

**Summary Written Public Feedback
From the October 1st, 3rd, 4th and 5, 2005 Open Houses
Integrated Planning Framework: Olympic Gateway Concept**

1. Purpose

To summarize the public comments regarding what the public would like to see and the concerns which they raised in relation to the Integrated Planning Framework Olympic Gateway.

2. General

Comments on Integrated Planning Framework ("Olympic Gateway" Concept, Oval Site, Oval Neighbourhood)		
<p>What people like:</p> <ul style="list-style-type: none"> - people friendly vibrant neighbourhood - False Creek or Yaletown feel with condos, retail, hotel - access to waterfront - promoting active living - jewel of the city, point of pride for all Richmond - public space, open space, amenities - pedestrian and cycling oriented - premier location, ability to attract top dollar - maximizing densities for this unique, desirable location - raising Oval to dyke level - city centre densities increased to support RAV and to be sustainable - mixed use village to ensure steady base of users - programmed public plaza 	<p>What people would like to see:</p> <p><input type="checkbox"/> Land Use:</p> <ul style="list-style-type: none"> - commercial space, restaurants, hotel, bistros, retail, neighbourhood style grocery stores, business services, research and development, future employment growth - public amenities, school, places of worship, community centre, family friendly - cultural amenities, art gallery, museum, performing arts theatre, human feel, street life - affordable, accessible, inclusive housing for seniors and families - visual attractiveness, quality architecture, public art, established sight lines, views, landscape requirements, strict building guidelines, cohesive look and feel - 'green' in how people use the site - lower density, fewer high rises - child care spaces built by developers - industrial live/work space - flexible land uses <p><input type="checkbox"/> Open Space:</p> <ul style="list-style-type: none"> - more open space, small parks, more vegetation, natural areas - not just dyke and foreshore - public access, bring community to the waterfront - playgrounds, tennis courts, picnic areas, sports fields, public toilets - marine related features (dock) - well lighted, safety of public areas - weather protection, wind proofing for 'town square' - family friendly, paved walkways - community events, arts, culture in public plaza - community gardens - future park linked well to other parks and to river <p><input type="checkbox"/> City Infrastructure:</p> <ul style="list-style-type: none"> - oversize utilities to accommodate future development - improve and beautify Bridgeport Road - improve Dinsmore Bridge – flags, banners 	<p>Concerns:</p> <ul style="list-style-type: none"> - financial sustainability, financial risk – operating costs, rising construction - loss of trees and open space - towers, high density residential, - selling City land - too costly for affordable housing, seems to cater to upper class - limited public consultation - lot of hard surface - long term infrastructure capacity - impact of population on Thompson Community Centre, traffic and schools - potential conflict of between community based and 'world class' uses and major events
Comments on Transportation		
<p>What people like:</p> <ul style="list-style-type: none"> - taking pressure off No. 3 Rd - easier to get around in City Centre - transit links, shuttles to RAV, City Centre - pedestrian and bike oriented development - Lansdowne and Capstan extensions - New River Road connector 	<p>What people would like to see:</p> <ul style="list-style-type: none"> - convenient frequent transit links to RAV and elsewhere - more evening transit service, bus over No. 2 Rd bridge - shuttle to Airport station, east-west shuttles to No. 3 Rd, Garden City, Minoru Park - road improvements done as soon as possible - public parking - more bike racks - smaller buses in City Centre - CPR corridor as RAV spur line to Oval area - traffic calming on River Road in neighbourhood areas - temporary access points during construction - plan for 'car-co-ops' 	<p>Concerns:</p> <ul style="list-style-type: none"> - extra traffic, congestion - CPR road as both destination and feeder road, splitting Oval site from neighbourhood - too many intersections on No. 3 Rd, bottlenecks on River Road - loss of River Road as bypass route - grid lock during construction - safety of sharp turn on

	<ul style="list-style-type: none"> - Dinsmore Bridge 4 lanes - pedestrian only areas - water transportation between Oval and Downtown Vancouver - off site parking and shuttles during events - pedestrian scaled streetscapes – lights, trees, paving - pedestrian access on Dinsmore Bridge - recreational trail circuit to Sea Island - on-street parking in some areas 	River Road east of No. 2 Rd.
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3. Incorporating Public Responses:

The follow outlines some current Gateway ideas regarding the public comments:

(1) Housing

- ❑ The Oval site and broader Gateway West area will include a range of housing types from mid to high density housing to meet a diverse range of lifestyles, including live-work units.
- ❑ Given the requirements for aircraft noise sensitive development, no single family development will be permitted in the Oval Neighbourhood.

(2) Affordable, accessible housing

- ❑ Firstly, development of the Oval Site will be directed towards offsetting the Oval construction costs.
- ❑ Once this target is met, affordable housing options on the site will be considered.
- ❑ If it is not possible to provide this housing on the Oval Site itself, it will be considered in the redevelopment of the surrounding Oval Neighbourhood area.

(3) Family oriented community

- ❑ The intention is to develop an inclusive community which serves the needs of individuals and families throughout their lives, through design, public spaces, and activities.
- ❑ Included will be play areas, child minding facilities, gathering places, services close to home, paved walkways, and other public amenities.

(4) Transit connections

The City will continue to work with TransLink to ensure that adequate transit connections are in place in the Gateway area and the City Centre as a whole, and that they are linked with RAV.

(5) Traffic

- ❑ The City Centre transportation planning process will be directed towards enhancing traffic flow and access to and through the City Centre. The City will also work to minimize traffic disruptions during road construction.

(6) Impact of population growth

The impact of growth in the Gateway area will be addressed in the long term planning for the Gateway Concept, the City Centre, and the Official Community Plan update.

(7) Financial viability

The City is preparing a long term financial strategy for the Richmond Oval and for the Oval site development to ensure its long term viability.

(8) City infrastructure

The City is preparing a comprehensive Gateway infrastructure strategy to ensure adequate long term servicing for the area.

(9) Parking

The City is developing an on-site and off-site parking strategy for the “Olympic Gateway” area.

(10) Open space

- ❑ The plan will provide a variety of open spaces, public access, view corridors, waterfront and outdoor uses, and pedestrian and cycling pathways.
- ❑ Any trees lost in the development process will be replaced in the City (e.g. at a ratio of two new trees for every one lost).
- ❑ As well, the City will preserve and enhance the environmentally significant foreshore areas. However, use of the waterfront for marinas and docks is not permitted in the area.

4. Next Steps

- ❑ The public comments will be considered by Council in planning the Olympic Gateway Concept and Oval site.