



**To:** General Purposes Committee **Date:** November 30, 2020  
**From:** Barry Konkin **File:** 08-4057-01/2020-Vol  
 Director, Policy Planning 01  
**Re:** **Comprehensive Review of the Arterial Road Land Use Policy Designation  
 Along Railway Avenue**

**Staff Recommendation**

That staff be authorized to undertake community and industry consultation regarding possible amendments to the Arterial Road Housing Development Map for sites located within the Railway Avenue Corridor.

Barry Konkin  
 Director, Policy Planning  
 (604-276-4139)

Att. 5

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Development Applications	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
<b>SENIOR STAFF REPORT REVIEW</b>	INITIALS: 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

This report responds to the following referral from the September 4, 2019 Planning Committee meeting:

***That staff be directed to do a comprehensive review of the Arterial Road Land Use Policy designation along Railway Avenue and report back.***

This report responds to the referral and includes the following:

- An analysis of existing land use designations in the Arterial Road Housing Development Map for properties within the Railway Avenue Corridor and identification of sites where townhouse or row house development could be considered, where the uses are consistent with existing arterial road land use policy and development requirements.
- A request for Council approval to undertake community and industry consultation to seek feedback regarding possible amendments to the Arterial Road Housing Development Map.
- In response to various discussions at Planning Committee meetings, a preliminary analysis of the type and magnitude of land use changes that would be required to support rapid transit (rail) service within the Railway Avenue Corridor. Importantly, staff would like to advise Council that there is no assurance that significantly densifying the Railway Avenue Corridor will result in the corridor being considered by TransLink for rapid transit (rail) service.

The subject area (“Railway Avenue Corridor”), includes Railway Avenue, a section of Granville Avenue extending east to No. 3 Road, and a section of Moncton Street extending west to Bayview Street. The corridor is a designated Major Arterial Road to Steveston Highway and a Minor Arterial Road south of Steveston Highway (Attachment 1).

A site specific referral to staff to consider alternative density options for 10200 and 10220 Railway Avenue will be presented in a separate report.

This report supports Council’s Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

*Leadership in effective and sustainable growth that supports Richmond's physical and social needs.*

*6.1 Ensure an effective OCP and ensure development aligns with it.*

*6.3 Build on transportation and active mobility networks.*

*6.5 Ensure diverse housing options are available and accessible across the housing continuum.*

This report supports Council’s Strategic Plan 2018-2022 Strategy #8 An Engaged and Informed Community:

*Ensure that the citizenry of Richmond is well-informed and engaged about City business and decision-making.*

*8.1 Increased opportunities for public engagement.*

## **Background**

The Official Community Plan (OCP) supports densification along its arterial roads for properties that are in close proximity to commercial services, public amenities, schools, and transit service through the existing Arterial Road Land Use Policy. The policy supports a range of housing types including townhouse, row house, duplex/triplex, and compact lot duplex, coach house and single detached development (Section 3.6.1, pages 3-56 to 3-67, in the OCP). The existing policy includes location, access, interface and land assembly criteria for the housing forms that are supported along designated arterial roads.

The City has encouraged residential densification along arterial roads through an arterial road policy since the 1999 Official Community Plan (OCP) was adopted. It has been periodically reviewed and updated subject to extensive staff research and analysis, and community and industry consultation. The last significant update was in 2016 when the policy was amended to provide more specific implementation direction and to expand the housing types supported along designated arterial roads. The update included detailed staff analysis and considerable public consultation.

## **Analysis**

### Railway Avenue Corridor Densification Opportunities

In response to the referral to staff, the existing land use designations in the Arterial Road Housing Development Map for properties within the Railway Avenue Corridor were reviewed for opportunities to support additional density. Properties within the subject corridor with redevelopment potential were identified and organized into 18 sites comprised of 189 properties (Attachment 2).

Whether a site can be accessed via a lane is a fundamental criteria used to establish land use designations in the Arterial Road Housing Development Map. "Arterial Road Townhouse" and "Arterial Road Duplex/Triplex" development is accessed via an arterial road. Access via a lane is required to facilitate "Arterial Road Row House", and "Arterial Road Compact Lot" development, which includes compact duplex, coach house, and single detached development.

Although there is limited variation in the density (Floor Area Ratio) that is supported for the housing types that are permitted within the Railway Avenue Corridor, townhouse development is generally the densest form of development that is supported within the corridor. Staff reviewed the existing plan for opportunities to support additional density and identified eight (8) possible opportunities to amend the Arterial Road Housing Development Map to permit townhouse development (Attachment 2).

The possible amendments comply with existing arterial road townhouse location criteria (i.e. within 800 m /400 m or a 10 minute/5 minute walking distance to a Neighbourhood Centre, City Community Centre, a commercial service use, a public school, and/or a City park), and the sites can feasibly accommodate townhouse development (i.e. lot depth, consolidation opportunities, access options).

While the possible amendments would permit more townhouse development and are consistent with development requirements outlined in the existing policy, amending the Arterial Road Housing Development Map includes the following considerations:

- Staff would be required to grant access to the development site via the arterial road. This applies regardless of whether the site has access to a lane.
- The variety of available housing options within the Railway Avenue Corridor would decrease. To facilitate more townhouse development within the corridor, some sites that are currently designated to permit duplex/triplex and compact lot development would be amended to permit townhouse development.
- The study applied a long term approach to redevelopment. Some properties that have recently developed, or are in the process of developing as compact lot development are identified as possible townhouse development sites. Subsequent redevelopment is not anticipated in the near term.
- Some of the sites are subject to a Lot Size Policy and/or are included in the Steveston Area Plan, which would require amendments if the Arterial Road Housing Development Map is updated.

The review process also identified an opportunity to increase density and housing diversity by adding the option of row house development to a site's existing compact single family designation in the Arterial Road Housing Development Map. Applying the "Potential Row House Development Areas" designation will not affect the underlying permitted land use and will increase the site's redevelopment options. Similar to compact single family development, row house development is accessed via a lane.

Based on staff's review, there are opportunities to amend the Arterial Road Land Use Policy and Arterial Road Housing Development Map to permit additional townhouse development along the Railway Avenue Corridor, as well as an opportunity to support additional density and housing variety by amending a site's designation to permit row house development. If endorsed by Council, staff will undertake community and industry consultation regarding the possible amendments.

#### Proposed Community Consultation

While there is opportunity for additional density at specific sites within the Railway Avenue Corridor, consideration of possible amendments requires community and industry consultation. It is recommended that staff be authorized to conduct community and industry consultation.

Due to the COVID-19 pandemic, staff recommend an adapted consultation strategy to replace face to face engagement. Staff propose hosting a virtual Open House(s) using the City's interactive discussion and community engagement website, LetsTalkRichmond.ca. This would allow staff to both share information with the public and collect feedback regarding possibly amending the Arterial Road Housing Development Map for nine sites that are located within the Railway Avenue Corridor.

Potentially affected property owners and residents will receive notification in the mail (i.e. subject sites and properties within 50 m of the subject sites). Further, all registered LetsTalkRichmond.ca users will receive notification of the consultation process. Subject to the outcome of consultation with the community and the possible amendments proceeding, the public will also have an opportunity to comment on any proposed amendments at the Public Hearing.

Staff will discuss the possible amendments with the Urban Development Institute (UDI), the Greater Vancouver Home Builders Association (GVHBA) and the Richmond Small Home Builders Group during scheduled on-line consultation sessions. Feedback from these groups will be included in the consultation summary.

Staff will report back to Council with the consultation results, further analysis of the possible amendments and, if applicable, recommended bylaws.

#### Increased Transit Service Analysis

During various discussions at Planning Committee meetings, some members of Council have expressed interest in the Railway Avenue Corridor as a potential location of rapid transit (rail) service. A summary of this analysis is:

1. There is no 'formula' for population and employment density that TransLink would use to determine where a new rapid transit (rail) service would be located.
2. The order of magnitude of changes to land use and built form along the Railway Avenue Corridor would be similar or greater than the recent development along the No. 3 Road corridor / Canada Line in the City Centre.
3. Even if employment and population were developed over time, rapid transit (rail) service might not be provided, as the location of such services are considered on a case-by-case basis, and in accordance with TransLink's long-term service plans.
4. Consideration of such sweeping changes to land use and population along the Railway Avenue Corridor would be contrary to existing long standing growth policies in the Official Community Plan, and contrary to the Metro Vancouver Regional Growth Strategy, and the City's adopted Regional Context Statement.

These points are further discussed below.

#### *TransLink Policies*

TransLink is the sole provider of public transit in the region, and is responsible for planning, managing and delivering an integrated regional transit network. In consultation with stakeholders and customers, TransLink determines the appropriate type of service based on demand and determines how and where expenditures are prioritized.

TransLink has provided the Transit Service Guidelines which provide very general density benchmarks for the provision of transit services – from Basic to All Day Frequent Bus Service (Attachment 3). Staff note that guidelines are not provided for rapid transit (rail) service. Instead, TransLink relies on specialized studies on a corridor by corridor basis to consider eligibility for rapid transit (rail) service. The studies are undertaken at TransLink's discretion and the decision is not solely based on population and employment density.

#### *Current OCP and Arterial Road Land Use Policy*

Existing Richmond Official Community Plan Bylaw 9000 land uses are shown in Attachment 1. This illustrates that the Railway Avenue Corridor is intended as a modest growth area, characterized by a range of single family, coach house and townhouse development. The

Arterial Road Land Use Strategy provides further refinement to the growth potential in the area as shown in Attachment 4.

The growth and development along the Railway Avenue Corridor, in accordance with existing land use designations in the Richmond Official Community Plan Bylaw 9000 and the Arterial Road Development Strategy, is projected to increase population in the corridor by less than 5%.

#### *Land Use Scenarios*

As a theoretical exercise, staff have drafted development scenarios to extrapolate the scale of population and employment growth that could be required for both the highest level of regular bus service (All Day Frequent Bus Service) and rapid transit (rail) service within the Railway Avenue Corridor (Attachments 5 and 6). An improved bus service (All Day Frequent Bus Service) scenario has been included in the analysis as a reference to a potential intermediate densification between what could be achieved by the build out of the corridor by the existing Arterial Road Land Use Strategy (Attachment 4) and a theoretical rapid transit (rail) service scenario (Attachment 6).

TransLink's guidelines were used to analyze population and employment levels to develop a scenario for the highest level of regular bus service (All Day Frequent Bus Service). The land use, density and population along the No. 3 Road corridor and Canada Line are the starting point for staff's feasibility analysis of rapid transit (rail) service within the Railway Avenue Corridor.

The resulting theoretical scenarios include sweeping land use changes, including development that ranges from 0.6 to 3.0 FAR, and building heights up to 47 m. The hypothetical densification scenarios are built around the following parameters:

- A corridor width of 800 m – 400 m east and west of Railway Avenue – this is a 5 minute walk (400 m) on either side of Railway Avenue.
- Increased density is shown along the corridor, and mixed use areas are identified in order to meet TransLink guidelines for residents and employment.
- The scenarios identify lands in existing single family areas within the corridor where development would likely need to be considered to meet population and employment to support increased transit service.

The scenarios are summarized below:

- Highest Level of Regular Bus Service (All Day Frequent Bus Service) Scenario (Attachment 5):
  - Mid and low-rise development.
  - Mixed-use 4 storey apartment development at key intersections within 120 m of Railway and Granville Avenues.
  - Townhouse development extends 300 to 400 m into established single family neighbourhoods.
  - Population density within the corridor increases by approximately 105%.
- Rapid Transit (Rail) Service Scenario (Attachment 6):
  - High and low-rise development.

- Mixed-use 12 to 15 storey development at key intersections within 120 m of Railway and Granville Avenues.
- Townhouse development extends throughout the Railway Avenue Corridor.
- Population density within the corridor increases by approximately 215%.

Based on the theoretical analysis of land use and growth required to support rapid transit (rail) service, staff estimate that the residential and employment density within the corridor would need to increase by as much as up to 190% to achieve population and employment similar to areas adjacent to the Canada Line. If growth were to occur at these levels, there is a possibility that TransLink would consider the area for increased bus service or a specialized study for rapid transit (rail) service. Attachment 7 includes a summary of the Railway Avenue Corridor scenarios and includes reference to the densification area and land use assumptions.

Significantly increasing population and employment density along the Railway Avenue Corridor is not consistent with existing city and regional policies, and would not guarantee that rapid transit (rail) service would be considered by TransLink within the corridor.

#### *Regional Growth Strategy Impacts*

The City's OCP population and employment estimates to 2041 anticipate that the City will grow to approximately 280,000 people. The theoretical density scenarios increase the residential population within Railway Avenue Corridor by up to 77,000 additional people (Attachment 7). Any decision to increase the city-wide growth projections to 2041 by almost 30% would have implications for the City's Regional Context Statement (RCS), which is required for compliance with the Metro Vancouver Regional Growth Strategy (RGS), and Provincial legislation.

The RGS, sets regional planning goals. Amending OCP growth projections and increasing growth within the Railway Avenue Corridor as outlined in the theoretical land use scenarios would be inconsistent with the following RGS goals:

- Establishing each municipality's regional share of planned growth. The City's population projections would exceed the existing estimate by almost 30%.
- Focusing growth in designated urban centres. City Centre is the City's designated urban centre and is organized into a network of compact, walkable, urban villages that are strategically organized to maximize the benefits of the Canada Line and transit-oriented development. Its share of city-wide population growth would decrease from approximately 60% to 35%.
- Limiting development outside urban centres to lower density forms of development. The theoretical rapid transit (rail) service scenario includes mixed-use high density development.
- Establishing how municipalities will use land development patterns to meet their greenhouse gas reduction targets. The existing OCP concentrates growth within City Centre, which is among the strategies used by the existing OCP to support actions that target a 33% reduction in 2007 green house gas levels by 2020, subject to the conditions outlined in the RCS.
- Developing healthy and complete communities with access to a range of services and amenities. City Centre's urban, transit-oriented villages include provisions for community, arts, cultural, recreational, institutional, health, and social services.

Provisions for improvements to these types of services within the Railway Avenue Corridor are not planned.

An amendment to increase the municipal population by up to 77,000 additional people outside City Centre is expected to be classified a fundamental change to the RGS and subject to the highest level of review.

The Metro Vancouver Guidelines for Amendments to the RGS outline the amendment review process. Some changes to the RGS are considered more regionally significant than others and the amendment review process is stratified to reflect these differences. The amendment review process for proposed fundamental changes to the RGS includes the following:

- A municipal OCP bylaw amendment process.
- Unanimous acceptance by all affected local governments.
- An affirmative vote by the majority of the Metro Vancouver Regional District Board to accept the bylaw to amend the RGS.

A municipality can support OCP amendments to increase population and employment projections and to change land uses from low to high urban densities. However, when the amendments increase population and employment projections by almost 30% and effectively introduce a new urban centre, the resulting amendments are subject to approval in accordance with the *Local Government Act, Metro Vancouver 2040: Shaping our Future (Metro 2040)*, and the Greater Vancouver Regional District Regional Growth Strategy Procedures Bylaw. City Council does not have the authority to increase the City's population and employment projections if they are inconsistent with the RGS.

#### *OCP Population, Employment and Land Use Impacts*

Increasing the City's population and employment along an isolated corridor that does not connect designated Neighbourhood Centres and/or Area Plans that are identified as future growth centres, is inconsistent with fundamental OCP population, employment and land use planning policies.

While the subject section of Granville Avenue and Railway Avenue are designated arterial roads, achieving the estimated target density to potentially be considered for rapid transit (rail) service would require redevelopment to extend beyond arterial road fronting properties and encroach into existing single family areas. Extending the densification boundary into the established single family neighbourhoods within the corridor is contrary to OCP policy to continue to protect single family neighbourhoods outside the City Centre.

Increasing the employment density within the corridor to meet TransLink's guidelines for residents and employment would be contrary to both the Employment Land Strategy, which determines the City's employment land use needs for the next 30 years, and OCP land use designations that focus employment in key areas of the City. Introducing the significant employment levels within the corridor would likely draw employment away from areas that are already designated for commercial and office uses and would undermine efforts to support strategic employment policies.



### *High Rise Development Outside City Centre*

The OCP currently concentrates the tallest building height at designated village centres in the City Centre, and limits the areas where mid-rise development is permitted outside of City Centre. Building height in the City Centre is limited by existing YVR flight paths.

In terms of this analysis, only a portion of Granville Avenue, between Railway Avenue and No. 3 Road, is within an existing YVR flight path that prohibits building heights greater than 47 m (155 ft.) geodetic. There are no restrictions on building heights along the remainder of the corridor.

If building density is increased to permit City Centre density, similarly tall or taller buildings would be an additional option to accommodate increased population and employment density within the corridor. The theoretical rapid transit (rail) scenario includes 12 to 15 storey buildings at key intersections within the corridor (Attachment 5). However, unlike the City Centre, the subject corridor is largely unaffected by the flight path and building heights could exceed those within the City Centre.

### *Increased Demand on Infrastructure and Services*

Additional population and employment density within the corridor would increase demands on City infrastructure and would impact both existing roads and services, as well as availability and access to park spaces, which may affect the current Development Cost Charges (DCC) program (for roads, water, sanitary, drainage, and/or parks). The School District's population and student enrollment estimates, which reflect OCP population growth projections, would also be affected.

### *Summary*

Based on staff assessment of the potential densification within the Railway Avenue Corridor in support of increased transit service, ultimately rapid transit (rail) service, this report identifies that significant land use changes (in contravention of existing City of Richmond OCP policies and the Metro Vancouver Regional Growth Strategy) would be required. While this analysis has been provided to Council for information purposes, staff would like to reinforce that there is no simple formula of population density plus employment equals rapid transit (rail) service.

Changing land use designations to support rapid transit (rail) service within the Railway Avenue Corridor would require decades of gradual land use change, and still might not result in the type or level of transit service desired. Accordingly, staff would recommend that the existing OCP land use designations and the Arterial Road Land Use Policy be maintained, and major transit-serving growth and density continue to be focussed in the City Centre and in Neighbourhood Service Centres already identified in the OCP.

### **Next Steps**

Subject to Council endorsing community consultation regarding opportunities to amend the Arterial Road Housing Development Map, staff will undertake consultation as outlined in this report.

### **Financial Impact**

There is minimal financial impact associated with undertaking community and industry consultation regarding proposed amendments to the Arterial Road Housing Development Map for specific sites located within the Railway Avenue Corridor. This scale of community consultation is accommodated in Policy Planning's annual operating budget.

### **Conclusion**

Staff are seeking Council's support to commence community and industry consultation regarding possible amendments to the Arterial Road Housing Development Map. The possible amendments are a result of analysis of existing land use designations in the Arterial Road Housing Development Map and associated development policy requirements in response to a Council referral to staff.

This report also includes an analysis of TransLink's guidelines for determining the type and level of transit service provided within a neighbourhood. With no assurance that significantly increasing density would guarantee a higher level of service, and in the absence of City policy to support densification within the Railway Avenue Corridor beyond the land uses supported by the OCP, staff recommend that no further rapid transit (rail) service feasibility studies be undertaken.



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DN:cas

Attachment 1: Subject Area/Existing Land Uses

Attachment 2: Arterial Road Housing Development Map Identifying Study Sites and Site Evaluation Summaries

Attachment 3: Summary of TransLink Transit Service Guidelines

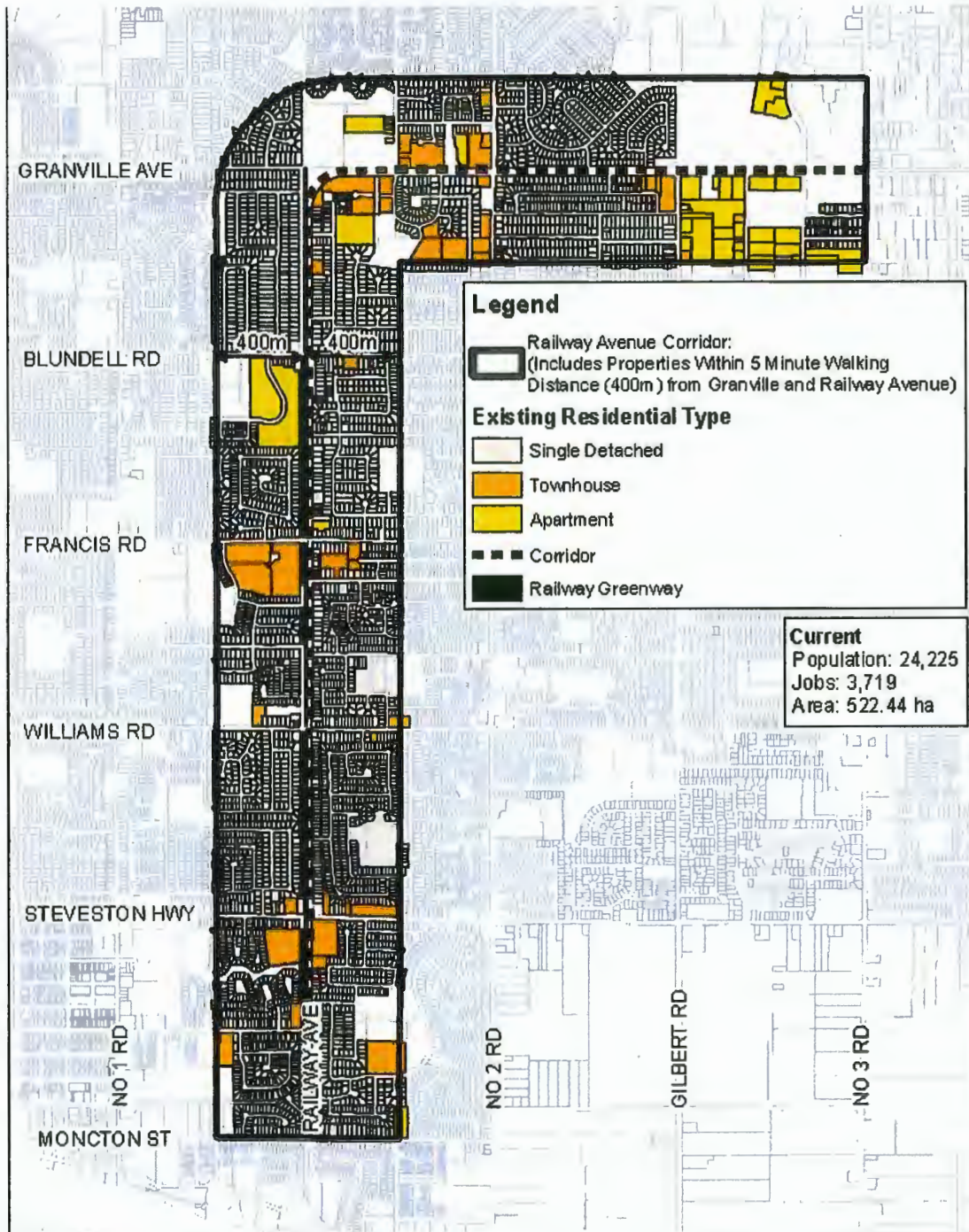
Attachment 4: Existing Arterial Road Land Use Policy Scenario

Attachment 5: Highest Level of Regular Bus Service (All Day Frequent Bus Service) Scenario

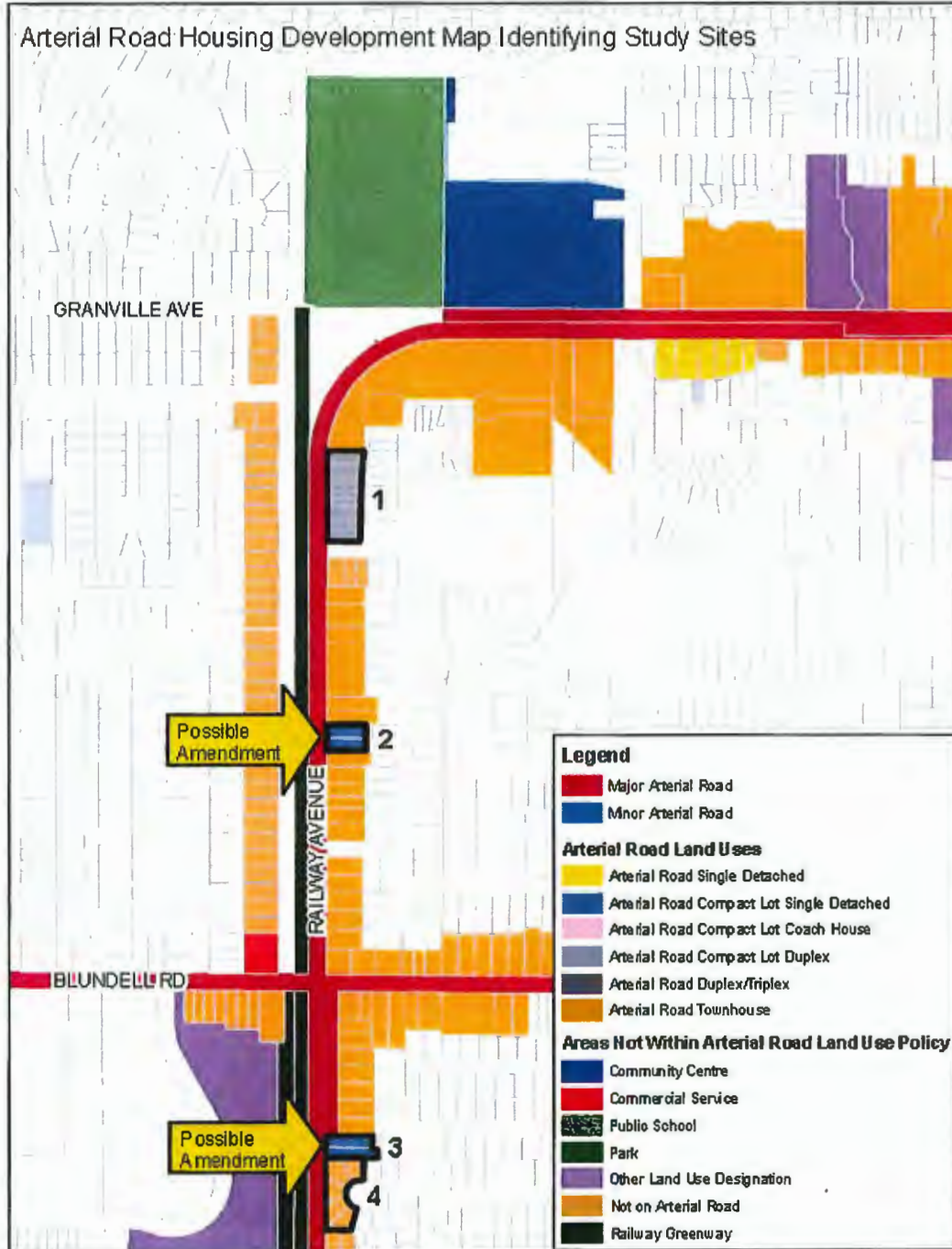
Attachment 6: Rapid Transit (Rail) Service Scenario

Attachment 7: Summary Table: Railway Avenue Corridor Development Scenarios

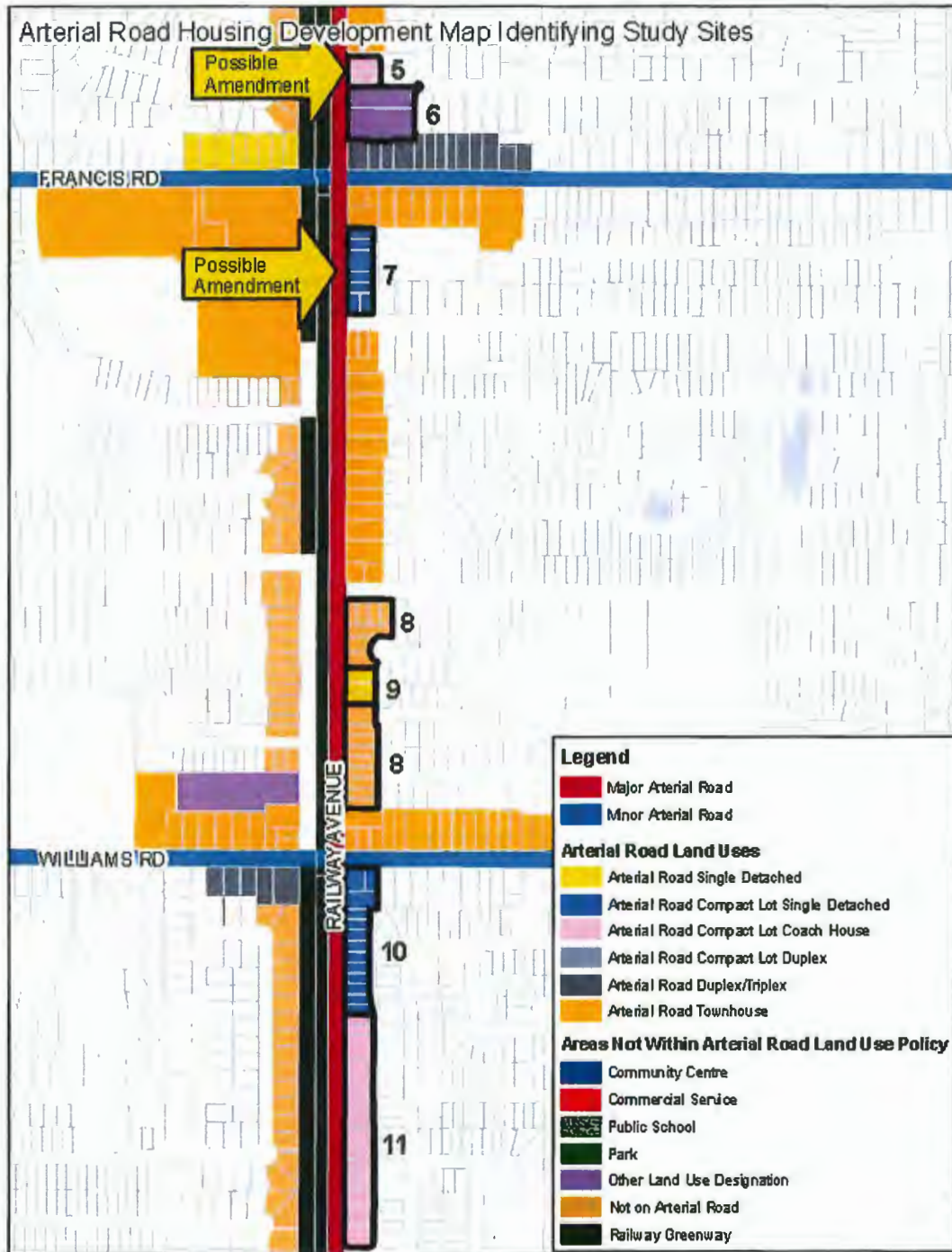
Subject Area/Existing Land Uses

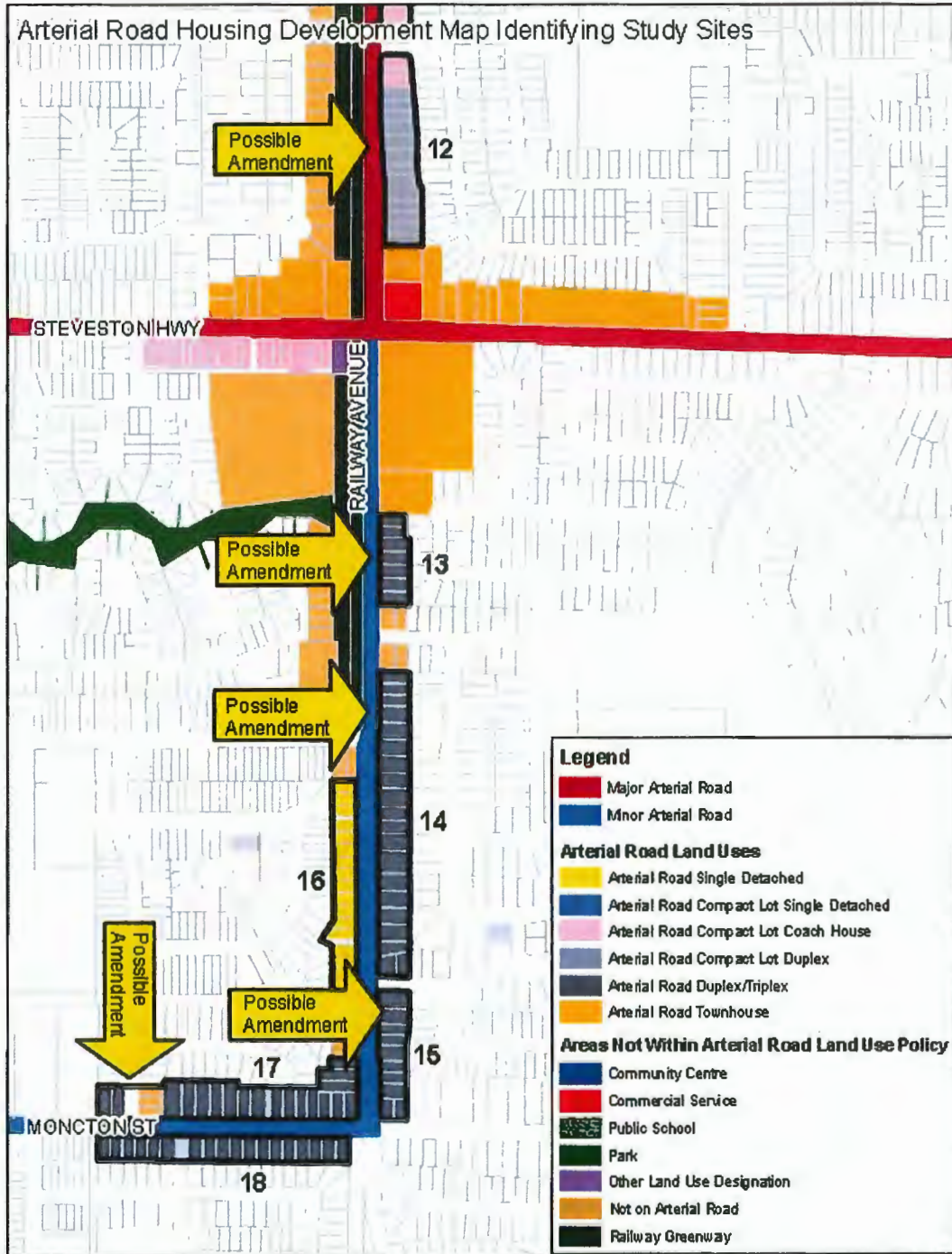


Arterial Road Housing Development Map Including Studied Sites and Site Evaluation Summaries











Site Evaluation Summaries

Site #	Existing Arterial Road Housing Development Map Designation	Complies with Policy Location Criteria*	Lane Access (Y/N)	Site Considerations	Recommendations*
1	Arterial Road Compact Lot Duplex	Yes school/park	Y	The site includes new (rezoned in 2014) and a pending compact lot subdivision. Continuation of the current development pattern is supported.	No change
2	Arterial Road Compact Lot Single Detached	Yes commercial	Y	Although developed with newer homes (rezoned in 2002), the site's mid-block location and unlikely extension of the lane beyond the site limits future redevelopment to uses with arterial road access only.	Possible amendment to "Arterial Road Townhouses"
3	Arterial Road Compact Lot Single Detached	Yes commercial	Y	Although developed with newer homes (rezoned in 2004), the unlikely extension of the lane beyond the site limits future redevelopment to uses with arterial road access only.	Possible amendment to "Arterial Road Townhouses"
4	Not on Arterial Road	Outside Arterial Road Policy	N	Established single family development with access via a cul de sac.	No change
5	Arterial Road Compact Lot Coach House	Yes park	Y	Although developed with newer homes (rezoned in 2007), the unlikely extension of the lane limits future redevelopment to uses with arterial road access only.	Possible amendment to "Arterial Road Townhouses"
6	Other land use designation	Outside Arterial Road Policy	N	Existing Ukrainian Catholic Church and seniors oriented apartment units. Applications to rezone assembly zoned land is considered on a case by case basis.	No change
7	Arterial Road Compact Lot Single Detached	Yes park	Y	Although portions of the site have been recently rezoned (properties were rezoned in 2000 and 2002), the existing lane presents an opportunity to increase density and contribute to housing diversity by adding the "Potential Row House Areas" designation to the site's existing compact lot designation.	Possible amendment to add "Potential Row House Areas" designation
8	Not on Arterial Road	Outside Arterial Road Policy	N	Existing single family development with access via local roads.	No change

Site #	Existing Arterial Road Housing Development Map Designation	Complies with Policy Location Criteria*	Lane Access (Y/N)	Site Considerations	Recommendations*
9	Arterial Road Single Detached	Yes -park	N	The site's existing "Arterial Road Single Detached" designation permits consideration of other land uses based on site specific merits.	No change
10	Arterial Road Compact Lot Single Detached	Yes -park	Y (partial)	Possibility of lane extension to Williams Road supports continued compact lot development pattern.	No change
11	Arterial Road Compact Lot Coach House	Yes -park & commercial	Y	The sites are well suited to development consistent with the existing designation (lane access, consistent compact lot development throughout the block). 10200/10220 Railway Avenue (RZ17-784927), is within the site and is the subject of a separate Council referral.	No change
12	Arterial Road Compact Lot Duplex	Yes -park & commercial	Y	Consolidation opportunities and lot depths present opportunity for townhouse development and is consistent with abutting existing townhouse developments.	Possible amendment to "Arterial Road Townhouses"
13	Arterial Road Duplex/Triplex	Yes -park & commercial	N	Townhouse development is consistent with existing northern adjacent townhouse developments.	Possible amendment to "Arterial Road Townhouses"
14	Arterial Road Duplex/Triplex	Yes -park	N	Townhouse development would reduce the number of driveways with access to Railway Avenue and can be designed to compliment duplex development within this site. (Applications to rezone 11540 and 11480/11500 Railway Avenue to permit duplex development are pending rezoning bylaw adoption.)	Possible amendment to "Arterial Road Townhouses"
15	Arterial Road Duplex/Triplex	Yes -park	N	Potential opportunity for townhouse development conditional to demonstrated design. Townhouse development would reduce the number of driveways with access to Railway Avenue.	Possible amendment to "Arterial Road Townhouses"
16	Arterial Single Detached	Yes -park	N	The site's existing "Arterial Road Single Detached" designation permits consideration of other land uses based on site specific merits.	No change



Site #	Existing Arterial Road Housing Development Map Designation	Complies with Policy Location Criteria*	Lane Access (Y/N)	Site Considerations	Recommendations*
17	Arterial Road Duplex/Triplex	Yes -Service Centre & park	N	Consolidation opportunities and lot depths present opportunity for townhouse development.	Possible amendment to "Arterial Road Townhouses"
18	Arterial Road Duplex/Triplex	Yes -Service Centre & park	N	Townhouse redevelopment potential is limited by the depth of the lots.	No change

\*Any amendments to the Arterial Road Housing Development Map are subject to Council approval. Further, redevelopment is subject to the standard development application review process (i.e. rezoning and development permit in accordance with the Arterial Road Land Use Policy). The application review process requires the applicant to demonstrate compliance with site assembly size requirements and design guidelines for development along arterial roads, to resolve site access and adjacency impacts, and to undertake road and servicing upgrades, as well as comply with all applicable zoning and associated bylaw requirements. Associated OCP (Steveston Area Plan) and Lot Size Policy amendments are required for some sites.

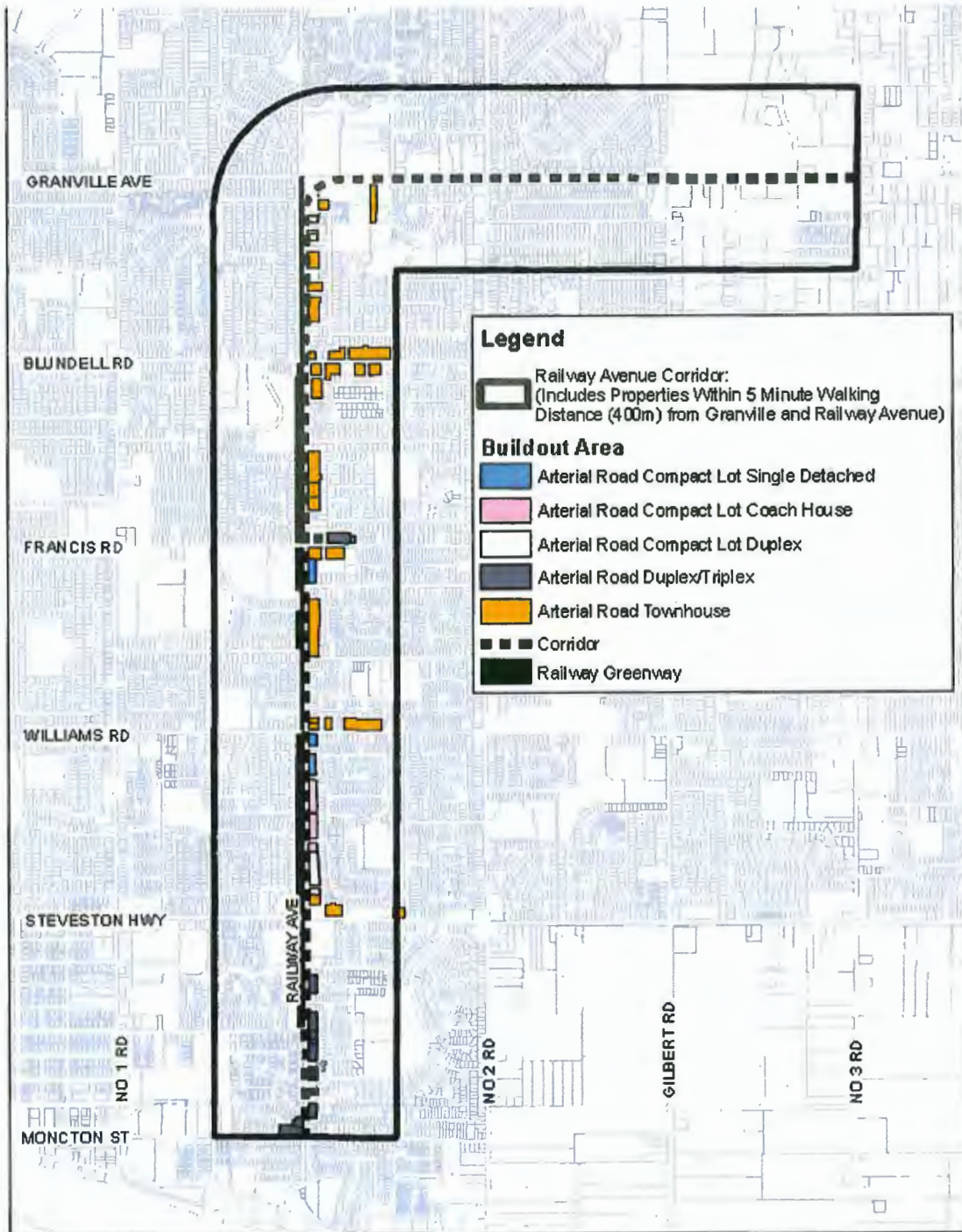
**ATTACHMENT 3**

Summary of TransLink Transit Service Guidelines

Service Type		Density (people + jobs per hectare)*	Diversity (level of land use mix)	Min. Avg. Passenger Demand Per Revenue Hour
Rapid Transit	Rail	Rapid transit investments have been, and will continue to be, the result of specialized studies focused primarily on high-performing All Day Frequent routes. Investment decisions on these corridors will be reached regionally on a corridor-by-corridor basis.  (Extensive high-density, mixed use development, including mid and high-rise buildings)		
	Light Rail			
	Bus			
All Day Frequent Bus		40 – 100 (Mixed use, mid and high-rise development, low-rise multi-family)	High	50 – 60
Peak Frequent Bus		35 – 80 (Mixed use, mid-rise, low-rise multi-family, and single family development)	Medium – High	35 – 40
Standard Bus		30 – 70 (Limited multi-family and commercial, and single family development)	Medium	27 – 32
Basic Bus		30 – 60 (Limited multi-family and commercial, and single family development)	Low	15 – 20
#406 Bus (All Day Frequent) - Granville/Railway Corridor		53.5 (Existing land uses: limited multi-family and local commercial, and single family development)	Low	2 – 29 (depending on stop) Source: TransLink

\*including example land use(s)

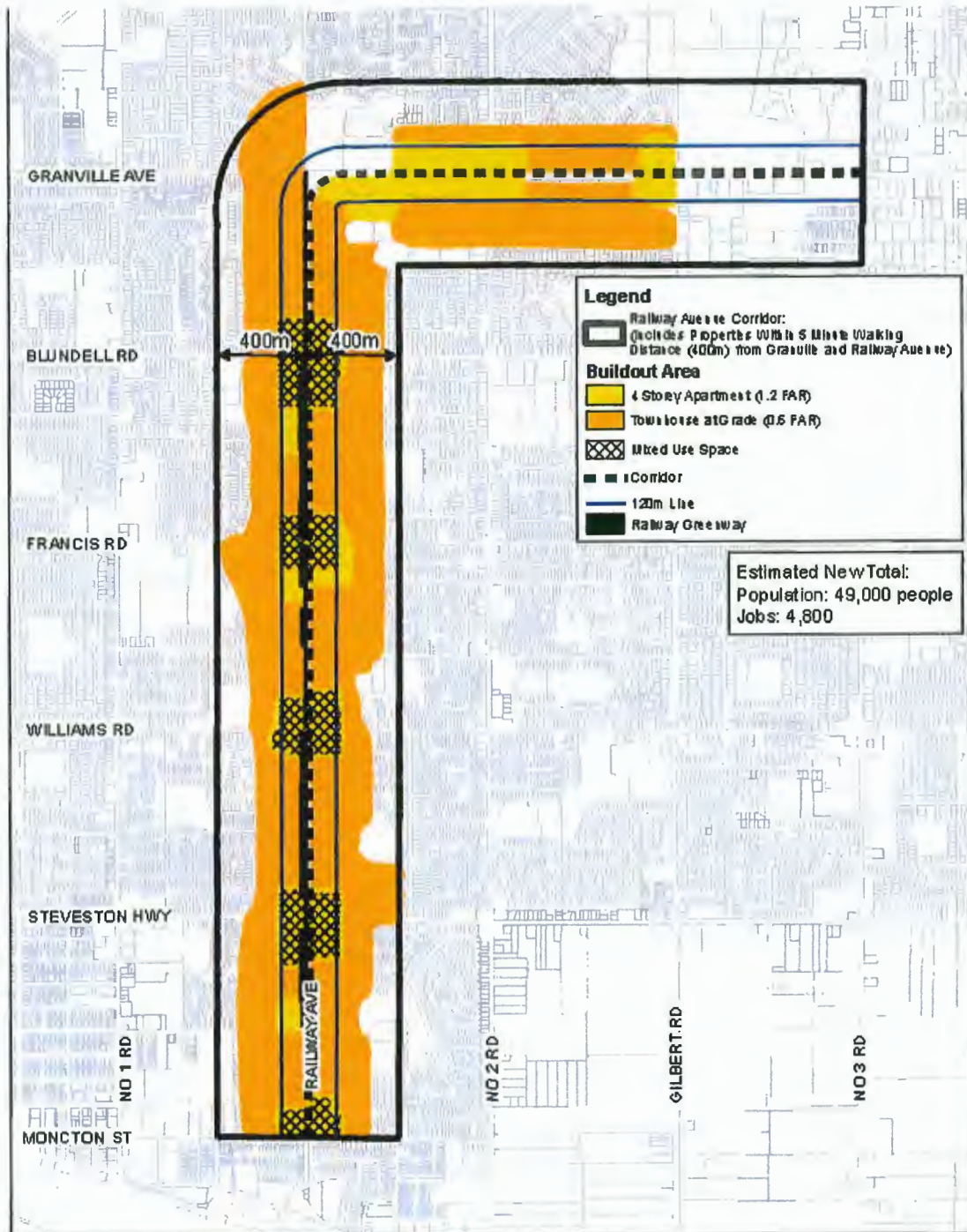
Existing Arterial Road Land Use Policy Scenario



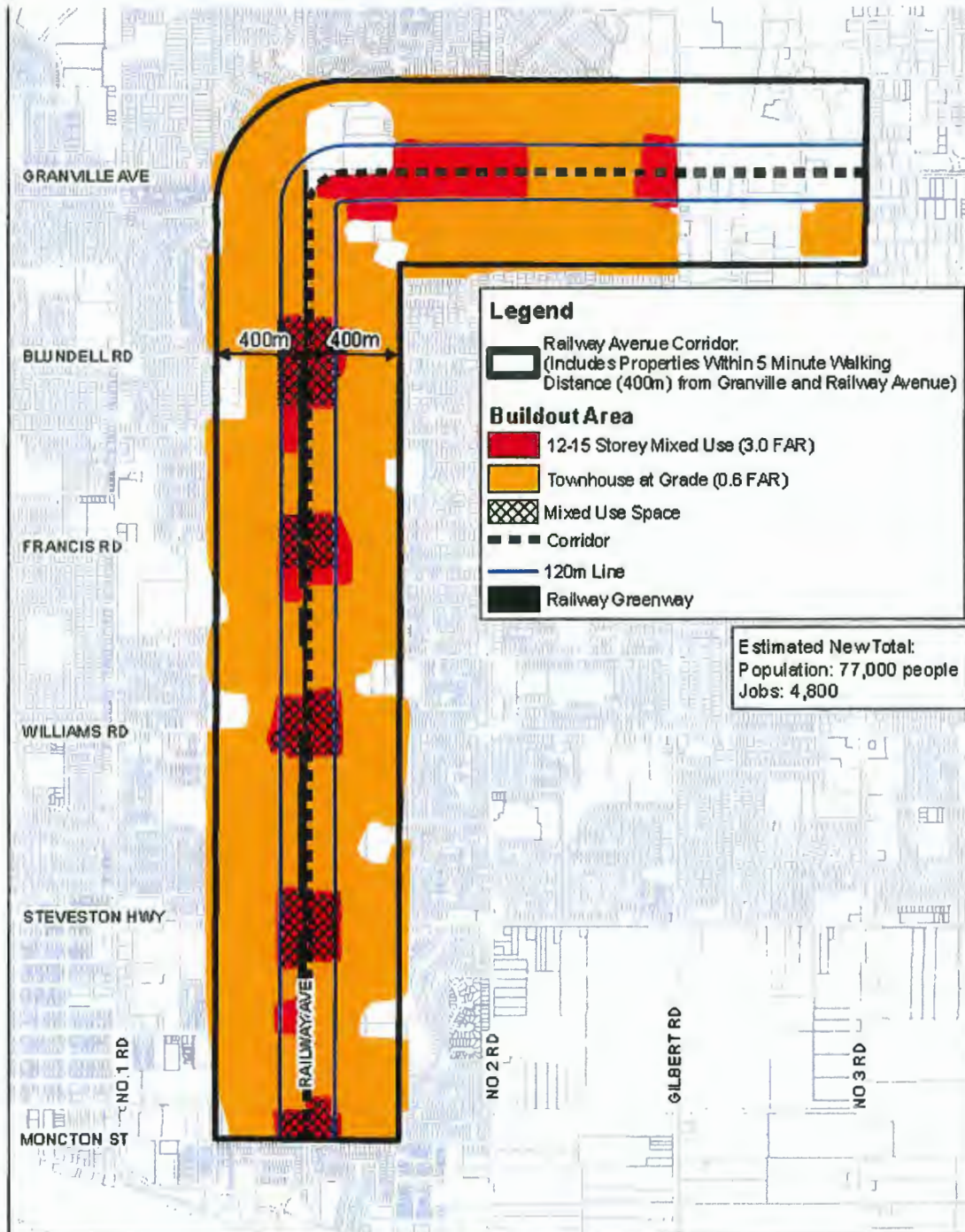
Development in accordance with existing land use designations in the OCP is projected to increase density in the corridor by less than 5%.



Highest Level of Regular Bus Service (All Day Frequent Bus Service) Scenario



Rapid Transit (Rail) Service Scenario





**ATTACHMENT 7**

**Summary Table: Railway Avenue Corridor Development Scenarios**

		Existing	Existing Arterial Road Land Use Policy Scenario	Highest Level of Regular Bus Service (All Day Frequent Bus Service) Scenario	Rapid Transit (Rail) Service Scenario
Type of Development	Single Family (0.5 FAR)	✓	✓	✓	✓
	Duplex/Triplex, Compact Lot (0.5 – 0.6 FAR)	✓	✓		
	Townhouse (0.6 FAR)	✓	✓	✓	✓
	Mixed-use four storey apartment (1.2 FAR)			✓	
	Mixed-use 12-15 storey (3.0 FAR)				✓
Densification Area	Road fronting property on east side of Railway Avenue only	✓	✓		
	5 minute walking distance (400 m) of Railway and Granville Avenues)			✓	✓
Estimated Corridor Residential Population Total		24,225 people	25,500 people	49,000 people	77,000 people
% Additional People *			5%	105%	215%
% Addition People and Employment density**			5%	90%	190%

\*Compared to estimated existing population: 24,225

\*\*Compared to estimated existing population and jobs per hectare: 53.5 people and jobs per hectare