



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Terry Crowe
Manager, Policy Planning
Date: February 1, 2007
File: 08-4045-20-10
Re: City Centre Area Plan (CCAP) Update – Proposed Area Plan CONCEPT

Staff Recommendation

That, as per the report from the Manager, Policy Planning, dated February 1, 2007 and entitled, "City Centre Area Plan (CCAP) Update – Proposed Area Plan CONCEPT":

1. The City Centre Area Plan CONCEPT (**Attachment 5**) be approved in principle;
2. Based on the approved in principle City Centre Area Plan CONCEPT, staff be instructed to prepare the City Centre Area Plan Bylaw and complementary Implementation Strategy for Council's consideration;
3. Staff proceed with the improved consultation process with the Richmond School Board, as outlined in this report; and
4. Staff proceed with the proposed strategy for public consultation (e.g., Open House 3) scheduled for March 2007.

Terry Crowe
Manager, Policy Planning

Att. 5

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Clerks.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Engineering.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Environment.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Transportation.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Communications.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Real Estate Services.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Economic Development.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Development Applications.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Recreation & Cultural Services.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Parks Design, Construction & Programs.....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

Staff Report

Origin

In May 2006, the City initiated a strategic update of its City Centre Area Plan (CCAP), the purpose of which is to prepare a “capacity based framework for development” for the downtown, including:

- Expanding the City Centre to include the Bridgeport sub-areas of West Bridgeport and Van Horne in order to better integrate them with the downtown, the Canada Line, and the airport;
- Reflecting the changes that Richmond and its downtown have undergone since the Area Plan’s original adoption in 1995; and
- Better guiding the downtown’s growth in line with an enhanced vision, goals, principles, and policies aimed at supporting the area’s development as Richmond’s urban centrepiece.

The CCAP Update is envisioned as a two (2) part process involving:

- Part 1 (2006-7): Preparation of an Area Plan CONCEPT (for approval in principle by Council in Feb. 2007),
- Part 2 (2007): Preparation and adoption of the Area Plan Bylaw and Implementation Strategy (including any required financial/Development Cost Charge Bylaws).

The purpose of this report is to:

1. Report back on public input received through the study’s public consultation process;
2. Present the proposed City Centre Area Plan CONCEPT, for approval in principle; and
3. Outline the 2007 CCAP Work Program, including the next stage of public consultation proposed for March 2007, and consultation with the Richmond School Board.

Findings

1. Public Input – Open House 1 (July 2006) & Open House 2 (November 2006)

The CCAP Update process (**Attachment 1**) provides for a variety of public consultation opportunities. In Part 1 of the process, this has included consultation in July and November 2006, each of which involved individual and group stakeholder meetings, a public presentation in Council Chambers, posting of information on the City’s website, and open houses at City Hall. Input was collected in the form of surveys and letters, the results of which are summarized below. (Note that the detailed findings from Open House 1 in July 2006 were presented in a staff report to Council on October 23, 2006. Detailed findings from Open House 2 in November are provided in **Attachment 2**, together with a list of attendees to the November “Group Stakeholder Meeting” in **Attachment 3** and letters received from stakeholder groups in **Attachment 4**.)

1.1 Event Attendance & Questionnaire Response – Summary

CCAP Open House – Event Attendance & Questionnaires Received				
Event	Attendees “Signed In”		Questionnaires Received	
	Open House 1	Open House 2	Open House 1	Open House 2
Staffed Open House	135	144	70	94
Presentation				
Group Stakeholder Meeting				
Email, Mail-In & Drop-Off	-	-	21	
Sub-Total	135	144	91	94
TOTAL	279		185	

1.2 Additional Stakeholder Consultation – Summary

	CCAP Open Houses – Attendees at Stakeholder Meetings	Open House 1 July	Open House 2 November*
1	School District No. 38 (Richmond) - Board	✓	✓
2	School District No. 38 (Richmond) - Staff	✓	✓
3	BC Ministry of Education	-	✓
4	North Fraser Port Authority	-	✓
5	Greater Vancouver Regional District, Technical Advisory Committee	-	✓
6	Urban Development Institute (UDI)	✓	✓
7	Vancouver International Airport Authority (VIAA) - Staff	✓	✓
8	Transport Canada	-	✓
9	YVR Noise Management Committee	-	✓
10	Agricultural Land Commission (ALC), Staff	✓	✓
11	Vancouver Coastal Health	-	✓
12	RCSAC	-	✓
13	Seniors Advisory Committee	-	✓
14	Richmond Committee on Disability	✓	-
15	Advisory Committee on the Environment	✓	✓
16	Richmond Library Board	✓	-
17	Richmond Chamber of Commerce	-	✓
18	Richmond Fire Department	-	✓
19	RCMP	-	✓

* Covers the period from November 2006 through January 2007

1.3 Public Survey Summary – Open House 1 (July 2006)

Summary of Survey Results - CCAP Open House 1 (July 2006)	
Proposed Plan Features	Degree of Public Support
Vision, goals, principles, transit-oriented development, village attributes & "Build Green" objectives	74-78% support
Population scenarios of 120,000 & 156,000 residents	<ul style="list-style-type: none"> 64% favoured 120,000 versus 32% for 156,000 61% preferred to give up jobs rather than park space if required to make a choice General agreement that the proposed amenities would support 120,000 residents, but probably not 156,000
20% Affordable Housing	<ul style="list-style-type: none"> 43% support Strong recognition of the need for affordable housing, especially in light of low paying jobs and high market housing costs Concern over the cost of achieving this goal, especially in light of the cost of providing adequate public amenities, park, and services
Top three preferred public amenities to provide	Parks, Community Centres, and Libraries
Top three preferred business opportunities/programs to pursue	Office & Live/Work (tied), Retail, and Light industry
Preference regarding the type of "Centre of Excellence" that the City Centre should become	"Sports & Wellness" and "Arts & Culture"
Other	While the survey results indicate solid support for most features, <u>concern over the cost of achieving the plan</u> (e.g., parks, affordable housing, amenities) was regularly expressed and requires attention.

1.4 Public Survey Summary – Open House 2 (November 2006)

Summary of Survey Results - CCAP Open House 2 (November 2006)		
Proposed Planning Strategies	Degree of Public Support	
	Approve or Highly Approve	Disapprove or Highly Disapprove
"Land Use & Density" Framework	54% (38 responses)	35% (25 responses)
	Comments: Respondents generally liked the mix of uses and density and, in some cases, wanted an expansion of the plan's higher density areas.	Comments: Respondents were mostly concerned that the plan provides for too much density and that this could result in increased crime, traffic congestion.
"Open Space & Amenity" Framework	59% (38 responses)	31% (20 responses)
	Comments: Respondents generally indicated support for the plan's parks and riverfront.	Comments: Respondents were concerned that the plan provides too little park space and some would like to see the Garden City Lands used for more park, or for farming.
"Mobility & Accessibility" Framework	59% (39 responses)	29% (19 responses)
	Comments: "A more pedestrian and cycle-friendly environment can only improve the quality of life in Richmond."	Comments: Respondents were concerned about traffic congestion and do not believe that transit and other features will get people to stop using their cars.
"Built Form & Urban Design" Framework	63% (39 responses)	31% (19 responses)
	Comments: Respondents generally liked the concepts.	Comments: Respondents generally were concerned with density.
Additional Comments	<ul style="list-style-type: none"> • How will the plan be implemented? Will it be affordable? Will it be timely? • The connected street network is good, but more work is required if the City hopes to successfully manage traffic congestion downtown and on the bridges. • Too much growth. Too much density. Too many high-rise buildings. Too much crime. • Ensure that Richmond and the City Centre does not exceed its environmental "carrying capacity" and that issues are addressed including: waste, stormwater management, earthquake, flood management, sea/river level rise, air pollution, heat island effect. • Take steps to provide much needed services to existing residents today, as well as services for future residents (e.g., transit, hospital, schools, churches). • Strive for balance: jobs/residents, great city/great farmland, employment land/parks. • Strive for high quality design/architecture and an "Island City by Nature" character. • More public consultation is needed. • Garden City Lands should be reserved for agricultural uses and/or park. 	

NOTE: The above responses do not tally to 100% as in each case some respondents indicated that they neither approved nor disapproved.

1.5 Summary of Stakeholder Group Letters – Open House 2 (November) (Attachment 4)

CCAP Open House 2 (November 2006) – Summary of Correspondence from Stakeholder Groups			
	Groups	Summary of Stakeholder Group Comments	Status
1	School District No. 38 (Richmond)	<ul style="list-style-type: none"> School needs are not adequately reflected in the CCAP Provincial funding protocols are not taken into consideration Open space is inadequate and must not rely on School District property Ministry of Education staff have advised that "portions of over-size school sites in other parts of Richmond be sold in order to provide any new school sites in the CCAP". 	<ul style="list-style-type: none"> See section below
2	North Fraser Port Authority (NFPA)	<ul style="list-style-type: none"> "NFPA urges Richmond to recognize the importance of river-oriented industry in its economic vision" and to maintain these uses (including log booming) where they currently exist in the CCAP study area. Richmond's goal for continuous pedestrian access around Richmond should be modified to accommodate active industrial areas. Any new river crossings or pedestrian ferry service should not interrupt navigation. Protect opportunities for additional commercial and recreational marinas. 	<ul style="list-style-type: none"> CCAP CONCEPT is consistent with NFPA objectives Continued NFPA input will be sought during the next stage of the CCAP process
3	Vancouver Coastal Health	<ul style="list-style-type: none"> Richmond Health Services (RHS) plans to establish 5 Neighbourhood Level Primary Healthcare Organizations (NLPHO) in Richmond – including a location in the CCAP. Future clustering of doctor/medical offices can be expected to be near the NLPHO. 	<ul style="list-style-type: none"> CCAP CONCEPT is consistent with VCH objectives Continued VCH input will be sought during the next stage of the CCAP process
4	Transport Canada (Airport)	<ul style="list-style-type: none"> Some CCAP uses, while consistent with City policy, are incompatible with Transport Canada guidelines and "may lead to future noise complaints, demand for restrictions to aircraft/airport operations and potentially legal action" 	<ul style="list-style-type: none"> CCAP CONCEPT is consistent with Richmond's OCP "Aircraft Noise Sensitive Development Policy"
5	Vancouver International Airport Authority (VIAA)	<ul style="list-style-type: none"> VIAA reiterates: <ul style="list-style-type: none"> The "belief that planning for Richmond City Centre and the east side of Sea Island need to be coordinated" – but the CCAP "should distinguish areas that are outside the City of Richmond's planning authority" The importance of completing work on noise-related covenants and rights-of-ways Concerns regarding trip generation and road capacity Opposition to housing that does not conform to Transport Canada's guidelines 	<ul style="list-style-type: none"> CCAP CONCEPT respects areas under VIAA jurisdiction The new joint City-VIAA noise covenant work is being applied. Updating of the City Centre Transportation Plan is being undertaken jointly with VIAA Continued VIAA and Transport Canada input will be sought during the next stage of the CCAP process
6	Urban Development Institute (UDI)	<ul style="list-style-type: none"> The proposal to "densify the City Centre - especially near transit hubs – is strongly supported by the Institute", as is the proposal to reduce parking requirements/ratios. UDI would like to help identify development incentives for mid-rise buildings and ways to encourage more sustainable development. Anticipated infrastructure and amenity costs are high – and determining the portion that will be borne by the development industry will be a key issue. Information regarding phasing and anticipated developer costs should be provided as soon as possible. 	<ul style="list-style-type: none"> CCAP CONCEPT is generally consistent with UDI form of development objectives Continued UDI input will be sought during the next stage of the CCAP process
7	Richmond Advisory Committee on the Environment (ACE)	<ul style="list-style-type: none"> ACE acknowledges that the proposed City Centre Area Plan may reduce urban sprawl and "provide an opportunity for innovative solutions for sustainable urban development", but that the plan also raises concern as the scale and rate of growth will inevitably cause environmental impacts. ACE provides a list of 10 concerns and 16 recommendations that they would like to see addressed in subsequent stages of the plan. 	<ul style="list-style-type: none"> CCAP CONCEPT is generally consistent with ACE's 16 recommendations Continued ACE input will be sought during the next stage of the CCAP process See section below

1.6 Improved City - School Board Co-ordination

At the January 16, 2007, Planning Committee meeting, the Planning Committee and School Board discussed several ways in which the City and School Board might better co-ordinate their CCAP and OCP planning interests. The following is proposed:

- *Improved School Board- Council Co-ordination*
To improve School Board - Council co-ordination, staff propose that the City and School Board hold two annual visioning sessions to coordinate City and School Board CCAP and OCP planning interests, and that the:
 - First visioning session occur in March 2007;
 - Second visioning session occur as Council and the School Board agree (perhaps later in 2007 when work on the OCP update begins); and
 - City and School District staff assist in identifying options and ideas for the visioning sessions (as suggested at School Board - City Liaison Committee on January 23, 2007).
- *Improved City Planning Committee – School Board Co-ordination*
To improve City Planning Committee – School Board co-ordination, staff propose that the City Clerks Division identify, for Council consideration, options whereby School Board Trustees and/or District staff might participate in Planning Committee meetings (e.g., place a regular item on the Planning Committee agenda to facilitate Planning Committee - School Board discussion of common CCAP, OCP, and related planning issues).
 - The City Clerks Division will advise Council in a separate report (e.g., at the Feb. 6, 2007 Planning Committee) regarding options to achieve this opportunity.
- *School Board – City Liaison Committee*
This longstanding School Board - City Liaison Committee provides the opportunity to discuss and co-ordinate various matters of joint interest. Staff propose that the parties take advantage of the venue to discuss CCAP and OCP matters of interest, as necessary (e.g., continue to place the CCAP and OCP as regular items on the School Board – City Liaison Committee agenda).
- *Improved City Staff- School Board Staff Coordination*
To improve City staff - School District staff co-ordination, it is proposed that:
 - The City invite a School District staff representative to attend all City staff CCAP planning meetings;
 - As the City produces demographic information, provide that information to the School Board and assist in its analysis by the School Board; and
 - Once the School Board defines its tailored concept of “community school” (as requested by Council, January 22, 2007), the City and School Board can discuss its desirability and implications.

1.7 Public Consultation – Responses to Key Questions

a) Amount of Growth

Some public input indicates concern regarding the amount of proposed growth.

Reasons for the proposed growth and build-out population of 120,000 include:

- Many long-term Richmond residents and recent immigrants want their family members (e.g., children, parents) to have the opportunity to live in the city;
- Businesses wish to thrive and grow; and
- The City wishes to help accommodate anticipated regional GVRD growth.

Furthermore, the proposed CCAP growth model is consistent with the:

- Existing City Centre Area Plan (1995) and OCP (1999), both of which target significant growth for the downtown to support enhanced urban amenities (e.g., transit) and lifestyles, and protect Richmond's sub-urban and agricultural areas;
- City Centre's recognized capacity for densification, especially in its extensive low-density, auto-oriented areas;
- Canada Line and Transit-Oriented Development (TOD) objectives for densification aimed at promoting transit ridership and encouraging less car-dependent lifestyles; and
- The "Smart Growth" goals aimed at reducing sprawl and supporting socially, environmentally, and fiscally responsible growth.

Thus, the challenge is to manage the 120,000 population growth in an acceptable manner. The CCAP aims to do this by implementing the following the CCAP Smart Growth Goals, namely:

1. Build Community,
2. Build Green,
3. Build Economic Vitality,
4. Build A Legacy.

As the CCAP CONCEPT is translated into the City Centre Area Plan Bylaw and Implementation Strategy, staff will continue to assess how the City Centre's proposed growth can be most effectively shaped and will advise Council if there is any need to modify the proposed target of 120,000 residents.

Unless otherwise directed, the build-out population assumed in the next stage of the CCAP process will be 120,000.

b) Rate of Growth

Some public input indicates concern that growth will happen too quickly.

The CCAP is not expected to significantly impact the City Centre's rate of growth. The proposed CCAP CONCEPT is not anticipated to alter the City Centre's existing 2021 target of 61,000 residents and "build-out" should take roughly 50 years (to be confirmed).

Detailed demographic analysis is currently underway as part of the CCAP planning process to provide a more comprehensive picture of the rate of growth and how best to coordinate it with the provision of public facilities, services, infrastructure. While this work remains to be done, staff are confident that the rate of growth is not being under-represented as:

- Subsequent to adoption of the Area Plan Bylaw, a number of areas will require additional study and planning prior to development being permitted (e.g., Garden City Lands, and Oval West and East);
- The CCAP will include a phasing strategy designed to direct and manage growth according to City priorities and in co-ordination with the establishment of necessary infrastructure, services, and amenities (e.g., park acquisition and development). Council will have the ability, over time, to modify that strategy to manage growth as required; and
- Development activity will be tempered by competition with communities elsewhere in the GVRD region, market demand for various housing types, and the City Centre's ability to supply sought after housing types.

c) Phasing & Additional Planning Studies

What will control what gets built and when?

It is anticipated that the CCAP will propose a strategy for phasing City Centre development as a way to manage growth, costs, and services, and to ensure that neighbourhood growth is coordinated with the timely provision of necessary amenities and infrastructure. Phasing will be explored in the next stage of the CCAP planning process and will be described in detail through the Area Plan Bylaw and Implementation Strategy.

In addition to a comprehensive phasing strategy, staff recommend that, once the City Centre Area Plan is approved, additional planning be undertaken in certain areas and for certain matters, before development is allowed to proceed. Some of these studies include the:

- Garden City lands, which are the subject of a Memorandum of Understanding among the Federal government Canada Lands Company (CLC), Musqueam First Nation, and City of Richmond, and will take time to plan;
- Lands south of the Oval site, where care is required to ensure that Oval-related uses and adjacent development are compatible, a strategy is in place to facilitate the transformation of this area from industry to high-amenity urban uses, and the result will be a "signature" community for Richmond;
- Riverfront, where strategies are required to facilitate major park acquisition and development, the design of the new road along the CP Rail corridor, the upgrading of the dyke, the coordination of water-lot and upland development sites, and land use transitions;
- Industrial land and office incentive strategies aimed at enhancing business attraction, retention, transition and enhancement;
- Arts and cultural strategies aimed at promoting, among other things, the creation of artists' studio and live/work spaces; and
- Canada Line station areas, as required.

In general, the intent is that the CCAP Area Plan Bylaw and Implementation Strategy describe a framework for long-term development and a phasing strategy for achieving that development, both of which will be complemented by additional planning studies, as required, to support and facilitate key initiatives. The benefit of this approach will be a clear picture of what the City Centre is to be, how the City Centre will grow, practical tools for Council's management of the type and rate of

growth, and supplemental guidance, prepared as required, to address specific issues and priorities.

d) Amount of City Centre Park

Some public input indicates a desire to see the City Centre park guideline of 3.25 acres per 1,000 residents increased.

Current guidelines require that park be supplied for City Centre residents at the typical city-wide rate of 7.66 acres per 1,000 residents, but that of this only 3.25 acres per 1,000 residents must be situated within the boundaries of the City Centre.

If park were to be provided within the City Centre boundaries at the city-wide rate of 7.66 acres per 1,000 residents, based on a population of 120,000, 45% of the City Centre would need to be park. This percentage of park space would be dramatically higher than anything found elsewhere in Richmond, and would be unaffordable and inconsistent with objectives for densification near transit.

The alternative and current standard of 3.25 acres per 1,000 residents results in a requirement for 390 acres of park. While this represents a lower ratio of park to resident than the city-wide standard, due to the City Centre's planned high concentration of residents and the CCAP CONCEPT for park use/distribution, it will result in:

- Equal or more park space per quarter-section to what is typical elsewhere in Richmond;
- Easier park access by foot for residents; and
- A comprehensively designed network of high-amenity parks and linkages tailored to the special needs of a transit/pedestrian-oriented urban community.

Unless otherwise directed, City staff will continue to use the City Centre park guideline of 3.25 acres per 1,000 residents as a basis for the CCAP planning processes.

e) Applicability of School District Lands to City Centre Park Guideline

The School Board has advised the City that existing District lands should not be used to satisfy the City Centre park guideline of 3.25 acres per 1,000 residents.

Existing School District owned school sites in the City Centre total roughly 43 acres (e.g., 11% of the 390 acres of park required for 120,000 residents). The City has traditionally included school lands in its park calculations, both inside and outside the City Centre. The School Board has, however, advised against this practice in the City Centre to safeguard against the possibility that the downtown could end up short of park space, if school sites were sold in the future (e.g., as a result of school site consolidation, or the co-location of schools on non-school properties).

The CCAP CONCEPT assumes that the City will either purchase School District land if it is offered for sale, or replace it with land elsewhere in the City Centre that is better located to meet park needs (e.g., closer to residents, closer to amenities).

Staff recommend that the City continue to include the School District's existing lands in the City Centre park calculations because:

- It seems unlikely that the School District will dispose of all of its existing lands;
- This approach represents a significant savings to the City;
- This approach is consistent with the idea behind joint school/park sites, such as General Curry Elementary, where the School District benefits from City-owned lands to meet its needs and vice versa; and
- "Partnering" benefits the community and saves money through more efficient use of resources.

Unless otherwise directed, City staff will continue to use the School District's existing 43 acres in the City Centre park space calculations.

1.8 Public Consultation – Conclusions & Next Steps

a) Conclusions

While the survey findings and general contact with the public indicate support for the study's emerging planning directions, staff had hoped for a greater number of open house attendees and survey responses, and the public and stakeholder groups have identified issues requiring attention.

To address this situation, staff propose that:

- The City continue to work with stakeholders to address their concerns in the context of Richmond's urbanizing downtown;
- The next public consultation process (Open House 3) should be conducted in early March 2007 to avoid conflict with Chinese New Year and Spring Break, and provide time to prepare an effective process; and
- More extensive advertising should be undertaken in local newspapers, community facilities, and on the City's website, beginning well in advance of Open House 3 events.

b) Next Steps

The next stage of the CCAP process entails key pieces of work requiring general public, stakeholder, and Council input at a number of key points.

The following Part 2: CCAP Public Consultation Program [chart] is proposed for this process: (Note that concurrent studies, such as the City Centre Transportation Plan, will be presented for Council review as per individual study schedules.)

PART 2: CCAP PUBLIC CONSULTATION PROGRAM		
STUDY STAGE	EVENTS	DATES EST.
2.1 CCAP CONCEPT Review & Feedback <ul style="list-style-type: none"> Share the CCAP CONCEPT with the public Identify public priorities to be addressed by Part 2 of the CCAP process PLUS: <ul style="list-style-type: none"> Initiate topic-specific stakeholder workshops in support of 2.2 Financial Strategy & 2.3 Policy Strategies to identify, explore, and propose appropriate service delivery models and key CCAP policy directions expanding on and refining those already identified in the CONCEPT (e.g., School District, Health, public safety and emergency services, parks acquisition, environment) 	Open House 3: <ul style="list-style-type: none"> Open House and presentation at City Hall Stakeholder workshops Community Centre Displays Newspaper & poster advertisements On-line questionnaire 	March 1-16, 2007
2.1 Demographic & Phasing Analysis <ul style="list-style-type: none"> Share findings regarding anticipated rate of growth and demographic profile Seek input into issues and priorities to be addressed Council review PLUS: <ul style="list-style-type: none"> Continue topic-specific stakeholder workshops in support of 2.2 Financial Strategy & 2.3 Policy Strategies regarding the implications of service delivery models and policy directions, together with an investigation of costs and funding strategies for key capital items 	Open House 4: <ul style="list-style-type: none"> Open House and presentation at City Hall Stakeholder workshops Community Centre Displays Newspaper & poster advertisements On-line questionnaire 	Tentative: May 2007
2.2 Financial Strategy <ul style="list-style-type: none"> Share findings regarding anticipated costs and funding options Seek input into issues and priorities to be addressed Council review PLUS: <ul style="list-style-type: none"> Continue topic-specific stakeholder workshops in support of 2.3 Policy Strategies and 2.4 Area Plan Bylaw & Implementation Plan Preparation 	Open House 5: <ul style="list-style-type: none"> Open House and presentation at City Hall Stakeholder workshops Community Centre Displays Newspaper & poster advertisements On-line questionnaire 	Tentative: July 2007
2.5 Bylaw & Implementation Strategy Review & Approval	Planning Committee, Council & Public Hearing	Sept – Nov. 2007

2. Progress on Concurrent Studies

2.1 Status of Concurrent City Studies

The CCAP process is being undertaken alongside a number of other City studies, some of which will directly contribute to the final City Centre Area Plan, for example:

- City Centre rate of growth and demographic studies (March 2007 completion);
- Economic Market Positioning Study (substantially complete);
- City Centre Transportation Plan (CCTP) Update (spring 2007 completion); and
- City Centre Servicing Plan (spring 2007 completion).

The scope of some of concurrent studies goes beyond that of the CCAP and, as such, the CCAP process is not dependent on their completion. Each study will be presented to Council for review and acceptance.

2.2 Concurrent Studies Outside Richmond

Wherever possible, the CCAP process is also reviewing concurrent work being undertaken outside Richmond in order that it too may help to inform the plan. A case in point is Port Coquitlam's recent adoption of a "green roof" bylaw requiring engineered roofing systems that allow for the propagation of rooftop vegetation and the retention of stormwater on non-residential buildings with footprints of 5,000 m² (53,800 ft²) or more.

2.3 Garden City Lands

The CCAP Concept for the Garden City Lands is consistent with the Memorandum of Understanding (MOU) among the Federal government Canada Lands Company (CLC), Musqueam First Nation, and City of Richmond, and with the:

- Existing Area Plan, which designates this area for park ("major athletic facilities");
- City's need for a minimum of 50% of this area for park and public amenities to meet the needs of downtown and City-wide residents.

□ Application Status

In September 2006, the Agricultural Land Commission (ALC) denied the CLC's application to remove the Garden City Lands from the Agricultural Land Reserve (ALR). In light of the importance of this land to the four stakeholders and the ALC, discussions are underway regarding how to achieve a win-win resolution to this situation.

Detailed planning of the Garden City lands is required to address this and a variety of other complex issues. This will be managed via a separate, but co-ordinated, planning process for these lands, which will be completed after the CCAP is adopted.

□ CCAP Process

In September and November 2006, City staff met with ALC staff to review the planning underway for Richmond's City Centre. ALC staff appreciated the thoroughness of the CCAP process as it applies to the downtown's urban uses and welcomed the invitation to work with the City over the coming months.

In Part 2 of the CCAP study, staff will investigate how best to reflect the future of the Garden City Lands in the CCAP update and prepare specific recommendations to that effect.

2.4 Environmental, Sustainability, Ecology and Adaptability Initiatives

(1.) Introduction

The feedback indicates that that many Richmond residents including ACE, expect Richmond to manage City Centre growth and change in an innovative, planned manner, to achieve environmental sustainability and community liveability.

At a time when globally and locally, there is an increased public expectation, concern and recognition that the environment counts and global warming must be addressed, Richmond accepts these challenges and recognizes that it has a responsibility to:

- shape these discussions to achieve tailored, practical, effective and affordable solutions, and
- establish a meaningful CCAP framework which allows public dialogue and rigorous exploration to sort out the many notions and ideas, to achieve meaningful, practical and affordable environmental sustainability and community liveability results.

In doing so, Richmond aims to be a leader in environmental sustainability and sustainable urban development.

The CCAP enables Richmond to achieve environmental sustainability and community liveability by proposing innovative strategies and incorporating them at the outset of City Centre planning and growth. As the proposed City Centre build out will take a long time to occur (e.g., 50 years - to be determined), there is time to achieve effective tailored environmental sustainability and community liveability solutions.

(2.) Four Strategies

To respond to environmental sustainability and community liveability challenges and opportunities, the CCAP CONCEPT is based on the “Smart Growth” - “Build Green” goal, and to implement it identifies four strategies:

1. A Living Landscape (for protecting and regenerating ecological services);
2. Adapting to Climate Change (for addressing climate change);
3. Greening Community Living (for making healthy living easier and more convenient);
4. Greening the Built Environment (for reducing the impacts of development through measures such as green roofs, geothermal heating, permeability, and Leadership in Energy and Environmental Design /LEED standard).

The Strategies will be lead by City Teams. For example, Environmental Programs will lead the Living Landscape strategy. Others will be led by Policy Planning, Transportation, Engineering, Parks, etc.

(3.) Purpose of The Strategies

At this point, the four Strategies are to be regarded as key directions for the City to explore with the aim of balancing higher density development, quality of life and a healthy City Centre ecology by supporting:

- ecological functions,
- reducing urban impacts on natural systems,
- providing for more sustainable modes of servicing,
- reducing demands on civic infrastructure, and
- supporting healthy living.

A possible Living Landscape initiative is an EcoNetwork which may involve ecological spines, ways and banks, and may be part of the City's parks and ESA systems. It will take longer to complete than the CCAP.

(4.) Analysis Required

To ensure that Richmond implements the most effective practices, all four Strategies require additional rigour (e.g., research, science, analysis) to identify the specific concepts, models, opportunities, techniques, criteria, implications, benefits, costs, and responsibilities that can be practically, effectively and affordably applied, and make the most meaningful contributions to achieve environmental sustainability and community liveability.

(5.) Criteria and Considerations

In achieving the above four Strategies, the City has a responsibility to be innovative and practical. To achieve this, staff propose the following considerations and criteria to identify options, analyse them and make recommendations. ACE, stakeholders and the public will be consulted in preparation of these studies. Which criteria will be applied to each strategy will vary, as appropriate.

The considerations and criteria include:

- Scientific (e.g., be based on the best available science),
- Scale (e.g. the magnitude of benefits are in proportion to potential growth impacts),
- Alternatives (e.g. of doing, or not doing environmental sustainability solutions),
- Sustainability:
 - Social (e.g., are socially effective),
 - Economic: (e.g., are economically viable),
 - Environmental (e.g., ecologically sound),
- Financial: (e.g., financially viable, affordable solutions, cost-effectiveness, full-cost, initial investment and long-term cost, value of benefit to cost ratio analyses; the cost of alternatives),
- Feasibility (e.g., technically, organizationally),
- Benefits: (e.g., result in meaningful social, economic, environmental and ecological benefits),
- Other, as necessary.

(6.) Timing

Some of this work has started, some will be ready for inclusion in the CCAP Area Plan Bylaw and some will take longer. Studies will not hold up the CCAP. If they are completed after the CCAP is approved, they will be presented to Council for consideration and subsequent inclusion, in the CCAP, as appropriate.

Note that when the CCAP Area Plan Bylaw is prepared, it is anticipated that it will make specific recommendations based on research into whether or not it is practical to require developers to undertake green roofs, geothermal heating, permeability, and Leadership in Energy and Environmental Design (LEED) standards.

(7.) Benefits

The benefits of this approach are that:

- Council can continue to be innovative, proactive, consultative and responsible,
- partnerships can be demonstrated,
- effective solutions can be explored,
- meaningful, practical and affordable environmental sustainability and community liveability results can be achieved.

3. Proposed Area Plan CONCEPT Highlights (Attachment 5)

3.1 Planning Directions

In July and November 2006, the CCAP Update study presented a range of materials to the public and Council including background information, draft vision/goals/principles, alternative ultimate growth scenarios (e.g., 120,000 versus 156,000 residents), and a variety of features thought to be key to creating a livable, viable, and sustainable downtown (e.g., village network and attributes, community amenities, affordable housing). Based on the results of those public consultation and Council processes, together with consultant input, it was concluded that the CCAP Update should support:

- A vision, goals, and principles based on concepts of “transit-oriented development”, “Smart Growth”, and “transect mapping” (e.g., a hierarchy of planning elements that are graduated based on their distance from a transit node);
- The creation of a network of urban, mixed-use transit-villages, each of which will provide for 10,000 to 20,000 residents (except in high aircraft noise areas);
- An ultimate population of 120,000 residents, together with a range and amount of park, public amenities, and affordable housing based on current City policy/practice;
- A balance of jobs and population;
- New downtown office and live/work development, together with the retention and enhancement of industrial land in the West Bridgeport area;
- Alternative transportation strategies aimed at getting people out of their cars;
- Environmental strategies aimed at reducing the impact of the downtown on Richmond’s natural resources and preparing for climate change;
- Development of the downtown as a “centre of excellence” for sports/wellness and arts/culture;
- Strategies that enhance social equity and livability (e.g., affordability);
- Better coordination of City and stakeholder initiatives (e.g., schools, airport, developers, health, farmland); and
- Strategies to ensure the plan will be both affordable and achievable.

3.2 CCAP CONCEPT Summary – See Page 17

Based on the directions identified above, the study has explored what this could mean for Richmond's downtown. Following is a summary of the proposed CCAP CONCEPT. The full CONCEPT is provided in **Attachment 5**.

Note that it is the intent of the CONCEPT to simply provide a “framework” for the development of the downtown. Subsequent work in Part 2 of the CCAP study will refine and flesh out the framework, including the identification of policies key to achieving and implementing the plan (e.g., green building requirements, financial strategies).

In some cases, the policies identified in Part 2 will be directly integrated into the Area Plan, but in other cases, where they have broader or more specific applications (e.g., affordable housing, parking standards, car-sharing requirements), they may be adopted either as part of Schedule 1 to the Official Community Plan (OCP), Zoning and Development Bylaw, or another bylaw or City policy.

4. Why Is It Practical To Approve In Principle The CCAP Concept Now?

It is practical to approve in principle the proposed CCAP concept now because:

- It establishes an effective long term vision and principles for Richmond City Centre.
- It has been prepared with two rounds of public input and consultation.
- It will provide certainty to proceed to Part 2, the preparation of the Area Plan Bylaw and Implementation Strategy.

Approval in principle of the CCAP Concept still allows flexibility to accommodate stakeholders' input (e.g., School Board), and the findings of the concurrent studies which are underway. This process worked well in West Cambie.

5. Respecting The Official Community Plan (OCP) & Livable Region Strategic Plan (LRSP)

Policies to achieve the CCAP build-out target of 120,000 residents will be managed in two phases:

- Phase 1: It is anticipated that when the CCAP Bylaw is approved in 2007, it will respect the current OCP and LRSP policies by maintaining the current City Centre population target of 61,000 people in 2021. This will avoid a Regional Context Statement (RCS) amendment at that time, which would be difficult to achieve without a revised LRSP and OCP.

Phase 2: It is anticipated that by the end of 2008, the LRSP and OCP will be revised to accommodate the CCAP 120,000 population target. Once achieved, then the CCAP will be updated to accommodate the CCAP 120,000 population target.

SUMMARY - CITY CENTRE AREA PLAN (CCAP) CONCEPT		
VISION		<ul style="list-style-type: none"> To be a "world class" urban centre and the centrepiece of Richmond as it emerges to fulfill its vision of becoming the "most appealing, livable, and well-managed community in Canada".
GOALS	1. Build a Complete Community	An inclusive community designed to support the needs of a diverse and changing urban population.
	2. Build Green	A culture that uniquely supports and celebrates Richmond as an "island city by nature".
	3. Build Economic Vitality	A comprehensively planned business environment that builds on Richmond's unique combination of economic and lifestyle opportunities.
	4. Build a Legacy	A premier, urban, riverfront community and international destination that enhances life for all Richmond residents, businesses, and visitors.
GENERAL CONCEPT		<ul style="list-style-type: none"> A transit-oriented downtown comprised of a network of interconnected, mixed-use, pedestrian-friendly villages, planned to be mutually supportive of the airport, port/river, farming, and adjacent neighbourhoods.
POPULATION		<ul style="list-style-type: none"> "Build out" target of 120,000 residents and +/-70,000 jobs (Number of jobs to be confirmed) This is roughly triple the area's current population of 41,000 and double its current 2021 OCP target of 61,000. Growth is anticipated to take +/-50 years (to be confirmed) and to be generally consistent with the 2021 OCP target
OBJECTIVES		
A. Land Use & Density	Objective	<ul style="list-style-type: none"> Provide a framework for a "transit-oriented community" made up of distinct, mixed-use, urban villages.
	Concepts	<ul style="list-style-type: none"> Based on "transect planning" principles, the downtown's highest density, mixed-use development defines the core (e.g., within a 5 minute walk of the Canada Line or riverfront) and is ringed with lower density uses. All uses respect Richmond's "Aircraft Noise Sensitive Development Policy". Plan densities reflect the average maximum net densities anticipated. Actual densities may be affected by lot size, density bonusing (e.g., for affordable housing, childcare), density transfer.
B. Jobs & Business	Objective	<ul style="list-style-type: none"> Provide a framework for the City Centre as a key part of Richmond's growth as an "aerotropolis community" – a world-class business centre that builds on Richmond's gateway location.
	Concepts	<ul style="list-style-type: none"> The plan promotes a balance of jobs and housing, together with concepts aimed at enhancing Richmond's relationship with the airport, establishing a Central Business District, the balancing of a high-quality urban environment and residential livability with economic opportunity, and the long-term retention of land for industry and the port (e.g., on the assumption that the nature of the industry and its processes will gradually urbanize).
C. Mobility & Access	Objective	<ul style="list-style-type: none"> Provide a framework for a "well-connected community" designed to promote a culture of walking, cycling and accessibility.
	Concepts	<ul style="list-style-type: none"> A fine grid of pedestrian/cyclist/transit-friendly streets, ranging from major thoroughfares to mews, will support densification and provide the foundation for transportation demand management measures to be determined in Part 2 of the CCAP study (e.g., reduced parking, car-sharing).
D. Open Space & Amenity	Objective	<ul style="list-style-type: none"> Provide a framework for a "healthy community" where well connected gathering places, spaces, and services support social well-being, community building, and wellness.
	Concepts	<ul style="list-style-type: none"> Provide park at a City-wide ratio of 7.66 ac./1,000 residents, of which 3.25 ac./1,000 residents or 390 ac. will be within the City Centre, including 201 ac. of new park in the form of major parks at the Garden City Lands (65 ac.), Lansdowne (8 ac.), and riverfront (+/-30 ac.) and village parks (+/-2-5 ac. per quarter ¼-section). Proposed City amenities (e.g., Richmond Oval, 4 community centres, new main library, arts centre) are sited based on anticipated population distribution and proximity to the river and Canada Line.
E. Ecology & Adaptability	Objective	<ul style="list-style-type: none"> Provide a framework for an "eco-regenerative urban community" that supports a greener, cleaner, and healthier downtown and its ability to adapt to changing environmental conditions.
	Concepts	<ul style="list-style-type: none"> "Living Landscape" – A green network of ecologically valuable areas and sustainable linkages (subject to further research and Council approval). "Adapting to Climate Change" – Community design proposed with rising ocean/river levels in mind. "Greening Community Living" – Increased ecological awareness and urban agriculture. "Greening the Built Environment" – Measures (e.g., geothermal heating, high performance building standards, permeability, green roofs) will be investigated in Part 2 of the CCAP study.
F. Social Equity & Continuity	Objective	<ul style="list-style-type: none"> Provide a framework for an "inclusive community" that supports the diverse needs of its citizens and their equitable access to community resources today and throughout their lives.
	Concepts	<ul style="list-style-type: none"> Strategies will look at the needs of City and non-City services and service providers (e.g., public schools, education, health, affordable housing, and universal accessibility) as a basis for Part 2 of the CCAP study.
G. Arts & Culture	Objective	<ul style="list-style-type: none"> Provide a framework for a "creative community" where cultural, economic development, and planning practices and promote increased creative capacity.
	Concepts	<ul style="list-style-type: none"> Strategies for places to entertain, work, live, gather, and celebrate combine to promote the concept of a vibrant, mixed-use Arts District in the downtown (consistent with the Richmond Arts Strategy).
H. Built Form & Urban Design	Objective	<ul style="list-style-type: none"> Provide a framework for a "distinctive community" expressive of the individuality of its unique Richmond character, its villages, and the juxtaposition of its high quality urban, rural, and natural environments.
	Concepts	<ul style="list-style-type: none"> As the foundation for the plan's Development Permit Guidelines, this section begins to address the form of major versus minor villages, "centre of the centre", retail high streets, and building height transitions.

6. Next Steps - Planning Process

A. General

If Council approves in principle the proposed City Centre Area Plan CONCEPT, City staff and consultants will prepare, for consideration by Council in late 2007, the:

- City Centre Area Plan Bylaw; and
- Implementation strategy.

The process being followed is the same as that which was recently used in the successful preparation of a plan for the Alexandra Sub-Area of West Cambie. The intent of this process, is to draft a plan that serves as a comprehensive framework which is practical to phase and implement. The steps envisioned in this process are set out in **Attachment 1**.

The timing of Part 2 reflects the need to finalize studies, co-ordinate their findings, build consensus among City Divisions, identify costs, rigorously prepare and evaluate City, developer and stakeholder financing options, select a preferred financing option, build public and stakeholder consensus, continue to update Council, seek approvals, hold a Public Hearing, and obtain Provincial approval.

7. Coordination of the CCAP CONCEPT and the City Centre Riverfront's Middle Arm Open Space Master Plan Concept"

On January 23, 2007, the City's Parks, Recreation, and Cultural Services Committee supported a proposal for the development of the City Centre riverfront entitled the Middle Arm Open Space Master Plan Concept. The staff report recommended that the Master Plan, which is consistent with the CCAP CONCEPT, be:

- A. Endorsed as the long-term vision for the City Centre waterfront; and
- B. Included in the City Centre Area Plan and Implementation Strategy and the upcoming Official Community Plan (OCP) update.

Information describing the Master Plan will be included as part of the CCAP Open House 3 scheduled for March 2007.

The implementation of the Middle Arm Open Space Master Plan will be paid for by DCCs and the transition from existing uses will be carefully managed and phased.

Financial Impact

None at this time.

Conclusion

The City Centre Area Plan (CCAP) Update and Implementation Strategy involves two parts, the first of which concludes with Council's approval in principle of the CCAP CONCEPT.

Public consultation conducted in November 2006 indicates support for the CCAP CONCEPT's fundamental proposals:

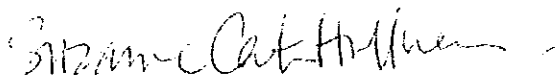
- Land Use and Density,
- Open Space and Amenity,
- Mobility and Access, and
- Built Form and Urban Design.

In addition, input was received that assisted in the preparation of the CCAP's new proposals regarding:

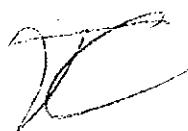
- Ecology and Adaptability,
- Arts and Culture,
- Jobs and Business, and
- Social Equity and Continuity.

It is recommended that:

- The CCAP CONCEPT be approved in principle and form the basis for Part 2 of the CCAP study; and
- Staff undertake the next stage of School Board and public consultation (Open House 3) in March 2007.



Suzanne Carter-Huffman
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SCH:cas



Terry Crowe
Manager, Policy Planning (4139)

ATTACHMENT 1

City Centre Area Plan Update Process

PART 1: CCAP CONCEPT PREPARATION	ESTIMATED DATES	STATUS
1.1 Option Identification	Apr – Jul 2006	Complete
• Open House 1 - Public Information Meeting, Open House & Survey	Jul 18 – 22, 2006	Complete
1.2 Option Evaluation	Jul – Nov 2006	Complete
• Open House 2 - Public Information Meeting & Open House & Survey	Nov 4 - 17, 2006	Complete
1.3 CCAP CONCEPT Approval		
• Planning Committee Review • Council Review	Feb 2007	Proposed
• Open House 3: Public Information Meeting, Open House & Survey - Confirmation of the planning concept and implementation priorities supporting tasks in "Part 2"	Mar 2007	Proposed

PART 2: CCAP BYLAW & IMPLEMENTATION STRATEGY PREPARATION	ESTIMATED DATES	STATUS
2.1 Demographic & Phasing Analysis	Dec 2006 – Feb 2007	Underway
• Rate of growth • Phasing strategies & implications (e.g., GVRD capacity, etc.) • Demographic profile • Development triggers, incentives & mechanisms • Council review	Jan - Mar 2007	Underway
2.2 Financial Strategy	Feb - Jul 2007	Proposed
2.2A Inventory & Analysis of Concept Plan Features • Inventory features – Confirm Concept features including: - Infrastructure, roads, - Transit, parks, services, - Amenities, - Affordable housing, - Sustainability measures • Quantify & cost features • Council review	Feb - Apr 2007	Proposed
2.2B Financing Options Identification & Analysis • Strategies including: - Taxes - DCCs - Density Bonusing - Amenity Fee - Grants • Council review	May – Jul 2007 Open House 4 Date to be determined	Proposed
2.3 Policy Strategies	Feb - Jul 2007	Proposed
2.3A Land Use & Density (Density bonus, density transfer mechanisms, etc.) 2.3B Jobs & Business (Incentive strategies, etc.) 2.3C Mobility & Access (Parking standards, alternative mode initiatives, etc.) 2.3D Open Space & Amenity (Design standards, etc.) 2.3E Ecology & Adaptability (Green building practices incl. geothermal, etc.) 2.3F Social Equity & Continuity (Schools, health, affordable housing, etc.) 2.3G Arts & Culture (Arts district, public art, amenities, etc.) 2.3H Built Form & Urban Design (Development Permit Guidelines)	Open House 5 Date to be determined Council Review Dates to be determined	TBD
2.4 Area Plan Bylaw & Implementation Plan Preparation	Aug 2007	Proposed
2.4A Area Plan Bylaw 2.4B Implementation Strategy		
2.5 Bylaw Review & Approval	Sept – Dec 2007	Proposed
2.5A Planning Committee 2.5B Council (1st and 2nd reading)	Sept 2007	Proposed
2.5C Public Hearing 2.5D Financial (DCC) Bylaws (1st and 2nd reading)	Oct 2007	Proposed
2.5E Provincial Approval of Financial Bylaws (6-8 weeks)	Dec 2007	Proposed
2.5F Final Council Approval: - Area Plan Bylaw - Implementation Strategy - Financial (DCC) Bylaws	Dec 2007	Proposed

ATTACHMENT 2

CCAP Open House (November 2006) – Complete Survey Results

1. The Study Framework regarding Land Use & Density? (see boards 7 through 10)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	16	22	8	5	20
	54% (38)			35% (25)	

Comments

- How critical is it to include T3 suburban in the centre? Isn't there enough at the perimeter?
- Love the amount of park space and trails – need more community centres.
- Area south of City Hall may be under pressure to develop to increased density.
- Glad to see suburban zone with housing other than single family tract housing. Excited by SD zone along water.
- More high density development. Land should be designated for future development and increasing population.
- It is a pictorial study that shows NOTHING RELEVANT!
- Riverfront SD zone not in favour of high density waterfront zone – that is not Richmond.
- Looks nice on paper. Will you be getting rid of the large parking lots along No. 3 Road?
- Airport proximity limits over height not mentioned?? Does density have to be so high?
- Except for personal reasons we want the East of Cooney between Granville and Westminster Highway zoned C7, but not all the way to Garden City (Council needs to rethink this proximity to Canada Line).
- Excellent blending of mixed use buildings.
- Concerns on loss of light industrial lands.
- Way too much density for Richmond. With larger city core comes more crime. We don't want the crime and homelessness as in Vancouver.
- This is a great plan for 5 – 10 years, however I noticed that it targets next 30 years. I think the City Centre shall include next big street block every decade, i.e. it will extend South to Blundell, West to No. 2 Road, East to No. 4 Road in the following 10 years, and will extend South to Francis, West to Railway, East to No. 1 Rd., East to No. 5 Rd., in the next 30 years
For existing proposed City Centre Plan, you will see a crowded and traffic congested Richmond Downtown within 30 years, that means Richmond Downtown 30 years later will be Vancouver Downtown today, do you want to lag behind Vancouver for 30 years?!
Actually, it takes less than 30 minutes to get to the City Hall by walk and less than 5 minutes by car starting from Williams Road/No. 3 Road, IT IS ALREADY PART OF THE CITY CENTRE. People don't think it is part of the city centre just because Translink is INCONVENIENT.
I also noticed that there are several high-rise buildings under construction around New Westminster Hwy./No. 3 Rd. area, I am wondering where those new residents and their visitors park their cars.
To include south to Williams Rd., West to No. 1 Rd. and East to No. 5 Rd. in the next 30 years City Centre Plan is probably a solution for parking and also most important for the business development and quality of life.

CCAP Open House (November 2006) – Complete Survey Results

1. The Study Framework regarding Land Use & Density?

(see boards 7 through 10)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	16	22	8	5	20
	54% (38)			35% (25)	

Comments

- If you want more density along the Canada Line then why are high rises only being proposed for the west side of Cooney Road and not the east side of Cooney? The walking distance from the east side of Cooney to the Canada Line is a much shorter walking distance to the Canada Line than walking from Gilbert Road to the Canada Line where you have lots of high-rise development being proposed. Furthermore all the Canada Line stations are on the east side of Number Three which make it easier for residents on the east side of number 3 Road and the east side of Cooney to use the Canada Line.
- Is this what the public wants -- high density residencies? I disapprove!
- Garden City Lands are for wetland preservation and for farm land to feed future residents.
- Why are we giving in to pressure from Developers to increase the density of the downtown core? They are the reason housing is no longer affordable for the average working person.
- I would prefer a density of 80,000 in the core.
- Use based zoning discourages walk to work and is better applied to older, polluting industry, so I see mixed use as a good thing.
- MUCH TOO DENSIFIED
- There's an assumption in this framework that the Garden City Lands will be released from Agricultural Use. Protecting the GCL could have long term benefits for our city. Consider Stanley Park – a huge green space within a high density development – a gem, a major tourist attraction, and an essential place for respite of urban dwellers.
- I would like to see an expanded T6 zone so as to take pressure off non City Centre areas. The entire City Centre should be higher density.
- I am very concerned at the density proposed.
- Density encroaches on Garden City Lands which should remain as agricultural.
- Richmond is dense enough. I think the draft framework would have been a good idea if it had been proposed 20 years ago before so much other development was done in Richmond. At this point, we are already dense enough due to development in other parts of Richmond and our quality of life will diminish if you go ahead with these plans.
- At no place have you provided for any transportation upgrades for the general area. We already have a bad traffic problem and allowing higher density without solving the current transportation problems only make matters worse. The new development in the Steveston area has now changed traffic patterns on #2, Railway and #1 Road for the worse. If you want to do some good, solve the current traffic problems don't continue to add to the congestion.
- Richmond is already over developed. The road system is a nightmare and cannot take more traffic.
- Too much density, not enough open space!
- Richmond is over populated already, increasing the population of the city centre is ridiculous. Have you tried driving down 3 road lately? It's an absolute gong show.

CCAP Open House (November 2006) – Complete Survey Results

1. The Study Framework regarding Land Use & Density?

(see boards 7 through 10)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	16	22	8	5	20
	54% (38)			35% (25)	

Comments

- This process has sparked some aggressive real estate activity in my area... I have commented to Terry Crowe on this matter.
- Don't do it – the airport won't go away and will get worse.
- High density puts a strain on the liveability for people – no breathing room – no space, no views – too much, too fast in too small an area – it only benefits the developers. Residents should have had a vote on this important development.

2. The study framework regarding Open Space & Amenity?

(see boards 11 through 14)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	19	19	7	6	14
	59% (38)			31% (20)	

Comments

- Looks great! Seems to be a well thought-out vision. New major open space and library at Lansdowne would be wonderful!
- Love the idea of integrating a vibrant waterfront with the city centre.
- Lansdowne open space along No. 3 Road should be depicted as an urban open space. The "greens" (land use colour) might suggest grass and fields, if so that's very interesting.
- Would like to see even more green space. Good to have all village open spaces.
- Looks good but not optimistic of much improvement. What is timeline?
- No large natural open spaces will exist unless the Garden City Lands use left as is. Many people spaces, no wildlife areas.
- If GC Lands don't come thru where does 200 ac come from?
- The library at Blundell proposed would be better located on the park area at Garden City. More centrally located to higher developments on Garden City (staff edit for readability).
- Who will pay for all of this? Average Richmond residents are not high income earners. Let's see how much debt we have after the Oval / Olympics first.
- More shuttle buses, less cars on the street, more parking space.
I think this is greatly affected by the City Centre Plan, given Canada line opens in 2009, more high-efficient smaller shuttle buses are necessary to relieve the congested traffic, encouraging people taking Translink and saving parking spaces. **It is a good solution to solve traffic and parking issues by working with Translink. The frequency of these buses should be 5~8 minutes at peak hours and 12~15 minutes at non-peak hours.** Saturday schedule should be planned as regular Mon.-Fri. schedule. Sunday schedule should be upgraded as well, not like existing 30~60 minutes/shift frequency.

There should be more shuttle buses on major roads, e.g. buses going from north end to south end on

CCAP Open House (November 2006) – Complete Survey Results

2. The study framework regarding Open Space & Amenity?

(see boards 11 through 14)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	19	19	7	6	14
	59% (38)			31% (20)	

Comments

No. 1, No. 2, No. 3, No. 4 and No. 5 Rd.; buses going from east end to west end on Blundell, Francis, Williams, Steveston, Cambie and Bridgeport. Right now there is no bus going on No. 3 Rd. from north end to south end, actually this is a trunk route of Translink network in Richmond.

Only when transportation is greatly (NOT SLIGHTLY) improved, people may take advantage of Translink and use less cars, traffic will be much better and more parking spaces in the City centre will be evacuated.

- Why are you proposing many big green parks for South City Centre and only a small green park for North City Centre? Maybe this was an oversight on your part because you had many more big green parks drawn up for North City Centre in your Open House display in July 2006. But it is shocking to me that the one small green park you now have showing for North City Centre just north of Cambie and west of Sexsmith is also going to be decimated with more roads running around it and a new major road running diagonally right through it. From what I can see on your map you also plan to build a community centre and a library in this "so-called green park area". After you construct all the roads around and through the centre of this "green park" and build a community centre and library on it as well, I fail to see how you can colour or call this area a green park. Perhaps it will be green if you make the rooftops green. Will children and adults then be expected to play and toss balls on green rooftops and/or play and toss balls across major streets running through and around this small park area?
- Garden City Lands and the Alexandra Area planning projects should be cancelled and reworked to provide open space and no new paved surfaces.
- I disapprove of reducing the amount of parkland required under the current plan. Park land is important for our daily living health. Garden City Lands should also remain in the Agricultural Land Reserve – In this day and age, sustainability is important. Let's not lose our ability to sustain ourselves.
- Page 13 map shows CULTURAL AMENITIES @ Cambie & the River... What cultural amenities? Too many SPORTS AMENITIES – need for culture and art amenities in the CORE to balance all interests of a diverse population.
- Need more unstructured space for solitary activities, dog off-leash etc. Typically low maintenance / low upkeep cost.
- Where is this village space by Cook School as shown on Board 13 – That is Residential Area.
- The Garden City Lands could be the site of a world class centre for Sustainable Food Systems, featuring an organic community farm, community gardens and food bank, an organic teaching restaurant and agri-tourism. Such Urban Agriculture could be a model of social enterprise, a living "museum" of our heritage, and an oasis in an increasingly urban environment making Richmond a real Garden City again.
- I think all of the Garden City Lands should be kept in the ALR. Use it as park, community gardens, playing fields, etc.
- If it is going to happen, I would like as much open space as possible.
- No Village Centre on Garden City Lands.

CCAP Open House (November 2006) – Complete Survey Results

2. The study framework regarding Open Space & Amenity?

(see boards 11 through 14)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	19	19	7	6	14
	59% (38)			31% (20)	

Comments

- What is the plan for greenways?
- We have lost too much open space and farm land in recent years. Once it is gone, we can't turn back. Please don't cause us to lose even more.
- We need more open space. I also find it hard to understand why a city the size of Richmond does not have a public golf course designed to showcase our unique island environment.
- We cannot afford to lose more of our open spaces.
- More open spaces as we have enough amenities!
- To reduce park space to population ratio by 50% is not acceptable at all.
- Believe that the river foreshore area should be public access – public walkways... Remove cars from current River Road between Cambie and Capstan Way.
- City should be seeking using individual projects to provide open spaces and be integrated into the general area with public access and reserving strict privacy just for the main building. All such projects should be well connected and form part of public open space.
- We require an entertainment complex containing a theatre and a cinema.

3. The study framework regarding Mobility & Accessibility?

(see boards 15 through 18)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	23	16	8	3	16
	59% (39)			29% (19)	

Comments

- Nice to see the hierarchy displayed/studied. Should not give priority to car – let it work into vision/plan (hard to remove it from daily life); not dictate the plan
- More pedestrian walkways, little courtyards, etc. Perhaps community shuttle buses akin to streetcar systems. Make # 3 Road less hostile to pedestrians
- Difficulty of actual creation of the fine grain lanes and many because of existing built form.
- Great focus on ped/cycling modes. Looking forward to implementation!
- Hope people leave their cars at houses. I do not drive – dependent on HandyDart which is marginal service and taxi (return journey today by taxi).
- When will we see improvements. No sidewalks around Lansdowne Mall – can you fix this?
- All cycling lanes/routes need to be separated from traffic with physical barriers.

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3. The study framework regarding Mobility & Accessibility?

(see boards 15 through 18)

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	23	16	8	3	16
	59% (39)			29% (19)	

Comments

- Have doubts about pedestrian mobility between villages.
- Bike lanes and walkways.
- You still missing some bridges for areas to Richmond. What will be the impact on Granville-Oak-Fraser Streets in Vancouver? Canada Line (stations) are too much apart.
- We do not want 6 lane roads in Richmond. We live here because we like the quiet and the green; we do not want to live like on Robson Street.
- Adopting mileage premium insurance policy, less cars on the road, less accidents, more parking spaces.
It is another solution by working with ICBC, this can be negotiate with or recommend ICBC that traditional insurance policy be changed, e.g. ICBC may charge the premium by mileage instead of fixed amount, the premium may be 5~8 c/mile, people may get 20,000 miles insurance per year and it can be carried on to the next year for unused mileage. This means people pay their basic insurance when they run their cars and only pay optional insurance when they don't run their cars. The purpose of doing this is to encourage people take more Translink than driving a car, because people may take Translink for work and drive their cars on weekends for leisure use, they only pay insurance on weekends when they use cars instead of paying insurance for the whole week even if they only use cars for TWO days. The disadvantage of existing premium policy is people have to pay insurance for the whole year no matter how often they use cars. Now that people pay the whole year insurance, why bother taking buses, especially when the schedule is usually 20~30 minutes/shift (or at least 15 minutes/shift + transferring)?
- Why are so many new major and minor streets being proposed for North and South City Centre?
I think building more major streets such as connecting Sexsmith, Brown, Cooney and St. Alban's into One major street will defeat the guiding principle of your City Centre plan to get people out of their cars and to instead walk or use the Canada transit line.
Building major roads always invite more people to want to use their cars. And because that area between Number 3 Road and Sexsmith Road is so narrow where both Number 3 and Sexsmith intersect busy Bridgeport Road I can foresee major traffic congestion and accidents taking place in this small tight busy area.
Another drawback to making Sexsmith, Brown, Cooney and St. Alban's a one long major street is that it will make it easier for those who like to street race at night.
- I think you need to do more work on planning if there is to be an increased population of 210,000 to the area. We have enough traffic problems with our current population. Granted, we will have the Canada Line, but will that be enough? Is that the direction we want to go in the future?
- The CCAP calls for more car dependant residents. That will fuel the fire of global warming.
- Looks very well done. Smaller streets and no "dead ends" a big improvement!
- Some pedestrian areas of the type which work (study needed) would be nice.
- A more pedestrian and cycle-friendly environment can only improve the quality of life in Richmond.
- All the cycling lanes should be isolated by a curb like Beijing and Amsterdam. The current system is

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	59% (39)			29% (19)	

Comments

dangerous.

- One of my main concerns is mobility – Richmond has one tunnel south and the bridges are crammed with current population. There seems to be no plans for more bridges/tunnels.
- What about parking? Do not approve General Currie being turned into a major street.
- I like the idea of walkways and bike lanes. However, I don't believe that rapid transit will make enough of a difference for us to be able to handle such an increase in population in the city core. The traffic that is present in Richmond this year is horrible for people who commute to Vancouver.
- It is my belief that the new rapid transit line will do very little to solve the transportation issues facing Richmond. The SkyTrain has done nothing to relieve congestion on the access ways into Vancouver. We are misleading ourselves badly if we believe the new rapid transit line is going to relieve congestion into and out of Richmond.
- I feel less and less able to travel around Richmond in a safe and secure manner.
- Poor transit = nothing is accessible particularly since Richmond is already overcrowded. Stop building high rises! Hello is anyone listening?
- The Canada Line will help, but the regular bus service is not frequent enough around Richmond to dissuade people from driving their vehicles, as well we need more nature friendly buses.
- Should focus on not catering for car oriented retail development. Why build a huge parkade for cars when we are encourage folks to get off their cars? Build as little parking as possible and force users to use transit. Suggestion for an off-City Centre parking lot (free parking) and have cheap transportation to bring people into the centre-of-centre.
- You have to upgrade all roads and infrastructure of the City Centre instead of focusing on building highrises, highrises, highrises, in an emergency there will be total chaos and confusion.

4. The study framework regarding Built Form & Urban Design?

1 & 2 = Highly Approve & Approve 4 & 5 = Disapprove & Highly Disapprove					
Rankings	1	2	3	4	5
Responses	24	15	4	7	12
	63% (39)			31% (19)	

Comments

- Good to have design guidelines, but will need to get more specifics soon.
- What's the transformative potential of surface parking lots. Can second storey skytrain stations directly connect to second story open space (on top of buildings)?
- Retail high streets, plazas and squares look appealing. "Centre of the Centre" is very important.
- Again, looks good, but why not a timeline (5 year, 10 year, 25 year goals)?
- Will green roofs be considered in these concepts?

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4. The study framework regarding Built Form & Urban Design?

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Rankings	1	2	3	4	5
Responses	24	15	4	7	12
	63% (39)			31% (19)	

Comments

- Express building height to # of storeys as well as meters.
- Green building incentives? Affordable housing incentives?
- A 45 m. building is 20 storeys – How many do you want of them, - like West End (Kowloon, HK) Road of 4 – 6 lane where in which direction on the map??
- What about single family homes? Why do we need to become a big city? Why is this good? Do we need to become Copenhagen, as one of your pictures shows?
- Develop Richmond Centre Bus Exchange: Steveston & No. 3 Rd. or South Arm Community Centre Area is the ideal locations for Richmond Centre Bus Exchange, it will become the hub of Translink network in Richmond connecting northbound, eastbound, westbound buses and skytrains. Implement One Way traffic and On Street parking on Anderson Road, Park Rd., Cook Rd., Saba Rd., and Ackroyd Rd., proving more On-Street parking. Permit On-Street parking on Gilbert Road to the south of Granville St., during evenings and weekends (no parking 6:30 am~6:30 pm). Steveston Community Centre area parking can be improved through updated bus schedules, to improve the existing bus schedules is a efficient and easy way of providing more parking area. I think it is better to use the limited capital for bus schedule improvement instead of more parking stalls.
- Do not induce starvation of our future residents by developing on our farmland – GCL & Alexandra Area.
- Have the SIGNATURE BUILDINGS idea on page 19. Good section, "villages" idea works well = neighbourhoods with distinct characteristics.
- The signature high rise area should encompass a larger area. The Canada Line should be accessible to as many people as possible without having to use a car.
- The pretty pictures look great if you want Richmond to become a City like Hong Kong, Singapore, Toronto.
- Too dense.
- I fail to understand how we as current residents of Richmond will benefit from having ever higher population density. My experience in Richmond has shown that my cost to live here has gone steadily up while the quality of life in Richmond has declined.
- There is no forward thinking here.
- Too much urban sprawl!! Why is the planning committee trying to recreate Vancouver in a suburb?
- My organization (LL 764) can envision partnering with the city for amenities at Capstan... Community centre, Library or Museum...
- Should all have maximum density to reduce site coverage which can be use for amenity and open spaces.

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5. Additional Comments

- All plans look good in concept and on paper. The key is how do you implement it? Is it feasible to implement the way it is planned? Open space is great if you can find the money to purchase the needed land. I live in the North McLennan area. The plan is to have ring roads to open up the back land but the city has no money to build the road and it is not likely all property owners want to develop at the same time and the plan stalled. Planning must take into consideration if the plan can be actually implemented.
- This is a great plan for 8 – 10 years. However, 10 years later, it will look like a small, crowded, congested Vancouver downtown. I think CCAP should at least include South Arm area for 30 years purpose. Thanks.
- We live two blocks outside the new city centre. How resident like us and our neighbours will be affected MUST BE ADDRESSED. Will a stable community become a slum as they cannot afford to live in their houses... if that well happens? Will our open drainage ditches overflow? Will low income housing concentrated in north Richmond where a casino is located, but little else cause the area (Cambie West, anyway) becomes an undesirable area in which to live? There does not seem to be a community centre planned near the housing area in the north – ONE IS NEEDED as is a PARK. In the north of the planned city centre are two major roads – the Freeway and Sea Island Way, not to mention heavy traffic on Garden City and planes over 2 runways, ALL CAUSING MUCH POLLUTION – MUCH NATURAL GREENERY and TREES (such as Gingko which absorb pollution) IS NEEDED – along the streets, in the park (s), on rooftops of high-rises. With the new rail, a bus route through major (not Cambie) roads in the Oaks subdivision also City Centre to Bridgeport station should be considered. I have used an electric scooter for 12 years and use it to go to Richmond Centre, Lansdowne, Yaohan Centre, etc. With twice more people will be using them especially in a “walk oriented” neighbourhood. I’m not an engineer, but this should be considered when designing crowded thoroughfares. THE PLANNED CITY CENTRE NORTH is for many their ??? view of CANADA (not only BC or Richmond). This must be considered – I remember arriving in Canada as a new immigrant in 1969; my impressions as I travelled down Sea Island Way and large lots, untidy yards... and then the difference as the bus went down Granville Street in Vancouver. It's a lasting memory of the contrast. Five years later I was married to a Canadian and living in Richmond we saw the potential – with careful, tasteful planning.
- It going to be too many cars on the road in Richmond. Must add more Richmond bridges.
- It's not very good that too many high building and make the environment becomes worse. Farm land can be use to build house.
- This is a waste of time – is it so difficult for the “Planners” to insert a few street names? The masses of coloured charts and esoteric titles give little or no information to the “Great Unwashed”, but sure as hell looks impressive! If this is a consultation, it sure misses the mark!
- I am less concerned about details rather than issues like: (1) Growth management. We may be exceeding our environmental carrying capacity. Can we deal with waste water and solid waste generation our infrastructure is not managing; (2) We should not be reducing park space allowances; (3) Too much bare concrete. We need permeable surfaces; (4) What about safety and emergency issues with earthquakes and floods; (5) What about the heat island effect? Why does Richmond have to absorb this growth level.
- We support the city plan. We live to see house and townhouse too. Suggest area = Steveston South & No. 3 & No. 2. Put some agricultural land to residential!
- The plan is very positive for the city development. It would be very good to combine City Centre and non city area. Such as south Steveston of No. 3, No. 2. To put some agriculture land to house and townhouse.
- Too many high rise. No good for the earthquake zone of Richmond. Build more house. On the South of Richmond. Too many high rise, to much pollution.

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- It's good to see land use put to it's max, but what about the infrastructure for all these new residents, is the hospital going to become of full time or remain a part time hosp. Where and how will the traffic flow, it ????? 7 days a week at the moment, especially access to 99 S & N and in the Westminster Highway from 6 to Queensborough going to become a truck only route?
- Major need for a new Richmond Museum and it should tie in with concept of bringing the river into our planning. The City owns a lot at Cambie and River which would be an ideal location, by the river and RAV Station (Aberdeen). See Museum & Heritage Study being done at this time by consultants.
- It is a time to move the population to south of Richmond because now it's bad traffic in the centre of Richmond. The most important thing that we should do is to make the traffic to become better, build more roads to connect the City Centre of Richmond and City of Vancouver.
- The concept of a Robson @ No. 3 is an excellent idea by Garry.
- It is good to see that a plan is in progress. Richmond has big car problems which will not go away anytime soon. We moved to McLennan North earlier this year and even so transit is available – it is nowhere near enough. I bike to work during the summer and aspect of transportation is looking after quite well. It is good to see that in some of your planning you look to European cities for answers. Most cities in Europe are pedestrian friendly and that would be nice to see in Richmond. I have strong opinions in urban design and I am glad to see that you take an initiative.
- Current City Centre is already nearing capacity. We need neighbourhood (mixed use, community centres, mixed housing) in outlying areas instead of concentrating population along No. 3 Road – this will require better transit service east to west. For a smaller growth along # 3 Rd., redevelop commercial area north of Westminster & those run down commercial buildings between Westminster and Granville. Your figures for Open House 1 don't indicate how many people disagreed with both your proposals for growth as you didn't offer that option. Current density has already brought too much traffic and transients.
- In this well thought City Area Plan, I do not see any plan for Assembly Zone. As the population is projected to triple, the need for recreation, residency, commercial use, industrial use is expected to expand, meanwhile, the need for religious purpose will also expand. At this stage, quite a few churches are meeting in public school, renting existing churches for afternoon services, or simply meet at congregation's homes. When they come to think about buying a property for Assembly use, they get stuck. There is no Assembly property available for sale in Richmond. And right now, City has no plan for Assembly Zone as well. I think City should consider carefully about the future City Plan for Assembly use (not just church, also private schools), because I expect that the increasing immigrants will need Assembly property for church, private college, special school (such as ESL) in the future. If it is not well planned now, the City might face some kind of "Jam/chaos" among these needed. Please seriously take this into consideration!
- The fundamental problem is that the RAV Line should be extended all the way to Steveston. A person catching a train to downtown gets to the station by bus (as hoped for) but if the person decides to use a car, where can it be parked? The present bus service is quite flexible and, at present, someone living in a more urban area can get a bus downtown without having to change, the same applies for the return journey in the evening. North Americans still, and always will, love their cars. Once a person has bought a car, insured the car, etc., etc., it is the greatest of all temptations to commute by car. The convenience, the comfort, etc. and besides you have already paid for all these creature comforts, so why not use them? Most of the transportation problems do not affect me directly. I work from home and if and when I have to go out by car to meet a client, etc. I plan my trip for non-rush hour periods. In general you are doing a good job but some of the inherent problems you are trying to solve have no solution.
- Downtown Core. The roads at present can't cope with the current density!! I can't imagine where all the cars that will come from 16 storey buildings will go.
- Your presentation is too summary – with pictures from everywhere in the world – you try to create a dream of life untrue, to the reality it will be. Why the City Planning Team don't sign their presentation with their names – Do this project have to stay so anonymous. How your are going to finance those

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development. What King of Financial Group will invited to bid do this builders or architects will have the choice of their design. Do this new population will have a job in Richmond or it will be just a dormitory for Vancouver.

- Traffic in the mornings is already so bad it takes 1 ½ hours to get into downtown Vancouver. Increasing the density will only make this problem worse. People who drive their cars to work will continue to drive and those who already take the bus will be the ones using the RAV Line.
And what happens when the airport puts in a toll on the Arthur Laing Bridge? This will put increased pressure on Oak Street Bridge. What a nightmare! To where is the pedestrian bridge supposed to lead – the airport? By foot? Unfortunately, your info. people at the Open House could not answer many of our questions. Future Open Houses would be better and would attract more citizens, if held from 2:00 – 5:00 pm, when people have the time on a Saturday to come. Between 10:00 am – 2:00 pm people are taking their children to classes and eating lunch. Also, we were told by one of your info. persons, that the designer does not want to put his/their name on the project. Why?
- I am opposed to the use of the Garden City Lands for other than agricultural purposes.
- The plan should include "green" roofs with pollution absorbing herbs. Street trees should be selected on the basis of absorbing pollution (e.g. Ginko is a good street tree that absorbs pollutants). Green roofs on low rises would make the area more aesthetic to those looking down from high rises. Transportation for disabled should be improved – one may be able to get to Canada Line but that may be of little help to those going further a field.
In the mid 70's the developers of Lansdowne donated several acres of land for parks to the east of Lansdowne. The City sold the land (for Kwantlen College) and the money used for park in Steveston. This area should be given back that park land. I like the idea of the park from Lansdowne west parking lot. Also, I'd like a sidewalk along # 3 Road in that area (east side of # 3, there is none at present. Thanks for explaining the plan so well! Generally, I like it.
- I realize that to design and build all the villages will be a slow and delicate process, but one area in particular needs to be addressed as soon as possible, that area being Bridgeport West. As it stands now with it's run-down buildings, drug dealing and rodents (rats, mice, etc.) I wonder if this area will be left as is to welcome the work in 2010 as a showcase of Richmond North. Maybe we can implement a new Olympic sport, catch the rat! And will the Canada Line have an announcement on their PA system welcoming people to the next stop as Crack-Head Central! Time to fast-track this area.
- The City of Richmond is changing demographics and the comments from the public refute the old European thoughts. I think the plan is smart, shows considerable though and research and am happy that this is being done beforehand. I believe strongly that we can develop an unique "Richmond" brand and change this City to a young thriving self-contained City.
Keep up the good work and don't let the old establishment in this community dissuade yourselves on the City government.
- Come up with a plan, as if you planned on staying. We need to plan for an engaged multi-cultural community close to nature! Do not ignore the need for farm land just because Safeway has full shelves and your tummy is full today. Without major corrections to the CCAP and suggest growth we will get spanked by nature!
- Suggest: High rise schools; High density only to provide view corridors (to 1.5 FAR) also resulting low, fat building; More public areas within each major development; A place to park cars and get to entertainment district – like small 20' buses or tram; Get can art of central core.
- Developing Richmond is good. However, do you take these criteria into consideration please? The high rise buildings are to make money only. They don't take the protection of environment, air pollution and sound pollution (even after 5 pm and before 7 am) under their consideration. Too many high rises along No. 3 Road will bring no good looking of the City anymore. Air pollution will become great problem along the core of No. 3 Road. No an ideal place to develop residential high rise at the core of No. 3 Road.

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- Too much building, not enough roads to infrastructure the traffic. We need more roads and parks to accommodate all these people moving into Richmond.
- We have too much DENSITY, TRAFFIC, HOMELESSNESS, EOPLE IN THE CITY CENTRE CORE. WE DO NOT need any more housing (high rise, low rise or anything else).

We have noticed an increase in crime (break ins, drug dealers and general crime in the City Centre Area).

Too many panhandlers, vagrants and loiterers – grubby people looking guilty as you pass by.

People living in the proposed area will not use the CANADA LINE – They will not use Public Transit – They cannot give up their Lexus, BMW, Rolls & Jags. Your proposed plans brings more people into the area where it is too congested!

Why don't you fix the shabby old buildings on 3 Road North to Sea Island Way, 3 Road & Westminster Highway (East side).

- Overall well done and carefully thought out... Also – responsive to these surveys!

The comments by Gary Andrishak were very well done at the STAKEHOLDERS meeting on November 9. I think his suggestion that Richmond pursue a vision of architectural excellence was great! He said it brought people to a city and we could be the first to do it. It would step up the visual import as the city considerably. If only all the new structures were as excellent as the City Hall! Also, varying the height of the towers is being looked into – wonderful!

The argument for Richmond's expansion, growth and density decisions needs to be articulated more convincingly. Otherwise, it's growth for growth's sake.

Arguments for growth are:

There is a global social trend of people moving to live in CITIES... so why not plan to manage this?

Density (which is associated with growth) allows cities to replace our need for cars and helps the environment – especially as humans and emissions are a factor in Global Warming. SUBURBAN SPRAWL is not feasible in our world anymore.

A larger population will provide a base for providing amenities that nourish people – arts & culture, community centres, health care, etc. You get a vibrant society that inspires creativity and new ideas come from communities that mix together, meet in restaurants and share their expertise. We will all benefit from this = richer intellectual life, access to a myriad of activities and experiences.

VIBRANT CITIES ARE GREAT

BUCOLIC FARMS AND FARM LIFE ARE GREAT and everything in between (suburbia) is NOT GREAT... Hopefully Richmond can have a great city core and a great agricultural community.

P.S. Lots of good arguments for "no growth" as well – Delta has taken this route and people there like it – Ladner Village is a little treasure...

- Lovely waste of money and white elephant you're building here for 2010.
- Much too densified in Cook/Garden City Area.
There is an elementary school on Cook, should not be a major street.
All this density is too much, too crowded, not enough amenities or even grocery stores, will soon be slum like.

- I like the transect plan and the visions for Richmond in the future. My concerns for this planning are air quality in the city centre and the protection for people and property.

If high rises were built too close together air circulation around downtown core might be blocked as is the case for many major city's downtown. Unless our downtown core is designated as pedestrian and cyclist only area, smog is bounded to be trapped at ground level affecting the health of the public especially people with asthma. I hope the city will consider this point and look at all the developers' building design at the same time before approving them.

My other concern for the planning is protection for public safety and property which is not mentioned in the plan. I have learnt that Richmond will have a population growth of 120,000. With growth and the sky train crime rate will increase. I hope the city will plan some sort of program such as block

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watch or community police and also add more accessible community support centres or help centres in Richmond.

- I see the Richmond logo of "City of Parks" is no longer part of the Richmond.ca webpage. Now it's "Better in Every Way". Sorry, but it should be "Better in No Way". Richmond certainly isn't a city of parks anymore either. "City of Concrete" or "LA North" are far more appropriate monikers. The city's "vision" for the future will only make this even more so. Yes, I'm against all this densify, densify, densify chant that City Council lives and breathes by. It's been sad and disgusting watching the HUGE changes to Richmond which are only accelerating every month now it seems. Can't go down a single street without seeing those bloody red development signs. Forget planning for ~50 years from now, how about a plan for NOW? Because the only one there seems to be is build until there isn't a square inch of green space left. Richmond is Lulu Island. Space is limited, roads are limited, amenities are limited. Build high rises? Sure. But where do all those people GO? How much do they consume?

It took me 40 minutes to go from the base of the No. 2 Road bridge to the START of the Arthur Laing bridge last Thursday. There was no accident, it was just VOLUME. All lanes moving at a crawl. Who's responsible? City Council and it's planners' "vision". If it's like this now, heaven forbid what it'll be like in 3 years, never mind 20+ (Please do NOT say the Canada Line will improve this. It will not. Why? Because of all the people that will be in all those high rises in the City Centre and more of them than not will be using cars, not their feet, to get around).

I would like to keep on living in my hometown, but I doubt I'll be able to.

- Having read the plan on the internet and having read much media comment about it, I wish to let you know that I will not waste my time to actually visit an open house. The plan is a fait accompli, like most of the things that Richmond council does. You do not want to hear any negative comments because I believe that no-one has a right to criticize some development if they haven't objected to it before it occurs.

As you can gather, I am strongly opposed to the densification of Richmond and the conversion of its green space and trees to a concrete wasteland festooned with endless ugly condo developments.

During the 25 years I have lived here I have seen a steady decline in the livability of Richmond.

More and more people are crammed in so developers can make a fortune and council gets more tax revenue to play with. Services become increasingly expensive to pay for this growth, increasing at a rate greater than the inflation rate, and infrastructure growth doesn't keep up with the increasing population.

Witness the huge traffic congestion this season which will not be relieved by the Canada Line as it doesn't go where most people want to go. The insane idea of halving the parkland per person proposed in the CCAP will only exacerbate the problem. You have no evidence that growth assists those who live here or that halving the parkland area per person is more desirable than restricting growth. Growth is being pursued for ideological reasons. It benefits a few already wealthy people but not the majority. I have seen no hard evidence to the contrary.

That parkland situation is worse than it appears because the plan relies on schools to provide some of this "parkland". My previous house here was effectively expropriated by the School Board to make way for a school in the south MacLennan area. This "school" is now a road servicing a sea of condos and all the trees that used to be in this area are now gone. And council wants me to believe that schools will remain schools. Some joke! I strongly oppose the growth and the continual degradation of the environment and green space in Richmond, particularly that proposed in the CCAP.

- July 2006 Survey Results – A strong majority preferred a 120,000 population and BALANCE of housing and jobs and parks/rec. The report shows most would prefer to give up jobs in the area rather than parks – but the large number of people NOT answering the question shows the strength of the desire for BALANCE.

The support for affordable housing is mitigated by concern that Parks and amenity opportunities in City Centre not be unreasonably sacrificed to load the entire affordable housing burden onto this part of town. Again balance is sought.

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Garden City Lands – Area 7 (Garden City) must be considered by everyone in Richmond and adapted as necessary to obtain majority support AND support ALC goals to achieve their support.

July 2006 Survey Results – I don't believe people actually advised "how large the City Centre should grow". I believe people were asked and answered how many people were acceptable to create the best balance within City Centre as your study defined its current boundaries. This should allow the City to build a very desirable balanced downtown of 120,000 over the next couple decades. However, once the area is built out the City will again be faced with expanding the densified downtown area, increasing densification within it beyond 120,000, or halting growth. This round of planning should ensure the ability to make such future choices are not designed away now.

If a plan for the Garden City Lands obtains resident support as part of the this planning process AND it also supports the objectives of the ALC it has much greater chance of success. During round 2 of CCAP the City must publicly consult to determine desirable options for this area.

Land Use & Density – It may be desirable to allow a higher FAR in the developed southeast community corner of Minoru Park, and for the public safety building in the southwest area. When averaged over the park area the FAR would still be minimal, while allowing vertical construction of such facilities. Complete recreation and cultural facilities for all ages and affordable housing could be placed here.

Ash Street should be continued along the eastern boundary of Garden City Park from Granville to Alberta to avoid overloading the Granville/Garden City intersection and provide another route to City Centre. (Would the Garden City lands plan also benefit from the addition of one more north-south road, or perhaps the north-south interior road section be 4 lanes to handle traffic?). (I also agree that east-west lanes are needed between Gilbert and #3 Rd. near General Currie Road). I generally agree with the additional street insertions but believe they will be costly and may take decades to accomplish. See more extensive comments later in notes regarding page 13.

Open Space & Amenity – While City Centre will have less than half as much park land per capita as other Richmond areas once developed at 3X their population density, City Centre will actually have more park land than any other part of Richmond in absolute terms (7.66 versus 3X 3.25 = 9.75). However, the City must ensure that sufficient park land is delivered incrementally during densification by ensuring that the lowered ratio (7.66 to 3.25) not be fully realized UNTIL the higher density is built. It must also be remembered that as City Centre is developed at 2X to 4X the density elsewhere its residents are earning their fair share of community parks and facilities by paying more than their fair share of taxes. (3X the taxpayers paying ~1.5X the land price/acre for only 1.25X the acres!). Up to this point City Centre residents have been short changed relative to their numbers! Is the Village Open Space conceptual? The Anderson school sector is shown with a village open space which is unnecessary since the sector has a park and two school grounds. Likewise the Richmond High section is not east-west, it is the centre of 3 north south sectors.

Open Space & Amenity – Note comment Page 10 about the Richmond High sector applies to Page 11 too (*ed. note: comments above under "Open Space & Amenity"*). City Centre and Older Adult and Youth and Disabled programs should be grouped together on the east edge of Minoru with other facilities. Assisted housing would fit well here too. What is the rationale for splitting adults from Seniors and Youth? Disabled? Combine all ages community space and library (and a school?) at Cambie/Hazelbridge? (Future Parks/open space colour missing from the legend).

Where is the school planning? You need to get SD #38 on board. The Cambie Recreation site could be shared with a primary school? Likewise Lansdowne? Medical clinic locations?

Open Space & Amenity – Commons – Try to make a basketball court (or ~small road hockey area) sized open flat area in each village common with housing. This way each area would have a place where kids can play, which parents may congregate at to watch them. The areas can look like plazas and hoops/goals can look like some art work or landscaping as long as the areas are still playable. Trails – Paths can be permeable but should be suitable for wheelchairs. Accessible washrooms are also needed nearby to path each 1 or 2 Km, and concessions would be nice.

Amenity – I agree with the concepts outlined, especially co-location of facilities. As well as all ages recreation and library cultural facilities, schools and fields could be co-located. Parking downtown should be under fields and amenity space – just like private properties.

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Mobility & Accessibility – I agree with the concepts of Thoroughfares, Major streets, Minor streets and Lanes. I note that the Garden City – MacNeil School area is a transportation obstacle and suggest Ash Street be continued north from the SE to NE edge of Garden City Park (Granville to Alberta Rd.). I also suggest that the City should look NOW at subdivisions west and south of City Centre to insert and link major centre cross streets (400 m subdivision splits) to:

- 1) Assist people in bypassing City Centre if their journey doesn't start or end there.
- 2) Provide navigation routes avoiding arterial thoroughfares for those uncomfortable on them (seniors, scooters, cyclists). This would also be useful if an emergency has a thoroughfare closed. I also suggest minor street segments be inserted within the subdivisions west and south of City Centre to ensure car navigation is possible within any of them without requiring thoroughfare use. Creating these major streets through subdivisions would also provide backup emergency routes. My rationale for these measures now is that much suburban housing was built in the boom periods of the 50's and 60's and is 40+ years old. Impending densification on arterial roads and replacement housing will make obtaining these properties harder and more expensive in future.

Mobility & Accessibility – A major street halfway between #3 Road and Garden City is badly needed, and is possible if care is taken extending Cooney from Lansdowne to Brown Rd. It is also desirable to join Buswell/Hazelbridge, Elmbridge/Ackroyd, and Lansdowne/Oval, Saba/Spires (north) too. It will be helpful when Alexandra, Leslie and Browngate (Aberdeen) meet River Road. The Garden City Lands segment from Lansdowne north must be major street sized for a block. As noted, Ash must also be extended north of Granville along the east end of Garden City Park.

Mobility & Accessibility – I generally agree with the different forms of streets and their definitions. However I do suggest some adjustments. Major Thoroughfare – 60 Km/hr speed acceptable (perhaps 80 Km/hr in limited access areas). Minor Street (and Lanes) – Except perhaps in City Centre minor streets will not have transit, driveways should be acceptable, and the speed limit should be reduced to 30 – 40 Km/hr. Outside City Centre minor streets will be single lane each way and shared with scooters/cyclists.

Urban Design & Built Form – The legend for the map on page 17 does not seem to match the 45 M colours on the map. The built forms sound fine in principle. However, at land prices in most of City Centre it will be uneconomical to build much lower than 5 floors (even with a wood frame and enclosed garages townhouses will be rarer in the future). With a concrete parking level wood frame construction is limited to about 5 floors so the 15 M limit seems reasonable. Cheaper hydraulic elevators are limited in terms of height served but OK to this height. Skytrain railbed will be at the 4th floor level so buildings nearby should be retail or commercial frontages and entrance lobbies up to these levels with parking and mechanical rooms behind. Buildings near SkyTrain should also be much taller given a building requiring 4 floors of parking would typically be ~15 or more storeys tall. Buildings near Skytrain should setback. Given the cost of construction methods, and of elevators and other mechanical equipment concrete buildings should typically be higher than a dozen floors to be economical. Consider increasing the 30 M building category to ~32 M to allow more architectural design variety in this category. There would still be 13 M height difference to the next category. To encourage rooftop gardening or amenities allow 1 M height bonus for each 10% of plan view used for rooftop amenities to a maximum bonus of 3 M (and ignore racquet court fencing height). The southeast Minoru Park corner should allow 32+ M buildings for efficient park buildings.

Urban Design & Built Form – Again note the comments offered for Page 17. Note also the comments for Page 12. Dwellings/acre seem reasonable, but building size and/or number of units is also important. Buildings that are too small can't afford proper staffing so they must be self managed. They must be less complex. Larger/taller buildings tend to have more complex equipment and/or mixed uses. They must be larger or charge more to support capable staffing with varied skill sets or they'll suffer.

(Ed. note: Page numbers are referring to an earlier draft copy of the CCAP)

- Cycling lanes need to be separate or separated from roads with curbs. An example of current problems is the north bound cycle lane on Garden City Road on the south side of Westminster Highway. Cars always use the cycle lane as a right hand turning lane. During rush hour drivers use the cycle lane as a third lane.

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- It is discouraging that so few residents come to open houses and fill out questionnaires. 91 responses can hardly be viewed as representing many viewpoints. H. Steves is quoted in the local press as saying growth is inevitable. Who has decided on this for Richmond? Most people feel developers are setting the agenda and their motive is obviously profit. Richmond's geography would in itself indicate some need to limit growth.

Being on an island with limited no. of ways to access. Normal transportation needs are currently stretched. Agricultural land is under huge threat. There is an opportunity with the Garden City Lands to do something innovative – to celebrate Richmond's agricultural heritage with some world leading sustainable urban agriculture initiatives. Food security, as well as emergency preparedness, in case of disaster, need to be considered in any future planning. Although Richmond is an affluent community, the food bank remains necessary after nearly 20 years in existence it needs a new, more central location. Surrounded by community gardens, organic farms, UBC or Kwantlen teaching arm and facilities (restaurant – highlighting use of local produce). There could be no end to the partnerships, celebrating sustainable agriculture and food security for all residents.
- My concern is too much heavy density. How will increased density help the quality of life in Richmond? Really – think about it! Why do we need it? Is there going to be enough open space/recreation space available? Why not make the developers provide open space on their property or donate funds to help the City purchase space for park area?

Rush hour traffic plugs the bridges now. More people will make the problem worse. The RAV line will handle the people who presently take the B Line bus and other rush hour routes. Most people who now drive will continue to drive – so you are dreaming if you think the new transit line will relieve traffic congestion.
- The Garden City Lands provide a unique opportunity for the City to embrace urban agriculture. The City Centre plan should reflect this by providing for uses on the lands that adhere to its agricultural designation: community gardens & small lot rentals; food bank, food co-op, education centre; agricultural tourism.
- I have a number of issues. Once you plan past today total population in our small portion of the city. I saw nothing to suggest real traffic accessibility. You talk about walk and cycle, you obviously ignore the downpour of a few days ago. Winter in Richmond is wet. You ignored the fire, police and ambulance services who said, "don't upset any Road as only through lane without traffic controls. Thirdly, you are putting all the high rise near the River. This blocks visual access to those behind. Secondly you must have forgotten a ban the DC-3 crash on the dyke. The high buildings, the more risk re float planes. Lastly, people who can afford high rise living own cars. Their use of RAV will be limited.
- Too much density. Decrease density to achieve success and livability. Other areas of Richmond will be ignored during all this time the same way it is now due to Canada Line and Oval. City and Council get tunnel vision. No plan for transit, etc. for other areas other than yes with RAV they'll get better transit – shard us – this is all words and not in your hands!! Making areas "walkable" – cycling, etc. doesn't mean they won't have a car, other Richmond residents will need one, a person is limited what they can carry. Transit – RAV too expensive – you have NO CONTROL of the fares. Sacrificing park and open spaces. A vision is fine – reality is different- by the year 2031 you'll change many times and include all of Richmond. Please provide how many answered the survey, including the first one, when giving the percentage for & againsts. People don't bother gong or giving their opinion because they feel that it doesn't matter they City will go ahead as it wishes.
- My overall concern is the high density issue and the resulting problems of traffic gridlock and more crime. In my opinion, there are already too many high rise buildings. The traffic on Garden City Road has become as horrible as No. 3 Road, and it will only get worse when the current construction projects in the area are completed. On top of everything, property taxes and utilities keep going up! Shouldn't they come down with all these "new" taxpayers moving into the area?
- I note that there is no definition of single-family properties in the Urban Transect Zoning? I know there will be no single-family in the plan but it would be nice to know where it will be removed from.

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Do not approve zoning of non-residential on Garden City north of Alderbridge and on the north side of Alderbridge.

- Thanks for making it possible for us to give input via the internet. I appreciate the way that Richmond has built subsidized housing throughout the city rather than only one area.
- Poor vision as far as Canadian standards are concerned. Far too many people already in Richmond. Stop building and there won't be a problem. Richmond is an island remember? Land is finite so the number of people it can hold is finite. That number has already been reached = driving is a misery and pollution increases. What are you planning for? A rat maze?
- Being mostly a pedestrian, it is not safe now. Drivers are not obeying the laws, I rarely see any policing regarding the infractions. Adding more people and more traffic to the city centre is insane. The city centre streets are filthy and not pleasant to look at, e.g. the stretch between Westminster Hwy. and Saba Road.....ALWAYS littered with garbage. Council and BC Transit want more people out of their cars. I don't see that happening if they have to walk down streets that resemble skid row. More people equals more traffic, less safety and more garbage.
- Having lived in Richmond since I was born, I have watched the city grow over the last 23 years. When I was growing up it was a great place to raise a family, now if I was offered 2 millions dollars to raise a family in Richmond, I would decline. We have transformed into a large city, and with a large city comes large city problems such as homeless people, gangs, and drug dealing/usage. We have not done enough to address these issues which 12 years ago were non-existent within our community. Building the city centre up will only increase these problems exponentially, as well as superficially masking the real problems at hand. Our city slogan used to be "Island City by Nature". Now that really means something. It is now "Better in Every Way". If that is the slogan than let's make it truthful by addressing the real issues in our community, not accelerating them at a rapid pace by building more condos. Let's preserve Richmond for the incredible gem that it used to be. Yes we have grown up, but let's never forget where we came from. A beautiful island city by nature.
- The density in this area will not improve the lifestyle of the Richmond Taxpayers. It will create a N/S E/W traffic bottleneck. I agree that there is a taxation benefit to the City coffers to assist with payment for the Oval but the price is too high. As you are collecting personal information I hope that your Privacy Officer has approved this questionnaire as I do not see any statement regarding this on your form.
- We are a trade union. We support the vision for the Capstan area. We would like to participate with the City and an honest developer in the make over of our low rise building and (approx.) ½ acre property. We look forward to the third meeting.
- I have read that the city's population will be increasing by threefold in the next 3 years. This is a very exciting time for Richmond, lots of new money coming in the form of taxpayers. I have also read that the developers are not holding up their end of the deal many of them have with city hall regarding building community projects. I believe that the developers should be held accountable for what their contract consists of, or they should no longer be able to build in Richmond. Three times the population will mean three times the kids, pets and cars. Is the city ready for this? I have a daughter and I do not wish to take her to the mall for exercise. I think the city should have the delinquent developers build a park similar to Trout Lake Park in the large empty field between Westminster Hwy. and Alderbridge, Garden City and 4 Road. A border of trees, a small lake, pathways and gardens and fields for people and their children and pets. I do realize that a pedestrian overpass would have to be built, but I think that is a better option than using school yards as part of the greenspace equation.
- I would like to advance my feelings toward the development of downtown Richmond. Stop. It is deceptive for the City to include School District land as part of the parkland quota. The traffic gridlock now on Garden City Road is a direct result of City staff approving development without adequate provisions for infrastructure. No walkable shopping, no change in school availability. The city has created disjointed high density housing that requires more use of cars and no improvements for handling them. Even Steveston, a refuge, is being beaten out of shape by allowing MacDonald's

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and Starbucks and now the demolishing of the southwest corner building. The uniqueness, the very drawing card, is slipping away.

City staff endorse the expansion of YVR's runway into the Pacific flyway... who elected them?

I have the distinct feeling that Richmond development is spiralling out of control. It has become development for the sake of development and developers, not for the sake of the City and it's residents. I don't want an Olympic Oval, I want a hospital that doesn't have waitlists and a bus service that will get me there. Stop and set a pace that includes long term livability, not just a buck for today.

- I was reading the local paper and came across a website which eventually got me to this point. I think the City of Richmond has been developed enough, what with the large amount of high rises in mid construction and more just starting to be built. Especially along Williams Road between No. 5 and No. 3 Roads, there are a large amount of single family homes being demolished to make room for two homes to go on that same lot. I definitely think City Council has to cut back development in Richmond.

- While there is value in upgrading and reconfiguring Richmond's downtown core, the plan to create a Yaletown south is sorely misguided. We simply do not have the room, nor the road capacity to take another 120,000 plus people. Worse, the current plans do not take into consideration the needs of those who live here now.

Is there no one at city hall who actually commutes over the bridges between 7:00 – 8:00 am and 4:00 – 5:00 pm? Is there no one who takes the bus to work? Richmond's traffic is an embarrassment, but the decision makers in Richmond have been suckered into believing that we'll all ride the Canada Line and it will solve all our problems. People who buy expensive condos are not going to just travel north to Vancouver on transit. They will own cars and will drive all over the city just like everyone else.

Closing off River Road so that exclusive view housing can be built on the dike is an affront to those who already live here. The river views should belong to, and be accessible to all of us. Only in Richmond would a riverside drive be sold off to developers. How short sighted the planning is. This is this century's equivalent of developing Terra Nova. City council is sorely out of touch with the public and they will pay the price at the polls.

- I would like to add my voice to those who are against any concessions for developers. I have lived in Richmond since 1980 and to date the council has repeatedly reduced the size of lots, requirement for green space, parking, etc. While houses get bigger and can hold more people the green space around houses, schools are decreasing. One only has to drive on 1 Road between Williams and Francis to see all the new houses that have gone up with maybe 10 ft. of yard left sandwiched between houses and the garages.

If anything I believe the city should increase the amount of greenspace, parking and other amenities required in the core and across the city to prevent us from becoming a concrete jungle like Vancouver. One only has to go downtown on a sunny day and see that in places one has to walk blocks just to be in the sun. While that may be okay for Vancouver, Richmond should not be like this. If buildings are built with less parking who will deal with the surrounding neighbourhoods that will have to deal with those who wish to park in the area.

- Entire CCAP should be well integrated. Individual projects should not be "fenced-off", to provide easy walking access from one property to another. No. 3 Road has a number of bad examples where access to the next property is blocked. They should well connected with walkways, etc. Centre-of-centre should have even higher density to encourage more walk/work/play concept. Restrict one car per family in CCAP. Schools/recreational amenity areas can be (end of comments).
- I have wondered whether it is worth spending the time to express my views. My dilemma stems from the facts that (1) I find this council's decisions thoroughly disappointing: they seem to be on a spending spree that no one is able to stop. They have surpluses at the end of the year that they fritter away and then they raise taxes the following year. I have written letters to council members but get no reply. (2) Replies I do not receive from bureaucrats are rude, tend towards bullying and

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show no inclination to listen. In fact one bureaucrat thought it quite OK to shout at me over the telephone. I am neither deaf nor stupid, but I am a citizen of Richmond.

This is not an atmosphere of openness, of consultation, nor of collaborative planning. This is combative and egoistical behaviour, and so I am slowly giving up on Richmond.

In my view, which I will express even though I suspect it will end up deleted, we are moving too fast with development in Richmond and without the necessary community by community consultation to check what kind of life Richmond residents want. Before consultation about the city centre plan goes ahead we should find out what Richmond residents define as a livable, and I hope an enjoyable, environment is. The GVRD livable region strategy started this way and then proceeded toward implementation through specific plans. Too many people I speak with feel Richmond is being sold out to developers by Councillors who are not keeping track of what is going on. This alienation really should be addressed. The Mayor of Toronto set his goals recently to try to regain respect for City Hall. Richmond might want to look at ensuring that respect does not fall further.

I am really concerned that time after time Richmond planners have shown that they really don't. Letters to editors have given planners an F for some of their transportation planning, and looking at the chaos now created at the Ironwood mall interchange I can see why. Cars, heavy trucks, and buses compete in increasing numbers, and access to malls is split by busy roads. Again, today I saw an accident. Theories of planning have been around for a long time but they don't seem to be applied well. Perhaps it is because we are moving too fast and need to slow development so that what we develop we do well.

I could say similar things of you green space/park planning, though comments have already been published in local papers. Even today, TransLink proved to an immovable force, and showed itself to be a bully, by insisting on a bureaucrat's plan to divide an organic farm rather than move a right-of-way a few yards away. This simply pits individual Canadians against government and when government uses its authority to ignore and push people around then we are on the road to losing what many Canadians have treasured for a long time. There has to be a transparent process of consideration when disputes arise and the outcome of the consideration have to be understood by the public if we are to keep the public's trust. This is what our legal system is built on and what government should be built on. And the TransLink case, of course, is linked to Richmond because our Mayor chairs the board, and therefore sets the tone. The same tone we have in Richmond.

The priorities driving us in Richmond, I fear, have not been clearly defined by everyone in Richmond. What do we really want? Is it important to spend staff time on buying million dollar boats (purchase price, maintenance, etc.) when so much should be done to make # 3 Road passable, let alone livable?

I have gone on enough, but I hope you get my points. I am disheartened by the behaviours I have experienced from many in City Hall and I am concerned about the speed of development and about, what I perceive, as our lack of clear vision for Richmond.

(Suzanne Carter-Huffman's Response on File)

By your comments I take it that you might consider that I do not like the growth that is going on. That was not my point. My point is that the growth is not being managed well in Richmond. Insufficient input is being sought from the general public and therefore the rate of growth should be slowed sufficiently to allow better and more meaningful consultation, which might lead to better planning and implementation, but at the very least will not leave the public behind.

- I am writing to express my concern over the proposed and on-going development in Richmond Centre. The area has become a non-friendly place for the ordinary person. With more and more high-rise buildings Richmond is quickly losing the character it once had. In the city council's rush to approve any development that is presented there is no longer any credibility in their actions. As a long time resident, I wish there would be a slow-down in growth and greater thought given to placing land in public parks for the use of the growth that is now taking place. At the current rate of development, green-space will not be available for the thousands of people who will be moving to our downtown core. Please make developers more accountable for providing parks.
- I recently attended the CCAP Update poster session at City Hall, which discussed future plans for the City Centre and infrastructure.

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By what Douglas Adams might have described as a curious coincidence, some of the timescales in the plan overlap with predicted timescales for climate change and the exhaustion of oil reserves. Yet the plans seem to assume "business as usual".

I have little faith in current political leaders to actually accomplish anything that will reverse global warming. So it seems likely that we will see a 5 meter rise in sea level in the next 50 years as a result of accelerated glacial melting. While the science will never be 100% conclusive, it seems foolish to bet billions of dollars that it won't happen. So I believe that the City should have, if not an actual engineering plan, at least a concept that would allow it to survive the next 100 years.

The current dyke system provides little margin – the recent heavy rains saw the South Arm of the Fraser come within a couple of feet of the top, with spray blowing across River Road. (see photo; I apologize for the cell phone quality).

I believe the polder system in the Netherlands is a comparable height to that which would be required here, so perhaps the design is not especially challenging. Here, of course, the dyke would have to withstand a moderate earthquake with its attendant effect on electricity supply and repair time.

- I was not able to attend the meetings etc that explained the CCAP but I do have some concerns of a few things I have heard about and what I noticed on the website (I must admit I did not browse through all 26 pages!). The plan appears to include the Garden City lands which in my opinion belong to our children's children and the planet Earth, and not for redevelopment. Food security is too important and will be more of an issue in the future when it will be essential for us to grow our food locally.

Traffic is already a mess in Richmond and the short cited vision of taking the "rav' line half way down No. 3 road will not address transit concerns for the southern half of Richmond. I would like to know where the Park and Rides will be along this rapid transit system to encourage residents to use it when they are not within walking distance. The nightmare of traffic along Garden City Road between Westminster Hwy and Granville is only just beginning as motorists try to cross into their 'community' and thereby halting traffic, especially for southbound traffic. Number 3 road is a joke.

I would also like to see parking lots at Landsdowne and Richmond Centre provide parking for transit users going into Vancouver.

My other concern of adding 20 000 residents is the decision made to reduce the percentage of park/population for developments to half of what has been expected up to now. I believe from about 7% to about 3 1/2 %. And to make matters worse, the city is using school parks as park land. Why are you bending to the wishes of developers who are more concerned about profit than liveability and community? This is totally unacceptable and demonstrates a lack of integrity and understanding of needs of city folk who end up with what I call the "rats in a maze" syndrome, we go stir crazy and social problems abound. We need "natural" parkland, not cultured parks with lawns and "prescribed trees and plants".

I understand the need to densify because we cannot continue to expand outwardly and slowly pave over what little valued farmland we have left.

I'm afraid I am very disappointed with governments these days. They lack integrity, honesty and vision for a healthy future, for the people and for the planet Earth. We are sovereign beings deserving respect and honour, as does the Earth. I have been a resident for over 25 years and I'm not sure how much longer I will feel comfortable living here.

- I want to express my concern reg. the planning/proposed cut of the norm of the park lands in the City centre area. When I first come to Richmond 7 years ago I was very impressed to find such a large areas of the green space in the central area of the Richmond and I am very upset by the proposed cuts. If we do it now, loose the green space in a heart of Richmond - we won't be ever able to get it back. I live in the City Centre area and the proposed cut will affect the quality of the life here, we do not need such an extensive development to go on!

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- Richmond doesn't need anymore development. It is already too over crowded. It is next to impossible to get in and out of the city now. What were once quiet neighbourhoods are now parking lots. You should be ashamed for ruining Richmond.
- We need staggered concepts regarding buildings; PLEASE do not build all structures at max. height. People need breathing space. Beauty and a Healthy Environment. Overdevelopment is not good for the City of Richmond and the developers should not have the final say at all.
Do not sell out our waterfronts for high rises waterfront is at a premium and should be left alone. City Centre: We need a European concept: museums, fountains, European restaurants, gorgeous! Architecture rather than cheap and unappealing architecture. The internal infrastructure of the City Centre Plan will fail unless there is a plan to include more open space. This urban high rise philosophy will eventually lead to a ghetto effect. We also need police stations and more police officers. We need beautiful boulevards and tree lined streets. We need good quality shops and elegant lighting. Do not build anything on the cheap – plan well – develop with quality and integrity. Thank you for integrating my suggestions with your plans.

ATTACHMENT 3

CCAP Open House 3 (November 2006) – Group Stakeholder Meeting

	Invited Stakeholder Groups*	Attendees
1	Richmond Intercultural Advisory Committee	
2	Richmond Disability Committee	
3	Seniors Advisory Committee	
4	Child Care Development Board	
5	Advisory Committee on the Environment	YES
6	Advisory Design Panel	
7	Richmond Public Art Commission	YES
8	Touchstone Family Association (RCSAC)	
9	City Centre Community Association	
10	Sea Island Community Association	
11	Richmond Sports Council	YES
12	BC Sports Council (Richmond)	
13	Richmond Aquatics Services Board	
14	Minoru Seniors' Society	
15	Richmond Fitness & Wellness Society	
16	Richmond Nature Park Society	
17	RACA	
18	Richmond Art Gallery Association	YES
19	Richmond Family Place Society (RCSAC)	
20	Volunteer Richmond Information Services	
21	Richmond Society for Community Living	
22	Richmond Children First	
23	Richmond Chinese Community Society	
24	Vancouver Coastal Health	YES
25	Tourism Richmond	YES
26	Richmond Chamber of Commerce	YES
27	North Fraser Port Authority	
28	Urban Development Institute	YES
29	Canada Line Company	
30	Workers Compensation Board	YES
31	SUCCESS	
32	Strait of Georgia Marine Rescue Society	
33	Richmond Business Liaison & Communications Com.	
34	Richmond Economic Advisory Committee	YES
35	Canada Lands Company	
36	Musqueam First Nation	
37	Richmond Advisory Cycling Committee	YES
38	Vancouver Planning Commission	
	TOTAL Stakeholder Groups Represented	11**

** Future stakeholder meetings will be made available to additional stakeholder groups based on expressions of interest received by the City.*

*** 14 people attended, representing 11 groups.*

Neighbourhood Level Primary Healthcare Organization

Richmond Health Service's Vision

To establish five Neighbourhood Level Primary Health Care Organizations (NLPHO) in Richmond. Each will address 90% of the health care needs of the residents.

Primary Health Care is crucial to the renewal of health services in Canada and in other countries. It is about transforming the way the health care system works today – taking away the almost overwhelming focus on hospitals and medical treatments, and putting the focus on building community capacity for health and wellness, and in illness/injury management and prevention. To accomplish this, Richmond Health Services (RHS) will establish five NLPHOs in Richmond. Major programs/services to be accessible to each NLPHO include:

Family Practice Network. RHS forms family practice networks and redeploys its services: e.g., GP Partnership Nurse, Mental Health, Chronic Disease Management, use of Information Technology to support the network in the delivery of primary care.

Community Health and Urgent Care Center will be a hub of health and community services with linkages to family physicians. Services to be available on extended hours will include urgent care, onsite with diagnostic (X-ray, simple lab work) and pharmacy services. Other services to be available at the Centre include primary health care for clients with substance use and/or mental health issues, youth and people with chronic conditions; sports medicine and alternative medicine, etc. It will be home for Home Care, Community and Family Primary Health, Mental Health and Addiction Services.

Integrated Neighborhood Network (INN) is to support the principles of "Community for Life" and "Aging in Place" for seniors and people with disabilities. INN aims at providing a highly integrated primary health care, home care, home support, supportive housing, assisted living, adult day care, respite care, palliative care, complex care, etc. services along with other recreational, cultural and social services.

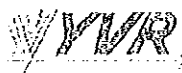
Chronic Disease Management and Wellness Program supports family physicians in providing a more coordinated and proactive approach in helping people to manage their chronic conditions: Diabetes, CHF, COPD, Depression, etc., such as self management, use of evidence-based decision support (e.g., clinical practice guidelines), information technology and patient call back. RHS will also work with City of Richmond, Richmond School Board, etc., in building healthy policy, creating supportive environments e.g., Wellness Centre and strengthening community action.

Impact on the City Centre Area Plan

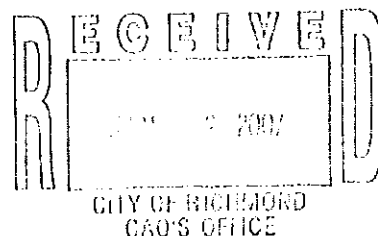
To support the City Centre Area Plan, the above health care delivery model/service should be included as part of its Planning Framework - Open Space and Amenity. The City Centre is one of the neighborhoods where RHS is implementing a Neighborhood Level Primary Healthcare Organization. Secondly, designating the Richmond Hospital as the "Health/Medical precinct" of the city centre may not be adequate in future as clustering of physician and other health care provider offices will likely be around where the Community Health and Urgent Care Center is located.

For more information, please contact:

Jan Weaver	Director, Primary Health Care, Mental Health & Addictions	604-244-5543
Dr. James Lu	Medical Health Officer	604-244-5129
Carole Gillam	Director, Community Care Network	604-244-5213
Peter Chan	Director, Strategic Initiatives & Special Projects	604-244-5112
Belinda Boyd	Leader, Community Engagement	604-244-5101



Vancouver International Airport Authority
Administration de l'aéroport international de Vancouver
PO Box 2800
Airport Freight Center
Surrey, BC V4N 4Y1
Tel: 604.273.3111



December 21, 2006

Mr. Joe Erceg,
General Manager, Planning and Development
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Mr. Erceg,

Re: City Centre Area Plan Update Study

We appreciate the briefing we received from Victor, Holger and Suzanne on the City Centre Area Plan (CCAP) Update Study. We have now had an opportunity to review the material and provide you with the Airport Authority's comments.

We would like to re-iterate our belief that planning for Richmond City Centre and the east side of Sea Island need to be coordinated. We commend city staff for taking a broader approach. Nonetheless it is inappropriate and counter-productive for the CCAP to extend its reach onto the Airport Authority's demised premises, for example, by showing a village around the Templeton Canada Line station, a bus link village on the east side of Russ Baker Way and height restrictions. Your planning of our lands has already resulted in enquiries from developers. The next iteration of planning should distinguish areas that are outside of City of Richmond's planning authority.

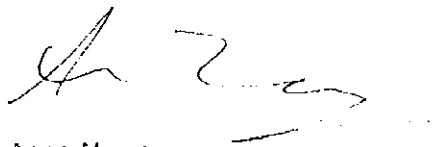
We note that on page 2 of the document, the Airport Authority's previously stated concerns about trip generation, road capacity and residential development in high aircraft noise areas are not mentioned in the Preliminary Study Findings.

We were greatly encouraged to hear that you recognize that the ultimate development capacity for the City Centre is conditional on, amongst other things, the availability of ground access capacity and that pending the results of the City Centre Transportation Plan, your projections may be revised downwards or the planning horizon extended outwards.

As you know, we have been working closely with your staff and legal counsel to put in place a Covenant and Statutory Right of Way to protect the Airport Authority and the City from the some of the consequences of developing residential uses in aircraft noise sensitive areas. This is a necessity rather than a desirable state of affairs from our perspective and we re-iterate our opposition to any residential development that does not conform to Transport Canada's guidelines in this regard. We understand you have recently received a letter from the Deputy Minister of Transport expressing similar concerns.

We look forward to seeing the next stage and please do call if you have any concerns.

Yours truly,

A handwritten signature in black ink, appearing to read 'Anne Murray', with a stylized flourish at the end.

Anne Murray
Vice-President,
Community and Environmental Affairs



URBAN DEVELOPMENT INSTITUTE – PACIFIC REGION
3rd Floor, 717 West Pender Street
Vancouver BC V6C 1G9 Canada
T 604 669 9585 F 604 689 8691
info@udi.org
www.udi.bc.ca

December 7, 2006

Terry Crowe
Manager, Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Mr. Crowe:

Re: City Centre Area Plan Concept Plan

Once again, I would like to thank you for involving the Urban Development Institute (UDI) in the development of Richmond's City Centre Area Plan (CCAP). We appreciate staff efforts in organizing the meetings with our members and the project team on August 15th and November 20th, and we look forward to our collaboration in 2007 as the plan proceeds.

The commitment in the Concept Plan to densify the City Centre – especially near transit hubs - is strongly supported by the Institute. Taxpayers are investing \$2 billion in the Canada Line, and we are pleased that Richmond is taking advantage of this investment. Allowing more people to live and work near transit will increase the usage of the new line while reducing the Region's dependence on cars. It will also reduce growth pressures in areas less suitable for development. The environmental improvements associated with this type of approach are well documented. We also believe that this density will provide Richmond residents with a more interesting and livable downtown.

We are also very pleased that staff are looking at reducing parking requirements and ratios. This is appropriate for an area that will be well served by the Canada Line. UDI will be pleased to work with you and your team to identify innovative approaches to better manage parking in the City Centre.

Our members will also be interested in working with the consulting team to create incentives that are conducive to producing the mid-rise building form proposed in the Concept Plan. As noted in our September 8th letter, mid-rise projects are rarely economical because of *Building Code* requirements. As a result, wood frame construction is limited to four stories. Concrete projects only become cost effective above eleven stories because of efficiencies in construction.

The issues we have at this time are similar to the ones we noted in our previous letter. Besides the new infrastructure that will be required in the City Centre, there are significant amenities that are proposed in the plan. These improvements will be costly. The City may have to prioritize its amenity package for the area or assume more of the costs.

One particular amenity that we feel needs further dialogue is the proposed additional 200 acres of parkland. This alone could add hundreds of millions of dollars to the cost of the CCAP. Our meeting on November 20th revealed numerous innovative approaches with regard to parkland that we can further explore as the CCAP process moves forward. One issue that the City should review to reduce the amount of required parkland is using school sites for parks. Also, UDI agrees that co-locating public facilities like libraries and community centres allows for more efficiency, but we do question the proposal in the Concept Plan to discourage these facilities being located on parkland.

Determining what portion of infrastructure and amenity costs will be borne by development in the City Centre will be a key matter of discussion next year. The proposed Concept Plan for the City Centre calls for an area with amenities that will become major attractions and focal points for all Richmond residents and people across the Region. As a result, we believe that new homebuyers and businesses should not be fully responsible for the additional costs. Furthermore, as noted in our September letter, charges on new development will have to be sustainable over time – not just during strong market periods, but weaker ones as well.

We feel the analysis on the proposed costs for the CCAP and the discussion on how it will be funded, needs to occur soon. It is important for investors to understand what the magnitude of the charges and levies on development will be as soon as possible, as many are currently assessing potential sites and even purchasing land in the City Centre. We also ask that staff make potential applicants aware of what is being planned in the City Centre and what the magnitude of the costs may be.

Another matter of concern for investors is the how and when the City Centre will be phased. Again, we look forward to our discussion on this important matter in the New Year.

At this time we will be deferring our comments on objectives E, F and G – Jobs & Business, Life and Culture, and High Performance & the Environment as we understand that more information on these objectives will be forthcoming. I would, however, like to reiterate our willingness to work with the City to find ways to encourage sustainability in projects. We believe using incentives is a better approach to doing this than developing prescriptive regulations.

Once again, I would like to thank your efforts in developing a positive vision for the City Centre, and involving UDI in the process. We look forward to working with you in the coming year as we develop this key Area Plan.

Yours truly,
Original signed by:
Maureen Enser
Executive Director



School District No. 38 (Richmond)
7511 Granville Avenue, Richmond, B.C. V6Y 3E3

Te: 604-263-6000 Fax: 604-668-6161

November 21, 2006

Mayor & City Council
City of Richmond
6911 No 3 Road
Richmond, BC
V6Y 2C1

Dear Mayor and City Council:

City Centre Area Plan

It has come to my attention that there was a typo in my letter dated November 14, 2006 regarding the City Centre Area Plan.

This typo appears on page 2 in the second sentence which should have read "Boards are now funded on a per pupil basis making it necessary to have larger schools rather than schools in every quarter section " I attach a replacement letter with the typo corrected and highlighted.

My apologies for any inconvenience this may have caused.

Sincerely,

Mrs. Linda McPhail, Chairperson
On Behalf of the Board of School Trustees

cc: Trustees
B. Bearslo, Superintendent of Schools
K. Morris, Secretary-Treasurer
J. Martens, Assistant Superintendent
C. Thornecroft, Assistant Superintendent
E. Thorleifson, Manager of Facilities
H. Burke - Development Coordinator
S. Carter, Senior Planner/Urban Design
T. Crowe - Policy Planning Manager ✓
V. Jacques, Manager, Community Recreation Services
M. Redpath, Manager, Parks - Programs Planning & Design
D. Semple, Director of Parks and Operations

BOARD OF SCHOOL TRUSTEES

Chok Kwong Au Sandra Bouquie Andy Hobbs
Linda McPhail Donna Sargeant Bobby Singh Grace Tong

Bruce Bearslo
Superintendent of Schools

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Kun Morris
Secretary-Treasurer



School District No. 38 (Richmond)

7511 Granville Avenue, Richmond, B.C. V6Y 3L2

Tel: 604-668-6000 Fax: 604-668-6161

November 14, 2006

Mayor & City Council
City of Richmond
6911 No 3 Road
Richmond, BC
V6Y 2C1

Dear Mayor and City Council:

Draft City Centre Area Plan (CCAP)

At the Public Meeting of the Board held Monday, November 6, 2006, City staff presented the latest draft of the CCAP.

At that meeting there were many comments and concerns from Trustees and staff.

In brief those concerns were:

- very little planning for schools in the CCAP;
- importance of the school district's input when considering the demographic study, short timelines for reporting back and adopting the plan concept has previously been noted;
- importance of early planning for new neighbourhood schools as it can take up to 6 years to build a school from start to finish;
- we believe that including school sites designated as park is misleading to the public since school sites can be sold in the future. There is no guarantee that the City will purchase them. If this happens then the already reduced parkland ratio (7 acres/1,000 residents to 3.25 acres/1,000 acres) will be reduced even further. A few examples of where this has previously taken place are: the Austin Harris school site (2 acres), Cambie Junior Secondary School (6.3 acres), and Eburne Elementary School site (7 acres) (currently for sale by new owner);
- the comment was made that historically Official Community Plans, and Area Plans, have been made with subsequent amendments made that substantively altered the original plan with little or no consultation. There needs to be guarantees that safeguards and controls are in place to ensure adherence to the original plan;
- District staff advised that in their discussions with the Ministry of Education, the Ministry has recommended that portions of over-size school sites in other parts of Richmond be sold in order to provide any new school sites in the CCAP;

BOARD OF SCHOOL TRUSTEES

Chak Kwong Au Sandra Bourque Andy Hobbs
Linda McPhail Donna Sargent Bobby Singh Gloria Tsang

Bruce Beaird
Superintendent of Schools

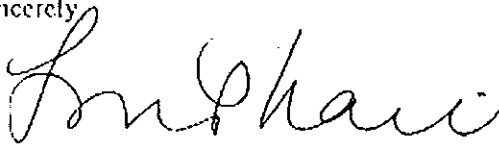
1906 - 2006
Celebrating 100 years of Public Education in Richmond

Kon Morris
Superintendent

- City staff were advised that a few years ago the Provincial Government changed the way in which Boards are funded. Boards are now funded on a per pupil basis making it necessary to have larger schools rather than schools in every quarter section. Where this fact will materialize is in a specific example; Pinnacle Development. Pinnacle Development is presently being planned for at the intersection of Capstan Way and Number Three Road. The development is fourteen towers, 1700 residential units. The Board presently plans to accommodate the elementary school-age students at Talmei Elementary School initially through the use of portable classrooms and later through doubling the size of the school. Talmei is within the provincially set walk limits from the development.
- City staff was advised that the school board is not bound by City policy but is governed by the *School Act* and is funded by the Provincial Government.

In closing, we commend the City for having the foresight to plan as far as you have with this plan. However, we would respectfully suggest that you take the time allow adequate time for meaningful input from all members of the community.

Sincerely



Mrs. Linda McPhail, Chairperson
On Behalf of the Board of School Trustees

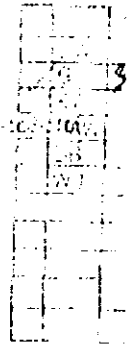
cc: Trustees
B. Bearsto, Superintendent of Schools
K. Morris, Secretary-Treasurer
J. Mariens, Assistant Superintendent
C. Thorncroft, Assistant Superintendent
E. Thorleifson, Manager of Facilities
H. Burke - Development Coordinator
S. Carter, Senior Planner/Urban Design
T. Crowe - Policy Planning Manager
V. Jacques, Manager, Community Recreation Services
M. Redpath, Manager, Parks - Programs, Planning & Design
D. Semple, Director of Parks and Operations



School District No. 38 (Richmond)

10000 100th Avenue, Richmond, BC V6V 2C1

10000 100th Avenue, Richmond, BC V6V 2C1



10000 100th Avenue, Richmond, BC V6V 2C1

December 6, 2006

Mayor & Members of Council
City of Richmond
6911 No 3 Road
Richmond, BC
V6V 2C1

Dear Mayor and Members of Council

Draft City Centre Area Plan (CCAP)

On July 20, 2006, a number of Trustees and district staff met with City staff to review the initial draft of the CCAP. A letter was sent expressing concern about various parts of the plan.

At the scheduled meeting of the October 10th 2006 Council/Board Liaison Committee, the topic of the CCAP was placed on the public agenda for discussion. Unfortunately, Councillors Derek Dang and Evelyn Halsey Brandt failed to appear and a formal meeting could not be held. Trustees and district staff were able to receive an informal update from the City staff who also were in attendance at that time.

The Board received a formal presentation from City staff at its November 6, 2006 Public Meeting of the Board of School Trustees (Richmond) after which the Board wrote to you with its concerns. An additional presentation was provided to representatives from the Ministry of Education and district staff at a meeting held December 1, 2006 at which further issues arose and clarification of Ministry of Education's capital budget processes and funding allocation procedures was received.

At the public meeting of the Board of School Trustees (Richmond) held December 4, 2006, additional concerns regarding the city centre area plan were brought forward and the following resolution was passed:

57 U2006: THAT the Board of School Trustees (Richmond) work with staff to prepare a presentation to be made to City Council in January 2007 regarding the Board's response to the city centre area plan

CARRIED

BOARD OF SCHOOL TRUSTEES

Chen Kwong Au, Sandra Bourque, Andy Harris
Linda McPhail, Emma Morgan, Bobby Singh, Oksana Truong

Bruce Bogirso
Superintendent of Schools

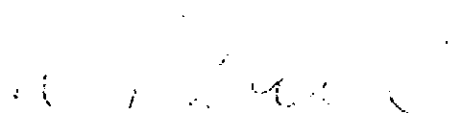
1906 - 2006

Celebrating 100 years of Public Education in Richmond

Ken Morris
Secretary-Treasurer

As a result of the motion 379/2006, the Board of School Trustees (Richmond) would like to make a formal request to appear as a delegation before Council at the Monday, January 8, 2007 open meeting. We understand that the agenda allows for a 5 minute presentation and would respectfully request an extended length of time for our presentation. Would you please advise the writer as to the processes the Board needs to follow in order to facilitate this request and a City of Richmond contact person to assist in this regard.

Yours truly,



Mrs. Linda McPhail, Chairperson
On Behalf of the Board of School Trustees

cc: Trustees
B. Beards, Superintendent of Schools
K. Morris, Secretary-Treasurer
D. Weber, Director, City Clerk's Office

PORT
NORTH FRASER



PORT
NORTH FRASER

Canada

December 4, 2006

Mr. Terry Crowe
Manager, Policy Planning
City of Richmond
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Mr. Crowe:

Re: Port North Fraser Inputs to City of Richmond Planning Projects

I am writing to follow up on the meeting on 15 November between representatives of the City of Richmond and the North Fraser Port Authority (NFPA). At that meeting, you outlined three of the City's major planning projects in which the interests of NFPA are affected. You invited us to provide early input to you regarding these planning projects.

The three planning projects you outlined were:

- An economic/business vision, intended to articulate Richmond's ideas about its role in the regional economy.
- An update of the City-wide Official Community Plan, to be completed in 2007.
- A new City Centre Area Plan, which is already underway.

NFPA has perspectives on each of these planning projects, so this letter addresses all of them. I assume you will distribute copies of this letter as appropriate to the teams working on each of these projects.

Economic/Business Vision for Richmond

NFPA's jurisdiction includes the Middle and North Arms of the Fraser River, from the Gulf of Georgia to New Westminster. Sea Island, Mitchell Island, and the north shore of Lulu Island are all of great interest to us.

This waterway performs four functions that, in the view of NFPA, are important components of the metropolitan and provincial economies

- A wide variety of industries along this reach of the Fraser River depend on river and marine access, using shallow-draft vessels and barges. By occupying sites in the Middle and North Arms, these users have access to

the river and the ocean without having to occupy sites with deep-water berths that are needed by other users.

- The Fraser provides berths for commercial vessels, including tugs, barges and commercial fishing boats, with easy access to coastal waters.
- The Fraser is an important part of the regional transportation system used by commercial boats, pleasure boats, and float planes.
- The Fraser is an important location for log storage, easily accessible from coastal logging areas and mills, in a low-saline water environment that inhibits the growth of marine organisms that damage wood.

While much of the riverfront in Richmond has already made a transition from industrial to commercial or residential use, there is still a considerable portion of the riverfront in Richmond that is available for river oriented businesses, particularly between the Dinsmore Bridge and approximately No. 6 Road (east of which the riverfront lands in Richmond are mainly in the ALR)

As the region's total supply of waterfront industrial land is limited, and the supply has already declined significantly due to redevelopment for residential and commercial use, NFPA urges Richmond to recognize the importance of river-oriented industry in its economic vision. The vision should note the importance of the upland industrial users, the river as a regional transportation asset, and the importance of log booming grounds to the coastal forest industry.

Official Community Plan

Because of the importance of the Fraser to the region's river-oriented industries, NFPA urges Richmond to considering incorporating these policies in any amendments to the OCP:

- Lands along the North Arm that are currently used for river-oriented industrial use should remain designated for river-oriented users, especially between the Dinsmore Bridge and No. 6 Road because to date there has been little incursion of non-industrial use in this area. Where riverfront lands are considered for alternative use, the evaluation process should carefully consider whether the land is needed for industrial use and whether there is a compelling reason to accept a transition away from industrial use.
- Richmond's goals for continuous pedestrian access around Richmond should be modified in active industrial locations. River-oriented industries depend on the connection between the upland and the water so the river's edge is a high activity area involving the movement of goods and the use of heavy equipment and machinery. It is not safe for pedestrians and it is disruptive to industry to literally have pedestrian access through working industrial sites.

In these areas, Richmond should focus on finding ways to provide access to (not along) the riverfront, with viewpoints for pedestrians.

- The use of the North and Middle Arms for river transportation and for log booming must be protected. The introduction of new residential and commercial uses on properties adjacent to the River should be conditional on accepting the ongoing use of the river for transportation, log storage, and vessel berthing.

City Centre Area Plan

The portion of the North and Middle Arms that is in the City Centre Area Plan boundary has already experienced a considerable shift from industrial to residential, commercial, and recreational use. This trend is likely to continue, considering that this reach of the river is adjacent to the high density commercial and residential area that is Richmond's downtown and that the river in this area is seen more as an amenity than an industrial zone.

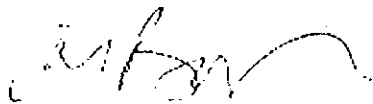
However, this part of the river still accommodates some river-oriented industry and this part of the river is used for navigation and for log booming.

NFPA suggests that Richmond include these policies in the City Centre Area Plan:

- Existing log booming areas should be recognized and protected. NFPA will provide to the City a map showing log booming areas in the City Centre Area Plan boundary.
- If Richmond contemplates creating new crossings of the river in this area, whether for pedestrians or vehicles, navigation cannot be interrupted. When any river crossing is considered, Richmond should consult with NFPA regarding the location of the crossing, the location of any footings that would have to be in the river, and the clearance height.
- Opportunities for additional commercial and recreational marinas should be protected.
- If Richmond contemplates introducing any pedestrian ferry systems (which NFPA supports in principle in this area), Richmond should consult with NFPA regarding the location of docks and routes, to avoid impacts on navigation or log booming.
- Any conversion of lands from river-oriented industrial to commercial or residential should take into consideration the decreasing supply of river-oriented industrial lands in the region. Loss of industrial land in the City Centre Area adds to the need to retain such lands in other parts of Richmond.

Thank you for the opportunity to communicate the North Fraser Port Authority's interests in planning adjacent to the North and Middle Arms. Please call me if you have any questions about our comments and please keep me on the list of stakeholders to be contacted about these or other planning initiatives along the Fraser.

Yours truly,
NORTH FRASER PORT AUTHORITY

A handwritten signature in black ink, appearing to read 'Allan J. Baydala', with a long, sweeping horizontal stroke extending to the right.

Allan J. Baydala
President & CEO

cc. Jay Wollenberg, Coriolis Consulting



Transport
Canada

Transports
Canada

Safety and Security Sécurité et Sûreté
Civil Aviation Aerodromes & Air Navigation
Suite 620 - 800 Burrard Street
Vancouver, B.C.
V6Z 2J8

File No. Numéro de dossier

Case No. Numéro de dossier
T-5140-P169-1
RDIMS 2080109

November 1, 2006

Mr. Terry Crowe, Manager,
Policy Planning,
City of Richmond
Richmond City Hall
6911 No. 3 Road
Richmond, BC
V6Y 2C1

Dear Mr. Crowe:

This is in reference to discussions held at the last Vancouver International Airport Noise Management Committee meeting and information published on the City of Richmond's website concerning review of the Richmond City Centre Area Plan. As the Minister of Transport's representative to the Noise Management Committee at Vancouver International Airport, I feel that it is important to provide input towards this plan.

I am aware that the Deputy Minister of Transport is conscious of the City's Area Plan review and understand that he may be writing directly to Mayor Brodie. Any comments that I make are intended to supplement those of the Deputy Minister.

General Comments

As a general comment, Transport Canada appreciates that the City of Richmond has provided some recognition of the Noise Exposure Forecast (NEF) system Aircraft Noise Sensitive Development policy.

Specific Comments

Land use compatibility tables published in the Transport Canada document TP1247E entitled "Land Use in the Vicinity of Airports" are the national recommendations for lands use zoning near airports. This guidance is internationally recognized as a tool for sound land use planning.

The Richmond City Centre Area Plan as currently drafted, permits new residential developments in areas exposed to higher noise levels than forecast in the NEF 30

.../2

Canada¹¹

contour. Transport Canada does not support new residential construction in such high aircraft noise areas. Designation of land use that is incompatible with this guidance may lead to future noise complaints, demands for restrictions to aircraft/airport operations and potentially legal action.

Vancouver International Airport is Canada's second busiest airport and western aviation gateway. It is a vital to the local and national economies. The airport is open 24 hours per day – 7 days per week and hosts numerous types of jet, propeller, float and helicopter traffic. The variety of traffic results in aircraft flying along, not only the extended centrelines of the runways, but also along many others. Aircraft will often turn immediately after take-off and cross over parts of Richmond causing annoyance in areas where development is proposed.

I would note that the:

- West Bridgeport Village is just off of the extended centreline and approximately 1 ½ statute miles from the end of the north main runway.
- Capstan Village is located between the extended centrelines of the two main runways, approximately 1 ¼ statute miles from the end of the south main runway and 1 ½ statute miles from the end of the south main runway.
- Aberdeen Village is approximately on the extended centreline and 1 statute mile from the end of the south main runway (which operates 24 hours per day).
- Alexandra/Kwantlen/Garden City Village is just off of the extended centreline and less than 2 statute miles from the end of the south main runway.
- Lansdowne Village is just off of the extended centreline and approximately 1 ¼ statute miles from the end of the south main runway.
- Olympic Gateway Village is approximately ¼ of a statute mile from the end of the south main runway, immediately adjacent to the floatplane base and underneath an area commonly flown over by helicopters.
- Richmond-Brighouse Village is approximately 1 ½ statute miles from the end of the south main runway and underneath an area commonly flown over by helicopters and fixed wing aircraft.
- Hospital Village is approximately 1 ¼ statute miles from the end of the south main runway.
- There is a potential increase in population of 125,850 residents within 3 statute miles of the south main runway at Vancouver International Airport.

All of the areas are subject to aircraft noise and in most locations, 24 hours per day, seven days per week. Adverse public reaction to high noise area residential construction developments has not yet occurred, as prospective occupiers are not yet in place.

In line with the provisions of TP1247 Land Use in the Vicinity of Airports, we cannot agree that these developments are compatible. We have seen no credible evidence of this.

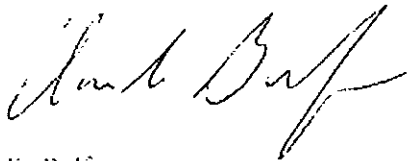
Future Concerns

Without doubt, some, and possibly many, future residents of these developments will complain about aircraft and airport operations. The complaints may stem from aircraft flights to engine run-ups. Many of these residents will ask Transport Canada to impose restrictions on aircraft and airport operations. Transport Canada will not impose restrictions but rather, will refer all complainants to the City of Richmond.

It is the role of the land use authority to anticipate the future use and reaction. I, therefore, strongly encourage the City of Richmond to adopt Transport Canada's guidelines for land use around Vancouver International Airport. I further encourage the City of Richmond to work with the Airport Authority in considering local conditions.

If you have any questions, please don't hesitate to contact me via telephone at: 604-666-5494 or via e-mail at: bullfone@tc.gc.ca.

Yours truly,

A handwritten signature in black ink, appearing to read "Claudio Bullfone". The signature is fluid and cursive, with a large, stylized "B" and "f".

Claudio Bullfone
Civil Aviation Investigator / Noise Management
Transport Canada Representative to
Vancouver International Airport Authority Noise Management Committee



Transport
Infrastructure
and Communities

Transports
Infrastructure
et Collectivités

Deputy Minister

Secrétaire

Place du
Parlement
Ottawa, Ontario
K1P 8X1

Place du
Parlement
Ottawa, Ontario
K1P 8X1

NOV 15 2006

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

Dear Mayor Brodie

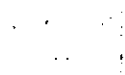
I am writing in regard to the review of the City of Richmond, City Centre Area Plan. We note from the City of Richmond's website and comments made at a recent Vancouver International Airport Noise Management Committee that public consultation is underway for this review. Please accept this letter as Transport Canada's input to this process.

I had last written to the City in 2004, at which time I expressed Transport Canada's position with respect to land use policy in the vicinity of Vancouver International Airport. As the organization responsible for development and regulation of aviation in Canada and the owner of the lands at Vancouver International Airport, Transport Canada takes great interest in developments adjacent to the airport.

Vancouver International Airport is Canada's second busiest airport, a major aviation gateway to the Pacific and one of the largest single contributors to the British Columbia economy. It is in the City of Richmond's and Canada's national interest that the airport continue to remain dynamic.

Transport Canada publishes land use guidance in a document entitled "Land Use in the Vicinity of Airports" which recommends land uses around airports that are compatible with aircraft and airport operations. While the City of Richmond has published an Aircraft Noise Sensitive Development Map, the permitted new land uses published in the map are not in accordance with Transport Canada guidelines. The guidance published by Transport Canada has been promoted for over 35 years and has proven to be a most effective means to address community response to noise annoyance. We urge local land use authorities to exercise their zoning powers to ensure activities adjacent to airports are compatible with airport operations.

Canada



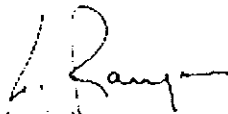
1-800-960-0844

Transport Canada notes that the Richmond City Centre Area Plan would allow extensive new residential construction in areas exposed to Noise Exposure Forecast (NEF) 50 and higher. Transport Canada's position is that all new development adjacent to the Vancouver International Airport should be compatible with the airport and that no new residential construction be conducted in areas subjected to aircraft noise above NEF 50.

The Vancouver International Airport Authority and the Government of Canada have invested considerable resources in developing the airport. Further, resources were expended defending it in civil legal action brought forward by a number of Richmond residents concerning noise from aircraft operations. Transport Canada fears that new residential development in areas exposed to high aircraft noise levels may lead to further litigation.

Transport Canada congratulates the City for developing a vision for future improvement of Central Richmond. My officials are available to assist the City in achieving aviation compatible development.

Yours sincerely,



Louis Ranger

cc. Ms. Anne Murray, Vice President, Community and Environmental Affairs
Vancouver International Airport Authority
Mr. Larry Berg, President and Chief Executive Officer
Vancouver International Airport Authority

The Response of the Advisory Committee on the Environment to the City Centre Plan.

The Richmond Advisory Committee on the Environment (ACE) is a key stakeholder in any deliberations about environmental planning and sustainable development in Richmond and therefore has a great interest in the City Centre Planning (CCP) project. ACE has deep concerns about the scale of projected growth planned in the CCP. An increase of over 80,000 over the next 20 years seems too large. Increasingly we are seeing that the Lower Mainland can't sustain some of the current population growth and there should be a review of population growth at the provincial level before Richmond absorbs this level of growth. ACE is very concerned that the huge scale of growth in the City will definitely cause significant environmental impacts such as increased vehicle pollution, increased solid waste and waste water and increased water and energy consumption. There will be increased demand for environmental amenities such as green space. However ACE acknowledges that the plan may reduce urban sprawl and follow some of the directions of the Liveable Regional Plan. A plan for the City Centre may also provide an opportunity for innovative solutions for sustainable urban development. ACE has a number of concerns and recommendations regarding the CCP.

Concern #1 (Lack of EIA)

ACE is concerned that with a development of this magnitude that no environmental impact assessment (EIA) has been done. The lack of such an assessment causes ACE to question the city's commitment to sound environmental planning. Without an EIA in place it becomes more difficult to evaluate the environmental impact of the CCP. ACE would like to see an EIA completed before the CCP reaches final approval. An EIA is a proven technique to ensure minimal environmental impact.

Concern #2 (Pre-emption of OCP review)

The CCP is taking place before the next OCP review. ACE urges that the CCP should not impact on the resources allocated to the planning for the rest of Richmond.

Concern #3 (Impacts on adjacent areas)

The Committee expressed serious concerns over the impacts that might occur from the CCP on adjacent areas such as the Richmond Nature Park, the Terra Nova Parks, Minoru Park and the Fraser River foreshore.

Concern #4 (Increase in Solid Waste)

In the recent 2005 SOE report it was noted that solid waste production unfortunately has not decreased per capita as the population has increased. With even greater population increases we will be dealing with increases in per capita and total solid waste. Our options for dealing with this are becoming increasingly more expensive and problematic such as what is happening with finding a replacement to the Cache Creek Landfill.

Concern #5 (Increase in Waste Water)

Similarly with increased population there has also been increased waste water production. The Lulu Island treatment plant has been upgraded twice to accommodate growth demands. It is clearly not keeping up. Iona needs upgrading. We should not be inflicting any more insults on the estuary with increasing amounts of liquid waste unless we have the infrastructure to deal with it.

Concern #6 (Increasing Water Demands)

This fall we have had problems with drinking water and there are now often water restrictions in the GVRD. This is clearly a signal that we have exceeded the capacity of our reservoirs and should not be putting further demands on the system.

Concern #7 (Building Impacts)

- a) The buildings and design feature a lot of concrete and impermeable surfaces. This will only result in increasing loads of non-point pollution to the Fraser.
- b) Large high rise areas will exacerbate the urban heat island effect and contribute to global warming.
- c) Lighting from the buildings will contribute to light pollution and result in bird kills.

Concern #8 (Safety and Geotechnical Issues)

ACE is concerned about community safety and geotechnical issues. Will the buildings be built to seismic safety standards and can this area stand this level of building? Will the process of building destabilise adjacent buildings? More people living in the area will create greater evacuation challenges.

Concern #9 (Transport Pressures)

In spite of the Canada line the system will not handle this magnitude of increase. There are no guarantees that the new residents will be commuting downtown or staying to work in Richmond. We are now at gridlock on the roads in and out of Richmond and the East-West Connector.

Concern #10 (Impacts of Growth on Current Residents)

Why should current residents suffer the costs of growth? Already we are dealing with overcrowding in all areas from hospitals, libraries, schools and parks. Developers should make sure the infrastructure is in place before others have to bear the burden of increasingly limited access to resources.

Recommendations

Recommendation #1 (Environmental Leadership)

Use the most environmentally friendly technologies and best practices as an integral part of the CCP. Take a leap of faith and take a radical approach to greening the city centre. Be a leader in the Lower Mainland in the area of environmentally friendly development. Be a leader for the GVRD to follow. ACE believes Richmond residents would embrace such bold moves by Mayor and Council.

Recommendation #2 (Greenways)

The Committee embraces the ideas of linked greenways linked so the residents of the city centre can walk, cycle or ride on small motorized vehicles (scooters, golf-carts, or segways) all through the city centre from the Richmond Nature Park to the Fraser River. The walkways would be separated whenever possible into walking, cycle and motorized areas. These walkways would be wide enough to incorporate trees and planting beds winding their way among the buildings, not on the roadways. These greenways should be planted with native species and drought resistant plants. These green ways could be used as green space linked with courtyard areas already on the CCP. This idea would eliminate the need for large open areas that would have to be maintained by parks staff at great cost. The green ways would enable the residents to enjoy nature, go shopping and to work and to reach larger park areas. The green ways should be well lit places safe for all times of day and night. The green ways should be linked to other city areas and the Canada line.

Recommendation #3 (Street Setbacks)

ACE supports the idea of varied setbacks along streets instead of corridors of buildings.

Recommendation #4 (Variable Building Heights)

ACE supports the idea of variable building heights interspersed with the highrise buildings.

Recommendation #5 (Living and Working)

The committee supports the idea of balancing jobs and living. The city centre should be a place of work and play and to grow old in. ACE encourages the City to create sufficient working opportunities in the city centre. Any growth should be phased in gradually with employment opportunities not just in service industries. Jobs like those in McDonald-Deltwieler should be pursued and established before just another condo-restaurant community proliferates. There should be more discussion and detail about current and projected employment and economic activities as part of this planning process.

Recommendation #6 (Smooth Transition to Adjacent Communities)

ACE would like there to be a smooth transition from the city centre to the rest of the surrounding areas of Richmond.

Recommendation #7 (Disaster Planning)

The Committee recommends that disaster planning be fully incorporated into the plan. The concentration of people in the area demands that we be responsible for the safety of people in this area and for preventing environmental damage.

Recommendation #8 (Noise Reduction)

The city should insist on maximum soundproofing requirements for all buildings near or under the present flight path zones. We should also plan anticipating that the flight noise zones will expand. The city is responsible

for allowing development in high noise areas and should restrict this development to industry and businesses only.

Recommendation #9 (Green Buildings)

Green buildings are not only responsible but essential to our future as good citizens. Incorporate green roofs wherever possible. Use green roofs as community gardens as a way of bringing produce to the people in their own community. Being able to purchase or grow one's own food in one's own community was one item that participants advocated in the William Rees workshop.

Recommendation #10 (Impermeable Surfaces)

To reduce the amount of impermeable areas and non-point pollution created by this, there should be more use of swales, green walls, more forests and permeable surfaces in any plans for the city. One of the best ideas in the CCP is the proposal to convert the Lansdown parking area to park. In some communities such as the Pringle Creek Community Plan in Oregon, an important principle is that the development will create no extra storm water for city pipes to handle.

Recommendation # 11 (Waste Reduction)

The CCP provides an opportunity to develop strategies to reach the goal of zero waste production and to deal with our own solid waste. It also presents the opportunity to try alternative waste treatment techniques such as those being proposed at the Dockside development in Victoria.

Recommendation #12. (Appropriate Transportation)

A guideline should be adopted to have only one parking space per residential unit. Coop car centres, using small motorized vehicles for moving people and business delivery should be part of the plan. Several communities in North America have licensed the use of golf cart to ease

the use of cars and the need for large roadways. Because golf carts are electric, the noise and pollution would be minimal.

Recommendation #13 (Fraser River Rehabilitation and ESAs)

The river foreshore needs rehabilitating in the CCP area. ACE would like to see reconstructed riparian marshes in the intertidal area. This would beautify the whole river area at high and low tides. Any ESA area in the city centre should be protected and not destroyed.

Recommendation #14 (Environmentally Friendly Technology)

Any city centre plan should include environmentally sound technology such as solar, geothermal, wind and water saving devices such as low flow toilets, on demand gas water heaters and easy recycling centres in every building. To extend the use of water, gray water should be recycled to water gardens and parks. Many cities in drier areas such as Melbourne, Australia have innovative examples of recycling water. Our own Terra Nova allotment gardens have an excellent education area of examples that could be used in the CCP to improve water conservation strategies.

Recommendation #15 (Lighting)

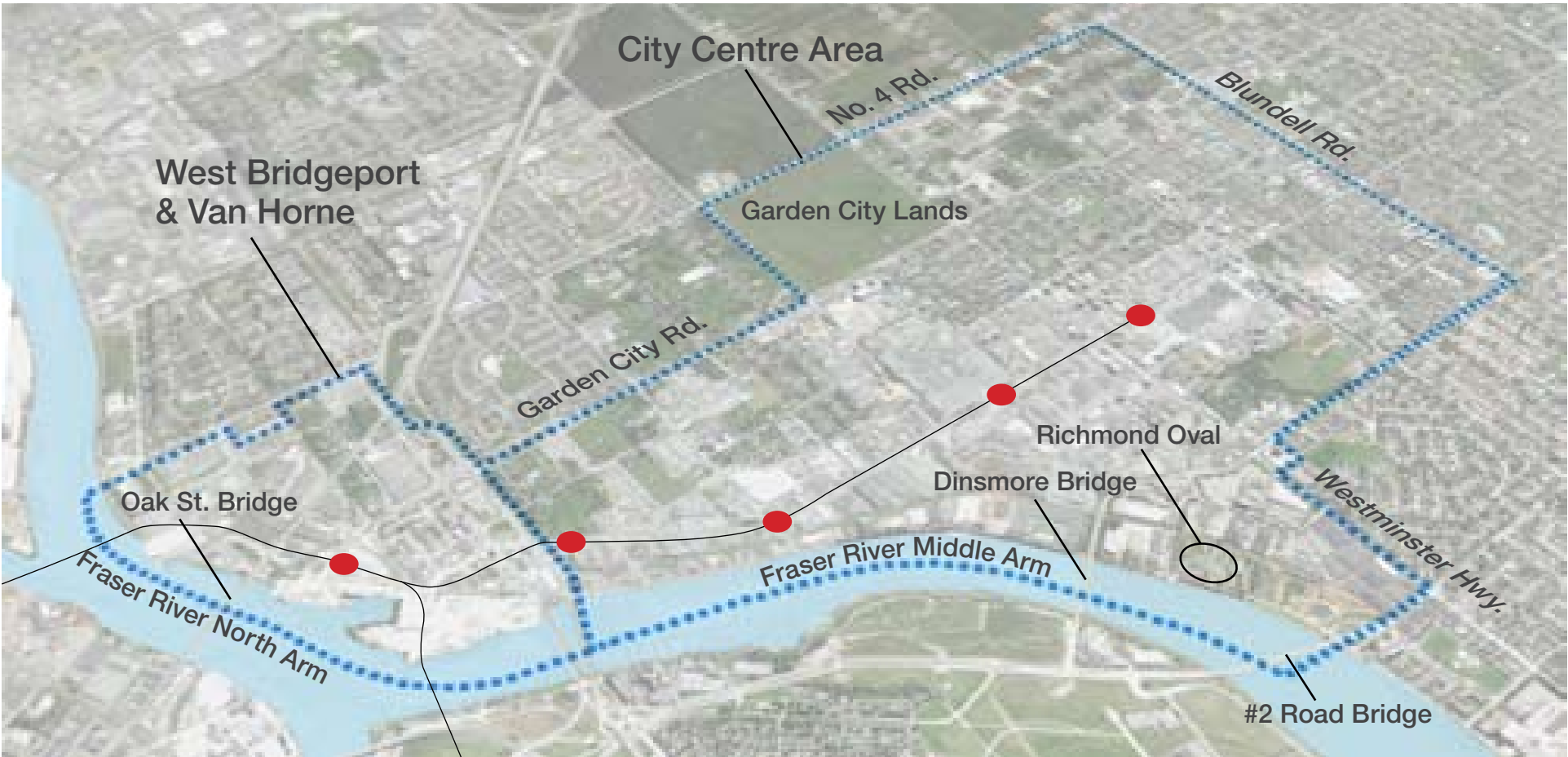
The city should plan for lighting that is night sky friendly as used by the City of Calgary. That city recently won an award for using lighting that did not light up the sky but the roads below giving much better light to motorists. Lighting in the City Centre should adopt the most energy efficient technologies and practices.

Recommendation #15 (Traffic Control)

The city should provide perimeter roads to bypass the city centre reducing the need of traffic to drive its way through the area. The city centre should be attractive enough to make the people of Richmond want to walk the

streets, use the Canada Line, work there, enjoy nature there and take part in cultural events there. It should truly be the centre of our city.

ATTACHMENT 5
City Centre Area Plan CONCEPT



City Centre Area Plan CONCEPT

This document sets out proposed land uses and related strategies for the long-term growth and development of Richmond’s downtown to “build-out”. The CONCEPT is the result of numerous studies and reviews, including two public consultation processes in July and November 2006.

CONCEPT Purpose

The purpose of the CCAP CONCEPT is to:

- Update the 2021 vision described in the existing City Centre Area Plan (adopted 1995)
- Identify a capacity based framework for development beyond 2021 to ultimate “build-out”
- Coordinate land use designations and related policies within the framework
- Provide a basis for the preparation of an Area Plan bylaw and a detailed Implementation Strategy for downtown growth and development

Approval in principle of the CONCEPT at this time provides:

- Clarity, upon which to base the Area Plan bylaw and Implementation Strategy
- A flexible framework that can be refined in response to the continuing planning process, concurrent studies, and public input

Next Steps

The CONCEPT will be presented for public review and comment at Open House 3 in March 2007. This will be followed by opportunities for the public to provide input over the spring and summer of 2007, and conclude with adoption of the Area Plan Bylaw and Implementation Strategy in the fall.

City Centre Growth & Change Since 1995

- Population has doubled from roughly 20,000 to 41,000 residents
- Jobs have remained steady at roughly 30% of Richmond’s total, followed closely by Sea Island (Airport)
- High-rise towers have dramatically increased in number
- McLennan North and South, St. Albans, and Moffatt are nearing build-out
- Park space has increased from 169 acres to 189 acres



City Centre Area Vision


To be a “world class” urban centre and the centrepiece of Richmond as it emerges to fulfill its vision of becoming the “most appealing, livable, and well-managed community in Canada.”

How do we achieve this vision?

Smart Growth Goals


Smart Growth involves urban development approaches that are socially, environmentally and fiscally responsible, and serve to enhance the quality of life in communities, complement ecosystem function, and use tax revenues wisely. The City Centre’s proposed Smart Growth goals are:

- 1



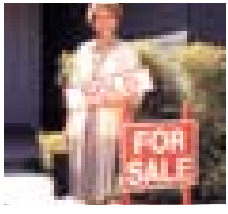
Build Community

An inclusive community designed to support the needs of a diverse and changing urban population
- 2




Build Green

A culture that uniquely supports and celebrates Richmond as an island city by nature
- 3



Build Economic Vitality

A comprehensively planned business environment that builds on Richmond’s unique combination of economic and lifestyle opportunities
- 4



Build a Legacy

A premier urban riverfront community and international destination that enhances life for all Richmond residents, businesses, and visitors

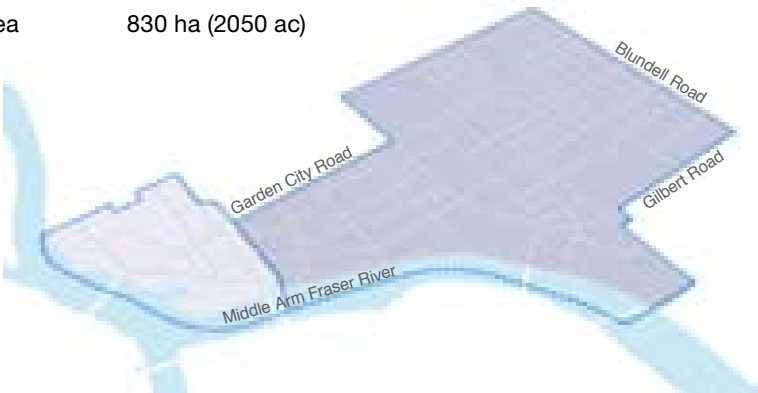
Existing Conditions Framework

The framework for development potential within the CCAP is set by analyzing and overlaying a series of maps of the existing conditions within Richmond's City Centre.

The eight maps below illustrate key factors influencing the City Centre's development capacity. While Richmond's City Centre represents a large land area, not all of it is available for future residential development.

Richmond City Centre
Planning Area

Approx. CCAP Area 830 ha (2050 ac)



No.3 Road



Canada Line



Existing Streets



Existing Parks & Open Space

Existing City Park 59 ha (146 ac)
Existing School Sites 17 ha (43 ac)
Total Area: 76 ha (189 ac)
Percentage of City Center 9 %



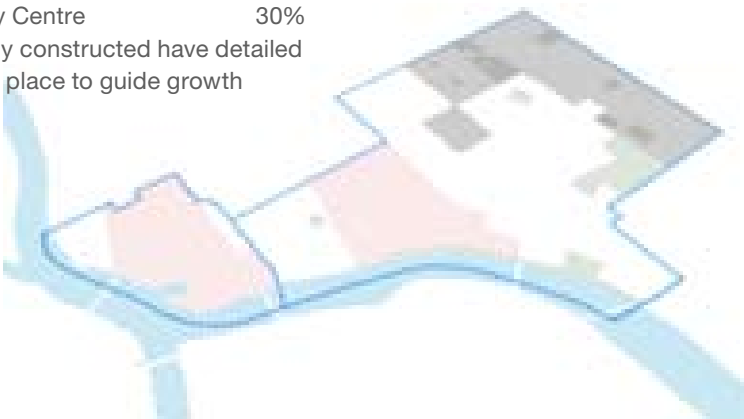
Aircraft Noise Zone (Current OCP Policy)

New Housing Prohibited 185 ha (456 ac)
Percentage of City Centre 22 %



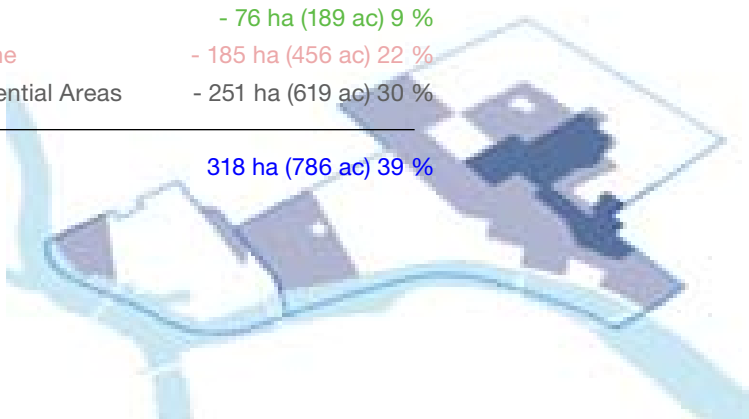
“Built-Out” Residential Areas*

Existing Areas 251 ha (619 ac)
Percentage of City Centre 30%
*Areas that are fully constructed have detailed Sub-Area Plans in place to guide growth



Net Available Areas for Housing Growth

Approx. CCAP Area	830 ha (2050 ac) 100 %
Parks & Schools	- 76 ha (189 ac) 9 %
Aircraft Noise Zone	- 185 ha (456 ac) 22 %
“Built-Out” Residential Areas	- 251 ha (619 ac) 30 %
Net Area	318 ha (786 ac) 39 %



Envisioning Growth *

Based on preliminary modeling of Richmond’s downtown (July 2006), a long-term “build-out” target of 120,000 residents is recommended.

* As presented at CCAP Open House 1

New Parks & Open Space

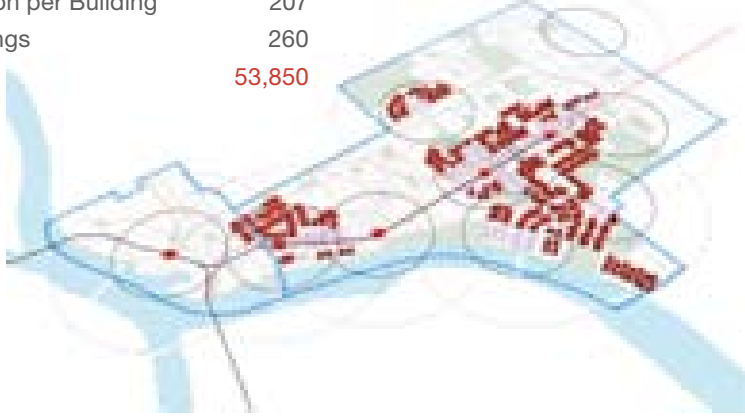
3.25 ac / 1,000 residents, total Area: 390 ac
Percentage of City Centre: 19%

Existing Parks 76 ha (189 ac)
New Parks + 81 ha (201 ac)
Total Park Area 158 ha (390 ac)



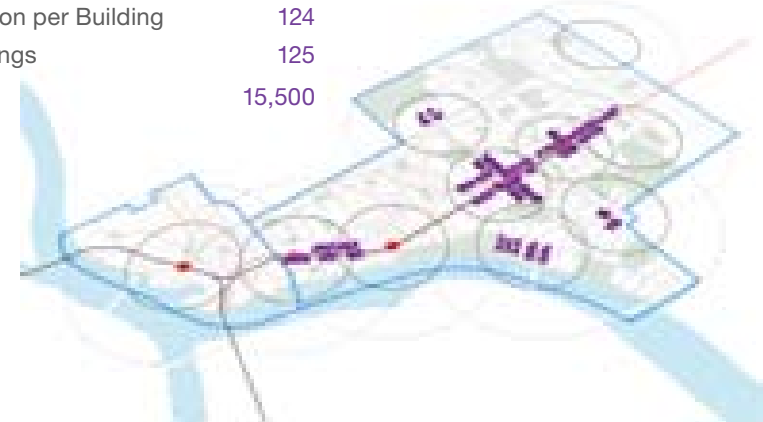
High-Rise Residential Development

Average people per household 2.3
Average Population per Building 207
Number of Buildings 260
Total Population 53,850



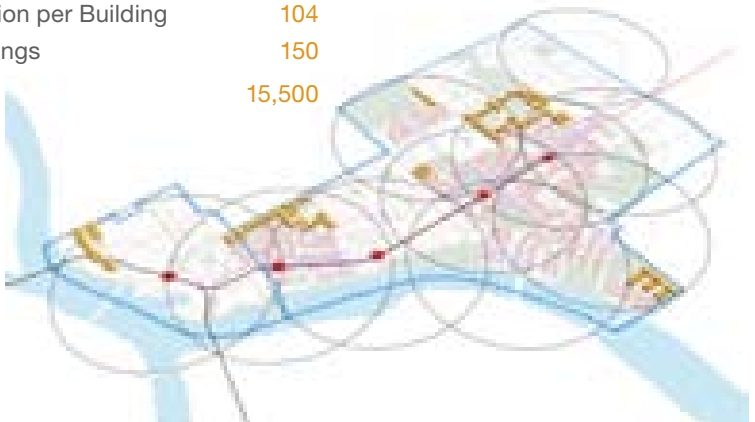
Mixed-Use Development (High-Rise)

Average People per Household 2.3
Average Population per Building 124
Number of Buildings 125
Total Population 15,500



Mixed-Use Development (Mid-Rise)

Average People per Household 2.3
Average Population per Building 104
Number of Buildings 150
Total Population 15,500



Composite Map: 120,000 Population Scenario

Population
High-Rise 53,850
Mixed-Use (High Rise) 15,500
Mixed-Use (Mid-Rise) 15,500
Population to Remain 30,125
Infill (Sub Areas) 5,000

Total Projected Population 120,000

Total Jobs 36,000

Total Park Space 158 ha (390 ac) / 19 %



Transit-Oriented Development

Richmond’s City Centre should develop a set of “urban villages” based upon the principles of Transit-Oriented Development (TOD), where all residents can live, work, shop, learn, and play in a pedestrian-friendly environment — without the need of a car.

Canada Line Villages

Villages that are within a 5 or 10 minute walking distance of Canada Line transit stations.

- 1. Bridgeport
- 2. Capstan
- 3. Aberdeen
- 4. Lansdowne
- 5. City Centre / Brighthouse

- + Proposed Major Village Centre
- + Proposed Minor Village Centre
- + Potential Village Centre

Bus Link Villages

Villages that are within a 5 or 10 minute walking distance of local transit nodes linked via buses to Canada Line stations.

- 6. Olympic Gateway
- 7. Alexandra / West Cambie
- 8. Blundell / Garden City Road
- 9. Gilbert / Blundell

Note: Villages 7, 8 and 9 straddle City Centre Area boundaries

Major & Minor Villages

The prominence of the City Centre’s villages varies.

Major Villages

Hubs of city and regional significance, characterized by significant buildings and public spaces, a high proportion of commercial uses, and the presence of citywide and/or regional public uses.

Minor Villages

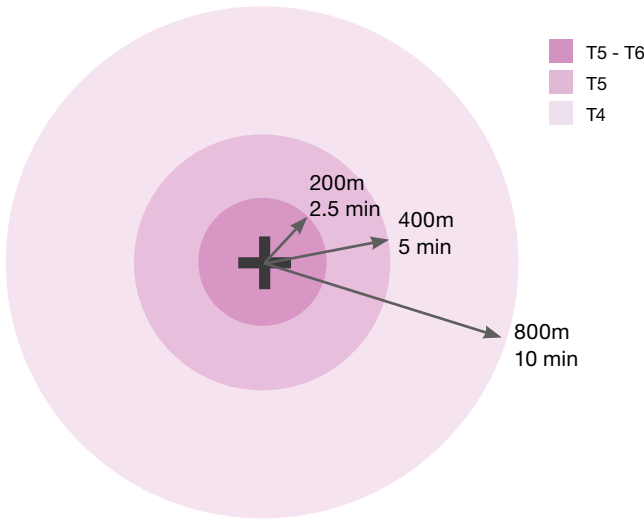
Smaller, locally focused centres with a proportionately greater emphasis on housing and village-serving commercial and public uses.

- + Proposed Major Village Centre
- + Proposed Minor Village Centre
- + Potential Village Centre

Note: Villages 7, 8, & 9, on the edge of the City Centre, will be strongly influenced by the adjacent communities, but will be important focuses for nearby City Centre residents.

Major Villages — TOD Planning Principle

TOD RADIUS	ZONE	BUILDING TYPE	DENSITY	BUILDING HEIGHT
200m	T6	Signature High-Rise	3.0+	45m+
200m	T5	High-Rise	3.0	45m
200m — 400m	T5	Mid-Rise	2.0 — 3.0	30m
400m — 800m	T4	Mid-Rise	1.2 — 2.0	15m — 30m



Urban Villages

It is proposed that Richmond’s City Centre develop upon the principles of Transit-Oriented Development (TOD), where all residents are within a 5 or 10 minute walk of quick, efficient public transit.

Thus, residents can live, work, shop, learn, and play in a pedestrian-friendly environment – without the need of a car.

It is suggested, further, that this notion of TOD be accomplished by designating 9 urban “villages” within the City Centre boundaries – 5 of which would be directly centered upon the Canada Line rapid transit system.

Each village would have unique and distinguishing characteristics. In combination they would form the DNA of a vibrant, walkable downtown core – one capable of meeting the stated “vision” of a “world class” urban centre... the “most appealing, livable, and well-managed community in Canada.”



Village Attributes

Each Village must provide for:

- | | | |
|---|---|------------------------------------|
| 1 Transit Node | 5 Specialty Commercial & Personal Service Use | 8 A Childcare (0-6 years of age) |
| 2 Transit-Oriented Development | 6 Neighbourhood Parks & Children’s Playground | 9 A Library Lending Service |
| 3 “Main Street” | 7 Affordable Housing | 10 Public Art |
| 4 Convenience Commercial & Personal Service Use | | 11 Social/Community Services |
| | | 12 Recreational/Cultural Amenities |

Some of the Villages may provide:

- | | | |
|--------------------|------------------------------|----------------------------|
| 1 Branch Library | 3 Community Park & Greenways | 4 Public & Private Schools |
| 2 Community Centre | | 5 Community Police Office |

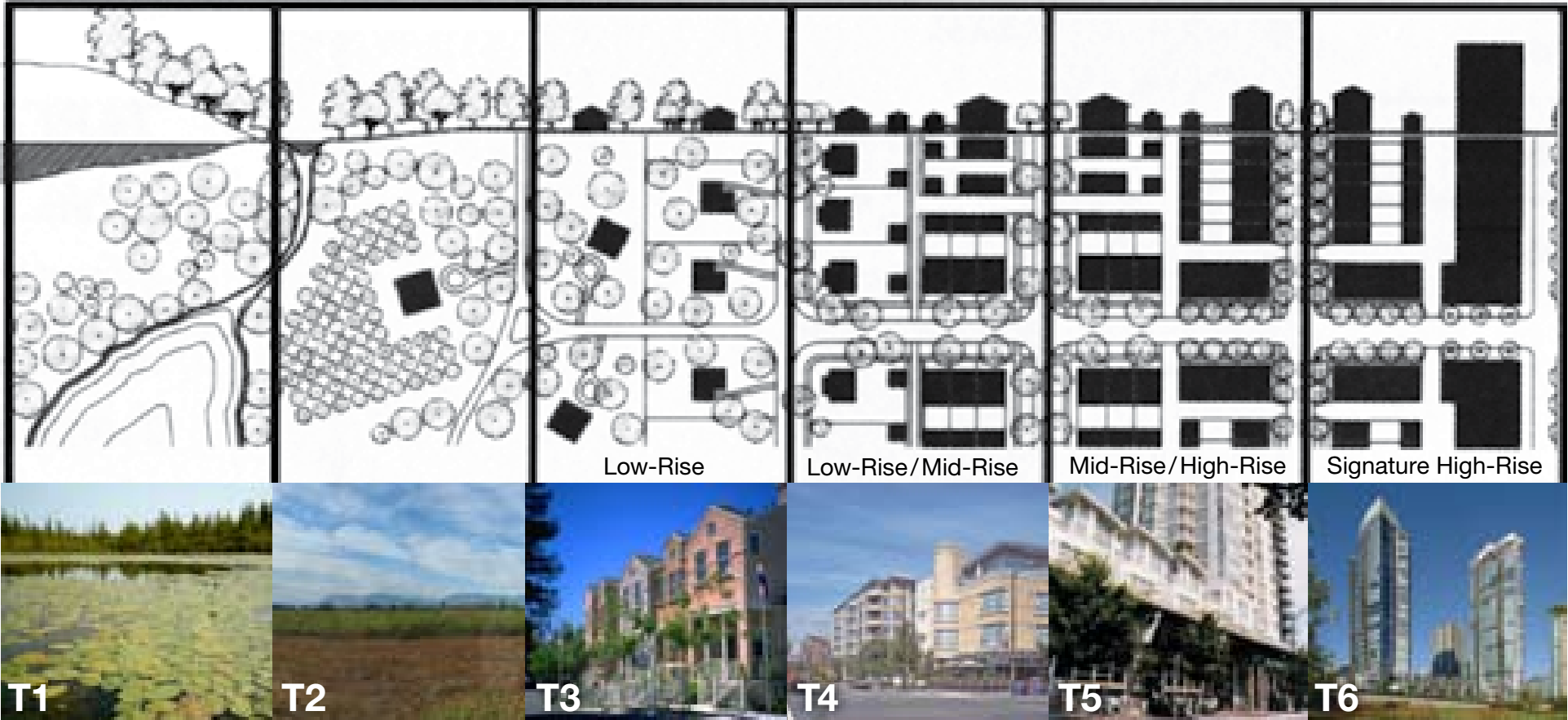
Some of the Villages may provide for citywide and regional services:

- | | | |
|---|--|--|
| 1 Vancouver Coastal Health “Neighbourhood Level Primary Health Care Organization” (NLPHO) | 8 Performing and Visual Arts Centre (city) | 14 Public Theatre (city/regional) |
| 2 City-Wide Park Space (city) | 9 Community Service Centre (city) | 15 Place of Worship (city/regional) |
| 3 Main Library (city) | 10 Social/Community Service (city) | 16 Art/Ethnographic/Science Museum (city/regional) |
| 4 Ice Arenas (city) | 11 Community Safety Headquarters (city) | 17 Trade and Exhibition Centre (regional) |
| 5 Aquatic Centre (city) | 12 Richmond Oval (city/regional) | 18 Post-Secondary Educational Institution |
| 6 Seniors Centre (city) | 13 Public Art Gallery (city/regional) | 19 Cinema/Film Centre (regional) |
| 7 Youth Centre (city) | | |

Developer or property owner initiated changes to the zoning of existing properties must comply with City policies and regulations, which could require, among other things, the dedication and construction of the above characteristics or the payment of funds in lieu of this.

The Urban Transect

A transect is a geographical sequence of environments. It is proposed that Richmond contain a framework for planning that encompass a full spectrum of rural, suburban, and urban environments in its framework.



Transect Diagrams after Duany, Wright and Sorlien: *Smart Code & Manual*

Explanation

“Use-based zoning” is currently the practice in North American cities. It has both served to segregate land uses, one from the other, at the expense of mixed-use development and does not speak to the built form of those uses.

“Form-based zoning” is a new concept that is consistent with Smart Growth principles aimed at mixed-use development and contains detailed recommendations for the design of buildings and public spaces. One approach to form-based zoning is called “The Urban Transect.”

“The Urban Transect is a “cross section” identifying a set of district zones that vary by their level and intensity of urban character – a continuum that ranges from rural to urban. In Transect Planning this range of environments is the basis for organizing the components of urbanization: building, lot, land use, street, and all the other elements of the human habitat.”

— Charles C. Bohl with Elizabeth Plater-Zyberk
Building Community across the Rural-to-Urban Transect

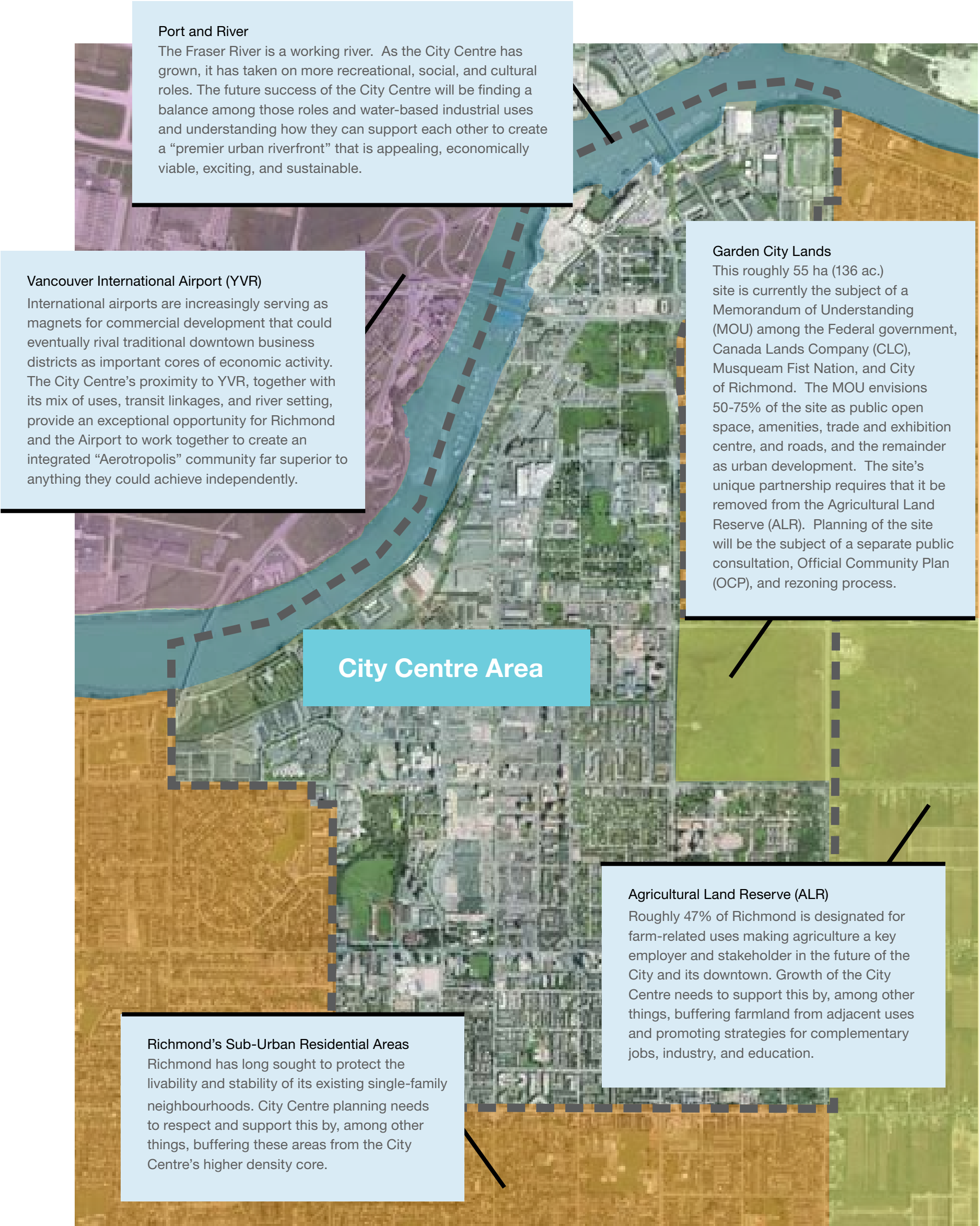
In considering the appropriateness of Transect Zoning for Richmond’s downtown, we have considered four transect levels T3 through T6.

The Urban Transect Zones

- T1 The Natural Zone: consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology, or vegetation.
- T2 The Rural Zone: consists of lands in open or cultivated state or sparsely settled. These include woodland, agricultural lands, grasslands, and irrigable deserts.
- T3 The Suburban Zone: consists of low-density suburban residential areas. Planting is naturalistic with setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.
- T4 The General Urban Zone: consists of a mixed-use, but primarily residential urban fabric. It has a wide range of building types: house, townhouse, apartment, and rowhouse. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.
- T5 The Urban Center Zone: consists of higher density mixed-use building types that accommodate retail, business uses, and apartments. It has a tight network of streets, small blocks, regularly spaced tree planting, and buildings set close to their frontages.
- T6 The Urban Core Zone: consists of the highest density, with the greatest variety of uses and civic buildings of regional importance. It has small blocks, with regularly-spaced street tree planting, and buildings set close to their frontages.

Study Area Relationships

With a general direction identified for how and how large the City Centre should grow, the relationships between this emerging urban area and its key neighbours must be understood. This work begins here and will continue through the coming stages of the CCAP study.



Priorities for Planning & Development

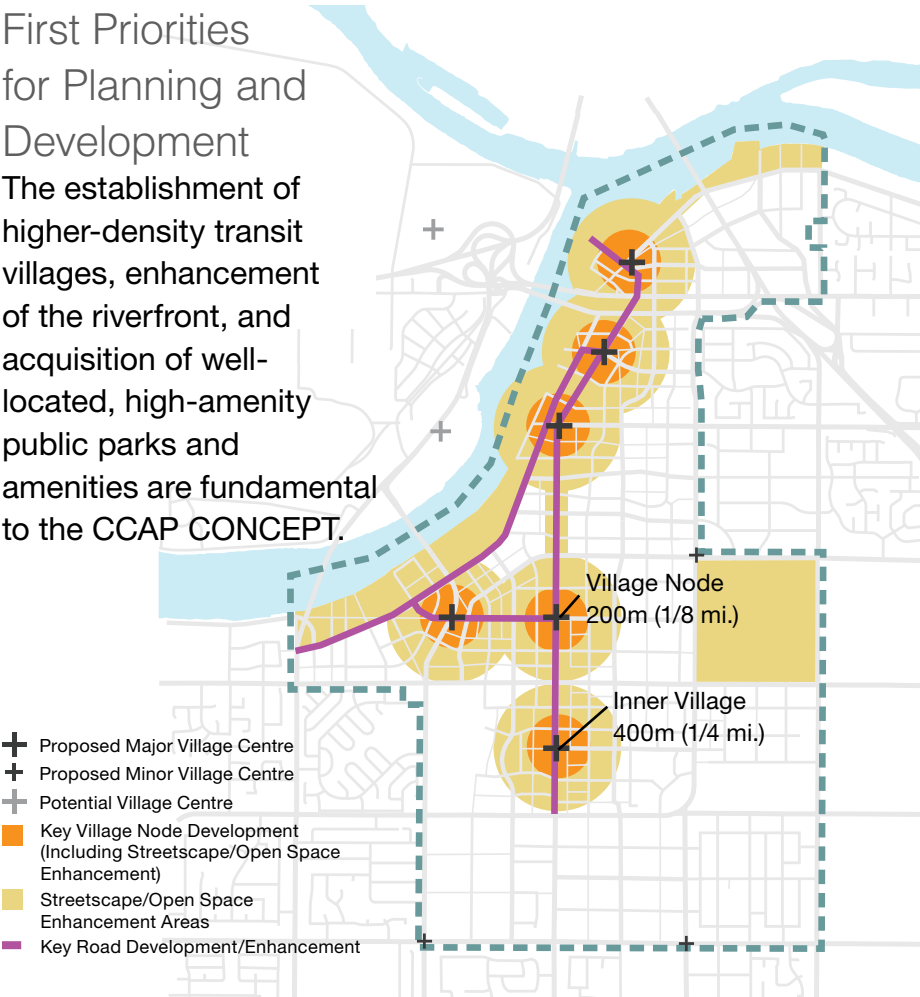
The next stage of the CCAP process will explore a phasing strategy for the downtown supportive of CCAP goals and objectives, Transit-Oriented Development (TOD) and Smart Growth principles, and the timely, cost-effective provision of services.

Based on the CCAP CONCEPT, the next stage of planning work will identify a phasing strategy for long-term development, which will be complemented by future planning studies that facilitate key initiatives. The benefit of this approach will be a clear picture of how the City Centre will grow, practical tools for Council’s management of the type and rate of growth, and supplemental guidance, prepared as required, to address specific issues and priorities.

First Priorities

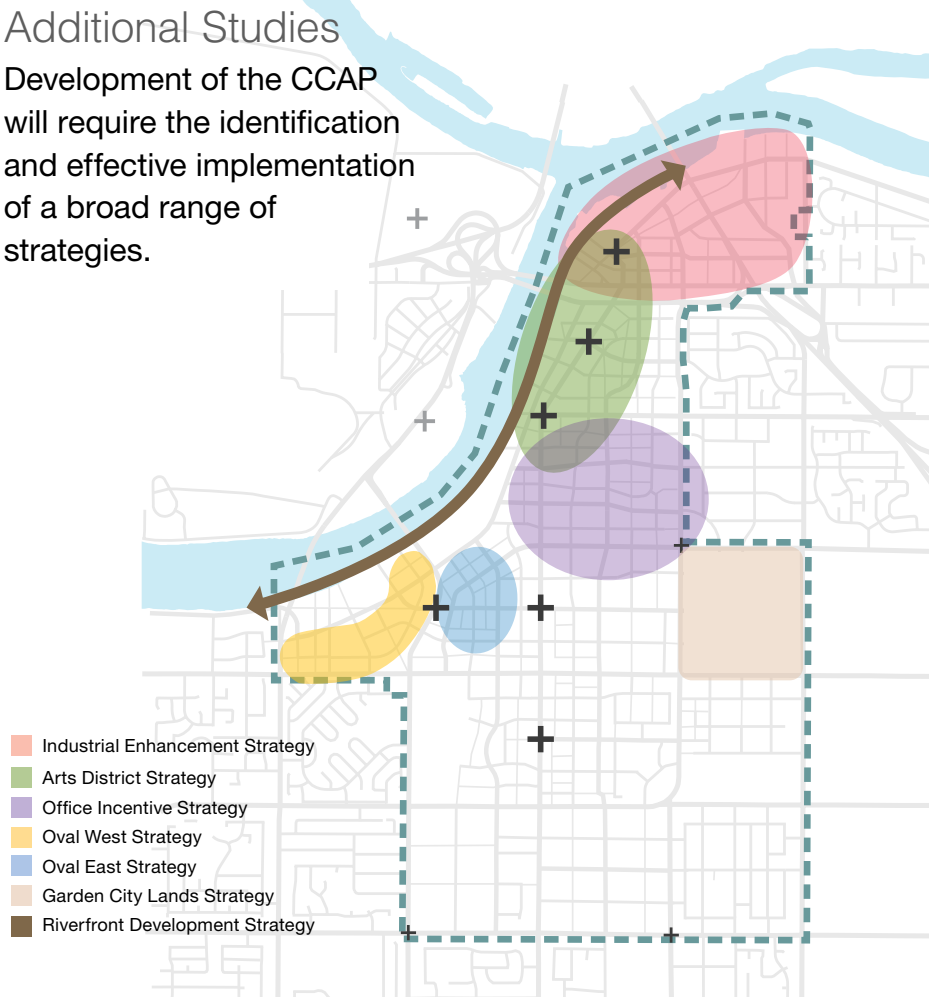
for Planning and Development

The establishment of higher-density transit villages, enhancement of the riverfront, and acquisition of well-located, high-amenity public parks and amenities are fundamental to the CCAP CONCEPT.



Additional Studies

Development of the CCAP will require the identification and effective implementation of a broad range of strategies.



Priorities for growth in Richmond’s downtown must focus on supporting development in key areas first. This prioritizing of areas within the downtown will enhance the City’s ability to achieve the CCAP vision as the:

- Most appealing – By focusing new, high-quality development, amenities, and streetscape improvements in the downtown’s most high profile locations
- Most livable – By locating housing and businesses where they can take greatest advantage of transit and create a “critical mass” of development supportive of pedestrian-oriented shops, services, and amenities
- Most well-managed – By concentrating development to allow for more efficient servicing and the co-location of facilities

The CCAP phasing strategy will determine how best to promote the downtown’s “first priority” growth areas, update priorities as development proceeds, and keep this growth in balance with development opportunities elsewhere in the City Centre.


Some of these strategies will be prepared as part of the CCAP planning process. Others are beyond the scope of the CCAP, but should be prepared prior to significant redevelopment of localized areas in the downtown in order to ensure that:

- Growth is coordinated with the timely provision of necessary amenities and infrastructure
- Opportunities are protected for key land uses, such as office, park, and schools, and are not displaced by the premature development of competing uses (e.g., residential)

Objectives

The CCAP CONCEPT is guided by a series of Planning Objectives crafted to ensure the development of a “Complete Community”. Collectively they seek the balance required to fulfill the promise of the City of Richmond’s Vision, namely its sustainable development infused with social, environmental, and economic considerations.

- A



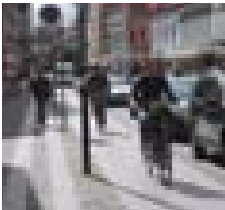
Land Use & Density

Provide a framework for a “transit-oriented community” made up of distinct and dynamic, mixed-use, urban villages.
- B



Jobs & Business

Provide a framework for the City Centre as a key part of Richmond’s growth as an “aerotropolis community” - a world-class business centre that builds on Richmond’s “gateway” location.
- C



Mobility & Access

Provide a framework for a “well-connected community” designed to promote a culture of walking and cycling.
- D



Open Space & Amenity

Provide a framework for a “healthy community” where well connected gathering places, spaces, and services support social well-being, community building, and wellness.
- E



Ecology & Adaptability

Provide a framework for an “eco-regenerative urban community” that supports a cleaner, greener, and healthier downtown and its ability to adapt to changing environmental conditions.
- F



Social Equity & Continuity

Provide a framework for an “inclusive community” that supports the diverse needs of its citizens and their equitable access to community resources today and throughout their lives.
- G



Arts & Culture

Provide a framework for a “creative community” where cultural, economic development, and planning practices are coordinated to promote increased creative capacity.
- H



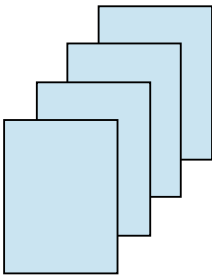
Built Form & Urban Design

Provide a framework for a “distinctive community” expressive of its unique Richmond character, its villages, and the integration of its high quality urban, rural, and natural environments.

Presentation Guide

Each of eight Planning Objectives — A through E — is presented in a consistent format, each consisting of 4 presentation pages.

- Framework**
– 4 maps that outline the key physical planning concepts that drive the response to the given objective
- Precedent Photos**
– Existing solutions that respond to similar conditions “elsewhere”
- Composite Map**
– An overlay of the physical planning concepts in a single map
- Definitions/Q&A**
– Additional information and definitions that will help guide policy in subsequent project phases



A. Land Use & Density

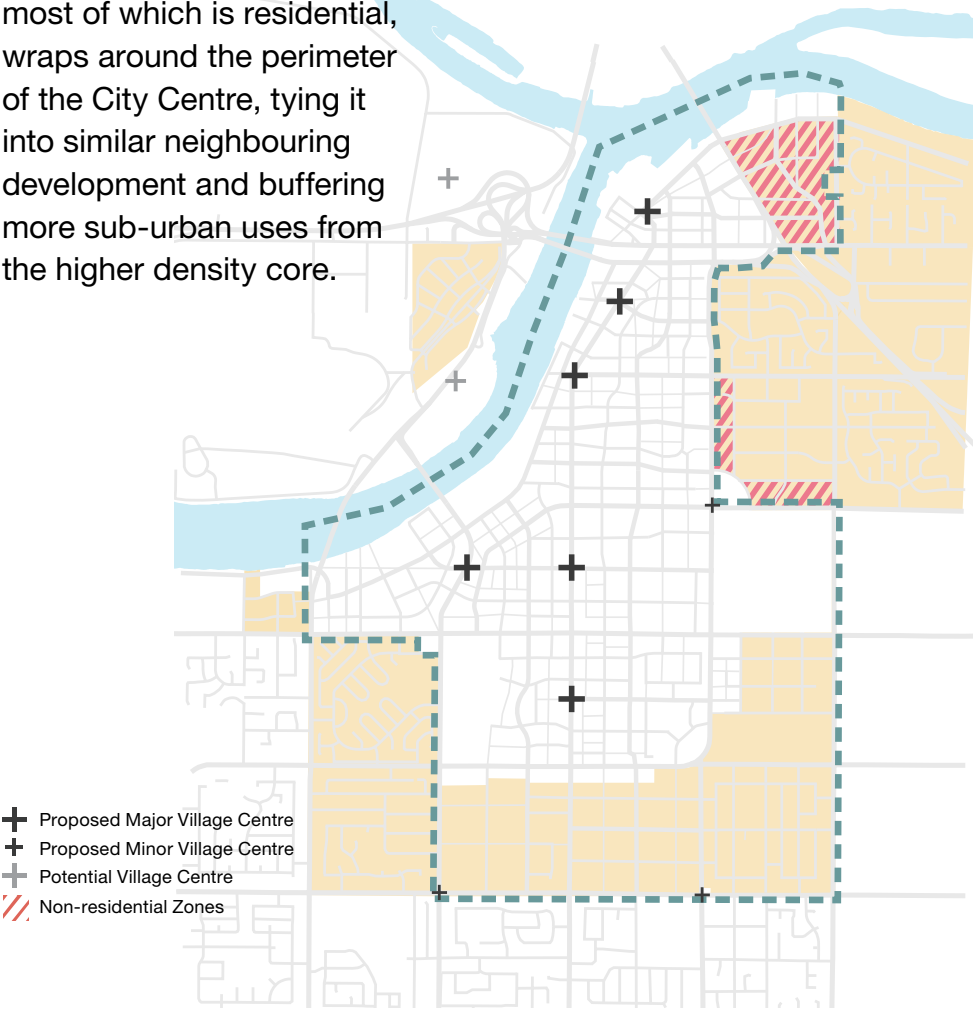
Objective: Provide a framework for a “transit-oriented community” made up of distinct and dynamic, mixed-use, urban villages.

Low-to medium-density uses ring the downtown core, accommodating lower density housing and employment precincts and buffering sub-urban areas outside the City Centre.

Low Density

T3 Sub-Urban Zone

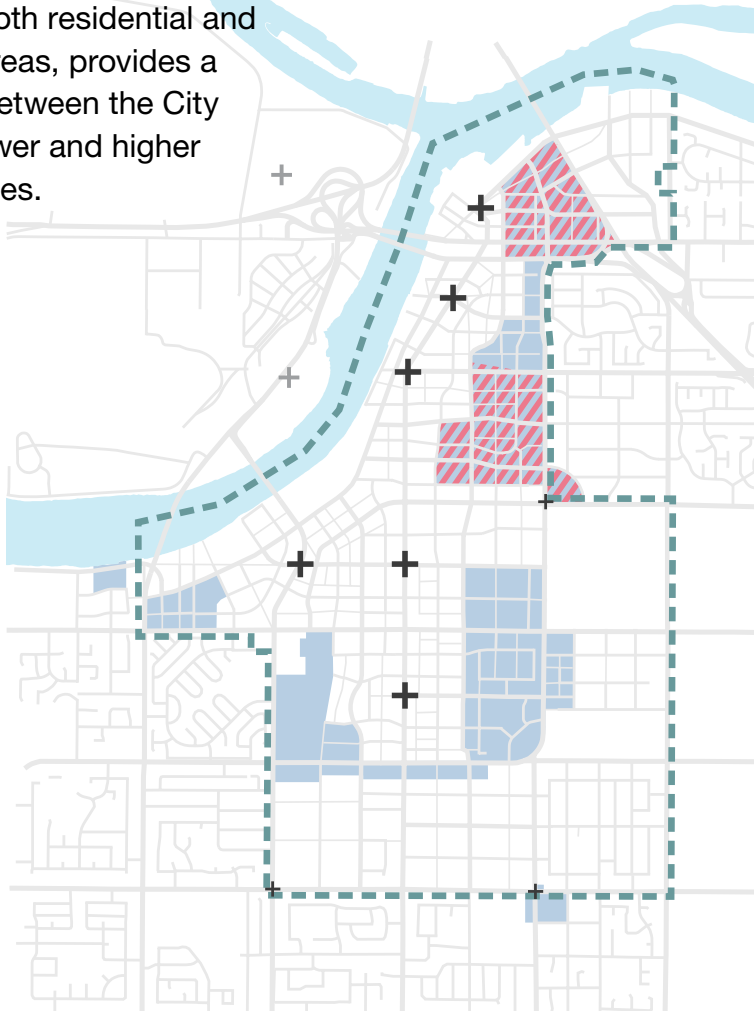
Low density development, most of which is residential, wraps around the perimeter of the City Centre, tying it into similar neighbouring development and buffering more sub-urban uses from the higher density core.



Medium Density

T4 General-Urban Zone

Medium density development, including both residential and business areas, provides a transition between the City Centre’s lower and higher density zones.



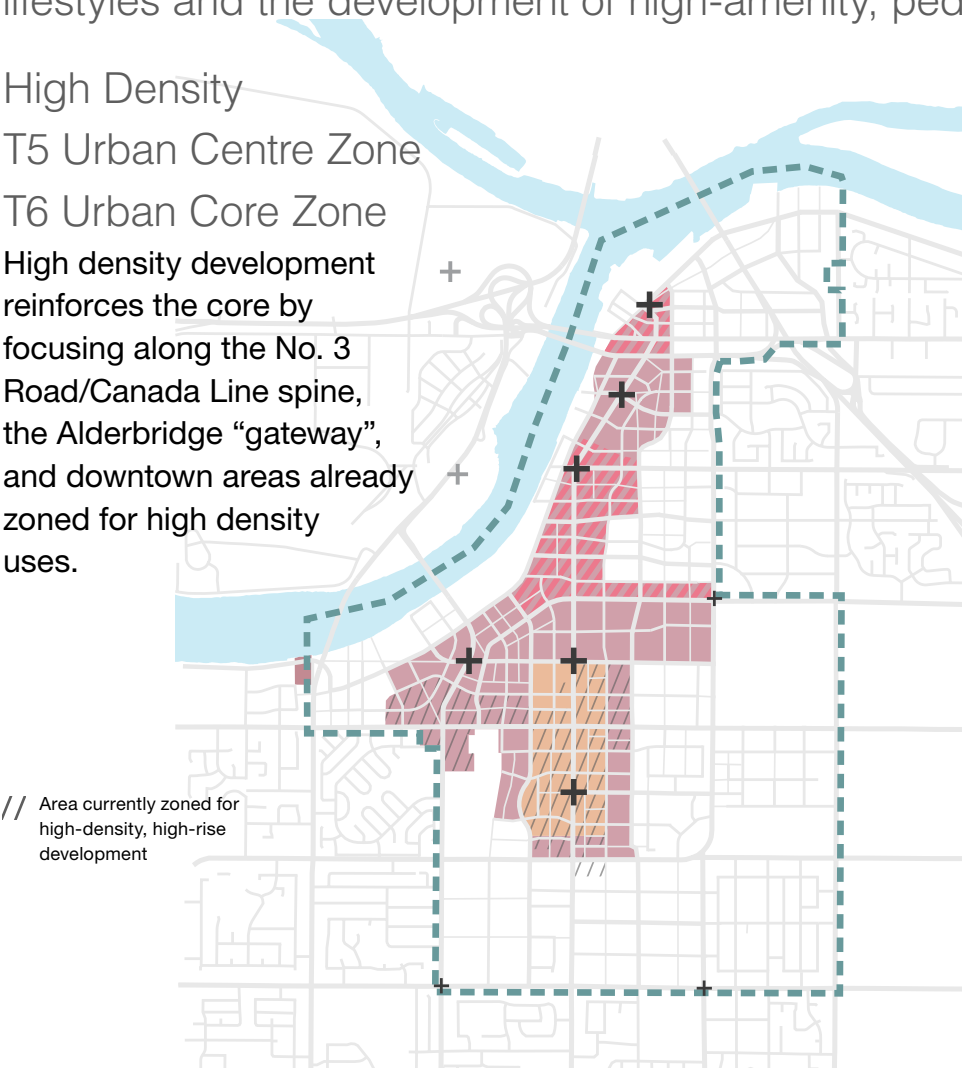
Medium-to high-density uses define the downtown core, promoting transit-oriented lifestyles and the development of high-amenity, pedestrian-friendly, urban environments.

High Density

T5 Urban Centre Zone

T6 Urban Core Zone

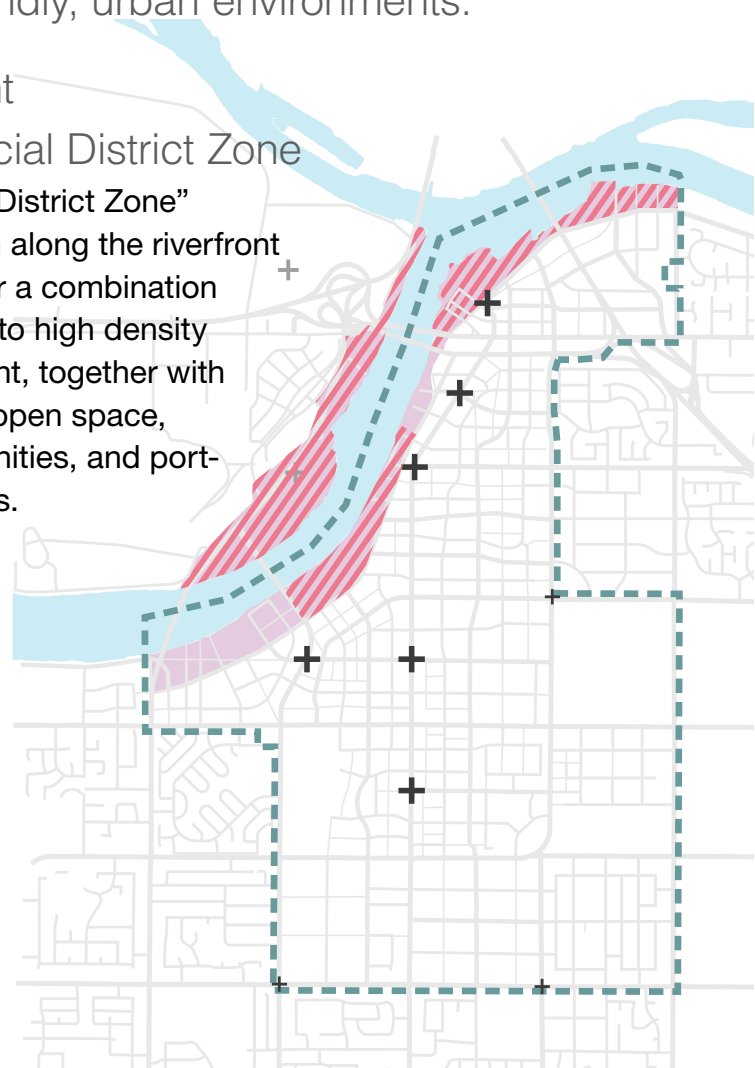
High density development reinforces the core by focusing along the No. 3 Road/Canada Line spine, the Alderbridge “gateway”, and downtown areas already zoned for high density uses.



Riverfront

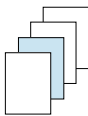
SD. Special District Zone

A “Special District Zone” designation along the riverfront provides for a combination of medium to high density development, together with significant open space, public amenities, and port-related uses.



// Area currently zoned for high-density, high-rise development

A. Land Use & Density



To provide for a range of high-quality, urban uses that are responsive to their proximity to transit and adaptable to the downtown’s varied village landscape.

Low Density (T3 Sub-Urban Zone)
Quiet residential areas predominantly made up of street-oriented townhouses and low-rise apartment buildings on somewhat larger blocks.



Medium Density (T4 General Urban Zone)
Animated, mixed-use areas predominantly made up of low- and mid-rise, street-oriented, urban residential uses on medium sized blocks.



High Density (T5 Urban Centre Zone & T6 Urban Core Zone)
Bustling, high-density, mixed-use areas with buildings set close to the street on a tight network of streets and pedestrian routes.

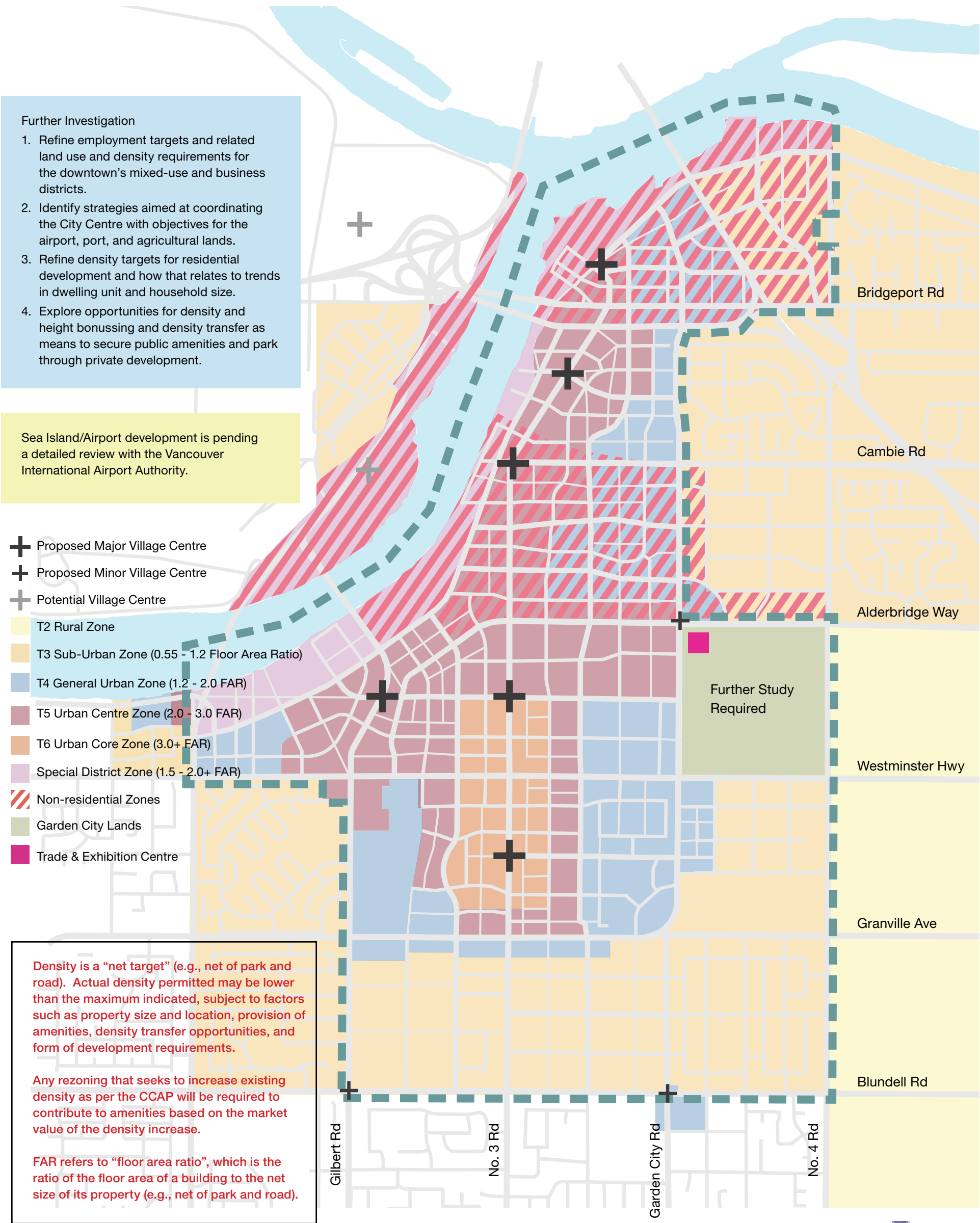


Riverfront (SD Special District Zone)
Animated urban waterfront & downtown uses combine to create a series of typically medium-density, maritime, mixed-use, and open space experiences.



A. Land Use & Density

The framework proposes an approach centred on the establishment of a network of distinct, yet complementary, mixed-use transit villages, each of which will provide an attractive, livable environment and together will provide for a dynamic, sustainable downtown.



A. Land Use & Density

A framework pattern of land use/density based on the Urban Transect.

Type	General Areas (Housing Permitted)	Non Residential Areas (No Housing Permitted due to high airport noise)
T1 Natural Zone	<div>Not applicable to the City Centre</div> <div>This zone would typically apply to lands approximating a wilderness condition, such as the Richmond Nature Park</div>	
T2 Rural Zone	<div>Not applicable to the City Centre</div> <div>This zone would typically apply to open or cultivated lands</div>	
T3 Sub-Urban Zone	<div>Use</div> <div>Suburban residential (e.g., small-lot single family houses, townhouses, and low-rise apartment buildings), allowing home occupations</div> <div>Density</div> <div>Low density - Typically 0.55 to 1.2 FAR*</div> <div>Setbacks</div> <div>Buildings are setback to provide for significant informal planting along the frontage</div> <div>Blocks</div> <div>Larger and defined by a less regular street network</div>	<div>Urban business/office park uses, allowing limited retail, restaurant, and recreation uses</div>
T4 General Urban	<div>Use</div> <div>Mixed-use, but primarily urban residential uses (e.g., row houses, stacked townhouses, and low- and mid-rise apartment buildings, plus limited high-rise apartment buildings)</div> <div>Density</div> <div>Medium to high density – Typically 1.2 to 2.0 FAR*</div> <div>Setbacks</div> <div>Buildings are setback to provide for significant informal planting along the frontage</div> <div>Blocks</div> <div>Medium sized blocks defined by a regular street network</div>	<div>Non-residential mixed-use, primarily incorporating business/office, hospitality, and education uses together with complementary, grade-level commercial and recreation uses</div>
T5 Urban Centre	<div>Use</div> <div>Mixed-use, incorporating business/office, shopping, hospitality, entertainment, civic, education, recreation, and cultural uses, together with urban residential uses</div> <div>Density</div> <div>Medium to high density – Typically 2.0 to 3.0 FAR*</div> <div>Setbacks</div> <div>Buildings are set close to frontages except at designated outdoor public areas (e.g., transit plazas, greenways, etc.)</div> <div>Blocks</div> <div>Tight network of streets and blocks</div>	<div>Non-residential mixed-use, incorporating business/office, hospitality, entertainment, civic, education, recreation, and cultural uses with commercial at grade along key frontages</div>
T6 Urban Core Zone	<div>Use</div> <div>Mixed-use, incorporating business, shopping, hospitality, entertainment, civic, education, recreation, and cultural uses, together with urban residential uses</div> <div>Density</div> <div>High density – Typically 3.0 FAR* with higher densities permitted where they contribute to the provision of public amenities and developments demonstrate a high standard of design</div> <div>Setbacks</div> <div>Buildings are set close to frontages except at designated outdoor public areas (e.g., transit plazas, greenways, etc.)</div> <div>Blocks</div> <div>Tight network of streets and blocks</div>	<div>Not Applicable</div>
Special District Zone	<div>Use</div> <div>Riverfront-oriented mixed-use, together with marinas, boating facilities, and related marine uses (including float homes and live-aboard vessels north of Cambie Road)</div> <div>Density</div> <div>Medium to high density – Typically 1.5 to 2.0 FAR* with higher densities permitted where increased densities do not impair public access to or enjoyment of the riverfront, contribute to the provision of public amenities, and are accommodated with a high standard of building and urban design.</div> <div>Setbacks</div> <div>Buildings are set close to frontages except at designated outdoor public areas (e.g., greenways, etc.) and along the river’s edge (+/-30 m river setback, except in the case of required marine operations and related commercial and public uses).</div> <div>Blocks</div> <div>Tight network of streets and blocks providing public access continuously along the river’s edge and at frequent intervals between the river and upland (e.g., non-riverfront) areas</div>	<div>Riverfront-oriented non-residential mixed-use, including business/office, hospitality, entertainment, civic, education, recreation, and cultural uses with commercial at/near grade along key frontages, plus marinas, boating facilities, and related marine uses</div>

Transect Diagrams after Duany, Wright and Sorlien: *Smart Code & Manual*



B. Jobs & Business

Objective: Provide a framework for the City Centre as a key part of Richmond’s growth as an “aerotropolis community” – a world-class business centre that builds on Richmond’s “gateway” location.

International airports are emerging as important magnets for commercial development, whereby mixed-use developments, combined with office, retail, visitor services, entertainment, and rapid transit, are being strategically located to effectively create “airport cities” out of what were once merely “city airports”.

Airport-Centric Business

The Vancouver International Airport (YVR) provides an unparalleled location for businesses requiring services such as direct air-side access and time-sensitive goods movement. In contrast, some businesses (e.g., hotels and offices) must balance a need for airport access with proximity to urban amenities and employee housing, while uses like remote airport check-ins are airport businesses requiring urban “hub” locations. The City Centre, with its Canada Line airport link and river setting, presents a key Richmond location for the latter two business types.

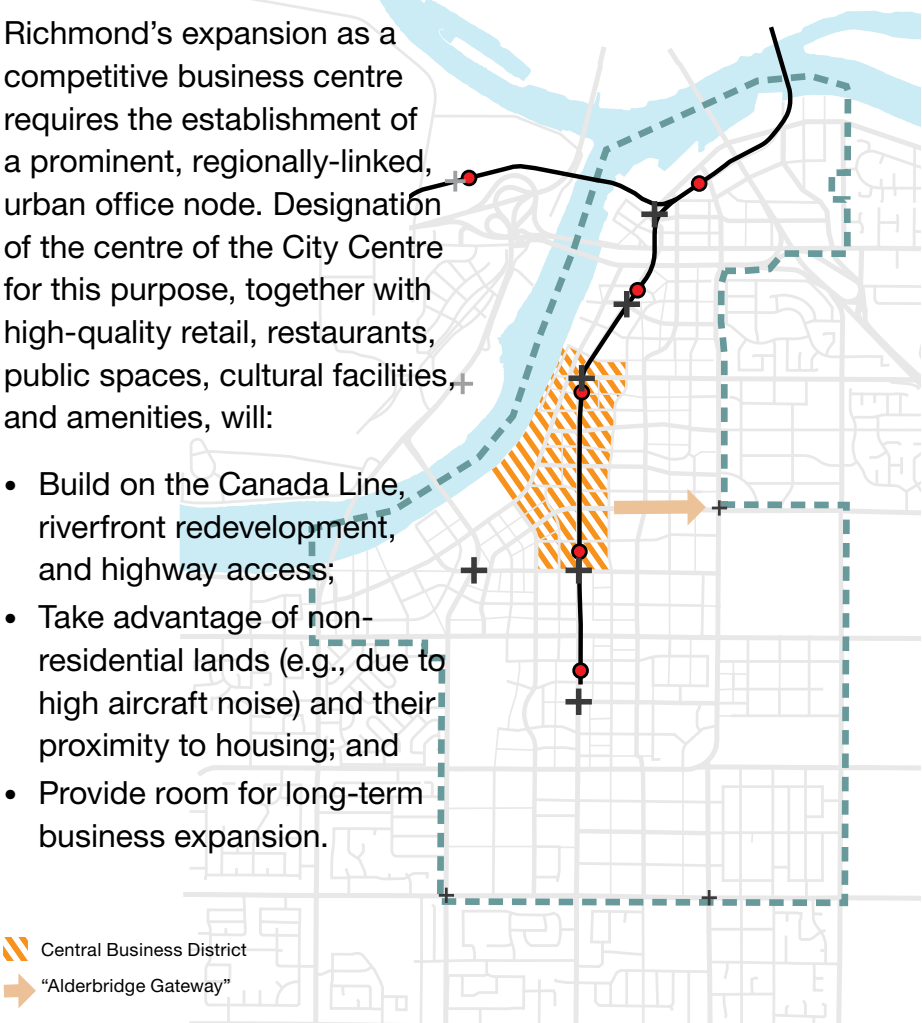


- City Centre Airport-Centric Businesses
- Vancouver International Airport
- Proposed Major Village Centre
- Proposed Minor Village Centre
- Potential Village Centre

Central Business District (CBD)

Richmond’s expansion as a competitive business centre requires the establishment of a prominent, regionally-linked, urban office node. Designation of the centre of the City Centre for this purpose, together with high-quality retail, restaurants, public spaces, cultural facilities, and amenities, will:

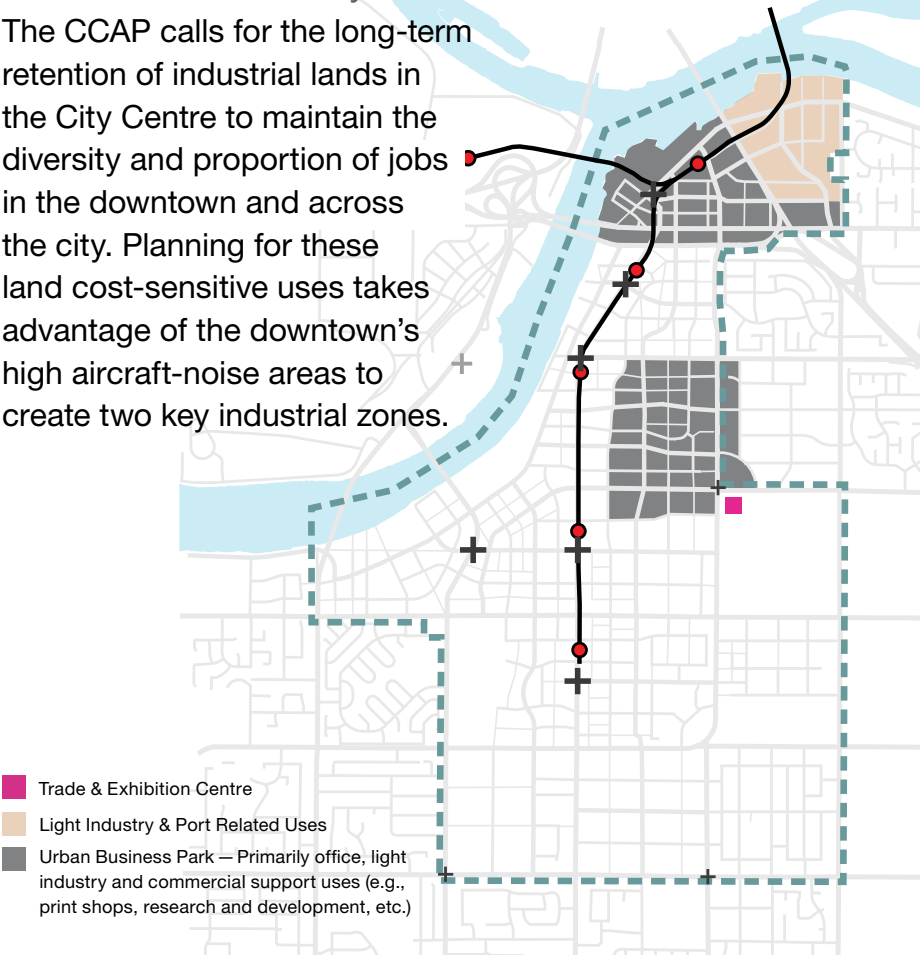
- Build on the Canada Line, riverfront redevelopment, and highway access;
- Take advantage of non-residential lands (e.g., due to high aircraft noise) and their proximity to housing; and
- Provide room for long-term business expansion.



- Central Business District
- “Alderbridge Gateway”

A Place for Industry

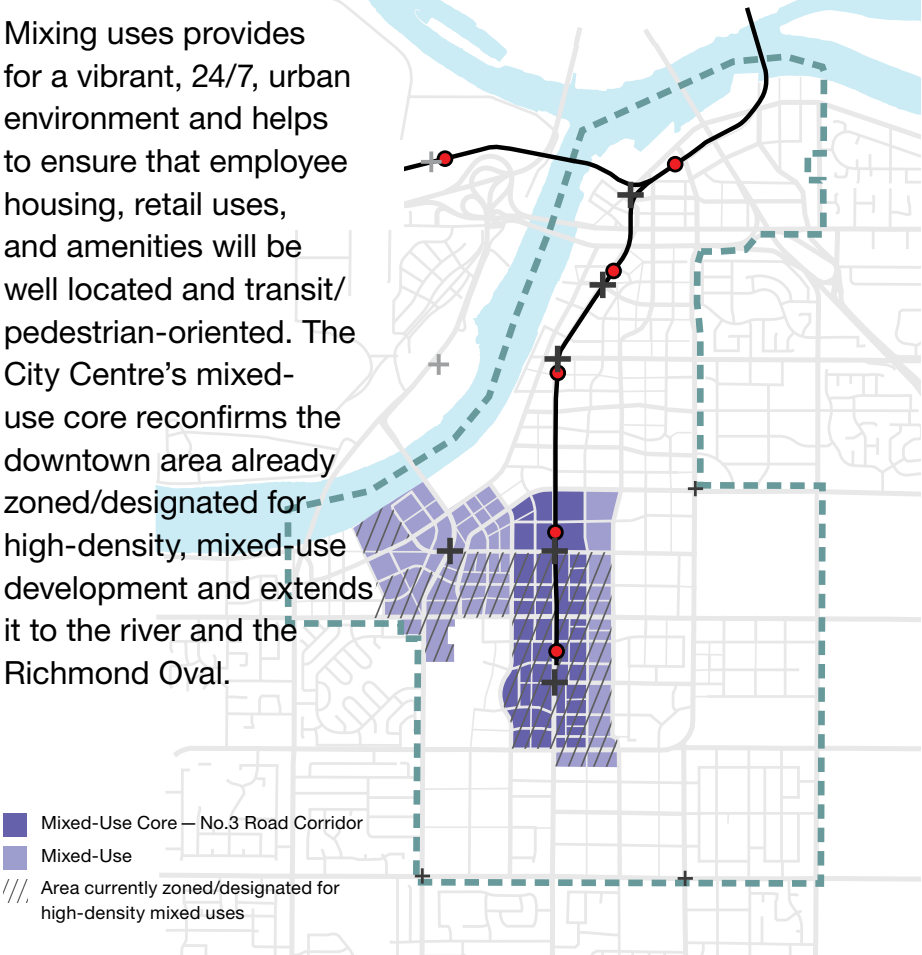
The CCAP calls for the long-term retention of industrial lands in the City Centre to maintain the diversity and proportion of jobs in the downtown and across the city. Planning for these land cost-sensitive uses takes advantage of the downtown’s high aircraft-noise areas to create two key industrial zones.



- Trade & Exhibition Centre
- Light Industry & Port Related Uses
- Urban Business Park — Primarily office, light industry and commercial support uses (e.g., print shops, research and development, etc.)

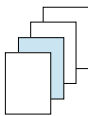
Mixed-Use

Mixing uses provides for a vibrant, 24/7, urban environment and helps to ensure that employee housing, retail uses, and amenities will be well located and transit/pedestrian-oriented. The City Centre’s mixed-use core reconfirms the downtown area already zoned/designated for high-density, mixed-use development and extends it to the river and the Richmond Oval.



- Mixed-Use Core — No.3 Road Corridor
- Mixed-Use
- Area currently zoned/designated for high-density mixed uses

B. Jobs & Business



The City Centre’s range of jobs and business opportunities, proposed amenities, and access to YVR and the Canada Line sets Richmond’s downtown apart from any other business centre in the region.

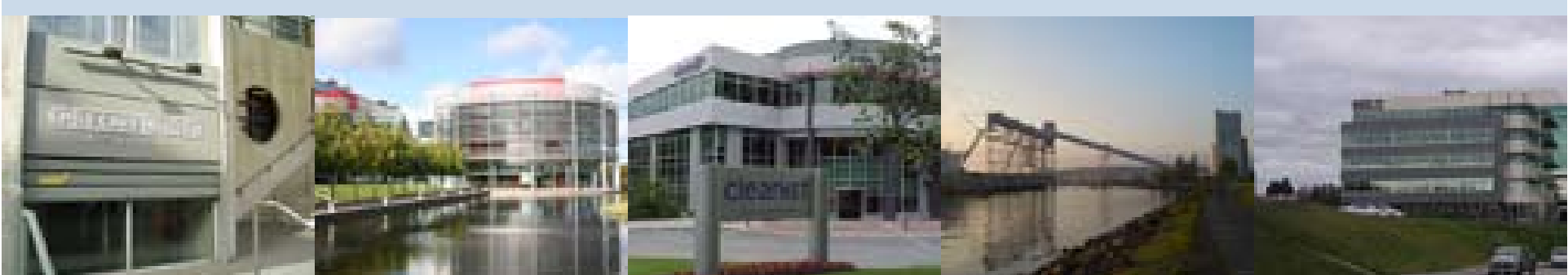
Airport-Centric Businesses
A mix of high-quality, urban uses in the City Centre will complement YVR objectives for airport growth.



Central Business District (CBD)
Richmond’s CBD will stretch between the Aberdeen and Lansdowne Canada Line stations, providing it with exceptional access, river views across a major riverfront park, and access to a broad range of recreational and cultural amenities.



A Place for Industry
The Aircraft Noise Zone, with its prohibition on housing in a significant portion of the downtown, will help ensure a long-term supply of industrial/urban business park lands within the City Centre.

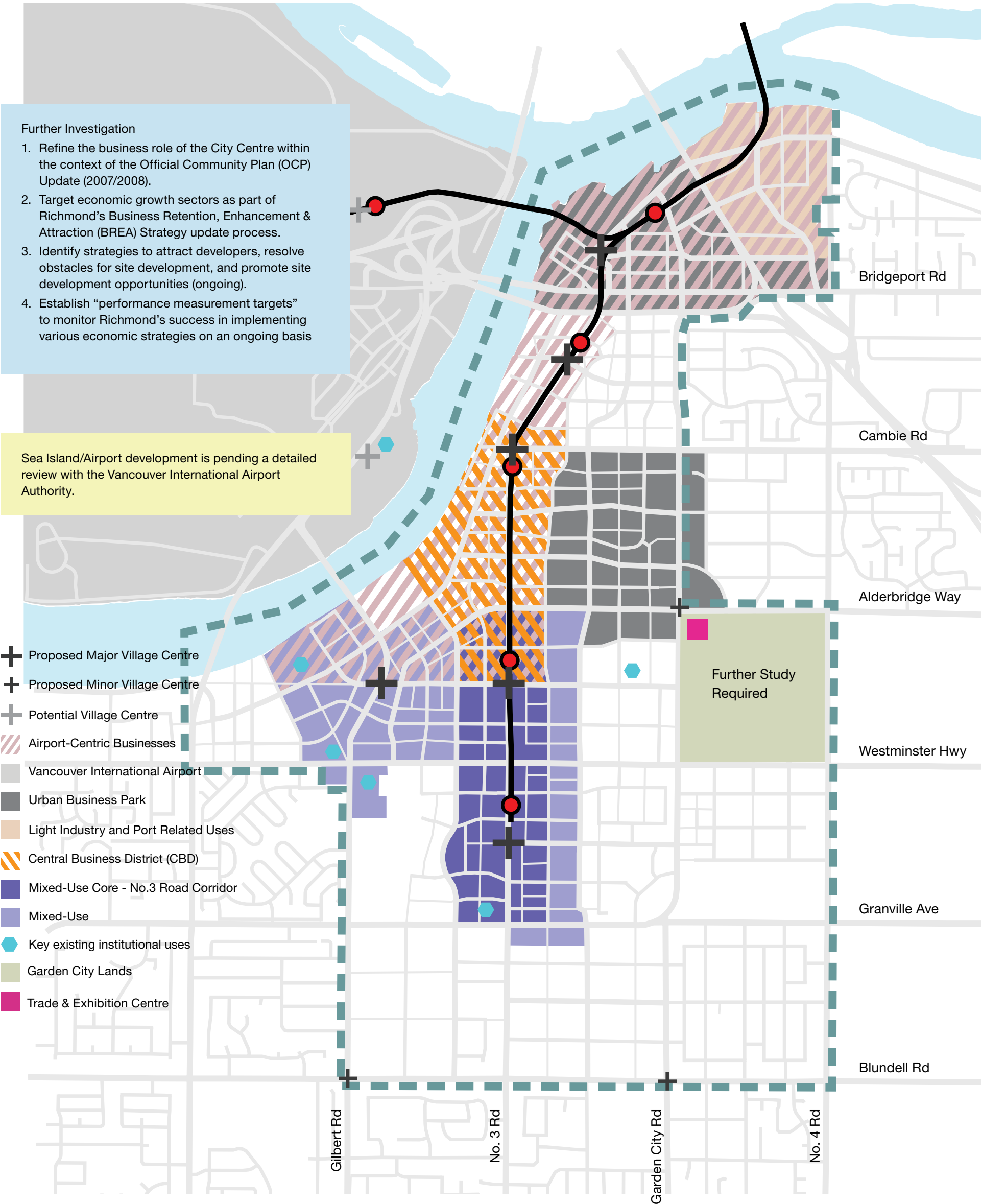


Mixed-Use
A range of high-quality, convenient, and affordable housing options and amenities make the downtown attractive to airport workers and others, and will support its success as a business centre.



B. Jobs & Business

The proposed framework promotes four key strategies that combine to create a dynamic and distinctive mix of business opportunities tailored to take maximum advantage of the downtown's inherent characteristics.





B. Jobs & Business

The following provides more information regarding the framework’s four key strategies.

	<div>YVR Priority</div> <div>Direction</div> <div>Rationale</div>	<div>» Encourage the Vancouver International Airport Authority (VIAA) to locate airport-related uses that complement the City Centre in and around the BCIT campus and YVR’s easternmost Canada Line station (Templeton).</div> <div>» VIAA is considering allowing non-airport uses to locate on Sea Island near the Middle Arm of the Fraser River.</div> <div>» Future stages of the CCAP planning process should strive to discourage undesirable competition between VIAA and the City Centre, which could result in less land for airport-related uses on Sea Island and increased non-airport traffic on existing bridges.</div>
	<div>West Bridgeport & Van Horne: “Industrial Reserve”</div> <div>Direction</div> <div>Demand</div> <div>Rationale</div>	<div>» Designate this area for light industrial and port-related uses, together with a limited amount of entertainment, hotel, artists non-residential studios, and complementary activities.</div> <div>» +/-338,000 m2 (3.6 million ft2) of industrial space</div> <div>» Densities can be expected to slowly increase (as per trends in Vancouver and Toronto) from current levels of less than 0.4 floor area ratio (FAR) to 1.0+ FAR, which will significantly reduce industrial land demand and make it possible to accommodate a range of complementary uses.</div> <div>» Residential restrictions stemming from high aircraft noise, an existing industrial base, and proximity to the airport, port, and highways make this area well positioned for industry and its gradual transition from land-intensive activities (e.g., warehousing) to higher-employment generating, urban-industrial uses.</div> <div>» This strategy envisions, among other things, the establishment of a primarily industrial environment enhanced by:<div>» The limited introduction of uses/features contributing to a higher amenity business environment (e.g., retail, restaurant, and entertainment west of Sexsmith Road);</div><div>» Business diversity provided by artists’ non-residential studio spaces in converted and purpose-built buildings, incubator uses, etc.; and</div><div>» A large-scale, unique “anchor” development on the riverfront at the terminus of No. 3 Road that would act as a catalyst for nearby businesses (e.g., international showmart, major high-tech corporate campus, or a post-secondary institution).</div></div>
	<div>“Central Business District (CBD)” Floor Space</div> <div>Direction</div> <div>Demand</div> <div>Rationale</div>	<div>» Designate the “Central Business District (CBD)”, including the “Alderbridge Gateway”, as Richmond’s regional business focus.</div> <div>» +/-1 million m2 (11 million ft2) of retail, office, hotel, and public sector floor space.</div> <div>» Over time, densities can be expected to average +/-1.5 floor area ratio (FAR) overall, with higher densities near Canada Line stations and other strategic locations.</div> <div>» This area, bounded by Lansdowne Road, Hazelbridge Way, Cambie Road, Minoru Boulevard, and the river, together with the “Alderbridge Gateway” strip, is a significant regional commercial centre.</div> <div>» Development of 2 Canada Line stations, proposed riverfront and cultural amenities, plus restrictions on housing across much of this area due to high aircraft noise make it a highly attractive office/retail area – especially for larger tenants.</div>
	<div>Mixed-Use Core - No.3 Road Corridor</div> <div>Direction</div> <div>Demand</div> <div>Rationale</div>	<div>» Designate the focus of the downtown’s “Mixed-Use” area (e.g., mixed residential/commercial) as the “Mixed-Use Core – No. 3 Road Corridor” and support its growth as a regional, mixed-use business centre with an emphasis on retail commercial uses.</div> <div>» +/-372,000 m2 (4 million ft2) of retail, office, hotel, and public sector floor space in mixed use, high-density, high-rise developments</div> <div>» This area, bounded by Alderbridge Way, Cooney Road, Granville Avenue, and Minoru Boulevard, is the heart of the downtown’s mixed-use area and the location of rapidly growing mixed-use development, 2 Canada Line stations, and 2 major existing malls representing +/-130,000 m2 (1.4 million ft2) of retail uses.</div> <div>» Steps should be taken to increase the area’s capacity and ensure that business growth and well-designed commercial space is not impaired by residential demand.</div>
	<div>Richmond Oval: “Destination” Commercial Focus</div> <div>Direction</div> <div>Demand</div> <div>Rationale</div>	<div>» Designate the “Olympic Gateway” village as a significant recreation and retail node.</div> <div>» +/-46,450 m2 (500,000 ft2) of commercial, largely in the form of hotel and street-oriented space at the bases of mixed-use towers</div> <div>» Plans for the area surrounding the Richmond Oval call for its establishment as a destination attraction and important recreational and tourism focus for Richmond.</div> <div>» The proposed scale of commercial development will facilitate this without undermining the City Centre’s primary business focus along No. 3 Road.</div>
	<div>Outlying “Minor” Villages: Local Commercial Focus</div> <div>Direction</div> <div>Demand</div> <div>Rationale</div>	<div>» Typically limit employment in villages situated along the perimeter of the City Centre to local-serving retail and service commercial uses.</div> <div>» A maximum of 4,600 - 23,200 m2 (50,000 - 250,000 ft2) of business uses in each village</div> <div>» Success of the City Centre as a competitive, urban-business centre requires that:<div>» Commercial uses are primarily concentrated near the Canada Line and riverfront; and</div><div>» Perimeter, bus-link villages are focused on serving the day-to-day needs of their local residents (e.g., +/-12,000 residents per village).</div></div>

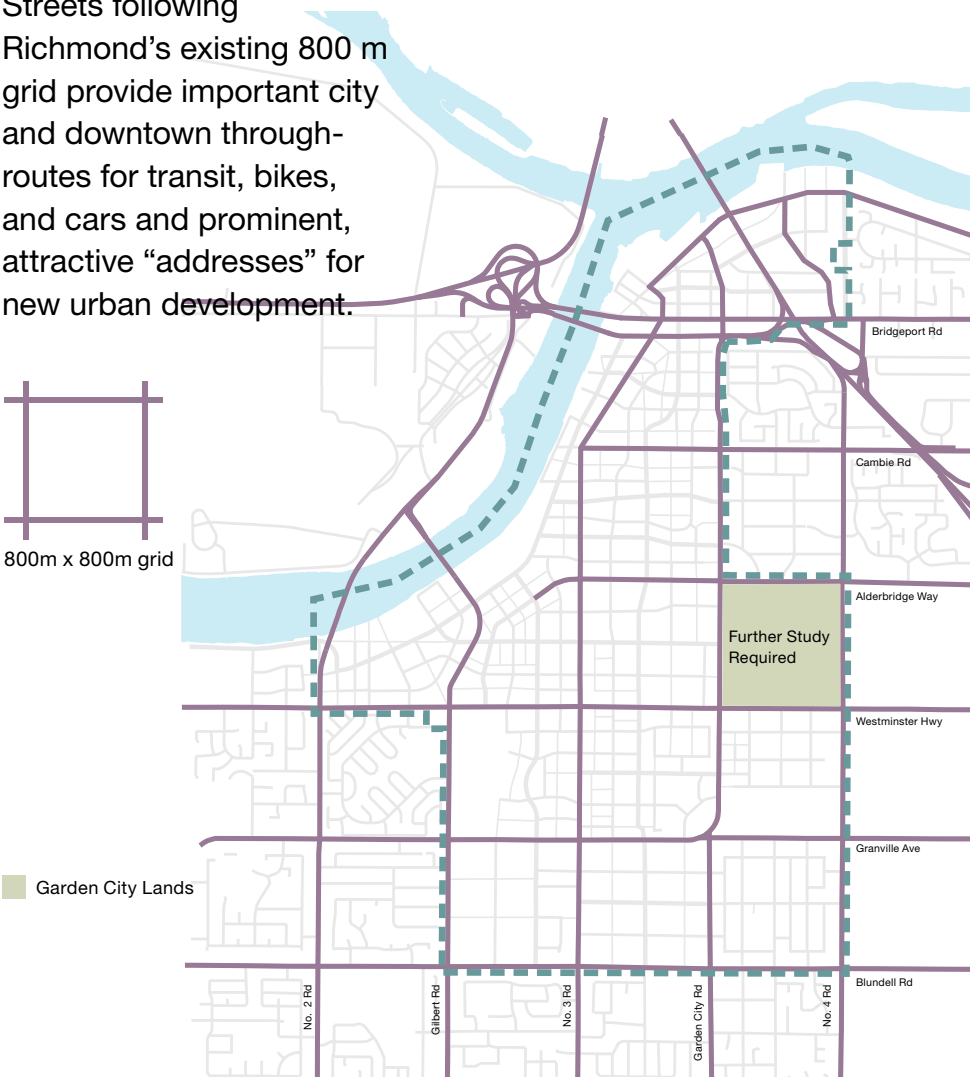
C. Mobility & Access

Objective: Provide a framework for a “well-connected community” designed to promote a culture of walking and cycling.

Major routes follow Richmond’s existing grid and provide important cross-city and cross-downtown corridors.

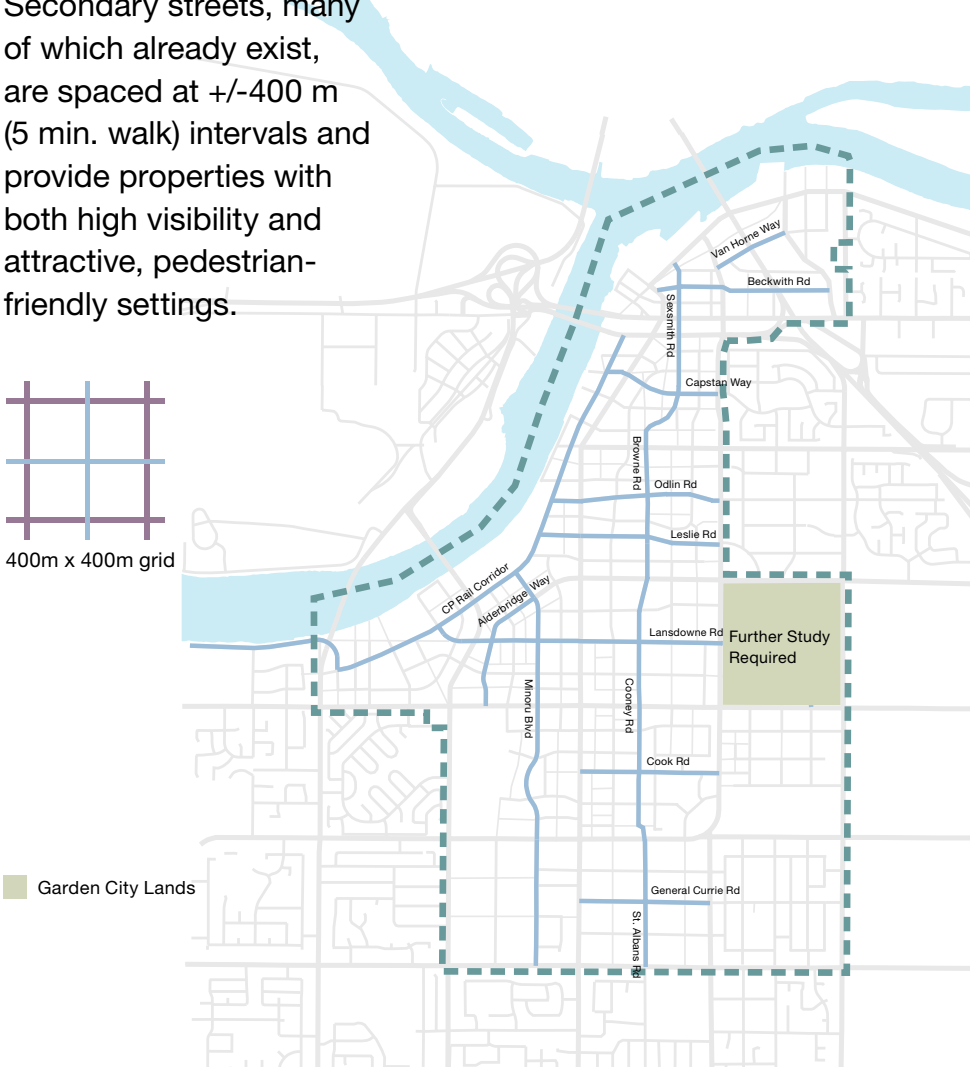
Major Thoroughfares

Streets following Richmond’s existing 800 m grid provide important city and downtown through-routes for transit, bikes, and cars and prominent, attractive “addresses” for new urban development.



Major Streets

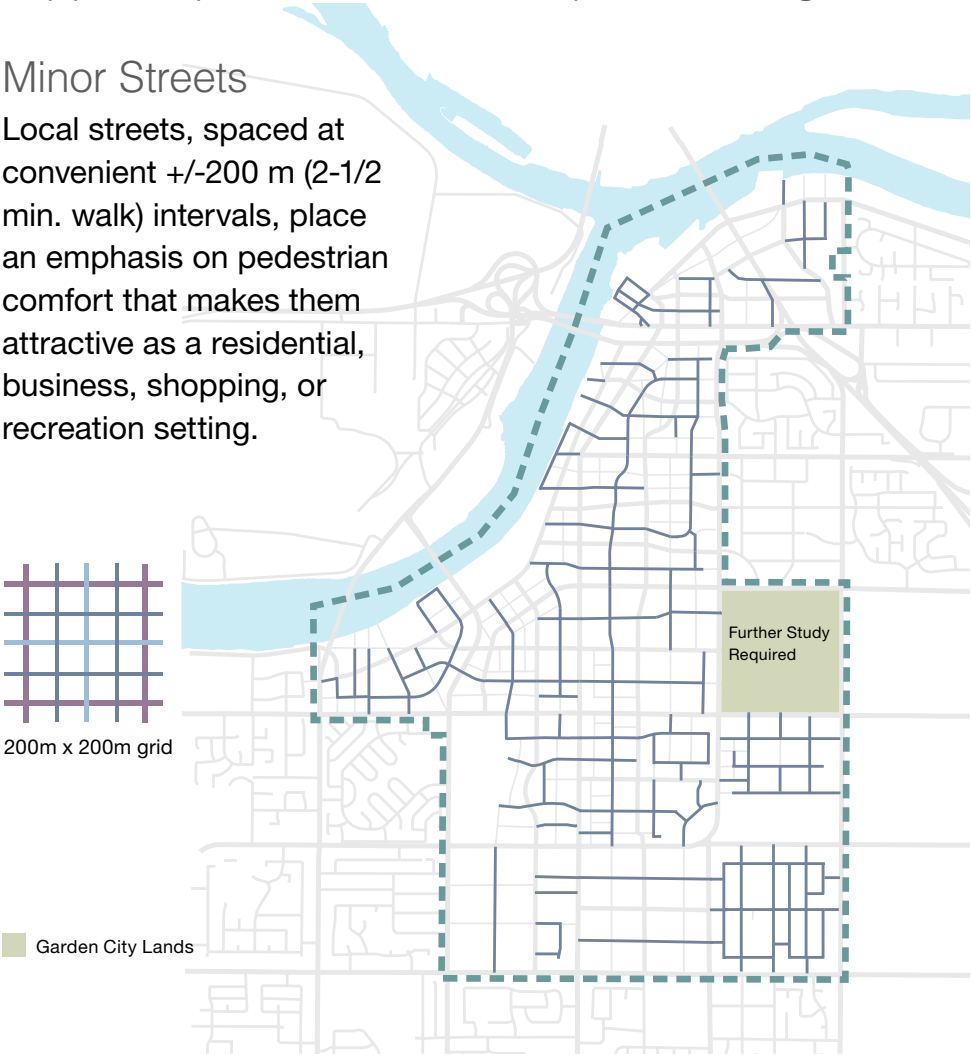
Secondary streets, many of which already exist, are spaced at +/-400 m (5 min. walk) intervals and provide properties with both high visibility and attractive, pedestrian-friendly settings.



Minor routes break up Richmond’s super-blocks and provide the fine-grain network necessary to support a pedestrian-oriented pattern of higher density urban development.

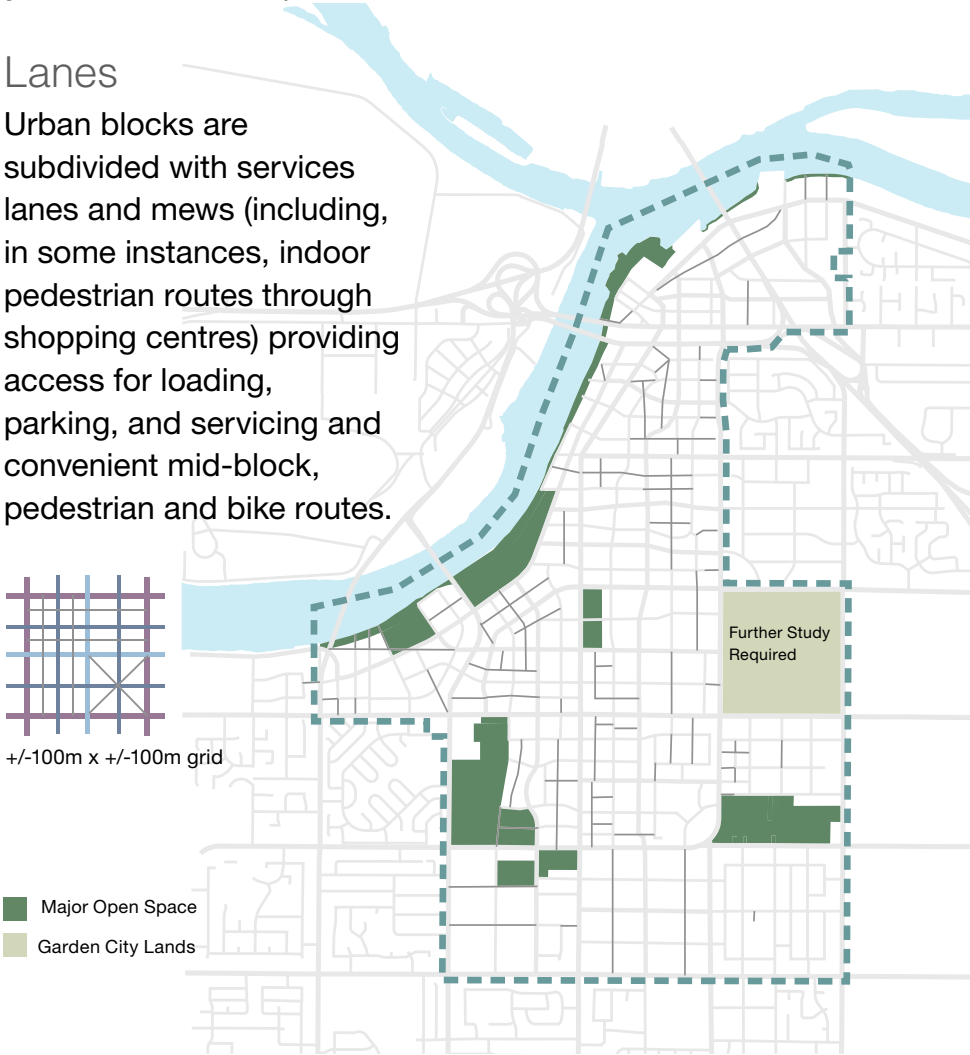
Minor Streets

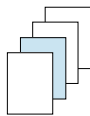
Local streets, spaced at convenient +/-200 m (2-1/2 min. walk) intervals, place an emphasis on pedestrian comfort that makes them attractive as a residential, business, shopping, or recreation setting.



Lanes

Urban blocks are subdivided with services lanes and mews (including, in some instances, indoor pedestrian routes through shopping centres) providing access for loading, parking, and servicing and convenient mid-block, pedestrian and bike routes.





C. Mobility & Access

To create urban environments that enhance the experience and ability of people to move in comfort, dignity, and scale with Richmond’s urbanizing downtown.

Major Thoroughfares

Broad, tree-lined avenues are home to prominent “addresses” and enhanced by special features designed to complement and support pedestrian and cyclist use.



Major Streets

Major, walkable, tree-lined, urban streets provide important “front doors” for businesses and residential uses along key cross-City Centre routes.



Minor Streets

Narrow, pedestrian-scaled streets serve local shops and residents, allowing cars, bikes, and people to mix to create an animated setting conducive to community building.



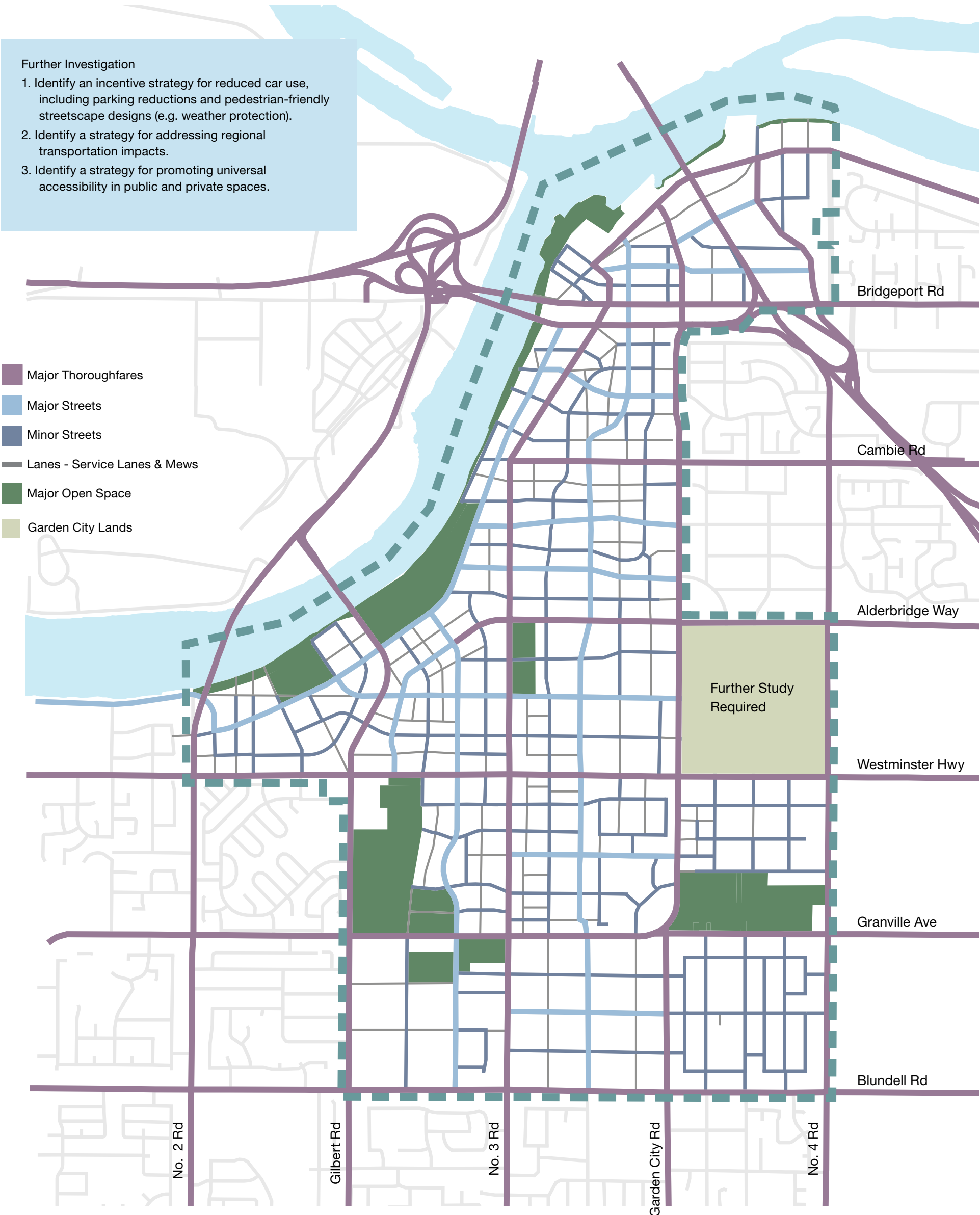
Lanes

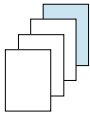
Slow routes designed for shared vehicle, bike, and pedestrian use in support of adjacent businesses and residents.



C. Mobility & Access

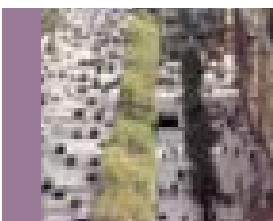

The framework proposes an approach that puts walking and cycling first as the way to best manage and balance the needs of pedestrians, cyclists, transit, and drivers in the City Centre’s emerging urban environment.

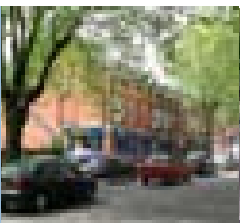



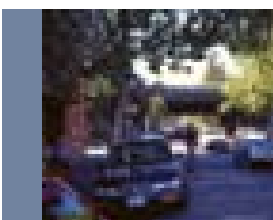



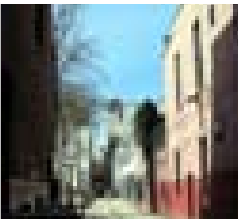

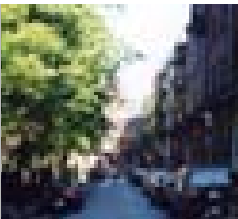

C. Mobility & Access

The framework proposes four main street types.

Major Thoroughfares					
		Purpose	A prominent “address”, especially attractive to larger-scale mixed-use and commercial developments (e.g., office buildings, hotels, etc.) desiring strong visual recognition.	Parking	In some cases, on-street parking may be provided (e.g., at off-peak hours).
			A walkable, moderate to high speed (50 - 60 km/hr) arterial situated in an urban environment and primarily intended to accommodate city-wide and City Centre traffic traveling longer distances.	Pedestrians	Special measures provided to help minimize traffic impacts (e.g., noise, etc.) and create a comfortable, attractive pedestrian environment (e.g., “greenways” landscaping, etc.).
		Size	A long corridor with a minimum of 4 travel lanes, plus left-turn lanes and a landscaped centre median. Set in a grid pattern with streets spaced roughly 800 m apart (e.g., a 10 minute walk).	Bicycles	On-street bike lanes and, in some cases, off-street bike paths.
				Transit	A high ridership transit corridor that may accommodate rapid transit.
				Trucks	A primary goods movement and emergency response route.
				Driveways	Designed to restrict direct vehicle access to fronting properties.

Major Streets					
		Purpose	<p>An important “front door” location for commercial and residential uses desiring both high visibility and a strongly pedestrian-oriented environment.</p> <p>A walkable, moderate speed (50 km/hr or less) collector primarily intended to link the City Centre’s Urban Villages and accommodate local traffic.</p>	Pedestrians	A primary pedestrian route enhanced with special landscape features and furnishings.
				Bicycles	On-street bike lanes preferred, but enhanced outside lanes accommodating shared bike/ vehicle use may be provided in some cases.
		Size	<p>A long corridor with 2-4 travel lanes plus left-turn lanes.</p> <p>Set in a grid pattern with streets spaced roughly 400 m apart (e.g., a 5 minute walk).</p>	Transit	A local transit corridor attracting higher ridership.
				Trucks	A secondary goods movement and emergency response route.
				Driveways	In some cases, limited direct vehicle access to fronting properties may be provided in the form of multi-property shared driveways.
		Parking	In some cases, on-street parking may be provided (e.g., at off-peak hours).		

Minor Streets					
		Purpose	A local street attractive to commercial and residential uses desiring a comfortable, pedestrian-oriented, urban environment. A walkable, low speed (50 km/hr or less) route primarily intended to serve fronting properties and provide for vehicle, bicycle, and pedestrian circulation within each of the City Centre's villages.	Transit	A possible local transit corridor
				Trucks	Local goods movement and emergency response.
				Driveways	May provide direct vehicle access to fronting properties where impacts on the pedestrian environment can be minimized.
		Size	A corridor of varying length with 2 travel lanes. Set in a grid pattern with streets spaced roughly 200 m apart (e.g., a 2-1/2 minute walk).		
		Parking	On-street parking typical		
		Pedestrians	Pedestrian-oriented streetscape design predominates encouraging lower vehicle travel speeds and, in some cases, situations where vehicles, pedestrians, and bicycles enjoy "equal" priority.		
		Bicycles	Enhanced outside lanes accommodating shared bike/vehicle use encouraged and, in some cases, mixed vehicle/bike traffic.		

Lanes — Service Lanes & Mews						
Service Lane						
		Purpose	<p>A mid-block route, the purpose of which is to support fronting properties in the form of a:</p> <p>» Service Lane: Primarily intended for vehicle access for loading, parking, and servicing purposes.</p> <p>» Mews: Primarily intended as a multi-modal route accommodating a mid-block bike/pedestrian linkage (e.g., to a transit node or other major/minor destination) with limited or restricted vehicle movement.</p>	Pedestrians	» Service Lane: Provides access to fronting properties in the form of mixed pedestrian/vehicle/bike traffic, but, in some cases, may include sidewalks along one or both sides of the roadway.	
				Bicycles	» Service Lane: Provides access to fronting properties in the form of mixed pedestrian/vehicle/bike traffic.	
		Size	<p>A short corridor (e.g., 5 blocks or less), 6 m to 9 m wide, and designed to allow 2 vehicles to pass.</p> <p>Situated to subdivide larger city blocks in one or two directions to create a grid pattern with corridors set at 100 m to 200 m intervals (e.g., 1-1/4+ minute walk).</p>	Transit	Not applicable	
				Trucks	Primary location of goods loading/delivery for fronting properties.	
				Driveways	As required	
		Parking	Limited to places for short-term stopping and, in some cases, vehicle loading.			
Mews						

D. Open Space & Amenity

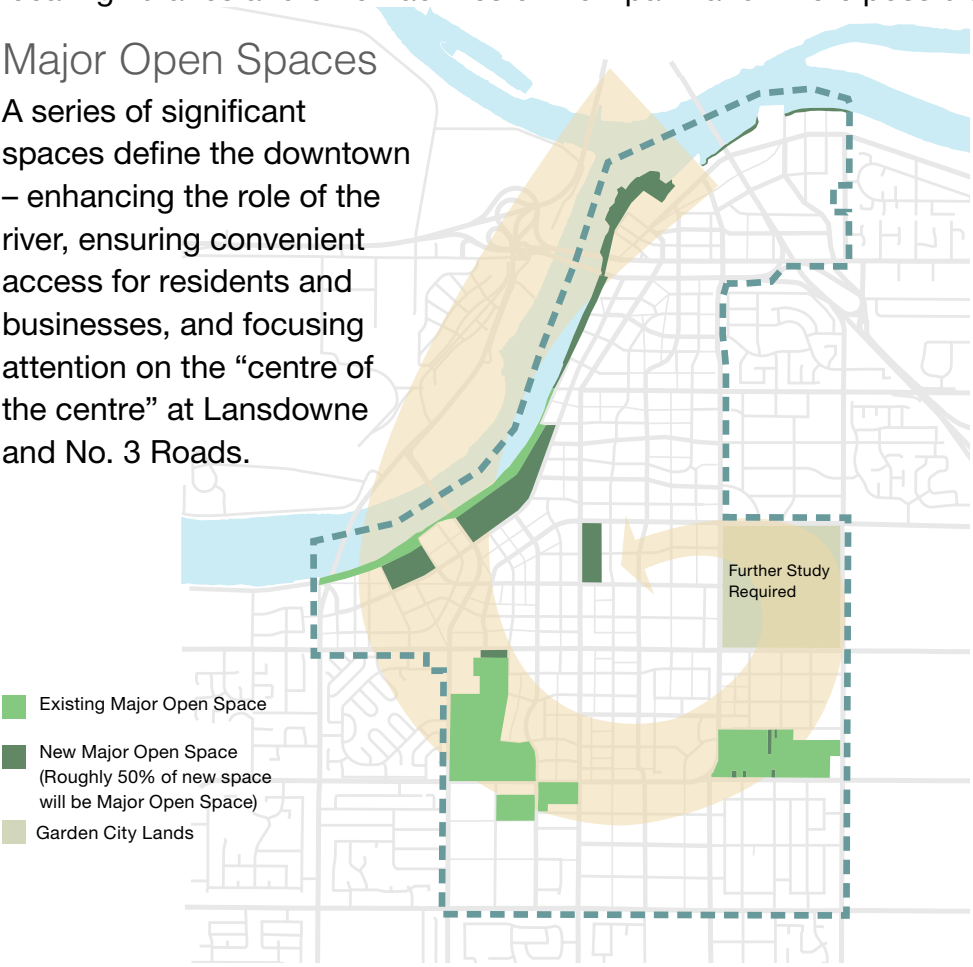
Objective: Provide a framework for a “healthy community” where well connected gathering places, spaces, and services support social well-being, community building, and wellness.

Current policy requires that City and School District open space serve City Centre residents at a ratio of 7.66 acres/1,000 people, of which 3.25 acres/1,000 people must be situated within the downtown.

Assuming 120,000 City Centre residents, 390 acres of open space is required (189 acres existing + 201 acres new) and it is proposed that: 1. New public and private school sites may be provided in addition to this land. 2. Building encroachment will be limited by co-locating libraries and other facilities on non-park land where possible.

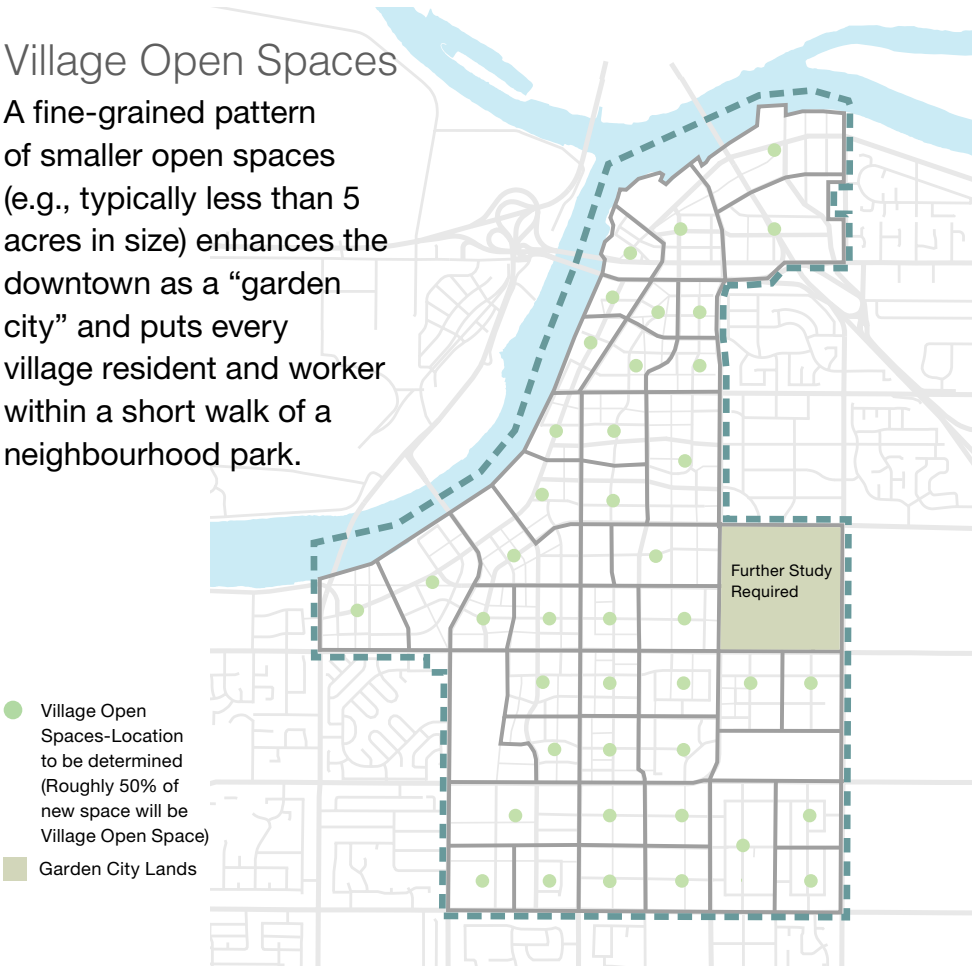
Major Open Spaces

A series of significant spaces define the downtown – enhancing the role of the river, ensuring convenient access for residents and businesses, and focusing attention on the “centre of the centre” at Lansdowne and No. 3 Roads.



Village Open Spaces

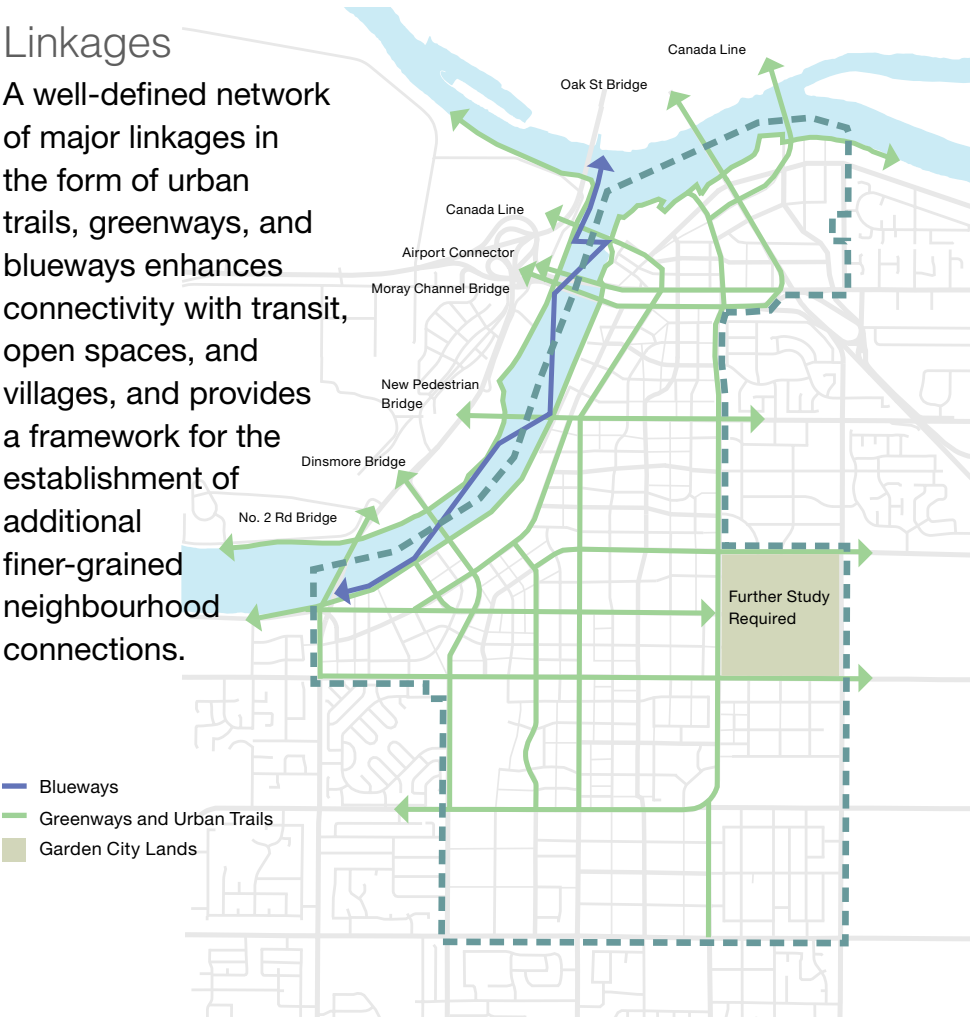
A fine-grained pattern of smaller open spaces (e.g., typically less than 5 acres in size) enhances the downtown as a “garden city” and puts every village resident and worker within a short walk of a neighbourhood park.



In addition to City and School District owned open space, City policies promote the provision of a network of pedestrian linkages and public places designed to enhance connectivity and access to services across the downtown.

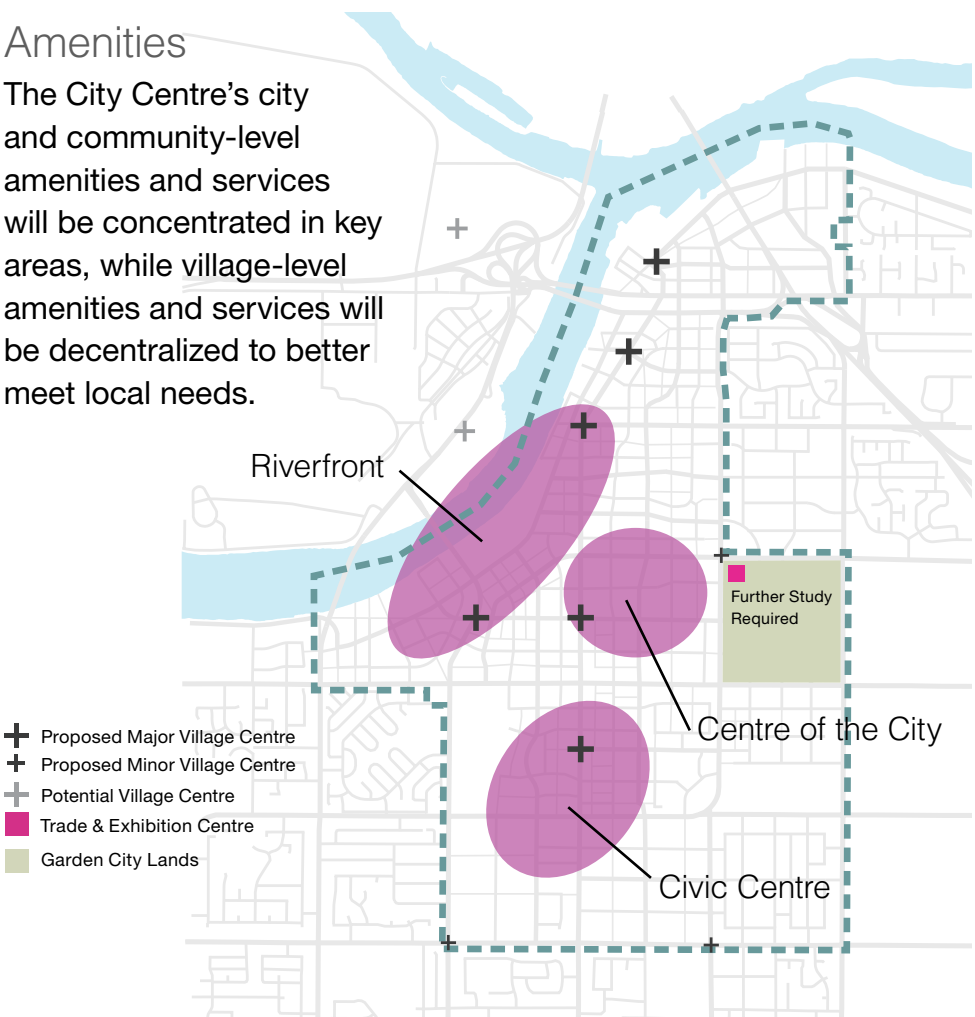
Linkages

A well-defined network of major linkages in the form of urban trails, greenways, and blueways enhances connectivity with transit, open spaces, and villages, and provides a framework for the establishment of additional finer-grained neighbourhood connections.

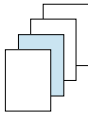


Amenities

The City Centre’s city and community-level amenities and services will be concentrated in key areas, while village-level amenities and services will be decentralized to better meet local needs.



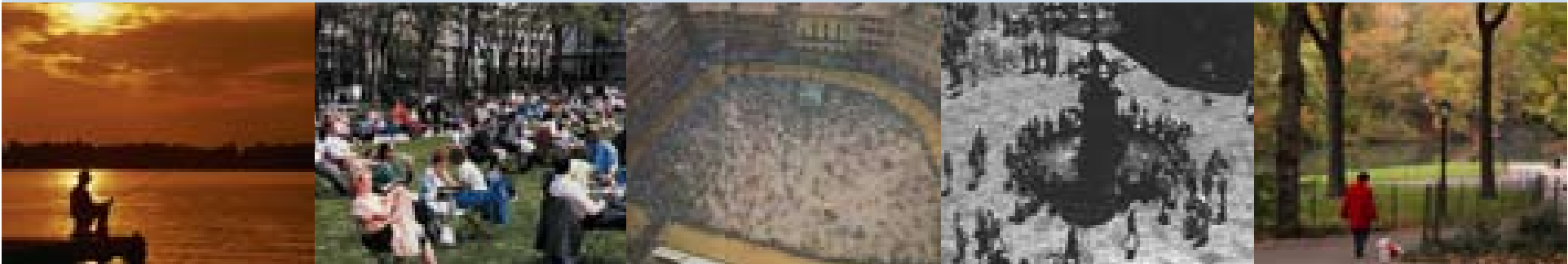
D. Open Space & Amenity



To integrate the built, human, and natural environments in a manner that provides for a diversity of engaging, attractive, and “green” settings in which to live, work, and play.

Major Open Spaces

Prominent open spaces, each providing for a range of naturalistic and man-made experiences, will be designed, programmed, and sited to enhance the downtown’s unique features and opportunities.



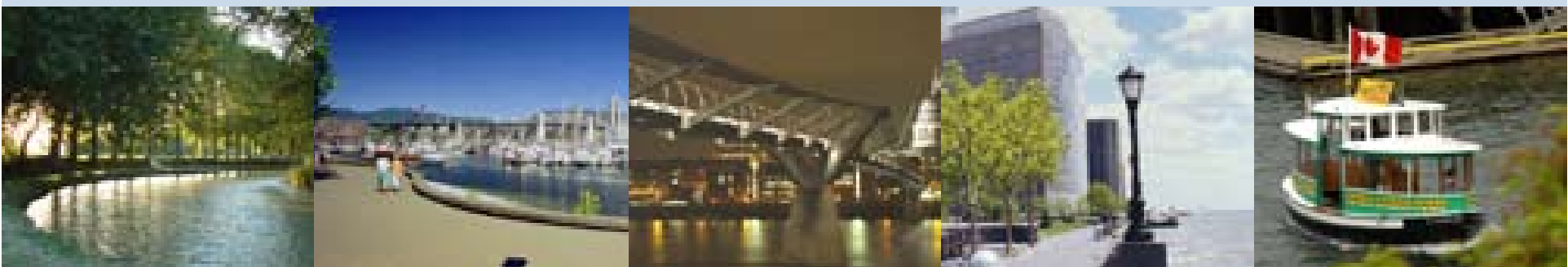
Village Open Spaces

A patchwork of distinctive “village greens”, co-located with animated urban uses, will provide focal points for neighbours to meet, play, garden, walk the dog, and enjoy being in the city.



Linkages

A “necklace” of greenways, blueways, urban trails, and green streets will visually and physically link the downtown’s open spaces, amenities, and habitats and provide for parades and special events.



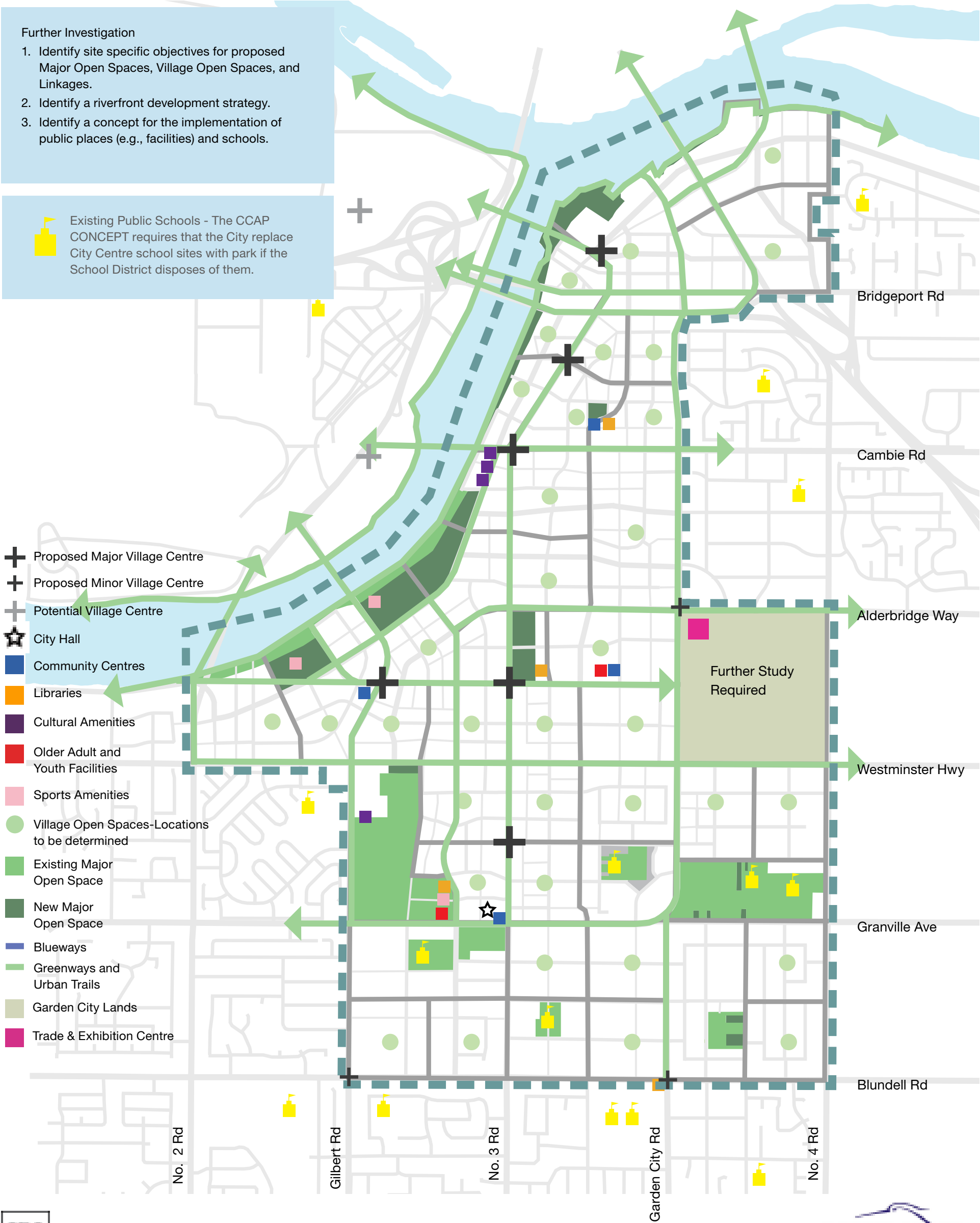
Amenities

A variety of high-quality, public facilities will be sited and designed to create a synergy with their individual locations through their development as iconic and/or integrated elements in the urban landscape.



D. Open Space & Amenity

The framework provides for a combination of City and School District owned open spaces, facilities, and linkages designed to support both the downtown’s villages and its broader role as a centre for Richmond.





D. Open Space & Amenity

In addition to identifying the key elements defining the City Centre’s open space and amenity framework, it will be important to identify the quality and character of those spaces and places.

Major Open Spaces						
Park			Purpose	Available for civic purposes, informal recreation, play, athletics, urban agriculture, and outdoor/ nature appreciation and education	Site Features	Some combination of paths, lawns, trees, horticultural/botanical features and natural areas /// May include urban agriculture features/ community gardens, playgrounds, and sports fields.///60+% landscape with habitat value/// 90% permeable surfaces minimizing stormwater runoff
	Size		A minimum of 6.0 ha (14.8 ac.) in size			
	Location		Adjacent to important vehicular and pedestrian thoroughfares			
	Edges		Framed by some combination of landscape features and/or buildings, with intervening streets along at least 75% of its edges	Coverage	10% max. occupied by buildings and parking	
				Ownership	City-owned	
			Example	“Garden City Park” (at Garden City Rd & Granville Ave.		
Green			Purpose	Available for civic purposes and informal recreation and play	Site Features	Some combination of paths, lawns, and trees, horticultural/botanical features, and natural areas /// May include urban agriculture features/ community gardens, playgrounds, open areas for sports use, and school /// 33+% landscape with habitat value /// 80% permeable surfaces minimizing stormwater runoff
	Size		Between 0.8 ha (2 ac.) and 6.0 ha (14.8 ac.) in size			
	Location		Adjacent to important vehicular and pedestrian thoroughfares			
	Edges		Framed by some combination of landscape features and/or buildings, with intervening streets along at least 75% of its edges	Coverage	20% max. occupied by buildings and parking	
				Ownership	City-owned	
			Example	“General Currie School/Park Site”		
Village						
Commons			Purpose	Available for informal recreation and play and outdoor/nature appreciation and education	Site Features	Some combination of paths, lawns, and trees, formally and informally arranged /// May include urban agriculture features/community gardens and playgrounds /// 33+% landscape with habitat value /// 80% permeable surfaces minimizing stormwater runoff
	Size		Between 0.4 ha (1 ac.) and 2.0 ha (5 ac.) in size			
	Location		Located at the intersection of important vehicular and pedestrian thoroughfares			
	Edges		Framed by buildings, with intervening streets along at least 50% of its edges	Coverage	10% max. occupied by permanent buildings and paved surfaces	
				Ownership	City-owned	
			Example	Proposed as part of new development near t Capstan Canada Line station		
Plaza			Purpose	Available for civic purposes and commercial activity (e.g., vendors, cafes, etc.)	Site Features	Primarily hard surface treatment and botanical/horticultural features /// May include a playground /// 50% permeable surfaces minimizing stormwater runoff
	Size		Between 0.13 ha (0.32 ac.) and 0.8 ha (2 ac.) in size			
	Location		Located at the intersection of important vehicular and pedestrian thoroughfares	Coverage	No permanent buildings (excluding unenclosed shelters, bandstands, etc.) or parking	
	Edges		Framed by buildings, with intervening streets along at least 50% of its edges	Ownership	Situated on private property and secured for public use via a right-of-way	
				Example	Proposed transit plazas at each Canada Line station & at transit node of each buslink village	
Major + Village						
Trail			Purpose	Available for pedestrian and cyclist use, unstructured recreation, and civic purposes and forming part of the downtown’s network of Major Linkages or finer-grained neighbourhood connections	Edges	Fronted by and accessible from some combination of commercial, residential, and public uses, with cross-access from multi-modal streets at an interval no great than every 100 m (328 ft.)
	Size		Of varying length, with a minimum width of 6 m (19.7 ft.) as measured to fronting buildings	Site Features	Some combination of paths, lawns, and trees, formally disposed /// 50% permeable surfaces minimizing stormwater runoff	
	Location		Located to provide public access to the waterfront, link major or minor destinations, and/or break up large city blocks, especially where this enhances pedestrian access to a transit node (e.g., Canada Line station)	Coverage	No permanent buildings (excluding unenclosed shelters, bandstands, etc.) or parking	
				Ownership	Co-located with a public road or situated on private property and secured for public use via a right-of-way	
				Example	“Dyke Trail”	
Amenity						
			Purpose	Provision of community-based indoor recreational/cultural facilities	Site Features	Within “green” precincts; demonstrating “architectural design excellence
			Size	Varying, from regional to city-wide to community use	Coverage	Hopefully, co-located facilities will not erode precious “park and Open Space” areas
			Location	Preferably co-located within new mixed-use developments; facilities spread equitably among urban villages	Ownership	Possible public/private partnerships (P3s), in acknowledging that the City cannot satisfy full community “wish list” using public purse
			Edges	Streets and sidewalks to promote pedestrian/ cycle access	Example	Community library co-located within ground floor of mixed-use high-rise development

E. Ecology & Adaptability

Objective: Provide a framework for an “eco-regenerative urban community” that supports a cleaner, greener, and healthier downtown and its ability to adapt to changing environmental conditions.

Typical cities place pressure on natural systems. The CCAP encourages a different kind of urban environment that aims to regenerate Richmond’s natural resources based on four strategies; three of which form part of the CCAP framework below. These strategies and the fourth, “Greening the Built Environment”, will be explored through upcoming CCAP planning processes.

1 “Living Landscapes” — Explore opportunities to establish an “Eco-Network” of interconnected, high functioning, ecological green spaces and related practices within the City Centre, forming part of an island-wide system and a “signature” ecological amenity

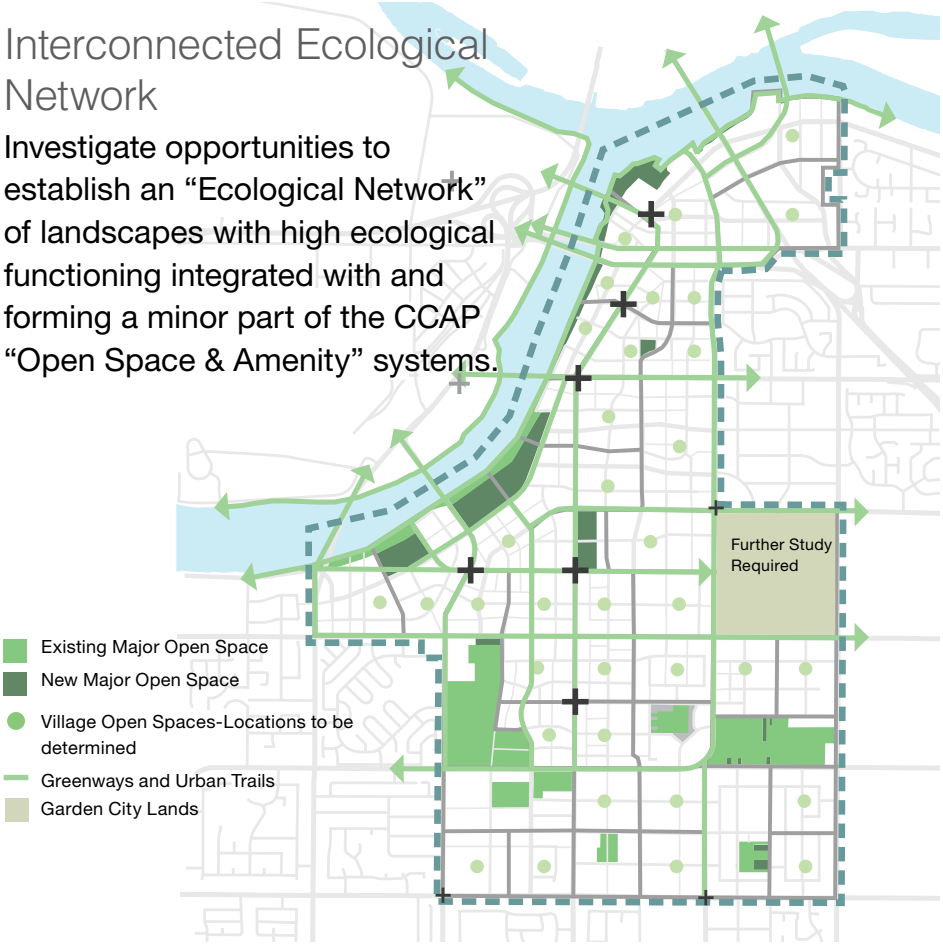
Enhanced Ecological Resources

Investigate opportunities to support the creation of a cleaner, greener, healthier City + Centre by complementing and enhancing existing areas of high ecological value along the Fraser River foreshore (e.g., currently designated Environmentally Sensitive Areas).



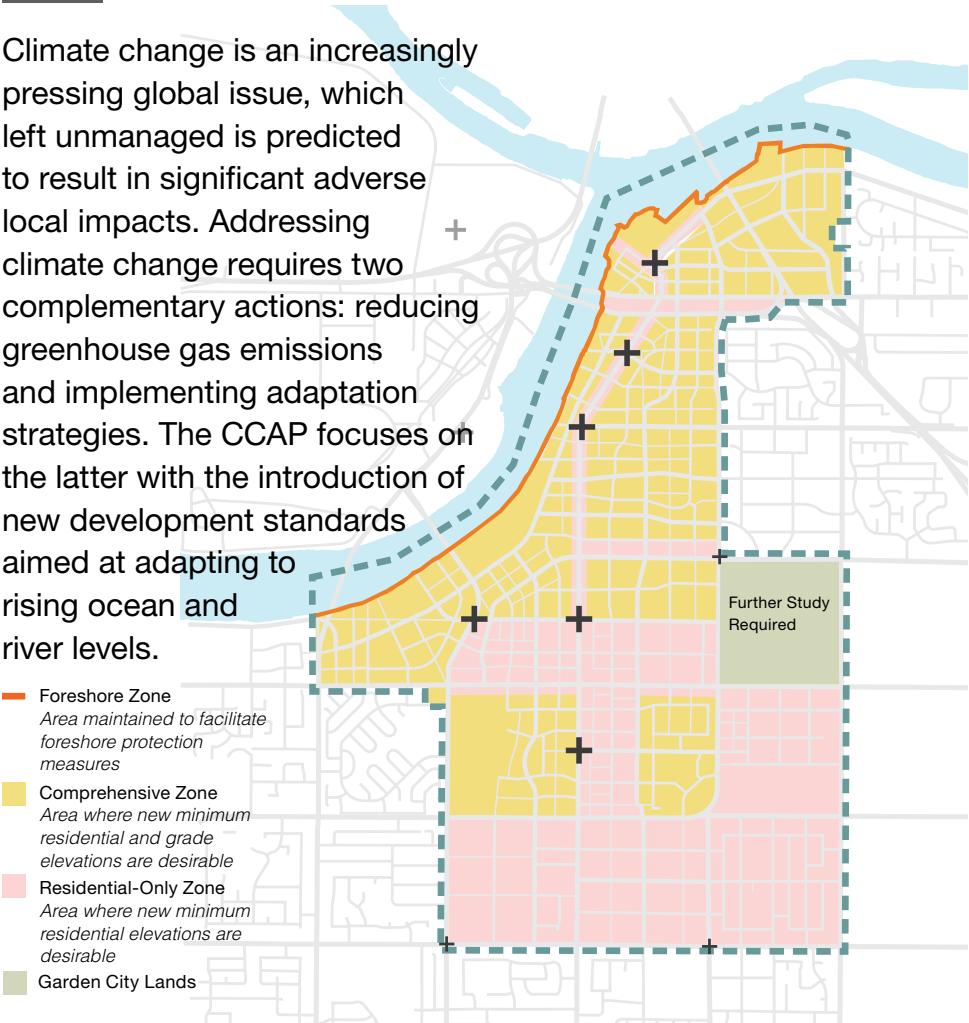
Interconnected Ecological Network

Investigate opportunities to establish an “Ecological Network” of landscapes with high ecological functioning integrated with and forming a minor part of the CCAP “Open Space & Amenity” systems.



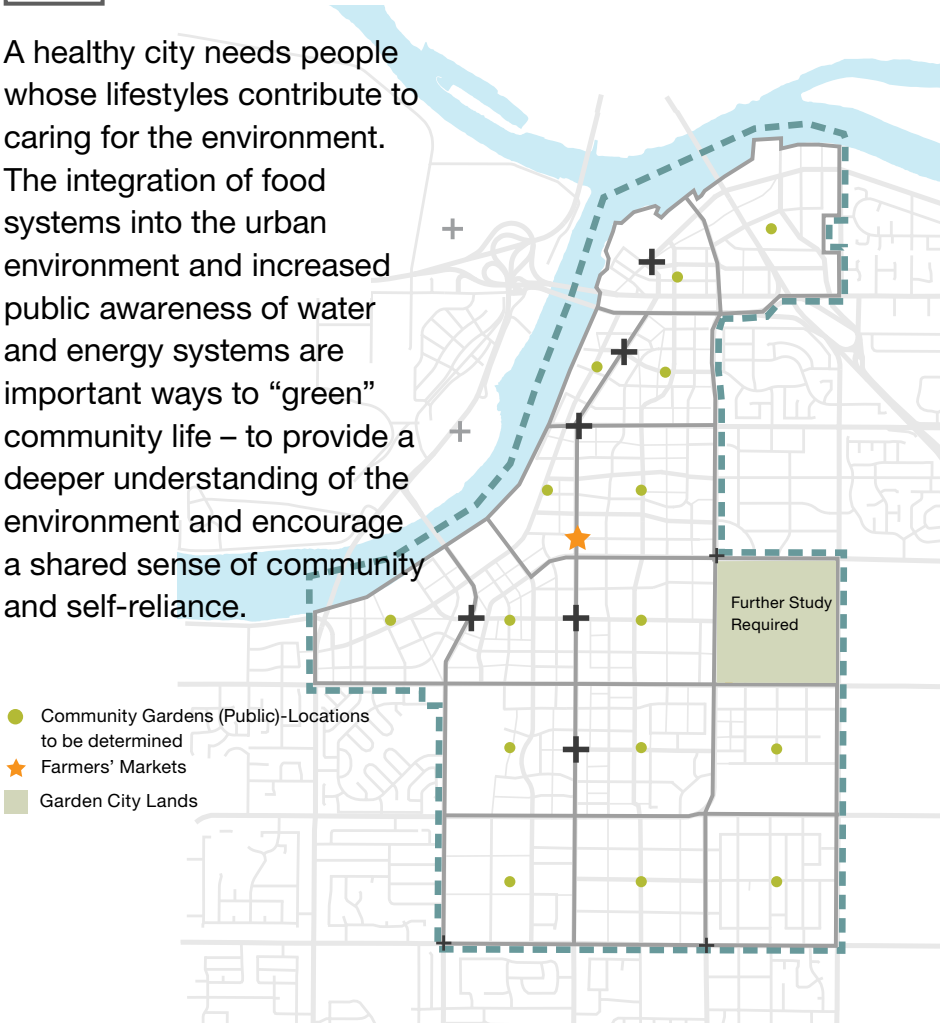
2 Adapting to Climate Change

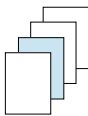
Climate change is an increasingly pressing global issue, which left unmanaged is predicted to result in significant adverse local impacts. Addressing climate change requires two complementary actions: reducing greenhouse gas emissions and implementing adaptation strategies. The CCAP focuses on the latter with the introduction of new development standards aimed at adapting to rising ocean and river levels.



3 Greening Community Living

A healthy city needs people whose lifestyles contribute to caring for the environment. The integration of food systems into the urban environment and increased public awareness of water and energy systems are important ways to “green” community life – to provide a deeper understanding of the environment and encourage a shared sense of community and self-reliance.





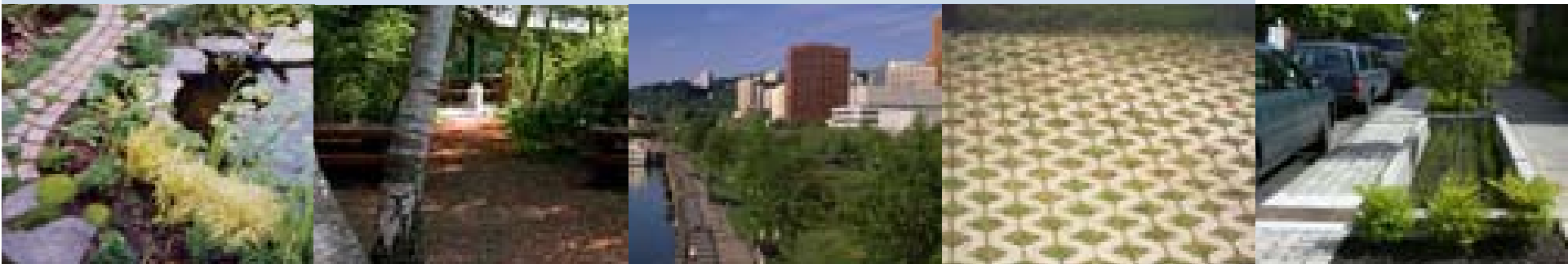
E. Ecology & Adaptability

To help support a diverse and robust ecology supportive of a healthy, contemporary urban environment, a high standard of livability, and progressive economic development.

Living Landscape – Enhanced Ecological Resources
Opportunities will be investigated for enhancing and complementing the downtown’s existing areas of high ecological functioning.



Living Landscape – Interconnected Ecological Network
Opportunities for integrating an “Ecological Network” throughout the downtown will be explored.



“Adapting to Climate Change”
New development standards will help Richmond’s downtown adapt to rising ocean and river levels.

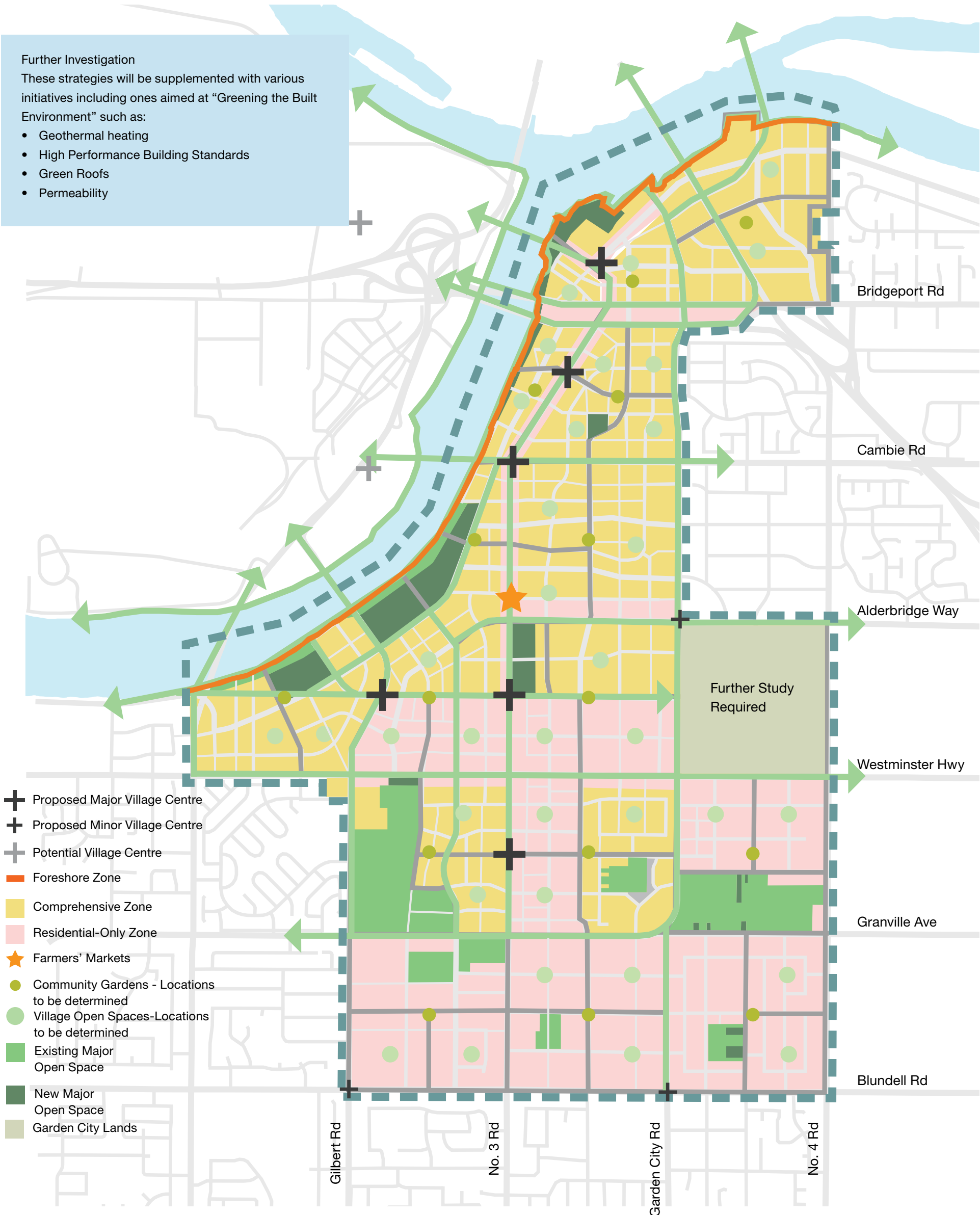


“Greening Community Living”
Community gardens and farmers’ markets are important ways to “green” life in the downtown.



E. Ecology & Adaptability

Strategies based on the “Living Landscape”, “Adapting to Climate Change”, and “Greening Community Living” combine to provide a layering of features describing a rich and diverse ecological network supportive of both natural and human systems.

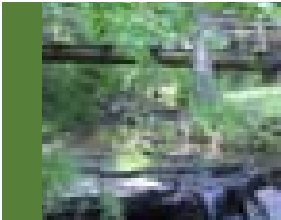




E. Ecology & Adaptability

“Build Green” promotes an approach to community development and living that strives to provide for the best outcome for the human and natural environments, both now and in the future.

In support of “Build Green”, the CCAP is based on Smart Growth principles that promote compact urban centers aimed at reducing sprawl, supporting alternative transportation systems, and providing diverse social, economic, and environmental benefits. In addition, the CCAP objective for “Ecology & Adaptability” identifies four core strategies.



“Living Landscape”

Purpose

To balance higher density development, quality of life, and a healthy City Centre ecology by supporting ecological functions, reducing urban impacts on natural systems, providing for more sustainable modes of servicing, reducing demands on civic infrastructure, and supporting healthy living.

Strategy

To explore opportunities to establish an “Eco-Network” of interconnected, high functioning, ecological green spaces and related practices within the City Centre, forming part of an island-wide system and a “signature” ecological amenity contributing to:

- » Community health (e.g., clean air and water, passive recreation, etc.)
- » “Green” infrastructure initiatives related to pollutant removal, carbon sequestering, nutrient regeneration, temperature moderation, biodiversity, and stormwater, groundwater, and flood management
- » Economic development through the establishment of a high amenity environment attractive to progressive businesses, their employees and customers, and others

Initiatives

- » Long term agricultural viability (e.g., protection of irrigation water supply/quality)
- » A beautiful and distinctive community

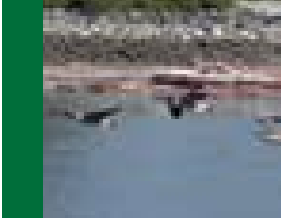
Status: The proposed “Eco-Network” concept is a “principle” and will be the subject of further research and analysis. Recommendations arising from this work will be presented for Council consideration and subsequent inclusion, as appropriate, in the CCAP.

Initiatives

Major Ecological Spines – Multi-purpose, linear green spaces designed to protect areas of high ecological value (e.g., Fraser River foreshore) and establish an ecologically based “signature” connection with the Richmond Nature Park (e.g., ecologically enhanced street and trail designs integrated with road rights-of-ways, parks, and/or private development, and incorporating features such as Environmentally Sensitive Areas, permeable paving, and naturalized planting)

Eco-Ways – A comprehensive network of greenways of varying sizes designed and maintained to support a higher level of ecological functioning (e.g., ecologically enhanced street and trail designs integrated with road rights-of-ways, parks, and/or private development, and incorporating features such as permeable paving and naturalized planting)

Eco-Banks – Landscapes with high ecological functioning integrated with and forming a minor part of the CCAP “Open Space & Amenity” systems (e.g., City-owned park areas comprised of existing and/or new naturalized planting and complementary features)



Adapting to Climate Change

Purpose

To proactively integrate adaptation strategies into community development practices to help reduce community vulnerability to key anticipated effects of climate change.

Strategy

Addressing climate change requires two complementary actions: reducing greenhouse gas emissions and implementing adaptation strategies. The CCAP focuses on the latter with the introduction of new development standards aimed at adapting to rising ocean and river levels.

Initiatives

In addition to work being undertaken as part of Richmond’s Flood Management Strategy and proposed Climate Change Assessment and Adaptation Strategy, CCAP proposes:

- » Foreshore Precinct – A contiguous riverfront area, under City ownership, secured, designed, and maintained to facilitate the implementation of long-term, adaptable foreshore protection measures
- » Redevelopment Zone – Areas where new minimum elevations for habitable residential floor space will be established and opportunities for incrementally establishing higher grade levels will examined and pursued
- » Residential Zone – Areas where new minimum elevations for habitable residential floor space will be established, but existing development precludes higher grade levels



Greening Community Living

Purpose

To make environmental sustainable living easier and more convenient for residents and businesses

Strategy

Adopting more sustainable lifestyle choices is a fundamental objective of Smart Growth. “Greening Community Living” focuses on complementary initiatives aimed at encouraging a deeper understanding of environmental systems, a shared sense of community, and a renewed sense of self-reliance.

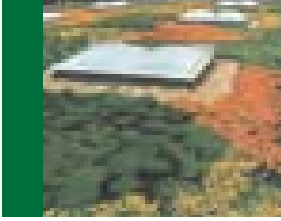
Features will be integrated with various public and private sector uses (e.g., parks, community space, residential and commercial development, etc.)

Initiatives

Urban Agriculture – Community gardens and farmers’ markets

Eco-Amenities – Features established in each village that encourage and support lifestyle changes, such as educational resources and community services (e.g., interpretive signage, demonstration projects, grey-water irrigation system, district heating, etc.)

Resource & Waste Management – Systems and services (e.g., recycling, composting, water and energy use, etc.) aimed meeting the special challenges of a high density environment



Greening the Built Environment

Purpose

Buildings represent a significant investment, both in terms of financial and natural resources – with building construction in North America accounting for 17% of the world’s fresh water withdrawals, 25% of the world’s wood harvest, 35% of CO2 emissions, and 54% of energy consumption. To help address this, CAAP seeks to establish and institutionalize progressive standards for building design, construction, maintenance, and operation that use natural resources more efficiently

Strategy

To establish targets, standards, and initiatives with a focus on improved water and energy use. Features will be integrated with various public and private sector uses (e.g., parks, community space, residential and commercial development, etc.).

Initiatives

Consideration will be given to a range of initiatives, including requirements for:

- » High performance building certification (e.g., LEED)
- » Geothermal heating
- » Green roofs
- » Site permeability standards

F. Social Equity & Continuity

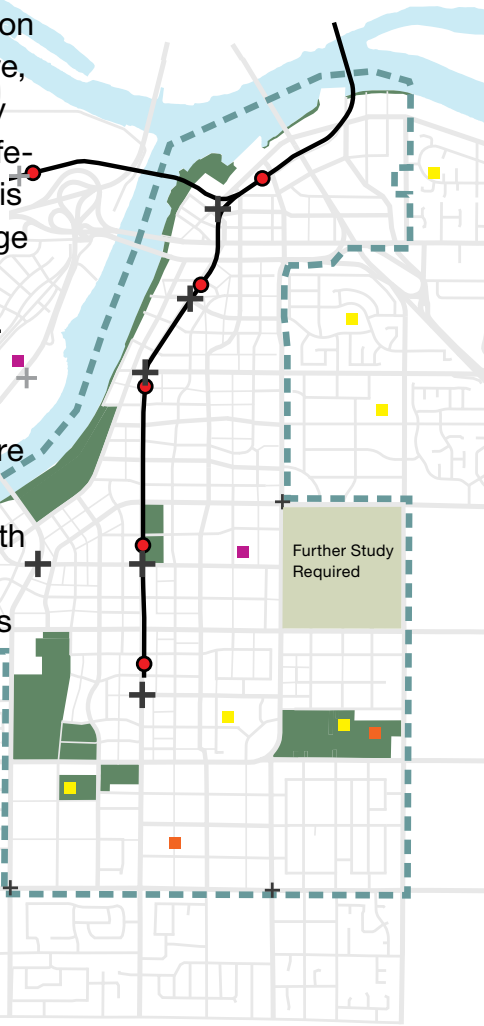
Objective: Provide a framework for an “inclusive community” that supports the diverse needs of its citizens and their equitable access to community resources today and throughout their lives.

An effective framework for an inclusive community involves a wide range of stakeholders and interests. Following are four areas that will be explored under this heading. Future work will explore topics such as public safety, emergency services, and childcare.

Education

Access to high-quality education options is critical to an inclusive, livable, and healthy community where its members aspire to life-long learning. The City Centre is already served by a broad range of education facilities, both within and near its boundaries. Nevertheless, anticipated population growth will create the need to accommodate more students in new or expanded facilities. The City will work with the School District and other stakeholders to identify models for responding to this demand and ensuring that the needs of downtown residents can be satisfied in ways that are both timely and cost effective.

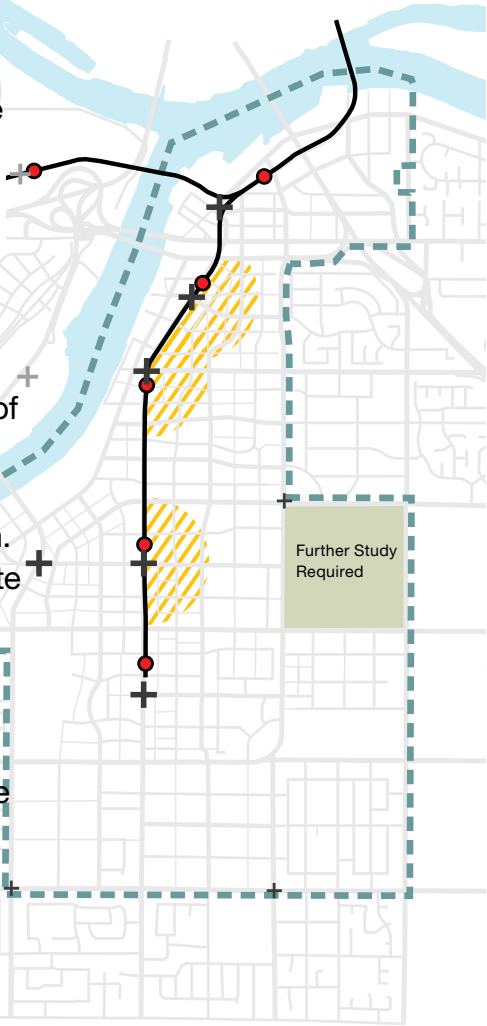
- + Proposed Major Village Centre
- + Proposed Minor Village Centre
- + Potential Village Centre
- Public Elementary Schools (Existing)
- Public Secondary Schools (Existing)
- Post-Secondary (Existing)
- Major Open Space
- Garden City Lands



Health

Primary Health Care is crucial to the renewal of health services and will transform the way the health care system works – taking away the focus on hospitals and putting it on building community capacity for health and wellness. In Richmond, this will involve the establishment of Neighbourhood Level Primary Healthcare Organizations, including one in the downtown. More study is required to locate this facility, but preliminary review suggests that it might be best sited east of No. 3 Road, north of Westminster Highway, and within a 5 minute walk of a Canada Line station (with intersecting local bus service).

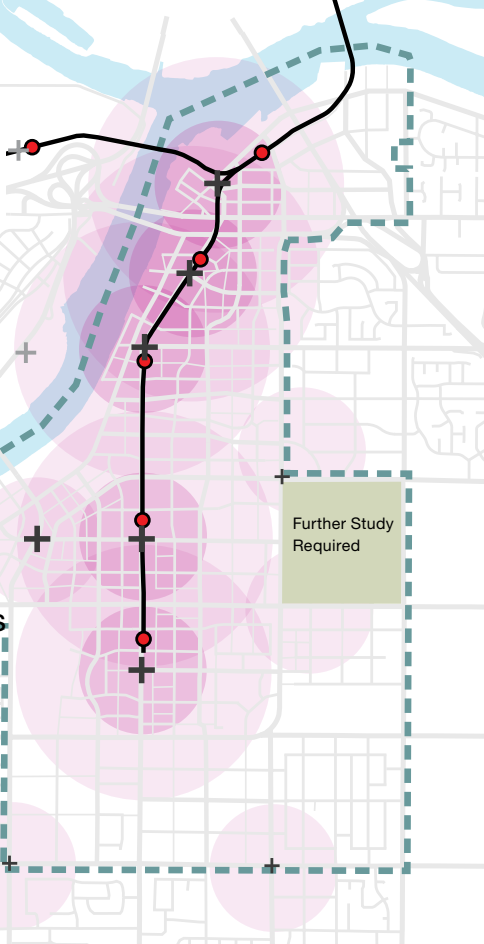
- Potential Healthcare Facility Development (5 minute walking distance)
- Garden City Lands



Affordable Housing

Housing affordability is both about “affordable units” and “affordable locations”. Richmond’s draft Affordable Housing Strategy (under review) aims at increasing Richmond’s inventory of non-market (subsidized and rental) housing. The CCAP promotes the retention and creation of affordable housing throughout the downtown, but places priority on locations that encourage the most affordable lifestyles (e.g., areas best served by transit and amenities).

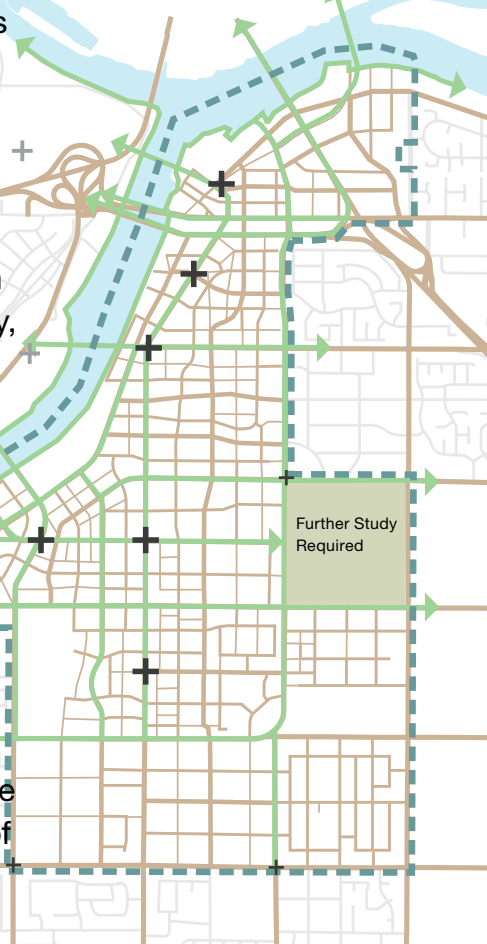
- High Priority– Within a 5 min. walk of a Canada Line station
- Medium Priority– Within a 10 min. walk of a Canada line station or a 5 min. walk of a bus-link village transit node
- Low Priority– Other residential areas
- Garden City Lands



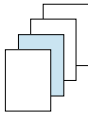
Access for All

An inclusive community strives to maximize accessibility for people of all ability levels. Richmond is preparing guidelines for universal residential accessibility – but accessibility affects more than just housing. Most importantly, sidewalks are not merely thoroughfares for pedestrians, but social spaces. They must be comfortable, appealing, and treat people with dignity. To achieve this, Richmond’s current program of pedestrian street enhancements (e.g., audible signals, tactile markings, ramps, etc.) will need to be expanded to ensure that the downtown’s “culture of walking” applies to everyone.

- Enhanced Greenways
- Enhanced Streets
- Garden City Lands



F. Social Equity & Continuity



The provision of education, health, housing, and accessible places and spaces will require that the City work closely with stakeholders to create affordable, innovative solutions to the challenges of urban development.

Education

Innovative ways to meet the needs of schools in downtown locations will be explored.



Health

A Neighbourhood Level Primary Healthcare Organization facility could be a health and community hub with linkages to family physicians, urgent care, diagnostic, and pharmacy services.



Affordable Housing

Affordable housing can take a variety of forms, making it possible to integrate it seamlessly with its setting while meeting the needs of a broad range of residents.



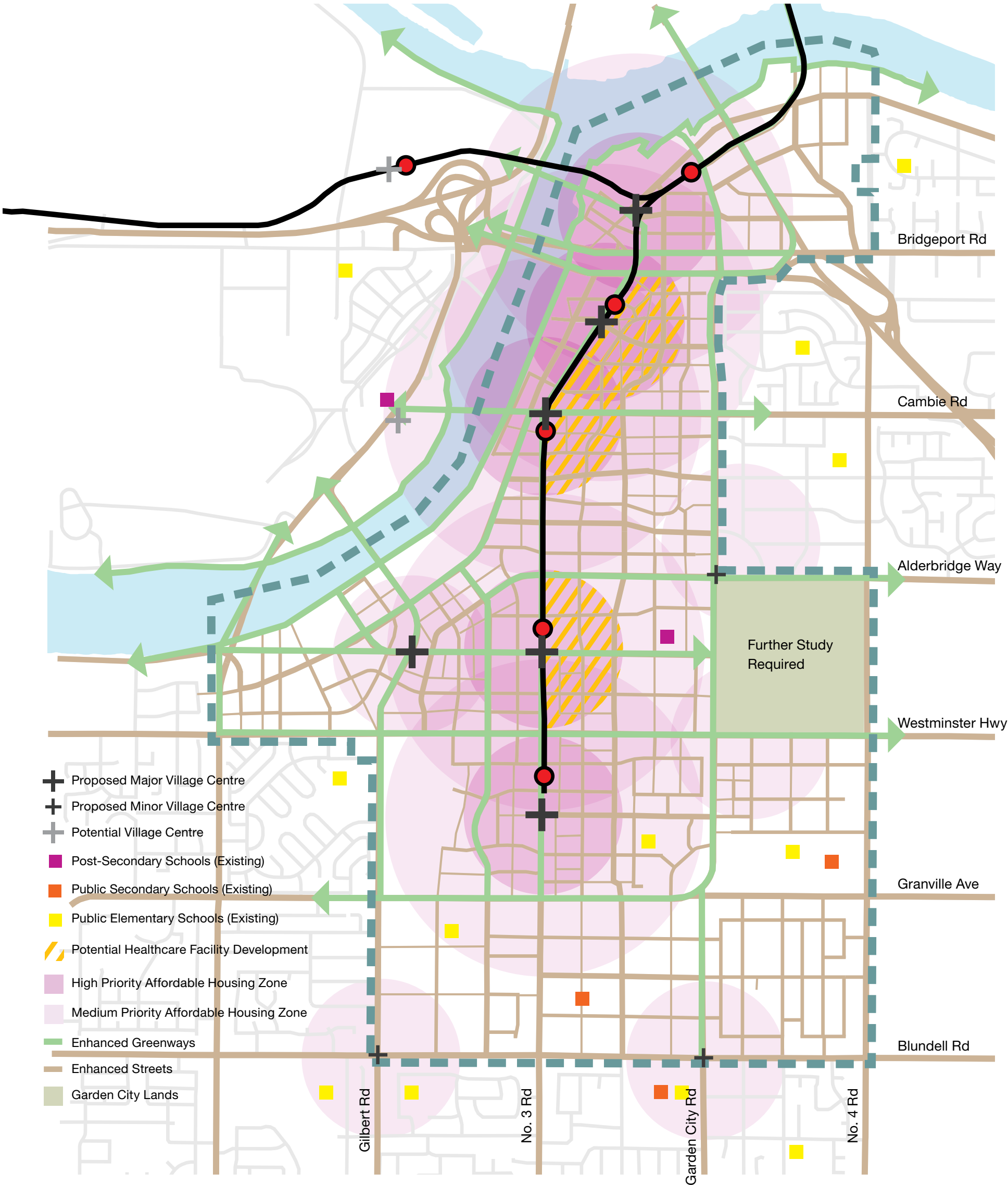
Access for All

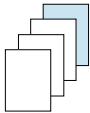
Accessible design will help to ensure that residents can enjoy the downtown today and throughout their lives.



F. Social Equity & Continuity

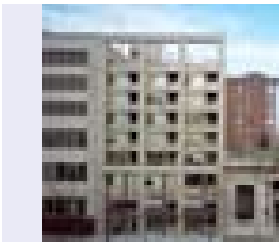
The City Centre’s proposal of villages and walkable, well-connected streets suggests that uses benefiting from city-wide and regional access should be concentrated near No. 3 Road, while other uses, such as public schools, may be dispersed across the downtown’s residential neighbourhoods.





F. Social Equity & Continuity

1. What is Affordable Housing?

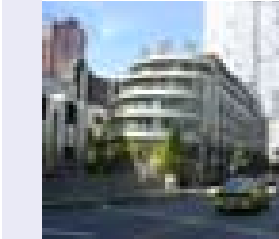


Broadly speaking, housing affordability is measured as a ratio of housing costs to income with the general principle being that, for housing to be considered “affordable”, a household should not have to spend more than 30% of its gross income on shelter.

Affordable housing can include:

- » Subsidized Housing – For households with an annual income of \$20,000 or less
- » Low-End Market Rental – For households with an annual income of \$20,000 - \$37,700
- » Entry Level Ownership – For households with an annual income of \$60,000 or less

2. Why do we need Affordable Housing?



There has been very little purpose-built rental housing constructed in recent years, and what does exist is being threatened by price escalation, redevelopment, or conversion that could put it out of the reach of lower income households. In addition, as housing prices increase so does the qualifying income needed to purchase a home, resulting in fewer households being able to move into home ownership.

This lack of rental housing and home ownership options will mean increased competition for available units, and the increasing dislocation of lower income households. As well, affordable housing is needed for a viable labour force and enables people to live and work in Richmond, thus minimizing the transportation impacts and pollution.

3. Does Richmond have an Affordable Housing Strategy?



Yes. In 2006, Richmond Council directed that the City’s “Affordable Housing Strategy” be updated in light of the shortage of affordable housing options. This work will be complete in the spring of 2007.

4. What does the draft Strategy recommend?

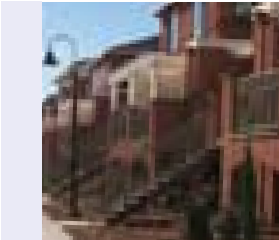


The City’s proposed priorities for Affordable Housing include:

- » For Subsidized Housing - Emergency housing, detox beds, housing for people with mental illness, housing for seniors and people with disabilities, and housing for low income families

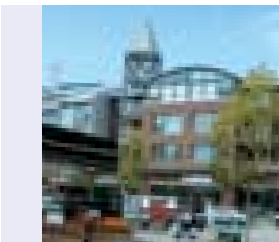
- » For Low-End Market Rental - Secondary suites, retention of existing apartments, purpose-built rental, and investor condominiums
- » For Entry Level Ownership - Smaller condominium units

5. Who will provide Subsidized Housing?



The City cannot provide “subsidized housing” on its own. Partnerships with non-profit organizations and other levels of governments are required. The draft Strategy proposes that the City assist in this process by, among other things, requiring cash contributions from developers where they do not provide affordable units and using the City’s Affordable Housing Reserve Fund to acquire land and take an equity position in “subsidized housing” projects.

6. How will Low-End Market Rental units be provided?



The Strategy includes a number of measures aimed at increasing the supply of “low-end market rental” units such as legalizing secondary suites in single family homes and requiring larger apartment developments to include affordable units.

7. Who will provide Entry Level Ownership units?



The City is prepared to provide opportunities for “entry level ownership” by encouraging:

- » The construction of smaller units
- » Innovative housing forms
- » New financing schemes

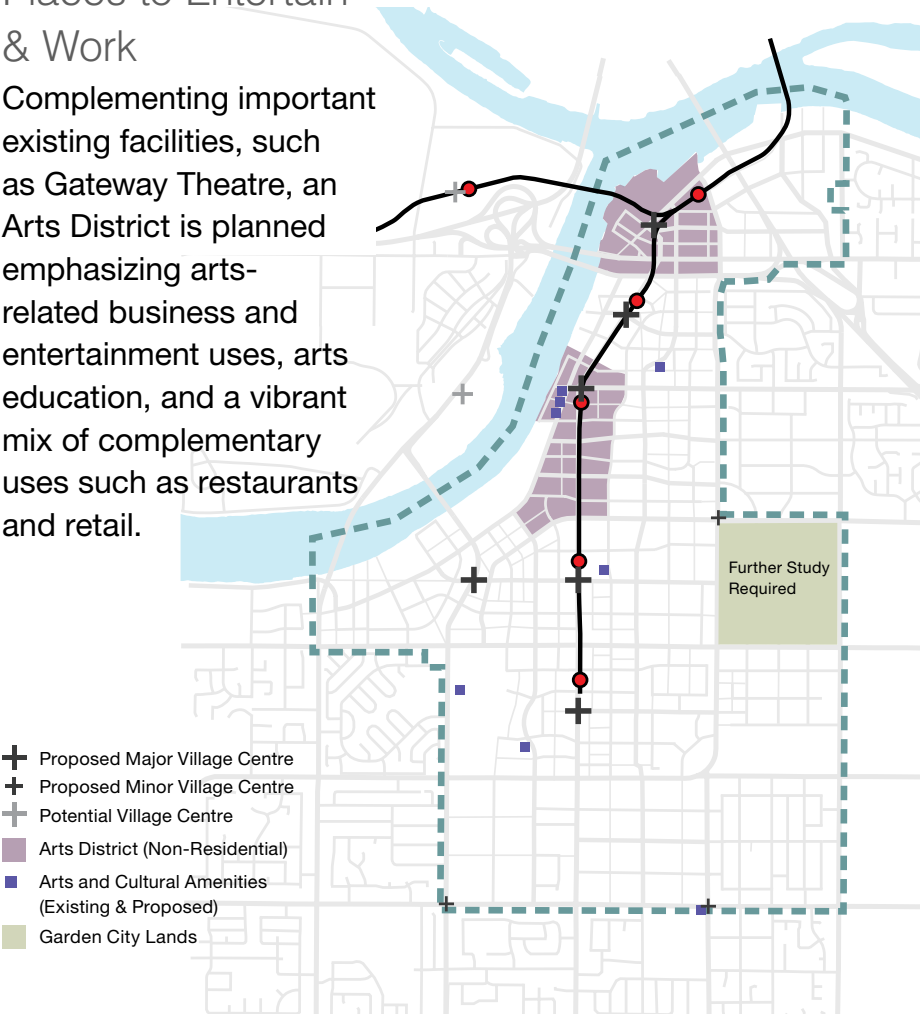
G. Arts & Culture

Objective: Provide a framework for a “creative community” where cultural, economic development, and planning practices are coordinated to promote increased creative capacity.

Richmond has a vibrant arts and culture scene, but much of it is scattered or “invisible”. A first step is to establish “creative clusters” where a critical mass of people, amenities, & activities come together to increase public awareness, build synergies, and increase Richmond’s creative capacity.

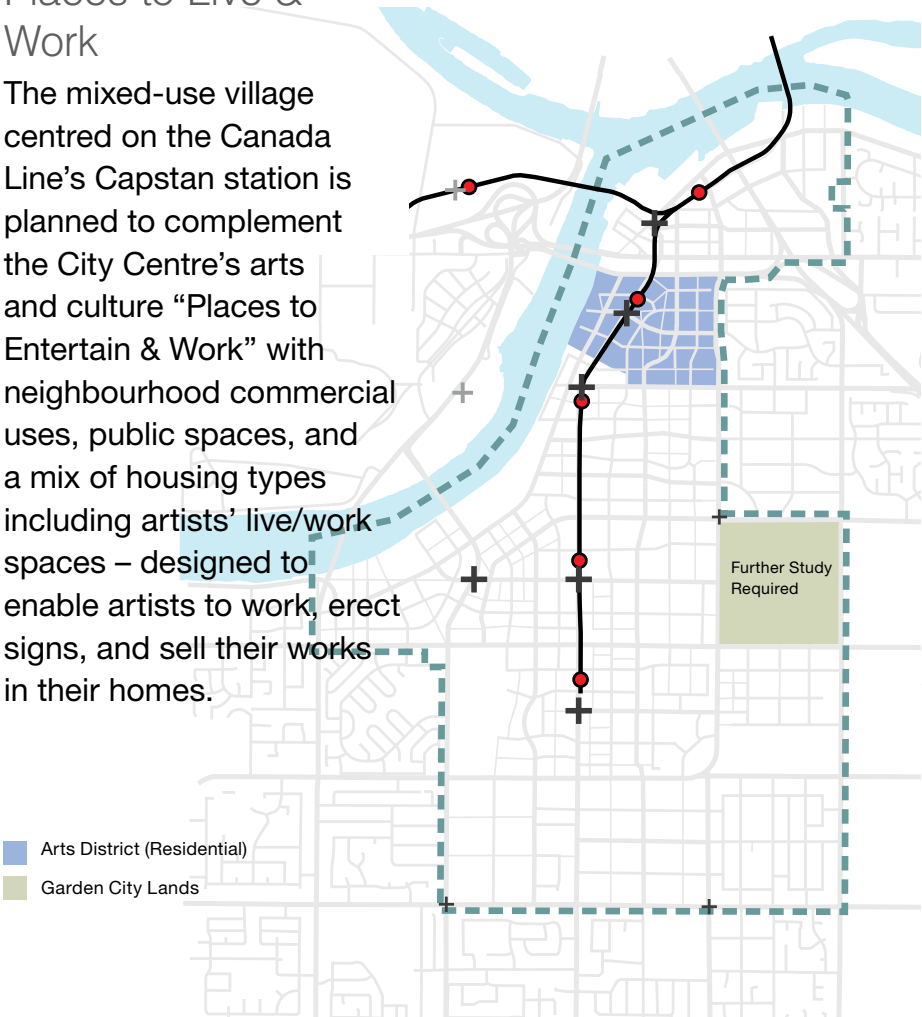
Places to Entertain & Work

Complementing important existing facilities, such as Gateway Theatre, an Arts District is planned emphasizing arts-related business and entertainment uses, arts education, and a vibrant mix of complementary uses such as restaurants and retail.



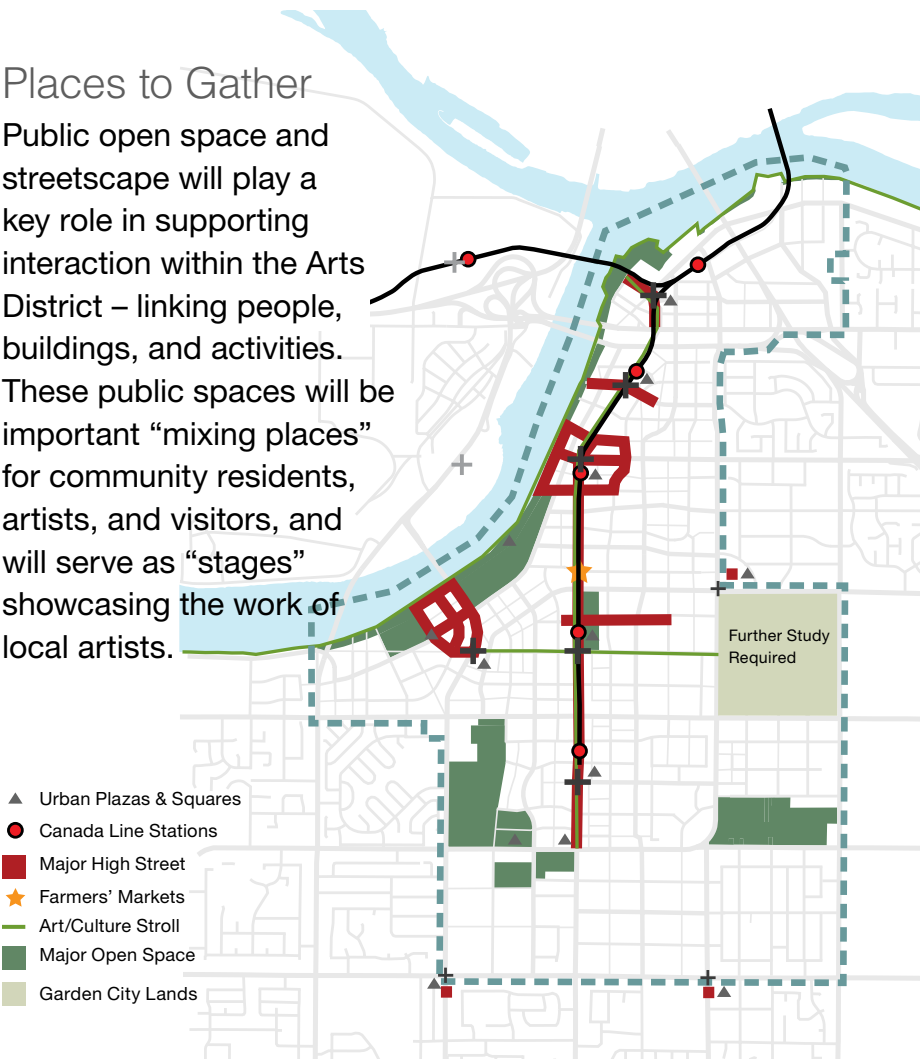
Places to Live & Work

The mixed-use village centred on the Canada Line’s Capstan station is planned to complement the City Centre’s arts and culture “Places to Entertain & Work” with neighbourhood commercial uses, public spaces, and a mix of housing types including artists’ live/work spaces – designed to enable artists to work, erect signs, and sell their works in their homes.



Places to Gather

Public open space and streetscape will play a key role in supporting interaction within the Arts District – linking people, buildings, and activities. These public spaces will be important “mixing places” for community residents, artists, and visitors, and will serve as “stages” showcasing the work of local artists.

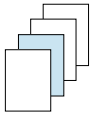


Places to Celebrate

Arts and culture are about celebration. Many celebrations are intentionally small. In other cases, however, the intent is to invite the city, the region, or the world, which requires special accommodation and co-location with City facilities to provide support.



G. Arts & Culture



The framework concentrates a critical mass of arts and culture activity supportive of increased creative capacity, economic activity, and social interaction within the downtown and Richmond.

Places to Entertain & Work
West Bridgeport and Aberdeen are planned as special non-residential arts and culture districts.



Places to Live & Work
Restaurants, shops, galleries, and lively public spaces will complement Capstan Village’s live/work spaces.



Places to Gather
Animated places to stop, stroll, and socialize, enhanced with public art, links with the past and future, and opportunities to make connections, are the cornerstone of a livable and lively urban environment.



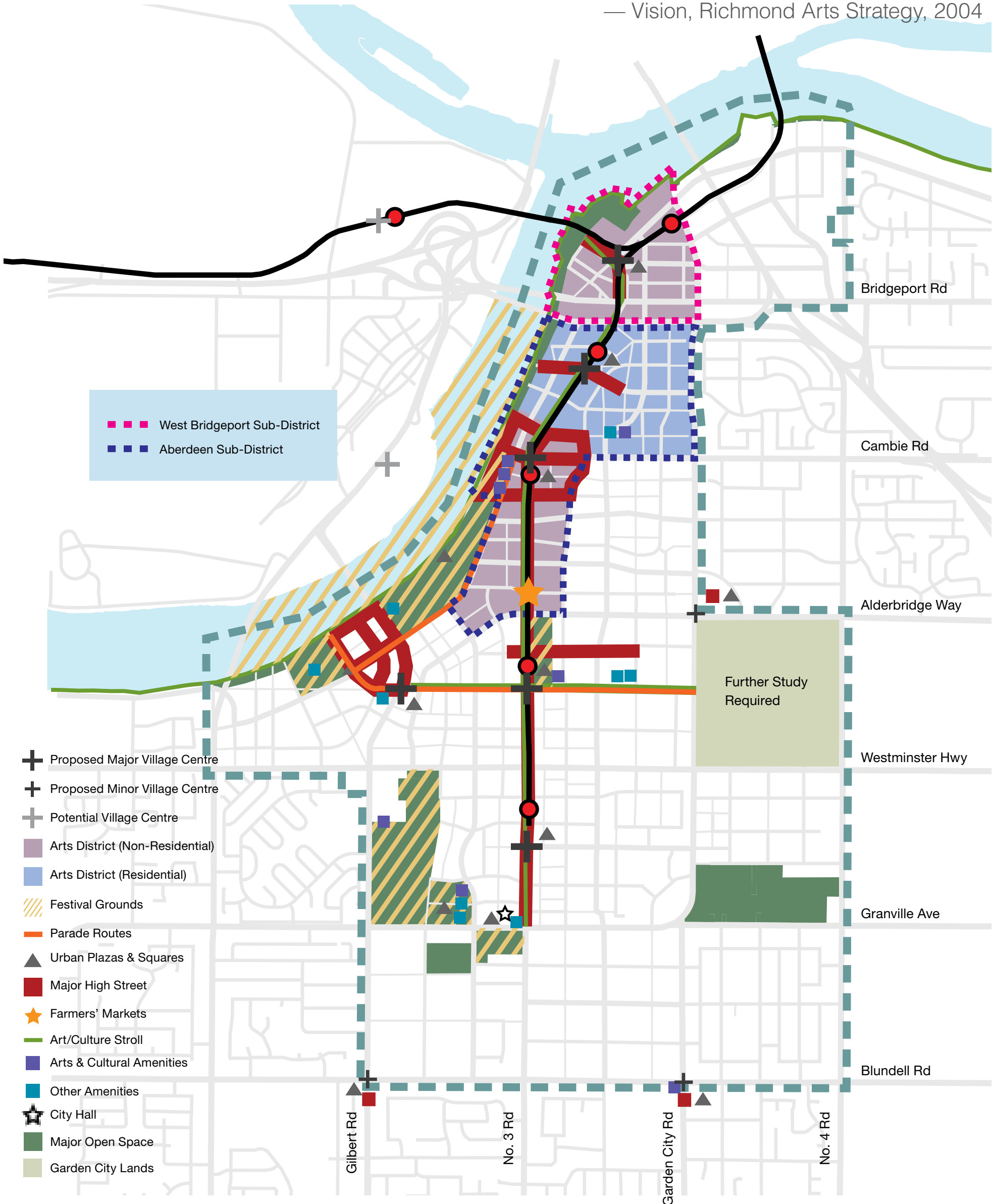
Places to Celebrate
As the centerpiece of Richmond, the City Centre must be capable of hosting the city, the region, and world.



G. Arts & Culture

“Richmond believes that a diversity of arts experiences and the arts and artists who express them are integral to an enriched quality of life. Therefore, Richmond is a welcoming and inclusive community where culture and arts activity are celebrated and supported.”

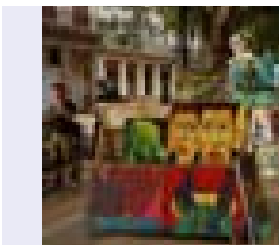
— Vision, Richmond Arts Strategy, 2004





G. Arts & Culture

1. What is an Arts District and what is its purpose?

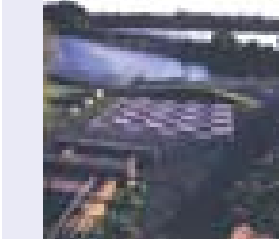


“Arts district” means a contiguous geographically defined area of the city where a high concentration of public and/or private arts/cultural uses, facilities, and/or activities are situated and act as an “anchor” for the day-to-day life of the community (e.g., not a community’s sole activity).

The primary motivations behind the establishment of an arts district can vary, but typically include:

- » Support of the arts, artists, and arts organizations including, among other things, affordable, desirable space for non-profit visual, performing, media, and other artists to create and present their work.
- » Increased public access to and awareness of the arts
- » Urban revitalization and community diversification

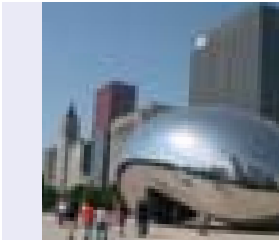
2. What are the benefits of having an Arts District in the City Centre?



In addition to direct benefits to the arts, artists, and art organizations, arts districts can boost community well-being and urban revitalization in a variety of ways, such as:

- » Animating and enhancing the beauty of the community
- » Complementing existing businesses
- » Creating new jobs and businesses
- » Attracting well-educated employees (e.g., information-based professions, technology, etc.)

3. Are all Arts Districts the same?

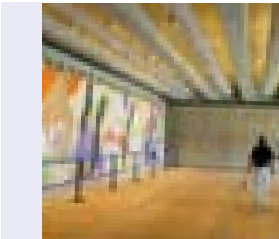


Every arts district is unique as it reflects its local environment, history, and cultures. Furthermore, some arts districts are work-only areas, while others are live/work (e.g., designed to enable artists to work and run businesses, including retails sales, in their homes). Nevertheless, arts districts can be grouped into general categories based on an area’s predominant uses:

- » Major Arts Institution Focus - Anchored by one or more large facilities such as a major public gallery, school, or concert hall

- » Arts and Entertainment Focus - An eclectic blend of independent and mainstream performing arts and popular culture venues (e.g., galleries, night clubs, dinner theatres, etc.), typically including a high proportion of private facilities
- » Cultural Production Focus - Focused on “creative industries” – artists and businesses involved in the production or distribution of the arts
- » Downtown Focus - Integrated with an active business/office environment, typically defining the character of the area’s street-level experience with galleries, public art, etc., and often encouraging a high proportion of “creative industries” and/or related arts/design-centric businesses (e.g., architecture, industrial design, advertising, computer games design, technology development, exhibition facilities, showmarts, etc.)

4. What kind of Arts District is envisioned for the City Centre?



The City Centre’s proposed arts district is made up of two main parts, both of which are served by the Canada Line and enjoy direct riverfront access and views:

“West Bridgeport” A work-only district incorporating the West Bridgeport Canada Line station (Note: Housing is prohibited due to high aircraft noise.)

A “Downtown Focus” type of arts district:

- » Focussing on business/office uses, including a number of art/design-centric and related businesses
- » Emphasizing uses that can take advantage of the area’s proximity to the airport and port
- » Promoting street-level restaurants, galleries, and related uses that animate the area’s street-life 24/7
- » Complementing the area’s existing casino resort and theatre with vibrant nightlife and a signature daytime use in the form of a major riverfront facility, which could include an arts institute, exhibition facility, or internationally-recognized arts/design-centric business

“Aberdeen” A mixed work-only and live/work district south of Sea Island Way incorporating the “Aberdeen” and “Capstan” Canada Line stations (Note: Housing is prohibited generally south of Cambie Road due to high aircraft noise.)

Generally south of Cambie Road —An “Arts and Entertainment Focus” type of work-only arts district:

- » Focussing on commercial entertainment uses anchored by several unique, “landmark”, public facilities (e.g., visual/ performing arts centre, major museum, etc.)
- » Emphasizing uses that can take advantage of the area’s proximity to the City Centre’s proposed major riverfront park and eclectic mix of float homes and marine-related uses
- » Promoting restaurants, galleries, and related uses that animate the area’s street-life 24/7 and complement its existing businesses
- » Building on and enhancing the area’s cultural diversity

Generally north of Cambie Road — A “Cultural Production Focus” type of live/work arts district:

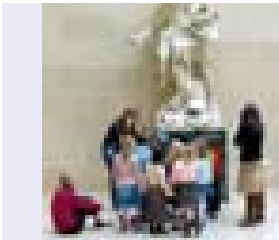
- » Focussing on artists involved in arts production in their places of residence, complemented by small private studios, art sales, and galleries, and related businesses
- » Emphasizing uses that contribute to a strong sense of community and inclusiveness for residents and visitors
- » Promoting artist live/work throughout and especially at street-level where they can animate and impart a special character to the public realm

5. What does an Arts District look like?

The City Centre’s Arts District will be an integral part of the downtown and will be designed to respect neighbouring areas. Nevertheless, the Arts District and its individual villages will be expressive of their residents, businesses, and activities.

Innovative architecture and public open space design will play a critical role is expressing the identity of the District and, in turn, will serve to attract business development and tourism. And, purpose-built live/work spaces will ensure access to affordable market and non-market housing that meets the special space needs of artists.

6. How will the establishment of an Arts District impact existing facilities such as Gateway Theatre?



The development of an Arts District in the City Centre is consistent with the Richmond Arts Strategy (2004) for supporting the arts all across the City Centre and Richmond. Establishment of the District, together with enhanced regional and airport access via the Canada Line, will increase visitors, attendance, and participation at all Richmond arts facilities, including facilities outside the District, by:

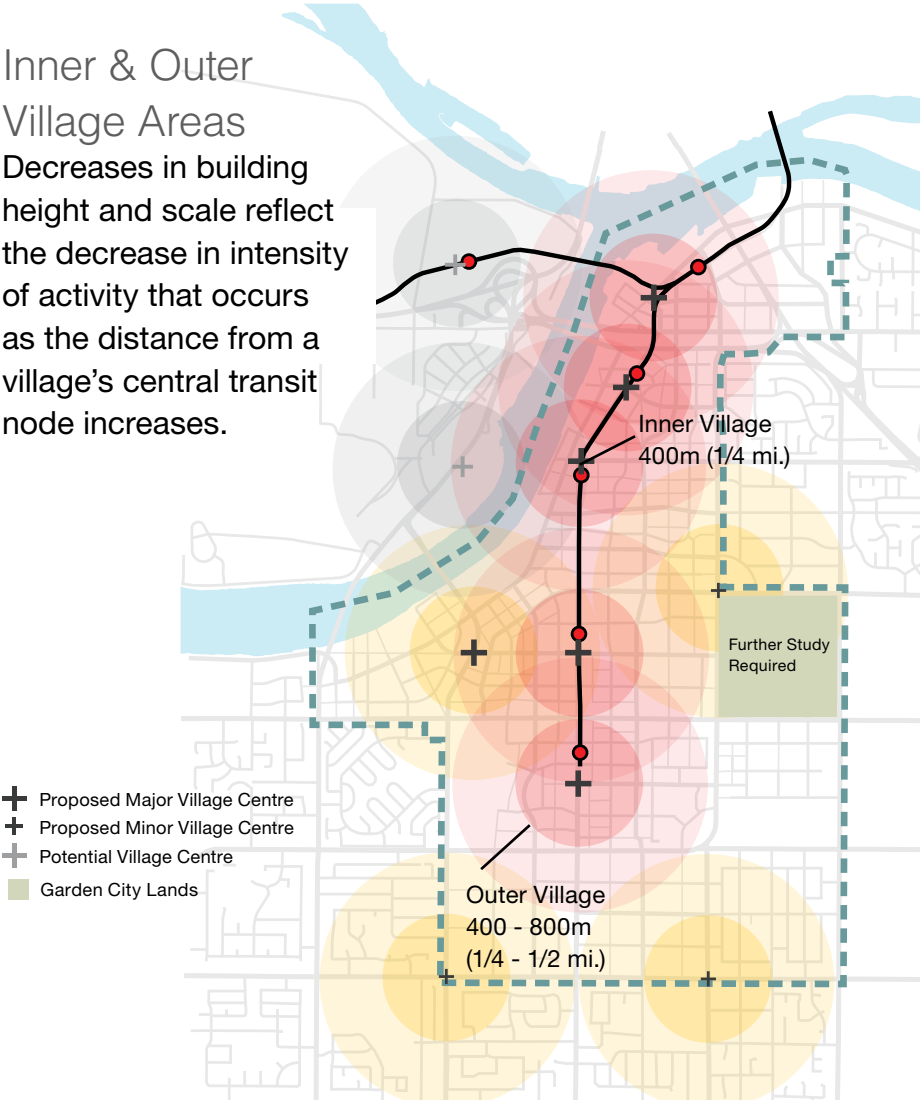
- » Increasing the visibility of the arts in Richmond
- » Enhancing public access to and awareness of Richmond arts venues for people across the Lower Mainland
- » Creating opportunities for synergy and increased creative capacity through the concentration of facilities and artists

H. Built Form & Urban Design

Objective: Provide a framework for a “distinctive community” expressive of its unique Richmond character, its villages, and the integration of its high quality urban, rural, and natural environments.

The City Centre’s proposed village structure supports variety in building height and form providing visual interest and breathing space and reinforcing the distinct roles of various village centre locations.

Inner & Outer Village Areas
Decreases in building height and scale reflect the decrease in intensity of activity that occurs as the distance from a village’s central transit node increases.



“Centre of the Centre”

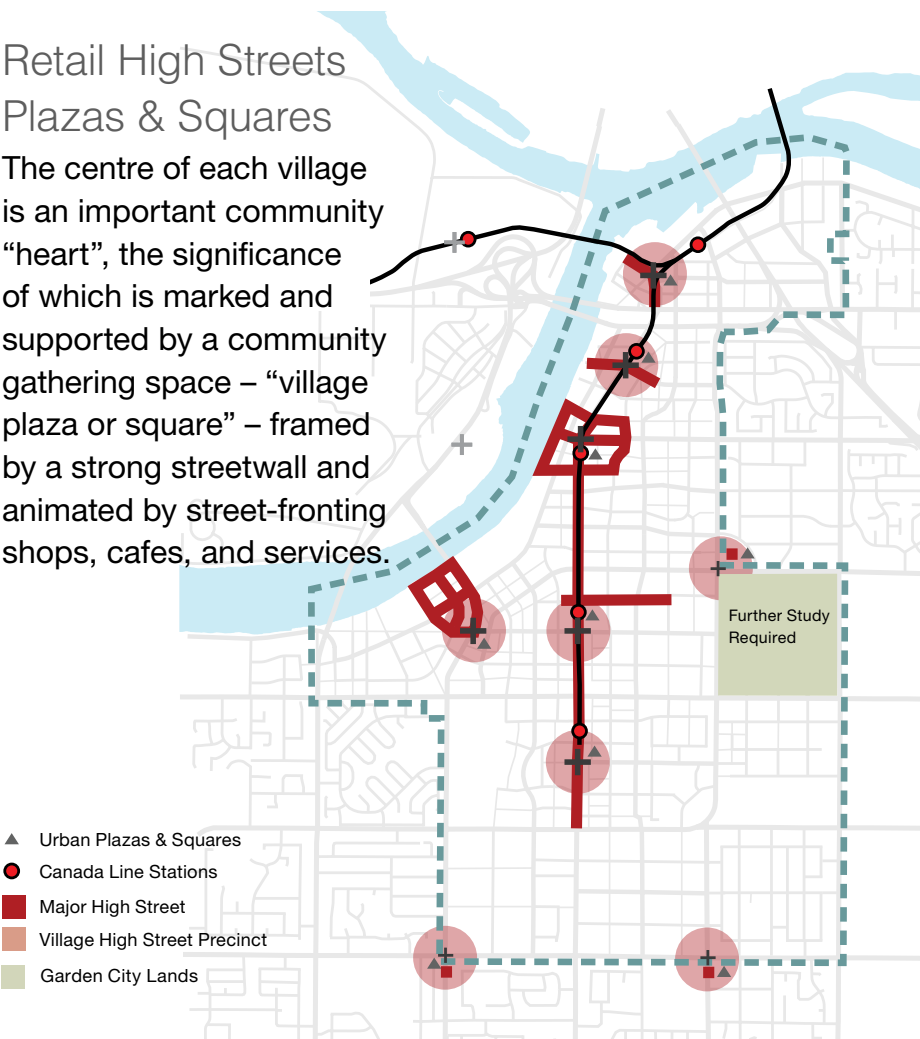
Just as the downtown is the centre of Richmond, the downtown requires its own centre characterized by:

- A major gathering place
- Access via the Canada Line
- Richmond’s Central Business District (CBD)
- Prestige shopping, and amenities
- “Signature buildings”



The identity of the City Centre and its individual villages is reinforced through the downtown’s built form and open space pattern.

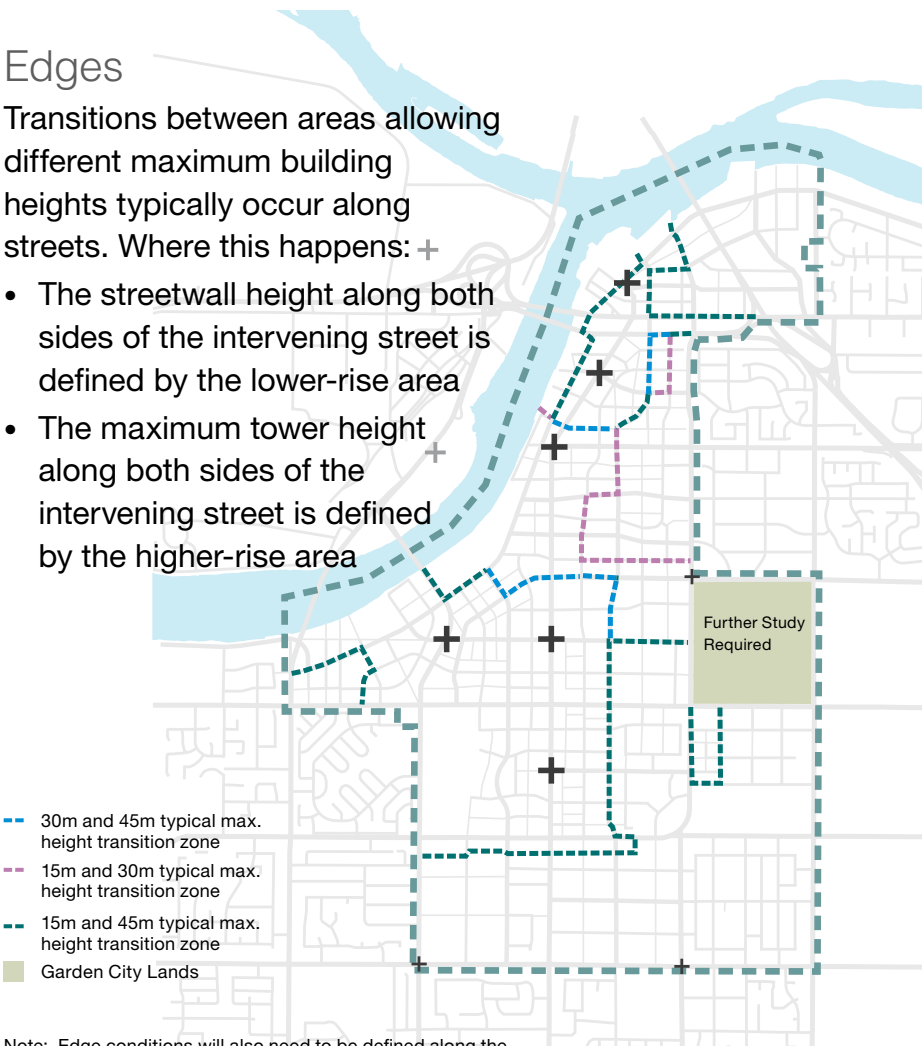
Retail High Streets
Plazas & Squares
The centre of each village is an important community “heart”, the significance of which is marked and supported by a community gathering space – “village plaza or square” – framed by a strong streetwall and animated by street-fronting shops, cafes, and services.



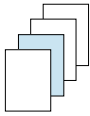
Edges

Transitions between areas allowing different maximum building heights typically occur along streets. Where this happens: +

- The streetwall height along both sides of the intervening street is defined by the lower-rise area
- The maximum tower height along both sides of the intervening street is defined by the higher-rise area



Note: Edge conditions will also need to be defined along the boundary of the City Centre

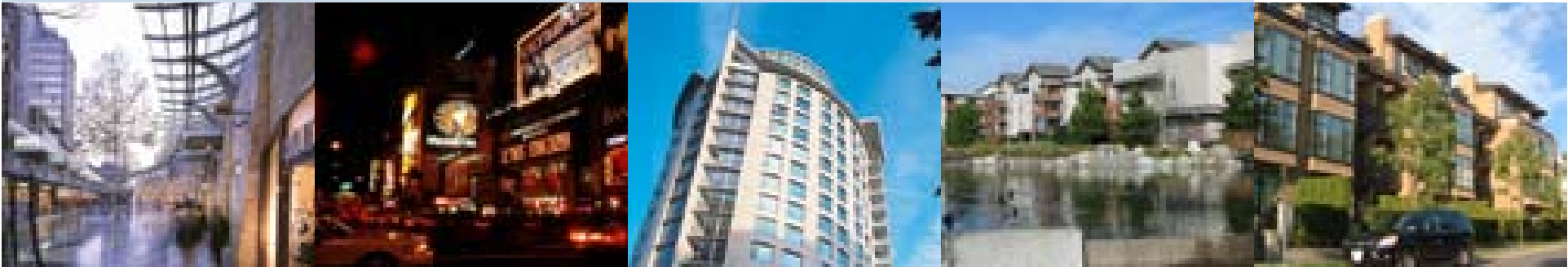


H. Built Form & Urban Design

To help provide for the creation of a variety of high-quality, urban environments in keeping with the locations and special attributes of each of the downtown’s villages.

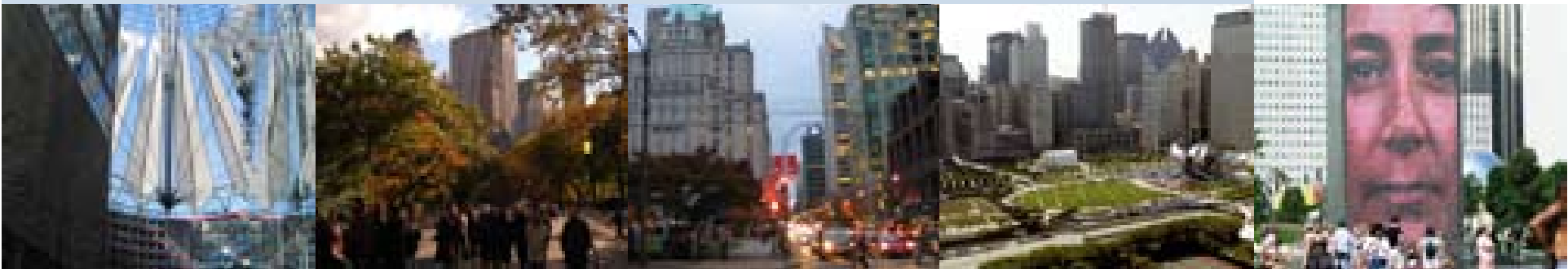
Village Scale

Higher building forms and continuous streetwalls will characterize “inner” village areas and contrast with the typically lower, more informal development of “outer” village areas.



“Centre of the Centre”

The city’s tallest buildings, most formal character, and important civic uses will help to reinforce the iconic role of this area as the heart of Richmond and its downtown.



Retail High Streets

Distinctive pedestrian-oriented retail precincts will punctuate the downtown’ mixed-use landscape, anchoring each of its urban villages and providing centers for socializing and celebrating.



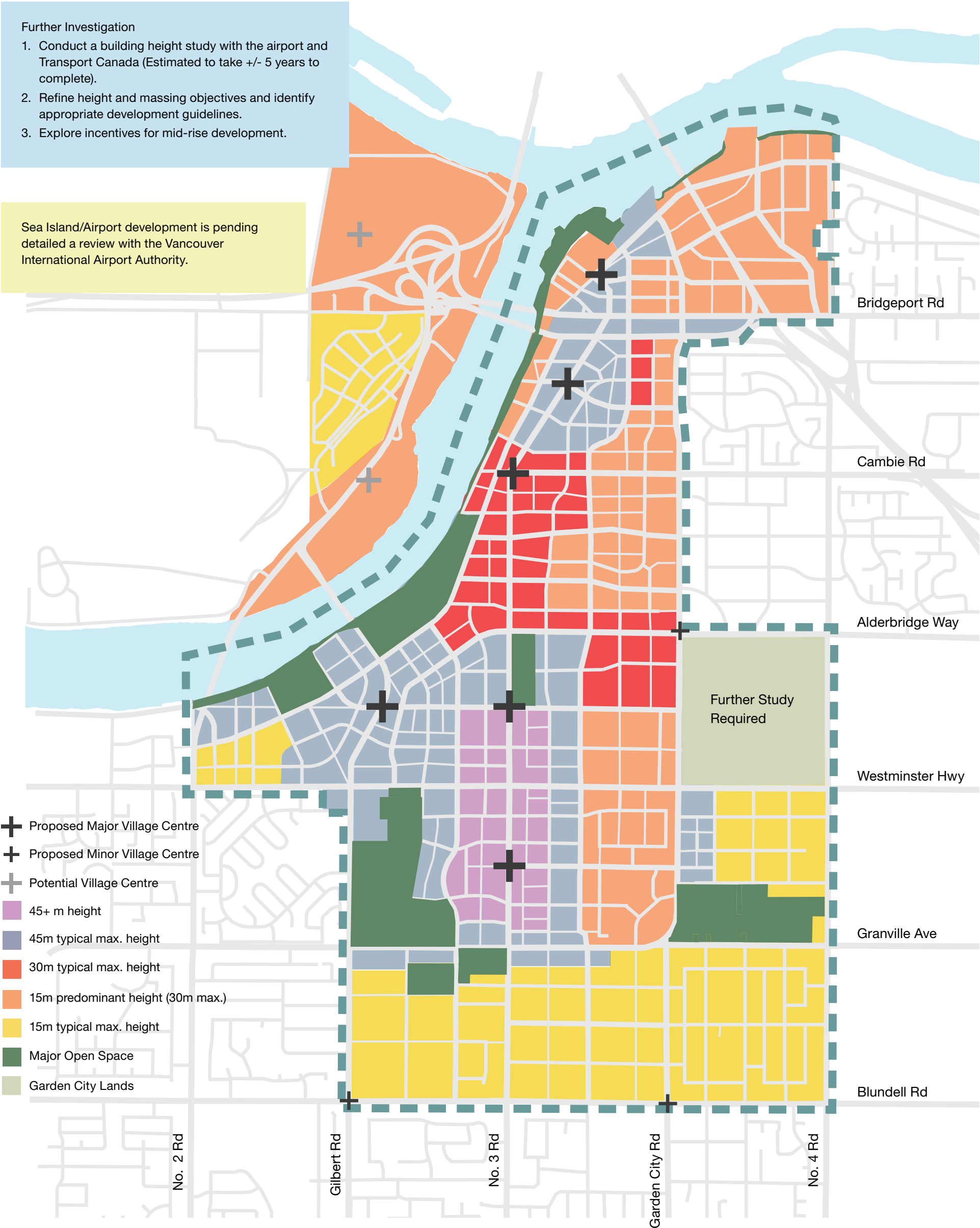
Edge Conditions

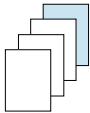
Smooth transitions between neighbouring areas will be enhanced by the use of consistent streetwall and tower heights along the intervening street frontages.



H. Built Form & Urban Design




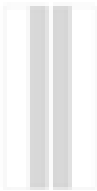
Building Height: The framework provides for a range of heights, with the tallest buildings generally focused in the “inner village” areas (within 400 m of a transit node) of the downtown’s “major villages”.


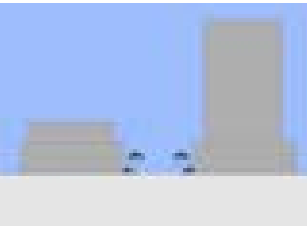




H. Built Form & Urban Design

Built Form		
Signature High Rise		
		<div><div>Purpose</div><div>To add variety to Richmond’s skyline; to help define the “Centre of the Centres”; and to provide for density/height bonussing as a means to secure public amenities.</div></div> <div><div>Height</div><div>Over 45 m (Lower where required to satisfy Transport Canada regulations)</div></div> <div><div>Location</div><div>Typically situated within 400m (1/4 mile) or 5 minute walk of transit/bus-link station</div></div> <div><div>Use</div><div>May contain residential, office/commercial and/or mixed use, with retail at grade; Contains 120 – 150 dwelling units/acre (upa)</div></div>
High Rise		
		<div><div>Purpose</div><div>To promote dense, compact and, preferably, mixed-use development within Richmond’s downtown urban villages</div></div> <div><div>Height</div><div>45 m max. (Lower where required to satisfy Transport Canada regulations)</div></div> <div><div>Location</div><div>Typically situated within 400m (1/4 mile) or 5 minute walk of transit/bus-link station</div></div> <div><div>Use</div><div>May contain residential, office/commercial and/or mixed use, with retail at grade; Contains 100 – 120 dwelling units/acre (UPA)</div></div>
Mid Rise		
		<div><div>Purpose</div><div>To contribute to the transition of low- to high-rise development within urban villages</div></div> <div><div>Height</div><div>Typically 30m max.</div></div> <div><div>Location</div><div>Typically situated within 800m (1/2 mile) or 10 minute walk of transit/bus-link station</div></div> <div><div>Use</div><div>May contain residential, office/commercial and/or mixed-use; Contains 50 – 80 dwelling units/acre (UPA)</div></div>
Low Rise		
		<div><div>Purpose</div><div>To provide housing types most closely associated with single-family living and/or non-residential uses such as Van Horne</div></div> <div><div>Height</div><div>Typically 15m max.</div></div> <div><div>Location</div><div>Typically situated within 800m (1/2 mile) or 10 minute walk of transit/bus-link station</div></div> <div><div>Use</div><div>May contain residential, office/commercial and/or mixed-use; Contains 24 - 40 dwelling units/acre (UPA)</div></div>

Retail High Streets, Plazas & Squares		
Major High Street		
		<div><div>Purpose</div><div>To provide a high-quality, urban, pedestrian-oriented street environment supporting a combination of at-grade retail and public amenities of city-wide and/or regional significance</div></div> <div><div>Use</div><div>High-end retail goods and services rivaling well-known shopping areas such as Robson Street, Granville Island, and Vancouver’s Chinatown</div></div> <div><div>Form</div><div>Street design and character will vary to take advantage of local opportunities and enhance the uniqueness of the retail experience</div></div> <div><div>Plaza</div><div>An important public space designed and sited as a focus for the retail experience, reinforcing the village’s activity generators (e.g., Canada Line stations, retail anchors, etc.), providing a venue for celebration and special events, and encouraging socializing and opportunities to “see and be seen”</div></div>
Village High Street Precinct		
		<div><div>Purpose</div><div>To provide a village-focused, pedestrian-oriented retail street</div></div> <div><div>Use</div><div>Primarily locally-serving convenience retail, services, and casual dining</div></div> <div><div>Form</div><div>Street design and character will vary to take advantage of local opportunities and enhance a cohesive village character</div></div> <div><div>Plaza</div><div>An intimate public space designed and sited as a local community focus complementing the retail experience and transit/service access (e.g., daycare, health services, etc.), encouraging socializing, and accommodating small weekly and special events (e.g., farmer’s markets and street fairs)</div></div>

Edge Conditions		
		Edge Conditions occur where there are transitions between areas allowing different maximum building heights as follows.
Low to High	Building Height Transition	15m to 45m
	Streetwall Height	9m typical
	Tower Height	45m max.
Low to Medium	Building Height Transition	15m to 30m
	Streetwall Height	9m typical
	Tower Height	30m max.
Medium to High	Building Height Transition	30m to 45m
	Streetwall Height	9m min.
	Tower Height	45m max.