



To: Planning Committee
From: Terry Crowe
Manager, Policy Planning
Re: **Update to Area Plans & Administrative Amendments**

To Council - September 9, 2002
To Planning - September 4, 2002
Date: July 26, 2002
File: 8060-20-7406

Staff Recommendation

1. That Bylaw No. 7406, which amends Official Community Plan Bylaw No. 7100, by:
 - a) substituting the following Area Plans for the existing Area Plans:
 - Steveston as Schedule 2.4;
 - West Cambie as Schedule 2.11A;
 - East Cambie as Schedule 2.11B; and
 - Bridgeport as Schedule 2.12;
 - b) replacing the Planning Areas Map on two pages of the OCP and for the Key Maps in eight Sub-Area Plans;
 - c) removing specific wording and instead directing readers to the OCP with regard to the requirement for lands adjacent to the Agricultural Land Reserve (ALR) in the Terra Nova Sub-Area Plan and the Ash Street Sub-Area Plan;
 - d) removing a redundant Issue statement in the Thompson (Terra Nova Sub-Area) Plan;
 - e) changing the wording of the policy relating to aircraft noise requirements in the Dover Crossing Area Plan to be consistent with the other Area Plans; and
 - f) replacing Attachment 1 & 2 to Schedule 1 (Generalized Land Use Map) to update the ALR boundaries and correct the reference numbers for the Area and Sub-Area Plans;

be introduced and given first reading.

2. That Bylaw No. 7406, having been considered in conjunction with:
 - the City's Financial Plan and Capital Program;
 - the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;


is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.

2. That Bylaw No. 7406, having been considered in conjunction with Section 882(3)(c) of the Local Government Act, be referred to the Land Reserve Commission for comment and response by October 16, 2002.

July 26, 2002

- 2 -

3. That Bylaw No. 7406 having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.



Terry Crowe
Manager, Policy Planning

TC:jmb
Att.

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER
<i>David Hill</i>

Staff Report

Origin

This report presents:

1. Four updated Area Plans for approval by Council; and
2. Administrative changes in the OCP and Area Plans.

This Area Plan update work is primarily a reformatting exercise following the adoption of the new Richmond Official Community Plan in 1999. Eight Sub-Area Plans were updated and approved by Council in 2001. The proposed Area Plan and administrative changes are contained in the grey binder labelled "Schedule 1,2,3,4 & 5 to Bylaw 7406".

A black binder containing the original Area Plans with margin notes indicating the detailed changes is available for viewing in the Councillors' reading Room or from the Policy Planning Department.

Findings of Fact

1. AREA PLANS UPDATE

There are both format and small content changes proposed to four Area Plans (Steveston, East Cambie, West Cambie and Bridgeport). The format changes that are proposed to be consistent with the new OCP are:

- a portrait rather than a landscape orientation;
- a revised Table of Contents;
- revised headings, page layout, headers and footers; and
- re-organizing the Development Permit guidelines to follow a consistent format.

Changes to the content of the plans are proposed to:

- correct grammatical errors;
- remove out of date information or information in the OCP itself;
- remove implementation sections;
- eliminate Acknowledgement sections;
- delete Temporary Commercial Use and Temporary Industrial Use Area Maps from the Bridgeport Area Plan since these areas are now addressed in the City OCP;
- change the boundary between Bridgeport and East Cambie (see following explanation); and
- change the wording with regard to buffering next to ALR lands (see following explanation).

Boundary Change

It is proposed that the boundary between the Bridgeport and East Cambie areas be adjusted so that the lots along the south side of Bridgeport Road can be included in the Bridgeport Plan. This change is proposed because:

- currently, these properties are included in both the Bridgeport and East Cambie Area Plans; and
- the lands are predominantly zoned and used for commercial/industrial uses and in terms of current and future use, have more in common with the Bridgeport Road Corridor uses than with the predominantly residential uses within the East Cambie Area.

The new boundary runs along the hydro right-of-way behind the properties to the south of Bridgeport Road from No. 4 Road through to Knight Street and shifts to the south to include the lands along Sweden Way and the north side of Bathgate Way. The map showing these changes is Attachment 2 to Bylaw 7406.

Due to the change to the boundary between the Bridgeport and East Cambie areas a number of other map changes are required:

- two maps in Schedule 1,
- Attachment 2 to Schedule 1 (Specific Land Use Map); and
- Key Maps for eight Area and Sub-Area Plans in Schedule 2 of the OCP.

Agricultural Land Reserve

The development permit requirements for lands adjacent to the ALR are listed in the OCP. Rather than repeating them in each area plan, it is proposed that the Area Plans be amended to:

- restate the City's commitment to agricultural land in the Jobs & Business policy sections and refer readers to Schedule 1 of the OCP for the detailed requirements; and
- remove the specific development permit requirements.

In order to ensure consistency, it is proposed that the Terra Nova and Ash Street Plans also be amended with this consistent format and wording.

2. ADMINISTRATIVE AMENDMENTS TO THE OCP AND AREA PLANS

In addition to the changes proposed in the previous section for the revised planning areas map and the consistent wording for ALR, there are a few other administrative changes that are proposed for the OCP and a few Area Plans. The proposed changes include:

- that the Thompson (Terra Nova Sub-Area) Plan be amended by removing the Issue statement for Objective 1 on page 3 regarding aircraft noise, as it was added twice;
- that the Dover Crossing Area Plan be amended by changing the word "encourage" to "require" with regard to CMHC noise mitigation guidelines. The wording change will make the Dover Plan consistent with the other Area Plans;
- that Attachment 2 to Schedule 1 (the Specific Land Use Map) be amended to correct the reference numbers for the Area and Sub-Area Plans; and
- that Attachments 1 and 2 to Schedule 1 (the Generalized and Specific Land Use Maps) require amendments to clarify ALR boundary issues:
 - There are 8 properties along River Road just east of Kartner Road that were designated Business and Industry and are shown to be outside of the ALR. These

- properties are in the ALR and therefore the land use designation should be changed to Agricultural and the ALR boundary should be amended to include them; and
- The seven properties at 20471 to 20591 Westminster Hwy were removed from the ALR recently and therefore, the ALR boundary should be amended to exclude them.

Consultation

Both the Vancouver Airport Authority (YVR) and the Agricultural Land Commission (ALC) were provided with copies of the four draft Area Plans for comment as per the City's OCP Consultation Policy No. 5039.

YVR provided comments as shown on Attachment 1. Except for one requested wording change, the changes that were requested are more substantive in nature therefore, are not, it is suggested, able to be accommodated with this plan update re-formatting exercise. The City's response is show on Attachment 2.

The Agricultural Land Commission provided comments (Attachment 3) and the City responded (Attachment 4). These comments resulted in some changes to achieve consistency among the Area Plans. However, some of the Commission's other proposed changes were suggested for lands outside of the plan area or were not consistent with the limited scope of this re-formatting exercise. Further correspondence (Attachment 5) and the City's response (Attachment 6) highlight the need for more work to clarify the development permit requirements for lands adjacent to the ALR. This work will take place as part of the buffer strategy, work which is suggested as part of the City's Agricultural Viability Strategy.

Next Steps

There are one more set of Area Plans to be updated, namely:

- City Centre;
- City Centre (St. Albans Sub-Area);
- City Centre (Acheson Bennett Sub-Area);
- City Centre (McLennan North Sub-Area);
- City Centre (McLennan South Sub-Area);
- East Richmond (McLennan Sub-Area); and
- Hamilton.

Staff are already working on these and expect to bring them forward in 2003.

Financial Impact

None.

Conclusion

With the new OCP adopted in March 1999 it is necessary to update the 17 Area Plans. The first updated set of Area Plans was approved in February 2001. Four new Area Plans are currently being brought forward and it is expect that the updating the all the Area Plans will be completed in 2003.



Jenny Beran, MCIP
Planner, Urban Development

JMB:cas



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 7406**

The Council of the City of Richmond, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by:
 - a) Deleting:
 - Schedule 2 to Bylaw 7100 Table of Contents;
 - Schedule 2.4 Steveston;
 - Schedule 2.11A West Cambie;
 - Schedule 2.11B East Cambie; and
 - Schedule 2.12 Bridgeport; andsubstituting:
 - Schedule 2 to Bylaw 7100 Table of Contents;
 - Schedule 2.4 Steveston;
 - Schedule 2.11A West Cambie;
 - Schedule 2.11B East Cambie; and
 - Schedule 2.12 Bridgeport;which are attached as Schedule 1 to this Bylaw; and
 - b) Replacing the Planning Areas Map with the attached updated Planning Areas Map, which is attached as Schedule 2 to this Bylaw, in the following areas:
 - the Plan Interpretation Section of the OCP;
 - Section 3.0 Neighbourhoods and Housing;
 - the Key Maps page for:
 - Schedule 2.2A Thompson (Dover Crossing Sub-Area);
 - Schedule 2.2B Thompson (Terra Nova Sub-Area);
 - Schedule 2.5A Blundell (Laurelwood Sub-Area);
 - Schedule 2.5B Blundell (East Livingstone Sub-Area);
 - Schedule 2.6A Broadmoor (Ash Street Sub-Area);
 - Schedule 2.6B Broadmoor (Central West Broadmoor Sub-Area);
 - Schedule 2.6C Broadmoor (Sunnymede North Sub-Area); and
 - Schedule 2.8A Shellmont (Ironwood Sub-Area); and
 - c)
 - i) deleting pages 2 and 17 of the Thompson (Terra Nova Sub-Area) Plan and replacing them with page 2 and 17 of the Thompson (Terra Nova Sub-Area) Plan which are attached as Schedule 3 to this Bylaw; and
 - ii) deleting page 2 and 9 of the Broadmoor (Ash Street Sub-Area) Plan and replacing them with page 2 of the Broadmoor (Ash Street Sub-Area) Plan which is attached as Schedule 4 to this Bylaw; and

- d) Deleting the Issue statement in Section 3.0 for Objective 1 in the Thompson (Terra Nova Sub-Area) Plan;
 - e) Deleting the word “Encourage” and replacing it with “Require” in Section 3.0, Objective 3, Policy a); and
 - f) Deleting Attachment 1 (Generalized Land Use Map) and Attachment 2 (Specific Land Use Map) to Schedule 1 of the OCP and replacing them with the updated Attachment 1 (Generalized Land Use Map) and Attachment 2 (Specific Land Use Map) which are attached as Schedule 5 to this Bylaw.
2. This Bylaw may be cited as “**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7406**”.

FIRST READING

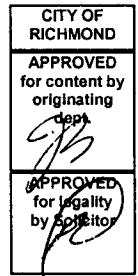
PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

SEP 09 2002



MAYOR

CITY CLERK



Vancouver International Airport Authority
Administration de l'aéroport international de Vancouver
P.O. Box 23750 A.P.O.
Richmond, B.C. Canada V7B 1Y7
www.yvr.ca

18 July 2002

Via Fax: (604) 276-4177

Ms. Jenny Beran
Planner
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

Dear Ms. Beran:

RE: Draft Sub-Area Plan Updates (East Cambie, West Cambie, and Bridgeport)

I am writing in response to your letter dated 21 June 2002 requesting review and comment from the Airport Authority on the above draft area plans, and I am pleased to offer our comments. We appreciate your effort to involve us early in the area plan review process.

East Cambie

With respect to the area plan for East Cambie, we have no substantial comments except to continue our support of the City's efforts to require sound insulation for homes in this area.

West Cambie

With respect to the area plan for West Cambie, we note that portions of this area lie within Noise Exposure Forecast (NEF) > 30. Based on guidelines found in the Transport Canada document "*Land Use in the Vicinity of Airport (TP1247E)*", residential housing is not suitable for areas of NEF > 30. A copy of this document can be found on the Transport Canada website (www.tc.gc.ca). We suggest a similar policy statement to that found in the East Cambie area plan, of giving priority to the development of lands for residential purpose which are least likely to be adversely affected by aircraft noise, be included in the area plan for West Cambie.

Bridgeport

With respect to the Bridgeport area plan, the policies on page 15 read as "encouraging" builders to comply and provide noise mitigation measures. We would like to see here "require" rather than encourage.

Also with respect to Objective #1 of the Tait Sub-Area (Bridgeport Area Plan page 14) to "*allow for the densification of the existing community and the addition of new residential area along the north side of River Road between No. 4 Road and Shell Road*", this remains inconsistent with our position on residential developments in high noise exposure areas.

The Tait Area lies directly under the flight path of the North Runway (08L/26R), approximately 3.5km away from the runway threshold. And, as stated in area plan, the Tait sub-area will be within Noise Exposure Forecast (NEF) levels of between 25-35 by the year 2011. Based on guidelines found in the Transport Canada document "*Land Use in the Vicinity of Airport (TP1247E)*", residential housing is not suitable for areas of NEF > 30. We oppose the objective of densification of the existing community since that could result in more people living in areas where residential housing is not suitable.

The benefits of newer and quieter aircraft along with noise abatement procedures is eroded if residential development continues in areas within close proximity to the airport. For this reason, we firmly believe that the City must exercise its responsibility and assist with minimizing the number of developments in high noise exposure areas.

Clearly, the proposed new residential area along River Road is in an area that would require sound insulation for homes and we continue to support the City's efforts to require this.

As you are well aware, the Airport Authority and the Federal Government are parties in a legal proceeding with some residents of Bridgeport over monetary compensation for noise related to aircraft using the North Runway. If new residential developments are to proceed in this area, we suggest that the City examine ways to ensure that potential purchasers are made aware of noise levels in the area through placing very clear notice on the land titles or some other appropriate mechanism.

General

Two other issues for planning consideration are building height and aviation safety. While the area plans make no specific mention of building height, obviously that is an issue for the airport, as we want to ensure that aircraft can safely approach and depart the airport without the interference of buildings or other structures. We note that portions of the land within the sub-area plans are located within obstacle limitation zones* for the north and south runways at Vancouver International Airport. As this is a complex and technical issue I would like to arrange a meeting with City and Airport Authority staff to discuss this.

We also note that the area plans reference parks and natural areas. The Airport Authority has a comprehensive wildlife management program to minimize the interaction between wildlife (birds) and aircraft to reduce safety hazards. Wildlife management issues should be considered during the design and development of these green spaces to minimize the attraction of certain types of wildlife that could pose a safety hazard to aircraft operating to and from the airport.

The City's Urban Development Division and the Airport Authority face the challenge of balancing competing community demands. Our comments are provided to assist with meeting this challenge.

I thank you once again for including us in your review process and providing us with this opportunity to comment. Should you have any questions, please feel free to call me at 604-276-6357.

Sincerely,



for: Anne Murray
Vice President
Community and Environmental Affairs
Vancouver International Airport Authority

* The obstacle limitation zones are designed to prevent the airport's runways from becoming unusable by the growth of obstacles around the airport, and specifically there are three protected surfaces to be reviewed before any structure (buildings, towers, poles, etc.) is located within 15 km of the airport.

These surfaces are: the Outer Surface and Take-off/Approach Surface through which no objects may protrude; and, the Take-Off Flight Path Area. A description of each surface is provided below.

- The Outer Surface restricts objects to a maximum elevation of 47m for a radius of 4 km around the airport.
- The Take-off/Approach Surface extends to a minimum of 15 km along the extended centre line of each runway starting at a width of 150m at the runway threshold and diverging on each side at a rate of 15% and at a recommended slope of 1.66% for the first 3 km and thereafter a required slope of 2.0%.
- The Take-off Flight Path Area, while not formally zoned, protects for aircraft engine-out take-off performance and extends along the extended centre line of each runway from the departure end of the runway upwards at a slope of 1.2% at a width starting at 180m and diverging each side at a rate of 12.5%. This is the most restrictive of all the zones that normally governs obstacle height.

Any evaluation of proposed new obstacles must consider both the final height of the obstacle and how that obstacle will be built to that height (i.e. crane heights).



City of Richmond

6911 No.3 Road, Richmond, BC V6Y 2C1
 Telephone (604) 276-4000
 www.city.richmond.bc.ca

July 10, 2002
 File: -

Urban Development Division
 Fax: (604) 276-4177

Anne Murray
 Vice President, Community and Environmental Affairs
 Vancouver International Airport Authority
 P.O. Box 23750 A.P.O.
 Richmond, BC V7B 1Y7

Dear Ms. Murray:

Re: Bridgeport, East Cambie and West Cambie Area Plan Updates

Thank you for your letter dated July 18, 2002 outlining YVR's response to the City of Richmond's submission to you of three draft Area Plans for review. Your letter and this response by the City will be provided to Council when they consider the adoption of these area plans. The following italicised points respond to the points in your letter.

East Cambie Area Plan
 No action required.

West Cambie Area Plan

YVR has suggested that a policy statement be inserted into the West Cambie Area Plan, similar to East Cambie, which reads "Give priority to the development of lands for residential purpose which are least likely to be adversely affected by noise disturbance from aircraft operations".

The reason that this policy statement exists in the revised West Cambie Plan but not the revised East Cambie Plan is because it was in the original West Cambie Plan but not in the original East Cambie Plan. As this Area Plan update process is primarily limited to a re-formatting exercise, staff have not added this statement as it would require more consideration and constitute a revised policy direction. It may be considered at a later date.

Bridgeport Area Plan

- 1) YVR has suggested that the word "require" rather than "encourage" be used in terms of the CMHC noise mitigation measures.

The City agrees that the wording for this statement should read "require" and will also amend the Dover Crossing Area Plan at this time to ensure consistent wording throughout the Area Plans.

- 2) YVR has suggested that the policy of allowing densification in the Tait neighbourhood is inconsistent with the airports' position with regard to residential development in high noise exposure areas.

A change of this magnitude to the Area Plan would require more analysis and consultation, which is not included in this re-formatting exercise. It may be considered at a later date.

We also note your comments regarding building height and aviation safety, and agree that these would be appropriate to discuss at a future meeting.

For clarification of any of these points please call me at 604-276-4212.

Regards,



Jenny Beran, MCIP
Planner, Urban Development
JMB:cas



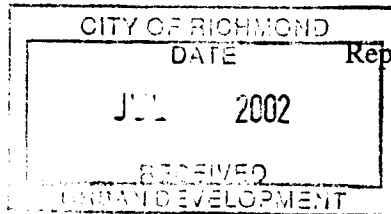
Land Reserve Commission

Working Farms, Working Forests

04 July 2002

City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Attention: Jenny Beran, Planner



Reply to the attention of Tony Pellett

Re: **Bridgeport, East Cambie, West Cambie and Steveston Area Plans** — our file #O-32237
— your file 4045-20-06-AS

The Land Reserve Commission (the "Commission") has now had an opportunity to review the draft Area Plans enclosed with your letter of 21 June 2002. The Commission's review has been directly primarily at the "consistency" requirement in Section 47 of the *Agricultural Land Reserve (ALR) Act*. The Commission's mandate also extends to matters concerning planning adjacent the ALR boundary and to encouraging the establishment and maintenance of farms within the ALR. Where the Commission determines that a planning bylaw affecting ALR land is not consistent with the *ALR Act* or regulations, the Commission may consent to the bylaw (thereby rendering it consistent with the *Act*, regulations and orders of the Commission as required by the legislation).

Bridgeport Area Plan

The Commission noted the following Area Plan issues:

- This area is located entirely outside the ALR, but adjoins the ALR at No. 6 Road north of Bridgeport Road and in the Burrows Road area.
- All ALR boundaries follow constructed roads, the CN Rail line, or a short, unbuilt stretch of the Savage Road allowance between Burrows Road and the railway.
- The Area Plan designates all lands adjoining the ALR as Industrial.
- Across the road from the ALR, the Area Plan requires a minimum 5 m landscaped strip, reinforcing the character of agricultural lands, including large-scale trees, a combination of shrubs and ground cover, and where appropriate, a sidewalk.

The Commission noted that these ALR protection measures go beyond what the Commission requested in its 1999 review of the OCP. **By Resolution #285/2002, the Commission advises it concurs with the proposed Bridgeport Area Plan.**

East Cambie Area Plan

The Commission noted the following Area Plan issues:

- This area adjoins the ALR at No. 6 Road and across Westminster Highway either side of Knight Street.
- The area also includes the Richmond Nature Park, which is located within the ALR straddling Highway 99 between Westminster Highway and Highway 91.
- The Area Plan designates most lands adjoining the ALR as Industrial, with the following exceptions:
 - The Richmond Auto Mall is across Westminster Highway from the ALR and
 - Some residential areas technically adjoining the ALR boundary are in fact separated from it by Highway 91.

... 2

- The Area Plan contains policies to conserve the Richmond Nature Park as a bog environment and to ensure that drainage improvements to the area surrounding the Richmond Nature Park do not adversely affect the water levels of the park. The Land Use Map does not identify Richmond Nature Park by name, but shows it as a School/Park, Institutional area.
- The Area Plan has the same landscaping standards across the road from the ALR as for the Bridgeport Area Plan. Those standards specifically exempt single family dwellings, thus the single family dwellings across Highway 91 from the ALR do not have to provide a landscaped strip (which the Commission considers superfluous where the residential area is separated from the ALR by an elevated freeway). Within the East Cambie Area, there are no other single family residential areas near the ALR.

In its review of this Area Plan, the Commission was concerned that unreasonable expectations for ALR land could be created by the East Cambie Area Land Use Map. Persons viewing that map see a School/Park, Institutional area but have no way of relating that designation to the Richmond Nature Park policies. That concern could be alleviated if the Land Use Map were to identify Richmond Nature Park by name. **By Resolution #286/2002, the Commission strongly suggests that before adoption of the East Cambie Area Plan, Richmond Council should amend the plan so that the Land Use Map identifies the Richmond Nature Park by name.**

West Cambie Area Plan

The Commission noted the following Area Plan issues:

- Within the West Cambie Area there is a 59.2 ha ALR parcel (bounded by major streets and a rail line). This parcel is in the name of the Minister of Defence, and the northwest corner is occupied by the Armoury for the 12th Battalion. The West Cambie Area Plan would designate this parcel as a Public, Institutional and Open Space area, a designation to which the Commission did not object in its 1999 review of the overall OCP, pending more detailed planning in the Area Plan. In fact, this Area Plan does not contain more detailed planning.
- The Area Plan text repeats the East Cambie Area Plan reference to the Richmond Nature Park, potentially leading to the impression that the DND lands form part of that park.
- The Area Plan designation for most lands across Alderbridge Way from the ALR block is Residential, a designation which allows a mix of single-family housing and more intensive residential uses. The extreme east end of that block is designated Commercial/Industrial. The landscaping standards across the road from the ALR are the same as for the Bridgeport Area Plan. They exempt single family residences, potentially leading to a problem in a mixed residential area, where one parcel has a landscaped strip and the next does not and owners could gain the impression this uneven treatment is the Commission's idea.

By Resolution #287/2002, the Commission advises it does not concur with the proposed Area Plan on the grounds it does not provide any guidance for the DND block in anticipation of full or partial devolution of the federal lands. The Commission advises it would be sufficient for the plan to contain a statement to the effect that *the Area Plan will be reviewed in consultation with the Provincial Agricultural Land Commission in the event the DND lands are proposed for full or partial devolution.*

By Resolution #287/2002, the Commission further suggests that the landscaping standards not apply to the Residential area across the road from the ALR block (because the width and landscaping standards of Alderbridge Way obviate the need to protect the ALR in this way). Alternatively, they could be applied equally to all types of Residential development.

Steveston Area Plan

The Commission noted the following Area Plan issues:

- This area is located entirely outside the ALR, but has a 2.4 km common boundary with the ALR on the east. The northerly 1.6 km of the common boundary follows No. 2 Road, but from there to the south dyke, the remainder of the ALR boundary follows property boundaries. Unlike the other three area plans, the Steveston Area Plan does not quote the OCP's usual ALR protection measures for properties located across a road from the ALR. Where the ALR boundary follows property lines (around the northern and eastern sides of the area called variously the "London/Princess Node" and the "London's Landing Character Area"), the Area Plan requires a minimum 5 m landscaped strip, reinforcing the character of agricultural lands, including large-scale trees, a combination of shrubs and ground cover, and where appropriate, a sidewalk (although the Commission doubts a sidewalk would be appropriate to the north of the proposed Heritage Residential area).
- There is also a specified edge treatment for development along the south side of the old CN Rail right-of-way, even though the Area Plan does not indicate any specific use for the right-of-way. For properties along the south side of the right-of-way, the Area Plan allows "Mixed Use (Commercial Industrial with Residential & Office Above)" for the western half of the edge and "Residential" for the eastern half of the edge. On the north side of these properties, the Area Plan also requires
 - a landscape buffer in the form of a hedgerow incorporating large growing deciduous trees (in an evenly spaced line or informal groupings to facilitate views to the north) commonly used in Richmond's agricultural areas and
 - a variety of indigenous/naturalized plant material designed to provide a dense, year-round screen at least 1.9 m high, and seasonal colour and interest.
- On the eastern side of the "London/Princess Node", the Residential designation adjoins a 7.4 ha farm in the ALR, and (near the south east corner of the "London/Princess Node") a Heritage Residential designation adjoins a 1.6 ha ALR parcel approved by Commission Resolution #10252/1978 for use as a municipal heritage site known as the London Farm.

Subsequent to the Commission's consideration of the Steveston Area Plan, Commission staff have been advised that a separate planning process in consultation with the farm community has resulted in a plan to develop the south side of the CN right-of-way for a trail and the north side of the CN right-of-way for the sort of intensive buffer envisaged by the draft Area Plan. Provided the east end of the trail divulges into the Residential area, that approach would be consistent with the Commission's mandate.

By Resolution #288/202, the Commission requests that the Steveston Area Plan be referred for further Commission review when the following concerns have been addressed:

- **For consistency with other Area Plans, the Steveston Area Plan should quote the standard ALR edge treatment with respect to lands across No. 2 Road from the ALR, without the need for Development Permits for single family residences;**
- **For greater certainty of adjoining ALR land owners, the Steveston Area Plan should indicate the proposed land use for that part of the old CN right-of-way situated east of No. 2 Road and south of the ALR boundary; and**
- **The Steveston Area Plan should make it clear that Development Permits for the Protection of Farming should be required in relation to all residential uses (including single-family) on the eastern boundary of the ALR north of the proposed Heritage Residential designation.**

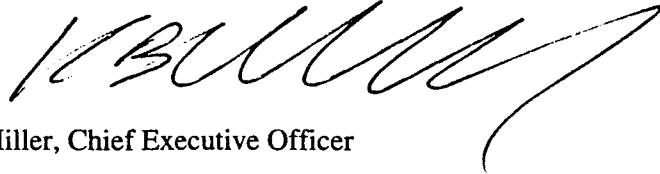
City of Richmond
04 July 2002 — page 4

The Commission thanks the City of Richmond for its referral of these area plans and looks forward to further dialogue in those instances where the Commission has requested changes to the plans.

Yours truly

LAND RESERVE COMMISSION

Per:

A handwritten signature in black ink, appearing to read 'K.B. Miller', written over a horizontal line.

K.B. Miller, Chief Executive Officer

cc: Regional Agrologist Dave Melnychuk, MAFF Abbotsford

TP/

32237 d3



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
 Telephone (604) 276-4000
 www.city.richmond.bc.ca

July 10, 2002
 File: -

Urban Development Division
 Fax: (604) 276-4177

Land Reserve Commission
 133-4940 Canada Way
 Burnaby, BC V5G 4K6

Dear Mr. Pellett:

Re: Bridgeport, East Cambie and West Cambie Area Plan Updates

Thank you for your letter dated July 4, 2002 from Mr. Miller, outlining the Commission's response to the City of Richmond's submission to you of three draft Area Plans for review. Your letter and this response by the City will be provided to Council when they consider the adoption of these area plans. The following italicised points specifically respond to each of the bolded points in the Commission's letter.

Bridgeport Area Plan

No action required.

East Cambie Area Plan

The Commission strongly suggests that the Land Use Map identify the Richmond Nature Park by name.

Land Use Maps do not identify any individual land uses except for roads therefore the Land Use Map will not be amended to specifically identify the Richmond Nature Park.

West Cambie Area Plan

- 1) The Commission advises that it does not concur with the proposed Area Plan as it does not provide any guidance for the DND block. The Commission goes on to suggest wording that the Area Plan will be reviewed in consultation with the ALC in the event that the DND lands are devolved.

The purpose of the Area Plan update process, as directed by Council, is to ensure that the Area Plans are in the same format as, and consistent with, the city-wide OCP. There are no policy changes or additions to any of these plans with this re-formatting exercise. Therefore, at this time, we are unable to add the suggested wording, as it constitutes the addition of policy direction. However, this letter will be kept on file in order that the Commission's interest will be noted if and when discussion are undertaken regarding the DND lands.

- 2) The Commission suggests that the landscaping standards not apply to the residential areas along Alderbridge Way because of the width and landscaping standards of Alderbridge Way.

The West Cambie Area Plan will be amended to state that given the width and landscaping standards of Alderbridge Way, additional buffering is not required.

Steveston Area Plan

- 1) The Commission requests that it be consulted when the Steveston Area Plan is amended to be consistent with the other area plans in terms of the wording for the edge treatment required for lands adjacent to the ALR.

The City notes that the wording in the Steveston Area Plan does not specifically re-state the Development Permit requirements for edge treatment for lands adjacent to the ALR, as do the other Area Plans. On further consideration, in order to correct this lack of consistency, staff will be proposing to Council that it is redundant to re-state these Development Permit requirements in each Area Plan as they are stated in the city-wide OCP.

Therefore, as part of this process, the Terra Nova Sub-Area, Ash Street Sub-Area, Steveston, West Cambie, East Cambie and Bridgeport Area Plans will not restate the Development Permit requirements and instead, in the policy section of the plans, under Jobs & Business, will reference readers back to the specific requirements in the OCP.

As there are lands in the Thomson (Terra Nova Sub-Area) that are in the Agricultural Land Reserve, these changes will be forwarded to the ALC for comment after first reading of the bylaw (as per the requirement under Section 882(3)(c) of the Local Government Act).

- 2) The Commission requests that it be consulted when the Steveston Area Plan is amended to indicate the proposed land use for the CN right-of-way situated east of No. 2 Road and south of the ALR boundary.

The CN right-of-way is not located within the boundaries of the Steveston Area Plan. Also, at this time, while discussions have taken place, the proposed land use has not been determined.

- 3) The Commission requests that it be consulted when the Steveston Area Plan is amended to make clear that Development Permits are required for residential uses (including single-family) along the eastern boundary of the ALR north of the heritage site.

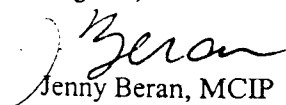
As stated in the OCP, sites within 30m of the ALR are designated as Development Permit areas. The Steveston Area Plan references back to the OCP with regard to this requirement therefore, there is no need to restate this in the Steveston OCP.

Summary

The Agricultural Viability Strategy that has been recently drafted for Richmond outlines that further work is required to clarify the buffering requirements for land adjacent to the ALR. The ALC will be consulted when any further changes are made to the OCP in this regard.

For clarification of any of these points please call me at 604-276-4212.

Regards,


Jenny Beran, MCIP
Planner, Urban Development
JMB:cas



Land Reserve Commission

Working Farms, Working Forests

02 August 2002

Reply to the attention of Tony Pellett

City of Richmond
6911 No. 3 Road
Richmond BC V6Y 2C1

Attention: Jenny Beran, Planner

**Re: Bridgeport, East Cambie, West Cambie and Steveston Area Plans — our file #O-32237
— your file 4045-20-06-AS**

Thank you for your letter of 10 July 2002 in response to the Commission decision letter of 04 July 2002.

We had not previously appreciated that Area Plans do not refine policies set by the overall OCP. This fact relieves us of one concern, related to the City's overall direction for Development Permit Areas (DPAs) for the protection of farming. Some other area plans had specified that these DPAs would not apply to single family residential lands, even though Section 9.2.11(b), (c) and (d) are worded so as to include single family development. This Commission has agreed that it may be unnecessary for 9.2.11(c) to apply to single family residential lands, but was strongly of the view that Sections 9.2.11(b) and (d) should apply equally to single family residential lands (as in the London/Princess Node of the Steveston Area Plan).

By amending all Area Plans to quote the overall OCP, will that mean that single family residential areas across a major street from the ALR will then become subject to development permits for the protection of farming?

Yours truly

LAND RESERVE COMMISSION

Per:


K.B. Miller, Chief Executive Officer

cc: Regional Agrologist Dave Melnychuk, MAFF Abbotsford

TP/

020

32237 m4



City of Richmond

6911 No. 3 Road, Richmond, BC V6Y 2C1
Telephone (604) 276-4000
www.city.richmond.bc.ca

August 20, 2002
File:

Urban Development Division
Fax: (604) 276-4222

Land Reserve Commission
133-4940 Canada Way
Burnaby, BC V5G 4K6

Dear Mr. Pellett:

Re: Area Plan Update – Comments

Thank you for your correspondence of August 2nd, 2002 with regard to the Area Plan update process. You have highlighted in your letter the Commission's concern with regard to clarification of the development permit requirements for land, specifically single-family, adjacent to or across the road from the ALR. We are in agreement that clarification is necessary and have identified this work as part of the Buffer Strategy in the Agricultural Viability Study. Therefore, while we are not able to address this issue as part of the re-formatting of the Area Plans, further work will be done to clarify this issue.

For clarification of any of these points please call me at 276-4212.

Yours truly,

Jenny Beran, MCIP
Planner, Urban Development

JMB:cas

pc: Janet Lee, Planner
Holger Burke, Development Coordinator
Terry Crowe, Manager, Policy Planning
Dave Melnychuk, MAFF Abbotsford

Richmond Official Community Plan

Schedule 2 of Bylaw 7100: Area Plans

2.2A	Thompson (Dover Crossing Sub-Area)
2.2B	Thompson (Terra Nova Sub-Area)
2.4	Steveston
2.5A	Blundell (Laurelwood Sub-Area)
2.5B	Blundell (East Livingstone Sub-Area)
2.6A	Broadmoor (Ash Street Sub-Area)
2.6B	Broadmoor (Central West Sub-Area)
2.6C	Broadmoor (Sunnymede North Sub-Area)
2.8A	Shellmont (Ironwood Sub-Area)
2.10	<i>City Centre</i>
2.10A	<i>City Centre (St. Albans Sub-Area)</i>
2.10B	<i>City Centre (Acheson Bennett Sub-Area)</i>
2.10C	<i>City Centre (McLennan North Sub-Area)</i>
2.10D	<i>City Centre (McLennan South Sub-Area)</i>
2.11A	West Cambie
2.11B	East Cambie
2.12	Bridgeport
2.13A	<i>East Richmond (McLennan Sub-Area)</i>
2.14	<i>Hamilton</i>

Note: The Area Plans shown in italics remain in its original sideways binder and will be included in this binder at a later date.

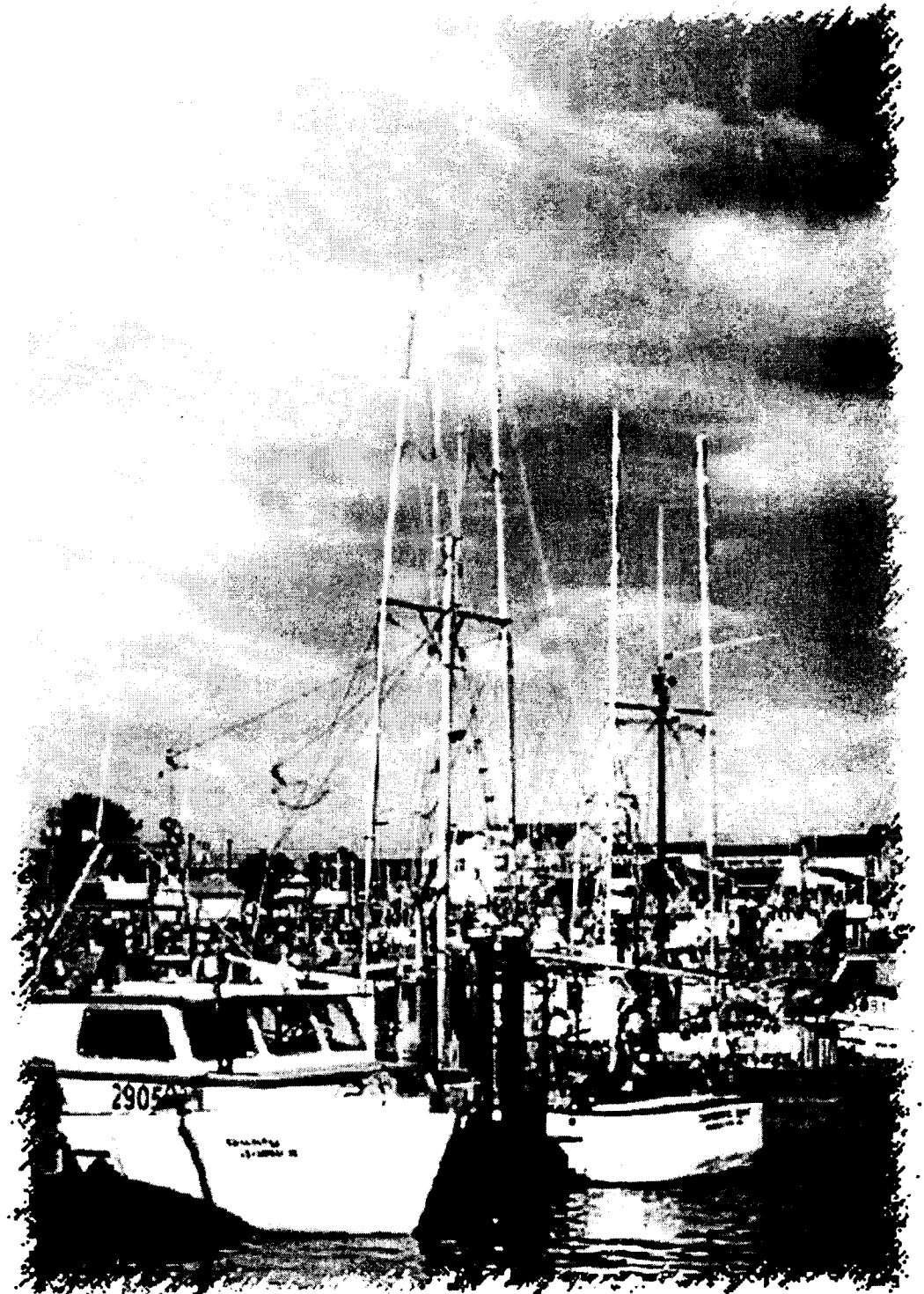
Richmond Official Community Plan

STEVESTON AREA PLAN

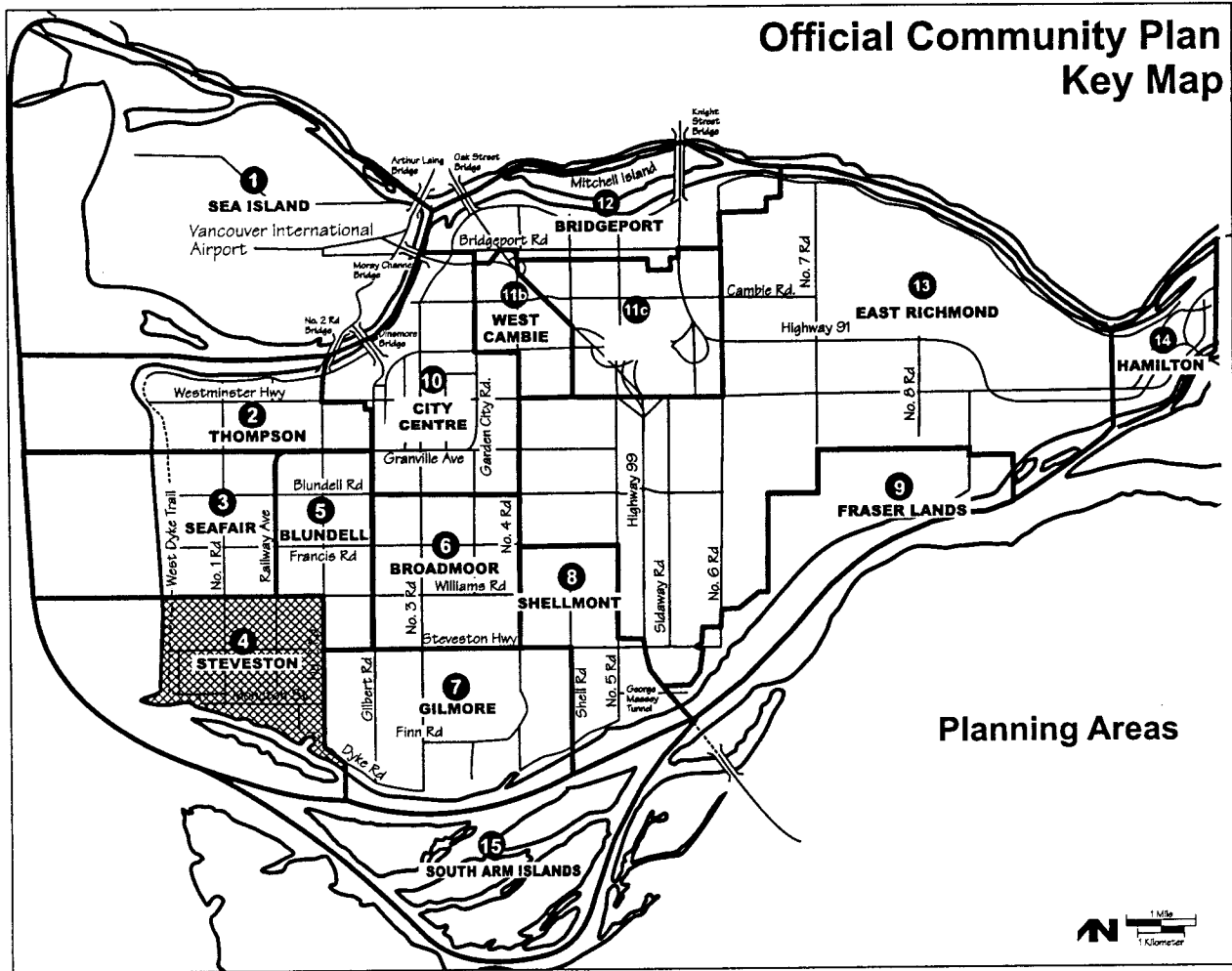
Bylaw 7100 Schedule 2.4



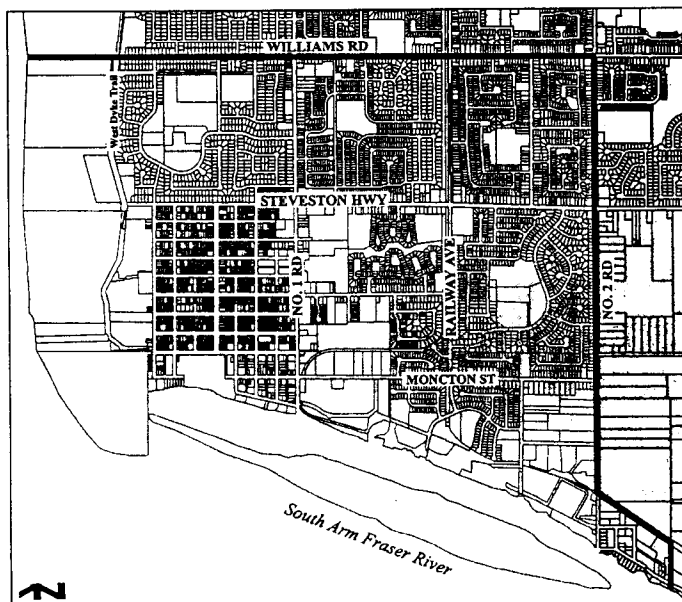
City of Richmond



KEY MAP



PLAN AREA MAP



Waterfront Neighbourhood Key Map

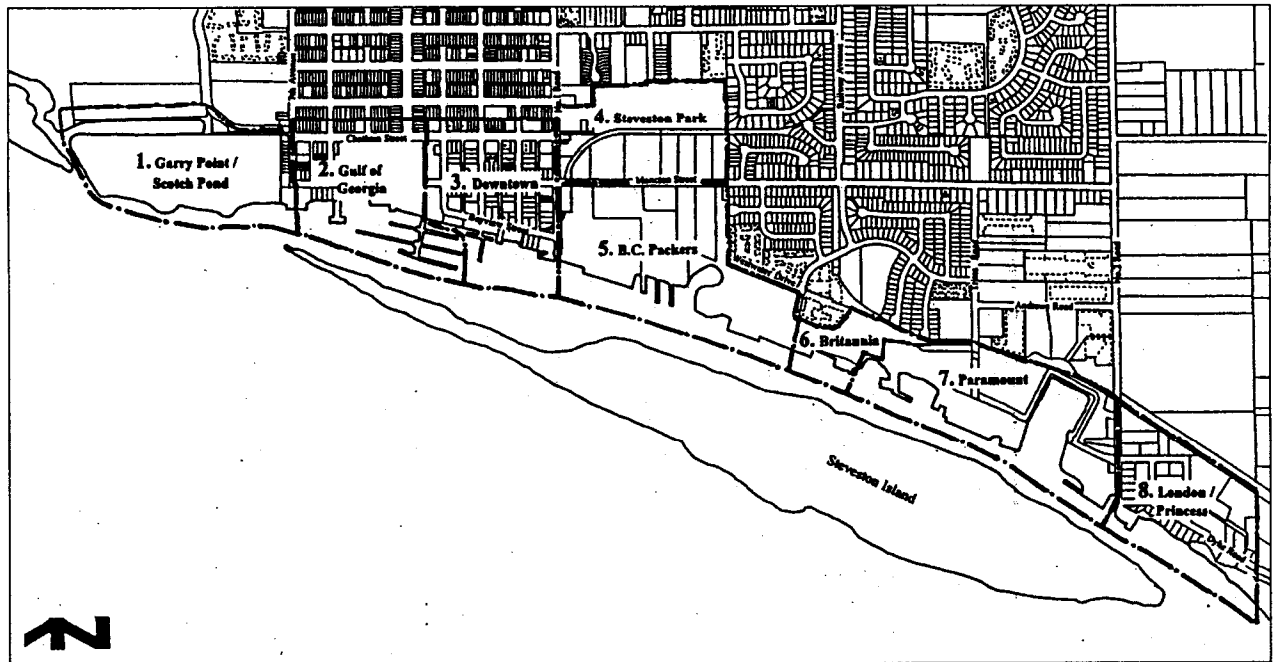


TABLE OF CONTENTS

	Page
Plan Interpretation	iii
1.0 Plan Overview	1
1.1 Purpose	2
1.2 Vision & Goals	2
1.2.1 Steveston Overall Goal	2
1.2.2 Steveston Waterfront Neighbourhood Vision & Goals	2
2.0 Jobs & Business	4
3.0 Neighbourhoods & Housing	7
3.1 Steveston Overall	7
3.2 Waterfront Neighbourhoods Overall Policies	8
3.2.1 Garry Point/Scotch Pond Node	12
3.2.2 Gulf of Georgia Node	12
3.2.3 Steveston Downtown Node (Business Centre)	13
3.2.4 Steveston Park Node	14
3.2.5 BC Packers Node	14
3.2.6 Britannia Node	17
3.2.7 Paramount Node	18
3.2.8 London/Princess Node	18
4.0 Transportation	20
5.0 Natural & Human Environment	23
6.0 Community Facilities & Services	27
7.0 City Infrastructure	30
8.0 Development Permit Guidelines	33
8.1 Application and Intent	33
8.2 General Development Permit Guidelines for Steveston	33
8.2.1 Settlement Patterns	34
8.2.2 Massing and Height	36
8.2.3 Architectural Elements	37

8.2.4	Landscape Elements	42
8.2.5	Parking and Services.....	45
8.3	Additional Development Permit Guidelines: Character Area Guidelines.....	47
8.3.1	Area A: Steveston Village	47
8.3.1.1	General Guidelines	47
8.3.1.2	Sub-Area Guidelines	53
8.3.1.2.A	Moncton Street.....	53
8.3.1.2.B	Bayview Street and BC Packers Riverfront.....	56
8.3.1.2.C	Chatham Street.....	61
8.3.1.2.D	Gulf of Georgia	64
8.3.2	Area B: BC Packers Residential Neighbourhood	67
8.3.3	Area C: London's Landing	74
8.3.4	Area D: 7th Avenue and Chatham Street.....	82
8.3.5	Area E: Garry Street and Railway Avenue.....	85
8.3.6	Area F: Southcove	89
Appendix 1 Definitions		95

LIST OF MAPS

	Page
Key Map.....	inside front cover
Plan Area Map.....	inside front cover
Waterfront Neighbourhood Key Map.....	inside front cover
Flood Plain Exemption Area Map.....	32
Character Area Key Map.....	48
Area A: Steveston Village Character Area Map	49
Temporary Industrial Use Areas	90
London/Princess Land Use Map	91
BC Packers Land Use Map.....	92
Steveston Waterfront Neighbourhoods Land Use Map.....	93
Steveston Area Land Use Map	94

PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

The OCP is a legal community planning document for managing the City's social, economic, land use, servicing and environmental future. It sets out a vision, goals, objectives, and policies that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

- 1) Schedule 1: the overall OCP;
- 2) Schedule 2: Area Plans and Sub-Area Plans.

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

Sub-Area plans refer to smaller localized areas within specific planning areas.

The OCP addresses broad city wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Maps shall take precedence with the exception of sites designated Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division to make sure that this is an up-to-date version containing all of the adopted amendments.

Definitions

See OCP Schedule 1.

This document is the Official Community Plan Bylaw for the Steveston Area (Schedule 2.4 of Bylaw 7100).

This Area Plan sets out City's intentions for the future development of the Steveston Area (see key map, see front inside cover pages) through sets of Council approved Goals, Objectives, Policies and Guidelines. The policies outlined in Section 3.1 of this document apply throughout the Steveston Area; those in Section 3.2 apply specifically to the Waterfront Neighbourhood (see key map, see front inside cover pages). Area wide policies continue to apply to the Waterfront Neighbourhood, even though they are not restated in Section 3.2.

All multiple-family residential, commercial, industrial and mixed use areas are development permit areas.

1.0 PLAN OVERVIEW

Steveston has had an historical role as an early port site, business centre and residential hub in Richmond. Today Steveston stands at the threshold of some very important changes. With BC Packers, a long time employer, closing its fish processing plant, there is pressure for these lands to be redeveloped. Local residents are deeply committed to preserving the unique aspects of the area which give it its character and yet recognize the changing social and economic conditions which give rise to potential new development.

The nature of the fishing industry is changing as a result of federal and provincial policies which will see a consolidation of facilities at Steveston as one of two Home Ports for the Pacific fishing fleet. Industrial land use trends are changing at the same time that demand is increasing for public access to and views of the water. Open space needs are changing; open space opportunities are now needed on the neighbourhood, community, municipal and regional levels. There is a continuing demand for residential land in Richmond and the Steveston area is an attractive location with many amenities.

With population growth, community services - roads, parks, schools, and infrastructure will be required. Business opportunities, open space opportunities and community services will need to be strengthened. Valuable heritage resources of the community require careful management. There is keen public interest in securing access to the Steveston waterfront and in seeing that new development enhances the unique character of the area.

How these changes are handled, and what might ultimately occur, are influenced by the values of the local residents, and has been the subject of ongoing public debate. This plan builds upon previous plans and reports, and provides the framework within which future changes can occur. The framework is based on how the community sees itself growing in a way that will integrate and phase new growth so as not to disrupt the character and existing fabric of the community which is so valued.

1.1 PURPOSE

The area plan for Steveston sets out an overall community goal for Steveston. From this vision, a series of achievable and realistic objectives covering basic issues and categories of land use are formulated which together will attain the goal. Specific policy statements are then developed which detail the ways in which Council could achieve the objectives. Finally, the process for implementing, monitoring and evaluating the plan is described so that the community will have a plan that is a meaningful document. Rather, the plan allows for changes as Steveston evolves, reflecting the unique needs of the community.

1.2 VISION & GOALS

1.2.1 STEVESTON OVERALL GOAL

The goal of the Steveston Area Plan is to create a vibrant Steveston community by managing residential, commercial, industrial and community uses, in a way that will:

- Enhance the home port and fishing village character;
- Be sensitive to the area's history;
- Balance the unique needs and character of the waterfront, upland residential community and the Steveston business centre.



Fishing Fleet Moorage Off Steveston's Downtown

1.2.2 STEVESTON WATERFRONT NEIGHBOURHOOD VISION & GOALS

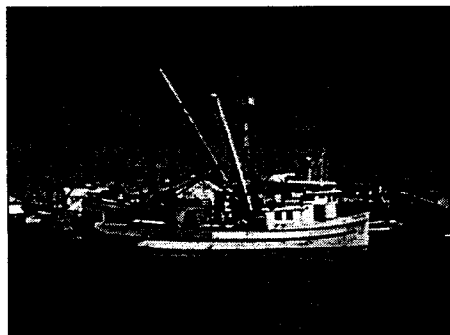
Neighbourhood Vision

The following vision statement is intended to clarify what kind of place the Steveston Waterfront Neighbourhood will be in the year 2021.

"In the year 2021, the Steveston Waterfront Neighbourhood will serve as a major home port for the commercial fishing fleet around which will exist a unique community, rich in heritage, in which people will live, work and play, and many others will come to shop and enjoy the recreation, heritage and natural amenities of the area."

The Steveston Waterfront Neighbourhood of 2021 will include a number of specific goals:

- The area will, as a home port, include moorage for the commercial fishing fleet and land based services that sustain the fleet and cater to the needs of those who work on the boats;



Commercial Fishing Vessels Near the Gulf of Georgia

- The area will cater to local residents and visitors through a diversity of mutually compatible land uses providing opportunities for employment, shelter, commerce, community services, recreation, tourism and entertainment;
- The area's fishing and cultural heritage resources will be recognized and managed for the enjoyment of the public, and will be linked together by a heritage tram system;
- The area will have a waterfront village atmosphere with a mix of uses;
- Pedestrian and vehicular circulation will be designed to be safe and comfortable while providing ready access throughout the area and especially to the water's edge;
- Nodes of activity will be sensitively linked and buffered with strong connections to the foreshore;
- Urban development will be managed to conserve and enhance the natural environment.

2.0 JOBS & BUSINESS



*Moncton Street "Among the Shops"
(1908)
Courtesy Richmond Archives*



*2nd Avenue (1908)
Courtesy Richmond Archives*



Moncton Streetscape



*Steveston Hotel (originally
established c. 1894)*

ISSUE:

Commercial Land Uses

The majority of Steveston's commercial land uses are located in the Steveston Business Centre area. The boundaries of the Steveston Downtown Business Centre are: to the east, properties on the east side of No. 1 Road; to the west, the lane east of 4th Avenue; to the south, the harbour headline; and to the north, the lane north of Chatham Street.

The Steveston Downtown Business Centre has considerable potential for commercial infill. The increase in commercial land use would occur through the infill of vacant properties, developing hitherto underdeveloped sites to their full potential, and the revitalization of older buildings. Mixed commercial/residential development, if properly designed and located, is compatible with the character of area. Over time, some existing commercial uses may relocate outside the Business Centre as development increases land values.

It is important to ensure that only limited new commercial development occurs outside of the Steveston Business Centre. The policies set out below provide for the expansion of commercial land uses, as required, to meet the needs of the growing population, recognizing the importance of maintaining and enhancing the Steveston Business Centre through the infill of commercial land uses and revitalization of existing buildings.

OBJECTIVE 1:

Preserve employment opportunities and choices in consumer goods and services in Steveston by strengthening the Steveston Business Centre.

POLICIES:

- a) Continue to cooperate with owners and merchants, to support a business enhancement strategy for the Steveston Downtown Node which will maintain it as a home port and commercial centre for local businesses, residents, and visitors;
- b) Permit mixed commercial/residential developments to locate in the Steveston Business Centre.

OBJECTIVE 2:

Retain a compact business centre and limit the amount of commercial development outside the Steveston Business Centre.

POLICIES:

- a) Limit areas of commercial expansion to the Steveston Business Centre, except for limited and targeted commercial development approved by Council to meet specific local needs. Council may require developers to undertake feasibility studies to ensure that the downtown remains viable.

OBJECTIVE 3:

Ensure that the character and scale of any new commercial development is compatible with the surrounding land uses.

POLICIES:

- a) Require the design of new commercial structures in the Steveston Business Centre to be in size and scale with existing buildings.



New Development on Bayview Street

ISSUE:

Industrial Land Uses

Industries which have low noise and pollution levels and those related to the fishing industry have been and will continue to be part of Steveston's development.

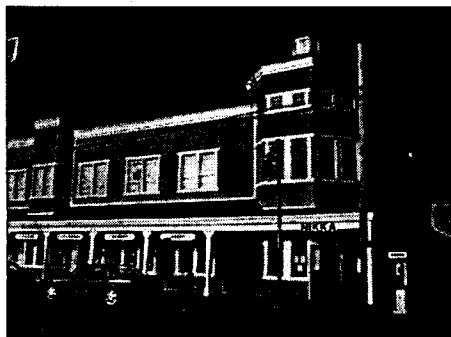
Several areas have been identified in Steveston for industrial development to complement the fishing industry, or otherwise add to Steveston's industrial base. All of the industrial areas must be designed to minimize conflicts between residential and industrial traffic and minimize noise and pollution levels.

OBJECTIVE 4:

Encourage industrial uses which support or complement Steveston's maritime economy.

POLICIES:

- a) Encourage a wide range of light industrial uses in the Steveston "Downtown" (Business Centre);
- b) Cooperate with Steveston Small Craft Harbours Branch and others to encourage industries related to the maritime economy to locate in Steveston;
- c) Encourage the development of maritime oriented commercial and industrial uses in selected areas within the Waterfront Neighbourhood (see Section 3.2).



3511 Moncton Street

OBJECTIVE 5:

Encourage industrial uses to minimize environmental disturbances, and ensure that the design of buildings does not conflict with other land uses.

POLICIES:

- a) Require that industrial development which is either in close proximity to residential areas, or visible from major roads, be screened by fencing and/or landscaping, or other appropriate means to address the interface;
- b) Require the design of new industrial buildings to be compatible with the generally small building scale which now exists throughout Steveston;
- c) Encourage Small Craft Harbours Branch and others to implement comprehensive design guidelines for new structures which will be compatible with the scale of existing development.

OBJECTIVE 6:

Minimize vehicular and pedestrian conflicts between fishing industry operations and more public-oriented activities.

POLICIES:

- a) Design the road system to facilitate adequate vehicular access to the waterfront and adequate parking adjacent to moorage facilities;
- b) Design public access to the waterfront which does not conflict with the day-to-day or seasonal operation of the fishing industry and maximizes public access.

ISSUE:

Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Steveston Planning Area abuts the Agricultural Land Reserve along much of No. 2 Road south of Steveston Highway and the northern and eastern perimeter of the London Princess area. Developments along these areas should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

3.0 NEIGHBOURHOODS & HOUSING

3.1 STEVESTON OVERALL



Single Family Residential at Yoshida Court



Detached Townhousing on Garry Street

Residential Land Uses

Steveston's residential neighbourhoods offer a range of housing types from single-family to multiple-family dwellings such as apartments and townhouses. The development of various housing types and tenure in the community will ensure that Steveston's housing stock provides for a variety of residents in the future.

With all the potential growth in Steveston, the nature and character of the existing residential areas must be protected. The buffering of residential uses should be provided adjacent to industrial and commercial uses, and residential infill developed to be compatible with existing neighbourhoods. Mixed commercial/residential development, if properly designed and located, is compatible with the character of area.

The following policies set out ways in which existing neighbourhoods can be preserved, new single-family and multiple-family infill developments encouraged, and large-scale developments integrated into the community.

OBJECTIVE 1:

Provide a mix of housing types and tenures within a comprehensively planned community that reflects the value and character of Steveston, and enhances the viability of new and existing residential areas.

POLICIES:

- a) Continue to retain and enhance the existing single-family residential character in Steveston;
- b) Allow new ground-oriented single-family, townhouse and low-rise apartment multiple-family projects in areas of Steveston as designated on the Official Community Plan Map;
- c) Support Steveston's development as a mosaic of distinct existing and emerging neighbourhoods which build on the area's historic pattern of small blocks, proximity to the water and fishing village heritage;
- d) Support a character and type of new residential development that reflect the historic activities of the Steveston area and its role as a Home Port;
- e) Encourage the construction of new dwelling units in Steveston to meet the demand for special needs housing, including seniors and persons with disabilities;

- f) Encourage affordable housing in accordance with the City of Richmond's Affordable Housing Policy;
- g) Encourage both market and non-market rental housing in stand alone or mixed use developments.

OBJECTIVE 2:

Ensure that the type and scale of new housing developments is integrated with the surrounding neighbourhood.

POLICIES:

- a) Review all new multiple-family housing developments to assure appropriate form and character.

ISSUE:

Neighbourhoods

The Steveston Area Plan covers a significant portion of the City of Richmond. As over time, its neighbourhoods with individual characters and identities will evolve it is important that these neighbourhoods be supported.

OBJECTIVE 3:

Support the evolution of individual neighbourhoods, each with separate identity and/or physical character.

POLICIES:

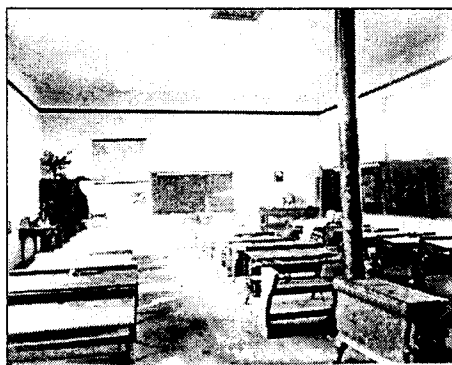
- a) Support the goals, objectives, and policies outlined in the Waterfront Neighbourhood Plan (Section 3.2 of this Plan);
- b) Emphasize neighbourhood landmarks and provide distinctive design features in the road network to complement the character of individual neighbourhoods within Steveston.

3.2 WATERFRONT NEIGHBOURHOODS OVERALL POLICIES

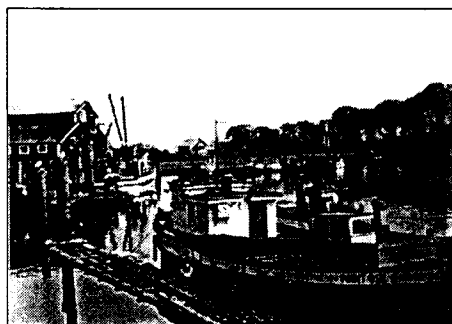
The Steveston Area Plan provides objectives and policies for the Steveston area as a whole (shown on the Official Community Plan Key Map, see inside front cover). Area-wide considerations are specifically contained in Sections 1 through 3 of this document.



*Harvesting in the Steveston Area
(Date Unknown)
Courtesy Richmond Archives*



*Steveston School (1908)
Courtesy Richmond Archives*



*Steveston Waterfront (1930)
Courtesy Richmond Archives*

This section, Section 3.2, deals with the Steveston Waterfront Neighbourhood as shown on the Waterfront Neighbourhood Key Map in the inside front cover. The Waterfront Neighbourhood in turn, has been divided into eight planning nodes which represent areas of similar uses, patterns or unified ownership. The node descriptions and policies below provide detailed guidance as to Council's intentions for the future development of public and private lands within each planning node.

Neighbourhood Overview and Background

The Waterfront Neighbourhood is the core of the Steveston Area; as it includes the historic fishing village that gives the area its name and unique character. The area that is now Steveston was first settled in the 1860s. In the late 1870s and early 1880s, three unrelated events established Steveston's unique character that persists to this day.

- In 1878, the area was settled by a Mr. Manoah Steves and family, from New Brunswick via Baltimore, Maryland. The Steveston Townsite was purchased and surveyed by Manoah's son, William Herbert Steves.
- In 1879, the Township of Richmond was incorporated and empowered to undertake those public works necessary to support increased settlement.
- In the 1880s, fish processing technology changed - salting gave way to canning - and this technology benefited greatly from the catch being as fresh as possible. Accordingly new processing and canning plants located in Steveston to be close to the fishing grounds.

By 1900, fourteen fish canneries occupied virtually all of Steveston's waterfront. The town had a population of 10,000 persons, its own rail link to other Lower Mainland communities, and a 900 seat opera house. By 1912, however, the fish processing lines had become automated, reducing the town's population nearly by half; and in 1918, after a string of bad fishing seasons and several disastrous fires, several of the canneries were merged or closed.

The Steveston Waterfront has undergone significant changes. The fishing industry has changed considerably and is still changing. These external pressures have altered the nature of the original village. The Steveston Waterfront Neighbourhood Plan is intended to guide changes in this neighbourhood so that its unique character will be sustained.

Waterfront Neighbourhood Planning Policies

The Steveston Waterfront Neighbourhood of 2021 will be made up of a number of distinct nodes, each bringing its own contribution to the home port and village experience. Section 3.2 of this Plan outlines the City's development policies for each of the eight nodes.

At the same time, there are a number of policies and guidelines that apply to the whole Waterfront Neighbourhood. The Waterfront Neighbourhood is a Development Permit Area and all development in the neighbourhood must be consistent with the guidelines contained in Section 8. The neighbourhood policies are as follows:

POLICIES:

Land Uses

- a) Support this location as a home port for the fishing fleet by encouraging land based industrial and commercial uses that service the fleet;
- b) Encourage a mix of uses to achieve an integrated waterfront;
- c) Encourage mixed-use developments on specific sites;
- d) Enhance the mixed-use commercial nature of the Steveston Business Centre;
- e) Ensure a mixture of housing types and tenures;
- f) Provide a variety of open space and recreation opportunities;
- g) Ensure compatibility, and or a minimum of conflict, between different land uses.

POLICIES:

Urban Structure

- a) Provide a variety of opportunities for public access to the foreshore;
- b) Ensure that the waterfront is accessible to a variety of forms of transportation;
- c) Provide view corridors to the water and the mountains;
- d) Facilitate the safety of waterfront users;
- e) Link and buffer nodes of high activity to achieve land use compatibility within the area;
- f) Encourage functional links within the whole Steveston community and to adjacent neighbourhoods.



Waterfront Views Near the Steveston Island Causeway

POLICIES:

Heritage

- a) Explore the possibility of a working heritage tram route, connecting the Waterfront's heritage sites and community services, and using existing and new road rights-of-way wherever possible;
- b) Retain, where feasible, by using a variety of methods, the unique character of the buildings, boardwalks and piers on pilings over the waterfront edge.

POLICIES:

Natural Environment and Public Open Spaces

- a) Encourage designs which preserve or enhance foreshore habitats where developments require access to the waterfront;
- b) Encourage the use of temporary habitat enhancements in foreshore areas where access will not be required for a period of time;
- c) Promote the integration of public trails with natural upland areas, and in particular continue to develop identified pedestrian/cyclist routes from Garry Point Park to No. 3 Road Fishing Pier;
- d) Promote maximum access to the waterfront either through partnerships, land acquisition, dedications, or right-of-ways while recognizing and being sensitive to the need for water based industries in the area;
- e) Where direct waterfront public trail access is not available, promote a partnership with land owners to provide access or an alternative route, and ensure that if land is being redeveloped, the appropriate access is provided;
- f) Work with the developers and the appropriate regulatory agencies to ensure existing riparian habitats along the waterfront are conserved, protected, and where possible, enhanced.



Waterfront Park and Trail in London Princess



Kishi Boatways and Habitats at BC Packers

POLICIES:

Services

- a) Ensure that all engineering services are provided as required;
- b) Ensure seismic and flood protection measures;
- c) Work toward the development of a continuous dyking network along Steveston's waterfront;
- d) Ensure that the City can access the dyke where other structures extend out over the water;
- e) Ensure the compatibility of pedestrian and vehicle circulation systems;
- f) Provide opportunities for a range of community services;
- g) Ensure that transportation infrastructure is in place.

3.2.1 GARRY POINT/SCOTCH POND NODE

ISSUE:

This node is primarily open parkland, for the use of local residents as passive outdoor recreation space. Scotch Pond, at the northern edge of the area, is a Maritime Heritage Site containing traditional fishing boat moorage and a small boat repair operation. These uses will remain as part of the maritime heritage theme. The pond itself is bounded to the north by an area that is to be left in a natural state.

These uses are seen as major assets to the waterfront area. As Steveston grows, the value of this public open space will only increase. So long as this area is under public ownership and operation, it is not likely that any significant change will occur.

POLICIES:

- a) Retain Garry Point Park as a City level semi-natural park facility;
- b) Retain the Maritime Heritage Moorage at Scotch Pond;
- c) Ensure that public roads and parking are restricted to the eastern end of the park site.

3.2.2 GULF OF GEORGIA NODE

ISSUE:

This node contains the site of facilities and moorage for the commercial fishing fleet. The Gulf of Georgia Cannery National Historic Site functions as an interpretive centre for the history of the fishing industry and draws visitors who have come to visit Steveston.

The north part of the node contains a number of residential lots on the north side of Chatham Street and the intention is to continue with residential use over the long-term.

On the south side of Chatham, the properties owned by Small Craft Harbours Branch located to the east and south of the apartment block, will be retained for future industrial use to serve the active fishing operations.

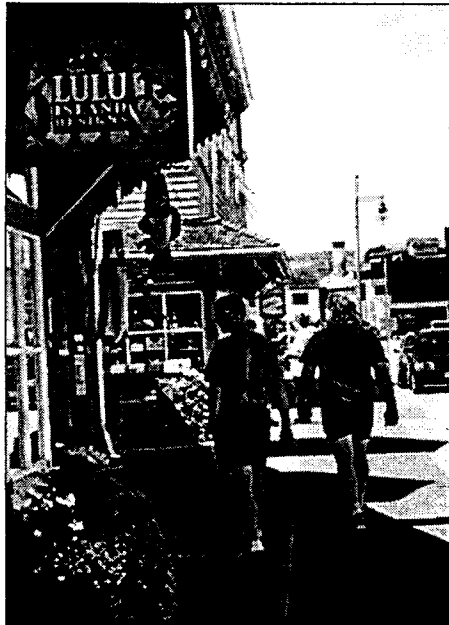
This node will accommodate two primary functions - an active fishing industrial facility and historic site - for the life of this plan. Both functions are important to the Waterfront Neighbourhood and are supported by this plan.-

POLICIES:

- a) Encourage the development of commercial and industrial uses that support the maritime economy;



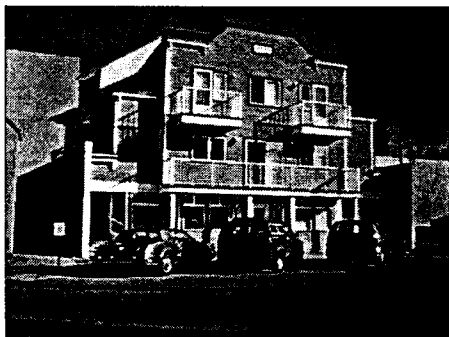
Gulf of Georgia Cannery Museum



Window Shopping along Bayview Street



The Cannery Café on Moncton



Mixed Use Development in the Steveston Downtown Core

- b) Support Parks Canada in the continued development and operation of the Gulf of Georgia Cannery as an historic interpretive centre for Steveston's commercial fishing heritage.

3.2.3 STEVESTON DOWNTOWN NODE (BUSINESS CENTRE)

ISSUE:

This node is the site of the original Steveston village, and has been its commercial centre continuously since the village was founded. To the general public, the Business Centre truly reflects Steveston's image. This node is also known as the Steveston Business Centre. It is heritage, fishing, a downtown, a community centre, a workplace, a tourist destination, and an entertainment area. It is all of these things, and it is important that they remain. Because of its history and development patterns, the Business Centre is the Waterfront node that can appeal to the widest possible range of people. It is therefore the area that will most convey Steveston's uniqueness. It is important that this area continue to serve the commercial fishing fleet, local businesses and residents, and tourists.

POLICIES:

- a) Encourage the development of the Business Centre as a vibrant commercial village;
- b) Encourage a wide range of commercial, industrial and institutional uses;
- c) Encourage residential units as part of mixed commercial/residential developments;
- d) Where mixed commercial/residential uses occur, residential uses are encouraged to be above the first floor or behind the commercial uses;
- e) Assist property owners in developing and implementing area parking strategies that will ensure a sufficient parking supply to meet the area's needs;
- f) Request the private sector to conserve buildings and sites designated as having significant heritage value in the Steveston business centre;
- g) Encourage the development of the old Tin Shed site as a public plaza which supports and respects the locational significance of the Gulf of Georgia Cannery, National Historic Site.

3.2.4 STEVESTON PARK NODE

ISSUE:

This node includes both the Steveston Park and Community Centre facilities as well as the properties west to No. 1 Road, currently the site of the Army, Navy, Air Force (ANAF) Veterans facility and seniors housing. The small former Steveston telephone exchange is now used as an office.

This node will continue as a major centre for indoor and outdoor community facilities. The future relocation of the branch library and community policing station will be considered in conjunction with development in the BC Packers node.

POLICIES:

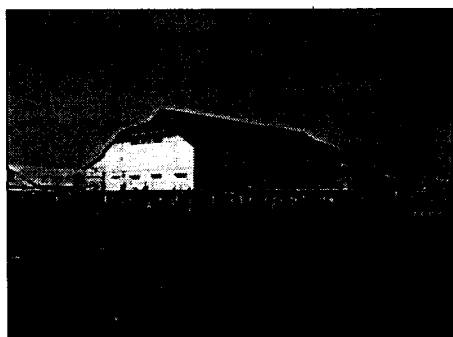
- a) Maintain this area as the focus of public services within the Steveston area;
- b) Explore opportunities for a new location for a branch library;
- c) Investigate the provision of public parking to serve both this area and the Steveston Business Centre.

3.2.5 BC PACKERS NODE

ISSUE:

This node has historically focused on the fishing industry; its role is now changing. The BC Packers fish processing plant, which has historically occupied this site, has closed. Since the land area occupied by the plant is now available for redevelopment, a new mixed use neighbourhood will be created on the site. Key elements of the vision for the site are as follows:

1. Greater public access to the water's edge has long been an important objective for the redevelopment of the waterfront. Therefore, continuous and unobstructed public access to, and along, the water's edge will be a main feature of the redevelopment of this area.
2. The water areas will continue to provide moorage for all uses and a portion of the immediate uplands will provide certain land based services for the maritime uses. It will be important that these maritime related services complement rather than compete with the Business Centre.
3. The upland area will be redeveloped to support a mix of uses including residential, retail and non-retail commercial, maritime mixed use and a waterfront park.



Seine Net Loft – BC Packers

- The majority of the residential uses are to be located north of the proposed Bayview Street extension and away from the foreshore. A limited amount of above grade residential will be supported as a secondary use within the Maritime Mixed Use area between Phoenix Pond and No. 1 Road.
 - General retail uses would be located along No. 1 Road while other commercial uses, both retail and non-retail uses associated with the maritime industry would be located south of the proposed Bayview Street extension.
 - Half of the area east of Phoenix Pond and south of Westwater Drive would accommodate multiple-family residential - no greater than four-storeys over parking. The remaining half of this area will accommodate a public waterfront park and up to a half acre parking lot serving both visitors to the park and fishing related activities at the Phoenix Net Loft.
4. Because of its long standing economic prominence in this province, the BC Packers site is a major heritage resource. It is important that the redevelopment of the BC Packers site recognizes the significance of the BC Packers legacy in the preservation of Steveston's character and history. Developers will be encouraged to incorporate these elements into their developments.
 5. A coordinated network of roads will provide pedestrian and vehicular access through the site while a network of trails and greenways will link the neighbourhood to adjacent areas.

The **BC Packers Land Use Map** reflects the proposed distribution of many of the features discussed above.

POLICIES:

- a) Maximize continuous and unobstructed public access to and along the waterfront. Where buildings or structures extend out over the water, developers will be encouraged to incorporate innovative designs to ensure public access along the water side of these developments;
- b) Encourage the development of commercial and industrial uses that support or complement the maritime economy within a 3.5 ac. "Maritime Mixed Use" area adjacent to the waterfront west of Phoenix Pond. Accommodation for a half acre of parking to support these uses is included in the 3.5 ac.;

- c) Require a master plan be completed to the City's satisfaction for the Maritime Mixed Use area west of Phoenix Pond prior to any development approvals being issued for this area. The central purpose of the master plan will be to ensure that the objectives of the Maritime Mixed Use area will be met as development proceeds;
- d) Support the continued use of the Phoenix Net Loft for fishing related activities and the provision of up to a half acre of parking near the Net Loft to accommodate both the users of these facilities as well as users of the waterfront park;
- e) Support the provision of land to accommodate the development of a Community Mixed Use facility of approximately 2,322.5 m² (25,000 ft²) near the Steveston Community Centre. The facility would primarily serve as new public library but could accommodate uses such as Community Policing offices, childcare, public parking and other operations of benefit to the local community;
- f) Encourage a mix of housing forms ranging from single-family residential to four-storeys over parking apartment forms in the areas designated for residential use. Residential structures taller than four-storeys over parking are not supported within the BC Packers Node;
- g) Encourage the development of innovative, ground-oriented housing that reflects the historic building patterns of the original Steveston townsite within the areas designated as "residential";
- h) Encourage lower overall development densities toward the south and east areas of the node and higher development densities to be located toward the north and west areas of the node;
- i) Ensure that, at the first stage of development, a road is built connecting Bayview Street at No. 1 Road and Moncton Street. Other local roads, a tram route, parking lots, and traffic calming measures are to be accommodated in the node;
- j) Consider the inclusion of one or more pedestrian crossings of Moncton Street between the BC Packers Site and Steveston Park;
- k) Investigate the provision of public parking in conjunction with residential development on this site to serve both the water-oriented uses and the Steveston Business Centre;
- l) Encourage public awareness about the importance of natural habitats to fish, birds and other animals and to the commercial fishing industry;
- m) Retain and enhance the natural upland and foreshore features surrounding Phoenix Pond and seek opportunities to enhance the natural habitats along the entire foreshore;
- n) Require a Heritage Interpretive Plan for the BC Packers site as a key component to the development of the site;

- o) Encourage BC Packers to include within their Interpretive Plan:
 - How the "BC Packer's story" will be told including which historic buildings and materials will be utilized as reminders of the site's rich social and cultural heritage;
 - The restoration and adaptive re-use of a number of the smaller industrial/utility buildings (e.g. the fire hall, the evaporation building and the boiler building) and artifacts currently on the site in order to develop a cluster of buildings aimed at evoking the site's historic industrial character;
 - The retention of the Phoenix Net Loft for the fishing fleet;
 - Accommodate a Heritage Tram route in existing and new road allowances;
- p) Require feasibility studies of the 1903 portion of the Imperial Cannery before a decision is made on the viability of its conservation or adaptive re-use (e.g. structural analysis, cost estimates, uses);
- q) Encourage additional facilities for childcare as part of residential neighbourhoods and in conjunction with the site of Community Mixed Use space;
- r) Support the designation of up to half of the BC Packer's property east of Phoenix Pond and south of Westwater Drive for residential development of up to four-storeys over one-storey of parking. The remaining lands within this area are supported for a public waterfront park and up to a half acre parking lot serving both visitors to the park and fishing related activities at the Phoenix Net Loft.



Slipway at the Britannia Heritage Shipyard (c. 1889-1890)



Britannia Heritage Shipyard and Cannery Complex (c. 1889-1890)

3.2.6 BRITANNIA NODE

ISSUE:

The focus of this node is a working heritage shipyard and public park which is owned by the City and operated by a non-profit society. The site provides an important heritage, education and public recreation function. The area's future development has been outlined in a Master Plan.

POLICIES:

- a) Maintain the Britannia Shipyard area as a major public heritage resource;
- b) Maintain Britannia Heritage Park as part of the heritage site;

- c) Re-evaluate the Britannia Heritage Shipyard Master Plan that was approved by Council in 1994 to examine the possibility of future development and coordination with other uses along the water.

3.2.7 PARAMOUNT NODE

ISSUE:

This node is focused entirely on the commercial fishing industry. It is a central component of the Steveston home port. The area is owned and managed by the Harbour Authority to serve the commercial fleet. The home port function of this area will continue as long as there is a west coast commercial fishing fleet of any appreciable size - a situation that will certainly persist until 2021. This node will anchor the home port function of the Waterfront Neighbourhood. It will provide moorage for the commercial fishing fleet, and land-based services to support that fleet.

POLICIES:

- a) Encourage the development of maritime oriented commercial and industrial uses that support the commercial fishing fleet;
- b) Encourage a new road connection from the Paramount Pond Dyke Road to No. 2 Road at the extreme north-east corner of this node;
- c) Promote dialogue and problem solving between the City and the Steveston Harbour Authority to address issues of joint concern, (e.g. security, maintaining views and perimeter public access, fencing, physical appearances, etc.).

3.2.8 LONDON/PRINCESS NODE

ISSUE:

This node presently provides a location for a number of small industrial users. None of these current industrial users require access to the adjacent riverfront and no water access is available to them. The entire foreshore is public park, and three single-family homes occupy the eastern edge of the area.

The area is proposed to contain a mix of land uses providing both residential and job/business opportunities.

Over time, the industrial lands east of Princess Street will be redeveloped to accommodate single-family and townhouse residential dwellings. The area between Dyke Road and Princess Lane will be oriented toward "Heritage Residential" to accommodate residential structures of recognized historic significance, or new structures designed to a distinctive heritage appearance reflective of Steveston's character.

This designation continues the heritage theme begun with London Farm and the McKinney House along Dyke Road. On this basis, single-family forms will be preferred.

The area west of Princess Street will see a transition from a strictly industrial area to a mixed use industrial-commercial area which would also accommodate residential and/or office uses above grade. The intent is to allow for a broader range of uses and thereby improve the viability of the area for supporting business uses for the area.

POLICIES:

- a) Encourage the relocation of existing residential structures with heritage potential to the "Heritage Residential" area east of Princess Street between Princess Lane and Dyke Road.
- b) Accommodate, where deemed appropriate, the construction of new residential dwellings within the "Heritage Residential" area which have been designed to a distinctive heritage appearance reflective of Steveston's historic character. Single-family forms will be preferred.
- c) Investigate available regulatory tools in the Municipal Act, or other legislation, which could be used to implement the policies for the "Heritage Residential" area.
- d) Encourage the construction of single-family and townhouse residential structures within the "Residential" area east of Princess Street which do not contain more than two habitable floors above the local Flood Construction Level.
- e) Recognize the historic importance of the London/Princess area through trails signage, street naming and other interpretive material.
- f) Support both trail and secondary road connections to London Farm from the Node.

4.0 TRANSPORTATION

ISSUE:

Road Network

In meeting the social, economic and environmental objectives, a major consideration is to ensure that residents, businesses and visitors have safe and efficient transportation to and from commercial, industrial, and residential uses and are provided with parking opportunities in the Steveston Area. A road network must be developed and upgraded to meet the needs of various types of vehicular users as well as cyclists and pedestrians. While only a few existing roads need to be upgraded to meet demand, there is a need to eventually enhance the local street network to support new development. To encourage walking, the condition of streets needs to appeal to pedestrians by being pleasant, safe, direct, and convenient. Promoting cycling as a popular travel mode requires establishing a cycling network, developing supportive strategies for connections with other travel modes, and creating end-of-trip facilities for cyclists.

OBJECTIVE 1:

Ensure that the road network is adequate to provide for the needs of motorists, transit, pedestrians and cyclists which are generated by a significant home port, a growing residential population, an expanding business centre, and increasing numbers of tourists.

POLICIES:

- a) Maintain a hierarchy of roads ranging from major arterial to local streets to effectively manage the flow of traffic with different trip purposes (such as commuter through trips, local trips, tourist trips) and to support local neighbourhood characteristics;
- b) Upgrade Railway Avenue from Moncton Street to Steveston Highway in accordance with the Major Capital Works Program;
- c) Maintain the north/south lanes between No. 1 Road and 3rd Avenue in the Steveston Business Centre;
- d) Examine the future use of the existing lane rights-of-way in the area bounded by Chatham Street and Steveston Highway, 7th Avenue and No. 1 Road.

OBJECTIVE 2:

Make walking the primary alternative for travel over short distances.

POLICIES:

- a) Place a high priority on implementing continuous and direct sidewalks and walkways to schools, neighbourhood service centres, recreational destinations, bus stops and other high-volume pedestrian areas;
- b) Ensure that traffic calming measures are provided in all high-volume pedestrian areas;
- c) Implement traffic calming measures on Moncton Street between Railway Avenue and No. 1 Road as part of its overall upgrade in the Major Capital Works Program and as part of the Steveston Greenways Plan.

OBJECTIVE 3:

Promote cycling as an appealing and environmentally friendly travel alternative to transit and the automobile.

POLICIES:

- a) Integrate a dedicated cycling network with the network of trails and greenways;
- b) Locate and provide appropriate bike parking and storage throughout Steveston;
- c) Establish a designated cycling route on Moncton Street between Railway Avenue and No. 1 Road.

ISSUE:

Transit

The public transit system must serve a broad clientele, including residents and workers commuting to and from Steveston, tourists and special need users, such as seniors and persons with disabilities.

OBJECTIVE 4:

Ensure that the public transit system meets the needs of residents, businesses, visitors and those with special needs.

POLICIES:

- a) Ensure, to the extent of its authority and in cooperation with the Transit Authority, that public transit facilities compatible with customer demand are maintained and operated to provide a high level of service to Steveston;
- b) Support the concept of a transit friendly neighbourhood in the Steveston Area, and the measures necessary to provide adequate capacity and level of service;
- c) Request that the Transit Authority locate bus stops and shelters near housing complexes for the seniors;

- d) Provide curbed sidewalks on major transit routes, for ease of boarding buses and for pedestrian safety.

ISSUE:

Parking

Street parking should be provided near Steveston's major attractions and points of interest. New residential projects must provide off-street parking. New commercial, industrial and public uses must have enough off-street parking or contribute towards the provision of new centralized parking facilities to meet the needs of those arriving in Steveston by automobile.

OBJECTIVE 5:

Ensure that there are adequate parking opportunities to meet the demand in the Steveston Business Centre and other locations.

POLICIES:

- a) Develop collective off-street parking such as centralized parking facilities/parkades, through development of a specified area bylaw or other methods, to meet the parking demand of Steveston's many points of interest;
- b) Support on-street parking in the core commercial area and generally throughout the Waterfront Neighbourhood.

5.0 NATURAL & HUMAN ENVIRONMENT

ISSUE:

Natural Environment

Steveston's waterfront provides natural habitats such as marshes, mudflats, tree stands and undergrowth important for fish, birds, and other wildlife along the Fraser River. Protection of these habitats serves not only to sustain these organisms but also plays a role in supporting commercial fishing in the area. The following policies have been developed to ensure that as Steveston continues to develop, the natural environment is conserved, respected and, where possible, enhanced.

OBJECTIVE 1:

Conserve and protect the quality of the natural environment.

POLICIES:

- a) Work with senior government ministries responsible for protecting the natural environment to ensure, wherever possible, no net loss of fish or wildlife habitats;
- b) Support the preservation and management of the natural estuary environment of Sturgeon Banks;
- c) Encourage designs which preserve or enhance foreshore habitats where developments require access to the waterfront;
- d) Encourage the use of temporary habitat enhancements in foreshore areas where access will not be required for a period of time;
- e) Promote the integration of public trails with natural upland areas.

ISSUE:

Parks and Open Space

The open space opportunities in Steveston are numerous and unique. As in other areas of Richmond, the parks are located and designed to meet the needs of three different user groups: the neighbourhood, community and city-wide users. This hierarchy has worked well in the prominently single-family residential community, but as Steveston evolves into a more varied and complex community with increased residential densities, and a growing population, there is a need to augment this existing open space system with a variety of new open space opportunities.

In addition, Steveston with its waterfront location and heritage has a number of unique features, destination points, parks and trails that attract people from all over Richmond and other municipalities. Integral to making the whole open space system work is to ensure that there is continuity, strong connections, and an ease of use through the proper location and design of future trails and greenways.

The overall goal is to encourage the development of a high quality open space system which provides and maintains a comprehensive mix of park and public open space opportunities to meet the changing needs of the community and which captures and enhances the uniqueness of Steveston.

OBJECTIVE 2:

Maintain the existing hierarchy and type of user parks as the main elements of the open space network.

POLICIES:

- a) Continue to locate, design and operate parks that are based on the three existing standards for user groups and their leisure/recreational needs;
- b) Continue to promote active public involvement in planning parks and open space networks;
- c) Encourage and seek partnerships with the private owners, businesses, and other public authorities to enhance the City's ability to provide a high quality open space network;
- d) Establish and maintain parks that provide special facilities, and promote unique landscape and cultural features (i.e. Britannia Heritage Park, Scotch Pond Heritage Moorage);

- e) Review the existing parks as necessary to determine if the uses and level of development are appropriate for the adjacent and surrounding use of the park and begin a program of retrofitting parks where inappropriate or conflicting uses occur.

OBJECTIVE 3:

Promote the development of new forms of strategically located and designed open spaces that will assume an important role in the delivery of Steveston's park and open space system.

POLICIES:

- a) Promote the development of public open spaces such as plazas, promenades, boardwalks, view areas and piers, that provide a focus for social gathering, celebrations, unique experiences and places of tranquillity;
- b) Promote the development of privately-owned/publicly accessible (POPA) open spaces in the form of plazas, walkways, or small parks, and ensure that these spaces are easily accessible and designed in a manner that makes them easily identified as part of the public realm.

OBJECTIVE 4:

Encourage the development of open space which is integrated with community centre facilities and school sites.

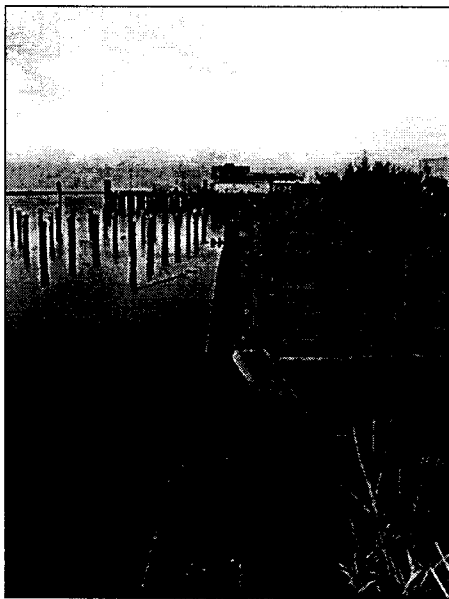
POLICIES:

- a) Continue to centralize community level outdoor facilities in Steveston Park and McMath School Park, and work with the Steveston Community Society in park plan development;
- b) Work with the Steveston Community Society to ensure that the outdoor facilities at Steveston Community Park meet the community needs of the growing Steveston population.

OBJECTIVE 5:

Develop a unifying and 'green' open space network utilizing trails and greenways that:

- Acts to link parks, heritage sites, recreational facilities, key destinations, residential neighbourhoods, employment areas, and the waterfront;
- Provides an opportunity for further greening and beautification of Steveston;
- Is used as a leisure activity resource;



Kishi Boatways and Habitats at BC Packers

- **Provides an alternative transportation network for pedestrians and cyclists.**

POLICIES:

- a) Complete the Steveston Greenways Waterfront Plan;
- b) Continue to promote the development of the dyke trail system that includes the West Dyke and the South Dyke trails for a variety of users;
- c) Promote the integration of the trail system with cycling routes, greenways, walkways, and existing park pathways;
- d) Promote maximum public access to the waterfront;
- e) Provide opportunities along the trails and greenway system for interpretation and educational information about Steveston's natural and historical features.

6.0 COMMUNITY FACILITIES & SERVICES

The range of community services available in Steveston covers a broad spectrum of facilities, user groups, agencies and levels of government. The community services include education, public safety services such as fire and police, leisure services, health, childcare, public administration, social services, long-term care and religious services. Together, these services enhance the quality of life and well-being of individuals in the community. As Steveston's population continues to grow and as demographics change, the need for these services will also grow and change over time. Given further residential development, additional school capacity may be required. Additional facilities such as a larger branch library, recreation facilities, services for seniors, and licensed childcare may be needed as Steveston continues to grow and as funds are available. The following policies are directed toward a rationalization of present and projected community services in order to meet the stated objectives, as financing permits.

OBJECTIVE 1:

Facilitate the establishment of community services which support the daily living activities of a variety of age groups, including those with special needs.

POLICIES:

- a) Request the Richmond School Board to provide additional educational facilities in Steveston as needed;
- b) Continue to support the community use of schools;
- c) Meet the demand for additional licensed childcare by locating new facilities adjacent to major residential areas and within the site of new housing developments;
- d) Encourage public administration services to locate in Steveston where it is consistent with a policy of decentralized services and as demand requires;
- e) Explore opportunities for a new location for a branch library;
- f) Support plans which permit space to be made available for and in community facilities for those decentralized social services which can be brought into the community;
- g) Provide opportunities for religious facilities, and encourage their use for community programs;
- h) Work with the Vancouver-Richmond Health Board to provide opportunities for health care services.

ISSUE:

Heritage Resources

Steveston's heritage resources, consisting of buildings, sites, artifacts, landscapes, and views are an important aspect of the community. The residents of Steveston have demonstrated a strong desire to conserve the Waterfront's heritage and significant buildings, as well as the character of Moncton Street, archaeological sites and scenic views. Where possible, heritage resources should be incorporated into future plans for the area.

With the redevelopment of the BC Packers site, the changing nature of the fishing industry and new development within the business area, the potential for a significant negative impact on Steveston heritage resources is possible. The City can conserve and enhance its own buildings and properties, including public rights-of-way, since these are within City jurisdiction. Where properties are privately owned, the City can only pursue programs and actions which encourage the protection of sites and structures of heritage significance to the Steveston community. The following policies have been developed to reflect the need to strengthen the historical and cultural fabric of Steveston.

OBJECTIVE 2:

Conserve significant heritage resources throughout the Steveston area.

POLICIES:

- a) Require the conservation of known archaeological sites in accordance with Provincial legislation, and require applicants to conduct pre-development investigations or the monitoring of sites identified as having known archaeological deposits;
- b) Continue the City's commitment to Steveston's existing City owned heritage resources and encourage them to be operated in an economically viable manner using a variety of methods;
- c) Encourage the voluntary conservation of private heritage resources in their original context including offering incentives where appropriate;
- d) Integrate existing heritage resources into development proposals wherever possible, utilizing incentives where appropriate;
- e) Encourage the relocation of valued heritage structures to other sites where it is not feasible to retain buildings on site, or encourage the preservation of historic elements where it is not feasible to conserve whole buildings;



Steveston Museum on Moncton Street



The Steveston Museum (c. 1906)

- f) Where appropriate, designate historic sites as a means of preservation;
- g) Utilize conservation tools available through the Municipal Act including Heritage Revitalization Agreements;
- h) Complete an overall Steveston Interpretive Plan to facilitate coordination among the mandates of Steveston's individual historic sites.

OBJECTIVE 3:

Encourage new development to retain significant heritage resources and views, and to maintain and enhance the unique heritage character of Steveston.

POLICIES:

- a) Encourage that new development to reflect the heritage nature of Steveston and recognizes the unique architectural and urban design features and diverse cultures that shaped Steveston;
- b) Ensure the preservation of significant view corridors in private and public redevelopment projects.

7.0 CITY INFRASTRUCTURE

ISSUE:

Utilities

Public utilities play an important role in the community quality of life. Steveston's water main distribution system is adequate for fire protection and drinking water both for current and projected demands. The storm drainage system is adequate to handle current demands, but minor upgrading of the system on Moncton Street is required to facilitate the projected demand. The sanitary system requires upgrading to meet the projected population growth.

Other services, such as electricity, natural gas and telephone are also provided to the Steveston area. As the population increases, these services will continue to be required and expanded.

OBJECTIVE 1:

Enhance community liveability by improving public utilities in a manner which is cost-effective, environmentally sound, and ensures that water, sanitary and storm sewer systems are paced with new development and population growth.

POLICIES:

- a) Balance development with services by ensuring that adequate capacity exists in all three trunk services (water, sanitary and storm sewers), as growth occurs;
- b) Upgrade undersized or aging public utilities as necessary as part of the overall Capital Works Program;
- c) Design new public utilities, which encourage servicing efficiency as a basic principle.

ISSUE:

Floodproofing

Floodproofing is important.

In the City and Steveston, flooding is managed in two ways, namely:

1. Within an exempt area, where City standards apply;
2. Outside the exempt area where Ministry of Environment and City standards apply.

Outside the exempt area, floodproofing on adjacent properties may occur at different times and it is important that construction or landfill be carried out in a manner which is sympathetic to the generally residential character of Steveston Waterfront. There is concern that large amounts of landfill may cause drainage problems, differential soil settlement, unsafe slopes, or unsightly edges to properties. In addition, soft soil conditions generally preclude heavy fill under structures for soil engineering reasons.

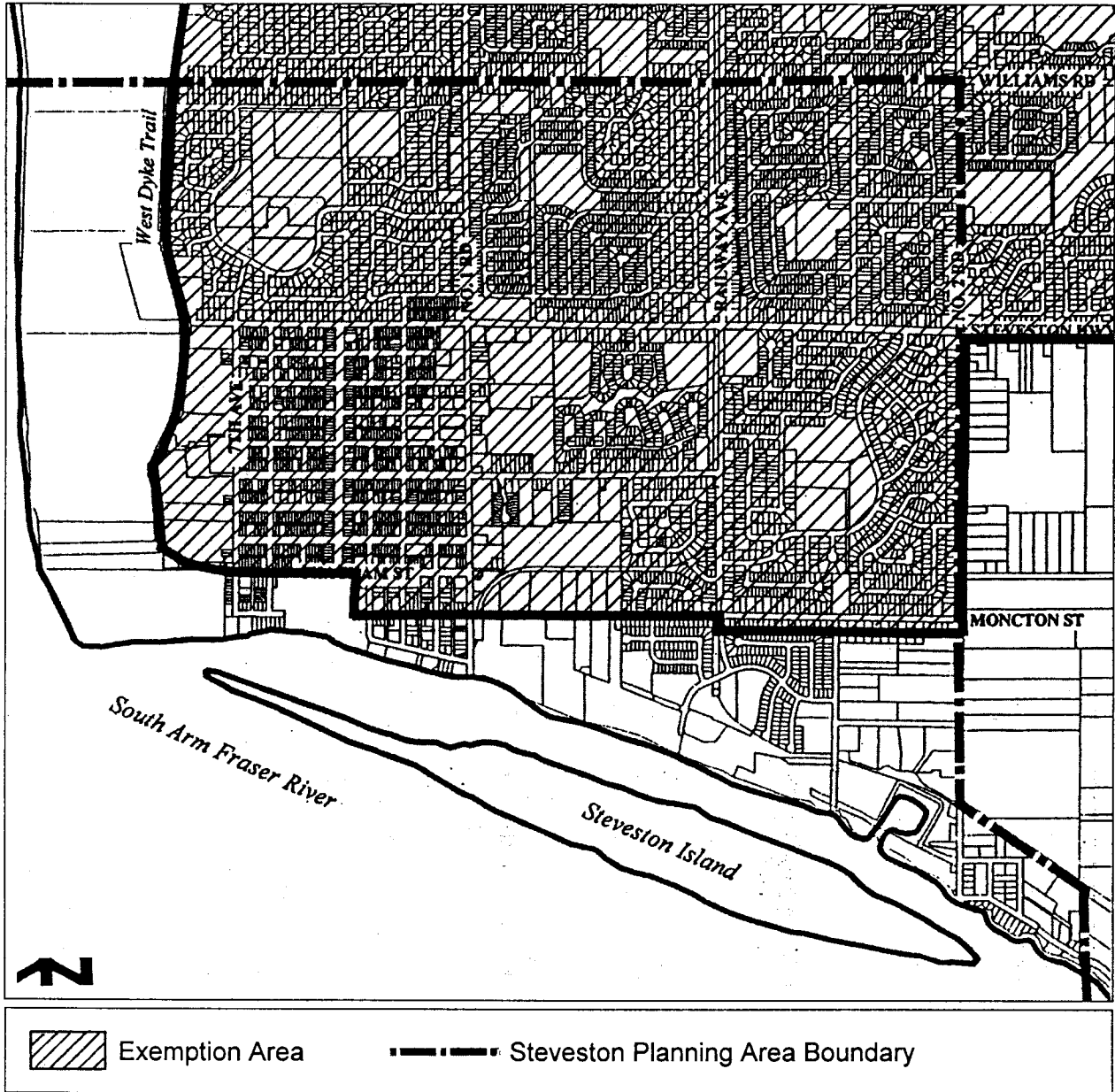
OBJECTIVE 2:

Ensure that the floodproofing of buildings is carried out according to standards.

POLICIES:

- a) Ensure that floodproofing standards of the Ministry of the Environment are achieved outside the exempted area (see **Flood Plain Exemption Area Map**). Any fill used to meet floodproofing standards should provide reasonable grade to adjacent properties and should respect existing vegetation.

Flood Plain Exemption Area Map



8.0 DEVELOPMENT PERMIT GUIDELINES

8.1 APPLICATION AND INTENT

These guidelines form part of the Steveston Area Plan, and prescribe criteria to be applied in the design of new development. These guidelines provide built form and character standards for the entire Steveston community, along with more detailed information for selected locations, and should be used in conjunction with more general City of Richmond Development Permit Guidelines and related documents aimed at ensuring the provision of adequate levels of livability, health, amenity, environment, and safety. It is the intent of these guidelines to support the area plan by building upon Steveston's recognized strengths, preserving and enhancing the valued elements of its built form, and encouraging new elements supportive of:

- a) Steveston's special character, and the distinctive qualities and opportunities inherent in its neighbourhoods, geography, and heritage;
- b) A high standard of livability, in residential, non-residential, and mixed-use settings;
- c) A high quality public realm, including public circulation routes, open spaces, and the buildings and structures that define them.

These guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of Development Permit applications.

8.2 GENERAL DEVELOPMENT PERMIT GUIDELINES FOR STEVESTON

Development Permit Areas

Pursuant to the Municipal Act, the City designates multiple-family residential, institutional, commercial, and industrial areas as Development Permit areas. Exemptions to the Development Permit process are as follows:

1. Renovations to interiors;
2. Exterior renovations of less than \$15,000 in "Steveston Village";

3. Exterior renovations of less than \$50,000 outside "Steveston Village".

It should be noted that the City also designates Environmentally Sensitive Areas (ESA) as Development Permit Areas. For details and exemptions to ESA's, please refer to the Official Community Plan.

Justification

Development policies for Steveston are aimed at creating a high-amenity community focused around its historic village centre and the riverfront, and complemented by a variety of residential and industrial neighbourhoods and special recreational opportunities. The community's mix of uses and users, its significant social and physical heritage, and its setting along the banks of the Fraser River create significant challenges to its sensitive development. Implementation of Development Permit Guidelines will help support Steveston's area plan and the evolution of the area's physical form by providing the opportunity for site-by-site consideration of development projects.

8.2.1 SETTLEMENT PATTERNS

The Steveston area has developed over an extended period of time, and the community's resulting settlement patterns are reflective of its transformation from an isolated fishing village, to a single-family suburb, and, more recently, to a centre for single- and multiple-family residential infill. As a result, an examination of Steveston reveals it is composed of a number of distinct "neighbourhoods" defined by their common characteristics (i.e. street and lot layout, relationship to specific park/school sites or roads, proximity to the water or a commercial centre, etc.). As Steveston continues to evolve and densify, new development should respect and enrich the community's existing settlement patterns.

Cohesive Environment

For all intents and purposes, the Steveston area is fully developed. New development, regardless of scale, should be approached as "infill" designed to knit together and enrich its context. To achieve this:

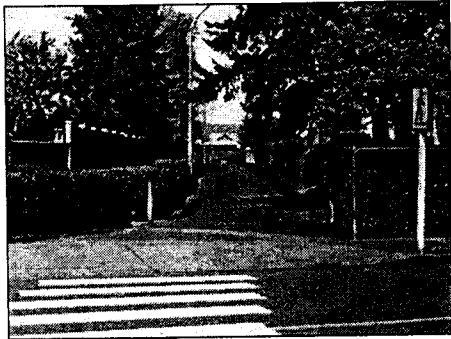
- a) Private roads, driveways, and pathways should be designed as extensions of public systems;
- b) Developments should be designed to avoid their function and/or appearance as new "insular neighbourhoods";

- c) New development should look beyond the boundaries of its own site in order that it may knit into not only what exists today, but what existed in the past and is likely to exist in the future;
- d) All development near the south and west dykes should provide for public access and views to/along the waterfront.

Pedestrian-Oriented Development

As Steveston densifies and attracts increasing numbers of residents, tourists, and businesses, it is critical that this growth support the community as a people-friendly place that is safe, recognizable, visually pleasing, and easy to move around in. To achieve this, new development should:

- a) Create small, walkable blocks, defined primarily by public streets;
- b) Contribute to a cohesive public trail network designed to complement the street system and support a fine grained, human scale of development;
- c) Enhance connectivity within the community and improve public access to local services and amenities.



A Residential Pedestrian Walkway



Landscaped Pedestrian Walkways in Downtown Steveston

Neighbourhood Identity

New development should seek to respect and enhance the individual identities and hierarchy of local neighbourhoods within the Steveston area. To achieve this, the design of new development should:

- a) Enhance the edges, focal points, commercial and recreational/social nodes, and the hierarchy of circulation routes which contribute to make each neighbourhood distinct;
- b) Avoid projecting a homogeneous image across the community by building on local character attributes;
- c) Help define recognizable links between neighbourhoods.

Views

New development should enhance, preserve, and, where possible, contribute to the creation of significant public views, vistas, and focal points. Most importantly, new development should:

- a) Enhance street-end views towards the river on the south and Sturgeon Bank on the west;
- b) Enhance views of Steveston Village from the river;

- c) Contribute to the attractiveness of public streets and open spaces.

Natural, Built and Human Heritage

New development should contribute to the conservation and enhancement of heritage features, valued human landscapes, and natural areas, along with personal and cultural histories. To achieve this, new development should:

- a) Retain and re-use historic and/or culturally significant structures in ways which respect the unique value and opportunity of each;
- b) Seek to maintain the relationships of recognized heritage sites to their contexts (e.g. The park and boardwalk adjacent to the historic Post Office on Moncton Street are important to the heritage significance of the site and should be retained.);
- c) Encourage the protection and enhancement of significant landscape features, such as trees and water courses, through sensitive design and construction;
- d) Enhance public enjoyment and awareness of local natural and man-made features, and provide complementary amenities (i.e. trails, interpretive signage, etc.);
- e) Especially in areas of high pedestrian activity, facilitate opportunities to respect, honour, and celebrate the heritage of Steveston and its people through public art and other means.

8.2.2 MASSING AND HEIGHT

Steveston has traditionally been characterized by its single-family dwellings on smaller lots, the modest scale and varied forms of the commercial buildings in its historic village centre, and the massive fishing industry buildings that once dominated its riverfront. Recently, a distinctive new image has been introduced in the form of Southcove's four-storey apartment buildings. Together, these forms represent a "vocabulary" that helps define the Steveston community. A vocabulary which is special for the fact that:

- Form is married less to use than location (i.e. cannery-like buildings are typically appropriate along the riverfront whether they house industrial uses, shops, restaurants, or bed and breakfast/hotels);
- Sloped roofs and gable ends are common throughout.

The form of new development should be firmly rooted in this vocabulary, and seek to refine and enrich it.

Cohesive Character Areas

The form of new development should be guided by that of adjacent existing development, even where new uses are being introduced. For example, multiple-family residential or commercial uses introduced adjacent to single-family homes should adopt a scale and character similar to those existing dwellings, while the same uses introduced along the riverfront would be better to adopt a scale and form reflective of the area's historic cannery buildings.

Shifts in Scale

Steveston is typically characterized by two-storey buildings, except along the riverfront where some cannery buildings stand as high as 18.3 m (60 ft.). While this change in scale is significant, the transition is typically softened by intervening service yards, smaller industrial buildings, park, or road. New development should:

- a) Generally ensure that a gradual transition in scale is maintained between larger riverfront structures and existing low-rise residential buildings;
- b) Ensure that larger structures do not unnecessarily block views from or impact the privacy of smaller ones;
- c) Utilize changes in scale to reinforce the role or significance of specific areas or focal points. (For example, although it may be appropriate that a local commercial development adopt the scale and character of its low-rise residential neighbours, a taller element could be introduced as a focal point and landmark.)

8.2.3 ARCHITECTURAL ELEMENTS

Steveston's maritime heritage and historic buildings combine to create a powerful image of pitched roofs, false-fronted commercial buildings, porches, picket fences, clapboard, bay windows, docks, boardwalks, and fishing boats. While this image is not found throughout Steveston, references to it and a love of it seem to exist everywhere, along with a distinctly human scale of development. New development should similarly be of a human scale, and demonstrate keen attention to detail and respect for local vernaculars.

Animated Streetscapes

Development should provide for street-oriented uses designed to contribute visual diversity, reinforce a human scale, and enhance pedestrian interest. Orient uses and architectural elements to enhance site-specific opportunities (i.e. prominent corners, landmarks, pedestrian nodes, etc.), and provide special treatments at principal entries (i.e. porches, trellises, stoops, and canopies) which emphasize the transition from public to private. Furthermore:

- a) In **retail** areas, including shopping centres:
 - i) Shops should typically front streets, not parking lots;
 - ii) Small, individual store fronts should predominate, having an average frontage of 4.6 m (15.1 ft.);
 - iii) Where a large tenancy is planned, its retail frontage should be limited to a maximum of 15.2 m (50 ft.) and its additional floor area should be concealed behind smaller retail frontages;
 - iv) Frontages should predominantly be devoted to windows which can accommodate changing displays and provide views into shop interiors;
 - v) Main entries should open directly onto City sidewalks and/or public open spaces. Where entries are set back from the City sidewalk, they should be highly visible, clear-glazed, and easily recognizable and accessible from the street;
 - vi) Outdoor retail displays, restaurants, and related activities are encouraged either along the sidewalk adjacent to related businesses, space permitting, or in designated areas e.g. as required by the Liquor Control Board opening onto the sidewalk. Where a designated area is provided, it should typically be no larger than 37 m² (398.3 ft²) and have an elevational difference of no more than 0.9 m (3 ft.) between its grade and that of the adjacent City sidewalk. In the case of a designated outdoor dining area, if it must be enclosed, the fence or wall should be no higher than 0.9 m (3 ft.) (although a trellis or similar structure may be permitted overhead, supported on posts);
- b) In **residential** neighbourhoods, including areas of townhouses, detached dwellings, and/or apartments:
 - i) Where properties abut public roads, developments must provide grade-oriented units with individual front doors (directly accessible and visible from the City sidewalk) and windows onto habitable rooms;

- ii) Where no public road exists, developments should provide grade-oriented units with individual front doors and windows opening onto internal "streets" (or where appropriate, public trails) designed to function and appear as an extension of City systems;
 - iii) New development should promote publicly-accessible streets as the primary pedestrian space and "front door" on the community. Off-street trails and paths should only take on this role when this will not diminish the role of the street system, and off-street routes extend no further than 76 m (249.3 ft.) before being intercepted by a publicly-accessible street, **and** no further than 36 m (118.1 ft.) before being intercepted by an alternative pedestrian route (i.e. accessible trail, lane, or driveway);
- c) At **industrial** sites:
- i) Site buildings to directly address the public street without intervening areas of parking and/or service yards;
 - ii) In areas of high pedestrian activity, provide windows and doors onto the street to permit public viewing of activities inside buildings, especially where those activities are visually interesting or related to the fishing industry (i.e. boat repair);
 - iii) Service and storage yards should be fenced for security and safety, but public views into those yards should be maintained and enhanced with trees, vegetation, street furniture, public art, etc.;
 - iv) Parking should typically be kept away from public view (i.e. to the rear of or inside buildings or appropriately screened with vegetation);
 - v) Where the nature of the use requires expansive building walls with minimal openings, special attention should be paid to building form, details, materials, and associated landscaping in order that it provides visual interest and compliments the public realm and adjacent developments (e.g. as demonstrated by the area's historic Cannery buildings);
- d) At **marinas**, particular attention should be paid to the points where they connect to the upland. These points should be much more than security gates, fencing, and ramps. Ideally, they should contribute to the visual diversity of the riverfront as seen from the water and upland. Where public access is intended, they should be designed as public "pavilions":

- i) Providing views of the water and riverfront activity;
- ii) Inviting people to sit in the sun or get out of the rain;
- iii) Incorporating special (or even playful) architectural features and/or public art which make them distinctive landmarks on the waterfront;
- iv) Offering interpretive material to enhance public appreciation of the area.

Roofscapes

Steveston's roofscape is a key element affecting not only the area's character, but its livability. New development should show an awareness of this by attending to the following:

- a) Employ roof forms consistent with Steveston's traditional character, including pitched roofs with gable ends and slopes of 8 in 12 or greater;
- b) Flat or other roof forms (i.e. dormers, turrets, etc.) may be used selectively in combination with simple pitched roofs to provide diversity and visual interest, where traditional character references can be demonstrated;
- c) Roofing materials should be selected on the basis of consistency with the area's local vernacular;
- d) Mechanical equipment must be concealed from view, and antennae, dishes, vents, etc. should be situated where least visible from public areas;
- e) Special attention should be paid to the position of vents from restaurants and other food preparation uses to avoid negative impacts on adjacent pedestrian areas and residential uses.

Exterior Walls and Finishes

The form and finish of a building are key to determining not only the quality of that building, but the quality of the public realm it touches. Steveston's historic buildings were typically simple structures whose beauty came from their natural materials, craftsmanship, human scale, and attention to detail. New development should demonstrate a similar understanding and respect for these qualities, as follows:

- a) **Front facades** of buildings should employ projecting and/or recessed features to better integrate structures with their landscapes/streetscapes, and to provide visual interest and clues to passers-by with regard to the uses contained within. For this reason, bay windows, recessed and projecting porches, and similar features are encouraged;

- b) **Materials** should be of high quality, natural, and durable, and should avoid artificial "heritage" looks (i.e. brick with excessive efflorescence) and misappropriated images (i.e. river rock facade treatments). The preferred material is wood in the form of narrow-board lap siding, board and batten, and shingles. Unpatterned stucco (preferably with a heavy texture, such as "slop-dash") is an acceptable alternative to wood, while brick is suitable in the historic commercial centre and corrugated metal siding is appropriate in the "maritime mixed use" and industrial areas. Typically, combinations of two or more materials on a single building should be avoided;
- c) **Trim**, including cornices, corner boards, windows, doors, window boxes, brackets, exposed rafters ends, etc., should be simple and designed to enrich the architectural character of the structures and enhance appreciation of their materials;
- d) **Building colours** should be compatible with Steveston's traditional character. Strong, but muted, colours produced as a "heritage series" by a number of commercial paint manufacturers are typically preferred. Typically, bright colours should be reserved for accent and trim applications and large expanses of white and pastel colours should be avoided;
- e) **Exposed end/party walls**, along with rear facades in areas of high pedestrian activity, should be treated in a manner which is consistent with the level of finish and materials employed on each building's front facade. Cornices, recesses, signage, planters, trellises, decorative trim, climbing vines, and tall trees may all be employed to enhance party walls and rear facades. Painted or raw concrete block should typically be avoided, and contemporary materials, such as split-face concrete block, are discouraged in favour of brick, wood, and heavy stucco finishes (i.e. "slop-dash").

Weather Protection

Attractive, durable pedestrian weather protection along publicly-accessible frontages is key to enhancing the relationship of buildings with adjacent streets and public areas, and to encouraging pedestrian activity. New development should provide weather protection where:

- a) Retail uses are encouraged at grade;
- b) Shared residential building entries front public sidewalks or open spaces;
- c) Pedestrian activity and local character is enhanced;
- d) Transit stops exist or are contemplated;

- e) Buildings are set far back from the public sidewalk;
- f) Places of public gathering exist or are nearby; or
- g) A "gap" in the continuity of existing weather protection can be filled.

8.2.4 LANDSCAPE ELEMENTS

Landscape Elements

Situated at the mouth of the Fraser River, Steveston's coastline is characterized by Garry Point Park's windswept meadows, Sturgeon Bank's intertidal marshes, the south dyke with its view of Steveston Island, the fishing boats moored near the village, and boats plying the waters of the channel. Tucked away from the wind and the river, manicured gardens abound with flowers. New development should seek to reinforce the importance of Steveston's public realm, and enhance it as a green and pedestrian-oriented environment reflective of **both** its riverfront setting and garden traditions.

Public Open Spaces

To be invaluable to a community, public open spaces must go beyond supporting specific activities; they must be integrated with the activity of everyday life. In Steveston, this requires that the City's parks and trails adopt a character which reflects the diversity of Steveston's landscape and built form, and that they be integrated visually and physically with adjacent development. For new development, this means it should:

- a) Facilitate the physical and visual continuity of the City's open space network, especially as it applies to trails and the provision of continuous public access along the water's edge;
- b) Provide a varied open space environment along the riverfront reflective of existing and/or historic site features (i.e. piers, boardwalks, natural areas, etc.);
- c) Wherever possible, seek to enhance the physical and visual openness of City open spaces onto public roads;
- d) Provide privately-owned/publicly-accessible open spaces where they will serve recognized needs, and/or enhance the physical and/or social relationship of the development with its neighbours;
- e) Open onto parks and trails with pedestrian-friendly edge treatments, "front doors", "front yards" (e.g. with low fences and gates), windows, pathways, etc. designed to enhance the safety, surveillance, accessibility, and usefulness of the open space;

- f) Be designed to complement the intended activities, landscape character, etc. of the adjacent open space, whether it is a lighted sports field, a "naturalized" trail, or a noisy playground.

Street Edges

New development should contribute to a strongly public streetscape that is comfortable and attractive to pedestrians through:

- a) Provision of high quality, coordinated street improvements (i.e. finishes, landscaping, and furnishings) designed to complement local activities and character;
- b) Restriction of driveway crossings at sidewalks and, where crossings are needed, use of measures designed to ensure that such crossings do not inconvenience/endanger pedestrians, nor compromise street landscaping and furnishings;
- c) Concealment of utility wires and related equipment (e.g. underground) where the City has determined these elements are unsightly or undesirable;
- d) Creation of "display gardens" adjacent to uses which are either inaccessible or require privacy, incorporating a variety of indigenous and other plant materials designed to provide a year-round buffer and visual amenity for the street;
- e) Provision of public art.

Private Open Spaces

Outdoor spaces intended for the private or shared use of tenants in a development should be designed to enhance the use, comfort, and enjoyment of associated indoor spaces, and to integrate the development with its environment. New development should:

- a) Design decks, patios, and other outdoor spaces as natural extensions of indoor spaces;
- b) Ensure that a grade difference of no more than one half-storey exists between usable outdoor spaces and associated primary indoor living areas;
- c) Along publicly-accessible streets and rights-of-ways, provide usable front yards, defined not by high fences, but by any combination of changes in grade, vegetation, and low, decorative fences/walls which serve to:
 - i) Accommodate an area of privacy for residents;
 - ii) Maintain some view to and from the street;

- iii) Create a series of landscape "layers" between the street and the building;
- d) Ensure that where a unit's main living level is above the grade of the adjacent publicly-accessible sidewalk or path, the difference in elevation is no greater than 1.2 m (3.9 ft.), **or** where the grade difference is greater than 1.2 m (3.9 ft.), the yard between the sidewalk/path and the building should be raised to an elevation equal to approximately half the total difference in grade. Under no circumstance should a unit's main living level be more than 2.4 m (7.9 ft.) above the grade of the adjacent publicly-accessible sidewalk/path. Furthermore, the ratio of total grade change to building setback from the sidewalk/path should typically be no steeper than 1 in 3;
- e) Explore opportunities to cluster shared open spaces with public trails, parks, and/or the shared open space of neighbouring development(s) to provide a larger, more usable and accessible space, and a focus for local neighbourhood activities.

Trees and Vegetation

New development should contribute to the image of a mature landscape tied to its unique setting and the traditions of its residents by:

- a) Maintaining and incorporating existing trees and mature vegetation wherever possible;
- b) Tailoring the siting and selection of trees to enhance specific neighbourhood characteristics, focal points, features, etc.;
- c) Avoiding the consistent planting of street trees in even rows in favour of tree planting patterns which are more sensitive to the area's distinct neighbourhoods;
- d) Where possible, advocating the nurturing and refinement of the natural flora rather, than replacing it with typically suburban vegetation;
- e) Incorporating planters, window boxes, and container gardens (rendered in materials complementary to the local built form) as a key way to introduce seasonal colour and interest.

8.2.5 PARKING AND SERVICES

While Steveston's original townsite was laid out as a regular series of blocks with lanes, outside the commercial area, many of these lanes were never opened. Subsequent single-family and townhouse developments followed the conventions of the day and adopted curvilinear road patterns without a secondary lane system. As a result, garage doors and parking are dominant images in many parts of Steveston. New development should seek to minimize disruptions to the safety and attractiveness of the public realm caused by on-site parking and related services.

Lanes

New development should retain or expand the existing lane system and, where appropriate, create new lanes to facilitate service functions. Where implementation of service lanes is not practical, parking/service functions should typically be internalized within the proposed development, and:

- a) Access should typically be from secondary streets;
- b) Driveway crossings of pedestrian routes should be minimized;
- c) Parking and service entrances should be consolidated and integrated into the development's building/landscape design.

Visual Impact

New development should minimize the visual impact of parking on the public realm and, where possible, mitigate the impact of existing facilities, as follows:

- a) **Parking structures** should be fully concealed from public streets and open spaces by non-parking uses, or with landscaping and special architectural treatments where the resulting building is consistent with and complementary to the character of adjacent development and uses;
- b) **Surface parking lots** should be:
 - i) Located to the rear of buildings, where they can be concealed from public streets and open spaces;
 - ii) Limited in size to 0.13 ha (0.3 ac.) (as applied to a single lot or the aggregate total area of abutting lots defined by buildings or publicly-accessible streets landscaped to City standards);
 - iii) Landscaped, fenced, etc. around their perimeters to enhance their appearance from public streets and open spaces and reinforce continuity of the streetscape;

- iv) Planted with sufficient trees so that within 10 years, 70% of the surface area of the lot will be shaded in summer;
 - v) Planned to minimize the extent of paved areas, and designed so that, wherever possible, the parking surface complements the surface treatment of adjacent pedestrian areas (i.e. heavy timber decking should be used where a parking lot is adjacent to a pedestrian boardwalk);
- c) In **residential situations**, especially townhouses and detached dwellings:
- i) Garage entries should not be located on the front facades of units (e.g. the same facade as the "front door"), especially where this situation is repeated on adjacent units;
 - ii) Garage entries should receive special architectural and landscape treatments to enhance their appearance (i.e. decorative doors, narrow door widths, overhead trellises with climbing plants, trees and planting between the garage and adjacent uses, decorative paving, and where no solid door is installed, the extension of the building's exterior materials and level of finish into the areas of the garage visible to the public);
 - iii) Driveways and private roads should not be gated;
 - iv) Driveways and private roads should be kept as narrow as possible, paved and landscaped to enhance the appearance of the overall development, and designed to safely accommodate a variety of activities (i.e. basketball, road hockey, car washing, etc.);
 - v) In the case of townhouse and detached units, where a unit's garage door is not adjacent to its front door, a "back door" should be provided so that residents may access the unit's interior without using the garage door.

8.3 ADDITIONAL DEVELOPMENT PERMIT GUIDELINES: CHARACTER AREA GUIDELINES

The Steveston Area contains a number of "character areas" or neighbourhoods which impart to the community a sense of time, place, diversity, and individuality. The purpose of these guidelines is to provide supplemental guidance to the development of those areas whose form and character are considered key to Steveston's identity. The Character Area Key Map on the next page shows the boundaries of each character area to which additional guidelines apply.

8.3.1 AREA A: STEVESTON VILLAGE

The "Steveston Village Character Area" encompasses the community's original commercial centre and the historic focus of its fishing industry. The area is made up of a number of distinct sub-areas which exhibit many unique, yet complementary, characteristics and opportunities. The **Area A: Steveston Village Character Area Map** shows the approximate boundaries of Area A – Steveston Village.

Due to the importance of Steveston Village's form and character to its roles as a home port, a tourist destination, and a focus for the community, the "General Development Permit Guidelines" for the Steveston area are not considered to be adequate to direct its development. **Additional Development Permit Guidelines** are provided here to address issues specific to this location. The guidelines are given in two parts: "General Guidelines" applicable to the entire character area; and, "Sub-Area Guidelines" applicable only to specified locations.

8.3.1.1 GENERAL GUIDELINES

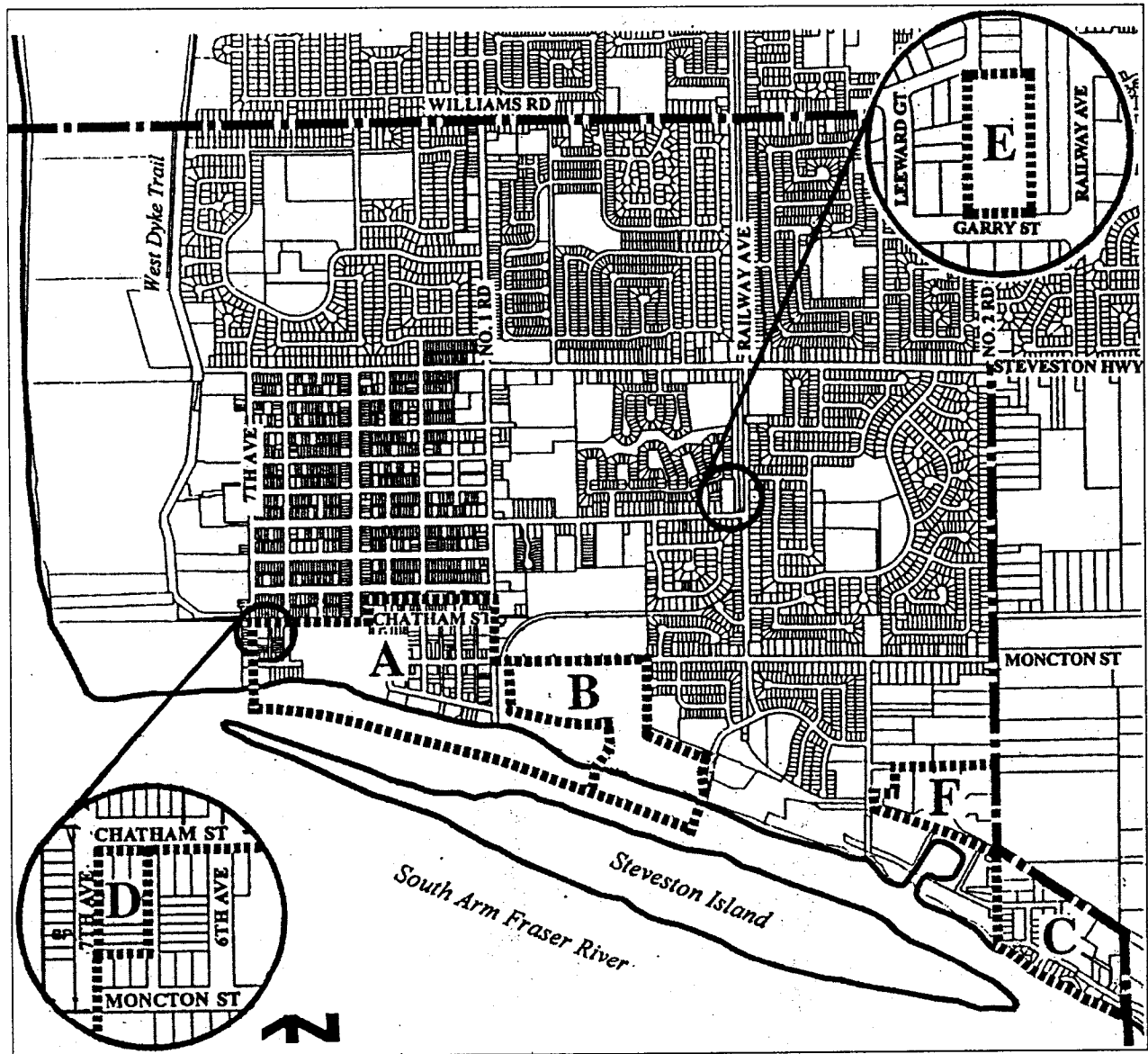
Architectural Elements

With Steveston's heritage, and its community's love of that heritage, it is tempting for new development to simply mimic the area's historic structures. Steveston has, however, never been frozen in time. Whether as a result of fire, economic conditions, or shifting values, Steveston has changed and so have its buildings. As Steveston continues to change, its architecture, while rooted in the past, needs to keep pace.

Roofscapes, Exterior Walls, and Finishes

The Village's historic buildings are humble structures. They are not characterized by ornate gingerbread details or grand architectural gestures, but by natural materials used in a simple, straight forward way. New development should aim to complement, rather than copy, the style of the Village's historic buildings by:

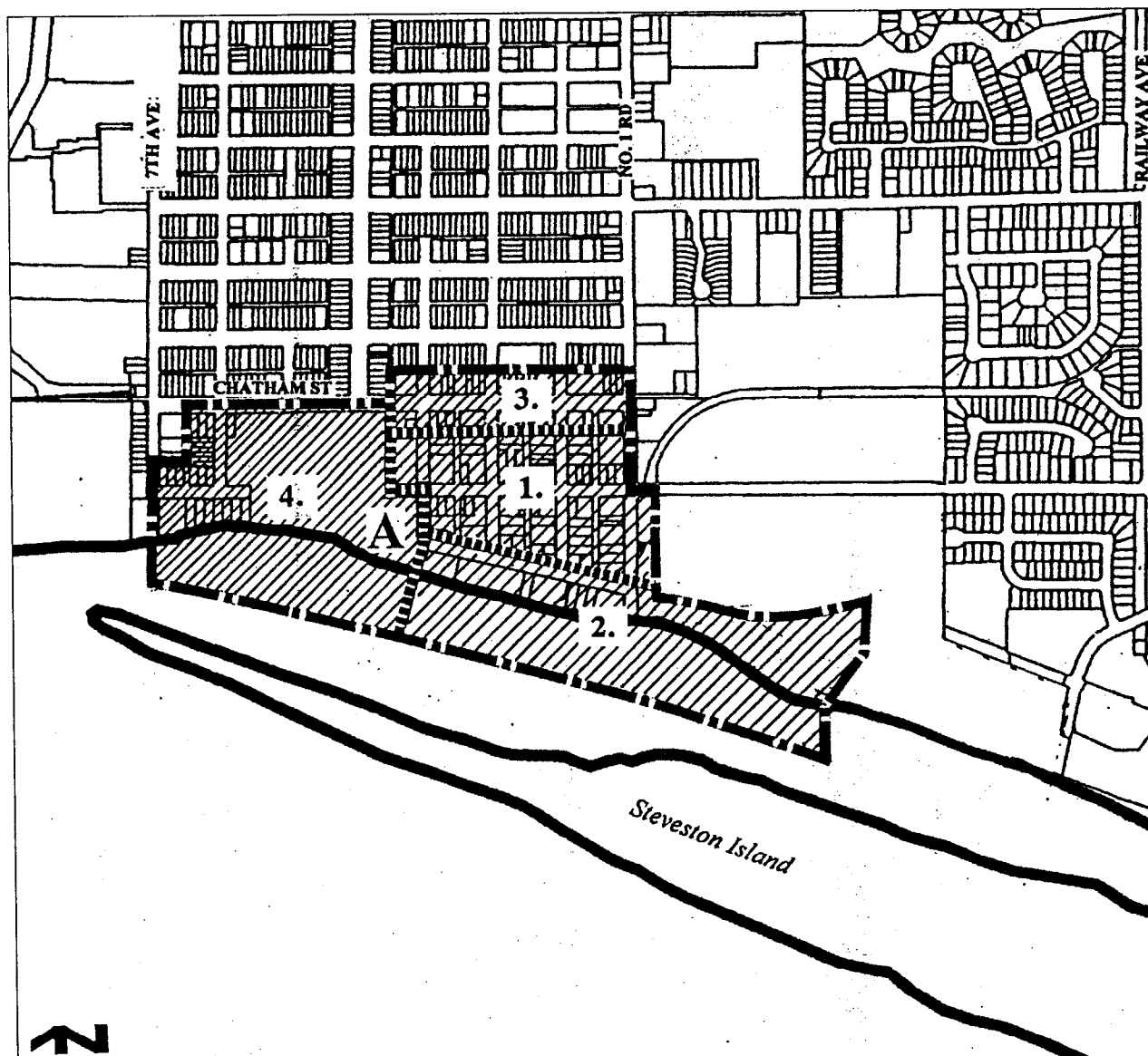
Character Area Key Map*



A Steveston Village	C London's Landing	E Garry Street & Railway Avenue
B BC Packers Residential Neighbourhood	D 7th Avenue & Chatham Street	F Southcove

* Areas subject to additional Development Permit Guidelines.


Area A: Steveston Village Character Area Map



Character Sub-Areas

- 1. Moncton Street
- 2. Bayview Street & BC Packers Riverfront

- 3. Chatham Street
- 4. Gulf of Georgia

 Character Area Boundary

- a) Designing buildings that have clearly articulated bases, middle sections, and tops;
- b) Employing forms such as pitched roofs (with slopes of 8 in 12 or greater) with gable ends and false fronts, and flat or other roof forms where traditional character references can be demonstrated;
- c) Ensuring that the first storey reads on the outside of the building as approximately 5 m (16.4 ft.) high and provides continuity with adjacent buildings;
- d) Providing first floor interiors which are generally high, airy volumes with large windows onto the street;
- e) Typically using windows and doors with heavy wooden frames/sills and interesting door designs, and avoiding use of windows with imitation divided lights;
- f) Providing larger windows on the ground floor than on the floors above, and not extending windows to floor level;
- g) Recessing building entries at least 1 m (3.3 ft.);
- h) Designing buildings which focus attention on their high quality of materials and craftsmanship;
- i) Using wood and brick as the Village's primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco, and metal siding, along with timber and metal structural elements and details;
- j) Employing construction methods that complement the material used and are consistent with past practices in Steveston, such as "punched" window openings and heavy timber, post and beam construction;
- k) "Personalizing" buildings with special architectural features and finishes (i.e. inseting building/business names, addresses, etc. into entry floors in ceramic tiles, pebbles, cut stone, brass characters, etc.).

Weather Protection

Traditional methods of weather protection in Steveston were canopies supported on posts and projecting canvas awnings. To enhance the character of the Village area, new development should continue this tradition, and ensure that:

- a) Awnings and canopies are typically simple, flat planes (e.g. not curves, vaults, domes, etc.), with a slope of 6 in 12 or less (though a maximum slope of 12 in 12 is acceptable), and little or no valance (0.15 m/0.5 ft. maximum);

- b) Awnings, whether retractable or fixed, are made of durable fabric (not vinyl or plastic);
- c) Canopies are designed as permanent structures, exhibiting the same character and level of finish as the buildings which support them;
- d) Where canopies are supported on posts, such posts are situated on private property and a clearance of at least 2.7 m (9 ft.) is maintained to the underside of the canopy;
- e) Any weather protection typically has a minimum clear depth of 1.2 m (3.9 ft.);
- f) Weather protection maintains minimum clearances to:
 - i) Adjacent street curbs (measured horizontally): 0.6 m (2 ft.);
 - ii) Utility poles: 1 m (3.3 ft.);
 - iii) Utility wires: 2.1 m (6.9 ft.).

Signage

Signs for the identification of businesses or activities should be in keeping with the historic nature of the town. Signs in the early 1900's were usually painted on wood, either directly on buildings or on boards fastened flush to the fascia ("fascia signs") or suspended beneath canopies ("marquee signs"). Occasionally, larger establishments displayed roof signs. New development should ensure signage is:

- a) An integral part of the building/landscape design, and that its form, materials, and the character of its copy complement the types of activities being advertised;
- b) Wood (painted, stained, sand blasted, or carved), metal (cast, painted, embossed, or enamelled), fabric, or painted/etched on windows or glazed door panels;
- c) Not plastic, internally illuminated, back-lit awnings/canopies, electronic or moving signs or messages, or neon;
- d) Primarily oriented to pedestrians along the sidewalk;
- e) Not a navigational hazard when seen from the river;
- f) Illuminated externally by concealed, incandescent fixtures or fixtures with a nautical or industrial character;
- g) In compliance with the City of Richmond bylaws controlling signage, and with the following:

i) **Marquee (Under Canopy) Signs:**

- 2.4 m (7.9 ft.) minimum clear distance above grade;
- 0.74 m² (8.0 ft²) maximum sign area per business;
- 0.15 m (0.5 ft.) maximum height of letters;

ii) **Fascia, Canopy, and Awning Signs:**

- 0.14 m² (1.5 ft²) maximum sign area per linear metre of building frontage;

iii) **Projecting Signs:**

- 3.2 m (10.5 ft.) minimum clear distance above grade;
- 0.28 m² (3 ft²) maximum sign area per linear metre of building frontage;

iv) **Free Standing Signs:**

- Limited to sandwich boards or the equivalent.

Landscape Elements

The juxtaposition of Steveston's working waterfront with its village centre greatly enriches its character. More than a "small town", Steveston is a port. It is comfortable, but "gritty". It is urban, but not refined. It is old, but evolving. It is both intimate and open. To enhance this situation, the landscape of the "Village" must strike a balance between "small town Steveston" and "working waterfront Steveston". To accomplish this, new development should:

- a) Keep sidewalks narrow;
- b) Where possible, employ timber planks for walkways/sidewalks (especially near the waterfront), and planks, gravel or other special paving treatments for parking areas, rather than asphalt;
- c) Provide planters, window boxes and/or other types of container gardens to provide an **abundance** of year-round seasonal colour;
- d) Typically avoid manicured planting schemes and lawns in favour of wild flowers and indigenous vegetation;
- e) Selectively plant/retain a limited number of trees near the riverfront and from there increase the amount of tree planting towards the north culminating in significant tree planting along Chatham Street and Moncton Street east of No. 1 Road;
- f) Plant trees in surface parking lots:
 - i) At a ratio of 1 tree for every 3 stalls;

- ii) At the sides, not the heads, of stalls;
- iii) Protect them with guards designed to take a high level of abuse;
- g) Wherever possible, incorporate industrial equipment and features (i.e. rail tracks) found on site, especially those of a large scale (i.e. cranes);
- h) Provide furnishings and finishes (i.e. seating, bike racks, drinking fountains, walkway/sidewalk paving, etc.) as specified under City standards for the "Village" along major public routes (i.e. streets and the waterfront walkway), and provide coordinated furnishings and finishes expressive of individual businesses and developments along lanes, pedestrian arcades, and similar publicly-accessible spaces.

8.3.1.2 SUB-AREA GUIDELINES

8.3.1.2.A Moncton Street



*The Marine Garage at
3611 Moncton Street*

"Moncton Street" is the heart of the "Steveston Village" area, attracting tourists, residents, and fishermen to eat, shop, and stroll. Historic buildings, like the Hepworth Block and the Post Office, allude to the way the area once looked, but the passing of time has resulted in vacant and underdeveloped sites which detract from the area's appearance and vitality. New development should seek to sensitively infill the "Moncton Street" area with pedestrian-oriented projects which respect the area's architectural heritage.

Settlement Patterns

To take advantage of the area's regular pattern of small blocks, and support a rich and vibrant pedestrian environment, new development should:

- a) Typically reinforce the image of a continuous street wall, built at or close to the property line, along all street frontages;
- b) Limit significant interruptions in the street wall to those places where it will enable preservation of a valued historic structure or tree(s), or provide a special public open space opportunity;
- c) Develop lands abutting lanes, particularly south of Moncton Street, to accommodate pedestrian-oriented open spaces and a mix of retail, restaurant, artisan, custom workshop, and industrial uses;
- d) Vary building setbacks along lanes to create interesting pedestrian spaces;



*Hepworth Block (c. 1913) at
3580 Moncton Street*

- e) Create a network of narrow, open-air, pedestrian arcades and courtyards linking public streets and lanes, as well as providing access to residential and non-residential uses situated above grade.

Massing and Height

To maintain the intimate, pedestrian scale of the "Moncton Street" area, new development should:

- a) Typically be two-storeys and 8 - 9 m (26.2 – 29.5 ft.) in height along Moncton Street;
- b) Situate those buildings or portions of buildings which are taller than 9 m (29.5 ft.), at least 10 m (32.8 ft.) back from Moncton Street;
- c) Limit the length of building frontages to a maximum of 20 m (65.6 ft.);
- d) Employ open-air pedestrian arcades and similar features, along with changes in architectural massing, detail, colour, and/or materials, to break large frontages into smaller building blocks;
- e) Vary building heights and forms along lanes to create a more informal, intimate, and complex environment than is intended along the street;
- f) Enhance public use of pedestrian arcades and courtyards by massing development to allow direct sunlight access where possible.

Architectural Elements

To enhance the commercial vitality of the "Moncton Street" area, new development should:

- a) Provide continuity of retail, commercial, restaurant, and other uses of public interest at grade along all street frontages, especially south of Moncton Street;
- b) Discourage business and service uses at grade along street frontages south of Moncton Street which are characterized by blank walls, windows onto private office, and other features which do not contribute to the animation of the streetscape;
- c) Along lanes, provide variety in the architectural form, details, materials, and colours, and incorporate special features which enable buildings/businesses to open up physically and visually (i.e. garage doors with glazed panels);
- d) Provide pedestrian arcades which are typically:

- i) Lined with shops, cafes, etc. and provide access to upper storey businesses and residences;
- ii) 3 m (9.8 ft.) in width, and no wider than 5 m (16.4 ft.), EXCEPT where necessary to accommodate a:
 - Feature tree, public art, stair/elevator to upper storey(s), sunny dining court, etc.;
 - Residential courtyard providing access to individual units; or
 - Pedestrian route serving a large scale activity generator;
- iii) Designed to provide visual surveillance and personal safety;
- iv) Open-air (e.g. enclosed arcades, or malls, are typically discouraged) and open to the public around the clock;
- v) Covered or open to the sky;
- vi) Situated at grade, EXCEPT that where it is desirable to provide a parking structure at grade, a pedestrian arcade may be introduced to provide public access up and over it (e.g. to a maximum of one-storey above grade) and provide access to above grade, non-retail uses (i.e. residential, office, or community uses).

Landscape Elements

To enhance the "Moncton Street" area as a comfortable, green, pedestrian-oriented environment, while respecting characteristics of its existing landscape/streetscape, new development should:

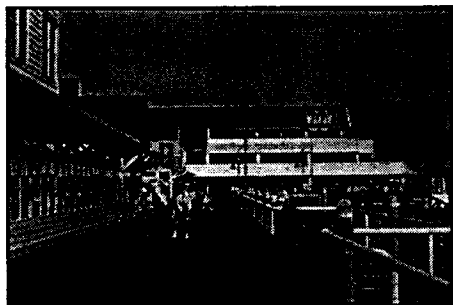
- a) Limit tree planting along street frontages to special locations where interruption of the street wall is warranted, such as sunny courtyards and entries to pedestrian arcades;
- b) Plant a variety of large growing tree species to the rear of buildings to provide a backdrop to the area's buildings as seen from the street, and to enhance the use and appearance of the lanes;
- c) Enhance lanes and pedestrian arcades (not just street frontages) with an abundance of flowers and plant material in planters and window boxes, as well as climbing vines;
- d) Situate garbage uses to the rear of buildings, a minimum of 15 m (49.2 ft.) from a public street, and ensure garbage containers are fully housed within the principle building or a structure which enhances the appearance/character of the area.

Parking and Services

To support pedestrianisation of the "Moncton Street" area, new development should:

- a) Situate surface parking lots and loading uses to the rear of buildings and screen them from view of adjacent public streets;
- b) Support the primary use of the lane system south of Moncton Street and west of No. 1 Road for non-parking uses;
- c) Focus parkade development north of Moncton Street and ensure that it is fully concealed by non-parking uses along all public streets and open space frontages.

8.3.1.2.B Bayview Street and BC Packers Riverfront



*Steveston Landing Waterfront
Boardwalk and Shops*

Once a veritable wall of cannery structures defining the water's edge, the "Riverfront" uplands have become a gap-toothed collection of gravel parking lots, fuel facilities, trailers, moorage access, visitor attractions, and derelict industrial buildings. The boardwalk and wharves that were a focus for fishing activity and community interaction are now mostly gone or inaccessible. New development should seek to reanimate the "Riverfront" by integrating new and revitalized maritime-oriented industries and activities within an unconventional, pedestrian-friendly, mixed-use environment.

Settlement Patterns

To integrate the "Riverfront" with the "Village" and "BC Packers Residential Neighbourhood" areas, and reinforce it as a special place, new development should:

- a) Be characterized by images consistent with the area's historic cannery buildings;
- b) Strongly define the water's edge and the alignment of the dyke;
- c) Front both the upland development on its north and the river;
- d) Extend south over the water with finger piers and floating docks, both with and without buildings or structures on them, as was characteristic of the area in the past;
- e) Provide a pattern of seemingly random openings, courtyards, and pedestrian arcades of varying scales:
 - i) Offering direct and indirect physical access between the water and the "Village" and "BC Packers Residential Neighbourhood" (especially near north-south street ends);

- ii) Framing special near and distant views;
 - iii) Providing pedestrian access to a continuous waterfront walkway;
 - iv) Accommodating vehicular access and service functions in a shared pedestrian/vehicular environment;
- f) Ensure that street ends are focal points providing views to:
- i) The river;
 - ii) Active uses situated on public or private piers/open spaces; or
 - iii) Special architectural, public art, or heritage elements;
- g) Define the street edge along the:
- i) South side of Bayview Street with buildings built at or close to the property line;
 - ii) North side of Bayview Street with buildings following a "build-to-line" approximately 5 m (16.4 ft.) back from the property line (respecting the alignment of an existing storm water culvert);
 - iii) South side of the Bayview extension (east of No. 1 Road) with an "undulating street wall" incorporating regular setbacks and/or breaks in the building mass and associated variations in roof form to complement the scale and rhythm of neighbouring dwellings in the "BC Packers Residential Neighbourhood";
- h) Where possible, avoid segregating residential uses from non-residential uses, in favour of an approach which sees the two uses share a common character and features.

Massing and Height

To establish the "Riverfront" as an unconventional environment where viable industrial uses and public activities are juxtaposed to create exciting spaces and opportunities, new development should:

- a) Typically be simple building blocks with pitched roofs;
- b) Be of a scale and form to:
 - i) Create a dramatic and varied edge as seen from the river;
 - ii) Provide a backdrop to the "Village" and "BC Packers Residential Neighbourhood";

- c) With regard to building height:
 - i) Typically vary from one to three-storeys and 6 - 12 m (19.7 - 39.4 ft.), with feature buildings being as tall as approximately 18.3 m (60 ft.);
 - ii) Typically orient buildings or portions of buildings that are taller than 12 m (39.4 ft.) such that their "spines" run north-south and their narrow ends face the "Village" and the "BC Packers Residential Neighbourhood";
 - iii) Provide abrupt transitions in height with neighbouring buildings and open spaces.

Architectural Elements

To impart a human-scale and build on the distinctive character of Steveston's historic waterfront buildings, new development should:

- a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with more limited use of flat, symmetrical hip, and feature roofs;
- b) Ensure that windows, doors, and other features are used graphically/boldly to enhance a building's simple shape and accentuate the scale of these elements versus that of the overall building mass;
- c) Provide contrasting areas where architectural elements (i.e. windows, doors, etc.) are concentrated, versus areas where large simple wall surfaces focus attention on materials, colour, and the overall building scale and shape;
- d) Typically, focus architectural details near a building's first floor to impart a human-scale to adjacent public streets and pedestrian areas, particularly in areas of highest public pedestrian use and adjacent to/facing residential development in neighbouring character areas;
- e) Employ architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses where generous roof decks, french balconies, and similar features are strongly encouraged;
- f) In the case of residential uses, be designed to create a unique housing environment which takes advantage of the area's industrial vernacular in the form of:
 - i) Large, lofty, bright interior spaces;
 - ii) Single and multi-storey units, some with mezzanines;
 - iii) Large windows oriented to the view and sun;

- iv) Small unit clusters, typically with individual or shared exterior stair access to grade (rather than indoor elevator access);
- v) Weather protection over unit entries and used as special features (i.e. sun shades on windows or privacy screens on roof decks);
- vi) Planters, window boxes, and other types of container gardens which impart a very "green" image to individual dwellings;
- vii) Special exterior lighting which enhances personal security and the identity of individual units;
- g) Use durable materials, finishes, and details throughout the area which are characteristic of maritime/industrial activities (i.e. metal, timber, or concrete guards and bollards near building corners where they may come in contact with vehicles or equipment);
- h) Use changes in colour and materials to make individual buildings distinct and create a more visually interesting environment;
- i) Situate garbage away from public view and residential uses and, where necessary to accomplish this, house garbage containers fully within the principle building or a structure which enhances the appearance/character of the area.

Landscape Elements

To create a pedestrian-centred environment, new development should:

- a) Ensure that continuous public pedestrian circulation is provided along the waterfront with frequent and convenient access to public upland areas (i.e. streets);
- b) Ensure that where maritime/industrial activities result in any interruption in grade-level public access along the waterfront, an alternative handicapped accessible public route is provided and designed to bring people as close to the water as possible (i.e. via elevated walkways, floating docks, pier structures, etc.);
- c) Where open areas exist along the waterfront (including parking lots), typically provide surface treatments consistent with that of adjacent piers and boardwalks (i.e. heavy timber planks);

- d) Support development of Bayview Street in a manner which will calm traffic, encourage safe, shared pedestrian/vehicular use of the roadway, and enhance use of some portions of it for special events (i.e. festivals, markets, temporary fishing industry-related activities, etc.);
- e) Utilize the required 5 m (16.4 ft.) setback along the south side of Bayview Street to provide special landscape features which:
 - i) Encourage more active use of this area;
 - ii) Support adjacent businesses/activities;
 - iii) Provide visual interest;
 - iv) Help to "knit" the waterfront into the "Moncton Street" area;
- f) Limit tree planting along street frontages to special locations where interruption of the street wall is warranted, such as sunny courtyards and entries to pedestrian arcades, EXCEPT along the Bayview extension east of No. 1 Road, across from the "BC Packers Residential Neighbourhood", which should:
 - i) Be defined by a double row of trees lining a broad pedestrian walkway leading from No. 1 Road to the area around Phoenix Pond;
 - ii) Incorporate gardens, planters, and other landscape features designed to enhance the relationship of the area with the "Packers Neighbourhood";
- g) Plant large growing, deciduous trees away from public streets as special landscape features to be seen as "backdrops" to the streetscape;
- h) Seek to enrich its setting and increase public awareness of the area's heritage by placing special emphasis on its incorporation of public art and features/artifacts related to the area's history of maritime/industrial activities.

Parking and Services

To support pedestrianisation of the "Riverfront" and provide for the needs of industrial and maritime service uses, new development should:

- a) For lands north of Bayview Street, situate parking and loading to the rear of buildings with vehicular access from north-south roads and lanes;

- b) For lands south of Bayview Street and the Bayview extension east of No. 1 Road, either screen parking and loading from view from key pedestrian areas (i.e. the waterfront walkway) or:
 - i) Design loading to the same level of finish as other public areas and integrate it with the overall building design (or even make it a feature);
 - ii) Provide non-residential and visitor parking in small lots (0.04 ha/0.1 ac. maximum), designed as attractive, hard-surfaced open spaces which visually complement the waterfront (i.e. paved with heavy timber planks and landscaped with trees and furnishings), and planned as possible multi-purpose areas;
 - iii) Provide residential parking in private or small, shared garages, the entries to which are oriented away from highly visible public area or are designed to complement overall building design/streetscape and ensure pedestrian safety;
 - iv) Investigate opportunities to coordinate development with increased on-street parking.

8.3.1.2.C Chatham Street



Mixed Use Commercial/Residential on Chatham Street

Unlike the "Riverfront" and "Moncton Street" areas, Chatham lacks a strong sense of character, and is made to feel almost highway-like by its broad building setbacks, parking lots, lack of trees, and wide road right-of-way. New development should seek to enhance the role of this area as part of "Steveston Village" and the "gateway" to Garry Point Park.

Settlement Patterns

To support "Chatham Street" for convenience commercial uses serving the local community, while creating a visually richer and more human-scaled environment enhancing the area's relationship with the "Village", Garry Point Park, and Steveston Park, new development should:

- a) Provide retail continuity along Chatham Street at grade;
- b) Where commercial uses (retail, office, etc.) are to be provided above grade, access should be via open-air walkways;
- c) Situate any residential uses above grade and orient entries to north-south streets and lanes;
- d) Typically set buildings back from Chatham Street to align with their neighbours, approximately 19 m (62.3 ft.) on the south side of the street and 11 m (36.1 ft.) on the north side, and provide surface parking in front of them;

- e) Selectively introduce built form elements (i.e. buildings or structures) close to the Chatham Street property line, with taller elements near street corners;
- f) Typically reinforce the image of a continuous building wall, built at or close to the property line along all north-south streets and lanes (to align with neighbouring buildings in the "Moncton Street" area of the "Village").

Massing and Height

To help better "define" the street and create a more interesting pedestrian-oriented environment, new development should:

- a) Ensure that buildings developed along Chatham form a "continuous wall" which is at least two-storeys and 9 m (29.5 ft.) high and acts as a "visual backdrop" for the street;
- b) Where a building, a portion of a building, or a structure is introduced near the Chatham Street property line, ensure it is designed to be a:
 - i) Visual focus for the surrounding development;
 - ii) Distinctive image helping to identify the project and the area;
 - iii) Human-scaled element that enhances pedestrian activity and amenity (i.e. a gazebo, pergola, open-air stair tower, weather protection, a single-storey retail unit with a small footprint, etc.);
 - iv) Part of a coordinated streetscape composed of complementary forms.

Architectural Elements

To enhance recognition of retail units and complement the character of the "Village", new development should:

- a) Where a "background" building or its ground level retail units may be difficult to see from the street (due to setbacks, landscaping, etc.), employ "focal" structure(s) near Chatham to enhance the development's identity and sensitively incorporate project signage;
- b) Ensure that each project's "background" buildings and "focal" structures express a unified character;
- c) Where a residential use is situated above grade, its character must be consistent with and complementary to the project's commercial image.

Landscape Elements

To help reinforce a strong sense of place through its landscape and create a more pedestrian-oriented environment, new development should:

- a) Extend the natural, almost rural, character of Garry Point Park eastward to meet and blend with the "small town" ambience and pedestrian-friendly environment of the "Village";
- b) Support a concept for Chatham Street which would see it lined with large scale, deciduous trees, and an enhanced form of it's existing recreational greenway extended to Steveston Park;
- c) Coordinate landscape treatments along parking lot/street frontages with neighbouring properties to achieve a unified image for this portion of Chatham Street and convenient movement between neighbouring developments, including:
 - i) A coordinated and connected parking layout;
 - ii) Trees and indigenous/naturalized shrubs, grasses, and wildflowers;
 - iii) Street furnishings (i.e. bollards, seating, lighting, decorative walls or fencing, etc.);
 - iv) Pedestrian walkways/sidewalks along both building and street fronts;
 - v) Convenient, safe pedestrian routes from buildings to Chatham Street at street corners, lanes, and, where appropriate, mid-block;
- d) Make special efforts to incorporate features which will differentiate this area from other convenience commercial areas, such as:
 - i) Boardwalks, instead of concrete walkways;
 - ii) Attractively designed weather protection along shop fronts;
 - iii) Abundant plant material providing seasonal colour in the form of flower baskets, planters, and climbing vines;
 - iv) Large scale tree(s) featured as project focal points;
 - v) Comfortable, attractive seating areas designed to enhance both the use and appearance of a project;
 - vi) Large and small amenities, such as a clock, water feature, or drinking fountain;

vii) Public art.

Parking and Services

To ensure the area is convenient for shopping, new development should:

- a) Wherever possible, provide adequate parking on-site for shoppers;
- b) Typically situate shoppers' parking along Chatham Street in front of buildings;
- c) Where sites cannot accommodate adequate parking on-site;
 - i) Typically provide only employee parking in a remote location; and
 - ii) Explore opportunities to coordinate development with increased on-street parking;
- d) Provide residential and employee parking to the rear of buildings;
- e) Restrict vehicular access to on-site parking to north-south streets and lanes.

8.3.1.2.D Gulf of Georgia

The "Gulf of Georgia" area is key to Steveston's role as a home port for the fishing industry, as well as being a national historic site and the "Village's" gateway to Garry Point Park. Large portions of the area currently lay vacant and are used as surface parking lots. Over time, these lands may be developed for the use of the fishing industry or similar activities. New development should seek to enhance this area's role as a "gateway" and tourist destination, while supporting the viability of its industrial activities.

Settlement Patterns

To respect the historic Cannery site, and better integrate it with the "Village" and the residential neighbourhood north of Chatham Street, new development should:

- a) Where possible, respect the area's historic development patterns, and use those patterns to help guide and shape its form and siting;
- b) Be designed to make practical use of its waterfront location, and to generally benefit from its proximity to the views, etc. that the river affords the site;
- c) Enhance the site as the "gateway" to Steveston for water-borne vessels;

- d) Maintain the existing east-west road across the area as the site's primary circulation spine, a public view corridor, and, as much as possible, a publicly-accessible walking and cycling route;
- e) Break the area up into a series of smaller blocks with a road network (private and/or public) that conforms to the existing grid system north of Chatham Street;
- f) Concentrate new buildings along the site's east-west road, rather than dispersing them across the site;
- g) Orient new buildings to front onto the proposed road network and enhance views south to the Cannery;
- h) Site buildings to frame the east-west road and the Cannery as seen from Moncton Street and Garry Point Park.

Massing and Height

To maintain views to the historic Cannery from Chatham Street, and buffer sensitive residential neighbours from the visual impact of new industrial buildings, new development should:

- a) Along Chatham Street, typically be no taller than 9 m (29.5 ft.), and be of a similar scale and rhythm to the single-family dwellings on the north side of the street;
- b) Typically set taller buildings and those with longer, uninterrupted facades away from Chatham Street;
- c) Incorporate taller building elements or structures at key locations (i.e. the intersection of 7th Avenue and the site's east-west road, the west end of Moncton Street and other street ends, etc.) to provide landmarks and add visual interest.

Architectural Elements

To enhance the role of the Gulf of Georgia Cannery as a national historic site, and complement the character of "Steveston Village", new development should:

- a) Strongly reflect the character of the site's historic Cannery;
- b) Enhance public use and enjoyment of the City's greenway route along the south side of Chatham Street through the introduction of buildings, structures, and/or activities which provide visual interest;
- c) Where visible to the public, employ materials consistent with the historic Cannery;
- d) Employ a variety of building colours which are compatible with Steveston's traditional character, complementary to the historic Cannery, and create visual interest;

- e) Avoid furnishings, lighting, signage, materials, finishes, etc. which do not express a strongly maritime/industrial character consistent with both the site's historic and contemporary uses.

Landscape Elements

To complement the Gulf of Georgia Cannery as a major tourist destination and the "gateway" to Garry Point Park, new development should:

- a) Support development of the Tin Shed site and the west side of 3rd Avenue as a landscaped open space designed to enhance:
 - i) Public views and access to the historic Cannery from Moncton and Bayview Streets;
 - ii) The relationship of the Cannery to the "Village's" commercial area;
 - iii) Moncton Street's street-end view looking west and develop it as a key image for the commercial area;
 - iv) Pedestrian access between the "Village" and Garry Point Park;
- b) Enhance public pedestrian/bicycle access between Moncton Street and the Chatham Street greenway;
- c) Support improvements to the Chatham Street greenway, consistent with improvements pursued in the Village's Chatham Street area;
- d) Incorporate special measures (i.e. public art) along the perimeter of storage yards and other open/fenced areas (i.e. parking) to enhance their appearance;
- e) Treat surface parking areas and storage yards with:
 - i) Heavy, timber planks for small areas in prominent locations near the river, Moncton Street, and Garry Point Park;
 - ii) Gravel for large areas;
 - iii) Grass for areas used only intermittently or seasonally, such as the public parking lots along Chatham Street.

Parking and Services

To meet local parking requirements, new development should:

- a) Accommodate public parking parallel to Chatham Street in heavily treed lots;
- b) Where possible, situate private parking areas away from public view (i.e. behind buildings).

8.3.2 AREA B: BC PACKERS RESIDENTIAL NEIGHBOURHOOD

The "BC Packers Residential Neighbourhood Character Area" is a new housing area on lands formerly used for BC Packers' operations. To the south, it is bounded by the riverfront and other Packers lands which will be redeveloped and incorporated into the "Bayview Street and BC Packers Riverfront" sub-area of the "Steveston Village Character Area". West of "Packers Neighbourhood" is the "Village's" "Moncton Street" mixed-use sub-area. North of "Packers Neighbourhood" is Moncton Street and Steveston Park with its extensive community facilities. East of "Packers Neighbourhood" are existing areas of single-family homes and townhouses, beyond which lies the Britannia Heritage Shipyard.

The location of "Packers Neighbourhood" imposes upon it a challenging role: to help link Steveston Park and existing residential development to the various recreational and maritime activities found along the riverfront, and provide a transition between the area's lower density residential neighbours and "Steveston Village". In addition, the "Neighbourhood's" location near the river, the park, and the "Village" presents an opportunity for its built form and character to be "special", not just a copy of some other area in Steveston. General Development Permit Guidelines for the Steveston area are not adequate to meet this challenge. Additional Development Permit Guidelines are provided here to address issues specific to this location.

Settlement Patterns

To support establishment of "Packers Neighbourhood" as an unique housing area which combines and reinterprets elements of Steveston's built form and landscape to create a fine grained, pedestrian-oriented, and "green" residential environment, new development should:

- a) Conform to a grid system based on "Steveston Village's" pattern of small blocks and rear lanes, providing:
 - i) North-south streets and trails, designed as "green" pedestrian routes, linking Steveston Park with a continuous public trail along the waterfront;
 - ii) East-west streets and/or pedestrian routes linking areas east of "Packers Neighbourhood" with the "Village" and the waterfront, without directing fast moving traffic through existing residential neighbourhoods;

- iii) Along all publicly accessible streets and trails, continuous residential frontages and entrances to individual grade-oriented dwelling units, or in the case of non-residential uses (i.e. library, community policing station, etc.), frontages which are predominantly devoted to windows (providing interesting views to the uses within), public entries, and other features which contribute to an animated, attractive streetscape;
 - iv) All parking access via rear (public or private) lanes or, in the case of the area's apartment projects, a limited number of garage entrances designed and situated to minimize visual impact and disruption to pedestrian activity;
 - v) Special opportunities for innovative dwelling types where appropriate in rear yards (i.e. coach houses, front-back duplex units, triplex and four-plex dwellings, stacked townhouses, etc.);
- b) Contribute to the image of a "fine grained urban fabric" composed of many "small" buildings set close to each other along continuous "build-to" lines, (versus the image of a continuous "street wall" as in the "Moncton Street" area of the "Village");
 - c) Set back buildings from front yard property lines or trail/right-of-way boundaries as follows:
 - i) Along Moncton Street, 6 m (19.7 ft.) to align with existing homes to the east and provide adequate landscaped front yard space to contribute to Moncton Street's development as a broad "green" avenue;
 - ii) East of Phoenix Pond (for all buildings and projections, such as porches, bay windows, chimneys, etc.), a minimum of 6 m (19.7 ft.) onto Westwater Drive, 9 m (29.5 ft.) onto the riverfront trail and any associated public open space/natural areas, and 18 m (59.1 ft.) between buildings where a publicly-accessible trail designated under the area plan intervenes;
 - iii) Elsewhere, typically 4.3 m (14.1 ft.) in order to create an intimate, human-scale streetscape, and accommodate private yards, public gardens and seating areas (e.g. in association with public uses), etc. and some building projections (i.e. porches).

Massing and Height

To create a neighbourhood characterized by an intimate, human scale and respect the scale of neighbouring development, new development should:

- a) With regard to building height in the area north and west of Phoenix Pond, generally increase it from 2½ storeys and 9 m (29.5 ft.) on the east to four to five-storeys and 15 m (49.2 ft.) on the west and:
 - i) Along Moncton Street, typically be two to three-storeys and a maximum of 9 m (29.4 ft.) with taller buildings of up to five-storeys and 15 m (49.2 ft.) set a minimum of 10 m (32.8 ft.) south of the Moncton Street right-of-way;
 - ii) Within 30 m (98.4 ft.) of lower density residential properties situated east of "Packers Neighbourhood", typically be no more than 2½ storeys and 9 m (29.5 ft.) including any sloped roof, and within 60 m (196.9 ft.) typically be no more than 3 ½ storeys and 12 m (39.4 ft.) including any sloped roof;
 - iii) Elsewhere in "Packers Neighbourhood", vary building heights such that lower buildings or portions of buildings (e.g. up to 9 m /29.5 ft. including any sloped roofs) are typically set closer to publicly-accessible streets and trails, while taller buildings or portions are set back, EXCEPT where a taller structure near a street will provide a desirable visual landmark or enhance the overall character of the neighbourhood;
- b) With regard to building height in the area east of Phoenix Pond, limit it to four-storeys over one-storey of parking with:
 - i) A significant amount of any parking storey being situated below the elevation of the crest of the dyke;
 - ii) Any parking structure being blended seamlessly into the topography (i.e. the dyke) or concealed by non-parking uses;
 - iii) Lower building elements being situated along Westwater Drive and the riverfront trail having a maximum height of 9 m (29.5 ft.) as measured from the crest of the road and the elevation of the trail respectively;

- c) Limit the length of building frontages to a maximum of 20.0 m (65.6 ft.), and where the length of a building frontage exceeds 12.0 m (39.4 ft.) employ measures to "break" the facade into two parts (i.e. changing the plane of the facade, creating a deep recess in the facade, pulling the roof line down, changing building height, and/or changing materials/colours);
- d) Enhance the use of trails and courtyards by massing development to allow direct sunlight access wherever possible.

Architectural Elements

To create an uniquely livable residential neighbourhood, that complements the intended character and vitality of the "Village" area, new development should:

- a) Create roofscapes typically characterized by:
 - i) Steeply sloped principle roofs combined with more gently sloped secondary roofs;
 - ii) Flat roofs used as habitable decks;
 - iii) A limited number of special roof features (across the neighbourhood) designed to provide a desirable landmark or enhance overall character;
 - iv) Roof cladding of wood (i.e. shake or shingle) or metal sheet (i.e. corrugated, standing seam, or V-crimp);
- b) Create **residential streetscapes** characterized by features which expand/enhance usable residential space, strengthen relationships with the public realm, and contribute to a distinctive character, including:
 - i) Generous, useable entry porches (e.g. extending across roughly half of each grade level unit's front facade with a minimum depth of approximately 2.4 m/7.9 ft. (and projecting up to 1 m/3.3 ft. into front yard setbacks in the area north and west of Phoenix Pond);
 - ii) Balconies, decks, terraces, and roof decks designed to provide usable private outdoor space, and enhance access to views and sun;
 - iii) Bay windows, french balconies, window boxes, etc. which enhance both the interior living space and the personality of a dwelling as seen from a street, trail, or open space;
 - iv) Front doors opening onto well designed/functional entry areas (i.e. not sliding patio doors onto the street or front doors opening directly onto living rooms without benefit of an entry area, closet, etc.);

- v) Garages which are designed to the same level of quality as the principle buildings including, in the case of parkades, the interior area visible from the street;
- vi) Variations in building form to acknowledge special places or "gateways", or to provide visual interest and more dynamic living spaces (i.e. a structure's top storey may project through the main roof as a turret, dormers, etc.);
- c) Create **non-residential streetscapes** characterized by the same features common to the area's residential development, with the addition of features common to "Steveston Village" as described under this bylaw as Section 8.3.1, **Area A: Steveston Village, General Guidelines**, Architectural Elements;
- d) With regard to **materials**, promote building designs which:
 - i) Focus attention on their high quality of materials and craftsmanship, and their "fit" with the "Village" and the waterfront;
 - ii) Avoid materials having artificial "heritage" looks;
 - iii) Avoid materials/elements which do not reinforce the area's intended character;
 - iv) Especially in the case of non-residential uses, "personalize" buildings with special architectural features (i.e. public art) and finishes.

Landscape Elements

To create a lush, intimate, garden-like landscape aimed at enhancing the scale and character of the area's built form and, in effect, extending Steveston Park toward the waterfront and the natural area around Phoenix Pond, new development should:

- a) **North and west of Phoenix Pond**, contribute to the image of narrow, pedestrian-friendly streets and trails by:
 - i) Typically keeping street right-of-way widths to a minimum and providing narrow sidewalks;
 - ii) Incorporating special paving and landscaping treatments into roadway, sidewalk, and driveway surfaces;

- iii) Providing small gardens fronting onto streets and trails and defining those gardens with low, open fences (i.e. picket) a maximum of 1 m (3.3 ft.) high along street front and trail front property/right-of-way lines, EXCEPT along Moncton Street and adjacent to non-residential uses where no fences should be provided;
 - iv) Landscaping of those gardens primarily with a combination of trees and shrubs, accented by paths, small areas of decorative paving, seating, and/or garden structures (i.e. trellises), and providing little or no lawn area, EXCEPT along Moncton Street where the image of open lawns with foundation planting is more in keeping with local character;
 - v) Providing planters, window boxes and/or other types of container gardens to provide an **abundance** of seasonal colour (especially adjacent to non-residential uses);
- b) **East of Phoenix Pond**, expand on the character and form of the natural area adjacent to the Pond through the use of berming and extensive planting of indigenous/naturalized trees, shrubs, and flowering and/or fruit bearing plants designed to conceal any parking structures, enhance residential privacy, and mitigate the scale and visibility of residential buildings as experienced along the waterfront trail;
- c) Support development of **recreational trails, greenways, and similar public open spaces**, including:
- i) A greenway along the south side of Moncton Street, incorporating large growing, deciduous trees, special paving treatments, traffic calming measures, furnishings, and public art, designed to enhance this area's role as the "entrance" to the "Village" and its relationship with Steveston Park;
 - ii) A north-south trail, 5.5 m (18 ft.) wide linking Moncton Street with the west end of Westwater Drive and the head of Phoenix Pond, along the edge of "Packers Neighbourhood", incorporating a 3 m (9.8 ft.) wide landscape buffer abutting the area's existing residential neighbours including a variety of deciduous and evergreen trees and indigenous/naturalized vegetation designed to provide a dense, year-round screen at least 1.8 m (6 ft.) high, and seasonal colour and interest, and a 2.5 m (8.2 ft.) wide public pedestrian/bicycle path;

- iii) A continuous riverfront trail east of Phoenix Pond, incorporating indigenous/naturalized, evergreen and deciduous, trees and vegetation in a setting complementary to the natural area around the Pond, the Britannia Heritage Shipyard, and the South Dyke Trail east of No. 2 Road;
- iv) One trail linking Westwater Drive with the riverfront trail, via the multi-family residential area east of Phoenix Pond, and incorporating features such as:
 - A heavy timber boardwalk at least 3.7 m (12.1 ft.) wide extending towards the river at the approximate elevation of Westwater Drive;
 - A raised view point/seating area at the southern end of the boardwalk with access down to the public trail via stairs and ramps;
 - Individual residential unit entries opening onto the boardwalk;
 - Indigenous/naturalized evergreen and deciduous trees and vegetation along the sides of the boardwalk;
- d) Wherever possible, and especially in association with non-residential uses, incorporate **industrial equipment and features** (i.e. rail tracks) found on site, with special attention to opportunities to use large scale elements (i.e. crane) as landmarks, play equipment, and a form of public art;
- e) **North and west of Phoenix Pond**, provide furnishings and finishes (i.e. seating, bike racks, drinking fountains, etc.) as specified under City standards for "Steveston Village" along major public routes (i.e. streets, etc.).

Parking and Services

To support pedestrianisation of "Packers Neighbourhood", new development should ensure that:

- a) Parking structures are fully concealed by non-parking uses and landscape along all publicly-accessible streets and open spaces;
- b) Parking accommodated in individual, attached, or shared garages and open areas is accessed via rear lanes wherever possible;
- c) On-site parking does not impair the provision of adequate usable on-site open space or aspects of project livability.

8.3.3 AREA C: LONDON'S LANDING

The "London's Landing Character Area" refers to a small area near the south foot of No. 2 Road on the outskirts of Steveston. The history of this area and the lands surrounding it goes back to the late 1800s when London Farm was established (just east of the Character Area). Soon after, No. 2 Road was constructed, linking north Richmond with steamship service to Victoria and ferry service to Ladner. Later a church and post office were built, followed by various boat works, bunkhouses, and cannery structures. Today, only London Farm and a pier near the foot of No. 2 Road remain.

Beyond its history, several factors combine to make the "London's Landing Character Area" special, including:

1. It is situated at the junction of several distinct existing areas/land uses, including the South Dyke trail and riverfront area, Paramount Pond's fishing harbour, the "Southcove" multiple-family residential neighbourhood, and Agricultural Land Reserve (ALR) farmland;
2. It experiences large numbers of motorists, pedestrians, equestrians, and cyclists along Dyke Road and London Road who are attracted to the riverfront area and make access to local uses (especially industrial uses) difficult;
3. It is planned for development with:
 - At the foot of No. 2 Road, a mixed use area including residential and office uses over compatible industrial and commercial uses;
 - East of the mixed use area, "Heritage Residential" uses in the form of historic homes relocated in a semi-rural setting (as was done with the McKinney House) side-by-side with new homes designed to respect the form, character, and quality of their older neighbours.

These factors, along with the area's colourful history, combine to create a special opportunity to enhance public enjoyment of the south dyke and support local residents/workers through the re-establishment of "London's Landing" and the lands around it as a small, distinct community and an unique feature on Steveston's riverfront. This opportunity brings with it a number of challenges regarding the appropriate form and character of local development and its relationship with neighbouring uses. While the "General Development Permit Guidelines" established for Steveston apply to the "London's Landing" area, the **Additional Development Permit Guidelines** provided here are necessary to help address the complexity of the local environment.

Settlement Patterns

To support development of "London's Landing" with a mix of non-residential and residential uses, and contribute to the establishment of an unique working, recreational, and living environment that respects the area's heritage, new development should:

- a) Project a "small town" scale and ambience characterized by:
 - i) In the mixed use area, a "fine grained urban fabric" composed of many small and simple, yet distinctive, buildings set close together on small lots so as to define an informal network of meandering pedestrian routes and intimate open spaces;
 - ii) Fronting Dyke Road in the "Heritage Residential" area, larger homes on wide lots designed to reinforce the image of well-appointed homesteads lining the semi-rural riverfront;
 - iii) In the residential area, distinct clusters of single- and/or multiple-family residential units oriented around streets or auto-courts and defined by broad, semi-rural landscaped areas so as to resemble traditional groupings of farm buildings;
- b) Contribute to a varied streetscape characterized by pedestrian-oriented buildings sited, not to conform rigidly to the grid of City streets or consistent setback lines, but to take advantage of:
 - i) Views to the river, harbour, and farmland;
 - ii) Opportunities to create interesting views to "London's Landing" from the river;
 - iii) Street-end views to the area, especially looking south on No. 2 Road and west on Dyke Road;
 - iv) Proximity to the trail system, other pedestrian routes, and local landscape features (i.e. the grade change along the north side of Dyke Road);
 - v) Solar exposure for outdoor activities;
 - vi) In the "Heritage Residential" and residential areas, opportunities to create innovative lot layouts, sizes, and configurations to reinforce the intended semi-rural character;
- c) Improve the ease of vehicular movement through the mixed use area by:

- i) Setting obstructions (i.e. buildings, structures, trees, and soft landscaping) away from areas where large vehicles are required to manoeuvre;
 - ii) Providing special curb and surface treatments, especially at street corners and driveway entrances;
 - iii) Installing protective measures, as required (i.e. bollards near building corners, trees, and pedestrian paths);
- d) Link publicly-oriented and residential uses via:
- i) An informal network of pedestrian routes;
 - ii) Connections between adjacent parking areas, shared driveways, etc.;
- e) Avoid segregating residential uses from non-residential uses, in favour of an approach which sees them:
- i) Share a common architectural scale, characteristics and features;
 - ii) United around special landscape elements (i.e. a public open space);
 - iii) Coordinated through the help of sensitive orientation, architectural elements, and landscape measures.

Massing and Height

To respect the scale of surrounding development and contribute to the establishment of a distinct, mixed use riverfront community with an intimate, human scale, new development should:

- a) Typically be simple structures;
- b) In the case of principal buildings, generally be two-storeys and 9 m (29.5 ft.) in height, except where additional height is desirable in order to:
 - i) Contribute to a dynamic streetscape/riverfront and/or landmark features through the introduction of special roof forms and taller buildings or portions of buildings;
 - ii) Accommodate the relocation of larger historic structures;
 - iii) Complement the scale and character of adjacent structures, especially where they are of historic significance;

- iv) Enhance residential development opportunities, livability (i.e. through improved views or privacy), and character; or
 - v) Avoid the need for significant landfill in areas where existing grade is substantially below the elevation of the dyke.
- c) Typically limit the length of building frontages to a maximum of 20 m (65.6 ft.) (e.g. such that larger developments are broken into multiple smaller buildings), except along the Dyke Road frontage of the "Heritage Residential" area where appropriate minimum and maximum building frontages for new construction should be determined based on that of London Farm, McKinney house, and any other relocated historic structures.

Architectural Elements

To contribute towards a distinct architectural character for the "London's Landing" area complementary to its riverfront setting, new development should:

- a) **In the mixed use area:**
- i) Contribute to an interesting and varied roofscape which includes, but is not limited to, the symmetrical hip and gable forms common to nearby residential development;
 - ii) Incorporate and blend elements of residential and non-residential buildings to create an unique style which avoids a distinctly residential, industrial, retail, etc. "look" (i.e. residential-style window boxes under industrial windows, industrial-style glazed garage doors on residential and retail units, etc.);
 - iii) Ensure that accessory buildings visible from public areas and residences exhibit the same character and level of finish as the associated principal building(s);
 - iv) Provide pedestrian weather protection to enhance public access to and enjoyment of retail, restaurant, and related uses, and between pedestrian areas or nearby buildings offering weather protection (e.g. where there is a "gap" in an otherwise continuously protected pedestrian route);
 - v) Employ durable materials, finishes, and details throughout the area which are complementary to those in the adjacent "Heritage Residential" area and characteristic of Steveston's riverfront industrial uses (i.e. corrugated metal and wood siding and roofing, heavy timber structures, etc.);



*McKinney House on Dyke Road
(c. 1914)*

- vi) Use colour to complement the area's "Heritage Residential" neighbours, and enhance the identity of "London's Landing" and the distinctiveness of its individual buildings;
- b) In the "**Heritage Residential**" area:
 - i) Exhibit a similar scale, form, massing, character, architectural details and features (i.e. porches), and materials as that of London Farm, the McKinney house, and any other relocated houses;
 - ii) Where buildings front Dyke Road, exhibit a strong single-family home character regardless of the number of units contained within a single structure;
 - iii) Use colour to reinforce the intended "heritage appeal" of this area and its image on the riverfront;
- c) In the **residential area** respect development in the "Heritage Residential" area without mimicking it by:
 - i) Creating roofscapes typically characterized by:
 - Steeply sloped principle roofs combined with more gently sloped secondary roofs;
 - Flat roofs used as habitable decks;
 - A limited number of special roof features (across the neighbourhood) designed to provide a desirable landmark or enhance overall character;
 - Roof cladding of wood (i.e. shake or shingle) or metal sheet (i.e. corrugated, standing seam, or V-crimp);
 - ii) Creating streetscapes characterized by features which expand/enhance usable residential space, strengthen relationships with the public realm, and contribute to a distinctive character, including:
 - Generous, usable entry porches (e.g. extending across roughly half of each grade level unit's front facade with a minimum depth of approximately 2.4 m/7.9 ft. and projecting up to 1 m (3.3 ft.) into the front yard setbacks;
 - Balconies, decks, terraces, and roof decks designed to provide usable private outdoor space, and enhance access to views and sun;
 - Bay windows, french balconies, window boxes, etc. which enhance both the interior living space and the personality of a dwelling on the street;

- Front doors opening onto well designed/functional entry areas (i.e. not sliding patio doors onto the street or front doors opening directly onto living rooms without benefit of an entry area, closet, etc.);
 - Garages which are designed to the same level of quality as the principle buildings;
 - Variations in building form to acknowledge special places or "gateways", or to provide visual interest and more dynamic living spaces (i.e. a structure's top storey may project through the main roof as a turret, dormers, etc.); and
- iii) With regard to materials, promoting building designs which:
- Focus attention on their high quality of materials and craftsmanship, and their "fit" with the "Heritage Residential" and mixed use areas and the riverfront;
 - Avoid materials having artificial "heritage" looks;
 - Avoid materials/elements which do not reinforce the area's intended character.

Landscape Elements

To enhance the area's semi-rural landscape and create a pedestrian-friendly environment, new development should

- a) Ensure that four distinct types of publicly-accessible open space are provided in the area, including:
- i) Small open spaces developed in association with the area's most public uses (i.e. retail, restaurant, etc.) providing a place to rest, people-watch, dine, and/or be entertained;
 - ii) Quiet landscaped pockets primarily for the use of local residents and workers who need a comfortable place away from noise and traffic to rest, eat their lunch, allow tots and younger children to play in an easily supervised setting, etc.;
 - iii) A "town square" designed as a small, intimate, green, gathering space enlivened by its proximity to surrounding active, public uses, and acting as the public focus of the "London's Landing" community;
 - iv) Linear open spaces, trails, and pedestrian routes linking residents with local amenities and the river, and providing an informal network of narrow, interesting routes through the mixed use area;

- b) Where properties face existing farmland north of "London's Landing", provide a landscape buffer in the form of a hedgerow incorporating large growing deciduous trees (in an evenly spaced line or informal groupings to facilitate views to the north) commonly used in Richmond's agricultural areas and a variety of indigenous/naturalized plant material designed to provide a dense year-round screen at least 1.9 m (6 ft.) high, and seasonal colour and interest. Refer to the Official Community Plan for additional guideline requirements for properties adjoining or reasonably adjacent to the edge of the Agricultural Land Reserve;
- c) Where properties designated for mixed use development face areas designated for "Heritage Residential" or residential uses across a public street, provide a landscape buffer in the form of a 6 m (19.7 ft.) deep landscaped setback on both properties, typically incorporating a lawn and a variety of large growing deciduous shade trees and evergreen trees;
- d) Where it is necessary to raise the grade of a property, ensure that any retaining walls are sensitively designed and planted to reinforce intended local character by:
 - i) Coordinating the form, materials, and scale of retaining walls with those on neighbouring properties;
 - ii) Avoiding a rigid, regimental look (i.e. continuous flat wall or regular repetitive pattern over an extended distance);
 - iii) Introducing variety (i.e. through a combination of landscaped bank and wall, various wall alignments and/or heights, etc.);
 - iv) Incorporating special features (i.e. trees) and planting;
- e) Plant large growing deciduous trees alone, in clusters, or in rows in feature locations to:
 - i) Provide a backdrop for development;
 - ii) Mark pedestrian routes;
 - iii) Create a special landscape feature, especially where that feature will contribute to the area's identity (i.e. a row of large trees lining No. 2 Road or defining the edge of residential development along Princess Street) and/or the amenity of a public or semi-public space (i.e. a large shade tree in an open space, outdoor dining area, or residential auto-court);
 - iv) Enhance residential on-site open space and create a distinctive character;

- v) Enhance parking areas;
- f) Support development of London Road east of Dyke Road, Princess Street, and all publicly-accessible roads and lanes east of Princess Street in manners which will calm traffic and encourage safe, shared pedestrian/vehicular use of the roadway;
- g) Typically keep sidewalks narrow and, where it is desirable to provide a broad area between roadway pavement and the face of a building, incorporate special tree planting, landscaping, seating and/or other features which help to maintain an intimate, human scale along the streetfront.

Parking and Services

To accommodate convenient parking and loading for "London's Landing's" planned mix of uses without compromising the area's appearance, safety, or amenity, new development should:

- a) In the **mixed use area**:
 - i) For lands north of London Road or east of Dyke Road, typically situate parking and loading to the rear of buildings with access from lanes or shared driveways;
 - ii) For lands south of London Road and west of Dyke Road, either:
 - Screen parking and loading from view from key pedestrian areas, the trail, and streets with an appropriate landscape buffer or by containing them within principal and/or accessory building(s); or
 - Provide parking in small lots designed as attractive, hard-surfaced open spaces which visually complement the area, and design loading to the same level of finish as other publicly visible/accessible areas and integrate it with the overall building design (or even make it an interesting feature);
 - iii) Ensure that residential tenant parking is designated and secured apart from that intended for non-residential users;
- b) In the "**Heritage Residential**" and **residential areas**, ensure that parking access and facilities are in keeping with intended local character by designing such elements to:
 - i) Resemble historic models (i.e. gravel driveways and auto-courts, grass strips set into driveways, garages which are independent of and to the rear of principle buildings, etc.);

- ii) Coordinate with and enhance each development's appearance and livability.

8.3.4 AREA D: 7TH AVENUE AND CHATHAM STREET

Architectural Elements

Roofscapes

- a) Employ pitched and gable roofs to express a traditional Steveston character. Flat roofs in combination with these pitched roofs may be introduced as a means to create diversity.
- b) Reduce the scale of the buildings around semi-private open spaces by providing secondary roofs or trellises over entries and patios at lower levels.
- c) Select roofing materials which are suitable for the level of articulation desired in the roof forms. Heavy tiled roofing is not appropriate.

Exterior Design and Finish of Building and Structures

- a) Reflect the marine location in the detailing, colour and materials of the buildings.
- b) Use materials and colours that are compatible with the traditional colours used on older buildings in Steveston. The dominant colours used should be derived from the natural colours of Steveston's waterfront landscape. Paint colours should be selected from the "heritage series" produced by several commercial paint companies. These colours are generally strong, but muted. Brighter colours should be reserved for accent and trim applications.
- c) Select materials which fit the form, style and the character of the buildings overall. Unacceptable finish materials include: vinyl, aluminum siding, imitation brick, and highly textured stucco such as "California swirl".
- d) Use of decorative cornices, reveals or projections should be considered on the buildings where it is appropriate.

Entrances, Stairs, and Porches

- a) Orient the front door entrances of the townhouses onto 7th Avenue.
- b) Create "front stair" connections between units' private outdoor spaces and the developments' semi-private open spaces.

- c) Create highly visible and identifiable building entrances through the use of landscape and prominent architectural components to create gateways into the central semi-private open space.

Windows

- a) Use various forms of projections, such as bay windows or dormers, to improve interior light.
- b) Orient interior spaces, as well as primary windows of the units, towards the views of Garry Point Park and the Fraser River.
- c) Create interest and colour to the buildings by providing wooden window boxes for planting flowers.

Balconies and Patios (Private Open Space)

- a) Orient balconies towards the views of Garry Point Park and the Fraser River.
- b) Protect the privacy of the residents along Chatham Street by not orienting balconies to the north.
- c) Provide substantial landscaping, terracing, screening and low-level hedges between private ground-oriented outdoor spaces and the public spaces.
- d) Articulate building edges to define private balconies and patios that become a natural extension to the residential unit.
- e) Ensure that the private space for each townhouse has a minimum depth of 5.25 m (17.2 ft.), and a minimum area of 37 m² (400 ft²).

Acoustics

All Development Permit applications shall include evidence in the form of a report and recommendation prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise level in those portions of the dwelling units listed in the left-hand column below shall not exceed the noise level set out in the corresponding box of the right-hand column. The noise level utilized is an A-weighted 24-hour equivalent (LEQ) sound level and will be defined simply as noise level increases.

Dwelling Unit	Noise Level Decibels
Bedroom	35
Living, Dining, Recreation Rooms	40
Kitchen, Bathrooms, Hallways	45

In addition to the above, the trained professional is to assist in the design of the private patios and balconies to minimize the noise levels by making recommendations on building material selection and space planning.

Landscape Elements

Semi-Private Open Space

- a) Create a large 278.7 m² (3,000 ft²) semi-private open space in the north-west portion of the area located at the south-east corner of Chatham Street and 7th Avenue. This space is achieved by massing the building forms along the most easterly and southerly property lines of the development site. By creating this open space, views of Garry Point Park and the waterfront from the development and from the single-family homes along Chatham Street will be maximized.
- b) No buildings should be located within the semi-private area cited in 1.1 above.
- c) Minimize the amount of hard surface areas within semi-private open spaces by landscaping with low-level live plant materials.
- d) Terraced landscaping should be used to separate the units' private spaces from the semi-private open spaces.
- e) Install low-level lighting which provides light and security for semi-private space, but does not produce glare into the adjacent residential buildings. These lights should have a maritime design character. All the lighting standards and street furniture should be finished in a common colour scheme throughout each development site to enhance the area's special character.
- f) Erect a low-level picket fence (maximum height 0.92 m/3 ft.) or hedge along the Chatham Street and 7th Avenue property lines in order to provide an unobtrusive separation between the public and private realms.

Public Open Space

- a) Locate a public seating area at the south-east corner of Chatham Street and 7th Avenue which is a minimum of 27.87 m² (300 ft²). The intent of the public seating area is to announce the entry of the development, as well as to provide a viewing area of Garry Point Park.
- b) Design the public seating area to contain the following elements:
 - High-quality vandal-resistant benches;
 - Accent planting;

- Ornamental light standards;
- A gateway structure into the development.

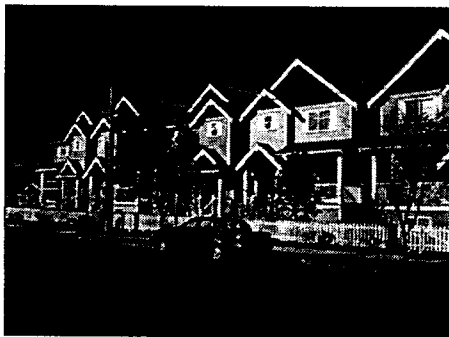
Circulation System

- Permit vehicular access to the area only from the lane along the easterly property line, and from a driveway along the southerly property line of the development site located at the south-east corner of Chatham Street and 7th Avenue.
- Use the same decorative and durable paving surface on the driveway located along the southerly property line on the development site located at the south-east corner of Chatham Street and 7th Avenue, and on the walkways throughout the area. The details of the paving materials and pattern will be determined at the Development Permit stage.
- Erect wooden bollards at the westerly end of the driveway along the southerly property line of the development site located at the south-east corner of Chatham Street and 7th Avenue to prevent vehicular access to 7th Avenue.
- Install low-level lighting along driveways, and along the walkways throughout the site.
- Define the vehicular entrance to each unit by providing a street tree with a minimum calliper at planting of 50 mm between the driveways.
- Use landscaped trellises to conceal garages and visitor parking stalls.

8.3.5 AREA E: GARRY STREET AND RAILWAY AVENUE

Architectural Elements

Roofscapes



Detached Townhousing on Garry Street

- Employ roof forms consistent with the traditional historic "Steveston" character. Pitched roofs (slopes 6 in 12 or greater) with gable ends are an appropriate roof form. Flat roofs or other roof forms in combination with pitched roofs may be introduced as a means of creating diversity if traditional character references can be demonstrated to the satisfaction of the City of Richmond.
- Reduce the scale of building forms adjacent to the semi-private open space and the main vehicular entrance to the project through the use of secondary roof elements of a human scale, such as covered porches or trellis elements.

- c) Select roofing materials consistent with the traditional historic "Steveston" character that are appropriate for the designed roof form. Heavy tiled roofing is not appropriate.

Exterior Design and Finish of Buildings and Structures

- a) Use building colours that are compatible with the traditional historic "Steveston" character, with the dominant colours derived from the natural palette of the waterfront landscape. Strong, but muted, colours produced as "heritage series" by a number of commercial paint manufacturers would be appropriate. Bright saturated colours should be reserved for accent and trim applications.
- b) Ensure building materials are appropriate for the form, style, scale and character of the architecture of traditional historic "Steveston". For example, horizontal and vertical wood siding with 4 in. minimum wood trim would be appropriate. Other materials may be used if traditional character references can be demonstrated to the satisfaction of the City of Richmond. Unacceptable finish material include imitation brick and highly patterned stucco.
- c) Use decorative trim, cornices, reveals and projections where appropriate.
- d) Design buildings with a main orientation towards Garry Street and the internal roadway of the project. Fenestration in facades facing the internal roadway and open spaces should be carefully arranged to provide for internal unit privacy, yet convey a perception of "eyes on the street" enhancing safety and security for residents.
- e) Units should have their massing designed to provide articulation to the streetscape both vertically and horizontally. Flat and planar street fronts are unacceptable, as are continuous cornice lines.
- f) Consider the use of minimal changes in grade from street level to the main floor to enhance the transition from public and semi-private spaces to each unit's private space. The grade change should be no more than 0.61 m (2 ft.) to 0.91 m (3 ft.) and should occur between the curb and the main door of each unit.

Entrances, Stairs and Porches

- a) Ensure that the units adjacent to Garry Street have their front doors facing Garry Street with a pathway connecting from the sidewalk to each doorway. All of the other units in the project should have their front door facing the internal roadway.

- b) Provide special treatments such as covered porches or trellises to the principal entrances which emphasize the transition from public and semi-private spaces to each unit's private space. Entrances should provide protection from the weather. Use changes in grade and/or landscaping to ensure the privacy of individual unit's open space without the use of high fences.

Windows

- a) Encourage the use of specialty window forms such as bay windows and dormers to provide interesting unit articulation and improved interior light.
- b) Encourage the provision of window treatments such as flower boxes and shutters. Other treatments may be used if traditional character references can be demonstrated to the satisfaction of the City of Richmond.

Balconies, Decks and Patios (Private Open Space)

- a) Ensure that the balconies to upper floor levels are small and cantilevered, giving minimal exterior access. Their design should be treated like a decorative exterior element enhancing the buildings' articulation and massing. No post-supported balconies will be acceptable.
- b) Design decks as natural extensions of each unit into the landscape. Construct the decks at a maximum of 18 in. above grade. A maximum of 50% of an unit's private space may have a deck with the remainder in soft landscaping including grass, shrubs and trees. Use preserved and treated wood to construct the decks.
- c) Design patios at grade as natural extensions of each unit into the landscape. A maximum of 50% of an unit's private open space may be hard-surfaced, with the remainder in soft landscaping, including grass, shrubs and trees. Use surface pavers or "broom-brushed" concrete on the patios.
- d) Separate each unit's rear private open space with a fence no higher than 1.8 m (6 ft.). The top 18 in. of the fence should be comprised of orthogonal lattice. All fences should have gates. Consider the importance and the safety of small household pets by ensuring that a gap no larger than 2 in. is provided between the ground and the base of the fence.

Landscape Elements

Semi-Private Open Space

- a) Create a semi-private open space with a minimum size of 111.48 m² (1,200 ft²). Provide a children's play apparatus and benches within this area. Locate equipment and seating to take advantage of sun and natural shelter from the weather. Provide a mixture of hard-surfaced and natural landscaping in this area. Ensure barrier free access to this area.
- b) Provide lighting to the semi-private open space cited in a) above. Ensure that the lighting of this area does not spill over into adjacent residential units.

Garbage, Recycling and Mail Facilities

- a) Erect a gated and covered structure to contain residents' garbage and recycling materials. The design of this structure should complement the design of the units in the project. The enclosure should be in a central location which is easily accessible to all residents. Landscaping screening of this structure should be provided.
- b) Provide a covered mail box in a central location which is easily accessible to all residents. The design of this structure should be to Canada Post standards and be compatible with the design of the units in the project.

Perimeter Project Fencing and Screening

- a) Erect a **continuous** 1.8 m (6 ft.) high wooden fence along the northern and western property lines of the project.
- b) Construct a **staggered** 1.2 m (3.937 ft.) high wooden fence recessed to 0.91 m (3 ft.) from the westerly property line every 15 to 20 ft. Trees should be planted within the .91 m (3 ft.) fence setbacks along the Railway Avenue side of the fence. Hedging should also be planted on both the Railway Avenue side and the project's side of the recessed portion of the fence.
- c) Consider the installation of a highly transparent "picket style" fence, maximum height of 0.79 m (2.6 ft.), with individual gates along the Garry Street frontage of the project to reinforce a distinction between the public and semi-private realm, provided that a major physical or visual barrier is not created.
- d) No gates are permitted at the main vehicular access to the project from Garry Street.
- e) Plant a hedge beside the wooden fence along the western property line adjacent to the neighbouring single-family homes.

Trees

- a) Retain and incorporate existing trees and mature vegetation into the development site where possible.

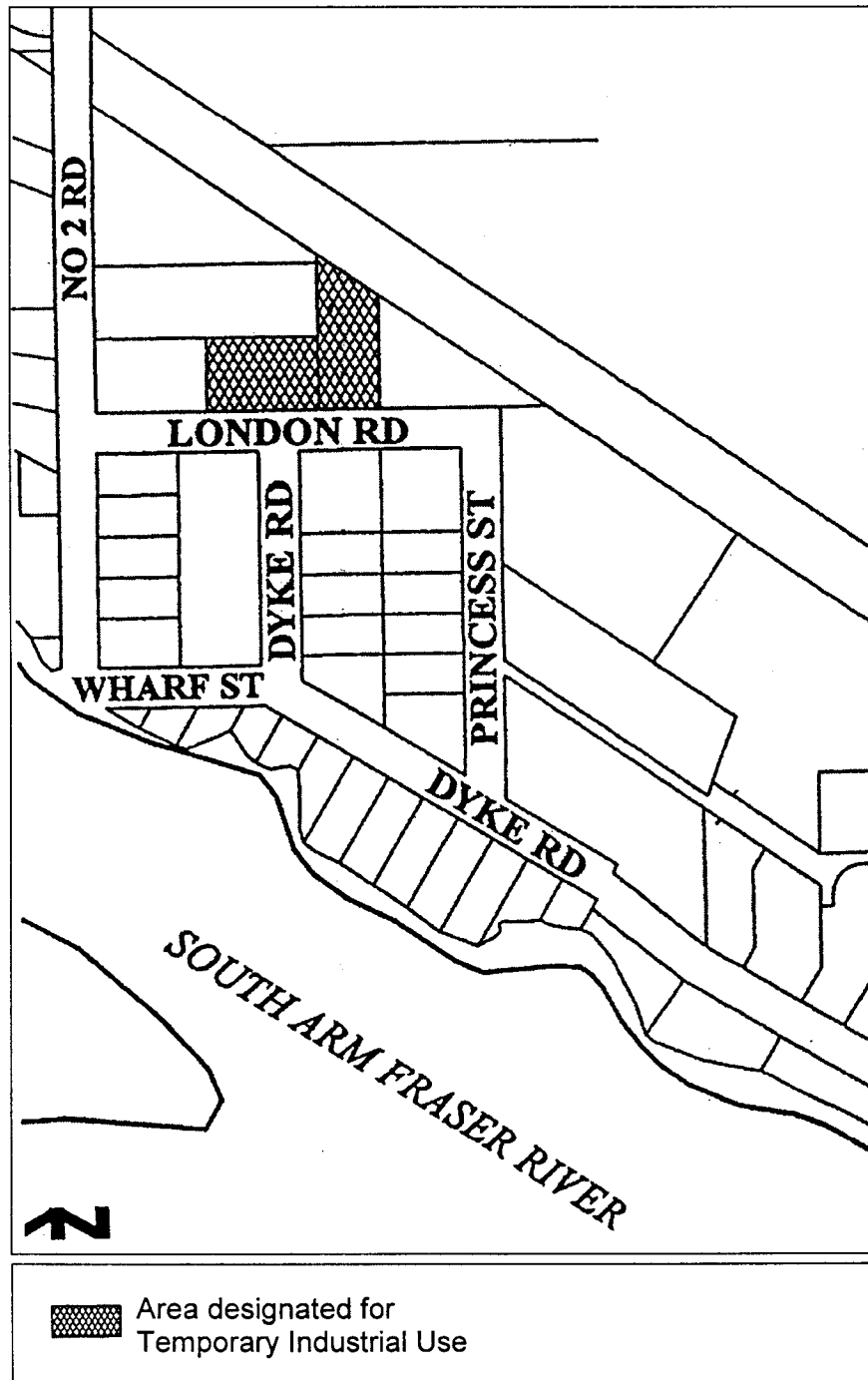
Circulation System and Parking

- a) Permit only one vehicular access from Garry Street. The vehicular access point should be no wider than 5.5 m (18 ft.).
- b) Install pedestrian-oriented lighting along the internal roadway of the project.
- c) Design "roll-over" curbs to allow for access into driveways and garages.
- d) Provide grassed strips in the centre of all of the unit's driveways to soften and reduce the apparent amount of hard surfaces.
- e) Define the vehicular entrance to each unit by providing a street tree between each driveway/garage entry point. The trees should have a minimum calliper of 100 mm (4 in.) measured 1.4 m (4.7 ft.) above grade.
- f) Use measures to ensure that the vehicular access from Garry Street does not endanger or inconvenience pedestrians or the mobility-impaired.
- g) Use special landscape measures, such as trellises, to conceal garages and visitor parking stalls from surrounding private, semi-private and public areas.

8.3.6 AREA F: SOUTHCOVE

Detailed Character Design Guidelines have been prepared for the Southcove site and form part of the Official Community Plan Bylaw 7100, Schedule 2.4. These additional guidelines are available at the City's information desk as "Detailed Character Design Guidelines – Parcels A, B, C, D and E of Southcove".

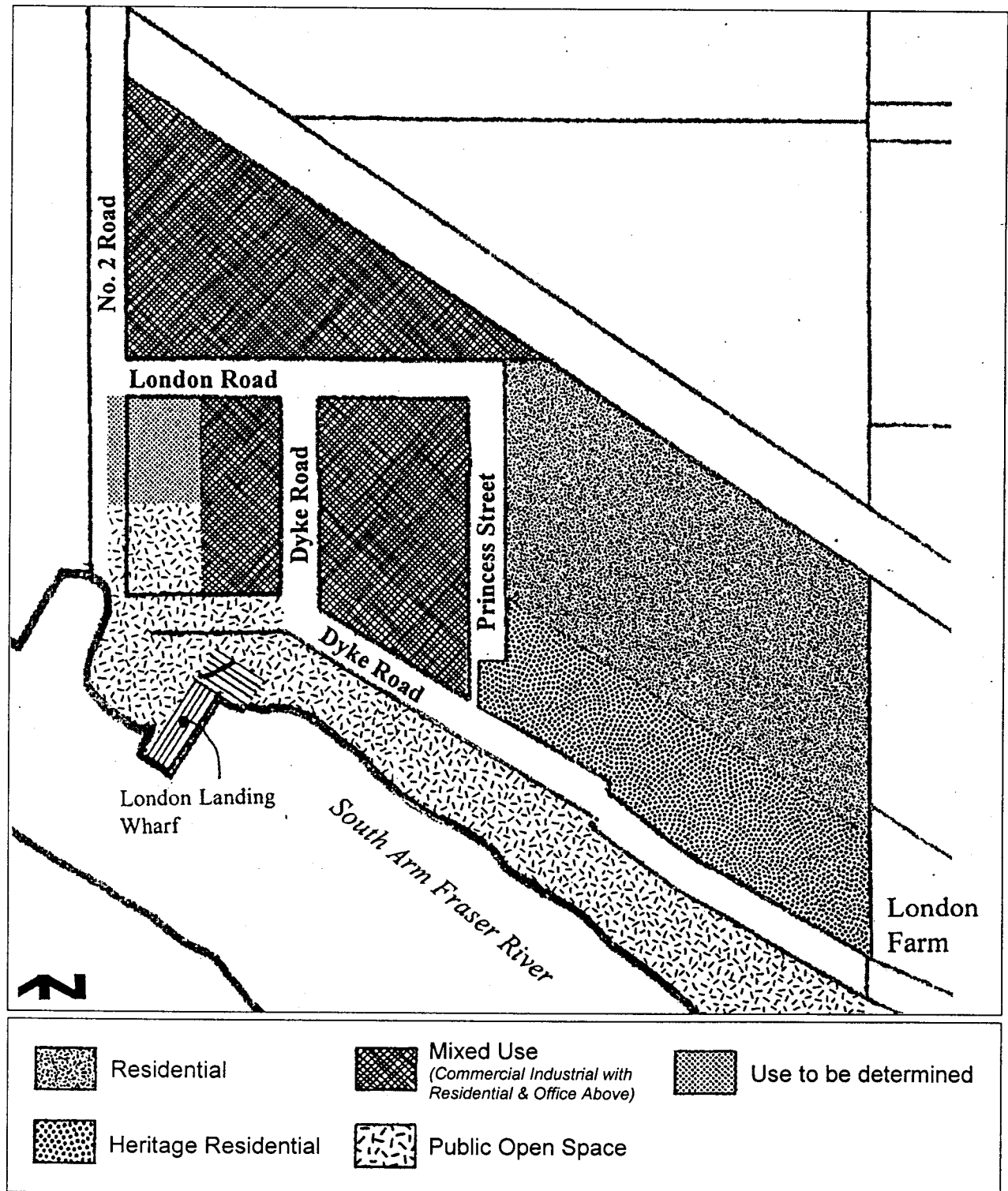
Temporary Industrial Use Areas



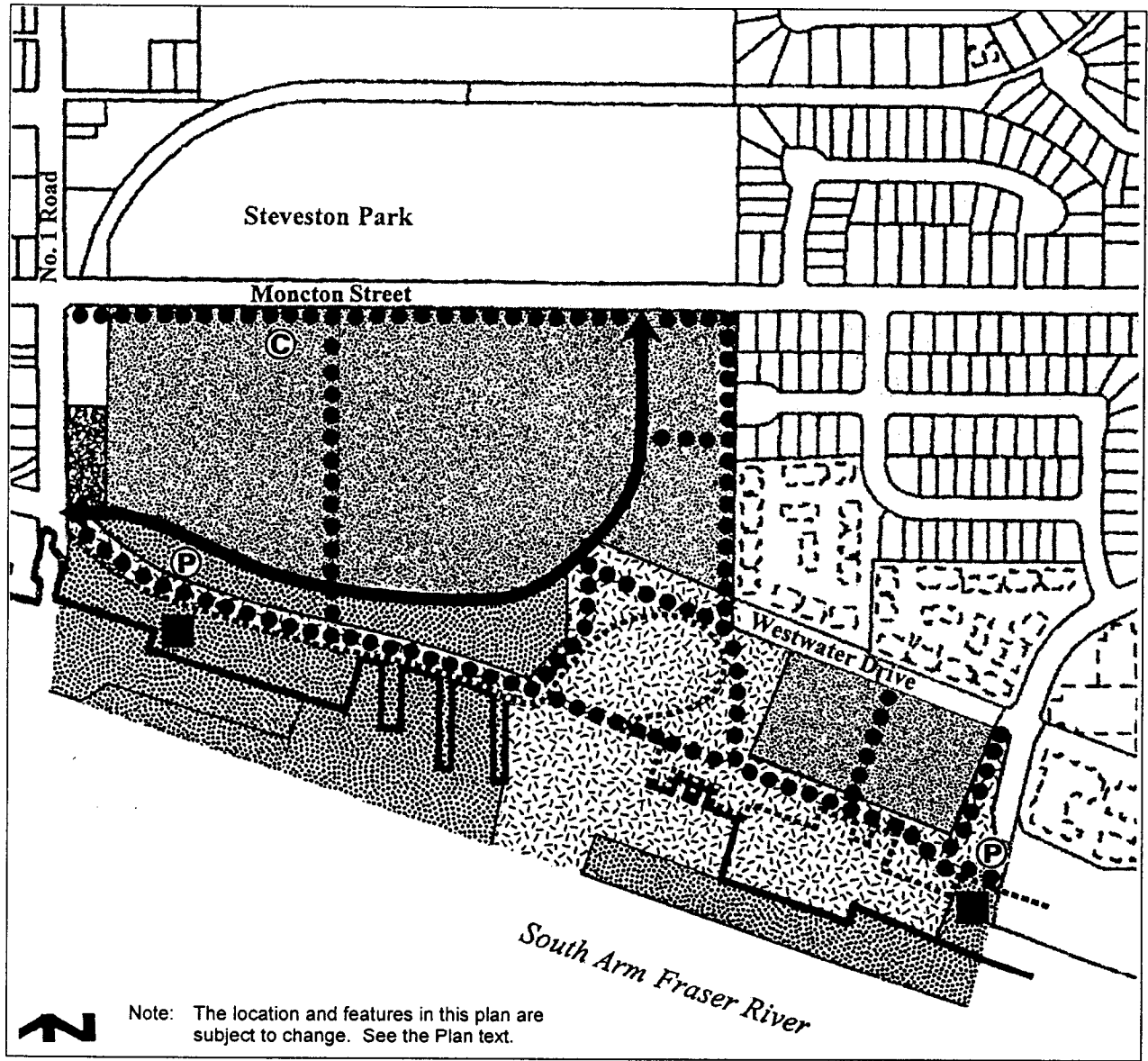
Guidelines for the Issuance of Temporary Industrial Use Permits

1. A temporary industrial use permit may be issued to permit open storage of motor vehicles, motor homes, trucks, campers and boats.
2. The north boundary of 6225 London Road shall be fenced and landscaped to provide a visual screen for the proposed use.

London/Princess Land Use Map



BC Packers Land Use Map

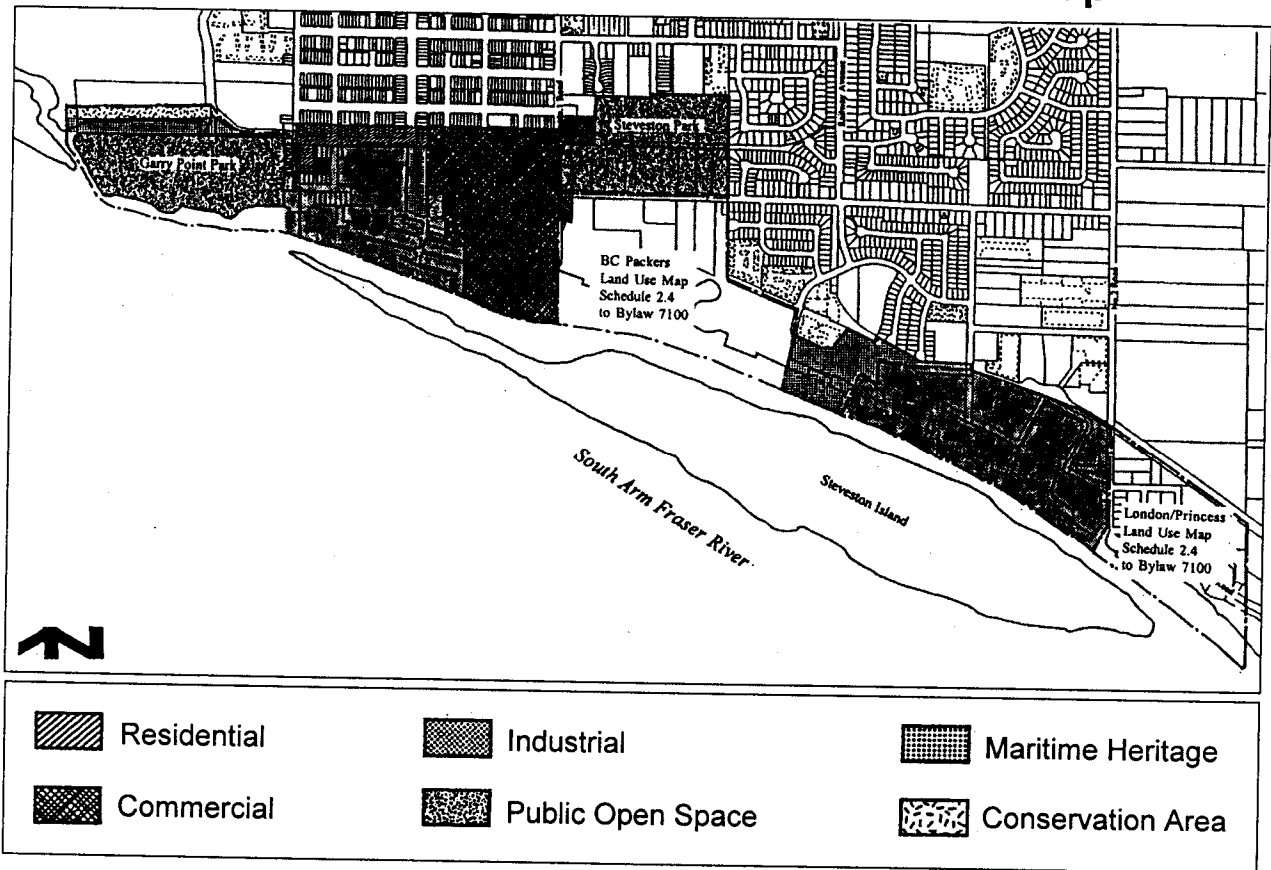


Note: The location and features in this plan are subject to change. See the Plan text.

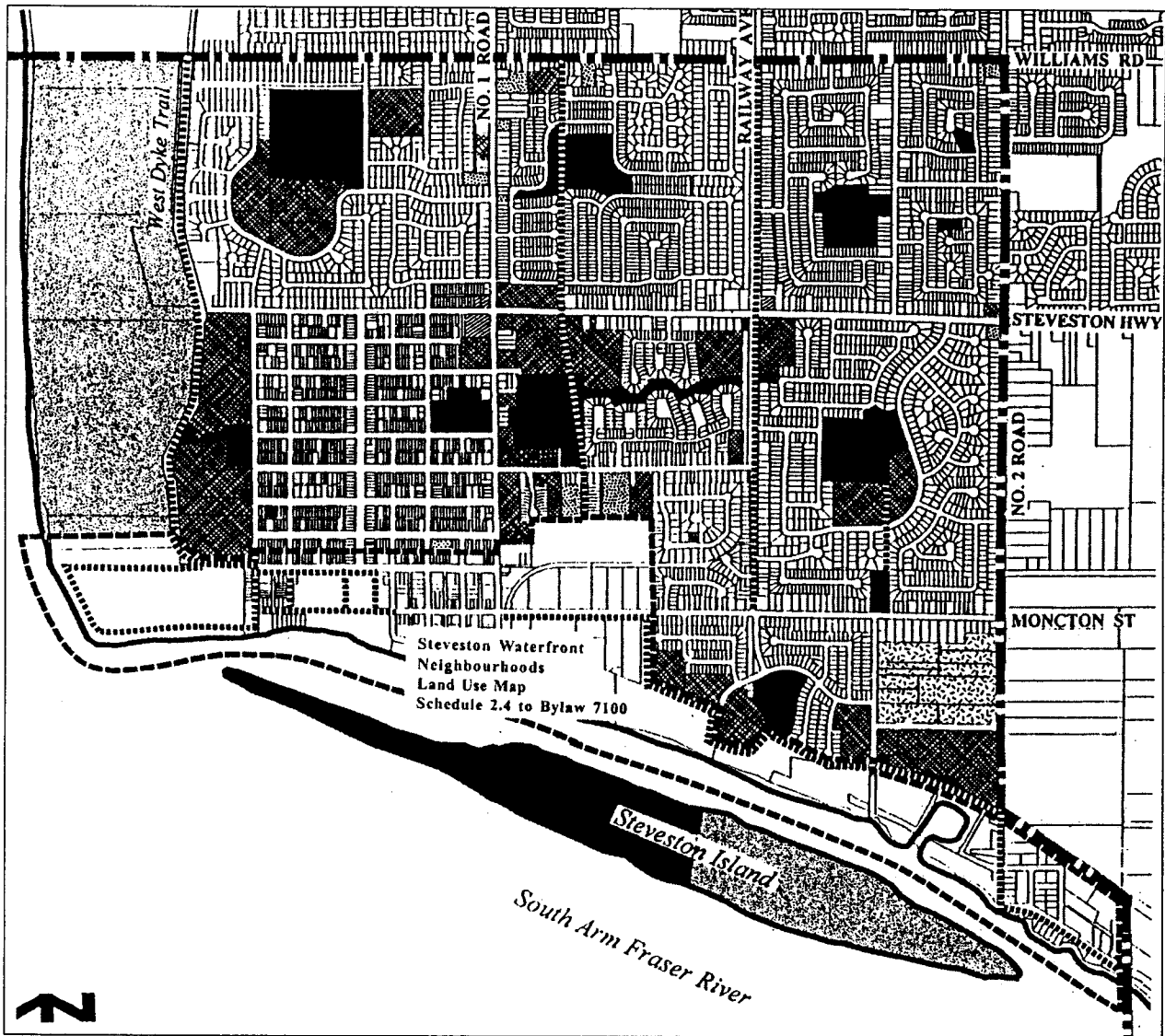
Residential	Public Open Space	Approximate Shoreline
Maritime Mixed Use	Unrestricted Continuous Public Access*	Approximate Line of Buildings and/or Structures
Commercial	Public Road	Heritage Potential
Parking associated with Maritime Mixed Uses & Limited Public Parking	Community Mixed Use	

* Note: The trail should be located on the water side of any structures which extend over the water.

Steveston Waterfront Neighbourhoods Land Use Map



Steveston Area Land Use Map



	Single-Family		Commercial		Conservation Area
	Multiple-Family		Industrial		Trail
	Public Open Space		Institutional		Steveston Area Boundary
					Steveston Waterfront Neighbourhood Boundary

DEFINITIONS

APPENDIX 1

Note: Schedule 1 of the OCP contains a definitions section which applies to the entire OCP. The following definitions apply to this area only.

Heritage	Means anything of a physical, cultural or social nature that is unique to and valued by a community and can be passed from generation to generation.
Heritage Residential	As applied to the London/Princess node means those areas intended to accommodate residential structures of recognized historic significance, or new structures designed to a distinctive heritage appearance reflective of Steveston's character.
Home Port	Means an area of land and water in which provision is expressly made for the moorage of commercial fishing boats and other commercial vessels, and for the land based services that support a maritime economy.
Industrial	Means a use providing for the manufacturing, processing, assembling, fabrication, storing, transporting, distributing, testing, servicing or repair of goods, materials or things, with or without an ancillary office to administer the industrial use on the site. Industry includes the operation of truck terminals, docks and railways, and wholesale businesses.
Institutional	Those areas accommodating organizations established for civic, political, religious, social cultural, educational, health care, or like purposes.
Light Industrial	Means industry which is wholly enclosed within a building or buildings except for the storage of commercial vehicles, recreation vehicles and boats, and which is not offensive by reason of smoke, noise, vibration, dirt, glare, odour or electrical interference.
Maritime Heritage	Those areas where the principal use is a historic site associated with the fishing industry and which is used to accommodate features such as traditional moorage, heritage artifacts and structures, museums, education facilities, and related programs and services.
Maritime Mixed Use	Means an area set aside to support the maritime economy, with an emphasis on uses which support primarily the commercial fishing fleet, including: <ul style="list-style-type: none">i) Custom Workshops;Enclosed Storage Facilities;Fish Auction and Off-loading;Laundry and Drycleaning;Light Industrial;Maritime Educational Facilities;Moorage;Offices;Other Services Related to Maritime Uses;

Parking;
Service and Repair of Boats and Marine Equipment.

- ii) Retail uses are accommodated as accessory uses in the Maritime Mixed Use Area, between Phoenix Pond and No. 1 Road.
- iii) Between Phoenix Pond and No. 1 Road, residential uses are accommodated above grade and only over the dry land portions of the Maritime Mixed Use area as a secondary use. In addition, residential uses are to be situated so as to minimize potential conflicts with other uses.

Mixed Use (Commercial-Industrial with Residential & Office Above)

A combination of commercial and industrial uses permitted within the same building, including residential and/or office uses above grade.

Pedestrian Arcade

Means an exterior pedestrian passageway, with or without a roof, typically abutting shop fronts.

Residential

Housing and uses associated with residential neighbourhoods including: single-family, two-family and multiple-family housing; childcare facilities; group homes; community uses; and home occupation. Local commercial uses of no more than 375 m² (4,036 ft²) may be provided as part of a residential development where they will complement adjacent uses, be conveniently accessible by local roads and pedestrian routes, and enhance the character of the neighbourhood.

Single-Family Residential

Means a detached building used exclusively for residential purposes, containing one dwelling unit only.

Steveston Business Centre

Means the specific designated commercial area centering on Moncton and Chatham Streets.

Richmond Official Community Plan

WEST CAMBIE AREA PLAN Bylaw 7100 Schedule 2.11A

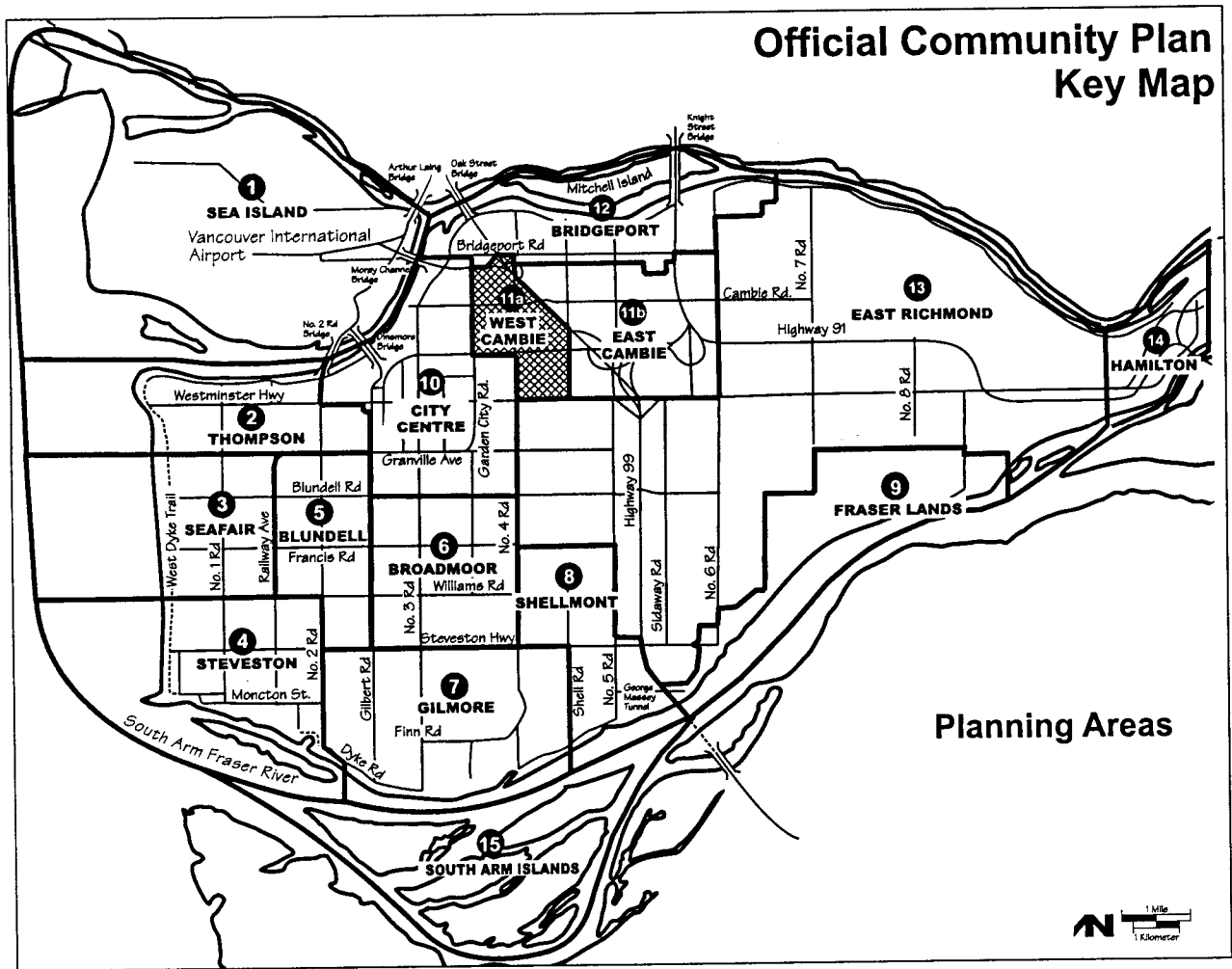


City of Richmond



WEST CAMBIE AREA PLAN • WEST CAMBIE AREA PLAN • WEST CAMBIE AREA PLAN

KEY MAP



PLAN AREA MAP

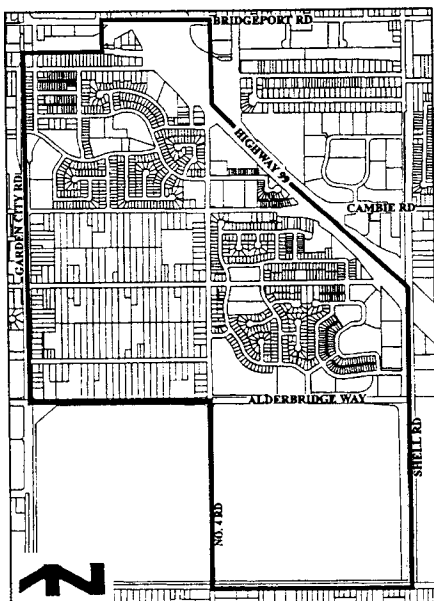


TABLE OF CONTENTS

	Page
Plan Interpretation	iii
1.0 Plan Overview	1
1.1 Purpose.....	1
1.2 Vision.....	1
1.3 Goals	2
2.0 Jobs & Business.....	2
3.0 Neighbourhoods & Housing.....	4
4.0 Transportation	5
5.0 Natural & Human Environment	6
6.0 Community Facilities & Services (See OCP).....	7
7.0 City Infrastructure	7
8.0 Development Permit Guidelines (See OCP)	8
8.1 Site Specific Guidelines and Map.....	8

LIST OF MAPS

	Page
Key Map.....	inside front cover
Plan Area Map.....	inside front cover
Land Use Map.....	9

PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

The OCP is a legal community planning document for managing the City's social, economic, land use, servicing and environmental future. It sets out a vision, goals, objectives, and policies that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

- 1) Schedule 1: the overall OCP;
- 2) Schedule 2: Area Plans and Sub-Area Plans.

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

Sub-Area plans refer to smaller localized areas within specific planning areas.

The OCP addresses broad city wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Maps shall take precedence with the exception of sites designated Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division to make sure that this is an up-to-date version containing all of the adopted amendments.

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

1.1 PURPOSE

This plan applies to the area shown on the Plan Area Map.

Areas such as West Cambie present a real challenge to decision-makers because of the uniqueness of the area and the complexity of issues.

The West Cambie Area has been unable to support facilities common to other more urbanized sectors of the community because of the low density and small population. Current land uses in West Cambie have been influenced to a large extent by the Vancouver International Airport and the community's accessible location to the major highway system. The Annacis Bridge and its connecting Richmond Freeway has improved the accessibility of the West Cambie Area.



Odlinwood

The West Cambie Plan recommends that some land be developed for residential purposes. The plan advocates keeping all residential subdivisions for the time horizon of this plan. Such a policy may be inconsistent with the sociological and environmental perspectives but is considered as providing continuity for the residents that wish to remain in the community.

The area plan for West Cambie sets out an overall vision. From this a series of achievable and realistic goals covering basic issues and categories of land use are formulated which together will attain the vision. Specific policy statements are detailed which set out the way in which Council could achieve the objectives.

1.2 VISION

To guide the future development of the West Cambie planning area in ways that foster compatibility with adjacent land uses, while recognizing and respecting the area's special locational advantages, the region's major transportation networks, and the area's proximity to Vancouver and to the Vancouver International Airport, and ensuring the continuation of residential neighbourhoods capable of supporting a range of social, recreational and business services.

1.3 GOALS

1. To promote and support opportunities that improve the overall quality of life in the West Cambie Planning Area.
2. To designate for residential use areas that are compatible with overall city objectives.
3. To preserve existing single-family residential areas.
4. To maintain and, where necessary, improve the opportunities for commercial development to meet the shopping needs of West Cambie residents.
5. To recognize the West Cambie Area's locational advantages for land uses that are highly automobile-oriented and have direct access to the major highway system.
6. To promote and support opportunities for city parks, open space, recreation, environment, and heritage preservation, consistent with overall city objectives.
7. To improve transportation access to facilities and services while minimizing the social and environmental impacts of traffic, particularly within the residential neighbourhood.

2.0 JOBS & BUSINESS

ISSUE:

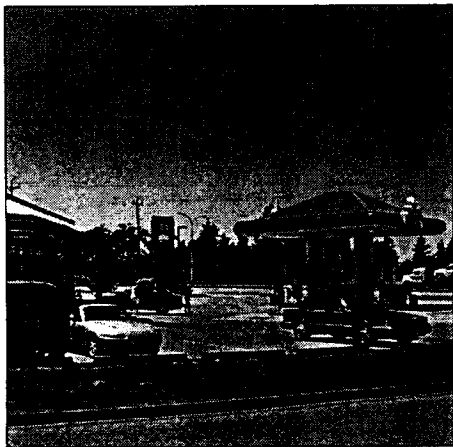
Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Cambie West Planning Area abuts the Agricultural Land Reserve along Alderbridge Way. However, due to the width and landscaping standards of Alderbridge Way, additional buffering, as per the OCP, is not required.

ISSUE:

The Cambie West Planning Area is adjacent to the City Centre and currently has one small community commercial area.



Local Commercial Services

OBJECTIVE 2:

To maintain and, where necessary, improve the opportunities for commercial development to meet the shopping needs of West Cambie residents.

POLICIES:

- a) Retain the existing small commercial centres for local convenience shopping;
- b) Ensure that development permits, where required, conform to adopted guidelines.

ISSUE:

The West Cambie Planning Area has the locational advantage of having direct access to the major highway system and the Vancouver International Airport and therefore various locations are very suitable for highway related uses such as motels and hotels.

OBJECTIVE 3:

To recognize the West Cambie area's locational advantages for land uses that are highly automobile-oriented and have direct access to the major highway system.

POLICIES:

- a) Ensure that the designation of new highway related commercial centres is consistent with the ability of the City to provide the necessary improvements to services and roads;
- b) Ensure that new highway related commercial centres have convenient and adequate access to major arterials;
- c) Allow new or expansion of commercial or industrial service development as shown on the Land Use Map.

3.0 NEIGHBOURHOODS & HOUSING



New Residential Development



Single-family Neighbourhood

ISSUE:

The West Cambie neighbourhood is in close proximity to the Vancouver International Airport and therefore parts of the area are subject to a noise level of 30 NEF or above.¹

OBJECTIVE 1:

To ensure that new building is in accordance with standards and agreements.

- a) Require builders of new residential buildings to comply with Canada Mortgage and Housing Corporation's guidelines for noise mitigation;
- b) Through rezoning and subdivision applications, require restrictive covenants to hire professionals qualified in acoustics to determine and implement noise mitigation measures.

ISSUE:

Residential land use policies have been developed in response to the community's desire to ensure that the West Cambie Area remains a viable residential neighbourhood.

OBJECTIVE 2:

To designate for residential use areas that are compatible with overall City objectives.

POLICIES:

- a) Allow residential development as shown on the Land Use Map;
- b) Make all multiple-family residential sites subject to the Development Permit Guidelines and, in the case of 5000 Fisher Drive, to the Detailed Character Design Guidelines.

ISSUE:

Most of the dwelling units in the West Cambie Area are one-family detached dwellings.

¹ The Noise Exposure Forecast (NEF) is the official metric used in Canada for airport noise assessment. The NEF contours are calculated (or modelled) by time-averaging aircraft operations considering aircraft fleet mix, flight distances, runway utilization, flight path, and time of day as night-time operations are more heavily weighted. The NEF was designed to encourage compatible land uses in the airport vicinity and to predict human annoyance to airport operations within the noise contours.

OBJECTIVE 3:

To preserve existing single-family residential areas.

POLICIES:

- a) Maintain single-family housing opportunities;
- b) Regulate the height and scale of new buildings to be appropriate to their surroundings and that a balanced relationship is established between the old and the new.

4.0 TRANSPORTATION

OBJECTIVE 1:

To improve transportation access to facilities and services while minimizing the social and environmental impacts of traffic, particularly within the residential neighbourhoods.

POLICIES:

- a) Provide safe and convenient pedestrian movements across major arterial roads and along all newly-constructed or upgraded roads;
- b) Develop, maintain and improve a hierarchical network of roads to provide efficient and direct vehicular access to and from the West Cambie Planning Area, and to ensure good circulation within the West Cambie Planning Area;
- c) Reduce the number of through traffic trips on residential streets in the West Cambie Area;
- d) Accommodate smooth traffic flows on arterial streets by improving arterial capacities wherever possible;
- e) Ensure that all commercial and industrial developments have adequate parking, traffic circulation and access routes;
- f) Restrict on-street parking on major arterial roads;
- g) Provide adequate access points along major arterial roads as redevelopment occurs;
- h) Increase the availability of bicycling paths through the West Cambie Area;
- i) Mitigate against the negative impacts of Highway 91;
- j) Support the commercial bus shelter program to provide covered seating areas for all key bus stops in the West Cambie Planning Area.



Bike and Pedestrian Path

5.0 NATURAL & HUMAN ENVIRONMENT



Children's Play Equipment



Odlin Park

ISSUE:

The West Cambie community has a need for active and passive recreational space that fulfills several purposes such as providing some visual relief, allowing natural areas to be used for the study of nature, providing appreciation for our heritage, and appreciating the ecological diversity of the area.

OBJECTIVE 1:

To promote and support opportunities for city parks, open space, recreation, environment, and heritage preservation, consistent with overall city objectives.

POLICIES:

- a) Improve existing parks for use by all age groups;
- b) Expand existing school/park sites where reasonable to do so;
- c) Conserve the Richmond Nature Park as a bog environment;
- d) Ensure that drainage improvements to the area surrounding the Richmond Nature Park do not adversely affect the water levels of the park;
- e) Encourage the preservation of the redwood trees at Cambie Road and No. 4 Road as heritage landscape features;
- f) Improve pedestrian accesses at mid-block locations;
- g) Provide a continuous pedestrian and bicycle trail system for recreational purposes from the West Cambie Planning Area to the Middle Arm dyke.

ISSUE:

A need for an increase in the level of community facilities and services can be expected. In most areas of Richmond community services include: education, public safety services such as police and fire protection, leisure services, health care services, childcare, social services, public administration, and religious facilities.

OBJECTIVE 2:

To promote and support opportunities that improve the overall quality of life in the West Cambie planning area.

POLICIES:

- a) Support and, wherever possible, work co-operatively with other agencies and other levels of government to maintain and improve the level of community social services to West Cambie Area residents;
- b) Continue to encourage the improvement of the educational services to West Cambie Area residents;
- c) Encourage the expansion of childcare services in the West Cambie Area;
- d) Encourage the development of new space for community services in public and private developments.

6.0 COMMUNITY FACILITIES & SERVICES

See OCP.

7.0 CITY INFRASTRUCTURE

ISSUE:

The level of public utilities in many parts of the West Cambie Area is low. Upgrading of services will follow as development occurs.

OBJECTIVE 1:

To improve the standard of public utilities and services concurrent with population expansion.

POLICIES:

- a) Ensure the provision of efficient utilities necessary for the health and safety of the community;
- b) Upgrade the level of services, such as sanitary sewers, storm sewers, sidewalks, and street lighting in older subdivisions through such mechanisms as local improvement bylaws;
- c) Phase new development to take account of current land use and utility constraints;
- d) Provide the necessary improvements to fire protection services concurrent with population expansion.



New Sidewalk and Boulevard

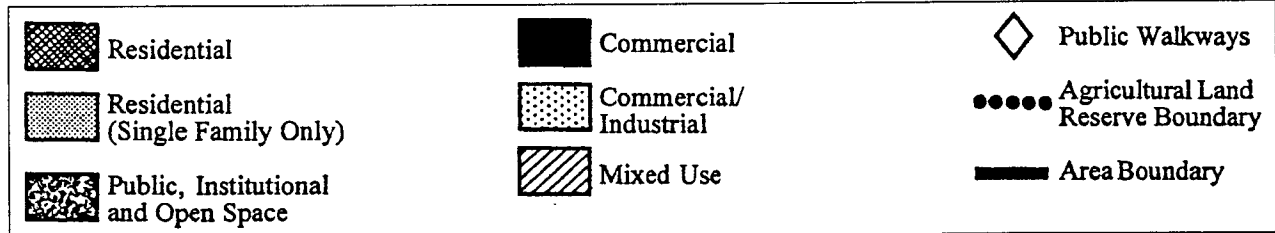
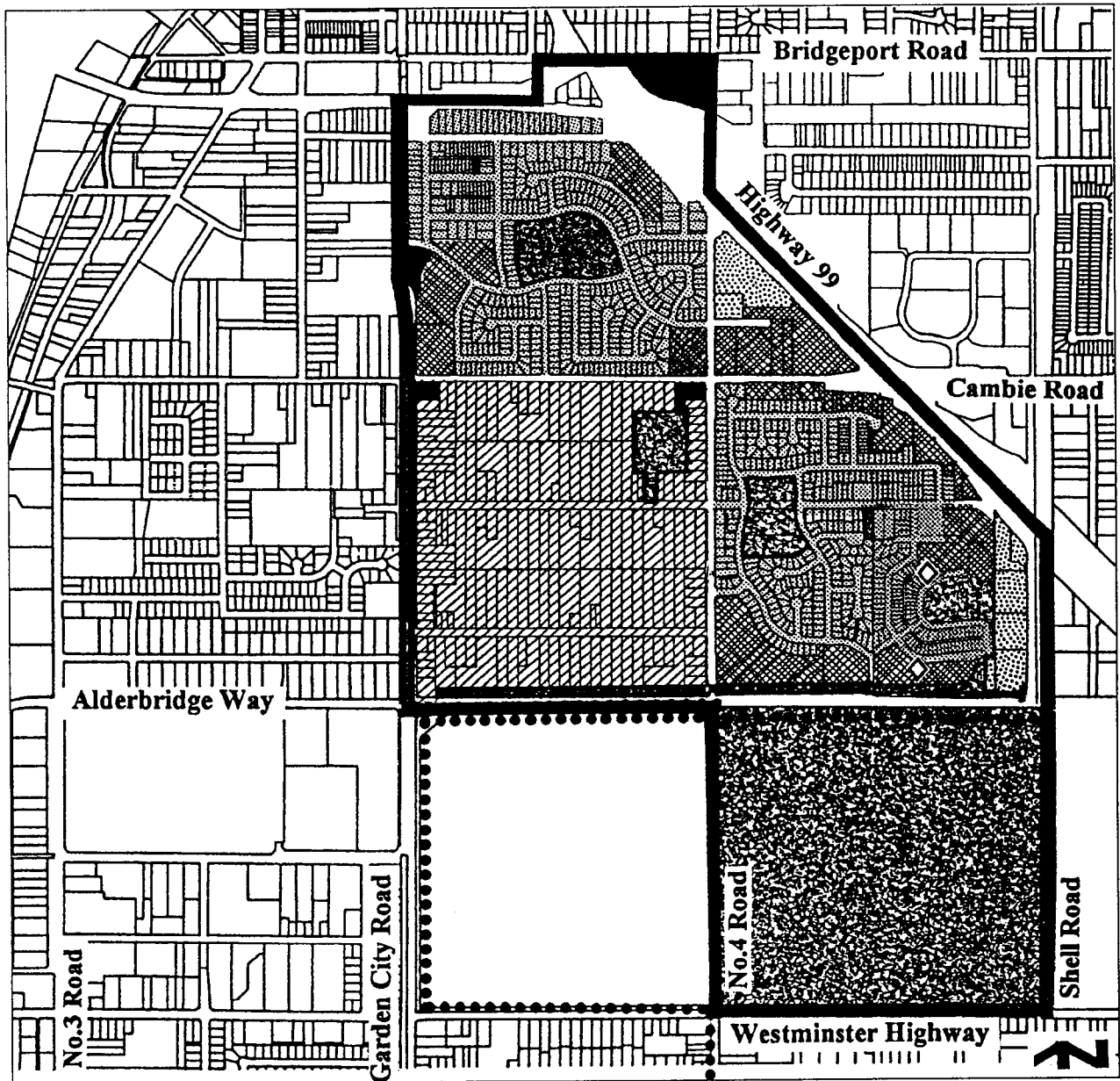
8.0 DEVELOPMENT PERMIT GUIDELINES

See OCP.

8.1 SITE SPECIFIC GUIDELINES AND MAP

There are additional detailed character design guidelines for 5000 Fisher Drive. These guidelines form part of the Official Community Plan Bylaw 7100, Schedule 2.11A and are available at the Urban Development Division.

Land Use Map



Richmond Official Community Plan

EAST CAMBIE AREA PLAN Bylaw 7100 Schedule 2.11B

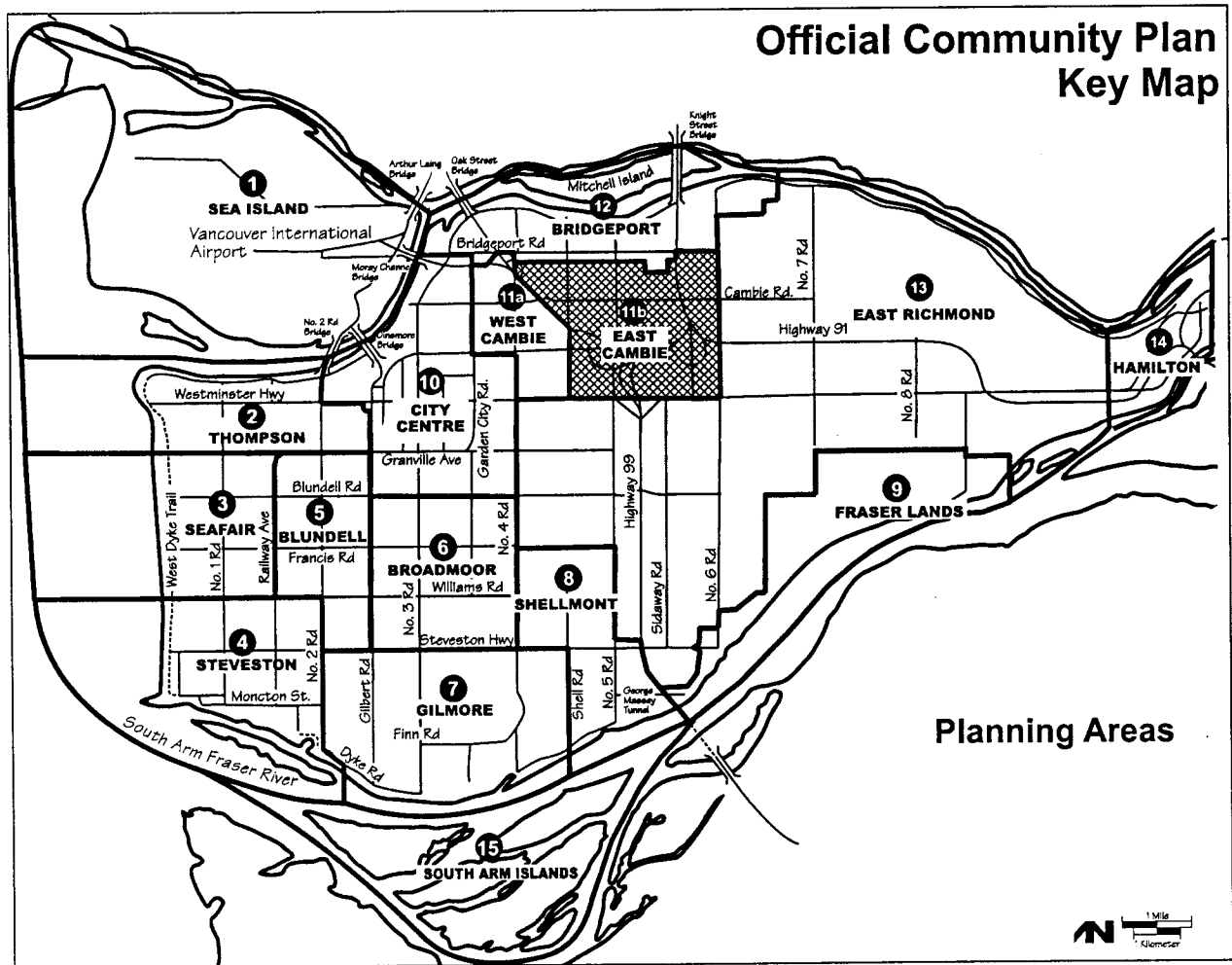


City of Richmond



EAST CAMBIE AREA PLAN • EAST CAMBIE AREA PLAN • EAST CAMBIE AREA PLAN

KEY MAP



PLAN AREA MAP

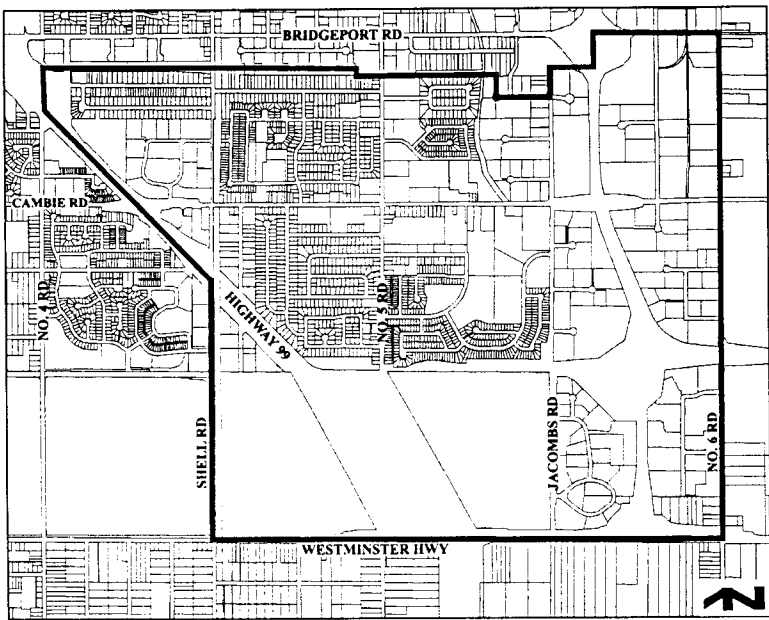


TABLE OF CONTENTS

	Page
Plan Interpretation	iii
1.0 Plan Overview	1
1.1 Purpose.....	1
1.2 Vision.....	2
1.3 Goals	2
2.0 Jobs & Business.....	3
3.0 Neighbourhoods & Housing.....	5
4.0 Transportation	6
5.0 Natural & Human Environment	7
6.0 Community Facilities & Services (See OCP).....	9
7.0 City Infrastructure	9
8.0 Development Permit Guidelines (See OCP)	9

LIST OF MAPS

	Page
Key Map	inside front cover
Plan Area Map.....	inside front cover
Land Use Map	10

PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

The OCP is a legal community planning document for managing the City's social, economic, land use, servicing and environmental future. It sets out a vision, goals, objectives, and policies that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

- 1) Schedule 1: the overall OCP;
- 2) Schedule 2: Area Plans and Sub-Area Plans.

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

Sub-Area plans refer to smaller localized areas within specific planning areas.

The OCP addresses broad city wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Maps shall take precedence with the exception of sites designated Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division to make sure that this is an up-to-date version containing all of the adopted amendments.

Definitions

See OCP Schedule 1.

1.0 PLAN OVERVIEW

1.1 PURPOSE

This Plan applies to the area shown on the Plan Area Map.

Areas such as East Cambie present a real challenge to decision-makers because of the uniqueness of the area and the complexity of issues. Current land uses in East Cambie have been influenced to a large extent by the Vancouver International Airport and the community's accessible location to the major highway system.

The completion of the Annacis Bridge and its connecting Richmond Freeway further improved the accessibility of the East Cambie Area. This has resulted and will continue to result in new residential construction in some areas of East Cambie, better employment opportunities in other areas and improved services overall.

Residential projects are anticipated along some of the major roads. It is anticipated that these projects will be at either townhouse or apartment densities.

The plan recognizes the major role industry has played in East Cambie and establishes policies to maintain and improve Richmond's economic well-being as well as fostering more compatible co-existence between industrial and residential land uses.

Details on land use, services and the environment are discussed under the appropriate headings in this document.

The area plan for East Cambie sets out an overall vision. From this a series of achievable and realistic goals covering basic issues and categories of land use are formulated which together will attain the goal. Specific policy statements are detailed which set out the way in which Council could achieve the objectives. The plan is capable of being amended by Council from time to time in response to the unique needs of the East Cambie Area.

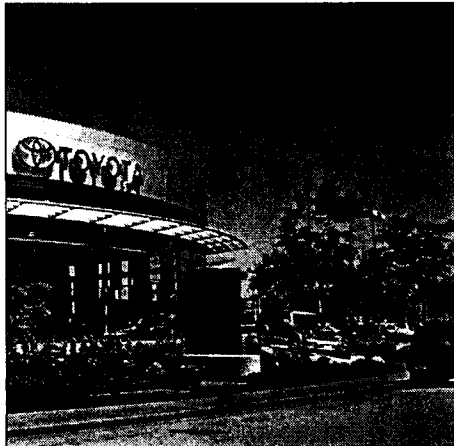
1.2 VISION

To guide the future development of the East Cambie planning area in ways that foster compatibility with adjacent land uses, while recognizing and respecting the area's special locational advantages, the region's major transportation networks, and the area's proximity to Vancouver and to the Vancouver International Airport, and ensuring the continuation of residential neighbourhoods capable of supporting a range of social, recreational and business services.

1.3 GOALS

1. To promote and support opportunities that improve the overall quality of life in the East Cambie Planning Area.
2. To create and maintain a distinct boundary between agricultural and non-agricultural lands.
3. To maintain and improve the opportunities for commercial development to meet the shopping needs of East Cambie residents.
4. To accommodate land uses that are highly automobile-oriented and can benefit from direct access to the major highway system.
5. To attempt to increase industrial job opportunities in designated industrial areas in the East Cambie Planning Area.
6. To promote and support opportunities for City parks, open space, recreation, environment, and heritage preservation, consistent with overall City objectives.
7. To improve transportation access to facilities and services while minimizing the social and environmental impacts of traffic, particularly within the residential neighbourhood.

2.0 JOBS & BUSINESS



Richmond Auto Mall

ISSUE:

The principal community commercial area is located at the south-west corner of Cambie Road and No. 5 Road.

OBJECTIVE 1:

To maintain and improve the opportunities for commercial development to meet the shopping needs of East Cambie residents.

POLICIES:

- a) Allow for the expansion of the No. 5 Road and Cambie Road commercial centre as shown on the Land Use Map;
- b) Retain the existing smaller commercial centres for local convenience shopping;
- c) Ensure that development permits, where required, conform to adopted guidelines.

ISSUE:

The East Cambie Area is one of Richmond's major employment centres. It is estimated that over 10,000 jobs are located in it. The East Cambie Planning Area has the locational advantage of having direct access to the major highway system and the Vancouver International Airport and therefore various locations are very suitable for highway related uses such as motels and hotels.

OBJECTIVE 2:

To accommodate land uses that are highly automobile-oriented and can benefit from direct access to the major highway system.

POLICIES:

- a) Encourage highway related commercial development in areas at access points to Highway 99;
- b) Ensure that the designation of new commercial centres is consistent with the ability of the City to provide the necessary improvements to services and roads;
- c) Ensure that all new highway related commercial centres have convenient and adequate access to Highway 99;
- d) Allow new or expansion of commercial development as shown on the Land Use Map.

ISSUE:

The East Cambie Planning Area has developed in part, as an industrial area. In 1985, about 200 ha (500 ac.) of the East Cambie Planning Area were zoned for industrial purposes. Industrial development has concentrated in three areas, the Voyageur Way area, the Vanguard Road area, and the Crestwood Industrial Estate.

OBJECTIVE 3:

To attempt to increase industrial job opportunities in designated industrial areas in the East Cambie planning area.

POLICIES:

- a) Allow the development of industrial areas as shown on the Land Use Map;
- b) Require and regulate the provision of screening or landscaping to mask separate uses as shown on the Land Use Map;
- c) Phase new industrial development to reflect the ability of the City to provide the necessary improvements to services and roads;
- d) Ensure that development permits, where required, conform to adopted guidelines.



High Tech Industry

ISSUE:

Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Cambie East Planning Area abuts the Agricultural Land Reserve along No. 6 Road and Westminster Highway. Additionally, the Nature Park is located within the boundaries of the ALR. Developments in these areas should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

OBJECTIVE 4:

To create and maintain a distinct boundary between agricultural and non-agricultural lands.

POLICIES:

- a) Use major section roads or rail right-of-ways as a buffer between urban and rural land uses where feasible.

3.0 NEIGHBOURHOODS & HOUSING

ISSUE:

Residential land use policies have been developed in response to the community's desire to ensure that the East Cambie Area remains a viable residential neighbourhood.

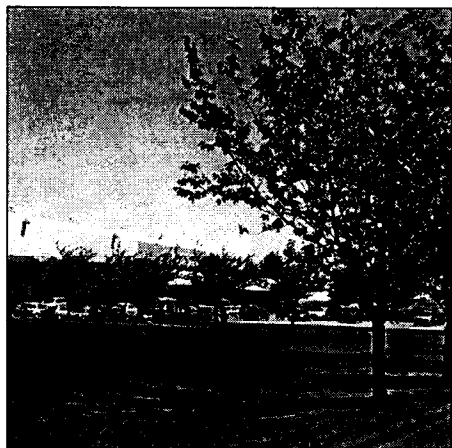
A restriction on the location of new residential projects within the East Cambie Planning Area is aircraft noise. National noise measurement standards establish the NEF (Noise Exposure Forecast) as a basis for assessing the magnitude of aircraft-generated noise.¹

OBJECTIVE 1:

To designate for residential use areas that are compatible with overall City objectives.

POLICIES:

- a) Permit residential infill on vacant or under-utilized land which may include such housing types as single-family or multiple-family and conforms to the general character and form of the neighbourhood;
- b) Give priority to the development of lands for residential purpose which are least likely to be adversely affected by noise disturbance from aircraft operations;
- c) Require builders of new residential buildings to comply with Canada Mortgage and Housing Corporation's guidelines for noise mitigation;
- d) Through rezoning and subdivision applications, require restrictive covenants to hire professionals qualified in acoustics to determine and implement noise mitigation measures.
- e) Require and regulate the provision of screening or landscaping to mask and separate land uses and from highways;
- f) Allow residential development as shown on the Land Use Map;
- g) Designate all multiple-family residential sites as Development Permit Areas.



Screening Land Uses along the Highway

¹ The Noise Exposure Forecast (NEF) is the official metric used in Canada for airport noise assessment. The NEF contours are calculated (or modelled) by time-averaging aircraft operations considering aircraft fleet mix, flight distances, runway utilization, flight path, and time of day as night-time operations are more heavily weighted. The NEF was designed to encourage compatible land uses in the airport vicinity and to predict human annoyance to airport operations within the noise contours.

4.0 TRANSPORTATION

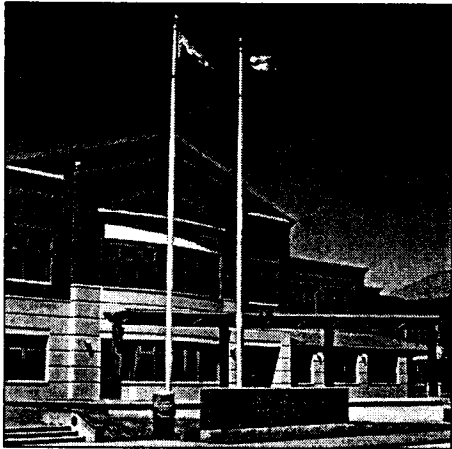
OBJECTIVE 1:

To improve transportation access to facilities and services while minimizing the social and environmental impacts of traffic, particularly within the residential neighbourhoods.

POLICIES:

- a) Provide safe and convenient pedestrian movements across major arterial roads and along all newly-constructed or upgraded roads;
- b) Develop, maintain and improve a hierarchical network of all classes of roads to provide efficient and direct vehicular access to and from the East Cambie Planning Area, and to ensure good circulation within the East Cambie Planning Area;
- c) Reduce the number of through traffic trips on residential streets in the East Cambie Area;
- d) Accommodate smooth traffic flows on arterial streets by improving arterial capacities wherever possible;
- e) Ensure that all commercial and industrial developments have adequate parking, traffic circulation and access routes;
- f) Restrict on-street parking on major arterial roads;
- g) Provide adequate access points along major arterial roads as redevelopment occurs;
- h) Increase the availability of bicycling paths through the East Cambie Area;
- i) Mitigate against the negative impacts of the east-west freeway;
- j) Support the commercial bus shelter program to provide covered seating areas for all key bus stops in the East Cambie Planning Area.

5.0 NATURAL & HUMAN ENVIRONMENT



Cambie Community Centre and School

ISSUE:

Open space areas within the East Cambie Area are primarily divided into four categories:

- a) Buffer strips;
- b) Trails;
- c) Natural open space lands;
- d) Park and recreation lands.

The East Cambie community has a need for active and passive recreational space that fulfils several purposes such as providing some visual relief, allowing natural areas to be used for the study of nature, providing appreciation for our heritage, and appreciating the ecological diversity of the area.

OBJECTIVE 1:

To promote and support opportunities for City parks, open space, recreation, environment, and heritage preservation, consistent with overall City objectives.

POLICIES:

- a) Improve existing parks for use by all age groups;
- b) Expand existing school/park sites where reasonable to do so;
- c) Retain and expand the principal community park on its present site of King George Park;
- d) Conserve the Richmond Nature Park as a bog environment;
- e) Ensure that drainage improvements to the area surrounding the Richmond Nature Park do not adversely affect the water levels of the park;
- f) Protect, preserve and develop Bath Slough as a natural watercourse;
- g) Encourage the development of public recreation lands as indicated on the Land Use Map;
- h) Encourage the Richmond School Board to conserve the Mitchell School buildings as heritage structures;
- i) Improve pedestrian accesses at mid-block locations;
- j) Improve pedestrian connections from Mitchell Elementary School to the Greenland Drive subdivision;

- k) Provide a continuous pedestrian and bicycle trail system for recreational purposes from the East Cambie Planning Area to the Middle Arm dyke.

ISSUE:

A need for an increase in the level of community facilities and services can be expected. In most areas of Richmond community services include: education, public safety services such as police and fire protection, leisure services, health care services, childcare, social services, public administration, and religious facilities.

OBJECTIVE 2:

To promote and support opportunities that improve the overall quality of life in the East Cambie planning area.

POLICIES:

- a) Support and, wherever possible, work co-operatively with other agencies and other levels of government to maintain and improve the level of community social services to East Cambie Area residents;
- b) Continue to encourage the improvement of the educational services to East Cambie Area residents;
- c) Continue to support the development of Mitchell School as a community school;
- d) Support the extension of a branch library into the East Cambie Area;
- e) Encourage the expansion of childcare services in the East Cambie Area;
- f) Encourage the establishment of social, recreation and other programs in the East Cambie Planning Area to adequately serve the population;
- g) Encourage the development of new space for community services in public and private developments.

6.0 COMMUNITY FACILITIES & SERVICES

See OCP.

7.0 CITY INFRASTRUCTURE

OBJECTIVE 1:

To improve the standard of public utilities and services.

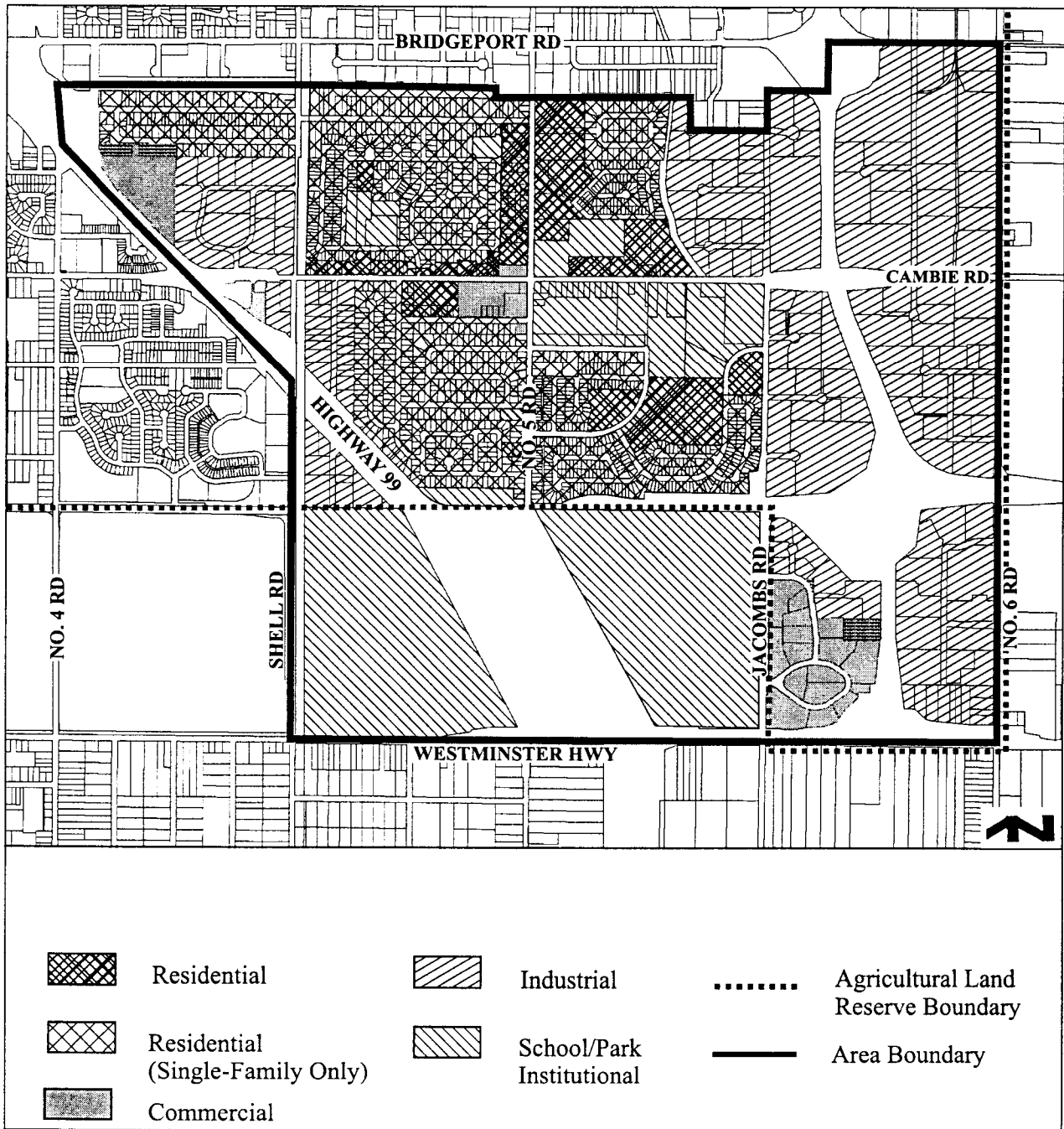
POLICIES:

- a) Ensure the provision of efficient utilities necessary for the health and safety of the community;
- b) Upgrade the level of services, such as sanitary sewers, storm sewers, sidewalks, street lighting in older subdivisions, through such mechanisms as local improvement bylaws;
- c) Phase new development to take account of current land use and utility constraints;
- d) Provide the necessary improvements to fire protection services concurrent with population expansion;
- e) Encourage all new development to be constructed in a manner that will provide adequate flood protection as determined by the responsible authorities.

8.0 DEVELOPMENT PERMIT GUIDELINES

See OCP

Land Use Map



Richmond Official Community Plan



City of Richmond

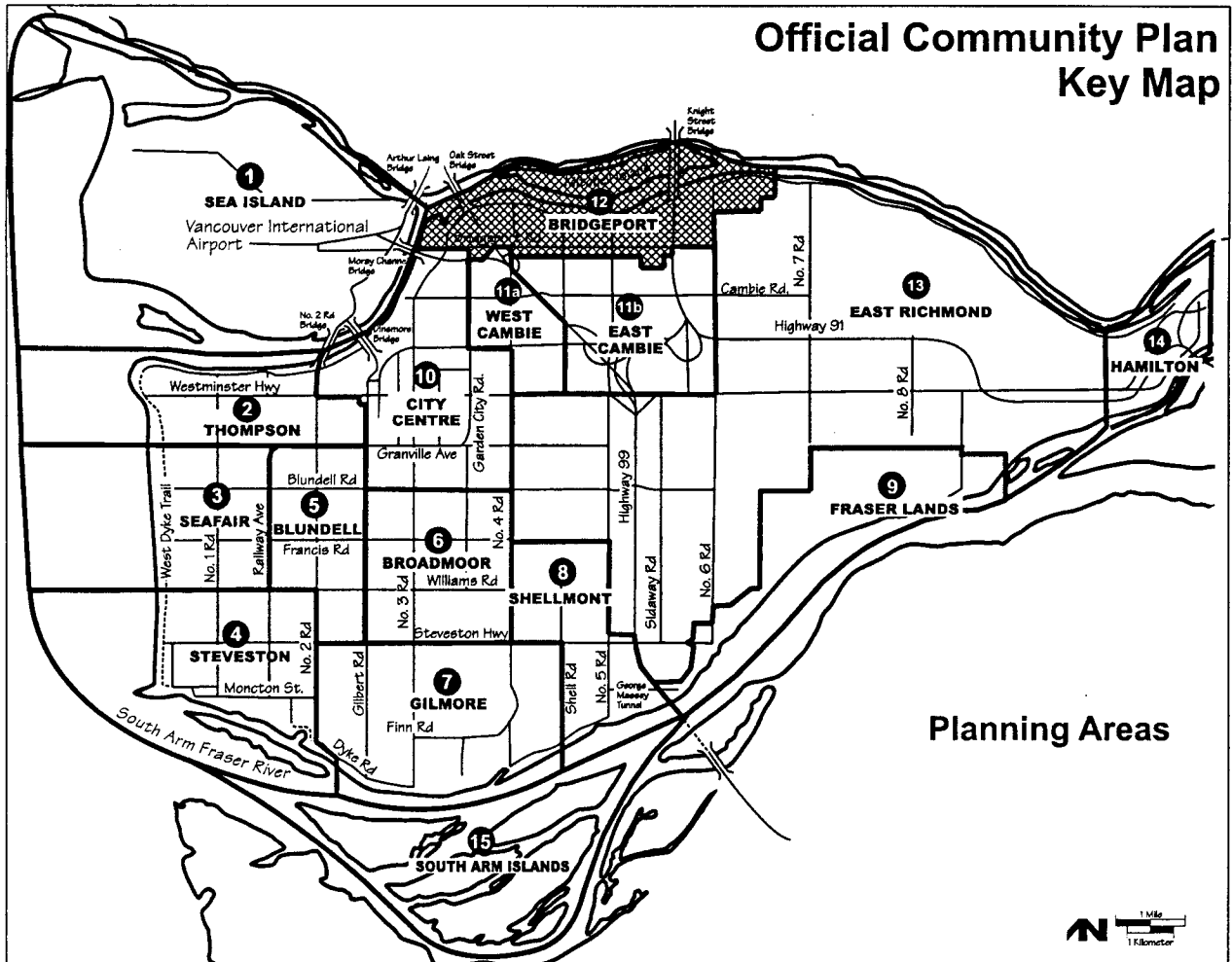
BRIDGEPORT AREA PLAN

Bylaw 7100 Schedule 2.12



BRIDGEPORT AREA PLAN • BRIDGEPORT AREA PLAN • BRIDGEPORT AREA PLAN

KEY MAP



PLAN AREA MAP

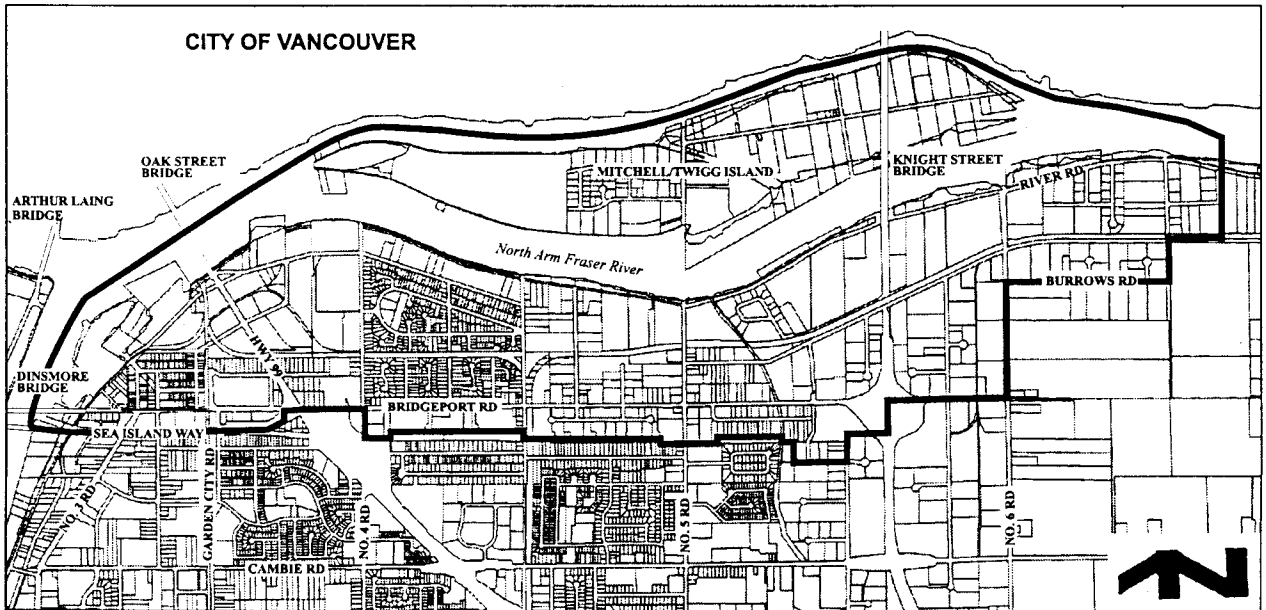


TABLE OF CONTENTS

	Page
Plan Interpretation	iii
1.0 Plan Overview	1
1.1 Setting.....	1
1.2 Plan Area	2
1.3 Purpose	3
1.4 Vision and Goals	4
2.0 Jobs & Business.....	6
2.1 Area Wide	6
2.2 West Bridgeport	7
2.3 Van Horne	8
2.4 Bridgeport Road	9
2.5 Industrial North-East	11
2.6 Mitchell / Twigg Island	14
3.0 Neighbourhoods & Housing.....	16
3.1 Tait	16
4.0 Transportation	18
5.0 Natural & Human Environment	20
6.0 Community Facilities & Services.....	22
7.0 City Infrastructure	24
8.0 Development Permit Guidelines (See OCP)	26

LIST OF MAPS

	Page
Key Maps	inside front cover
Traffic Circulation Map.....	19
Trails & Open Space Plan Map	21
Potential Heritage Trees Map	23
Floodplain Elevation Map	25
Land Use Map – East Bridgeport.....	27
Land Use Map – West Bridgeport	28

PLAN INTERPRETATION

What is the Official Community Plan (OCP)?

The OCP is a legal community planning document for managing the City's social, economic, land use, servicing and environmental future. It sets out a vision, goals, objectives, and policies that reflect overall community values that have been determined through a public consultation process.

How is the Plan organized?

The OCP (Bylaw 7100) is comprised of:

- 1) Schedule 1: the overall OCP;
- 2) Schedule 2: Area Plans and Sub-Area Plans.

Area Plans refer to the 15 areas that have been identified within Richmond for planning purposes (see Key Maps).

Sub-Area plans refer to smaller localized areas within specific planning areas.

The OCP addresses broad city wide issues while the Area Plans and Sub-Area Plans address local neighbourhood issues.

Plan Precedence

If there is a conflict with respect to a land use designation between the OCP Generalized Land Use Map and Area Plan Land Use Maps, the Area Plan Maps shall take precedence with the exception of sites designated Conservation Area or Environmentally Sensitive Area (ESA) in which case readers should check Schedule 1 as it takes precedence over this plan.

Changes to this Document

This Plan may be amended from time to time. Please check with the City's Urban Development Division to make sure that this is an up-to-date version containing all of the adopted amendments.

Definitions

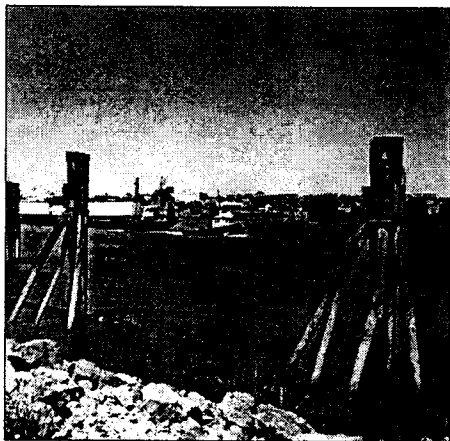
See OCP Schedule 1.

1.0 PLAN OVERVIEW

This plan applies to the area shown on the Plan Area Map.

1.1 SETTING

The Bridgeport Planning Area is one of the oldest developed areas in Richmond. Originally settled in 1867, Bridgeport has evolved from a mostly wood products industrial area to a diverse community with a variety of industrial and commercial developments and a well established residential neighbourhood.



Marine Traffic – North Arm of Fraser River

The Bridgeport Planning Area is located in the north central part of Richmond. The area encompasses that part of Lulu Island lying north of Bridgeport Road, between the middle arm of the Fraser River and roughly No. 6 Road. The area also includes Mitchell and Twigg Islands.

The Bridgeport Area occupies a strategic position in Richmond. It abuts the North Arm of the Fraser River, which is an important and busy marine industrial corridor. It is directly linked to the City of Vancouver by the Oak and Knight Street Bridges and to the Municipality of Delta and the U.S. border by Highway 99. It is just east of the Vancouver International Airport. In a very real sense, Bridgeport is the northern gateway to Richmond.

Because of its strategic location and accessibility, many industrial, commercial and tourist oriented establishments have chosen to locate in Bridgeport. Industry, which is still the chief land use in the area, is mainly located in the north-east sector and Mitchell/Twigg Islands. Retail commercial is concentrated in the west sector at the BridgePoint Market and in the east along Bridgeport Road, between Shell and Knight Roads. Hotels are mainly located on Bridgeport Road, between No. 3 and No. 4 Roads.



Bridgeport Marina

The Fraser River is the most prominent geographic feature in the Bridgeport Planning Area and is a strong influence on land use in Bridgeport. In the past, the river was an important factor in drawing industry to the area. Today, the river continues to be important to industry, but it has also been discovered by commercial developers and recreationists.

1.2 PLAN AREA

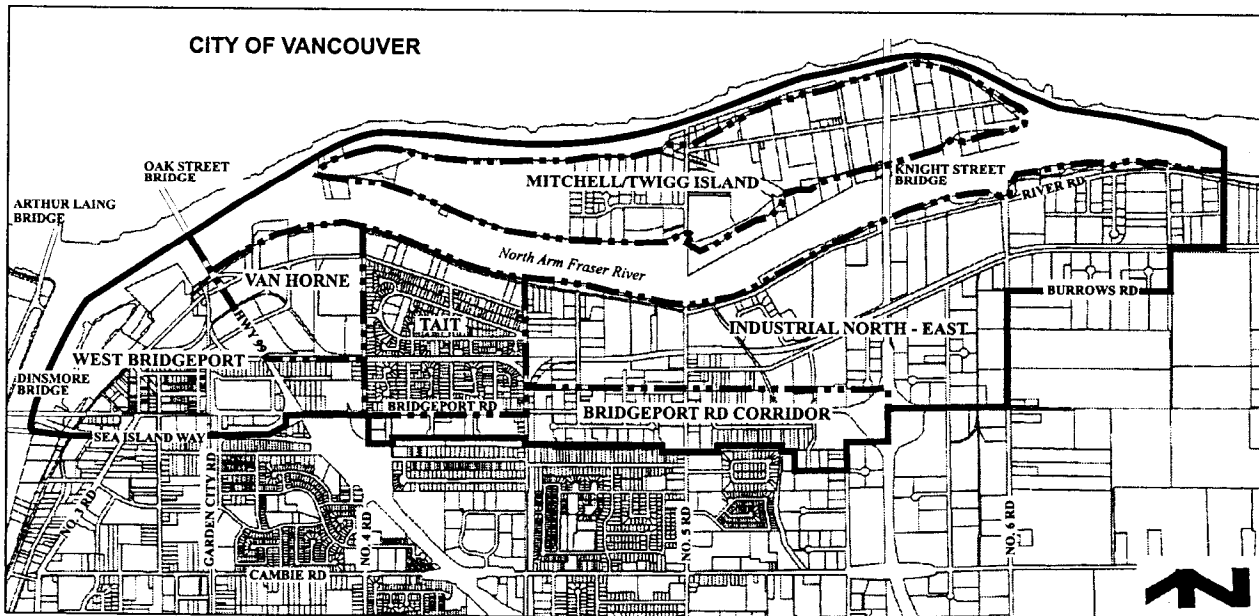
The Plan Area Map outlines the exact boundaries of the Bridgeport Planning Area. Generally speaking, the North Arm of the Fraser River forms the northern boundary; the Agricultural Land Reserve forms the eastern boundary; Sea Island Way and Bridgeport Road form the southern boundary; and the middle arm of the Fraser forms the western boundary. The planning area covers about 533 ha (1319 ac.), including roads.

The Bridgeport Planning Area has been broken down into six separate sub-areas. This was done to reflect the diverse nature of the planning area and to facilitate the arrangement in the plan document of the objectives and policies which are germane to each sub-area. Please refer to the Sub-Area Boundaries Map.

The six sub-areas which have been identified are:

- a) West Bridgeport;
- b) Van Horne;
- c) Tait;
- d) Bridgeport Road;
- e) North-East Industrial; and
- f) Mitchell/Twigg Islands.

Sub-Area Boundaries Map



1.3 PURPOSE

Like most older areas in Richmond, Bridgeport has been subdivided and developed without the aid of a comprehensive plan. Developments in the past have created deficits and barriers in the area, such as the lack of public access to the waterfront, the dissection of the neighbourhood by bridges, railway rights-of-way, major roads, under servicing in terms of utilities, amenities and commercial services for residents and workers.

Like many other areas in Richmond, Bridgeport is experiencing change due to the overall growth of Greater Vancouver in general and Richmond in particular. Growth has generated a number of issues affecting all property owners in Bridgeport, but at the same time it has presented a number of interesting opportunities and challenges. The citizens of Bridgeport have shown they care about their community with their involvement in previous public discussions on the future of their area. This plan document represents another opportunity for Bridgeport citizens to address the issues now emerging, which will impact upon their properties.

This plan sets out the goals, objectives, policies and development guidelines for the Bridgeport Planning Area.

The purposes of this plan are to:

- a) Establish a vision and direction for the re-development and growth of the Bridgeport Planning Area;
- b) Provide a framework for decision making; and
- c) Develop goals, policies and objectives that will:
 - Recognize the diverse nature of the area;
 - Recognize current and potential major constraints, issues and opportunities such as the need for jobs, accessibility, recreation and environmental protection;
 - Define strategies for achieving the community's aspirations and set priorities within the time frame of this plan; and
 - Establish objectives that will not only help the community move closer towards its goals and policies, but also what the community wishes to avoid.
- d) Update the draft Bridgeport Plan first prepared in 1986, in order to reflect new information and priorities and to present it in a format that reflects the distinctive characteristics of the different sub-areas within the Bridgeport Planning Area.

Additional Conservation Area and Environmentally Sensitive Area (ESA) policies, guidelines, and locations are included in Schedule 1 of this Bylaw and its attachments (Schedule 1 is a separate document which applies to the entire City). Readers should check Schedule 1 as it takes precedence over this plan in the case of Conservation Areas and ESAs.

1.4 VISION AND GOALS

Plan Vision:

There is an opportunity for the renewal of Bridgeport, particularly as the supply of new land for development in Richmond diminishes. In order for this opportunity to be realized, Council and area citizens need to agree on goals and action plans/programs that will encourage and facilitate renewal. These goals, plans and programs in turn need to be based on a clear vision of the type of community that is desired.

The vision for Bridgeport is built upon the inherent strengths of the area and on greater public desire for environmental protection and resolution of livability issues.

Bridgeport will continue to be a mixed use area, comprised of industrial, commercial, residential and recreational uses. However, there will be a change in the nature of these types of uses, based on evolution in the market place and on concerns for the environment.

There will be a shift away from traditional industrial activities toward more technologically based and environmentally sensitive industries, with higher value added products. As well, new industries will be more labour and capital intensive.

Automobile-oriented commercial development will continue to dominate, but the BridgePoint Market, the airport and proximity to Highway 99 will act as a catalyst for increased tourist-oriented commercial in the West Bridgeport area.

The value of the Fraser River as a recreational and scenic resource will be recognized and enhanced by improving public access through expansion of the waterfront trail system, creation of road end parks and staging areas, and development of tourist commercial facilities in the West Bridgeport Sub-Area. At the same time, environmentally sensitive areas along the river will be protected by controlling the type and design of abutting land uses.

Good civic design principles and buffers will be implemented where residential, commercial and industrial developments abut agricultural or parklands.

The major arterial roads will continue to have heavy traffic volumes, but mobility will be enhanced through improvements to the roads, transit, bicycle and pedestrian movement system. Public utilities will also be upgraded as part of the area renewal process.

The preservation of views (especially north towards the mountains), heritage buildings, heritage trees and existing vegetation will be encouraged.

The "livability" of Bridgeport for residents, workers and visitors will be enhanced through the provision of convenient and appropriate local amenities such as social services, commercial services and open space. This will be done through both public and private development initiatives.

Where conflicts exist between the protection of the environment and the development of any site, environmental concerns will take precedence.

Plan Goals:

Specific goals for this plan are:

To guide the future development and re-development of the Bridgeport Planning Area, over the next 10 years, accommodating residential, commercial, industrial, tourist and community uses in a way that will:

- Recognize the unique needs of the distinct sub-areas that exist in the Bridgeport Planning Area;
- Recognize the area's locational advantages adjacent to the International Airport, major regional highways, the North Arm of the Fraser River and the City of Vancouver;
- Enhance the livability of the area for residents, workers, artisans and visitors to the area;
- Acknowledge the Fraser River as a resource for many uses while preserving and protecting the foreshore; and
- Maintain, enhance and preserve air, water and soil quality.

2.0 JOBS & BUSINESS

2.1 AREA WIDE

OBJECTIVE 1:

To maintain a strong industrial base in this area while being sensitive to the changing needs of industry, rising land values and recognizing the opportunity to accommodate airport-related and other higher value-added industrial uses.¹

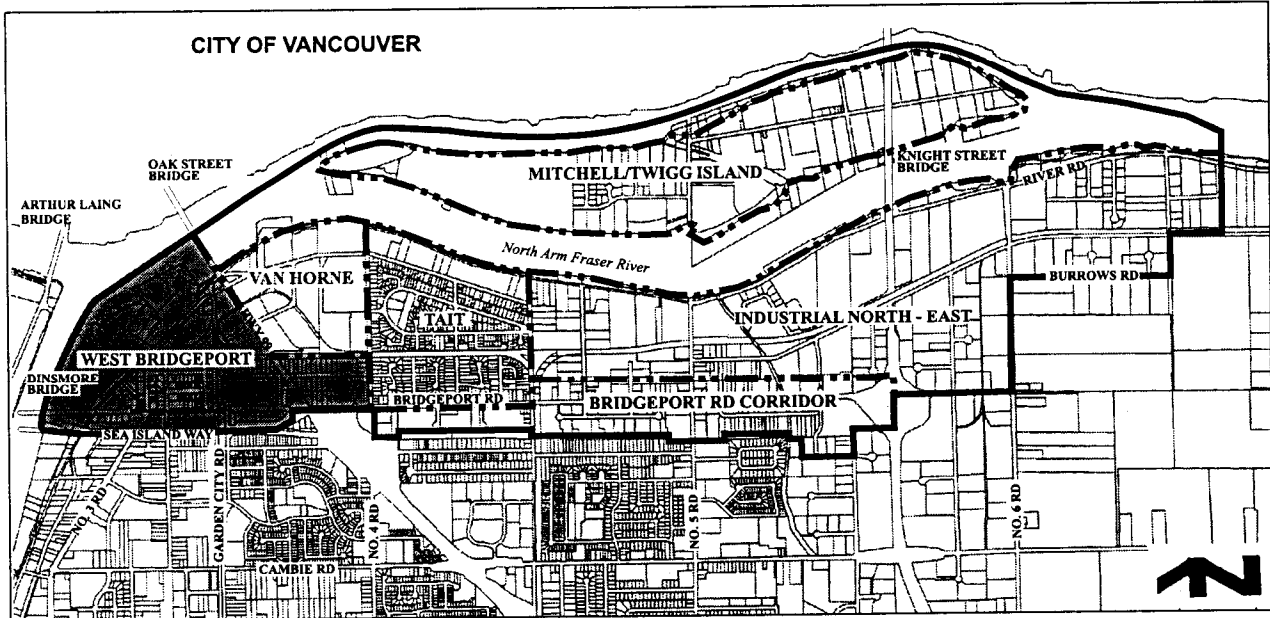
POLICIES:

- a) Continue to provide opportunities for diverse light industrial development, primarily those which provide for higher value-added applications;
- b) Encourage heavy industrial users and auto wreckers to move towards "sustainable development" principles while recognizing their immediate and long-term requirements;²
- c) Work with heavy industry and auto wreckers to assist in their efforts to redevelop and relocate;
- d) Work with specific industry associations to promote the Bridgeport Area to industry which benefits from its unique attributes;
- e) Work with the City of Vancouver to assist in relocating light industrial value-added activities from areas of Vancouver facing redevelopment.

¹ Involve converting products to others at higher value by either providing increased physical refinement or adding knowledge. Such industry typically create significant spin-off businesses, provide high paying employment, are clean and usually technologically oriented.

² "Sustainable Development is development that meets the needs of the present without compromising the ability of the future." (United Nations World Commission, 1987.)

2.2 WEST BRIDGEPORT



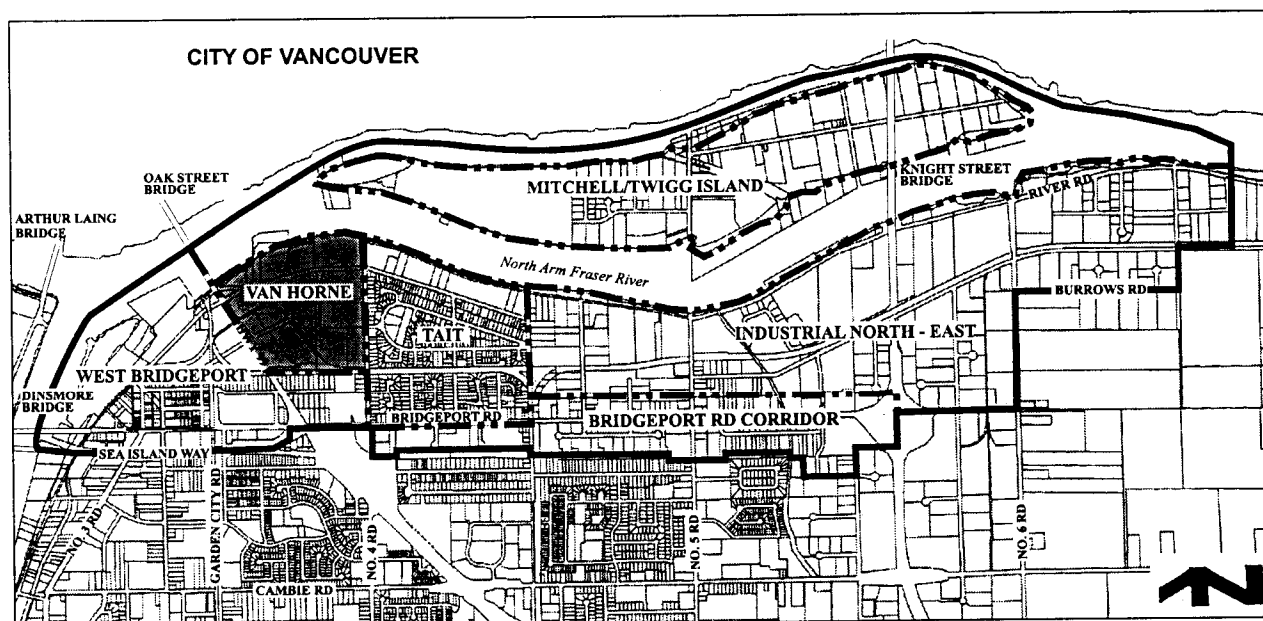
ISSUE:

Objectives and Policies for this sub-area are the subject of a separate study.

The West Bridgeport Sub-Area is considered to have the most potential for redevelopment in the near future, with the BridgePoint Market as the principal catalyst. The redevelopment potential is significantly affected by impacts of the third runway at Vancouver International Airport and the proposed rapid transit system for Richmond. The runway impacts upon housing potential and the rapid transit route and station location decisions will impact upon commercial potential.

These impacts were not known at the time of plan preparation and it was important not to delay completion of the plan for the rest of the Bridgeport Planning Area. Therefore, it was decided to complete the bulk of the Bridgeport Plan and to bring the West Bridgeport Plan along later.

2.3 VAN HORNE



ISSUE:

Van Horne is one of three industrial sub-areas in Bridgeport. It is located between the Fraser River, Highway 99, the C.P. Rail right-of-way and No. 4 Road and covers about 36.24 ha (89.54 ac.). It is primarily developed with warehouses and miscellaneous small industries, including boat and auto repair shops. The waterfront is utilized for log storage.

Van Horne abuts existing residences in the West Bridgeport and Tait Sub-Areas and is quite close to the BridgePoint Market. Because of this close proximity, consideration must be given to ensuring compatibility between industrial uses in Van Horne and adjoining residential uses.

Van Horne was largely developed during the 1960's and still appears to be viable for distribution and light manufacturing activities. Therefore, no significant changes in land use are proposed for the next ten years or so.

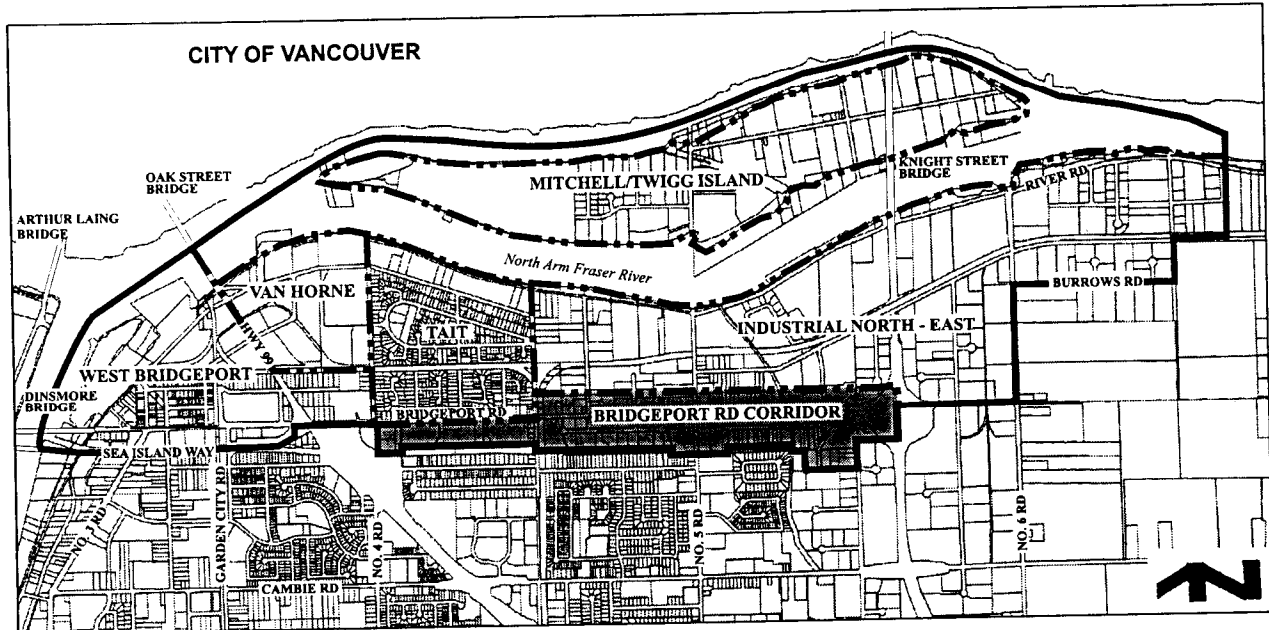
OBJECTIVE 1:

To maintain and enhance the viability of the area for industrial uses that are compatible with and enhance air, water and soil quality, while being sensitive to surrounding land uses.

POLICIES:

- a) Implement appropriate land use controls and landscape features along the edges of the Industrial area;
- b) Encourage the development of quieter industrial uses, such as offices, on sites adjacent to residential uses.

2.4 BRIDGEPORT ROAD



ISSUE:

Bridgeport Road is one of two commercial sub-areas in Bridgeport -- the other one is West Bridgeport. The sub-area covers about 53 ha (131 ac.) and comprises those lots lying on the north and south sides of Bridgeport Road, between Shell and Knight Roads, and lots on Vickers Way and Voyageur Way and the south side of Bridgeport Road between Shell and No. 4 Roads.

Bridgeport Road is primarily zoned for light industrial and certain retail uses, but has developed mainly as an automobile-oriented commercial strip. Uses include large retail warehouse outlets selling household durables such as furniture and carpets, kitchen cabinets and automobile services. Some multi-family residential use is located south of Bridgeport Road between Shell Road and Beckman Place.

The main concerns in the sub-area relate to traffic flow and parking. Bridgeport Road is a heavily used traffic artery and the multitude of traffic access points to individual lots, creates serious conflicts and impediments to traffic flow.

Since Bridgeport Road will continue to be attractive for automobile-oriented retail establishments, it is imperative that measures be implemented to resolve traffic flow and parking problems. The visual confusion caused by the proliferation of signs is also another issue which needs to be addressed.

OBJECTIVE 1:

To recognize Bridgeport Road as the major east-west arterial serving the northwestern end of Richmond and connecting directly to the provincial highway system.

POLICIES:

- a) Investigate the feasibility of a secondary east-west route north of Bridgeport Road in order to relieve congestion on Bridgeport Road;
- b) Liaise with TransLink to improve traffic flow with such measures as bus pull-outs.

OBJECTIVE 2:

To maintain the corridor as an automobile-oriented commercial area.

POLICIES:

- a) Implement appropriate land use controls and landscape features to buffer the adjoining residential areas.

OBJECTIVE 3:

To encourage the clustering of retail/wholesale uses with limited access to Bridgeport Road.

POLICIES:

- a) Permit the establishment of commercial services to serve area workers and customers;
- b) Deny direct access to Bridgeport Road where alternative local roads or lanes are available or can be created;
- c) Encourage businesses and developers to reduce direct accesses to Bridgeport Road, to locate parking areas behind buildings and promote their location and routing through advertisements and good signage;
- d) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road.



*Automobile Oriented Land Use –
Bridgeport Road*

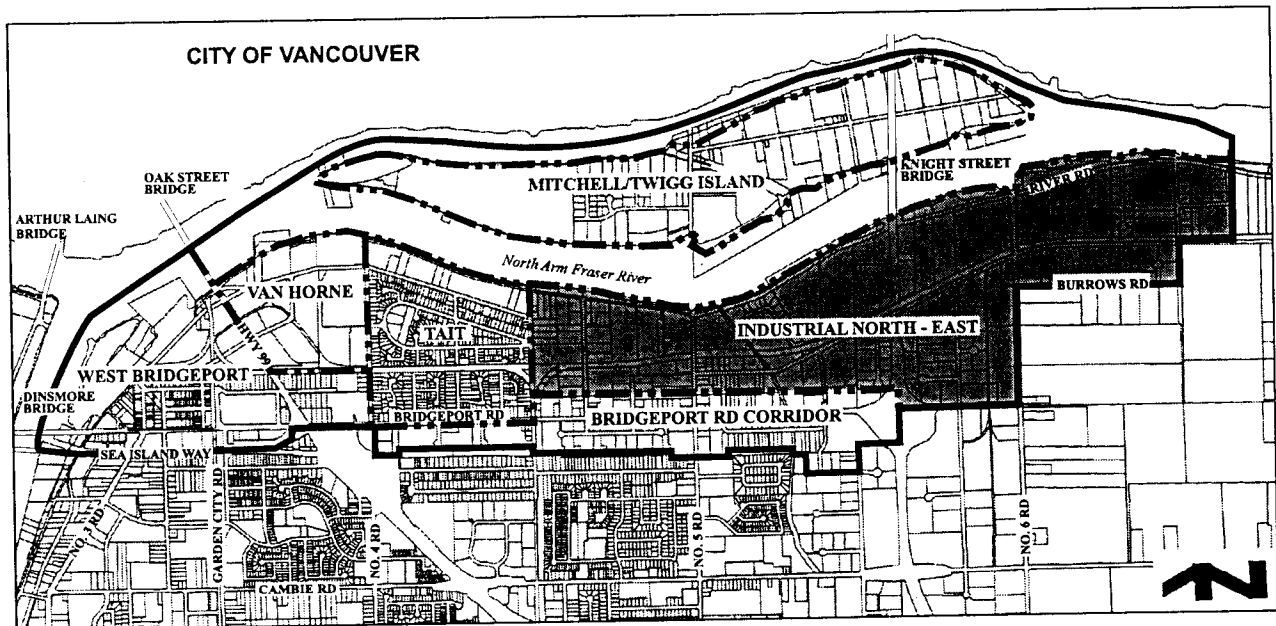
OBJECTIVE 4:

To improve the visual appearance of Bridgeport Road and improve traffic capacity and reduce accidents along Bridgeport Road.

POLICIES:

- a) Work on developing a trail along Bath Slough with a staging area at the Fraser River;
- b) Prepare an urban design study of the visual aspects of Bridgeport as seen from the road, with a view to improved land use, design controls, sign regulations, and public works as they relate to the overall "image" of the area.

2.5 INDUSTRIAL NORTH-EAST



ISSUE:

The Industrial North-East is the largest of the three industrial sub-areas in Bridgeport. The area covers 197.92 ha (489.05 ac.) and is generally bounded by the Fraser River, the Agricultural Land Reserve, Bridgeport Road and Shell Road. The area contains a mixture of manufacturing and warehousing uses of varying ages. The water frontage is utilized for log storage.

The western boundary of the sub-area abuts the Tait residential neighbourhood and the northern portion of Bath Slough lies within the area. Therefore, it will be necessary to implement measures to protect these adjacent areas in order to mitigate against any negative impacts.

OBJECTIVE 1:

Protect this area for industrial use.

POLICIES:

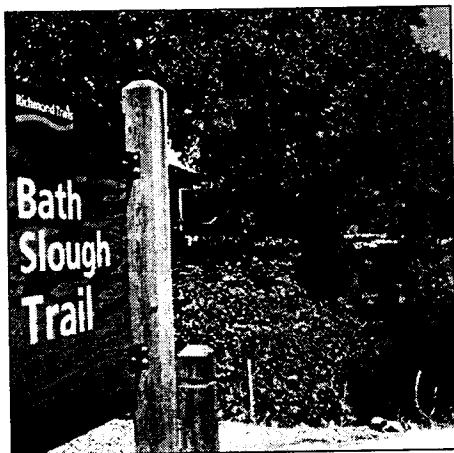
- a) Encourage heavy industrial users to move towards sustainable development principles while recognizing their immediate and long-term requirements;
- b) Prevent large scale retail activities from locating in the industrial areas;
- c) Investigate the feasibility of creating a continuous east-west road system between Bridgeport Road and River Road to serve truck traffic;
- d) Where waterfront lands are designated for industry, restrict industrial uses to those requiring water frontage, including log storage.

OBJECTIVE 2:

To encourage the continued development of diverse industry and employment opportunities that are compatible with and enhance air, water and soil quality.

POLICIES:

- a) Continue to provide opportunities for diverse light industrial development, primarily those which provide for higher value-added applications;
- b) Work with heavy industry to assist in their efforts to redevelop and relocate;
- c) Work with the private sector to find an appropriate site for a combined convenience shopping/bank/restaurant and childcare facility for local workers;
- d) Buffer adjacent sites from the effects of industrial activity as legally permitted and appropriate;
- e) Encourage the development of quieter industrial/commercial uses such as offices, on sites adjacent to residential areas.



Bath Slough Trail

OBJECTIVE 3:

To encourage the provision of opportunities for open space and recreation.

POLICIES:

- a) Work on developing a trail along Bath Slough with a staging area at the Fraser River.

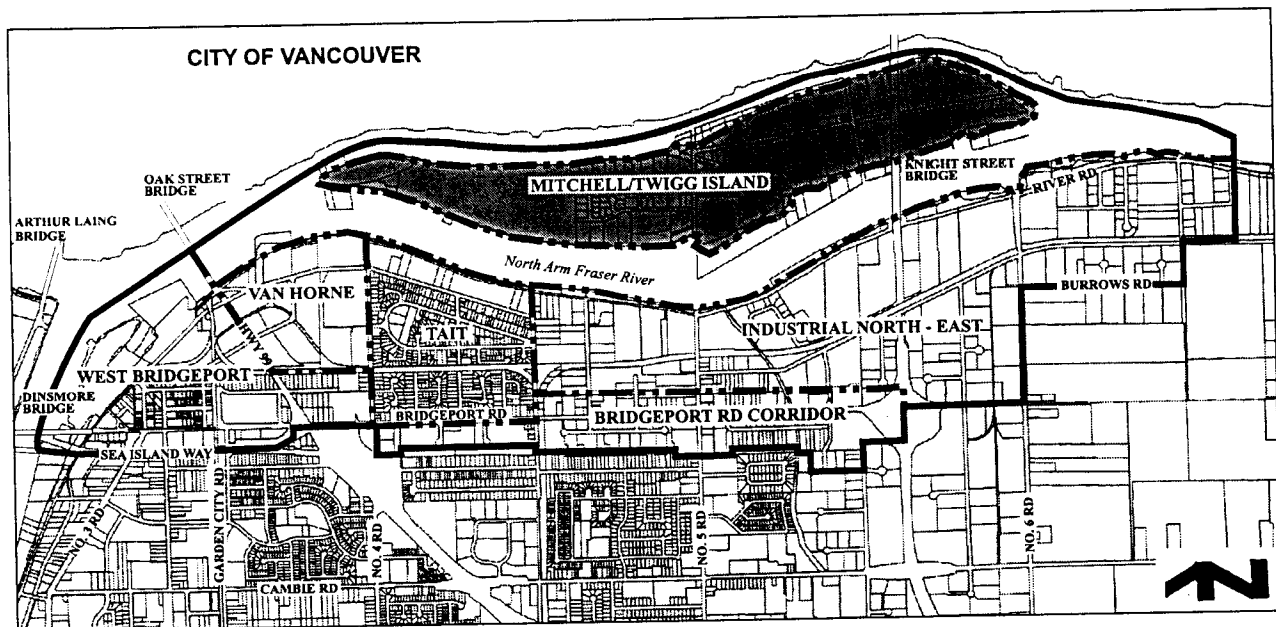
ISSUE:

Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Bridgeport Planning Area abuts the Agricultural Land Reserve at its eastern edge along No. 6 Road and Burrows Road. Developments along these areas should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

2.6 MITCHELL / TWIGG ISLAND



ISSUE:

Mitchell/Twigg Island is the second largest industrial sub-area in Bridgeport. Covering 129.63 ha (320.32 ac.), it sits within the channel of the North Arm of the Fraser River. Mitchell Island is primarily developed with heavy industry, although a number of auto wrecking/parts establishments exist there. Twigg Island was mainly occupied by the Western Canada Steel Mill, but is being redeveloped for light industry now that the former operation has been discontinued.

Access to Mitchell/Twigg Island is limited to one entry and one exit point from the Knight Street Bridge. Services and amenities are lacking.

Like the north-east industrial sub-area, Mitchell/Twigg Island is a vital component in Richmond's Economic Development Strategy to maintain and expand employment. Therefore, industrial redevelopment is supported, particularly light industry.

OBJECTIVE 1:

To maintain Mitchell and Twigg Island for industrial uses that improve and enhance air, water, soil quality and social amenities.

POLICIES:

- a) Work with the City of Vancouver to encourage the provision of a bridge to serve Twigg Island from Vancouver;

- b) Ensure provision of appropriate public safety measures, buffers and setbacks between the heavy industrial, light industrial and residential uses;
- c) Work with heavy industry to assist in efforts to move towards "Sustainable Development" principles in day-to-day industry operations.

OBJECTIVE 2:

To encourage the redevelopment of Twigg Island to light industrial uses with a limited residential component and the redevelopment of Mitchell Island for light industry in the long-term.

POLICIES:

- a) Develop a zoning mechanism to encourage the redevelopment of Twigg Island as a comprehensively developed light industrial park, with provision for limited, integrated residential uses, such as caretaker suites, office/suite combinations and artisan studios;
- b) Work with heavy industry to assist in their efforts to relocate and redevelop their site.

OBJECTIVE 3:

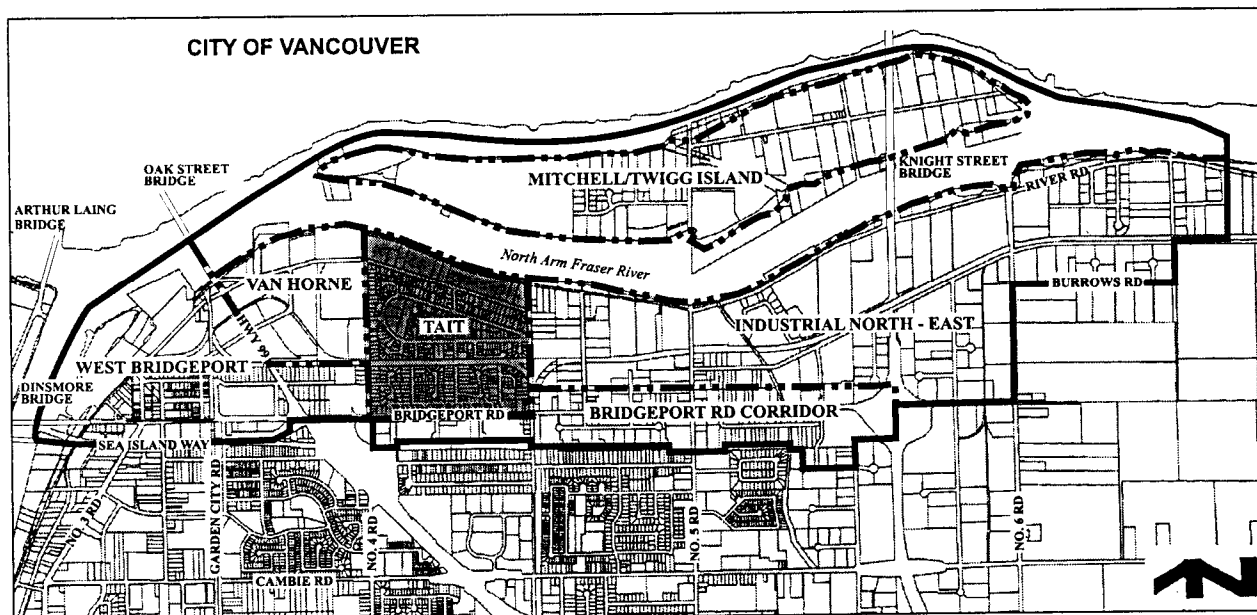
To provide opportunities for open space and amenities.

POLICIES:

- a) Work with the private sector to find and zone an appropriate site for local services such as convenience store, banking, restaurant and childcare facilities on Mitchell or Twigg Islands;
- b) Work with a local committee to investigate the feasibility of creating a park/trail plan and at least one road end waterfront mini-park, starting with the north foot of No. 5 Road;
- c) Work with Environmental Health, Leisure Services and North Fraser Harbour Commission to create an interpretive site and appropriate signage and staging area adjacent to the marsh enhancement area (south of No. 5 Road);
- d) Adopt the attached Development Permit Guidelines to require new developments to provide amenity areas for workers and to preserve trees along the shoreline as a visual buffer to residential areas across the river.

3.0 NEIGHBOURHOODS & HOUSING

3.1 TAIT



ISSUE:

Tait is the principal remaining residential neighbourhood in Bridgeport. Covering an area of 52.38 ha (129.42 ac.), it is located between River, Shell, Bridgeport and No. 4 Roads. Much of the land was originally subdivided in the mid-1940's under the Veteran's Land Act.

The area is impacted by aircraft noise. Noise levels will range between 25-35 N.E.F. by the year 2011.

Tait abuts industrial lands on No. 4, River and Shell Roads. Objectives for those industrial areas include recommendations to implement appropriate land use controls and landscape features along their edges to protect adjoining residential areas. This plan proposes that the industrial area on the north side of River Road be redeveloped for housing and park use.

OBJECTIVE 1:

To allow for the densification of the existing community and the addition of a new residential area along the north side of River Road between No. 4 Road and Shell Road.



Residential Area – Tait Neighbourhood

POLICIES:

- a) Permit single-family residential infill, which is integrated with the existing single-family areas;
- b) Permit townhouses on the north side of River Road, between No. 4 Road and Shell Road;
- c) Encourage builders of new residential buildings to comply with Canada Mortgage and Housing Corporation guidelines for acoustical insulation;
- d) Encourage builders of new residential buildings along heavy traffic corridors, such as Bridgeport Road, to provide noise mitigation measures to minimize vehicular noise impacts;
- e) Close River Road to truck traffic between No. 4 and Shell Roads, if the north side is developed for housing.

OBJECTIVE 2:

To enhance the liveability of the community through the provision and retention of amenities.

POLICIES:

- a) Retain the Tait School/Park site as the neighbourhood open space site;
- b) Ensure a balance of formal and informal recreational opportunities are available at the Tait School/Park site;
- c) Acquire and develop lands along the north side of River Drive between No. 4 Road and Shell Road for a foreshore park for neighbourhood and city purposes;
- d) Encourage the Richmond School Board to continue to provide community access to Tait School during non-school use hours;



Tait Elementary School

ISSUE:

The Tait neighbourhood is in close proximity to the Vancouver International Airport and therefore parts of the area will be subject to a noise level of 30 NEF or above³

OBJECTIVE 3:

To ensure that new building is in accordance with standards and agreements.

³ The Noise Exposure Forecast (NEF) is the official metric used in Canada for airport noise assessment. The NEF contours are calculated (or modelled) by time-averaging aircraft operations considering aircraft fleet mix, flight distances, runway utilization, flight path, and time of day as night-time operations are more heavily weighted. The NEF was designed to encourage compatible land uses in the airport vicinity and to predict human annoyance to airport operations within the noise contours.

POLICIES:

- a) Encourage builders of new residential buildings to comply with Canada Mortgage and Housing Corporation's guidelines for noise mitigation;
- b) Through rezoning and subdivision applications, require restrictive covenants to hire professionals qualified in acoustics to determine and implement noise mitigation measures.

4.0 TRANSPORTATION

OBJECTIVE 1:

To achieve a safe, effective and integrated mobility system for road vehicles, transit, pedestrians and bicycles, consistent with the growing needs of the community and the resources of the City.

POLICIES:

- a) Upgrade roads and intersections to full City standards where appropriate, according to the priorities and phasing of the City's Capital Works Program process;
- b) Implement plans for improving the road network especially the continuity of River Road and the northerly extension of Garden City Way;
- c) Avoid situations where local roads intersect with arterial roads and reduce direct private access on arterial roads and to implement a regulated access bylaw for Bridgeport Road;
- d) Request Translink to improve transit service in the Bridgeport Area, including Tait residential area and provide more frequent bus service along Bridgeport Road to serve the industrial area workers;
- e) Continue to support transit service system for disabled persons and other innovative and custom transit services;
- f) Continue to support the commercial bus shelter program and provide covered seating at all key bus stops along Bridgeport Road;
- g) Improve sidewalks, pedestrian areas and walkways (in conjunction with new developments or infrastructure improvements);
- h) Designate safe and convenient locations for pedestrian movements across arterial streets, in consultation with the R.C.M.P. and Richmond School Board;
- i) Continue to support improvements to accessibility and ease of movement (such as sidewalks and ramps) for disabled persons;

- j) Design trail/pedestrian connectors within the Bridgeport Plan Area and acquire the necessary rights-of-ways as shown on the Trails and Open Space Map;
- k) Acquire the necessary rights-of-ways to complete the trail links to the BridgePoint Market/C.N. trail;
- l) Create a continuous bicycle pathway system throughout the Bridgeport Area.

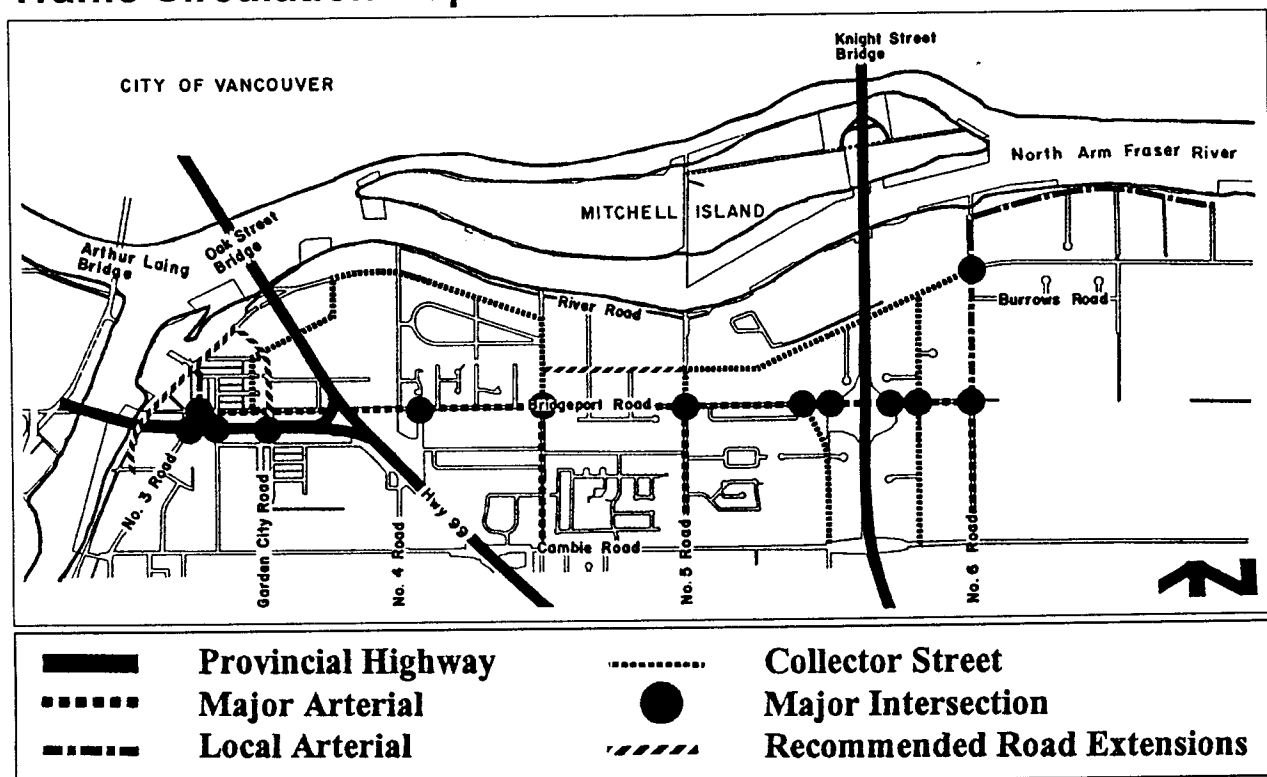
OBJECTIVE 2:

To emphasize the "gateways" into Richmond at the Moray Channel Bridge, exits from Highway 99, exits from the Knight Street Bridge, and major intersections such as No. 3 Road and Sea Island Way, in order to reinforce the Official Community Planning Policy.

POLICIES:

- a) Work with Ministry of Transportation to improve the appearance and to place appropriate signs to emphasize the Gateways to Richmond;
- b) Prepare an urban design study of the visual aspects of Bridgeport as seen from the road, with a view to improving land use, design controls, sign regulations, and public works as they relate to the overall "image" of the area.

Traffic Circulation Map



5.0 NATURAL & HUMAN ENVIRONMENT

OBJECTIVE 1:

To support land uses that take advantage, wherever possible, of the proximity to the Fraser River while preserving and enhancing air, water, and soil quality and the natural environment for fish and wildlife habitat.

POLICIES:

- a) Support the efforts of the Federal and Provincial Environmental Agencies to improve the water quality of the North Arm of the Fraser River;
- b) Support the Fraser River Estuary Management Program in their efforts to preserve marsh areas, fish and wildlife habitats along the North Arm of the river;
- c) Work towards incorporating public access to the river through as many areas as possible, including the development of existing road ends;
- d) Ensure river front development is integrated with a continuous open space system along the river.



Pedestrian Walking & Conservation Area – North Arm of Fraser River

OBJECTIVE 2:

To maintain the mixture of land uses in the Bridgeport area while minimizing conflicts between these different uses to ensure a high quality of life for area residents and workers.

POLICIES:

- a) Ensure that the character and scale of all new development is compatible with the surrounding land uses;
- b) Prepare plans and landscape/fence the residential buffers where necessary.



Bridgeport Marina

OBJECTIVE 3:

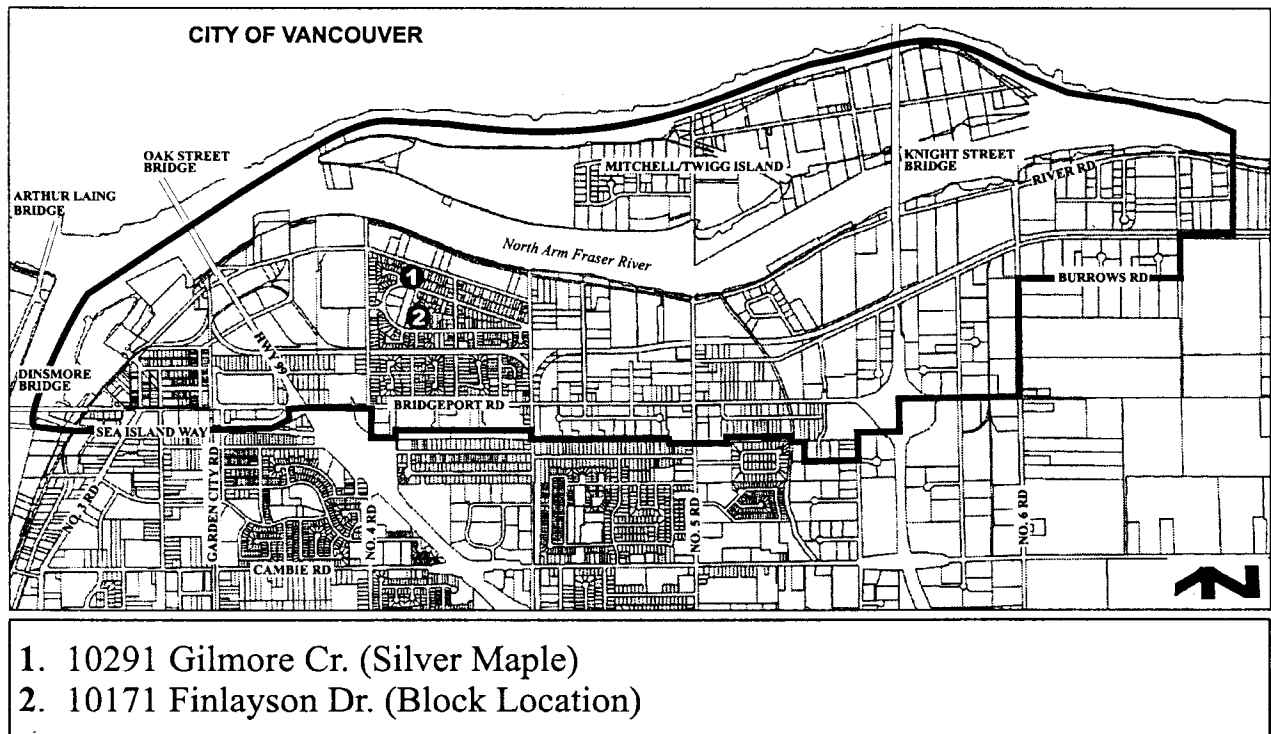
To encourage development and redevelopment that is sensitive to the preservation of views, the heritage of buildings, trees and mature landscaping.

POLICIES:

- a) Reserve road ends and other waterfront public lands and retain riparian rights in order to preserve unobstructed views of the waterfront;
- b) Request the North Fraser Harbour Commission to consider views and recreation potential when leasing water lots;

- c) Encourage preservation of heritage trees during the subdivision and development process and consider Heritage designation for those heritage trees shown on the Potential Heritage Buildings & Trees Map;
- d) Encourage the protection of heritage buildings shown on Potential Heritage Buildings & Trees Map;
- e) Protect potential pre-historic archaeological sites by requiring prior to development, investigation of fossil slough beds with assistance from the museum curator as per current Council policy;
- f) Protect waterfront trees for a scenic corridor.

Potential Heritage Trees Map



6.0 COMMUNITY FACILITIES & SERVICES

OBJECTIVE 1:

To ensure the provision of adequate, convenient and appropriate local amenities, community services and open space for area residents and workers.

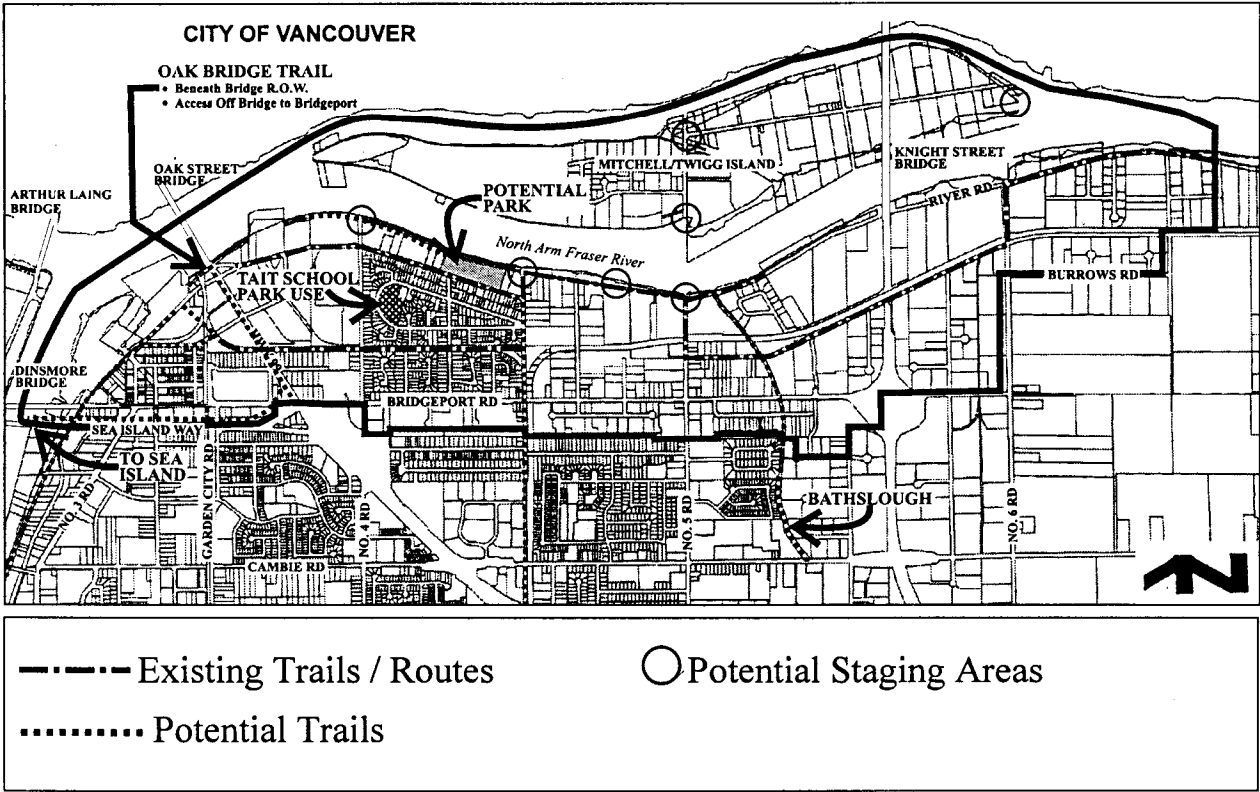
POLICIES:

- a) Encourage the development of new space for local amenities and community services in public and private residential, recreational, commercial, and industrial developments;
- b) Acquire land for public open space and recreational facilities in the Bridgeport Planning Area;
- c) Encourage the establishment of social, recreational and other programs in the Bridgeport Planning Area to serve a growing population;
- d) Create and develop a continuous open space system for recreation purposes along the Fraser River and Bath Slough, without impeding the drainage function of the slough;
- e) Encourage the provision of childcare services in the Bridgeport Area;
- f) Identify unused City properties for development as parks or trails or for sale and re-investment in parks in the area;
- g) Request the Ministry of Transportation, Communications and Highways to landscape unused rights-of-way, where appropriate, for greenways or parks, or to transfer the lands to the City for park and community use purposes;
- h) Prepare industrial development guidelines to provide local amenities for workers.



Dyke Trail – North Arm of Fraser River

Trails and Open Space Plan



7.0 CITY INFRASTRUCTURE

OBJECTIVE 1:

To provide the area with improved public utilities in response to the growing needs of the community and in accord with the financial resources of the City.

POLICIES:

- a) Provide improved public utilities in a cost-efficient manner;
- b) Phase new development and redevelopment to take account of current utility constraints;
- c) Improve the quality of roads and utilities, such as storm sewers and sidewalks, in older subdivisions through such mechanisms as Local Improvement Programs, the Works and Services Bylaw, the Subdivision Bylaw and the Development Cost Charge Program, as appropriate.

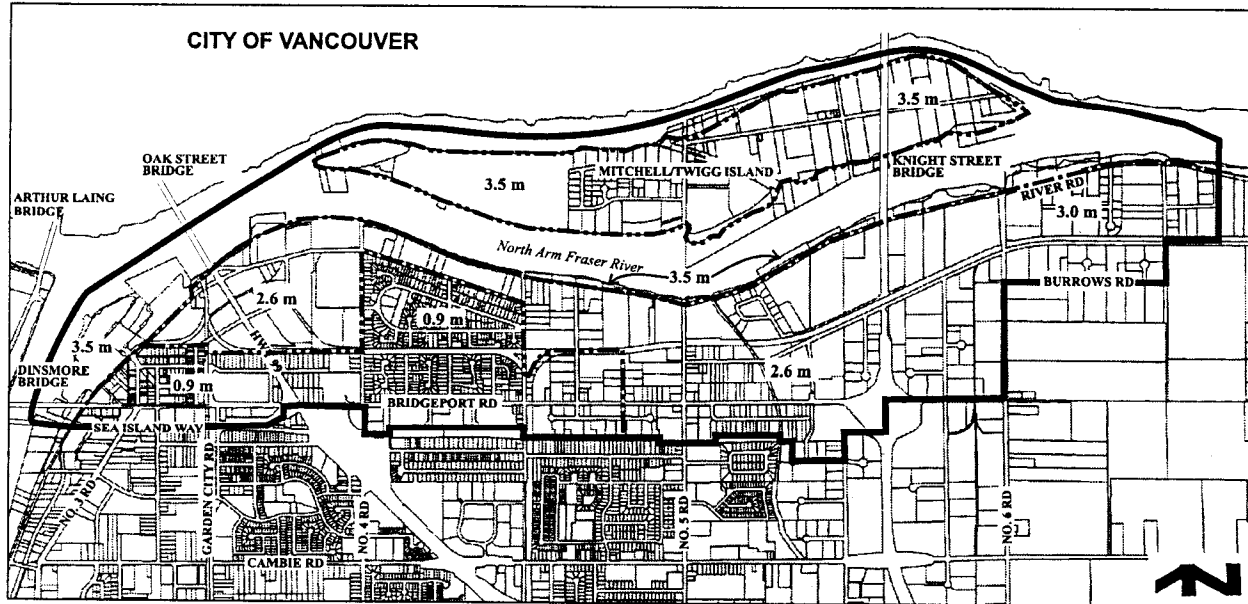
OBJECTIVE 2:

To minimize the impacts on life and property from the potential threat of fire, floods and earthquake.

POLICIES:

- a) Provide the necessary improvements to fire protection services concurrent with population expansion;
- b) Require all new development to be constructed in a manner that will provide flood protection consistent with the City's flood plan management policies and agreements. Recommended minimum habitable floor elevations are as shown in Flood Plain Elevations map;
- c) Encourage all structures to be constructed or retrofitted in a manner that will provide earthquake protection.

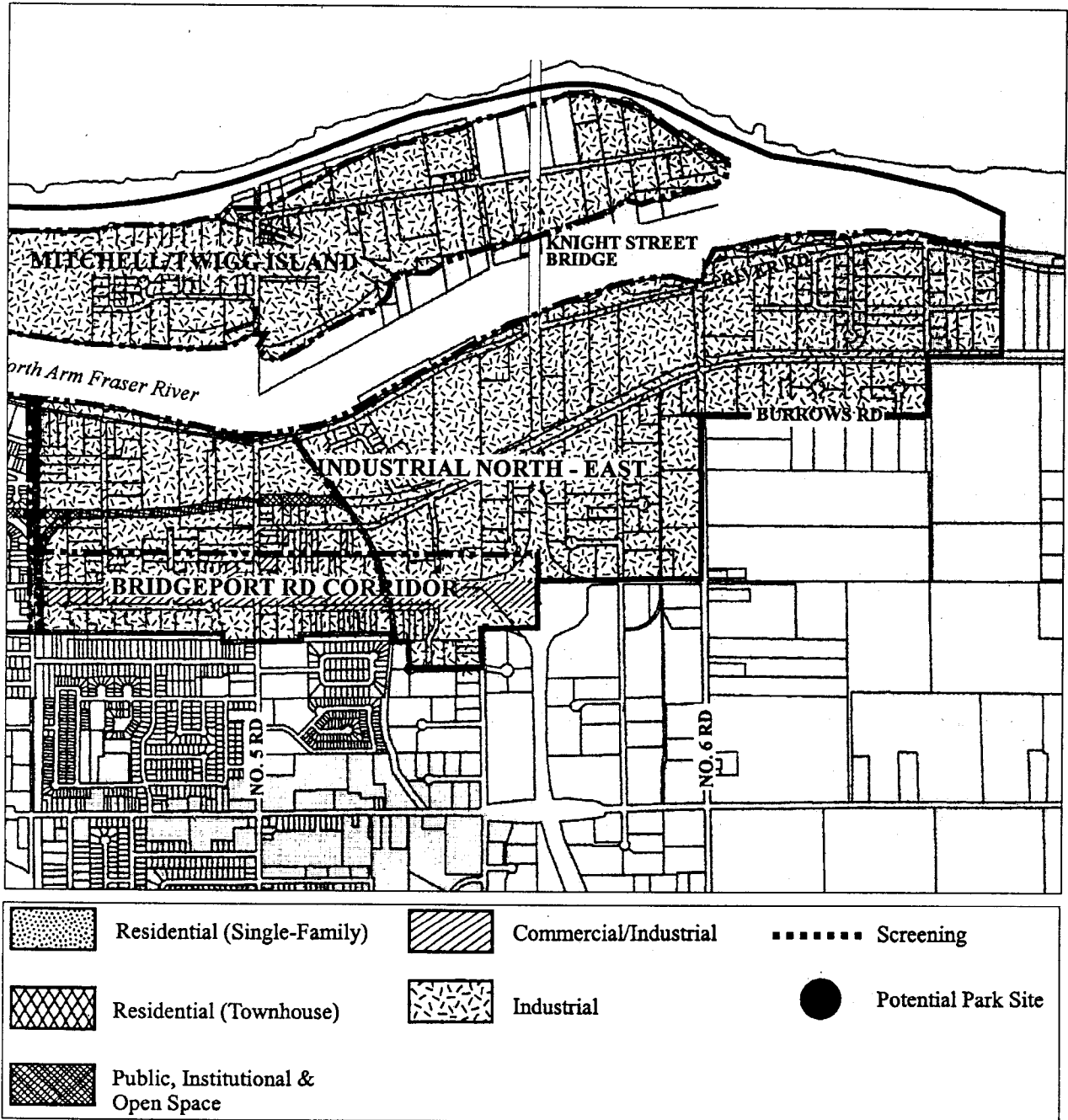
Floodplain Elevations Map



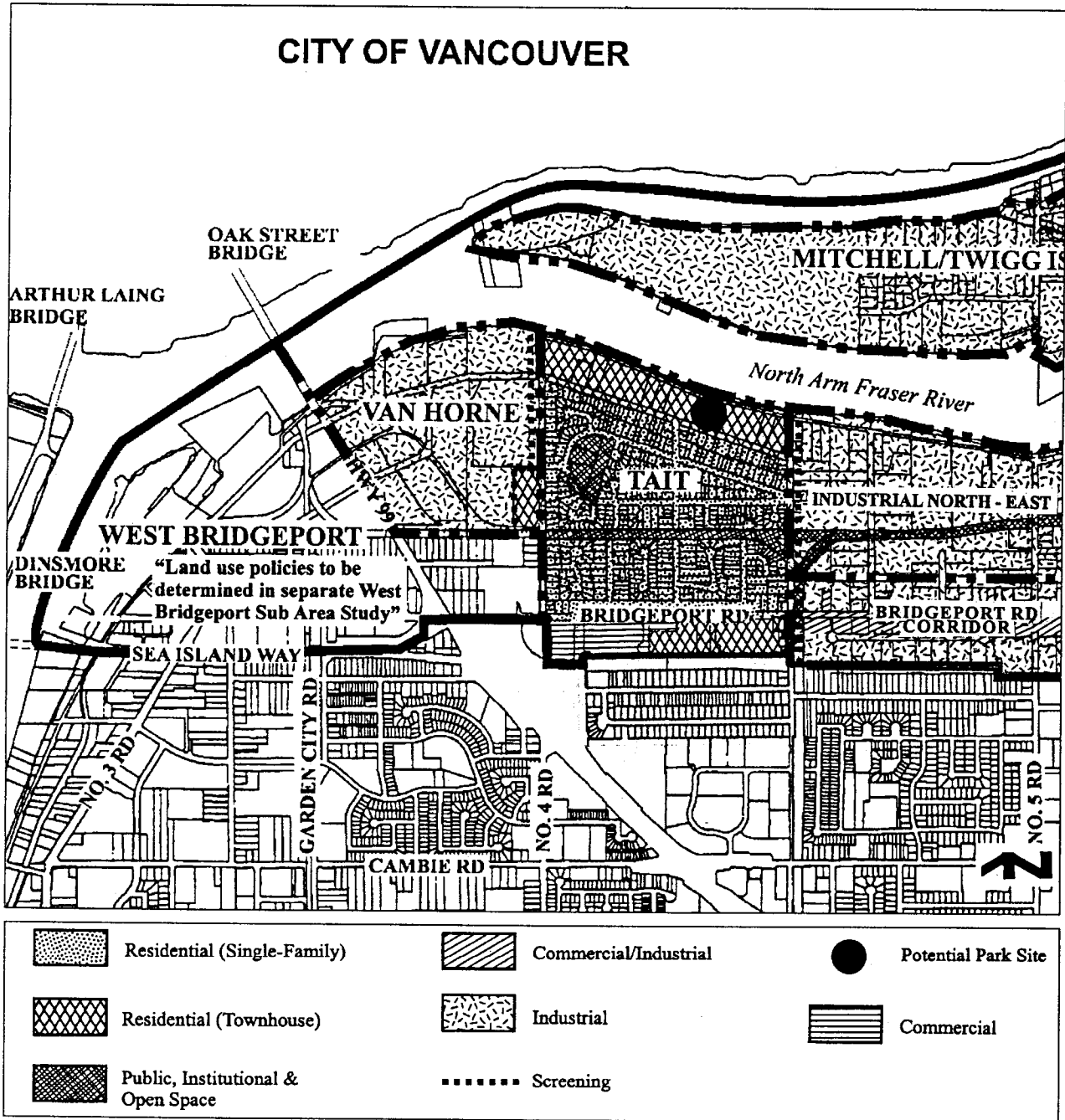
**8.0 DEVELOPMENT PERMIT
GUIDELINES**

See OCP.

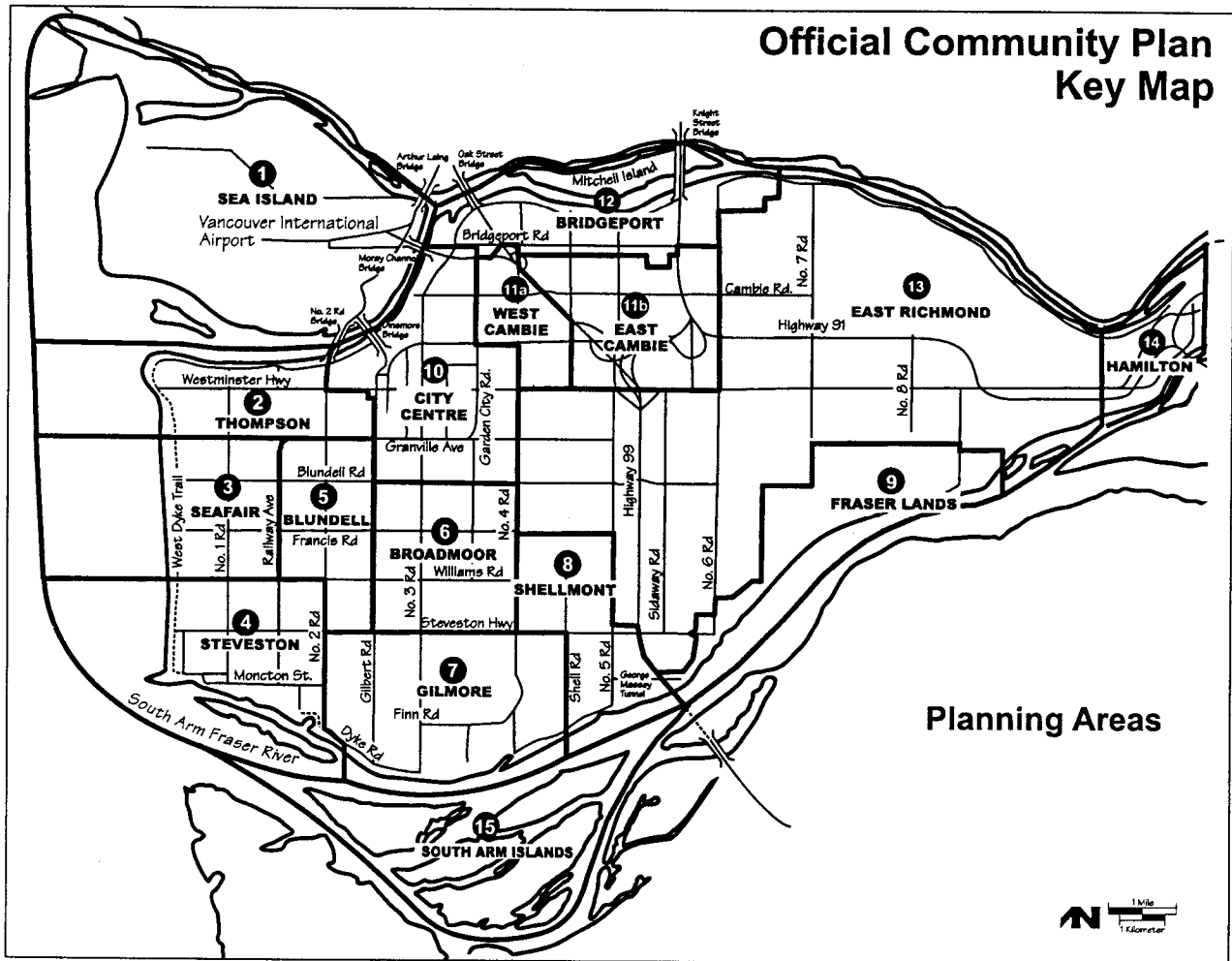
Land Use Map – East Bridgeport



Land Use Map – West Bridgeport



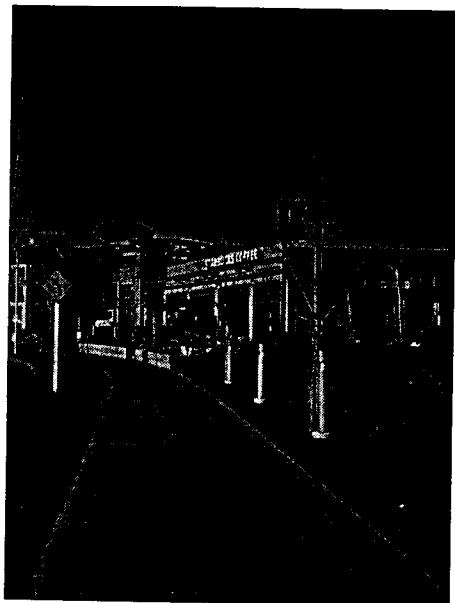
Official Community Plan Key Map



Planning Areas



2.0 JOBS & BUSINESS



Commercial Services

OBJECTIVE 1:

To maintain local commercial services in the Terra Nova Area.

POLICIES:

- a) Permit the establishment of commercial uses on lands designated "Commercial" on the Land Use Map;
- b) Require the issuance of a Development Permit prior to the issuance of a building permit for any commercial buildings or structures in the plan area;
- c) Require that Development Permits issued for commercial uses comply with the following guidelines:
 - Commercial uses shall be screened from residential uses by means of walls, solid fences and landscaping;
 - Landscaping shall be provided adjacent to public roads, lanes and walkways;
 - Buildings and structures shall be sited in a manner that would minimize the impact of the commercial uses on neighbouring residences.

ISSUE:

Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Terra Nova Sub-Area includes a portion of land located in the Agricultural Land Reserve north of Granville Avenue. Developments in this area should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

OBJECTIVE 2:

To maintain the agricultural land base in the area.

POLICIES:

- a) Maintain lands presently designated as "Agricultural Land Reserve" as part of the agricultural land base of Richmond;
- b) Permit open land recreational uses in areas designated "Agriculture" on the Land Use Map, subject to the Agricultural Land Commission Act.

3.0 NEIGHBOURHOODS & HOUSING



New Single-Family Residences

OBJECTIVE 1:

To provide ground-oriented housing in a range of sizes and forms to a range of household types.

POLICIES:

- a) Permit the establishment of single-family residences on those lands designated "Residential (Single-Family)" on the Land Use Map;
- b) Permit the establishment of townhouses and small-lot single-family residences on those lands designated "Residential (Townhouse)" on the Land Use Map;
- c) Permit the establishment of new housing only with the full range of urban utilities and services;
- d) Encourage and facilitate the provision of affordable housing;
- e) Require the issuance of a Development Permit prior to the construction of any townhouses in the plan area;

ISSUE:

The Terra Nova neighbourhood is in close proximity to the Vancouver International Airport and therefore parts of the area are subject to a noise level of 30 NEF or above.¹

OBJECTIVE 2:

To ensure that new building is in accordance with standards and agreements.

- a) Require builders of new residential buildings to comply with Canada Mortgage and Housing Corporation's guidelines for noise mitigation;
- b) Through rezoning and subdivision applications, require restrictive covenants to hire professionals qualified in acoustics to determine and implement noise mitigation measures.

¹ The Noise Exposure Forecast (NEF) is the official metric used in Canada for airport noise assessment. The NEF contours are calculated (or modelled) by time-averaging aircraft operations considering aircraft fleet mix, flight distances, runway utilization, flight path, and time of day as night-time operations are more heavily weighted. The NEF was designed to encourage compatible land uses in the airport vicinity and to predict human annoyance to airport operations within the noise contours.

- o) Prepare a tree survey and hire an arborist to determine which of the existing trees on the site (in addition to the conifers used in the northern buffer area) can be retained or relocated on the site;
- p) Erect protective fencing around the trees that are to be retained before commencing with construction. The fencing should be shown on the Landscape Plans.

8.2.9 PARKING AND SERVICES

- a) Locate the garbage and recycling containers as well as utility metres in areas which do not visually or physically conflict with pedestrian traffic along the pedestrian circulation system. The garbage and recycling containers should be contained within an enclosed building;
- b) Provide on-site amenities such as an employee lunch room or lounge, employee locker and shower room, public washrooms, and bicycle parking and end-of-trip facilities;
- c) The bicycle parking and end of trip facilities should include the following:

- Parking facilities shall: be at-grade, have uniform 160 lux (min.) lighting which yields true colours; and, be within sight of building entry, elevator, and/or security;
- Bicycle rooms should provide: lockable door(s) with window(s); tamper proof, motion-activated security lighting; and unobstructed view of each room from its entry; and, facilities for no more than 20 bicycles per room (enabling owners to identify one another);
- Bicycle lockers shall: be constructed of solid, opaque, weather-proof and theft-resistant material, with no exposed fittings or connectors; have lockable doors which open to full height and width of each locker; be grouped together; not be located at the head of parking spaces; and, have clear minimum dimensions of:

Length	180 m (5.91 ft.)
End of Width at Door	0.60 m (1.97 ft.)
End of Width Opposite Door	0.22 m (0.72 ft.)
Height	1.20 m (3.94 ft.)

TABLE OF CONTENTS

	Page
Plan Interpretation	iii
1.0 Plan Overview	1
1.1 Purpose	1
1.2 Goal	1
2.0 Jobs & Business.....	2
3.0 Neighbourhoods & Housing.....	3
3.1 Residential Land Use.....	3
4.0 Transportation	5
5.0 Natural & Human Environment	6
6.0 Community Facilities & Services.....	7
7.0 City Infrastructure	8
8.0 Development Permit Guidelines (see OCP).....	9

LIST OF MAPS

	Page
Key Map	inside front cover
Plan Area Map.....	inside front cover
Transportation Plan Map	10
Land Use Map	12

2.0 JOBS & BUSINESS

OBJECTIVE 1:

To provide an opportunity for a community commercial area to serve the weekly shopping needs of residents of the immediate area.

POLICIES:

- a) Permit a community commercial area located as per the Land Use Map to serve the shopping needs of residents of the neighbourhood;

ISSUE:

Agricultural Land Reserve

As outlined in the Official Community Plan, the City is committed to protecting the supply of agricultural lands and to ensuring the viability of farm operations.

The Ash Street Planning Area abuts the Agricultural Land Reserve along No. 4 Road. Developments in these areas should refer to the Policies, Objectives and Development Permit Guidelines for Agriculture outlined in the Official Community Plan.

8.0 DEVELOPMENT PERMIT GUIDELINES

See OCP.

Transportation Plan Map

