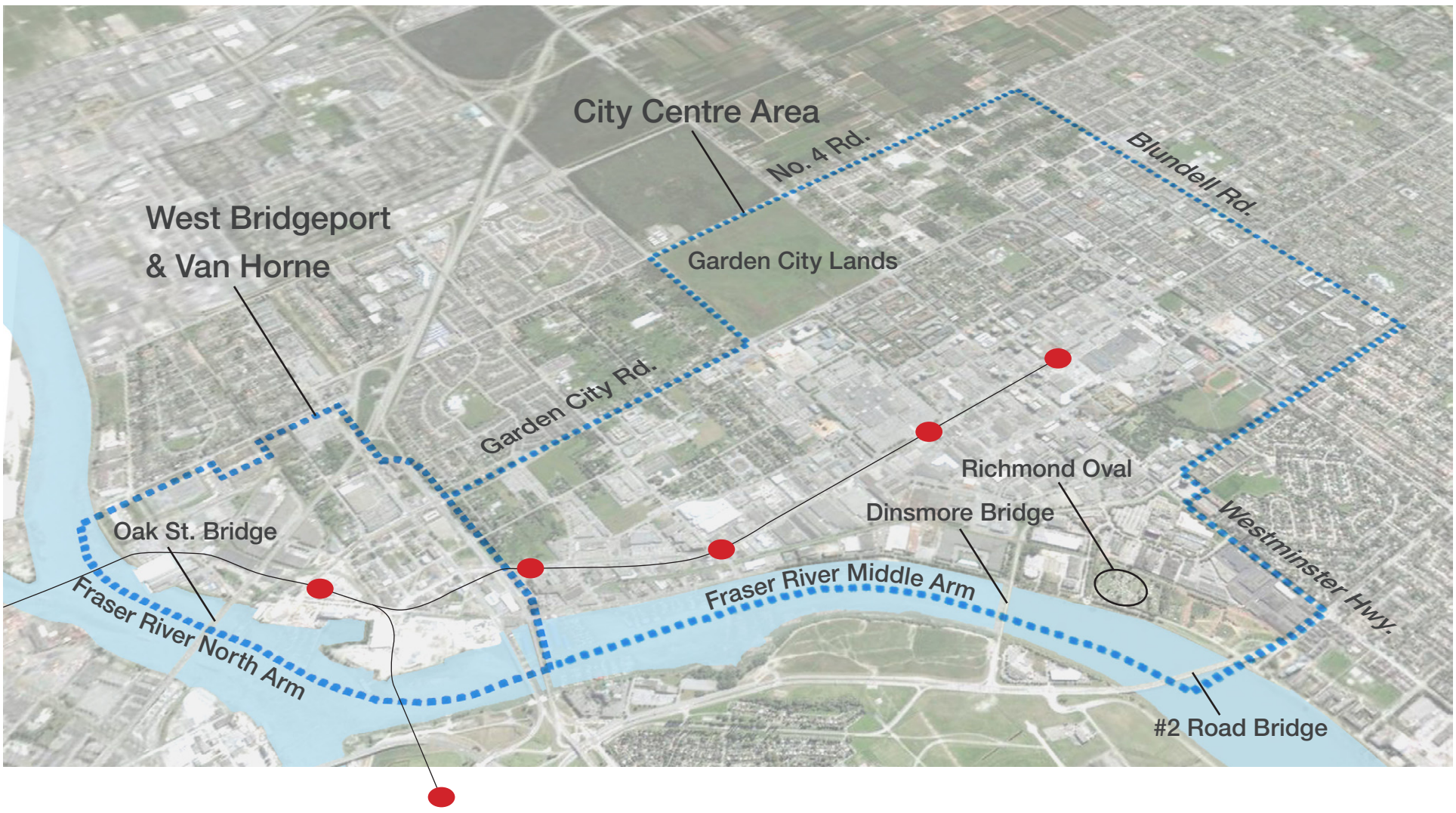


Study Purpose

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

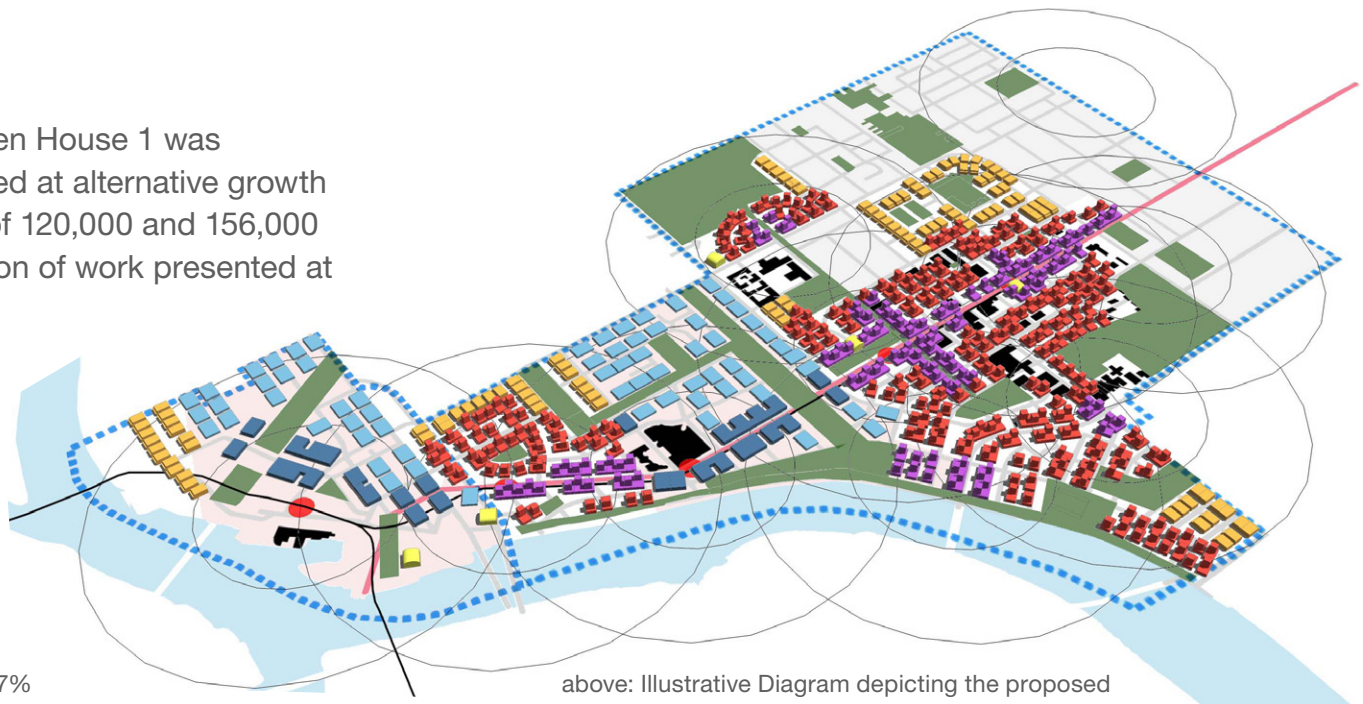
- Population has doubled from roughly 20,000 to 41,000 residents
- Jobs have remained steady at roughly 30% of Richmond's total, followed closely by Sea Island (Airport)
- High-rise towers have dramatically increased in number
- McLennan North and South, St. Albans, and Moffatt are nearing build-out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



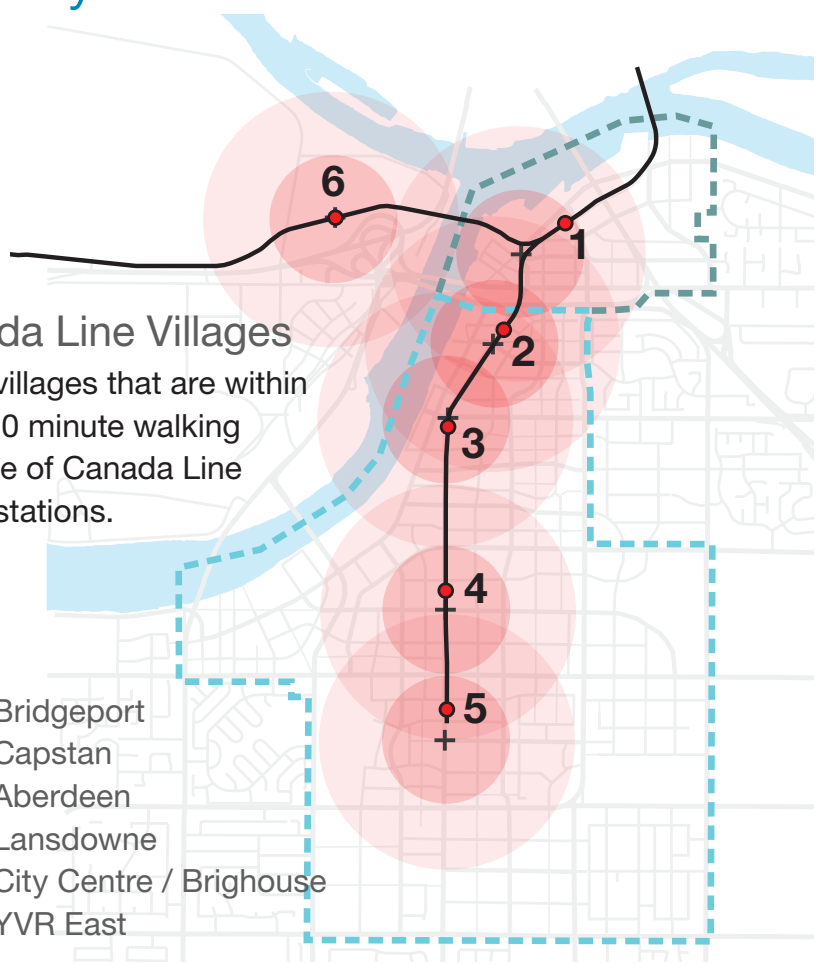
above: Illustrative Diagram depicting the proposed 120,000 population scenario from Open House 1

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	• 64% favoured 120,000 versus 32% for 156,000 • 61% preferred to give up jobs rather than park space if required to make a choice • General agreement that the proposed amenities would support 120,000, but probably not 156,000
20% Affordable Housing	• 43% support • Strong recognition of the need for affordable housing, especially in light of low paying jobs and high market housing costs • Concern over the cost of achieving this goal, especially in light of the cost of providing adequate public amenities, park, and services
Top three preferred public amenities to provide	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	• 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

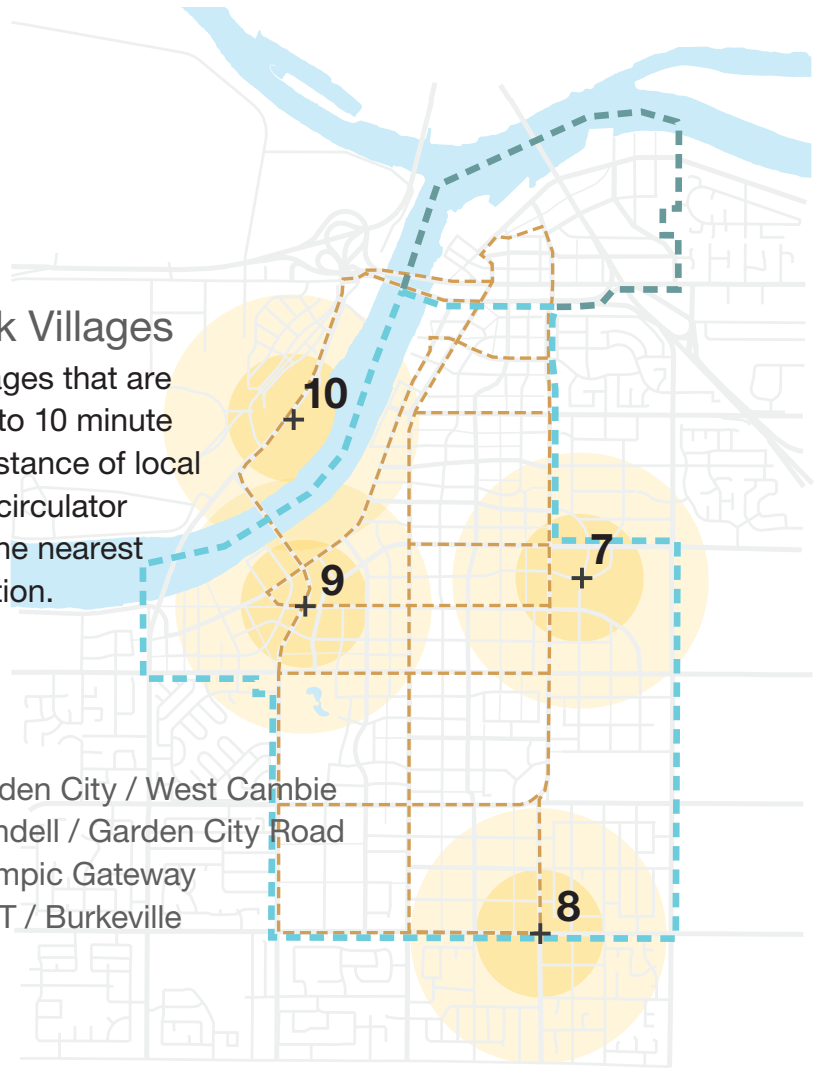
A key recommendation from Open House 1 was that Richmond's City Centre should develop a set of "urban villages" based upon the principles of Transit-Oriented Development (TOD), where all residents can "live, work, shop, learn and play" in a pedestrian-friendly environment — without the need of a car.



Canada Line Villages

Those villages that are within a 5 to 10 minute walking distance of Canada Line transit stations.

1. Bridgeport
2. Capstan
3. Aberdeen
4. Lansdowne
5. City Centre / Brighouse
6. YVR East



Bus Link Villages

Those villages that are within a 5 to 10 minute walking distance of local shuttle or circulator buses to the nearest transit station.

7. Garden City / West Cambie
8. Blundell / Garden City Road
9. Olympic Gateway
10. BCIT / Burkeville

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

All information is preliminary and conceptual in nature, and is not meant to indicate intended zoning.

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 if the CCAP study.

Port and River
The Fraser River is a working river. As the City Centre has grown, it has taken on more recreational, social, and cultural roles. The future success of the City Centre will be finding a balance among those roles and understanding how they can support each other to create a "premier urban riverfront" that is appealing, economically viable, exciting, and sustainable.

Vancouver International Airport (YVR)
International airports are increasingly serving as magnets for commercial development that could eventually rival traditional downtown business districts as important cores of economic activity. The City Centre's proximity to YVR, together with its mix of uses, transit linkages, and river setting, provide an exceptional opportunity for Richmond and the Airport to work together to create an integrated community far superior to anything they could achieve independently.

Garden City Lands
The Federal government has declared this property surplus to its needs and proposes that it be removed from the Agricultural Land Reserve (ALR) for use as park, amenities, and urban uses. However, an application for the land's removal from the ALR was recently denied, leaving its future unclear. In light of this, this stage of the CCAP study continues to show the land as proposed in July 2006. Greater clarity is expected in the next stage of the CCAP process.

Agricultural Land Reserve (ALR)
Roughly 47% of Richmond is designated for farm-related uses making agriculture a key employer and stakeholder in the future of the city and its downtown. Growth of the City Centre needs to support this by, among other things, buffering farmland from adjacent uses and promoting strategies for complementary jobs, industry, and education.

Richmond's Sub-Urban Residential Areas
Richmond has long sought to protect the livability and stability of its existing single-family neighbourhoods. City Centre planning needs to respect and support this by, among other things, buffering these areas from the City Centre's higher density core.

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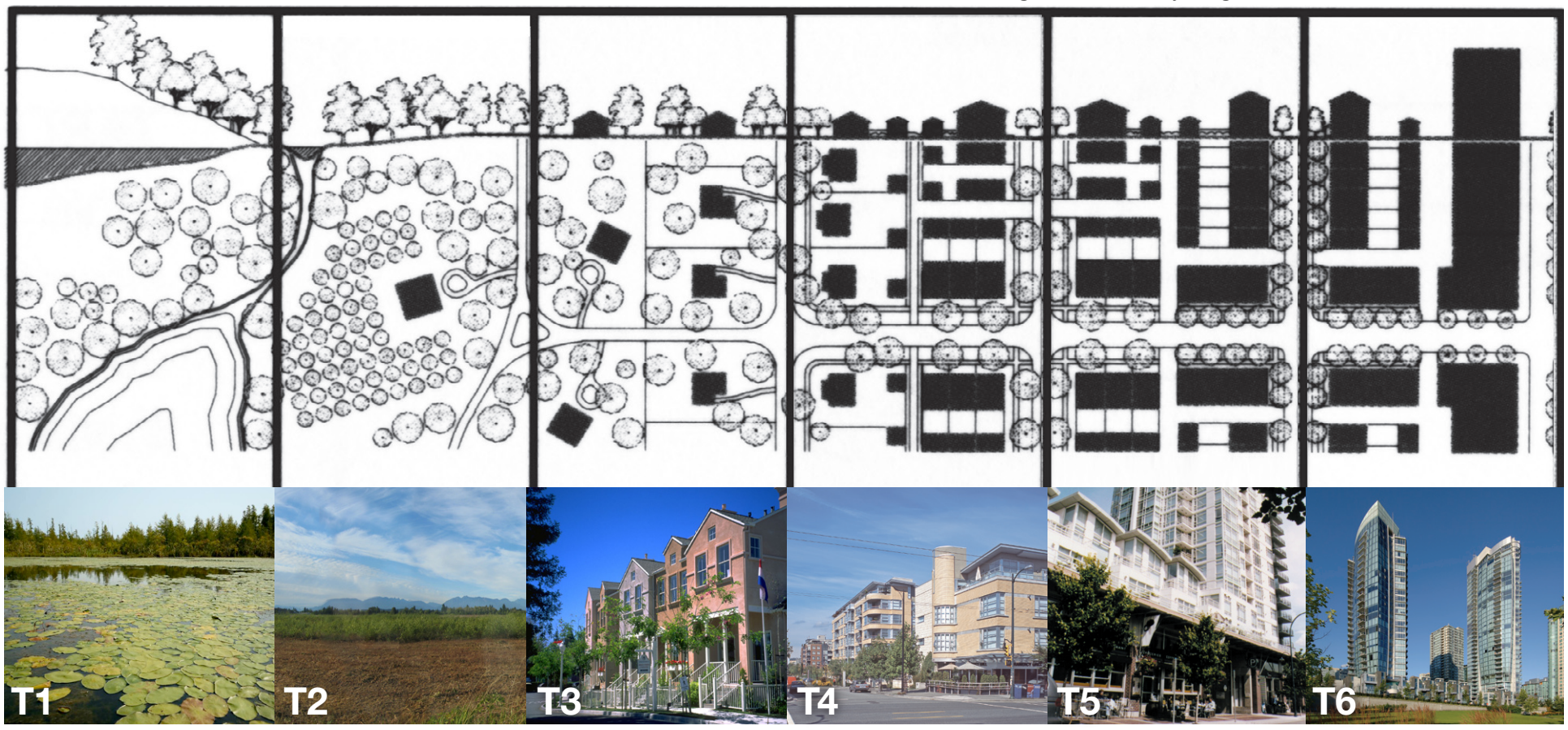
The Urban Transect

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

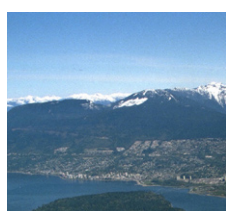
Provide a framework for a culture of walking and cycling.

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

All information is preliminary and conceptual in nature, and is not meant to indicate intended zoning.

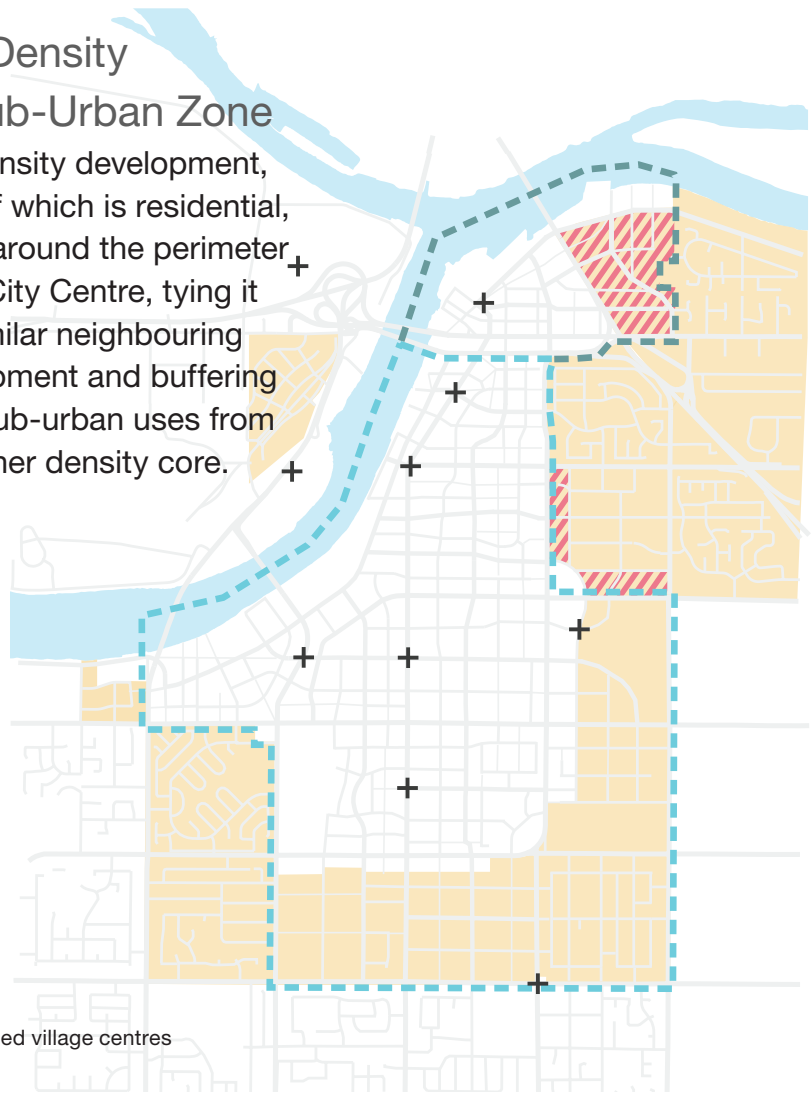
A. Land Use & Density

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

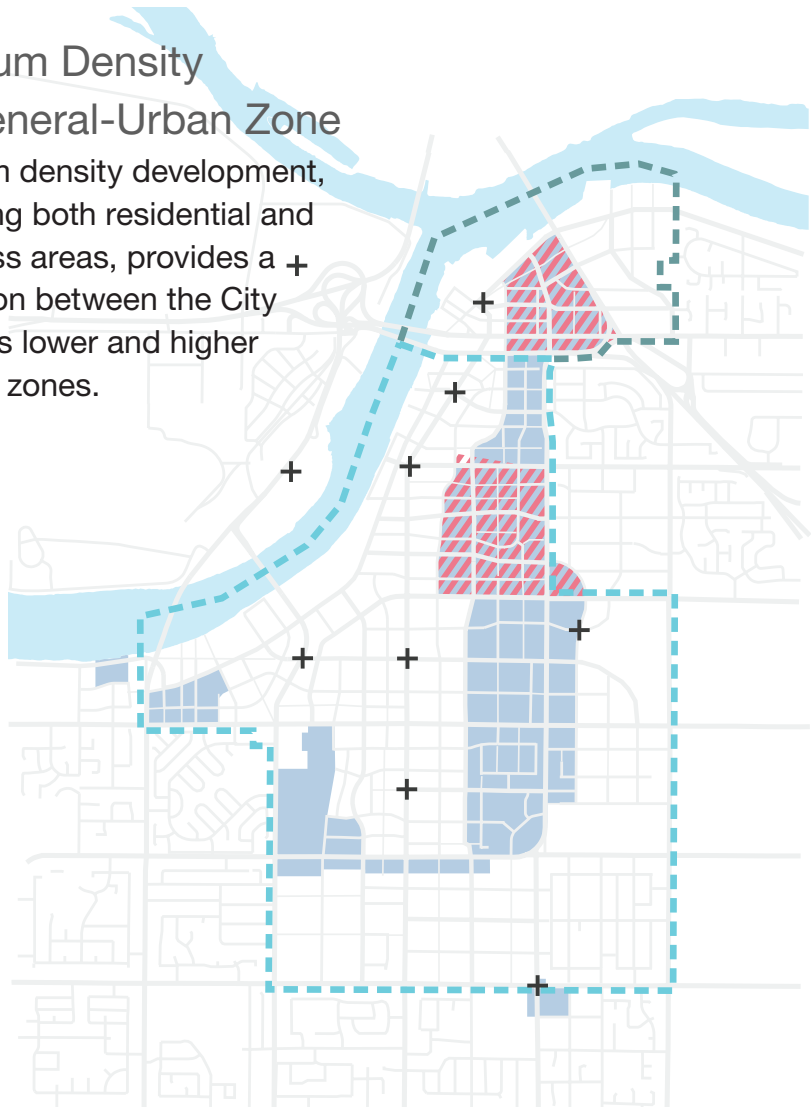
Low density development, most of which is residential, wraps around the perimeter of the City Centre, tying it into similar neighbouring development and buffering more sub-urban uses from the higher density core.



+ proposed village centres

Medium Density
T4 General-Urban Zone

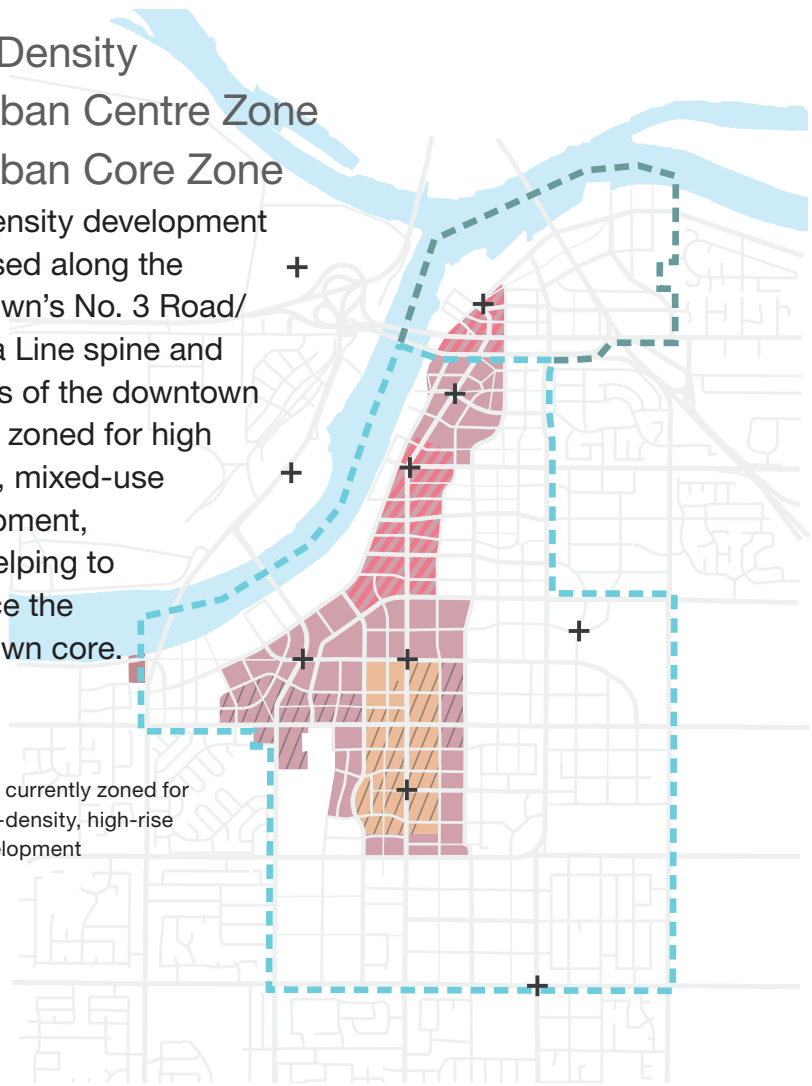
Medium density development, including both residential and business areas, provides a transition between the City Centre's lower and higher density zones.



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

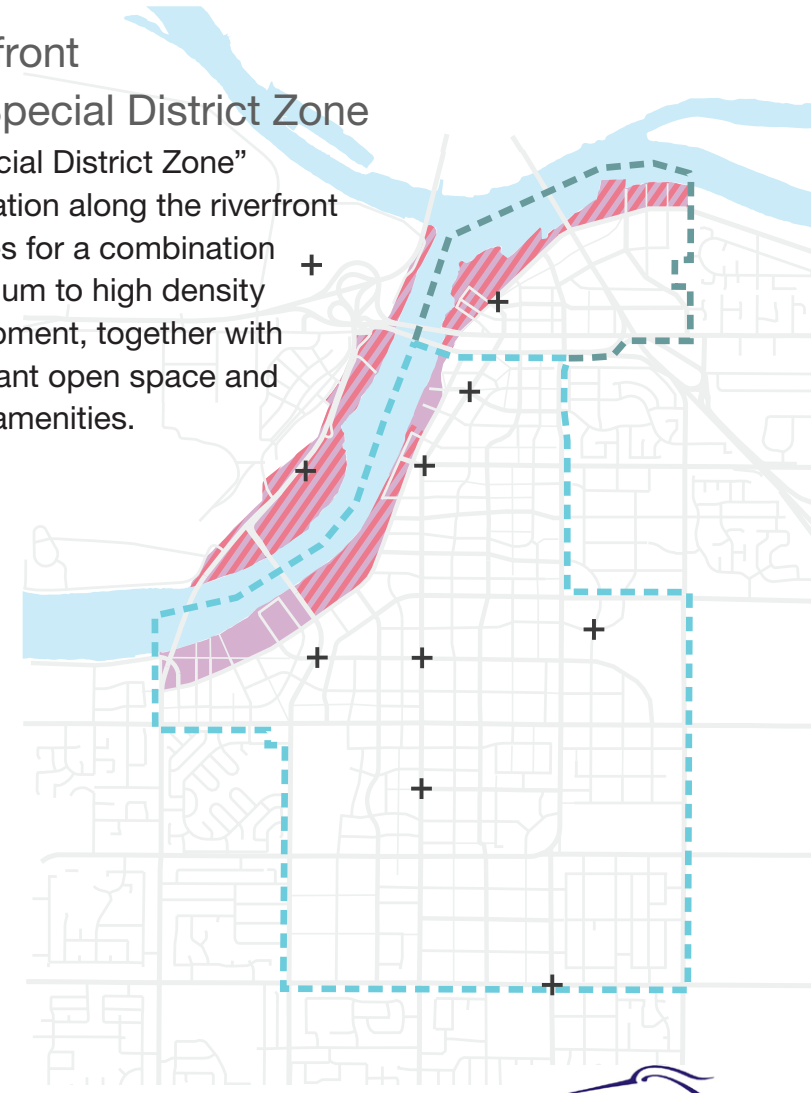
High density development is focused along the downtown's No. 3 Road/ Canada Line spine and portions of the downtown already zoned for high density, mixed-use development, thus, helping to reinforce the downtown core.



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

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.



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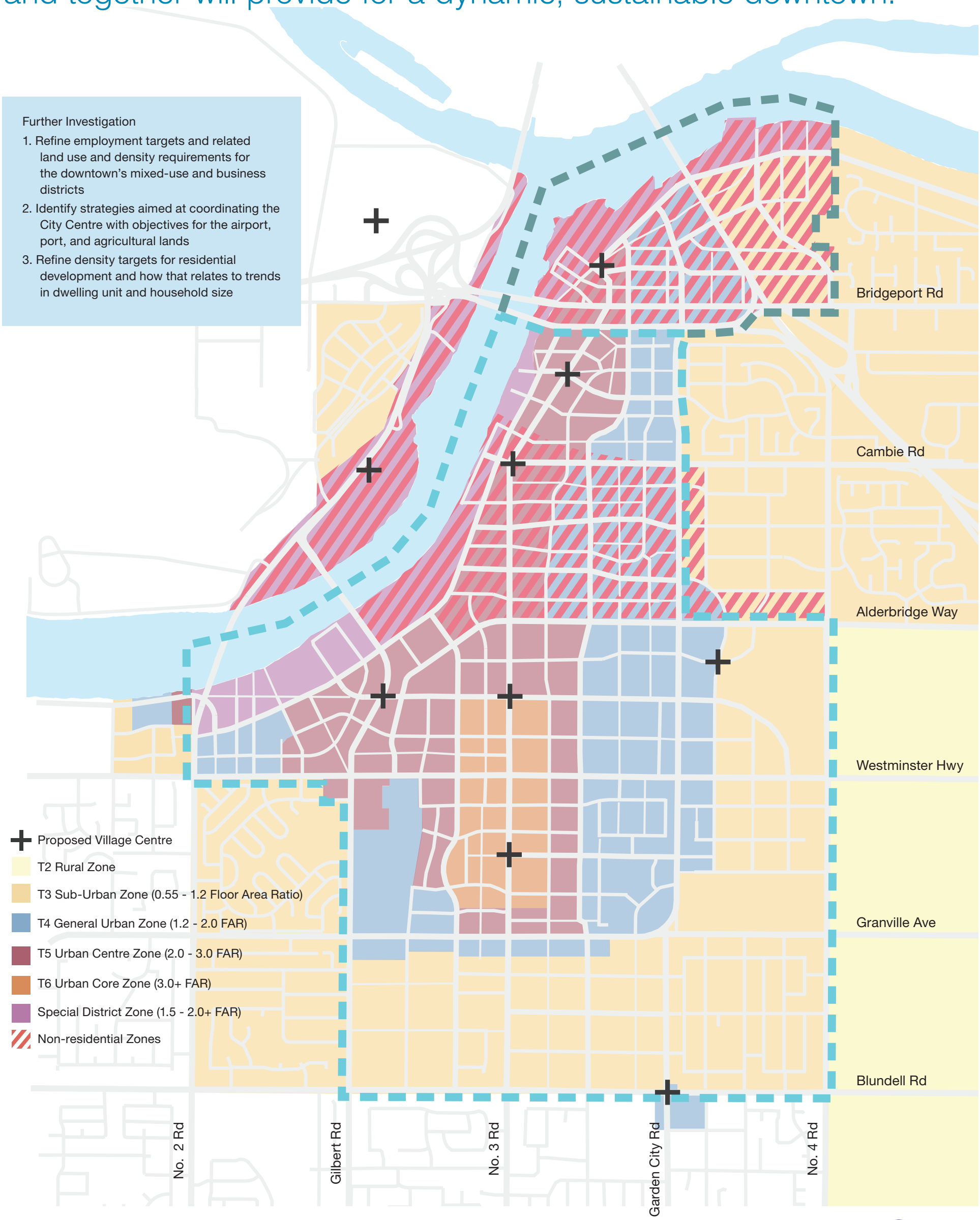
RICHMOND Better in Every Way

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.

Further Investigation

1. Refine employment targets and related land use and density requirements for the downtown's mixed-use and business districts
2. Identify strategies aimed at coordinating the City Centre with objectives for the airport, port, and agricultural lands
3. Refine density targets for residential development and how that relates to trends in dwelling unit and household size



All information is preliminary and conceptual in nature, and is not meant to indicate intended zoning.

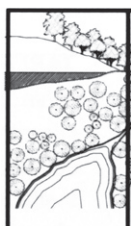
A. Land Use & Density

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

*FAR refers to “floor area ratio”, which is the ratio of the floor area of a building to the size of the property upon which it is located. Most high-rise buildings currently found in Richmond’s City Centre have a FAR of 3.0, while most townhouse developments have a FAR of less than 1.0.

Type	General Areas (Housing Permitted)	Non Residential Areas (No Housing Permitted due to high airport noise)

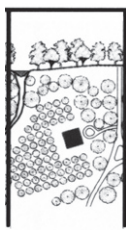
T1 Natural Zone



Not applicable to the City Centre

This zone would typically apply to lands approximating a wilderness condition, such as the Richmond Nature Park

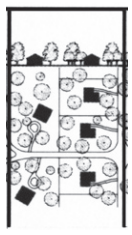
T2 Rural Zone



Not applicable to the City Centre

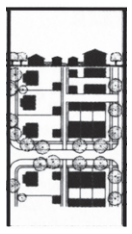
This zone would typically apply to open or cultivated lands

T3 Sub-Urban Zone



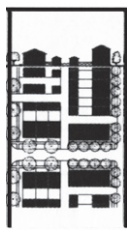
Use	Suburban residential (e.g., small-lot single family houses, townhouses, and low-rise apartment buildings), allowing home occupations	Urban business/office park uses, allowing limited retail, restaurant, and recreation uses
Density	Low density - Typically 0.55 to 1.2 FAR*	
Setbacks	Buildings are setback to provide for significant informal planting along the frontage	
Blocks	Larger and defined by a less regular street network	

T4 General Urban Zone



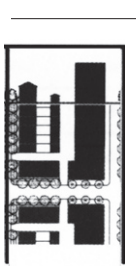
Use	Mixed-use, but primarily urban residential uses (e.g., row houses, stacked townhouses, and low- and mid-rise apartment buildings, plus limited high-rise apartment buildings)	Non-residential mixed-use, primarily incorporating business/office, hospitality, and education uses together with complementary, grade-level commercial and recreation uses
Density	Medium to high density – Typically 1.2 to 2.0 FAR*	
Setbacks	Buildings are setback to provide for significant informal planting along the frontage	
Blocks	Medium sized blocks defined by a regular street network	

T5 Urban Centre Zone



Use	Mixed-use, incorporating business/office, shopping, hospitality, entertainment, civic, education, recreation, and cultural uses, together with urban residential uses	Non-residential mixed-use, incorporating business/office, hospitality, entertainment, civic, education, recreation, and cultural uses with commercial at grade along key frontages
Density	Medium to high density – Typically 2.0 to 3.0 FAR*	
Setbacks	Buildings are set close to frontages except at designated outdoor public areas (e.g., transit plazas, greenways, etc.)	
Blocks	Tight network of streets and blocks	

T6 Urban Core Zone



Use	Mixed-use, incorporating business, shopping, hospitality, entertainment, civic, education, recreation, and cultural uses, together with urban residential uses	Not Applicable
Density	High density – Typically 3.0 FAR* with higher densities permitted where they contribute to the provision of public amenities and developments demonstrate a high standard of design	
Setbacks	Buildings are set close to frontages except at designated outdoor public areas (e.g., transit plazas, greenways, etc.)	
Blocks	Tight network of streets and blocks	

Special District Zone

Use	Riverfront-oriented mixed-use, together with marinas, boating facilities, and related marine uses (including float homes and live-aboard vessels north of Cambie Road)	Riverfront-oriented non-residential mixed-use, including business/office, hospitality, entertainment, civic, education, recreation, and cultural uses with commercial at/near grade along key frontages, plus marinas, boating facilities, and related marine uses
Density	Medium to high density – Typically 1.5 to 2.0 FAR* with higher densities permitted where increased densities: Do not impair public access to or enjoyment of the riverfront; Contribute to the provision of public amenities; and are accommodated with a high standard of building and urban design.	
Setbacks	Buildings are set close to frontages except at: designated outdoor public areas (e.g., greenways, etc.) and along the river’s edge (+/-30 m river setback, except in the case of required marine operations and related commercial and public uses).	
Blocks	Tight network of streets and blocks providing public access continuously along the river’s edge and at frequent intervals between the river and upland (e.g., non-riverfront) areas	

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

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B. Open Space & Amenity

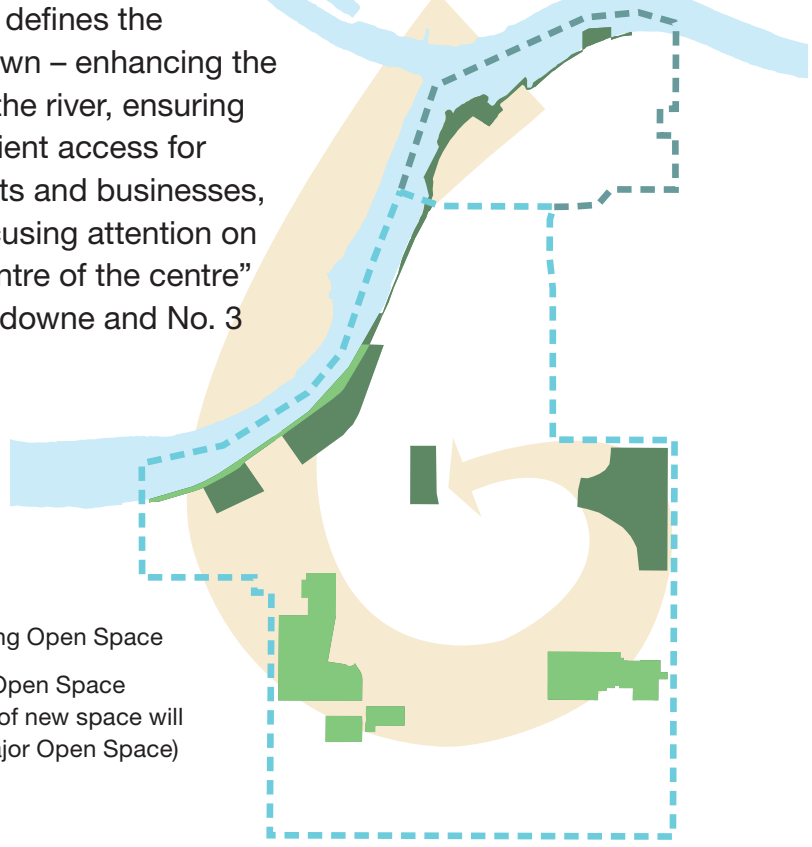
Objective: Provide a framework of well-connected spaces and services that support community building, sustainability and wellness.

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

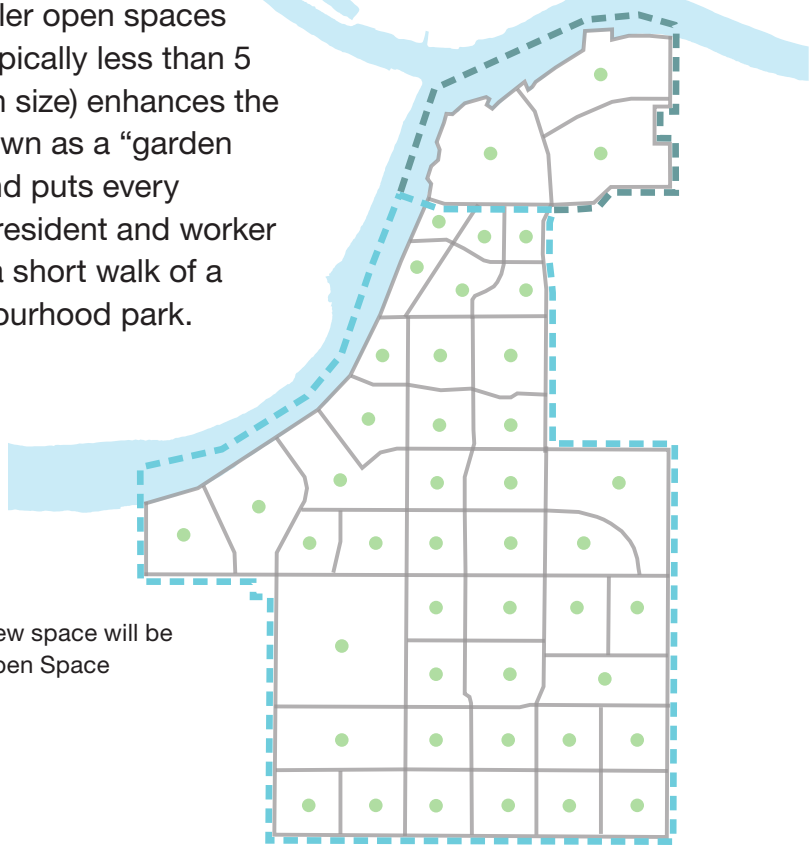
Major Open Spaces

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

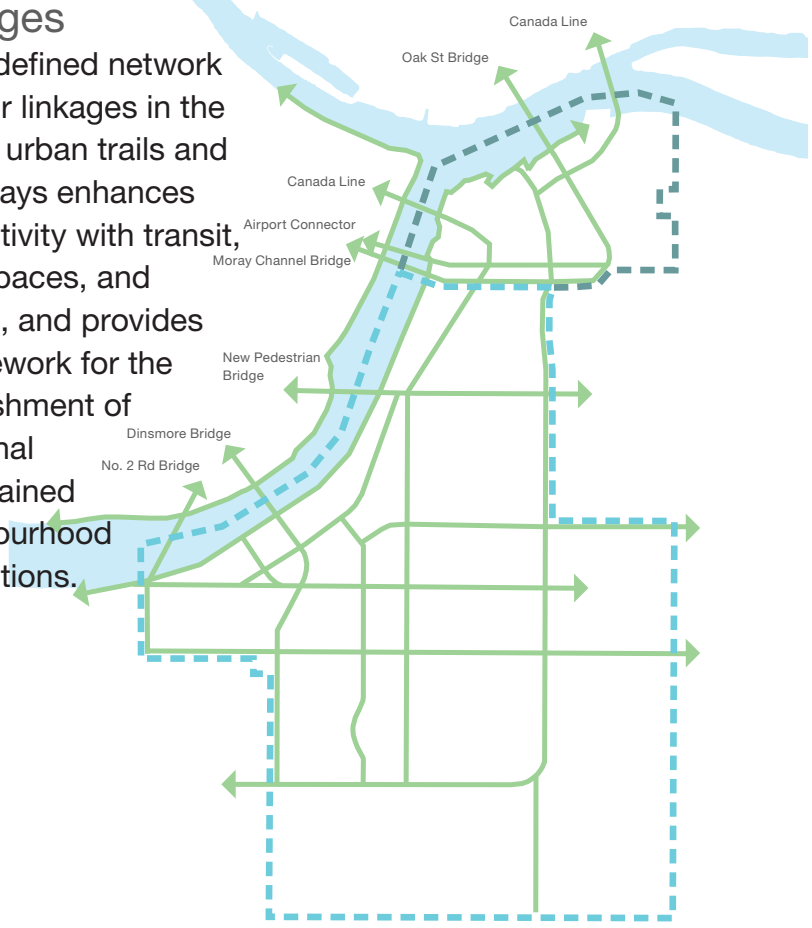
A fine-grained pattern of smaller open spaces (e.g., typically less than 5 acres in size) enhances the downtown as a "garden city" and puts every village resident and worker within a short walk of a neighbourhood park.



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.

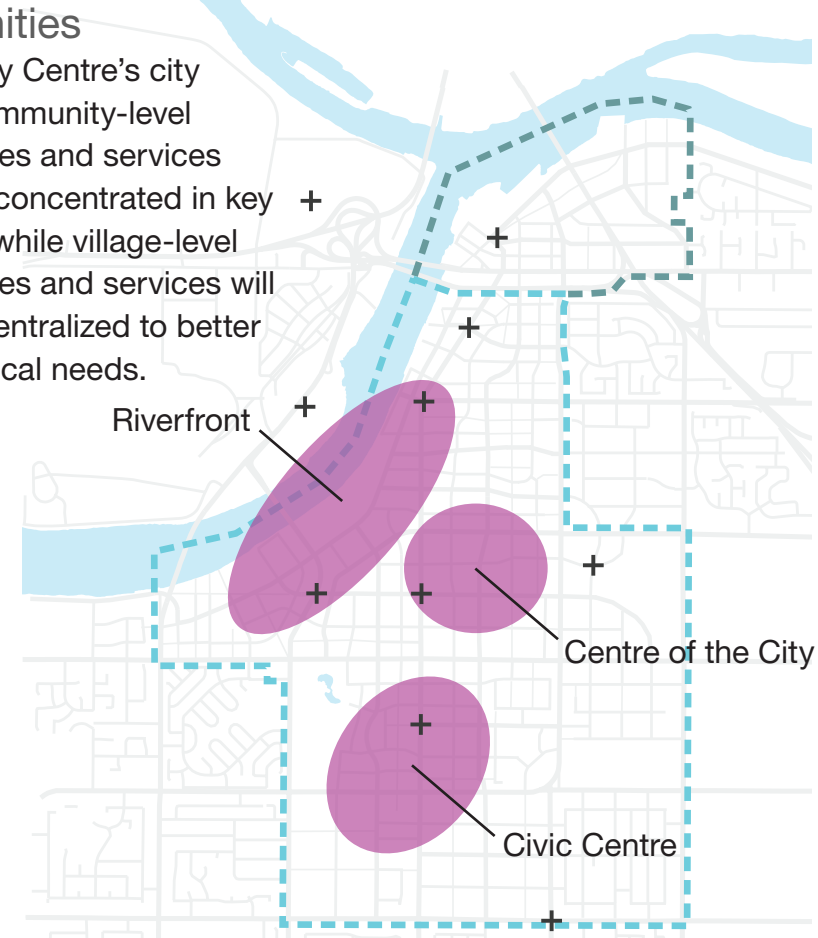
Linkages

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.



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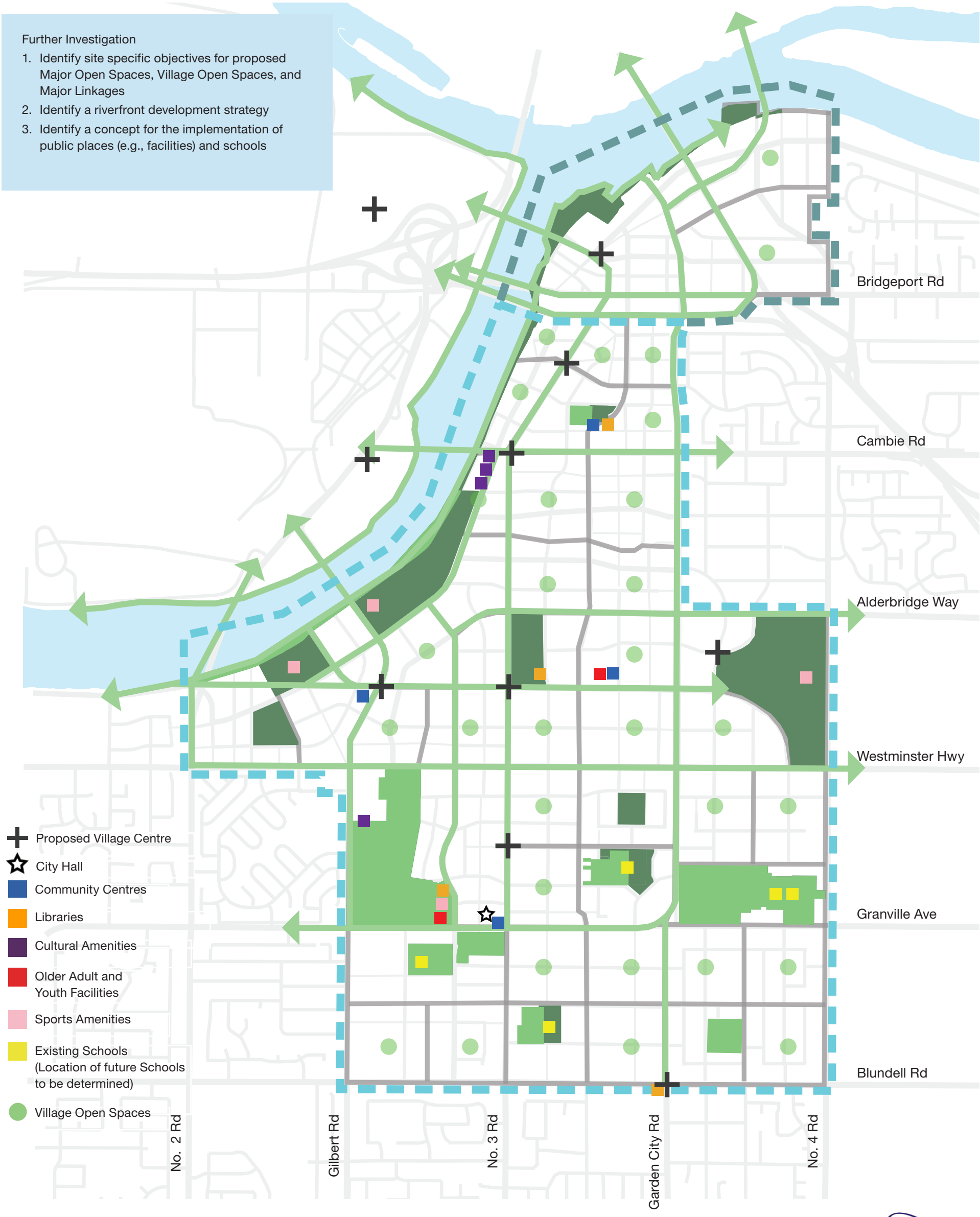
B. Open Space & Amenity

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.

Further Investigation

1. Identify site specific objectives for proposed Major Open Spaces, Village Open Spaces, and Major Linkages
2. Identify a riverfront development strategy
3. Identify a concept for the implementation of public places (e.g., facilities) and schools



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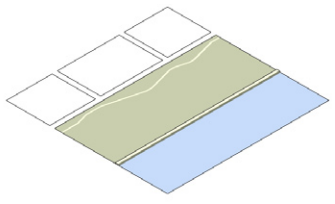
B. Open Space & Amenity

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.

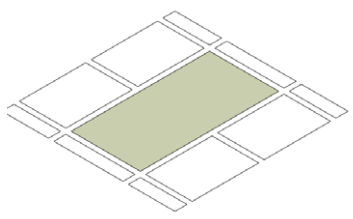
Major Open Spaces

Park



Purpose	Available for civic purposes, informal recreation, play, athletics, urban agriculture, and outdoor/ nature appreciation and education
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
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
Coverage	10% max. occupied by buildings and parking
Ownership	City-owned
Example	"Garden City Park"

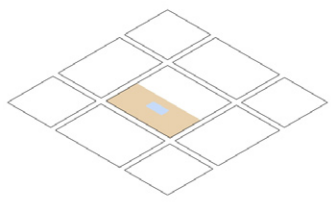
Green



Purpose	Available for civic purposes and informal recreation and play
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
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
Coverage	20% max. occupied by buildings and parking
Ownership	City-owned
Example	"General Currie School/Park Site"

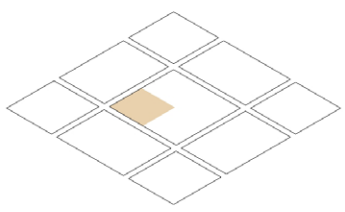
Village

Commons



Purpose	Available for informal recreation and play and outdoor/nature appreciation and education
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
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
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

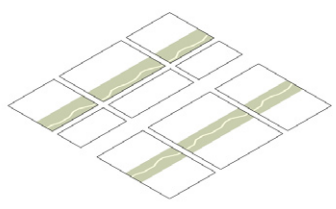
Plaza



Purpose	Available for civic purposes and commercial activity (e.g., vendors, cafes, etc.)
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
Edges	Framed by buildings, with intervening streets along at least 50% of its edges
Site Features	Primarily hard surface treatment and botanical/horticultural features /// May include a playground /// 50% permeable surfaces minimizing stormwater runoff
Coverage	No permanent buildings (excluding unenclosed shelters, bandstands, etc.) or parking
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

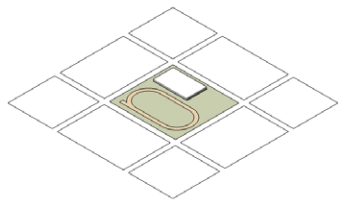
Major + Village

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
Size	Of varying length, with a minimum width of 6 m (19.7 ft.) as measured to fronting buildings
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)
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.)
Site Features	Some combination of paths, lawns, and trees, formally disposed /// 50% permeable surfaces minimizing stormwater runoff
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
Size	Varying, from regional to city-wide to community use
Location	Preferably co-located within new mixed-use developments; facilities spread equitable among urban villages
Edges	Streets and sidewalks to promote pedestrian/ cycle access
Site Features	Within "green" precincts; demonstrating "architectural design excellence
Coverage	Hopefully, co-located facilities will not erode precious "park and Open Space" areas
Ownership	Possible public/private partnerships (P3s), in acknowledge that the City cannot satisfy full community "wish list" using public purse
Example	Community library co-located within ground floor of mixed-use high-rise development

All information is preliminary and conceptual in nature, and is not meant to indicate intended zoning.

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.

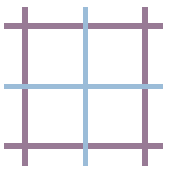
Major Thoroughfares

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

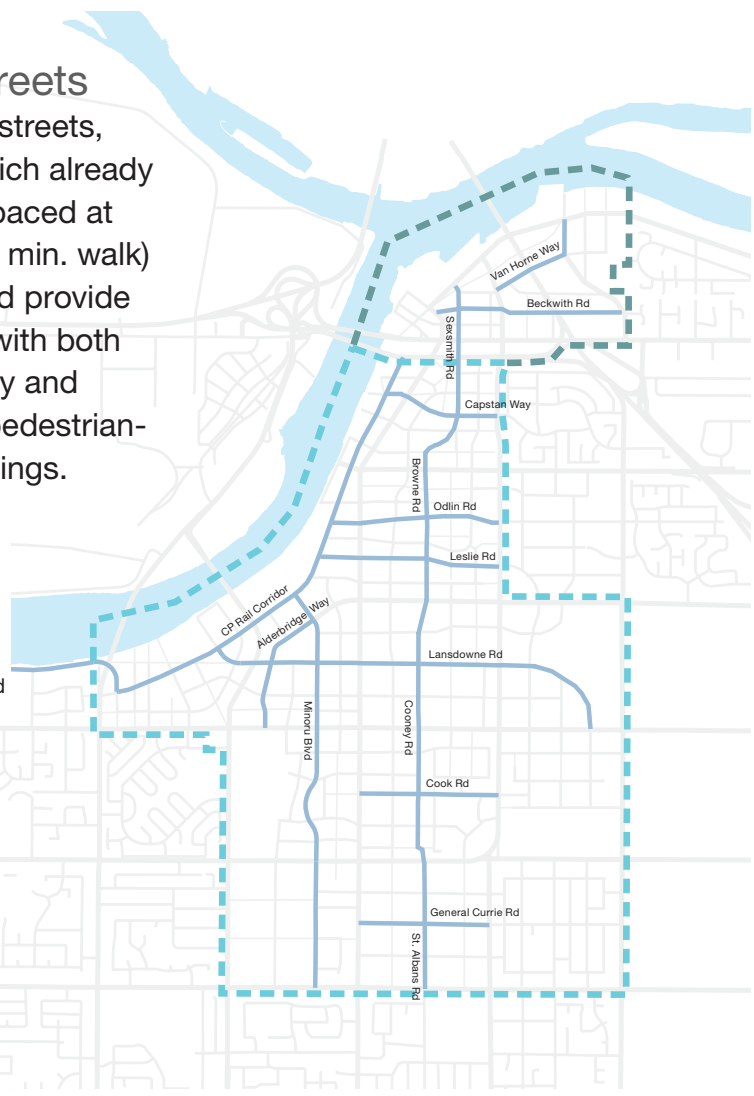
800m x 800m grid

Major Streets

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



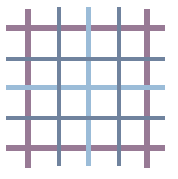
400m x 400m grid



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

Minor Streets

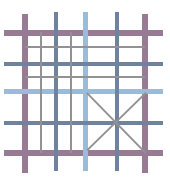
Local streets, spaced at convenient +/-200 m (2-1/2 min. walk) intervals, place an emphasis on pedestrian comfort that makes them attractive as a residential, business, shopping, or recreation setting.



200m x 200m grid

Lanes

Urban blocks are subdivided with services lanes and mews providing access for loading, parking, and servicing, and convenient mid-block pedestrian and bike routes.



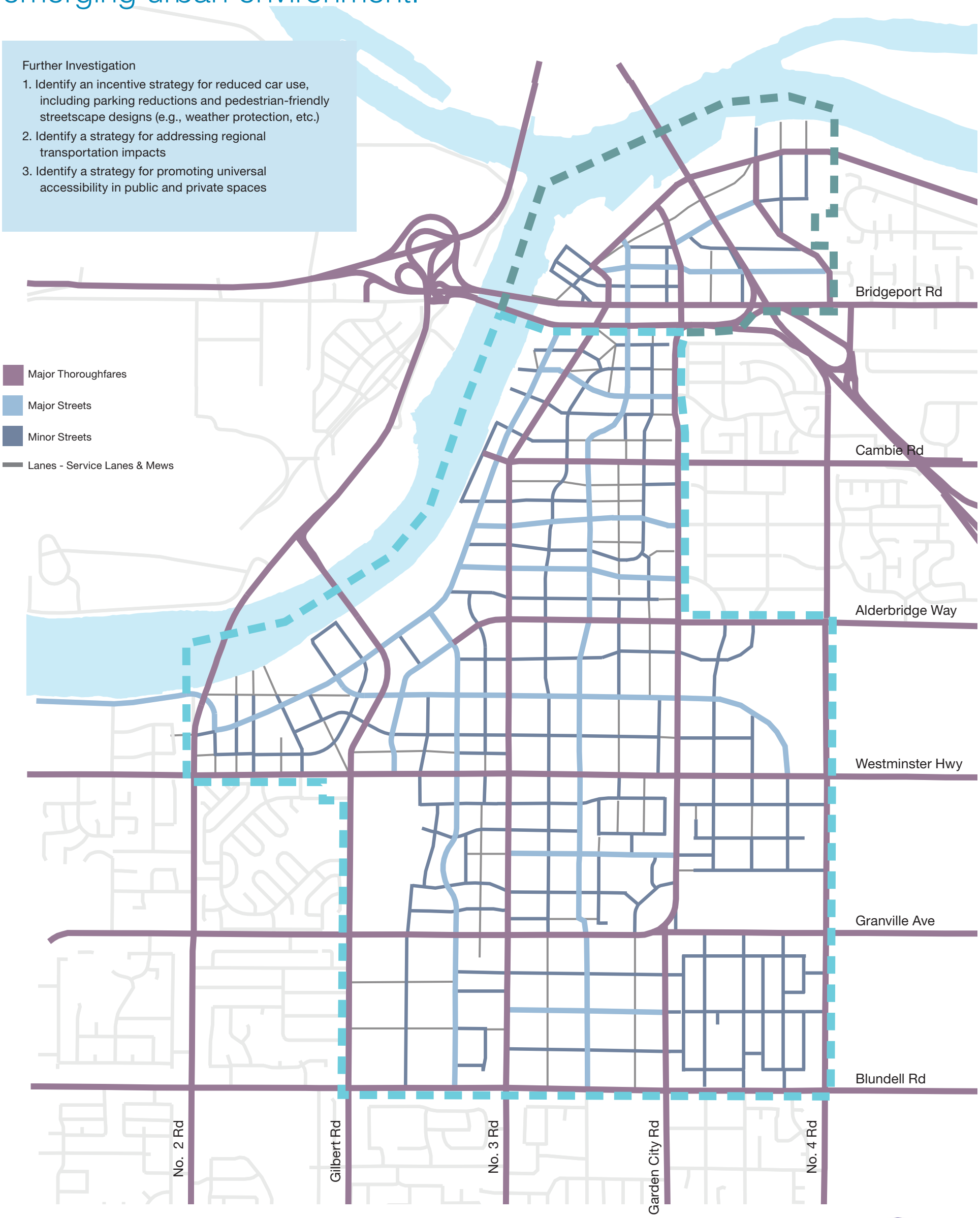
+/-100m x +/-100m grid

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.

Further Investigation

1. Identify an incentive strategy for reduced car use, including parking reductions and pedestrian-friendly streetscape designs (e.g., weather protection, etc.)
2. Identify a strategy for addressing regional transportation impacts
3. Identify a strategy for promoting universal accessibility in public and private spaces



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C. Mobility & Accessibility

The framework proposes for four main street types.

Major Thoroughfares

Low Speed Boulevard

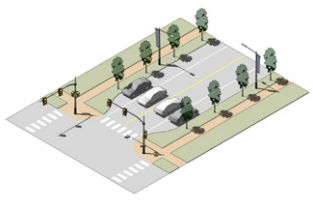
Purpose	A prominent “address”, especially attractive to larger-scale mixed-use and commercial developments (e.g., office buildings, hotels, etc.) desiring strong visual recognition. A walkable, moderate to high speed (50 - 60 km/hr) arterial situated in an urban environment and primarily intended to accommodate city-wide and City Centre traffic traveling longer distances.	Parking	In some cases, on-street parking may be provided (e.g., at off-peak hours).
Size	A long corridor with a minimum of 4 travel lanes, plus left-turn lanes and a landscaped centre median. Set in a grid pattern with streets spaced roughly 800 m apart (e.g., a 10 minute walk).	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	An important “front door” location for commercial and residential uses desiring both high visibility and a strongly pedestrian-oriented environment. A walkable, moderate speed (50 km/hr or less) collector primarily intended to link the City Centre’s Urban Villages and accommodate local traffic.	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.
Size	A long corridor with 2-4 travel lanes plus left-turn lanes. Set in a grid pattern with streets spaced roughly 400 m apart (e.g., a 5 minute walk).	Trucks	A secondary goods movement and emergency response route.
		Driveways	In some cases, limited direct vehicle access to fronting properties may be provided in the form of multi-property shared driveways.
Parking	In some cases, on-street parking may be provided (e.g., at off-peak hours).		

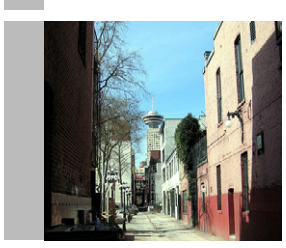
Minor Streets

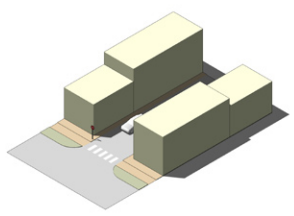


Purpose	A local street attractive to commercial and residential uses desiring a comfortable, pedestrian-oriented, urban environment. A walkable, low speed (50 km/hr or less) route primarily intended to serve fronting properties and provide for vehicle, bicycle, and pedestrian circulation within each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

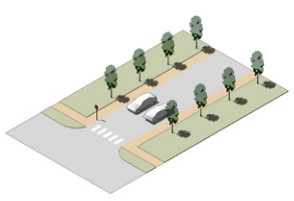
Lanes: Service Lanes & Mews

Service Lane





Mews



Purpose	A mid-block route, the purpose of which is to support fronting properties in the form of a: - 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/ pedestrianlinkage (e.g., to a transit node or other major/minor destination) with limited or restricted vehicle movement.	Pedestrians	- Service Lane: Provides access to fronting properties in the form of mixed pedestrian/ vehicle/bike traffic, but, in some cases, may include sidewalks along one or both sides of the roadway. - Mews: Provides a pedestrian route (with or without bikes) and limited or restricted vehicle movement.
		Bicycles	- 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.
Size	A short corridor (e.g., 5 blocks or less), 6 m to 9 m wide, and designed to allow 2 vehicles to pass. 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).	Transit	Not applicable
		Trucks	Primary location of goods loading/delivery for fronting properties.
Parking	Limited to places for short-term stopping and, in some cases, vehicle loading.	Driveways	As required

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D. Built Form & Urban Design

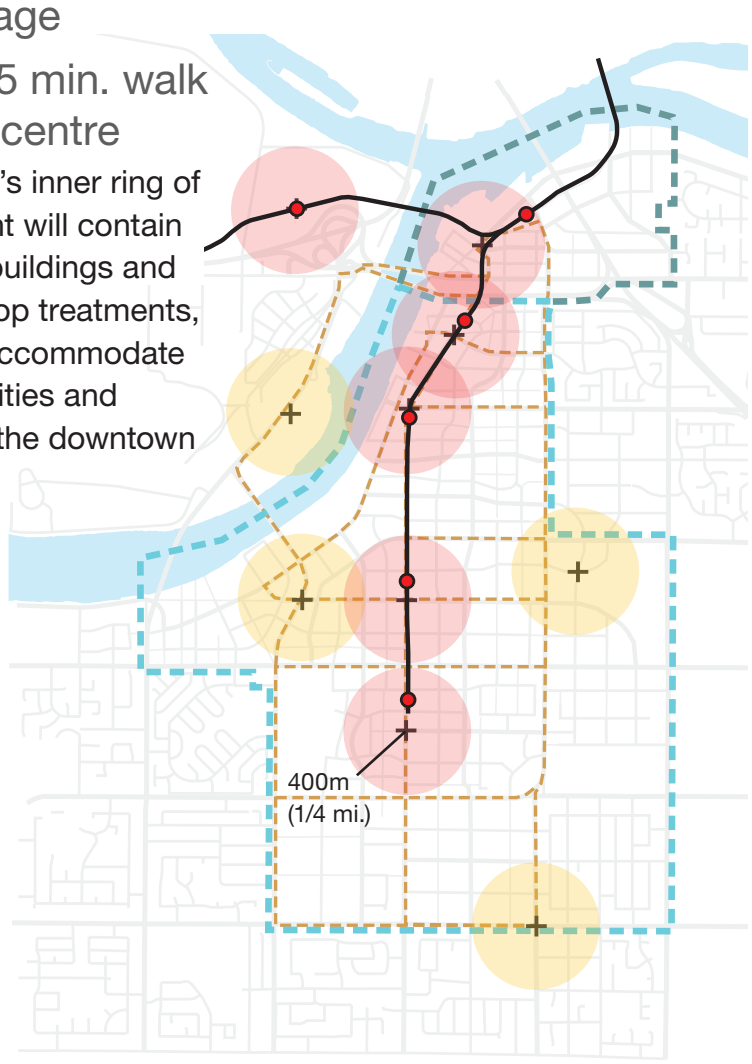
Objective: Provide a framework for a distinctive and appealing urban environment expressive of its individual villages and unique Richmond character.

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

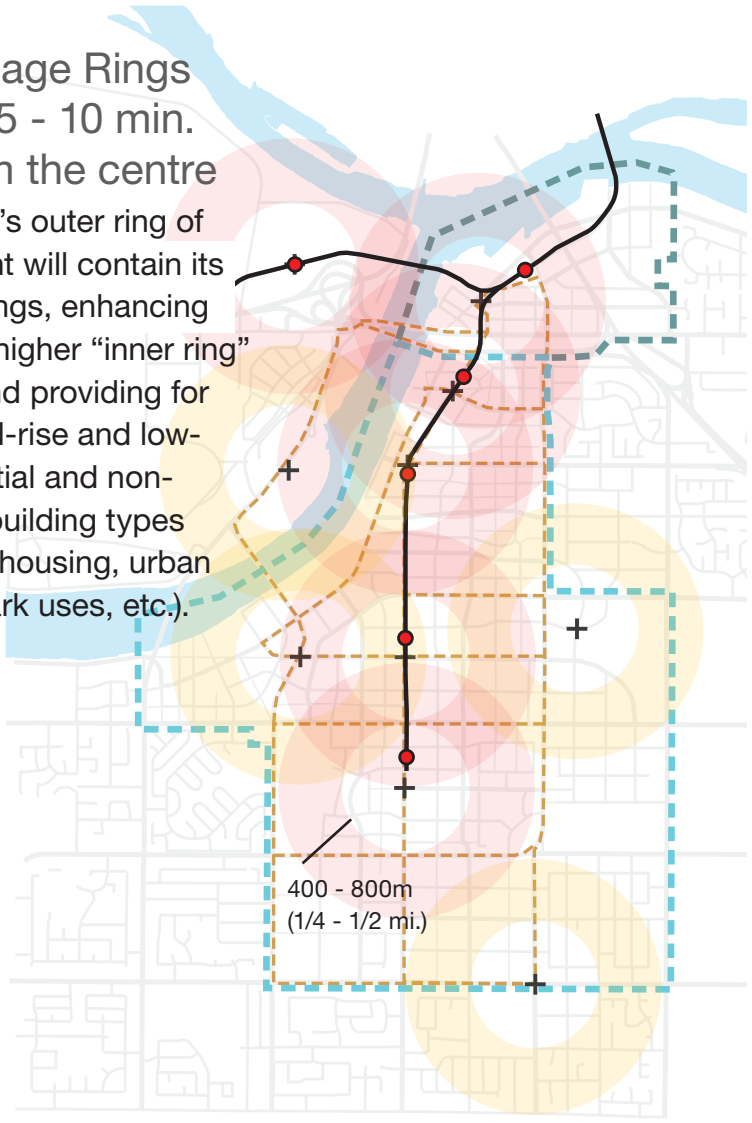
Each village's inner ring of development will contain its highest buildings and varied rooftop treatments, helping to accommodate higher densities and "sculpting" the downtown skyline.



Outer Village Rings

Within a 5 - 10 min. walk from the centre

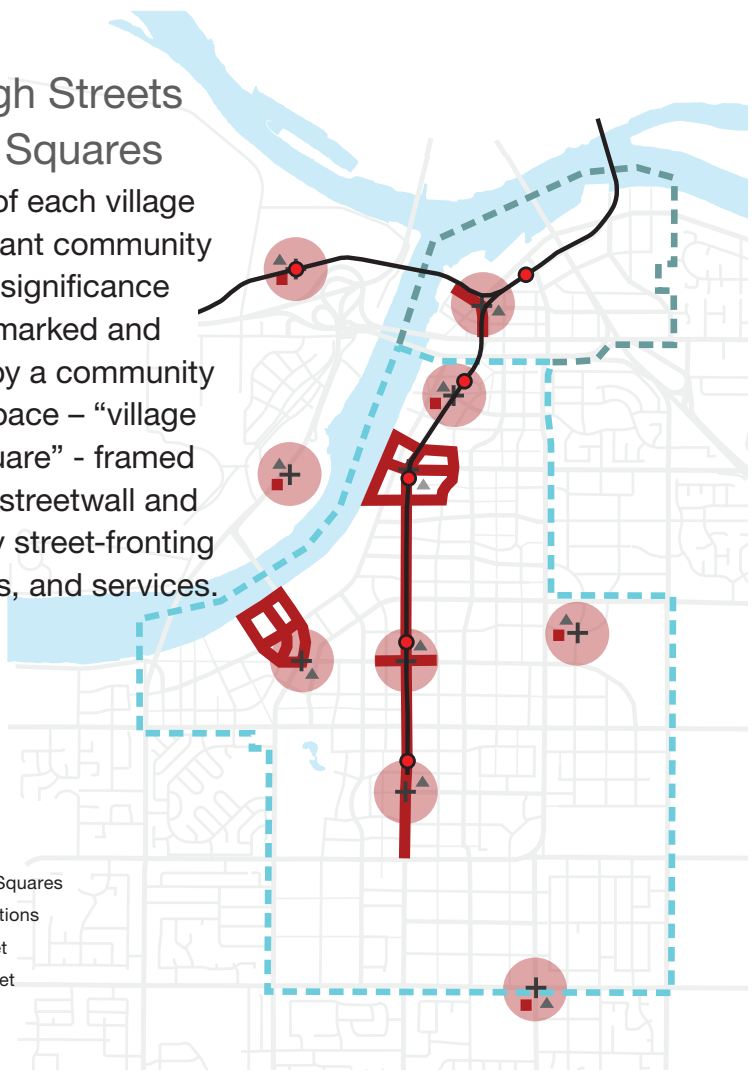
Each village's outer ring of development will contain its lower buildings, enhancing views from higher "inner ring" buildings and providing for a mix of mid-rise and low-rise residential and non-residential building types (e.g., family housing, urban business park uses, etc.).



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

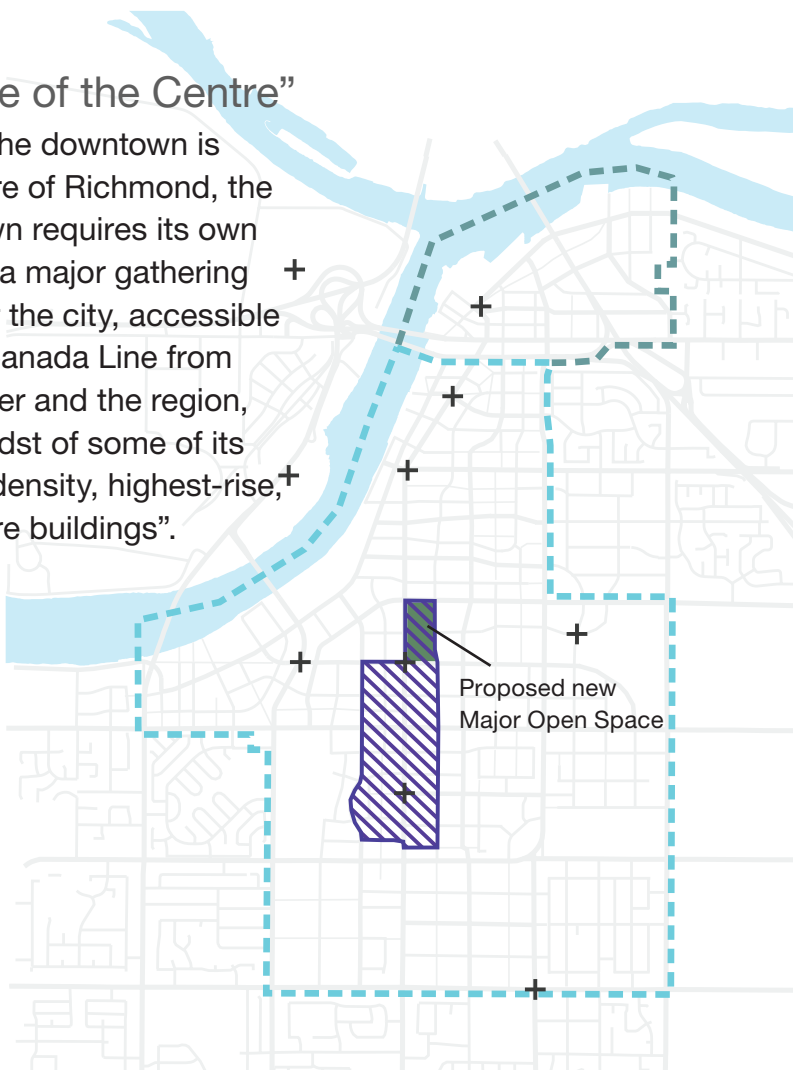
Retail High Streets Plazas & Squares

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".

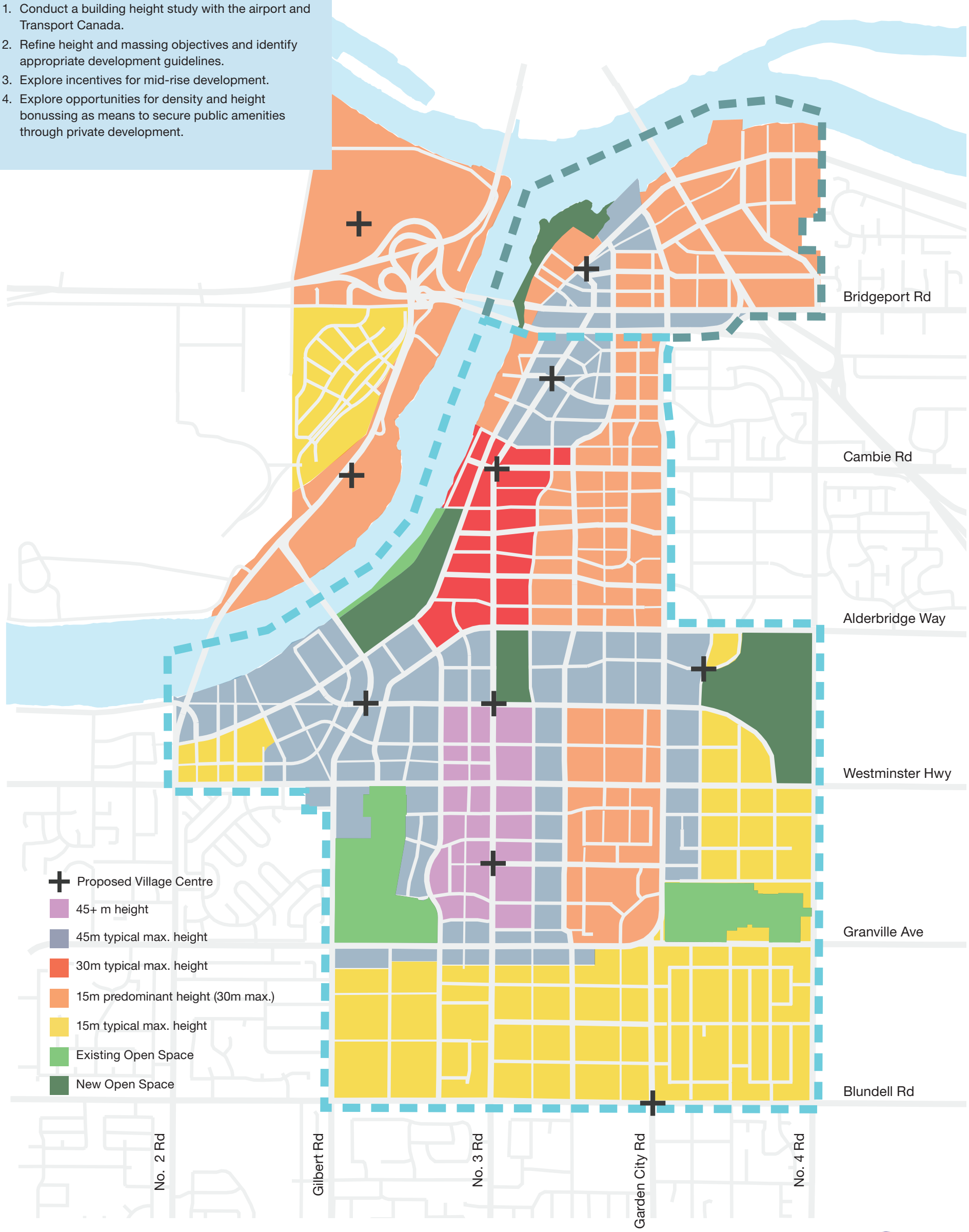


D. Built Form & Urban Design

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

Further Investigation

1. Conduct a building height study with the airport and Transport Canada.
2. Refine height and massing objectives and identify appropriate development guidelines.
3. Explore incentives for mid-rise development.
4. Explore opportunities for density and height bonussing as means to secure public amenities through private development.



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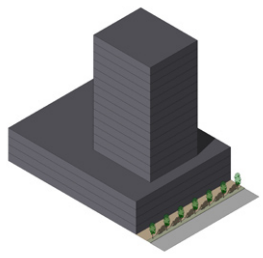
D. Built Form & Urban Design

Built Form

Signature High Rise



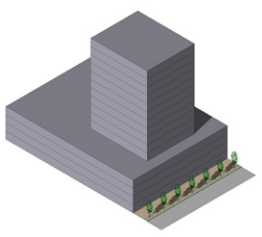
Purpose: To add variety to Richmond's skyline; to help define the "Centre of the Centres"; and to provide for density/height bonussing as a means to secure public amenities.

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



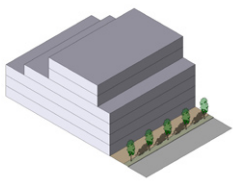
Purpose: To promote dense, compact and, preferably, mixed-use development within Richmond's downtown urban villages

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



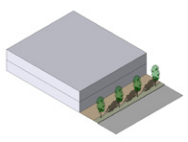
Purpose: To contribute to the transition of low- to high-rise development within urban villages

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

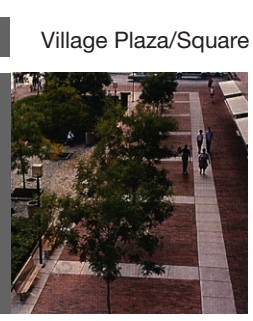
Major Plaza/Square

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

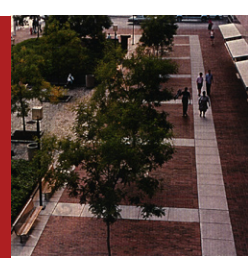
Major High Street

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/Brighouse 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

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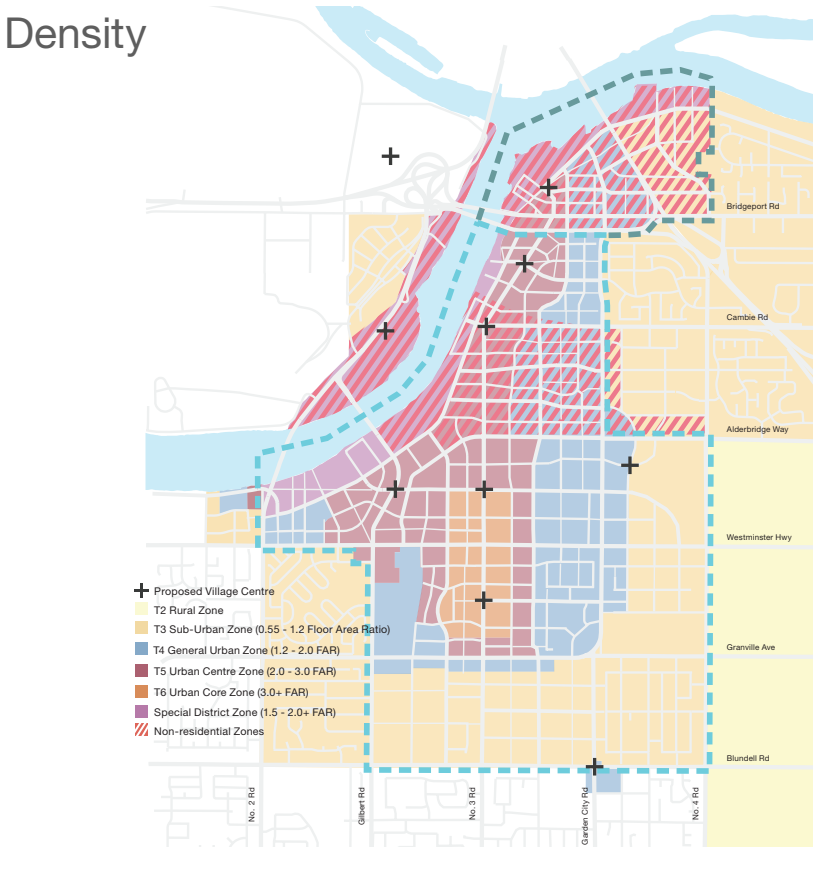
Summary — CCAP Open House 2

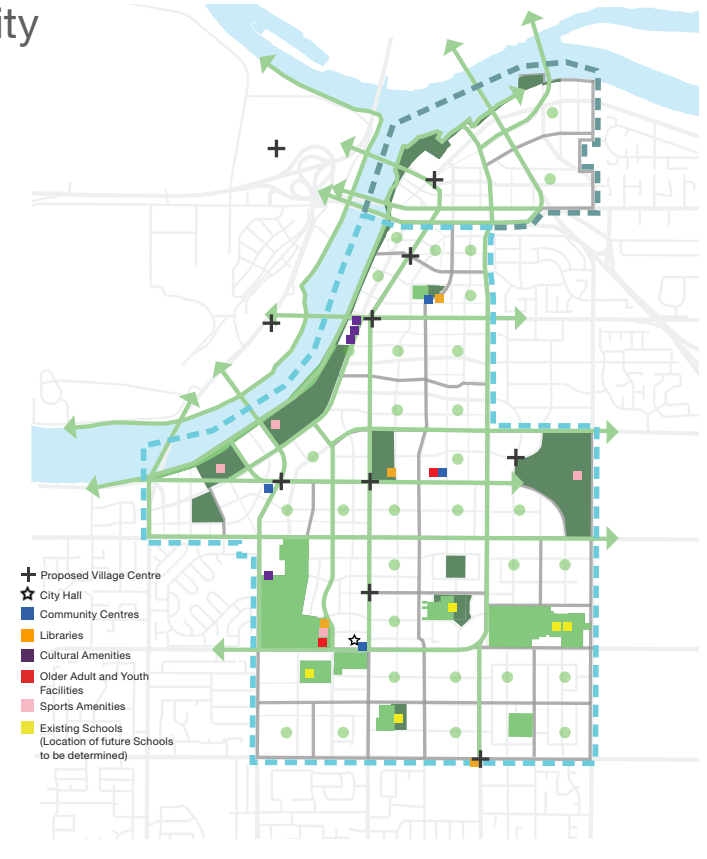
This stage of the CCAP Study confirms the vision, goals, and planning concept proposed in Open House 1, and proposes a new set of objectives as a first step towards a Concept Plan.

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

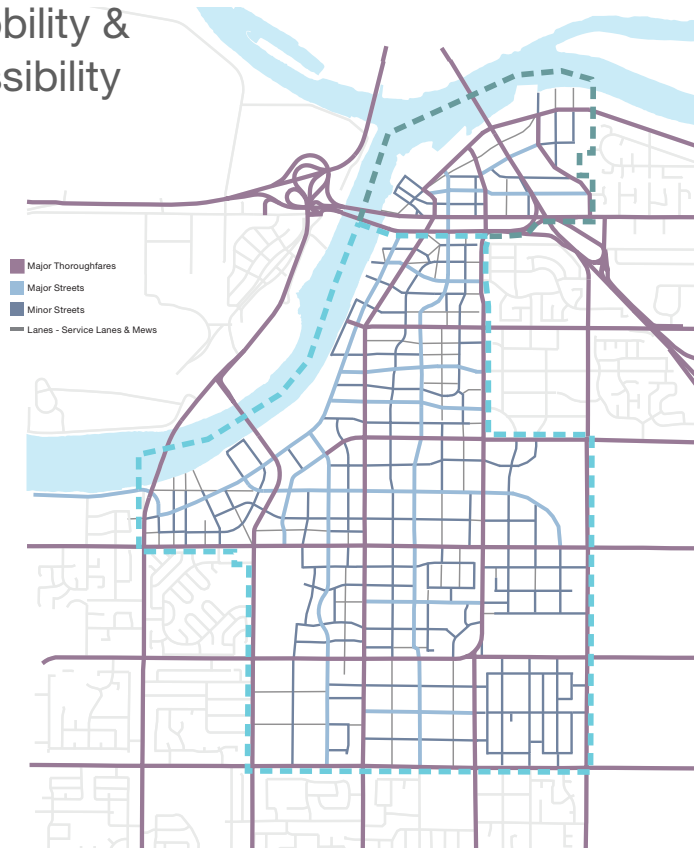
A. Land Use & Density



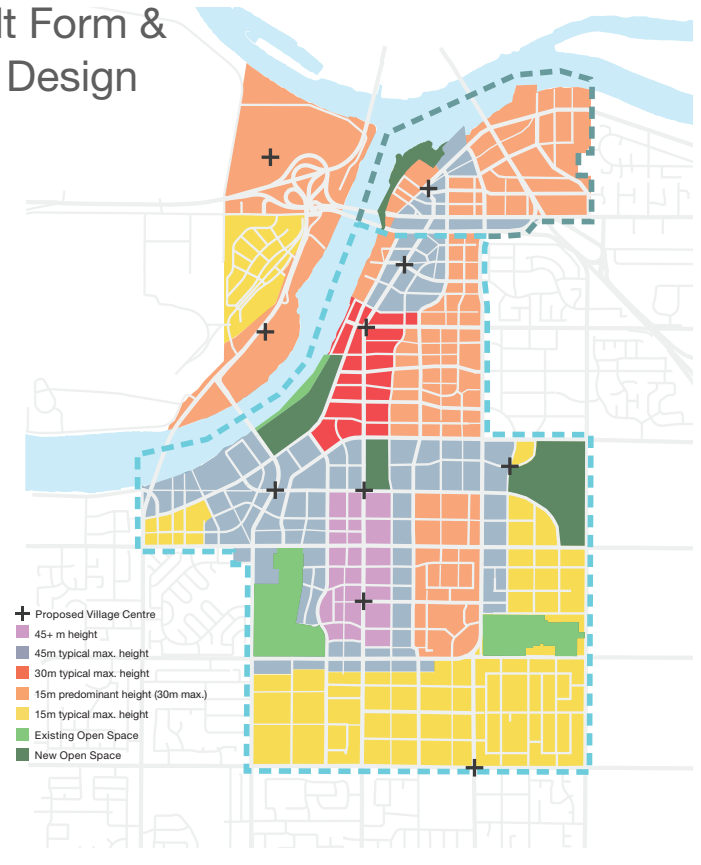
B. Open Space & Amenity



C. Mobility & Accessibility



D. Built Form & Urban Design



E. Infrastructure Management

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

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Comments

Your comments are important to us and will be carefully considered. Please fill out a comment sheet provided and feel free to ask any questions you might have!

Comment Sheet

What are your comments regarding …

Your comments are important to us and will be carefully considered as we move forward with our planning process. Please fill out a Comment Sheet provided and feel free to ask any questions you might have!

Do you Approve or Disapprove?
Approve – Somewhat Approve – Disapprove

1. The study framework regarding **Land Use & Density**? (see boards 7 through 9)
   ① ② ③ ④ ⑤

2. The study framework regarding **Open Space & Amenity**? (see boards 10 through 12)
   ① ② ③ ④ ⑤

3. The study framework regarding **Mobility & Accessibility**? (see boards 13 through 15)
   ① ② ③ ④ ⑤

4. The study framework regarding **Built Form & Urban Design** (see boards 16 through 18)
   ① ② ③ ④ ⑤

Your Name

Your Address (Optional)

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5. Please provide any additional comments regarding the City Centre Area Plan (CCAP) Update.

Thank You. See you in the New Year for our 3rd Public Consultation!

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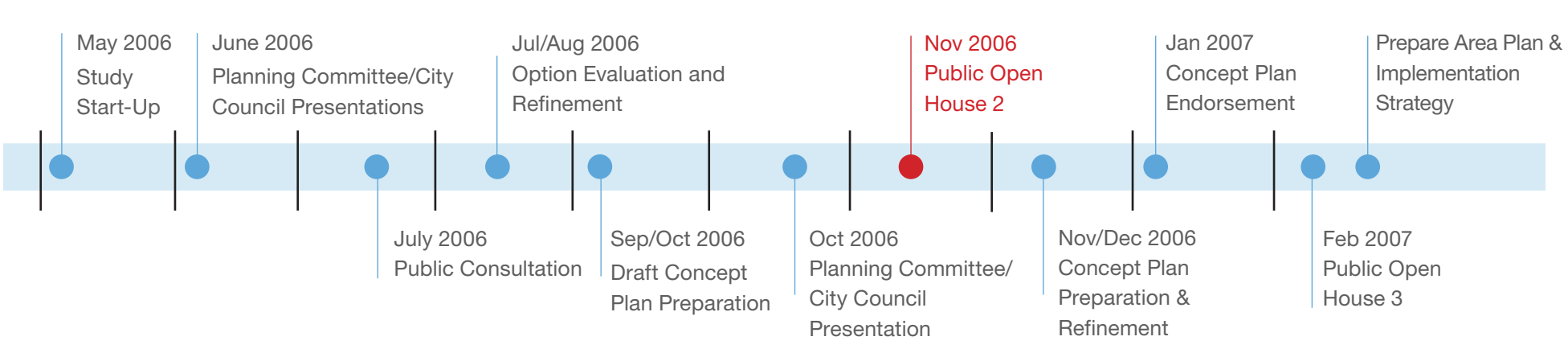
Timeline



Thank You!

We appreciate your feedback! Please join us at our next Public Consultation in February 2007!

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All information is preliminary and conceptual in nature, and is not meant to indicate intended zoning.

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