



Study Purpose

To establish a vision for No. 3 Road with an elevated RAV guideway as its catalyst.

The newest leg of the region's rapid transit system will soon link the City of Richmond to both downtown Vancouver and the Vancouver International Airport.

The City of Richmond is undertaking a detailed urban design analysis of No. 3 Road in anticipation of rapid transit service. Referred to as the **Richmond No. 3 Road Corridor Streetscape Study**, its goals and objectives are to:

Goals of the Study

- Integrate the elevated guideway into the east side fabric of No. 3 Road in the interest of making it a 'Great Street'.
- Develop placemaking strategies to make No. 3 Road more pedestrian-friendly at and beyond transit station plazas.
- Lay the foundation for subsequent Transit-Oriented Development (TOD) surrounding each transit station.
- Ensure that a functioning rapid transit system contributes positively to other developments within the City Centre such as the Olympic Oval, Aberdeen Mall, Great Canadian Casino and the Garden City lands.

Study Components

Streetscape: The design of No. 3 Road from City Hall in the south to the Fraser River in the north. Aspects of this work will deal with items such as street curb-to-curb cross-section and function; pedestrian and vehicle zones; and placemaking strategies, including street furniture and lighting.

Fronting Buildings: The investigation of policies and design guidelines to help ensure that buildings on either side of No. 3 Road are developed to complement the guideway structure; to ensure that No. 3 Road remains the preeminent retail precinct in Richmond.

Your Opportunity

We want your views on how to make No. 3 Road the best possible street in Richmond!

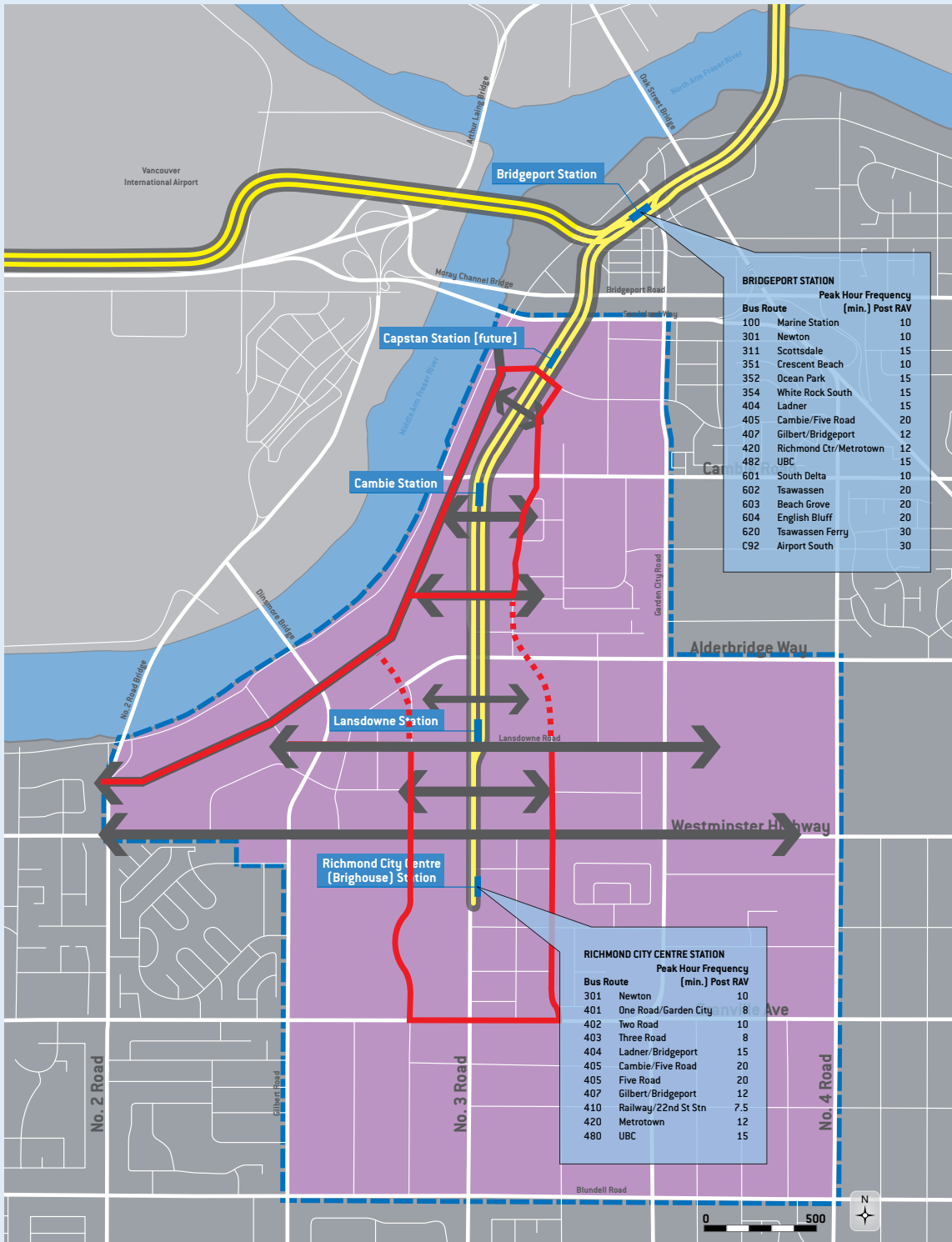
Your participation at this, and subsequent Open Houses will enable your voice to be heard and for your preferences to be known regarding the evolution of No. 3 Road and a number of related issues such as long range transportation improvements, as well as topics such as public art and street tree programs.

Next Open Houses

Open House #2 is slated for early December 2005, while the final Open House #3 will be conducted in late January 2006, at the conclusion of the study.

RAV reduces peak travel times between downtown Vancouver and Richmond City Centre from up to 50 minutes to 24-28 minutes.

Bridgeport to Waterfront will take 17-18 minutes on RAV vs. up to 30 minutes by express bus. RAV “saves” about 65 buses, after allowing for Richmond and Delta and South Surrey/White Rock service increases. The RAV Bus Integration Strategy will be reviewed as part of the update of the Richmond Area Transit Plan (planned for mid 2006).



How Does RAV Fit Within the City’s Transportation Network?

- New roads resulting from acquisition of the CPR r-o-w will contribute to ring road-type access through Richmond’s downtown core;
- Many larger street blocks up and down No. 3 Road will be subdivided to both support pedestrianization and enable more east/west street connections;
- Improved or enhanced local bus service will be integrated with the RAV Line; and
- Multi-modal transfer points will occur at both the Richmond City Centre (Brighthouse) Station (local bus service) and Bridgeport Station (regional bus service).

What We’ve Heard to Date

The City of Richmond participated in a prior RAVCO-sponsored Open House regarding the Richmond-Airport-Vancouver (RAV) Rapid Transit Project – Preliminary Streetscape Study in June 2005. Open House respondents were asked questions regarding the character of No. 3 Road Streetscape. Your Response:

1. A majority favoured the notion of No. 3 Road’s transformation into a “Grand Avenue”.
2. Regarding No. 3 Road streetscape character, preferences and considerations included:
 - Pedestrian promenade
 - Decorative sidewalks/plaza paving
 - On-street bicycles lanes
 - On-street parking
 - Seasonal or accent street lighting
 - Landscaped median
 - Sidewalk seating, drinking fountains & trash receptacles

- Urban plazas, street trees and public art
 - Pedestrian weather protection
 - Security and multi-language signage
3. Respondents indicated a need for improved linkages including:
 - Sidewalks
 - Curb-side passenger drop-off/pick-up
 - On -street and off-street bicycle lanes
 - Walkways to shopping malls
 - Access between high-density developments and transit stations
 - Transit for east/west routes.



“Streets are more than public utilities, more than the equivalent of water lines and sewers and electric cables ... more than linear physical spaces that permit people and goods to get from here to there.”

— Allan Jacobs. ‘Great Streets’. The MIT Press. 1993.

Visioning Workshop Summary

In April 2005, Richmond City Council participated in a Visioning Workshop held to identify key opportunities in anticipation of this subsequent No. 3 Road Corridor Streetscape Study. In addition to information regarding

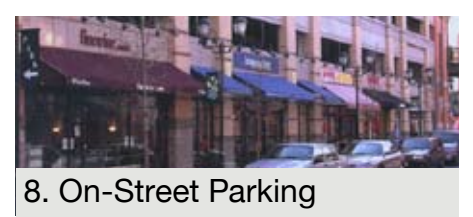
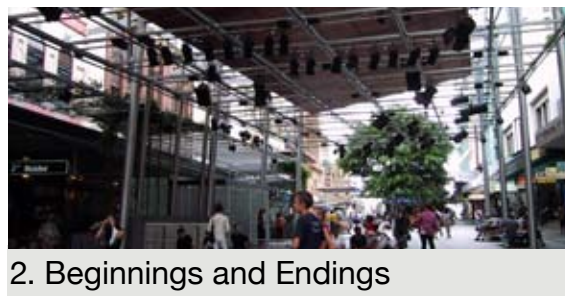
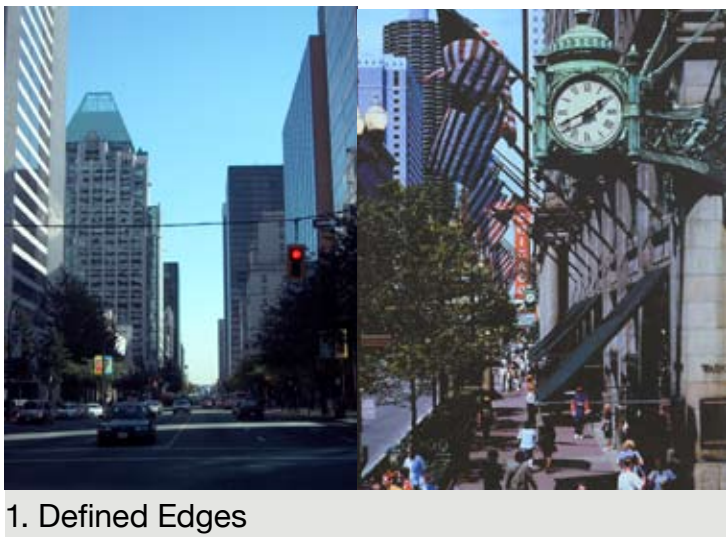
the Richmond Airport Vancouver (RAV) transit line – see subsequent presentation boards – the workshop focused upon two other important topics. They were ‘Great Streets’ and ‘Transit-Oriented Development’.

Great Streets

Landscape architect Allan Jacobs, UC Berkeley Professor Emeritus, coined the phrase ‘Great Streets’ in his 1993 book of that title. Jacobs asked himself a series of simple questions regarding urban development – “Why are some streets better than others?” He subsequently analyzed a series of ‘Great Streets’ worldwide in search of an answer.

‘Great Streets’ play a symbolic, ceremonial, social and political role in the life of a city. Importantly, they provide the ingredients to make the street beautiful and, in turn, to make that beauty memorable.

Characteristics



Bone Structure

Canadian-born, US-based traffic engineer Ian Lockwood notes that “... the beauty of cities has as lot to do with their bone structure. The two cities below have contrasting x-rays. The city to the left is walkable and the buildings are up to the street. The city on the right has a disconnected street pattern.”



Savanna, GA



Irvine, CA

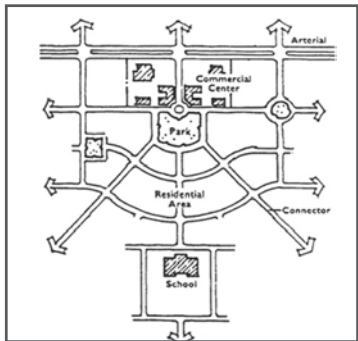


“Compact, mixed-use and pedestrian-friendly neighbourhoods containing a range of housing types, workplaces, shops, entertainment, schools, parks and civic facilities essential to the daily lives of residents – all within a 5 to 10 minute walk from a transit station.”

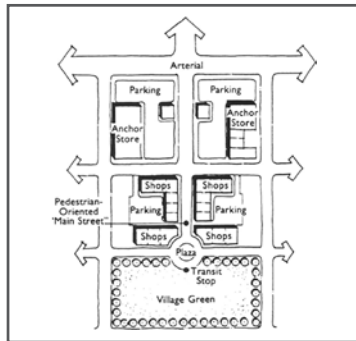
Transit-Oriented Development (TOD)

The key ingredient required for TOD is rapid transit. With the arrival of RAV, the City of Richmond can look to the positive application of the principles of TOD to guide future growth. TOD Characteristics are presented below.

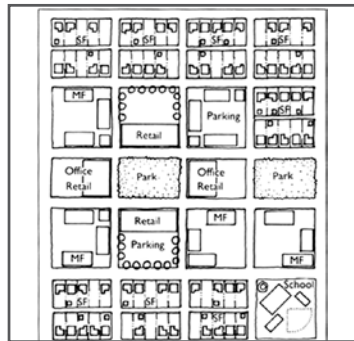
Characteristics



1. Connected Streets



2. Compact Development



3. Mixed Land Uses



4. Smaller City Blocks



5. Pedestrian-Friendly



6. Public Realm/Civic Identity



7. Natural Open Space



8. Narrow & Calmed Streets



9. Bicycle-Friendly Streets



10. Transit Station at its Centre



11. Retail 'High Street'



12. Street-Facing Buildings



13. Mixed-Use Building Types



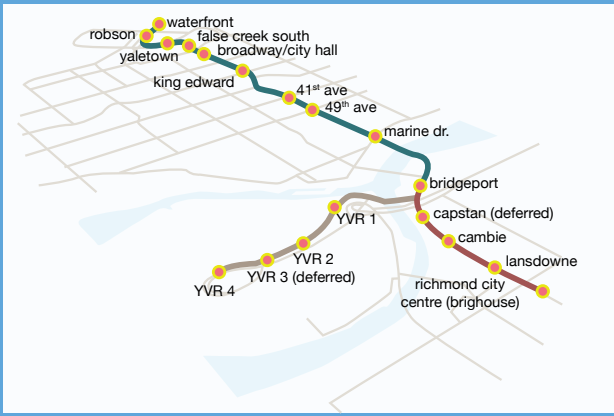
14. Architectural Variety



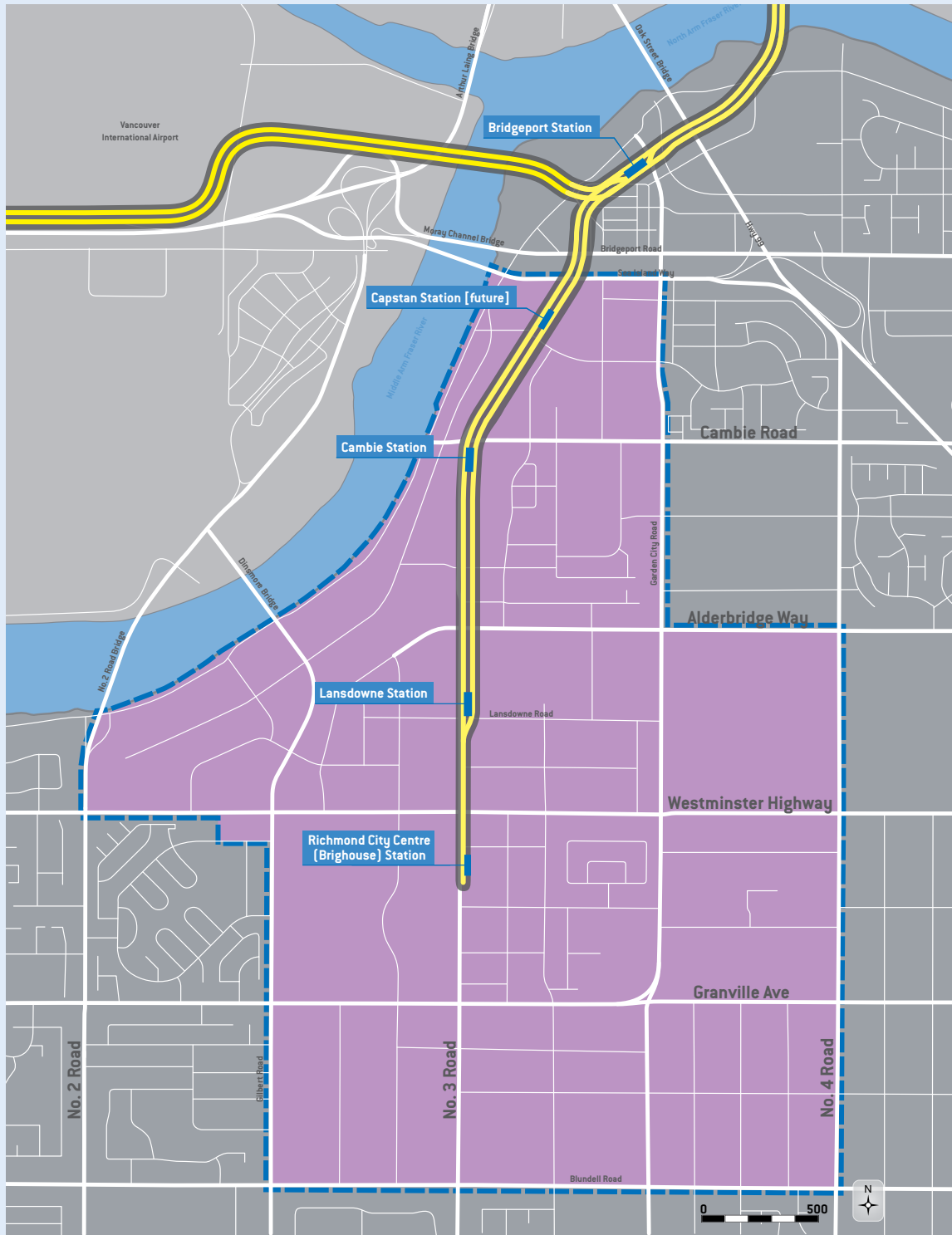
15. Relaxed Parking Standards



16. Market Acceptance



The RAV Line will connect the Vancouver Waterfront Station to the Vancouver International Airport (YVR) and Richmond City Centre, via No. 3 Road in Richmond.



RAV's component pieces within Richmond include:

- North Arm Fraser River Bridge west of Mitchell Island and Middle Arm Fraser River Bridge to Sea Island;
- System-wide Operations and Maintenance facility under Highway 99 in vicinity of Bridgeport Road;
- Transit station locations include Bridgeport Station (with bus exchange and park-n-ride), Cambie Station, Lansdowne Station and Richmond City Centre Terminus Station (with bus exchange); a future station is planned for Capstan Way;
- Guideway elevated along east side of No. 3 Road;
- Single guideway south of Lansdowne Station; and
- Formal pedestrian connection from Richmond City Centre Station to City Hall.

RAV Definitions

Corridor

1. Corridor: A broad geographical band that follows the directional flow of a transit system. No. 3 Road has been selected as the RAV transit corridor in Richmond.

Route

2. Route: The transit pathway through a corridor. Transit routes may share existing road rights-of-way or run across developed or undeveloped lands. More specifically the east side of No. 3 Road has been selected as the RAV transit route.

Station

3. Station Location: The selected site for a transit passenger Facility. RAV stations have been selected in locations that will anchor subsequent Transit-Oriented Development (TOD) and best support transit ridership.

Alignment

horizontal

vertical

Guideway

4. Alignment: The 3D pathway (in both horizontal and vertical ground plane) of a transit route. Care has been taken to ensure that the RAV alignment is as straight as possible in support of both community context and rider comfort.

5. Guideway: A track or riding surface that supports and physically guides transit vehicles designed to travel exclusively on it. The RAV guideway will physically alter the appearance and function of No. 3 Road. This Streetscape study is intended to ensure the best possible fit for the RAV system along No. 3 Road.



Station Typologies

There are a number of possible Transit Station Types or Typologies.



Transit Exchange Station
i.e. Bridgeport and Richmond City Centre (Brighthouse) Station.

Transit Station within Larger Development
i.e. Lansdowne Station (tentative).

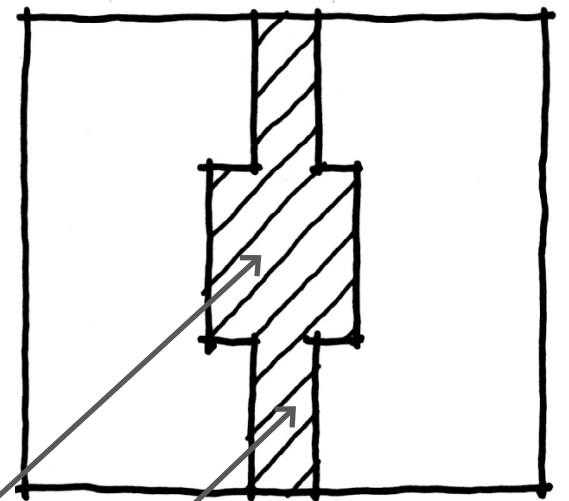
Stand Alone Station (Commercial)
i.e. Cambie Station.

Stand Alone Station (Residential Focus),
i.e. Capstan Way Station (future).

Design Character of Transit Stations

Richmond RAV Stations will be a 'family of stations', design-wise, unique to Richmond but including certain specific, distinctive design elements at each station in acknowledgement of surrounding neighbourhood character.

The City of Richmond will be consulted about station design but cannot veto a station's design.

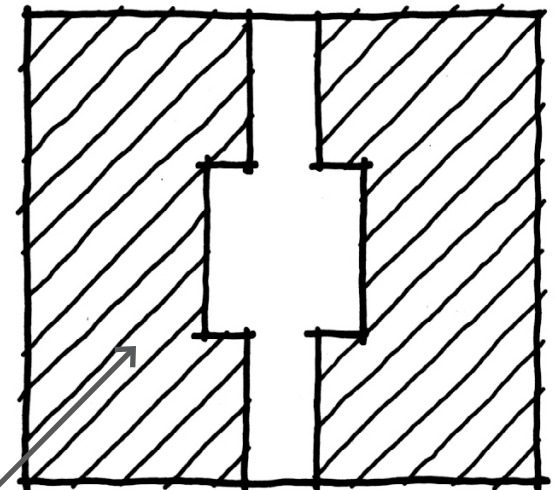


Transit Station

Guideway

Design Opportunity of Transit Plazas

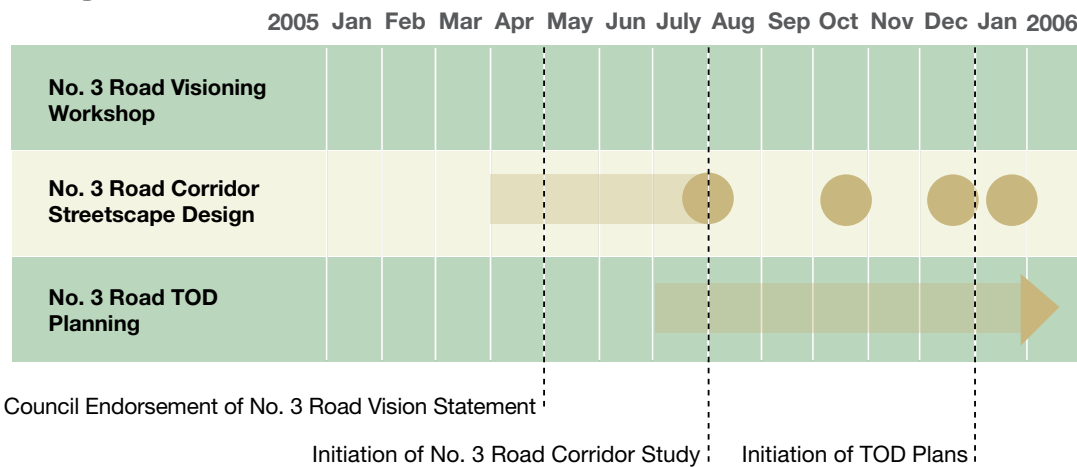
A key task of the No. 3 Road Corridor Streetscape Study will be to incorporate transit plazas as an integral component to urban placemaking. They will serve, as well, as anchors to Transit-Oriented Development (TOD) surrounding stations.



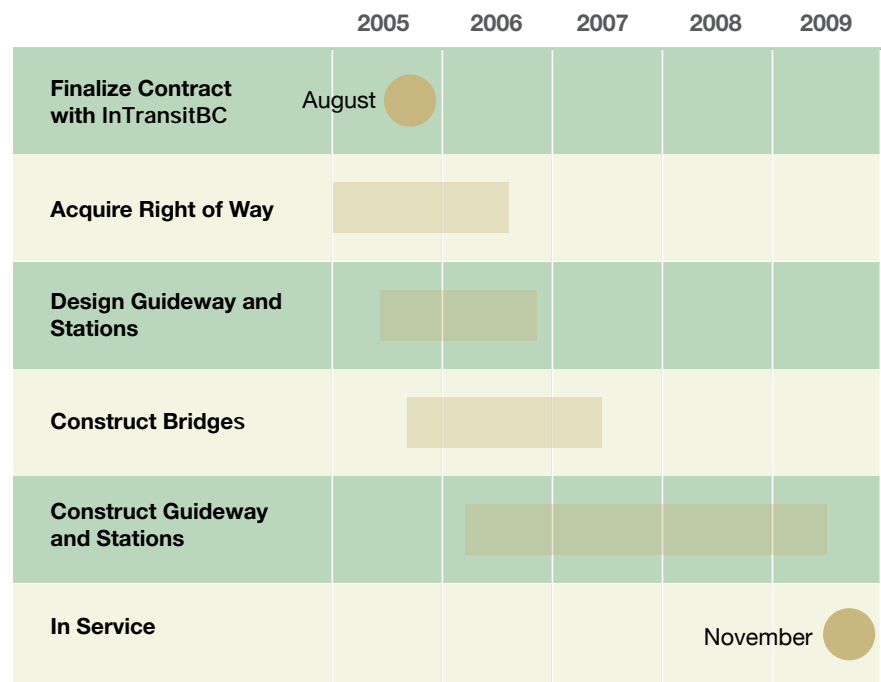
Transit Plaza

Schedule

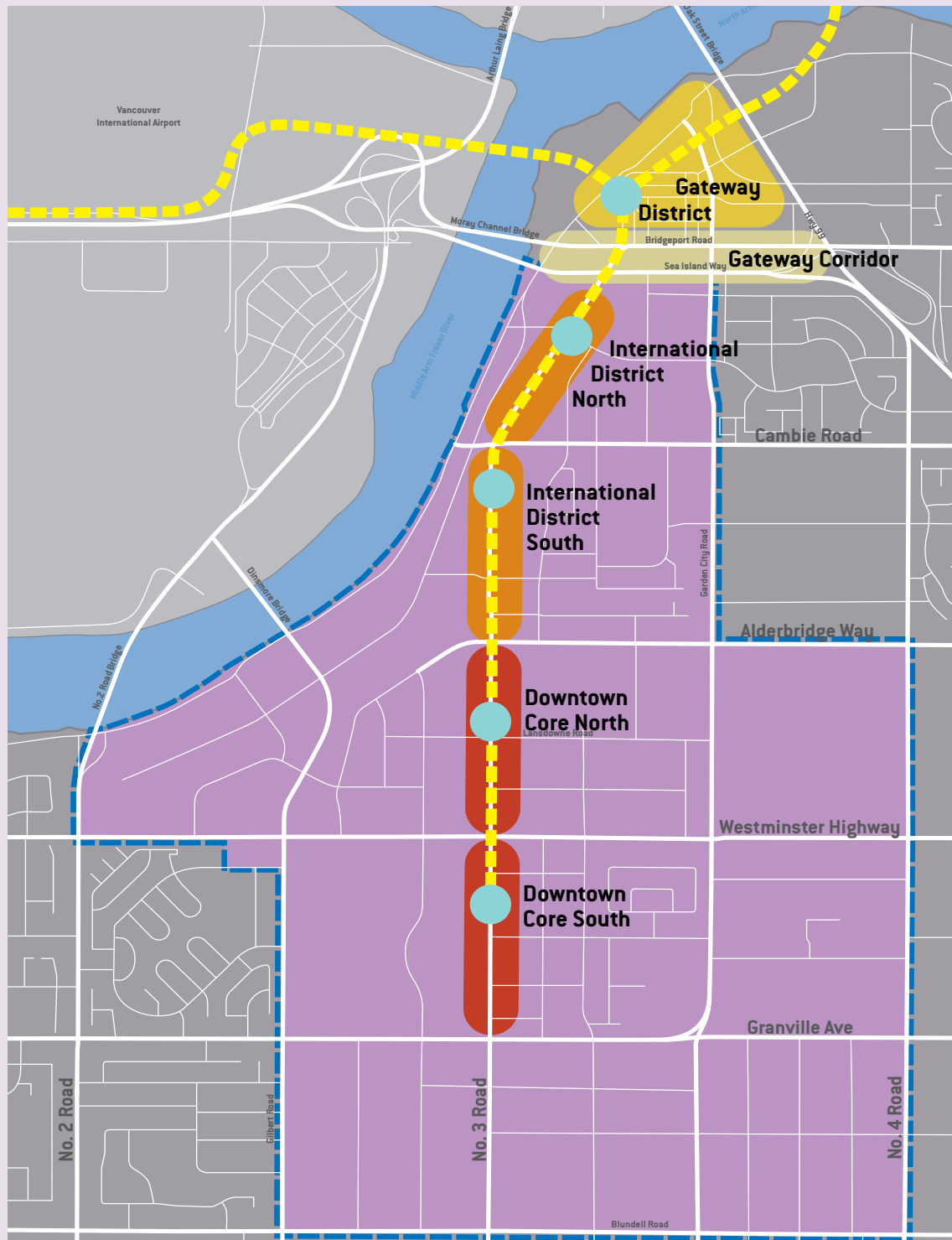
City of Richmond



RAV Project



“No. 3 Road should be the spine that intersects a series of memorable places that, in turn, define character zones.”



Character Zones:

Contribute to the rhythm of the street by accommodating a variety of different places along the spine of No. 3 Road.

The Problem:

In its present condition, the No. 3 Road Corridor:

- Has many driveways that disrupt pedestrian flow;
- Has long blocks that make it onerous to walk and a roadway width that makes it difficult to cross; and
- Lacks a terminus at the north end.

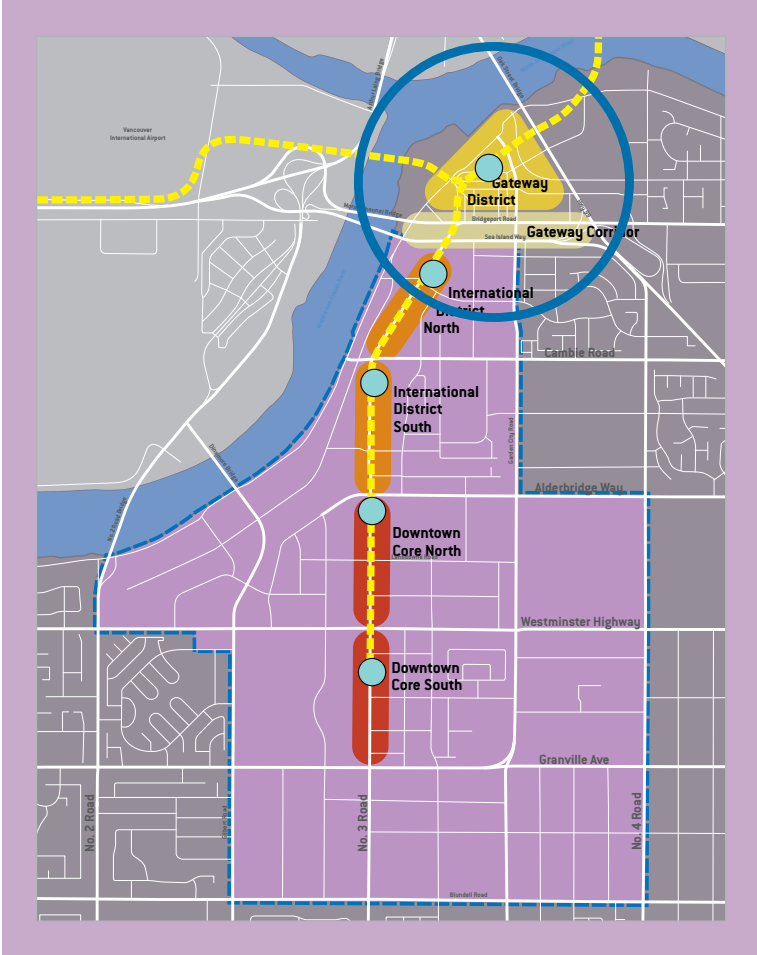
The Challenge:

No. 3 Road needs to transform from an auto-oriented to a walking and cycling friendly street, so that it becomes more livable and appealing.

Possible Solutions:

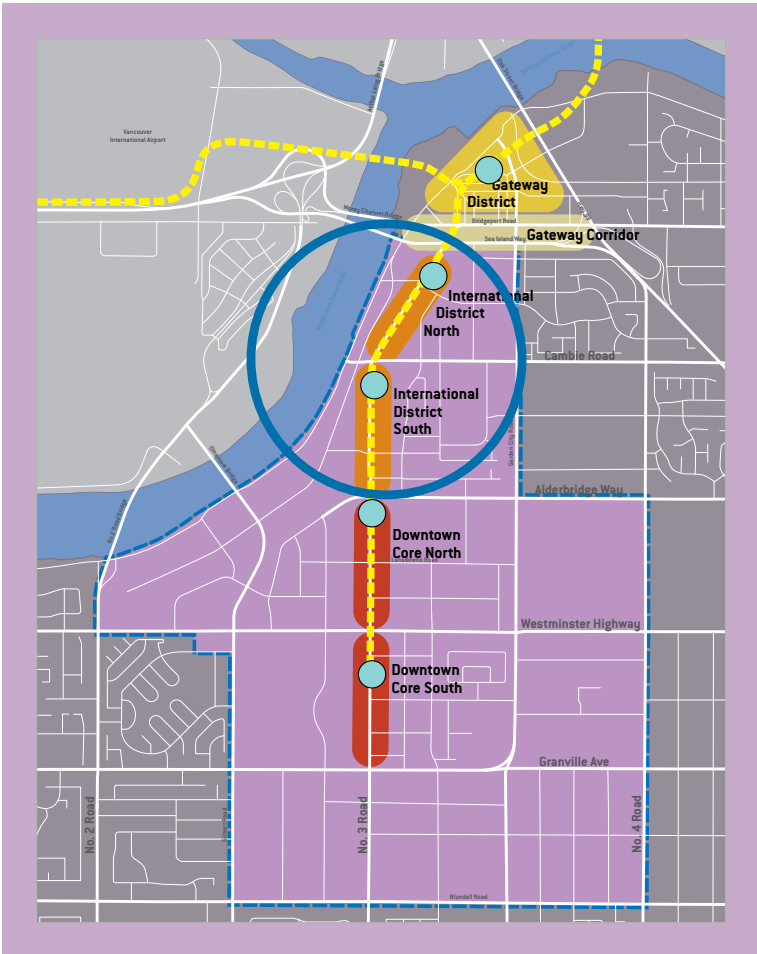
Streetscape Design approach for the entire No. 3 Road corridor:

- Character Zones: Establish distinct precincts, complete with a series of ‘special places’ to improve the rhythm of the street;
- Placemaking: Apply principles of Great Streets, Public Squares, Urban Patterns and TOD to the No. 3 Road Corridor.



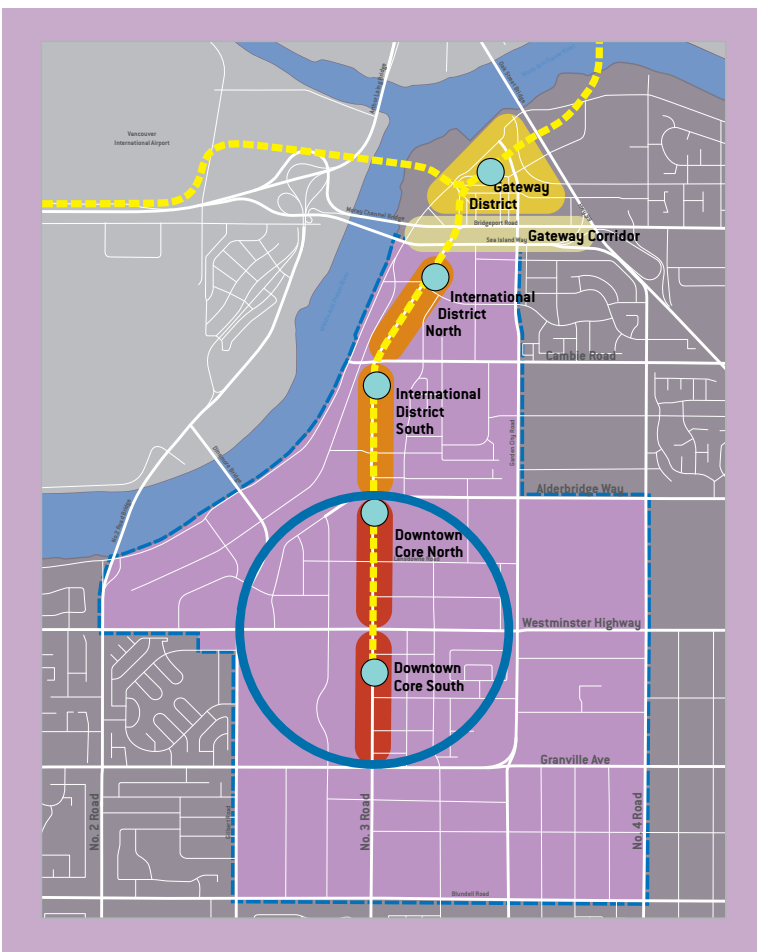
Gateway District (West Bridgeport Planning Area)

- **Vision:** A zone of large-scale entertainment, institutional, tourist accommodation and services or business park development – but no residential due to the Aircraft Noise Sensitive overlay.
- **Building Typology:** Medium-density, continuous ‘street wall’ development (Floor Area Ratio 2.0); recent Casino typical of waterfront development. Possible increase of building heights in this area.
- **Status:** Currently older single family (R1) and institutional (Industrial).



International District (Alderbridge Way to Sea Island Way)

- **Vision:** Medium-density, mixed-use zone
- **Building Typology:**
 - Alderbridge Way to Cambie Road: Mixed-use commercial/retail/office, but no residential allowed, (Floor Area Ratio 2.0), with built form typically consisting of a continuous street wall up to 8 to 10 storeys.
 - Cambie Road to Sea Island Way: Mixed-use commercial/retail/office including residential (Floor Area Ratio 3.0) with built form typically consisting of podium towers to a maximum height of 16 storeys.
- **Status:** Currently rezoned C-6 (FAR 0.5), exception Hotel (FAR 1.5); will require consideration of rezoning.

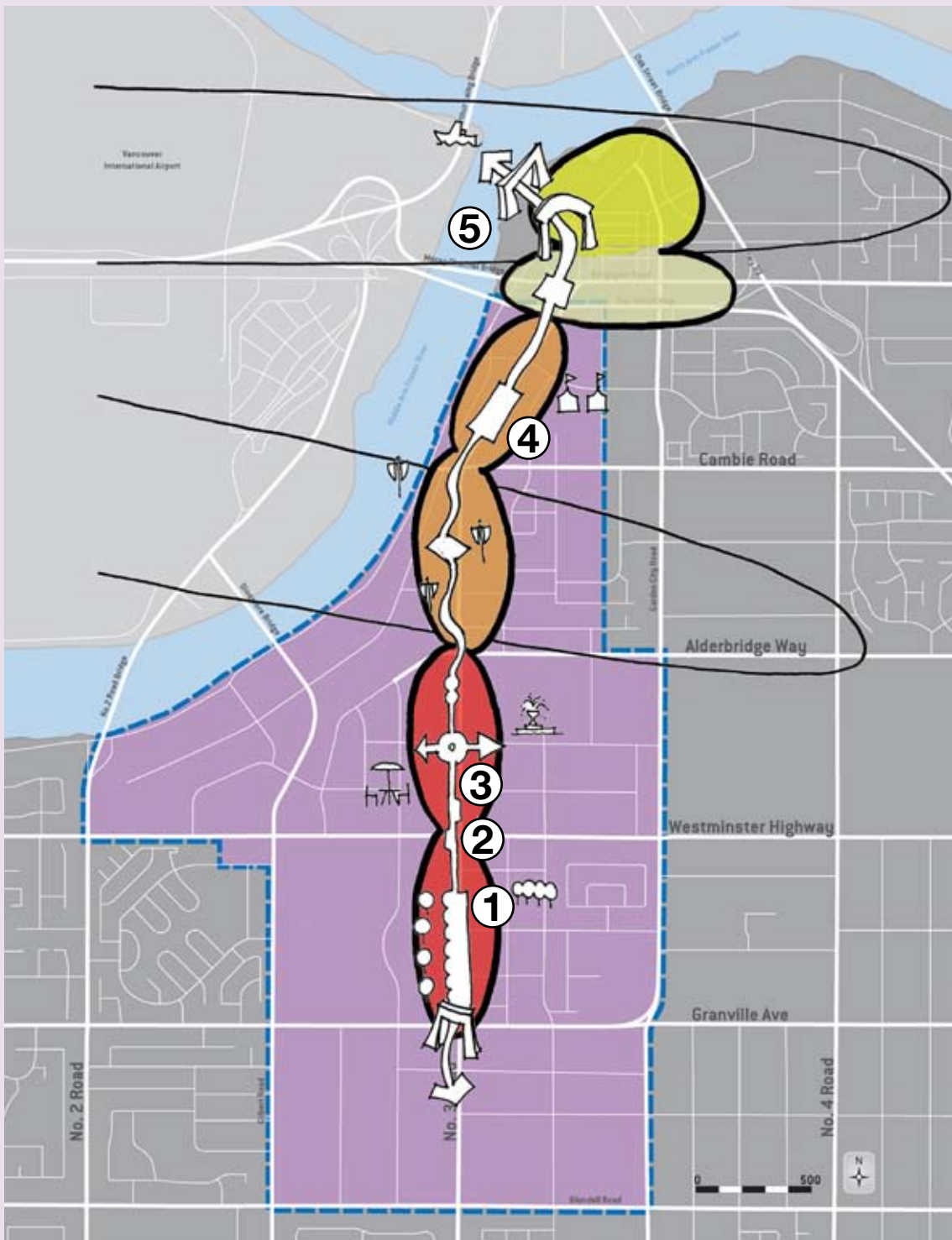


Downtown Core Zone (South of Alderbridge Way)

- **Vision:** A high-density, mixed-use zone (Floor-Area-Ratio 3.0), with a maximum height of 45m. (approx. 15 storeys).
- **Building Typology:** Typically, new built form consists of 16-story podium towers, i.e. 13 levels of development over 3 levels of parking. The height of buildings may exceed 45m in some parts of the downtown core.
- **Status:** Some re-zoning is required to achieve vision (of current City Centre Area Plan).



“The Public Square – It’s an ancient concept. You go to a square, to the marketplace. Not to anyone’s house – to everyone’s house.”



Placemaking: creation of places with both a strong sense of community and a comfortable image, as well as settings for public activities and uses.

Where placemaking might occur:

1. At transit stations and transit plazas
2. Between transit stations
3. At key intersections
4. Within major developments
5. At North Arm of Fraser River



Public Art Strategies

- The Richmond No. 3 Road Streetscape Study will include public art recommendations in support of the City of Richmond’s vision for Great Streets and to lay the groundwork for future placemaking art opportunities;
- Additionally, public art can be incorporated into street furniture and ‘artful’ transit stations.



Street Trees

- Existing No. 3 Road street trees will be permanently relocated to nearby roadway boulevards, medians or parks;
- The No. 3 Road Streetscape Study will identify number and location of new street trees to be planted within the road right-of-way as part of future streetscape improvements.

“All cities that I know have very good traffic departments and perfect statistics about cars. They know how many go east and how many go west. They know how many parking spots there are and how they’re used ... Every time there is a planning process, the cars are very visible and somebody looks after them. **I know of no city in the world that has a department of pedestrians and public life.”**

— Jan Gehl. ‘People-Powered Urban Design’. New Urban News. July/August 2005

The Challenge:

Create and promote a culture of walking and cycling – one that is based upon equity and dignity.

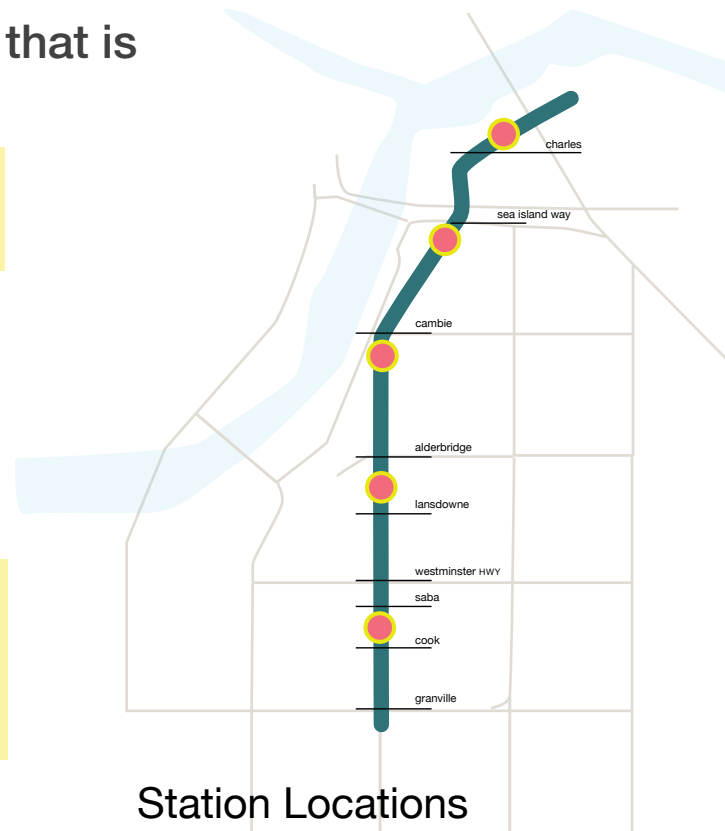
First, the consultant team wishes to solicit your views on the fundamental principles for restructuring No. 3 Road.

A. Great Streets Principles

B. Transit-Oriented Development (TOD)

agree disagree no opinion

agree disagree no opinion



Station Locations

Next we ask that you consider our recommendations in support of ‘a culture of walking and cycling’ in downtown Richmond. Please provide your views regarding their appropriateness to your vision for No. 3 Road in the future on Comment Sheet provided for this purpose.

Streetscape Recommendations:

1. Sidewalks

Continuous, high quality sidewalks up and down No. 3 Road, on both sides of the street. The sidewalk takes ‘priority of expression’ at intersections, curbs and signals.

agree disagree no opinion



2. Curb Cuts

Elimination/minimization of driveway curb cuts up and down No. 3 Road.

agree disagree no opinion



Your Comments and Suggestions

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October 2005

3. Cycle Paths

Continuous, raised cycle paths on each side of No. 3 Road; preferably separating cyclists and pedestrians from vehicles.

agree disagree no opinion



4. On-Street Parking

Short term on-street parking wherever possible, as a positive signal to the importance of street front retail and to serve as a buffer between pedestrians and vehicles.

agree disagree no opinion



5. Pedestrian Linkages

Convenient linkages to transit stations and bus stops, including 'kiss-n-ride' drop-off & pick-up.

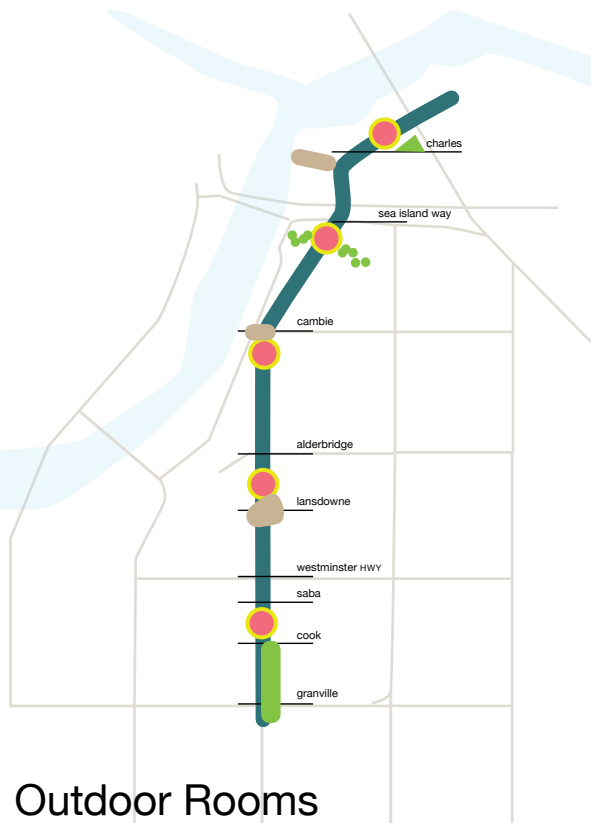
agree disagree no opinion



6. Outdoor Rooms

Public realm urban plazas, boulevards and linear parks, including street trees and greenery along the length of No. 3 Road; adhere to principles of CPTED (Crime Prevention through Environmental Design).

agree disagree no opinion

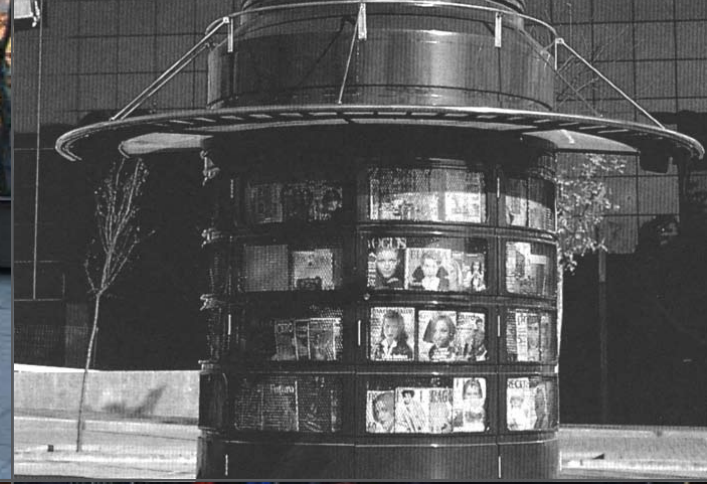


Your Comments and Suggestions

October 2005

7. Street Hardware & Seating

A coordinated, understated and timeless approach to outdoor furniture, including street lighting complete with banner arms, seating, bollards, recycling bins, information kiosks, and bicycle racks.



agree disagree no opinion

8. Public Art

Promote public art within the No. 3 Road Corridor, both at and between transit stations; consider a strategy of 'artful' transit stations.



agree disagree no opinion

9. Wayfinding

A simple, informative system of outdoor signage to inform pedestrians and cyclists up and down No. 3 Road and beyond.

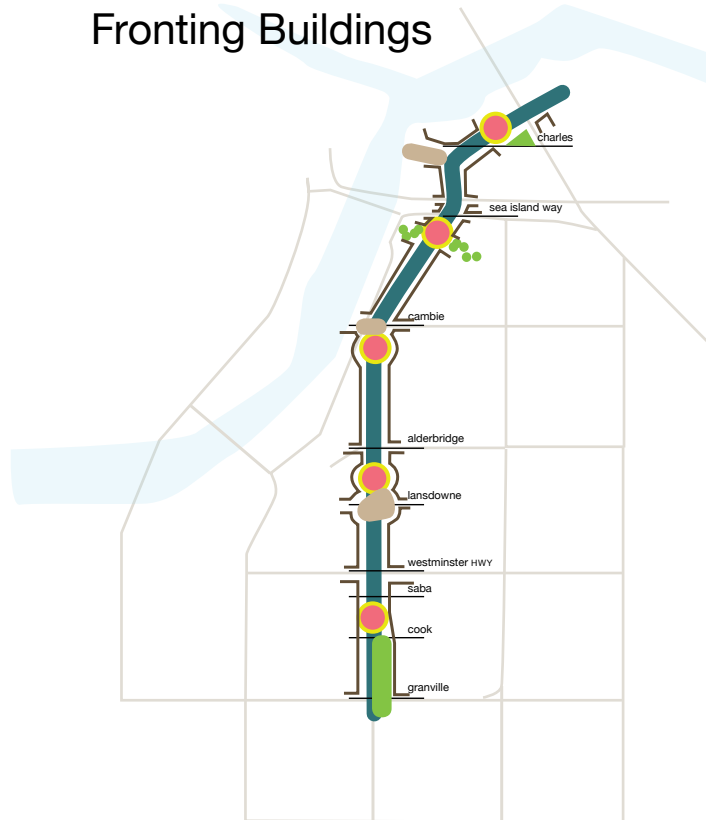


agree disagree no opinion

10. Street-facing Retail

Wherever economically viable, the inclusion of street-facing retail facilities to encourage pedestrian activity including window shopping.

Fronting Buildings



agree disagree no opinion

Your Comments and Suggestions

Thank you! Please fill out a Comment Sheet. We look forward to seeing you at Open House 2 in early December 2005.

