

pc: Terry Crowe
Victor Wei
Joe Erceg

ON TABLE ITEM

Date: Oct 17, 2017
Meeting: Planning Committee
Item: 4

TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE

From: "Robert Kiesman" <kiesman@gmx.com>

To: "Carol Day" <carol@carolday.net>, "McPhail,Linda" <LMcPhail@richmond.ca>, "Bill McNulty" <billmcnulty@shaw.ca>, "kjohnson@richmond.ca" <kjohnson@richmond.ca>, "Loo,Alexa" <ALoo@richmond.ca>

Cc: "Jaime DaCosta" <jaime@stevestonharbour.com>

Subject: Fw: Fwd: Planning Committee Agenda - Proposed Steveston Area Plan Changes

Good afternoon,

We have read the staff report and wish to confirm that the SHA's position is as set out in our letter that is attached to the report.

My main disappointment is that City staff failed to include any reference (other than as set out in our letter) to the legitimate point about what an important role the Chatham lot serves for the wider community, as-is (parking for special events, use for July 1st parade, weekend events, parking for movie industry, etc). If this property were to be repurposed, the negative ramifications would not be limited to the SHA.

It has been the SHA's position that there is no place for a Translink bus loop on this property for over 15 years (long before I was on the SHA board). I have discussed this matter with Harold Steves this weekend, and I understand that he agrees with the SHA's position.

I would be happy to discuss this matter with you, if you wish for any clarification or follow-up.

Cheers,
Robert Kiesman

Schedule 1 to the Minutes of the
Planning Committee meeting of
Richmond City Council held on
Tuesday, October 17, 2017.

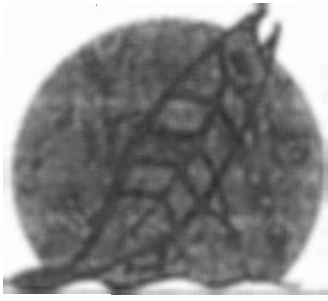
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OCT 17 2017

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August 22, 2017

STEVESTON HARBOUR AUTHORITY

12740 Trites Road, Richmond, B.C. V7E 3R8 604-272-5539 Fax 604-271-6142

Terry Crowe, Manager, Policy Planning
 City of Richmond
 TCrowe@richmond.ca

Dear Mr. Crowe,

RE: STEVESTON AREA PLAN ("SAP")

Further to our meeting on July 26, 2017, the following are Steveston Harbour Authority's (SHA) comments regarding the SAP.

Density, Height, Exterior Finishes & Rooftop Structures

The SHA has no issues with the changes proposed by City staff. We do appreciate the City's efforts in clarifying the rules with respect to height.

Riverfront Walkway

While we generally do not oppose the proposal to complete the riverfront walkway spanning from Britannia Heritage Shipyards all the way to 3rd Avenue, we do have two concerns with the proposed drawings as they currently stand:

1. The proposed walkway around the Blue Canoe/Catch building would come too close to our public fish sales float, restricting berthage access to the entire northeast side of the dock. This float is extremely busy during certain parts of the year and losing area for moorage is not acceptable to us, particularly after having spent millions of dollars on the new floats in the past two years.
2. SHA is concerned with the walkway connecting directly to the sales float, as it increases liability for DFO with the increased public access. It also may be detrimental to the fishermen trying to make a living by selling their catch as increased foot traffic may deter potential customers from purchasing seafood on the float, which is the primary purpose of the float.

As such, we cannot support the walkway in its current proposed form but we do look forward to reviewing a revised drawing, as discussed at our meeting.

Chatham Street Parking Lot

We have several issues with the proposed use of the Chatham Street parking lot as a bus loop for Translink's operations:

1. This lot currently generates significant revenue for the SHA that is used to fund dredging of the Cannery Channel, building maintenance and other capital projects in the harbour.
2. The lot is important to the community of Steveston as the space is used to support community events.
3. SHA has medium-term plans to develop the lot and surrounding area to support the commercial fishing industry.

The SHA is not interested in a bus loop on any of our properties and we have reiterated this conclusion to Translink multiple times over the past several years.

Steveston Harbour Infrastructure - Heritage Resources

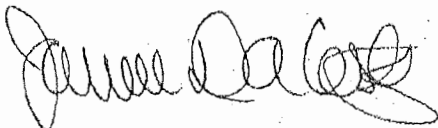
Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

1. SHA's No. 1 Road pier, public fish sales float and 3rd Avenue floats have been all been included in your maps as "heritage resources" (page 3 of your PowerPoint presentation). As discussed at the meeting, none of SHA's infrastructure should be identified as heritage properties as it may impede the operation of the commercial fishing harbour. As you are aware the SHA exists solely to provide safety, security and service to the commercial fishing fleet.
2. The City is proposing future development on the waterfront (page 14 & 15 of the PowerPoint) which clearly include properties owned by SCH and managed by SHA. SHA in no way supports this objective as all property managed by the SHA will be used to support industry.

Please note that we have raised all of these issues with DFO and they are aware of these matters.

If you have any questions please feel free to contact me at 604-272-5539 or via email at jaime@stevestonharbour.com.

Yours truly,



Jaime Da Costa, General Manager
Steveston Harbour Authority

CC: Robert Kiesman, Board Chairman
Tina Atva, Senior Planning Coordinator
Donna Chan, Manager, Transportation Planning
Sonali Hingorani, Transportation Engineer
Helen Cain, Heritage Planner

ON TABLE ITEM

Date: Oct 17, 2017
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TO: MAYOR & EACH
COUNCILLOR
FROM: CITY CLERK'S OFFICE



*"To Preserve and Present the History of Canada's West Coast
Fishing Industry"*

October 13, 2017

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

By Hand

Attention: Helen Cain
Planner 2, Policy Planning

Dear Ms. Cain:

Re: Steveston Area Plan Update
Design and Heritage Policies Survey

Enclosed is the above noted survey with responses from the Gulf of Georgia Cannery Society Board of Directors. We were asked by the Steveston 20/20 Group to submit a single response reflecting choices of our entire group.

Regards,

Ralph Turner
Director

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OCT 17 2017

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Parks Canada



Introduction

The City of Richmond is seeking comments from the community on options for changes to design and heritage policies in the Steveston Area Plan. For more information on key issues, existing policies, and options please view the Open House Boards on the website to answer the survey and add comments www.letstalkrichmond.ca/svapupdate2017/documents.

We thank you for taking the time to fill out this survey. Your input will be included in results that staff will report back to Council in October 2017, and will inform staff review of preferred options as well as the Council decision on changes to the Steveston Area Plan.

Please send your survey to Helen Cain, Planner 2, Policy Planning through:
Email: communityplanning@richmond.ca
Fax: 604 276 4052
Mail or drop off: City of Richmond, 6911. No.3 Road, Richmond, BC

For more information, please contact Helen Cain at 604-276-4193 or communityplanning@richmond.ca.

Land Use Density and Building Heights in the Village Core

Please refer to Open House Board #3 for more information on the issues and illustrations.

- 1. The current density allowed on *Moncton Street* is a maximum of 1.2 floor area ratio (FAR), and the maximum building height is 2 storeys or 9 m. However, 1 in 3 buildings may be up to a maximum of 3 storeys and 12 m.

Which option do you support?

- 1. No change in the maximum density and maximum height as described above.

Staff Recommendation

- 2. Reduce maximum density from 1.6 FAR to 1.2 FAR, and require all buildings to have a maximum height of 2 storeys and 9 m.

Comments: **Keep building heights as low as possible so as not to create "canyons" where people feel small in relation to buildings**

- 2. The current density allowed on *Bayview Street (north side)* is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.

Which option do you support?

- 1. No change in the maximum density and maximum height as described above.

Staff Recommendation

- 2. A reduction in density and height as follows:

Maximum density of 1.2 FAR
North side lot depth, up to 2 storeys over parkade (appears 3 storeys).
South side lot depth, up to 2 storeys over parkade (appears 2 storeys).

Comments: **We don't support either option and think the maximum height of buildings on both north and south**

Design Guidelines for Exterior Cladding and Window Treatments

Please refer to Open House Boards #4 and #5 for more information on the issues and illustrations.

3. In the design guidelines for the *Village Core* (including Bayview Street north side), wood is the primary material for exterior cladding (i.e. siding). However, the wood for exterior cladding is restricted to horizontal siding. Historically, the wood used on buildings in Steveston Village Included wood shingles, board-and-batten, and vertical shiplap, and these materials were allowed in the "Sakamoto Guidelines" that the City used for the Village Core before 2009.

Which option do you support?

1. No change to the primary material for exterior cladding (Le. horizontal wood siding only).

Staff Recommendation

2. Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding.

Comments: _____

4. In the design guidelines for new buildings and additions, for the *Village Core* (including Bayview Street north side), the primary material for exterior cladding (i.e. siding) is wood. Glass, concrete, stucco, and metal that complements the wood siding may be used as secondary material(s) for exterior cladding.

Which option do you support?

- 1: No change to the secondary materials for exterior cladding (ie. siding).
- 2: No brick and no metal allowed. For facade upgrades, *replace brick with similar brick.*
- 3: No brick and no metal allowed. For facade upgrades, *replace brick with similar brick or different brick.*
- 4: No brick and no metal allowed. For facade upgrades, *replace brick with similar brick, different brick or a better material.*
- 5: No metal but brick is allowed if different from the Hepworth Building. For facade upgrades, *replace brick with a similar brick or different brick.*

Staff Recommendation

- 6: No metal but brick is allowed if different from the Hepworth Building. For facade upgrades, *replace brick with similar brick, different brick, or a better material.*

Comments: _____

5. In the design guidelines for the *Village Core* and the *Riverfront*, window frames that are wood are encouraged. Vinyl window assemblies are discouraged but allowable.

Which option do you support?

- 1: No change to materials for window treatments (ie. wood or vinyl is allowed).

Staff Recommendation

- 2: Windows with wood frames or metal frames are allowed. Vinyl is prohibited.

Comments: We didn't agree with either option. Allow wood only. No metal or vinyl at all.

Design Guidelines for Rooftop Structures

Please refer to Open House Boards #6 and #7 for more information on the issues and illustrations.

6. Solar panels, and other renewable energy infrastructure (e.g. air source heat pump), may be mounted on heritage buildings and non-heritage buildings in Steveston Village. No changes are proposed to the guidelines for heritage buildings. The design guidelines to manage the visibility of solar panels on non-heritage properties with a flat roof include a requirement for the panels to be located back from the building edges. There are no design guidelines for other renewable energy infrastructure on flat roofs, and no design guidelines for solar panels or other renewable energy infrastructure on new or existing pitched-roof buildings.

Which option do you support?

- 1: No changes to existing design guidelines.

Staff Recommendation

- 2: New design guidelines that require any false parapets to be slightly taller on new flat-roofed buildings, and allow solar panels to be affixed flush to pitched roofs.

Comments: Solar panels, especially on pitched roofs should be as invisible as possible.

7. Barrier railings for rooftop living spaces, which provide safety, on new and existing buildings should blend with the special character of the historic district. Currently there are no design guidelines for barrier railings in the *Village Core*. Rooftop living spaces are not possible in the Riverfront sub-area (Bayview Street south side) where roofs are pitched not flat.

Which option do you support?

- 1: No changes to existing design guidelines.

Staff Recommendation

- 2: New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios on adjacent and surrounding buildings.

Comments: There was no unanimous agreement because some people felt there should be no rooftop living spaces allowed at all. There was a lengthy discussion about the Board's mandate to preserve and interpret the history of the commercial fishing industry through the cannery and how any comments from us about this area plan should attempt to enhance and strengthen the heritage of Steveston generally to support our objectives. Roof top living cannot be considered to be historically accurate for Steveston.

8. Managing the visibility of an access point for individual rooftop living spaces (i.e. roof decks and gardens) can be achieved through blending the hatch or 'pop-up' stair entries (that the building code requires) with the overall architecture of the new building or the existing building. There are currently no design guidelines for hatch ('pop-up') entries to individual rooftop living space.

Which option do you support?

- 1: No changes to existing design guidelines as described above.
 2: Prohibit all hatch stair entries.

Staff Recommendation

- 3: Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges.
 4: Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.

Comments: Since there was no agreement about rooftop living spaces, discussions about access to same is irrelevant.

ROOFTOP LIVING SPACES ABOVE THE LEVEL OF BAYVIEW STREET.

9. Managing the visibility of one or more access points for communal rooftop living space (i.e. roof deck and garden) can be achieved through blending the structure for the access stairs or elevator shaft (two shafts may be required to meet the building code) with the overall architecture or the new building or the existing building. There are no design guidelines to reduce the visibility of access stairs or an elevator shaft for communal rooftop living spaces.

Which option do you support?

- 1: No changes to existing design guidelines as described above.
 2: Prohibit all elevator shafts and access stairs.

Staff Recommendation

- 3: Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges.
 4: Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.

Comments: See comment for #8

Design Vision for the Riverfront Precinct

Please refer to Open House Boards #8 through #11 for more information on the issues and illustrations.

10. The current density allowed on *Bayview Street (south side)* is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure.

Which option do you support?

Staff Recommendation

- 1: No change in the maximum density and maximum height as described above.
 2: Reduced density or reduced height.

Comments: We recommend a height restriction of 2 storeys on Bayview (see question 2) which would reduce the FAR

11. The overall design vision for *Bayview Street (south side)* includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable.

Which option do you support?

- 1: No changes to existing design guidelines.

Staff Recommendation

- 2: Pitched roofs only to fully align with the design vision. Flat roofs are prohibited.

Comments: _____

12. The overall design vision for *Bayview Street (south side)* includes retention of existing large lots. Which option do you support?

Staff Recommendation

- 1: No changes to existing large lots.
 2: Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots.

Comments: There is an inconsistency here. When the Ilich building was designed, the city insisted that the facade look like several smaller buildings so why not allow actual small buildings?

13. The overall design vision for *Bayview Street (south side)* includes large and small buildings on existing large lots.

Which option do you support?

Staff Recommendation

- 1: No changes (ie. a mix of large and small buildings).
 2: Small buildings on small lots. No more new large "Cannery-like" buildings.

Comments: _____

14. The City has the long-term objective of completion of the waterfront boardwalk, between 3rd Avenue and No.1 Road, which is part of the Parks Trail System, and to complete pedestrian connections from Bayview Street to the riverfront. The Steveston Area Plan is currently unclear on how developers will contribute to the boardwalk and paths in the application review process.

Which option do you support?

- 1: No changes (ie. no City policy on developer contributions).

Staff Recommendation

2: Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process.

Comments: _____

15. The Steveston Area Plan does not include a full set of design policies and guidelines for the waterfront boardwalk, between 3rd Avenue and No.1 Road, which is part of the Parks Trail System, or new and existing pedestrian connections, from Bayview Street to the riverfront.

Which option do you support?

- 1: No change to existing design policies and guidelines.

Staff Recommendation

2: New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments.

Comments: _____

On-Site Parking Requirements

Please refer to Open House Board #12 for more information on the issues and illustrations.

16. To help support the vitality and conservation of Steveston Village, existing policy allows up to 33% reduction in on-site vehicle parking from the zoning regulations. However, there are impacts on the availability of street parking to be taken into consideration.

Which option do you support?

- 1: No change to the policy for on-site parking requirements (ie. 33% reduction).

Staff Recommendation

- 2: Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development.

Comments: Neither of the above options. There should be absolutely no reduction of onsite parking requirements.

NOTES: SECTION 1 OF 2 - NOTES ABOVE THE LEVEL OF BAYVIEW STREET.