



City of Richmond

Report to Council

To: Council

Date: May 25, 2004

From: Terry Crowe
Manager, Policy Planning

File: 4045- 01

Re: **REFERRAL - OCP AMENDMENT - CITY OF NEW WESTMINSTER
DESTINATION CASINO AT 350 GIFFORD STREET, NEW WESTMINSTER****Staff Recommendation**

1. That, having received additional information from the City of New Westminster regarding the proposed Destination Casino, at 350 Gifford Street, New Westminster, the City of Richmond continues to strongly oppose the Official Community Plan Amendment Bylaw No. 6920 which would accommodate the casino, due to:
 - (1) A lack of consultation with the adjacent property owners;
 - (2) A lack of consultation with the Hamilton Community Association;
 - (3) Concerns regarding the negative impacts on existing lands uses and traffic.

2. That, prior to a Public Hearing regarding the proposed casino, the City of New Westminster is requested to:
 - (1) Consult with adjacent businesses to ensure that their concerns are adequately addressed, and that there no negative impacts;
 - (2) Consult with the Hamilton Community Association and address their concerns;
 - (3) Traffic Management:
 - (a) expand the Traffic Impact Study to provide more detailed analyses and to quantify the traffic impact on the residential, business and industrial communities in Hamilton,
 - (b) based on this further review, identify appropriate mitigation measures, including traffic management and infrastructure requirements,
 - (c) provide the traffic impact information to the Hamilton community for their awareness and comment;
 - (4) Traffic Safety:
Request the Richmond RCMP Detachment to provide comments on the proposed casino and to identify the requirements for speeding and traffic control enforcement in Hamilton.
 - (5) Provide the City of Richmond with additional information regarding how the above matters have been addressed; and
 - (6) Consult with the City of Richmond to reach acceptable solutions on those matters which affect Richmond.



Terry Crowe

Manager, Policy Planning

May 25, 2004

FOR ORIGINATING DIVISION USE ONLY		
CONCURRENCE OF GENERAL MANAGER <i>Joe Lopez</i>		
REVIEWED BY TAG	YES <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>
REVIEWED BY CAO	YES <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>

Att. 1

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Staff Report

Origin

On May 10, 2004, Richmond City Council considered a staff report on proposed amendments to the City of New Westminster's Official Community Plan (OCP) and Zoning Bylaw to permit a destination casino in the Queensborough neighbourhood.

The City of New Westminster had originally scheduled a Public Hearing on May 17, 2004 to consider the amendments.

The Public Hearing was changed to June 7, 2004 in order to allow additional time for technical reports to be reviewed by the public.

The City of Richmond has:

- received and reviewed additional technical information (e.g., site plans, traffic studies, community consultation) supplied by the City of New Westminster, and
- inspected the proposed casino site.

Comments on the additional information are summarized in this report.

Findings Of Fact

Project Description

There is a conceptual site plan (see **Attachment 1**).

The proposal is to develop a Destination Casino at 350 Gifford Street which includes:

- a 8.2 ha (20.2 acre) site,
- 600 slot machines and 60 gaming tables to serve a regional market,
- approximately 55,740 m² (600,000 ft²) total floorspace,
- a restaurant, sports bar, hotel, and
- approximately 1,750 parking spaces on the subject site.

The Site Context

Location

The proposed site:

- abuts the eastern boundary of Richmond, along Boundary Road, and
- is north of Westminster Highway.

Richmond Adjacent Land Uses

The properties within the City of Richmond that are adjacent to the proposed destination casino site are mainly occupied by Tree Island Industries.

Richmond OCP and Zoning Designations

In Richmond, the adjacent properties are:

- designated in the Richmond OCP as "Business and Industry", and
- zoned "Heavy Industrial District (I1)".

In New Westminster, there are heavy industrial uses and lumber yards (e.g., Weyerhaeuser) located east of the proposed site.

Consultation

Queensborough

- New Westminster requested the proponent (Gateway Casinos) to consult with the public. Two Public Open Houses were held during March 2004. The Queensborough Residents' Association were directly consulted in an additional meeting.
- From the open houses, the public raised questions about the details of the proposal, traffic, parking, bike trails, parks, community safety, crime, policing, building height, geotechnical and property values.
- Gateway's summary report indicates no major public concerns.

Hamilton

- The City of New Westminster advises that Gateway Casinos had distributed flyers to surrounding residential areas in Richmond and New Westminster to inform residents of the open houses. Display ads were also printed in the local Richmond and New Westminster newspapers.
- It is still not clear if any Hamilton Area residents attended the open houses or raised any specific concerns about the proposal.

Site Inspection

On May 20, 2004, Richmond staff inspected the proposed site and adjacent properties.

Noise

The existing Tree Island Industries use generates a fair amount of noise due to their normal industrial operations. (This is also true for the lumber business to the east of the proposed site).

Richmond Servicing Concerns

New Westminster advises that it will not require any connections to Richmond's central water, sewer or storm drainage systems.

Analysis

Consultation

It is still not clear if the Hamilton Community Association has been consulted.

Economic Development and Land Use Concerns

There is a potential conflict between the existing adjacent heavy industrial land uses (e.g., Tree Industries) and the proposed casino.

These potential conflicts include:

- noise, which currently emits from the existing heavy industries west of the proposed casino, and
- possible odour, vibration and dust from the existing uses.

It is important that all proposed land uses (e.g., casino) which are adjacent to the existing industrial and other uses be compatible to avoid nuisance and complaints, and thus, avoid jeopardizing the economic viability of existing uses.

These concerns must be addressed as Richmond needs viable industries and employment which are not adversely affected by new incompatible uses.

Transportation Comments

On May 14, 2004, the City received from the City of New Westminster the *Traffic Impact & Parking Assessment* and the *Transportation Plan* reports for the above OCP Amendment.

Richmond Transportation Department reviewed these documents and offers the following traffic-related comments:

- *Increased Traffic Volumes Generated by the Proposed Casino*
 - The existing afternoon peak traffic volume was reported at approximately 900 vehicles per hour on Westminster Highway at Boundary Road.
 - The proposed Casino is projected to increase traffic volume significantly by close to 400 vehicles per hour (44%) at this location.
- *Infrastructure Requirements to Mitigate Impact of the Proposed Casino*
 - The significant traffic volume increase would require traffic management and road infrastructure improvements to address various traffic operations and safety issues (including speeding, general traffic, pedestrian and cycling safety concerns) in this section of Westminster Highway within Richmond.
 - These issues have not been addressed in the traffic study.
- *Increased Policing Costs for Speed and Traffic Control Enforcement*
 - Due to the nature of peak use of the proposed Casino (pm peak hours and evening hours), there would be a potential of increased speeding and incidents of other traffic regulation offences by the Casino generated traffic.
 - These traffic violations would result in increased requirements for speed and traffic control enforcement by the Richmond RCMP detachment.
- *Impact on the Amenities and Character of the Neighbourhood*
 - Hamilton is located adjacent to the proposed Casino.
 - There is an elementary school, community centre, playground, parks, cycling and recreational trails, and other amenities in the area.
 - The liveability and character of this neighbourhood would be adversely affected by the accelerated increase in through traffic activities.
- *Impact on Adjacent Businesses and Industries*
 - There are a number of viable businesses and industries in Hamilton.

- These establishments would be affected by the sudden and significant traffic volume increase generated by the proposed Casino, both in terms of site access and operational efficiency.
- Impact on Planned Improvements to Highway 91A
 - Westminster Highway provides the only access to Hamilton and is currently used as a shortcutting route to Queensborough.
 - The Howe Street Interchange project was intended to improve the operations of Highway 91A. It is expected that the improved interchange would reduce shortcutting traffic through Hamilton.
 - The proposed Casino would erode the benefits of these planned improvements by adding a significant traffic volume back onto Westminster Highway.
- Public Consultation
 - There is no evidence in the traffic study to show that the Hamilton neighbourhood (including residential, businesses and industrial communities) has been consulted on the proposed Casino, particularly related to traffic concerns.

Transportation Recommendations

Based on the review of the traffic study reports provided by the City of New Westminster, the Richmond Transportation Department remains very concerned with the traffic impact related to the proposed Casino.

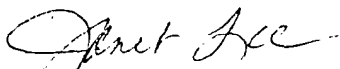
It is recommended that the following actions be undertaken by the City of New Westminster to allow Richmond staff to conduct a full assessment of the traffic impact of the proposed casino:

- Traffic Management
 - the Traffic Impact study be expanded to provide more detailed analyses and to quantify the traffic impact on the residential, business and industrial communities in Hamilton,
 - based on this further review, appropriate mitigation measures be identified, including traffic management and infrastructure requirements,
- Consultation
 - the traffic impact information be provided to the Hamilton community (e.g., residential, businesses and industrial property owners) for their awareness and comment,
- Traffic Safety
 - the Richmond RCMP detachment be requested to provide comments on the proposed Casino and to identify the requirements for speeding and traffic control enforcement in Hamilton.

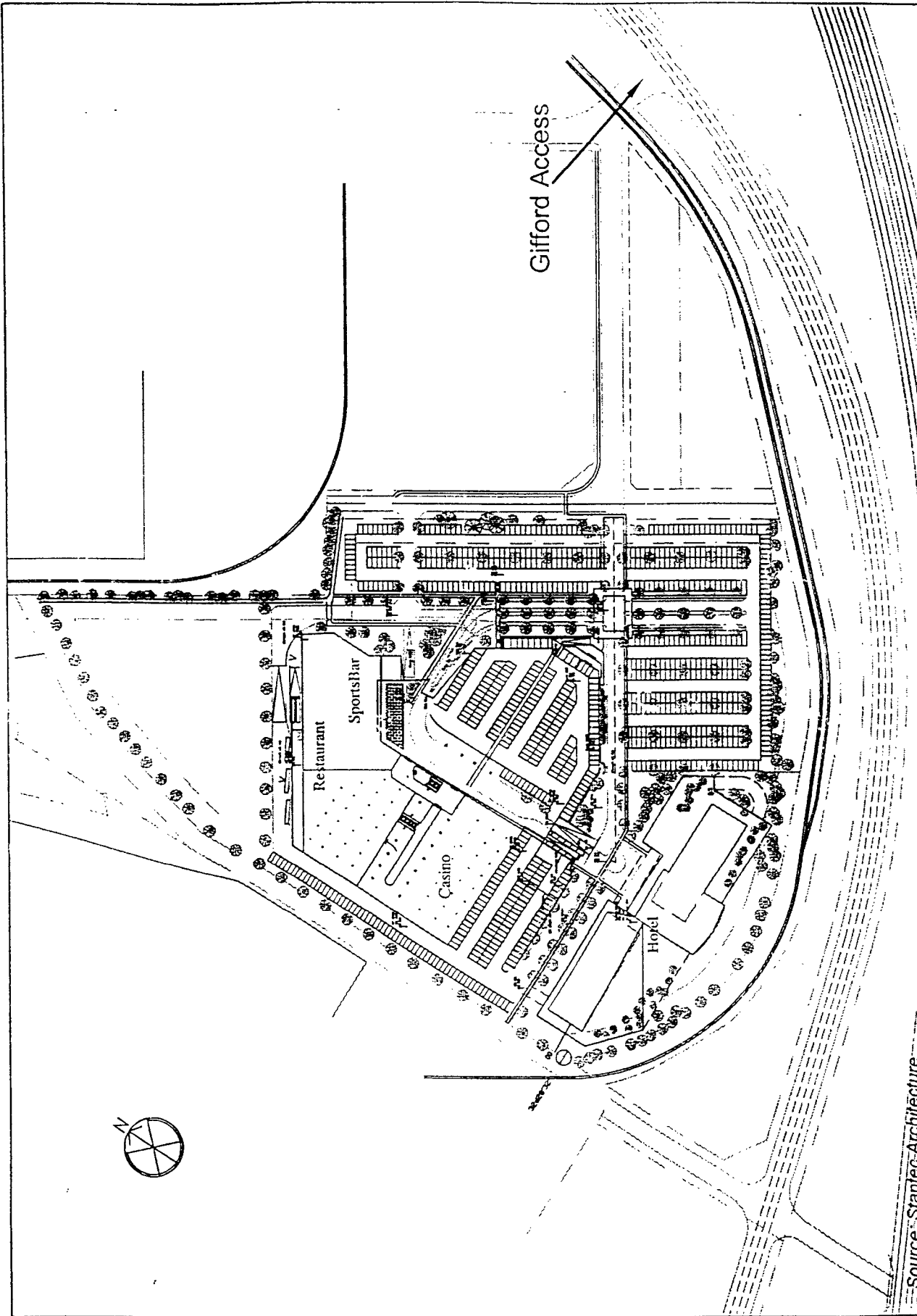
Financial Impact - None.

Conclusion

- Richmond continues to have concerns regarding the proposed casino.
- Richmond recommends additional work and consultation before the Public Hearing on this matter is held.



Janet Lee, Planner 2, (4108)
JL:cas



Source: Stantec Architecture

B U N T
& ASSOCIATES

Conceptual Site Plan
Gateway Queensborough Casino Project Transportation Plan

Exhibit

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June 2004

SUMMARY OF
Housekeeping And Minor Policy Amendments
Phase One Official Community Plan Review
By
The City Of New Westminster

The following list identifies changes made to the *Official Community Plan* during Phase One of the OCP review. Minor policy changes are separated out at the end of each section:

a) *Throughout the Document*

- Replace Municipal Act with Local Government Act
- Replace Simon Fraser Health Region with Fraser Health Authority
- Update references to dates and time frames (e.g. change “over the past five years” to “over the past 10 years”)
- Update progress on some goals and policies on which action has taken place (e.g. change “endorse FREMP Plan” to “continue to support FREMP plan”)
- Update statistics and projections where information is available
- Insert source references for statistics used, where available
- Update references to Provincial and Federal ministries
- Amend phrasing for parallelism among policies and priorities (e.g. “ensuring”, “continuing”)

b) *Introduction*

- Include reference to planning for and experiencing growth in emerging industries (e.g. film, telecommunications) (p. 5)
- Refer to educational institutions that have located in New Westminster since 1998 (p. 5)
- Removed list of background reports and directed those interested to review the List of Supporting Documents in the Appendix (p. 6)
- Insert description of 2003 OCP Update process (p. 8)
- Insert phrase to discuss how minor or project-specific amendments can be made without a full-scale review process (p. 8)
- Expand the description of the Livable Region Strategic Plan and include explanation of the Sustainable Region Initiative in the Regional Context Statement (p. 9)

- Deleted reference to City bylaws which protect trees as these bylaws do not exist
 - Amend transportation recommendations to reflect Millennium Line expansion and changes to Regional transportation planning (e.g. undetermined rapid transit mode to north east sector) (p. 12)
 - Expand discussion on Regional approach to improving transportation choice under the LRSP (p. 15)
 - Clarify the link between land use planning and use of alternate transportation (p. 15)
 - Maps showing City's statistical areas and geographical sectors for community design charettes have been relocated to the appendices
- Insert policy to continue to encourage transit-oriented development around the City's five SkyTrain stations (p. 12)
 - Clarify City intent with respect to reviewing moratorium on stratification (p. 12)
 - Expand on economic development policies to include support for existing businesses as a source of local employment (p.13)
 - Include review of off-street parking requirements for office uses as a policy related to increasing transportation choice (p. 16)

c) *Population and Growth Management*

- Update statistics and projections based on available 2001 Census data
 - Amended the description of available land in the City to state, "Since most of the land in New Westminster *outside of Queensborough* is occupied" (p. 23)
 - Amended title "Growth Management Options – 1998-2008" to reflect relevancy of options at present to 2008
 - Deleted reference to development permit areas outlining the City's expectations regarding future growth as these sections are meant to address design, rather than land use considerations (p. 25)
 - Explain that growth management options are not meant to be prescriptive, but rather to identify areas of growth deemed suitable by the community (p. 25)
 - Deleted reference to townhouses and low rise condominiums as examples of housing types for the Lower Twelfth Street growth management option as future housing types will be determined as part of the Lower Twelfth Street Study currently underway (p. 25)
 - Include discussion of progress made on growth management options (p. 26)
- Amend discussion of the construction of light rail transit line in 2008 to describe the Millennium Line expansion, continue City support for transportation improvements (in particular a rapid connection between

New Westminster to Coquitlam) and efficient land use planning around SkyTrain stations (p. 24 and 25)

- Inserted Woodlands as a growth management option for 1998- 2008 (p. 25)
- Deleted statement that “the boundaries of single detached areas with high traffic volumes could be intensified to multi-family densities” because some of these arterials are designated for additional traffic flow in the future and would not be livable areas for residential growth

d) Community and Social Issues

- Include statistical information on urban aboriginal population (p. 31)
 - Include discussion of the Healthy and Sustainable Indicators Project (p. 31)
 - Update information on integrated approach to neighbourhood livability issues (e.g. IST) (p. 32)
 - Update description of firehall redevelopment process (p. 33)
 - Identify City responsibilities with respect to social planning (p. 33)
 - Update discussion regarding the percentage of rented and owned housing in New Westminster, to reflect the shift toward a more even balance (p. 34)
 - Expand discussion on the Youth Centre and the Youth Facility Study (p. 34)
 - Original maps showing potentially hazardous and environmentally sensitive lands have been integrated into a single map (Map 5)
- Identify City responsibilities with respect to social planning (p. 33)
 - Include policy to continue to support Sister Cities program, in order to advance cultural diversity (p. 36)
 - Include policy to strengthen City role in provision of adequate child care facilities for local residents (p. 37)
 - Remove policy for City to liaise with School Board regarding the creation of a youth facility, as this has been completed (p. 37)

e) Housing

- Rework section on neighbourhood mobility to reflect recent Census data which shows a decrease in neighbourhood mobility over the past five years (62 percent to 54 percent) (p. 45)
- Update discussion regarding the percentage of rented and owned housing in New Westminster, to reflect a shift toward a more even balance (p. 46)
- Include discussion of Secondary Suites Program (p. 45)
- Remove “by encouraging renters to become owners” from the policy that states “promote a healthy balance of rented and owned housing units in the City” as the suggested method is restrictive (i.e. there are many practical ways to encourage this type of healthy housing balance) (p. 46)

- Include tenure as a variable in policies related to providing a range of housing choices suitable to the community (p. 47)
 - Delete reference to making available the City's Housing Strategy policies as many of these have been distributed, implemented or amended
 - Include independent and assisted living units among potential seniors' housing types and stress safety, security and affordability (p. 48)
 - Expand list of groups whose housing needs require special consideration (e.g. those at risk of homelessness, people recovering from substance abuse or fleeing abusive situations) (p. 49)
- Amend policy regarding secondary suites to refer to continued City action and assistance (p. 47)
 - Include policy to encourage housing development under innovative zoning developed to encourage compact, ground-oriented development (p. 47)
 - Include policy to encourage the development of innovative seniors housing types including independent and assisted living units that provide safe and secure housing (p. 48)
 - Change policy to provide annual updates to Council regarding the adequacy of New Westminster's housing stock in meeting the needs of local residents to state "regular updates" (p. 47)
 - Remove policy to explore the use of housing agreements for the creation of non-market housing, as it was not deemed necessary to reference the specific tool
 - Delete policy to examine the creation of a senior's housing fund, as this policy has been achieved (note: continued support for this initiative is included in policies to support the efforts of non-profit housing groups)
 - Insert a policy to encourage proponents to provide non-market housing (p. 49)
 - Amend policy regarding legal provision of secondary suites to reflect the fact that suites can be created outright (i.e. do not require provision of amenity to the City, other than the suite, as was stated in the policy) (p. 49)

f) *Parks*

- Include references to new parks created or soon to be created (e.g. Sapperton Landing, Doman site, Glenbrooke Ravine) (p. 51)
- Include reference to completed and planned greenway improvements (e.g. Millennium Trail, Crosstown Greenway) (p. 51 and 52)
- Report that Hume Park to Braid Street section of the Brunette Fraser Greenway will be completed by June 2003 (p. 51)
- Include reference to the *Parks and Recreation Master Plan* (p. 51)
- Expand discussion of public riverfront access to describe Doman stormwater retention project and state that the City will continue to acquire public waterfront access (p. 52)

- Re-work policy/description regarding the Brunette Creek Corridor to reflect recreational and conservation objectives, and suggest possible methods for balancing competing interests (p. 52)
- Amend policy to support continued development of the Woodlands site as a park; indicate the parks and public amenities agreed to on the site (p. 51)
- Remove policy to acquire and develop park space at Terry Hughes/Glenview and retain policy to continue to work to develop park space at Port Royal and Thompson's landing as these amenities are still in process
- Amend policy regarding integrating school and park facilities to "as opportunities arise" instead of "as expansions occur" so as not to limit opportunities(p. 53)
- Include policy to balance recreation and conservation activities in sensitive environmental areas (p. 54)
- Include policy to support information campaigns to raise community awareness of human impacts on the City's sensitive environments (e.g. streamside areas) (p. 54)
- Amend policy regarding high quality landscaping to involve consideration of energy and water consumption and maintenance requirements (p. 54)
- Amend policy to conduct a greenway study for the City to continue the implementation of the *Trail and Greenway Master Plan* which was the result of this study
- Amend policy to consider a pedestrian link across Stewardson Way to the waterfront to consider pedestrians to the waterfront (p. 54)
- Insert policy to encourage new development to be connected to the City's greenway system (p. 54)
- Include policy for the City to remain involved in developing the Brunette Fraser Greenway, the B.C. Parkway and the Central Valley Greenway (p. 54)
- Include policy to continue exploring improved pedestrian access over the Queensborough Bridge (p. 54)

g) *Environment and the Riverfront*

- Update description of automobile emissions and air quality to reflect current statistics and understandings (p. 59)
- Include discussion of federal and provincial funding for sustainable infrastructure development, in recognition of municipal influence over environmental quality (p. 59)
- Replace references to the Fraser River Harbour Commission with the Fraser River Port Authority (p. 62)
- Amend reference to implementation of Zoning Bylaw floodplain regulations in Queensborough to implementation of floodplain regulations as required to reflect that these regulations are Provincial and apply to other parts of the City in addition to Queensborough (p. 63)

- Expand energy efficiency discussion to include other resource efficiencies and describe green buildings and their positive environmental and human health effects (p. 60-61)
- Amend discussion of the *Liquid Waste Management Plan* to reflect its completed status, Council endorsement and its role as a guiding policy document for the City (p. 62)
- Include reference to working towards the implementation of the green streets initiative in Queensborough and participating in Translink's 10-Year Transportation Outlook under the section on enhancing air quality in New Westminster (p. 61)
- Remove policy to direct runoff away from waterways and replace with policy to encourage the use of best environmental management practices for stormwater management and runoff control (p. 62)
- Remove policy regarding protection of Glenbrooke Ravine as a park, as negotiations for this policy have been completed
- Amend policy regarding Brunette Creek corridor preservation to make reference to three key themes of the *Brunette Basin Watershed Plan*(p. 62)

h) *Heritage*

- Update number of museums in the City
- Remove reference to zoning initiative to retain existing corner stores in residential neighbourhoods
- Include reference to the City's museum feasibility study (p. 67)
- Included policy to support Community Heritage Commission initiatives to ensure new street names and development projects reflect the City's historic and natural character (p. 69)
- Amend policy regarding relocation of heritage structures to include the salvage of building materials if building retention is not feasible (p. 70)

i) *Commercial Revitalization and the Economy*

- Insert mention of City's investment in the downtown through the relocation of the City services (e.g. Police Services building) and the financial incentives program (p. 71)
- Include reference to Twelfth Street Beautification and Livability Project (p. 71)
- Include reference to finance, insurance and real estate (FIRE) as potential growth area (p. 71)
- Update discussion of jobs to employable adults and include discussion of the integrated regional economy (p.71)
- Insert map of commuter destinations based on Census 2001 data (p. 72)
- Remove reference to Upper Twelfth Street as having an antique focus (p. 73)
- Reference educational concentration in the Downtown (p. 73)

- Provide greater detail on New Westminster's potential attractiveness for heritage and cultural tourism (p. 73)
 - Rework description of filming in New Westminster to reflect it's growing contribution to the local economy (p. 73)
 - Update number of New Westminster residents working from home (p.73)
 - Include summary of *High Tech Study* findings regarding New Westminster's strengths for high tech development (p. 73)
- Clarify City role in economic development as being to undertake policy and projects to retain existing business and attract new enterprises (p. 71)
 - Amend discussion of local commercial services to include the more regional focus of the Queensborough large format retail development (p. 72)
 - Amend policy to streamline business license application process as policy has already been implemented (p. 73)
- j) *Industrial Activity and the Economy*
- Clarify factors affecting industrial viability (e.g. land availability, suitability (e.g. adequate access, parcel sizes, segregation from other types of uses) and price) (p. 79)
 - Update industrial land use statistics (p. 79) (Note small increase in industrial floor space in Brunette Creek)
 - Expand discussion of heavy industrial uses in the City, highlighting the major firms and their continued importance as part of a diverse economy (p. 80)
 - Insert description of manufacturing specialization among local industrial uses based on recent available statistics (p. 80)
 - Delete reference to recent capital reinvestment by Labatt's as is no longer a relevant example
 - Replace reference to commitment to jobs to employable adults ratio which is mentioned in numerous other sections, with statistics on New Westminster residents employed in manufacturing, construction, wholesale and retail trades (p. 81)
 - Replace references to Sapperton industrial area with Brunette Creek industrial area, in light of neighbourhood boundaries and the recently completed *Brunette Creek Neighbourhood Plan*
- Remove reference to Tree-Island bridge as it is no longer the approach being considered to alleviate traffic on the Queensborough Bridge. A description is provided about general goods movement goals. (p.80)
 - Remove reference to "possible connection onto Columbia Street in the vicinity of Cumberland Street" as this is not a priority and is not likely compatible with either the North Fraser Perimeter Road or the proposed pedestrian/bike overpass (p. 80)

- Replace reference to the City's Economic Development Strategy which was never adopted, with "the City's ongoing economic development initiatives" (p. 82)
- Insert policy to facilitate public private partnerships (P3s) where the interests of the public are protected and advanced (p. 83)

k) Urban Design

- Inserted reference to community participation in development approval process over the last five years as an indication of the importance of urban design to New Westminster residents (p. 85)
 - Removed Map UD1: View Points and Corridors
 - Expand discussion of features at the entrances of neighbourhoods and shopping areas to include signage that reflects the history and character of the residential and commercial area while providing greater clarity for visitors and customers to key destinations in the City (p. 85)
-
- Insert goal to encourage accessible architectural and environmental design (p. 86)
 - Include goal to encourage residential design sympathetic to the surrounding natural and built environments (p. 86)
 - Insert retaining trees or planting new ones as examples of actions to enhance natural environment during residential construction (p. 87)
 - Include guideline to strongly encourage that residential development is compatible with heritage neighbourhood character (p. 87)
 - Insert guideline to strongly encourage that in the case of redevelopment, the design of new residential development is of equal to or higher quality than the structure to be demolished (p. 87)
 - Amend parking guideline to incorporate parking be accessed from a lane, where possible (p. 87)

l) Institutional Facilities and Community Services

- Delete 1991-1994 statistics which are not available for updating
- Update statistics regarding institutional businesses and institutional floor space in New Westminster by neighbourhood (see Chart 2.10.1, p. 89)
- Insert census data about local residents employed in educational and health services (p. 89)
- Include discussion of the economic importance of industry clustering and secondary industries related to health care and education (p. 89)
- Insert sentence stating 7 of the top 10 employers in the city are institutional uses (p. 89)
- Amend discussion of future school construction to include Provincial commitment in the 2003-06 Capital Plan to a west side middle school and renovation/replacement of New Westminster Secondary School (p. 90)
- Remove previous discussion of school expansion projects as priorities have shifted based on Provincial funding (p. 90)

- Include the sale of the Woodlands site as an example of a shift toward the privatization of existing buildings/properties by senior governments (p. 90)
 - Insert estimate for number of enrolled students in 2010, based on rates of growth over the past 7 years.
 - Insert reference to the introduction of middle schools to the district and the development of the Glenbrooke and Queensborough middle schools, with a middle school anticipated for the west side of the City (p. 90)
 - Include reference to City providing enhancements to Glenbrooke and Queensborough middle schools (p. 90)
 - Include reference to new Mercer Stadium artificial turf field (p. 92)
 - Update discussion of Douglas College to include current statistics, discussion of importance of international students, expansion plans (p. 90-91)
 - Include discussion of Justice Institute and West Coast College of Massage Therapy as significant educational facilities (p. 91)
 - Include sentence regarding high usage of parks and recreation facilities and programs (p. 92)
 - Update discussion of future health care needs in the region; did not include projected bed numbers as these are currently unavailable (p. 91)
 - Amend discussion regarding regulations for social agencies and community care facilities to include all Provincial, regional and local requirements as the *Community Care Facilities Act* no longer covers all these types of uses (p. 93)
- Delete reference to City's commitment to maintaining jobs to employable adult ratio as it is referenced numerous times elsewhere in the document (p. 90)
 - Delete reference to need for new school spaces prior to 2001 as many of these spaces have been created and the projections are now outdated (p. 90)

m) *Transportation*

- State that is congested provincial highways, regional roads and inadequate support for transportation alternatives that overwhelm the existing transportation system (p. 97)
- Update names, dates and statistics, as available
- Refer to Translink's pilot program to allow bicycles on SkyTrains during off-peak times as well as ongoing upgrades to buses to include bicycle racks (p. 100)
- Include reference to the City's new Transportation Model (p. 104)
- Include reference to the Queensborough Bridgehead/Highway 91A project (p. 104)
- Refer to priority of pedestrian/cyclist safety on Queensborough Bridge (p. 104)

- Clarify definition of capacity of arterial streets to accommodate vehicles (p. 105)
 - Refer to the Braid, Sapperton and Proposed Woodlands SkyTrain stations as providing opportunities for redevelopment that is supportive of City growth management objectives (p. 107)
 - Remove reference to Stormont Connector on all maps as modelling has shown this transportation improvement would not have a positive impact on the City
 - Revise expected completion date of rail transit between Downtown New Westminster and Coquitlam Town Centre from 2008 to 2013
 - Amend discussion of grade separation of the railway in the Brunette Creek industrial area to include “if this can be accomplished in a way that it does not impose significant impacts”
 - Delete discussion of emergency access routes in the City as these are already summarized in the document
 - Amend discussion of Residents’ Associations and City Departments working together to develop a procedure for the development of traffic calming in their neighbourhoods to reflect that this process has already been developed (p. 105)
 - Delete references to specific types of future land uses around SkyTrain stations as these land uses will be determined as part of the ongoing Station Area Visions study (p. 107)
 - Remove “Hybrid” from “Hybrid Bicycle Lanes” in the Bicycle Network Concept Map as implementation details have yet to be determined (p. 109)
- Include policy that major projects should ensure adequate facilities to accommodate the needs of pedestrians, cyclists, and transit users (p. 101)
 - Updated existing policies to reflect completed items (e.g. the City has conducted a Trail and Greenways plan and have completed some implementation items) (p. 101)
 - Include policy to explore additional pedestrian/bicycle bridges to provide comfortable crossings of busy arterial routes (p. 102)
 - Include policy to promote the development of the Braid SkyTrain station as an intermodal transportation facility (p. 102)
 - Include policy to promote reduced fares on looped transit routes that run primarily within the City (p. 103)
 - Remove reference to “possible connection onto Columbia Street in the vicinity of Cumberland Street” as this is not a priority and is not likely compatible with either the North Fraser Perimeter Road or the proposed pedestrian/bike overpass (p. 103)
 - Clarify City’s policy with respect to Translink’s Major Road Network (i.e. agreement on all route designations except Twelfth Street and Columbia Street East) (p. 104)
 - Include reference to existing Council policy to defer approval of regional road connections or network modifications until the Province and Translink have completed and adopted a comprehensive, long-range

- regional road network plan to the City's satisfaction indicating detailed corridor plans and alignments, project prioritization and the funding sources that would be applied for the completion of the plan (p. 104)
- Include policy stating that the use of more than four through-lanes on arterial streets in the City should not be encouraged (p. 105)
 - Include policy that funding commitments for comprehensive mitigation measures should be in place as a separate project budget before any approvals of new or modified regional roads are considered by the City (p. 105)
 - Include policy that a full public consultation program should be undertaken for major transportation projects by the project proponent in consultation with the City at the conceptual, preliminary and detailed design phases of the project (p. 105)
 - Include policy that opportunities to reuse, enhance, and mode-prioritize existing infrastructure within the City should be fully exploited before the addition of new infrastructure is considered (p. 106)
 - Clarify policy on phased spending for transportation projects. On major projects, when one phase could create a bottleneck elsewhere in the City, a full corridor implementation program should be required before the project proceeds (p. 106)
 - Include policy to have independent modeling study completed when there are questions about the short- and medium-term impacts of a project on the City (p. 106)
 - Clarify that land uses around the SkyTrains should be intensified in accordance with the to-be-completed Station Area Visions (p. 106)
 - Include policy to work with the Province and Translink to determine the feasibility of proposed SkyTrain stations on Stewardson Way and on Columbia Street at Woodlands (p. 107)
 - Include policy that major projects should be subject to a Multiple Accounts Evaluation (MAE) by the City using a variety of OCP-based evaluation accounts, to determine if there is a benefit to the City (p. 107)
 - Include policy to apply conditions to the configuration and number of lanes for a new regional road facility to ensure that the facility is in the best interests of the City. This policy outlines specific conditions previously established in Council policy (p. 107)
 - Delete discussion of supporting individual transportation plans and policies with "support inter-municipal, regional, provincial and federal transportation plans and policies where these are consistent with City policies and provide a net benefit to the City" (p. 106)
 - Delete reference to encouraging the development of the Stormont Connector, the Tree Island Bridge and Southbridge Drive - modelling has shown the Stormont Connector would not have a positive impact on the City; the future of the Tree Island Bridge is uncertain and Southbridge Drive has already been completed (p. 107)

n) *Utilities*

- Update status of *Liquid Waste Management Plan* (p. 115)
 - Update discussion on source waters to include the Capilano watershed and amend expected filtration dates to 2007-2008 (p. 115)
 - Update discussion of water treatment programs to reflect completion of Phase One of the *Drinking Water Management Program*(p. 115)
 - Update section on recycling programs to reflect introduction of multi-family recycling program (p. 115)
- Include reference to City's commitment to combined sewer overflow (CSO) reductions (p. 115)
 - Remove reference to expand opportunities to develop a recycling program for the multi-family sector as this has been completed (p. 115)
 - Remove references to the development and use of the City's sewer system model as this model has not been developed (p. 115 and 116)
 - Broaden goal regarding utilities and emergency planning and create separate goal to raise awareness among community members of the need for self-sufficiency in the time immediately after an emergency (p. 116)
 - Include additional goal to provide the public with information regarding preventative measures to reduce the occurrence of flooding in basement areas as a result of heavy rainfall events (p. 116)
 - Amend policy regarding site runoff management to recommend the use of best management practices for stormwater management and site drainage (p. 116)

o) *Implementation*

p) *Existing and Proposed Land Uses*

- Incorporated changes made over past 5 years to development permit areas, land use concept and land use designation descriptions
- Updated Map 15: Existing Land Use Patterns to reflect changes in land use since 1998 (p. 123)
- Alphabetized land use descriptions (p. 125-130)
- Renamed Lower Twelfth Street Development Permit Area (Residential #8) to Central Twelfth Street (p. 135 and 154)
- Renamed Lower Stewardson Way (Comprehensive Development #3) to Lower Twelfth Street to coincide with Lower Twelfth Street Area Plan currently being prepared (p. 135 and 156)
- Amended title of Comprehensive Development Permit Area to "Comprehensive Development/Study Area" to reflect the intention for this area to be a study area with some existing land uses intended to change over time (p. 155)
- Include reference to development guidelines prepared by Townline Ventures 30 Ltd in Queensborough Business Park at Boyd Street (Industrial/Business Park Development Permit Area #7) (p. 162)

- Moved Lower Sherbrooke Development Permit Area (Comprehensive Development #5) to Residential Development Permit Areas to reflect intended land use (p. 135 and 154)
- Moved Brunette Avenue (Comprehensive Development #4) to Industrial/Business Park, renamed Brunette Avenue East, and resized to reflect *Brunette Creek Neighbourhood Plan* land use designations (p. 135 and 163)
- Moved Brunette Creek Corridor (Comprehensive Development #6) to Industrial/Business Park to accord with *Brunette Creek Neighbourhood Plan* land use designations (p. 135 and 163)
- Moved Fraserview Foreshore (Comprehensive Development #2) to Natural Features Development Permit Areas and renamed Sapperton Landing, to accord with *Brunette Creek Neighbourhood Plan* land use designations and current park use (p. 135 and 168)
- Moved Woodlands (Comprehensive Development #1) to Commercial and Mixed Use #9 (p. 135, 142 and 154)
- Updated Development Permit Area maps to reflect the above changes
- Updated common objectives for Industrial/Business Park Development Permit Areas to include a high standard of building and site design (p. 157)

q) *List of Supporting Documents*

- Expanded list to include documents created after 1998 (p. 173-176)

r) *Glossary*

- Updated definition of sustainability to reflect three parts (now includes reference to social sustainability) (p. 178)

s) *Acknowledgements*

- Include present Council members and amend other headings to reflect dates when these Councils were involved with the OCP (p. 179)
- Include staff that were involved in the OCP Phase One housekeeping and minor policy update (p. 181)
- Amend reference to legal staff to reflect name change to Murdy & McAllister (p.180)

Prepared by: The City Of New Westminster

Hamilton Area Trails City of Richmond

*(Excerpt from Richmond 2010 Trails Strategy
endorsed by Richmond Council, December 8, 2003)*

Vision

The trails will provide a series of continuous trail loops to integrate this small and vibrant community and provide safe access to the existing open spaces and community amenities, and the two river waterfronts. The key principles will be safety, clear delineation of the trails, and the creation of waterfront staging areas while respecting the active waterfront use along the south side of the Fraser River.

Location

No.9 Road to Boundary Road along the south side, and River Road to approximately the North East Bog Forest along the north side of the Fraser River.

Important Links and Destinations

McLean Park and Hamilton School/Park, Westminster Hwy. designated cycling route (under development); the Ministry of Transportation and Highways regional bicycle routes; Graybar marina area; the Fraser Port lands (under development); Riverport Entertainment Complex, Queensborough, New Westminster; North East Bog Forest (presently not accessible); the GVRD administered Don and Lion Islands; and the existing waterfront trails and roadways along the South and North Arms of the Fraser River.

Other City and External Plans

Westminster Highway, Boundary Road and River Road are considered part of the Cycling Network that is being developed as budgets allow. Sidewalks are required for new developments along Westminster Highway which will make the neighbourhood more pedestrian friendly. TransLink considers this section of Westminster Hwy. part of the Major Regional Road Network and improvements will be cost-shared. If the residential area on the east side of the highway becomes redeveloped then walkways and sidewalks will be incorporated into this area. The Fraser Port lands are currently under development. The City is working with the Port to ensure that trails and roadways provide east-west connections and access to the waterfront. This will allow residents in the Hamilton area a safer and more direct access to Riverport and the west side of Richmond. The City has ongoing discussions about the need to flood proof the island which may impact the elevation of the dyke and the drainage system. This may provide opportunities for trails in the future. B.C. Packers (BCpl.1999) owns waterfront property along the South Arm which is presently under remediation and will be available for sale in the near future.

Recommendations

Short Term

1. Coordinate with Transportation Planning on the functional design of a multi-purpose cycling route and pedestrian pathway along Westminster Highway (south of Hwy. 91).
2. Investigate the construction of a 250 meter trail along the north edge of River Road creating a loop that connects the Queen's Canal trail and pump station staging area back to Westminster Highway.
3. Replace the gates on the dyke east of No.9 Road and the Graybar area with trail bollards and identification signs.
4. Develop a small waterfront staging area at the Hamilton road end.
5. Construct a trail on the north side of Dyke Road on the boulevard constructed as a result of a ditch infill east of Queens Road.

Medium Term

6. To create a north-south link along Boundary Road work with the City of New Westminster to potentially partner in developing a trail along the east side of the Boundary Road canal.
7. Coordinate with the City of New Westminster to create a staging area in their future park at the Boundary Road/Dyke Road intersection that will provide maps and information about both municipalities (in 3 to 5 years).
8. Investigate the potential of utilizing the Thompson Rd. r.o.w. and negotiate with Tree Island Steel to provide access to complete a trail loop.

Ongoing / Long Term

9. Construct a trail along the south side of the old Westminster Highway (north of Hwy. 91) to link residents to the Hwy. 91 underpass.
10. Negotiate with new developments to provide public waterfront amenities and upland trails to link to the waterfront.
11. Work with Transportation Planning and TransLink as Westminster Hwy. is upgraded to include pedestrian improvements as part of the transportation network.

Source: Parks Design, Construction and Programs, July 6th, 2004

City of Richmond Transportation Comments

- Page 102
 - "Continue to explore opportunities for greater control over local transit service within the City..." This statement needs to be clarified as it implies taking control of transit in New Westminster from GVTA
- Page 105 - Section 7
 - "Work towards the principle of no new added capacity in the transportation system for vehicles passing through the City." This sentence needs to be expanded to exclude provincial highways and GVTA Major Roads.
 - "Review the procedures for conducting neighbourhood traffic studies to become more responsive to the needs of the community." This principle needs to be expanded to include adjacent neighbourhoods outside of New Westminster which may be affected by major new developments or road changes.
- MAP 14
 - The westbound arrow labeled "To Richmond" should be clearly indicated as Hwy 91 only and not Westminster Highway which is not a designated truck route in Richmond. It is designated currently only as a Major Road. Any consideration of designating Westminster Highway as a Truck Route by New Westminster should be fully consulted with and formally agreed by Richmond.

Source: Transportation, July 6th, 2004