

Summary of Findings for the No. 3 Road Corridor Streetscape Study Open House held October 13, 2005

Purpose of this Report

To summarize the public comments collected at the October 2005 Open House regarding how No. 3 Road is to be rebuilt with an elevated light rapid transit system, known as the Canada Line.

Public Open House

The Public Open House was held at Richmond City Hall on October 13, 2005.

No. 3 Road Vision

Council's vision is to rebuild No. 3 Road, with the Canada Line. The streetscape is to be appealing, livable, accessible, safe and well managed.

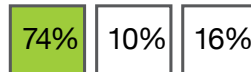
Note: On November 25, 2005 the RAV Line was officially renamed Canada Line. All references to RAV have been updated to Canada Line.

Overall Findings

A total of 75 surveys were completed and the following information summarizes the results.



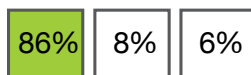
Great Streets Principles



The ten Great Street Principles are:

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|--|---|---|
| <ol style="list-style-type: none"> 1. Defined edges 2. Many rather than few buildings 3. Beginnings and endings | <ol style="list-style-type: none"> 4. Special design features (e.g. fountains) 5. Linearity 6. On street parking | <ol style="list-style-type: none"> 7. Building density 8. Lighting and seating 9. Street trees 10. Quality design and materials |
|--|---|---|

Transit-Oriented Development



Transit-Oriented Development (TOD) means "compact, mixed use and pedestrian neighbourhoods containing a range of housing types, workplaces, shops, entertainment, schools, parks, and civic facilities which are essential to the daily lives of residents – all within a 5 to 10 minute walking distance from a transit station.

Transit-Oriented Development (TOD) Principles are:

- | | |
|--|---|
| <ol style="list-style-type: none"> 1. Interconnected streets – the Grid 2. Compact development – higher densities, discourages low density (e.g., big box) 3. Mixed land uses – local trips 4. Smaller city blocks 5. Pedestrian friendly – sidewalks, cross walks and trails 6. Open space - parks and plazas | <ol style="list-style-type: none"> 7. Commercial centre(s) – neighbourhood 'goods & services' 8. Transit stations/stop – multi-modal 9. Street facing buildings 10. Mixed uses building types 11. Architectural variety 12. Narrow and calmed streets 13. Bicycle friendly 14. Relaxed parking standards 15. Public realm - civic identify 16. Market acceptance. |
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Streetscape Principles

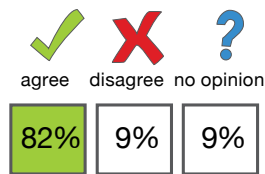
1. Sidewalks

Principles

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.

Comments

“Needs more extensive planning, presentation and theme”.
 “A common streetscape typology would greatly unify ‘downtown’, street trees would help bring the scale down in areas of sidewalk that are next to huge alienating parking lots”.



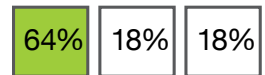
2. Curb Cuts

Principles

Elimination/minimization of driveway curb cuts.

Comments

“If there is limited vehicular traffic there won’t be a need for curb cuts!”
 “Won’t you injure yourself when stepping off the curb”.



3. Cycle Paths

Principles

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

Comments

“There is a need to connect the Canada Line to Garden City Bike lanes and adjacent N/S bike routes”.
 “Cyclists must be kept separate from pedestrian walkways”.



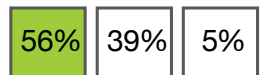
4. On-Street Parking

Principles

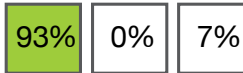
Short term on-street parking wherever possible, as a positive signal to the importance of street front retail and to serve as a buffer between pedestrians and vehicles.

Comments

“Could slow down traffic and cause more accidents”.
 “Short-term parking also needs to be enforced”.
 “Great idea, is it realistic?”.
 “It does create a safety buffer between traffic and cyclists/pedestrians”.



5. Pedestrian Linkages



Principles

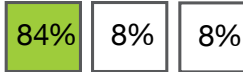
Convenient linkages to transit stations and bus stops, including 'kiss-n-ride' drop-off & pick-up.

Comments

- "Parking/drop off loops are necessary".
- "Should be a top priority to encourage use of the line".
- "Overhead bridge crossings need to connect east and west side of the street" "Don't forget to make them colourful!"



6. Outdoor Rooms



Principles

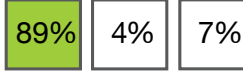
Public realm urban plazas, boulevards and linear parks, including street trees and greenery along the length of No. 3 Road; all adhering to principles of CPTED (Crime Prevention through Environmental Design).

Comments

- "The more greenery the better [to balance concrete construction of the Canada Line]".
- "I would encourage covered areas; fabric to allow for greater use of the outdoors when its raining".



7. Street Hardware & Seating



Principles

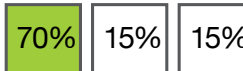
A coordinated, understated and timeless approach to outdoor furniture, including street lighting complete with banner arms, seating, bollards, recycling bins, information kiosks, and bicycle racks.

Comments

- "We are not interested in having a Granville Island".
- "Try not to make so generic it's bland, but not too crazy that it looks contrived un-unified".



8. Public Art

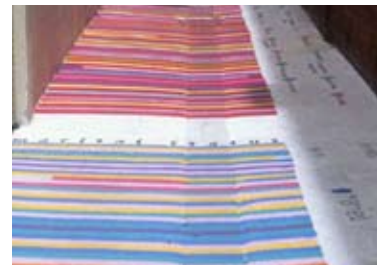


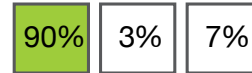
Principles

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

Comments

- "Art will define the street-the 'calls' [for public art projects] should go out worldwide, we need the best of the best".





9. Wayfinding

Principles

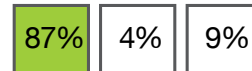
A simple, informative system of outdoor signage to inform pedestrians and cyclists up and down No. 3 Road and beyond.

Comments

“Essential, where necessary”.



10. Street-facing Retail



Principles

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

Comments

- “I haven’t seen window shopping in Richmond in the past 30 years, and doubt that I will”.
- “Display windows are great—banks and parking lots are of no interest. Strict design controls are needed”.
- “Pedestrian-friendly retail encourages pedestrian traffic”.



Next Steps

Additional Open Houses will be held in early 2006 (TBD), as the No. 3 Road Streetscape Study progresses.

The public comments will be considered by Council as the No. 3 Road Streetscape Study is completed (March 2006).

Following the completion of the Streetscape Study the following will occur:

- Canada Line Station precinct planning (within 400 metres of each Canada Line station) - scheduled for 2006
- City Centre Area Plan update—scheduled for 2006.

December 2005