



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee
From: Terry Crowe
Manager, Policy Planning
Re: **City Centre Area Plan Update – Preliminary Findings & Proposed Public Consultation Process**

To Planning - Jun 20, 2006.
Date: June 15, 2006

File: 08-4045-20-10.

Staff Recommendation

That, as described in the Manager, Policy Planning report: “City Centre Area Plan Update – Preliminary Findings & Proposed Public Consultation Process”, dated June 15, 2006, staff proceed with the public consultation process for the City Centre Area Plan Update.

Terry Crowe
Manager, Policy Planning

TC:cs

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CONCURRENCE OF GENERAL MANAGER		
<i>[Signature]</i>		
REVIEWED BY TAG	YES <input checked="" type="checkbox"/> <i>R</i>	NO <input type="checkbox"/>
REVIEWED BY CAO	YES <input checked="" type="checkbox"/> <i>S</i>	NO <input type="checkbox"/>

Staff Report

Origin

Richmond is currently undertaking a strategic update of its City Centre Area Plan (CCAP), which was originally adopted in 1995.

The purpose of the strategic CCAP Update (**Attachment 1**, Study Area) is to:

- Expand the City Centre to include West Bridgeport, to better integrate it into the City Centre, and the Canada Line and stations;
- Reflect the changes that Richmond and its downtown have undergone in the past 11 years; and
- Better guide the downtown's growth, according to an enhanced vision, principles and information, so that it can become the urban centrepiece of Richmond.

The purpose of this report is to present the:

- Preliminary findings of the CCAP Update study; and
- Proposed public consultation process.

Background

1. STUDY PROCESS

The City Centre Area Plan update process will be like the West Cambie Area Plan update process and involve:

- Part 1: Study and approval of an updated City Centre Area Plan Concept,
- Part 2: Preparing and adopting the City Centre Area Plan Bylaw and Implementation Strategy.

2006 - Part One: City Centre Area Plan Update Concept:

- Updating the current City Centre Area Plan will emphasize physical planning considerations and include for the long term (beyond 2021):
 - A Vision and Principles (e.g., Great Streets, TOD),
 - A "Capacity Based Framework For Development" (see below); and
 - Co-ordinated land use designations, phasing, infrastructure, servicing, park, amenities and related policies with the "Framework".
- It is anticipated that Council will approve the updated City Centre Area Plan Concept by December 31, 2006.

2007 - Part Two: City Centre Area Plan Bylaw and Implementation Strategy

- Already, some implementation studies for the Strategy have started,
- As soon as possible, after the City Centre Area Plan Concept is approved, work will fully begin to prepare the City Centre Area Plan Bylaw and Implementation Strategy with the aim of approving them, in early 2007 (see Schedule below).
- The Implementation Strategy involves integrating the following:
 - Land uses;
 - An affordable [subsidized] housing update;
 - Community amenity and parks implementation, financing and land acquisition;
 - An engineering [e.g. water, sanitary sewer, drainage] infrastructures update;

- A transportation and transit plan update;
- Sustainability: (e.g., “Green” building/infrastructure incentive strategies which may include geo-thermal works, LEED standards, “Green roofs, Power Smart),
- Quantifying Area Plan elements,
- Costing Area Plan elements,
- Identifying how each element will be financed (e.g., taxes, grants, density bonusing, DCCs, other).

Approvals

Once the City Centre Area Plan Bylaw and Implementation Strategy are prepared, they will be brought forth for Council review and approval.

A Strategic Planning Emphasis

As the City Centre Area Plan Update is a strategic exercise which emphasizes establishing a “Capacity Based Framework For Development”, not everything can be completed at once, and the following work is scheduled afterwards, for completion as soon as possible and will be incorporated in the OCP update work scheduled over 2006 – 2008:

- 2006 -2007
 - After the No 3 Rd. Streetscape Study is completed [e.g., July 2006], work will begin on the five No. 3 Rd. - Canada Line “Station Precinct” plans,
 - After the “Station Precinct” plans have been prepared, the City Centre Development Permit Guidelines will be updated (e.g., spring 2007). If these can be completed in time, they will be incorporated into the CCAP;
 - Business incentive strategies;
 - Housing affordability strategies (e.g., non-subsidized);
- In 2007 -2008
 - Sub-area plans (e.g., Garden City Lands);
 - Aircraft-related City building height relaxations which first require:
 - A Transport Canada (TC) driven work program
 - Transport Canada, VIAA and City studies, and, if successful,
 - Detailing of any actual building height increases.

The City is encouraging Transport Canada to establish the work program, quickly.

2. A CITY CENTRE “CAPACITY-BASED FRAMEWORK FOR DEVELOPMENT”

Richmond’s Official Community Plan anticipates a population of 212,000 by 2021, of which 62,000 will live in the City Centre.

While this is generally consistent with the City Centre’s anticipated rate of growth and Richmond’s 2021 commitment to the Greater Vancouver Regional District (GVRD), it does not incorporate the latest information to clarify what should happen from 2006 to 2021, and after 2021.

It is prudent at this time to establish a long term City Centre “Capacity-Based Framework for Development” as:

- recent Council decisions and events (e.g., Canada Line, OCP aircraft noise policies), have started to define and shape the long term development capacity of the City Centre, and
- it is best to identify now, how to maximize the opportunities.

These opportunities include:

- The defined area of the City Centre,
- The OCP Aircraft Noise Sensitive Development (ANSD) policy, which establishes areas of “No Residential” development and “Residential” Development,
- The new Canada Line (CL) and the five CL stations,
- The need to have No 3 Road rebuilt as a “Great Street”
- The need to create high density, livable, transit oriented development (TOD) communities around each CL station;
- The Olympic Gateway Concept: West and East, which aims to take advantage of the 2010 Oval and its four principles:
 1. Build a Complete Community,
 2. Build Green,
 3. Build Economic Vitality,
 4. Build a Legacy.
- Achieving a livable balance in the City Centre among population growth, jobs and employment, a variety of land uses, infrastructure, services, amenities, parks, environmental quality and financing.

The City Centre Framework will better address these challenges, by determining:

- What the “ultimate” (e.g., maximum) population and employment in the City Centre should be;
- How and when growth, land uses, development, infrastructure and amenities in the City Centre should be managed to achieve this “ultimate” growth (e.g., “build-out”).

Part 1 – The Concept: A “City Centre Capacity Based Framework For Development”

To do this, Part One of the study aims to identify:

(1) A Long Term City Centre Vision and Phasing Program

- Vision: a long term vision and principles shared by the community and, based on these:
- Growth: the amount of growth that can reasonably be accommodated, over the long term – in other words, the “development capacity” of the downtown.

(2) Growth Phasing and Triggers

Once this is determined, the City can then identify:

- Phasing: how growth should be phased (e.g., to 2006-2021, to 2031, beyond 2031); and
- Triggers: the “triggers” should be put in place to signal that it is time for the growth of specific areas or land uses to proceed.

Part 2: Achieving The Concept - A City Centre Area Plan Bylaw and Implementation Strategy

When Part 1 is completed, Part 2 will establish how best to facilitate the downtown’s desired amount and form of growth, per phase - to 2006-2021 [see below].

3. PLANNING HORIZONS [2006 - 2021 & Beyond 2021]

(1) Current OCP and LRSP Planning Horizon – To 2021

The current OCP and its Regional Context Statement (RCS), and the City Centre Area Plan enable the City to manage growth (City: 212,000 pop.; City Centre 62,000 pop.) to 2021 and be compatible with the LRSP.

(2) City Centre Area Plan Update Studies – Beyond 2021

The City Centre Area Plan update studies will:

- examine and determine long term growth capacities beyond 2021, in phased manner, and
- identify long term population and employment targets that will likely exceed the current OCP 2021 targets.

(3) RCS Implications

Any City growth beyond the current 212,00 population target will require a Regional Context Statement [RCS] amendment, which the GVRD must review and approve.

It is best to amend the OCP RCS when updating the OCP and in conjunction with the GVRD LRSP update. Both updates will manage growth to 2031 and perhaps beyond. These updates are currently scheduled over 2006-2008. This co-ordinated approach will provide the best long term, city-regional planning context.

(4) City Centre Area Plan Bylaw – Only to 2021

To avoid triggering a Regional Context Statement (RCS) amendment, now, when approving the revised City Centre Area Plan Bylaw, the Bylaw will incorporate changes only to 2021 (212,000 pop total).

This approach will avoid delaying the updated City Centre Area Plan Bylaw, in discussions with the GVRD, as the Bylaw is needed now, to enable the City to better plan and manage pending development proposals, with more certainty (e.g., aircraft noise policies, around the CL stations).

(5) City Area Plan Update Study Findings - Planning Beyond to 2021

All the City Area Centre Area Plan update study findings will be very useful as they will enable Council to establish an enhanced City Centre vision, principles, needs, priorities and phasing program to better manage:

- the City Centre to 2021, (this update)
- the 2031 OCP (and City Centre) update (next), and
- the City's interests, as it participates in the 2031 GVRD LRSP update (next).

At General Purpose Committee on July 4, 2006, a separate report will discuss certain aspects of preparing the 2031 OCP and LRSP update process.

Note:

A City Workshop will be scheduled in the fall 2006 [date TBD], to discuss the priorities for updating the OCP and OCP RCS in conjunction with the GVRD LRSP update.

(6) PRELIMINARY STUDY FINDINGS - CITY CENTRE AREA PLAN

Summary of Preliminary Findings	
Draft Vision	To be a "world class" urban centre and the centrepiece of Richmond as it emerges to become the "most appealing, livable, and well-managed community in Canada".
Draft Goals	<ul style="list-style-type: none"> • Build a Complete Community – "An inclusive community" • Build Green – "A culture supportive of an island city by nature" • Build Economic Vitality – "A diversified economy" • Build a Legacy – "A premier riverfront community and centre of excellence for sport and wellness, and arts, culture, and heritage"
Draft Principles	<p>Promote the growth of Richmond's downtown based on a network of ten (10) "urban villages" designed and located to:</p> <ul style="list-style-type: none"> • Enhance existing development • Open up the riverfront for increased public use and enjoyment • Reinforce the proposed Canada Line stations and other key focal points as distinct, mixed-use communities that promote walking, cycling, and transit • Provide a range of housing, business, recreation, social, and cultural amenities that will ensure a high standard of livability • Take advantage of unique opportunities to attract, diversify, and enhance business • Address aircraft noise, flood management, and environmental factors as an integral part of development
Potential City Centre Population Growth	<p>Based on the above DRAFT vision, goals, and principles, the study findings support the following:</p> <ul style="list-style-type: none"> • 2006 Population: 41,000 • 2021 Population: 62,000 (as per the current City Centre Area Plan) • Ultimate Population at "Build Out": +/-120,000

(7) THE SCHEDULE and PUBLIC CONSULTATION

The Update process includes public consultation opportunities [see table below] and the posting of information on the City's Website.

Part 1: The City Centre Concept/Framework	Estimates
1. Option Identification	April – July 2006
• Public Information Meeting/Open House/Survey	July 18 – 22, 2006
2. Option Evaluation	July – October 2006
• Public Information Meeting/Open House/Survey	September 2006
3. Area Plan Concept Approved	
• Planning Committee & Council	By December 31, 2006
Part 2	
The City Centre:	
(1) Area Plan Bylaw, and	
(2) Implementation Strategy [with Financial [DCC] Bylaws	
• Draft Area Plan	Jan - Apr
• Conduct Implementation Strategy Analysis [e.g., amenities, affordable housing, infrastructure, transportation, sustainability]	
• Prepare City Centre Area Plan Bylaw • Prepare the Implementation Strategy	
• Planning Committee & Council [1st and 2nd reading]	May
• Public Hearing [3 rd reading of the Area Plan bylaw]	June
• Financial bylaws [DCCs] [1 st and 2 nd reading]	June
• Provincial approval of Financial bylaws [6-8 weeks]	July
• Council approval of: - Area Plan Bylaw and Implementation Strategy - Financial bylaws [DCCs]	July

The draft materials prepared for presentation at the first Public Information Meeting/Open House scheduled for July 2006 will be presented at Planning Committee.

Once Council approves the Public Information Meeting/Open House material and questionnaire, staff may make minor changes to them, to improve their clarity.

School Board Consultation

Staff recommend that:

- the City Centre Area Plan update Public Information and questionnaire be referred to the School Board for comment, and
- City Staff hold a workshop for the City- School Board Liaison Committee, to better acquaint the Committee with the material.

Financial Impact

Funding for the City Centre Area Plan Implementation Strategy is being sought from the 2005 surplus appropriation.

Conclusion

The City Centre Area Plan Update and Implementation Strategy involves a two part process, the first of which is currently underway and involves consultation with the public in the form of a presentation, open house, and survey targeted for the week of July 18 – 22, 2006.



Terry Crowe,
Manager, Policy Planning [4139]

:TTC



Study Purpose

This City Centre Area Plan (CCAP) Update Study will create the framework for future development in Richmond’s downtown and outline a preferred scenario for growth within Richmond’s City Centre core.

The purpose of the CCAP Update is to:

- Revisit and update the 2021 vision for the City Centre
- Identify a “capacity based framework” for development beyond 2021
- Coordinate land use designations, phasing objectives, and related policies with the “framework”

We are not trying to answer all issues regarding Implementation within the CCAP Study. Implementation will be addressed in more detail during the Official Community Plan (OCP) Update to be started in 2007.

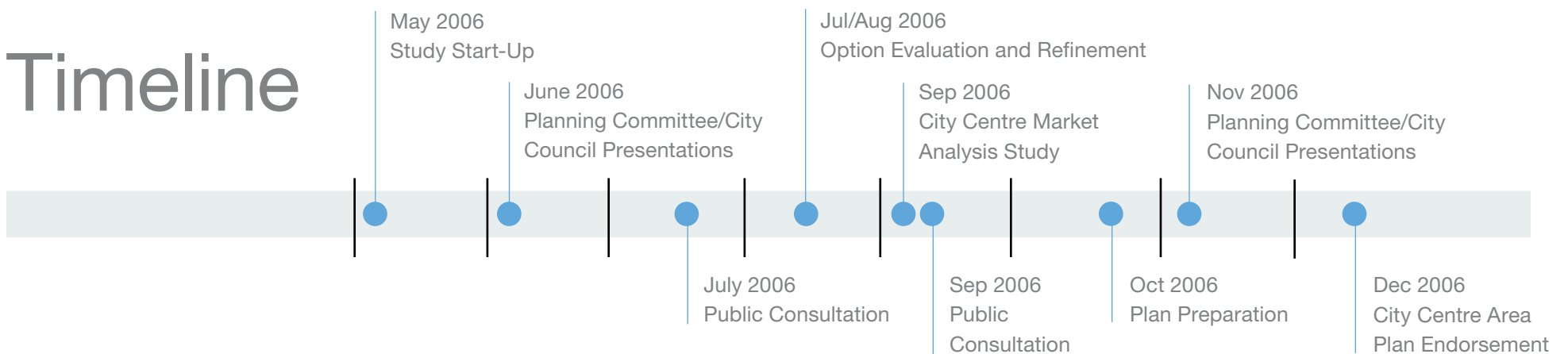


City Centre Growth & Change Since 1995

- 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; an additional 65 acres is earmarked for the Garden City Lands

We want to know your views regarding downtown growth!

Timeline



July 2006



City Centre Area Vision


To be a “world class” urban centre and the centerpiece 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


Smart Growth involves urban development approaches that are socially, environmentally and fiscally responsible. Smart Growth enhances the quality of life in communities, complements ecosystem function and uses tax revenues wisely. The proposed City Centre Goals are:

- 1




Build a Complete Community
Create an inclusive urban community designed to support the needs of a diverse and changing population.

 - An interconnected network of distinctive, pedestrian-and transit-oriented, mixed-use “urban villages” designed to meet the needs of residents, workers and visitors
 - A fine-grained, pedestrian-scale of public and private places and development, parks, open spaces, pedestrian and cycling linkages, and roads
 - An balanced approach to current and future amenity needs designed to ensure adequate future capacity of City facilities and services
- 2




Build Green
Foster a culture that uniquely supports and celebrates Richmond as an island city by nature

 - A living landscape
 - Transit-Oriented Development (TOD) Principles
 - A platform for a green economy
 - State-of-the-art sustainable development practices
- 3



Build Economic Vitality
Promote measures aimed to attract, enhance and retain business as well as measures that help the City Centre achieve a superior competitive position in the region.

 - The celebration and enhancement of Richmond and its downtown as the region’s “gateway to the world”
 - Enhanced livability and the proximity of affordable, attractive housing, amenities, jobs and transit
 - A distinctive, high-amenity urban environment that embraces its riverfront and the unique business, recreational, and lifestyle opportunities it offers
- 4



Build a Legacy
Establish the City Centre as a premier urban riverfront community and an international meeting place.

 - Centre of excellence for sport and wellness
 - Centre of excellence for arts, culture, and heritage
 - Centre of excellence for sustainability

Guiding Principles

In addition to a strategy of Smart Growth, the following Guiding Principles will be used to help direct growth and development:



1 Make No. 3 Road the Main Street
 Promote the continued growth and enhancement of No. 3 Road as Richmond’s downtown “spine” and pre-eminent retail street.



2 Focus on Transit-Oriented Development
 Maximize opportunities for people to live and work in a pedestrian-focused, high-amenity, mixed-use environment near transit.



3 Promote Urban Villages
 Promote the development of Richmond’s downtown as a pedestrian-focused, multi-centric network of urban, mixed-use villages and specialty-use precincts.



4 Provide Healthy Housing Opportunities
 Manage growth to ensure that the City Centre offers opportunities for a broad range of housing types, including a variety of affordable housing options.



5 Create Special Development Opportunities
 Take advantage of the downtown’s special attributes (e.g., riverfront, aircraft noise, flood management considerations, the Richmond Oval, and the Garden City Lands) to promote new land uses and niche markets.



6 Preserve Openness
 Manage high-rise development in a way that enhances the livability and appearance of the downtown, discourages its encroachment into lower-rise areas, and addresses potential impacts on neighbours.



7 Be a Garden City
 Create a downtown that is characterized by its: • “Great Streets” • High-quality network of parks • Unique and dynamic riverfront • Animated, pedestrian-oriented public realm.



8 Promote A Culture of Walking & Cycling
 Take steps to ensure that both the public and private sectors support walking and cycling as fundamental and integral parts of downtown development.



9 Create a Place, Not a Design
 Develop a variety of interconnected outdoor spaces and amenities—urban parks, plazas public art, etc. that foster vibrant human interaction.



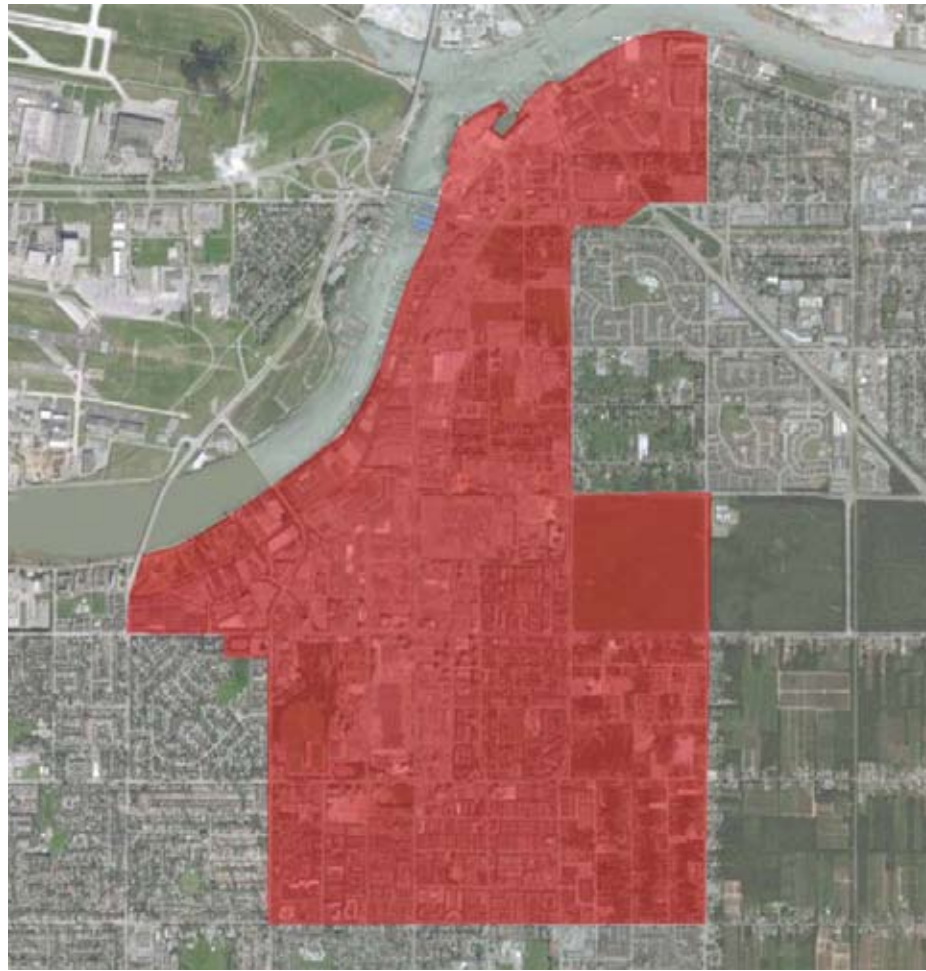
10 Coordinate Development
 Ensure that City infrastructure and services can keep pace with growth. Develop “win-win” policies for private industry to pay for public amenities.

Understanding Richmond's Downtown

Richmond has recently seen strong residential growth and is expected to meet its 2021 population targets for Richmond's City Centre (62,000) and the city as a whole (212,000).

Comparing Two Cities

Richmond City Centre



Vancouver City Centre



Approx. Population: 41,000
 Approx. Area: 2,050 ac

Approx. Population: 85,000
 Approx. Area: 1,431 ac

While Vancouver's downtown currently accommodates twice Richmond's City Centre population on three-quarters the land mass, there are some basic differences between these two communities could mean their development capacities are quite different.

Unlike Vancouver's downtown Richmond's City Centre is restricted by:

- Building height "capped" at 15 stories due to YVR flight paths
- Underground parking structures prohibited due to soil conditions/cost
- Aircraft Noise Zones that restrict residential development

Richmond's City Centre is enhanced by:

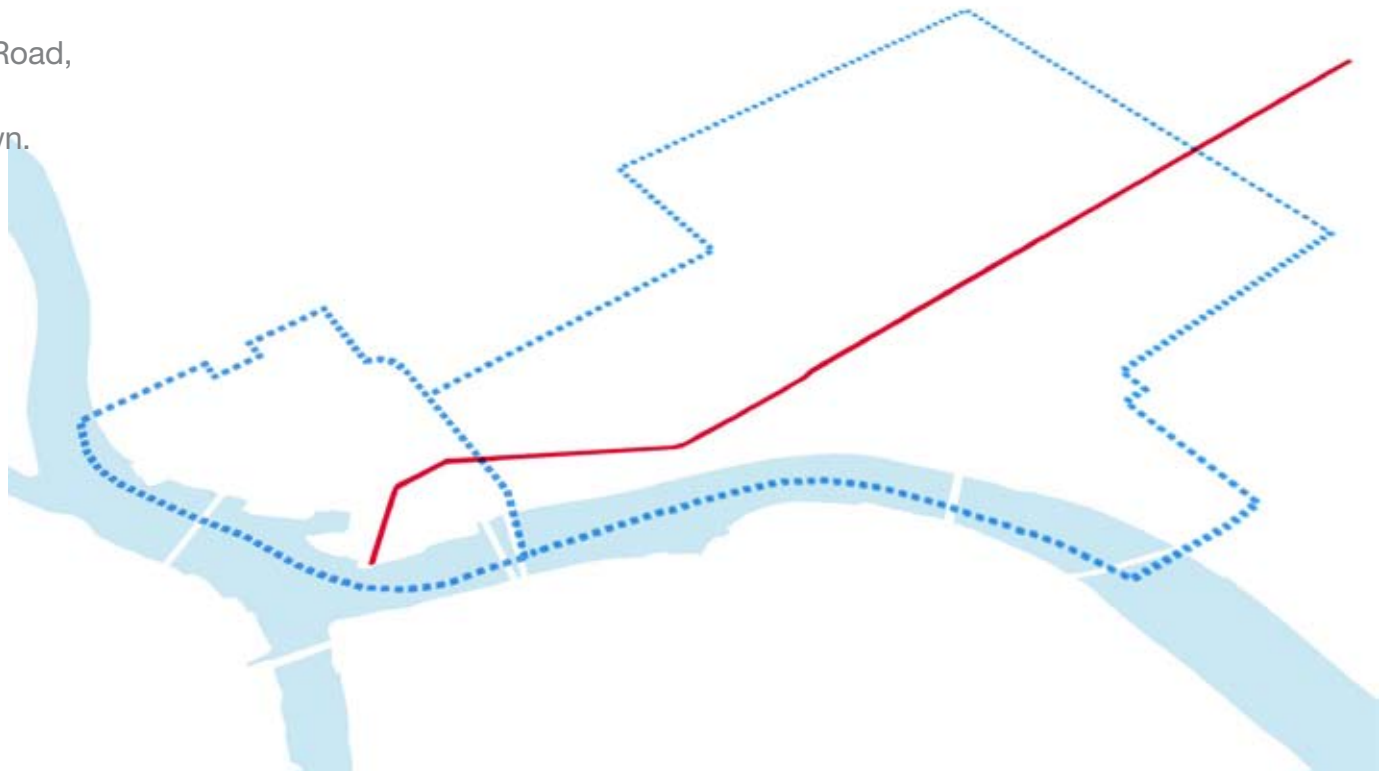
- Untapped riverfront and transit-oriented development opportunities
- Proximity to YVR (employment, business, tourism)
- Richmond Oval

The following three boards outline Richmond's City Centre Infrastructure to better understand its Development Capacity.

No. 3 Road

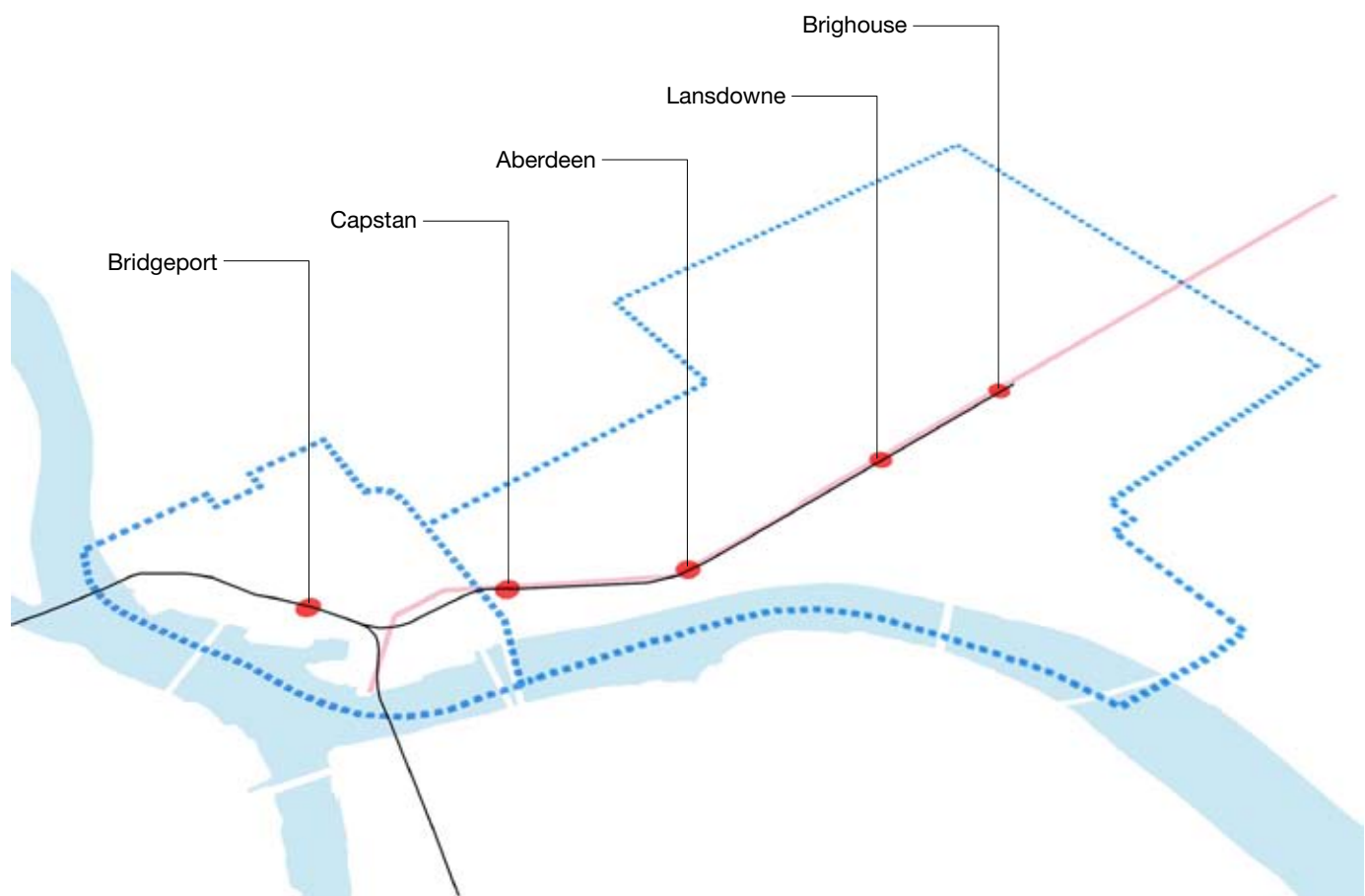
The City Centre is bisected by No. 3 Road, which is seen as the major civic and commercial street within the downtown.

Approx. CCAP Area: 2050 ac



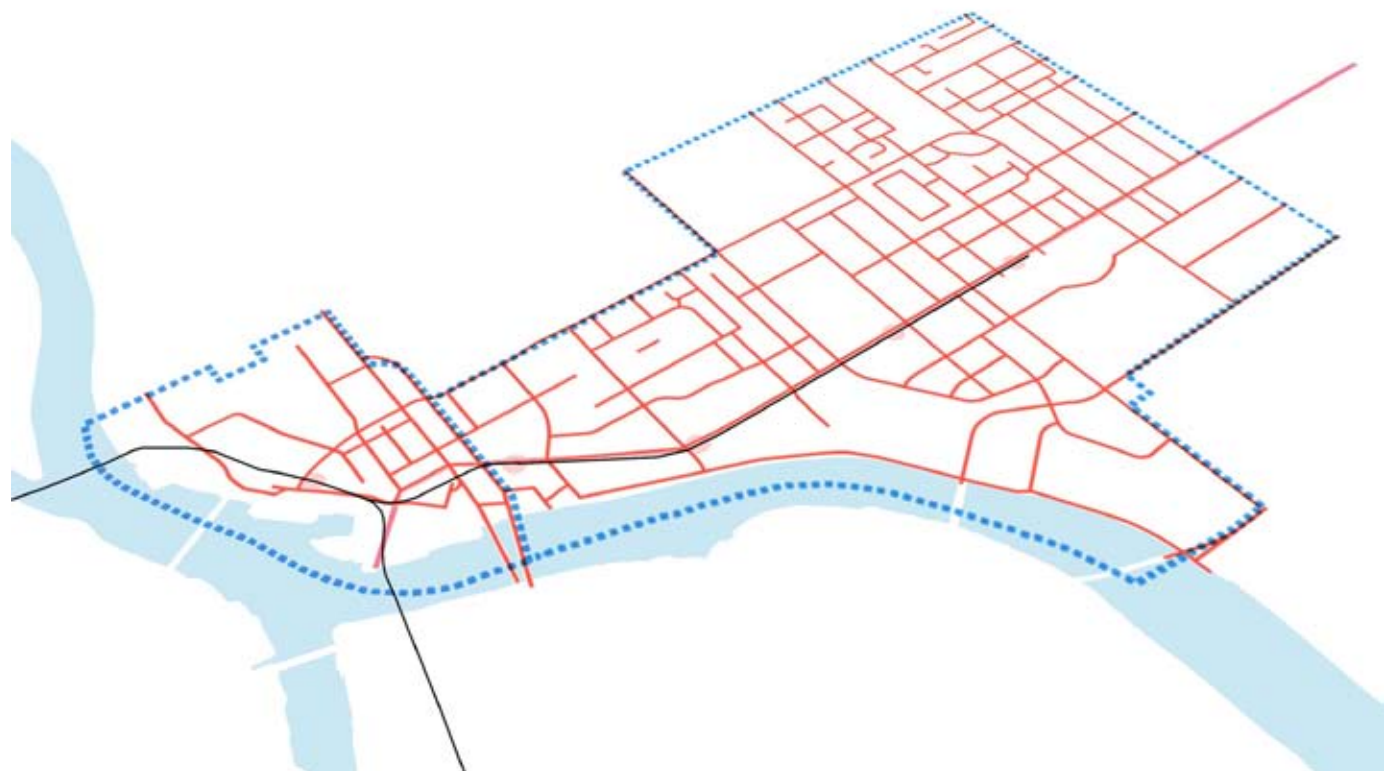
Canada Line

In 2009, an elevated rapid transit line will link Richmond's City Centre to the regional SkyTrain system, Vancouver, and the airport.



Existing Streets

Richmond's City Centre is further defined by its current pattern of streets that in turn outline its blocks, many of which are considered too long to support pedestrian-friendliness.



While Richmond's City Centre represents a large land area, not all of it is available to further residential development.

Park Area

The City's goal is to maintain a ratio of 3.25 ac of park for every 1,000 residents.

Approx. CCAP Area: 2050 ac
 Total Existing Park Area: - 189 ac
 Percentage of City Center: 9 %

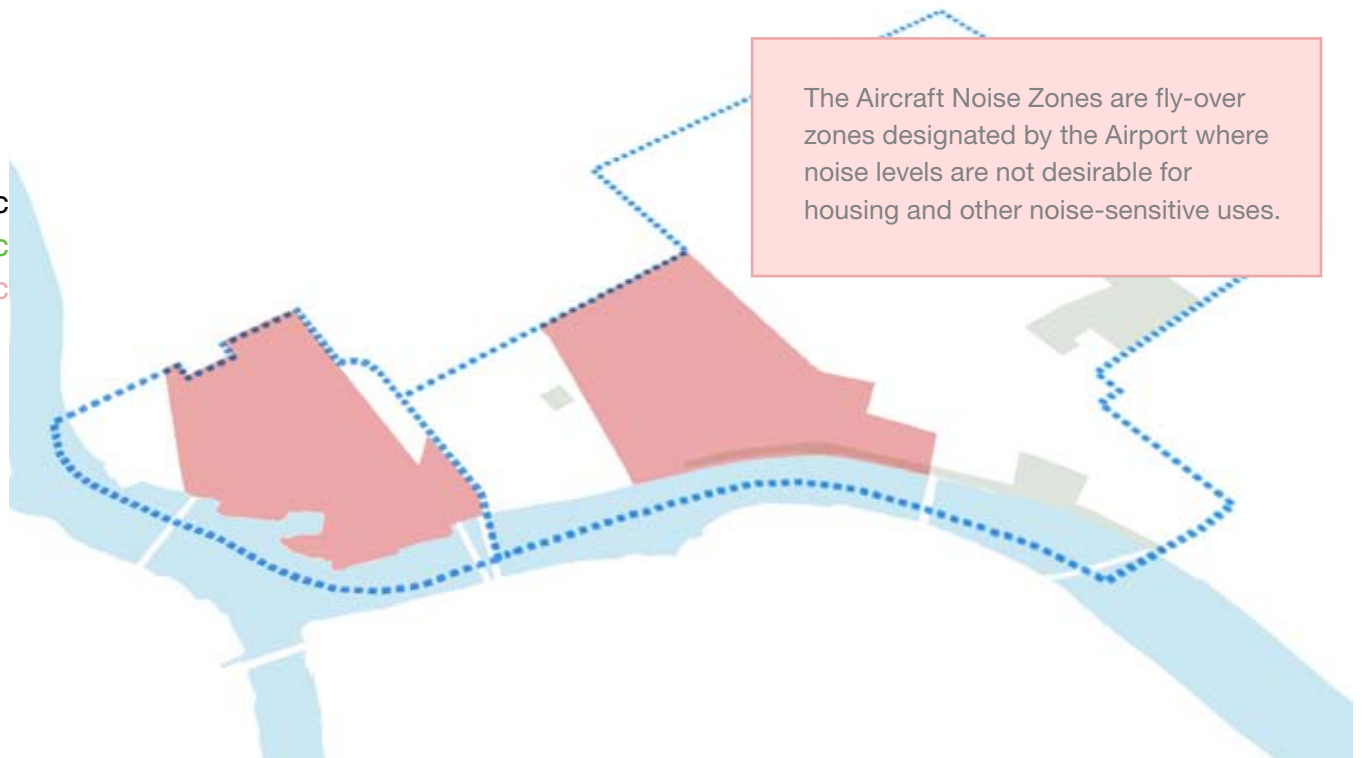


Aircraft Noise Zone

The city has adopted a policy that restricts residential development in two zones within the City Centre.

Approx. CCAP Area: 2050 ac
 Total Existing Park Area: - 189 ac
 Aircraft Noise Zone Area: - 456 ac

The Aircraft Noise Zones are fly-over zones designated by the Airport where noise levels are not desirable for housing and other noise-sensitive uses.

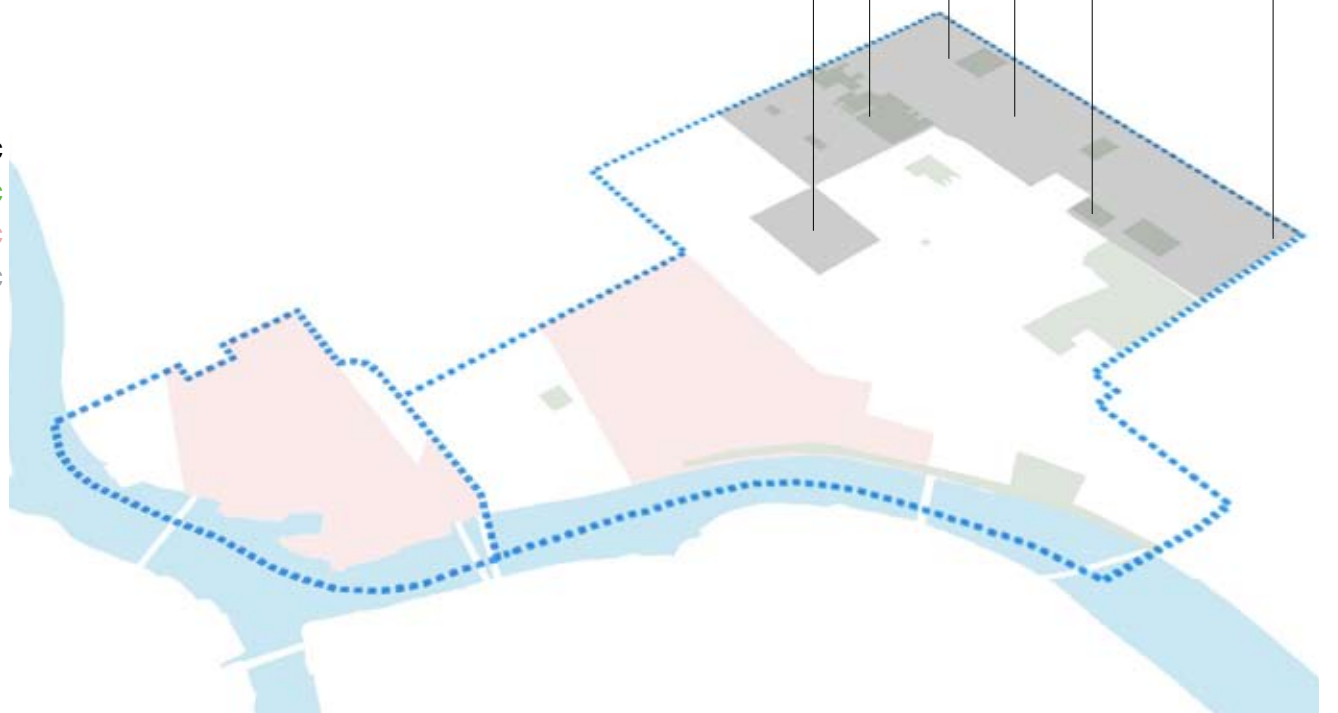


Built-Out or Existing Sub Areas

Not all of Richmond's City Centre is in need of redevelopment. A series of downtown neighbourhoods are thriving at near-built out capacity and/or should be preserved as they currently exist.

Approx. CCAP Area: 2050 ac
 Total Existing Park Area: - 189 ac
 Aircraft Noise Zone Area: - 456 ac
 Built-out Communities: - 619 ac

- McLennan South
- McLennan North
- Ackroyd
- St. Albans
- Acheson/Bennett
- Moffatt

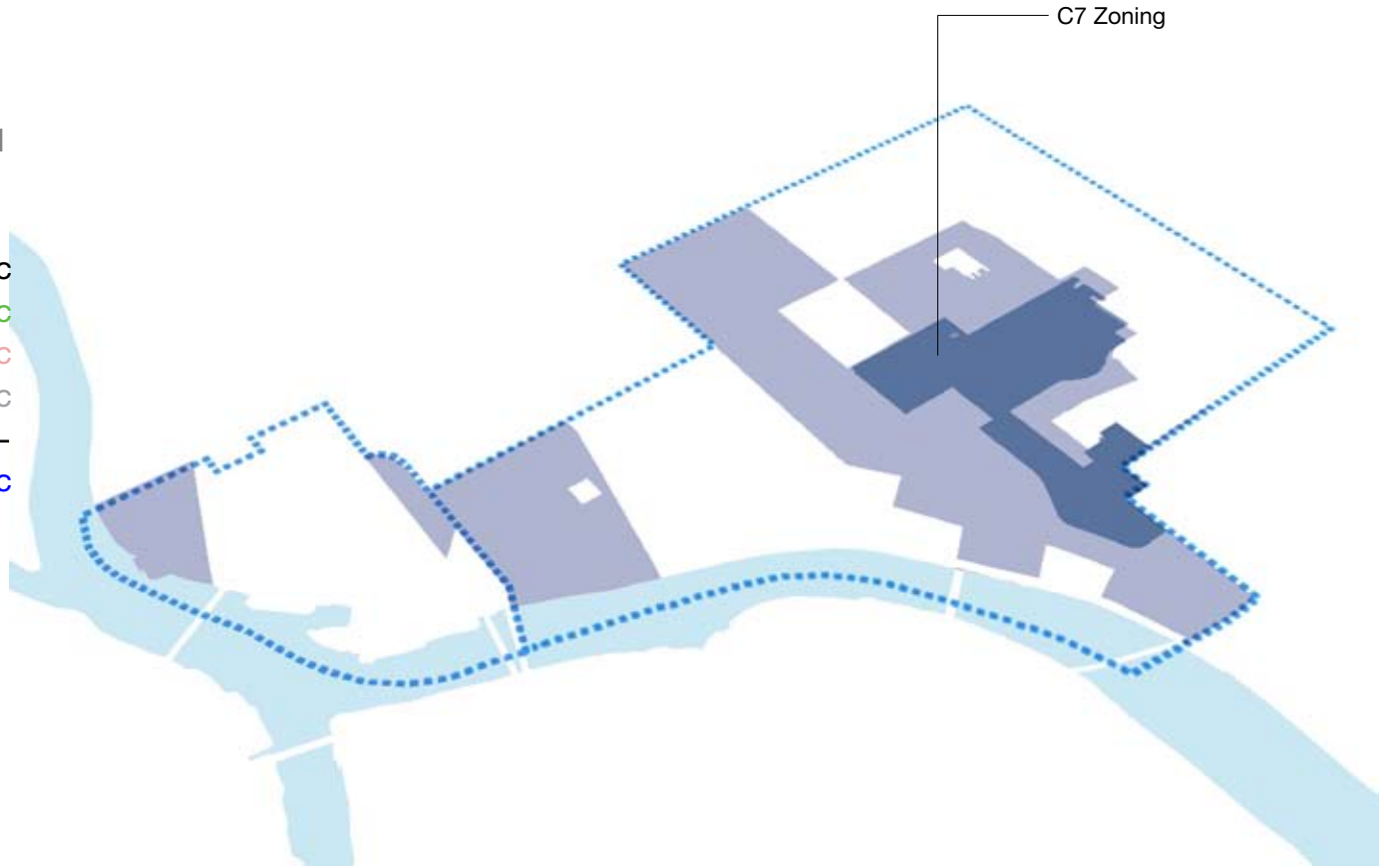


By subtracting land required for Parks, restricted by the Aircraft Noise Zones, or eliminated by prior community development, a “Net” Residential Building Zones’ figure can be calculated.

Net Residential Building Zones

Approximately 1/3 of Richmond’s City Centre area is available for new residential construction.

Approx. CCAP Area:	2050 ac
Total Existing Park Area:	- 189 ac
Aircraft Noise Zone Area:	- 456 ac
Built-out Communities:	- 619 ac
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Net Residential Building Zone:	786 ac

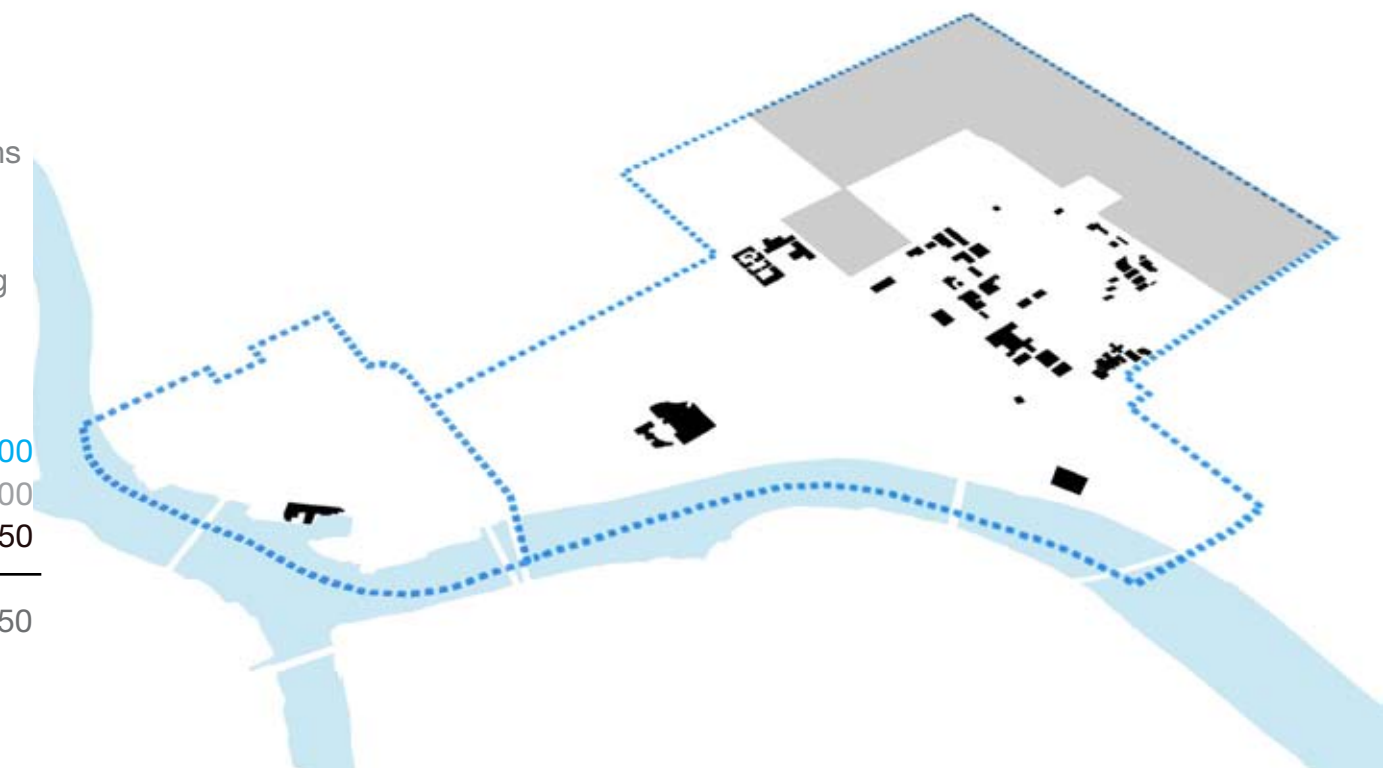


Existing Population to be Retained

Currently, Richmond’s City Centre contains 41,000 residents. Of this, approximately 30,150 live in areas or buildings expected to remain for the long-term. The remaining 10,850 live in older homes that are expected to be redeveloped.

Existing City Centre Population:	+ 41,000
Residents in Built-Out Sub Areas	- 20,000
Population to Remain:	- 10,150

Residents to be Relocated to New Development in the City Centre: 10,850



Existing Conditions

The areas in grey illustrate land capable of accommodating future residential growth in Richmond’s City Center – approx. 786 acres.



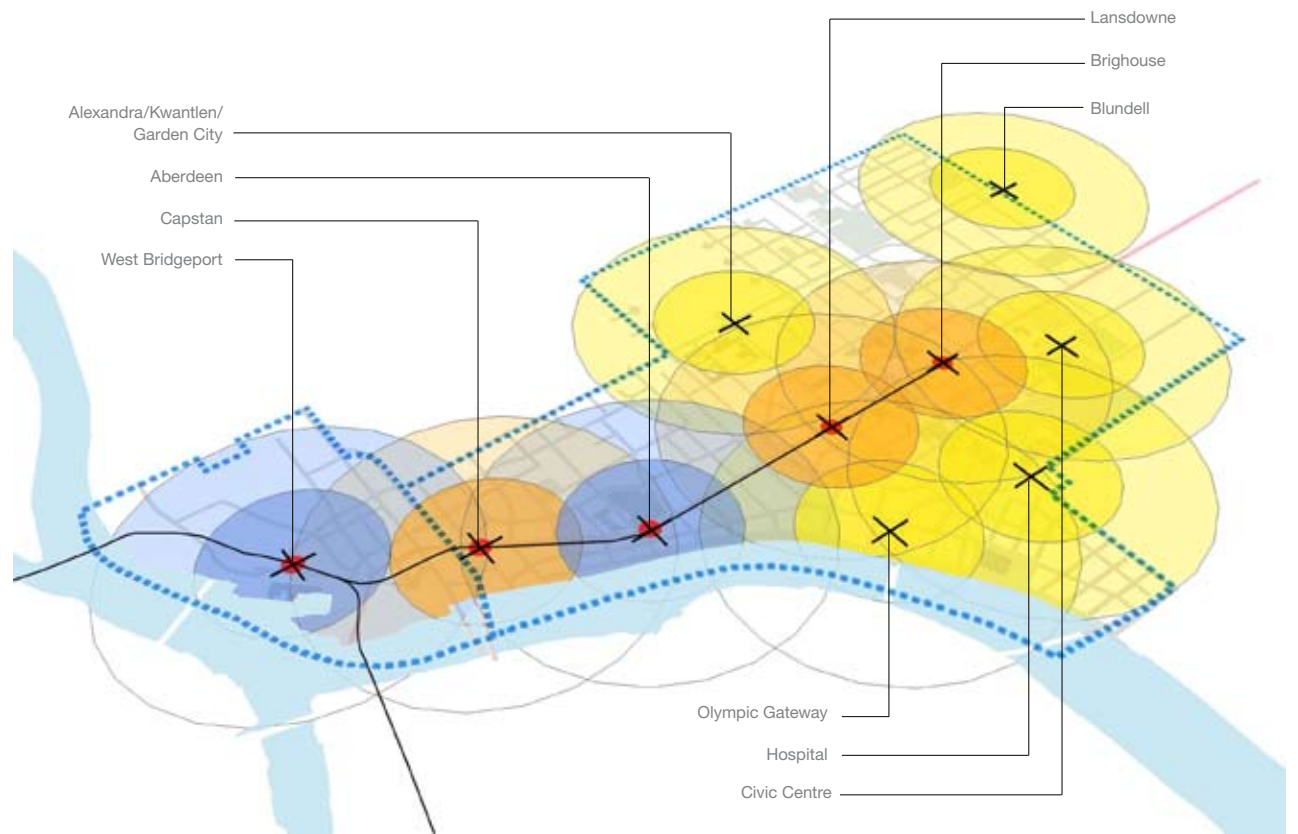
Urban Villages

It is proposed that Richmond's City Centre develop upon the principles of Transit-Oriented Development (TOD), where all residents are within a 5 to 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 10 urban “villages” within the City Centre boundaries – half 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 Playgrounds | 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 | 4 Community School |
| 2 Community Centre | 5 Community Police Office |
| 3 Community Park & Greenways | |

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

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

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.

Urban Village Models

A “Critical Mass” or minimum density of 10,000–20,000 people is required in order to sustain businesses within each Village and the promote the development of amenities within walking distance.

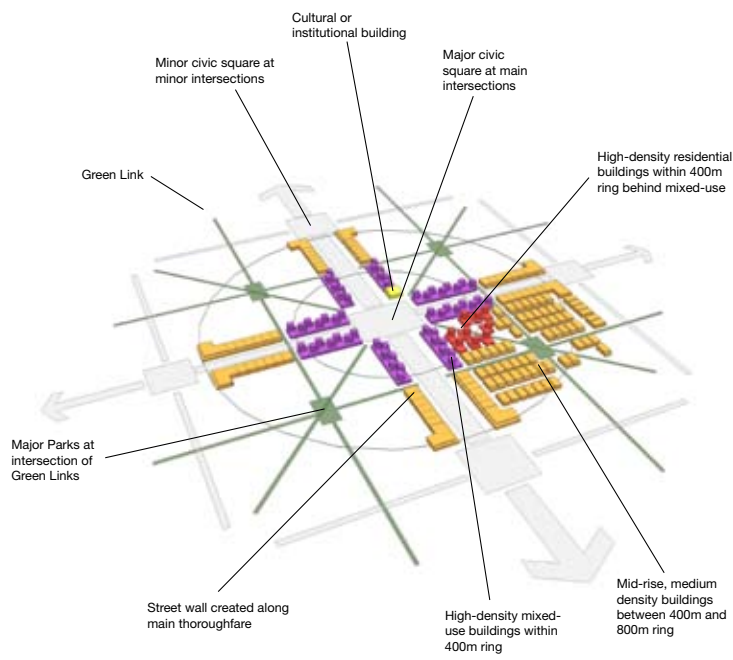
Each of these icons represent possible land uses and are not meant to indicate building design. All numbers indicate general figures regarding job creation and residences for the area; not every building would support this number of jobs or residences.

These models are reflective of the potential development at 9 of the City Centres villages. The tenth village—Blundell—would be centered on the area’s existing shopping centre, which is outside the City Centre, and will be addressed through the updating of the OCP in 2007.

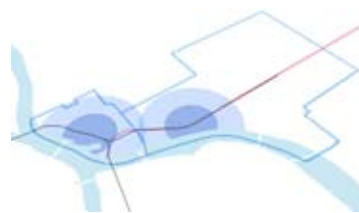
Canada Line Villages



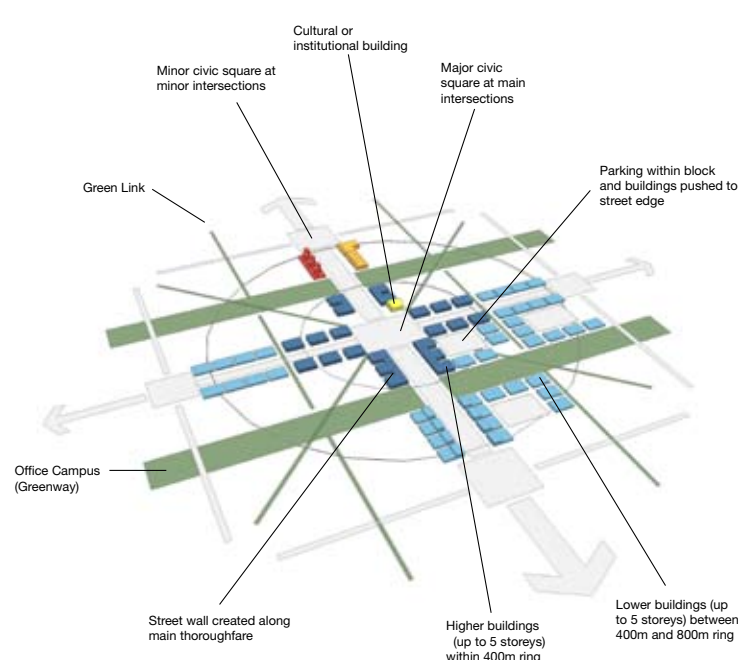
- Linked by the Canada Line
- Mixed-use Villages located around Brighthouse (No. 3 Road North of Cook Road, Capstan (No. 3 Road at Capstan), Lansdowne (No. 3 Road at Lansdowne)



Limited Residential Canada Line Villages



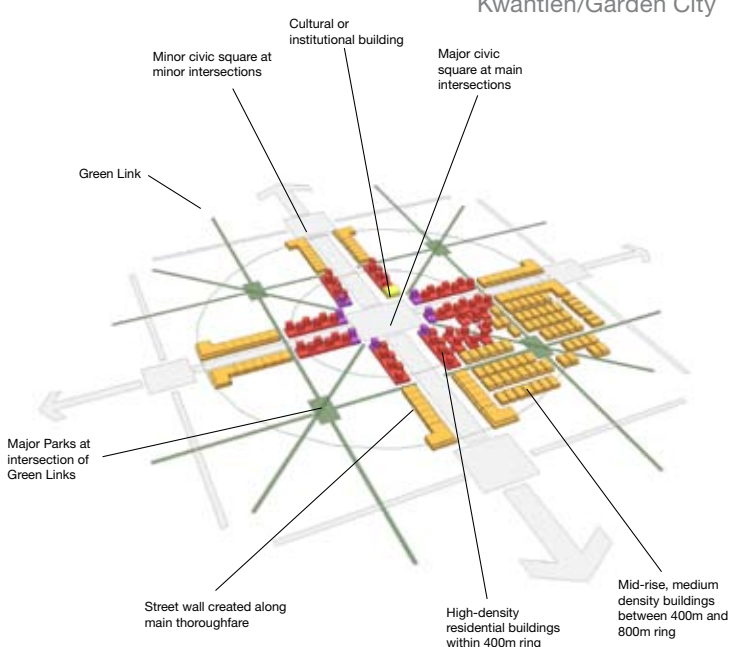
- Limited Residential development area (Due to aircraft noise policy boundary)
- Located around Aberdeen (No. 3 Road at Cambie) and West Bridgeport (River Road east of No. 3 Road) Canada Line Stations



Bus Link Villages



- Urban Villages Off the Canada Line
- Mixed-Use Villages located at Olympic Gateway (Gilbert Road at CP Rail), Civic Centre (Minoru Blvd. at Granville), Hospital (Gilbert Road at Westminster), Alexandra/Kwantlen/Garden City



Illustrative Building Models



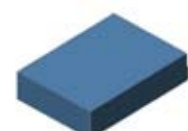
Mixed-Use (60% res./40% jobs)
 Approx. 15 stories
 Avg. People/ Household: 2.3
 Avg. Units/ Building: 54
 Pop./ Building: 124
 Commercial ft²: 36,000
 Commercial jobs: 72
 Retail jobs: 18



High-Rise Residential
 Approx. 15 stories
 Avg. People/ Household: 2.3
 Avg. Units/ Building: 90
 Pop./ Building: 207



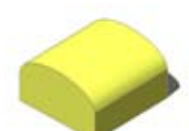
Mid-Rise Residential
 Approx. 4-6 stories
 Avg. People/ Household: 2.3
 Avg. Units/ Building: 45
 Pop./ Building: 104



Mid Non-Residential
 Approx. 3-6 stories
 Commercial ft²: 200,000
 Commercial jobs: 400
 Retail jobs: 100



Low Non-Residential
 Approx. 2 stories
 Commercial ft²: 100,000
 Commercial jobs: 200
 Retail jobs: 50



Recreational/Cultural Amenity
 (could be a stand-alone or co-located facility)

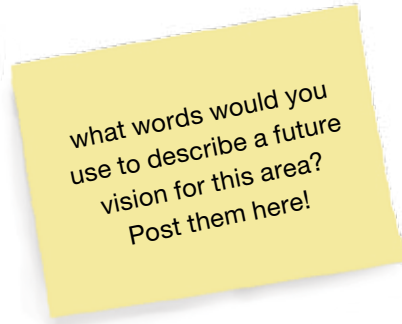
Canada Line Villages

Centred around a rapid transit station, each village will reflect a unique character and program of uses. Tell us your ideas!

Bridgeport



Entertainment, Business & Transit Hub



Capstan



Gateway, Riverfront Residential Village



Aberdeen



International Shopping & Arts



Lansdowne



A New Centre for the City



Brighouse



Richmond's Traditional Downtown



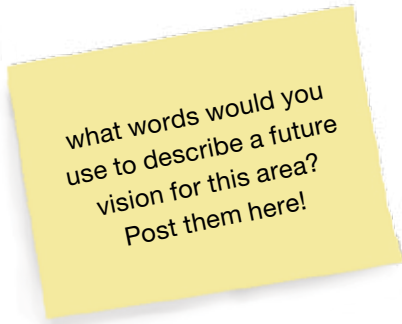
Bus Link Villages

Centred around a bus link, each village will reflect a unique character and program of uses. Tell us your ideas!

Civic Centre



Mixed-Use Community Amenity Precinct



Olympic Gateway



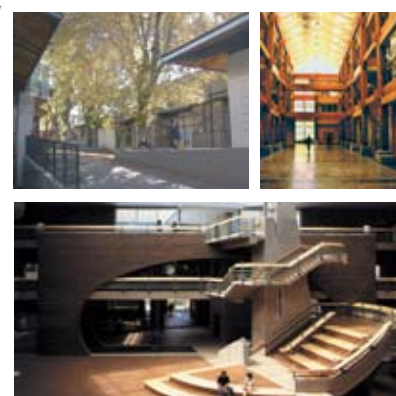
Premier Riverfront and International Gateway

Hospital



Mixed-Use, Medical Precinct

Alexandra/Kwantlen/
Garden City



University and/or Exhibition District

Blundell



Neighbourhood Village Centre

July 2006



City Centre Development Capacity

What will the population of the Richmond City Centre need to be in order to create thriving Urban Villages?

If Richmond continues to grow at its current rate, it will meet its current 2021 population target for its downtown core.

What should be the ultimate population “cap” for the City Centre?

- Too little downtown residential population will not provide the **Critical Mass** required to ensure that it becomes a lively and pedestrian-friendly urban precinct.
- Too many downtown residents means that community open space and land for jobs and business will be compromised by the need for land for housing units.



Richmond City Centre



Vancouver City Centre

Analyzing Development Capacity

		Population	Area	Gross Pop/Acre	Gross Pop/Unit	Gross Unit/Acre
City Centre Area	Vancouver City Center	85,000	1431 ac	59 p/ac	2.28	25.9 u/ac
	Richmond City Center (existing)	41,000	2050 ac	20 p/ac	2.3	8.70 u/ac
	Richmond Scenario #1	120,000	2050 ac	58 p/ac	2.3	25.2 u/ac
	Richmond Scenario #2	156,000	2050 ac	76 p/ac	2.3	33.0 u/ac
Comparative Development Vancouver	Coal Harbour	3,000	50 ac	60 p/ac	1.35	44.5 u/ac
	Concord Pacific Place—North False Creek	9,800	110 ac	89 p/ac	1.79	49.7 u/ac

Development Capacity: 120,000?

The next series of boards develop a scenario based upon 120,000 residents living – long term – within Richmond’s City Centre.

Street Network

In determining ‘Development Capacity’ for Richmond’s City Centre, one needs to begin with understanding its road network – existing, approved and proposed. In doing so, the ‘blocks’ capable to accommodate buildings are defined.



The specific location of parks and proposed streets are subject to further planning, rezoning and financing discussion.

Parks

Next, if the stated city objective of “3.25 acres of park per 1,000 residents” is to be achieved, the developable land for jobs and housing is reduced accordingly.

3.25 ac/1,000 residents, total Area:	390 ac
Percentage of City Centre:	19%
Existing Parks	189 ac
New Parks	+ 201 ac
<hr/>	
Total Park Area	390 ac



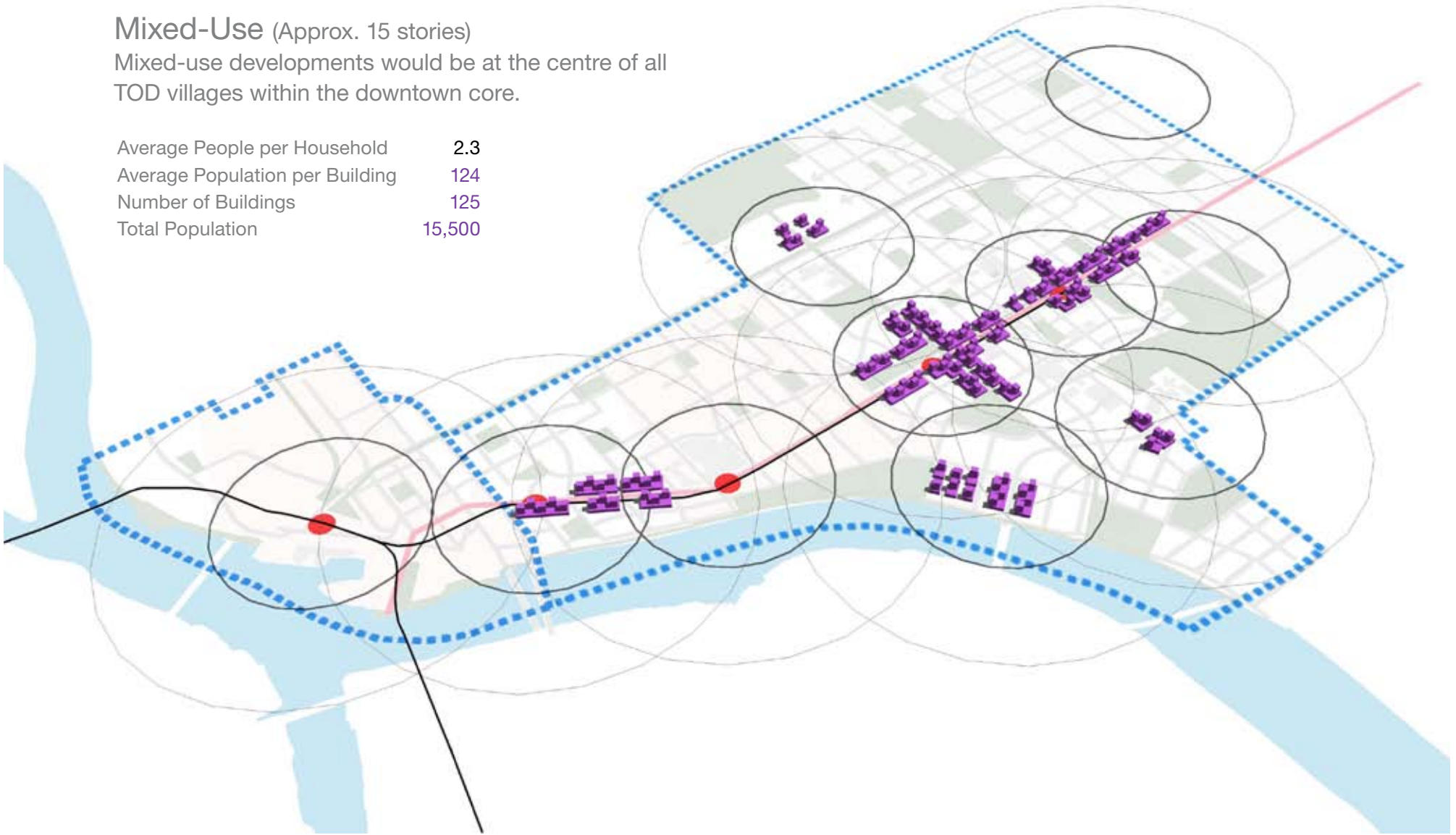
Development Capacity: 120,000?

The Building Block of Transit-Oriented Development (TOD) is mixed-use development, where building types are not segregated, as is the case with conventional zoning, but where residents, retail shops and other commercial activities “co-mingle” both side-by-side and bottom-to-top, all served by pedestrian-friendly streets, transit, and affordable and attractive housing choices.

Mixed-Use (Approx. 15 stories)

Mixed-use developments would be at the centre of all TOD villages within the downtown core.

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



High-Rise Residential (Approx. 15 stories)

High-Rise residential developments would be concentrated within the 400m ring surrounding Village Centres. High-Rise Residential areas could also include some mixed-use and retail and jobs. This distance represents a 5-minute walk to the transit station.

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

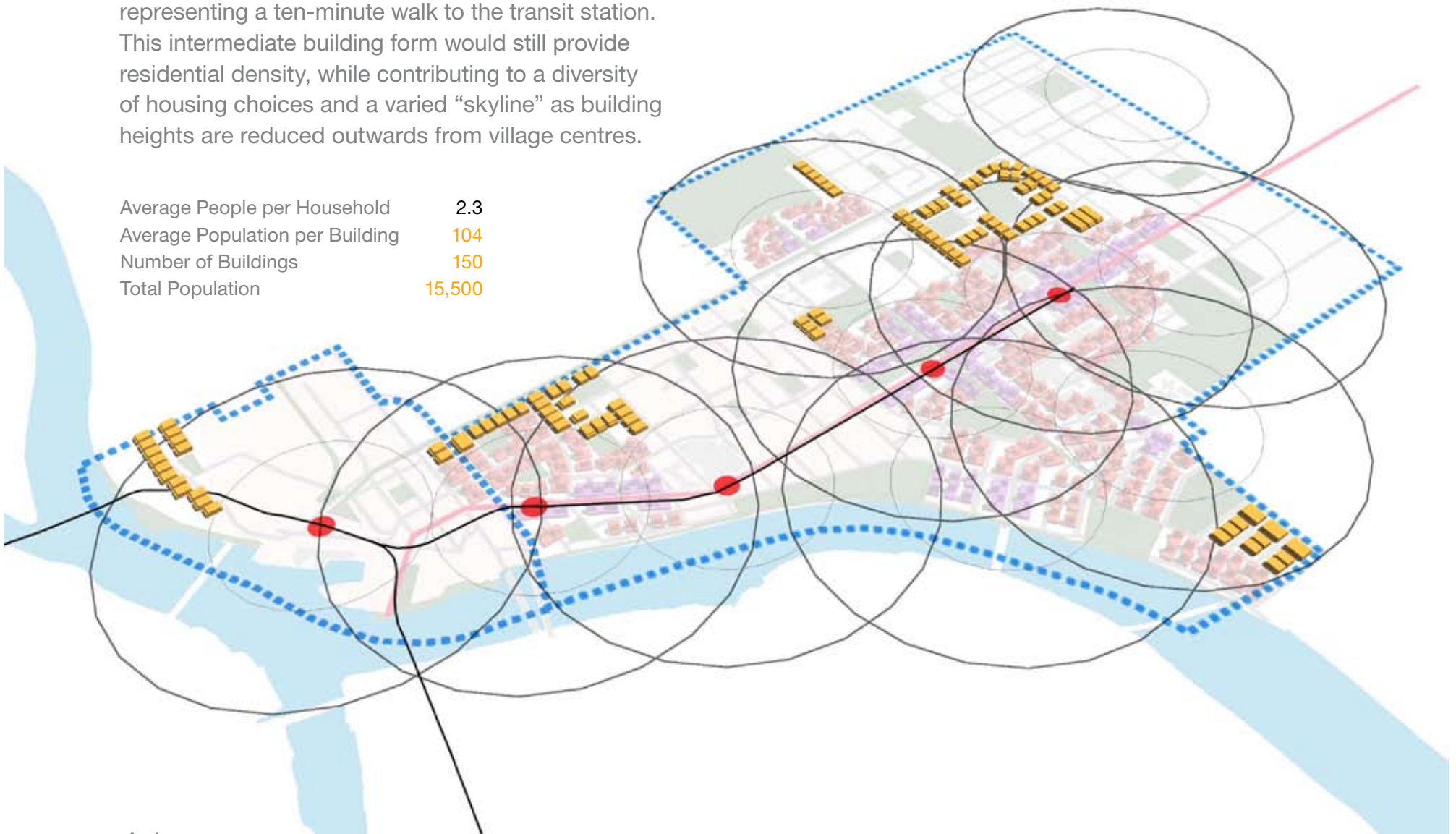


Development Capacity: 120,000?

Mid-Rise Residential (Approx. 4-6 stories)

This building type, lower in height, would be concentrated in the outer rings of each village, representing a ten-minute walk to the transit station. This intermediate building form would still provide residential density, while contributing to a diversity of housing choices and a varied "skyline" as building heights are reduced outwards from village centres.

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



Jobs

Retail/Lodging, Office/Commercial and Industrial jobs are the final building block in envisioning growth in the City Centre. They are calculated using the following floor area ratios:

One (1) job per 1,000 ft² of retail/lodging development;
 Four (4) jobs per 1,000 ft² of office/commercial/industrial development.

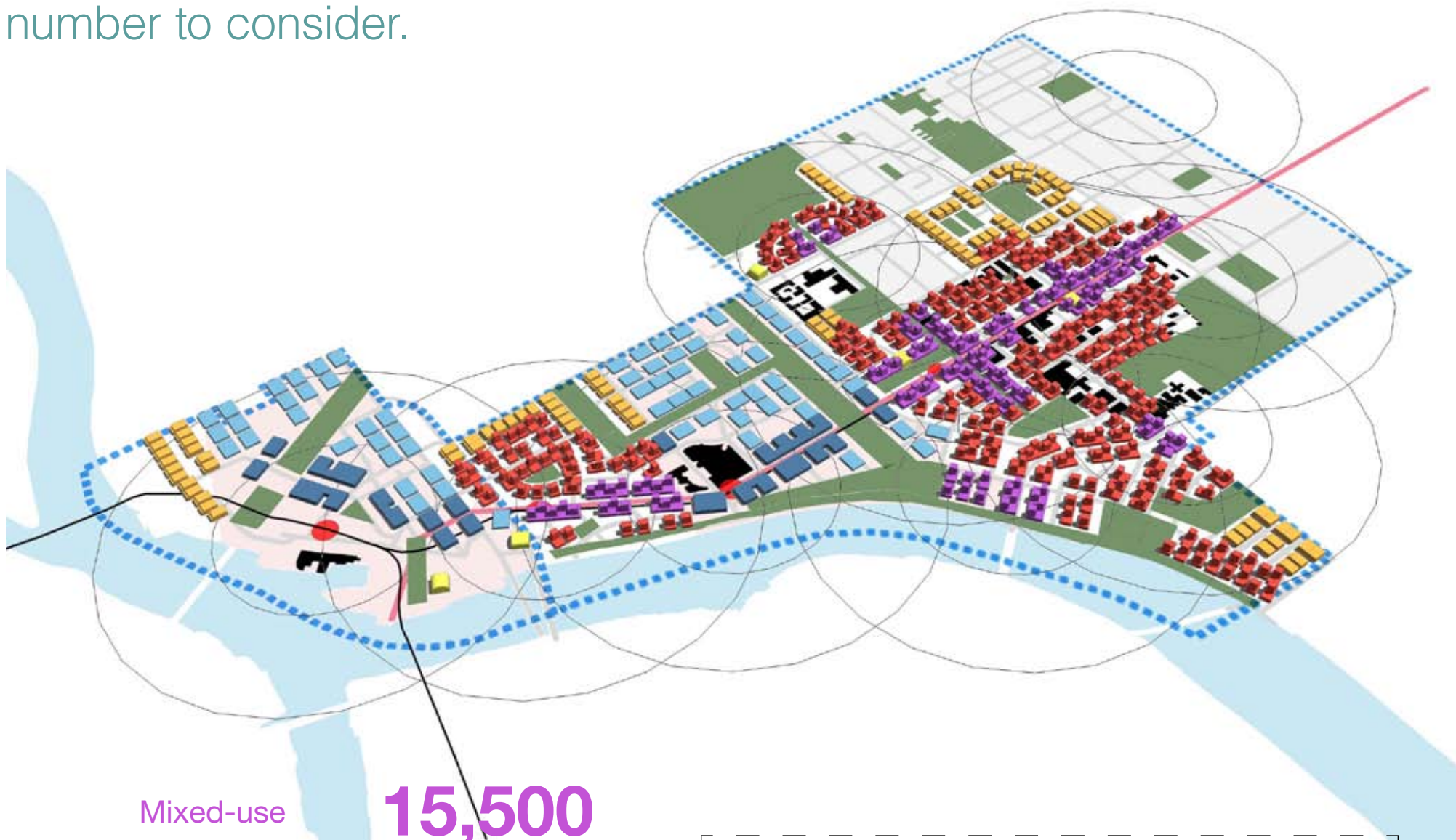
Retail Area	10,800,000 ft ²
Projected Retail Jobs	10,800
Office/Industrial Area	6,300,000 ft ²
Projected Office/Industrial Jobs	25,200
Total Jobs	36,000

- For the purposes of the "Scenario: 120,000", 36,000 jobs were proposed or "tested", in the understanding that an equivalent number of workers will be ultimately employed at YVR and that Richmond's downtown should be capable of accommodating at least a similar number.
- This figure will be subject to further scrutiny later in the CCAP Update Study process, when results for a "Market Positioning Study", aimed at determining the "Jobs/Business Development" picture, is completed.



Development Capacity: 120,000

When all of the variables are considered, it would appear that they can be accommodated, long term beyond 2021, in Richmond's City Centre and that "Scenario: 120,000" is a liveable and workable number to consider.



Mixed-use **15,500**

High-rise **+53,850**

Mid-rise **+15,500**

Population to Remain **+30,150**

Infill (Sub Areas) **+ 5,000**

Total Projected Population
120,000

Total Jobs
36,000

Total Park Space
(% of total City Centre)
390 ac (19%)

Please fill out a comment sheet and use Post-it notes to let us know what you think!

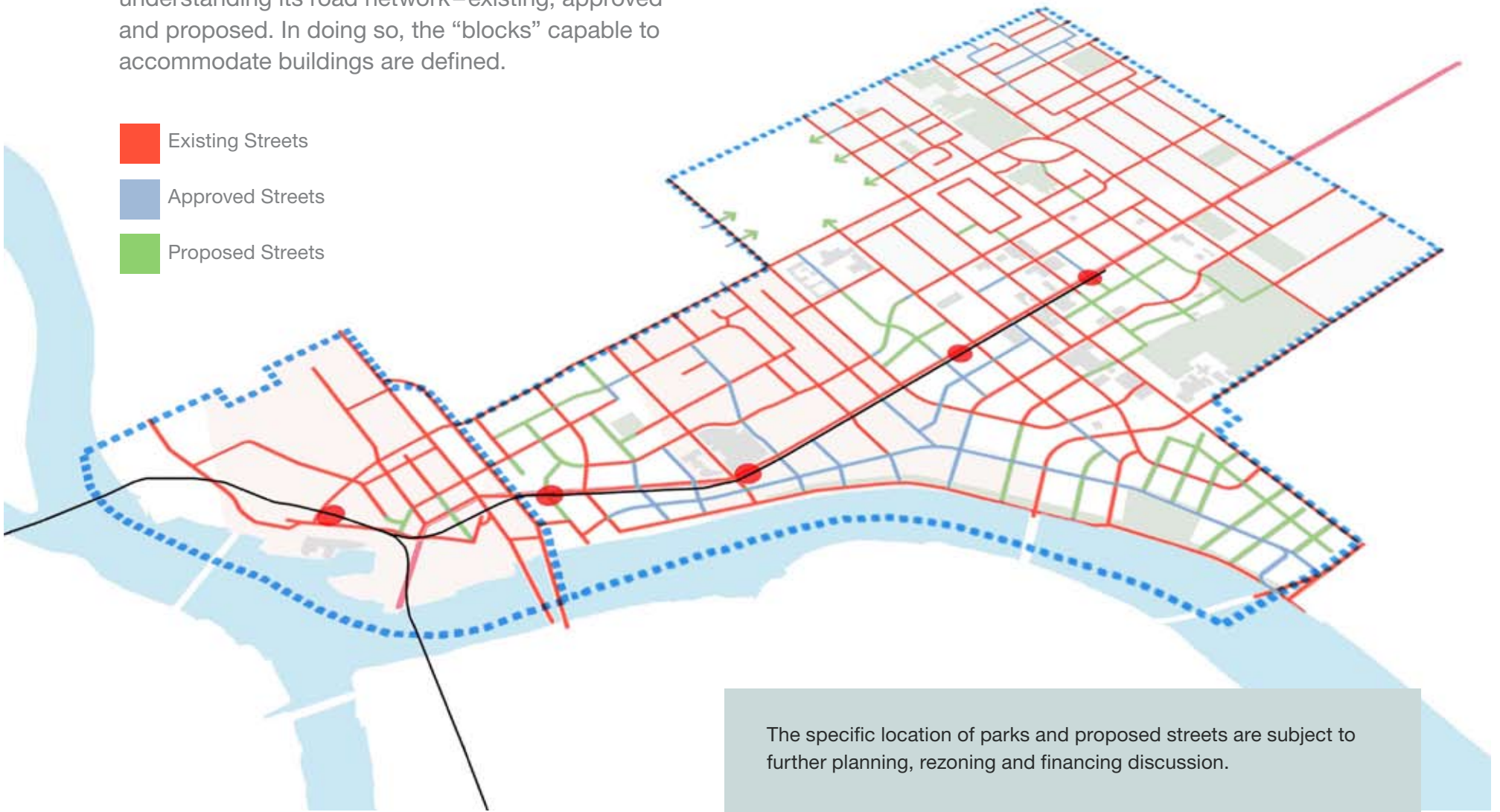
Development Capacity: 156,000?

The next series of boards develop a scenario based upon 156,000 residents living – long term – within Richmond’s City Centre.

Street Network

In determining “Development Capacity” for Richmond’s City Centre, one needs to begin with understanding its road network – existing, approved and proposed. In doing so, the “blocks” capable to accommodate buildings are defined.

- Existing Streets
- Approved Streets
- Proposed Streets

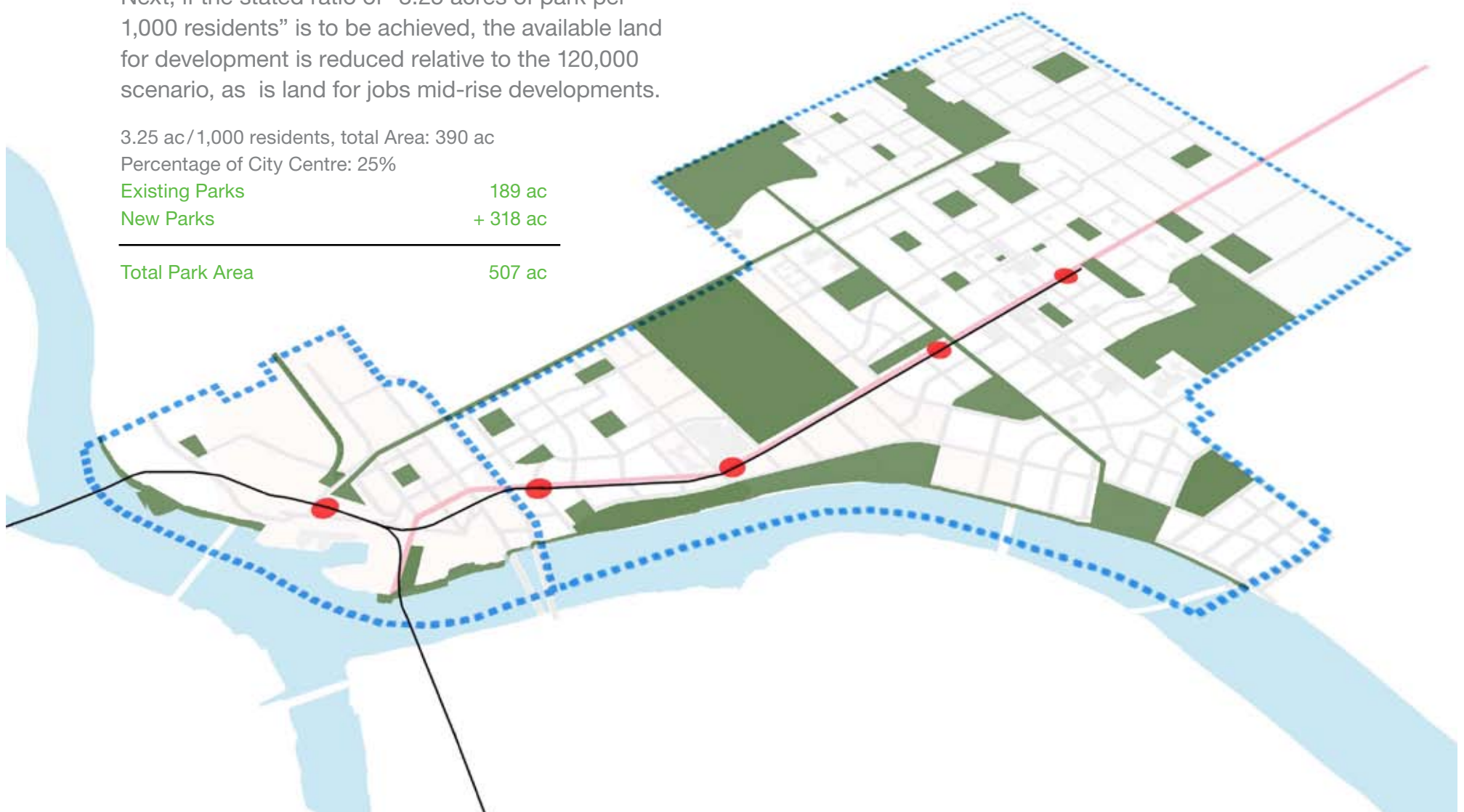


Parks

Next, if the stated ratio of “3.25 acres of park per 1,000 residents” is to be achieved, the available land for development is reduced relative to the 120,000 scenario, as is land for jobs mid-rise developments.

3.25 ac/1,000 residents, total Area: 390 ac
 Percentage of City Centre: 25%

Existing Parks	189 ac
New Parks	+ 318 ac
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Total Park Area	507 ac



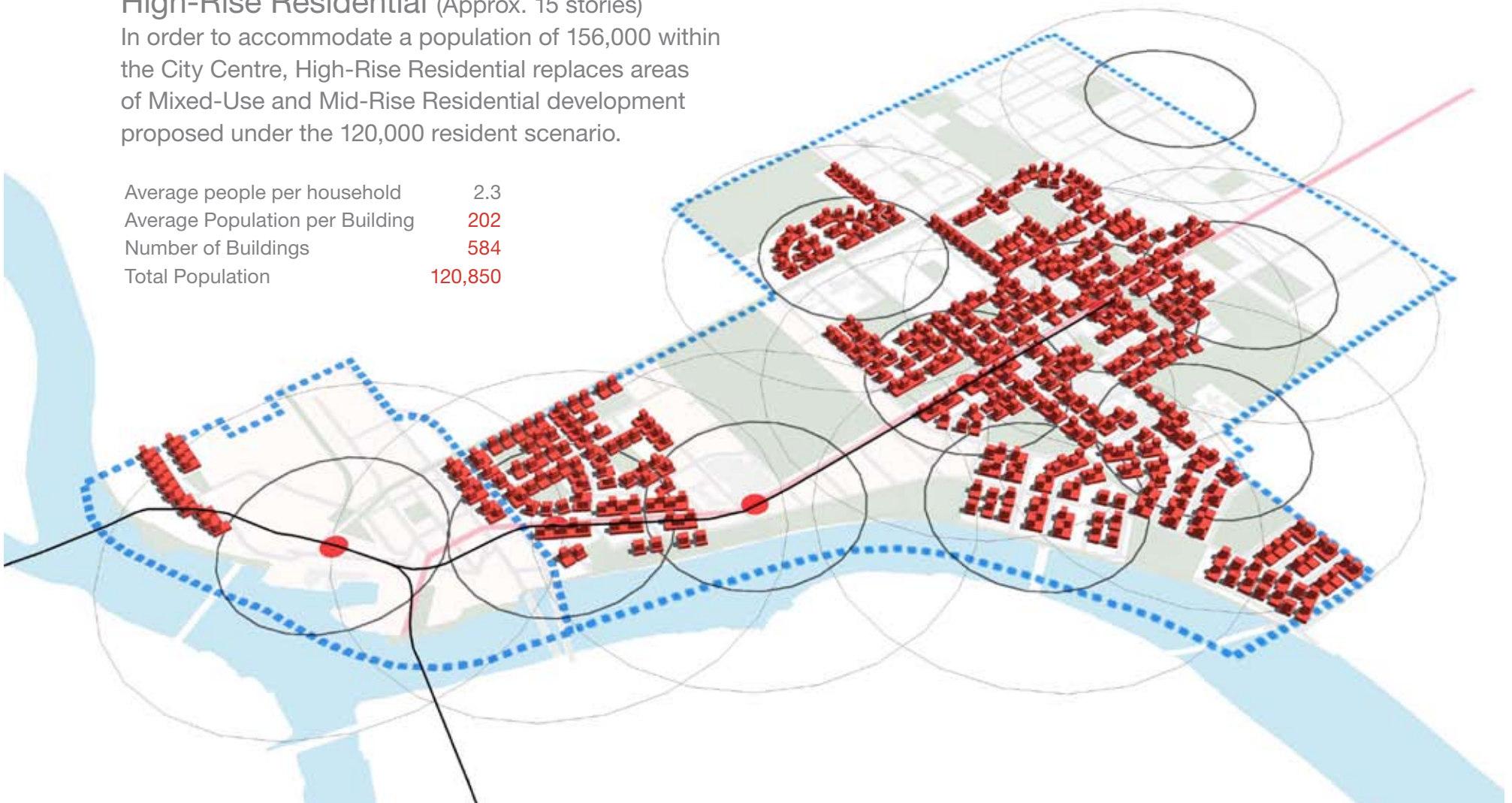
Development Capacity: 156,000?

The Building Block of Transit-Oriented Development (TOD) is mixed-use development, where building types are not segregated, as is the case with conventional zoning, but where residents, retail shops and other commercial activities “co-mingle” both side-by-side and bottom-to-top, all served by pedestrian-friendly streets, transit, and affordable and attractive housing choices.

High-Rise Residential (Approx. 15 stories)

In order to accommodate a population of 156,000 within the City Centre, High-Rise Residential replaces areas of Mixed-Use and Mid-Rise Residential development proposed under the 120,000 resident scenario.

Average people per household	2.3
Average Population per Building	202
Number of Buildings	584
Total Population	120,850



Jobs

Retail/Lodging, Office/Commercial and Industrial jobs are the final building block in envisioning growth in the City Centre. They are calculated using the following floor area ratios:

One (1) job per 1,000 ft² of retail/lodging development;
 Four (4) jobs per 1,000 ft² of office/commercial/industrial development.

Retail Area	14,040,000 ft ²
Projected Retail Jobs	14,040
Office/Industrial Area	8,190,000 ft ²
Projected Office/Industrial Jobs	32,760
Total Jobs	46,800

If this number of jobs are created it will conflict with the provision of required parks.

- For the purposes of the “Scenario: 156,000”, 46,800 jobs were proposed—maintaining a similar ratio of residents to employees that was proposed for “Scenario: 120,000.”
- This figure will be subject to further scrutiny later in the CCAP Update Study process, when results for the “Market Positioning Study”, aimed at determining the “Jobs/Business Development” picture are forthcoming.

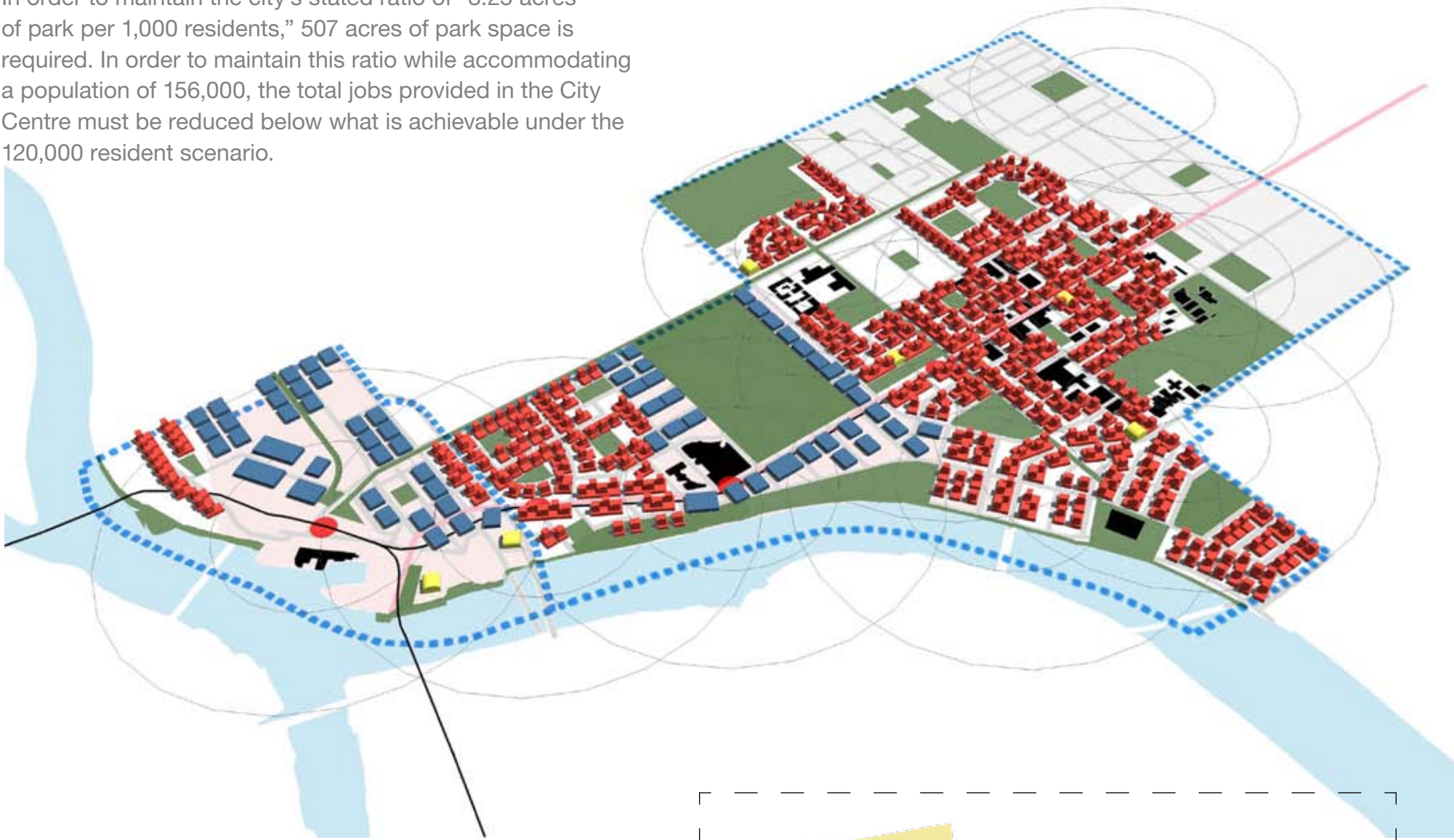


Development Capacity: 156,000 (Parks)

A Greater population requires more land and services. Jobs and/or Park Space will therefore be affected as a result.

Scenario 2A — Parks

In order to maintain the city's stated ratio of "3.25 acres of park per 1,000 residents," 507 acres of park space is required. In order to maintain this ratio while accommodating a population of 156,000, the total jobs provided in the City Centre must be reduced below what is achievable under the 120,000 resident scenario.



High-rise **+120,850**

Population to Remain **+30,150**

Infill (Sub Areas) **+ 5,000**

Total Projected Population

156,000

Total Park Space
(% of total City Centre)

507 ac (25%)

Total Jobs

31,000

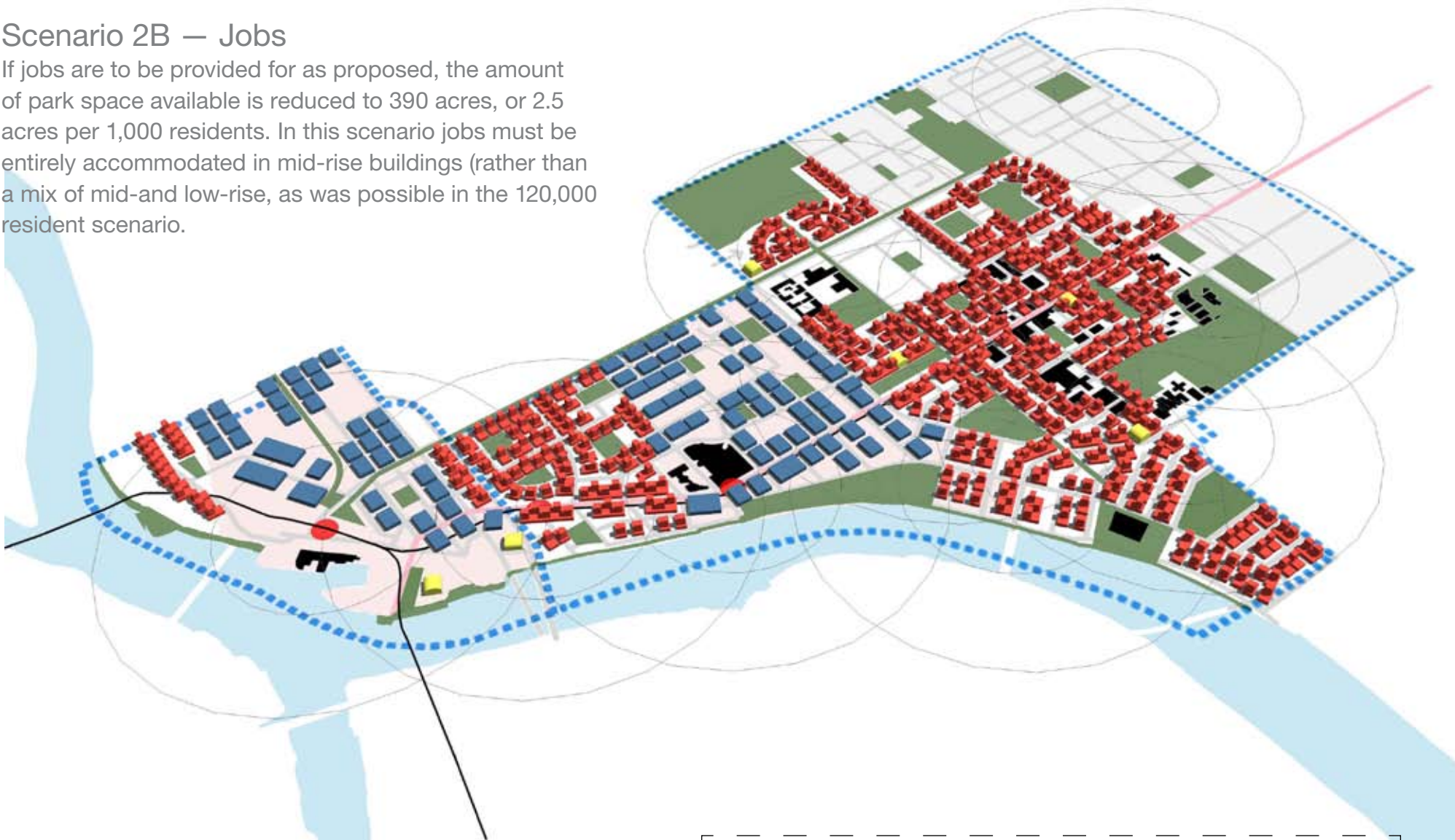
Please fill out a comment sheet and use Post-it notes to let us know what you think!

Development Capacity: 156,000 (Jobs)

A Greater population requires more land and services. Jobs and/or Park Space will therefore be affected as a result.

Scenario 2B — Jobs

If jobs are to be provided for as proposed, the amount of park space available is reduced to 390 acres, or 2.5 acres per 1,000 residents. In this scenario jobs must be entirely accommodated in mid-rise buildings (rather than a mix of mid-and low-rise, as was possible in the 120,000 resident scenario).



Please fill out a comment sheet and use Post-it notes to let us know what you think!

High-rise **+120,850**

Population to Remain **+30,150**

Infill (Sub Areas) **+ 5,000**

Total Projected Population

156,000

Total Jobs

46,800

Total Park Space (% of total City Centre)

390 ac (19%)