



## Planning Committee

Date: Tuesday, June 3, 2014

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Evelina Halsey-Brandt  
Councillor Linda Barnes  
Councillor Harold Steves

Absent: Councillor Chak Au

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on Wednesday, May 21, 2014, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, June 17, 2014, (tentative date) at 4:00 p.m. in the Anderson Room

The Chair advised that Clean Energy Vehicle Incentive Program and Sakamoto Guidelines be considered as Items No. 1A and 1B.

## **PLANNING & DEVELOPMENT DEPARTMENT**

1. **APPLICATION BY AM-PRI DEVELOPMENTS (2012) LTD. FOR REZONING AT 9580, 9600, 9620, 9626, 9660 AND 9680 ALEXANDRA ROAD FROM “SINGLE DETACHED (RS1/F)” AND “TWO-UNIT DWELLINGS (RD1)” TO “TOWN HOUSING (ZT67) - ALEXANDRA NEIGHBOURHOOD (WEST CAMBIE)”**  
(File Ref. No. RZ 13-649999) (REDMS No. 4160454 v.5)

Wayne Craig, Director, Development gave an overview of the proposed application highlighting the following:

- the proposed application will have a Floor Area Ratio (FAR) of 0.65;
- the applicant will provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund;
- the proposed development includes greenways, wildlife corridors and trails within the site;
- the proposed development provides vegetation buffers along the perimeter of the site and will provide additional planting within the Alderbridge Way median; and
- access to the potential development site to the west is included in the proposed development.

In reply to queries from Committee, Mr. Craig noted that the Statutory Right-of-Way and the linear greenway on the northwest portion of the site will be 20 metres in width. Also, he advised that the site is designated for 0.65 FAR density or 0.75 FAR with affordable housing provided.

Mr. Craig advised that the orphaned lot at 9560 Alexandra Road would have a 0.65 FAR base density and 0.75 FAR with affordable housing provided. He added that the adjacent lot at 9540 Alexandra Road is designated as park land in the Area Plan.

The Chair referred to correspondence received from Balkar Bhullar, owner of the property at 9560 Alexandra Road, dated, June 2, 2014, (attached to and forming part of these minutes as **Schedule 1**) and commented on the possible acquisition of the orphaned lot. In reply to queries from Committee, Mr. Craig advised that the applicant was unsuccessful in reaching a resolution with Mr. Bhullar to acquire the lot.

Mr. Craig advised that the orphaned lot can be developed with the same densities as the proposed application and could potentially accommodate approximately 18 townhomes.

Discussion ensued with regard to the proposed site's access to Alexandra Road and future land acquisitions by the City.

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In reply to queries from Committee, Mr. Craig advised that the new intersection on Alderbridge Way will have traffic signals. Also, he noted that there are no current plans to build a land bridge across Alderbridge Way for wildlife.

Discussion ensued with regard to the sustainability features of the proposed application and in reply to queries from Committee, David Brownlee, Planner 2, noted that the rezoning considerations include requirements to comply with EnerGuide 82 standards and have rough-in provisions for solar hot water heaters. He added that the sustainability features of the proposed application will be detailed during the development permit process.

Amit Sandhu, Am-Pri Developments (2012) Ltd., spoke of the sustainability initiatives planned for the proposed development, noting that it is anticipated to achieve an EnerGuide equivalent rating of 82. Mr. Sandhu added that the applicant is working with the City to add public art on site.

In reply to queries from Committee regarding affordable housing units, Mr. Sandhu advised that it is more feasible to provide a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund. He added that managing the affordable housing units is not feasible for smaller development companies.

Mr. Sandhu commented on the attempts made by the applicant to acquire the orphaned lot at 9560 Alexandra Road and read from his submission (attached to and forming part of these minutes as **Schedule 2**).

In reply to queries from Committee, Mr. Sandhu noted that a conceptual development plan has been submitted that shows the potential redevelopment of 9560 Alexandra Way. Also, he added that details of incorporating sustainability initiatives in the proposed development are dependent on their costs.

Discussion ensued with regard to alternative energy sources such as solar and geothermal energy.

It was moved and seconded

*That Richmond Zoning 8500, Amendment Bylaw No. 9136,*

- (1) To Amend "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)" Zone to reduce the minimum front yard setback for 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road to 4.5 m; and*
- (2) To rezone 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road from "Single Detached (RS1/F)" and "Two-Unit Dwellings (RD1)" to "Town Housing (ZT67) - Alexandra Neighbourhood (West Cambie)" as amended;*

*be introduced and given first reading.*

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The question on the motion was not called as discussion ensued with regard to (i) efforts by the applicant to acquire the orphaned lot at 9560 Alexandra Road; (ii) the proposed sustainability features associated with the proposed development; and (iii) the architectural concepts for possible future development of the orphaned lot at 9560 Alexandra Road.

The question on the motion was then called and it was **CARRIED**.

Discussion ensued with regard to the type of contributions smaller developers can make towards affordable housing in the city.

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

*That staff examine different options for smaller developers to contribute to affordable housing in the city and report back.*

**CARRIED**

**1A. CLEAN ENERGY VEHICLE INCENTIVE PROGRAM**

(File Ref. No.)

Discussion ensued regarding a letter from Metro Vancouver, dated May 23, 2014, (attached to and forming part of these minutes as **Schedule 3**), requesting for the continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program.

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

*That staff examine Metro Vancouver's request for the continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program and report back.*

**CARRIED**

**1B. SAKAMOTO GUIDELINES**

(File Ref. No.)

Discussion ensued with regard to the design criteria (Sakamoto Guidelines) for the Steveston Village area (attached to and forming part of these minutes as **Schedule 4**).

Discussion then ensued regarding (i) buildings in the area that have incorporated the design criteria; (ii) amending the Steveston Area Plan to ensure that Sakamoto Guidelines are better reflected in the Area Plan; (iii) amending the Sakamoto Guidelines to reflect a more contemporary interpretation of the neighbourhood's architecture and use of more modern building materials; and (iv) areas of the Steveston Village where the Sakamoto Guidelines would apply.

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Discussion further ensued with regard to the preference to keep the area's architecture historical. It was noted that staff are preparing a submission to designate Steveston as a UNESCO World Heritage Site. It was suggested that in order to retain the area's heritage character, the Sakamoto Guidelines be re-implemented.

As a result of the discussion, the following **referral** was introduced:

It was moved and seconded

*That staff examine ways to incorporate the Sakamoto Guidelines in the Steveston Area Plan and report back.*

**CARRIED**

**2. MANAGER'S REPORT**

**(i) *Metro Vancouver Regional Growth Strategy Amendment – City of Pitt Meadows***

Terry Crowe, Manager, Policy Planning, spoke of a proposed Metro Vancouver 2040 Regional Growth Strategy Amendment for the City of Pitt Meadows. He advised that since the amendment does not affect the City, no formal response is required.

**(ii) *Sustainability Initiative on Alberta Road***

Mr. Craig commented on the installation of solar panels on a development on Alberta Road. He noted that currently, only one unit has the solar panels installed, and stated that, due to the added costs, there has been little interest for this unit.

Mr. Craig indicated that the developer has invited Council to tour the development. Staff were then directed to arrange a tour of the development for Council.

Discussion ensued with regard to the annual energy cost savings of incorporating sustainability features into new developments, as well as the possibility of requiring the inclusion of such features in future developments.

**(iii) *Funding Agreement for Canada Line Capstan Station***

Joe Erceg, General Manager, Planning and Development, spoke of the successful agreement to fund the Canada Line Capstan Station.

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**ADJOURNMENT**

It was moved and seconded  
*That the meeting adjourn (4:43 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, June 3, 2014.

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Councillor Bill McNulty  
Chair

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Evangel Biason  
Auxiliary Committee Clerk

Schedule 1 to the Minutes of the  
Planning Committee meeting held  
on Tuesday, June 3, 2014.

TO: WAYNE CRAIG  
CC: WJG  
FROM: OFFICE CLERK'S OFFICE

**From:** balkar bhullar <balkar01@hotmail.com>

**Date:** June 2, 2014 at 6:26:38 PM PDT

**To:** wayne craig <wcraig@richmond.ca>

**Subject:** FW: RZ 13-649999 Re 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road

PC: Wayne Craig  
Joe Orce

Re: Item 1  
Planning Committee  
June 3, 2014

> Date: Mon, 2 Jun 2014 17:34:43 -0600

> From: leungja@shaw.ca

> To: balkar01@hotmail.com

> Subject: RZ 13-649999 Re 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road

>

> Dear Sirs,

> I am Balkar Bhullar. I have a contract on the orphaned lot 9560 Alexandra Road. To the contrary of what I have read from the Staff Report, the applicant never offered to acquire my property despite my several attempts to sell them my property in order to develop the townhouse site as a whole. I am prepared to sell them my property for 6.5% less than what they paid for the lots applying for rezoning. However, the applicant refused. It is not fair to orphan my lot in the circumstances.

> Thank you.

> Balkar Bhullar

>

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June 3<sup>rd</sup>, 2014

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

RE: RZ 13-649999 Re 9580, 9600, 9620, 9626, 9660 and 9680 Alexandra Road

Dear Planning Committee,

I'm writing on behalf of the applicant Am-Pri Developments (2012) Ltd. in response to the email received by city staff dated June 2nd from Balkar Bhullar, the real estate investor that has 9560 Alexandra Road under contract from the original owner.

We purchased the development properties at 9580 – 9680 Alexandra Road from Mr. Bhullar in 2012. In February 2013, Mr. Bhullar notified us that he had 9560 Alexandra under contract and was looking to assign the contract to other developers in the area. He mentioned that although we were not the only party, he was looking to sell so we should hold off on our rezoning and development application with the hopes that we could reach an agreement for the sale of 9560 Alexandra Road. Acting in good faith we continued with our due diligence and site investigations for the development with the inclusion of 9560 Alexandra in our plans.

What followed was a lengthy negotiation with a moving target. We made several attempts to negotiate a contract of purchase and sale of the property at fair market value but Mr. Bhullar had unreasonable prices and terms that simply were not feasible for us. When we would agree to one term others would change and it was a frustrating experience for us.

Since the initial purchase of the development properties in November of 2012, we have incurred significant financial costs in trying to acquire the property from Mr. Bhullar including the holding costs for our development properties including interest and the additional work we have commissioned on 9560 Alexandra Road. Trying to negotiate the purchase of this property has set us back at least six months and has cost us hundreds of thousands of dollars.

We have made all reasonable efforts to accommodate Mr. Bhullar's demands but have been unable to justify his valuation on the land. We have developed a complete conceptual architectural package for 9560 Alexandra Road to show how this property can be developed on its own. I would appreciate the Planning Committee note that we made every effort possible to acquire this site in order to include it within our development.

Sincerely,

Amit Sandhu  
CEO  
Am-Pri Construction Ltd.





Prepared by for:

June 3<sup>rd</sup>, 2014

**Planning Committee, City of Richmond**  
**6911 No. 3 Road**  
**Richmond BC V6Y 2C1**

Please find below a series of events that pertain to the attempted purchase of 9560 Alexandra Road in good faith by the applicant Am-Pri Developments (2012) Ltd. (herein referred to as "Ampri").

**November 30<sup>th</sup>, 2012**

Ampri completed the purchase of the current assembly 9580-9680 Alexandra Road (herein referred to as "the development properties". The development properties were purchased from Balkar Bhullar as he held them under contract.

**February 12<sup>th</sup>, 2013**

Ampri was presented with an opportunity to acquire 9560 & 9540 Alexandra Road, which Balkar Bhullar held under contract since January 30<sup>th</sup>, 2013.

Ampri would delay its rezoning application submission to negotiate in good faith with Balkar Bhullar for the assignment and purchase of the 9560 Alexandra contract. From this point on a lengthy negotiation played out between Ampri and Balkar Bhullar. Both parties were unable to come to an agreement at fair market value.

**February to September 2013**

Ampri carried out arborist and biologist reviews and site surveys for the development lands as well as 9560 Alexandra Road in the anticipation of an agreement being made on the purchase of that property.

Ampri commissioned several reports from these investigations including the property 9560 Alexandra Road, this work included the following:

- i. Arborist Report by Arbortech Consulting
- ii. ESA Assessment by Stantec Consulting
- iii. Site Survey and Topographic Survey by Milner Surveying
- iv. Several Concept Site Plans by Yamamoto Architecture
- v. Concept landscape drawings for the 20m Greenway by Stantec Consulting

**All these reports had to be revised to accommodate the removal of 9560 Alexandra Rd.**

**September 17<sup>th</sup>, 2013**

Ampri's make's another attempt to purchase 9560 as instructed by Wayne Craig. Ampri's offer made at \$4.6 Million, Ampri's understanding of the fair market value of the property on September 17<sup>th</sup>, 2013 for a potential increase in yield by 23 units across the entire 5-acre assembly. **This offer is the only signed and enforceable document from either party in the course of the negotiations and was signed by Paramjit Sandhu, the owner of Am-Pri Developments (2012) Ltd. and delivered to Balkar Bhullar both by email and to his home address in Richmond on September 18<sup>th</sup>, 2013.**



**September 23<sup>rd</sup>, 2013**

A copy of the above offer was sent to Wayne Craig at that time and Ampri notified Wayne that we would proceed with a rezoning application without 9560 Alexandra Road.

**January 17<sup>th</sup>, 2014**

Planner David Johnson requests that Ampri revisit the inclusion of 9560 Alexandra Road and attempt to purchase the property. Param Sandhu speaks with Balkar Bhullar to try and make a deal, no agreement was reached.

**January 20<sup>th</sup>, 2014**

Balkar sends Ampri a new unsigned offer to sell 9560 Alexandra Road for \$5 Million. Ampri did not feel this was fair market value for the property and decided to continue moving the rezoning application forward.

**March 27<sup>th</sup>, 2014**

Planner David Brownlee requests that Ampri try one last time to include 9560 Alexandra Road in the development. Further telephone discussions with Balkar Bhullar were had and no agreement was reached.

**May 2014**

Ampri prepares conceptual plans for the lot 9560 Alexandra Road including site plan with all required dedications, vehicle and emergency access points, all individual unit floor plans with detailed information on the distribution of floor space to accommodate the maximum allowable density of .75 FAR.



TO: Mayor Tuesday, June 3, 2014

COUNCILLOR  
FROM: CITY CLERK'S OFFICE

	DW	
	MJ	
	DB	
✓	HB	HB

FC Suzanne Bucraft  
Robert Gonzalez

Office of the Chair  
Tel. 604 432-6215 Fax. 604 451-6614

File: CP-02-02-GHGR-02

Ref: RT-5239

MAY 23 2014

Mayor Malcolm Brodie and Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council:

**Re: Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program**

At its May 2, 2014 regular meeting the Greater Vancouver Regional District Board of Directors adopted the following resolution:

*That the GVRD Board:*

- a) *send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and*
- b) *forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.*

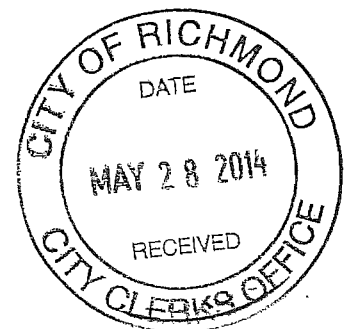
Zero-emission vehicles are important in supporting our local and regional climate change targets and air quality goals. Attached is the letter sent by Metro Vancouver to Minister Bill Bennett requesting the resumption of the Clean Energy Vehicles program, for your consideration in making a similar request to the Province.

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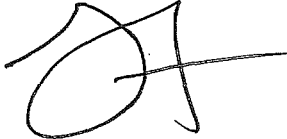
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If you have questions, please have your staff contact Eve Hou, Air Quality Planner, Planning, Policy and Environment, at (604) 451-6625 or eve.hou@metrovancover.org.

Yours truly,

A handwritten signature in black ink, consisting of a large, stylized 'G' followed by a horizontal line extending to the right.

Greg Moore  
Chair, Metro Vancouver Board

GM/AN/rq

Attachments:

1. May 23, 2014, Letter from Chair Moore to Minister Bennett re: CEV Program
2. March 10, 2014, Staff report titled "Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program", to Environment and Parks Committee date April 3, 2014.



Office of the Chair  
Tel. 604 432-6215 Fax. 604 451-6614

File: CR-12-01  
Ref: RT-5239

MAY 23 2014

The Honourable Bill Bennett  
Minister of Energy and Mines and Responsible for Core Review  
PO Box 9069, Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Minister Bennett:

**Re: Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program**

At its May 2, 2014 regular meeting the Greater Vancouver Regional District Board of Directors adopted the following resolution:

*That the GVRD Board:*

- a) *send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and*
- b) *forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.*

In 2008, the Province adopted the Local Government (Green Communities) Statutes Amendment Act, which mandates that greenhouse gas (GHG) reduction targets, policies, and actions be included in regional growth strategies and official community plans. In response, Metro Vancouver adopted regional GHG reduction targets of 33% below 2007 levels by 2020 and 80% by 2050. Addressing personal automobiles is critical in making progress on these goals as light duty vehicles contribute one third of the region's GHGs.

Metro Vancouver's "Integrated Air Quality and Greenhouse Gas Management Plan" also contains goals to "protect human health and the environment" and "improve visual air quality". Light duty vehicles are responsible for one quarter of the smog-forming pollutants in our region. In addition to shifting vehicle travel to more sustainable modes, such as walking, biking and transit, the remaining vehicular trips can be made more sustainable through transition to zero-emission vehicles.

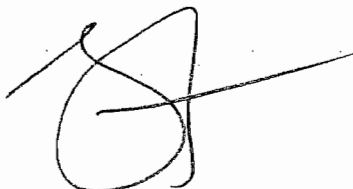
Since its inception, the CEV Program has facilitated the purchase or lease of almost 600 electric vehicles (EVs) and hundreds of public EV charging stations within our region. While EVs are still a small segment of the marketplace, BC is leading Canada in EV sales per capita, due in no small part to the CEV Program. This growth is expected to continue; however, the loss of incentive funding represents a significant setback. Purchase incentives help reduce the upfront capital cost of these vehicles and mitigate the perceived risk of buying a newer technology. The EV industry is still in its infancy, and financial incentives have been shown to be critical in jurisdictions that have any significant market penetration. For this reason, the Quebec and Ontario governments continue to provide up to \$8,000 and \$8,500 per vehicle in purchase incentives, respectively, in programs that will continue beyond March 2014.

In partnership with staff in your Ministry and in other organizations, Metro Vancouver has been developing an EV public outreach campaign, which is set to launch in June 2014 and continue at least until the end of the year. The objective of this campaign is to raise awareness in the general public of the availability and benefits of electric vehicles, with the ultimate goal to increase uptake of this cleaner technology. A reinstatement of purchase incentives for EVs in our province would support and be supported by this outreach campaign.

Due to the importance of this program in supporting the goals of Metro Vancouver's *"Integrated Air Quality and Greenhouse Gas Management Plan"* and the BC Climate Action Plan, we request that the Minister reinstate the CEV program as soon as practicable and maintain the incentives for several years. It is expected that as uptake increases in the future, clean energy vehicle prices will begin to drop and the need for incentives will decrease.

In the meantime, Metro Vancouver staff will continue to work with the Province and member municipalities to explore other means of providing incentives for the uptake of electric vehicles. If you have questions, please have your staff contact Eve Hou, Air Quality Planner, Planning Policy and Environment, at (604) 451-6625 or [eve.hou@metrovancover.org](mailto:eve.hou@metrovancover.org).

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/AN/rq

cc: The Honourable Minister Mary Polak, Minister of the Environment  
Metro Vancouver Mayors and Councils

To: Environment and Parks Committee

From: Eve Hou, Air Quality Planner, Planning, Policy and Environment Department

Date: March 10, 2014 Meeting Date: April 3, 2014

Subject: **Letter of Request for Continuation of the Provincial Clean Energy Vehicle (CEV) Incentive Program**

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#### RECOMMENDATION

That the GVRD Board:

- a) send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and
  - b) forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.
- 

#### PURPOSE

The purpose of this report is to request that the Board send a letter to the Minister of Energy and Mines and Responsible for Core Review in support of continued funding for the *Clean Energy Vehicles (CEV) for British Columbia Program*, which has played an important role in helping vehicle owners in Metro Vancouver reduce their fossil fuel consumption and greenhouse gas emissions.

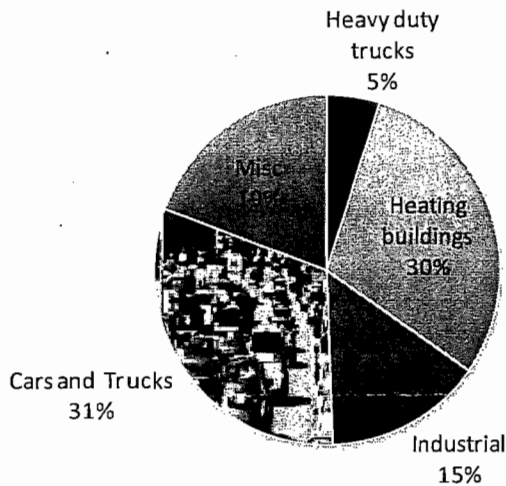
#### BACKGROUND

Since 2011, the Clean Energy Vehicles (CEV) for British Columbia Program has facilitated the purchase or lease of over 900 electric vehicles across the province, at a cost of \$2.26 million to the Province. This program provides point-of-sale incentives for the purchase or lease of new electric vehicles, hydrogen fuel cell vehicles and natural gas vehicles. The intent of this program is to encourage and accelerate clean energy vehicle deployment and technology innovation within the province. Incentive funds are depleted and the program ended on March 31, 2014.

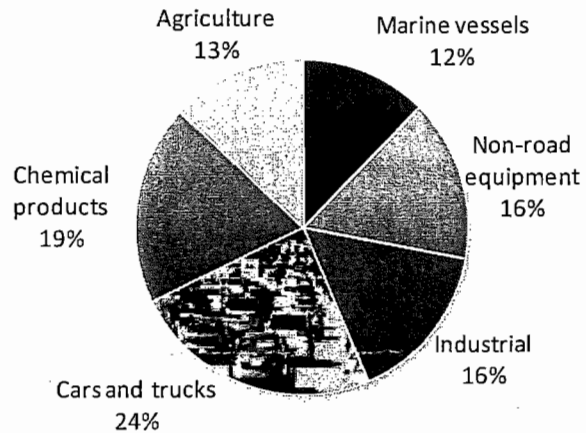
Due to the importance of this program in supporting Metro Vancouver's *Integrated Air Quality and Greenhouse Gas Management Plan* and member municipality Community Energy and Emissions Plans (CEEPs), staff recommend that the Board urge the Minister to continue this program in future years.

#### DISCUSSION

Personal automobile use accounts for 3 out of every 4 trips in our region and contributes a third of the region's greenhouse gases (GHGs), a quarter of the smog-forming pollutants and about half of all carbon monoxides. Through efforts in the *Regional Growth Strategy*, Metro Vancouver aims to shift a substantial portion of this travel to more sustainable modes, such as walking and biking. The remaining vehicular trips can be made much more sustainable through transition to non-emitting vehicles, such as electric vehicles.



**Figure 1: Greenhouse Gas Emissions by Source in Metro Vancouver, 2010**



**Figure 2: Smog-Forming Pollutants by Source in Metro Vancouver, 2010**

A switch to electric vehicles will reduce greenhouse gas emissions and eliminate tailpipe emissions of harmful air pollutants. Over a 12-year lifespan, an EV that travels 20,000 km annually will save:

- 46.8 tonnes of GHGs;
- 1.32 kg of common air contaminants; and
- \$20,000 in fuel costs.

Based on these assumed averages, the 900 electric vehicles purchased through the CEV for BC program will prevent 42,120 tonnes of GHGs from being released into the atmosphere over their lifetimes. The cost-effectiveness of this program works out to under \$54/per tonne, which compares favorably to other projects.

Metro Vancouver and partner municipalities have been facilitating the uptake of electric vehicles through direct provision of public electric vehicle charging stations and efforts to increase the number of public stations hosted by private businesses. With provincial support, BC's charging network has grown to nearly 1,000 public charging stations and 12 fast chargers. Additionally, several member municipalities have been supporting EV uptake by requiring developers of new multi-family buildings to provide infrastructure in parkades. City of Vancouver has requirements on single detached residential buildings as well. In 2014, an outreach campaign led by Metro Vancouver and participating member municipalities is set to launch in our region to increase public awareness and acceptance of electric vehicles.

As a result of these combined efforts sales have grown significantly in BC. Between 2012 and 2013, sales in BC grew by 78%. While EVs are still a small segment of the marketplace, BC is leading Canada in EV sales per capita. This growth is expected to continue, however, the loss of incentive funding represents a significant setback. As a new technology with limited distribution, electric vehicles are more expensive than comparable conventional vehicles (to illustrate, the MSRP for the all-electric Nissan Leaf is \$31,700 compared with a \$17,000 mid-level gasoline Nissan Versa). Purchase incentives help reduce the upfront capital cost of these vehicles and mitigate the



perceived risk of buying a newer technology. As uptake increases, vehicle prices will begin to drop and incentives will no longer be required; however, the electric vehicle industry is still in its infancy, and financial incentives have been shown to be critical in jurisdictions that have any significant market penetration.

Many other provinces and states continue to provide incentives for electric vehicles. The Quebec and Ontario governments provide up to \$8,000 and \$8,500 per vehicle in purchase incentives, respectively, and both programs are continuing beyond March 2014. In the U.S., the government provides a federal tax credit of up to \$7,500 for the purchase of an electric vehicle.

#### **ALTERNATIVES**

1. That the GVRD Board:
  - a) send a letter to the B.C. Minister of Energy, Mines and Responsible for Core Review requesting continuation of the Clean Energy Vehicles (CEV) for British Columbia Program; and
  - b) forward a copy of this report to the Mayor and Council of each member municipality, and Chief and Council of Tsawwassen First Nation, for their consideration in making a similar request.
2. That the Environment and Parks Committee provide alternate direction to staff.

#### **FINANCIAL IMPLICATIONS**

Metro Vancouver currently leases six electric vehicles, which have benefitted from the CEV incentive program. Should Metro Vancouver continue to purchase electric vehicles for our corporate fleet, availability of incentives funds will have a positive financial impact.

#### **SUMMARY / CONCLUSION**

In the short and medium term, personal automobiles will continue to be the dominant mode of transportation and the largest single source of greenhouse gas emissions in our region. Although costs for electric vehicles are falling, the price gap between electric and fossil-fueled vehicles remains substantial. The Clean Energy Vehicles (CEV) for BC Program helps to close this gap. This program ended March 31, 2014, and there are no announced plans to renew. Through collective efforts on the part of local government and the Province, electric vehicle sales are rising in our region. This momentum could be hindered by the loss of purchase incentives. Alternative 1 is recommended, calling for the continuation of the CEV for BC Program beyond March 2014.

8599975

# Design Criteria for the STEVESTON REVITALIZATION AREA



Looking west on Moncton Street

Vancouver Public Library Collection

Prepared by the Richmond Planning Department

DESIGN CRITERIA FOR THE STEVESTON REVITALIZATION AREA

Prepared by the Richmond Planning Department

December, 1987

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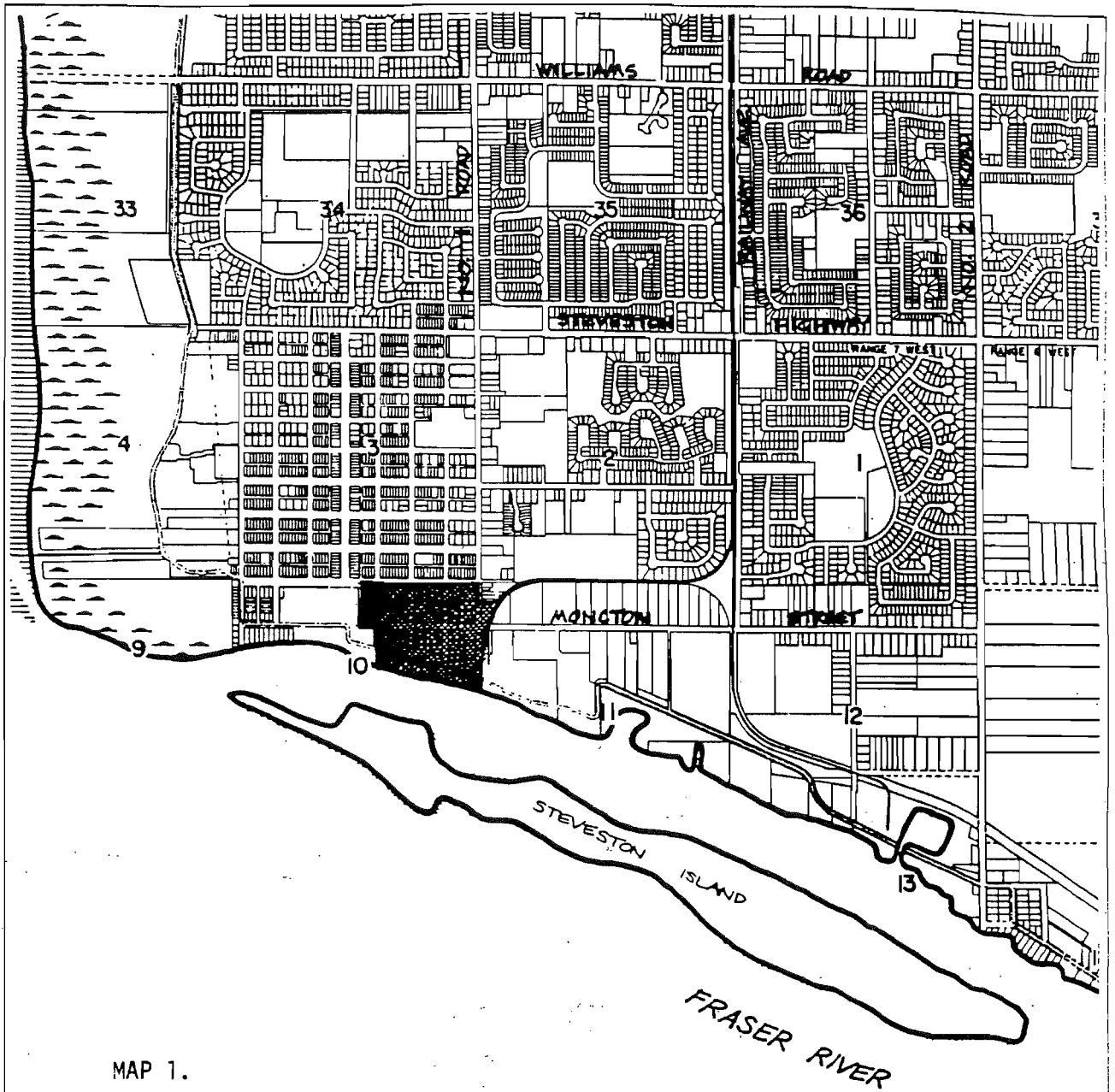
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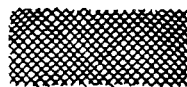
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5. Potential Heritage Buildings. .... 31



MAP 1.

ATTACHMENT '2'  
 DEVELOPMENT  
 PERMIT  
 AREA MAP



REVITALIZATION  
 AREA

# STEVESTON



0 250  
 METRES

JANUARY 1987

## DESIGN CRITERIA FOR STEVESTON

### INTRODUCTION

These design criteria are a supplement to the development permit guidelines in the Steveston Area Plan, Attachments 2 and 3. The Steveston Area Plan forms part of the Official Community Plan for Richmond. The map on page 1 shows the applicable area.

The development permit guidelines have been prepared in accordance with the Municipal Act of the Province of British Columbia, and every person who intends to construct a building or alter the land in the areas shown on the development permit map (attachment 2) must first obtain a development permit. The Permit is issued by Council subject to the guidelines described in the Steveston Area Plan. The guidelines are repeated in this document in bold type, and must be adhered to. The design criteria in this document will assist developers to understand and respond to the special conditions in the Steveston Area.

The Richmond Zoning By-law, Screening By-law,\* Parking By-law,\* Building Code, and Sign By-law will all affect the design of buildings in Steveston. The criteria in this document expand on both development permit guidelines and the Screening By-law regulations, therefore a separate Screening Permit is not required. A Building Permit and Sign Permit will be required after the Development Permit is approved.

### 1. HERITAGE BUILDING VARIANCES

Because this area is a heritage area, owners of recognized heritage buildings may have special opportunities and obligations. Buildings shown on Map 2 as potential heritage buildings may be considered for variances to the Zoning By-law (including parking requirements) and Screening By-law regulations. In order to receive the variances, applicants will be required to adhere to the form, character and building finish criteria in this document, and have a Heritage Designation By-law approved for their building.\*\* For a list of the potential heritage buildings, refer to Appendix 5. (Buildings on this list may be removed subject to the consultant work being undertaken in 1988.)

### 2. DOWNTOWN REVITALIZATION AND FACADE IMPROVEMENT GRANTS

Because Steveston is also a Downtown Revitalization Area, building owners are eligible for Facade Improvement Grants. The grants are provided by the B.C. Downtown Revitalization Program and administered by the Municipality. The grants are intended to assist owners to upgrade their store fronts in accordance with local criteria, as specified under guidelines #4 in this report. Financial and procedural details regarding the grants are provided in Appendix 1.

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\* draft

\*\* pursuant to the Heritage Conservation Act

### 3. ADMINISTRATIVE REQUIREMENTS

#### HOW TO APPLY FOR A DEVELOPMENT PERMIT

You will need a Development Permit if you plan to develop in the Steveston Downtown Revitalization Area.

You can obtain an application form for a Development Permit at the counter in the Planning Department. The general requirements, including a letter of intent, owner's signature, and fees are on the application form.

Before making a formal application, you may want to read this report and check servicing requirements with the Engineering Department. Planning staff will assist you with any questions regarding the application form, design criteria or general planning for the area.

#### PLANS AND OTHER INFORMATION REQUIRED

A complete set of preliminary architectural drawings is recommended, accompanied by a letter describing the project in full. This information is important because planning staff, the Design Panel, Council, and people on neighbouring properties will use the information to evaluate your development. Plans should include:

1. a Site Plan showing the street, surrounding properties, parking, landscaping and all major buildings. Dimensions should be sufficient to determine compliance with or variances to the Zoning By-law. Calculations should indicate parking.

Context photos, and a plan and street elevation showing adjacent buildings are requested by the Design Panel.

2. Preliminary architectural plans should indicate general interior layouts, main front entrances, balconies, outdoor living areas, amenity areas, awnings, canopies, signs, exterior elevations and exterior facade finish materials.
3. Building sections or elevations should be in sufficient detail to determine heights and bulk. Elevations should show exterior finish materials and door and window finish materials. A colour scheme is requested by the Design Panel.
4. Preliminary landscape plans should indicate required landscaping, screening, fencing, street furniture and all existing trees on the site.

### HOW THE PROCESS WORKS

Development Permits are issued by Council at regular Council meetings. The process is generally as follows:

Step 1: The applicant consults with the Planning Department and obtains an application form.

Step 2: The applicant's architect prepares preliminary plans based on the Criteria for Development Permits published by the Municipality.

Step 3: The applicant submits the application form, fee, plans, and other required documentation to the Planning Department.

Step 4: The Planning Department obtains feedback from relevant Municipal departments and agencies. Planning staff will, along with the Design Panel, review the plans to determine compliance with the Criteria. The architect may make a presentation to the Design Panel.

Municipal staff will also determine the need for variances to the Zoning By-law or Screening By-law.

Step 5: Planning staff will contact the applicant if any changes to the plans are required.

The applicant's architect or landscape architect may need to revise drawings at this stage.

Step 6: When plans are sufficient, planning staff will prepare a report to Council. The completed permit and plans will be attached to the report. The Municipal Clerk will give ten days notice as required by the Municipal Act, so that affected property owners can speak at the Hearing-in-Public.

Step 7: Council will hold a Hearing-in-Public and will then consider issuance of the Development Permit, usually the same day, at a regular Council meeting.

Step 8: Staff will register the Permit on the title at the Land Registry Office.

Later, staff will inspect the completed project to determine compliance with the terms of the Permit.



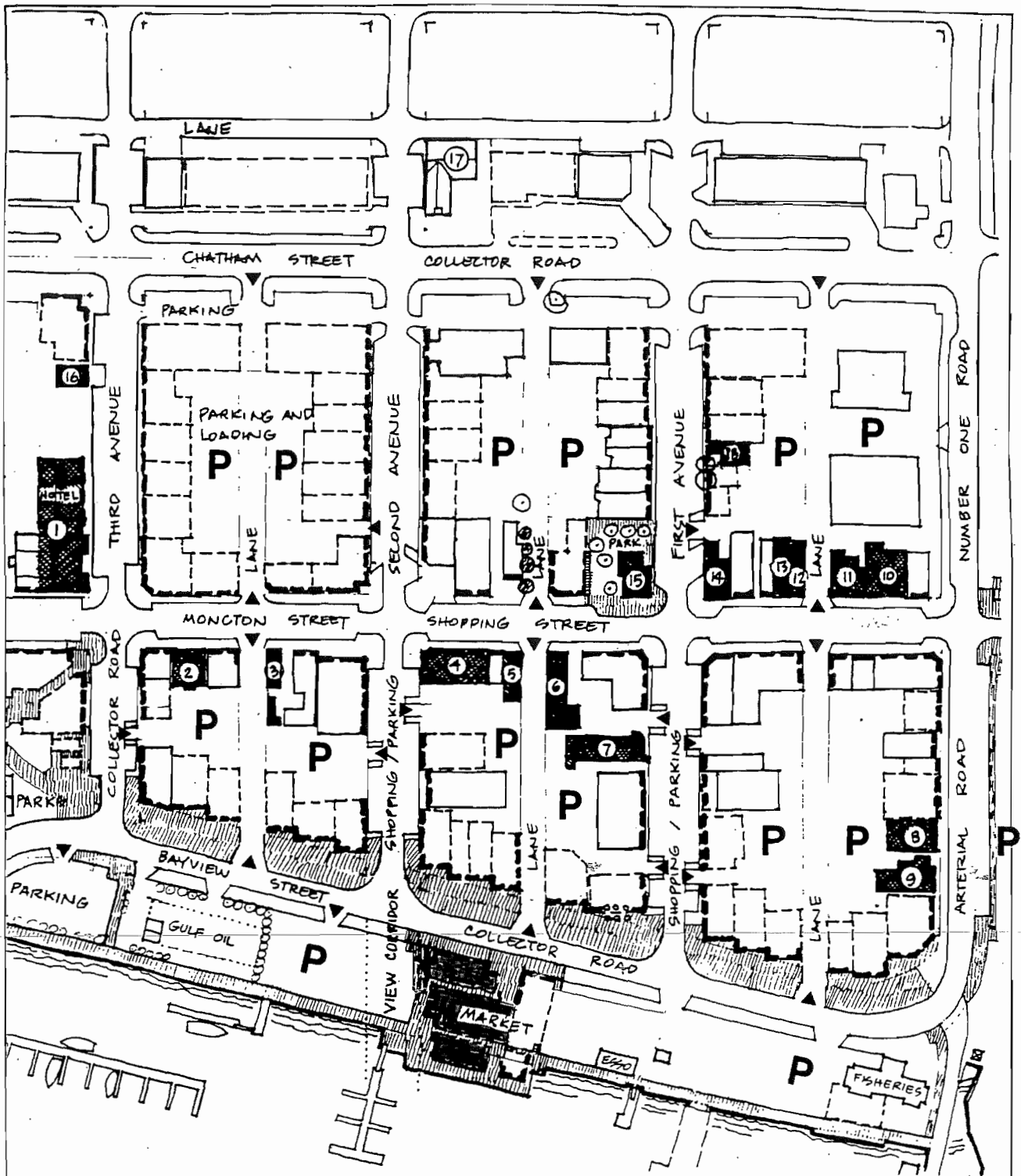
### STEVESTON DOWNTOWN DESIGN CONCEPT

The design concept plan is intended to lend cohesiveness to the Revitalization Area criteria. The concept plan illustrates the important relationships between present and future buildings, streets, parking and access lanes.






The design concept shows the extent of street improvements for the foreseeable future. Number One Road, Bayview Street, Third Avenue and Chatham Street function primarily to move traffic into and out of the area. Motorists will also use Moncton to gain access, but its main function is as a shopping street with space for short term customer parking. First and Second Avenue and most lanes have extensive parking and loading and provide the main access to parking lots and shops.

The design concept also shows the approximate location and massing of new buildings. This plan is not intended to be fixed in stone, but shows the preferred street setbacks and land expected to be developed for parking. Because the concept encourages a filling-in of empty spaces and requires a continuous commercial frontage along shopping streets, the area will become more attractive to window shoppers.

Existing buildings which have heritage potential are shown on the design concept. These are the buildings where some relaxation of Zoning and Screening regulations will be considered.



**STEVESTON DOWNTOWN DESIGN CONCEPT**

-  PROPOSED BUILDING MASSING
-  POTENTIAL HERITAGE BUILDINGS. SEE APPENDIX 5.
-  COMMERCIAL FACADE / CANOPIES
-  PARKING & ACCESS
-  PROPOSED BOARDWALK

MAP 2

FEB. 1988

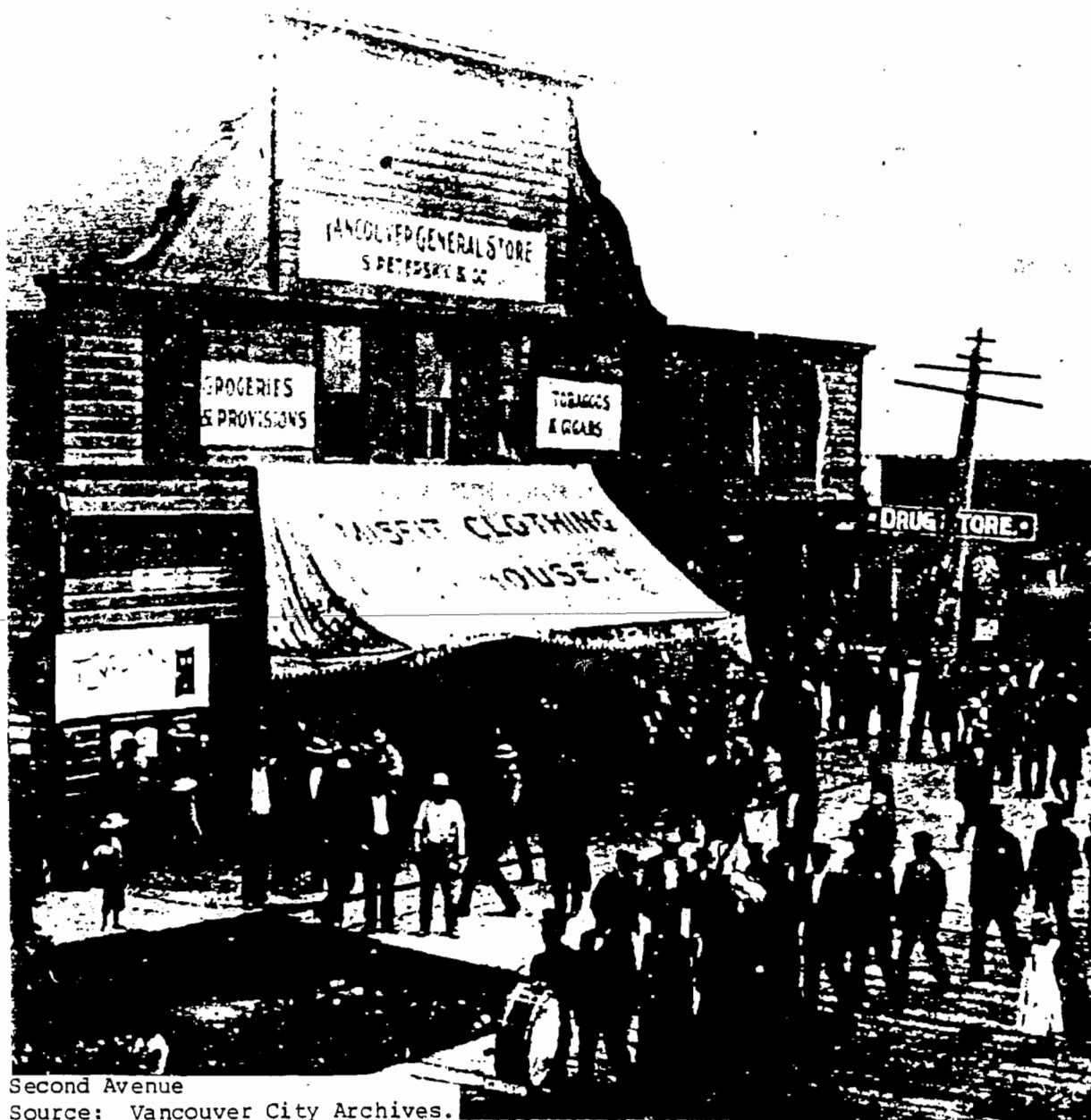


## STEVESTON DOWNTOWN REVITALIZATION AREA

### DESIGN GUIDELINES

1. The distinctive character of the original buildings should be preserved and restored in keeping with the styles of the era. Pre-1930 building often had false fronts, gable roofs, and canopies.

There are two distinctive types of buildings in Steveston, the commercial buildings on the Moncton Street vicinity and the industrial buildings on the waterfront. The two types are discussed and illustrated separately on the following pages. See Appendix 2 for a sketch of building types.



1.1 Traditional buildings on Moncton Street and vicinity

Today several buildings remain on Moncton Street dating from the 1920's and 1930's.

We can see from archival photographs that buildings from the turn of the century had a distinctive decorated false-front style.

Early wooden buildings, which did not survive the fire of 1918, were generally two or three storeys in height, with more elaborate ornamentation than the 1920's commercial buildings. The turn-of-the-century building typically had balconies, decorated handrails, and decorative trim. The sidewalks in front of older buildings were often protected from the weather by canopies, usually supported on carved posts with decorated brackets. These old buildings had gabled roofs with rectilinear or ornamented false fronts facing the street, and were usually one or two storeys in height.



Moncton Street  
Source: Ted Clark, Richmond Archives

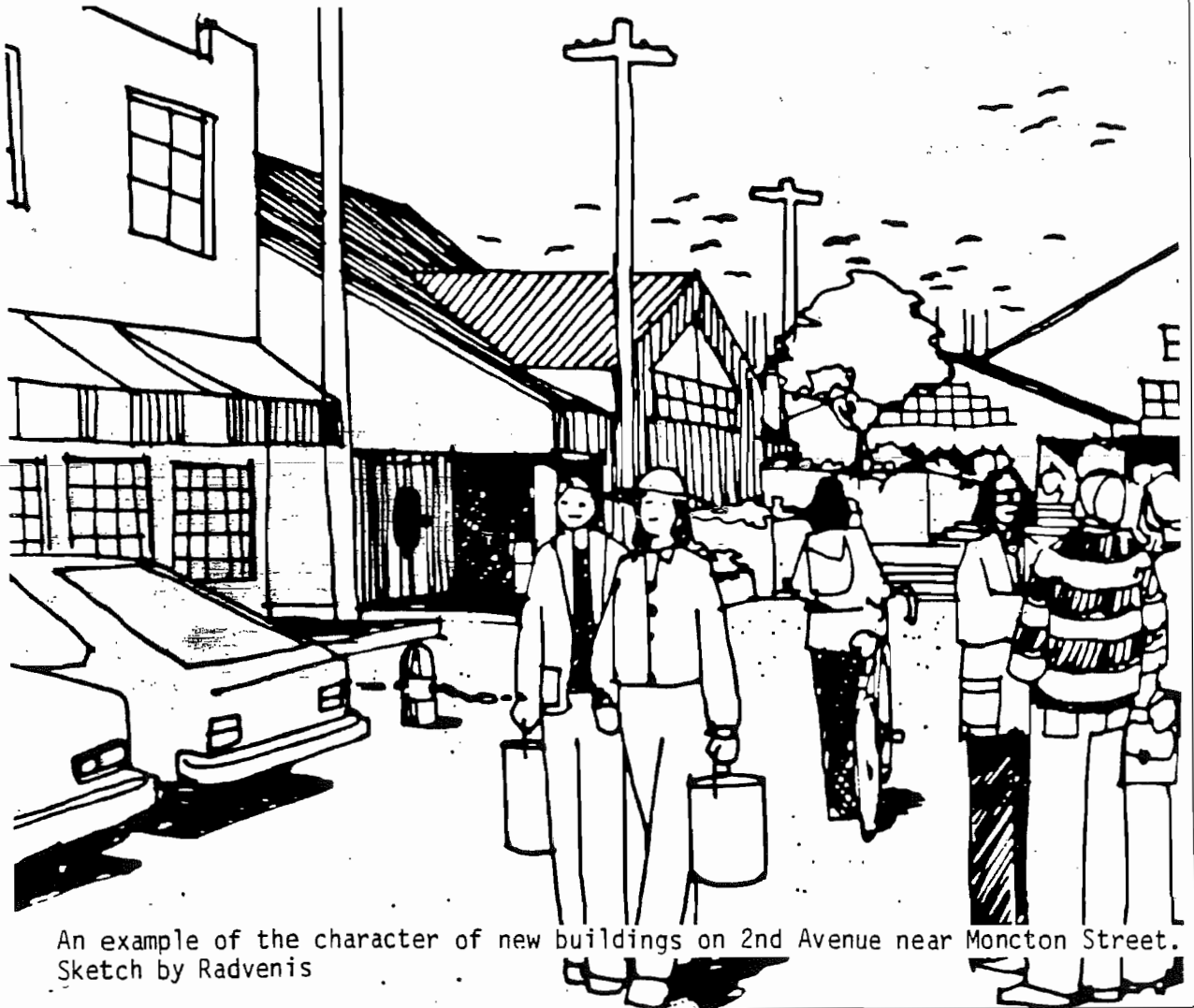
Existing buildings, if they are renovated or restored, should be based on traditions illustrated in this document. The community would like to see the following elements preserved or restored:

- . gabled roofs and false fronts
- . decorative brackets, balconies and posts
- . canopies
- . painted wooden horizontal siding or shingles
- . wooden vertical windows or bay windows

New buildings

New buildings in the area should be designed to compliment the tradition established by existing older buildings. To do this, new buildings should be of two or three stories in height, should have features of interest to shoppers, and should have simple, pedestrian scaled signs. Finish materials should be compatible with traditional materials. Replica buildings should be faithful to the buildings illustrated in this report or seen in other old photographs.

For details of building style, refer to Appendix 2.



An example of the character of new buildings on 2nd Avenue near Moncton Street.  
Sketch by Radvenis

## 1.2 Traditional buildings on the Bayview Street waterfront

B.C. coastal industrial architecture has traditionally considered fairly large structures with peaked roofs having ridge boards perpendicular to the shoreline. Some structures later evolved into a "L" shaped plan.

Originally, all structures had board and batten siding but in recent years most waterfront buildings have been clad in metal.

These buildings traditionally had small-panel windows, with a vertical format.



Sketch by Radvenis

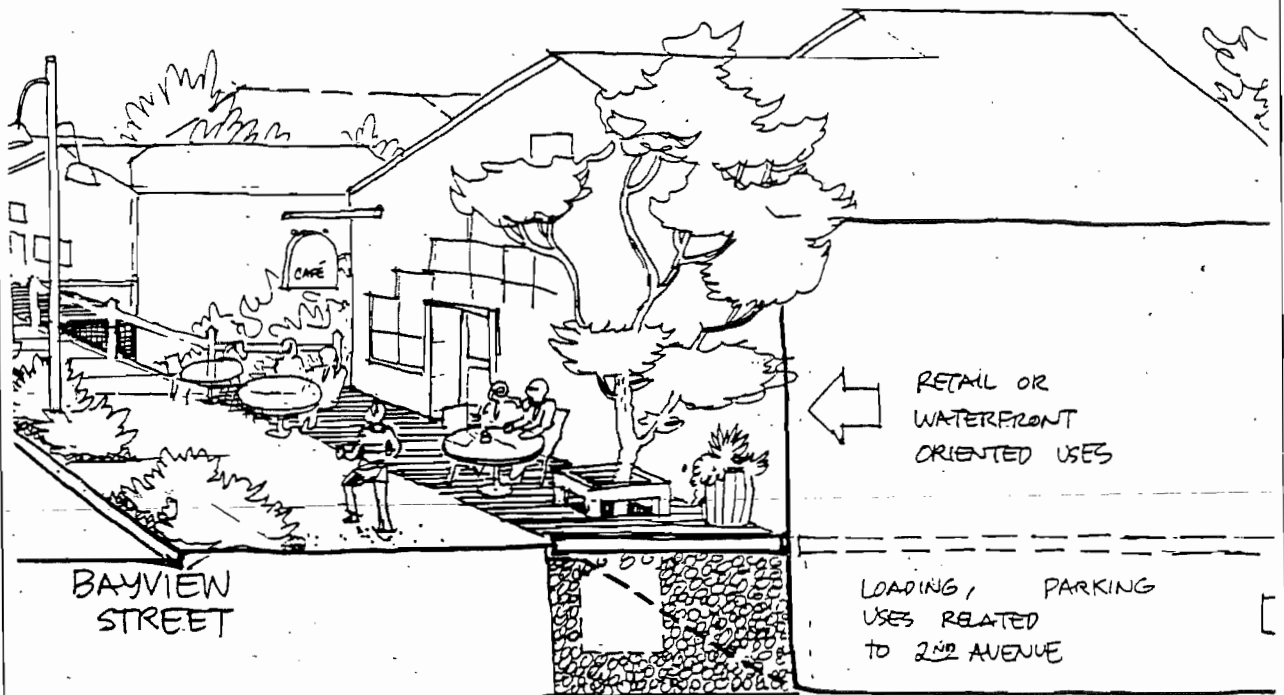
### New buildings on Bayview Street

Siting of new buildings on Bayview Street or the waterfront should be with a consideration of views of the water, both for people in the new building and for people on the street. It is desirable to maintain unobstructed views of the water from all north-south streets. New buildings on Bayview Street may have a more industrial character than buildings on Moncton Street, but should not exceed three stories in height, measured from the dyke elevation. A form and character similar to waterfront cannery structures would be acceptable.

Entrances to buildings along Bayview street or the waterfront should be with a consideration of views of the water, both for people in the new buildings and for people on the street. It is desirable to maintain unobstructed views of the water from all north-south streets.

Entrances to buildings along Bayview street have traditionally been constructed of wood. Wooden boardwalks or porches with wooden handrails are therefore recommended.

Traditionally, Bayview Street had a row of buildings facing a waterfront boardwalk. The buildings have long since been destroyed by fire. The ditch inside the dyke has been replaced by a buried culvert and a 15' easement inside the property line. Buildings cannot be built over these easements, however a boardwalk is recommended as a link between the buildings and the reconstructed Bayview Street.

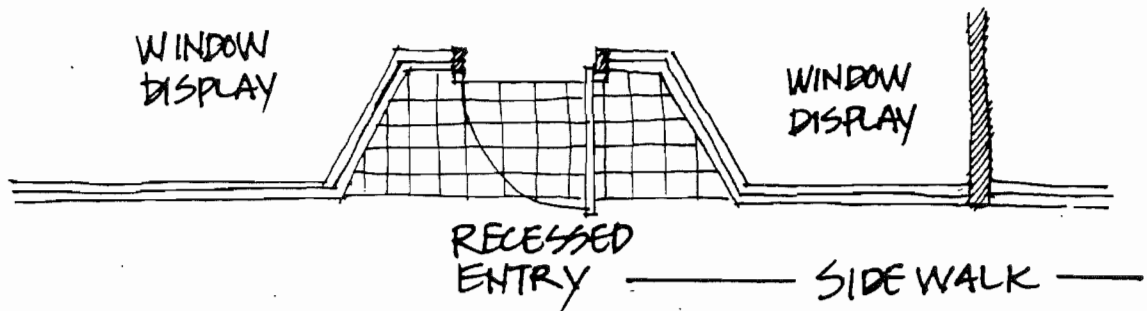




2. The continuity of the commercial frontage should be maintained by having a minimum street setback, consistent with older commercial streets.

The intent of this guideline is to make it easier and more interesting for shoppers to move from store to store. The natural flow of pedestrians along the public sidewalk makes this an appropriate location for buildings. Extensive landscaping, parking, loading or storage should not be located next to sidewalks on commercial properties. (See the Design Concept for recommended commercial frontages.)

Shops should have recessed entries, as was common in older buildings in Steveston. Recessed entries increase the amount of window display area, add to the interest of the facade, and allow shop doors to open outward, safely without obstructing the sidewalk.



- 2.1 Store fronts should have windows facing commercial streets wherever possible, for the interest of passers-by.

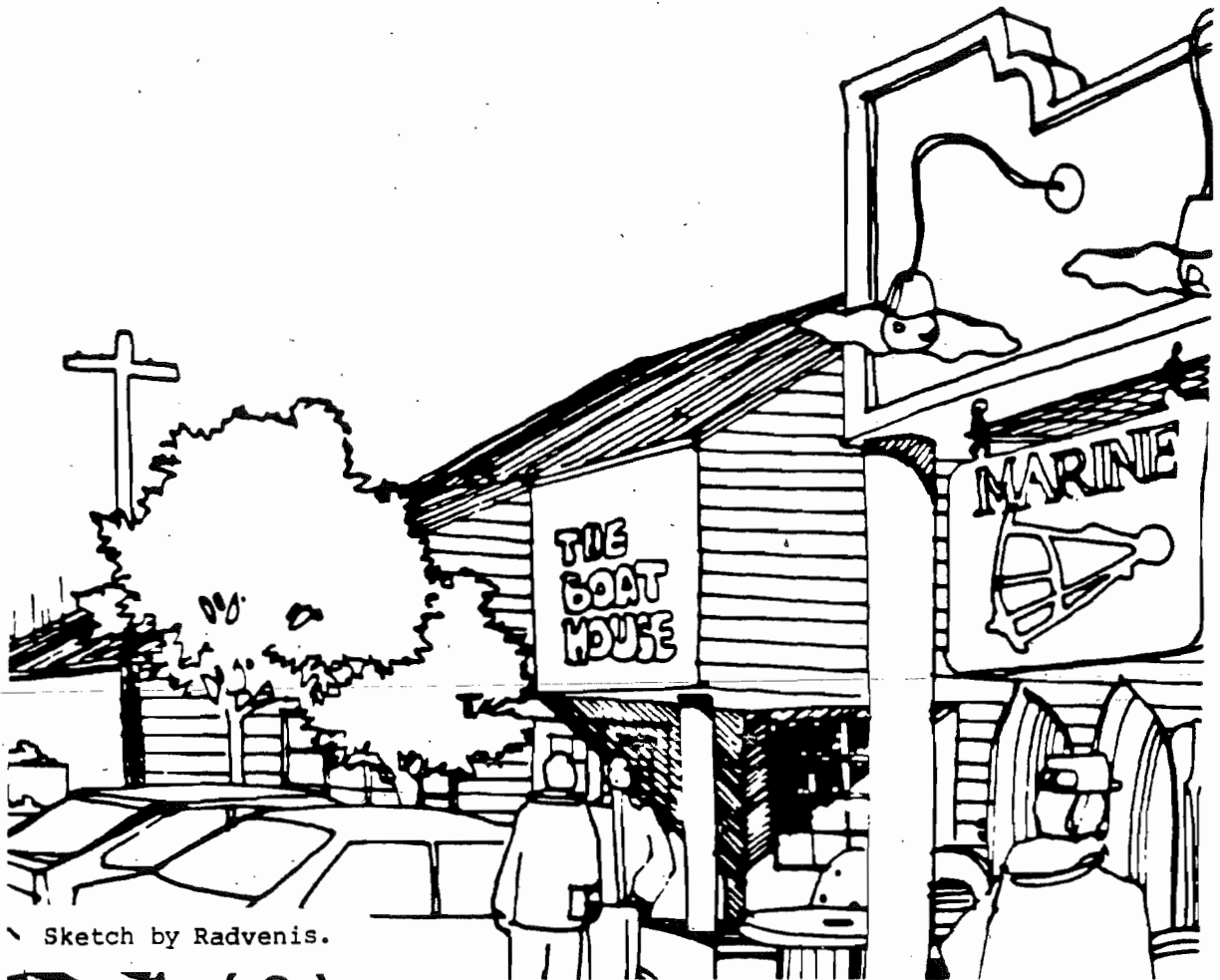
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the sidewalk. Windows make a visual transition from the sidewalk to the interior of stores.



A dyke-front store in Steveston c. 1900 had windows and open-air counter to display and sell "groceries".

2.2 Canopies or awnings should be provided, to protect people on the sidewalks from rain and snow.

Given our climate, sidewalks should be sheltered as much as possible. The traditional method in Steveston was canopies supported on posts, or protecting canvass awnings.



Sketch by Radvenis.

Canopies projecting over public sidewalks are a special case. Canopies supported on posts should have the posts located on private property. Canopies, or parts of buildings which project over public property must conform to all codes and the owner must sign an Easement and Indemnity Agreement with the Municipality. An illustration of canopy requirements is provided in Appendix 3. New canopies may be eligible for grants from the Facade Improvement Grant Program (Appendix 1.).

3. New buildings should not exceed three storeys in height.

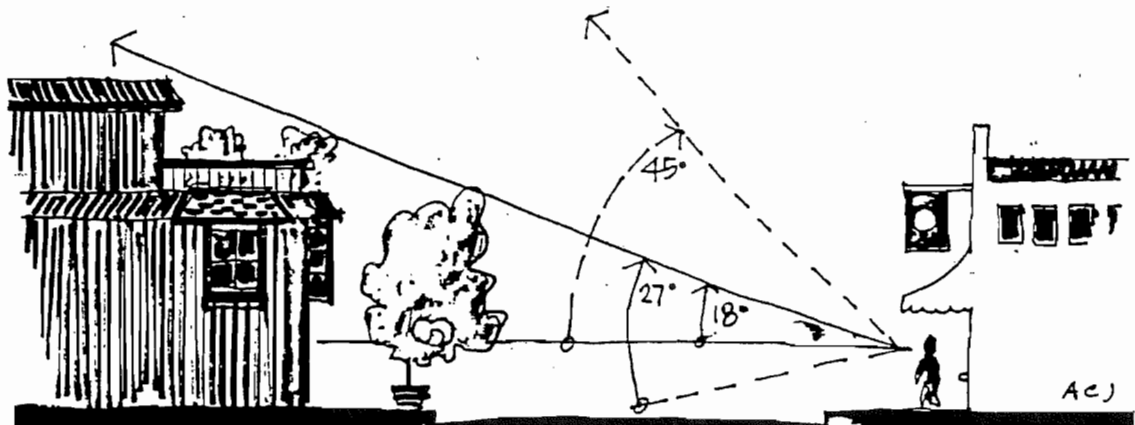
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidentally resulted in a pleasing relationship between buildings and the street.



The J.C. Forlong Store on Second Avenue in Steveston.

Source: Cheverton, Richmond Archives.

This small scale building in relation to a typical street is sometimes referred to as "human scale".



Human eyes can normally perceive a vertical field of vision of about  $27^\circ$ , or  $18^\circ$  above the horizon. This means that a person will feel most comfortable viewing a two storey building across a typical street. Some image of the whole remains up to  $45^\circ$  from the horizon. A building is considered to be of a human scale if it can be comfortably viewed at a glance. Therefore, new buildings should have a setback such that there is a height: distance ratio, taken from the opposite side of a street or park, of between 1:1 and 1:2.

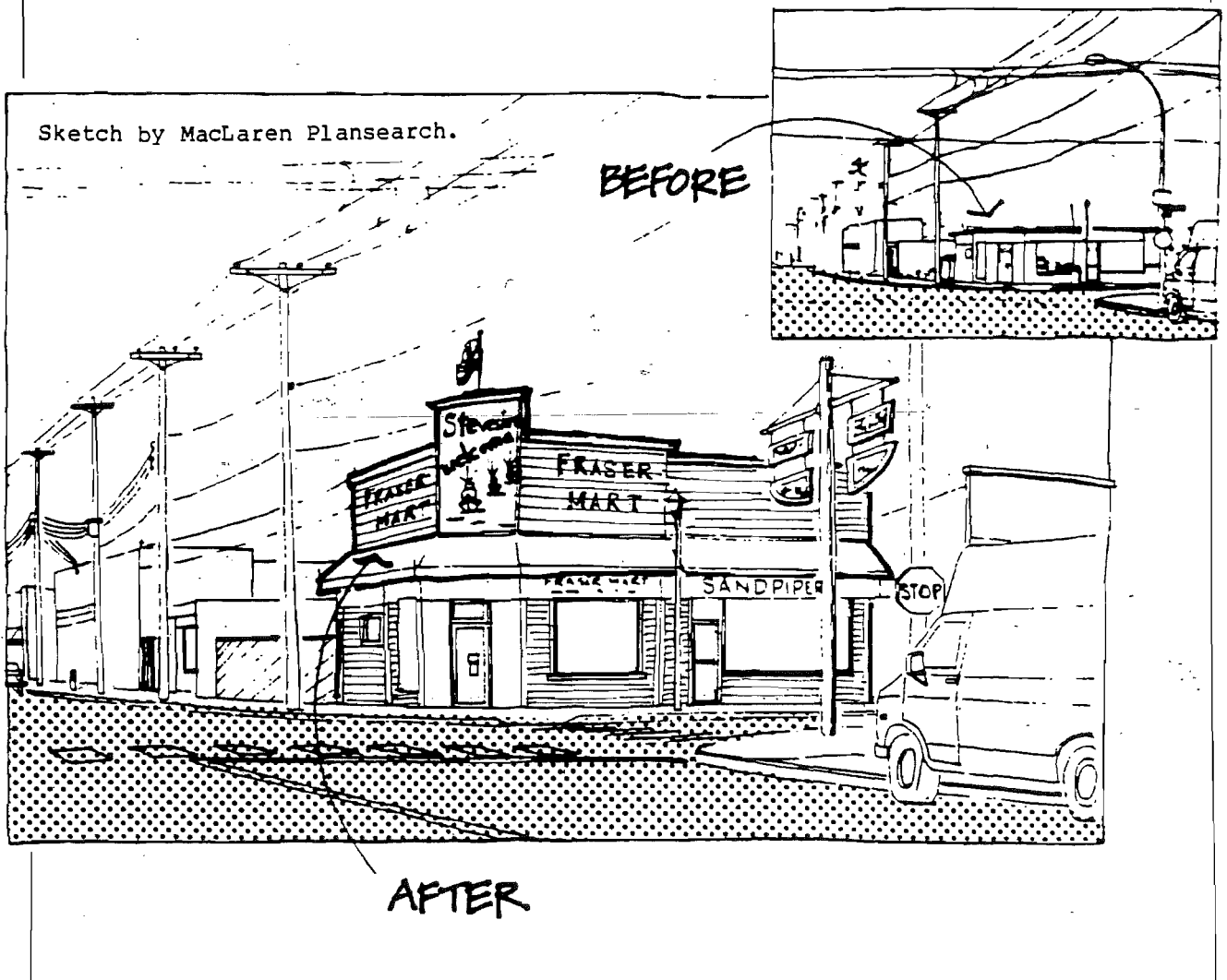
Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

4. Exterior finish of buildings facing commercial streets should utilize traditional materials, or materials which are compatible with existing natural finishes.

Older buildings in the Steveston Commercial District were finished with wood. The newer buildings are generally stucco or, more recently painted concrete block. Only a few buildings survived the 1918 fire, one being the brick "Hepworth block". Other buildings of the period generally had painted shiplap or wooden shingle siding.

Finish materials for new or renovated buildings should be compatible with traditional materials, for example, wood or brick. The hand-made character of finish and decoration could be carried on with careful detailing, and some modern and machine-made materials can be successfully incorporated. Finish materials, windows, doors, hand rails and decorative elements can take up the form, character or rhythm of nearby older buildings without imitating them.

See Appendix 2 for examples of building finish and details.



5. Parking should be located at the rear of buildings, or in communal lots.

This guideline dovetails with other guidelines aimed at maintaining the vitality of the commercial street, while at the same time providing adequate customer and employee parking. There are three aspects to municipal parking policy for Steveston:

1. spaces should be provided on the street immediately in front of shops for short term customer parking, including loading zones for fishermen.
2. communal parking and loading should be provided off of lanes, at the rear of commercial buildings and on municipal parking lot(s) for long term parking, employee parking, and fishermen parking
3. parking lots should not be located in front of shops because they would inhibit pedestrian access.

A proposed parking layout for Steveston is shown on Map 2.

6. Signs for identification of businesses and activities should be in keeping with the historic nature of the town.

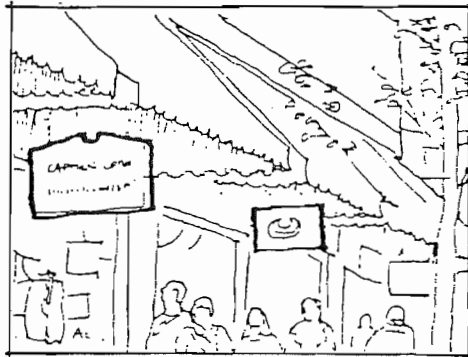
Signs in the early 1900's were usually painted on wood, either directly on the siding or on boards fastened to the fascia or suspended under a canopy. Occasionally a larger establishment, such as the Sockeye Hotel, would display a roof sign.



Roof sign on the Sockeye Hotel (now the Steveston Hotel).  
Source: Vancouver Public Library Collection.

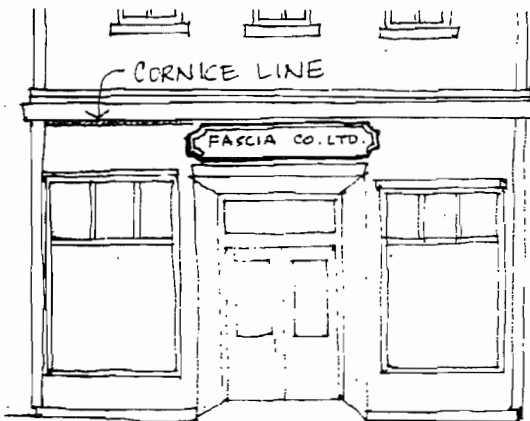
Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

The following types of signs are recommended:



#### MARQUEE SIGNS

Are easily seen by persons walking on the sidewalk, especially under canopies. It is expected that these will replace projecting signs as new canopies are built.



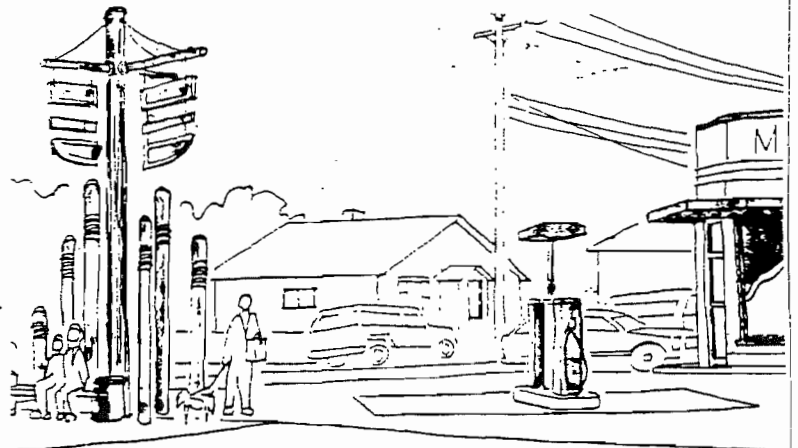
#### FASCIA SIGNS

Are traditional signs in Steveston and are usually made of painted wood or metal. External illumination by spot light is most appropriate.

Fascia signs should be located so as not to obscure building details. For example, fascia signs should be located below the cornice, as shown in the sketch.

#### FREESTANDING SIGNS

These may need to be specially designed for Steveston since modern "standard" signs are generally not appropriate in form, materials, or size.





#### CANOPY SIGNS

These are also an effective replacement for the old projecting signs. They may be incorporated into a balcony or porch style sidewalk covering.



#### PROJECTING SIGNS

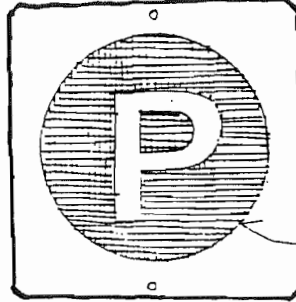
Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.



#### ROOF SIGNS

These signs are only recommended for industrial uses or hotels, as was the custom in the past in Steveston.

Source:  
Richmond Archives



#### PARKING OR INFORMATION SIGNS

These will be permitted, especially to designate communal areas and parking lots shown on the plan.

Before deciding on types and details of signs, applicants should consult the Richmond Sign By-law. For example, certain signs will not be permitted. These include: readograph, third party advertising and other signs specifically prohibited by the Sign By-Law.

7. Development and redevelopment should include new pedestrian amenities, landscaping, site improvements and screening, where appropriate. This criterion refers to improvements on private property, since the Municipality will be responsible for improving street furniture as part of the Downtown Revitalization Program.

Although many buildings will have virtually no setback from the street, there may still be room for improvements at the rear of buildings, in parking areas, in window boxes, in entry recesses or in small front setbacks.



This landscape feature was a private initiative.



New pedestrian amenities could include benches, cafe tables and chairs, handrails, fountains, sculpture, porches and bicycle racks.

Landscaping could include wooden window boxes, wooden or clay pots, or barrels with flowers, hanging flower baskets or even old rowboats filled with annuals. Developers of every new building or renovation are encouraged to include some plants as described here. Perennial flowers generally require little maintenance. Annual flowers can be changed with the season. Regular maintenance of annuals is recommended, and one advantage of this small-scale potted landscaping is that the owners can remove them when their usefulness is expended. Examples of annuals are: pansies, daisies, nasturtiums or kale. A list of Perennials is provided in Appendix 4.

No large trees or shrubs should be planted on the street frontage for two reasons. Firstly there is not enough room for large growing plants. Secondly, for approximately the last 60 years, there have been very few trees in the Steveston Downtown area, and people have accepted this as a tradition.

Extensive landscaping, tree planting and screening are encouraged at the rear of buildings. The Screening By-law requires screening of parking lots from the public street. Curbs, bumpers or bollards should be provided to separate parked cars from pedestrians.

## SOURCES

1. The Corporation of the Township of Richmond, Steveston Area Plan, and amendments.
2. Ross, Leslie, Richmond, Child of the Fraser, 1979.
3. Sakamoto, B., Sproule, J.K., and Hancock, J. of J.K. Sproule Architecture/Urban Design, Steveston: A Fishing Village, 1983.
4. Baldwin, P., MacLaren Plansearch Ltd., Downtown Revitalization Plan for Steveston, 1986.
5. Freschette R.1 Steveston '83 Landscape Concept, Report for the Richmond Planning Department, unpublished, 1983.

## ACKNOWLEDGEMENTS

Photos: Richmond, Child of the Fraser by Leslie Ross

Richmond Archives

Vancouver Public Library

Mr. Ted Clark

Mrs. Jas Cheverton



## Appendix 1

### FACADE IMPROVEMENT GRANTS

The Provincial Government has designated Steveston as a Downtown Revitalization Area, which entitles shop owners to "Private Premises Facade Improvement Grants". The grants are administered by the Municipality as part of the approved design concept for Steveston. Grants are to be distributed to owners or applicants who have improved the facades of their buildings. Improvements must be to exterior walls that face public streets, land, or parking areas; or private land or parking areas that the public has access to. The grants are given after improvements have been completed and certain criteria met.

### Calculation of the Grant

The grant amount is 20% of the cost of the private ground floor facade improvements up to a maximum of \$200 per metre. If a building has frontage on a side street or other public passageway, 50% of that frontage can be added to the total for the purpose of determining the value of grants that are available for that building.

### Grant Administration

The grant is administered through the municipal building inspection process and the grant application is the actual municipal building permit. Since some types of improvements, such as cleaning and repainting, do not normally require a building permit, the Municipal Council must have indicated its agreement to have staff undertake the administration of building facade grants at municipal cost. Building permit fees are not charged for improvements which would not normally require a permit, although the owner or applicant must submit a letter stating plans and costs, and use the permit as the grant application form. The owner or an applicant (if the owner has agreed in writing to the works) presents a description or drawings of the works, as required, to the Building Inspector, who then notes the anticipated cost of the improvements on the permit. The Building Inspector also certifies on the permit that the qualifying requirements have been met, namely:

- a Resolution of Council to permit grant administration through the building inspection process; and
- written confirmation from the Municipal Clerk that the municipality has approved either a design or promotion and marketing concept for the downtown area.

The Building Inspector ensures that the planned works are for facade beautification and improvement, that they conform to other Municipal by-laws and are being made to existing properties. Changes to building interiors other than for window displays visible from the outside, or normal maintenance, do not qualify. Facade improvements can, of course, be carried out while other more extensive work is being done and the Building Inspector must exercise judgement as to the proportion of the work which is part of the Facade Program.

The Building Inspector also confirms the calculation of building frontage and notes this on the permit and sends a copy of the annotated, issued permit to the Ministry of Municipal Affairs.

If there are questions about a grant application, the Ministry will contact the Building Inspector within 21 days of receiving the permit copy. Otherwise it should be assumed that a grant will be payable on completion of the works.

#### Final Approval

Once the facade improvements have been completed and passed final inspection, the actual costs of the improvements and the Building Inspector's certification of completion should be noted on a copy of the building permit and forwarded to the Ministry of Municipal Affairs. The Building Inspector is responsible for determining what the final costs are and should be guided by the invoices, time sheets, etc., which the applicant provides. If the applicant has done some of the work, the inspector estimates what his labour would have cost and includes this in the total costs.

If improvement works have been of the type that do not normally require a building permit or Inspections, the owner or applicant has the responsibility of informing the inspector when the improvements have been completed. The Inspector then confirms that the improvements have been made and, as above, confirms their cost.

The final permit form sent to the Ministry should be a copy of the original so that the applicant's name, address and permit number are consistent on all copies.

The Municipality, or an organization that it has approved for this purpose, may, if owners give their consent, undertake central contract administration for private facade improvements. This does not, however, affect the fact that grants are calculated on an individual basis.\*

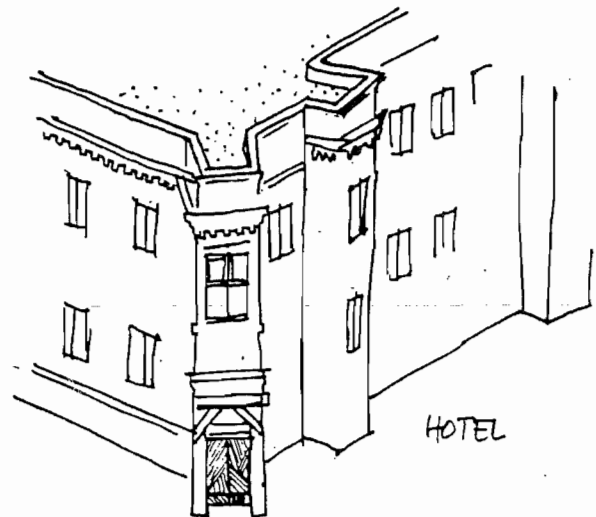
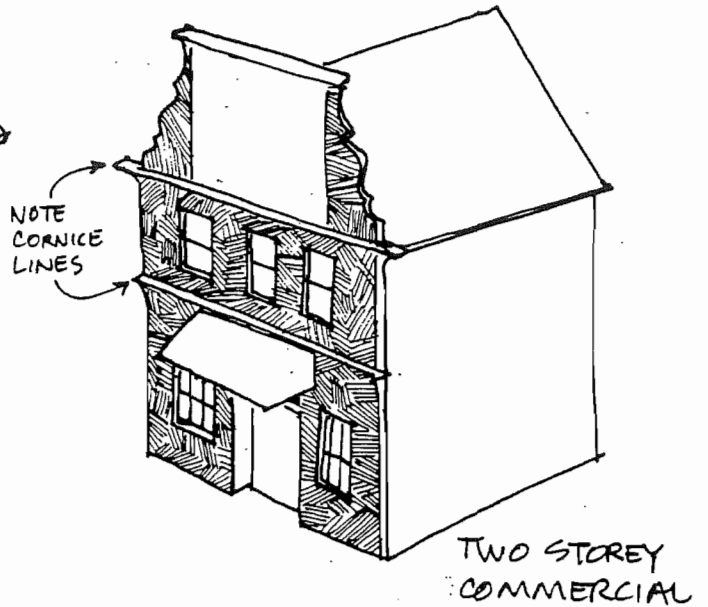
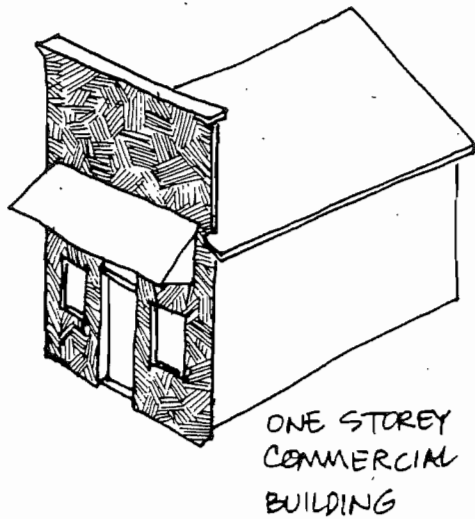
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\* This information is taken from Downtown Revitalization, a Guide, Ministry of Municipal Affairs, Province of B.C.

APPENDIX 2.

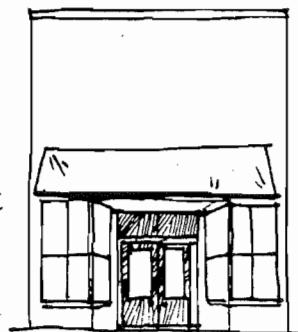
EXAMPLES OF TYPICAL BUILDING FORM AND TRADITIONAL FACADE DETAILS.

1. GENERAL FORM

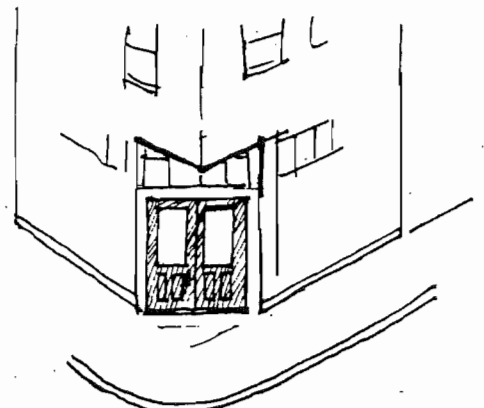


2. ENTRANCES

EARLY ENTRIES WERE LOCATED IN THE CENTRE OF THE FACADE

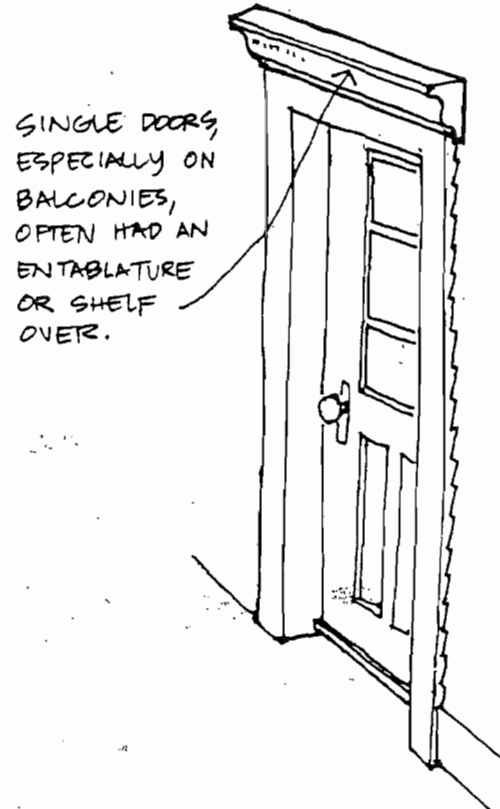
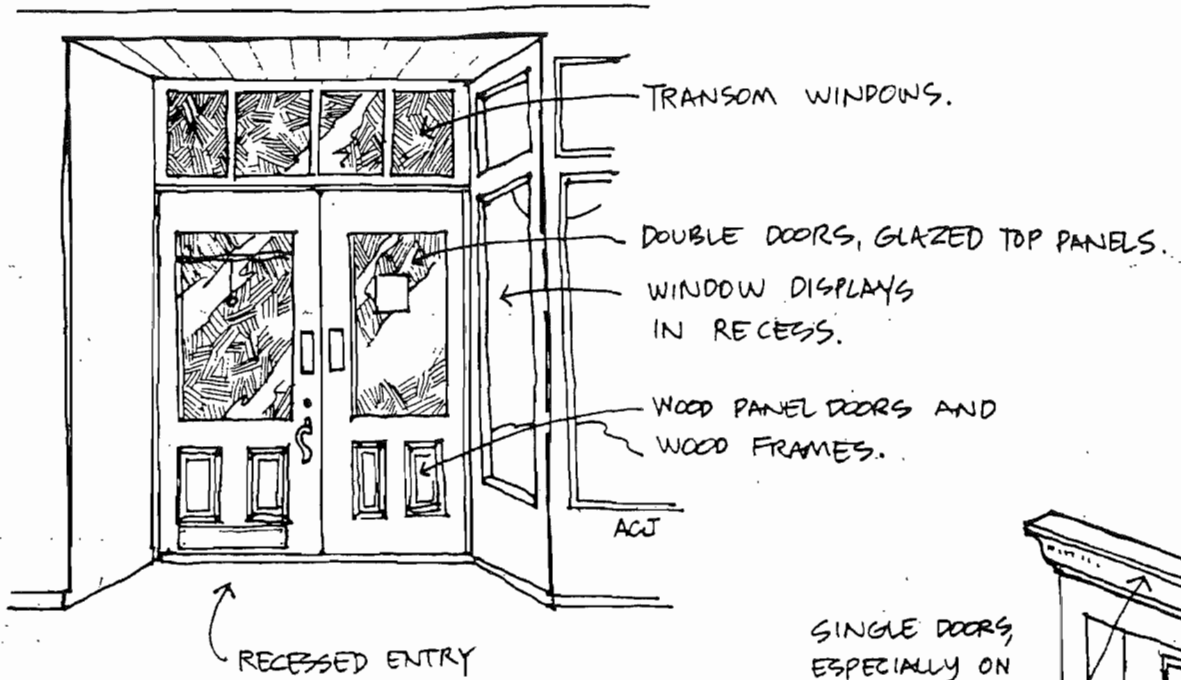


OR... LATER ON, SOME ENTRIES WERE LOCATED ON THE STREET CORNERS...

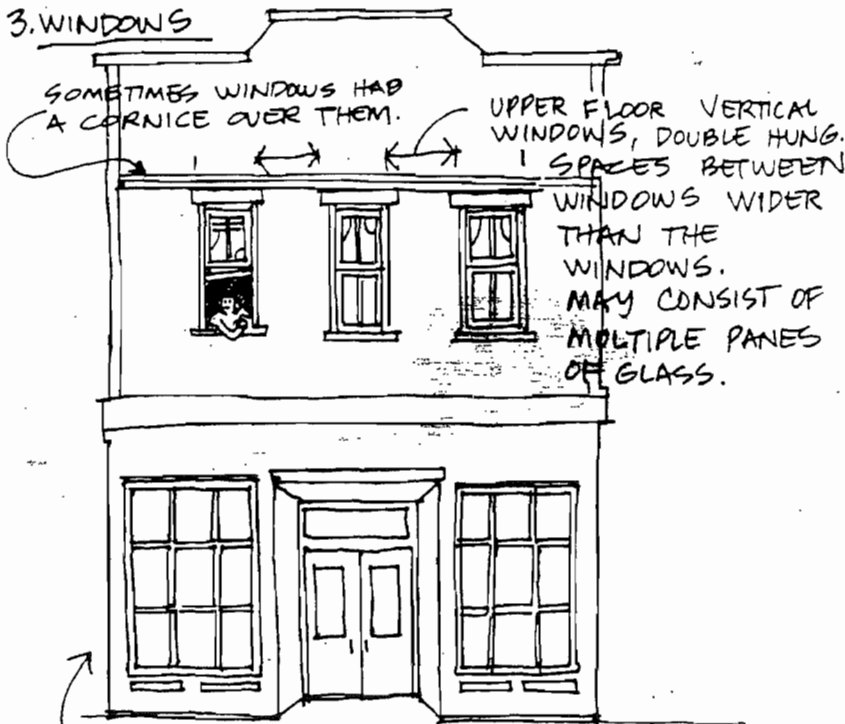


APPENDIX 2. CONT'D. EXAMPLES

ENTRANCE DOORWAY DETAILS



3. WINDOWS

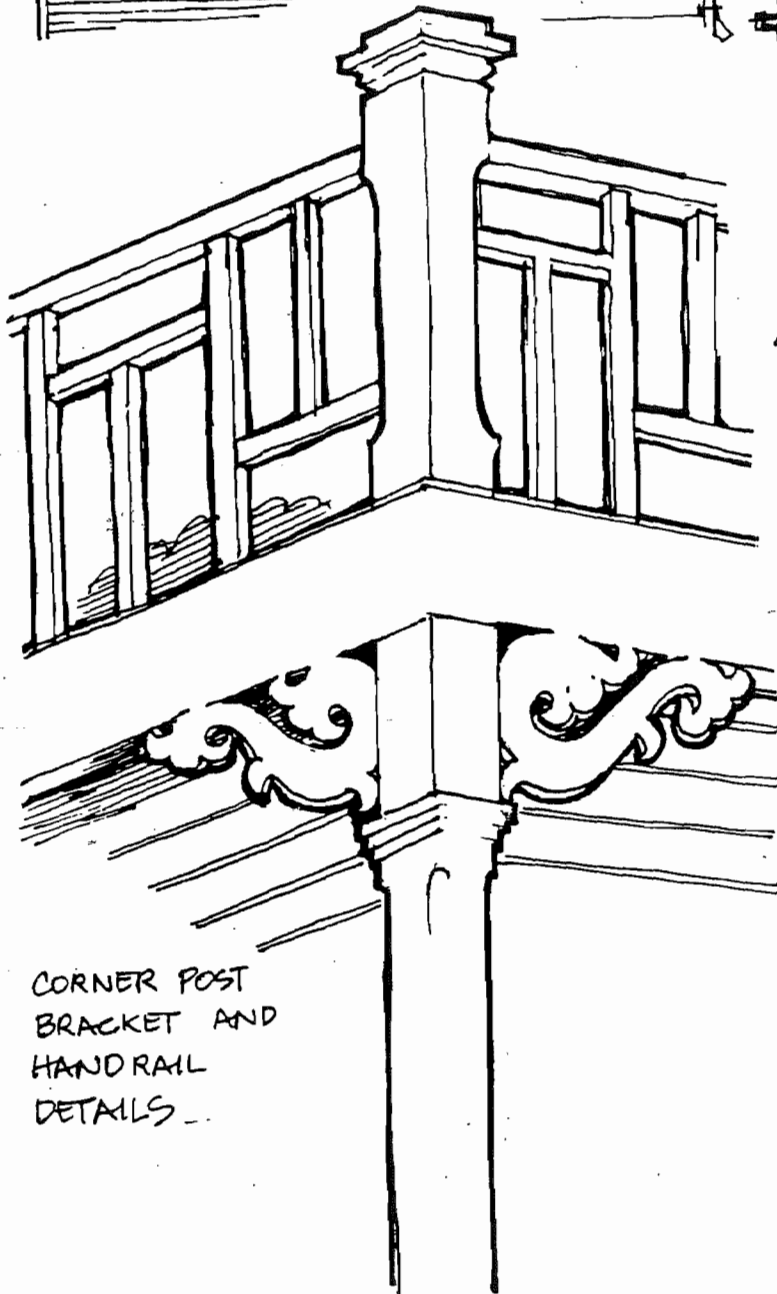
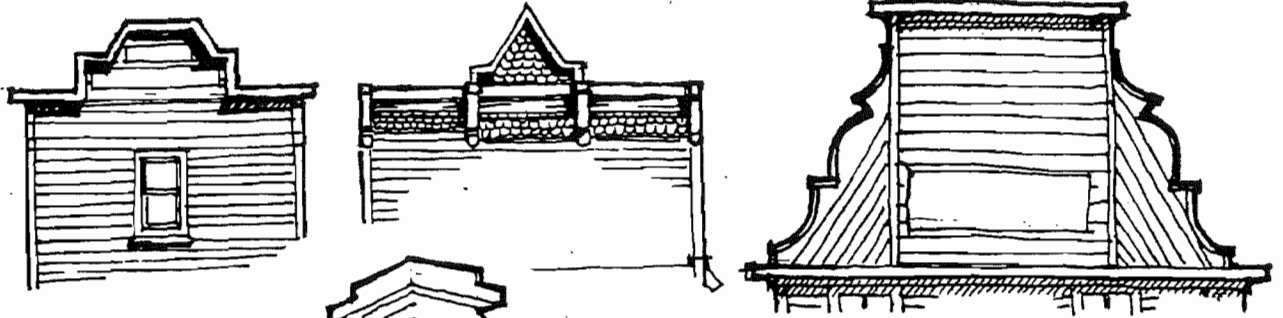


APPENDIX 2. CONT'D

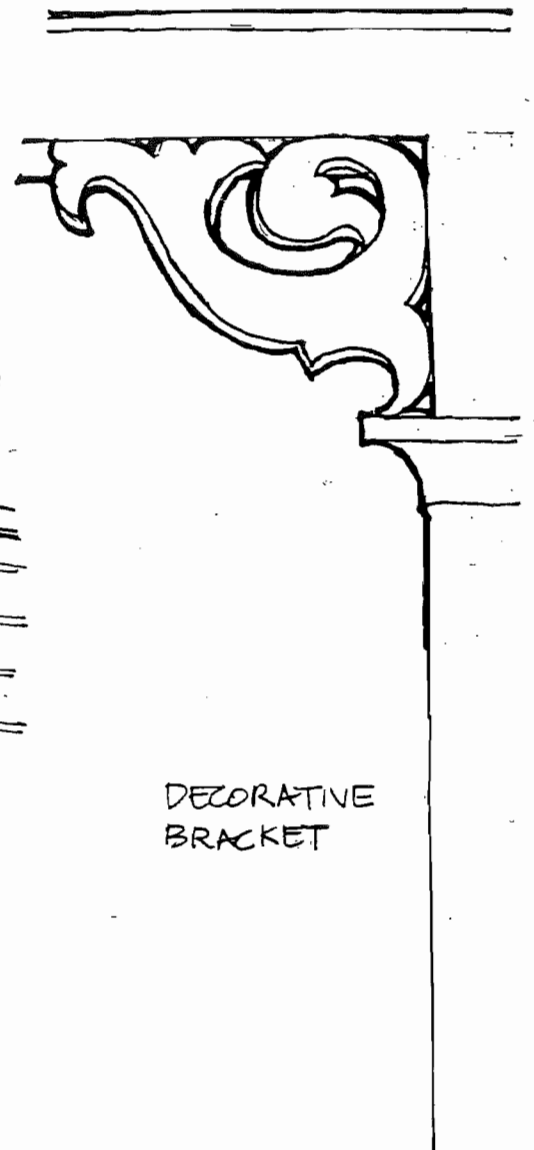
3. DETAILS

SIDING, TRIM, CORNICES, POSTS AND BRACKETS WERE ALMOST EXCLUSIVELY MADE OF WOOD.

SOME EXAMPLES OF FALSE FRONTS OR PARAPETS:



CORNER POST  
BRACKET AND  
HANDRAIL  
DETAILS

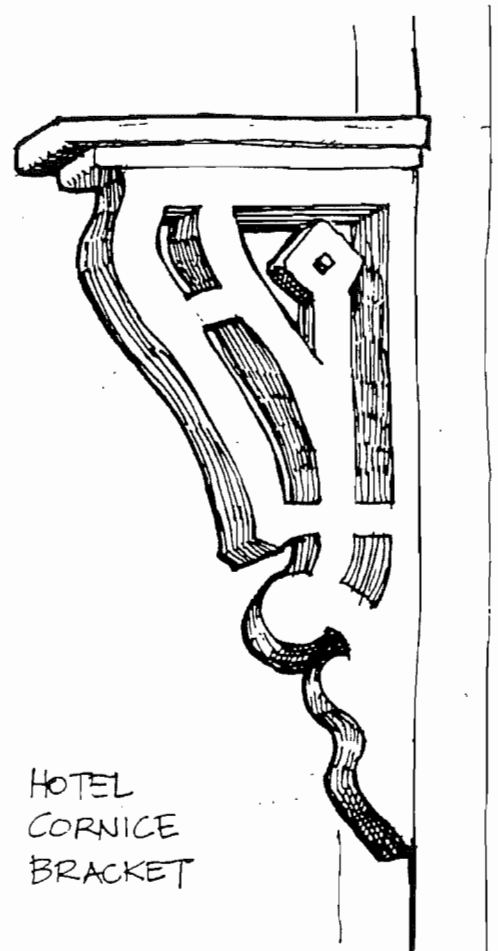
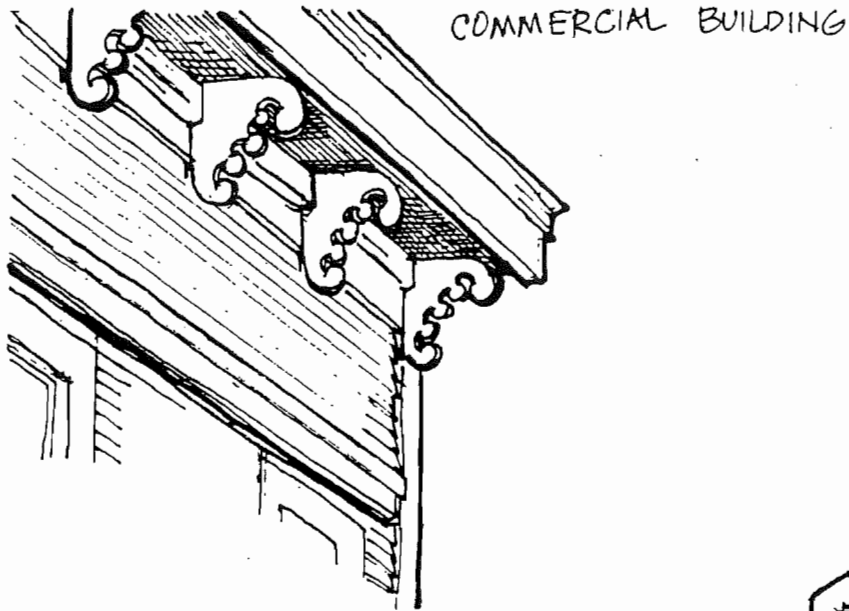


DECORATIVE  
BRACKET



APPENDIX 2, CONT'D

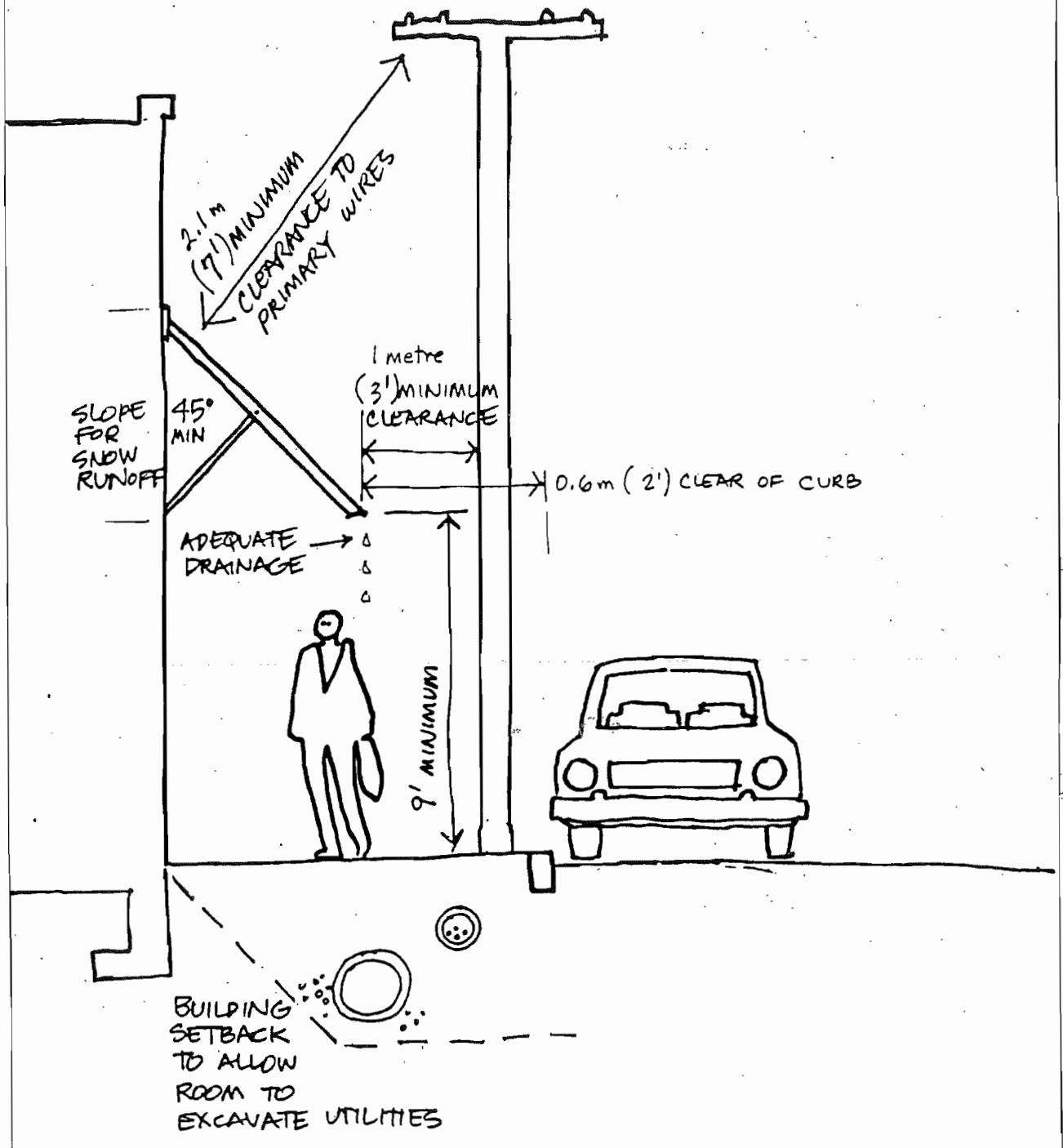
3. DETAILS  
CORNICES



# CRITERIA FOR CANOPIES

± 7'

SIDEWALK SHOULD  
HAVE ADEQUATE WIDTH  
FOR PEDESTRIANS



PERENNIAL FLOWERS

APPENDIX 4

SCIENTIFIC & COMMON NAME	HEIGHT	EVERGR.	NATIVE	SCENT	FAVORED	PLANTING TYPE							OTHER PARTICULARITIES
						BANK	DYKE	STREET	FEATURE	PLANTED	SCREEN		
Aquilegia formosa - Western Columbine	3'												Various Colors
Alyssum saxatile - Basket of Gold	1'												Yellow Flowers
Arabis alpina - Rockcress	6"												White Flowers
Arenaria sp. - Sandwort	3"												White Flwrs, Shade Lover
Armeria maritima - Common Thrift	10"												Pink Flowers
Artemisia stelleriana - Dusty Miller	30"												Yellows Flwrs, White Lv.
Asclepias tuberosa - Butterfly Weed	3'												Attracts Butterflies
Cerastium tomentosum - Snow-In-Summer	6"												Silver Gray Leaves
Chrysanthemum carinatum - Chrysanthemum	2'												Various Colors
Chrysanthemum frutescens - Marguerite	2'												White & Pink Flowers
Coreopsis grandiflora - Coreopsis	2'												Attracts Birds
Cortaderia selloana - Pampas Grass	6'												Yellowish Heads
Dianthus sp. - Pinks	2'												Various Colors
Doronicum cordatum - Leopard's Bane	2'												Shade Lover
Echinops exaltatus - Globe Thistle	4'												Blue Heads
Erigeron glaucus - Sea Side Daisy	10"												Lavender Flowers
Erigeron speciosus - Fleabane	2'												Lavender Flowers
Eschscholzia californica - California Poppy	18"												Orange Flowers
Gaillardia grandiflora - Blanket Flower	4'												Red, Orange Flowers
Gypsophila paniculata - Baby's Breath	3'												Various Colors
Helianthemum nummularium - Sun Rose	6"												Various Colors
Hemerocallis lilioasphodelus - Day Lily	3'												Yellow
Heuchera micrantha - Coral-Bells	2'												Greenish White Flwrs
Iberis sempervirens - Evergreen Candytuft	1'												Pure White Flwrs.
Iris douglasiana - Douglas Iris	2'												Blue Flowers
Lavandula angustifolia - English Lavender	3'												Lavender Flowers
Lilium columbianum - Columbia Lily	3'												Orange Flowers
Limonium latifolium - Sea Lavender	2'												Lavender Flowers
Lythrum salicaria - Loosestrife	5'												Requires Moisture
Santolina chamaecyparissus - Lavender Cotton	2'												Yellow Heads
Veronica sp. - Speedwell	10"												Various Colors
Yucca whipplei - Our Lord's Candle	3'												White Flowers

POTENTIAL HERITAGE BUILDINGS

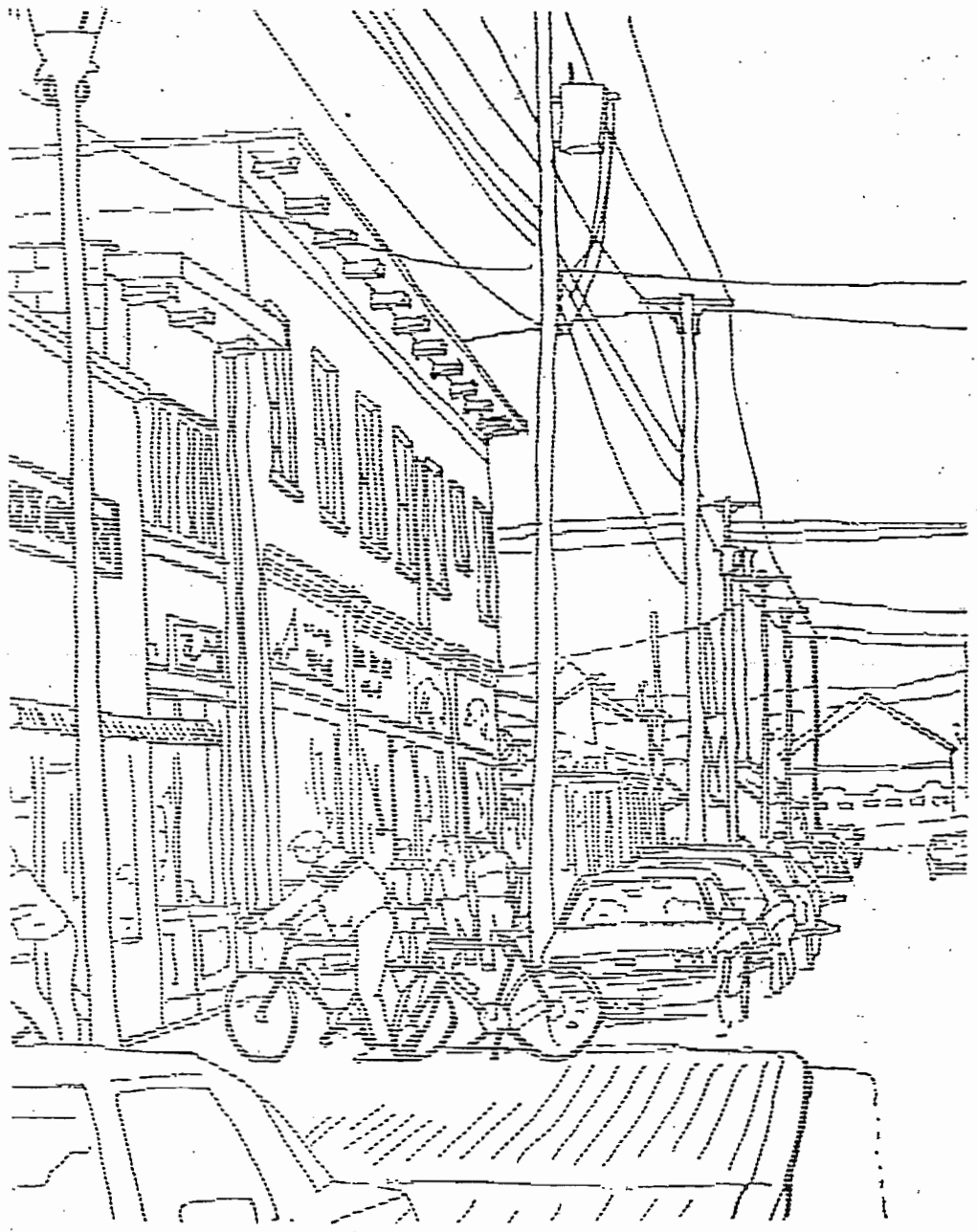
MAP  
KEY  
NO.

1. 12111 3rd Avenue Steveston Hotel - Eastern Portion
2. 3420 Moncton Street - Steveston Danish Bakery
3. 3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
4. 3580 Moncton Street. "Hepworth Block", pre 1918
5. 3680 Moncton Street. Marine Grocery, pre 1920e
6. 3700 Moncton Street-Redden Net Co., pre 1925e
7. 12160 First Ave-"Steva Theatre" Eastern Portion
8. 12251 Number One Rd-"Eashope", South-east building
9. 12311 Number One Road-Steveston Furniture
10. 3951 Moncton Street-Store
11. 3911 Moncton Street-Hiro's Grocery
12. 3891 Moncton St.-Store/dwelling, pre 1915e
13. 3871 Moncton St.-Store
14. 3831 Moncton St. Store
15. 3771, 3791, 3811 Moncton St.-Museum-Post Office, 1907-8. DESIGNATED.
16. 12011 Third Ave.-Municipal Building, 1925-32e DESIGNATED.
17. 3731 Chatham St.-Steveston Bicycle "Church", 1894.
18. 12020 First Avenue - former bakery - west portion



# Steveston Downtown Revitalization

Corporation of the  
Township of Richmond



## Facade Guidelines

STEVESTON REVITALIZATION  
AREA FACADE GUIDELINES

Prepared by  
Bud Sakamoto, Steveston Coordinator  
in consultation with Patricia Baldwin  
March 1989

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    5.1 Design Review Procedures

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        (b) Facade Grant Administration

        (c) Application Form:  
            Steveston Revitalization Facade Improvement Application

    5.2. Steveston Downtown Revitalization Plan

    5.3. Extract from Richmond Sign Bylaw

    5.4 General Criteria for Canopies Projecting Over Municipal Sidewalks



## 1. INTRODUCTION

Steveston was born in 1889 when William Herbert Steves laid out a section of his farm into town lots. Immediately development began with the following decade, the 1890's, turning Steveston into a "boomtown" with fishermen flocking in on weekends to make it not only a boisterous place, but also one of the most important cannery centres on the entire coast. From the beginning, Steveston was changing with fires playing a major role by ravaging the town. When wooden frame buildings which stood side by side caught fire, many buildings were destroyed before the fire was put out. Buildings were reconstructed with similar character and the town continued to function as a centre for the fishing industry.

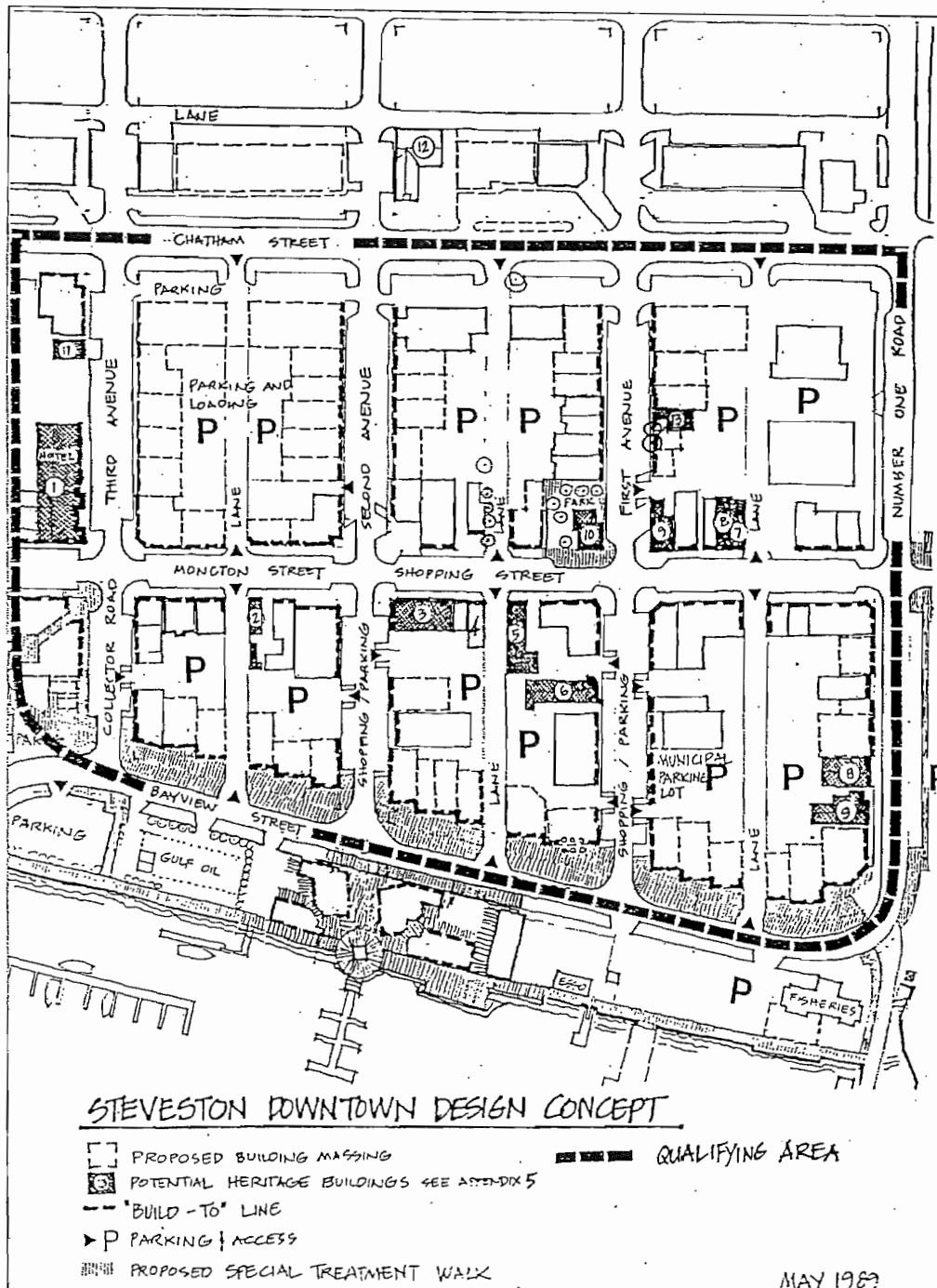
During the 1950's and 1960's, zoning bylaws encouraged demolition of older buildings and the construction of characterless concrete block structures. Steveston was then still an isolated area and the fishing industry dominated the area.

Today, there is renewed interest in Steveston. The importance of the operating fishing industry still remains, but the encroaching urban development is placing a new focus on the area. The Corporation of the Township of Richmond, through the Steveston Downtown Revitalization Committee, is committed to the fishing industry and the development of the area as a local and fishing service centre. Improvements to the street and sidewalks have been carried out as part of the Downtown Revitalization Program with an image of a working fishing town.

In the revitalization, an important component is the improvements to the store fronts. The purpose of the Facade Improvement Guidelines is to provide design guides and standards for maintaining continuity in the improvements being carried out. The Guidelines are a simplistic interpretation of Steveston's architectural past to provide a design theme for the area's improvements. The hope is for submissions of appropriate and imaginative design schemes which are beyond the scope of the Guidelines. These guidelines do not apply to new buildings. For new construction, "Design Guidelines for the Steveston Downtown Revitalization Area" should be obtained.

## 2. STORE FRONT FACADE GRANTS

Grants are available to both tenants and property owners who improve the facades of existing buildings. To qualify, the building must be in the Steveston Downtown Revitalization Area (see attached map) which is bounded by Chatham Street, No. 1 Road, Bayview Street and Third Avenue, including the west side of Third Avenue.



STORE FRONT FACADE GRANTS (continued)

Grants are available for improvements to exterior walls that face a public street, land or parking area, or private land or parking area that has public access. The grants are paid after improvements are completed and the design criteria of the Guidelines have been met. The grant policy for individual shops are as follows:

FRONT A 20% grant or \$200 per metre whichever is the least.

SIDE A 10% grant or \$100 per metre whichever is the least. It is, however, at the discretion of the Municipality to recommend a special grant of 20%, to a maximum of \$200 per metre, be awarded for corner shops with a front facing a front street and a side facing a pedestrian oriented shopping street, containing a full advertising display window. The 10% grant applies to a pedestrian oriented side street that does not have a display window.

REAR A 10% grant or \$100 per metre whichever is the least. It is noted that the rear may be parking oriented with rear entrances from the parking area into the shops. Special grants may be considered, however, special application/documentation must be forthcoming prior to approval in individual claims.

### 3. STORE FRONT FACADE GUIDELINES

#### 3.1. Designated Heritage Buildings

Guideline: Restore designated heritage buildings.

Restoration applies only to officially designated buildings and to the improvements to the exterior of the building to as closely as possible to details and quality of the original constructed building. Only two designated heritage buildings exist in Steveston (see previous map).

#### 3.2. Potential Heritage Buildings

Guideline: Improve potential heritage buildings to minimize change and to retain the heritage character.

The original buildings of the early "boomtown" days have long been lost. The heritage buildings that remain date back to the early part of this century. These buildings are considered potential heritage buildings.

The appearance of the potential heritage buildings should be returned to the time of early construction by removing later added exterior material, replacing missing details or repairing deteriorated materials. Adaption of construction and the use of available similar material may be considered provided the appearance is not drastically altered. The intention is the maintenance of the character of the building and not a faithful restoration as reconstruction.

Steveston is a historic town. The owners and tenants of potential heritage buildings have special opportunities and obligations.

#### 3.3. Improvement of Infill Building

Guideline: Develop an identifiable store front for all businesses by reflecting a special character to indicate the type of business or merchandise being sold.

Most of infill buildings have been built during the 1950's and 1960's. They are concrete block structures and, in most instances, lack an identifiable feature. The store front provides the first impression of the business, identifies the premise and indicates the type of business. It provides a strategic draw for customers and an improvement to the business. It is legitimate subliminal advertising.

## STORE FRONT FACADE GUIDELINES (continued)

### 3.4. Sympathetic Design Overview

**Guideline:** Improvements to store fronts should be in context of the streetscape. Relationships such as building height, store front parapet height, and canopy and fascia heights should be maintained for scale and continuity of the street and buildings.

The term "sympathetic design" refers to the concept of viewing an individual building facade within the context of its surroundings. To achieve an attractive and successful business area, the "streetscape" should be viewed as a complete unit rather than a series of individual isolated store fronts.

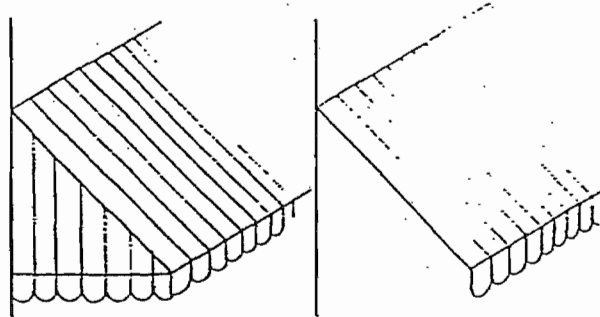
### 3.5. Canopies

- Guidelines:**
- (a) The minimum height of a canopy over pedestrian areas shall be 2.75 metres (9.0 feet).
  - (b) The minimum clearance of the canopy shall be 0.6 metres (2.0 feet) from the curb and 0.9 metres (3.0 feet) from the utility pole.
  - (c) The required clearance to primary electrical power lines shall be 2.5 metres (8.0 feet), (see attached drawings).

Canopies can be either an awning or a fixed structure. Awnings are fabric and frame which are attached to the face of the building. Canopies should extend out to protect pedestrians from inclement weather.

- Guidelines:**
- (a) Awning frame may be rigid welded or retractable style and the fabric shall be 100% polyester with a acrylic finish and not vinyl.
  - (b) The shape of the awning may be either 3 point style with a valance or 4 point with a fascia of not more than 15 cm (6 inches).
  - (c) The color of the awning shall be suitable to the overall color scheme of the building and streetscape.

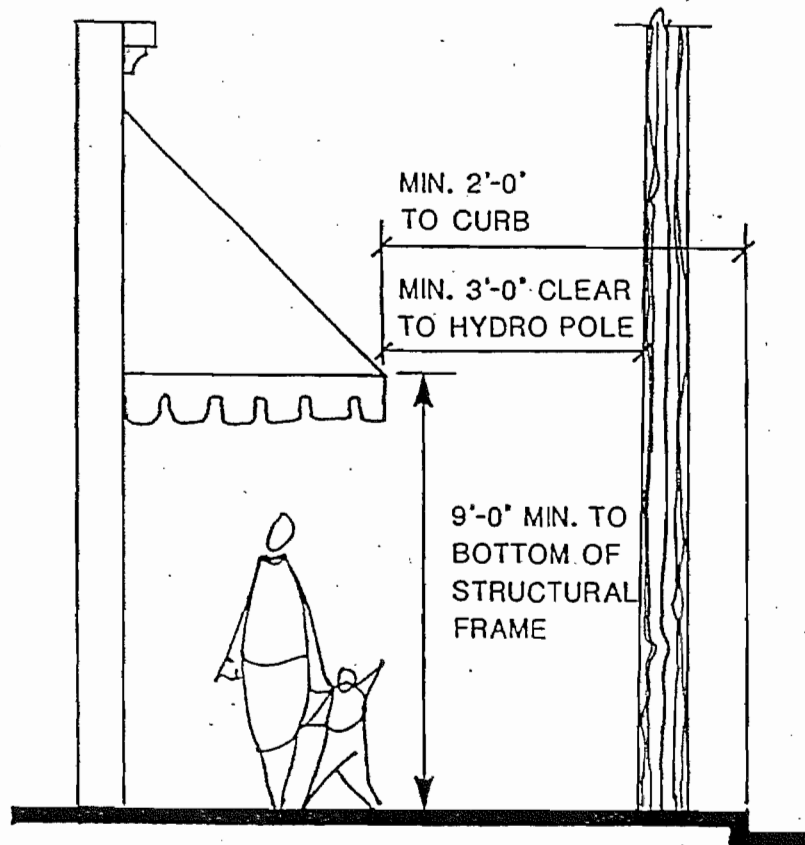
Unacceptable awning styles are quarter-barrel, half domes and projecting quarter sphere. Vinyl fabrics are not acceptable.



3 POINT CLOSED

3 POINT OPEN

### CANOPY-AWNING TYPES



### CRITICAL DIMENSIONS FOR AWNINGS AND CANOPIES

## STORE FRONT FACADE GUIDELINES (continued)

### 3.5. Canopies (continued)

Fixed canopies are structurally integrated features of a building face and are either cantilevered, hung or supported on a post. Any post supporting a fixed canopy is to be located on private property.

- Guidelines:
- (a) Fixed canopies may be flat or sloping roofs extending over walkways.
  - (b) Sloping canopies shall be covered with wood cedar shingles.
  - (c) Any supporting post shall be round or square wood with simple details or shaping and may be decorated with wooden brackets.

Unacceptable materials are metal, corrugated fibreglass and concrete (posts).

### 3.6. Windows

- Guidelines:
- (a) In the store front improvement, the display window should be designed to respect the historic rhythm and be part of the overall facade.
  - (b) The window on the upper floors should form a historic rhythm different from the picture windows and be within a proportion of the overall facade.
  - (c) The upper floor windows should be framed.

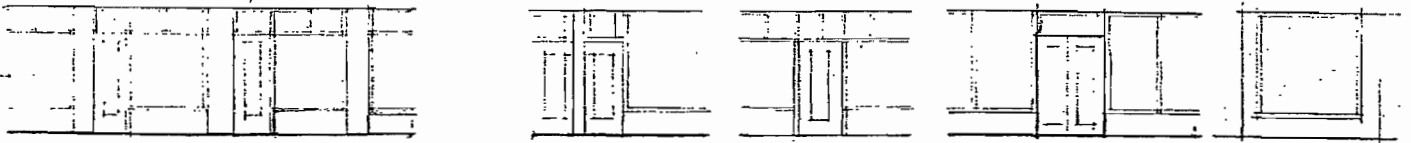
The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

The design of the windows with transoms, mullions, opaque or translucent glass and multiple glass panes form important patterns in the overall store front facade. The lower portion usually referred to as the "bulkhead", is part of the designed window. The picture window creates store front rhythm and the streetscape.

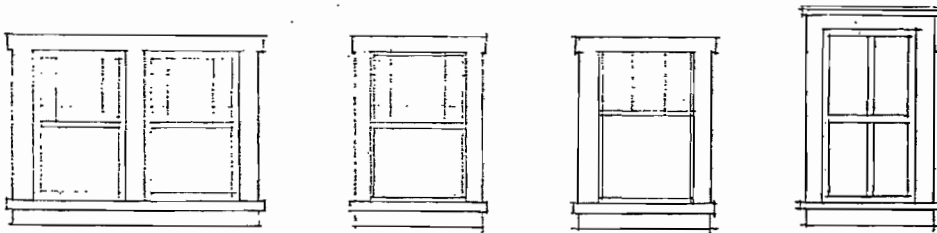
STORE FRONT FACADE GUIDELINES (continued)

3.6. Windows (continued)

Acceptable picture windows are as follows:



Historically, the pattern of the windows on the upper floor is different from the picture windows. They form a rhythm which is in keeping with the overall facade. Acceptable upper floor window patterns are as follows:

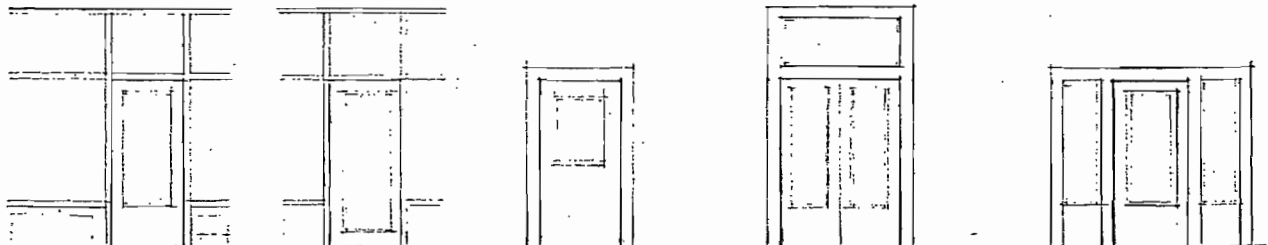


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

3.7. Doors

Guidelines: (a) Doors should be designed to be part of the overall store front character and should have glass panels.

(b) Acceptable doors are as follows:





STORE FRONT FACADE GUIDELINES (continued)

3.7. Doors (continued)

- (c) Acceptable doors are solid wood, wood panel and aluminum frame. Doors without glazing and metal doors are not acceptable.

3.8. Signage

- Guidelines:
- (a) Signs for the building should be an integral part of the facade design.
  - (b) Signs consistent with the Sign By-law should be approved along with the facade design.

Often signs are attached to the building as an afterthought. They are part of carrying out business, but are neglected until the business is about to open.

The prerequisite of a good sign is a clear message and legibility. A balance where neither the building or the sign dominates is needed for the building and the signs to be read. The importance of one well located sign over many signs needs to be stressed. Signs conceived independently can create a discordant image of the downtown and a rash of street signs results in the loss of the purpose of signage. For Steveston, the signs need to be oriented to slow moving traffic and predominantly to pedestrians.

Acceptable signage is as follows:

Fascia Signs: These are flat rectangular signs placed above the store front (as the buildings main business identification). The message in the sign board should be restricted to the name of the business for the sake of clarity; but may include a very brief trade description. In place of sign boards, but in keeping with a similar intent and flavor, signs may be painted directly on to the building facade, generally on the upper storey.

Sign boards may be illuminated from the back or painted boards may be illuminated with fixtures which are in keeping with the facade character.

Window Signs: These are painted on the inside of the main display window. The message should be kept brief, usually to the name of the business; but may include a brief trade description.

STORE FRONT FACADE GUIDELINES (continued)

3.8. Signage (continued)

Projecting or Hanging Signs: Signs may be hung along the store front or perpendicular to the building face. The message should be kept brief and to the business name or logo.

Awning Signs: These signs are painted directly onto the face of canopy, front edge (valance or flounce) or side panel. These messages should be restricted to the name of the business and logo. Back lit awning signs are unacceptable. A Sign Permit will be required for awning signs.

3.9. Building Materials and Finishes

Guidelines: (a) Building materials added for store front improvements should be restricted to the following:

- ship lap or flat lap horizontal wood
- 4 inch lap bevel boards
- drop cove horizontal wood siding
- board and batten
- vertical channel board
- wood shingles for small areas and features
- gingerbread details
- smooth stucco

(b) Acceptable finishes are as follows:

- natural weather
- transparent and opaque stains
- paint

Materials and finishes which are not in keeping with the historic character of the town are unacceptable. These are as follows:

- veneered brick, terra cotta, or stone
- metal siding (aluminum and steel)
- vinyl siding
- textured stucco (California style)
- asbestos shingles and panels
- plywood
- enamel panels
- ceramic or glass tiles
- concrete

An existing concrete block wall may be painted provided the store front painting schedule is within a context of an overall design concept.

## STORE FRONT FACADE GUIDELINES (continued)

### 3.10. Color Coordination

Guidelines: (a) Color schemes for buildings should use only heritage colors.

(b) Color schedules for facade improvements shall be submitted with samples along with the color samples of the adjoining buildings.

(c) The appropriate use of colors can dramatically increase the visual impact of a building as well as the surrounding context. In selecting the color scheme, neighbouring buildings, building function, surface material color balance and color contrast should be considered. Acceptable colors are as follows:

- natural colored wood
- stained wood
- heritage color of paint manufacturers
- colors to accentuate architectural details

Unacceptable are extensive bright colors, use of pure white in large masses, monochromatic and monotone color schemes.

### 3.11. Lighting

Guideline: Lighting should be provided to illuminate the store front facades, windows and signs.

For Steveston, the street lighting provides illumination for the requirements of the street. Buildings, facades and signs are not conveniently highlighted from the street.

Designed illumination can highlight special features of the facade, well prepared signs, main entrances and tastefully prepared displays. For businesses which operate after dark, special care should be given to lighting.

For signage, lighted signs need not be limited to the standard internally lit plastic-face box. Alternatives may be more attractive, more effective and more affordable. Direct illumination of a sign with hooded lights or goose necked lamps is a traditional form of lighting. Other acceptable methods of lighting are concealed spotlights, recessed fixtures, exposed industrial lights and historical feature fixtures which are integrated into the design of the facade.

STORE FRONT FACADE GUIDELINES (continued)

3.11. Lighting (continued)

The plastic-face sign box is a fact of life today. If a box is to be used, effective designs should fit the sign into a framework and into the building facade. The background should be dark colored with light lettering and the plastic face should be matte finished to minimize the sheen.

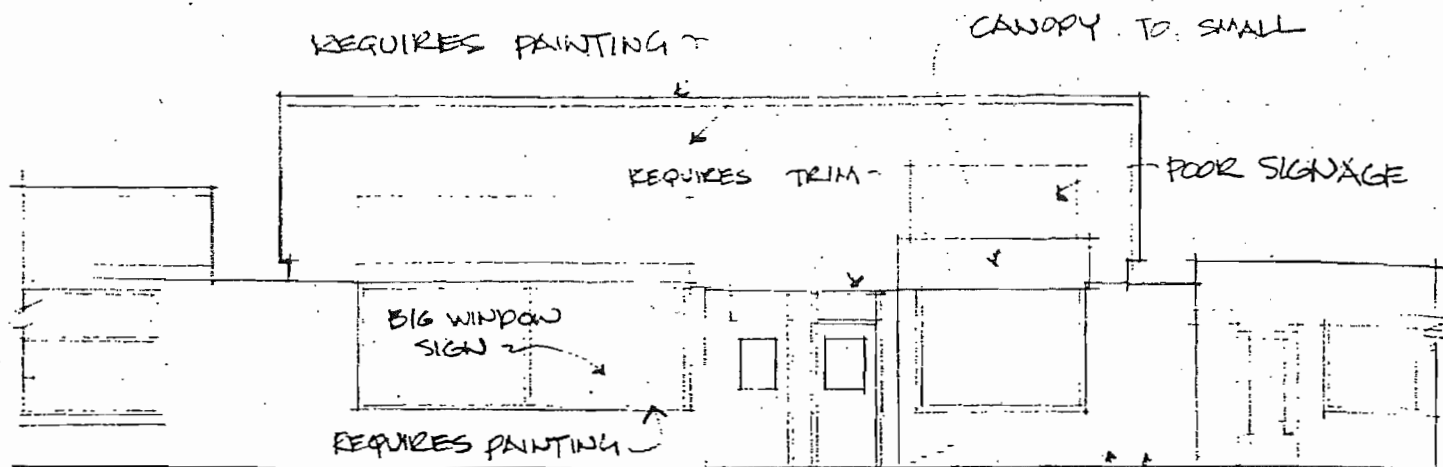
If neon is to be used, it should be for artistic design features and not for the purpose of signage.

Lights which are unacceptable are fluorescent lights in display windows, mercury vapour and high pressure sodium lights

4. FACADE IMPROVEMENT EXAMPLES

The following pages provide examples of facade improvements in Steveston.

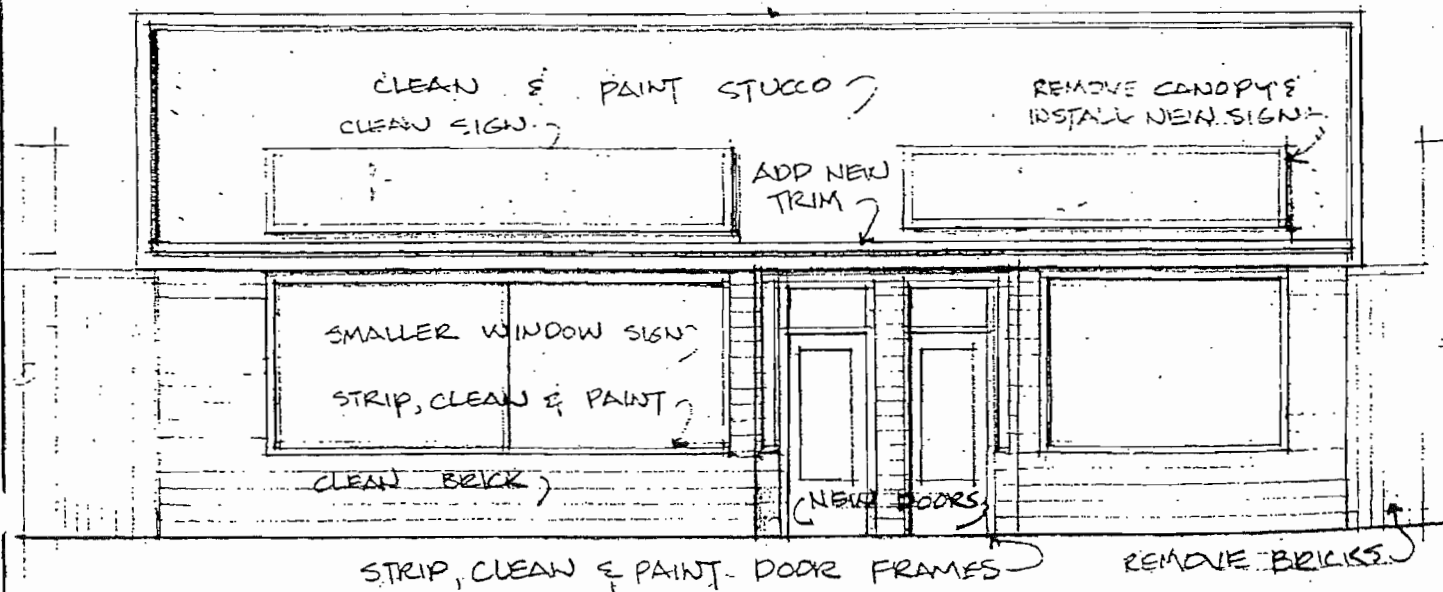
# FACADE IMPROVEMENT EXAMPLE #4.1



DIFFERENT BRICKS ↙

## ANALYSIS - EXISTING FACADE

STRIP, CLEAN & PAINT ↙



## FACADE RECOMMENDATIONS

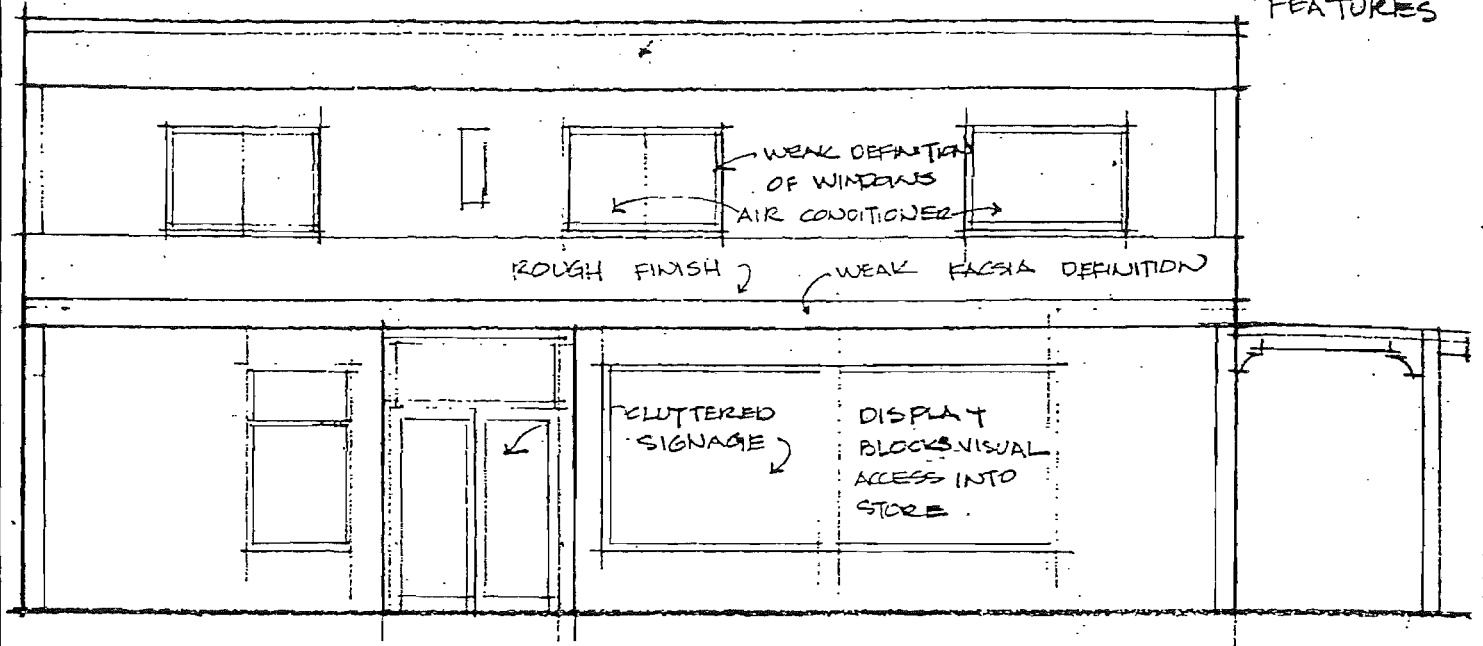
RICHMOND DINISH BAKERY  
MONCTON ST. STEVESTON

# FACADE IMPROVEMENT EXAMPLE #4.2

REQUIRES PAINTING -

FACADE NEED DEFINITION &

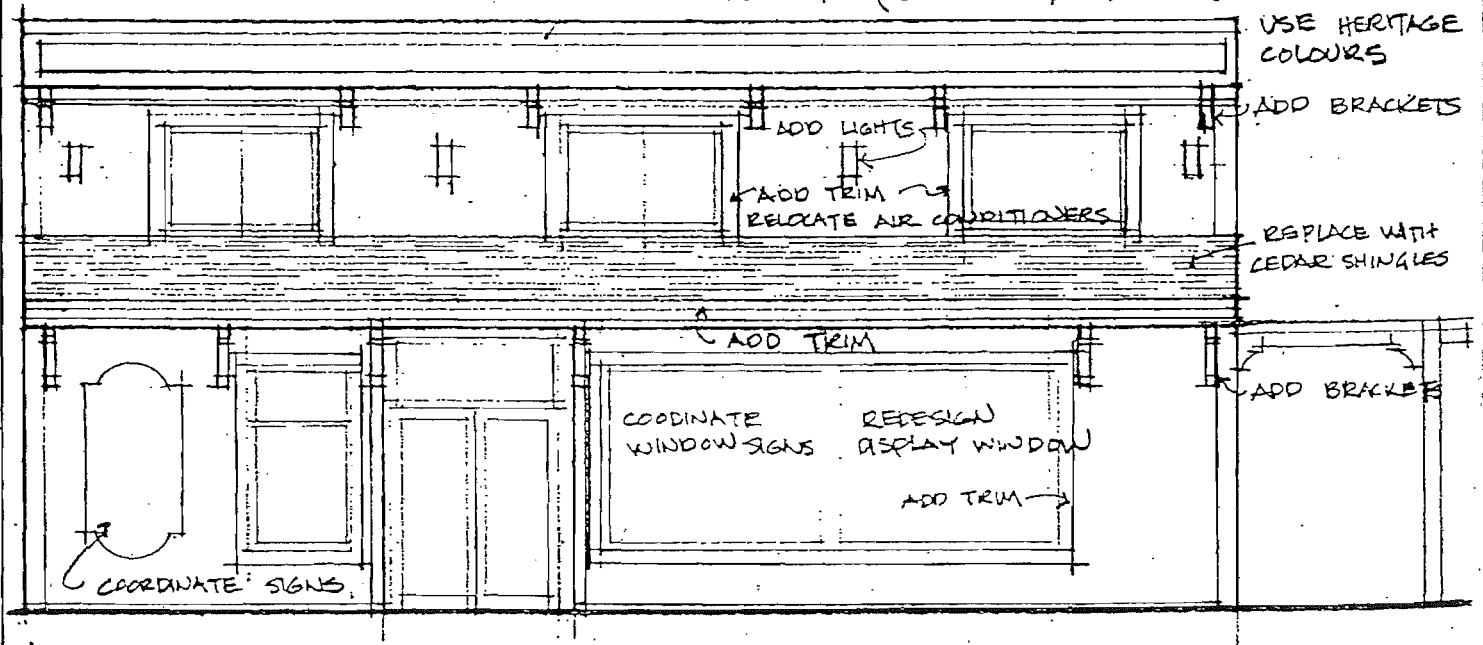
FEATURES



## ANALYSIS - EXISTING FACADE

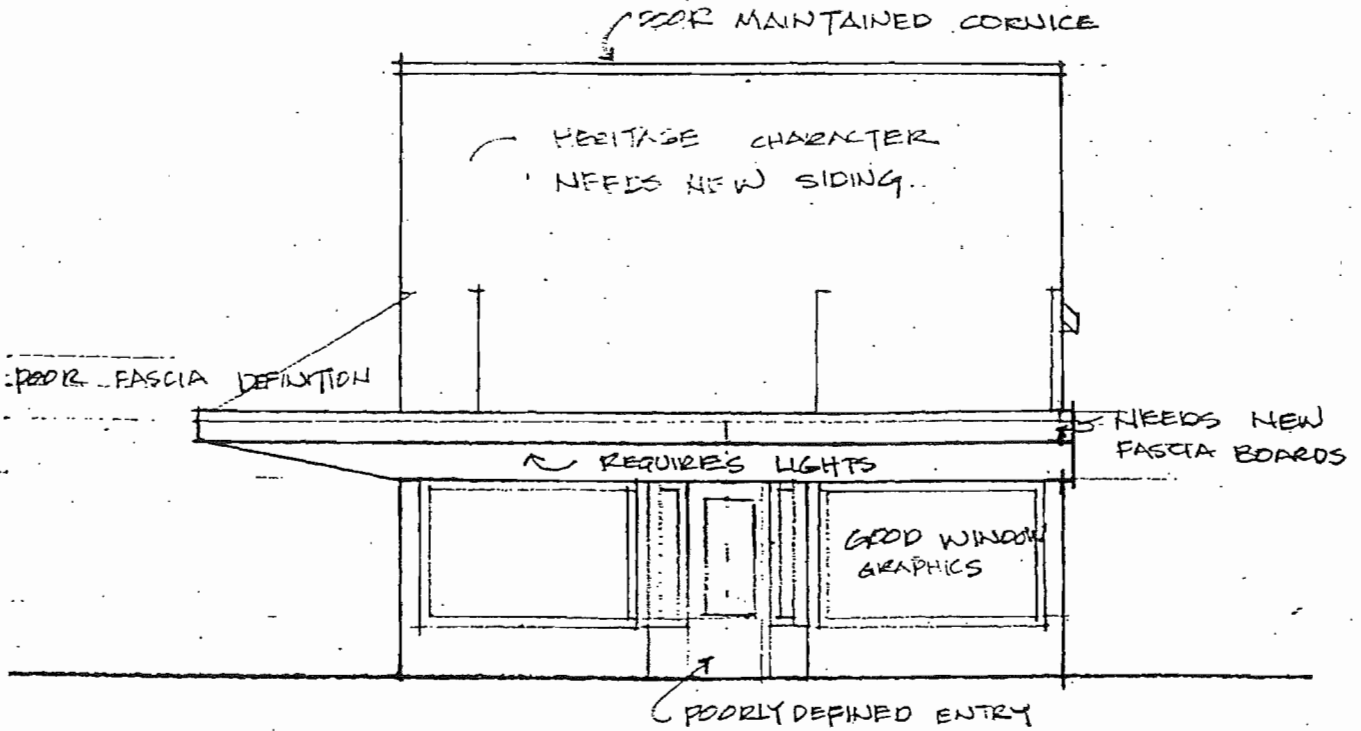
ADD TRIM

COORDINATE (3 COLOUR) COLOUR SCHEME

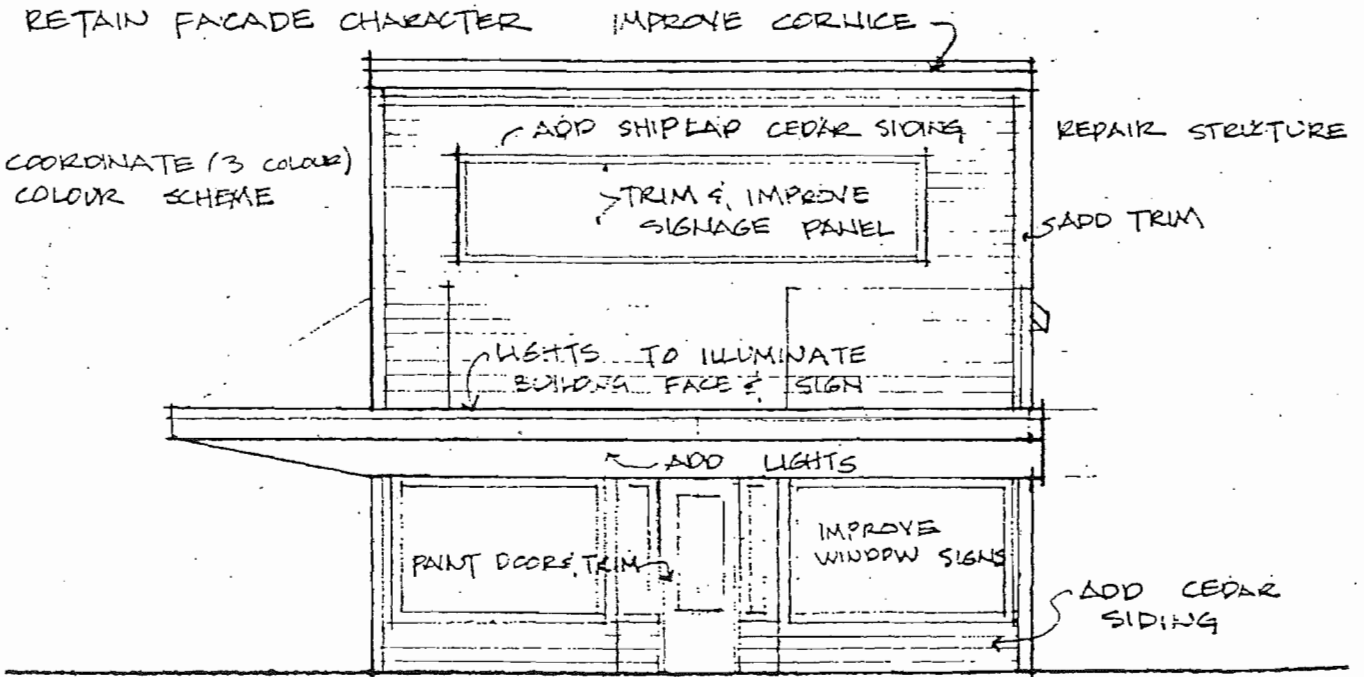


## FACADE RECOMMENDATIONS

FACADE IMPROVEMENT EXAMPLE #4.3



ANALYSIS - EXISTING FACADE



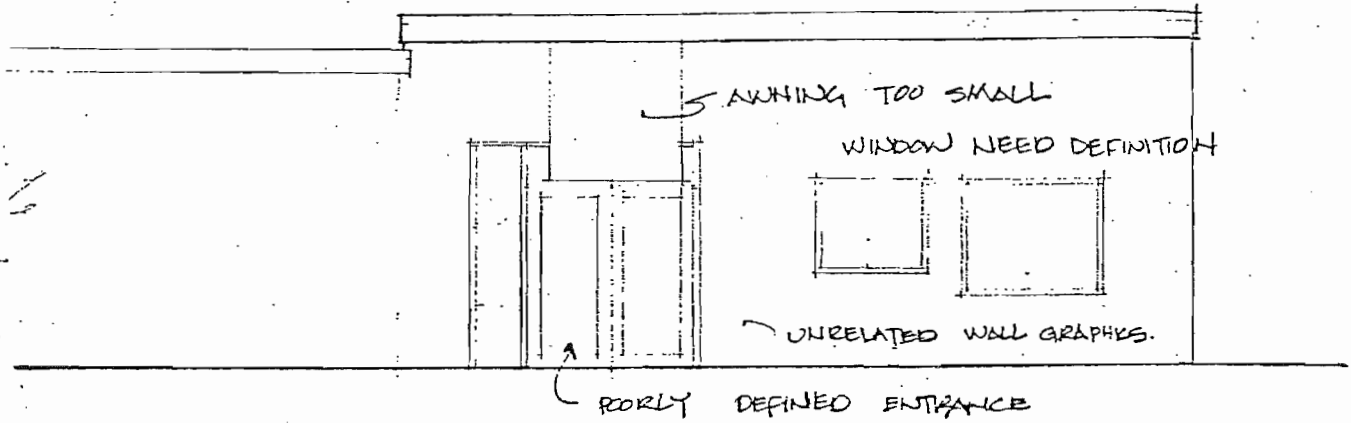
FACADE RECOMMENDATIONS

REDDEN NETS  
MONCTON STREET STEVESTON



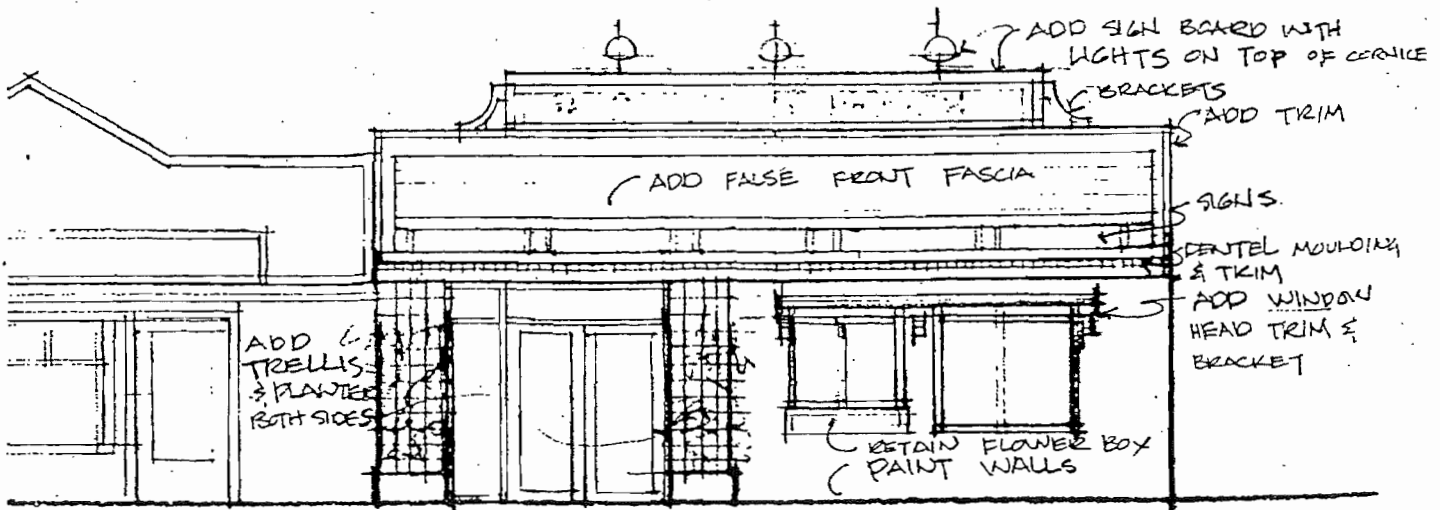
FACADE IMPROVEMENT EXAMPLE # 11.

UN-DEFINED STOREFRONT



ANALYSIS - EXISTING FACADE

COORDINATE COLOR SCHEME.



FACADE RECOMMENDATIONS

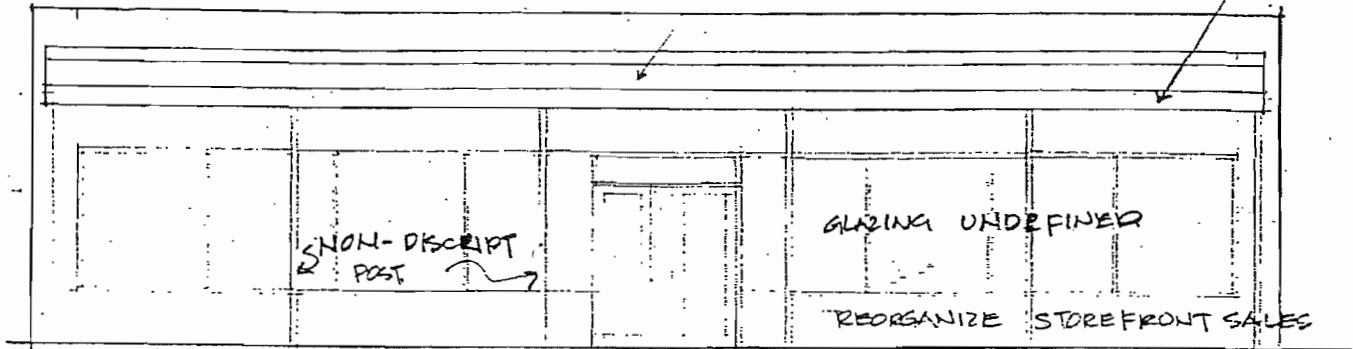
116 COUNTRY HOUSE  
1ST AVENUE STEVESTON

# FACADE IMPROVEMENT EXAMPLE # 4.5

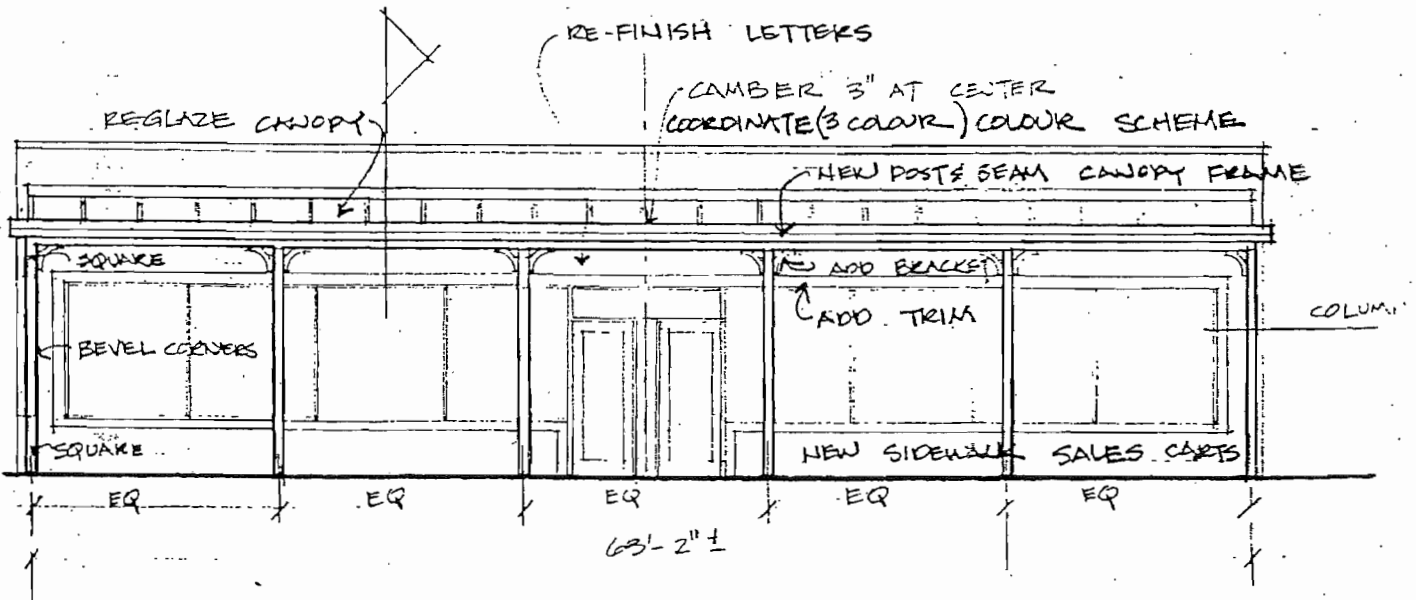
BUILDING NEEDS REPAINTING

DETERIORATED CANOPY

UNDEFINED CANOPY FASCIA

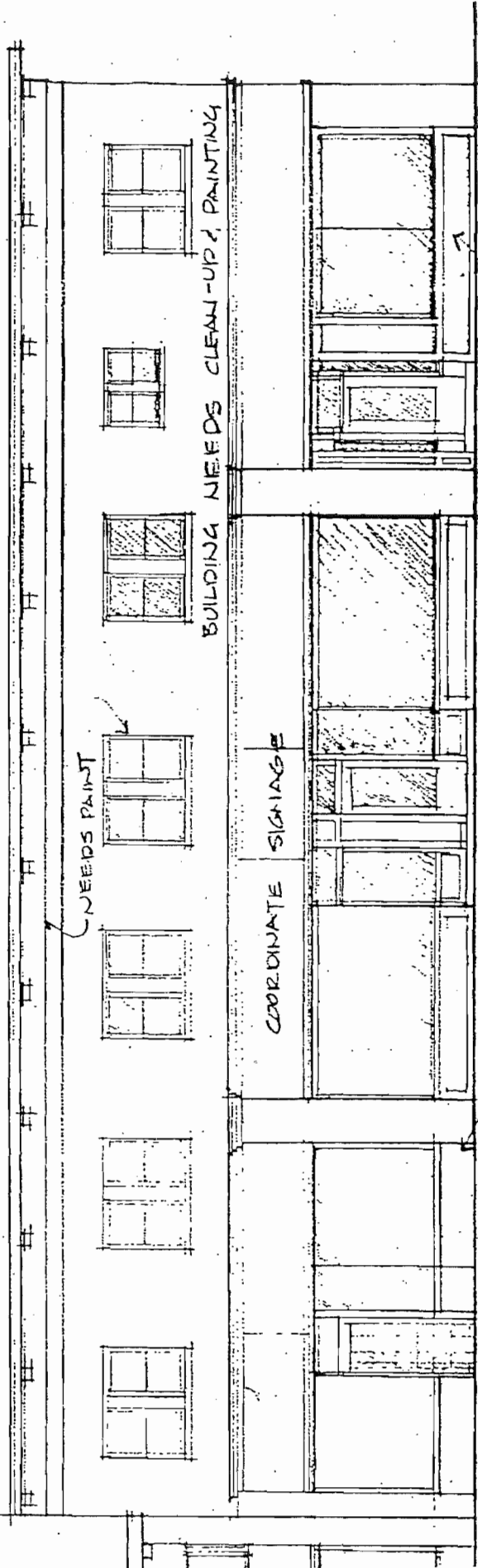


## ANALYSIS - EXISTING FACADE

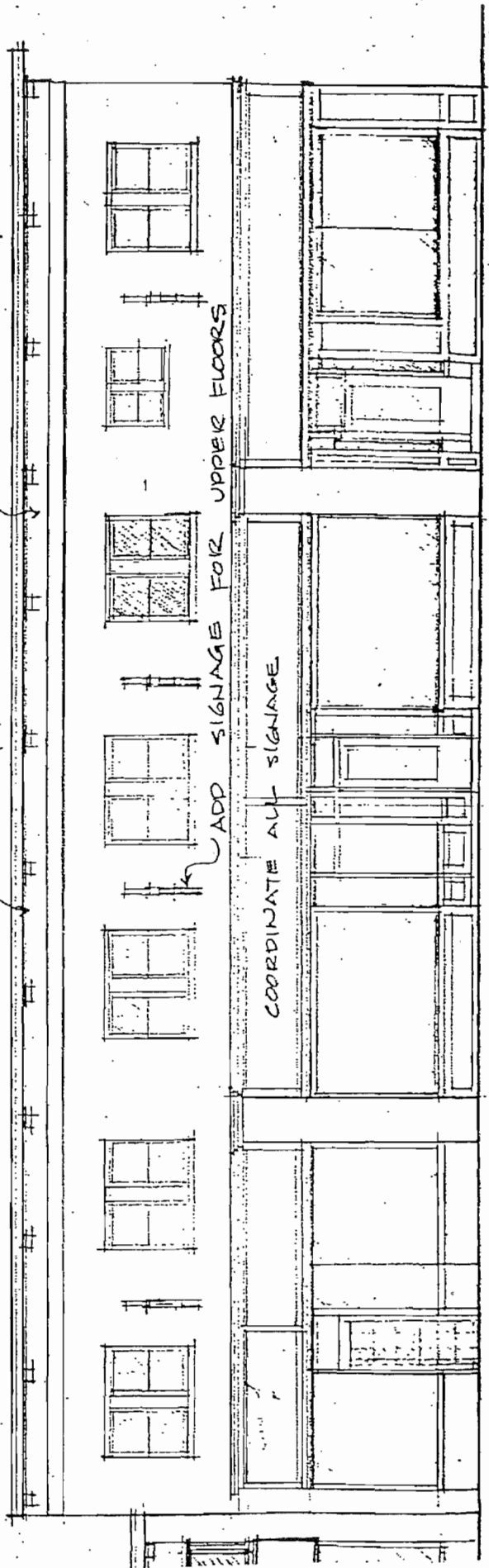


## FACADE RECOMMENDATIONS

FACADE IMPROVEMENT EXAMPLE 4.6



FACADE RECOMMENDATION



## APPENDIX 1

### DESIGN REVIEW PROCEDURES

#### (a) Steps to Facade Improvement

The following steps should be followed for facade improvements:

- . Develop a clear idea of what image you want your business and store front to have. Write it down.
- . With the use of these guidelines, analyze your store front and with your business image in mind, select the features that are the most suited to your situation.
- . Translate your ideas into drawings which will be required for design approvals and for grant applications. It is strongly recommended that you hire an experienced professional designer. The drawings must show all proposed facade improvements to scale and include color chips, fabric samples and photographs or sketches of the building.
- . Present drawings to the Revitalization Review Committee. Store front improvements will be reviewed by the Revitalization Facade Review Committee. The committee may advise you on what other merchants and owners are doing with their store fronts in Steveston to help you coordinate plans and ideas. Please contact the Coordinator responsible for the Steveston area, or the designated Municipal Planner at 276-4082.
- . Make sure you follow the guidelines. You may be asked by the Revitalization Committee to revise and resubmit your drawings if the guidelines are not followed.
- . After the committee has given your submission design approval, fill out a special municipal Revitalization Development Permit Application and submit it along with your drawings and anticipated costs to the Planning Department at Municipal Hall. These documents will make up the grant application.

## DESIGN REVIEW PROCEDURES (continued)

### (b) Facade Grant Administration

- . Once plans have been submitted and a permit has been issued, the designated Municipal Planner records the anticipated costs of the improvement; certifies that the qualifying requirements have been met; confirms the frontage calculations; and ensures the work conforms to municipal bylaws and is being made to existing buildings. A copy of the approved permit is then sent to the Ministry of Municipal Affairs.
- . The grant is payable directly to the applicant (whether tenant or owner) upon completion of the work unless the Ministry contacts the Municipal Planner within 21 days of receiving the permit copy for further documentation or clarification.
- . The applicant should, upon request, provide invoices and timesheets for the construction to substantiate all costs claimed.
- . After the completion of construction and a final inspection, the Building Inspector certifies the completion on a copy of the building permit and forwards it to the Ministry.
- . The grant is then issued from Victoria directly to the applicant. The Municipality of Richmond will not be receiving the grant and then forwarding it to the applicant.