



**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** May 24, 2023  
**File:** RZ 18-817742

**Re:** Application by Inter luck Trading Corp for Rezoning at 3560 Moncton Street from “Steveston Commercial (CS2)” Zone to “Commercial Mixed Use (ZMU43) – (Steveston Village)” Zone

**Staff Recommendation**

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10075, to create the “Commercial Mixed Use (ZMU43) – Steveston Village” zone, and to rezone 3560 Moncton Street from “Steveston Commercial (CS2)” zone to “Commercial Mixed Use (ZMU43) – Steveston Village” zone, be introduced and given first reading.

Wayne Craig  
Director, Development  
(604-247-4625)

WC:ke  
Att. 9

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

## Staff Report

### Origin

Inter Luck Trading Corp. (Nuong Truong – President) has applied to the City of Richmond for permission to rezone 3560 Moncton Street from “Steveston Commercial (CS2)” to a new “Commercial Mixed Use (ZMU43) – Steveston Village” zone in order to develop a two-storey, mixed use building containing approximately 419 m<sup>2</sup> (4,513 ft<sup>2</sup>) of commercial space at grade and five residential units above, with vehicular access from the lane to the west. A location map and aerial photo are contained in Attachment 1. Conceptual development plans are provided in Attachment 2.

The subject site is located in the Steveston Village Heritage Conservation Area. It does not contain an identified heritage resource.

### Background Information

The following provides background information about the previous proposal under this rezoning application and consideration of the proposal at Planning Committee; and the submission of a revised proposal in accordance with the Enhanced Development Review Process for new projects in Steveston:

- On October 22, 2019, Planning Committee made the following referral:  
*That Richmond Zoning Bylaw 8500, Amendment Bylaw 10075 to create the “Commercial Mixed Use (ZMU43) – Steveston Village” zone, and to rezone 3560 Moncton Street from “Steveston Commercial (CS2)” to “Commercial Mixed Use (ZMU43) – Steveston Village”, be referred back to staff to review proposed building design and building materials.*
- A revised proposal that responded to the October 22, 2019 Planning Committee referral was presented to the March 2, 2021 Planning Committee meeting, who made the following referral:  
*That the application by Inter Luck Trading Corp. for Rezoning at 3560 Moncton Street from “Steveston Commercial (CS2) to Commercial Mixed Use (ZMU43) – Steveston Village” be tabled until the Steveston Design Committee is established.*
- Related to Planning Committee’s referrals on the rezoning application at 3560 Moncton Street, on June 28, 2021, Council endorsed the following:
  - Amend the terms of reference and membership composition of the Richmond Heritage Commission to strengthen the review of development applications city-wide and in Steveston Village; and
  - Endorsed an Enhanced Development Review Process for development proposals in the Steveston Village Heritage Conservation Area.
- Zaher Verjee Architect was the architect of record for the rezoning application submission up until a formal notification was received by the City on May 30, 2021 indicating they no longer represented the applicant/owner for this project.

- In February 2022, the rezoning application at 3560 Moncton Street was amended to indicate Ken Chow (Interface Architecture) as the architect of record for the subject proposal and a new development proposal was submitted and processed in accordance with the Enhanced Development Review Process.
- In compliance with the Enhanced Development Review Process applicable for new development projects in the Steveston Village Conservation Area, the following has been undertaken as part of the new development proposal submitted for this rezoning:
  - A heritage professional consultant has been engaged to research the historical and heritage context applicable to the site and to aide and inform the expanded design rationale for the rezoning submission.
  - Development of an expanded design rationale and submission of new architectural drawings based on the principles of this rationale and recommendations from the heritage consultant.
  - Richmond Heritage Commission review of the new rezoning proposal and accompanying materials.
  - Separate sections of this report provide additional information about the Enhanced Development Review Process that the rezoning application is subject to.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

#### Subject Site Existing Housing Profile

There are no residential dwelling units on the subject site.

#### Subject Site Existing Uses

The subject site contains a vacant one-storey building that was used as a commercial and hardware/marine business until 2018.

### **Surrounding Development**

The subject site is an L-shaped property located at the southwest corner of Moncton Street and 2nd Avenue. The site currently contains a one-storey commercial building (currently vacant) on the north side and an open gravel surfaced area on the south side.

To the North: Across Moncton Street is a two-storey commercial building zoned “Steveston Commercial (CS2)”. A rezoning application has been submitted for the site on the north side at 3551 Moncton Street (RZ 21-934507) for a two-storey mixed use redevelopment.

To the South: The rear parking lot of the property fronting onto Bayview Street zoned “Steveston Commercial (CS2)” at 3711 Bayview Street.

To the East: Across 2nd Avenue is a two storey commercial building (Hepworth Block) zoned “Steveston Commercial (CS2)” at 3580 Moncton Street, which is one of the identified heritage resources in Steveston Village.

To the West: One storey commercial buildings at 3500 Moncton Street and 3480 Moncton Street. The building at 3480 Moncton Street is one of the identified heritage resources in Steveston Village, known as “Watsida Building/Riverside Art Gallery”. Both sites are zoned “Steveston Commercial (CS2)”.

## **Related Policies & Studies**

### **Official Community Plan/Steveston Area Plan**

The subject site is located in the Steveston Village Core Area, and is designated “Neighbourhood Service Centre” in the Official Community Plan and “Heritage Mixed-Use” in the Steveston Area Plan. The proposed mixed-use development is consistent with these land use designations.

The Steveston Village Land Use Density and Building Height Map in the Steveston Area Plan allows for maximum Floor Area Ratio of 1.2 and maximum building height of 9 m (29.5 ft.) and two storeys along Moncton Street (Attachment 4). The proposed height and density for this project is consistent with the Steveston Area Plan.

The subject property is also located in the Steveston Village Heritage Conservation Area (SVHCA); it is not one of the identified heritage resource properties (i.e., protected heritage properties). When the development proposal was originally submitted, both a rezoning and Heritage Alteration Permit application was submitted. However, with recent changes approved by Council on May 15, 2023, new development proposals in the SVCHA will only require a rezoning application and Development Permit application. As a result, the previously submitted Heritage Alteration Permit application for this site will be cancelled.

### **Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

### **Affordable Housing Strategy**

The City’s Affordable Housing Strategy requires that all rezoning applications that propose 60 or less apartment units provide a cash-in-lieu contribution to the Affordable Housing Reserve Fund. Consistent with the Strategy, the applicant proposes to submit a cash-in-lieu contribution to the Affordable Housing Reserve Fund in the amount of \$15.00 per buildable square foot (excluding the proposed commercial floor area) for a total contribution of \$149,655.00 prior to the final adoption of the rezoning bylaw.

## Market Rental Housing Policy

The rezoning application was received prior to the current Market Rental Housing Policy adopted by Council on June 20, 2022. In keeping with Council policy, instream rezoning applications are exempted from the Market Rental Housing Policy if the project reaches first reading no later than June 20, 2023.

## **Public Consultation**

A rezoning sign has been installed on the subject property. Public correspondence received on the rezoning application prior to the implementation of the Enhanced Design Review Process and 2022 change in architect is contained in Attachment 5 and provides comments on a prior proposal. Since receipt of this correspondence, a new development proposal has been submitted by a different architect working with the required heritage consultant under the new Enhanced Design Review Process. A summary of the comments in the correspondence is provided with a staff response in bold italics where appropriate.

- Comments about too many condominiums in Steveston and expressing concerns about the loss of existing character in Steveston Village and concerns about the size and overall mass of the proposed project.

***The proposed mixed-use development is consistent with the “Heritage-Mixed Use (Commercial-Industrial with Residential & Office above)” designation for Steveston Village in the Steveston Area Plan that allows for at-grade commercial along the street frontage and residential uses above.***

***Along Moncton Street, the height of buildings is limited to two storeys and 9 m (29.5 ft.) height to ensure the building size and overall massing is consistent with historic structures and existing development. The proposed density and height is consistent with the Steveston Area Plan.***

- Comment about the rooftop spaces for residential units being made accessible.  
***The current proposal provides for individual rooftop decks with access provided by a set of external stairs to the rooftop area to each residential unit. The architect has confirmed that the stair access can be outfitted with a chair lift system to improve accessibility and that the proposed stair access is the best option to comply with applicable BC Building Code requirements and ensure the rooftop access design does not negatively impact the building envelope. Rooftop deck areas have also been setback from the edge of the building to reduce visibility from the street***
- Redirecting customer traffic and commercial activities away from Moncton Street with the additional commercial frontage proposed along 2nd Avenue.  
***Due to the location of the site at a corner and current geometry of the site, two public road frontages exists for the subject site along Moncton Street and 2nd Avenue. Although Moncton Street is the shorter of the two road frontages, the proposed development provides for a strong presence along Moncton Street and to the corner intersection placing the building in line with other commercial buildings and ensuring additional commercial units and entrances are oriented to Moncton Street.***

- Concerns about vehicle access from the lane and using the lane as a loading area. ***The lane is designed to service existing and future traffic and accommodating vehicle access from the lane is supported in the Steveston Area Plan. This proposal is not required to provide for dedicated on-site loading facilities in accordance with Zoning Bylaw provisions. Any loading functions can be accommodated for in the existing lane to the west of the subject site. Garbage and recycling service pick-up will also occur in the lane and the subject redevelopment is providing dedicated on-site garbage and recycling rooms where bins/carts will be stored and located to allow them to be transported into the lane during pick-up. Lane upgrades will also be undertaken along the subject site's lane frontage.***

Since the change in architect in 2022, additional outreach has been undertaken by the applicant by contacting the neighbouring property owners to the west (3500 Moncton Street) and east (3580 Moncton Street on the other side of 2nd Avenue) with information about their development proposal. During this outreach the applicant indicated no concerns about the proposed development from these adjacent property owners. The site further to the west at 3480 Moncton Street recently changed ownership and the applicant has recently connected with the new owners to share information about their proposed development. Additional consultation with the new property owners will be undertaken by the applicant to obtain any applicable comments and feedback on the development proposal.

Through the previous processing and review of the rezoning application with the prior architect, initial geotechnical investigation and accompanying report was provided to assess soil and groundwater conditions and potential impacts of the proposed development on neighbouring buildings.

The applicant also consulted with the Steveston 20/20 Group (consisting of non-profit and historical groups in Steveston) and presented the concept of their development proposal for information purposes and for members to ask questions and provide feedback at their April 28, 2022 meeting. Based on the consultation with the Steveston 20/20 Group, no outstanding concerns were identified at the time. A copy of the Steveston 20/20 meeting minutes is provide in Attachment 6.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the Local Government Act and the City's Zoning Bylaw 8500.

#### Richmond Heritage Commission

The rezoning proposal was also presented and reviewed by the Richmond Heritage Commission on May 10, 2023. The Richmond Heritage Commission received a presentation from the project architect and heritage consultant on the heritage context, design rationale and overall project and provided comments and feedback on the proposal.

Based on the consideration of the rezoning application by the Richmond Heritage Commission, the following motion was passed (Attachment 7 provides an excerpt of the drafted Richmond Heritage Commission meeting minutes):

*That the rezoning application for 3560 Moncton Street (RZ18-817742) be supported subject to the applicant giving consideration to the comments of the Commission.*

Comments made by the Richmond Heritage Commission on the proposal will be addressed through the Development Permit application process.

## **Analysis**

### Heritage Consultant Report

McLean Heritage Planning & Consulting has been engaged by the applicant to assist with the historical research and context of the subject site and surrounding area and inform the project's design rationale related to the heritage site planning and design components integrated into the proposal. The heritage consultant report is provided in Attachment 8.

The following provides a summary of the heritage consultant report recommendations that inform the design rationale for the project. The report:

- Recognizes the historical building and development pattern for the subject site prior to construction of the current building on the subject site in 1963.
- References that the prior building and land (owned by a Japanese Canadian – Matsu Tanaka until 1942) was used as a commercial/hardware store that included living quarters that were likely attached to the side and rear of the principal commercial building.
- Includes archival photographs show a building with a strong corner presence that included an entry door at the corner with orientation to both Moncton Street and 2nd Avenue.
- Highlights the development pattern that occurred in the area over time that was often the result of historical lot configuration, multiple uses on a site and phasing of development, a historic lot expression is a design component included in the proposal that is reflected by providing for distinct and broken up commercial frontages along Moncton Street and 2nd Avenue that is reflective of the historical development pattern in Steveston and is a heritage element that helps to integrate the proposal into the surrounding area.
- Supports land use policies and Development Permit guidelines applicable to the Steveston Area Plan for the subject site with a building proposal that maintains a strong presence along Moncton Street and recognizes the significance of the 2nd Avenue commercial frontage and the importance of including design and architectural elements to break up and create separate distinctive façade treatments.
- In addition, the heritage consultant report recommends the incorporation of a historical commemorative element into the development proposal to recognize the historical and/or cultural significance of prior development on the site.

The details of which will require further design development and review to determine if this component should be included in the proposed redevelopment. This will occur as part of the processing of the Development Permit application. If a commemorative element is included in this project, this component of the project will be presented to the Richmond Heritage Commission for review and comment as part of the processing of the Development Permit application. Final details of a commemorative element will be provided as part of the Development Permit, which will be forwarded to Council for consideration.

### Built Form and Architectural Character

The proposed development is a two-storey mixed-use building with at grade commercial fronting Moncton Street and 2nd Avenue and five residential units on the second level. Access to the parkade is from the existing lane. A pedestrian breezeway located along 2nd Avenue connects the parking area to the street. In accordance with the Steveston Area Plan Development Permit Guidelines, the building is generally sited at zero lot line to both road frontages and the lane.

The proposed massing is two-storeys and with an 8.9 m (29 ft.) building height, which is consistent with Steveston Area Plan provisions for development along Moncton Street. This massing approach also is compatible with the Hepworth Block building to the east and existing one-storey buildings to the west. The proposed flat roof form and parapet treatment with differing architectural treatment, provide distinctive frontages along Moncton Street and 2nd Avenue in accordance with recommendations in the heritage consultant report. Along Moncton Street, a slight difference in building setback, parapet height and differences in architectural façade treatment maintains a continuous street wall approach while also breaking up the building form. A combination of building recesses, and building entrances (residential lobby and pedestrian breezeway into the parkade) combined with three distinctive architectural facades breaks up the massing along the longer 2nd Avenue frontage.

The five residential units can be accessed and entrance lobby on 2nd Avenue. Elevator and/or stairs access an exterior corridor and courtyard on the 2nd level. Private rooftop decks are proposed for each of the five residential units with access being provided by a set of stairs from the corridor/courtyard up to the rooftop decks. These access stairs are located away from the edges of the building and screened by the proposed building parapet and will not be visible from the street. This approach does not result in any additional building massing for access structures to the rooftop and can also accommodate the installation of chair stair lift to improve accessibility if needed. No communal outdoor amenity is provided for this small-scale mixed use development.

Additional design development of the built form and refinement of the architectural elements and building materials, including consideration of comments from the Richmond Heritage Commission and received through the processing of the rezoning will be addressed through the Development Permit application.

### Proposed Commercial Mixed Use (ZMU43) – Steveston Village Zone

The proposed new zone allows for similar uses as other mixed use zones in Steveston Village that include general commercial and residential (apartment) uses.



The new proposed zone includes the following specific provisions:

- General base density of 1.0 Floor Area Ratio (FAR).
- Additional density related to affordable housing up to 1.1 FAR.
- Parking reductions in accordance with Steveston Area Plan policies.

Registration of a covenant identifying that the building is a mixed use building and indicating that the building is designed to avoid unwanted noise generated by internal use from penetrating into residential areas will be secured as a rezoning consideration for this project.

#### Existing Legal Encumbrances

There is an existing 3 m (9.8 ft.) wide Statutory Right-of-Way (SRW) immediately south of the adjacent properties to the west for sanitary sewer infrastructure. This area is part of the site's driveway access. No buildings, structures or landscaping is permitted or proposed over this SRW area.

#### Housing Type and Tenure

Five residential apartment units are proposed and are all sized to be family friendly units (two three-bedroom units; two four-bedroom units; one five-bedroom unit). Consistent with OCP policy respecting multiple-family housing development projects, and in order to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a restrictive covenant on Title, prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit. This will be secured as a rezoning consideration item (see Attachment 9 for the proposed rezoning considerations for this project).

#### Transportation and Site Access

Vehicle access will be through the existing lane to the west, and the existing driveway crossing located on 2nd Avenue will be closed.

The development contains a total of 15 parking stalls: nine commercial parking stalls and six residential parking stalls. One residential visitor parking will be shared with the commercial spaces. This approach to on-site parking is consistent with applying a 33 per cent parking reduction for non-residential (commercial uses) and sharing of residential visitor parking with commercial parking in accordance with policy provisions contained in the Steveston Area Plan. For residential use, a 20 per cent parking reduction in conjunction with a package of transportation demand management measures (TDM) will be secured in accordance with the regulations contained in the City's Zoning Bylaw.

Based on the above on-site parking provisions, the following TDM's will be secured through rezoning consideration legal agreement(s):

- Transit pass program available for the residential units (two transit passes per unit; 10 total transit passes) to provide monthly transit passes (2 zone) for a specified period (one year).
- Bicycle amenities – increase the number of Class 1 on-site bicycle spaces provided from one to two per dwelling unit and increase the size of half of the Class 1 bicycle spaces to accommodate bikes with trailers and provide for on-site bicycle maintenance facilities and equipment. Additionally, all Class 1 bicycle parking stalls for residential use are to be provided with electric battery charging infrastructure.
- The forthcoming Development Permit application will confirm the provisions for bicycle parking provisions on the subject site, including the additional bicycle amenities being secured through the TDM.

The proposed development includes provisions for six small car parking stalls (four commercial; two residential). The inclusion of small car parking stalls into the project will require a variance. Any specific changes or requirements identified as part of the proposed variance will be identified and secured through the Development Permit application.

### BC Energy Step Code

As a Part 3 building under the BC Building Code, the proposed development is subject to the City's Step Code requirements. The project architect has submitted a letter confirming that the proposed development has been designed to meet Energy Step Code 3 with inclusion of a Low Carbon Building Energy Systems (i.e., air sourced heat pump systems). Additional details on Energy Step Code compliance and the integration of applicable building mechanical systems into the development will be provided through the Development Permit application.

### Amenity Space

For each residential unit, private outdoor decks on the rooftop are provided. The sizes of these rooftop decks exceed the minimum required (6 m<sup>2</sup>; 65 ft<sup>2</sup>) for apartment units. A common outdoor amenity area is not provided for this small-scale mixed use development.

Indoor amenity space or cash-in-lieu contribution is not provided based on the Official Community Plan guidelines, which provides an exemption where the average unit size is greater than 148 m<sup>2</sup> (1,593 ft<sup>2</sup>). The average residential unit size in the proposed development is 164 m<sup>2</sup> (1,769 ft<sup>2</sup>).

### Geotechnical Considerations

As a new proposal has been submitted for the rezoning application by a different architect, submission of a new or updated geotechnical report will be required as a rezoning consideration item. In addition, the applicant will also be required to engage a qualified consultant to inspect the current condition of neighbouring/adjacent buildings prior to any works on the subject site and monitor exterior of the buildings and settlement.

Also, registration of a subsidence covenant on Title will be required prior to issuance of a Building Permit. A signed and sealed letter/report from a geotechnical engineer must be provided to confirm that the proposed development will not impact the serviceability of neighbouring buildings, including the properties at 3480, 3500 and 3580 Moncton Street, and they may continue to be safely used for their intended purposes. All buildings must be built only in strict compliance with the recommendations set forth in the geotechnical report.

#### Site Servicing and Frontage Improvements

Completion of a Servicing Agreement is a rezoning consideration item for the proposed development to undertake the following servicing and frontage related works and improvements:

- Along the north property line, construct a concrete sidewalk with appropriate hardscape boulevard and concrete curb and gutter to City specifications. Along the west property line, construct a concrete sidewalk and curb and gutter to City specifications. Any existing driveways are to be removed and replaced with the applicable frontage works.
- Upgrade the existing accessible ramp with tactile warning strips for the visually impaired at the south west corner of the intersection of Moncton Street and 2nd Avenue.
- Along 2nd Avenue, adjust pavement markings and signage to add angled parking where the existing driveway crossing is to be removed and replaced with concrete sidewalk and curb and gutter.
- Upgrade the entire lane width of the lane along the subject site's entire frontage along the west property line to City specifications.
- Grant a 2 m x 2 m corner cut (SRW) at the north east corner of the subject site and undertake works to match the proposed sidewalk improvements.
- Install fire hydrants along the Moncton Street and 2nd Avenue frontages at the appropriate spacing.

#### Development Permit Application

A Development Permit application is required to be processed to a satisfactory level prior to final adoption of the rezoning bylaw. Further design development and refinements to the architecture, urban design, landscape design and integration of elements recommended by the heritage consultant will be undertaken as part of the Development Permit application review process, including, but not limited to:

- Compliance with Development Permit Guidelines in the 2041 Official Community Plan and the Steveston Area Plan, including the Sakamoto Guidelines.
- On-site landscape design development, including design approach to the outdoor courtyard/corridor and rooftop deck areas.
- Review and refinement of the proposed cladding materials, window and door treatments, awnings and signage elements.

- Further design development in response to recommendations of the heritage consultant and comments received from the Richmond Heritage Commission, including applicable information on the integration of a historical commemorative element into this project.
- Review the requested variance proposing small car stalls (6 total – 4 commercial; 2 residential) in the proposed development.
- Review of the aging-in-place features and accessibility measures.
- Review of the sustainability measures and components.

### **Financial Impact or Economic Impact**

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights street trees and traffic signals).

### **Conclusion**

The purpose of this rezoning application is to create a new “Commercial Mixed Use (ZMU43) – Steveston Village” zoning district and to rezone 3560 Moncton Street to this new zone to permit development of a 2 storey mixed use development with at-grade commercial space and five residential units on the second level.

The proposal was also subject to the Enhanced Development Review Process applicable for redevelopment in the Steveston Village Heritage Conservation Area, implemented by Council in June 2021.

Staff support the rezoning application as it is consistent with the land use, density and height policies within the Steveston Area Plan.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10075 be introduced and given first reading.



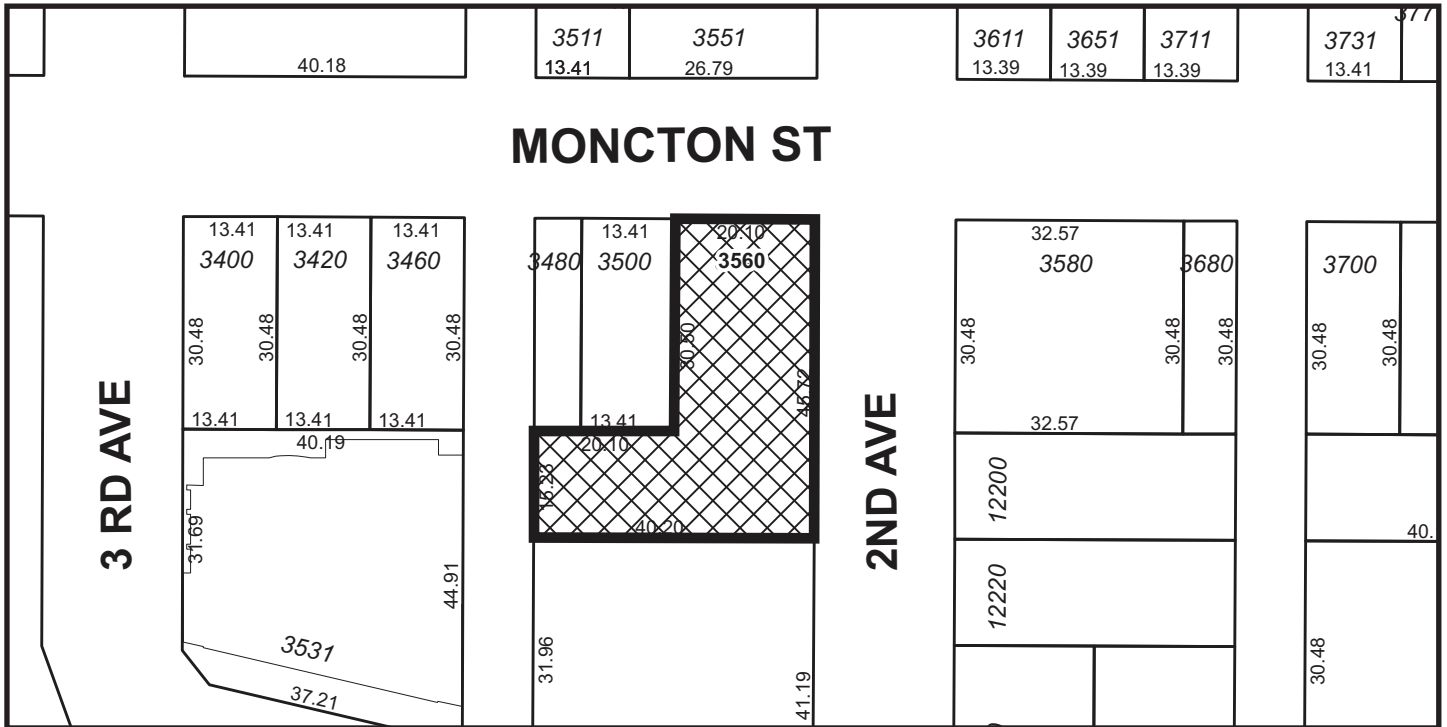
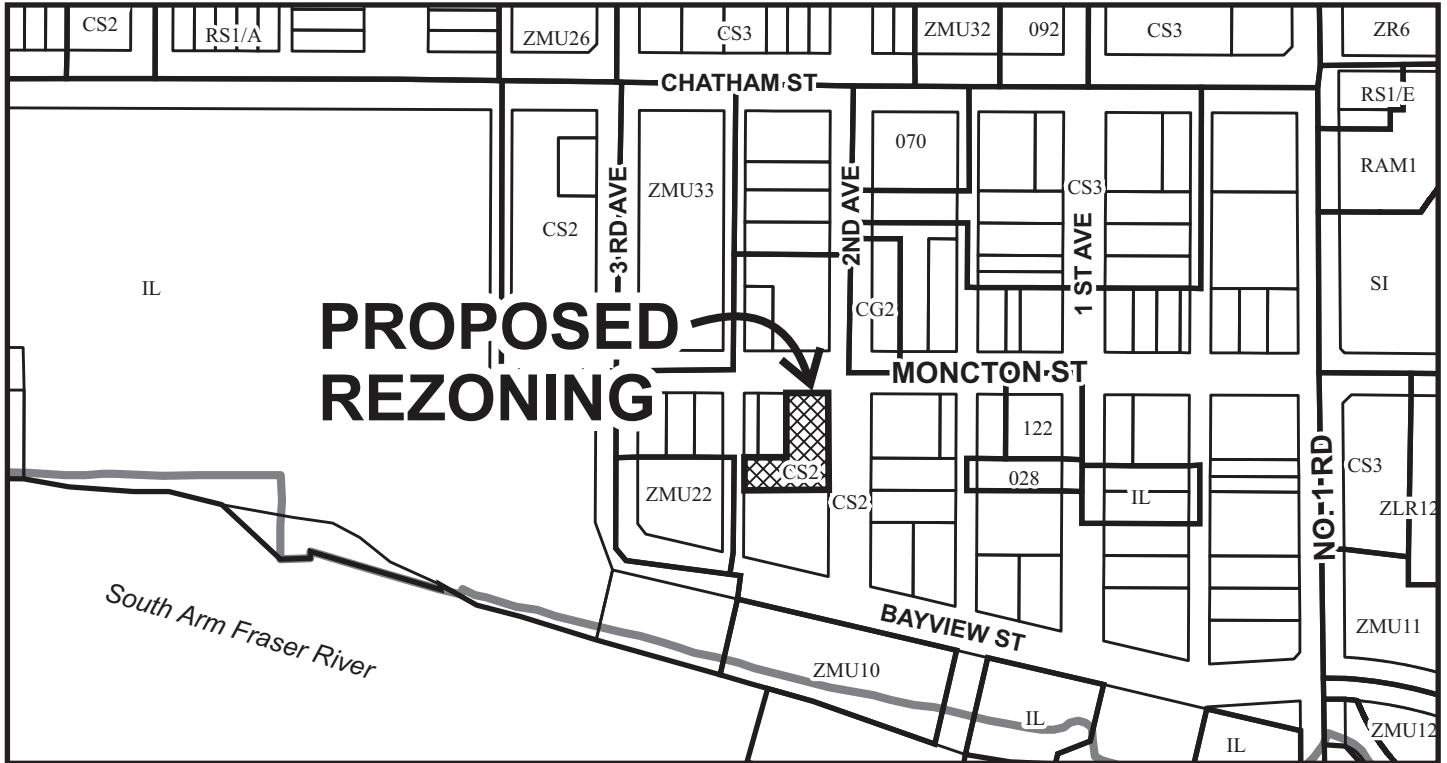
Kevin Eng  
Planner 3

KE:cas

- Att.
- 1: Location Map
  - 2: Conceptual Development Plans
  - 3: Development Application Data Sheet
  - 4: Steveston Area Plan (excerpt)
  - 5: Public Correspondence Received
  - 6: April 28 2022 Steveston 20/20 meeting minutes (excerpt)
  - 7: May 10 2023 Richmond Heritage Commission Meeting Minutes (excerpt)
  - 8: Heritage Consultant Report (McLean Heritage Planning & Consulting)
  - 9: Rezoning Considerations



City of  
Richmond



RZ 18-817742

PLN - 24

Original Date: 04/13/18

Revision Date:

Note: Dimensions are in METRES



City of  
Richmond



RZ 18-817742

PLN - 25

Original Date: 04/13/18

Revision Date:

Note: Dimensions are in METRES

REVISIONS

NO.	DATE	DESCRIPTION
1	MAR. 30, 2023	R2 Application
2	DEC. 23, 2021	R2 Application

CONSULTANTS

DATE: MAR. 30, 2023 R2 Application

PROJECT: MIXED-USE BUILDING

3660 MONCTON STREET

RICHMOND, BC

PROJECT NO. 218000

SCALE: AS SHOWN

DATE: DEC. 22, 2021

BY: K.Y. CHANG

CHECKED BY: K.Y. CHANG

SHEET TITLE: PROJECT DATA, SITE PLAN

DRAWING: A101

**INTERFACE:**  
Suite 230  
3660 Moncton Street  
Richmond, BC  
Canada V6X 3Z5  
T 604 871 1162  
www.interfacearchitecture.com

**PROJECT DESCRIPTION**

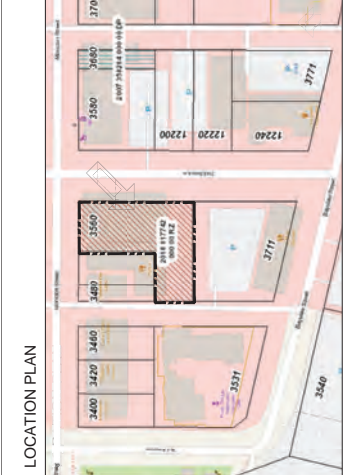
[RZ 18-817742]

THIS REZONING SUBMISSION REVISES THE STREAM PRELIMINARY DESIGN THAT IS CURRENTLY UNDER CITY REVIEW TO DEVELOP A NEW 2-STOREY MIXED-USE PROJECT TO A MAXIMUM HEIGHT OF 11.5 METERS. THE SITE IS CURRENTLY ZONED C-2 (COMMERCIAL) AND THE PROPOSED DEVELOPMENT IS A MIXED-USE PROJECT WITH RETAIL, RESIDENTIAL, AND COMMERCIAL USES. THE PROPOSED DEVELOPMENT WILL ALSO REQUIRE AN APPLICATION FOR A HERITAGE ALTERATION PERMIT (OCP 2.4, SECTION 10.1) TO ALTER THE EXISTING 1-STOREY COMMERCIAL BUILDING TO INCREASE THE HERITAGE RESOURCE.

THE SUBJECT SITE IS LOCATED IN THE CORNER AREA OF THE INTERSECTION OF MONCTON STREET AND STEVENSON STREET. THE SITE IS CURRENTLY ZONED C-2 (COMMERCIAL) AND THE PROPOSED DEVELOPMENT IS A MIXED-USE PROJECT WITH RETAIL, RESIDENTIAL, AND COMMERCIAL USES. THE PROPOSED DEVELOPMENT WILL ALSO REQUIRE AN APPLICATION FOR A HERITAGE ALTERATION PERMIT (OCP 2.4, SECTION 10.1) TO ALTER THE EXISTING 1-STOREY COMMERCIAL BUILDING TO INCREASE THE HERITAGE RESOURCE.

PER STEVENSON AREA PLAN (P. 949):

- INCREASE IN DENSITY FROM 0.10 TO 0.12 PAR
- UP TO 30% REDUCTION IN REQUIRED PARKING
- IDENTIFICATION OF HISTORIC LOT LINES
- POTENTIAL FINANCIAL INCENTIVES
- MAXIMUM STOREYS: TWO
- MAXIMUM BUILDING HEIGHT: 9.3 M



**ZONING SUMMARY**

Zoning Bylaw No. 8500

REQUIRED / REZONING	REQUIRED / REZONING	PROPOSED / REZONING
LOT ZONING: C-2	REZONING: C-2	REZONING: C-2
DENSITY: 0.10	DENSITY: 0.12	DENSITY: 0.12
LOT COVERAGE: 0.04	LOT COVERAGE: 0.04	LOT COVERAGE: 0.04
BUILDING SETBACKS: 3.0M	BUILDING SETBACKS: 3.0M	BUILDING SETBACKS: 3.0M
BUILDING HEIGHT: 9.3M	BUILDING HEIGHT: 9.3M	BUILDING HEIGHT: 9.3M
FCL: N/A	FCL: N/A	FCL: N/A
AVG FINISHED GRADE: 1.0M	AVG FINISHED GRADE: 1.0M	AVG FINISHED GRADE: 1.0M
PARKING (VEHICLE): 6 STALLS	PARKING (VEHICLE): 6 STALLS	PARKING (VEHICLE): 6 STALLS
VISITOR (RESIDENTIAL): 1 STALL	VISITOR (RESIDENTIAL): 1 STALL	VISITOR (RESIDENTIAL): 1 STALL
GENERAL (RETAIL): 1 STALL	GENERAL (RETAIL): 1 STALL	GENERAL (RETAIL): 1 STALL
TOTAL: 7 STALLS	TOTAL: 7 STALLS	TOTAL: 7 STALLS
SMALL PARKING STALL: 0%	SMALL PARKING STALL: 0%	SMALL PARKING STALL: 0%
PARKING (BICYCLE): 7.6 UNITS	PARKING (BICYCLE): 7.6 UNITS	PARKING (BICYCLE): 7.6 UNITS
CLASS 1 (RETAIL): 1.0 UNITS	CLASS 1 (RETAIL): 1.0 UNITS	CLASS 1 (RETAIL): 1.0 UNITS
CLASS 2 (RETAIL): 2.0 UNITS	CLASS 2 (RETAIL): 2.0 UNITS	CLASS 2 (RETAIL): 2.0 UNITS
LOADING: 1.0 UNITS	LOADING: 1.0 UNITS	LOADING: 1.0 UNITS
RETAIL (LANE, ST PKG): 1.0 UNITS	RETAIL (LANE, ST PKG): 1.0 UNITS	RETAIL (LANE, ST PKG): 1.0 UNITS
RETAIL (LANE, ST PKG): 1.0 UNITS	RETAIL (LANE, ST PKG): 1.0 UNITS	RETAIL (LANE, ST PKG): 1.0 UNITS
OUTDOOR AMENITY AREA: N/A	OUTDOOR AMENITY AREA: N/A	OUTDOOR AMENITY AREA: N/A

**FLOOR AREA SUMMARY (SF)**

LEVEL	OVERALL	EXEMPT	NET/USE	NET/USE
LEVEL 1 (OVERALL)	11,644 SF	8,403 SF	3,241 SF	4,913 M2
* RESIDENTIAL	705 SF	0 SF	705 SF	
* RETAIL	4,538 SF	0 SF	4,538 SF	
* MECH/STAIR/ELEC	798 SF	0 SF	798 SF	
LEVEL 2 (OVERALL)	9,645 SF	0 SF	9,645 SF	8,603 M2
TOTALS	21,051 SF	0 SF	14,284 SF	13,217 M2

**AVERAGE GRADE CALCULATION**

SITE	BUILDING	TRAIL	AVG
CORNER 1	124	124	124
CORNER 2	119	119	119
CORNER 3	120	120	120
CORNER 4	124	124	124
AVG/GRD	124	124	124

**CONTACTS**

**Architect**  
INTERFACE ARCHITECTURE INC.  
#7-358 TERRA VITA PLACE  
VANCOUVER, BC V6K 5H6  
Tel: 604-270-0031  
Email: km@interfacearchitecture.com

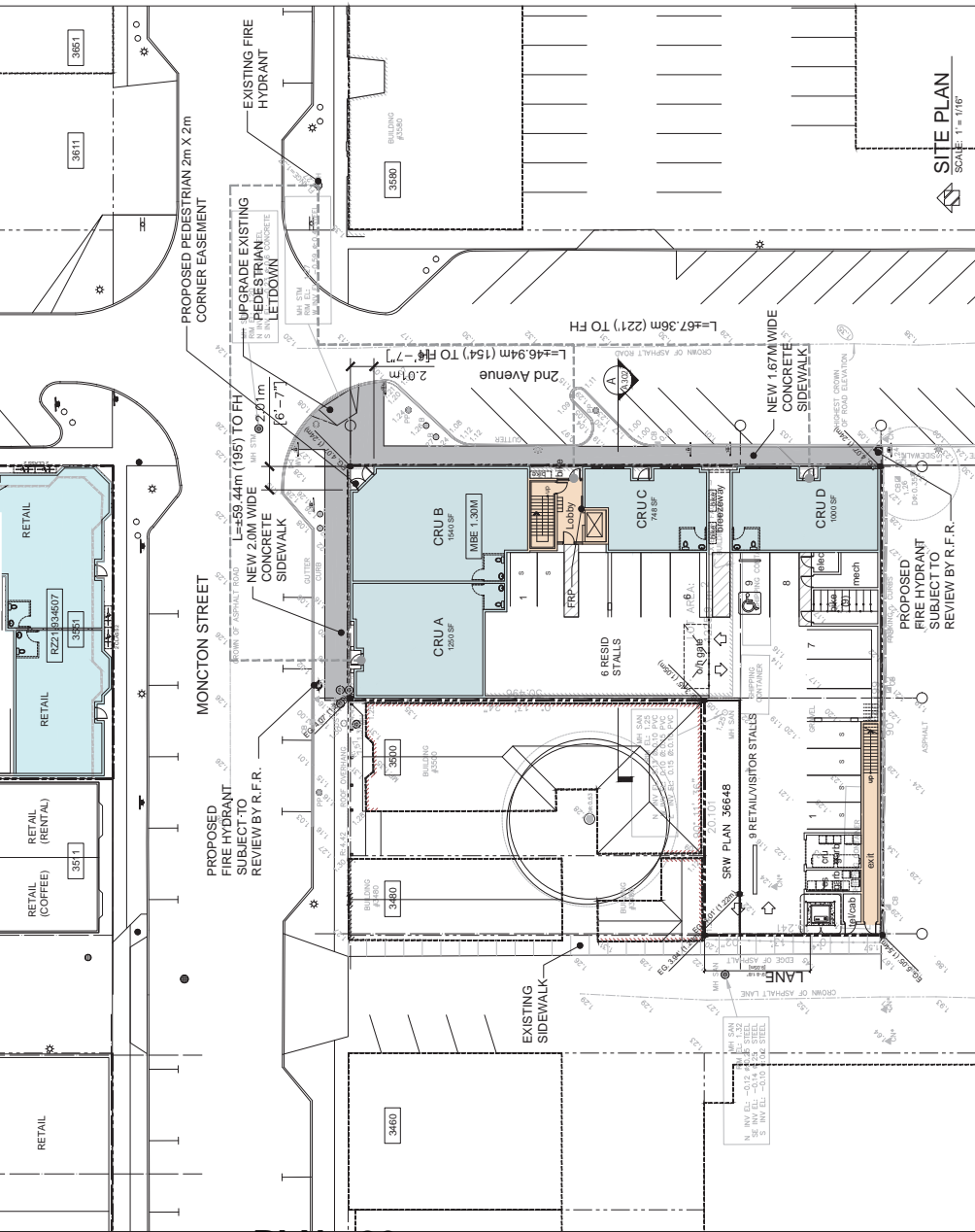
**Structural**  
DAVES GEOTECHNICAL INC.  
1100 WEST 10TH AVENUE  
RICHMOND, BC V6V 1M8  
Tel: 604-950-2000  
Email: Paul@dmv.ca

**HERITAGE**  
MCLEAN HERITAGE PLANNING & CONSULTING  
#7-358 TERRA VITA PLACE  
VANCOUVER, BC V6K 5H6  
Tel: 604-270-0031  
Email: km@interfacearchitecture.com

**DRAWING LIST**

A101: PROJECT DATA, SITE PLAN  
A102: FAR OVERLAYS, FAR BREAKDOWN  
A301: LEVEL 1: CURB/PARKING LAYOUTS  
A302: LEVEL 2: ROOF DECKS  
A303: LEVEL 3: ROOF DECKS  
A304: ELEVATIONS SECTION  
A305: MASSING VIEWS  
A401: 3D MASSING VIEWS

**Survey**  
SURVEY DATED JULY 10, 2017



















**RZ 18-817742**

**Attachment 3**

Address: 3560 Moncton Street

Applicant: Inter Luck Trading Corp.

Planning Area(s): Steveston Area Plan

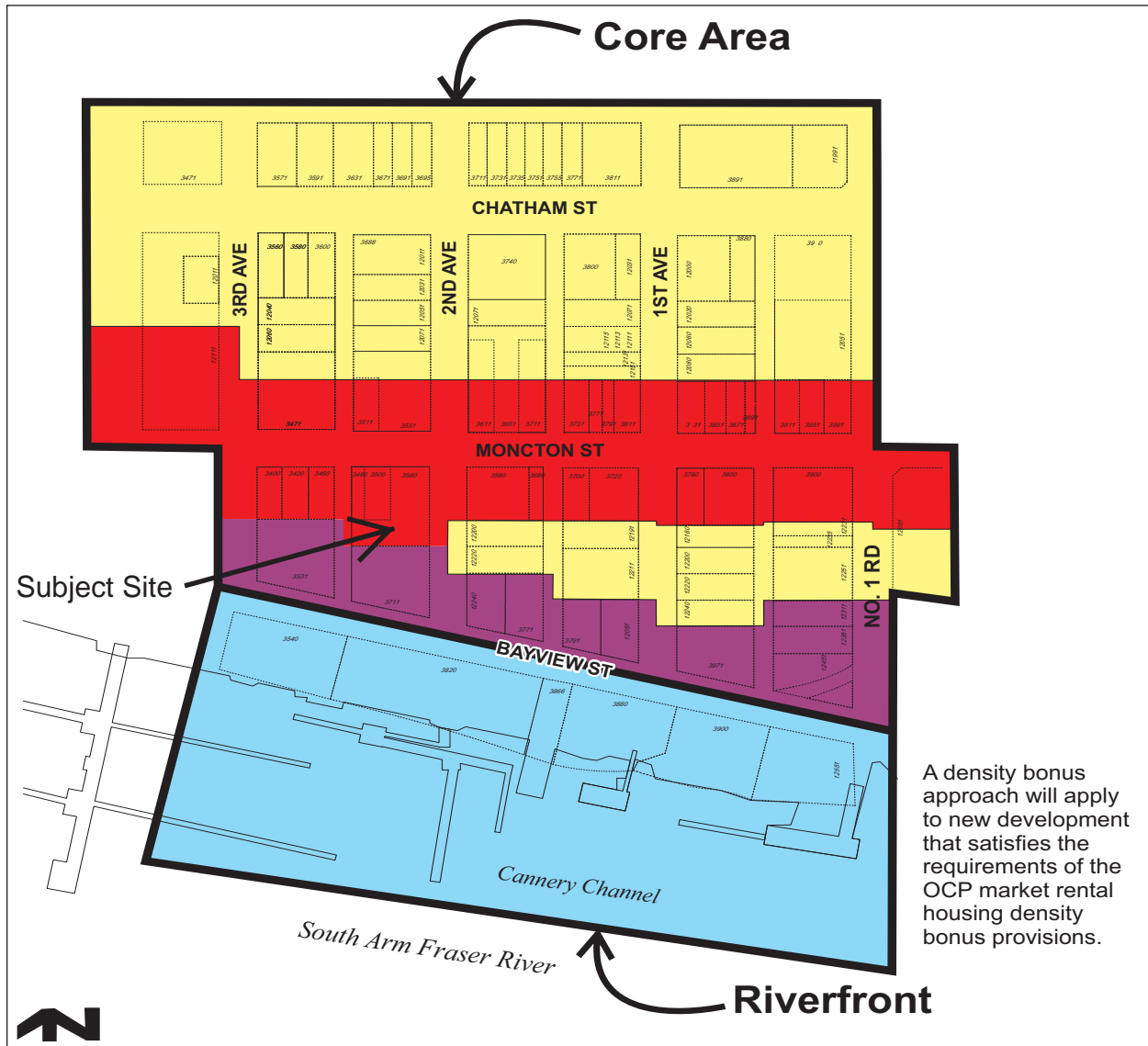
	Existing	Proposed
<b>Owner:</b>	Inter Luck Trading Corp.	TBD
<b>Site Size (m<sup>2</sup>):</b>	1,225.9m <sup>2</sup> (13,195.48 ft <sup>2</sup> )	No change
<b>Land Uses:</b>	Commercial	Mixed-Use commercial and residential
<b>OCP Designation:</b>	Neighbourhood Service Centre (NSC)	No Change – complies
<b>Area Plan Designation:</b>	Heritage Mixed Use (Commercial-Industrial with Residential and Office above)	No Change – complies
<b>Zoning:</b>	Steveston Commercial (CS2)	Commercial Mixed Use (ZMU43) – Steveston Village
<b>Number of Units:</b>	One commercial unit	At grade commercial units and five 2 <sup>nd</sup> level residential units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max 1.1	1.1	none permitted
Lot Coverage (% of lot area):	Max. 100 %	100% (approx.)	none
Setbacks (m):	No front, rear or side yard setback	No front, rear or side yard setback	none
Height (m):	9 m	8.9 m	none
Off-street Parking Spaces – Total:	Commercial - 9 Residential - 6 Visitor - 1 (shared with commercial)	Commercial – 9* Residential – 6* Visitor - 1 (shared with commercial)	None *Variance requested for small car stalls
Off-street Parking Space – Accessible	1	1	none
Class 1 Bicycle Parking Spaces	Commercial - 2 Residential - 7	TBD as part of the Development Permit and Approved TDM	none
Class 2 Bicycle Parking Spaces	Commercial - 2 Residential - 1	TBD as part of the Development Permit	none

\* **Proposed small car stalls (6 total – 4 commercial; 2 residential) to be reviewed as part of the Development Permit application**

Steveston Village Land Use Density and Building Height Map

Bylaw 10392  
2022/12/22



	Maximum FAR	Maximum Storeys	Maximum Building Height
Core Area, generally	1.6	3	12 m *
Core Area, Bayview Street (North)	1.2	3**	Varies due to grade elevation difference north of Bayview Street
Moncton Street **	1.2	2	9 m *
Riverfront Area	1.2	2	9 m***

Bylaw 10392  
2022/12/19

\* Maximum building height may increase where needed to improve the interface with adjacent existing buildings and streetscape, but may not exceed the maximum storeys.

\*\* Three storey building height for buildings along the north side of Bayview Street shall include two storeys over a parkade structure.

Bylaw 10392  
2022/12/19

\*\*\* Maximum building height along the south side of Bayview Street shall not exceed two storeys above finished site grade.

**Park, Minhee**

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**From:** MayorandCouncillors  
**Sent:** Friday, 27 July 2018 08:24  
**To:** 'June Stevens'  
**Subject:** RE: Steveston Marine

Good morning Ms. Stevens,

This is to acknowledge and thank you for your email. Please be advised that copies of your email have been forwarded to the Mayor and each Councillor.

Thank you again for taking the time to make your views known.

Hanieh Berg | Acting Manager, Legislative Services City Clerk's Office | City of Richmond  
6911 No. 3 Road, Richmond, BC V6Y 2C1

-----Original Message-----

**From:** June Stevens [<mailto:jstevens0613@hotmail.com>]  
**Sent:** Thursday, 26 July 2018 18:37  
**To:** MayorandCouncillors  
**Subject:** Steveston Marine

This is the first time I have ever made the move to voice my concerns about the way that Richmond seems to be "selling out" and changing the reason for my living here. I am usually a part of the silent majority but reading the latest issue of the Richmond News, has prompted me to protest vehemently.

I live in Steveston because of the character and pace of living but I have been watching this succumb to developers. Firstly it was Rod's Lumber being replaced with expensive condos. It is now going to be Steveston Marine being replaced with condos. We DO NOT need more condos, we need the character of our village to be maintained. May be you could take a leaf out of Fort Langley's book, the council seem to care more about keeping their character village than money. Development permits seem to be handed out like bus tickets without any consideration of the infrastructure. We still only have the same bridges and tunnel for as long as I have lived here, yet thousands of condos and mega houses bring more vehicles onto the island.

I could go on about the irresponsibility of allowing the gigantic houses in our agricultural land but I'll spare you my ire on this subject.

When I moved here in 1988 It was a great place to live. The last thing I want is to move from Richmond but the decisions of your staff, councillors and mayor push me closer to making this change.

June Stevens

Sent from my iPad



## Park,Minhee

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**From:** Linda Barnes <loulindy50@gmail.com>  
**Sent:** Wednesday, 31 July 2019 09:26  
**To:** Park,Minhee  
**Cc:** Zaher Verjee  
**Subject:** Re: 3560 Moncton Street (RZ18- 817742) Rezoning Plans

Thanks Michele! I did forward to them and asked them to reply to you directly. With holidays and summer in Steveston many are quite busy so am sorry if no one got back. I'm an example! My comments are as follows;  
I feel its an acceptable design although nothing of notable excitement  
The rooftop access should be accessible for people with disabilities. I understand the issue of the individual "dog houses" visible from street level but there must be a much better way of making the rooftop usable, green and accessible for all residents and their visitors. With so little green garden space in developments (understandable), especially in Steveston, the use of rooftops is really important and should be maximized.

Cheers  
Linda Barnes  
4551 Garry St  
Richmond  
604 787 3118

On Jul 30, 2019, at 4:00 PM, Park,Minhee <[MPark@richmond.ca](mailto:MPark@richmond.ca)> wrote:

Hi Linda,

Just following up to see if you have received comments from Steveston 20/20 members and if you have any comments on the proposed development.

I am finalizing the rezoning staff report this week. If you want your comments to be attached to the staff report, please send me your written comments by the end of tomorrow.

Thanks.

Minhee Park, Planner 2  
Policy Planning Department  
City of Richmond  
Tel. (604) 276-4188  
Fax. (604) 276-4052

---

**From:** Park,Minhee  
**Sent:** Wednesday, 26 June 2019 09:35  
**To:** 'Linda Barnes'  
**Cc:** Zaher Verjee  
**Subject:** 3560 Moncton Street (RZ18- 817742) Rezoning Plans

Hi Linda,

Further to our meeting on June 20, 2019, please find attached a copy of the plans submitted for the rezoning application for 3560 Moncton Street. Please note that these plans are preliminary and more detailed plans will be provided and reviewed at the Development Permit stage.

The rezoning application is tentatively placed on the September 4 Planning Committee agenda for consideration. This means I need to finalize my report before the end of July. If you want your comments to be included in the staff report, please send me your written comments by July 31, 2019.

If the Planning Committee and Council decide to move the application forward, a Public Hearing for the rezoning bylaw will be held on October 21.

Please be advised that a Development Permit (DP) application has not been submitted yet. If the rezoning bylaw receives third reading, the applicant will be required to submit complete Development Permit and Heritage Alteration Permit applications and they must be processed to a level deemed acceptable by the Director of Development prior to final adoption of the rezoning bylaw.

Please let me know if you have any questions or need further information. Thanks.

Minhee Park, Planner 2  
Policy Planning Department  
City of Richmond  
Tel. (604) 276-4188  
Fax. (604) 276-4052

**PD Riverside Ventures Inc.**

#107-970 Burrard Street  
Vancouver, B.C.  
V6Z 2R4

August 20, 2019

**City of Richmond**

6911 No.3 Road  
Richmond, BC  
V6Y 2C1

Attention: **Ms. Minhee Park,**  
Planner 2, Policy Planning Division.

**Wayne Craig,**  
Director of Development

Dear Ms. Park and Mr. Craig,

Thank you for your email correspondence regarding the proposed Mixed Use Development of 3560 Moncton Street, located in the Steveston Village.

As requested, this letter outlines our main concerns of the proposed development as owners of the neighbouring property, 3480 Moncton Street and landlord for a new business tenant operating from that location.

Our primary concerns are as follows:

The proposed development redirects customer traffic away from Moncton Street with the focus being on Second Avenue as the major points of storefront entry and decorative access points are facing Second Avenue. Unlike the existing Marine building this proposed development does not support the historical influence of Moncton Street.

The size and overall mass of the proposed development overshadow the neighbouring buildings and do not support the concept of Steveston as a small heritage community and creates the illusion of engulfment of the existing buildings along Moncton Street. This proposal clearly does not support the current vision of a historical fishing vision and does nothing to preserving the historical aspects of Steveston for future generations.

The proposed parking includes nine commercial spaces and seven residential spaces and all of these parking stalls are accessed through the lane. Currently the lane is already extremely busy with heavy delivery and pedestrian traffic and services a condominium complex and several commercial businesses.

In fact our building is right at the property line to this lane and the entrance and exits to our property face into this lane. This includes emergency evacuation exit points. In addition, as a result of the lack of parking in Steveston this area is used for restaurant patio and takeout service, deliveries and parking for the existing commercial buildings and is always congested with cars, delivery and garbage trucks and pedestrian traffic. The proposed development includes one entrance off the lane which is the ONLY service entrance, delivery access, residential tenants access. The width of the lane and the visibility in the lane do not support the proposed pre and post construction traffic as it is too dangerous for pedestrian traffic.

In addition, we do not see a designated loading area for the building included in the development proposal and therefore will be increased congestion in the lane. Garbage trucks will not be able to turn into their property and will have to block the lane to manually load the containers onto the truck. This garbage and recycling area is proposed for the area behind our building and will be extremely disruptive. The proposed drawings include a deck on the second level overlooking our building at 3480 Moncton these decks are greater than 180 square feet. We are concerned about the impact the closeness of the decks and the second floor of this building will have on our building and future redevelopment of our property.

The sewer right of way shown on the drawings appears to provide a ten foot buffer on the west side of the proposed building and ours building. This buffer is undersized considering the size of the new structure.

At this point we will be engaging construction and heritage professionals to help us further investigate the impact of this development on our property and business tenant in order to preserve and protect our property and business. Please feel free to contact me if you wish to discuss any of these points in more detail and we do look forward to working with you throughout this process.

With regards,  
**PD Riverside Ventures Inc.**

  
**Diana Dallas,**  
**Director**

## Eng, Kevin

---

**From:** Eng, Kevin  
**Sent:** September 16, 2021 11:40 AM  
**To:** 'Don O'Toole'  
**Subject:** RE: Opposition to rezoning application of Steveston Marine Hardware (File No. HA 18-817743)

Hi Christine,

Thanks your email. The following are some applicable updates in response to your question:

- Updates to the membership of the Richmond Heritage Commission, in accordance with the Council direction provided on this back in late June 2021, is currently being undertaken. Referencing my previous email, Council decided not to establish a new "Steveston Design Committee". Instead, it was decided to amend the membership and terms of reference for the Richmond Heritage Commission to assist in the review of development applications in the Steveston Village Conservation Area. Staff hope to have the membership of the Richmond Heritage Commission updated sometime later this year (note: membership appointments to the Richmond Heritage Commission require Council approval).
- For the application at 3560 Moncton Street, a revised overall project is currently being prepared by the applicant.
- Once the Richmond Heritage Commission member appointments has been completed, the revised proposal at 3560 Moncton Street will be required to be submitted to the Richmond Heritage Commission for review and comment.

Please let me know if you have any questions on the above.

Regards,  
Kevin Eng  
Senior Planner, Policy Planning Department, City of Richmond  
604-247-4626; [keng@richmond.ca](mailto:keng@richmond.ca); [www.richmond.ca](http://www.richmond.ca)

---

**From:** Don O'Toole  
**Sent:** September 13, 2021 7:57 AM  
**To:** Eng, Kevin  
**Subject:** Re: Opposition to rezoning application of Steveston Marine Hardware (File No. HA 18-817743)

Hi Kevin,

Just to be extra clear, does it mean the development application of the old Steveston Marine Hardware building is on hold until the Steveston Design Committee? Or what is the current stats of this application?

thanks  
Christine

On Sep 13, 2021, at 7:53 AM, Don O'Toole <[thedings@shaw.ca](mailto:thedings@shaw.ca)> wrote:

Hi Kevin,

Thanks for this information. Is there update on this topic? (apologies if I somehow missed this. I have looked and can't see any updates)

thanks,  
Christine

On Jul 9, 2021, at 10:40 AM, Eng, Kevin <[KEng@richmond.ca](mailto:KEng@richmond.ca)> wrote:

Good Morning Christine,

Thanks for your email and comments on the rezoning application proposal at 3560 Moncton Street (reference file RZ 18-817742 and related file HA-817743).

This email acknowledges receipt of your correspondence submitted to Council on this rezoning application. It will be included as public correspondence received when the rezoning application is considered by Council.

I would also like to take this opportunity to update you on a few matters related to the establishment of the "Steveston Design Committee" and how development applications are processed and reviewed in the Steveston Heritage Conservation Area. Recently, City Council considered, in general, the process for reviewing development proposals in the Steveston Village Conservation Area at the June Planning Committee meetings and as a result, decided to amend the current Richmond Heritage Commission terms of reference and membership in order to assist with the enhanced review of development proposals in Richmond (including Steveston). Furthermore, Council decided not to establish a separate brand new advisory committee (Steveston Design Committee). Full details are contained in the links to staff reports and minutes below:

- June 23 2021 Planning Committee
  - [https://www.richmond.ca/\\_shared/assets/4\\_Steveston\\_Advisory\\_Design\\_Committee\\_PLN\\_06232158723.pdf](https://www.richmond.ca/_shared/assets/4_Steveston_Advisory_Design_Committee_PLN_06232158723.pdf) (Staff report)
  - [https://www.richmond.ca/cityhall/council/agendas/planning/2021/062321s\\_minutes.htm](https://www.richmond.ca/cityhall/council/agendas/planning/2021/062321s_minutes.htm) (Item 4 in the minutes)
- June 28 2021 Council
  - [https://www.richmond.ca/\\_shared/assets/18\\_-\\_Steveston\\_Village\\_Advisory\\_Design\\_Committee\\_Steveston\\_Area\\_Plan\\_Review\\_CNCL\\_06282158757.pdf](https://www.richmond.ca/_shared/assets/18_-_Steveston_Village_Advisory_Design_Committee_Steveston_Area_Plan_Review_CNCL_06282158757.pdf) (Staff Report)
  - [https://www.richmond.ca/cityhall/council/agendas/council/2021/062821\\_minutes.htm](https://www.richmond.ca/cityhall/council/agendas/council/2021/062821_minutes.htm) (Item 18 in the minutes)

Presently, Council has endorsed amending the Richmond Heritage Commission as per the above report. As the Richmond Heritage Commission is established through a bylaw, the amending bylaw was considered when Council reviewed this in June. I understand that the bylaw to amend the Richmond Heritage Commission will be adopted at the next Council meeting in July. One thing I would like to clarify is that the Richmond Heritage Commission is an advisory body appointed by Council to provide comments/feedback to Council. The Richmond Heritage Commission does not make land use decisions or provide approvals on development proposals. Development application approvals and decisions resides with Richmond City Council. Once Council

adopts the bylaw to revise the terms of reference and membership of the Richmond Heritage Commission, staff will work to recruit the applicable qualified professionals (with demonstrated experience in heritage conservation planning and design) for Council's consideration sometime in the Fall 2021.

In relation to the project at 3560 Moncton Street – as noted in the staff report link, the development proposal will be required to be reviewed and considered by the Richmond Heritage Commission, as well as additional review and processing of the proposal by staff. As noted above, in the coming months the Richmond Heritage Commission membership will need to be updated before they are in a position to review proposals. Staff also anticipate that a revised development proposal for the subject site will be submitted by the applicant sometime later this year.

Thank you for taking the time to review this email and the provided links.

Should you have any questions, please feel free to contact me directly.

Regards,  
Kevin Eng  
Senior Planner, Policy Planning Department, City of Richmond  
604-247-4626; [keng@richmond.ca](mailto:keng@richmond.ca); [www.richmond.ca](http://www.richmond.ca)

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**From:** Don O'Toole <[thedings@shaw.ca](mailto:thedings@shaw.ca)>  
**Sent:** July 4, 2021 12:16 PM  
**To:** MayorandCouncillors <[MayorandCouncillors@richmond.ca](mailto:MayorandCouncillors@richmond.ca)>  
**Cc:** Eng, Kevin <[KEng@richmond.ca](mailto:KEng@richmond.ca)>  
**Subject:** Opposition to rezoning application of Steveston Marine Hardware (File No. HA 18-817743)

Hello Mayor Brodie and City Councillors,

I would like to formally provide public feedback and opposition to the rezoning application of the building in historic Steveston that was formally the Steveston Marine and Hardware store.

I am a Steveston resident and am opposed to changing commercial one-story buildings in the heart of historic Steveston to two-level buildings. This building is on a block with single story buildings and should continue to match this character and level. I am extremely concerned that approval of this application will result in more one-story buildings on Moncton street in historic Steveston being torn down . This will change the charm of this key street of Moncton. You talk of historic Steveston as being a gem of Richmond. Support this gem and reject this rezoning application.

Thank you,  
Christine O'Toole

Begin forwarded message:

**From:** Don and Christine <[thedings@shaw.ca](mailto:thedings@shaw.ca)>  
**Subject: Re: Opposition and request for information for Steveston Marine Hardware (File No. HA 18-817743)**  
**Date:** May 8, 2021 at 8:55:18 PM PDT  
**To:** "Eng, Kevin" <[KEng@richmond.ca](mailto:KEng@richmond.ca)>

Hi Kevin,

Thanks so much for getting back to me. I have reviewed the documents and I would like to add my feedback and concerns. Can you let me know who is on the Steveston Design Committee and how I can voice these concerns:

- opposed to changing one story buildings to two story in historical Steveston. This building is on a block with single story buildings and should continue to match this character and level.
- opposed to adding additional stories that will impact sight lines to the Gulf of Georgia Cannery (from pedestrians on Moncton) and this will further take away the charm and character of the street
- opposed to adding more residential housing to the historical district which will further erode the charm and reason tourists, film industry, and other Richmondites come to Steveston

There is no need to add another level to buildings on Moncton in the heart of Steveston. There is not need to add more residents to this historical center.

Please let me know whom to contact.

Thank you,  
Christine

---

**From:** "Eng, Kevin" <[KEng@richmond.ca](mailto:KEng@richmond.ca)>  
**To:** "Don and Christine" <[thedings@shaw.ca](mailto:thedings@shaw.ca)>  
**Cc:** "communityplanning" <[CommunityPlanning@richmond.ca](mailto:CommunityPlanning@richmond.ca)>  
**Sent:** Wednesday, April 21, 2021 1:28:41 PM  
**Subject:** RE: Opposition and request for information for Steveston Marine Hardware (File No. HA 18-817743)

Hi Christine,

Thank you for contacting the City about the redevelopment proposal at 3560 Moncton Street (former Steveston Marine Hardware site).

My name is Kevin Eng and I work in Planning and Development at the City and am the development planner for the development application (rezoning application) that has been submitted for the site (reference file RZ 18-817742).

In relation to your concerns identified in your email, I wanted to provide you with some project updates and also where you can obtain further information about the development application through the City's website:

- The rezoning application was recently forwarded to the March 2 2021 Planning Committee meeting. Planning

**PLN# - 43**



Committee/Council did not make a decision on the application and a referral was passed to table the application. See below for links to the meeting minutes from the March 2 2021 Planning Committee meeting. Also provided are links to the staff report that provide detailed information, including drawings, about the proposed rezoning application for the subject site.

- [https://www.richmond.ca/cityhall/council/agendas/planning/2021/030221\\_minutes.htm](https://www.richmond.ca/cityhall/council/agendas/planning/2021/030221_minutes.htm)
- [https://www.richmond.ca/\\_shared/assets/1\\_Application\\_3560\\_MonctonSt\\_PLN\\_03022157861.pdf](https://www.richmond.ca/_shared/assets/1_Application_3560_MonctonSt_PLN_03022157861.pdf)

Once you have had the opportunity to review the information about the proposal, please feel free to contact me by email or phone about providing public input/concerns on the submitted rezoning application proposal.

Regards,  
Kevin Eng  
Planner 2, Policy Planning Department, City of Richmond  
604-247-4626; [keng@richmond.ca](mailto:keng@richmond.ca); [www.richmond.ca](http://www.richmond.ca)

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**From:** Don and Christine <[thedings@shaw.ca](mailto:thedings@shaw.ca)>  
**Sent:** April 11, 2021 8:58 PM  
**To:** Community Planning <[CommunityPlanning@richmond.ca](mailto:CommunityPlanning@richmond.ca)>  
**Subject:** Opposition and request for information for Steveston Marine Hardware (File No. HA 18-817743)

**City of Richmond Security Warning:** This email was sent from an external source outside the City. Please do not click or open attachments unless you recognize the source of this email and the content is safe.

Hello,

RE: File No. HA 18-817743 + RZ 18-817742  
I am a Steveston resident and would like to voice my opposition to the Heritage Altercation Permit application for the building that used to be Steveston Hardware. This village is the heart of this area and it's history generates tourism and business.

Can you please send me more information about the proposed application? Can you let me know whom to contact, and what steps I need to take to raise my concerns to those who are reviewing this application?

Thank you,  
Christine O'Toole

performances as well as pop-up (activation stages) could also include marching/standing bands; 75th anniversary so a lot of themes over the years are to be weaved into the stages; pop-up booths to share ideas with community stories;

- Things that were in the past that won't be the same include: no fireworks, no BBQ, shorter hours, *may* have walk up for salmon sales (but the night before is a pre-paid for pick-up); no beer garden; no bull head derby
- launch of communication early in May; including application for groups to participate in activation stages or pop-ups
- the kick off will be the kite festival (June 25 - 26)
- Merchants seem to be interested to be a participant and will be further asked
- Input re closing the streets to traffic, majority think streets should be closed for July 1
- No food trucks on the Steveston site
- Grab and go might work for one day with food trucks
- Traditional ones that come
- Between kite festival and salmon festival activities being investigated
- Hub would love to participate just thinking about it and will discuss with festival committee
- (NOTE: Hub is an alternative community space: engagement; wellness; collaboration; 5000 sq feet; co-work space; yoga offered; public not as aware as the space just became available during COVID; not a lot of events because of this [stevestonhub.com](http://stevestonhub.com))
- Other Steveston sites/groups encouraged to offer something

3. Ken Chow and Associates from Interface architects- presented the development plans for old Nikkei Building and the Steveston Hardware Store site

- presentation for community not a public hearing, just an opportunity for organizations to ask questions and to provide feedback
- 20/20 members are invited to take the information presented back to their organization and review for feedback/questions or if more info is needed can be asked
- Ken Chow is at Cambie and #5 for 27 years, done Steveston projects before
- 2 projects: first: old Steveston Hardware building; across street old Nikkei building (owners of these buildings/projects were in attendance to hear feedback from the group)

Review of existing areas:

Marine site (Nora and Richard)

- Ken explained how he reviewed all history and archives on buildings/sites
- not a heritage building/site
- street intersection is an important one
- the building should be interesting but also echo what was in the past so heritage feeling is not lost
- merchants want foot traffic to be strongly maintained along Moncton
- 1950-60 vintage
- retail faces street
- original drawing in 2019 turned back for various reasons
- revised preliminary design: a prominent corner; area plan guidelines to be authentic and to recognize

heritage; Steveston history; now community evolved to be more community based compared to old Steveston (fishing; Japanese heritage/history); reference building photos from the past eg 1939 - 1943)

Proposed

- retail units; parking; five large apartment/condo units; rooftop access; greenway
- will look like four separate buildings but would be one which reflects the look of the current village units
- therefore these units are smaller notion is to break it down to look more like separate buildings not a big one; corner entry; one large tree that is there is featured by creating an open space around the units

Nil

**Richmond Heritage Commission  
Excerpt of DRAFT Meeting Minutes  
May 10, 2023**

\*\*\*\*\*

Rezoning Application for 3560 Moncton Street (RZ18-817742)

Kevin Eng, Planner 3, provided an introduction highlighting the site context and specific issues including the proposed façade reflecting historic lot lines, the commemoration plan, and building façade treatments.

Ken Chow, Interface Architecture Inc., provided a presentation with the aid of a visual presentation, highlighting the following:

- The subject site is a L-shaped site at the intersection of Moncton and 2<sup>nd</sup> Avenue.
- Although the Steveston Area Plan does not show historic lot lines on the subject site, the proposed design reflects historical lot expression based on archival research.
- Ground-floor retail space is proposed along Moncton Street and 2nd Avenue, and parking access is provided from the lane.
- The existing big tree on the adjacent site to the west is coordinated with the project design.

Hugh McLean, McLean Heritage Planning and Consulting, provided an overview of the site's history, with the aid of a visual presentation, highlighting the following:

- The subject site is surrounded by a number of protected heritage buildings that contribute to the heritage value of the area.
- The Steveston commercial core remains a collection of narrow false-front vernacular historic buildings; almost all of them are small wood buildings.
- The history of the Steveston Marine and Hardware goes further than the 1960s. A small commercial building (the "Tanaka Building") was built by Matsu Tanaka on the subject site circa 1928, and the Steveston Hardware business was established at that time. The site was conveyed to John Leach in 1944 and the building was expanded in the 1960s.
- The evolution of the earlier buildings (the original corner building and the living quarter to the west) on the site forms for a component of the design rationale of the project.
- The proposed design incorporates the historical elements such as the corner entry orientation, large storefront windows and smaller retail frontage on Moncton Street.

Ken Chow provided additional information regarding the proposed design with the aid of a visual presentation.

- The project draws upon the Tanaka Building as a design precedent. The proposed design incorporates a corner entry with a transom, large storefront windows.
- The proposed units are arranged along the second level courtyard. All five residential units have stairs to the rooftop decks, and there is elevator access to the main doors. Some units have balconies.
- The point of reference for the proposed massing and height of the proposed development is the Hepworth Block. The proposed building height is less than the height of the Hepworth Block.
- Strong horizontal lines relate to the building to the west, and the lower parapet serves as a transition.
- Architectural Elements such as columns, awnings, dentils and brackets are incorporated.
- A commemorative plaque is proposed on the west elevation to recognize the historical and cultural significance of the Tanaka Building.
- A breezeway and an elevator lobby breaks the building massing along the 2nd Ave. frontage.

In response to questions from the Commission, the following additional information was provided.

- The project architect noted that the previous issues were mainly related to the building articulation. To address the issues, the building massing was further broken up with more distinct facades. There were concerns regarding the potential loss of presence and focus on the Moncton Street commercial frontage. As indicated in the heritage report, the 2nd Avenue frontage has significance and provides an important connection to the waterfront and bring the people to the intersection and Moncton Street. Also, the courtyard design has been simplified.
- Staff noted that Development Permit application would not be brought forward to the Commission unless there are specific components that require Commission's review, and the proposed development is exempt from the Public Art contribution requirement.
- The project architect noted that the commercial parking entrance would not have a gate and that the residential parking access would have a gate implemented. Rooftop mechanical unit details and locations are to be determined, and a mix of Hardi-siding and wood will be used and architectural details such as window mullions, and a transom have been incorporated.
- The project architect noted that prominent band boards in different styles were proposed for future signs and a projecting sign with brackets on Moncton Street side was proposed. There will be no sign on the awnings.

The Commission is generally supportive of the design and appreciated the heritage report which helps to understand the history of the site. The elevations are well developed with interesting

design details. It was noted that detailing is very important to give a level of finesse and authenticity. The history of landscaping in the area, pre-development, would have been valuable information to understand the site's landscape history and value. The Commission provided the following comments for consideration and further design development:

- For crime prevention purposes, a second gate to secure the commercial parking area is recommended.
- Fiberglass windows could be an alternative material to be considered for this project.
- The design and locations of rooftop mechanical units should be considered in advance; the units should be grouped and screened.
- Vast improvement has been made from the previous design, particularly on the 2nd Avenue frontage. There are some opportunities to improve the design further by introducing variation in height (e.g., a higher cornice line in the middle).
- A simpler approach rather than applying additional architectural ornamentation using the building massing and recesses would be effective to create an interesting rhythm along the street and respect the historical lot lines.
- It was suggested that a shed roof form be introduced to the grey blocks on 2<sup>nd</sup> Avenue elevation to further break down the separation between the facades.
- The use of vinyl windows are acceptable for the upper portion of the building but details such as mullions should be treated carefully for a cohesive appearance.
- The projecting sign on Moncton Street would add an interesting character.
- The 2nd Avenue awnings are a bit too consistent. Slightly different treatments would add a visual interest.
- Rather than a plaque, consider some other artful or interpretive options to commemorate the history of the site.

It was moved and seconded:

***That the rezoning application for 3560 Moncton Street (RZ18-817742) be supported subject to the applicant giving consideration to the comments of the Commission.***

CARRIED

\*\*\*\*\*



## Design Consultation

3560 Moncton Street, Richmond

March 2023 - Final





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## 1. INTRODUCTION

**Primary Address:** 3560 Moncton Street, Richmond

**Neighbourhood and Zoning:** Steveston; CS2

**Legal:** Lot 25, Block 3N, Section 10, Plan NWP25758

**Type of Resource:** Building; Commercial; Single-storey retail

**Historic Name:** Steveston Marine and Hardware

**Original Owner:** Matsu Tanaka (previous building)

**Date of Construction:** 1963 (Source: BC Assessment)

**Architect:** Not known

**Builder:** Not known

**Heritage Status:** Not listed on Richmond Heritage Inventory, situated within Steveston Heritage Conservation Area

3560 Moncton Street is situated in the southwest area of the City of Richmond, commonly known as Steveston (Figure 1). While the building is not formally registered as a historic resource, it is located within the Steveston Heritage Conservation Area (HCA), and does contribute to the historic context. The City's requirement is that any development in the HCA requires a Heritage Alteration Permit as part of any Development Permit.



**Figure 1: 3560 Moncton Street in context to Steveston**

## 2. HISTORIC CONTEXT

The property on which the proposed development is located, at 3560 Moncton Street, has been a single-unit commercial building since its construction in 1963. It is currently

vacant, located on the westerly portion of Moncton Street, which is the primary commercial street of Steveston (Figure 2). Previous buildings on this site constituted a collection of smaller wood-frame buildings.



**LEGEND**

<p><span style="display: inline-block; width: 15px; height: 10px; background-color: #d9ead3; border: 1px solid #ccc; margin-right: 5px;"></span> Non Heritage Building</p> <p>① 3811 Moncton St.: "Japanese Doctors/Hospital Office" relocated from 4091 Chatham St.</p> <p>② 3711/3731 Chatham Street "Steveston Methodist Church"</p> <p>③ 12011 3<sup>rd</sup> Avenue "Steveston Courthouse"</p> <p>④ 12111 3<sup>rd</sup> Avenue "Sockeye/Steveston Hotel"</p> <p>⑤ 3460 Moncton Street "Dave's Fish &amp; Chips"</p> <p>⑥ 3480 Moncton Street "Watsida Building/ Riverside Art Gallery"</p>	<p><span style="display: inline-block; width: 15px; height: 10px; background-color: #5b9bd5; border: 1px solid #ccc; margin-right: 5px;"></span> Identified Heritage Resource</p> <p>⑦ 3580 Moncton Street "Hepworth Block"</p> <p>⑧ 3611 Moncton Street "Marine Garage"</p> <p>⑨ 3680 Moncton Street "Wakita Grocery"</p> <p>⑩ 3700 Moncton Street "Redden Net/ Atagi Building"</p> <p>⑪ 3711 Moncton Street "Cannery Café"</p> <p>⑫ 3811 Moncton Street "Steveston Museum/Northern Bank"</p>	<p><span style="display: inline-block; width: 15px; border-top: 1px dashed #ccc; margin-right: 5px;"></span> Historic Lot Lines</p> <p>⑬ 3831 Moncton Street "Ray's Drygoods/Budget Appliance"</p> <p>⑭ 3871 Moncton Street "Bare Basics"</p> <p>⑮ 3891 Moncton Street "Tasaka Barbershop"</p> <p>⑯ 12191 1<sup>st</sup> Avenue "Japanese Buddhist Temple"</p> <p>⑰ 12311 No 1 Road "Prickly Pear Garden Center"</p>
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November 27, 2018

**Figure 2: Steveston Heritage Conservation Area Map, City of Richmond, Planning Bulletin #3. 3560 Moncton Street outlined.**

2.1. STEVESTON HISTORIC AREA

The development of Steveston’s historic downtown through the late 1800s began as a result of the abundance of fish that passed into the mouth of the Fraser River, which resulted in construction of canneries to process the fish. It was new fish processing technology developed in the 1880s that allowed for canning, which required the fresh stocks to be as close as possible to the processing. Steveston also served as a service centre for Richmond’s agricultural community as the area began to be settled and farmed. Its prosperity, driven in large part by the nearby canneries, was fueled in large part by labour which included First Nations, and those of Chinese and Japanese descent.



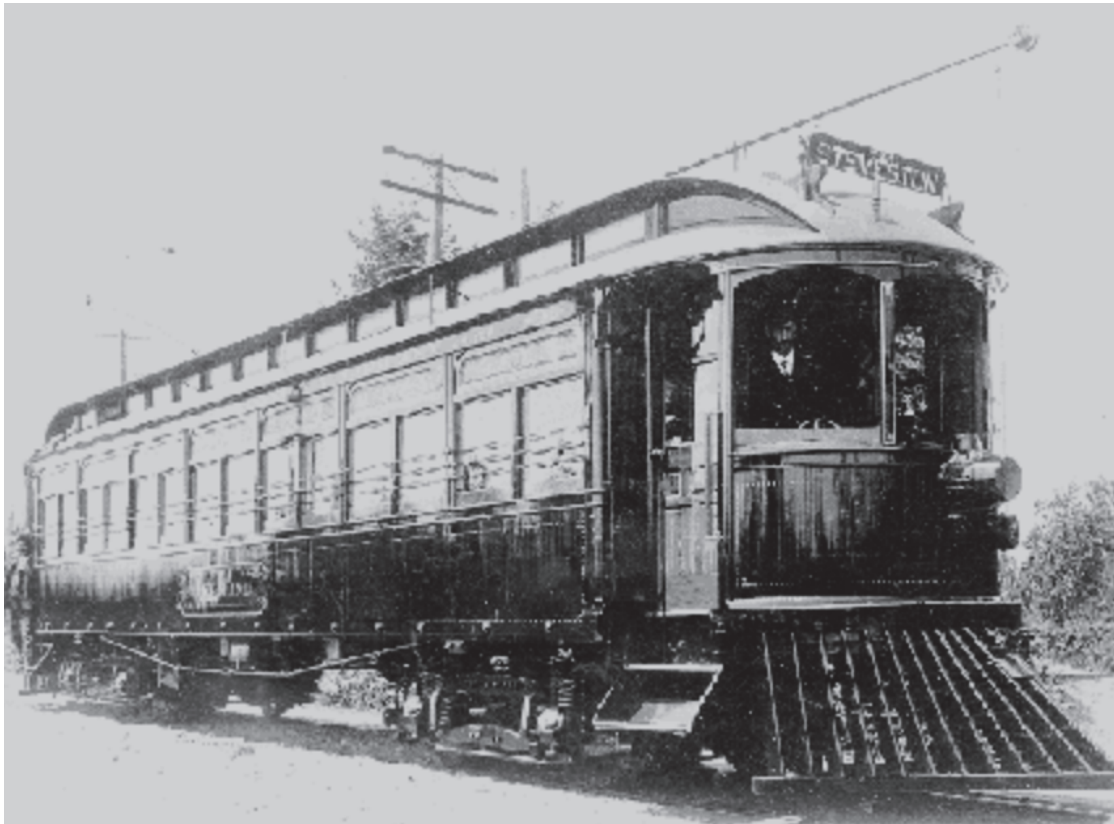
The original layout of the village, as illustrated by the 1892 survey plan, had a commercial core focused between Chatham Street and the Fraser River and a large area to the north comprising urban-sized lots, reflecting the optimism of that time, when it was expected to develop into a town to compete with Vancouver (Figure 3). The subject site on Moncton Street is outlined, magnified below.



Figure 3: Original 1892 Survey Plan, subject site outlined  
 Source: City of Richmond Archives Map 1990 14 6.

As the village gradually began to develop in the mid to late 1890s, the focus of commercial development was along Moncton Street between Third Avenue and No. 1 Road, and to the docks located along the mouth of the Fraser River (Cannery Channel).

Telephone service was provided to the community as early as 1895. Growth in the area was given a further boost beginning around 1904, following the 1902 completion of a rail line to Steveston by the CPR. By 1905 that rail line was leased to the BCER and electrified, which allowed for the Interurban to use the route; this also provided electricity to the community. Known as the “Sockeye Express” (Figure 4), the interurban ran as frequently as every hour, “attaining 90 km/h on the flat lands of Richmond.”<sup>1</sup> It took 45 minutes to get to downtown Vancouver.



**Figure 4: An Interurban Tram, 1906**

**Source: Source: Source: Community Stories - Steveston Recollections, The History of a Village, Steveston Museum**

[https://www.communitystories.ca/v1/pm\\_v2.php?id=record\\_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263624#](https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263624#)

By 1906, there were 18 canneries set along the two miles of foreshore making up the Fraser River waterfront. Steveston became the largest centre of commercial

---

<sup>1</sup> *Historical Atlas of Vancouver*, Derek Hayes, Douglas & McIntyre, 2005, p. 66.

fishing in Canada. The Northern Bank (which later became the Royal Bank) was in place by that time. This economic growth continued into the early years of the second decade. By 1912, however, the growth was beginning to peak, similar to other areas of the Lower Mainland.

The decline in the salmon industry starting in 1913, followed by a depression in world markets that hit by 1914, had profound impacts on all communities on the west coast, including Steveston. The original vision of W.H. Steves, who purchased the land that would become the townsite, was for a town that would rival Vancouver. However, the economic growth tied to the canneries along the river also led to major downturns.

Further devastation occurred with the fire of May 1918. The Star Cannery was the source of the fire, caused by accidental ignition from an oil lamp (Figure 5). This, combined with several bad fishing seasons, resulted in the closure and merging of several canneries.



**Figure 5: Charred pilings of the Lighthouse, Steveston and Star Canneries after the fire of 1918.**

**Source: City of Richmond Archives, 1971 1 242**

The fire's impact on the canneries and parts of the village was traumatic. It spread quickly, fueled by strong winds, and destroyed three canneries and three hotels and put roughly 600 workers – predominantly First Nations, Japanese-Canadian and Chinese-Canadian – out of work. It also destroyed many buildings on the south side of Moncton Street, as far east as First Avenue. If the subject site had a building on it

at that time, it was evidently destroyed, while it spared the exterior of the brick-clad Hepworth Block (although the interior had to be gutted and re-built) (Figure 6).



**Figure 6: The Hepworth Building after the 1918 fire (circled, red). Subject site, adjacent (outlined, yellow).**

**Source: Source: Community Stories - Steveston Recollections, The History of a Village, Steveston Museum**

[https://www.communitystories.ca/v1/pm\\_v2.php?id=record\\_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263658#](https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263658#)

Over the first several decades of the 20<sup>th</sup> century, Steveston became a focus of Japanese-Canadian settlement, second only to Powell Street in Vancouver. Similar to Powell Street, by the 1930s the businesses along Moncton Street were predominantly owned by Japanese-Canadians. This reflected the success of that community over time, where business owners who were tenants acquired ownership of many buildings. The prosperity and importance of that community was also evident with a separate Japanese School and Japanese hospital. The community endured until the forced relocation from the west coast and the internment beginning in 1942.

## **2.2. MONCTON STREET – THE VILLAGE’S “HIGH STREET”**

The development of Moncton Street as the commercial focus of Steveston was put in place early as a result of its proximity to both the canneries along the waterfront and the development of the BCER Interurban line that connected downtown Vancouver to Marpole and Steveston (see Section 2.0).

By 1890, Steveston boasted an Opera House, which reflected the prosperity and optimism of the community at that time (Figure 7).



**Figure 7: Steveston Opera House, Chatham Street and Second Avenue, 1890**  
**Source: Community Stories - Steveston Recollections, The History of a Village, Steveston Museum**

[https://www.communitystories.ca/v1/pm\\_v2.php?id=record\\_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263559](https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263559)

However, despite W.H. Steve's dream of rivaling Vancouver, the buildings that were developed in the 1890s and through the early 1900s along Moncton Street reflected more of a modest working-class community that was dependent on a cyclical industrial economy, servicing local agricultural areas and the canneries. The commercial buildings, while ornate in some cases, such as the 1894 Sockeye Hotel (Figure 8) and London Hotel built around the same time (Figure 9), were otherwise mostly modest one or two-storey wood frame structures.



**Figure 8: Sockeye Hotel, 1894**

**Source: Community Stories - Steveston Recollections, The History of a Village, Steveston Museum**

[https://www.communitystories.ca/v1/pm\\_v2.php?id=record\\_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263566](https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263566)





**Figure 9: London Hotel on Moncton Street, 1908**

**Source: Community Stories - Steveston Recollections, The History of a Village, Steveston Museum**

[https://www.communitystories.ca/v1/pm\\_v2.php?id=record\\_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263567#](https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=00000591&hs=0&rd=263567#)

By the early 1900s, Moncton Street was the site of many businesses and services. (Figure 10). While some of the buildings were on consolidated lots, the original lot layout dictated much of the form and design: relatively narrow false-front “boomtown” vernacular buildings, almost all wood-frame and wood-clad (Figure 11).



**Figure 10: Moncton Street looking east from Third Avenue, showing Commercial Hotel (left) and London Hotel (right), 1908**

**Source: City of Richmond Archives, Centennial Collection 1978 5 18**



**Figure 11: Moncton Street Looking West from Second Avenue, 1920s**

**Source: City of Richmond Archives 1978 37 12**

The commercial core lies between Third Avenue to the west and No. 1 Road to the east, south of Chatham Street. It has a variety of 20<sup>th</sup> century buildings which

collectively illustrate the evolution of the area. 3560 Moncton Street is one of those that contributes to this story. The Gulf of Georgia Cannery, a National Historic Site, anchors that west end of Moncton Street, although it is not located within the HCA. The remainder of Moncton Street contains buildings of a modest scale and primarily constructed of wood (with some exceptions).

Immediately to the east of 3560 Moncton Street is the landmark Hepworth Block at 3580 Moncton Street (Figure 12) while to the northeast is the Marine Garage at 3611 Moncton Street (Figure 13). At the west end of the block is Watsida Building/Riverside Art Gallery at 3480 Moncton Street (Figure 14).



**Figure 12: Hepworth Block, 3580 Moncton Street**

The design elements of both historic and newer buildings are elaborated on in Section 3.1.2 of this report.



Figure 13: Marine Garage, 3611 Moncton Street



Figure 14: Watsida Building, 3480 Moncton Street (right)

The listed heritage buildings along Moncton Street are illustrated in Figure 15.

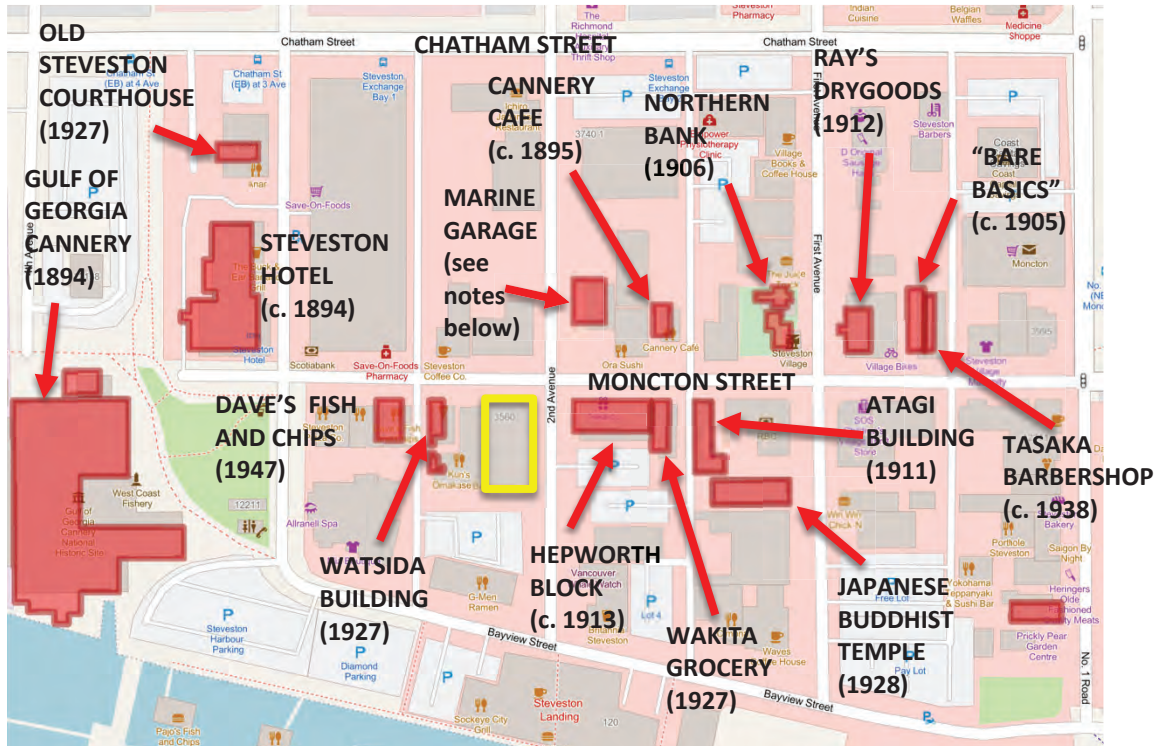


Figure 15: Historic context map outlining listed or protected historic sites along and adjacent to Moncton Street

[Note: no date is given in the walking tour for the Marine Garage but text implies it is the same building as Seppo's Automotive/Walker's Emporium, which is pre-1918. Archival image of Walker's Emporium is clearly not the same building as seen today but a better explanation is that the front of Walker's Emporium was cut back in order to allow for gas pumps as part of the conversion to a gas station.]

The development pattern, particularly as affected by the 1918 fire, is evident in the ages of the listed buildings. Those on the north side of Moncton Street tend to date from the pre-fire era, as this side was saved by being slightly further away from the source of the fire. Those on the south side did not fare as well, with the exception of the Hepworth Block, as it was constructed of brick.

Collectively and individually, these buildings and their sites contribute to the historic character of these blocks of Moncton Street, and are the basis for the creation of the Heritage Conservation Area (see Section 3.2.1).

### 2.3. SUBJECT SITE – 3560 MONCTON STREET

The historic uses found at 3560 Moncton Street exemplify some of the earliest commercial development in Steveston attributed to the post-fire era.

The early history of the subject site is not entirely clear: whether there was a building situated here prior to the 1918 fire has not been determined. If there were a building, it would have certainly been destroyed in that fire (as evidenced in Figure 6, page 6).

While the existing building has little architectural merit – and is the reason it is not noted as a resource of importance (i.e. listed) in the HCA – it is an expression of the mid-20<sup>th</sup> century changes of Steveston from a small service community, initially for the farming and fishing industry, and the evolving urban community of Richmond as the surroundings began to be more fully developed. It is also has an unusual modern design (Figure 16).



Figure 16: 3560 Moncton Street, n.d.

However, it is the continuity of a business here, dating back to the 1920s, that expresses the earlier evolution of the site and its associations: these are the intangible heritage values, and they are the most important.

Through the 1920s, Moncton Street gradually recovered from the fire, and the first building constructed on this site in that post-fire era dates from 1928, according to Assessment Roll records. Based on those records, it appears that M. Tanaka acquired the site that year – comprising Lots 5 and the East ½ Lot 6, Block 6, Plan

249. He was initially listed as a fish exporter, but by 1937 the local directory listed this site as Steveston Hardware.

#### City Directories for 3560 Moncton Street

YEAR	STREET ADDRESS, BUSINESS, INDIVIDUAL
Prior to 1928	No listing at this address
1929-1931, 1935-1936	Tanaka, M Fish exporter
1937	Steveston Hardware (M Tanaka)
1938-1939	44 Moncton Tanaka, M - Hardware
1940-1942	Steveston Hardware (M Tanaka)
1947	352 Apostolic Faith Mission 356 Steveston Hardware J.W. Leach

Tax assessment records similarly indicate that the ownership changed in the early 1940s and that by 1960 an additional parcel, Lot 3 (the most southerly lot of the subject site fronting Second Avenue) was added to the ownership by Steveston Hardware Limited.

#### Assessment Records

YEAR	LEGAL DESCRIPTION	NAME OF OWNER
1929	Lot 4 & E ½ Lot 5, Block 6, Plan 249	M Tanaka
1937		M Tanaka
1946		John Leach
1949		Steveston Hardware Ltd. (changed from John Leach)
1951		Steveston Hardware Ltd.
1960		Lot 3, 4, & E ½ Lot 5, Block 6, Plan 249

The acquisition of property by Matsu Tanaka – not just as a tenant, but as an owner – is an illustration of the commercial success of the Japanese-Canadian community in Steveston in the interwar period. (Similar business success was also evident during that same time period in Powell Street, Vancouver.)

Matsu Tanaka was born March 18, 1885. He was a self-employed fish broker, hardware merchant and the owner of Steveston Hardware. Together with his wife Masaye and son Masao, they lived at 44 Moncton Street (the original address of the subject site). In 1942, as part of the expulsion of Japanese-Canadians from the west coast, they were sent to Grand Forks and subsequently, in 1946, both were exiled to Japan.<sup>2</sup>

<sup>2</sup> Landscapes of Injustice, Custodian Case File for Matsu Tanaka and Masaye Tanaka

The context of the earlier commercial building on this site is evident, set at an important corner of Moncton Street (Figure 17). **For the purposes of this report, it is called the “Tanaka Building.”**



**Figure 17: Moncton Street as seen from slightly east of Second Avenue, 1939. Tanaka Building, centre left.**

**Source: City of Richmond Archives 1977 2 13**

Although a report from the *Vancouver Province* (February 17, 1990) claimed that the business was established in 1941 by Wilf Leach, this does not provide a complete picture of the history and (either wilfully or accidentally) ignores the earlier work by Matsu Tanaka to establish Steveston Hardware. Records show that the property was conveyed to John Wilfred Leach of Steveston in February 1944.<sup>3</sup>

The Tanaka Building was a modest one-storey building, framed and clad with wood, with a prominent paired-door entry set at the corner and angled, large multi-glazed picture windows set on either side of the entry with a transom. The earliest close-up photo dates from 1943 (Figure 18). At that time, it comprised the store with orientation to both Second Avenue and Moncton Street, and a 6-room detached living quarters at the rear (Figure 19).<sup>4</sup>

<sup>3</sup> Landscapes of Injustice, Custodian Case File for Matsu Tanaka

<sup>4</sup> Ibid.





Figure 18: Tanaka Building, 3560 Moncton Street, April 1943.

Source: Landscapes of Injustice, Collection of Official Files and Correspondence pertaining to Matsu Tanaka.

AGE OF CHILDREN: 29

**STATEMENT OF ALL REAL PROPERTY** (Each parcel must be mentioned and particulars given)

Property 1

1. LOCATION AND DESCRIPTION: Chatham & 7th, Steveston, B.C.

Lots 2A & 2B Block 15 of Section 10 Block 3 North Range 7 West Map 249 in the district of New Westminster. (Municipality of Richmond)

Title No. 121053 E

Property 2

#44 Moncton St., Steveston, B.C.

2. BUILDINGS AND OTHER IMPROVEMENTS: Municipality of Richmond.

Lot 4 and the East half of lot 5 of Block 6 of part of Section 10, Block 3, North Range 7 West Map 249 in the District of New Westminster. Title No. 82156 E

Property 1 - None. Property 2 - 1 Storey 6 roomed wooden frame dwelling house and store in front of premises, & 1 wood shed.

Figure 19: Part of Real Estate Summary of Matsu Tanaka, Office of the Custodian.

Source: Landscapes of Injustice, Collection of Official Files and Correspondence pertaining to Matsu Tanaka.

The living quarters was a small flat-roof extension on the west side of the store on what would be the east half of Lot 5 (Figure 20).

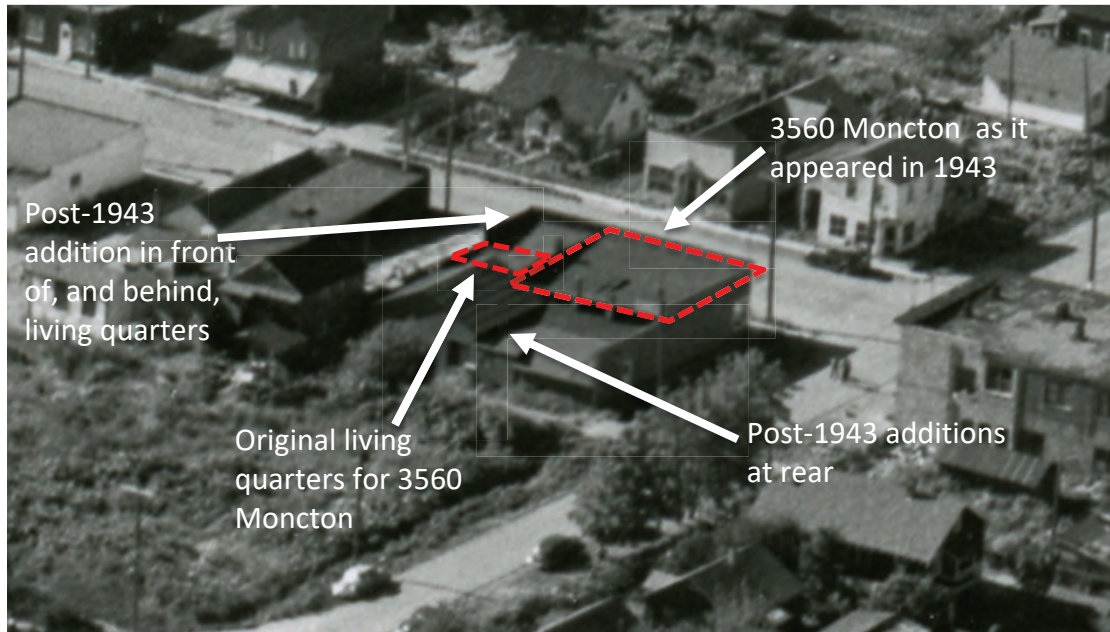


Figure 20: 1936 Waterworks Atlas, updated to 1939. Store outlined in red, living quarters outlined in yellow.

Source: City of Richmond Archives 1991 40 133

It is evident from examining the 1936 Waterworks Atlas, the 1943 photo, and the 1952 air photo (Figure 21) that a storefront expansion was undertaken sometime after acquisition by John Leach. The frontage was extended further west from the original Tanaka Building.

By the 1950s the small shed roof extension seen from Second Avenue had been replaced with a larger addition, possibly at the same time as the storefront extension, but the west side section that made up the living quarters was still intact, as seen on the 1952 air photo.



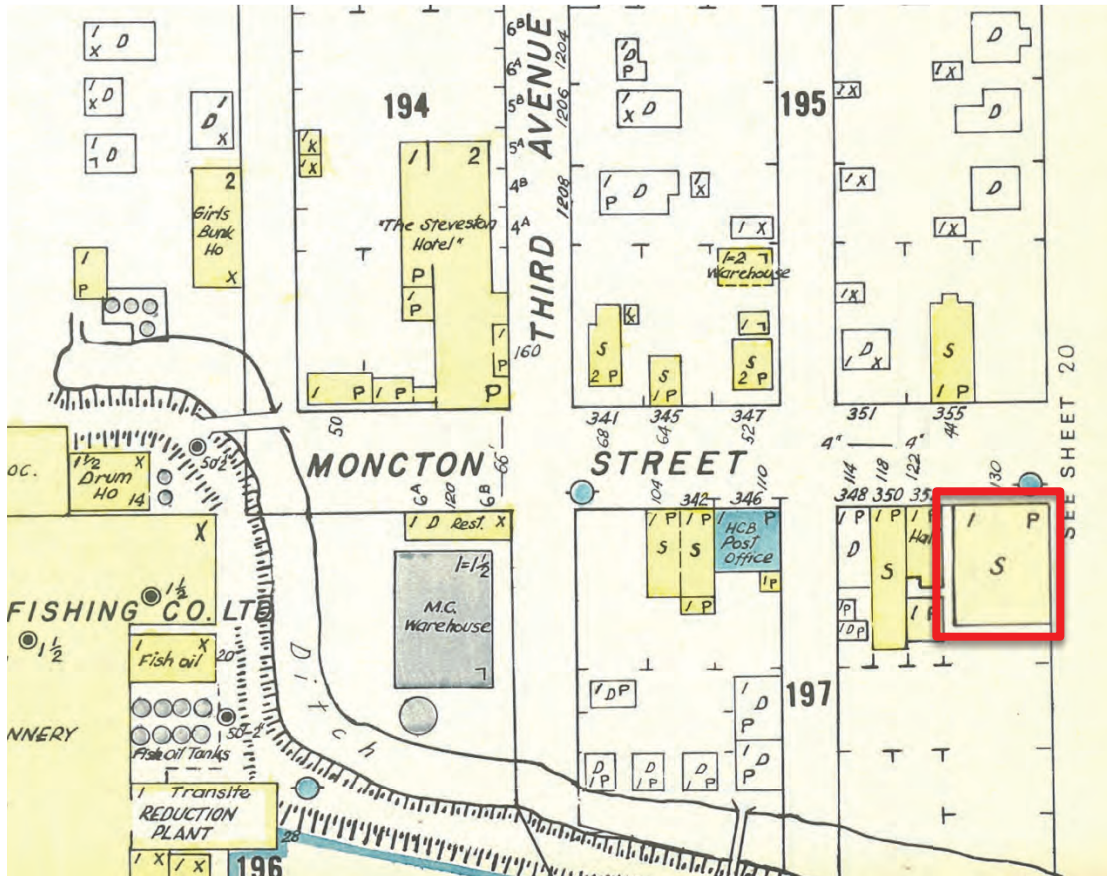
**Figure 21: Air Photo of Steveston, magnified to show subject site, 1952. Original building and living quarters outlined in red.**

**Source: City of Richmond Archives 1997 16 90**

Steveston Hardware sold everything from mattresses and appliances, and as the name implied, tools, paint, building and fishing supplies. In 1974, “Marine” was added to the store name, reflecting its role in providing the local industry with fishing supplies.<sup>5</sup>

The extent of the earlier building on the site is illustrated in the Fire Insurance Plan from 1960, although it does not distinguish the various additions at the front, west side and rear (Figure 22).

<sup>5</sup> “Another Steveston Landmark Bites the Dust,” *Richmond News*, July 23, 2018



**Figure 22: 1960 Fire Insurance Plan**  
**Source: City of Richmond Archives 1985 146 19**

It is presumed that the post-1943 additions that constituted the larger building are included in the site outline on the 1960 Fire Insurance Plan. (Wood frame buildings were defined on Fire Insurance Plans defined as yellow, which confirms that this is the extent of that earlier wood frame building before it was replaced by the existing cinderblock building.)

On this basis, **historic lot expression** is not necessarily how the lots are shown today, but rather how they appeared in those early years of the subject site.

**It is also on that basis that the “historic lot expression” is defined for the purposes of this report, and upon which the proposed development is assessed in Section 4.** Despite the lots being consolidated to accommodate the new building that would house Steveston Marine and Hardware, the following historic lot configuration comprised of: 1) the 1928 Tanaka Building, 2) a west-side addition and former living quarters, that forms the Moncton Street frontage, and 3) the then-vacant lot to the south fronting Second Avenue. **This defines how the Moncton Street and Second Avenue sides should be expressed in the new development.**

Evidently that original store was inadequate to serve the expanding business, and its reconstruction in 1963, which included the consolidation of Lots 3, 4 and the east half of Lot 5, was considered a landmark building for that time. It contrasted significantly with the other older surrounding buildings through the use of a full-height and full width window, and other modern material such as concrete block (cinderblock) along the sides and rear and a large projecting canopy (Figure 23).



**Figure 23: Steveston Marine and Hardware, 1980**

**Source: Community Stories - Steveston Recollections, The History of a Village, Steveston Museum**

[https://www.communitystories.ca/v1/pm\\_v2.php?id=record\\_detail&fl=0&lg=English&ex=00000591&rd=263702#](https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=00000591&rd=263702#)

Its original footprint, and a later expansion, is illustrated by a vertical “seam” along the Second Avenue side. While this is not entirely conclusive, it suggests that the building was constructed in two phases: the first covers an area that appears similar to the original footprint of the Tanaka Building.

Until around 2018 the site was occupied by Steveston Marine and Hardware, and it closed in response to changing ownership and the original application (dating back to 2015) to initially rezone the site to allow a microbrewery.

## 2.4. SUMMARY

The site has historic value primarily due to the early association with an important local retailer, Matsu Tanaka, who was an important member of the Japanese Canadian community who contributed to the development, growth and overall prosperity of Steveston. Matsu Tanaka established Steveston Hardware in 1928, in what appears to be the first building constructed on this site, following the devastating fire of 1918. It has significance through its direct association as a supplier to the marine (predominantly fishing) industry of the area. It also has importance in its continuing association with that business, that was involuntary

acquired from Mr. Tanaka by John Wilfred Leach of Steveston in 1944. However, since that building was demolished in the early 1960s, it is the intangible association rather than the tangible resource itself that is of paramount importance and how the buildings were presented on the site that reflected much of the original lot layout.

As noted in Sections 4 and 5 of this report it will be important to recognize that early and on-going association. The basis upon which the new design is assessed, and how it should be commemorated, is how it relates to the **historic lot expression**, rather than the building as it stands today.

### 3. MUNICIPAL POLICY, STRATEGY, REGULATION AND GUIDELINES

There are a number of plans, policies, guidelines and a regulatory framework that sets the foundation for evaluating the work on the subject site.

#### 3.1. STEVESTON AREA PLAN

The document titled “*Steveston Village Conservation Program – Conservation Strategy, Managing Change*,” as prepared for the City of Richmond in 2009, formed the starting point for the *Steveston Area Plan*, adopted in June 2009. The Strategy laid out the vision, goals and objectives of future planning, the heritage value and significance of Steveston (historical context statement and an area-wide Statement of Significance) including a thematic framework, along with a wider framework for developing conservation policies and urban design policies including design guidelines. These were accordingly integrated into the *Steveston Area Plan*.

The vision, in part, includes the active conservation of heritage, and the goals include the management of mixed-use urban development to conserve the unique character of the area. Objectives #1, #2 and particularly #3 are relevant to this rezoning proposal, specifically to:

1. Preserve employment opportunities and choices in the village;
2. Retain a compact business centre while limiting the amount of commercial development outside the village;
3. Ensure the character and scale of any new commercial development is compatible with the surrounding land uses.

The policy tied to Objective #3 reads: “*Require the design of new commercial structures in the Steveston Village to be in size and scale with existing buildings.*”

Further policies, as part of Section 3.2.3 – Steveston Village Node, include:

- *Encourage the development of the Village as a vibrant commercial centre;*

- *Encourage residential units as part of mixed commercial/residential developments;*

In addition, the *Steveston Area Plan, Section 4.0 – Heritage*, contains a number of policies under the first objective, to encourage the preservation, rehabilitation and restoration of listed historic resources. While the subject site is not listed as such, there are some provisions that are relevant, including:

- *Along Moncton Street the maximum building height shall be two-storeys and 9 m in height to ensure the size and scale of Moncton Street development is consistent with the village node;*
- *Encourage the retention and re-establishment of the small historic lots in a flexible manner due to fragmented ownership and varied lot development timing (e.g. consider consolidations of two historic lots to accommodate vehicle access from a rear lane or side street, to achieve unique heritage conservation and development opportunities).*

There are further policies under the second objective, namely to encourage new development to retain significant heritage resources and views, and to maintain and enhance the unique heritage character of Steveston, including:

- *Encourage new development to reflect the heritage nature of Steveston and recognize the unique architectural, urban design features and diverse cultures that shaped Steveston.*

Tied to heritage policies is the third objective that allows for a Heritage Conservation Area, a grant program and the requirement that a Heritage Alteration Permit (HAP) be required for any development – which includes most properties within the Steveston Village area, including the subject site. Buildings not identified in the Steveston Village Conservation Strategy (such as the subject site) still require a HAP but defer to the applicable Development Permit Guidelines, which form part of the *Steveston Area Plan* (see Section 3.2 of this report).

### **3.1.1. HISTORICAL AREA AND CULTURAL CONTEXT**

The document titled “*Steveston Village Conservation Program – Conservation Strategy, Managing Change*” explains the historical area and cultural context. The area’s core heritage themes found in the Historical Context Statement that collectively tell the story of the Village are:

- Aboriginal use and settlements
- Agricultural roots - historic role as a service centre
- Cannery legacy
- Fisheries tradition – including the cultural diversity

- Small frontier town
- Transportation hub
- Cultural diversity – First Nations, Chinese, Japanese workforce and residents
- Continuing community

### 3.1.2. AREA ARCHITECTURAL ASSESSMENT

The area's diversity stems from the historical and cultural components, visually expressed through a collection of buildings that range from the 1890s and well into the 20<sup>th</sup> century. Some of the buildings, such as the subject site, do not integrate well into the community, while others, particularly some newer developments, achieve a better sense of place through the use of varied massing, simple Vernacular styles, materials, fenestration and signage that complements the surrounding historic resources. Most of the earlier buildings are such a simple expression of commercial development at that time (i.e. Vernacular style) that their tangible value is as much in the collective streetscape as it is in the individual components.

The architectural importance – the tangible heritage values – stem from the historic development (i.e. listed heritage resources) which is reinforced by intangible values that are present. Newer developments draw their inspiration from the older collection and designs that are respectful of the local area are one of the key objectives of the Steveston Area Plan, and associated Guidelines.

The north side of the block is worth noting with its contrast in form and use, with some buildings that illustrate past residential use converted to commercial and others (such as the Northern Bank) that was never residential but was a “kit” house design of the BC Mills Timber and Trading Company that also had a commercial application.

Examples of good local area design are illustrated below – with select points along Moncton Street and the multi-use development along the east side of Third Avenue (Figure 24).

They involve a variation of forms, streetscape retail continuity with inviting storefronts, cladding, fenestration, circulation, viewpoints and signage. Wood is the predominant material and variation in colour provides additional visual interest.



Parapet/cornice, cladding, façade articulation & window pattern



Strong corner presence, low massing



Variable massing, cladding & window pattern



Signage and Storefront Fenestration



Circulation (breezeway)



Figure 24: Examples of good area-wide design to complement the historic character

### 3.2. STEVESTON VILLAGE CONSERVATION STRATEGY AND GUIDELINES

The City of Richmond *Official Community Plan (OCP)* designates Steveston as a Heritage Conservation Area as part of its long-range strategy. The OCP identifies 17 properties that are to be protected which significantly embody the strong heritage character of the area<sup>6</sup>. While the subject site is not one of those properties, nevertheless it requires a Heritage Alteration Permit in conjunction with a Development Permit to ensure that the development is respectful of the overall heritage character.

<sup>6</sup> City of Richmond, Planning Bulletin-04, 2009

### 3.2.1. HERITAGE CONSERVATION AREA

The strategic designation of Steveston as a Heritage Conservation Area (HCA) in 2009 was to recognize and protect its broader heritage character and the intrinsic values found in certain buildings, but equally as important, the cumulative historical significance of this cultural landscape. The rate of change was already evident then, and it was recognized that an HCA was the planning tool that could most effectively counteract the types of changes that were not in keeping with the historic character of the Village.

The HCA By-law protects the properties that are set within the boundaries, whether or not they have heritage value (i.e. they are not required to be formally listed in order to be protected). The subject site is one of those properties and as such any development must include a rigorous evaluation to ensure the design is in keeping with the heritage character. This is also the basis for the Heritage Alteration Permit that is necessary as part of any development permit.

### 3.2.2. DESIGN GUIDELINES – SAKUMOTO AND STEVESTON AREA DP

The Sakumoto Guidelines were developed 34 years ago and serve as a supplement to the Steveston Area Plan DP Guidelines.

It appears that the primary purpose at that time of the Sakumoto Guidelines was to encourage authentic restoration of heritage storefronts. While this approach was commendable for its era, the concept of restoration and rehabilitation has come a long way since that time and the tangible values found on any site are not necessarily the most important. Often, it is the intangible values, as expressed through select tangible character-defining elements, that are the most important. Their complexity requires careful assessment and expression, often through a Statement of Significance.

The Moncton Street Character Area is intended to have new development that is small-scale and continue the “rhythm” of a series of storefronts. They should be similar in character and scale to existing buildings, and use a fairly simple commercial style using false fronts with the gable facing the street (obscured on the street side by that false front). False fronts are also appropriate but need a decorative parapet or cornice. The simple style referred to in the Guidelines is commonly “boomtown” vernacular.

Storefront windows should be larger than upper storey windows. Entry doors should be recessed. Cornice lines and canopies can serve to bring the scale down to the pedestrian level. Exceptions to the criterion of small retail shopping

buildings would be existing larger buildings. Continuity of commercial frontage is paramount, with minimum street setback.

Section 9.0 of the *Steveston Area Plan* contains guidelines for new development (the “DP Guidelines”). This is intended to preserve and enhance the valued elements of the village, supporting its heritage and special character, and recognizing the qualities and opportunities that exist there. Section 9.3 of the *Steveston Area Plan* contains additional DP Guidelines for the character areas: the subject site is situated in Area “B”, known as the Steveston Village Character Area, with the Village Core Sub-area focused on Moncton Street. In the context of the proposed development, is intended to achieve desired heritage streetscapes and architecture that is visual pleasing and functional, and encourage a scale of development and intensity of use that is respectful of the historic building pattern. The following general principles are important:

- Massing and height that reinforces a continuous streetwall of commercial uses, along with flat roofs, recessed entries and a varied street façade
- Architectural elements need to be complementary yet distinguishable and not mimic existing (recognizing that Steveston continues to evolve)
- Exterior walls and finishes should similarly complement and be of natural materials that display craftsmanship, historically accurate profiles and dimensions
- Weather protection
- Historically appropriate signage

More specific DP Guidelines applicable to the Village Core Sub-area include:

- Development illustrating the pattern of small lots and small blocks – retaining or re-establishing the small historic lots and a varied street façade with select passageways where historically appropriate
- Architectural elements that are high quality and natural (i.e. wood)
- Windows on ground level to be large and consistent with retail, with recessed storefront entries and upper floor windows displaying a historically appropriate pattern, with a coordinated colour scheme

This report will examine further as to why the current commercial building (dating from 1963) does not work here as well as an example of what to follow, and how the principle of the **historic lot expression** (which is different from the actual legal lot lines) is more appropriate to follow, in addition to the components that are more consistent with the *Steveston Area Plan* DP Guidelines than the previous proposal for this site.

### 3.2.3. EXAMPLES OF OTHER HISTORIC COMMERCIAL AREAS – GASTOWN, CHINATOWN

The expression of a commercial area, particularly one that was established between the late 1800s and early 1900s, is one of mostly small low-scale commercial buildings set on separate parcels, with the occasional larger, more ambitious building developed on a number of tied parcels. An excellent example of this type of area’s form and pattern of development, which Steveston shares to some degree, are the historic districts of Gastown and Chinatown in Vancouver.

These areas are expressed through simply designed storefronts and upper floors (although as these areas became more developed and prosperous in the early decades of the 20<sup>th</sup> century, some later examples were more ornate). Particularly for Gastown, prior to the fire of 1886, the buildings were all constructed of wood and predominantly in the “boomtown” false-front style, quite similar to Steveston. As the area grew, one of the defining streetscape traits was the form – often narrow frontages each with a variable width and height, with the latter creating an authentic heritage “fabric” sometimes referred to as “sawtooth” appearance to the block profile. Its retention has been noted as fundamental to conserving the area’s built form.<sup>7, 8</sup>

The objective in both historic areas is to have new development respect the existing by way of scale, configuration and rhythm, on both the storefront level and the upper floors. Where a new building covers more than one historic-width lot, a division of both storefronts and upper floors into vertical “units” is promoted by the use of architectural features to create texture and visual interest. Examples of such features are pilasters, window placement and rhythm, some variation in cladding (e.g. stone and brick), columns and cornices.

While height is the defining difference between Gastown/Chinatown and Steveston – typically higher in the former compared with the latter – the principles of varied height and texture is a similar objective for such a historic commercial area.

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<sup>7</sup> City of Vancouver, Gastown HA-2 Design Guidelines, amended to July 2022, p.3

<sup>8</sup> It should be noted that the principle of retaining the “sawtooth” streetscape in Gastown was hindered by the fact that new development or additions are regulated by height – 75 ft. maximum – instead of density (FSR), and as such most new developments or additions went to that maximum height.

### 3.3. STANDARDS AND GUIDELINES FOR THE CONSERVATION OF HISTORIC PLACES

3560 Moncton Street is situated in the Steveston commercial district, in southwest Richmond, which is formally recognized by the City of Richmond as a Heritage Conservation Area. As elaborated further in Section 4 of this report, the subject site has minimal architectural value, although other values do exist on the site. As such, conservation standards such as Parks Canada’s *Standards and Guidelines for the Conservation of Historic Places in Canada* (hereafter referred to simply as “Standards and Guidelines”), as applied to the built form, is not relevant here. However, there are principles found in Standards and Guidelines as applied to cultural landscapes that are relevant. These can assist in assessing the approach taken here.

#### Heritage District

*“A heritage district is a cultural landscape. The Canadian Register of Historic Places defines a heritage district as a place comprising a group of buildings, structures, landscapes and/or archaeological sites and their spatial relationships where built forms are often the major defining features and where the collective identity has heritage value for a community, province, territory or the nation. Heritage districts can be urban or rural. Most heritage districts are governed by municipal by-laws that are complemented by guidelines to protect their heritage value.”<sup>9</sup>*

This analysis of relevant guidelines is limited to the relevant **Section 4.1 Guidelines for Cultural Landscapes, Including Heritage Districts** are divided into 11 subsections: for the purpose of this report, only certain ones are highlighted, given that the existing building is not proposed to be retained, but the new construction is expected to be compatible and respect the character and values of the HCA.

**Preservation:** the action or process of protecting, maintaining, and/or stabilizing the existing materials, form and integrity of a historic place or of an individual component, while protecting its heritage value.

**Restoration:** the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

**Rehabilitation:** the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.

<sup>9</sup> *Standards and Guidelines for the Conservation of Historic Places*, Parks Canada, Section Ed., 2010, p. 50

Of the 11 subsections, those that apply in this case are: **spatial organization, visual relationships, and built features**. Although much of the guidelines apply to conservation, there are still some principles can still be extracted for a development such as 3560 Moncton Street, where the proposed development is entirely new.

**3.3.1. SPATIAL ORGANIZATION**

Standards and Guidelines (Section 4.1.4) notes that in urban heritage districts, “land use, buildings, streets and topography often define or influence spatial organization. The buildings’ siting, the open spaces between them and the circulation corridors are often identified as character-defining elements in urban heritage districts.”

**General Guidelines**

Standard	Description
<b>1</b>	<p><b>Understanding the spatial organization and how it contributes to the heritage value of the cultural landscape. Location, as one of its character-defining elements, is to be retained.</b></p> <p><i>Comment: The historic relationship of the subject site to both Moncton Street and Second Avenue reflects the design of the original (1928) building.</i></p>
<b>3</b>	<p><b>Documenting the spatial organization of the cultural landscape, including the orientation, alignment, size, configuration and interrelationships of its component features, the relationship of features to the overall landscape, and its evolution and condition before beginning project work.</b></p> <p><i>Comment: The historic lot expression should be the basis for developing individual components that make up the collective single building proposed for this site.</i></p>
<b>4</b>	<p><b>Assessing the overall condition of the spatial organization early in the planning process so that the scope of work is based on current conditions.</b></p> <p><i>Comment: This is the fundamental standard expected of this development.</i></p>

### Additions or Alterations to a Cultural Landscape

<b>13</b>	<p><b>Designing a new feature when required by a new use that is compatible with the character-defining spatial organization</b></p> <p><i>Comment: The “physical record” of the original 1928 building should be expressed without necessarily replicating or imitating.</i></p>
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#### 3.3.2. VISUAL RELATIONSHIPS

Standards and Guidelines (Section 4.1.5) notes that “the visual relationships between elements of ..... heritage districts can influence the user experience. For example, a tall building in a low-rise heritage district may be perceived as out of scale.”

#### General Guidelines

Standard	Description
<b>1</b>	<p><b>Understanding the visual relationships and how they contribute to the heritage value of the cultural landscape.</b></p> <p><i>Comment: The historic visual relationship of the subject site to the modest vernacular buildings along Moncton Street should be reflected in the massing and design elements and material.</i></p> <p><b>Corner orientation, as one of its character-defining elements, is to be retained.</b></p> <p><i>Comment: The building should respect the dual orientation.</i></p>
<b>4</b>	<p><b>Understanding the evolution of visual relationships. This could include using historic photographs or artwork to understand how the visual relationships may have changed or been lost over time.</b></p> <p><i>Comment: Archival material is critical to integrate into the design process and include in any commemoration piece.</i></p>

### Additions or Alterations to a Cultural Landscape

<b>15</b>	<p><b>Designing a new feature when required by a new use that respects the historic visual relationships in the cultural landscape. This can include matching established proportions and densities, such as maintaining the overall ratio of open space to building mass in an urban heritage district.</b></p> <p><i>Comment: While the increased height is a reflection of the necessity for vertical expression of mixed use (as opposed to historic mixed uses that almost always were within the horizontal plane), the modest two-storey height expected of new developments along Moncton is respectful of, and sensitive toward, the area’s character.</i></p>
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### 3.3.3. BUILT FEATURES

Standards and Guidelines (Section 4.1.11) notes that built features such as commercial buildings and that “additions to recent cultural landscapes should be undertaken with the utmost respect and care and complement the heritage value of the historic place.”

#### General Guidelines

Standard	Description
<b>1</b>	<p><b>Understanding the built features and how they contribute to the heritage value of the cultural landscape.</b></p> <p><i>Comment: The building will keep its orientation facing Moncton Street.</i></p>
<b>2</b>	<p><b>Understanding the evolution of built features over time.</b></p> <p><i>Comment: The site’s evolution over time should be documented and recognized as a historic expression.</i></p>
<b>3</b>	<p><b>Documenting the function, condition, materials and surroundings of built features and the relationship of those features to each other and to the historic place, before beginning project work.</b></p> <p><i>Comment: Design elements are to recognize those of the surroundings in terms of profile, material and colour.</i></p>

Therefore, as noted above, while this is not a conservation project, it is located in a formally recognized Heritage Conservation Area and the principles of studying, understanding, documenting and respecting the values of that wider area are paramount to this project.



### 3.4. SUMMARY

The application of principles found in the *Steveston Area Plan*, using the thematic framework of the “*Steveston Village Conservation Program – Conservation Strategy, Managing Change*” is the starting point for review of the proposed development. The DP Guidelines are the most up-to-date and relevant source on the direction for new design and development and should be carefully followed. It can also draw from certain design principles of other historic areas. Limited principles from *Standards and Guidelines for the Conservation of Historic Places* should also be followed as they apply to new development in a cultural landscape such as the historic district of Steveston Village.

This is elaborated on further in the following section of this report, which assesses strengths of the most current design development and which aspects may still require some refinement to achieve an even stronger design that respects the historic character of Steveston Village.

## 4. DEVELOPMENT PROPOSAL – 3560 MONCTON STREET

An earlier rezoning application with a design concept was submitted to the City that included public input and referral to the Heritage Advisory Committee. While that proposal had some merit, and received generally positive commentary from the HAC, there was mixed commentary from the public consultation piece. Positive commentary included the rhythm of the window pattern and integration of the development into the streetscape. Public commentary included concern for housing type and affordability, redirection of pedestrian traffic away from Moncton Street, massing and lane congestion and lack of a historical fishing “vision.”

Subsequently, in response to those public and committee comments, a new rezoning application was submitted to the City of Richmond Planning Department for a site-specific rezoning to develop a new two-storey mixed-use project to a maximum density of 1.15 FAR. The goal is to improve the design and make it more compatible with, complementary to, and respectful of, the heritage character of Steveston.

It is that application on which this design consult report is based.

Although the site is not in the ALR or subject to ESA considerations, it is located on a property scheduled as legally protected in the Steveston Village Heritage Conservation Area. As such it will require a Heritage Alteration Permit in conjunction with a Development Permit. The site currently contains a one-storey commercial building, which is not a listed heritage resource, while historically, the site contains intangible heritage value tied to the Tanaka Building, all documented in Section 2.3 and summarized in Section 2.4 of this report. Further direction on the approach to further

recognize and commemorate the historical association is noted in Section 5 of this report.

The purpose of the development is:

1. Develop a new residential building that respects the form, scale and character of the surrounding historic area, and streetscape, by way of massing and spatial separation, and detachment from the heritage resources with a use of fenestration to define and contrast the old and the new, and most importantly, is based on historic lot expression.
2. Use materials that are highly distinguishable yet complementary to the neighbouring heritage buildings.
3. Apply a colour scheme that reflects historic appearance and further distinguishes the various components of the single building that further reflect historic lot expression.
4. Ground level street-oriented retail units along both Moncton and Second Avenue to activate the pedestrian realm.

#### 4.1. DEVELOPMENT TIED TO LOCAL PLANNING OBJECTIVES

The development meets a number of local planning objectives. The site does present some limitations due to its size, but it also presents an excellent opportunity to integrate principles that will enhance the heritage character of Steveston Village. These include:

- Placement on the lot, at front lot lines
- Historic lot pattern
- Strong corner orientation – which also speaks to the earlier Tanaka Building
- Rhythm of building form assisted by breezeways, open space or vertical division distinguished by use of materials, window patterns, etc.

While the historic lot pattern is not entirely evident, particularly due to the current buildings that occupies much of the existing site as a single structure, re-creating a pattern that harkens back to the earlier building(s) is recommended (see further detail in Section 4.2).

#### 4.2. DEVELOPMENT DESIGN PRINCIPLES AND RATIONALE (PRECEDENT)

Although there are no **historic lot lines** currently identified on the subject site (see Figure 2, page 2), the staged development documented between 1928 and 1952 provides direction on the design approach, and the way in which any new development should be expressed vis a vis “historic lots” which for the purposes of this report is termed “**historic lot expression**.” In addition, the 1892 survey plan provides further context (Figure 25) of the historic lot expression.



**Figure 25: Subject site outline superimposed on magnified historic lot pattern taken from the 1892 survey**

The rationale for the support of this development proposal, in its current form, is the historic development pattern of this site and those along either side of Moncton Street.

The application of smaller-scale storefronts in a two-storey form can create a **rhythmic division of the streetscape** that reflects the historic lot expression of the subject site, which consisted of two and a half standard-width lots fronting Moncton Street and a wider lot fronting Second Avenue. The staged development from the 1920s to the 1950s resulted in the primary building (Tanaka Building), a narrower addition to the west (similar in scale to the neighbouring Watsida Building) and the former vacant Lot 3 along the southern part of the site. This needs to be the fundamental approach to designing a new building on the subject site.

The application of **breezeways** or other openings between buildings is characteristic of Steveston Village, certainly in the first half of the 20<sup>th</sup> century. This was also characteristic of other commercial areas such as Powell Street in Vancouver (which also had a strong Japanese-Canadian presence prior to 1942). Applying this concept should be explored, as it also serves to break up an extended continuous massing along the streetscape.

While it is not feasible to leave open space between buildings, a breezeway can also assist in the rhythmic “separation” of the streetscape face tied to the historic lot

expression: in this particular case, divided into three sections. The breezeways should be explored for both Moncton Street and Second Avenue, subject to CPTED considerations.

The design should integrate **materials** and **window and door openings** that are compatible with, and historically represent, early Steveston. This includes wood or metal doors and storefront windows at street level, and wood cladding, wood windows and fenestration (unless Building Code provisions tied to life safety or spatial separation dictates otherwise).

The rhythmic pattern of windows on the upper floor should vary single-set and paired windows, with strong divisions of mullions and trim. Double hung windows are the expected profile on the upper floors and wood is the expected material of choice. Rectangular form for double-hung windows should be the norm.

The expression of “separate” buildings within the one proposed can additionally be accomplished by **colour** application.

#### 4.3. PLANS AND ELEVATIONS

The proposal is to develop a new mixed-use building that respects the form, scale and character of the heritage buildings on either side, and surrounding streetscape, by way of spatial separation, some variation in height (“sawtooth”), fenestration, window pattern, cladding and colour.

To achieve this, the proposed design presents a single building as several smaller buildings grouped together. The design, as it stands presently, is strongly supported on all major components, with some adjustments to be considered as part of this report.

Rather than replicating the footprint of the existing building, the proponent has developed a design that illustrates the historic lot expression of the site, more accurately conveys principles of small-lot development along Moncton Street that was apparent in the 1892 subdivision plan (Figure 25), and more accurately reflects the earlier buildings on this site (Figure 26).

The single building is presented in the form of four buildings, each slightly distinguished by height, entries, windows, cladding, parapets and cornices, and colour. This is the supported approach here, rather than creating a larger-looking building that follows the footprint of the current Steveston Marine and Hardware building.

Commercial uses are set at ground level along both the Moncton Street and Second Avenue sides, with residential use above and parking set at the rear.



**Figure 26: Proposed Elevations**

**Streetscape massing:**

The massing along Second Avenue is particularly long, and the design works to soften this by presenting the building in three sections with a slight variation in height: the centre (red) section is set slightly below those on either side. This creates a variable, visually interesting, and yet subtle, “sawtooth” streetscape, and is a supported approach here. The architect has amended the design so that the

façade widths are more representative of the historical sections of the two buildings that fronted Moncton Street (the 1928 building and the post-1943 addition).

Notably, the historical footprint of the original Tanaka Building was wider than the modest addition on the west side; the approach should not necessarily be identical to those historic widths, nor does it need to be. This adjustment to create two facades that are distinctly different widths creates the illusion of two distinctly different “buildings”. Similar to what has been refined with the frontages, the architect has amended the height to provide a subtle “sawtooth” profile between the two sections of the building fronting Moncton Street.

In addition, the most westerly (green) section has an extremely shallow setback. Despite the DP Guidelines noting that all buildings be set exactly to the front property line, the minimal setback of this section is supportable: it provides visual interest. Furthermore, early buildings in historic areas such as this were not always set exactly on the property line; they sometimes encroached or were slightly set behind the line. This is highly supportable. The slight setback creates a more defined separation and expresses the historic footprint of the original Tanaka Building from the historic addition immediately to the west – thereby distinguishing the two storefront facades on Moncton Street.

**Rooftop definition:**

Continuity of cornices is important to express each section: the corner (blue) building has a cornice defining the entire two street frontages and corner but does not fully extend to the ends of that section of the building. To be more historically accurate and appropriate, its continuity should be explored further. The other buildings facing Moncton Street and Second Avenue are each expressed slightly differently, with varying decorative elements along the cornice that distinguishes each of them from the neighbouring corner building. This is highly supportable.

**Circulation:**

The design incorporates a single breezeway from Second Avenue. This is an important design consideration and historically appropriate, and is furthermore supportable as it is set back slightly to properly distinguish it from the defining edge of the centre (red) building and additionally provides a “vertical expression” to create an additional separation from the “yellow” building.

An additional breezeway along Moncton Street to separates the “blue” and “green” sections of the development and to provide circulation from Moncton Street was explored as part of the design development, but it was felt that in order to maintain the historic frontage widths, and to meet parking requirements along with an adequate retail floor area for “CRU A”, it was not feasible. Excluding this additional breezeway is acceptable.

**Cladding:**

Each of the “buildings” is presented at the streetscape with a variation in cladding, alternating between lap siding and shingles. This is fully supportable and creates visual interest. As noted above, it also works with other components to break up the massing. The only recommendation is that the cladding be wood, as per the DP Guidelines, unless required by Building Code to be non-combustible (i.e. “hardiplank”).

**Doors, windows and fenestration:**

Entry doors are one of the key character-defining features and, on a “boomtown” Pioneer building, are most often centred and recessed on the façade. The DP Guidelines stipulate this provision. The proposed placement of doors is historically appropriate for the Moncton Street facades, and particularly the angled corner entry (“CRU B”), and is in keeping with the DP Guidelines. The placement of doors on that corner building reflects the historic corner of the historic Tanaka Building. The entry on the adjacent section (“CRU A”) fronting Moncton Street is recessed, which is also historically accurate. The Second Avenue side is more variable, with one door cleverly disguising the residential lobby, elevator and mechanical room. While this door is not recessed, it is supportable as it is not a retail entry. The doors on the southerly (red and yellow) buildings, for “CRU C” and “CRU D”, are similarly recessed.

All entries have a transom window set above the door(s) which is also historically accurate and compatible.

The placement and pattern of windows for both the storefronts and upper floor is variable and visually interesting. All storefront and upper floor windows have a bold horizontal and vertical division expressed using mullions. On the Second Avenue elevation of the corner (blue) building, one of the three single-set ground floor windows was removed, as this more accurately references the Tanaka Building’s windows on this side. Additionally it will create a wall face on which a Commemoration Plan might be set (see Section 5 for further details).

The articulation of storefronts, particularly on Second Avenue with the recessed residential entry and the breezeway, and on Moncton Street with the slight setback of the westerly building, allows for a variation in window types and configuration – set in singles, pairs and tripartite. The transoms on select sections have a division of glazing using muntins while the lower sections feature wider mullions, which is supportable and follows Section 9.3.2.1 of the General DP Guidelines, which calls for windows with traditionally dimensioned frames.

Particularly with the increased ceiling height on the upper floors, the lower windows take some cues from the taller paired “ribbon” windows of the Sockeye Hotel and London Hotel as examples (see Figures 8 and 9, pages 8 and 9).

As per the DP Guidelines, and similar to cladding, it is recommended that all windows and fenestration facing Moncton Street and Second Avenue be wood. Additional consideration should be given to providing a door and window schedule as part of the final DP drawings.

**Colour:**

The three sections are expressed by distinct colour patterns, one for each building, which is strongly supported. However, the lighter colours, particularly those on the west and south ends, should be reconsidered as darker colours will contrast better with the corner building. The window sashes should be a darker colour (they are often black) and should contrast with an off-white or cream tone for the window frames, trim and sills. It is recommended that the Vancouver Heritage Foundation’s *True Colours* pallet be considered when choosing a final colour scheme.

**4.4. CONCLUSIONS**

The design as currently proposed presents many improvements over the earlier design. These break up the massing, are visually interesting, variable and historically accurate, and clearly articulated, in terms of materials, including:

- Distinctive façade presentation tied to the pre-1963 built form that also reflects more of the historic lot expression of Moncton Street and specifically the setting of the former Tanaka Building at the corner and its westerly addition;
- Distinctive cornices on the Moncton and Second Avenue sides;
- Distinctive and recessed breezeway with a recessed residential entry on the Second Avenue side which, together, provide a vertical break to the massing, creating distinctly smaller sections resembling smaller buildings;
- Variable door and window patterns with tall windows on the storefronts and strong divisions using variable mullions and muntins;
- Recessed retail entries for each unit;
- Window profiles that are historically accurate;
- Variation in cladding;
- Colour variation for each of the four parts that make up the single building.

The following improvements should be considered to the existing design:

- Clarification on the materials – cladding, windows, trim – that should be wood as per the DP Guidelines;



- Distinctive colour for some of the facades and bolder contrasting window sash and trim colour, taking cues from the Vancouver Heritage Foundation’s *True Colours* pallet;
- Provide a window and door schedule as part of the final DP drawings.

The proposed development represents a significant improvement with design development principles that integrate more successfully into the Steveston Village Area. Also, it has considered commentary from both the public and the Richmond Heritage Advisory Committee and found ways to address most of the points brought forward in that process, which will further serve as a positive outcome. The proposed development is strongly supported, as one that works to respect the heritage character of the area, and will ultimately strengthen Moncton Street as the historic “high street” of the village. It has taken direction from the *Steveston Area Plan*, the DP Guidelines, draws from some principles other historic commercial areas, and uses certain principles for cultural landscapes (historic districts) from *Standards and Guidelines for the Conservation of Historic Places*.

**It is recommended that the proposed design for the rezoning of 3560 Moncton Street proceed forward, with minor improvements as recommended in this part of this report.**

## 5. COMMEMORATION PLAN

Normally a Commemoration Plan is prepared as a result of the demolition of a building that is either formally recognized (i.e. on a Heritage Register) or has known heritage values, but in this case the commemoration is proposed to primarily recognize the historical and cultural significance of the Tanaka Building; that is, the building situated on the site prior to 1963 and particularly noting its pre-1943 significance. It is recommended that a Commemoration Plan be prepared, either as a condition of the Development Permit, or following issuance of the Development Permit. This will be a way of educating the public, and owners or tenants of the building, of the early importance of the site and its ties to the development of Steveston as a multi-cultural community strongly tied to the fishing industry.

### 5.1. PURPOSE

The purpose of a Commemoration Plan is public awareness and education. It should draw the reader in, and focus on this building’s ties to the fishing industry, its long-term historic commercial use (hardware store), its illustration of the development pattern of Steveston Village and its association with multiple owners, particularly Matsu Tanaka. The intangible cultural association is equally important as any building that previously existed on the site. It should also pay tribute to the

continuity of the business, led by several key owners, that served such an important role in Steveston Village for so many decades.

The Commemoration Plan should be placed in a public location where it is easy to locate and focus on key information that would be of interest to the public. It should take clues from the public commentary on how the earlier development lacked certain “vision,” particularly how the site had a strong connection to the dominant industry (i.e. fishing) in Steveston, despite its distance from the water.

## 5.2. DESIGN CONCEPTS (GRAPHIC LAYOUT)

A Commemoration Plan can be presented both in graphic and written form. The use of colour, photographs, maps and applicable text, if well designed, can draw the interest of those passing by to stop and read, and ultimately, to appreciate what came before this development. An excellent example of graphic layout of such information is housed at the Steveston Museum. The Commemoration Plan should draw from this example in terms of design, but be distinctly different in what information is presented so as not to duplicate.

The location of information presented is equally as critical. It should not be placed inside a commercial unit, since that is effectively a private space and is up to the tenant to decide how and what to present; it would also be interfering with their own marketing plan. Therefore, a space that is either public – for example, a wall facing the sidewalk – or semi-public, such as within a passageway that is open during business hours, is the most effective. The space does not necessarily have to be expansive; much information can be conveyed in a small area. Furthermore, a smaller display area has greater potential to draw the reader compared to a larger display area that might be overwhelming. Another concept is to have the information set on several smaller panels that work together to illustrate the timeline of the history of the site. The suggested location for a Commemoration Plan is facing Second Avenue (Figure 27).



**Figure 27: Suggested location for Commemoration Plan, light yellow square set between two small windows, facing Second Avenue**

In order to have an effective Commemoration Plan, maintenance and repairs need to be performed. Over time the information may need to be updated and improved.

Whether this is the responsibility of the building owner, or the municipality, and exactly who bears the costs, will need to be determined. However, in either case, a Section 219 covenant should be in place that allows for maintenance and updating. This could be made a condition of the Development Permit.

## **6. MAINTENANCE PLAN**

### **6.1. MAINTENANCE GUIDELINES**

A maintenance plan is critical to any development, whether heritage or new construction. Short-term and long-term targets need to be set for each element. A building that has undergone a higher degree of renovation, replication or repair is equally prone to the need for maintenance as compared to a building that has had more components retained and conserved. In particular, any errors or weaknesses in material or method should be identified in the early stages and corrected where necessary, so that accelerated deterioration does not take place.

Regularly scheduled maintenance ensures the longevity of any element, whether wood, stone, brick or other material. Water is essential to manage, as it is the singularly the most invasive and damaging to any building. Other forces such as sun-exposed wall faces, wind, ice and vermin affect building elements and the while the cost of maintenance on a regular basis may seem high, putting off this work inevitably leads to greater costs to restore, particularly for heritage buildings that often contain materials that are expensive, in short supply or need to be custom made.

### **6.2. REQUIRED PERMITS**

The type and degree of permitting depends on the municipal requirements as commonly spelled out in general or heritage-specific requirements-of-maintenance by-laws, or in policy or other by-laws or guidelines. Since 3560 Moncton Street is scheduled as a protected site within the Steveston Village HCA, a Heritage Alteration Permit (HAP) would be necessary for any future work on the exterior, including painting.

Exemptions for more minor work (i.e. repair, re-painting in existing colours) may be possible, but in most cases, a HAP, either stand-alone or in conjunction with another permit (e.g. Development, Sign, Building) may be required.

### **6.3. ROUTINE, CYCLICAL AND NON-INVASIVE CLEANING**

By undertaking work on a routine basis, a sensitive approach to the cleaning treatment is the more likely outcome since dirt or other damage will not have had as much time to build up. The principle of any cleaning should be in accordance with

*Standards and Guidelines for the Conservation of Historic Places* which specifies the gentlest means possible. In cases where the removal of dirt and other material is necessary on stucco, concrete or wood, a soft bristle brush without water is best, sweeping away the loosened material. The recommended approach for elements that require a more intensive cleaning is to use a soft bristle brush with warm water and a mild detergent. Pressure washing, sandblasting or any abrasive cleaning should not be used under any circumstances.

#### 6.4. REPAIR AND REPLACEMENT OF COMPROMISED MATERIAL

Repair and replacement of material on 3560 Moncton Street must conform with those established under the *Standards and Guidelines for the Conservation of Historic Places in Canada*. The buildings' design is expected to display character-defining elements, those characteristics that contribute to the tangible heritage value, such as materials, form and configuration, and must be conserved. This draws from the following principles:

- Minimal intervention must be a goal, and any intervention must be the least intrusive and gentle means possible;
- Character-defining elements must be repaired, rather than replaced, wherever possible;
- Repair may involve anything from the removal and cleaning or simple refinishing to extracting extensively deteriorated, decayed or missing material and reinstalling the same but with in-kind material to match existing, and using recognized conservation methods;
- Repaired or replaced material must be physically and visually compatible with the historic place

#### 6.5. INSPECTIONS

##### 6.5.1. INSPECTIONS AND SCHEDULE

Inspections are a key element in the maintenance plan, and should be carried out by a qualified person or firm, preferably with experience in the assessment of heritage buildings. These inspections should be conducted on a regular and timely schedule, addressing all aspects of the 3560 Moncton Street including exterior and site conditions. From this inspection, a report should be compiled that will include notes, sketches, and observations and to mark areas of concern, for example, cracks, staining and rot. The report need not be overly complicated, but must be thorough, clear and concise. Issues of concern, from the report, should be entered in a log book so that corrective action can be documented and tracked.

### 6.5.2. ONGOING MONITORING

An appropriate schedule for regular, periodic inspections would be twice a year, preferably during spring and fall. Comprehensive inspections should occur at five-year periods, comparing records from previous inspections.

## 6.6. INFORMATION FILE

The owner of 3560 Moncton Street should retain an information file where inspection reports can be filed. This file should also contain the Log Book that itemizes problems and corrective action. Additionally, this file should contain building plans, building permits, heritage reports, photographs and other relevant documentation so that a complete understanding of the building and its evolution is readily available to the owner(s), which will aid in determining appropriate interventions when needed.

A full record of these activities will help to plan for future repairs and provide valuable information in the overall maintenance of the building and will provide essential information for the longer-term and serve as a reminder to amend the maintenance and inspection activities on an as-needed basis. The owner(s) should retain an information file where inspection reports can be filed. This information file should be passed along to any subsequent owner(s). The file would include a list outlining the finishes and materials used. The building owner should keep on hand a stock of spare materials for minor repairs.

The maintenance Log Book is an important maintenance tool that should be kept to record all maintenance activities, recurring problems and building observations and will assist in the overall maintenance planning of the building. Routine maintenance work should be noted in the maintenance log to keep track of past, and plan future activities. All items noted on the maintenance log should indicate the date, problem, type of repair, location and all other observations and information pertaining to each specific maintenance activity.

## 6.7. EXTERIOR MAINTENANCE

The most potentially damaging element to buildings is water, including frost, freezing and thawing, and rain water runoff including pipes and ground water. Animal infestation is a secondary concern. 3560 Moncton Street, as a two-storey building with no basement, will require on-going and regular maintenance.

The most vulnerable part of any building is the roof, where water can enter in without warning. Roof repair and renewal is one of the more cost-effective strategies. Any leak, however minor it might be, needs to be taken seriously and

may be a sign that other areas are experiencing the same, or that a more significant leak or water entry is imminent.

The following checklist contains a wide range of potential problems specific to the 3560 Moncton Street such as water/moisture penetration, material deterioration and structural deterioration. This does not include interior inspections.

### Exterior Inspection

#### Site and Foundation

- Does water drain away from the foundation?
- Is there back-splash occurring?
- Is there movement or settlement of the foundation as illustrated by cracks or an uneven surface?
- Is there any evidence of rising damp?

#### Wooden Elements

- Are there moisture problems present?
- Is any wood in direct contact, or extremely close to, the ground?
- Is there any evidence of insect infestation?
- Is there any evidence of fungal spread or any other type of biological attack?
- Is any wood warped or cupped?
- Does any wood display splits or loose knots?
- Are nails visible, pulling loose or rusted?
- Do any wood elements show staining?

#### Exterior Painted Materials

- Is the paint blistering, peeling or wrinkling?
- Does the paint show any stains such as rust, mildew or bleeding through?

#### Windows

- Is any glass cracked or missing?
- Does the putty show any sign of brittleness or cracking, or has any fallen out?
- Does paint show damage by condensation or water?
- Do the sashes operate easily or if hinged do they swing freely?
- Does the frame exhibit any distortion?
- Do the sills show any deterioration?
- Is the flashing properly shedding water?
- Is the caulking connection between the frame and cladding in good shape?

#### Doors

- Are the hinges sprung or in need of lubrication?
- Are the latches and locks working freely?
- Is the sill in good shape?

- Is the caulking connection between the door frame and cladding in good shape?
- Is the glazing in good shape and held securely in place?
- Is the seal of the door in good shape?

#### Gutters and Downspouts

- Are any downspouts leaking or plugged?
- Do the gutters show signs of corrosion?
- Are there any missing sections of downspouts and are they securely connected to the gutters?
- Is the water being redirected away from the building to either in-ground drainage or rainwater catchment?

#### Roof

- Are there water blockage points?
- Is the leading edge of the roof wet?
- Is there any sign of fungus, moss, birds, vermin, insects, etc.?
- Are the seams of the flat roof showing any advanced sign of weathering such as curling, cracking or exposure of sub-surface?
- Are the flashings well set?
- Are any metal joints or seams sound?
- Is there any water ponding present?



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**Address:** 3560 Moncton Street

**File No.:** RZ 18-817742

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10075, the developer is required to complete the following:**

1. (SRW) Granting a 2 m by 2 m Statutory Right-of-Way (SRW) at the northeast corner of the subject property.
  - 1.1 The SRW's referenced in Section 1. shall provide for:
    - 1.1.1 24 hour-a-day, year-round public pedestrian access in the form of paved walkway(s) and related landscape features, which may include, but may not be limited to, lighting, furnishings, street trees and planting, decorative paving, storm water management measures and universal accessibility provisions, to the City's satisfaction;
    - 1.1.2 Vehicle use of driveways and driveway crossings (e.g., by owners, operators, tenants, visitors, and car-share operator and users), provided that this activity does not compromise the safe and convenient public pedestrian use of the SRW area;
    - 1.1.3 Emergency and service vehicle access, City bylaw enforcement, and any related or similar City-authorized activities; and
    - 1.1.4 Permanent building encroachments, provided that any such encroachments do not comprise the quality, functionality, safety, or amenity of the SRW area or associated landscape features, as determined to the satisfaction of the City and specified in the approved Development Permit\*, including weather protection, habitable portions of the building, and similar structures and building projections, provided that such features are a minimum clear distance of 2.5 m (8.2 ft.) above the finished grade of the SRW area or as otherwise specified in an approved Development Permit\*.
    - 1.1.5 Any works essential for public access within the required statutory right-of-way (SRW) are to be included in the Servicing Agreement (SA) and the maintenance & liability responsibility is to be at the sole cost and responsibility of the owner/developer, unless otherwise determined and approved by City staff. The design must be prepared in accordance with City specifications & standards and the construction of the works will be inspected by the City concurrently with all other SA related works. After completion of the works, the Owner is required to provide a certificate of inspection for the works, prepared and sealed by the Owner's Engineer in a form and content acceptable to the City, certifying that the works have been constructed and completed in accordance with the accepted design.
    - 1.1.6 The SRW shall not provide for gates or similar barriers to public access (e.g., chains), except in association emergency, maintenance, repair, or other City-authorized closures.
2. (Flood Protection) Registration of a flood indemnity covenant on title.
3. (Transportation Demand Management Measures) Registration of the following legal agreement(s) on title related to this projects transportation demand management measures to the satisfaction of the City and specified in the approved Development Permit where applicable:
  - 3.1 Registration of a legal agreement for a transit pass program (residential) that includes the following provisions:
    - 3.1.1 10 monthly two zone transit passes are to be provided for 1 year for 100% of the residential units.
    - 3.1.2 Transit passes are to be distributed evenly amongst the residential units (i.e., 2 transit passes per unit).
    - 3.1.3 Program duration shall be when all applicable transit passes have been distributed or after a period of not less than 3 years from the date of full occupancy being provided by the City on the applicable building permit application.

- 3.1.4 Require the submission of letters of credit for the residential transit pass programs the amount to be based on the value of the total number of transit passes (at the time of the registration of the legal agreement) plus a 5% contingency.
- 3.1.5 The owner/developer shall be responsible for keeping all records that documents the distribution of the transit passes in accordance with the provisions of this legal agreement for submission and approval to the City as part of the process to release the submitted letters of credit.
- 3.2 Registration of a legal agreement for the purpose of requiring that the developer/owner provides, installs, and maintains cycling facilities to the satisfaction of the City as specified in the approved Development Permit and includes the following provisions:
  - 3.2.1 Residential
    - Provides Class 1 bicycle parking at a rate of 2.0 stalls per dwelling unit for the resident use.
    - At least 50% of the Class 1 residential bicycle parking stalls shall be upsized to the minimum dimensions (3 m length by 1.5 m width) to accommodate bicycles with trailers.
    - Space be provided to accommodate for an on-site bicycle maintenance repair facility that shall include a minimum of a bike repair stand with tools and manual operated pump with pressure gauge.
    - Electric battery charging provisions are to be provided for all Class 1 bicycle parking.
    - Prohibits the conversion of any bicycle maintenance/repair facility to any other use.
- 3.3 General – The legal agreements referenced in Section 3.1 and 3.2 may be modified to the satisfaction of Transportation where applicable.
4. (Shared parking) Registration of a legal agreement on title related to the sharing of residential visitor parking stalls with non-residential parking stalls (commercial uses) to the satisfaction of the City and specified in the approved Development Permit where applicable and includes the following provisions:
  - 4.1 Non-residential (commercial) and residential visitor parking stalls can be shared.
  - 4.2 Shared parking stalls are not permitted to be assigned and/or reserved to a particular use or user.
  - 4.3 Shared parking stalls are not permitted to be arranged in a tandem configuration.
  - 4.4 Implement the applicable signage to clearly identify shared parking stalls.
5. (Rental/Age Restrictions) Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
6. (Mixed Use) Registration of a covenant on title that identifies the building as a mixed use building and includes the following provisions:
  - 6.1 That the design is required to mitigate unwanted noise and avoid noise generated from the internal use from penetrating into residential areas.
  - 6.2 Notify residential tenants of potential noise and/or nuisance that may arise due to proximity to retail, restaurant and other commercial uses and activities and that noise shall not exceed noise levels allowed in the City's Noise Bylaw.
  - 6.3 Noise generated from rooftop HVAC units will comply with the City's Noise Bylaw.
7. (Affordable Housing Cash-In-Lieu) City acceptance of the developer's offer to voluntarily contribute \$15.00 per buildable square foot (e.g. \$149,655) to the City's affordable housing fund.
8. (Geotechnical) Submission of reports from the appropriate professional consultants to address the following matters:
  - 8.1 Geotechnical investigation and accompanying report to assess the soil and groundwater conditions, potential impacts of the proposed development on neighbouring buildings and include recommendations on appropriate mitigation measures.

8.2 Report from the appropriate qualified consultant that confirms provisions to monitor and inspect the current condition of neighbouring/adjacent buildings prior to any work being undertaken, including follow-up monitoring and inspection should redevelopment of the subject site proceed forward.

9. (Development Permit) The submission and processing of a Development Permit\*, completed to a level deemed acceptable by the Director of Development.

10. (Servicing Agreement) Enter into a Servicing Agreement\* for the design and construction of the following works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to the following:

10.1 Water Works

- Using the OCP Model, there is 432 L/s and 558 L/s of water available at a 20 psi residual at Moncton Street and the 2nd Ave. respectively. Based on the proposed development, the site requires a minimum fire flow of 220 L/s.
- Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage and Building designs.
  - Provide fire hydrants at Moncton Road and 2nd Avenue frontage to meet minimum spacing and code requirements to service the proposed development.
- At the Developer's cost, the City is required to:
  - Abandon and cap at main the existing water service connection, and remove meter.
  - Install a new water service connection at the Moncton St frontage, complete with meter, meter box, and right-of-way. The dimensions of the right of way shall be finalized during the servicing agreement process.

10.2 Storm Sewer Works:

- The developer is required to:
  - Remove approximately 65 meters of existing 375mm diameter storm sewer along 2nd Avenue frontage from STMH9121 to STMH9138.
  - Install approximately 65 meters of new 600mm storm sewer along 2nd Avenue. The tie-in to the north shall be to a new 1200mm diameter manhole, which will replace the existing manhole STMH9121. Tie in to the south shall be to the manhole STMH9138. New storm sewer to be installed such that it is draining to the south, towards Bayview Street.
  - Protect existing AC watermain along Moncton Street during storm sewer installation. Any portions of the water main undermined or damaged by construction are to be replaced at developer's cost.
  - Replace 6m portion of AC watermain at Moncton Street where storm sewer crosses
  - Install a new storm service connection complete with inspection chamber at the 2nd Avenue frontage.
- At the Developer's cost, the City will:
  - Cut and cap at main all existing storm sewer connections to the development site.
  - Tie-in all the existing systems to the new system being installed.

10.3 Sanitary Sewer Works:

- The developer is required to:
  - Upgrade approximately 56 meters of existing 150mm diameter sanitary sewer to 200mm diameter sanitary sewer along the property frontage from MH 5119 to 5125 in the same alignment as the existing sewer. Tie-in to the existing sanitary sewers at both east and west ends shall be via new manholes.
  - Install a new sanitary service connection complete with an inspection chamber. Sanitary connection not to be made to sanitary sewer in rear lane.
  - Renew portions of the existing AC watermain along Moncton Street that will be impacted by the sanitary service connection.
- At the Developer's cost, the City will:

- Cut and cap, at main, the existing sanitary sewer connections to the development site.
- Tie-in all the existing systems to the new system being installed.

#### 10.4 Moncton Street Frontage Improvements

- Construct a 2.0 m wide concrete sidewalk at the north property of the subject site. The remaining space between the edge of sidewalk and the existing south curb of Moncton Street is to contain hardscaped boulevard generally consisting of: stamped/tinted concrete; street trees (if applicable); street furniture (including benches, street lighting, bicycle racks, and garbage receptacles); and intermittent landscaping. The cross-section of the frontage improvements, measuring from the property line towards the south curb of Moncton Street, shall include the following:
  - 2.0 m wide concrete sidewalk
  - 0.88 m wide hardscaped boulevard
  - 0.15 m wide concrete curb and gutter.(Note: Should Council adopt the streetscape visions for the Steveston Village Area prior to the execution of the Servicing Agreement for the subject site, the above frontage improvements shall be adjusted to be in keeping with the adopted visions, in particular the corner treatment at the Moncton Street/2nd Avenue intersection).
- At the southwest corner of the Moncton Street and 2nd Avenue intersection, upgrade the existing wheelchair ramp with tactile warning strips for the visually impaired (MMCD R-15-SD).
- All existing driveways along the Moncton Street development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter and concrete sidewalk per standards described under item above.

#### 10.5 2nd Avenue Frontage Improvements

- Construct a 1.67 m wide concrete sidewalk along the development frontage that matches the existing width of the sidewalk in this block of 2nd Avenue. The cross-section of the frontage improvements, measuring from the property line towards the west curb of 2nd Avenue, shall include the following:
  - 1.67 m wide concrete sidewalk.
  - 0.15 m wide concrete curb and gutter.(Note: Should Council adopt the streetscape visions for the Steveston Village Area prior to the execution of the Servicing Agreement for the subject site, the above frontage improvements shall be adjusted to be in keeping with the adopted visions).
- All existing driveways along the 2nd Avenue development frontage are to be closed permanently. The Developer is responsible for the removal of the existing driveway let-downs and the replacement with barrier curb/gutter and concrete sidewalk per standards noted under item above.
- Upon closing the existing driveways and back filling with new sidewalk and curb/gutter, the Developer is required to, across the 2nd Avenue development frontage, complete the following pavement marking and signage works:
  - Remove the existing pavement marking related to on-street parking. As part of the SA detailed design process, prepare a new pavement marking plan to back fill the development curb frontage with angle parking (45 degree at 5.5 m x 2.5 m car parking space dimensions).
  - Remove any affected traffic/parking signage and install new signage as required along the development frontage.

#### 10.6 Lane Frontage Improvements

- The lane development frontage has a road right-of-way width of 10.06 m. The lane upgrade requirements shall include:
  - Upgrade the existing lane structure, including the construction of asphalt concrete pavement over the entire width of the lane, to comply with City of Richmond Engineering Design Standards. The upgrade is to match that carried out under SA 13-635022. The SA detailed design process shall determine the final cross-section profile, pavement structure, and other design details taking into considerations drainage and utility requirements.

- The Developer is required to check the existing lighting levels in the lane to determine if lighting is adequate. If it is not adequate, lighting that meets City of Richmond lighting standards are to be provided at the cost of the Developer.
- Construct a new driveway for vehicle access to the site. City design standards for commercial driveways are to be met (7.5 m driveway width at the property line).
- The required lane frontage improvements are limited to the site frontage only.

#### 10.7 Statutory Right of Way Requirements

- A 2 m by 2m SRW is required at the northeast corner of the site (southwest corner of the Moncton Street and 2nd Avenue intersection.)
- All above ground hydro/telephone kiosk and other third party equipment must not be placed within any frontage works area including sidewalk and boulevard. On-site SRWs are to be secured for the placement of this equipment.

#### 10.8 Other Frontage Improvements:

- The developer is required to:
  - Provide frontage improvements as per Transportation's requirements.
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
    - To underground overhead service lines.
    - To locate/relocate all above ground utility cabinets and kiosks required to service the proposed development, and all above ground utility cabinets and kiosks located along the development's frontages, within the development's site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of statutory right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
      - BC Hydro PMT – 4.0 x 5.0 m
      - BC Hydro LPT – 3.5 x 3.5 m
      - Street light kiosk – 1.5 x 1.5 m
      - Traffic signal kiosk – 2.0 x 1.5 m
      - Traffic signal UPS – 1.0 x 1.0 m
      - Shaw cable kiosk – 1.0 x 1.0 m
      - Telus FDH cabinet – 1.1 x 1.0 m
    - Provide street lighting along the lane frontage with bollards offset 0.5m away from the street lighting poles.
    - Review street lighting levels along all road and lane frontages, and upgrade as required.

#### 10.9 General Items:

- The Developer is required to:
  - Enter into an encroachment agreement for any proposed building and awning encroachments prior to building permit issuance, including payment of any required fees. An encroachment agreement will only be granted if the encroachment will not hinder the use of and access to City infrastructure. Any proposed encroachments must be easily removable, and in the event that the City requires removal of the encroachment (for example, to access City utilities), removal and replacement will be at the Owner's cost.

- Provide, within the first servicing agreement submission or prior to start of site preparation works (whichever comes first), a geotechnical assessment of preload, de-watering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
- Provide a video inspection report of the existing sanitary service connection on the ROW and the sanitary sewer running from manhole SMH5126 to SMH5125 prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
- Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage construction water onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of construction water, the Developer will be required to enter into a de-watering agreement with the City to discharge treated construction water to the storm sewer system.
- Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Not encroach into the existing SRW with proposed trees, non-removable fencing, or other structures.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Submission of an appropriate landscape bond/letter of credit for on-site landscaping and registration of an accompanying legal agreement.
2. Additional requirements and legal agreements as determined to the satisfaction of the City through the processing of the Development Permit application.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. Registration of a subsidence covenant on title. A signed and sealed letter from a geotechnical engineer must be provided to confirm that the proposed development will not impact the serviceability of neighbouring buildings, including the properties at 3480, 3500 and 3580 Moncton Street, and they may continue to be safely used for their intended purposes. All buildings must be built only in strict compliance with the recommendations set forth in the geotechnical report.
4. Enter into an encroachment agreement for the proposed fabric awnings along Moncton Street and 2nd Avenue and any other building encroachments.

5. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

- Signed Copy on File -

\_\_\_\_\_  
Signed

\_\_\_\_\_  
Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 10075 (RZ 18-817742)  
3560 Moncton Street**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning Bylaw 8500 is amended by:
  - a. Inserting the following table at the end of the existing table contained in Section 5.15.1(d)(ii):

<b>Zone</b>	Sum Per Buildable Square Foot of Permitted <b>Principal Building</b>
ZMU43	\$15.00

- b. Inserting the following into Section 20 – Site Specific Mixed Use Zones, in numerical order:

**“20.43 Commercial Mixed Use (ZMU43) – Steveston Village**

**20.43.1 Purpose**

The **zone** provides for a combination of commercial, industrial and residential **uses** in the Steveston Village Conservation Area.

- 20.43.2 Permitted Uses**
- animal grooming
  - broadcasting studio
  - child care
  - education
  - education, commercial
  - government service
  - health service, minor
  - housing, apartment
  - industrial, general

- 20.43.3 Secondary Uses**
- boarding and lodging
  - community care facility, minor
  - home business



- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general
- retail, second hand
- service, business support
- service, financial
- service, household repair
- service, personal
- studio
- veterinary service

#### 20.43.4 Permitted Density

1. The maximum **floor area ratio** is 1.0.
2. Notwithstanding Section 20.43.4.1, the reference to “1.0” **floor area ratio** is increased to a higher **density** of “1.1” **floor area ratio** if the **owner** pays into the **affordable housing reserve** the sum specified in Section 5.15.1 of this bylaw, at the time **Council** adopts a zoning amendment bylaw to include the **site** in the ZMU43 zone.
3. There is no maximum **floor area ratio** for **non-accessory parking** as a **principal use**.

#### 20.43.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 100% for **buildings**.

#### 20.43.6 Yards & Setbacks

1. There is no minimum **front yard, rear yard** or **side yard setback**.

#### 20.43.7 Permitted Heights

1. The maximum **building height** for the **site** is 9 m, containing not more than two **storeys**.

**20.43.8 Subdivision Provisions/Minimum Lot Size**

1. There are no minimum **lot width, lot depth** or **lot area** requirements.

**20.43.9 Landscaping & Screening**

1. **Landscaping** and **screening** shall be provided according to the provision of Section 6.0.

**20.43.10 On-Site Parking**

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set-out in Section 7.0 except that:
  - a) Required **parking spaces** for residential **use** visitors and non-residential **uses** may be shared.
  - b) On-site **vehicle** parking shall be provided at the following rate:
    - i) Non-residential **uses** – on-site parking requirements contained in this Section 7.0 of this Bylaw are reduced by 33% with the exception that a rate of 2 spaces per 100 m<sup>2</sup> of **gross leasable floor area** be applied to **retail convenience, retail general, retail second hand, service business support, service financial and service personal**.

**20.43.11 Other Regulations**

1. For **apartment housing**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line abutting a road** shall be used for residential purposes.
  2. For **apartment housing**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 3.0 m in width.
  3. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply.”
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it “**COMMERCIAL MIXED USE (ZMU43) – STEVESTON VILLAGE**”.

P.I.D. 001-067-915

Lot 25 Section 10 Block 3 North Range 7 West New Westminster District Plan 25758

- 3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10075”**.

FIRST READING

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A PUBLIC HEARING WAS HELD ON

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SECOND READING

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THIRD READING

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OTHER CONDITIONS SATISFIED

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ADOPTED

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MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 