



City of Richmond
Planning and Development Department

Report to Committee

To: Planning Committee

To Planning - Oct 17, 2006
Date: October 11, 2006

From: Terry Crowe
Manager, Policy Planning

File: 08-4045-20-10

Re: City Centre Area Plan Update – Study Progress & Preliminary Public Consultation Findings

Staff Recommendation

That, as described in the Manager, Policy Planning report: “City Centre Area Plan Update – Study Progress & Preliminary Public Consultation Findings”, dated October 11, 2006, staff proceed with the public consultation process for the City Centre Area Plan Update.

Terry Crowe
Manager, Policy Planning

TTC:spc

Att. 6

FOR ORIGINATING DEPARTMENT USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Engineering	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Parks Design, Construction & Programs	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Recreation & Cultural Services	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
Transportation	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

A strategic update of Richmond's City Centre Area Plan (CCAP) commenced in May 2006 and is currently underway, the purpose of which is to prepare a "capacity based framework for development" for the downtown, including:

- Expanding the City Centre to include West Bridgeport and adjacent lands in order that this area may be better integrated with the downtown and the downtown may be better integrated with 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 part process involving:

- 2006 - Preparation of an Area Plan Concept (for endorsement by Council in Jan 2007); and
- 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:

- Report back on public input received through a public consultation process held in July 2006;
- Provide an overview of the directions being pursued for the draft Concept;
- Outline the progress of parallel City studies; and
- Receive Council input regarding the next stage of public consultation proposed for November 4 to 17, 2006.

Findings

1. Public Input – July 2006

The CCAP Update process (**Attachment 1**) provides for a variety of public consultation opportunities, including individual and group stakeholder meetings (**Attachment 2**), the posting of information on the City's website, and two week-long public open house/presentation sessions in 2006, the first of which was held in July. Public input from the July public consultation session was collected in the form of surveys and letters, the results of which are briefly described below.

1.1 July Public Consultation - Attendance & Questionnaire Submissions

Event	Date	Attendees (Signed In)	No. of Questionnaires
Presentation	July 18, 2006	63	22
Stakeholder Meeting	July 19, 2006	20	8
Staffed Open House	July 22, 2006	52	40
Sub-Total		135	70
Email		-	1
Mail-In/Drop-Off		-	20
Sub-Total		-	21
TOTAL		135	91

In addition to the events listed above, individual group presentations were made to:

- School District No. 38 (Richmond) – School Board & Staff (July 20, 2006)
- Richmond Library Board (July 26, 2006)
- Vancouver International Airport Authority (VIAA) (August 9, 2006)
- Urban Development Institute (UDI) (August 15, 2006)
- Richmond Committee on Disability (August 17, 2006)
- Agricultural Land Commission staff (September 21, 2006)

1.2 Survey Responses, July 2006 (**Attachment 3**)

PRELIMINARY STUDY FINDINGS – JULY 2006	
Proposed Plan Features	Degree of Public Support as per Survey Results
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"> • <u>64% favoured 120,000</u> versus 32% for 156,000 • 61% preferred to <u>give up jobs rather than park</u> space if required to make a choice • General agreement that the <u>proposed amenities would support 120,000</u>, but probably not 156,000
20% Affordable Housing	<ul style="list-style-type: none"> • 43% support • <u>Strong recognition of the need</u> for affordable housing, especially in light of low paying jobs and high market housing costs • <u>Concern over the cost</u> 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	#1 Parks #2 Community Centres #3 Libraries
Top three preferred business opportunities/programs to pursue	#1 Office & Live/Work #2 Retail #3 Light industry
Preference regarding the type of "Centre of Excellence" the City Centre should become	#1 "Sports & Wellness" and "Arts & Culture" #2 "Heritage" and "Sustainability"
Other	<ul style="list-style-type: none"> • While the survey results indicate solid support for most features, concern over the cost of achieving the plan (e.g., parks, affordable housing, amenities, etc.) was regularly expressed and requires attention.

1.3 Stakeholder Letters (**Attachment 4, 5 & 6**)

School District No. 38 (Richmond) – The School Board requests that adequate time is allotted to the planning process and wishes to ensure that:

- Schools are better reflected in the plan and are an integral part of the village concept;
- Adequate open space is provided; and
- The City and School District continue their successful record of collaborating in the acquisition of joint school/park sites.

Vancouver International Airport Authority (VIAA) – VIAA recognizes the pressing need for coordination in the planning of the City Centre and Sea Island to address competing ground transportation needs, noise issues, and mutually advantageous development opportunities and specifically would like to see:

- The number of residents minimized in high noise areas;
- Richmond’s Aircraft Noise Sensitive Development (ANSD) Policy fully implemented; and
- Monitoring of the ANSD Policy.

Urban Development Institute (UDI) – UDI is supportive of the City’s comprehensive approach to planning the downtown and wishes to ensure that:

- The cost of providing parks, infrastructure, and amenities are sustainable over the long term and to do not unfairly penalize new development;
- Developer costs are identified quickly; and
- Incentives are considered with regard to “green” initiatives and mid-rise buildings.

2. Study Directions

2.1 Proposed Planning Directions

In July 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, etc.).

Based on the results of that public consultation process, work undertaken since that time has concluded that the CCAP Update should support:

- The draft vision, goals, principles, transit-oriented development, village attributes, and “Build Green” objectives;
- An ultimate population of 120,000 residents, together with a range and amount of park, public amenities, and affordable housing as was generally described;
- The downtown as a “centre of excellence” for “sports & wellness” and “arts & culture”;
- New downtown office and live/work development; and
- Strategies aimed at:
 - Ensuring a high level of accessibility (e.g., mobility, affordability, cultural, etc.);
 - Coordinating the efforts of the City with those of key stakeholders (e.g., schools, airport, developers, health, etc.); and
 - Ensuring that the plan will be both affordable and achievable without compromise.

2.2 Preliminary “Framework for Development”

Based on the directions identified above, the study has looked at more detail into what it could mean for Richmond’s downtown to house 120,000 residents and how that should be accomplished. This next stage of work involves the preparation of a preliminary “framework for development” and includes:

- A. **Transect Mapping** – Proposed definitions and corresponding mapping describing a hierarchy of features and forms (e.g., building height, road width, park size, etc.) ranging in scale and intensity of use (e.g., from low density to high density, from low-rise to high-rise, etc.) based on their proximity to transit and other nodes (e.g., riverfront, etc.) for:
- Land uses;
 - Public open spaces and amenities;
 - Streets, transit, and cycling networks; and
 - Built form.
- B. **Village Plans** – Proposed preliminary composite mapping for each of the downtown's 10 proposed village centres (e.g., 5 Canada Line villages and 5 "buslink" villages, such as that around the Oval), each of which will have a radius of roughly 400 m (1/4 mile or a 5 minute walk) and incorporate +/- 50 ha (124 acres) (e.g., similar in size to the Alexandra Sub-Area of West Cambie). This preliminary mapping will illustrate a coordinated approach to land use, built form, streets, open space, and key features (e.g., retail "high streets", etc.).
- C. **Big Ideas** – A proposed set of key urban design initiatives and major infrastructure projects fundamental to achieving the City's and community's objectives for a "world class" downtown with a distinctly Richmond character (e.g., riverfront uses and treatments, "gateway" development, etc.).
- D. **Concurrent/Supportive Studies** – A summary of preliminary recommendations arising through work currently underway regarding jobs and business, public amenities, etc.

3. Progress on Parallel City Studies

3.1. Concurrent Study Status

	Study	Who	Status	Estimated Completion
1	Economic Market Positioning Study	Policy Planning [PPD]	<ul style="list-style-type: none"> Proceeding hand-in-hand with the CCAP Update 	January 2007
2	Update - City Centre Transportation Plan	Transportation	<ul style="list-style-type: none"> Phase 1: Vision Development - Start in September 2006 	Phase 1: Jan. 2007
		Transportation	<ul style="list-style-type: none"> Phase 2: Implementation Strategy - Start in November 2006 	Phase 2: April 2007
3	City Centre Servicing Plan	Engineering	<ul style="list-style-type: none"> Phase 1: Preliminary Recommendations Phase 2: Final Recommendations 	Phase 1: Feb. 2007 Phase 2: April 2007
4	No. 3 Road Streetscape Study	Major Projects	<ul style="list-style-type: none"> Conceptual Design: Complete Preliminary Design: Underway Detailed Design: Start 2007 	Current phase: December 2006
5	"PRCS City Centre Places & Spaces Strategy"	PRCS	<ul style="list-style-type: none"> City Centre Concept Plan: Draft Plan complete in October 2006 	City-Wide Study (including City Centre): Dec 2006
		PRCS	<ul style="list-style-type: none"> Implementation Strategy 	April 2007
6	Affordable Housing Strategy	PPD	<ul style="list-style-type: none"> Draft recommendation preparation 	December 2006
7	Geotechnical Practices Study	BAD	<ul style="list-style-type: none"> Start: September 2006 	Tentative: December 2006
8	Middle Arm Open Space Master Plan Concept	Parks /PPD	<ul style="list-style-type: none"> Draft Plan Concept: October 2006 	December 2006
9	Build Green Initiatives	Eng/Env	<ul style="list-style-type: none"> Start: October 2006 	March 2007
10	School Community Connections Program (Joint City/School District)	PRCS/PPD	<ul style="list-style-type: none"> Consultant hired 	Current phase: January 2007
11	Building Height Study	PPD/BAD	<ul style="list-style-type: none"> Contact initiated with Transport Canada 	TBD

3.2. Additional Work in 2007

In addition to the concurrent studies listed above, as part of the CCAP Update process the following work will be undertaken in support of the plan, with completion in spring 2007:

- A. Rate of Growth: The rate of growth, including the identification of key trends and influences affecting population, employment, housing units, etc.;
- B. Locational Phasing: The identification of where and when growth should occur, and how that growth will be coordinated with the provision of services, infrastructure, parks, etc.;
- C. Demographic Profile – The composition of the population.
- D. Development Triggers, Incentives & Mechanisms: The identification of tools and how to apply them in support of the City's effective management of growth (e.g., rate, form, and location), cost-effective provision of amenities, and coordination of CCAP objectives with existing zoning, Building Code, soil conditions, etc., including:
 - Triggers
 - Measures incorporated in the CCAP bylaw, designed to restrict growth until such time as the features necessary to support that growth (e.g., parks, roads, amenities, schools, affordable housing, child care, etc.) are in place or secured to the City's satisfaction.
 - For example, neighbourhood boundaries may be defined (perhaps as small as one-quarter of a ¼-Section in size) within which a park of a specific size must be secured prior to development proceeding in that area.
 - Incentives
 - Measures identified within the CCAP bylaw and its implementation strategy aimed at encouraging developers to provide the features noted above in exchange for some form of benefit or compensation.
 - "Density Bonussing" – Richmond currently provides for benefit or compensation for the provision of community amenities, infrastructure, etc. through means such as Development Cost Charge credits and rezoning to higher and better uses/densities. Another approach, "density bonussing", could be applied where the City wishes to specify amenity requirements and corresponding density "bonuses" within a zoning bylaw to facilitate easy implementation and make the process as transparent as possible. This might be applied, for example, in areas:
 - a) Near the Canada Line stations, thus, giving developers in those key areas clearly set out incentives to provide special amenities at the Development Permit stage, rather than rezoning; and
 - b) Currently zoned Downtown Commercial District (C7), where high land costs may make the conventional provision of amenities by the City cost prohibitive. In this case, securing amenities in exchange for additional density may be the City's only practical approach to satisfying CCAP objectives. Making this approach work will, however, require that the

City puts various mechanisms in place to ensure that high-density C7 sites are able to take advantage of that extra density. (See below)

- Mechanisms

- Measures aimed at facilitating practical opportunities for developments to take advantage of the incentives noted above. Such mechanisms could include, among other things:
 - a) Additional building height – This is of particular importance in the area zoned C7 (where Transport Canada has indicated that it may be possible for buildings to extend past the current 47 m geodetic limit), where additional height may be necessary to effectively implement “density bonussing” and/or to achieve possible CCAP objectives for sculpting of the downtown skyline.
 - b) Parking relaxations – With Richmond’s high water table, structured parking is typically built above grade, resulting in considerable bulk on development sites. However, with increasing land prices, better transit, more transit-oriented residents/workers, and various Parking Demand Management measures, it is becoming increasingly reasonable to encourage or require significant parking relaxations, which can translate into decreased parking bulk and, in turn, the capacity for increased residential and/or commercial uses.
 - c) Regulating parking density – In addition to parking relaxations, it is becoming increasingly practical as a result of technology and land costs to consider reducing parking bulk by locating more of it below grade. To promote this and the use of parking relaxations/Parking Demand Management measures, the City could revise current zoning practices to discourage excessive parking above grade by regulating its floor area through zoning as is done for all other uses.

3.3. Garden City Lands Status

Background

Preliminary CCAP Update planning presented to Council and the public in July 2006 proposed that the “Garden City Lands” – the Federal lands bounded by Garden City Road, Alderbridge Way, No. 4 Road, and Westminster Highway (Section 03-4-6) – should be developed as park, recreation, and various urban uses and amenities, thus, requiring its removal from the Agricultural Land Reserve (ALR). This proposal is generally consistent with:

- The existing Area Plan, which designates this area for park and directs that it be developed with “major athletic facilities”;
- The 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; and
- A memorandum of understanding between the Canada Lands Company (CLC), the Musqueam First Nation, and the City of Richmond.

Application Status

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

CCAP Consultation with ALC

On September 21, 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 to identify a:

- Mutually supportive strategy for the future of Richmond's downtown and the Garden City Lands; and
- Definition of "community need" as it might apply to the Garden City Lands (and possibly to other situations and/or other communities).

CCAP Process

Given the timing of the ALC's decision and the uncertainty surrounding the future of the Garden City Lands, this stage of the CCAP Update's process maintains the proposed land uses for this area as per the materials presented to Council and the public in July 2006.

Following this stage, staff will investigate how best to reflect the future of the Garden City Lands in the CCAP Update and prepare specific recommendations as part of the CCAP Concept for Council consideration in January 2007.

4. Next Stage of Public Consultation - November 2006

4.1 Proposed Public Consultation Schedule

Event	Location	Date
Advertising	Local Newspapers	2 Weekends October 28th & November 4th
Open House Display	City Hall - Galleria	Saturday, Nov. 4th to Friday, Nov. 17 th
Staffed Open House	City Hall - Galleria	Saturday, Nov. 4 th 10 am – 2 pm
Presentation	City Hall - Council Chambers	Open House: 6 pm – 9 pm: Tuesday, November 7th @ 7 pm
Multi-Stakeholder Meeting (by invitation)*	City Hall – Meeting House	Thursday, November 9th 4 pm – 5:30 pm
Meetings with Individual Stakeholder Groups*	As requested	Monday, November 6th to Friday, November 17th

* As was undertaken as part of the July 2006 public consultation process.

4.2 Purpose

Since the project's first round of public consultation in July 2006, the CCAP Update has focussed on evaluating and refining the study's preliminary findings, which has led to, among other things, the selection of the "120,000 resident scenario" as the preferred direction to pursue.

The purpose of the project's second round of public consultation proposed for November 2006 will be to:

- Present a more detailed picture of the potential future of the downtown and the principles and ideas fundamental to the definition of its form, land uses, streets, parks, amenities, etc. based on an ultimate population of 120,000 residents; and
- Invite public feedback and input.

Based on the information received through the November 2006 process, further evaluation and refinement will be undertaken in order that a Concept may be prepared for consideration and approval by Council in January 2007.

4.3 Timing & Process

Staff propose that the second round of public consultation on the CCAP update be held in November 2006, as described above.

The draft open house/presentation materials will be presented to Planning Committee on October 17, 2006 and Council on October 23, 2006, following which they will be refined, as directed by Council, prior to the start of the proposed public open house/presentation on November 4, 2006.

This approach will allow a CCAP Concept to be presented to Council in January 2007.

Note: The revised CCAP Presentation boards will be presented at Planning Committee, on Oct 17, 2006.

Financial Impact - None.

Conclusion

The City Centre Area Plan (CCAP) Update and Implementation Strategy involves two stages, the first of which is focussed on the preparation of an Area Plan Concept and is targeted for completion by January 31, 2007.

Public consultation conducted in July 2006 provided valuable information, contributing towards preparations for a second public process proposed for November 4 to 17, 2006.



Suzanne Carter-Huffman, Senior Planner/Urban Design (4228)
SCH:cas

CITY CENTRE AREA PLAN (CCAP) UPDATE PROCESS

PART 1: - CITY CENTRE CONCEPT PREPARATION		ESTIMATES	STATUS
1.1 Option Identification		April – July 2006	Complete
<ul style="list-style-type: none"> #1: Public Information Meeting, Open House & Survey 		July 18 – 22, 2006	Complete
1.2 Option Evaluation		July – November 2006	Substantially Complete
<ul style="list-style-type: none"> #2: Public Information Meeting, Open House & Survey 		November 4 - 17, 2006	Proposed
1.3 Area Plan Concept Approval			
<ul style="list-style-type: none"> Planning Committee Review Council Review 		January 2007	Proposed
<ul style="list-style-type: none"> #3: Public Information Meeting, Open House & Survey Confirmation of the planning concept and implementation priorities supporting tasks in "Part 2" 		February 2007	Proposed

PART 2: - BYLAW & IMPLEMENTATION PREPARATION				ACTIVITY			
DATE	BASIC ANALYSIS	PARTS	City	Stakeholders	TAG	Council	
Feb Mar April	<input type="checkbox"/> Finalize AP Elements: - infrastructure, roads, transit, parks, services, amenities, - affordable housing, sustainability, other <input type="checkbox"/> Quantify Elements <input type="checkbox"/> Cost Elements	<input type="checkbox"/> Part 1 - Analysis: Demographics, Rate of growth, Phasing of Growth, GVRD services Market studies GVRD capacities Other	Co-ordination		TAG	Council	
	<input type="checkbox"/> Order of Magnitude	<input type="checkbox"/> Part 2 Options/Analysis - Integrate Options					
	<input type="checkbox"/> Complete	<input type="checkbox"/> Part 3: - Refinement					
	<input type="checkbox"/> How To Pay: - Taxes - DCCs - Density Bonusing - Amenity Fee - Grants - Other	Draft 1					
May June July		Draft 2	Co-ordination	- UDI - School Board - Others	TAG	Council	
	<ul style="list-style-type: none">• Prepare City Centre Area Plan Bylaw• Prepare the Implementation Strategy						
Aug	<ul style="list-style-type: none">• Staff reviews and concurrences						
Aug	<ul style="list-style-type: none">• Area Plan Bylaw Review: Planning Committee Council (1st and 2nd reading)						
Sept	<ul style="list-style-type: none">• Public Hearing (3rd reading)						
Oct	<ul style="list-style-type: none">• Financial (DCC) Bylaws (1st and 2nd reading)						
Nov	<ul style="list-style-type: none">• Provincial Approval of Financial Bylaws (6-8 weeks)						
Nov	<ul style="list-style-type: none">• Council Approval:<ul style="list-style-type: none">- Area Plan Bylaw- Implementation Strategy- Financial (DCC) Bylaws						
Dates are estimates							

CCAP UPDATE STAKEHOLDER MEETING
List of Invitees/Attendees, July 19, 2006

	Invited Stakeholder Groups*	Attendance
1	Richmond Intercultural Advisory Committee	
2	Richmond Disability Committee	YES
3	Seniors Advisory Committee	YES
4	Child Care Development Board	
5	Advisory Committee on the Environment	
6	Advisory Design Panel	
7	Public Art Commission	YES
8	Touchstone Family Association (RCSAC)	
9	City Centre Community Association	YES
10	Sea Island Community Association	
11	Richmond Sports Council	YES
12	BC Sports Council (Richmond)	
13	Richmond Aquatics Services Board	
14	Minoru Seniors' Society	YES
15	Richmond Fitness & Wellness Society	
16	Richmond Nature Park Society	
17	RACA	
18	Richmond Art Gallery Association	YES
19	Richmond Family Place Society (RCSAC)	YES
20	Volunteer Richmond Information services	
21	Richmond Society for Community Living	YES
22	Richmond Children First	
23	Richmond Chinese Community Society	YES
24	Vancouver Coastal Health	YES
25	Tourism Richmond	YES
26	Richmond Chamber of Commerce	YES
27	North Fraser Port Authority	YES
28	Urban Development Institute	YES
29	Canada Line Company	YES
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	
	TOTAL Stakeholder Groups Represented	18**

* Future stakeholder meetings will be made available to additional stakeholder groups based on expressions of interest received by the City including, for example, the Metro Vancouver Planning Coalition represented by Richard Balfour.

** Total attendees (e.g., number of stakeholder group representatives) = 20 people

What are your comments regarding:**1. The proposed City Centre Area Vision?***(Board 2)*

1	1 = Approve 5 = Disapprove				
Rankings	1	2	3	4	5
Responses	39	20	11	3	6
	75%				

Comments

- Excellent
- The proposed vision does not ____ address issues of diversity and accessibility to the extent it needs to.
- Like the long wide green space along the Fraser River Foreshore. Like more people walking - Less cars.
- We would like to see accessibility spelled and more clearly defined in the goals and methodology.
- Exciting & challenging. Density with amenities - Now we just have density.
- There needs to be a focus on accessible development at all buildings and spaces.
- Approve.
- Good plan – however outdoor terraces for relaxing with a drink should be incorporated in low traffic areas.
- Lots of bike lanes please.
- Seems like the right way to go.
- Northeast corner of Alderbridge and Garden City – why is this not included?
- No low rent or low cost housing. Please stop competing with Vancouver.
- In general, the maps were hard to read and not even oriented North. Hard to get the message!
- It looks good
- I support "smart" growth.
- This is not "smart" growth – where are the smaller (1 to 4 unit structures? Too much density and high structures).
- It's good, but it should have a reasonable budget.
- I am in full agreement with this vision.
- Too dense.
- Excellent use of village concept

2. The proposed Guiding Principles?*(Board 3)*

2	1 = Approve 5 = Disapprove				
Rankings	1	2	3	4	5
Responses	39	19	8	3	5
	78%				

Comments

- Promote culture of walking and cycling
- Walking. Less car use – Excellent
- Excellent.
- All good – smart/sustainable growth- workable, all great.
- The building models address residential, commercial, transit, park, etc., but appear to be missing health and social services.
- Need to include accessibility, green developments, inclusiveness to be defined.
- 3 Road does not work as it is. Points 3 and 4 are very important.
- Richmond Council not financially responsible now. Are you expecting a miracle? Board 3 is all hype – no substance.
- Agree with principles.
- Agree with the principles.
- No sign of any child care (urgent) social community services in what is built already. Where are the fire rangers for high rises? Have you not learnt your lesson?
- I agree with all principles. I hope I live long enough to see them developed (I am 61).
- No. 3 Road is already too congested; people are not going to walk 10 m to catch the Canada Line; need villages in OUTLYING areas with reliable transit connection to No. 3 Road and Canada Line.

What are your comments regarding:

- Full agreement.
- Should add "Gard (sic) or maintain flow and access for existing businesses".
- Silly.

3. The creation of Transit Oriented Development (TOD) Urban Villages?

(Board 8)

3	1 = Approve 5 = Disapprove				
Rankings	1	2	3	4	5
Responses	43	15	9	2	9
	74%				

Comments

- Excellent
- The creation of the Capstan Urban Village will be delayed by Canada Line decision not to build the Capstan Station immediately
- We should take full advantage of the new Canada Line
- Sounds good on paper- after all downtown awfully spread apart - TOD is always good - but hard to overcome ugly downsizing concrete fill as of overhead skytrains.
- Transit shuttle buses are needed from outlying areas to Canada Line ____ at close regular intervals.
- Very much [want] it, but of course you need short wait time for transit.
- Will the Canada Line be able to handle the volume with a population of 156,000?
- Transit has been forced on us without thought for the people living in Richmond. It is concentrated in "retail" areas only bringing people to "shop". Nothing to move residents to and from work. Where it was possible to take one bus to downtown Vancouver, it will take 2-3 buses plus rapid transit - 2-3 times longer????
- No low cost housing.
- Cambie station to be in place before major development
- Yes, plan so that services and facilities available by public transit and by walking on foot.
- See above - villages needed away from downtown and better transit service travelling east and west.
- It is very convenient.
- All residents should live within 5 mins. of a transit stop. It is also important that the bust runs more frequently.
- Fully agree!
- Excellent proposition.
- Won't work
- Make sure the buses are there on the day.
- Consideration should be given to outdoor terraces. Bus shuttle services from outlying areas are critical.

4. The proposed list and priority of Village Attributes?

(Board 8)

4	1 = Approve 5 = Disapprove				
Rankings	1	2	3	4	5
Responses	39	16	7	3	9
	74%				

Comments

- Excellent
- We are a union. Our hall could readily serve other community purposes- Daycare, Public Meetings, Cultural Events, Education Centres, Etc.
- Attributes are okay but keep in mind not all nudges will be able to provide all the items required. - Most people will use facilities located elsewhere.
- Big lack of performing art venues - theatres, drama, dance all types of music, galleries etc for musical arts.
- Need to expand thinking around access to health care services to have this in most village areas.
- Seems like too much segregation of certain villages. One area seemed like strictly entertainment and less housing. I am not for a strictly entertainment district.

What are your comments regarding:

- Village residents "yes". Richmond residents "no". Nothing for the home owner "tax payer". – Village and retail only.
- Please work out where low cost housing is going to be.
- I got lost on the concept.
- Provide more public transit so all else will be possible. We can't afford constant gridlock that will occur as the population rises.
- All the ideas cover everything, but is it realistic?
- Stupid.
- Can this be achieved?
- People gathering places are critical to a vibrant community.

5. The following population scenarios:**5a. 120,000 downtown residents?**

5a	1 = Approve 5 = Disapprove				
Rankings	1	2	3	4	5
Responses	27	15	9	4	11
	64%			23%	

5b. 156,000 downtown residents?

5b	1 = Approve 5 = Disapprove				
Rankings	1	2	3	4	5
Responses	16	4	8	6	28
	32%			55%	

Under 5b, would you prefer:

- **More Parks, Less Jobs** (Board 19)
- **More Jobs, Less Parks** (Board 20)

Responses	27	61 %
	17	39 %

Comments

- Not sure what is appropriate. Earthquake issue still worry me a great deal.
- No, don't go here [e.g., "156,000 residents"]. Even 120,000 is too much. 85,000 would be better.
- Open space park underneath the flight path is not a good idea.
- What about jobs for those who come in from outside the centre?
- Push for trees - foliage and small garden spaces and green roofs for all developments.
- More parks, more jobs. Greater building height. I would prefer to see Richmond develop a 28-storey height limit to allow higher density with parks and jobs.
- This is a stupid question. Jobs in balance with amenities including parks. Who doesn't like park and needs a job?
- Let's face it, the population will go beyond 156,000, so plan for more density now and keep the ALR out of harm's way.
- More people do not make it more livable.
- We need people to make the RAV line operational. Why split hairs over a variance of 36,000 more people. We need green space. They are the "lungs" of community and a place to play and relax and socialize.
- "Minimum wage jobs". People working here won't be able to live here. Plan defeats its own purpose.
- 156,000 is too crowded.
- Too many people.
- If we have to have that many residents there let's plan the infrastructure and implement in parallel.
- As density increases, more parks are needed.
- Jobs and the job market create themselves – Parks and Open spaces do not.
- More density, more parkland; Current downtown has much underutilized space.
- Need to consider traffic congestion and parking (whole day parking lot)
- More building (high and low rise) = less liveable "urban jungle".
- If it's too crowded with jobs, it's not so good.
- I strongly agree that higher density requires more parkland (better use of the dyke as public space) and transit nodes VIP.

What are your comments regarding:

- No parks in Richmond only a few scruffy baseball fields.
- More jobs away from city centre with easy transit.
- Find the balance

6. Do you think that a target of 20% affordable housing as defined is realistic and desirable?*(Board 21)*

6			
Rankings	Yes	No	Don't Know
Responses	34	26	19
	43%	33%	24%

Comments

- Should be 30%
- Will be fortunate if 12%-15% achieved. This already critical; situation will only become worse.
- Target is good, but historically nothing will be done. No monetary incentive.
- What is affordable? House/home under \$150,000? Size of home?
- If we can afford it! 5% is probably more economically viable. Who is going to pay for it?
- It is necessary, not just desirable
- The greater height limit would allow more housing, and thus increase supply and make housing more affordable
- I'm not sure [of] the formula. I feel that senior housing is important but in the core not 20% affordable (or aka subsidized)
- What is the ratio of seniors and low-income earners?
- Affordable Housing a Long Standing Community issue that needs to be addressed.
- I don't think 20 % is achievable. The City should not be interfering with the marketplace. - Some affordable housing is required for those who really need it (5-8%).
- Would like to see a lot more affordable/accessible housing. Whatever you've planned for I are sure we need more.
- Seems a common percent for other cities. - Maybe higher - 20% for Social Housing 80% for Affordable. (Does Richmond meet this?)
- Define affordable housing. Is affordable housing not the units on the second floor overlooking the lane?
- We need to raise this to 25-30% to ensure we have enough affordable housing to allow people to live where they work.
- 20% too high – Try 15%. People can be subsidized. Developers and investors still need to make a profit.
- Too idealistic and socialistic.
- Seems like good starting number, but with current housing prices and government not helping, there will likely be more need than your projections.
- People who don't make a large income cannot afford to work here because of high cost of housing.
- What does affordable housing mean i.e. for whom? – The rich and famous? The average Joe? The hands ____? The seniors?
- 20% is not enough.
- Not good enough. – Annual income at \$37,000 is the national rate for poverty living. BC has the highest number of people having income less than \$37,000.
- Not enough.
- Is it enough?
- No such thing as affordable housing! Unless some government intervention through bonus density, subsidies, etc.
- Alberta oil fields do not require affordable housing. How do you plan so many jobs into a development with on people as a resource?
- And it is essential for a healthy diverse City of Richmond.
- City needs to enforce strongly as developer will get around by loophole.
- Because it's not the whole population and there are choices.
- There should be more than 20%. Perhaps 30% would be more appropriate.

CCAP OPEN HOUSE 1 - July 2006 - Summary

What are your comments regarding:

- We will need more affordable housing – to attract families.
- 20% may be a little bit unreasonable. 10 – 20% more realistic.
- We need some more.
- Depends on existing supply total = 20%
- It sounds reasonable.

7. Do the amenities and proposed locations meet the needs of a City Centre population of:

a. 120,000? (Board 22)

b. 156,000? (Board 22)

7	Preference	Yes	No	Don't Know
a	Response	40	7	18
b		19	25	16

Comments

- Maybe?
- Unrealistic; can not expect
- Need to study brochure
- Missing a clearly articulated vision for social and health services.
- Higher population will mean long waits for some amenities
- Schools, social houses, centres, cultural venues.
- Health services, social services, [and] schools need to be included.
- Yes [to 120,000 resident scenario and "no" to 156,000 resident scenario] unless health, schools are included.
- Not enough fire engines. Infant day care.
- Keep public facilities public – no private partnerships. Keep private development away from parks and waterfront!!
- If there are less people, I think it's better.
- Using Vancouver as an example this appears reasonable.
- Not enough for existing.
- Too much development in tight pockets.

8. What are your priorities for parks recreation and cultural amenities in the City Centre?

(Board 23)

8	Priority
Parks	1st
Community Centres	2nd
Libraries	3rd
Cultural Amenities	4th
Older Adult & Youth Centres	
Sports Amenities	
Village Amenities	
Others	-

Comments

- Parks and recreation only
- Some, not much room
- Other: Outdoor exercise space & rental garden space
- Not sure what will be most needed but I like the idea of relaxing park space adjacent to places we work, shop and commute.
- (1) Cultural, (2) Parks, (3) Recreation (enough already)
- The existing swimming pools at Minoru Road are obsolete and too small in size. We should assign priority to the new Aquatic Centre.

What are your comments regarding:

- For north city centre put the amenities, such as ____, community centre, by the waterfront so everyone can enjoy the view of the waterfront, planes, and mountains.
- Build a large museum in city centre – large enough to display substantial collection at one time – Keep parkland public!
- You need all of it.

9. What do you think about the proposed Build Green strategies?*(Board 24)*

9	1 = Approve 5 = Disapprove				
Rankings	1	2	3	4	5
Responses	39	13	12	3	3
	74%				

Comments:

- Excellent, if it can be done
- No need for Build Green strategy since more [than] ½ of Richmond is open green space.
- Combining small parks into big parks (more open and enjoyable)
- We are using up this planet at a rate that will require 2 more in the near future – but Build Green should “Build Green Value”.
- Add encouraging developers to build to minimize waste – encourage recycling of building materials.
- Be careful.
- It is essential.
- Green trees, plants, etc. help to improve air we breathe.
- Consider “Green Buildings- i.e. solar powered, uses rainwater for building uses.
- It 's great. We must do this
- Dreams.
- Right on! Agree with protecting Fraser River and providing greenways; green buildings (see UBC – Green Buildings).
- Of course – you're ????? the city centre area by 6 times!
- Concern with green roofs are potential moisture problems (re: Building Code related issues).
- Won't work.
- Yes. I want the community to be enjoyable in 30 years.

10. What types of business opportunities / programs would you like to see created in City Centre?*(Board 25)*

10	Priority
Offices	1 st
Live / Work	1 st
Retail Space	2 nd
Light Industry	3 rd
Others	-

Comments

- Entertainment – theatre, concert hall (small), bowling, arcades; on-street lounges & cafes, library, galleries, museum, industry on the periphery, religious, cultural & educational centres
- Brighthouse Estates evolving to high-density industrial – vertical industrial – like QLT, Radical Software, EA, etc.
- ____ value industry – biotech, software, art, movies
- Wireless internet connections to draw business.
- Richmond still needs light industry to provide employment. With people's work [further] from their homes, not as many office buildings needed.
- Something that will create jobs paying enough for people to survive and be able to live here – over \$37,000/year.

What are your comments regarding:

- Other: All City, Provincial and Federal services/authorities in one core area of City Centre.
- Good to try to attract some better paying jobs.
- Unique shops and boutiques, more like "main street". More 1 of a kind "mom and pop" shops and businesses.
- More live/work; offices; Why not establish a city-wide wireless internet service by 2010 – Toronto is doing this!
- Commercial street level rent will be a good investment.
- Live/work small business (arts, design, etc.). Retail – cafes, small boutique stores, light furniture manufacturing (artistic, small infrastructures)
- Provide assistance for existing business to retool to meet the needs of the village concept. (Consider tax reduction to cover costs of redevelopment of existing sites).
- Drug dealers brought in by RAV.
- Again, balance...

**11. What does a Sustainable, Cultural or Wellness
"Centre of Excellence" mean to you?**

(Board 25)

11	Priority
Sports and Wellness	1st
Arts and Culture	1st
Heritage	2nd
Sustainability Centre	2nd
Others	-

Comments

- Not much
- Cultural / Health centre
- To expect fully utilizing travelling on Canada Line; I hope park & ride facilities can be worked in.
- A combination of all.
- What are you telling us? We don't need all this ____ especially concerning the Oval extravaganza.
- Cultural – whose?
- Other: Trade Union Centre & Retirees Resource Centre
- Richmond needs to attract more high quality arts events.
- Too much for the "body" in Richmond, not enough for the "mind".
- Sports/wellness "COFE" – training facility for future Olympians. Cultural "COFE" – Advertising Richmond's heritage. Sustainability "COFE" – promote sustainable planning/environment practices.
- What does it mean to you?
- Fulfilling the cultural needs of the people spiritually (no religion) mentally, physically.
- To provide an opportunity for citizens to participate in Arts, other Cultural activities, sports, etc.

12. Please provide any additional comments regarding the City Centre Area Plan Update Study process.

- North of Lansdowne (presently older homes) ideal for modest medium to low rental housing; proximity to Aberdeen & Lansdowne, Canada Line stations (& Vancouver). Huge mistake to be non-residential. (Also airplanes not so bad).
- Quite effective presentation.
- Since aircraft noise is the major issue in Richmond, why is City planning to keep expand downtown core?
- Keep up the good planning & reach your goal as the most desirable city to live in Canada.
- More people will be living in Richmond. Some of them will take transit train to Vancouver; others will drive. Is there any plan to build more bridges linking Richmond to Vancouver? Under emergency situations (why Sky Train will probably stop or be jammed), how will people be moved to other area?

What are your comments regarding:

- Looks like a good plan.
- Build City Centre towards the river. Get rid of River Road. Connect No. 3 Road to north loop road (CPR line).
- Don't close River Road so that new residents can have exclusive access to the river. A lot of other people live in this City and they have a claim to the views as well.
- Travel is not just north/south (Canada Line). You must go side east to west and southwest to northeast as well.
- We must have sustainable dyking around Richmond. Trees will hold the soil together. Community centres like Minoru (1986) should triple in size. No. 9 Rd. dyke.
- I would like to see a boulevard connecting Lansdowne/No. 3 Road diagonally to the riverfront and a Beach Avenue type development on both sides of the Fraser.
- I reckon the Canada Line stations along No. 3 Road can be reduced to only 2-3 stops as the distance is too close. By reducing the stops we can save and minimize over spending. Our tax money should be well spent.
- I feel that the residents of Richmond should consider themselves very lucky that so much time and attention is being taken by City Planners to create an incredible place to live.
- RAV line to Granville Island not Saba Road? More hospitals and medical care area? More parking? School and play areas? High rises like _____. (This is not Hong Kong.) – People like views.
- Congratulations on having a vision to plan and promote a well thought out "plan". This approach to include public and stakeholders will hopefully promote positive support.
- Where will the displaced traditional industrial development be replicated – elsewhere. There is no industrial land left in Richmond – where are new or additional port related, good handling, transshipment – going to go?
- Good plan so far. Implementing is a challenge.
- How to ensure "Aberdeen" is truly "international shopping and arts" instead of only a "Chinese only" centre.
- When putting boards up for the public, mark road names. (Preferably on the first board.)
- Good work staff.
- Theoretically it sounds good – Hopefully it will develop as planned.
- To promote Canadian culture.
- I like these proposals. Do not take away housing from livable areas (Steveston, etc.). Libraries needed there also. Heritage buildings that need up-keep as that is our culture too.
- Please get going and make north city centre alive again. It will be a phoenix arising from the ashes.
- It's a good plan. Concern about the funding. We do not want the property tax to be higher.
- We need a higher ratio of long term care beds – much higher! Concern for more rentals and low cost housing – hourly rates for lower end jobs do not allow for a small family unit at the market cost.
- We are a Trade Union. About ½ our membership lives in Richmond. We see ourselves redeveloping our property for joint union and community use. We welcome the chance to work with the City.
- Would like to Challenge the City on this issue of inclusion and disabled access. When has there ever been an opportunity for a City to rebuild a large proportion of its downtown centre in such positive circumstances with such a wealth of resources at hand. Richmond has the potential to become a model for accessibility standards and to achieve a level of inclusion never experienced before in any other City.
- The City should incorporate this as a major component in the vision for this change. The City should take tangible action to ensure this opportunity is not missed. To do this right a specialist has to be brought on staff to oversee the transition and growth and assist in the coordination of events and communication that would have to occur to fully achieve this goal. A specialized advisory group has to be formed with a collection of skills suited to the task. A new consultation formula has to be arrived at to avoid pitfalls of the past. So often in the past efforts have fallen short of the mark. Make a commitment to ensure this does not happen in the redevelopment process for Richmond.
- Still light in culture and the arts.
- Is it realistic for the City to be looking at adding 390 acres of Parkland- How can we afford to do this? Look at lower park ratio 2.0/1000 people_____.
- As I said, many of the messages were observed by hard-to-read diagram.
- I do not want Richmond city centre becomes second Vancouver downtown because UD has too many people, too many traffic (UD).

What are your comments regarding:

- To make a "liveable region" more jobs of office space to minimize commuting. City of Richmond can provide "tax" (i.e. reduce tax for 5 yr/10) for **new** office space or light industry space.
- Richmond grew from fishing, farming and light industry, parks, green space and social programs evolved. I don't see how you can build job numbers into a proposed development.
- Let us start now! Ensure sidewalks on all downtown streets (Lansdowne is not surrounded by sidewalks). Develop boardwalks on all sidewalks damaged by construction (e.g. No. 3 Road near the Bank of Montreal).
- The impossible will take 50 years to complete. Good luck!
- Although I don't agree to put the city centre area into that high density (not comfortable and people will get mad and unhappy), but eventually will get into this kind of population in the future. Just that traffic congestion and parking space availability need to consider for any changes to this area. Cars will grow up as well from going into this area and out of this area. The only good thing is this high number of new high rises will help to bring down the real estate and rent value, but cost to the investors who bought them at first built at the beginning.
- Too much traffic in area. Too many apartments, condos, multiple dwellings.
- Health care facilities – e.g. Extended care seems very limited as we already have a shortage. It's hard to imagine this kind of growth but it is good to see this kind of long term planning.
- It seems there are too many high-rise buildings, looks like Vancouver downtown. We don't see "typical" Richmond any more. But we prefer Richmond remains unique and special. We don't expect Richmond to be a crowded and noisy modern city.
- Good to solicit public opinion. We need to plan for our future generations.
- Canada Line south of Granville, needs more setback.
- Affordable housing – should not be in most desirable and potentially most expensive land – e.g. near skating oval. Why should I pay taxes so the "poor" can live there and middle class hard working families can't afford it. If I have rental property to hold for future development I can no longer redevelop. I must "keep" it and it stays rental? I can't even sell to a family who wants to move in?
- Vibrant. City with pride.
- Diverse
- Make sure there are enough buses to handle the volume.
- Found the boards to be somewhat confusing and difficult to relate to the ____ thoroughfare should be identified.
- Create a pedestrian friendly waterfront from No. 2 Road to Bridgeport – remove/relocate road. Use ROW (CN) as non-road with boulevard – interconnect waterfront (many principles used in presentation along the same ideas I have).
- Hope most of it is successful.
- Many businesses are being hurt by current development (No. 3 Road) land value tax should take this into account. Business on 3 Road is down 8 – 15%, City should help as this will continue for YEARS and many businesses may fail without help.
- Richmond is not Vancouver. Comparable to Haney, Whalley, Newton – just series to strip malls and traffic jams.
- City should consider allow developer to build more high-density residential apartment building within city centre.
- Bridgeport area too vague.
- Less high-rise residential building. More low-level one more high-rise office building.
- Should prepare for high-density plan to adopt more population.

ATTACHMENT 4

Stakeholder Letters – School District No. 38 (Richmond)



School District No. 38 (Richmond)
7811 Granville Avenue, Richmond, BC V6Y 3E3

Tel: (604) 668-6000

July 21, 2006

Mr. Terry Crowe,
Policy Planning Manager
Mr. Holger Burke,
Development Coordinator
City of Richmond
6911 No. 3 Road
Richmond, B.C. V6Y 2C1

Dear Terry and Holger:

Re: Draft City Centre Area Plan

On behalf of the Richmond School District, I would like to thank you for an informative meeting yesterday concerning the draft City Centre Area Plan for Richmond.

At the meeting you invited any and all suggestions and comments from interested stakeholders and indicated that the Board's concerns would be reported to City Council. You also indicated that the plan is in draft form and will be changing over the next few months.

With respect, the short time frame allotted for feedback regarding the proposed changes to the City Centre that are being planned for the next 100 years is quite simply too short and is being rushed through to Council without careful and considerate input from all stakeholder groups. In order for the Board to give Council the necessary advice it requires to make fully informed decisions regarding the future direction of the City Centre adequate time should be provided. Without adequate time being provided to the Board and other stakeholders it would call into question the integrity of the entire process.

After carefully reading through the outline you provided, the uppermost concern was that 'school' was only mentioned once in the report, on page 8 of 26 as follows:

Some of the Villages may provide:

- 1 Branch Library
- 2 Community Centre
- 3 Community Park & Greenways
- 4 Community School**
- 5 Community Police Office

The report does not provide a definition of what is intended by a 'community school'. Is it a public school, a parochial school, private school, a public school with a community centre attached, or any combination thereof?

In order to sustain your five-village plan we believe that public schools should be an integral part in that plan.

The report does not provide any demographic information or the rate of development that would allow the Board of School Trustees (Richmond) to comment on the need to provide public schools in a timely manner. The Board requires this information in order to make the necessary representations to the Ministry of Education.

Another concern that was raised at the meeting was the amount of park space being required by the City of Richmond as the City Centre becomes higher density. It is our understanding the Richmond City Council and City staff intends to reduce significantly the park requirements for the City Centre by over 50% compared with other areas of Richmond. As you are aware, the City of Richmond and the Richmond School District have an enviable record of working together collaboratively to acquire joint school/park sites that have been situated contiguously one to another. Unfortunately, the City of Richmond has recently chosen to break from this historic practice by planning to acquire parkland in the West Cambie across the street from Tomsett Elementary School rather than acquire it contiguous to the school site. If this practice were to continue then the open spaces that residents of Richmond have come to expect would no longer be available.

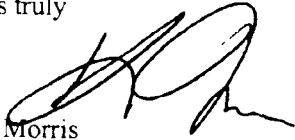
In the meeting it was acknowledged that School Districts do not have the mandate or statutory requirement to provide parkland and that, in this case, the City of Richmond has the responsibility to provide the necessary parkland for the City Centre. Reducing the parkland requirement by over 50% will not make the City Centre any more liveable.

In summary:

- The Board requires more time to consider the draft City Centre Area Plan.
- In order to respond fully regarding the need for public schools, the Board requires full and complete demographic data and timelines for the densification of the City Centre area.
- The Board would appreciate receiving a copy of the final City Centre Area Plan as soon as it is complete. It is difficult to comment on a draft report when there are substantive changes yet to be made.

In closing, thank you again for meeting with us and I expect that the school district will take you up on your offer to make another presentation soon after the final report is finished.

Yours truly


K. L. Morris
Secretary Treasurer

Pc: Trustees
Superintendent of Schools
Assistant Superintendent(s)
Manager of Facilities

ATTACHMENT 5

Stakeholder Letters – Vancouver International Airport Authority (VIAA)



Vancouver International Airport Authority
Administration de l'aéroport international de Vancouver
P.O. Box 23750
Airport Postal Outlet
Richmond, B.C. Canada V7B 1Y7
Website: www.yvr.ca

September 7, 2006

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

Dear Mr. Erceg

Vancouver International Airport Authority
Comments on Richmond City Centre Area Plan

Thank you for the opportunity to comment on the City Centre Area Plan (CCAP). I commend the City of Richmond on engaging stakeholders in the process, your desire to create a vibrant, compact city centre and the high quality of work evident in the draft CCAP.

The City Centre Area Plan contemplates over 100,000 new residents in the area. The airport's growth potential as a premier gateway between North America and Asia and as a portal to British Columbia is set out in our draft 2027 Master Plan which forecasts a doubling of YVR passenger traffic over the next twenty years. Clearly the days of the Authority and City undertaking planning in isolation from each other are over. As we both grow, the challenges increase and the need for co-ordination becomes more pressing.

As you know, YVR is an asset of strategic importance to the nation, province, region and to the City itself. Our concerns over the CCAP are significant in that we believe, if fully implemented, it could seriously impair the future success of YVR, and thus the success of Richmond, by:

- adding additional vehicle traffic to already congested Sea Island roads and bridges; and
- increasing the number of residents living in areas impacted by aircraft noise.

A very rough estimate is that 100,000 new residents could conceivably generate an additional 41,000 daily vehicle trips over the North Arm bridges, many of which would use the Arthur Laing Bridge. A key conclusion of our Master Plan analysis is that the limited bridge capacity to and from Sea Island will increasingly be required to serve airport-related traffic.

One recommendation is that the City develop an integrated land-use and transportation plan for the City Centre incorporating the concept of "carrying capacity". That is, based on the existing and probable future availability of transportation infrastructure, identify a reasonable set of population and employment projections for Richmond City Centre.

The Airport Authority's forecast growth brings significant benefits to the City of Richmond however it will mean more aircraft operations and noise. You should be commended for identifying aircraft noise issues in the CCAP and the progress you have made to address those issues. In particular we were pleased to see the support for the City's existing Aircraft Noise Sensitive Development Policy.

Transport Canada recommends against residential development within areas of +30 NEF, as individual complaints may be vigorous and possible group action and appeals to authorities may occur. The Airport Authority agrees with this recommendation. The majority of the City Centre Area is within the +30 NEF. As such, the Airport Authority does not support the increased residential development proposed in the City Centre Area Plan. If the City is going to allow, and indeed encourage, new residential development contrary to the Transport Canada standard the Airport Authority would clearly prefer fewer new residents in high noise areas rather than more.

We also recommend that the City:

- ensure that all the noise mitigation and awareness measures identified in the City's Aircraft Noise Sensitive Development Policy are implemented, prior to any new residential developments in this area; and
- undertake a study to evaluate the effectiveness of the noise mitigation and awareness measures.

The Airport Authority would be pleased to continue to work with City staff on these initiatives.

The City Centre Area Plan and accompanying maps should not give the reader the false understanding and illusion that some areas in the City Centre are exposed to aircraft noise while some are not. The majority of the area is exposed to aircraft noise and subject to over-flights.

There are about 26,000 jobs on Sea Island but only about 23% of employees are residents of the City of Richmond. We hope the CCAP looks at a residential development mix that is attractive to airport workers with the attendant benefits of reduced commuting times and potentially greater patronage of the Canada Line.

We would be pleased to work with the City on joint planning around the Middle Arm including opportunities to improve trail connections.

The draft 20-year Master Plan proposes a south parallel runway as an option for the future. Aeronautical zoning should be put in place to protect for a south parallel runway and this may impact elements of the CCAP. We anticipate there may be other aeronautical zoning issues to be addressed.

Please contact me at 604-276-6357 if you wish to discuss further.

Yours truly,

A handwritten signature in black ink, appearing to read 'Anne Murray', followed by a long, horizontal, wavy line that extends to the right.

Anne Murray
Vice President, Community and Environmental Affairs
ACM;caw

ATTACHMENT 6
Stakeholder Letters – Urban Development Institute (UDI)



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

September 8, 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

I would like to thank you for involving the Urban Development Institute (UDI) in the development of Richmond's City Centre Area Plan (CCAP), and for organizing the meeting with our members on August 15, 2006.

Although we are in the very early stages of the CCAP, the Concept Plan is being finalized and this will set the direction of the overall Area Plan. At this time UDI would like to raise the following issues for your consideration.

The amenities that the City is proposing that are detailed on the CCAP Open House Boards (panels 21 to 25) are quite extensive. We also understand that additional amenities may be proposed. Staff have noted that a significant portion of the costs for these amenities will be borne by new development. What this portion will be is a key issue as the CCAP process moves forward. We note these new amenities and facilities will be used by current Richmond residents because the City Centre is intended to be a focal point. New homebuyers and businesses should not be fully responsible for these costs

The plan is also intended to be in place for decades – in fact, until the City Centre is built out. Charges on new development will therefore have to be sustainable over time – not just during strong market periods, but weaker ones as well. The City may have to prioritize its amenity package for the area or assume more of the costs.

In terms of the ongoing process, it is important that developers have an understanding of what the magnitude of the DCCs, amenity levies and all of other charges will be in the area as soon as possible. Many are actively identifying and purchasing potential sites. To avoid future surprises it is important for them to know what the potential costs will be to develop in the City Centre.

One of the amenities discussed at our August 15th meeting was the "Build Green" proposal (CCAP Board Panel #24). UDI would like to work with the City on how to encourage sustainability in projects – as opposed to developing prescriptive regulations. We would also be interested in discussing the Green Building standards or guidelines that the City might adopt.

Another amenity that was discussed on August 15th was parks. We understand that the City is reviewing the park standard for the City Centre area and will possibly be reducing it to 3.25 acres per 1000 residents. This standard should be reviewed and evaluated to determine if it may be further reduced. The City Centre area is intended to become a significant, densified, urban area in the region. On CCAP Board Panel #4, the City Centre is compared to downtown Vancouver. The area, as currently proposed, will have extensive recreational/cultural facilities, retail areas and "Great Streets" that are oriented to pedestrians and cyclists. The area will also be linked to several significant parks in the City, and people in the Centre will have access to regional facilities through the Canada Line. Even with a reduced park standard for the area, there will be numerous recreational and cultural opportunities for residents and workers in the City Centre, and as a result the 2.5 acres per 1000 residents suggested in CCAP Board Panel #20 should be seriously considered.

Another matter that was discussed at our August 15th meeting was the difficulty developing in mid-rise residential zones. Mid-rise projects are rarely economical because of code requirements. Wood frame construction is limited to four stories, and due to the efficiency of construction, concrete buildings only become cost effective above 11 stories. Perhaps the City could develop incentives (e.g. lowering fees/charges or providing bonusing) in those areas targeted for mid-rise development to encourage the building form that is desired.

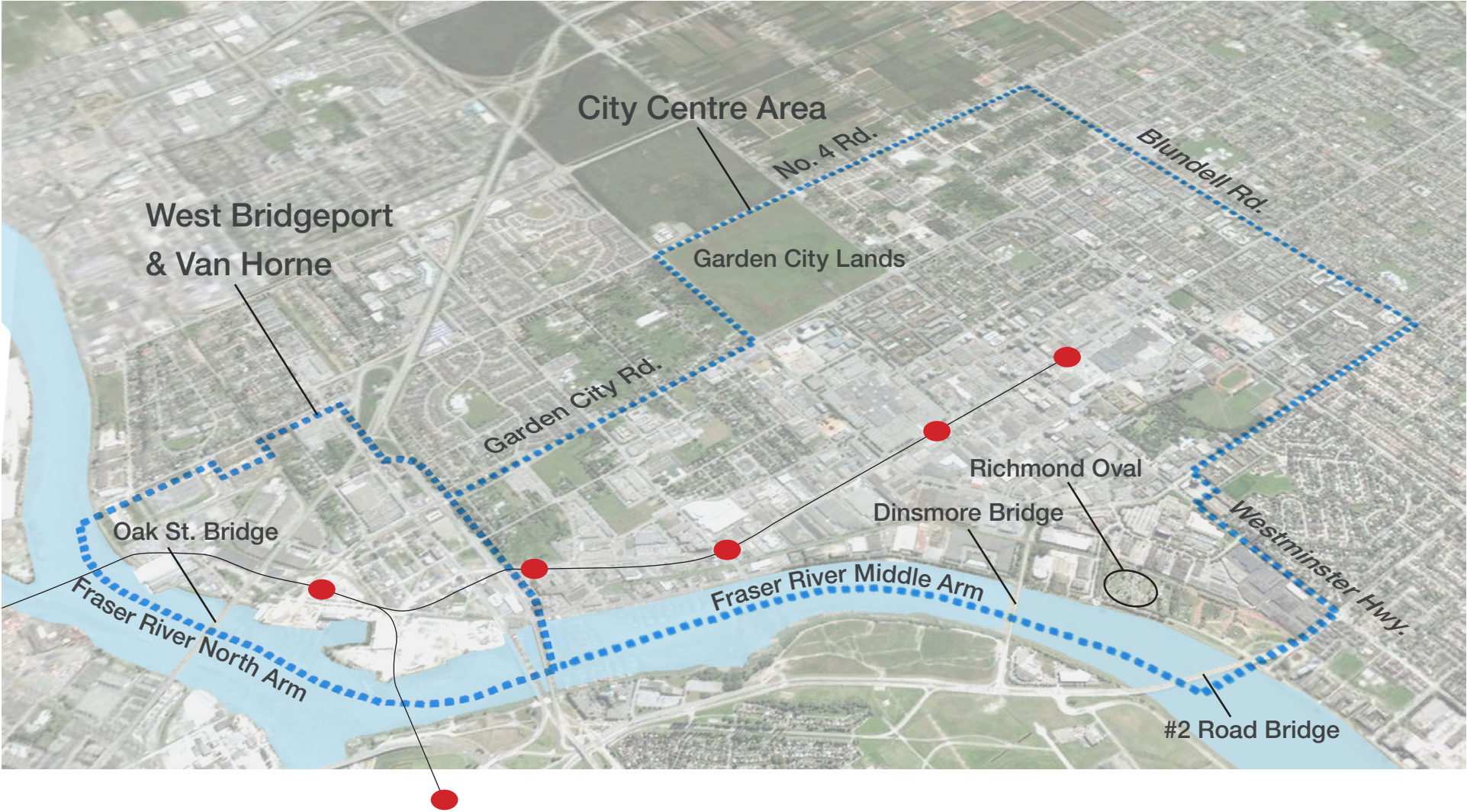
Finally, in terms of the process for the CCAP, it was suggested at the August 15th meeting that Richmond develop the whole Area Plan for the City Centre. This would be better than doing detailed plans in a few precincts at a time (while delaying development in other areas) as has been done in other municipalities.

I would like to thank you again for involving UDI in this process. The City Centre will be the main growth area of the City and one of the most important growth nodes in the region. We appreciate staff's efforts in consulting with the development industry on this key Area Plan.

Yours truly,

Original signed by:

Jeff Fisher
Director of Municipal Affairs and Research



Study Purpose

The 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. Open House 2 is the second in a series of opportunities for the public to provide input into the CCAP Update Study. The purpose of Open House 2 is to:

- Report back on the public input received in response to the July 2006 public process;
- Provide more detailed information regarding land use, transportation, open space, and urban design;
- Request public input to help evaluate the current stage of work and shape the next.

We want to know your views regarding downtown growth!

Please take the time to fill out a questionnaire following your review of the presentation boards!



City Centre Growth & Change Since 1995

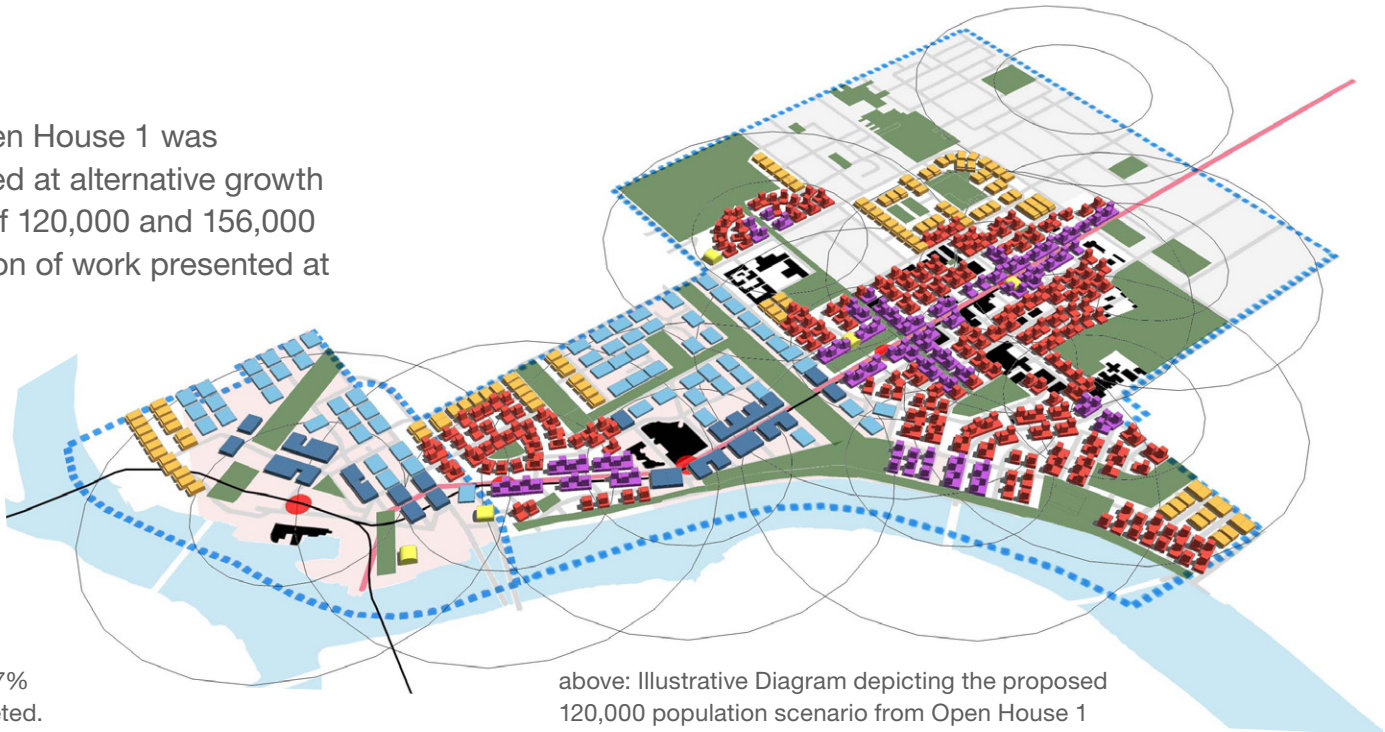
- Population has doubled from roughly 20,000 to 41,000 residents
- Jobs have remained steady at roughly 30% of Richmond’s total, followed closely by Sea Island (Airport)
- High-rise towers have dramatically increased in number
- McLennan North and South, St. Albans, and Moffatt are nearing build-out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

What We Heard at Open House 1

Envisioning Growth: Identifying a Target for City Centre Growth

A topic at our initial, July 2006, Open House 1 was the preferred population target.

The topic of our initial, July 2006, Open House 1 was “Envisioning Growth”, where we looked at alternative growth scenarios in Richmond’s downtown of 120,000 and 156,000 residents to “build out”. The conclusion of work presented at Open House 1, and your comments at and after that session, indicates that the 120,000 population is the preferred target.

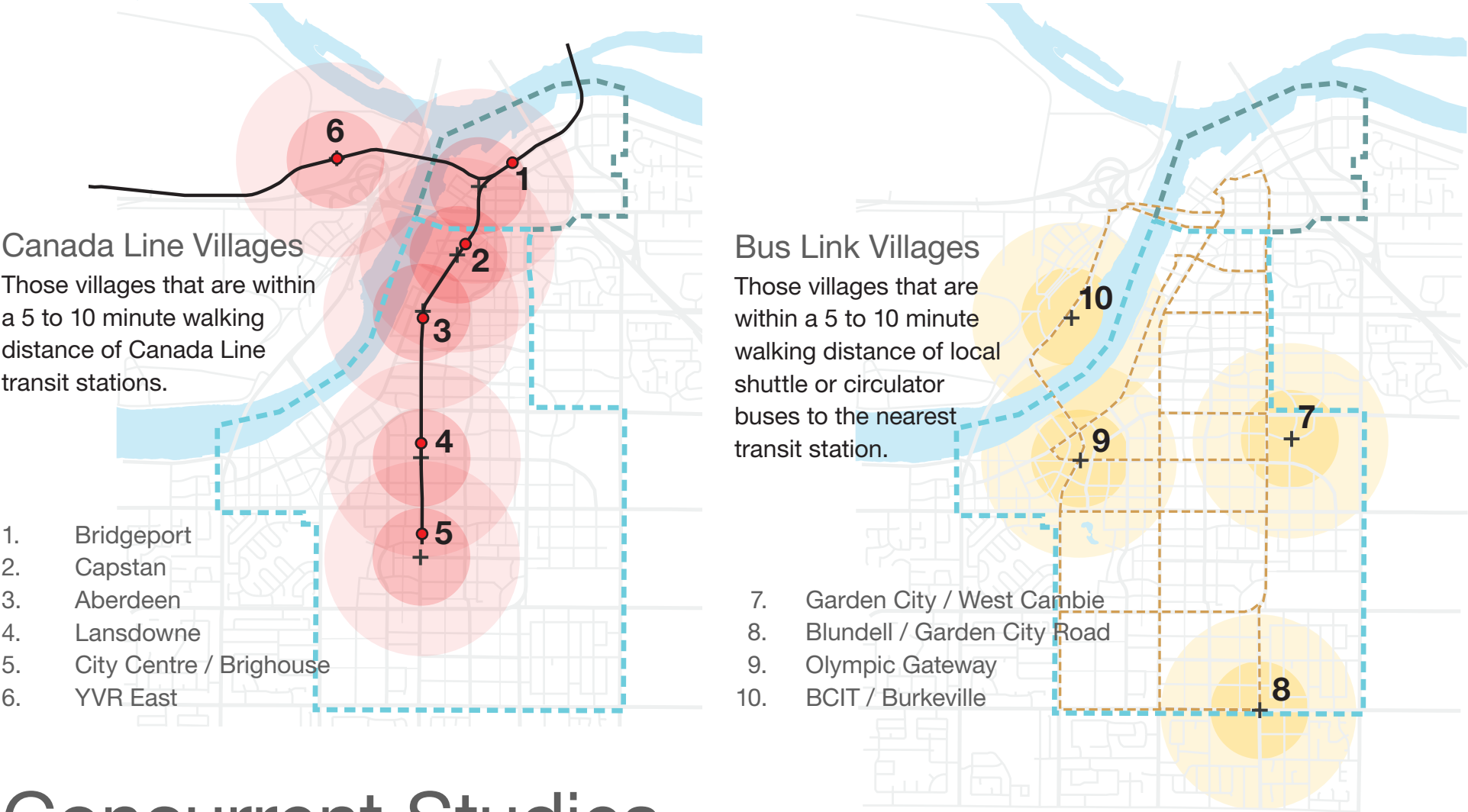


Open House 1 Attendees: 135 Response Rate: 67%
A total of 91 surveys and responses were completed.

Preliminary Study Findings – July 2006	
PROPOSED PLAN FEATURES	DEGREE OF PUBLIC SUPPORT AS PER SURVEY RESULTS
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 156,00061% preferred to give up jobs rather than park space if required to make a choiceGeneral agreement that the proposed amenities would support 120,000, but probably not 156,000
20% Affordable Housing	<ul style="list-style-type: none">43% supportStrong recognition of the need for affordable housing, especially in light of low paying jobs and high market housing costsConcern 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	<ol style="list-style-type: none">ParksCommunity CentresLibraries
Top three preferred business opportunities/programs to pursue	<ol style="list-style-type: none">Office & Live/WorkRetailLight industry
Preference regarding the type of “Centre of Excellence” the City Centre should become	<ol style="list-style-type: none">“Sports & Wellness” and “Arts & Culture”“Heritage” and “Sustainability”
Other	<ul style="list-style-type: none">While the survey results indicate solid support for most features, concern over the cost of achieving the plan (e.g., parks, affordable housing, amenities, etc.) was regularly expressed and requires attention.

Transit-Oriented Development

A key recommendation from Open House 1 was that 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.



Concurrent Studies

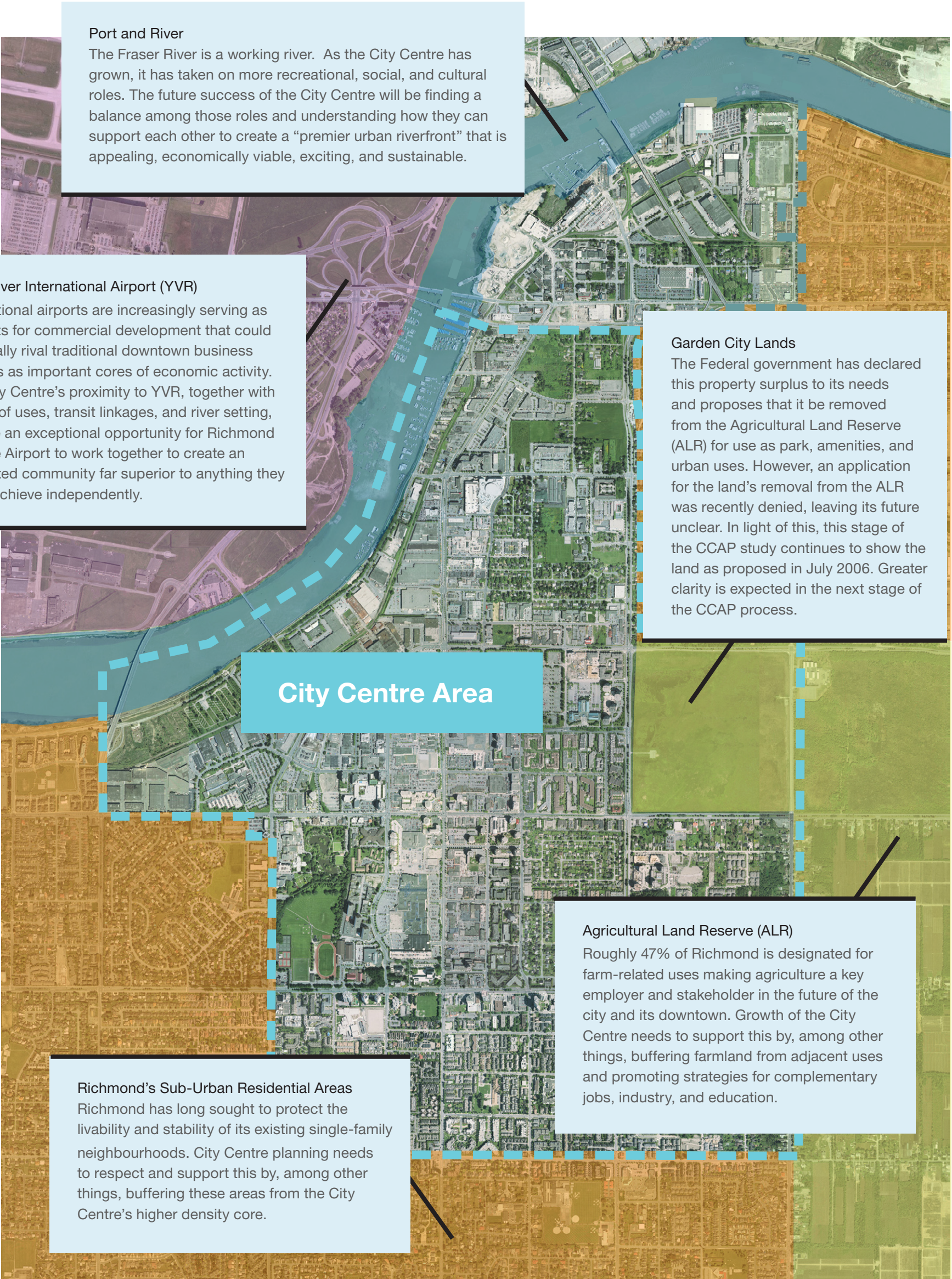
The City Centre Area Plan is not being produced in isolation.

The CCAP Update Study process includes the following concurrent planning studies, either underway or soon-to-be-undertaken, which will help inform the decision making process for the CCAP.

	STUDY	STATUS	ESTIMATED COMPLETION
1.	Economic Market Positioning Study	Proceeding hand-in-hand with the CCAP Update	January 2007
2.	Update - City Centre Transportation Plan	Phase 1: Vision Development - Start in September 2006	Phase 1: Jan. 2007
		Phase 2: Implementation Strategy - Start in November 2006	Phase 2: Spring 2007
3.	City Centre Servicing Plan	Phase 1: Preliminary Recommendations	Phase 1: February 2007
		Phase 2: Final Recommendations	Phase 2: April 2007
4.	No. 3 Road Streetscape Study	Conceptual Design: Complete Preliminary Design: Underway Detailed Design: Start 2007	Current phase: December 2006
5.	“Parks, Recreation and Cultural Services (PRCS) City Centre Places & Spaces Strategy”	City Centre Concept Plan: Draft Plan complete in October 2006	City-Wide Study (including City Centre): December 2006
		Implementation Strategy	Spring 2007
6.	Affordable Housing Strategy	Draft recommendation preparation	December 2006
7.	Geotechnical Practices Study	Start: September 2006	Tentative: December 2006
8.	Middle Arm Open Space Master Plan Concept	Draft Plan Concept: October 2006	December 2006
9.	Build Green Initiatives	Start: October 2006	Spring 2007
10.	School Community Connections Program (Joint City/School District)	Consultant hired	Current phase: January 2007
11.	Building Height Study	Contact initiated with Transport Canada	TBD

Study Area Relationships

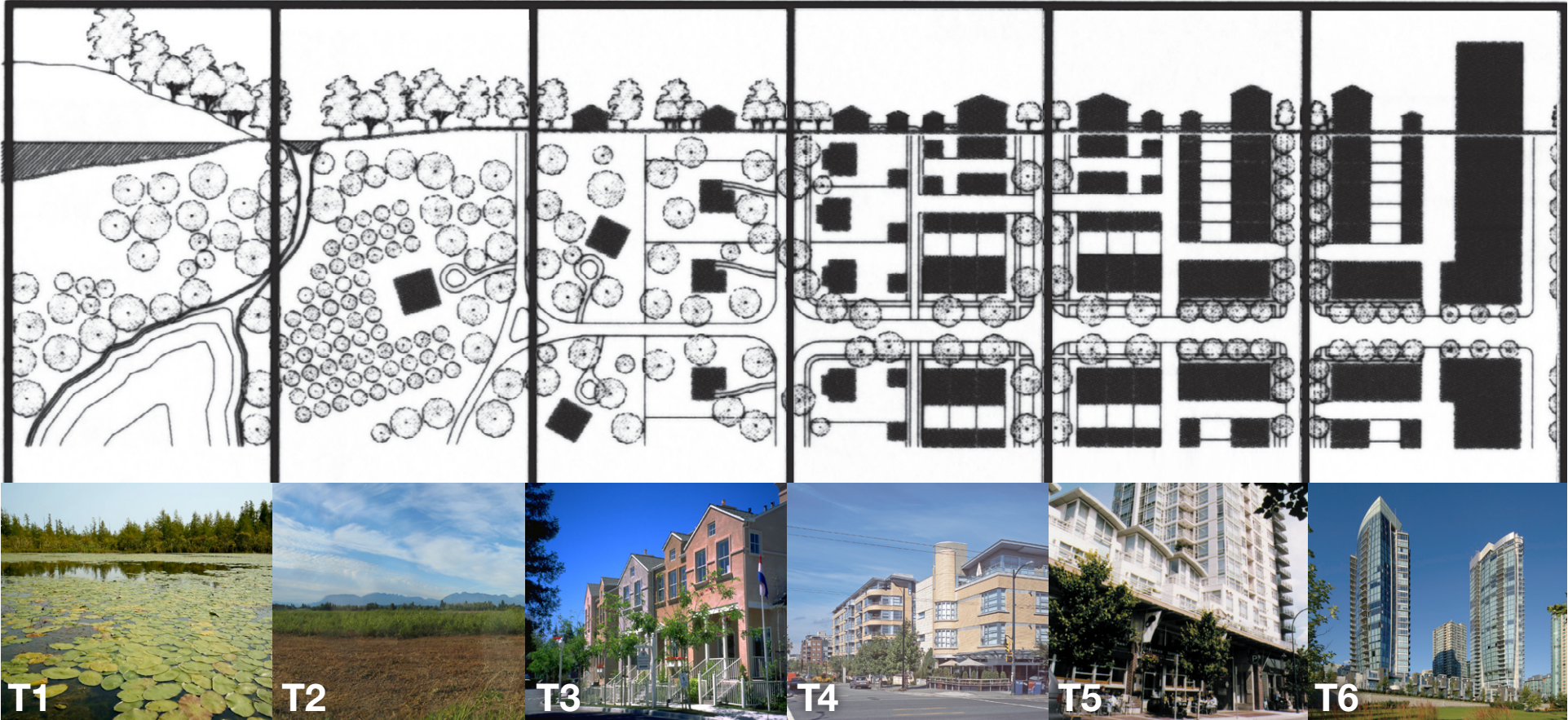
With a general direction identified for how and how large the City Centre should grow, the relationships between this emerging urban area and its key neighbours must be understood. This work begins here and will continue through the coming stages of the CCAP study.



The Urban Transect

A transect is a geographical sequence of environments. It is proposed that Richmond contains a regional framework for planning that encompasses a full spectrum of rural, suburban, and urban environments.

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



“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, landuse, 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, differing by allowing home occupations. 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: single, sideyard and rowhouses. 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, offices, rowhouses and apartments. It has a tight network of streets, with wide sideyards, steady street tree planting and buildings set close to the frontages.
- T6 The Urban Core Zone: consists of the highest density, with the greatest variety of uses, and civic buildings of regional importance. It may have larger blocks; streets have steady street tree planting and buildings set close to the frontages.



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?

Goals

- 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

Objectives

- A



Land Use & Density

Provide a framework for a dynamic, urban community of mixed-use transit villages.
- B



Open Space & Amenity

Provide a framework of well-connected gathering places, spaces, and services that support community building, sustainability, and wellness.
- C



Mobility & Accessibility

Provide a framework for a culture of walking and cycling.
- D



Built Form & Urban Design

Provide a framework for a distinctive and appealing urban environment expressive of its individual villages and unique Richmond character.
- E



Infrastructure Management*

Provide a framework for a timely, cost-effective, and cooperative approach to the identification, provision, operation, & maintenance of community needs.

* This will be the focus of CCAP planning work to be undertaken in 2007

A. Land Use & Density

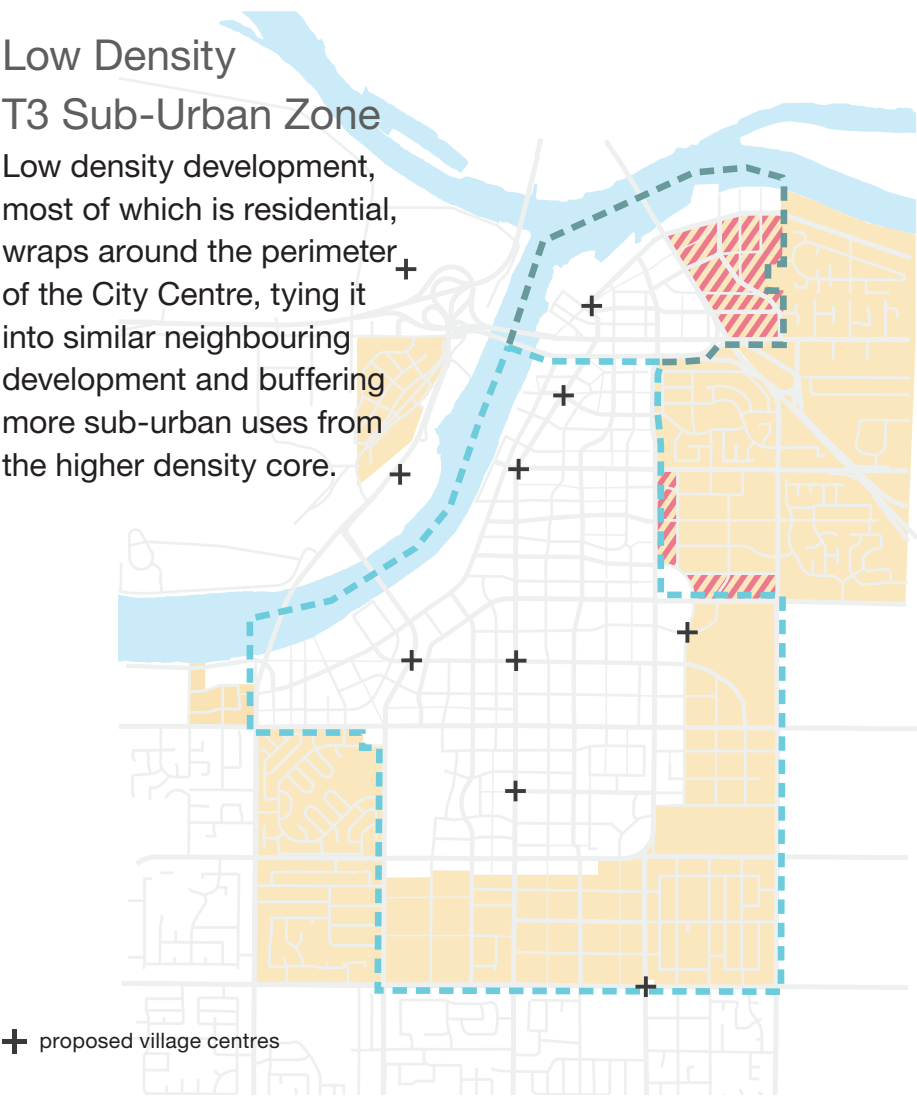
Objective: Provide a framework for a dynamic, urban community of mixed-use transit villages.

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

Low Density

T3 Sub-Urban Zone

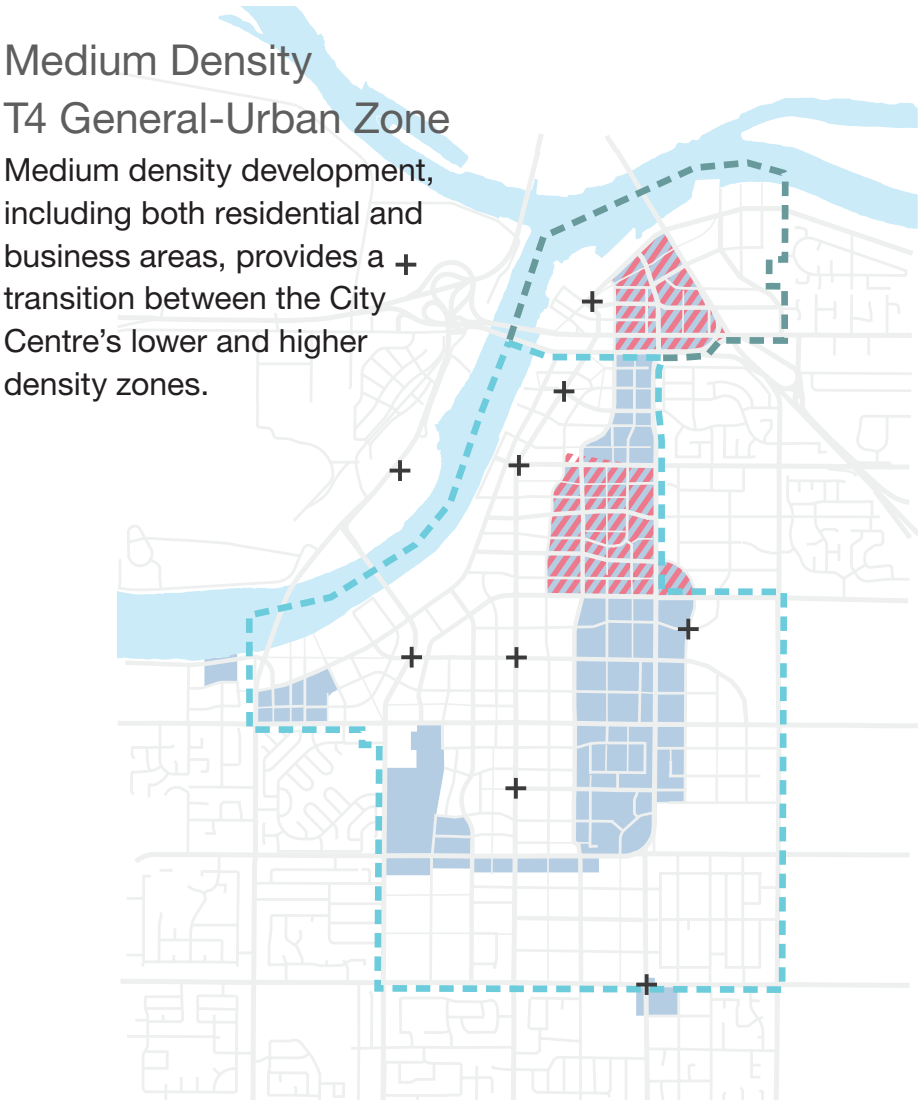
Low density development, most of which is residential, wraps around the perimeter of the City Centre, tying it into similar neighbouring development and buffering more sub-urban uses from the higher density core.



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.



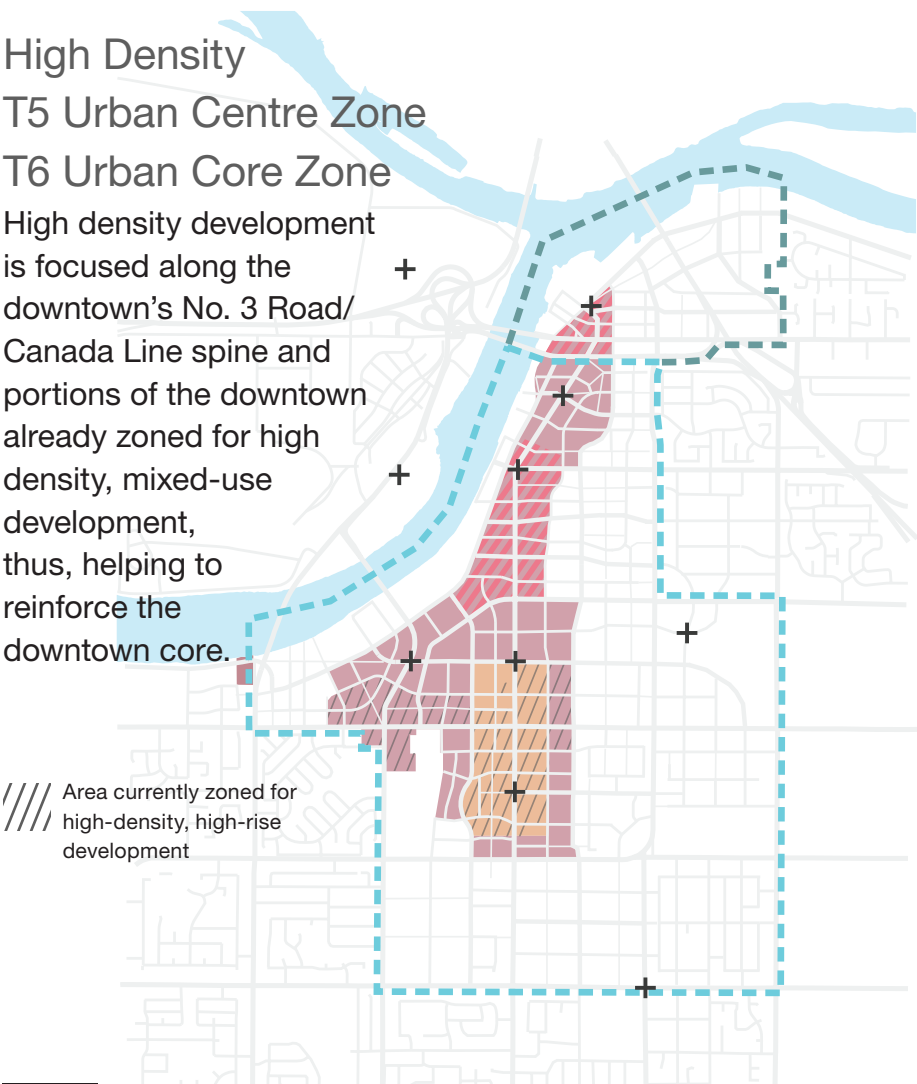
Medium-to high-density uses define the downtown core, promoting transit-oriented lifestyles and the development of high-amenity, pedestrian-friendly, urban environments.

High Density

T5 Urban Centre Zone

T6 Urban Core Zone

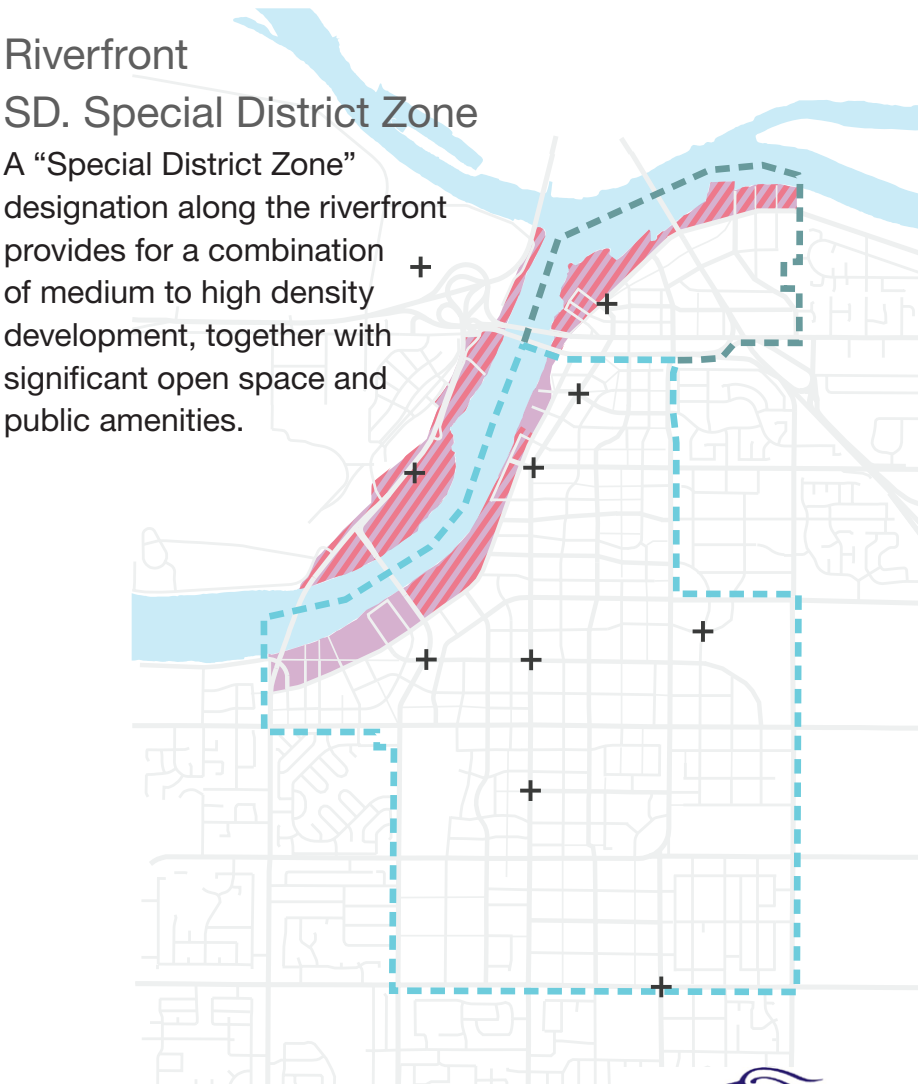
High density development is focused along the downtown's No. 3 Road/ Canada Line spine and portions of the downtown already zoned for high density, mixed-use development, thus, helping to reinforce the downtown core.



Riverfront

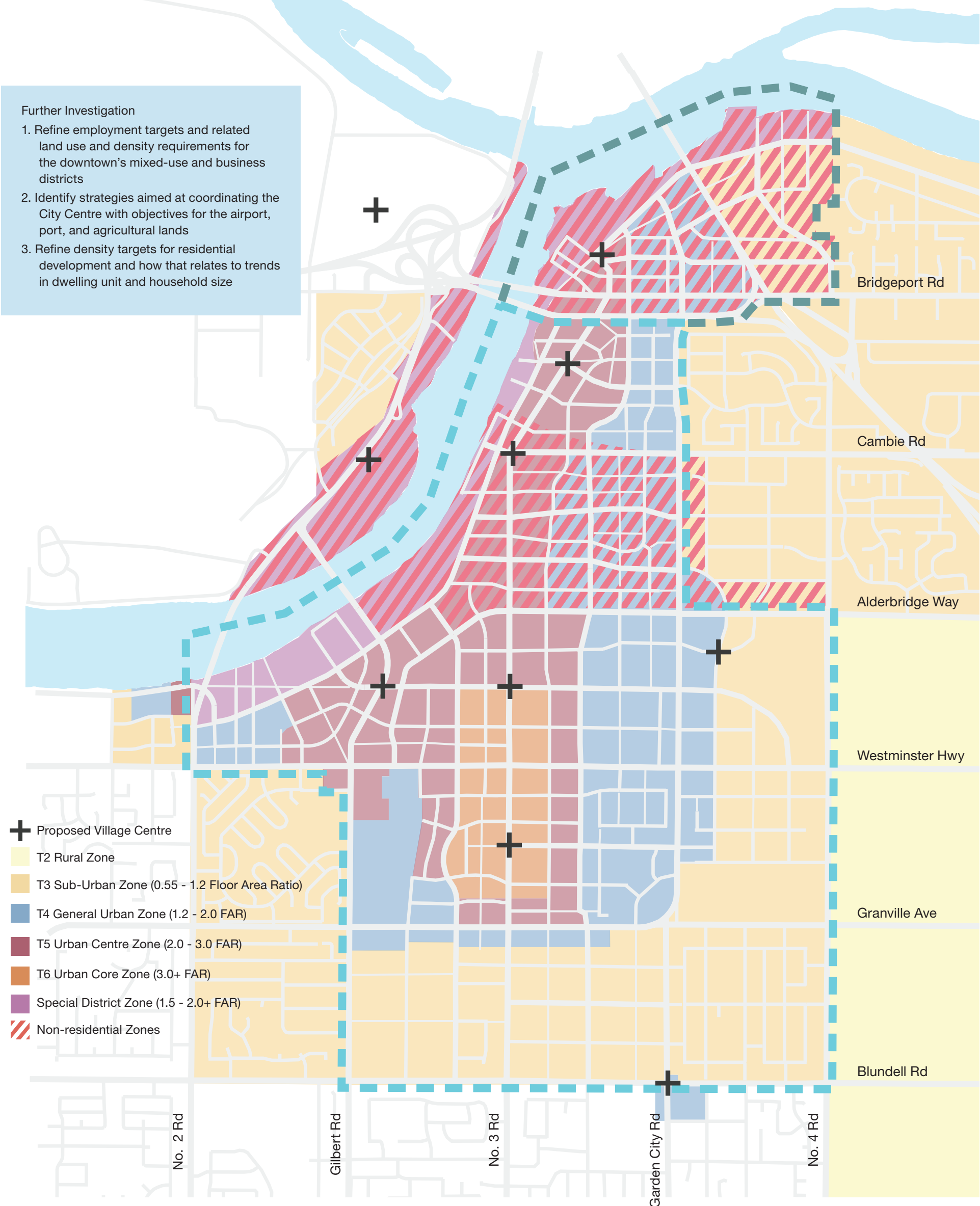
SD. Special District Zone

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



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.



The proposed framework envisions a pattern of land use/density based on the Urban Transect Concept.

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

B. Open Space & Amenity

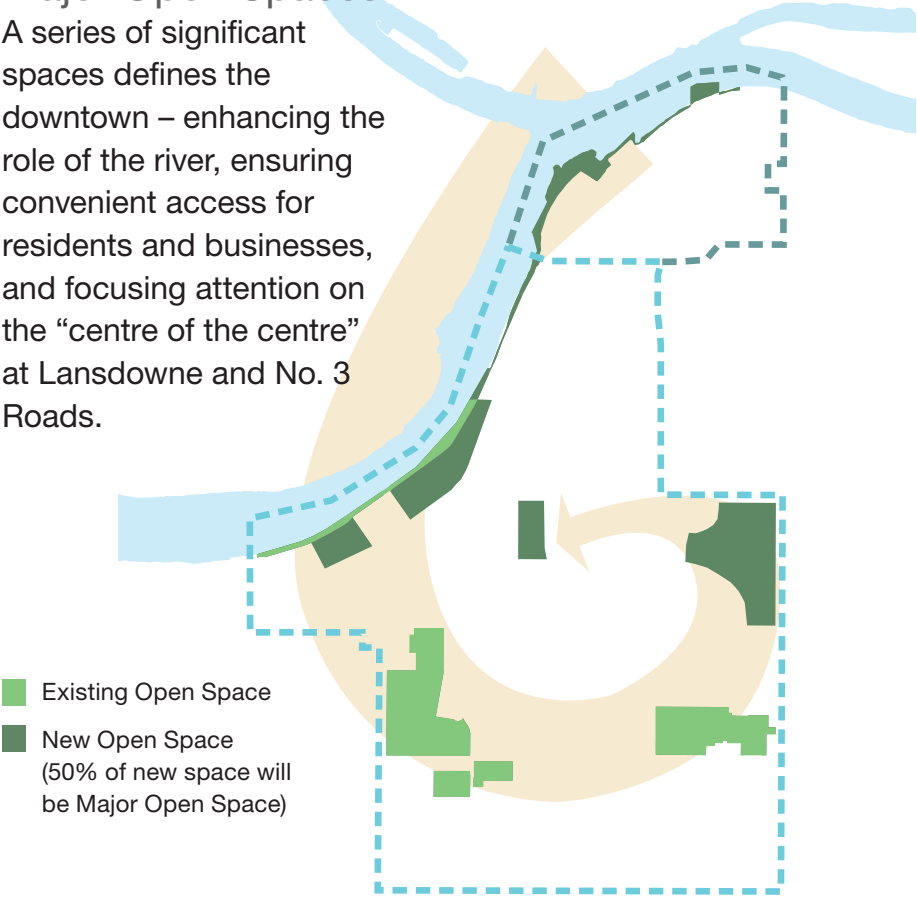
Objective: Provide a framework of well-connected spaces and services that support community building, sustainability and wellness.

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

- Assuming 120,000 City Centre residents, 390 ac of open space is required (189 ac existing + 201 ac new) and it is proposed that:
- 1. New school sites will 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

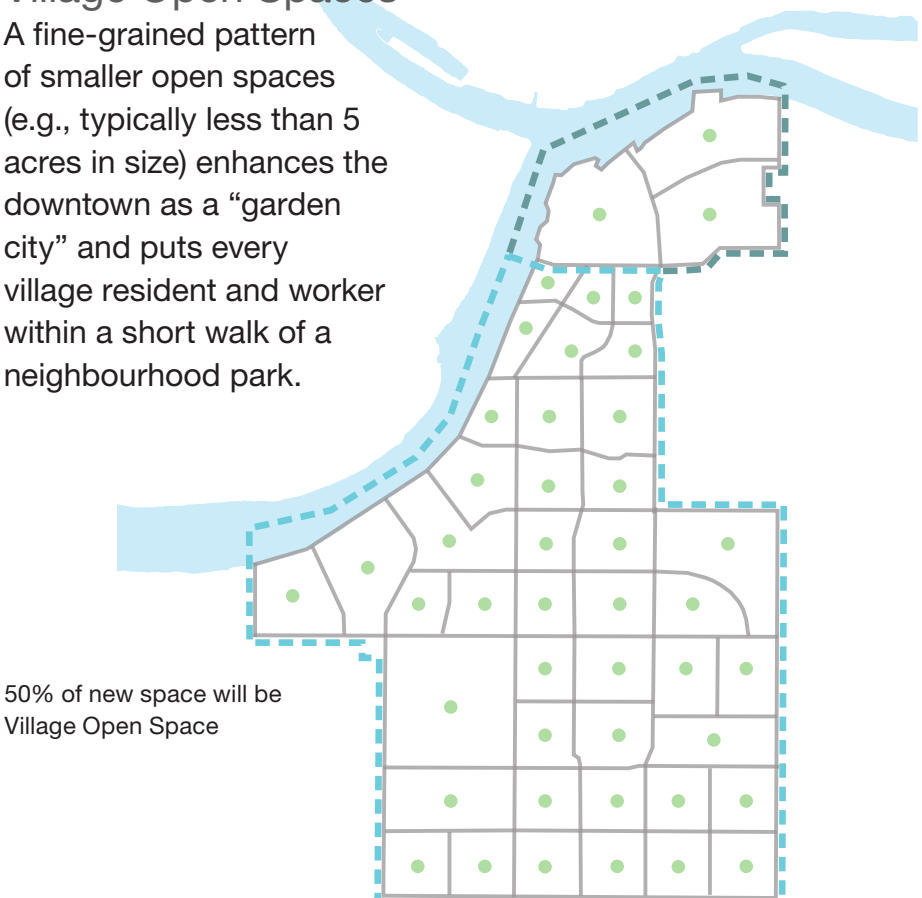
Major Open Spaces

A series of significant spaces defines 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

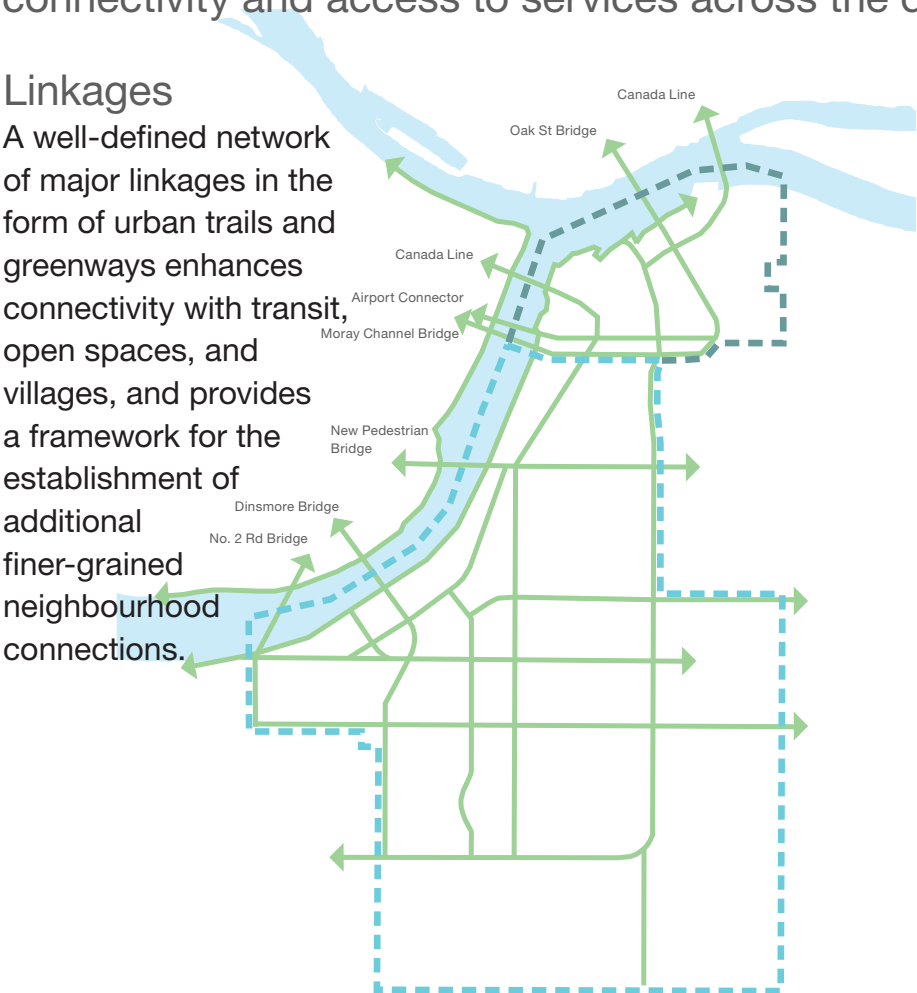
A fine-grained pattern of smaller open spaces (e.g., typically less than 5 acres in size) enhances the downtown as a “garden city” and puts every village resident and worker within a short walk of a neighbourhood park.



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.

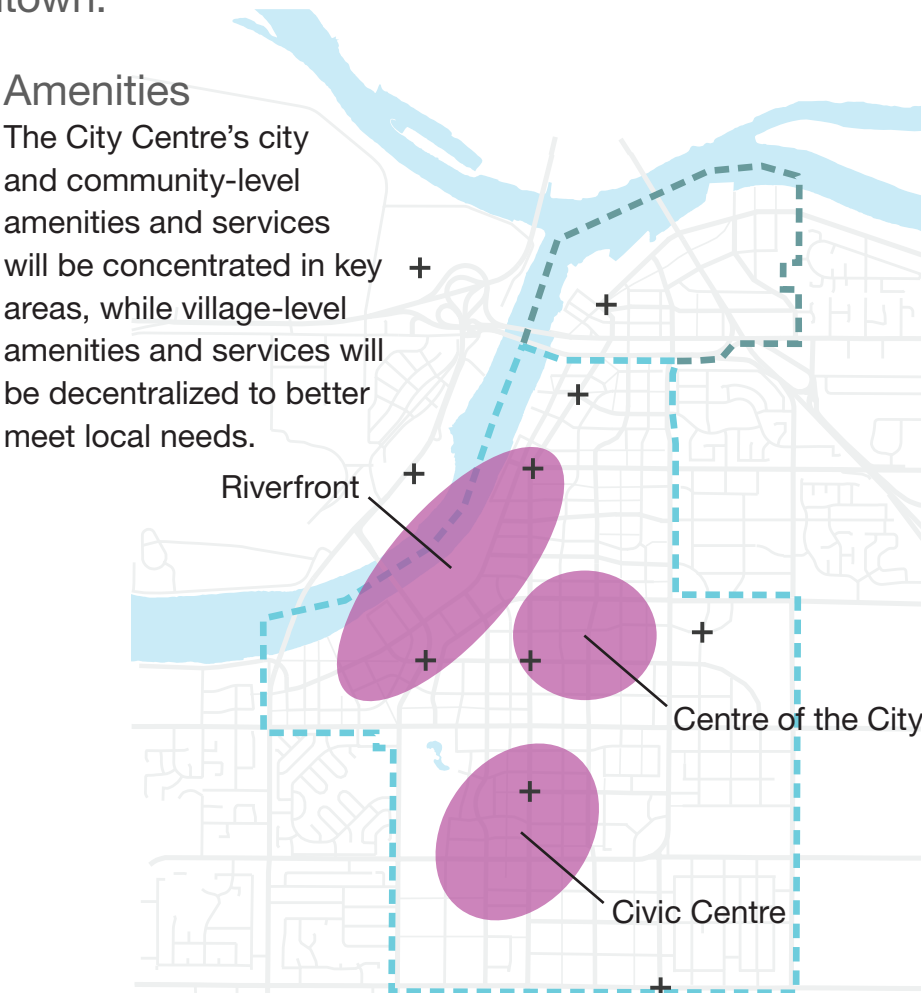
Linkages

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



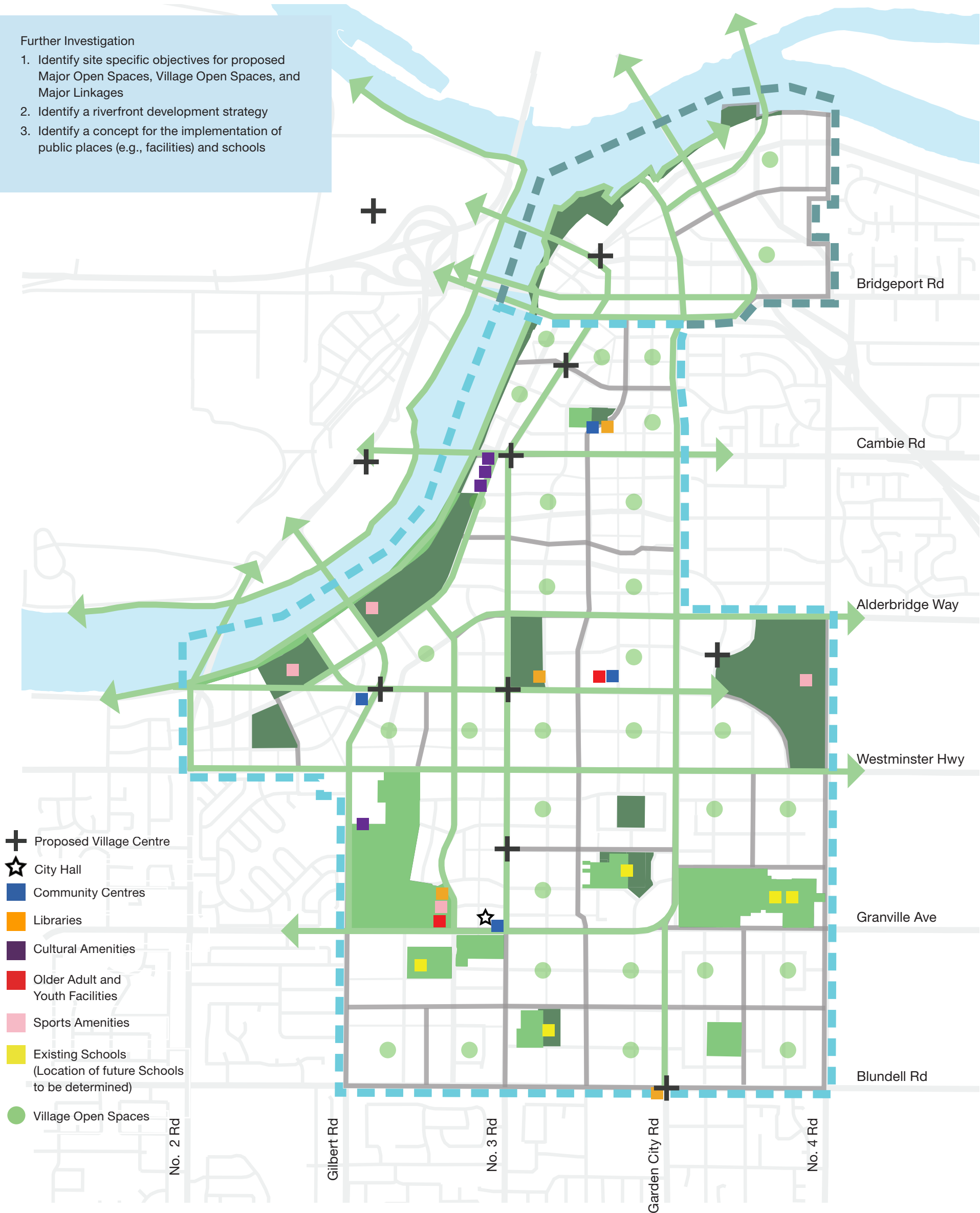
Amenities

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.



B. 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.



B. 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”

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 the 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





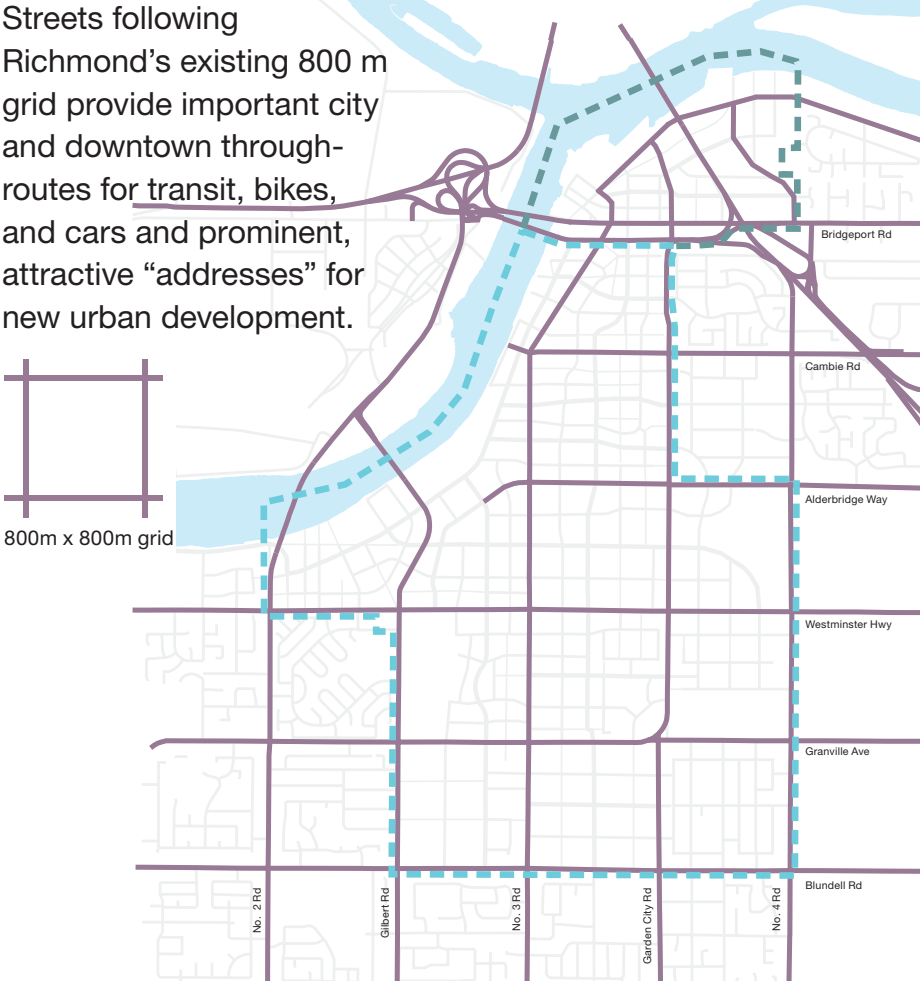
Purpose	Provision of community-based indoor recreational/cultural facilities	Site Features	Within “green” precincts; demonstrating “architectural design excellence
Size	Varying, from regional to city-wide to community use	Coverage	Hopefully, co-located facilities will not erode precious “park and Open Space” areas
Location	Preferably co-located within new mixed-use developments; facilities spread equitable among urban villages	Ownership	Possible public/private partnerships (P3s), in acknowledge 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

C. Mobility & Accessibility

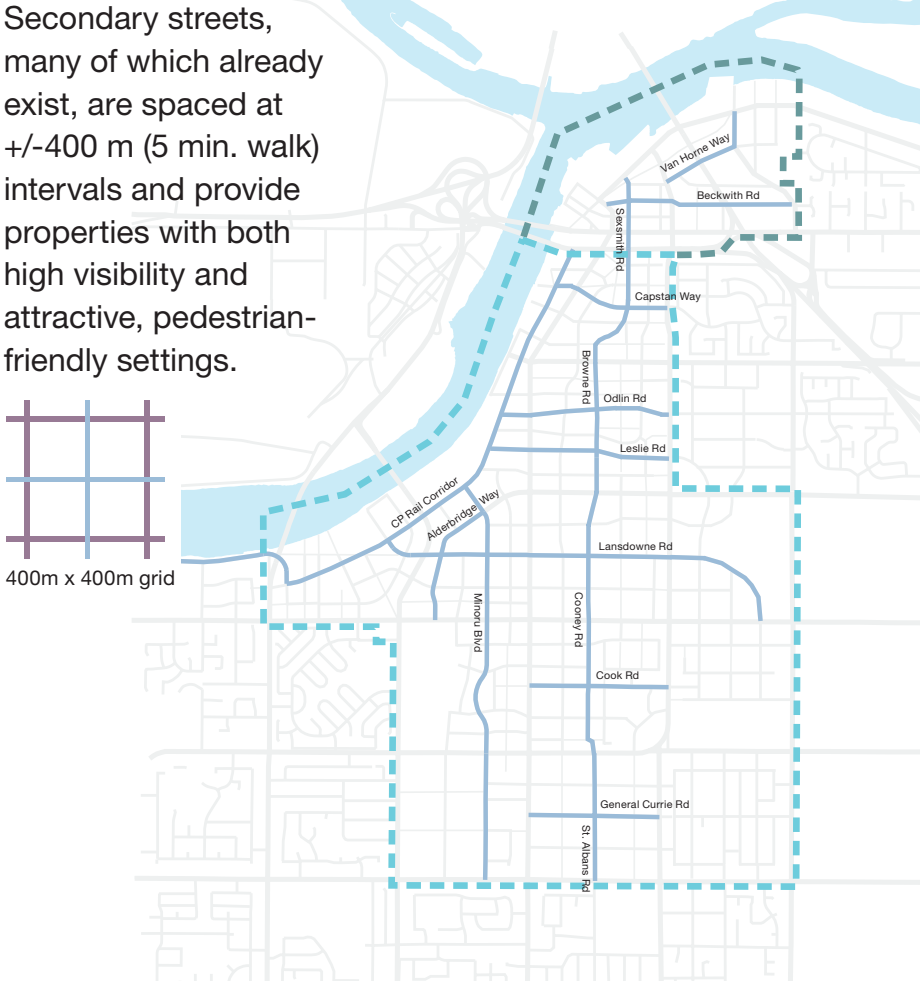
Objective: Provide a framework for a culture of walking and cycling.

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

Major Thoroughfares

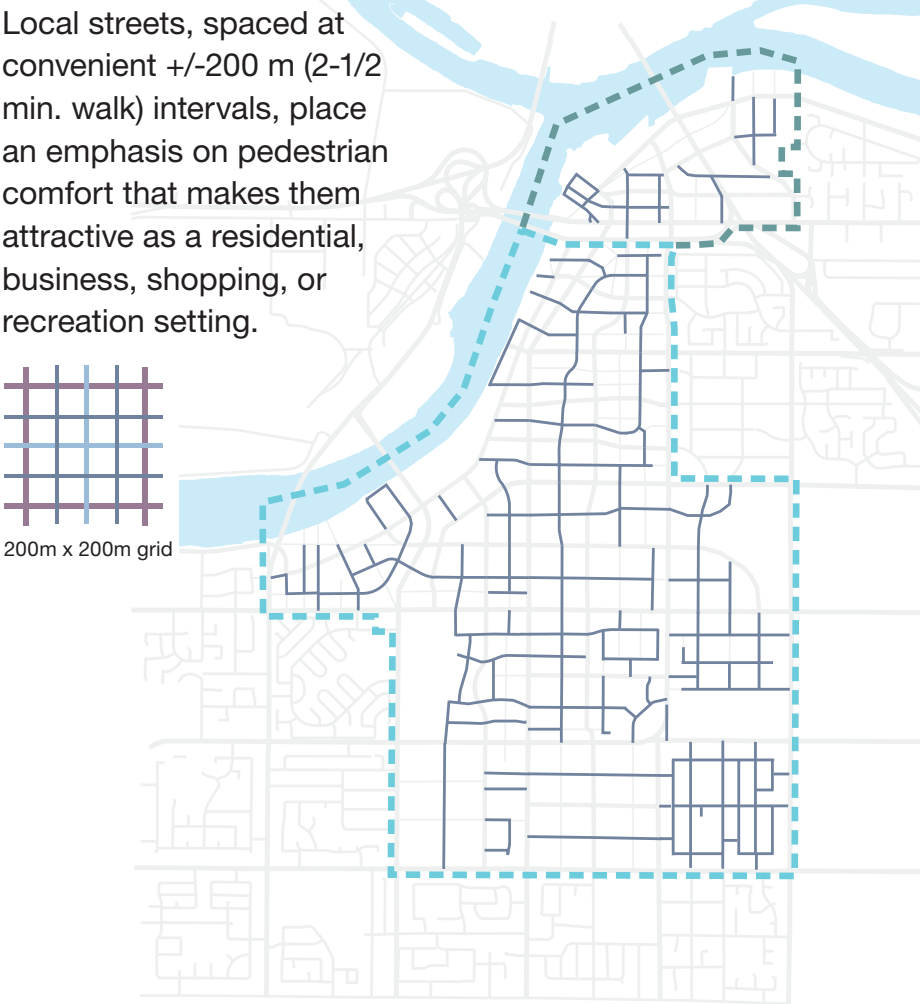


Major Streets

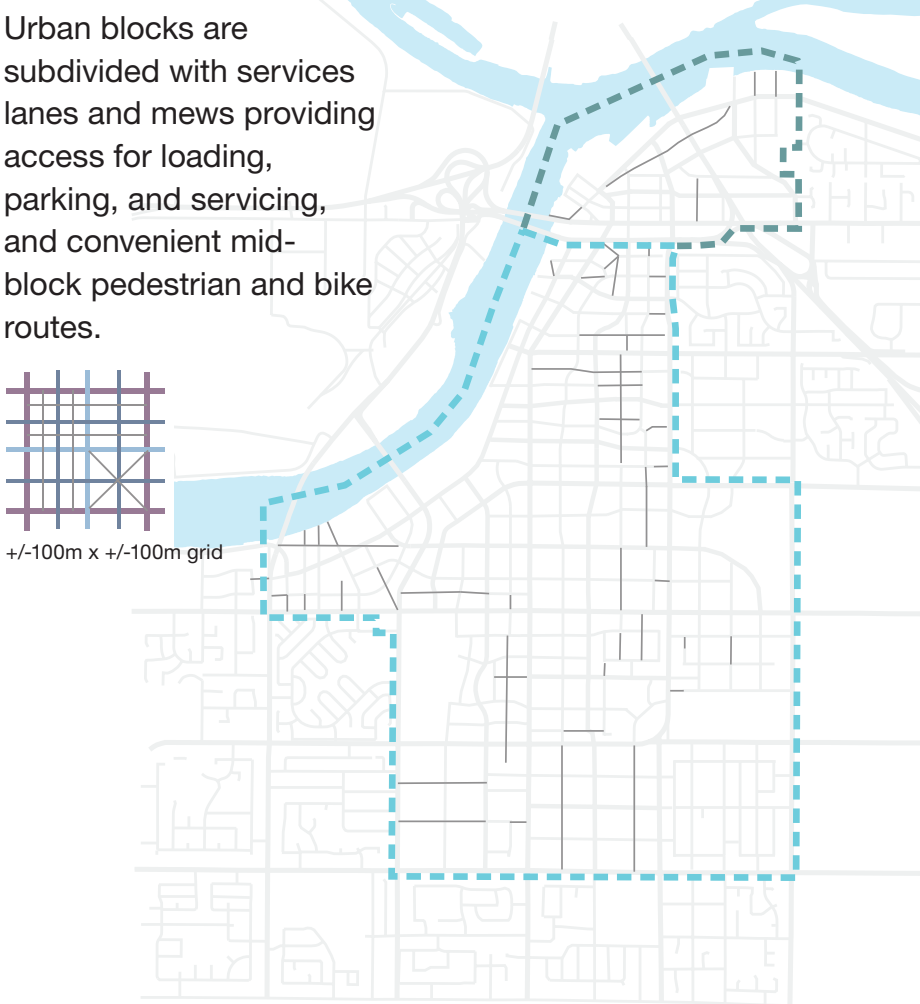


Minor routes break up Richmond’s super-blocks and provide the fine-grain network necessary to support a pedestrian-oriented pattern of higher density urban development.

Minor Streets

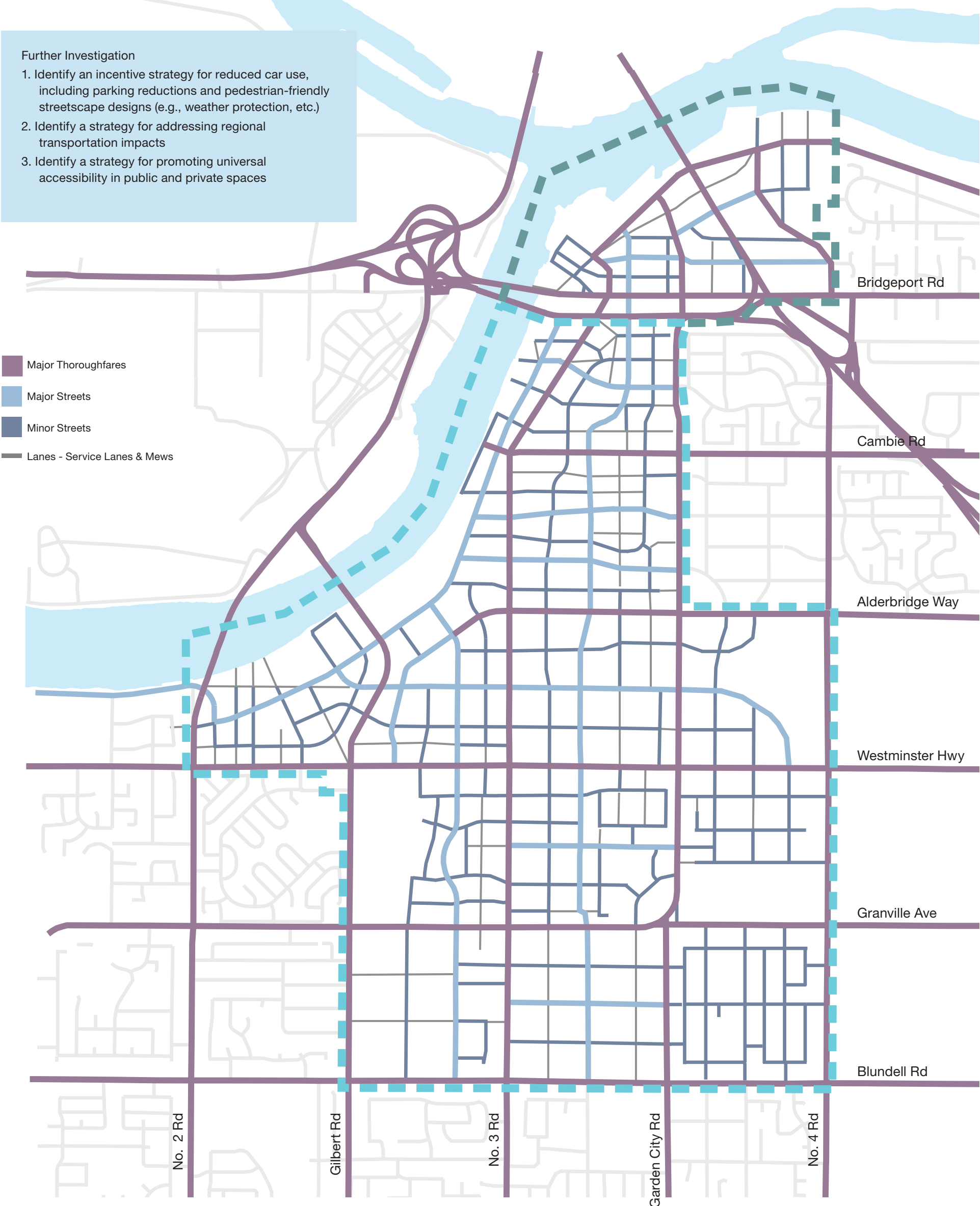


Lanes



C. Mobility & Accessibility

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.

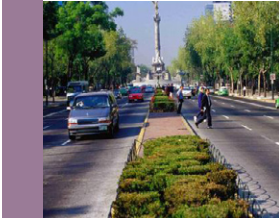


C. Mobility & Accessibility

The framework proposes for four main street types.

Major Thoroughfares

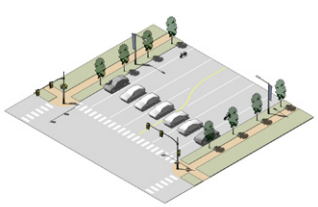
Low Speed Boulevard



Purpose	<p>A prominent “address”, especially attractive to larger-scale mixed-use and commercial developments (e.g., office buildings, hotels, etc.) desiring strong visual recognition.</p> <p>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.</p>	Parking	In some cases, on-street parking may be provided (e.g., at off-peak hours).
		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.).
		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

Collector Avenue



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.
		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.

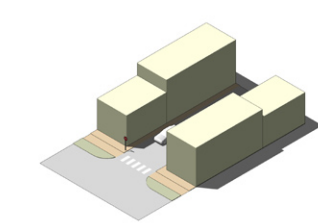
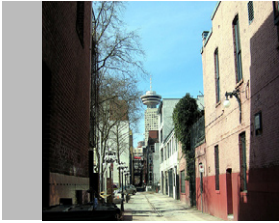
Minor Streets



Purpose	<p>A local street attractive to commercial and residential uses desiring a comfortable, pedestrian-oriented, urban environment.</p> <p>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.</p>	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.
		Bicycles	On-street bike lanes preferred, but enhanced outside lanes accommodating shared bike/ vehicle use may be provided in some cases.
		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.

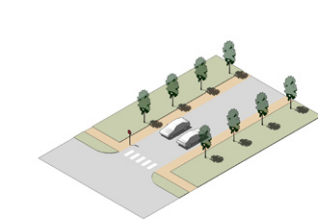
Lanes: Service Lanes & Mews

Service Lane



Purpose	<p>A mid-block route, the purpose of which is to support fronting properties in the form of a:</p> <ul style="list-style-type: none">- Service Lane: Primarily intended for vehicle access for loading, parking, and servicing purposes.- 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.	Pedestrians	<ul style="list-style-type: none">- 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.- Mews: Provides a pedestrian route (with or without bikes) and limited or restricted vehicle movement.
		Bicycles	<ul style="list-style-type: none">- Service Lane: Provides access to fronting properties in the form of mixed pedestrian/ vehicle/bike traffic.- Mews: In some cases may provide a bike route (with or without shared pedestrian use) and limited or restricted vehicle movement.

Mews



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.		

D. Built Form & Urban Design

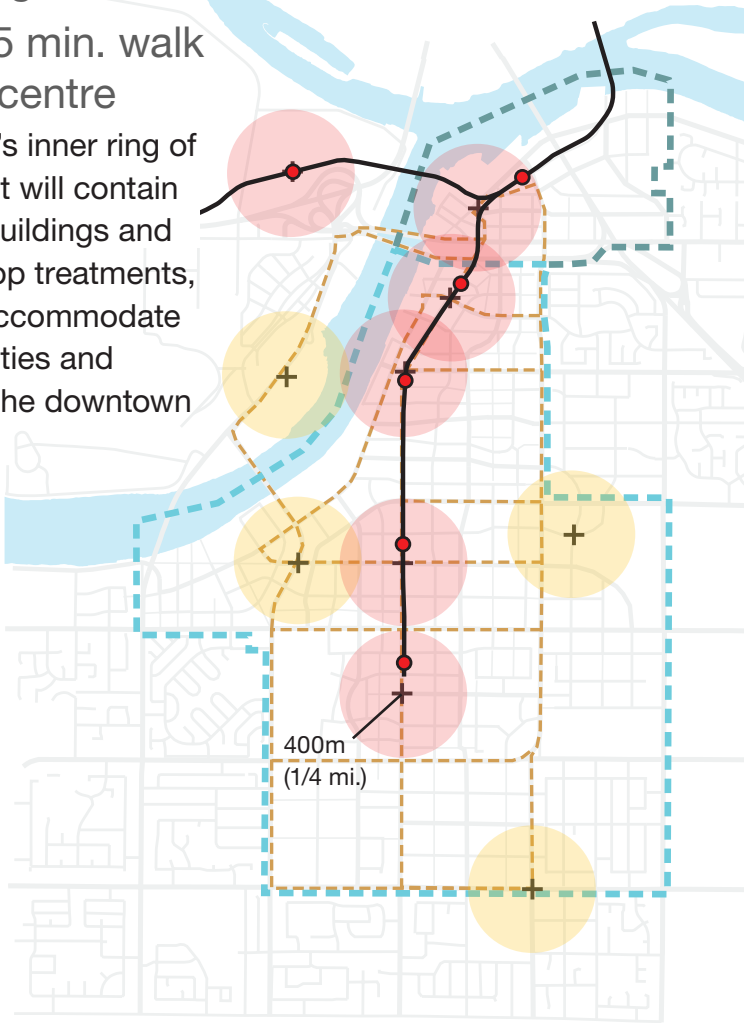
Objective: Provide a framework for a distinctive and appealing urban environment expressive of its individual villages and unique Richmond character.

The City Centre’s proposed village structure supports variety in building height and form, providing visual interest and breathing space across the urban landscape.

Inner Village

Within a 5 min. walk from the centre

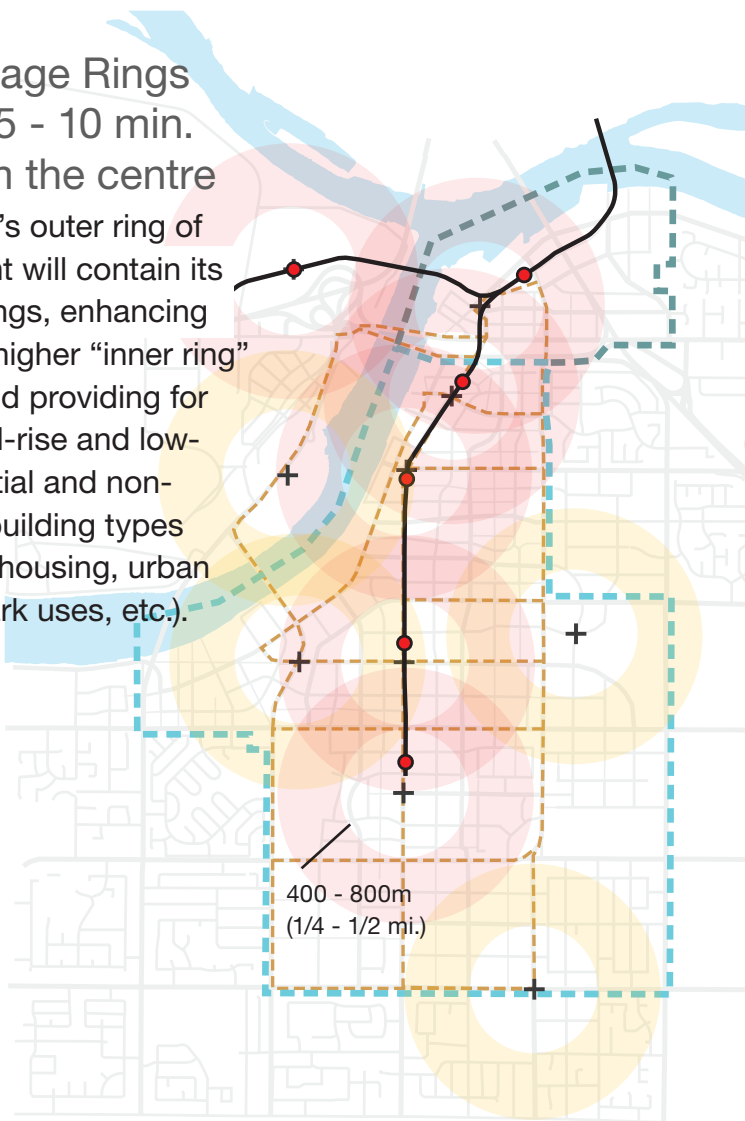
Each village’s inner ring of development will contain its highest buildings and varied rooftop treatments, helping to accommodate higher densities and “sculpting” the downtown skyline.



Outer Village Rings

Within a 5 - 10 min. walk from the centre

Each village’s outer ring of development will contain its lower buildings, enhancing views from higher “inner ring” buildings and providing for a mix of mid-rise and low-rise residential and non-residential building types (e.g., family housing, urban business park uses, etc.).



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

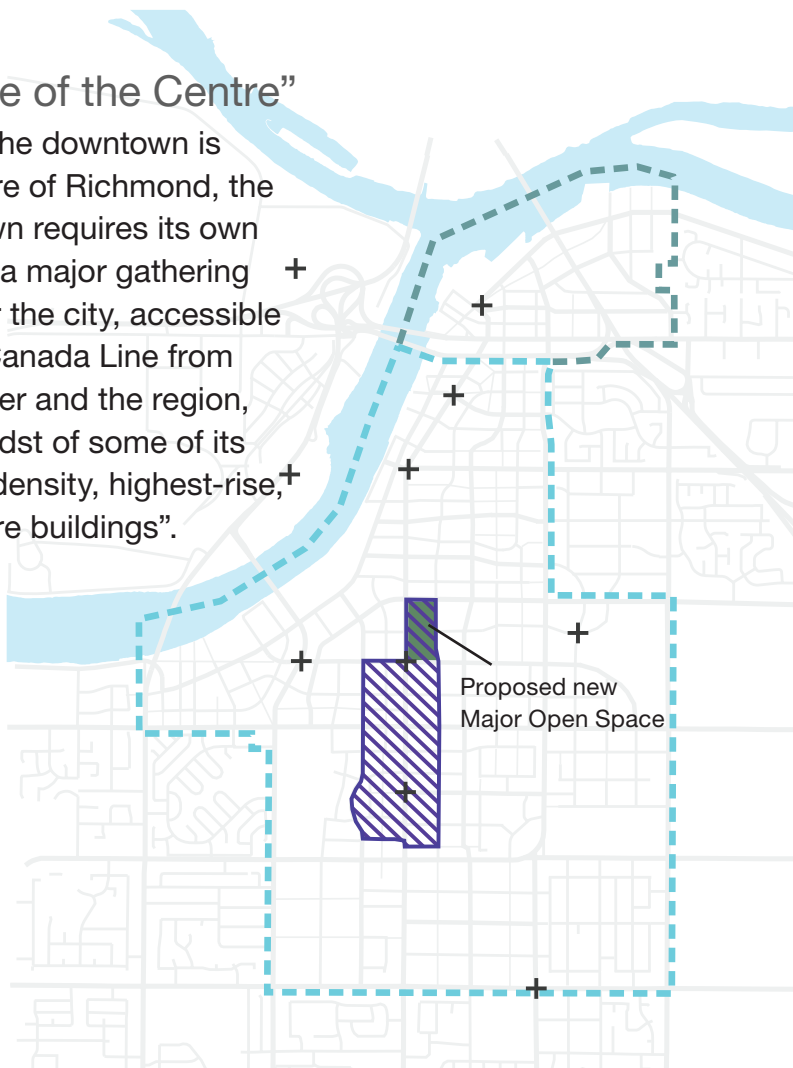
Retail High Streets Plazas & Squares

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.



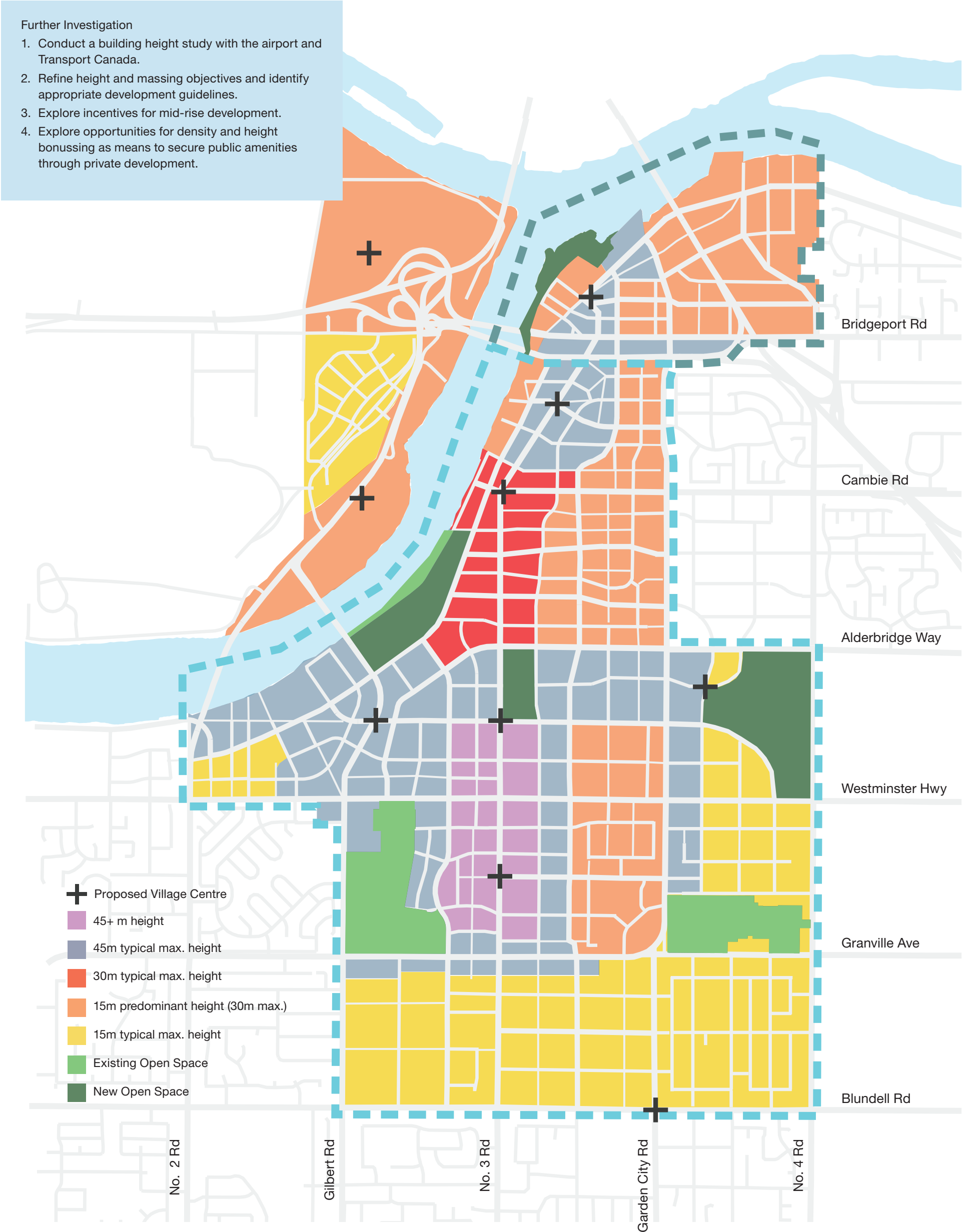
“Centre of the Centre”

Just as the downtown is the centre of Richmond, the downtown requires its own centre – a major gathering place for the city, accessible via the Canada Line from Vancouver and the region, in the midst of some of its highest density, highest-rise, “signature buildings”.



D. Built Form & Urban Design

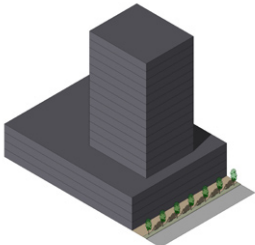
The framework provides for a range of building heights focussed around downtown’s central villages and amenities.



D. Built Form & Urban Design

Built Form

Signature High Rise



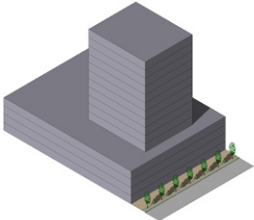
Purpose To add variety to Richmond’s skyline; to help define the “Centre of the Centres”; and to provide for density/height bonussing as a means to secure public amenities.

Height Over 45m

Location Typically situated within 400m (1/4 mile) or 5 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed use, with retail at grade; Contains 120 – 150 dwelling units/acre (upa)

High Rise



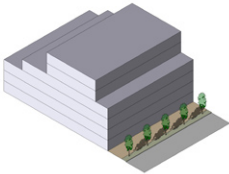
Purpose To promote dense, compact and, preferably, mixed-use development within Richmond’s downtown urban villages

Height 45m max.

Location Typically situated within 400m (1/4 mile) or 5 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed use, with retail at grade; Contains 100 – 120 dwelling units/acre (UPA)

Mid Rise



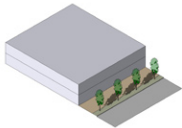
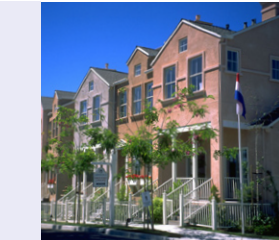
Purpose To contribute to the transition of low- to high-rise development within urban villages

Height Typically 30m max.

Location Typically situated within 800m (1/2 mile) or 10 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed-use; Contains 50 – 80 dwelling units/acre (UPA)

Low Rise



Purpose To provide housing types most closely associated with single-family living and/or non-residential uses such as Van Horne

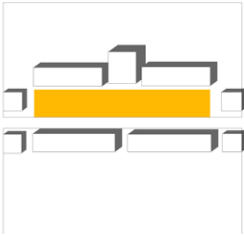
Height Typically 15m max.

Location Typically situated within 800m (1/2 mile) or 10 minute walk of transit/bus-link station

Use May contain residential, office/commercial and/or mixed-use; Contains 24 - 40 dwelling units/acre (UPA)

Urban Plazas & Squares

Major Plaza/Square

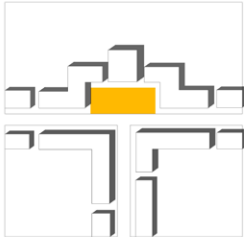
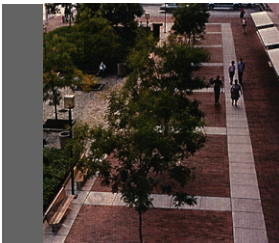


Purpose To provide major outdoor open space as transition from Canada Line stations to adjacent mixed-use development

Form Opportunity-based form resulting from existing street/block configuration, location of transit station and development catalyst

Use From large-scale ceremonial functions (celebrating the 2010 Winter Games) to small-scale, contemplative uses (a rainy day in February); a place within which “to see and be seen”.

Village Plaza/Square



Purpose To help establish village identity within outlying urban villages and provide convenient transit connections to Canada Line stations along No. 3 Road

Form Similar to the form and function of traditional village “greens”

Use Outdoor cafes, Saturday flea markets, Seasonal holiday celebrations and decorations

Retail High Streets

Major High Street

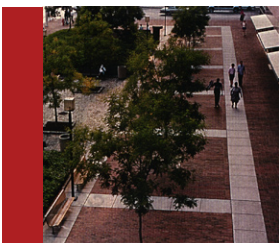


Purpose The provision at-grade retail shopping street of regional or city-wide significance

Form Linear Retail High Streets will vary in both urban design and character, i.e. the Asian character of the International Character Zone (Cambie Road to Alderbridge) vs. the more traditional Canadian downtown shopping district (Westminster to Granville) of the City Centre/Brighthouse Character Zone

Use High end retail “goods and services” to rival areas such as Vancouver’s Robson Street, Chinatown , and Granville Island

Village High Street



Purpose The provision village-focused retail shopping street; the opportunity to provide for the essentials of daily living without the need to use one’s car

Form Smaller than their Major High Street equivalents, developed upon an “opportunities” basis regarding village character and density. These may simply front small village plazas and not extend the full length of the street

Summary – CCAP Open House 2

This stage of the CCAP Study confirms the vision, goals, and planning concept proposed in Open House 1, and proposes a new set of objectives as a first step towards a Concept Plan.

- Vision

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

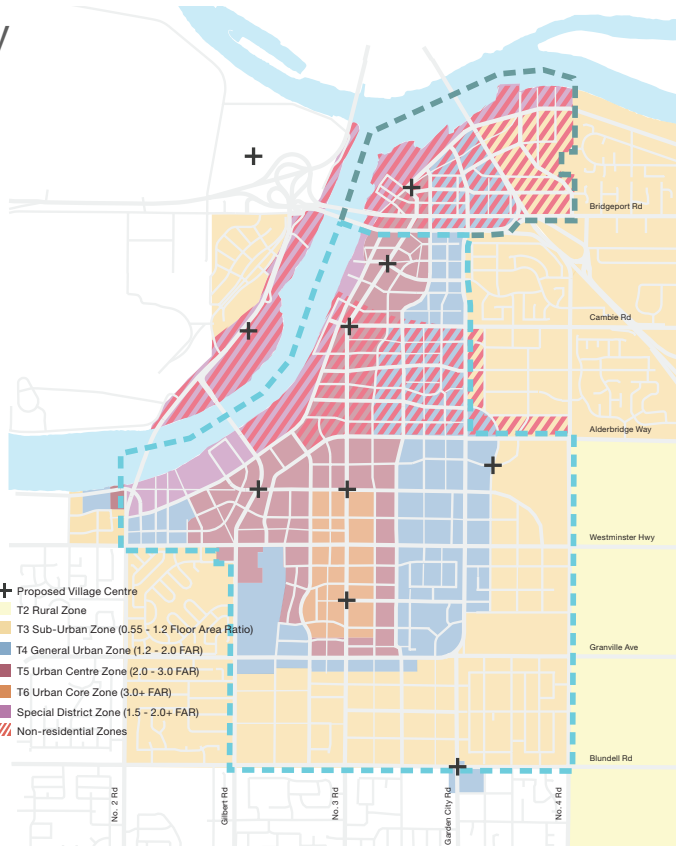
Build Community. Build Green. Build Economic Vitality. Build a Legacy.
- Planning Concept

A transit-oriented downtown comprised of 10 mixed-use pedestrian villages and planned to be mutually supportive of the Airport, Port/river, farming, and adjacent neighbourhoods.
- Population

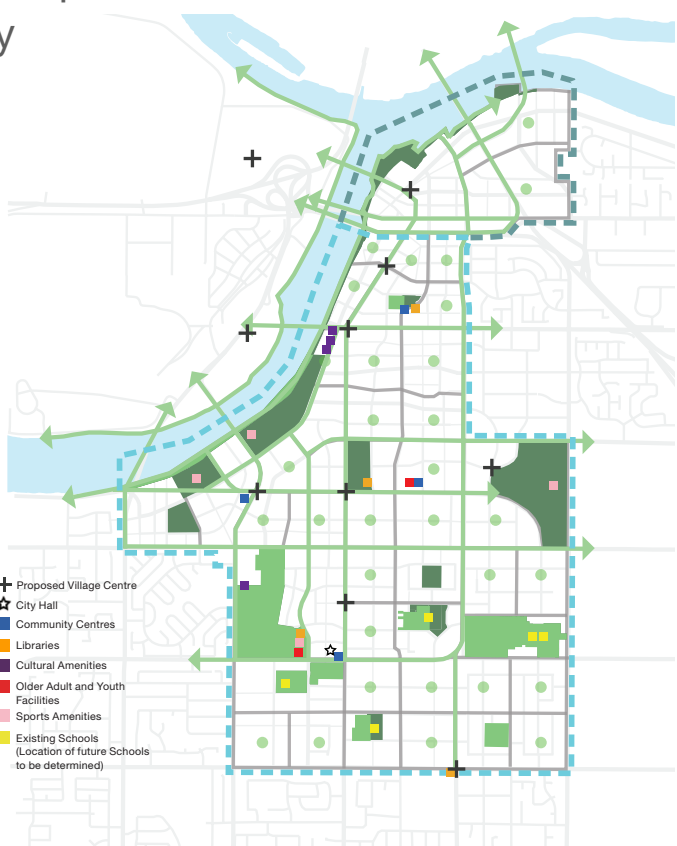
“Build out” target of 120,000 residents.
- Objectives

Shown in the diagrams below

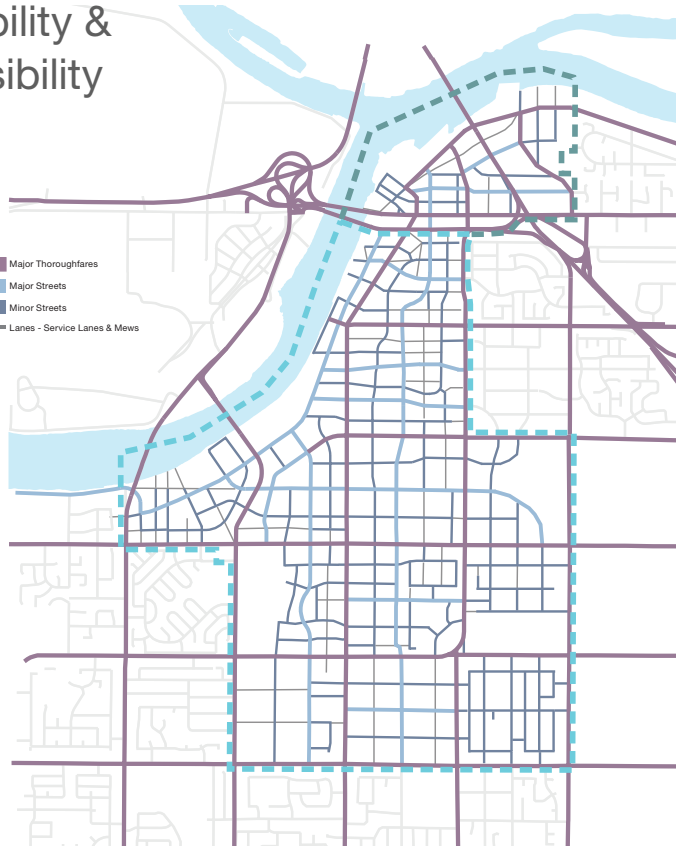
A. Land Use & Density



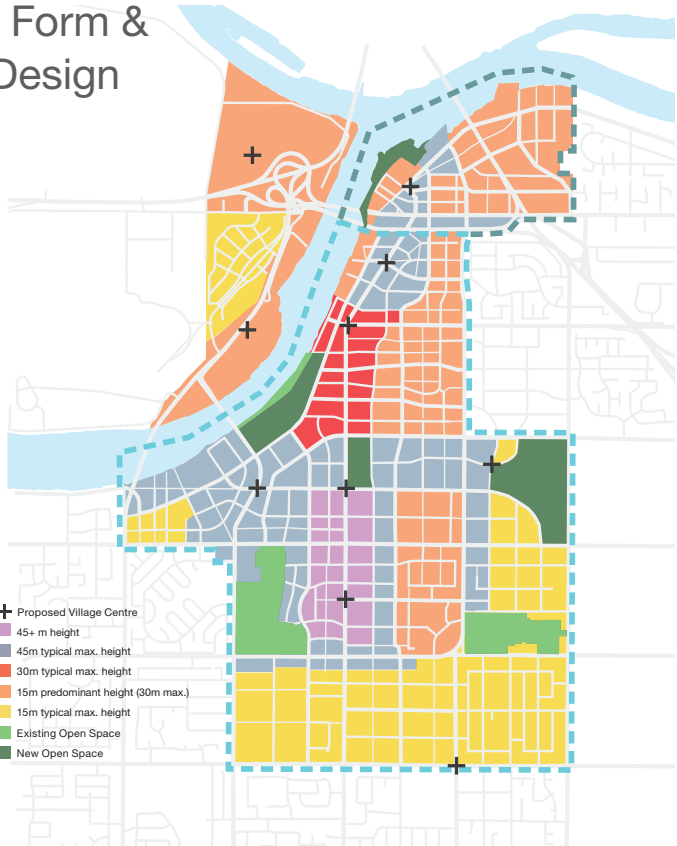
B. Open Space & Amenity



C. Mobility & Accessibility



D. Built Form & Urban Design



E. Infrastructure Management

This objective will be addressed in upcoming stages of the study.

