*, there is not a downside from a motor vehicle-carrying perspective. Streets with lower speeds also tend to be safer because, for example, stopping distances shorten, fields of view widen, and the

amount of damage decreases, lowering the rates of deaths and injuries.

Figure 4.20 shows a very busy street which carries a lot of traffic, though no motor vehicles. It is interesting that the travel speeds on this big street are about the same as the travel speeds on smaller streets (i.e., the speed of a walking horse) in their day.



Figure 4.20: *Big Friendly Street*

Low speeds historically allowed retail and residential land uses to thrive along big, busy, streets. They succeeded because there were good pedestrian environments and access. The big streets were consistent with their place on the transect, discussed earlier. It is a very modern idea that the big streets should also be fast streets. High speeds damage the pedestrian environment, damage the viability of retail and residential land uses, and violate the transect.

4.8 Network and Block Structure Shape Land Uses

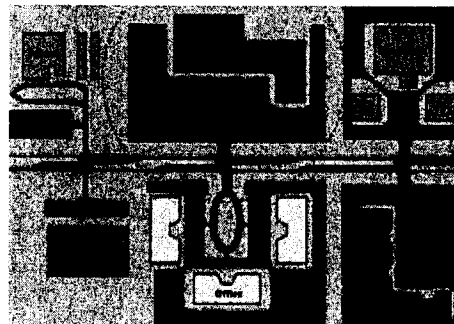


Figure 4.21: *Dendritic Network*

The sparse hierarchy in *Figure 4.21* allows for large parcels with driveways off of the big street. The block structure, created by the network, in *Figure 4.22*, encourages buildings to be placed up to the street, improving the pedestrian environment. It also has multiple routing options for motor vehicle users, cyclists, pedestrians, and transit. Because of the multi-parallel routes, all of the streets can be built at a pedestrian scale. In *Figure 4.21*, the street tends to be at a motor vehicle scale.

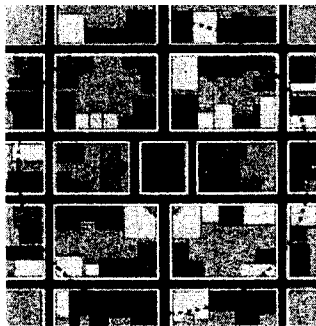


Figure 4.22: Connected Network

4.9 Network and Block Structure Affect Trip Lengths and Trip Quality

Figures 4.23 and *4.24* show the assignment of trips between the various land uses. Notice, in *Figure 4.23*, all of the trips are beholden to the big road and are longer, while, in *Figure 4.24*, there are multiple routing options and the trips are shorter.

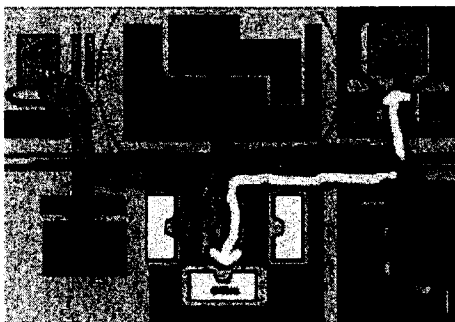


Figure 4.23: Trip Assignment (longer, and using the big road)



Figure 4.24: Trip Assignment (shorter using multiple routes)

The streets in a connected network can be designed to be conducive to walking, cycling, and transit. Conversely, the trips on the dendritic network are more likely to be conducted by motor vehicle than those on the connected network. All else being equal, the urban form with the connected network will be less motor vehicle-dependant and healthier than that with the dendritic network.

4.10 Road Rage

Highways with high motor vehicle-carrying capacities and high design speeds are regularly congested to the point of slow speeds. In these situations, drivers get mixed signals. The design of the road tells drivers that they should be going fast; their powerful vehicles can easily go fast; the surroundings are dull, repetitive, and look better at fast speeds. Drivers only have one routing option. Meanwhile, the other motor vehicles will not let them go fast. Driver's expectations and desires are not met, they are stuck with no alternatives, so they get stressed and the smallest of incidents can incite anger and, sometimes, dangerous behaviors.

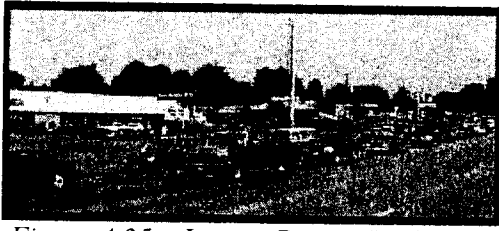


Figure 4.25: Jam on Boring Highway

Boulevards, avenues, and networks can have high motor vehicle-carrying capacities too. During times of congestion, drivers do not expect to be going fast and the surroundings are pleasant at slow speeds. They have routing options. Driver's expectations and desires become better aligned with their environment and they are less likely to get upset.

4.11 Transit

We have observed the pattern relating the pursuit of speed and mobility for motor vehicle users as being damaging to cities by spreading them out, reducing connections, lowering exchange, consuming large quantities of land and energy, increasing trip lengths, contributing to congestion, increasing automobile dependency, lowering transit effectiveness, contributing to a variety of diseases, lowering social contact, and violating the transect.

The opposite makes sense too. The pursuit of slower speeds would benefit cities by allowing them to become more compact, increasing connections, increasing exchange, consuming less land and energy, shortening trip lengths, reducing congestion, decreasing automobile dependency, increasing transit effectiveness, contributing to better health, increasing social contact, and respecting the transect. This makes even more sense when we consider the pursuit of network, pedestrian-oriented design, mixed land uses, respecting the

transect, placing buildings up to the street, and the aforementioned recommendations.

Take public transit effectiveness for example. All else being equal (e.g., same time of day, same route, etc.), the relative travel time between taking public transit and taking our private motor vehicle has an influence on our mode choice. Obviously, if the streets were faster, then the travel times for both modes would drop and, if the streets were slower, then the travel times would increase.

Conventional thinking would suggest that speeding up roads would encourage us to use transit. However, the travel time of public transit relative to the private motor vehicle actually becomes worse and, consequently, we would be more likely to not choose public transit.

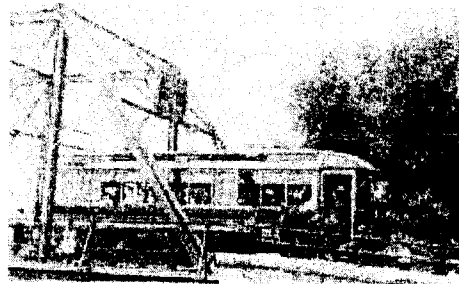


Figure 4.26: Former Trolley Service in Lambertville

The reason is simple. Assume that a typical motor vehicle trip involves walking time at both ends, called w_1 , and driving time, called d_1 , and when added together results in the trip time (w_1+d_1) . The total time for the equivalent transit trip involves walking at both ends, some waiting time, perhaps some transfer time, time along the way associated with stops, and the driving time. Let's lump all the non-driving time together, called w_2 , and then the total trip time would be (w_2+d_1) . The relative travel time between public transit and motor vehicle would then

be $(w_2+d_1)/(w_1+d_1)$, which increases as the driving time decreases.

Presently, assume that w_1 is four minutes and w_2 is 16 minutes, and d_1 is 20 minutes. Relative to one's motor vehicle, it would take 1.5 times longer (50% longer) to take public transport. However, if the driving time were lowered by four minutes to 16 minutes, then public transport would take 1.6 times longer (60% longer) than one's private motor vehicle, an increase of 10%. Furthermore, if the driving time were increased by four minutes to 24 minutes, then public transport would take only 1.25 times longer than private motor vehicle, a decrease of 25%.

By combining slower streets with better pedestrian environments, closer trip ends, connected networks, etc., the prognosis for increased walking and transit use would be favorable. More importantly, cities would become more efficient in terms of energy consumption and land consumption and better on a number of fronts. The bottom line is that the pursuit of multifaceted places will result in cities that will out perform cities that pursue conventional transportation solutions. From a theoretical perspective, this makes sense. By observing real cities, this is evident.

4.12 Learning from Failure

There are cities that are still promoting big highways through them. For example, the Florida Department of Transportation is working with the City of Orlando to widen Interstate 4.



Figure 4.27: Proposed I-4 Widening

The City of Columbus, Ohio is expanding its interstate system in its downtown. Many more cities have unfunded highway expansions in their long range plans. Obviously, there are cities that are guided by urbanism and the transect and others that follow conventional models.

Figure 4.28 illustrates obvious examples of the ability of engineers to learn from failure. The examples involve root barriers next to sidewalks to reduce heaving, ship hull designs to reduce sinkings, foundation designs to reduce leaning, roof designs to reduce collapses, and crush zones in motor vehicles to reduce trauma. In all these cases, failure was acknowledged and changes were made for the better.

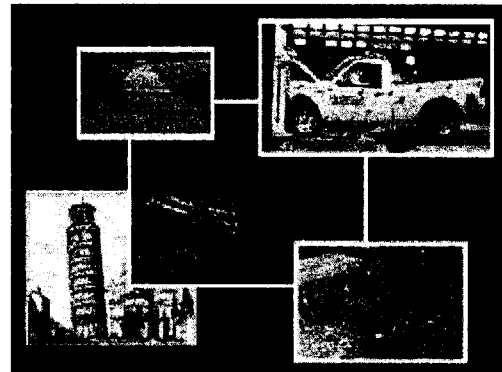


Figure 4.28 Learning from Failure

In mobility-oriented cities, the big streets typically fail twice a day, every day. Radio shows expand their periodic weather updates and time checks with traffic reports. The failure of the conventional transportation model has been evident since at least the early 1960s with clear explanations from people like Jane Jacobs. The failure becomes increasingly evident every decade as congestion gets worse, people become obese, pollution increases, etc.

The transportation engineering profession defines failure on streets in terms of motor vehicle delay at intersections and volume to

capacity ratios of motor vehicles. Part of the problem is that transportation engineers chose the word “failure” which implies that something is broken when there is congestion. There are plenty of examples of really nice streets in various cities that are congested with motor vehicles that are not broken. Attempts to fix these streets, conventionally, would harm the streets and their environs.

Conventional motor vehicle performance measures are technically useful at the individual street and intersection level but they need to be i) compared to the performance of other street and city attributes and ii) they should not be the basis for broad transportation policy.

The patterns lead to the conclusion that conventional transportation strategies are solving the wrong problem. The patterns indicate that transportation strategies should really be part of a broader strategy to create great places and great cities, not battling congestion.

4.13 Context Should Lead, not Follow

The Transportation Research Board recently sponsored the development of a guidebook (*Project 2519*) for assessing the social and economic effects of transportation projects.

The authors did an excellent job of measuring several effects of road widenings on the social and economic fabric of cities. Undoubtedly, the book will make a positive contribution. However, the underlying assumption was that transportation projects were somehow fixed and not negotiable, while the negative effects only had to be minimized.

This starting point reflects the conventional approach to good design, which is as follows. Somehow a transportation decision gets made (e.g., add two more motor vehicle lanes or some other conventional purpose or need) and then the intent is to do what can be done to mitigate any damage. It is no wonder that early context-sensitive design efforts got the reputation in conventional circles of just adding time and cost to projects. They missed the point.

Good design is not about getting really good at doing the wrong thing. Good design is not about mitigating after the fact. It is about building better places. It is about building better cities. It is about allowing the context to direct what projects happen and how they are designed. It does not mean motor vehicle issues are ignored or that anything else is necessarily ignored. It means that projects are approached, first, from their ability to contribute to the big picture. It means that the dog wags the tail. This allows cities that want to be healthier socially and economically to use projects, transportation or otherwise, to get there.

5. THE PREREQUISITES FOR HEALTHY CITIES

5.1 Vision

Vision is the ability is to see the city fifty to one hundred years from now, and being able to make decisions and affect change today that will ultimately result in the type of city envisioned for the long run. Politically, it helps if the changes make perceivable differences within a term of office and can be added to over time.

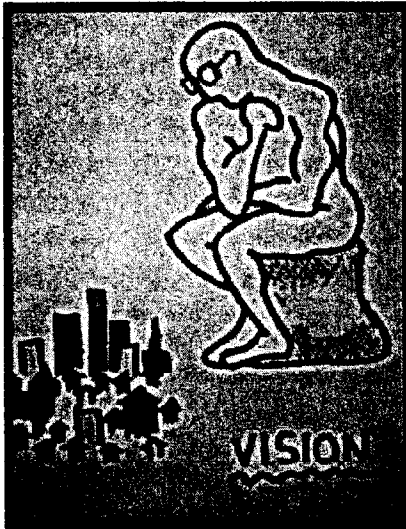


Figure 5.1: *Vision*

Part of this vision has to do with how we define “capacity” of the streets. Conventionally, the capacity of the streets has been defined as the maximum number of motor vehicles that can pass by a point along the street during an hour. However, we know that streets have the capacity to be beautiful, to host social activity, to provide recreational facilities, and to nurture businesses and homes. They have the capacity to be contributing parts of the public realm on many levels.

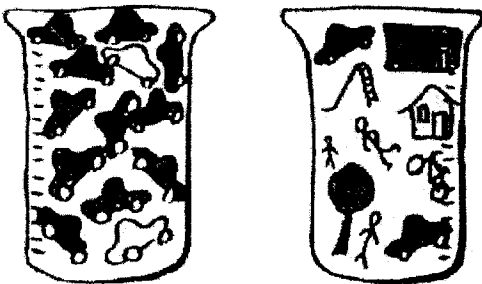


Figure 5.2: *Capacity of Streets*

Using our pattern recognition skills, it is very easy to look at *Figure 5.3* and conclude that this city has good bones but has shown no vision. The city is clearly motor vehicle-oriented and hostile to pedestrians.

Coincidentally, this city, Houston, is the third fattest city in America according to *Men’s Fitness*.

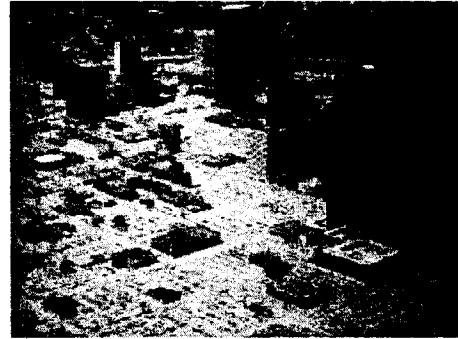


Figure 5.3: *Good Bones, No Vision*

Our ability to recognize good and bad design is exploited even in Hollywood movies. *Figures 5.4* and *5.5* show two cities used in *Stars Wars*. The city, in *Figure 5.4*, is obviously the home of the evil empire. We can tell just by looking at it.

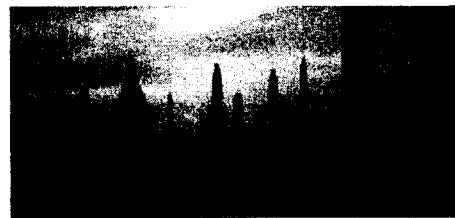


Figure 5.4: *The Evil City*



Figure 5.5: *The Friendly City*

The city in *Figure 5.5* is the home to the friendly empire with nice public open spaces, public buildings placed on the most prominent sites, good building scale and massing, a good street network, and public art. It’s all there.

5.2 Get the Bones Right

Figures 5.6 to 5.9, are examples of nicely designed urban places in four cities with different climates, populations, building massing, architecture, and street designs.



Figure 5.6: Boston



Figure 5.7: Seaside



Figure 5.8: South Beach



Figure 5.9: Victoria

Our pattern recognition abilities tell us that these are all nice, walkable, pleasant, and safe. We appreciate the good design immediately. However, the prerequisite to good design is good bones; these places could not be so nice if the network were not good. Houston, on the other hand, had poor design and was ugly but, because it has good bones, it has potential.

If a city could visit an urban design doctor, the first thing that the doctor would do is take an X-ray of the city's bones.

Fundamentally improving the health of a city or part of a city begins with dealing with its underlying bone structure. The doctor will also look at the subsequent layers; the land uses, history, goals, objectives, resources, time tables, and so forth. Once the doctor understands the big picture and the relationships, the doctor will then write a prescription for change, involving policies, funding, design, staging, etc. The following examples, will examine the power of the network in different circumstances

5.2.1 Adding Bones in Suburbia

Part of suburban Georgia, just outside of Atlanta, is called the Crabapple Area. The concepts for the Crabapple Area were developed by Glattig Jackson and the Atlanta-based firm, the Sizemore Group. The Crabapple Area was a rural area. The intersection of three farm roads became the heart of the rural community because that was where exchange was easiest. Local retail, community buildings, and some residential buildings were built there. It was also the site of the annual fair.

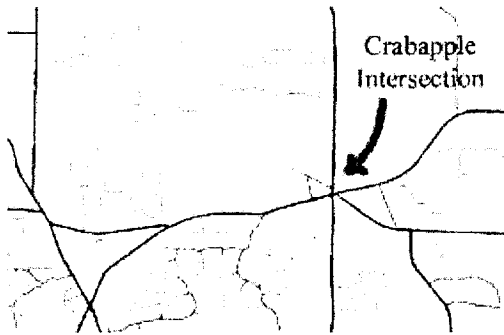


Figure 5.10: Intersection of Farm Roads

In recent decades, dead end, suburban, subdivisions replaced about half of the area's farms. The subdivision streets do not connect to one another; they simply load traffic onto the old farm roads and contribute nothing positive to the network.

Many of the farm roads were changed into suburban commuter routes to Atlanta, detracting from the rural character of the area. Luckily, the Crabapple intersection escaped widening because two historic buildings held the corners. Despite the constraints, the Georgia Department of Transportation managed to maximize the motor vehicle-orientation of the streets and intersection. The porch was removed from one of the buildings to provide a larger corner radius. The corner radius in front of the other building grew to the point where pedestrians, leaving the building, literally stepped into the intersection.

Predictably, the intersection and area became hostile to pedestrians, congestion occurred, and local people had difficulty chauffeuring their children to school and conducting other motor vehicle trips.

Working with the community on a solution, widenings were considered and ruled out because of the historic buildings. Bypass options were considered and ruled out because: i) they would attract commercial uses that would be out of scale and character

with the area; ii) they would be too expensive to be feasible; and iii) the commercial viability of the historic Crabapple core would be diminished.

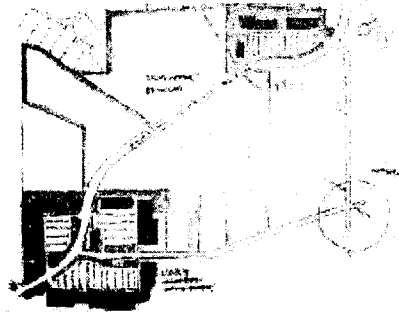


Figure 5.11: One of Many Bypass Options

The no-growth and slow growth options were considered and rejected because nobody was willing or able to buy up development rights.

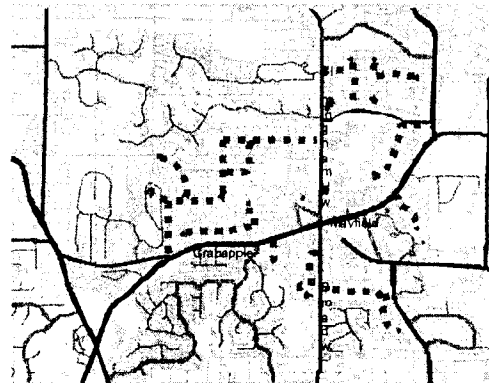


Figure 5.12: Do Nothing Option

The do nothing option was considered and rejected because developers were going to fill in the remaining farms with more dead end subdivisions, exacerbating the problems.

Once the conventional solutions were exhausted, people were willing to consider a network solution. Simple connections were proposed near and afar to create a more refined regional street network, reducing trip lengths and reducing pressure on the Crabapple intersection. A village-scaled

network of streets and blocks were proposed in the remaining available land in the intersection's vicinity.

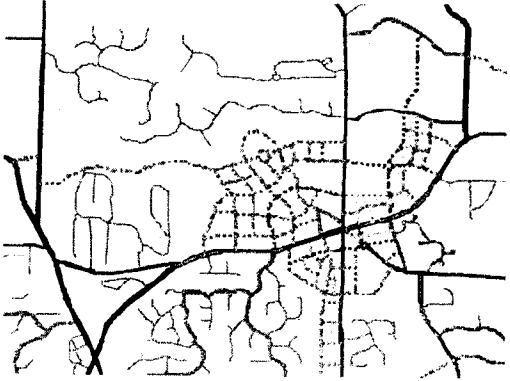


Figure 5.13: Village-Scaled Network Near Intersection

The idea was to approximate the design of a traditional town as if it had been developed perhaps 100 years ago. The network of streets provided several routing options and more intersections to process the motor vehicle traffic, far outperforming the single intersection.

Each street was designed to be context-sensitive and, hence, not detract from the character of the area. Lastly, the original intersection could be restored to be pedestrian-friendly and reassert itself as the community's center. The porch could be replaced on the historic building.



Figure 5.14: Intersection Today

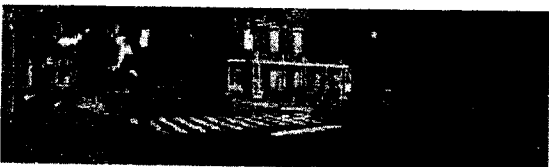


Figure 5.15: Future Intersection

5.2.2 Suburban Mall Break Up

A suburban mall was built at the intersection of two state roads in Winter Park, Florida. The mall was a conventional big box surrounded by surface parking. The mall declined to the point when only one store remained open.

Reinvigorating the area involved building a network of streets through the mall site, to create an urban block structure. The big box was dismantled and new buildings were built up to the streets. Surface parking was provided behind the buildings. The site was designed to accommodate market changes (i.e., additional buildings could be built along the streets and structured parking provided within the blocks).

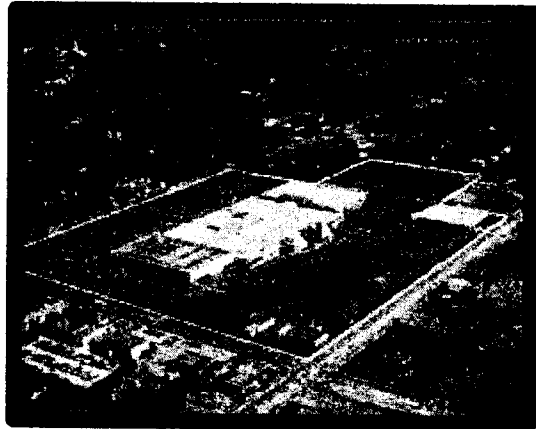


Figure 5.16: Conventional Mall

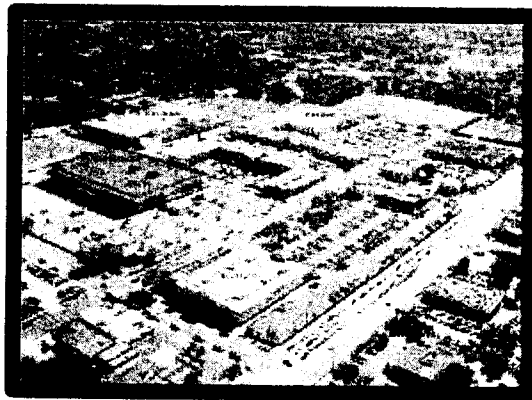


Figure 5.17: Street Network Added



Figure 5.18: Buildings Up to Streets

Flexibility and market resilience were provided by the project's good bones and design. Parts of site can be modified, as needed over time, building on the previous investments in the site.

It is now one of the most successful retail developments in central Florida and it is attracting residential land uses. One of the parking lots will soon be lined with townhouses and apartments with a parking structure in the belly. The site is known as "Winter Park Village."

5.2.3 Breaking Up the Super Block

A super block is a block which is too big for an urban context. Typically, the ratio of access to buildable area is too low resulting in the construction of ad hoc private driveways and roads to provide internal access. Super blocks cause circuitous routing and provide few routing options, which typically results in motor vehicle-oriented streets and concentrations of traffic at the corners and at the edges.

A single use such as a mall can create a super block, or a combination of different land uses as is shown in Figure 5.19. The super block, which is north of Winter Park Village, has motor vehicle dealerships,

school bus storage areas, a few houses, and warehouses.



Figure 5.19: Super Block

The area will never meet its potential if it stays a super block. It is proposed that the super block will be redeveloped with an urban block structure with buildings up to the streets and a public park.

Providing the additional street network, as shown in Figure 5.20, will allow the adjacent state roads to function better from a motor vehicle perspective as well as from pedestrian and bicycle perspectives. The network allows for multiple routing options and a better business environment.



Figure 5.20: New Streets and Blocks

Multiple streets will provide a rich pedestrian environment; carry their share of traffic, be nicely designed, and be connected to homes, businesses, and the park.

6. STREET DESIGN

6.1 Framework Streets and Non-Framework Streets

Given the correlation between healthy cities, healthy street networks, and healthy people, a discussion of healthy street design is important. So, how should the streets be designed? It depends on many factors (e.g., the type of street, the context, etc.) some of which will be discussed herein. Streets in cities can be divided into two types: framework streets and non-framework streets. Framework streets are generally those that are long in length and serve as major emergency routes. Non-framework streets include the rest of the streets.

6.1.1 Framework Streets

The key to the good design of a framework street is its cross-section (e.g., the number of lanes, the width of the lanes, the material choices, the edge treatments, the on-street parking, street trees, sidewalks, lighting, etc.) Through the clever design of the cross section, the street can reflect and contribute to its context (e.g., the area's history, the topography, the climate, the land uses along the sides, the community's goals and objectives, etc.) A good cross-section can encourage desirable behaviors and feelings (e.g., desired speeds for motor vehicles, social contact and exchange for pedestrians, a feeling of safety, identity, etc.)

6.1.2 Non-Framework Streets

The design of non-framework streets can also involve various cross-section measures. Good cross-sections are most easily achieved during the streets' initial construction. However, because so many non-framework streets lack good cross

sections, rebuilding them all would be financially infeasible for most cities. Rebuilding is feasible when other work is happening on the street such as major sewer repairs, repaving, or adjacent redevelopment. Even where good cross-sections are used, they can still be insufficient to achieve the desired effect on the speeds of motorists.

The design of non-framework streets can employ a myriad of "periodic" traffic calming measures (e.g., mini traffic circles, narrowings, pinch points, speed humps, tight corner radii, cushions, etc.), examples of which are shown in *Figures 6.1* through *6.6*. The most desirable situation is to use both periodic measures and cross-section changes.

The benefit of considering periodic measures alone, when retrofitting existing streets, is that we can invoke desirable behaviors and attitudes relatively inexpensively. In other words, motor vehicles can be slowed, the pedestrian environments can be enhanced, and a sense of territory and ownership can be created. These retrofit projects require the measures to be spaced at regular intervals to discourage motorists from speeding up between the measures.



Figure 6.1: Raised Pedestrian Crossing



Figure 6.2
Mini-Traffic Circle



Figure 6.3
Chicane



Figure 6.4
Narrowings



Figure 6.5
Pinch Point & Hump



Figure 6.6: Narrowings & Cushions

Typically, the smart approach to laying out traffic calming plans is to determine the appropriate measures for obvious places (e.g., key intersections; pedestrian generators like schools, community centers, and parks; entrance locations, etc.) and then fill in between with measures at the correct spacing. The correct spacing is a function of the desired motor vehicle speed (i.e., the lower the speed, the shorter the spacing). Typically, 20 miles per hour is used in residential areas.

A rule of thumb is that no more than eight to twelve periodic measures be used in sequence through a traffic calmed area. This helps avoid backlash problems from drivers who might otherwise complain about having an excessive number of measures. It also provides guidance for selecting a good network of framework streets.

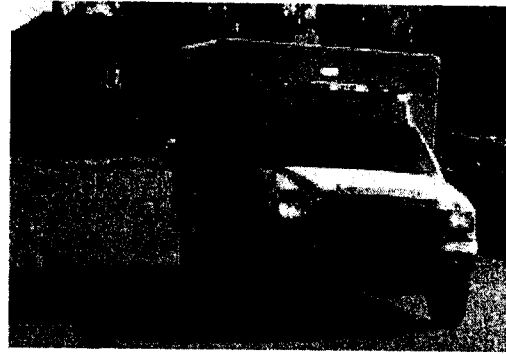


Figure 6.7: Ambulance on Call

The rule of thumb also helps from a policy perspective with emergency services providers. They are naturally concerned about response times. The deepest property in a traffic calmed area would be only four to six measures from a framework street. The average property would be about three measures from a framework street. In most places, this provides a good balance between response times and quality of life and street safety.

For the record, traffic calming measures of either type (i.e., cross-section measures or periodic measures) are different than traffic control devices. The latter are communication devices such as signs, signals, and pavement markings. Traffic calming measures involve changes to the physical design of the street or intersection.

6.2 Route Modification and One-Way Streets

Route modifications are not recommended. These include street closures, partial closures, turn prohibitions, and one-way streets. Typically, when route modifications are employed there are winners and losers. Some stakeholders benefit by the changes and some are harmed.



Figure 6.8: Median Denies Access

When route modifications are employed, trip lengths increase and speeds of motor vehicles often increase (i.e., all else being equal, one-way streets encourage higher speeds than two-way streets).



Figure 6.9: Fast One-Way Street

Route modifications diminish the street network by removing routing options and reducing access. All else being equal, if the average trip length increased by 15% due to route modifications, then the average motorist would drive through 15% more intersections, effectively increasing traffic volumes at the average intersection by 15%. Therefore, they increase traffic volumes overall even though the number of trips do not change. Consequently, they increase energy consumption and pollution.

Some jurisdictions incorrectly consider route modifications as a type of traffic calming measure. This is technically incorrect because they are not traffic calming measures. Traffic calming involves design

changes that effect behavior, keeping the network intact, while route modification removes routing options.

Typically, the application of route modifications in a city is a good indicator of i) an incomplete knowledge of traffic calming; ii) inadequate traffic calming funding; or iii) much larger problems involving the street network and urban design.



Figure 6.10: Narrow One-Way Street with On-Street Parking

The only general exception to the above would be on very narrow streets where on-street parking was highly desired; making them one-way could be acceptable. Otherwise, in general, one-way streets are not recommended. Conventional one-way streets, designed to minimize delays to motorists, are not recommended. Minimizing motorist delay is not adequate justification to diminish the place and the city.

6.3 Underutilized Cross-Section Elements

There are several cross-section elements that are well understood and do not need mentioning. However, some are highly underutilized.

6.3.1 Street Trees

Street trees are under-utilized particularly on busy streets. The presence of street trees provides a sense of enclosure, shade, protection for pedestrians, beauty, and environmental benefits (e.g., the reduction in heat generation, helping air quality, etc.)



Figure 6.11: Nice Street Trees in a Tight Right-of-Way

6.3.2 On-Street Parking

On-street parking insulates pedestrians from motorists. It also provides access to homes and businesses. It is a good use of space because the street provides access to the parking spaces (i.e., no land needed for parking aisles and driveways).

6.3.3 Angled On-Street Parking

Head-in angle parking is familiar to most motorists along with its primary benefit (i.e., larger parking supply) and its primary safety problem (i.e., blindly backing out into a travel lane).



Figure 6.12: Head-In Angle Parking



Figure 6.13: Back-In Angle Parking

Back-in angle parking provides the same parking supply but is safer. The parked motor vehicle's trunk can be loaded and unloaded from the sidewalk instead of from the travel lane. When the doors are opened, the occupants, particularly children, are channeled towards the sidewalk instead of into the travel lane. It is easier to park when compared to parallel parking. The most important safety advantage is the driver's ability to see when pulling out of the parking stall into the travel lane.



Figure 6.14: Good Visibility

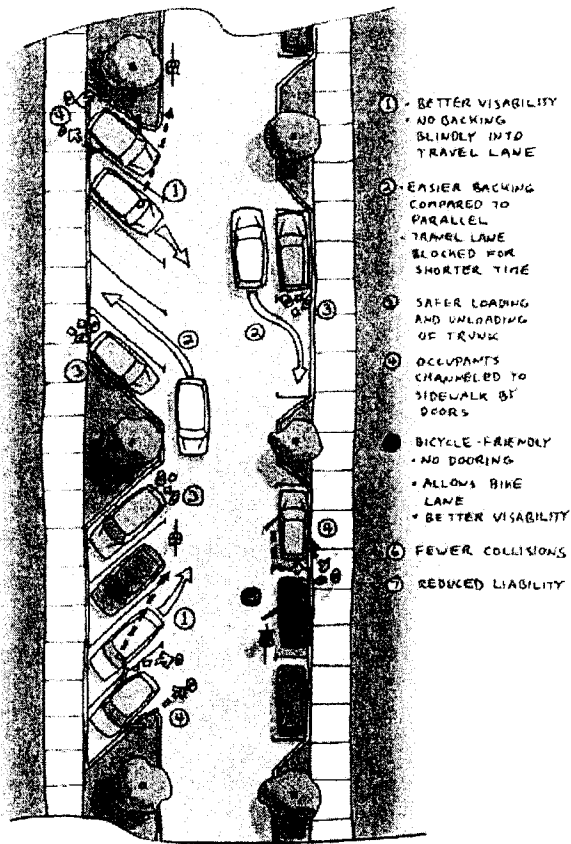


Figure 6.15: Summary of Advantages

Back-in angle parking has been popular in places like Seattle and Washington, D.C., for years. It is used on busy arterial streets and enjoys a superior safety record when compared to head-in angle parking. It can be used in the same cross-section as on-street bicycle lanes.

It is expected that a growing number of cities will convert their head-in parking to back-in parking as awareness increases and as city attorneys recognize the inevitable liability exposure that will be associated with head-in angle parking.

6.3.4 Valley Gutter

A valley gutter is found between an on-street parking row and the outside travel lane. It is two-foot wide and made of concrete. It has a shallow, V-shaped, channel to guide water to catch basins located in the valley gutter. The parking area slopes toward the valley gutter to drain. From a cross-section perspective, one foot of the valley gutter is considered part of the parking row, and the other foot is considered part of the travel lane.



Figure 6.16: Valley Gutter

The advantages of the valley gutter are numerous. Debris migrates to the gutter where it can be swept up more easily than if it were behind parked cars. In cold climates, catch basins are less likely to get blocked by ice and snow.

Valley gutters allow for a different surface material to be used than what was used for the travel lanes. The different material and valley gutter creates an optical narrowing, which helps discourage motor vehicle speeding, even when there are no parked cars present.

Valley gutters allow narrowings to be placed without having to locate a catch basin upstream of every narrowing. This provides the design freedom to add multiple narrowings. The narrowings are also flexible because they can be shortened or

lengthened without affecting the drainage. For example, if we wanted to add a bus stop on a narrowing, then the narrowing could be lengthened without affecting the drainage of the street.

Figure 6.17 shows a very narrow right-of-way for which a choice had to be made between on-street parking and street trees. However, through the use of the valley gutter, the on-street parking and the street trees were placed in the same row with pleasant results.



Figure 6.17: *Narrow Right-of-Way*

Figure 6.18 shows what streets look like without a valley gutter. A catch basin had to be placed upstream of each narrowing. This design is inflexible compared to the one with the valley gutter and does not look as good with or without cars parked. The street feels wider, which, all else being equal, will encourage more speeding.



Figure 6.18: *Narrowings without Valley Gutter*

6.3.5 Flush Median or Textured Left (or Duel Left) Turn Lane

Figures 6.19, 6.20, and 6.21 show three examples of textured left turn lanes. Being able to turn left provides access, which is pro-city. Textured left-turn lanes give the impression of a median but do not suffer from their access disadvantages.

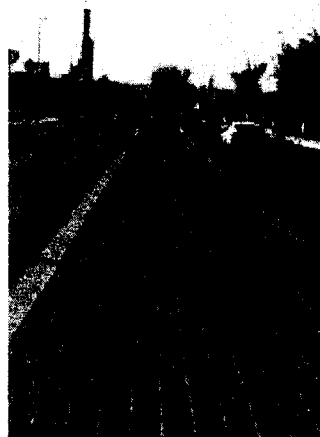


Figure 6.19: *Arterial Road*

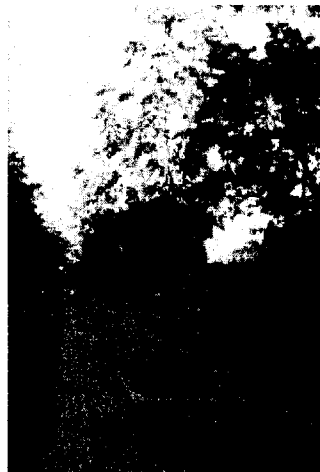


Figure 6.20: *Busy Residential Street*



Figure 6.21: Downtown Setting

Figure 6.20 is in Toronto on a busy, two-lane, street which had been experiencing speeding problems. The inclusion of the textured median helped reduce the speeding and maintained complete access to the homes. The trees in the flush median prevent overtaking and increase the sense of enclosure. Emergency services can use the flush median to pass a stopped vehicle.

6.3.6 Roundabouts

Roundabouts are one of the most underutilized intersection designs. In many cases, roundabouts offer advantages over signalized intersections, including reduced collision rates, reduced severity of collisions, less pollution by motor vehicles, easier crossings for pedestrians, and improved aesthetics. Roundabouts do not require periodic signal timing adjustments. They do not stop operating when the power goes out.



Figure 6.22: Roundabout

From a cross-section perspective, roundabouts do not need turn lanes and multiple through lanes. Traffic signals need these lanes so that the “green time” can be utilized by as many motor vehicles as possible. Multiple lanes at signalized intersections lead to “lane continuity” issues mid-block.

In other words, the lanes needed by the traffic signals are kept in between the signals so that drivers do not have to merge and diverge between the signals, leading to multi-lane roads. If it were not for the signals, then the extra lanes would be unnecessary mid-block. Consequently, roundabouts can allow the removal of these lanes. This provides space for sidewalks, street trees, on-street parking, etc. The lane reductions also slow speeders and improve aesthetics.

6.3.7 Rosemary Street, West Palm Beach

Though Rosemary Street is not a cross-section element, it is an interesting study of cross-section elements. The street connects the city’s main shopping street with a very large mixed-use infill development, called CityPlace. The street was ugly and fast. The idea was to calm the street and make it pedestrian-friendly. The goal was to create a better connection and encourage redevelopment and private investment.



Figure 6.23: Conventional Cross-Section

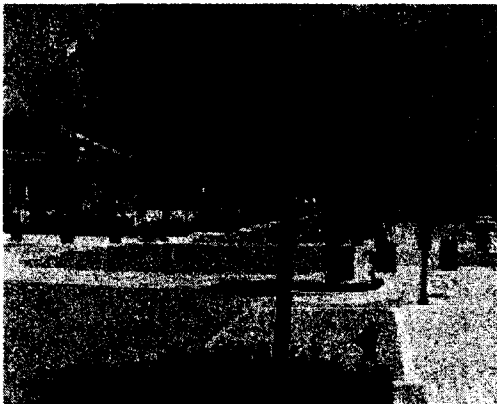


Figure 6.24: Festival Design (same perspective as Figure 6.23)

The street's on-street parking stalls, sidewalks, travel lanes, and cross walks were defined using different colors and textures of pavers; no vertical curbs and no paint were used. An oak tree was planted at the ends of every parking row and between every parking space. Eventually, the trees will form a canopy, creating an outdoor room and a comfortable walking and cycling environment, even in the summer heat of West Palm Beach.

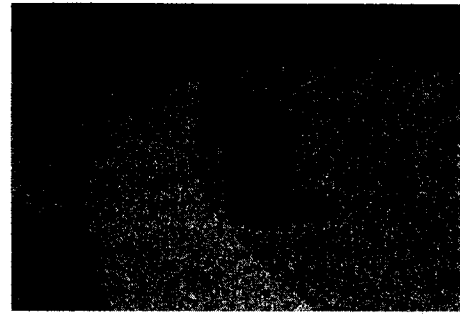


Figure 6.25: Barrier-Free Corners

Another objective, that affected the cross-section, was to make the street a multi-purpose public space. The lack of curbs allowed the whole right-of-way to be a barrier-free space for special events. During events, people in wheel chairs or those pushing strollers can get around easily, unlike on a curbed street. The street design became known as the "festival design." From outside edge of sidewalk to outside edge of sidewalk, the street employed a gentle inverted crown (i.e., it drained to the middle like a parking lot).

Small touches included providing electricity to every tree pit for holiday lights, special event booths, concert stages, etc. All the underground utilities were replaced and the overhead utilities were placed underground. Appropriately sized utility stub-outs were brought to the property lines of every property that had redevelopment potential.

Naturally, when the design was proposed, conventional engineers voiced opposition to the cross-section. They warned of drainage problems, maintenance problems, and that motorists would park on the sidewalks. The truth was that the design was not what they were used to and it would create precedents on both design and context-sensitivity. After the street was built and open, it worked very well; motor vehicles were parked where they were supposed to, motorists drove at respectful speeds, the

street was beautiful. Pedestrians enjoyed the walk and private investment followed.

From a transect perspective, the street provided more than what one would normally expect in such a setting: slower speeds, on-street parking, wide sidewalks, high quality materials, street trees at regular intervals, and the ability to accommodate special events in a barrier-free environment.

6.3.8 Get the Buildings up to the Street (a key component of street design)

One of the most important aspects of street design is the location of the buildings along the street. In fact, the street environment extends from building face to building face, across the street. The building facades contribute to the public realm.



Figure 6.26: Buildings Hold the Street

Many cities require buildings to be built up to the street. This is a very positive requirement because it improves the pedestrian environment, the transit environment, natural surveillance, and other urban attributes.

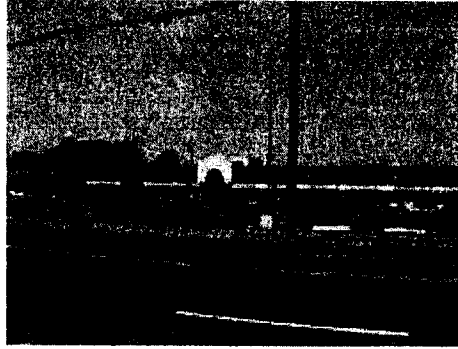


Figure 6.27: Buildings Do Not Hold the Street

Even developers, whose suburban prototype buildings are located behind parking lots and drive-throughs, have learned to adapt to urban environments. *Figures 6.28 to 6.32* show various buildings up to the street. Self-storage facilities often look like a series of garages. Grocery stores are often at the back of large surface parking lots. These figures demonstrate that practically any building and land use can be built up to the street, contributing to the street and the public realm.

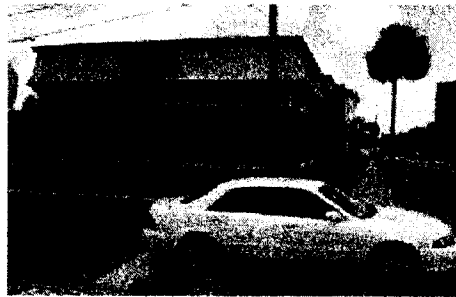


Figure 6.28: Fast Food

The lesson here is that just building good streetscapes and nice sidewalks, using pleasant materials and so forth is not enough. It is really important to have the buildings hold the streets.

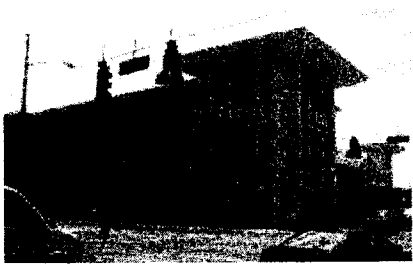


Figure 6.29: Grocery Store

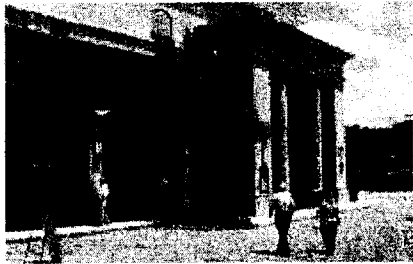


Figure 6.30: Restaurant



Figure 6.31: Self-Storage Facility



Figure 6.32: Mixed Uses

Figures 6.33 and 6.34 show developments that turn their backs on the street and harm the pedestrian environment. This kind of poor design should be simply prohibited in cities. Figure 6.35 shows that with minor alterations, the development in Figure 6.34 can address the street.



Figure 6.33: Back Turned on Street

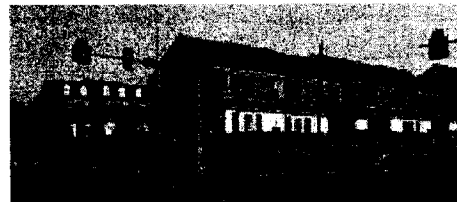


Figure 6.34: Back Turned on Street

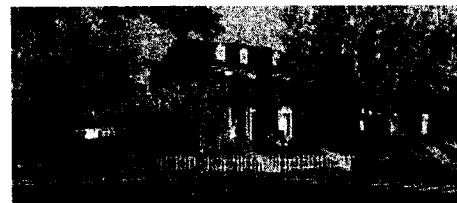


Figure 6.35 Front Turned to Street

7. ROAD DIETS (ARTERIAL ROAD CALMING)

Road diets usually involve framework streets. They always involve cross-section changes that increase the design significance of non-motorized street users. Frequently, they involve narrower, fewer, or narrower and fewer travel lanes.

7.1 Orlando Avenue, Winter Park

Orlando Avenue, in Winter Park, Florida, is also known as State Road 17/92. The current, conventional, motor vehicle-oriented road has five wide lanes, high speeds, a poor pedestrian environment, a poor business environment, and terrible aesthetics. The proposed project addresses these issues by narrowing the lanes, widening the sidewalks, providing street trees, and consolidating many of the duplicate driveways.

Because of the large spacing between signalized intersections, several pedestrian refuges will be added to the street. They will be short landscaped medians. Pedestrians will be able to cross half the street at a time, which will be a lot easier and safer than today's situation. One of the outcomes of this project will be a less divided community.



Figure 7.1: Hostile & Ugly 17/92



Figure 7.2: Post-Diet 17/92

Through our pattern recognition abilities, we can see that Orlando Avenue will change from a suburban strip design to a more urban design. Consequently, we can be confident that more pedestrians will use these spaces, more people will cross the street, customers will be happier, businesses will do better, building owners will be more willing to locate their buildings up to the street, and so forth.

The bottom line is that the street will contribute more to the place and to the city than it does now; a refreshing change to past modifications that were only designed to move more and more motor vehicles faster and faster.

7.2 Fair Oaks Avenue, South Pasadena

Fair Oaks Avenue in South Pasadena, California, is a five-lane road with on-street parking. Despite its name, there are few trees along Fair Oaks Avenue. Though it is the main commercial street, the design does little to contribute to the welfare of the adjacent businesses. The street is a barrier in the community, cutting off one side of the city from the other side.

The city, in cooperation with the California Department of Transportation, is reconstructing the street and incorporating a number of design changes, which will help the multi-modalism of the street. The street will employ a textured left-turn lane, valley gutters, bricked parking rows, and landscaped narrowings with trees.

An interesting component of this street design is that the left flange of the valley gutter is going to be widened to create a concrete bicycle lane. The concrete bicycle lane is very conspicuous because it contrasts

with the bricked parking row and the asphalt driving surface.



Figure 7.3: Fair Oaks Avenue Today



Figure 7.4: Future Fair Oaks Avenue

The changes will provide slower speeds and enhanced the pedestrian and bicycle environments. Private investment will follow this project, increasing the tax base, and providing more opportunities for exchange.

7.3 North Flagler Drive, West Palm Beach

Formerly known as North Dixie Highway, in West Palm Beach, Florida, North Flagler Drive used to be a fast, four-lane, treeless, commuter route. It was temporarily narrowed with paint and then reconstructed with a linear park down the east side (i.e., next to the waterfront). As part of this road diet from four to two lanes, the lanes were shifted laterally at regular intervals to avoid

what is known as the “gun barrel effect” (i.e., if a street is designed like a gun barrel, then drivers will drive like bullets).



Figure 7.5: Past View on North Flagler Drive



Figure 7.6: Current View

The neighborhoods in this area were rather challenged prior to the road diet, with boarded-up houses, frequent robberies, illegal drug activity, prostitution, and other problems. Coupled with the hostile street design, few people were willing to walk or cycle.

The intent of the road diet was to slow the motor vehicle speeds, connect the waterfront parks, provide a pleasant environment for walking and cycling, and add value and pride to the neighborhood. The results surpassed expectations. People began walking and cycling during construction. Property values rose, homes were restored, people with choice returned to the neighborhood, natural surveillance occurred, and people felt safer.

The ends of every intersecting street were narrowed, resulting in shorter crossing distances for pedestrians and places for street trees. The narrowings reinforce the parking regulations by preventing drivers from parking too close to the intersections, helping with sight distances so that pedestrians can cross more safely.

7.4 Riverside Drive, Los Angeles

Figure 7.7 shows the signalized intersection of Riverside Drive and San Fernando Road, in Los Angeles, California. The picture was taken from on top of the Riverside Drive's bridge over the Los Angeles River. Both streets were four lanes plus turn lanes. The California Department of Transportation was planning to replace the bridge for earthquake reasons. While they were at it, they proposed to add two more motor vehicle lanes, making it a six-lane bridge.

At the same time, an agency with the Santa Monica Mountains Conservancy was looking for park space for the large, underserved, minority community in the area. Unfortunately, the area was highly constrained, being at the confluence of three highways, two rail lines, and two rivers. Nevertheless, there was some land available around this intersection.

The analysis of the intersection showed that the traffic signals could easily be replaced with a one-lane modern roundabout. Consequently, the bridge, Riverside Drive, and San Fernando Road could be narrowed to two lanes.

Following the road diets, a great deal of public land would become available for parks in all four quadrants of this intersection. The cost savings on the bridge construction would pay for burying the

overhead utilities, greatly enhancing the area's aesthetics.

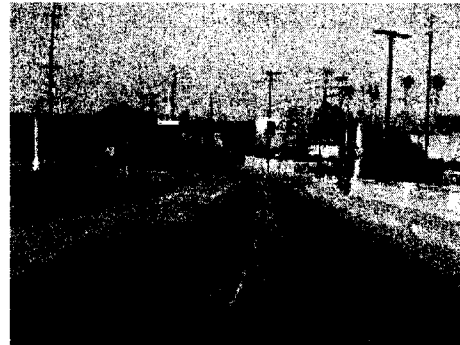


Figure 7.7: *View of the Intersection from the Bridge*

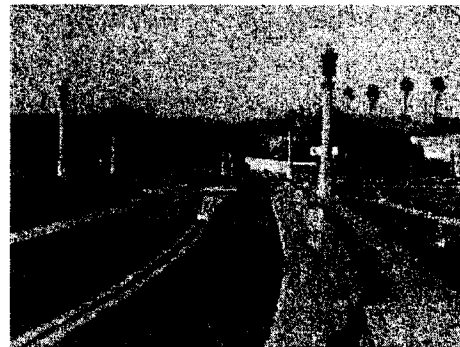


Figure 7.8: *Same View Following Project*

The parkland, on either side of the bridgehead, would be connected under the bridge. The project would also represent the beginning of a parkway plan along this section of the Los Angeles River.

The bottom line was that the roundabout was key to a number of design choices that benefited the bridge, the intersection, the park, the community, and the budget.

7.5 Olive Avenue, West Palm Beach

Figure 7.9 shows a five-lane state-owned street. Olive Avenue, in West Palm Beach, Florida, cut this part of the city into two parts. It negatively affected property values

and the ability to walk. The area to the east of this street had access to the waterfront and was more valuable and more walkable than the area to the west.



Figure 7.9: Olive Avenue, Before



Figure 7.10: Under Construction

Once Olive Avenue was narrowed to one lane in each direction, the pedestrian crossing distances were shortened, the western area had better access to the waterfront, quality of life rose, and property values increased.

Though this was considered a framework street, exceptions were made to the general rule that the periodic traffic calming measures not be used. There were two elementary schools on this street. At both schools, two intersections were raised to sidewalk height.

These “raised intersections” cause motor vehicles to go up a gentle ramp, cross the intersection, and then go down a ramp. Pedestrians cross on the level. The ramps make the pedestrian crossings at the schools

conspicuous so that the drivers slow down and look for pedestrians. They also increase visibility of the pedestrians (i.e., kids are four to six inches taller so they can see and be seen better), and help people with mobility impairments cross the street on level ground (i.e., no ramps to deal with).



Figure 7.11: Raised Intersections at schools



Figure 7.12: Narrowings of Side Streets Prior to Tree Installation

The ends of every side street were narrowed as part of this road diet. The intent was to self-enforce the parking regulations, shorten the crossing distance for pedestrians, and provide places for street trees. Part of the justification of this road diet was to provide safe routes to schools, parks, and the waterfront.

8. HIGHWAY REPLACEMENT AND CALMING

8.1 Space and Territory

Typically the rights-of-way for streets make up the largest proportion of public space in cities, more than parks, civic buildings, etc. How to decide on the correct balance between the competing interests in terms of the design of this public space has been the major thrust of this paper. The following discussion does not recommend an exact priority nor weighting of the various interests but it provides an additional rationale regarding which way to lean.

Space and territory are very related. For example, at a small scale, we each have a personal space around us and, should someone enter it, they either i) had an existing “right of entry” (e.g., a significant other, spouse, son or daughter); ii) had an invitation to enter (e.g. through body language); or iii) they make us feel uncomfortable.

If a person were the only passenger on a bus, and a second passenger boards, the second passenger normally does not sit immediately beside the first because the first has established a little bit of “static territory” on the bench. It’s only when the majority of the benches are occupied, will someone share the bench.

At a larger scale, the right of entry into static territory applies to homes. Visitors to homes typically wait for an invitation to come inside or they do not enter. Even entering the home’s yard requires a reason such as making a delivery, collecting mail, or other “right of entry.” If a stranger were simply loitering in the yard, the home’s occupants would likely take some action to re-establish their territory. The same would

apply if strangers were regularly cutting through the yard, due to the “right of passage” not being granted. Many residents mark their territories with landscaping and/or picket fences to reinforce their claim.

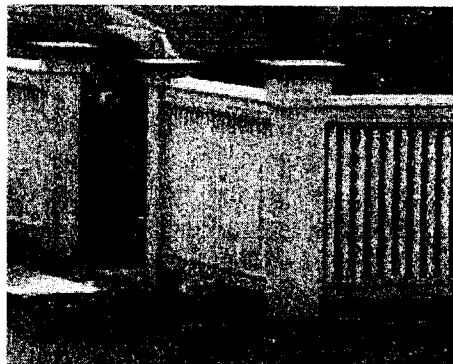


Figure 8.1: Marking Territory

On a larger scale, many residents feel a sense of ownership over the street in front of their homes. Though the street is public property, they feel that they should have a say regarding how the street is designed, maintained, and used (e.g. parking policy, driver behavior, etc.)



Figure 8.2: Entrance Feature

Groups of residents feel the same about their entire neighborhood. They claim a level of static territory and claim a say in a number of issues including who can drive through and at what speed, what are compatible land uses, what happens near their neighborhood, etc. Neighborhoods often erect entrance features at the entrance locations to mark their territory and signal to those entering

that they are now in a special place and that they need to show respect.

Similarly, groups of business people claim static territory over business districts, centers, and along various corridors. They claim a say in street design, parking policy, delivery schedules, etc.

On a larger scale, the country decides who can enter, who cannot. The country has claimed the right to be very particular about who is granted the right of entry. They also mark their territory with border crossing, check points, etc. Countries even control who flies over their territory in an airplane or passes by in a boat offshore in order to protect their territory and demonstrate their sovereignty over it. Furthermore, countries require travelers to conduct themselves according to the country's rules while within their boundaries.

Like static territory, people on the move have a degree of "mobile territory" as well. It goes unnoticed when two pedestrians pass without conflict. However, if the paths were to intersect, normally one pedestrian gives way and, in many cases, the conflict is acknowledged with an "excuse me" or other response. Assume for a moment that, on a visit to a public beach, a couple sets up a little static territory and marks it with a beach blanket, chairs, and a cooler. Pedestrians walking down the beach will inevitably walk well around the little territory rather than walk through it. Similarly, assume that a queue had formed at a busy airport ticket counter such that the line of people extended across the hall. Each person in the queue would have a "static territory" established around them. Now a pedestrian walks down the hall and has to pass through the queue. Typically, the pedestrian will say "excuse me" while passing through the queue.

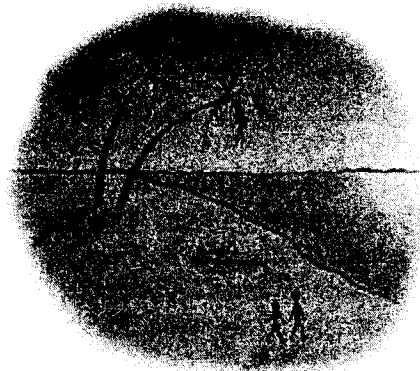


Figure 8.3: Static Territory Takes Priority over Mobile Territory

Both the beach case and airport hallway case demonstrate that static territory takes priority over mobile territory; even though pedestrians are allowed to walk anywhere on the beach and that hallways are intended for walking. The relative importance is even clearer with the yard of a home or with the country; static territory trumps mobile territory. Significant negative consequences could come to a traveler if they violate static territory without being granted the right of passage by the property owner or country. At the scale of the neighborhood, static territory is again more important than mobile territory. There are a myriad of neighborhood traffic calming projects that affect the behavior of drivers as they pass through the neighborhood. The measures are purposely designed to cause drivers to pass through on the neighborhood's terms.

At every scale, from the beach to the country, static territory takes priority over mobile territory. However, highways and arterial roads punch through towns and cities, dividing them in the name of speed and mobility. The conventional "hierarchy of roads" model is also used to justify conventional highway design in cities. This violates the accepted and normal expectations that static territory (i.e., the

city) takes priority over the mobile territory (i.e., design for speed). The hierarchy of roads is at odds with our hierarchies of space and territory.

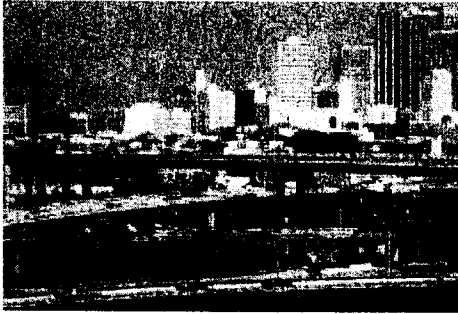


Figure 8.4: I-95 and I-395 through the Overtown Neighborhood, Miami

There are several more appropriate design responses than highways and fast arterial roads. They include i) main street designs; ii) boulevards; iii) avenues; iv) network solutions; v) public transit; vi) land use changes vi) combinations thereof. These solutions allow the “traffic functions” and the “city functions” to coexist in harmony.

8.2 Rural Highways

Route 50 is a rural highway in Virginia, west of Washington, D.C. It passes through three small towns, Aldie, Middleburg, and Upperville and through beautiful countryside. The area is very agricultural with a thriving equestrian industry. The towns are historic and built at a wonderful scale. They have functioning main street businesses, owned and operated by local people.

Unfortunately, the design of the main streets within the right-of-way resembles the highway between the towns. Motorists drive at their own comfort levels; the speed limit signs are ineffective; and police enforcement only works when the police are there. The hostile main streets split the

towns in two and lower the quality of life and safety along the main streets.



Figure 8.5: Route 50's Rural Setting



Figure 8.6: Highway-Like Main Street

The Virginia Department of Transportation (VDOT) had visions of turning Route 50, between the towns, into four-lane divided highways and connecting them with bypasses around the towns. One of four-lane sections was already built west of Middleburg.



Figure 8.7: Four-Lane Section

The people from the area noticed that other towns in Virginia had similar changes made

to them years earlier. Those changes resulted in sprawl development, worse congestion, national chain retail around the bypasses, declines along their main streets, loss of farmland, and loss of character.

The people had also heard the official forecasts that indicated motor vehicle use would almost double on the highway in twenty years so that VDOT had to widen the highway and build the bypasses or the congestion would be legendary. However, the people also noticed that motor vehicle use on the highway had been fairly steady for years and that the same forecasts that had been made every five years for that past fifteen years had not materialized.

The people recognized that unless they did something different, they were going to follow the same pattern that the other communities followed. First, the highways through the towns would become overly specialized for motor vehicle mobility and not access, bisecting the towns (that had already happened). Second, the bypasses and four-lane highway would be expensive (already started). Third, the bypasses would attract national chain retail, harm local businesses, and encourage sprawl.

Using their pattern recognition skills and dozens of community meetings, the people eventually concluded that the most context-sensitive approach was to traffic calm the main streets and restore the four-lane section back to two lanes. They had discovered that rural towns in Denmark had been building bypasses for years with similarly bad results, until their Ministry of Transportation ran out of highway money in the 1970s.

The Danes tried traffic calming the main streets instead, allowing the “town functions” and the “traffic functions” to coexist in harmony, avoiding the

disadvantages of bypasses, and costing far less than the highway bypasses. The Danes were highly successful with this approach and, over the last thirty years, the technology spread throughout Denmark, Europe, and beyond, with the new successful pattern repeating itself thousands of times.



Figure 8.8: Transition Zone Between a Highway and Small-Town, Traffic-Calmed, Main Street in Germany

Plans were developed for the three Virginia towns, funding was acquired, and the VDOT ended up enthusiastically supporting the project and heading up the project management and design efforts.

The safety benefits alone were compelling. When motor vehicles slow down, their stopping distances shorten dramatically. Should there be a collision, far less property damage, fewer injuries, and fewer deaths occur. For example, if a pedestrian were struck at 31 miles per hour, there is a 37% chance that the pedestrian would be killed. At half that speed, the probability of killing the pedestrian drops tenfold, to under 4%.

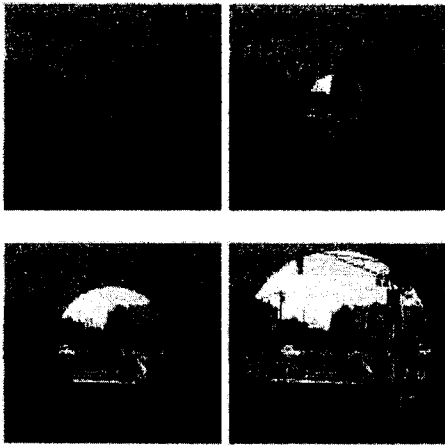


Figure 8.9: Fields of Vision at 30, 25, 20 and 15 mph Respectively

The “field of vision” of drivers widens at slower speeds (i.e., when speeds are high, drivers focus on a dot-sized area far down the road and, as speeds drops, they focuses on larger areas toward the near and middle distances) and they are more likely to avoid collisions (i.e., more likely to notice a pedestrian walking out from between parked cars or notice a truck pulling out of the driveway, etc.) Drivers are also more likely to notice signs and displays in windows, which is very appealing to merchants. All else being equal, traffic calming results in about half the number of collisions and far fewer deaths and injuries than conventionally designed streets. Furthermore, the noise level and vibration levels will drop, which is also appealing, particularly in historic areas, where the buildings are older.

The overall plan for Route 50 was fairly simple. Between the towns, speed limits would be 50 miles per hour. At the edges of the towns, there would be transitions to 35 miles per hour. In the towns, the speeds would be 25 miles per hour or less and it would be self-enforced by traffic calming

measures (i.e., mainly cross-section changes with some periodic measures).

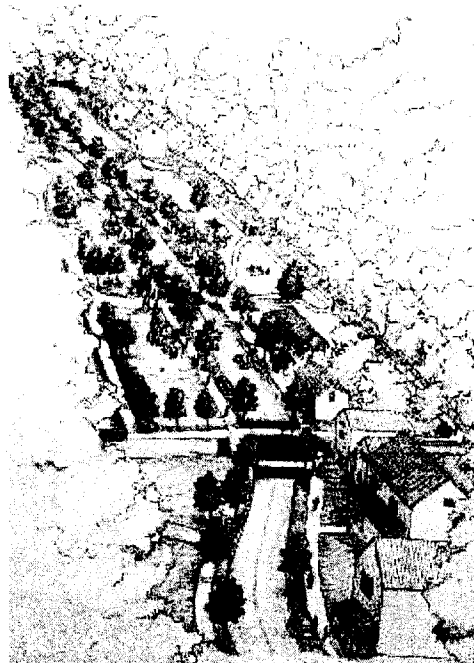


Figure 8.10: Aldie, Main Street Concept

The transect played an important design role in this process. Outside of the towns, the highway design was kept very rural, with a combination of grass and natural shoulders and pleasant vertical and horizontal curves. In the towns, the designs were urban and customized to suit the three distinct towns.



Figure 8.11: Middleburg's Main Street Today



Figure 8.12: Middleburg's Main Street Concept

The Route 50 project, likely the largest rural traffic calming project in the United States, is in its final design phase. The project has already had plenty of attention locally and nationally. Local support came from farmers, merchants, the hospitality industries (e.g., taverns, inns, etc.), churches, and the general community. National support came from Taxpayers for Common Sense, Renew America, Scenic America, the National Trust for Historic Preservation, and others. Cities, organizations, and people in over forty states requested information about the project.

8.3 Highways in Larger Cities

There are many examples of highways going through larger cities. These are gaining the attention of urban designers at ever-increasing levels. Similar patterns occur in large cities as are observed in small towns. Highways split cities even with expensive grade-separation efforts. The physical presence of the highway, noise, break in the urban fabric, motor vehicle-oriented ramps, associated street closures, one-way frontage roads, etc. contribute to the barrier effect.

It should come as no surprise, with our pattern recognition abilities, that cities are typically harmed along and across highway corridors. Highways violate the urban transect more than any other type of street. Highways are about limited access, high

speeds, no pedestrians, and cities are about the opposite. Consequently, it should be expected that slum, blight, and decay typically accompany highways through cities. Highways disadvantage every urban land use. Lining highways with land uses that match the highways' scale and motor vehicle-orientation is not always feasible nor desirable (i.e., big box development, industrial areas, large shopping malls, stadiums, etc.)



Figure 8.13: Decline along Busy Highway

There is a growing trend in cities in North America to undo highways that cut through urban areas. Some of them are done willingly, like in Portland, and some of them are courtesy of Mother Nature, as in San Francisco. But, wherever these highways are removed, good things happen because the resulting streets are more in keeping with the context and the transect.

8.3.1 Mercer-Valley Pair, Seattle

A good example is coming to Seattle. The Mercer-Valley pair is located south of Lake Union. The conventional idea has always been to try and provide a highway connection along the Mercer-Valley pair connecting highways to the east and to the west. But as the corridor became more and more mobility-oriented and highway-like,

access to the area declined and a larger obstacle to the waterfront was created.

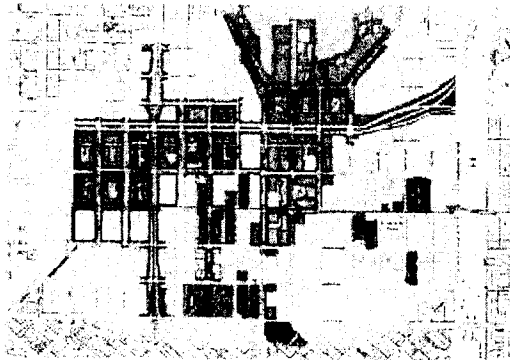


Figure 8.14: Restored Network and Boulevard Replace Highway

Glattig Jackson worked with Urban Design Associates on a plan to undo the damage to Seattle. After considering many options, the best option was to replace the highway with an at-grade boulevard and reconnect the network. The benefits were numerous. They included creating several developable blocks that were previously undevelopable because of the ramps and highway facilities. The access to the waterfront was increased and made pedestrian-friendly through the conversion of the five-lane high speed road to a two-lane, slow, access-oriented street.

The motor vehicle performance measures did well because, instead of one big road and a few intersections doing the heavy lifting, the entire network of streets and many intersections could contribute. Reactivating the network will help the redevelopment of this dilapidated area. Each street can be designed to be pedestrian-friendly. This part of Seattle will become more valuable, repopulated with people and businesses, safer, and better looking.

8.3.2 Riverside Parkway, Chattanooga

Riverside Parkway, a limited access highway, in Chattanooga, Tennessee, cut the

city off from its waterfront. The city really wanted to connect to the water. They knew that the highway had to change in order to accommodate that goal. The Tennessee Department of Transportation refused.



Figure 8.15: Waterfront Highway cuts off City.

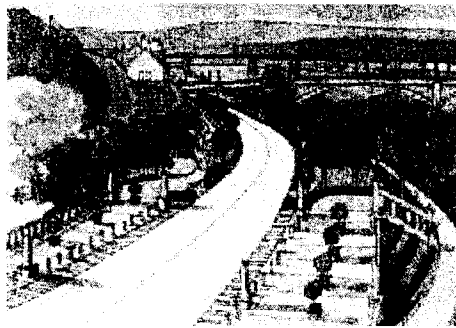


Figure 8.16: Road Diet Concept



Figure 8.17: Construction Underway

Place Disposition Gradient

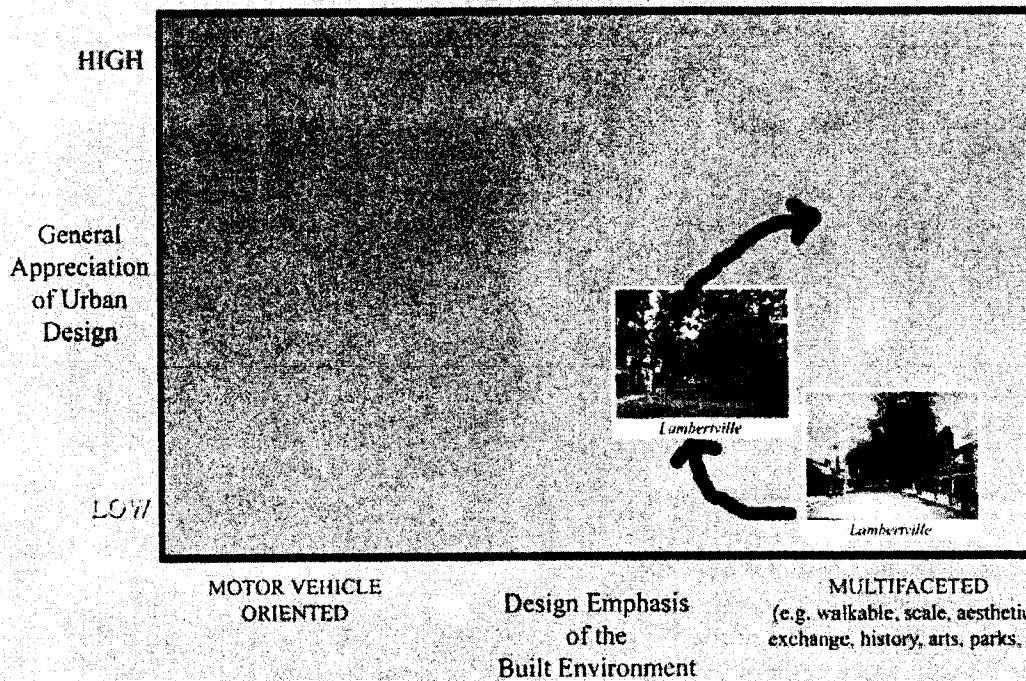


Figure 9.1: PDG for Lambertville

The city had to take over jurisdiction of the highway through political means and then rebuild it themselves. That project is under construction now. The highway which lowered property values, safety, and access for years along the waterfront is being replaced with a beautiful, connected, waterfront street. It will add value, redevelopment opportunities, and recreational opportunities.

9. THE PLACE DISPOSITION GRADIENT

9.1 Lambertville, New Jersey

To help understand this redirecting of energy and resources, the “place disposition gradient” is helpful. It allows us to understand where a city sits in terms of its

design emphasis on the built environment (ranging from being motor vehicle-oriented to being multifaceted) and a city’s general appreciation of urban design.

Figure 9.1 shows the place disposition gradient for Lambertville, New Jersey. The city began in the bottom, right-hand, corner of the gradient. Lambertville was built well before motor vehicles were invented so it naturally was multifaceted. It had little appreciation of urban design because that was just the way things were done then. The city has a network of streets, all the buildings address the streets, houses have porches, and commercial buildings have front doors and display windows along the sidewalks, all designed to maximize exchange. Today most of the streets are still very sociable despite motor vehicles being present.

However, Lambertville did not stay completely multi-faceted. Some of the streets were altered to be highly motor vehicle-oriented. Route 29, as shown in *Figure 9.2*, was built through the city. Its design was clearly mobility-oriented, violating the context and transect for Lambertville. The highway reduced access. It was too fast and it became a barrier between one side of the city and the other side.

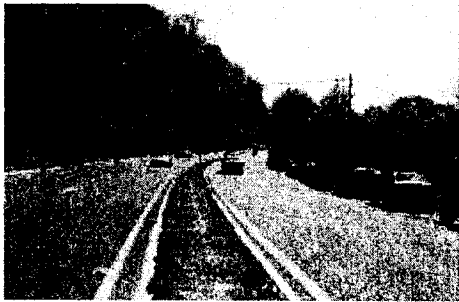


Figure 9.2: Highway Bisects Lambertville

These problems were noticed by the people of Lambertville and they wanted change. Designs are now in progress at the New Jersey Department of Transportation. A rendering of one of the options being explored is shown in *Figure 9.3*. The idea of all the options being explored is to reconnect the city, increase access, increase walkability, provide on-street parking, reduce motor vehicle speeds, increase safety, and improve the aesthetics.



Figure 9.3: One Concept for Highway

Naturally, discussions with the community on the design will be ongoing to ensure that it meets their needs. Similar road diet efforts are underway on Lambertville's Main Street, another street under state jurisdiction which, years ago, was sped up and altered in violation of the context.

With regard to the non-state roads, which are the non-framework streets in Lambertville, the people were concerned about poor driver behavior which detracted from their quality of life and their feeling of safety on the streets. Through a grant from the Robert Wood Johnson Foundation, the city prepared and adopted a traffic calming plan, which is shown in *Figure 9.4*. It is currently in the early design phases. The traffic calming measures will be constructed over the next couple of years which should greatly enhance the pedestrian environment and the quality of life in Lambertville.

Developing a traffic calming plan of this magnitude required a great deal of public participation. Several walkabouts in the neighborhoods were conducted to find out what the issues were and how to solve them. Several general public meetings were held as well. Public consultation will continue through the design and implementation phases to ensure that people's goals and objectives are met to the greatest extent possible.

Notice that all of the measures proposed affect behavior and not driver routing. The city has learned the importance of network and connectivity and does not want to diminish this through any route modification measures. Through Lambertville's planning work on their framework and non-framework streets, their appreciation of urban design has grown.

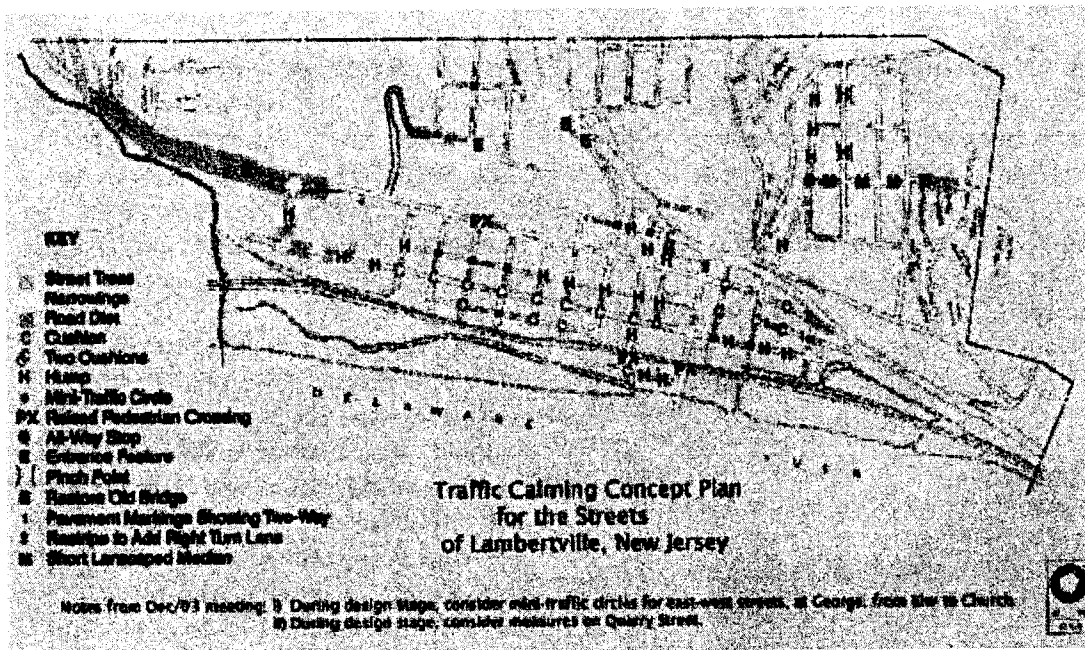


Figure 9.4: Lambertville's Traffic Calming Plan

On the place disposition gradient, the city had become more motor vehicle-oriented with the widenings, which would pull them to the left, but their appreciation of urban design has grown, so they will move up as well. Once the projects are built, the design emphasis of Lambertville's built environment will once again become more multi-faceted. At the same time, the general appreciation of urban design will grow some more, pushing the city upwards and to the right on the place disposition gradient. These changes on the place disposition gradient are outlined with the red lines in Figure 9.1.

9.2 Other Cities

Figure 9.5 shows that any city can be placed on the place disposition gradient. Copenhagen, for example, would be placed near the top right-hand corner. However, it

did not just accidentally develop with a great appreciation of urban design and being a multi-faceted city. It went through an automobile era and it had to learn about urban design and work hard to become multi-faceted again, shown by the blue line in Figure 9.5.

Minneapolis is a very motor vehicle-oriented city with a fair appreciation of urban design. The trajectory with the city's Lake Street and I-35W projects indicates that they may well become even more motor vehicle-oriented in the future, continuing the direction of the brown line in Figure 9.5. Hopefully, the people there, who do appreciate urban design, will reshape those projects and cause the city to become more multi-faceted.

Every city can be put on the gradient (e.g., Los Angeles, Columbus, Orlando, Boston). Plus, each city got to its current location on the gradient for its own reasons. Each city

Place Disposition Gradient

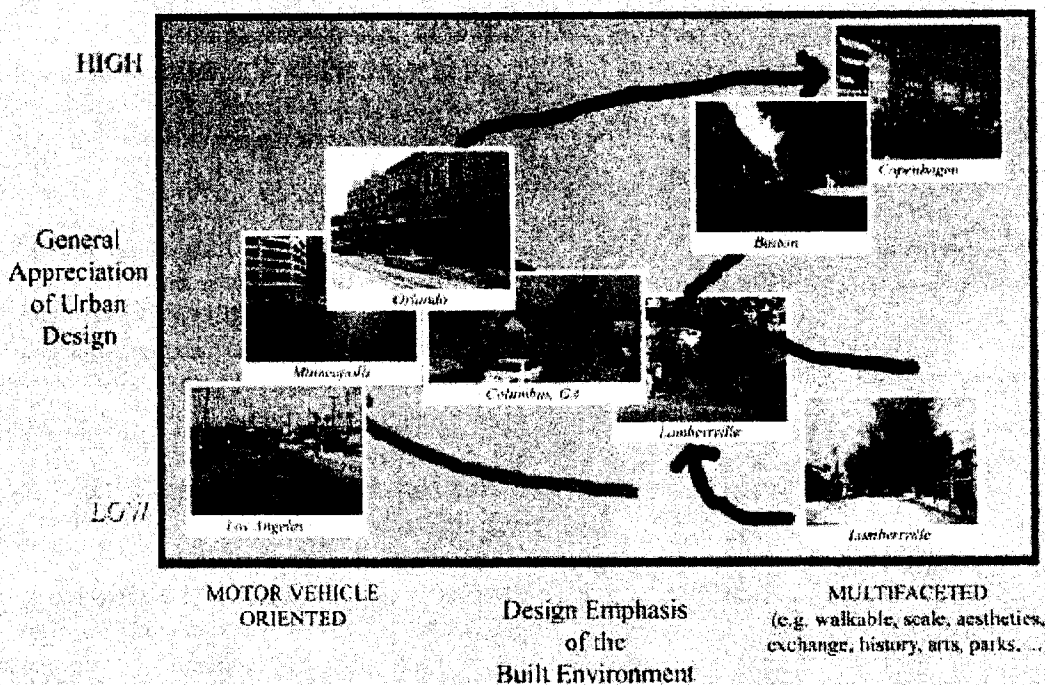


Figure 9.5: PDG for Various Cities

can also change its location depending on its public policies and projects. For example, Los Angeles is in the bottom, left, corner of the gradient. They are learning about urban design and will likely shift upwards and to the right over time.

9.3 The Gradient and Determining What is Important

An understanding of the place disposition gradient allows us to discuss the importance of conventional transportation values, like those found in the *Highway Capacity Manual*. In a place that has a low appreciation of urban design, the values in the *Highway Capacity Manual* will have a lot of importance.

Cities with a high appreciation of urban design will give conventional values little weight. A city, whose appreciation of urban design falls somewhere between high and low on the gradient, would give conventional values varying degrees of importance.

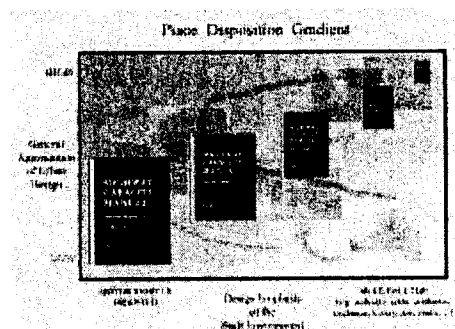


Figure 9.6: Importance of Conventional Values in Different Places

Imagine if there were a *City Capacity Manual* that outlined, in great detail, how to define and ensure the success of every facet of healthy urban design. The manual would solve any urban design puzzle with easy-to-use formulas and an optional software program. Such a book would have a great deal of importance in cities towards the top of the gradient. It would have very little weight at the bottom, and have varying degrees of importance in between.

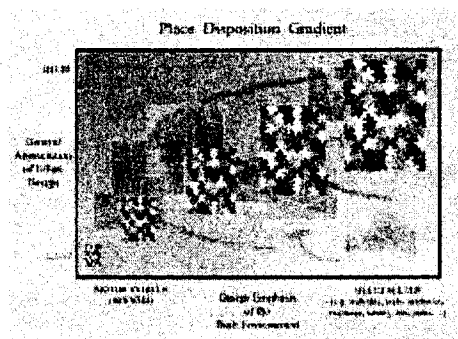


Figure 9.7: Importance of Other Facets of Urban Design in Different Places

10. CONCLUSION

The design emphasis of the built environment and the appreciation of urban design is just another way of looking at context. It divides the context into two parts: the physical context and the context of the people, their culture and their goals and objectives. One of the problems with conventional transportation engineering thinking is that every place is treated the same and that the motor vehicle-oriented values are paramount. With our powers of pattern recognition, we can see the damage this has done to multi-faceted places over time. We can also see multi-faceted places that did not succumb to conventional transportation thinking.

With a good understanding of the place disposition gradient, city policy makers and professionals can determine how much weight they want to assign to the various competing interests. The gradient can help them make good choices about repositioning parts of their city or the ir whole city on the gradient.

In most cities where Glating Jackson works, the desire is to both increase the appreciation of urban design and push the design emphasis towards the multi-faceted end of the scale. However, there are some places that seem to be resigned to stay motor vehicle-oriented. That choice will be increasingly difficult to sustain as the limiting factors grow.

Most people in the United States live in cities. The health of these people and the health of the cities are related. The patterns about healthy cities are clear. Cities can be motor vehicle-oriented or they can be healthy. They can be somewhat motor vehicle-oriented and somewhat healthy. But, they cannot be motor vehicle-oriented and healthy.

We shape our cities and then they shape us. There are good examples of cities, projects and methods to learn from and apply. It is simply a matter of choosing what shape we want our cities to be in, getting everyone involved to pull in that direction, and then sustaining the effort.

