



To: Planning Committee
From: Joe Erceg, MCIP
General Manager, Planning and Development
Re: **Steveston Area Plan Amendment**

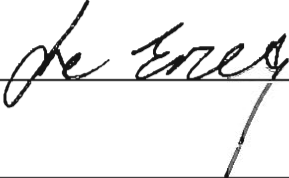

Date: June 27, 2013
File: 08-4200-00/Vol 01

Staff Recommendation:

- 1) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981, to amend Schedule 2.4 of the Steveston Area Plan to:
 - a) replace the map on Page 52 titled 'Steveston Village Character Area Map' with a new map;
 - b) replace the map on Page 99 titled 'Steveston Village Land Use Density and Building Height,' with a new table and map titled 'Overview of Steveston Village Density, Building Height, and On-Site Residential Parking Requirements; and renumber the remaining pages accordingly;be introduced and given first reading;
- 2) That Richmond Official Community Plan Bylaw 7100 , Amendment Bylaw 8981, has been considered in conjunction with:
 - a) the City's Financial Plan and Capital Program;
 - b) the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;and is therefore deemed to be consistent with said Program and Plans, in accordance with Section 882(3)(a) of the *Local Government Act*; and
- 3) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981, has been considered in accordance with the City's OCP Bylaw Preparation Consultation Policy 5043, and is therefore deemed not to require further consultation.

Joe Erceg,
General Manager, Planning and Development
(604-276-4083)

Att: 6

REPORT CONCURRENCE			
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
Economic Development	<input checked="" type="checkbox"/>		
Engineering	<input checked="" type="checkbox"/>		
Parks Services	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
REVIEWED BY DIRECTORS	INITIALS: MR	REVIEWED BY CAO	INITIALS: 

Staff Report

Origin

This report responds to the following two referrals:

1 – Steveston Village Conservation Strategy – Regular Council Meeting – February 25, 2013

That the proposed Review Concept to amend the Steveston Village Conservation Strategy as outlined in the staff report dated January 22, 2013 from the General Manager, Planning and Development be endorsed in principle for the purpose of carrying out public consultation; and

That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.

2 – Steveston Waterfront Design – Planning Committee Meeting – June 19, 2012

That staff examine creating a heritage planning and design approach from the former Atagi Boatworks up to and including London Farm and report back.

2011 – 2014 Council Term Goals

This report addresses the following 2011 – 2014 Council Term Goals:

- 7. Managing Growth and Development
- 9. Arts and Culture
- 12. Waterfront Enhancement.

Part 1 of this report addresses the first referral regarding the Steveston Village Conservation Strategy.

Part 2 of this report addresses the second referral regarding design and heritage planning improvements for the area between the former Atagi Boatworks / Scotch Pond to London Farm – the “Steveston Waterfront”.

This report will be presented at the July 16, 2013 Planning Committee meeting, followed by a separate report from the Transportation Division on the Chatham Street and Bayview Streetscape improvements.

Background

Part 1 – Steveston Village Public Conservation Strategy

General

At the February 25, 2013 Council meeting, staff presented a report outlining six (6) proposed amendments to the Steveston Village Conservation Strategy (the Strategy) which will be achieved through an amendment to the Steveston Area Plan (**Attachment 1**). Staff also presented the proposal for public consultation. Council endorsed the proposed Review Concept

and directed staff to proceed with the public consultation process which would also include the proposed streetscape options for Chatham Street and Bayview Avenue.

Public Consultation

Staff held two consultation meetings on the proposed Steveston Area Plan changes. These meetings were held in conjunction with the Transportation Division's proposed Chatham and Bayview Streetscape designs.

Stakeholders Meeting

A stakeholders meeting was held on April 27, 2013 at the Steveston Community Centre, with invited representatives of local community stakeholder groups. Twenty-one people attended the meeting, representing the following groups: the Britannia Shipyard Society; the Gulf of Georgia Cannery Society; the London Heritage Farm Society; the Richmond Active Transportation Committee; the Richmond Chamber of Commerce; the Richmond Parking Advisory Committee; Steveston 20/20; the Steveston Community Society; the Steveston Historical Society; the Steveston Harbour Authority; and the Steveston Merchant's Association.

The meeting consisted of an Open House, Display Boards and a survey (**Attachments 2 and 3**), informal discussions with staff, presentations by the Manager of Policy Planning and the Manager of Transportation, and a Question and Answer period.

A total of four (4) survey forms were received at the Stakeholder meeting (**Attachment 4**).

There was general support among attendees for:

1. The proposed height and density reductions for Moncton Street;
2. Attendees did not support any language permitting additional height and density on Moncton Street for exceptional circumstances or building design. The stakeholders commented that a development seeking additional height and density on Moncton Street would have to be justified on its own merits and considered by Council;
3. The proposed changes to the clarification of building height for the north side of Bayview Street; and
4. The proposed changes for on-site parking requirements.

Public Open House

A Public Open House was held Saturday May 4, 2013 at the Steveston Community Centre. An advertisement was placed in the Richmond Review on April 24, April 26, May 1 and May 3, 2013, and in the Richmond News on May 1 and May 3, 2013 to advertise the meeting. Staff also utilized the City's Facebook page to notify residents of the meeting.

Staff recorded the participation of 112 residents on the provided sign-in sheets, and the estimated attendance at the meeting was 140 persons, as a number of attendees declined to sign in. The meeting followed the same format as the meeting with stakeholders groups. Participants were asked to complete a survey form, a copy of which is provided in **Attachment 3**.

Comments received were consistent with those from the stakeholders, with an overall level of support for the proposed Steveston Area Plan changes.

Additional Public Comments

Survey respondents were also able to provide additional comments they might wish to make on the survey form. All general comments received are provided in **Attachment 5**. These comments are generally supportive of the proposed Area Plan changes.

Let's Talk Richmond

In addition to the meetings held at the Steveston Community Centre, staff utilized the Let's Talk Richmond website at www.letstalkrichmond.ca to facilitate public input on the proposed changes to the Steveston Area Plan. The website provided an on-line version of the display boards for both the proposed Steveston Area Plan changes (**Attachment 2**) and the Chatham and Bayview Street Streetscape Options. Residents were able to complete an on-line version of the survey form provided at the Open House, and a total of 14 surveys were submitted in this manner.

Analysis

Survey Findings for Proposed Steveston Area Plan Changes

A total of 83 survey forms were returned through the public consultation process. A summary of the findings is provided below. The proposed changes are in italics followed by a summary of the responses.

Note: for the purposes of the results and discussion below, the definition of a 'storey' and 'half storey' are defined in the Richmond Zoning Bylaw No. 8500 as:

- 'storey: that portion of a **building** which is situated between the top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of such floor and the ceiling above it, but does not include an intermediate level between floor and ceiling occupying a partial area of the floor space, referred to as a mezzanine' and
- half-storey': the uppermost storey of a building meeting the following criteria:
 - a) the **habitable space** is situated wholly under the framing of the roof;
 - b) the **habitable space** does not exceed 50% of the storey situated immediately below;
 - c) the top of the exterior wall plates is not greater than 0.6 m above the floor of such **storey** on any two **adjacent** exterior walls; and
 - d) a maximum of two opposite exterior walls may have a dimension greater than 0.6 m between the top of the exterior wall plate and the floor of such **storey**.

1. Moncton Street Building Height and Density:

Currently, the Steveston Village Conservation Strategy allows some three storey buildings (one in three buildings) on Moncton Street and allows these buildings to have a Floor Area Ratio (FAR) of 1.6 times the lot area. The majority of buildings on the street are to be a maximum of 2 storeys and have a Floor Area Ratio of 1.2 times the lot area.

It is proposed to change the Strategy to reduce the maximum building height for all the properties on Moncton Street to a maximum 2 storeys with a maximum density of FAR of 1.2.

Exceptions may be allowed in exceptional circumstances. This is aimed at better ensuring that new development complements the existing character of the Village.

Survey Results:

Comment	# Responses	%
Strongly Agree	46	55.2
Agree	17	20
Neutral	5	6.0
Disagree	6	7.2
Strongly Disagree	7	8.5
Left blank	2	2.4
TOTAL	83	100

The survey responses indicate over 75 percent of respondents strongly agree or agree with the proposed Steveston Area Plan and Strategy changes regarding the maximum permitted building height and density for Moncton Street in the Village Core.

2. Bayview Street Maximum Building Height:

The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.

It is proposed to change the Strategy to limit the maximum building height to 2 storeys for buildings fronting onto the north side of Bayview Street, and to allow the building to have a portion of the building at 2 ½ storeys, limited to an area within the roof structure. The north side of the building can be 3 storeys. This is intended to ensure that new development is of an appropriate scale.

As shown in the attached Bylaw 8981, 50% of the building can be 2 and 2 ½ storeys, and 50% of the building can be 3 storeys.

Survey Results:

Comment	# Responses	%
Strongly Agree	35	42.1
Agree	32	38.5
Neutral	5	6.0
Disagree	6	7.2
Strongly Disagree	5	6.0
Left blank	0	0
TOTAL	83	100

The survey responses indicate that over 80 percent of respondents strongly agree or agree with the Steveston Area Plan changes regarding the maximum permitted building height on the north side of Bayview Street.

3. Proposed Village On-site Parking Changes:

Currently, as an incentive for heritage conservation in the Village, the Strategy allows parking for residential and non-residential uses to be reduced by up to 33% from the requirements in the Richmond Zoning Bylaw.

In response to public concerns, it is proposed that more parking be provided for residential development, and that the allowed parking reduction for residential uses be reduced to 13%. This would result in a requirement for 1.3 spaces per dwelling unit, up from the 1.0 space per dwelling currently required in the Strategy. This is proposed to ensure that more on-site parking is provided, and impacts on street parking are reduced.

Survey Results:

Comment	# Responses	%
Strongly Agree	32	38.5
Agree	26	31.3
Neutral	5	6.0
Disagree	6	7.2
Strongly Disagree	12	14.4
Left blank	2	2.4
TOTAL	83	100

The survey responses indicate that nearly 70 percent of respondents strongly agree or agree with the proposed Steveston Area Plan changes to required on-site parking requirements.

4. Clarification of Village Building Baseline Elevation Information

It was clarified for attendees at the meetings that the elevation from which to calculate maximum building height for development is to be the higher elevation of, either the adjacent sidewalk (if one exists), or the 1.4 m Geodetic Survey of Canada (GSC) datum. The geodetic datum is a surveyed elevation based on a Federal survey reference system.

5. Clarification of Bayview Street Building Storeys and Height

– North Side of Bayview Street

The proposed 2-storey limit on the north side of Bayview Street is to be further controlled by a maximum surveyed building height of 15 m GSC geodetic survey datum.

Depending on the scale of building proposed, the third storey on the north 50% of the site may be ground-oriented commercial space, with parking at-grade on the north of a property for a small building. A larger building – such as the recently approved building

at 3531 Bayview Street – will use the third storey for a parking structure under the commercial and residential floor area.

- South Side of Bayview Street
Building height limits for properties on the south side of Bayview Street remain as per the Steveston Village Conservation Strategy, at a maximum height of 20 m Geodetic Survey of Canada datum.

A conceptual cross section of the above is provided in **Attachment 6**.

Staff Recommendations

Based on the feedback received and further staff analysis, staff recommend the following minor amendments to the Steveston Area Plan:

- Moncton Street Building Height: reduce the maximum building height for buildings on Moncton Street in the Village Core to 2 storeys and 9 m,
- Moncton Street Density: reduce the maximum allowed density along the North and South sides of Moncton Street in the Village Core to 1.2 FAR,
- Bayview Street Maximum Building Height: Amend the maximum height for buildings on the north side of Bayview Street in the Village Core to allow the south 50 % of the building to be 2 storeys, with some potential for 2 ½ storeys in the roof area and allow 3 storeys for the north 50 % of the building,
- On-site Residential Parking: amend the residential parking reductions permitted under the Strategy in the Village Core from 33% of bylaw requirements to 13% (1.3 parking spaces per residential dwelling unit), with minimum of 1.0 space per dwelling unit must be provided on site,
- 1.4 m GSC Datum Elevation: Clarify that the higher of either 1.4 m GSC ground elevation or the adjacent sidewalk (if one is present) is to be the baseline elevation from which building height in most of the Village Core will be measured. This datum point is to be determined as either the road elevation at the intersection of Moncton Street and 3rd Avenue – or the elevation of the adjacent sidewalk next to a development site, as the base datum point for the Village Core. The exception to this is properties on the south side of Bayview Street, where the existing road elevation of 3.2 m GSC will be used,
- Bayview Street Maximum Building Height: Clarify the maximum building height for lots on the north side of Bayview Street in the Village Core as being 15 m GSC.

Official Community Plan Amendment Bylaw 8981

In order to implement the above changes, Official Community Plan Amendment Bylaw 8981 to amend Schedule 2.4 of Richmond Official Community Plan Bylaw 7100 – the Steveston Area Plan – is proposed.

Part 2 – Steveston Waterfront Heritage Planning and Design Approaches

At the June 19, 2012 Planning Committee the following referral was made:

That staff examine creating a heritage planning and design approach from the former Atagi Boatworks up to and including London Farm and report back.

Staff from Policy Planning, Development Applications, Heritage Services, Parks, Public Art, and Engineering have identified existing and upcoming initiatives that can assist in improving heritage planning, design and promotional initiatives along the Steveston Waterfront from former Atagi Boatworks to and including London Farm.

- With the new 2041 OCP and the Steveston Area Plan, new and improved Development Permit guidelines have been established to ensure high quality heritage planning, and building and landscaping along the Steveston Waterfront (e.g., for the 90 Village buildings, the Onni site, London Landing). One well designed development example which is being finalized is the London Landing Kawaki / Pier project which includes a waterfront park and dike trails to connect it to other Steveston Waterfront heritage amenities and park spaces,
- Heritage Services has begun preparing site-specific Conservation Plans for City-owned heritage resources throughout the City, and within the Steveston Waterfront including the Britannia Shipyard and London Farm,
- Parks will soon be bring forth a 2022 Parks and Open Space Strategy which proposes various improvements including:
 - a Steveston Waterfront Interpretive Program,
 - Steveston Harbour Long Term Vision Plan implementation actions, and
 - Enhanced opportunities to better link Steveston waterfront maritime destinations (e.g., Scotch Pond, Garry Point Park, Gulf of Georgia Cannery, Britannia, and London Landing),
- Parks will explore banner program opportunities for the length of the Steveston waterfront,
- Economic Development will continue to explore with Village merchants the opportunity to establish a Business Improvement Area (BIA),
- Engineering will:
 - continue to coordinate dyke upgrade projects with other departments to ensure design compatibility,
 - explore opportunities for improved street-lighting and consistent light standard design along the Steveston Waterfront,
- Transportation Division's proposed Chatham Street and Bayview streetscape designs, if approved, will enhance the pedestrian connections from Garry Point Park through the Village to the boardwalk along the river,
- Arts Services, Public Art staff are discussing with the Richmond Heritage Commission, Engineering and Transportation the potential of 'wrapping' City-owned service kiosks with vinyl graphics to provide heritage information. Vinyl wraps may also be used to provide way-finding messaging in the Steveston Waterfront area.

Each of these initiatives will be brought forward for Council's consideration as they become ready (e.g., in mid 2013 for the 2022 Parks and Open Space Strategy).

Financial Implications

None.

Conclusion

The Steveston Village public consultation process undertaken in late April and early May 2013 found strong support among key community stakeholder groups and residents for proposed changes to the Village Heritage Conservation Strategy. Staff propose changes to the Steveston Area Plan to fine-tune building height, density and required on-site residential parking requirements, and to clarify the baseline building elevation for the Village Core.

It is recommended that Bylaw 8981 to amend Schedule 2.4 of Richmond Official Community Plan Bylaw 7100 – the Steveston Area Plan – be introduced and given first reading.

As well staff have identified range of upcoming and potential Steveston Waterfront heritage and design and waterfront promotional initiatives for the area between the former Atagi Boatworks and London Farm.



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Planner 2
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BK:cas

- Attachment 1: Staff Report Dated January 22, 2013
- Attachment 2: Policy Planning Open House Display Boards
- Attachment 3: Survey Form
- Attachment 4: Survey Forms Submitted at Stakeholders Meeting
- Attachment 5: Comments from Survey Forms
- Attachment 6: Conceptual Cross Section for the North Side of Bayview Street



**City of
Richmond**

Report to Committee

To: Planning Committee **Date:** January 22, 2013
From: Joe Erceg, MCIP **File:** 08-4200-03/2012-Vol 01
 General Manager, Planning and Development
Re: Proposed Changes to the Steveston Village Conservation Strategy

Staff Recommendations

1. That the proposed Review Concept to amend the Steveston Village Conservation Strategy outlined in this report be endorsed in principle for the purpose of carrying out public consultation.
2. That staff report back on the outcome of the above public consultation regarding the proposed Review Concept.

Joe Erceg
 Joe Erceg, MCIP
 General Manager, Planning and Development

Att. 1

REPORT CONCURRENCE			
ROUTED TO: Development Applications Transportation Engineering	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY DIRECTORS	INITIALS: 	REVIEWED BY CAO	INITIALS:

Staff Report

Purpose

The purpose of this report is to present a proposed Review Concept to address Council's concerns regarding the Steveston Village Conservation Strategy (the Strategy). The Review Concept proposes several changes to clarify the Conservation Strategy and implementation, and seek permission to proceed to public consultation.

Origin

At the June 21, 2011 meeting of the Planning Committee, staff presented a report for the rezoning of 3531 Bayview Street (application RZ 10-547513). The Committee considered the proposal and referred the application back to staff. Staff were directed to re-examine the Steveston Village Conservation Strategy and the rezoning proposal, specifically to review the parking reductions, permitted density, building height policies and general design guidelines of the Strategy. In addition, staff was to provide information on how the rezoning proposal could be amended to better conform to the Strategy.

The rezoning proposal was withdrawn by the new property owner on May 11, 2012. The new owner has submitted a modified proposal under a new rezoning application, which is being reviewed to ensure that it is compatible with the proposed Village Conservation Strategy Review Concept described in this report.

Background

The Steveston Village Conservation Strategy was developed to provide an incentive-based program to support and facilitate heritage conservation in the Steveston Village, and in particular preservation of 17 heritage buildings identified as important features of the community. The Strategy was approved by Council on June 22, 2009. In the process Council designated the Steveston Village Core as a Heritage Conservation Area and established development application requirements for the alteration of land and buildings located within the Conservation Area. Council also adopted revisions to the Development Permit Guidelines in the Steveston Area Plan (Schedule 2.4 of the Official Community Plan). The new development permit guidelines are intended to preserve the exteriors of the 17 identified heritage buildings in the Village, and provide general guidelines for the alteration or re-development of the other 73 non-heritage buildings in the Village Conservation Area.

Findings of Fact

The Strategy provides incentives for heritage preservation and new development which respect the historic character and value of Steveston Village including:

- Density bonus provisions to increase density from a base density of 1.0 FAR to 1.2 FAR to promote heritage conservation and retain the small scale character of the Village and for a contribution to affordable housing;

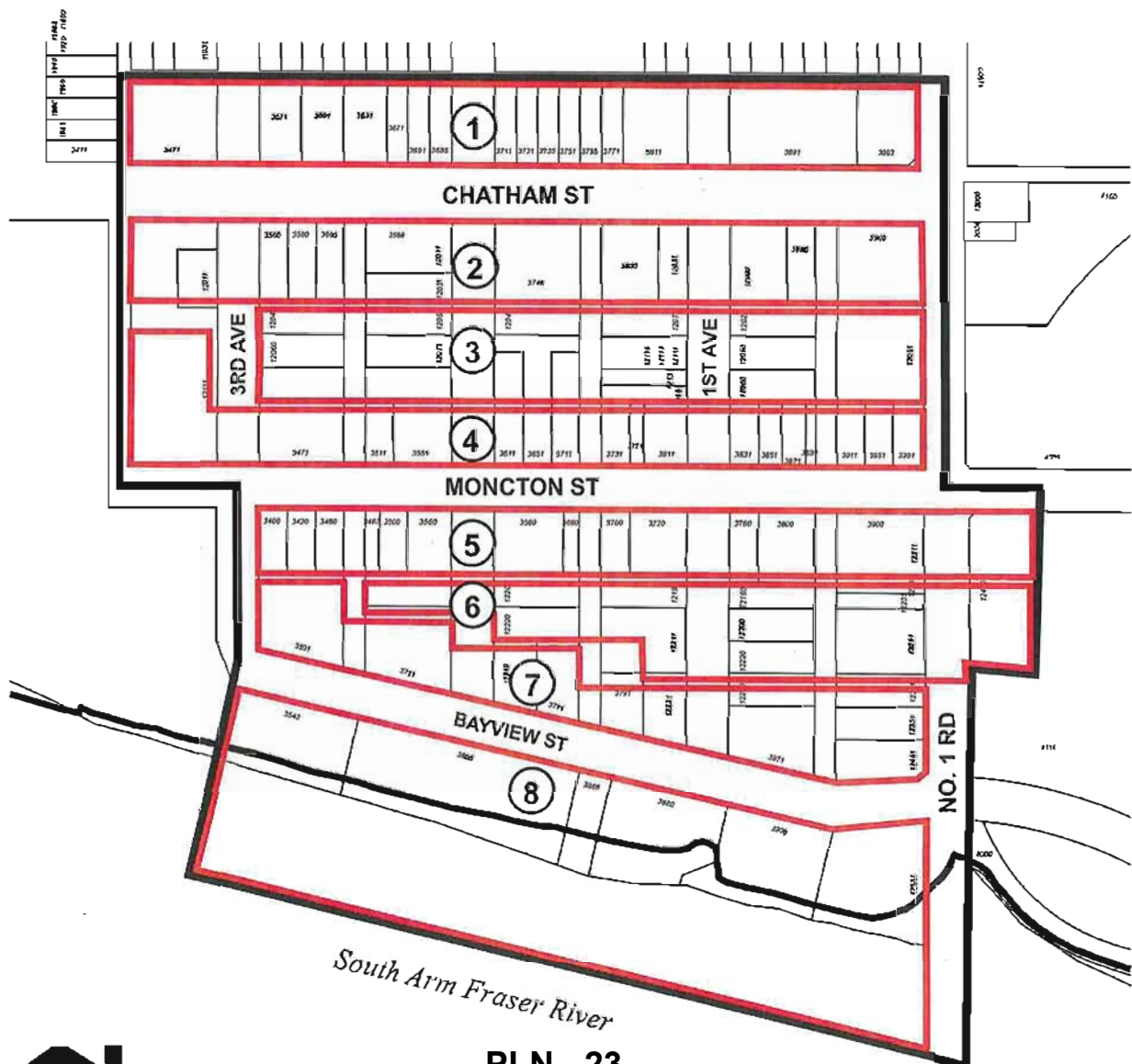
- Additional density bonus provision of 0.4 FAR for a maximum of up to 1.6 FAR for the preservation of an existing heritage resource, contributions to a Heritage Grant Program, and a contribution to affordable housing;
- Parking reductions of up to 33% of the Zoning Bylaw parking requirement for residential and non-residential uses as an incentive for heritage conservation and to encourage a compact and walkable community and;
- Ground floor (non-residential) slab elevation is to be measured from the existing street grade.

Analysis

1. Village Sub-Areas

For the purposes of this report, Conservation Strategy policies have been categorized based on 8 Village sub-areas, as shown on the following map:

Figure One – Sub-Areas in the Steveston Village



These areas are:

1. Chatham Street North
2. Chatham Street South
3. Chatham Street Midblock
4. Moncton Street North
5. Moncton Street South
6. Moncton Street Midblock
7. Bayview Street North
8. Bayview Street South / Riverfront

A larger version of this map and a detailed table summarizing how the proposed Review Concept applies to these sub-areas is provided in **Attachment 1**.

2. Parking - General

As an incentive for heritage conservation and to encourage the retention of the small scale of development, the existing Strategy permits a reduction in off-street parking of up 33% as follows:

- Residential use: from 1.5 to 1 space per dwelling unit plus 0.2 visitors' space per unit. In mixed-use buildings, residential visitors' parking is shared with non-residential parking.
- Non- residential uses:
 - General and Convenience Retail, Office, and Service Uses - from 3 to 2 spaces per 100 sq. m of floor area;
 - Restaurant - from 8 to 6 spaces per 100 sq. m of floor area; and
 - General Industrial - from 1 space per 100 sq. m of floor area to 0.66 space per 100 sq. m of floor area.

Planning Committee Concerns

Concerns were raised at Planning Committee regarding the residential parking reduction allowed under the existing Strategy. Committee members expressed a range of opinions regarding the parking reductions in the Strategy: some members had no concerns with the 33% reduction permitted; some Committee members supported some level of parking reduction; and some were not in favour of any reduction to required off-street parking. One concern was that the permitted reduction for residential parking would result in too much residential parking occurring on the streets, creating a shortfall in available on-street parking.

The issue of improving on-street parking in the Steveston Village will be further examined in a separate report from the Transportation Division at the February 19, 2013 Planning Committee meeting which will outline the proposed streetscape improvements for Chatham and Bayview Streets including options to increase on-street parking.

3. Future Parking Demand

Staff in Transportation Division have carried out a review of the current parking relaxation permitted in the Strategy to determine if revised parking rates would be more suitable to better represent the unique characteristics of Steveston Village. The key factors considered for assessing parking rates for the Steveston Village core are:

- The Steveston Village will continue to be a complete community with the commercial and retail establishments offering a variety of goods and services in close proximity to each other and area residents resulting in fewer vehicles trips generated;
- There is good transit service for residents, employees and visitors to and from Steveston Village; (currently, 401,402,407 410 and C93 bus lines are available that provide an eight minute frequency in the peak and 15 minute intervals in the off peak times); and
- The recommendations of the *Institute of Transportation Engineer's Parking Generation Guide* are followed wherever possible specifically for smaller scale retail uses in a village setting in order to assist in managing parking and parking reductions.

The Steveston Village Core area used for parking analysis is defined as the area within the black outline of the following map and the properties on the south side of Bayview Street between No. 1 Road and Third Avenue.



This analysis was carried out to determine if the projected future parking supply in the Village could accommodate the future parking demand anticipated at full build-out of permitted land use and density in the Village. Based on the updated analysis which took into account the above noted factors, the estimated demand for residential parking in the Village has been determined to be 1.3 parking spaces per dwelling unit.

The results of this analysis are:

Residential Uses – Staff have determined that with the range of densities permitted under the Strategy, all required residential parking spaces could be accommodated on-site, based on the rate of 1.3 parking spaces per residential unit plus 0.2 visitors' space per unit (shared with non-residential parking). If a developer wished to provide less parking on-site, there is the option to provide parking within 150 m of the property (secured in perpetuity through legal encumbrance), or the developer could choose to pay \$25,000 cash-in-lieu of each parking space not provided to the Steveston Off-Street Parking Reserve. In no case would on-street parking be used to meet residential parking requirements. Staff opinion is that cash-in-lieu payments for parking shortfall would likely be limited to non-residential spaces.

Non-Residential Uses - Based on future build-out, non-residential parking demand would exceed the future Steveston Village overall parking supply by approximately 30 parking spaces.

This non-residential parking shortfall is attributed to several properties that appear not able to meet the non-residential on-site parking requirements including properties with heritage buildings.

For those properties where required non-residential parking cannot be accommodated on-site, a cash-in-lieu payment of \$25,000 for each stall not provided can be made. In addition, it is also proposed that these non-residential shortfall cases could be partially addressed through on-street parking initiatives throughout Steveston Village, plus redevelopments which do not maximize the potential density available where additional parking on-site can be provided, and can be shared / leased to those sites with a non-residential parking shortfall.

While the Transportation Division will make efforts to increase the supply of on-street parking within the Village Core, it should be noted that there are currently sufficient public parking spaces available just outside the core area which could absorb the potential 30 space non-residential parking shortfall. These parking spaces are located within a five- to eight- minute walking distance of the Village, on Chatham Street between 3rd Avenue and 7th Avenue.

Proposed Concept:

Based on the above updated staff analysis and previous comments made at Planning Committee, staff propose to adjust the parking reduction permitted in the Strategy as follows:

Table 1 – Proposed Amendments to Parking Requirements in the Village Conservation Strategy

Use	Parking Required Under Existing Strategy	Parking Required Under Proposed Review Concept
Mixed Use - Residential	33% reduction from Zoning bylaw - 1.0 space per dwelling	13% reduction from Zoning bylaw - 1.3 spaces per dwelling. Minimum of one space per dwelling on-site
Mixed Use – Residential Visitors'	0.2 space per dwelling unit (shared with non-residential uses)	No change
Mixed Use – Non-Residential	33% reduction from Zoning bylaw	No change

Under the proposed Review Concept, if a development proposal is unable to provide the 1.3 parking spaces per dwelling unit, cash-in-lieu of parking contribution can be made, but in no case will less than 1 parking space per dwelling unit be permitted. Cash-in-lieu of parking payment would be at the established rate of \$25,000 per space not provided on site.

4. Streetscape Improvements

Based on Transportation’s analysis of the streetscape improvements to Chatham Street and Bayview Street, it is expected that improvements could result in approximately 55 additional parking spaces on Chatham Street, and approximately 20 new parking spaces on Bayview Street, for a total of up to 75 additional parking spaces in the Steveston Village. As noted earlier, Transportation Division staff will present a separate report on the proposed streetscape improvement concepts in conjunction with this report, at the February 19, 2013 Planning Committee meeting.

5. Geodetic Building Elevation Point

The existing Strategy requires that the constructed floor slab for new non-residential construction meet existing road elevation. While the ground elevation throughout the Steveston Village is relatively consistent, there is a rise in grade from Moncton Street south to Bayview Street, which is the municipal dike. This change in grade is approximately 1.8 m from the grade at the intersection of Moncton Street and 3rd Avenue – which is 1.4 m GSC (Geodetic Survey of Canada) - to 3.2 m GSC at Bayview Street. The grade makes a traditional measurement of height and determination of a vertical building envelope challenging.

Planning Committee Concerns

Members of the Planning Committee expressed concerns regarding the elevation to be used as the base for determining building height. It was suggested that the Moncton Street elevation of 1.4 m GSC be used as the baseline elevation throughout the Steveston Village.

Proposed Concept:

The Review Concept proposes that the maximum slab elevation for any parking structure or non-residential floor slab be no higher than the greater of 1.4 m GSC, or the elevation of the existing adjacent sidewalk, ensuring full mobility access to non-residential areas and respecting the existing character of the area. Future development applications are to conform to this 1.4 m GSC

measurement datum. Flood protection requirements under Flood Plain Designation and Protection Bylaw No. 8204 would still apply to all developments in the Steveston Village. The 1.4 m GSC measurement datum will apply to most areas of the Village, including properties on the north side of Bayview Street.

This measurement datum will not apply to lands on the south side of Bayview Street (Area 8), as the current road elevation of 3.2 m GSC is applicable to that area. For these properties, non-residential floor slab will be the greater of 3.2 m GSC or the elevation of the adjacent sidewalk, if one exists. Establishing the 1.4 m GSC as the base elevation provides certainty of the grade benchmark in the Village and reinforces the existing road elevation as a character-defining heritage feature.

Dike Master Plan

The Engineering Department is currently preparing the Dike Master Plan, which will have implications for the Steveston area. The primary options under consideration are to improve dikes in their current location, or build a new dike on Steveston Island. Engineering staff will be reporting to Council in 2013 on the results of stakeholder consultation and provide recommendations for a future strategy. Any potential implications for heritage conservation in the Steveston Village will be identified at that time.

6. Building Height

Building height and massing are key aspects of the character of Steveston Village, particularly on Moncton and Bayview Streets as the two main streets of Steveston Village. The existing Strategy allows building heights as shown in the following table:

Table 2 – Building Height Permitted Under the Existing Steveston Village Conservation Strategy

	Before Strategy (pre – 2009)	Existing Strategy
Areas 1 to 3 Chatham St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Areas 4 and 5 Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)
Area 6 S of Moncton St	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 7 Bayview St (N)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m)	Up to 3 storeys (12 m)
Area 8 Bayview St (S)	CS2 Zone – 2 storeys (9 m) CS3 Zone – 3 storeys (12 m) ZMU10 – 2 storeys (9 m)	Up 3 storeys – height not to exceed 20 m GSC

Planning Committee Concerns

Planning Committee has expressed concerns about building height in the Steveston Village including the potential impacts of having three storey buildings on Moncton and Bayview Streets. Comments from the Committee included:

1. Moncton Street should remain generally at 2 storeys. While the existing Strategy permits a limited amount (1/3 of a block) to be 3 storeys, the existing 2 storey character was strongly supported.

2. North side of Bayview Street should have a maximum building height of 2 storeys. Any non-residential slab elevation should match existing Bayview Street elevation.

Proposed Concept:

The Review Concept outlined in this report would generally maintain the height guidelines established in the Strategy, with changes proposed for Moncton Street (Areas 4 and 5) and properties on the north side of Bayview Street (Area 7) as follows:

Table 3 – Proposed Building Height in the Steveston Village

	2009 Strategy	Proposed Review Concept
Areas 1, 2 and 3 Chatham St	3 storeys (12 m)	No change
Areas 4 and 5 Moncton St	2 storeys (9 m); 1/3 block can be 3 storeys (12 m)	2 storeys (9 m) max. Additional height and density may be considered on a case by case basis Change from existing Strategy
Area 6 S of Moncton St	3 storeys (12 m)	No change
Area 7 – North Side of Bayview Street	Up to 3 storeys (12 m)	2 storeys facing Bayview Street (1/2 of building) stepping back to 2 ½ storeys (in gable or roof only) North portion of site – 3 storeys (1/2 of building) 2 ½ storeys limited to 1/3 of a block (1 building in 3) Maximum height 15 m GSC (height of structure 13.6 m) Change from existing Strategy
Area 8 – South side of Bayview Street	Up 3 storeys – height not to exceed 20 m GSC	No change

The maximum building height for Moncton Street (Areas 4 and 5) is proposed to be limited to 2 storeys and 9 m (29.5 ft). This reflects the comments of the Planning Committee regarding the existing character of the street. However, it should be noted that applications to rezone for a taller building could still be submitted, and would be reviewed on a case-by-case basis. These applications would have to clearly demonstrate community benefit and exceptional heritage conservation measures as part of any application submitted for Council consideration.

The proposed Strategy would allow a maximum building height of 15 m GSC for lots on the north side of Bayview Street (Area 7) reflecting the changing grade of these properties. A 2-storey building with below-structure parking fronting onto the north side of Bayview Street will result in a three storey building on the north property line, as the site grade drops from Bayview Street moving north. The height of the structure from grade at the north property line would be a maximum of 13.6 m, and 12 m from grade at the south property line.

The Review Concept also proposes new controls for upper storey massing of buildings in Area 7 (the north side of Bayview Street). Up to ½ of the building fronting Bayview Street can be 2 storeys stepping back to 2 ½ storeys and the north ½ of the building can be up to 3 storeys. Any 2 ½ storey element would be limited to gable roof elements, to ensure that the floor area of the ½ storey is contained in the roof structure. It is proposed that a 2 ½ storey structure would be limited to 1/3 of the block, to ensure a variety of roof lines and building height along the north side of Bayview Street.

Staff will work with individual development applications to ensure that this proposed concept is met, recognizing that site specific issues and design concepts may result in some variation. However, the two storey limit for the immediate frontage of Bayview Street will be applied.

For the south side of Bayview Street (Area 8), the allowed height would remain unchanged at 3 storeys with a maximum height of 20 m GSC. The 20 m GSC height limit would result in a height of structure above grade of 16.8 m.

For the purposes of measuring height in the Village Conservation Area, an under-structure parking area (if one is provided) will be considered a storey, but the floor area of the parking structure will not be used in calculations of Floor Area Ratio.

7. Density

Existing Zoning - The existing CS2 and CS3 mixed-use zones in the Steveston Village allow a maximum Floor Area Ratio (FAR) of 1.0. The CS2 zone allows a building height of two or three storeys / 9m and the CS3 Zone allows 3 storeys / 12 m.

The existing Strategy includes two levels of density bonusing, achievable through rezoning properties to a new Steveston Conservation Zone.

1. Rezoning a site to the heritage conservation zone grants an automatic increase in FAR of 0.2 to a total of 1.2 as an incentive for heritage conservation and to encourage the retention of the historical small scale of development in the Village, and for a contribution to affordable housing, as per Richmond Zoning Bylaw requirements.
2. A further 0.4 FAR density bonus is also available resulting in a total potential density of 1.6 FAR in support of heritage conservation, contribution to the Heritage Grant program, and for a contribution to affordable housing.

Table 4 summarizes the density permitted under the existing Strategy:

Table 4 -- Maximum Density (FAR) Permitted in the Existing Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area -- Areas 1,2,3,6 and 7	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Moncton Street - Areas 4 and 5	1.2 base, limited (up to 1/3 of a block) potential for up to 1.6 FAR for heritage conservation, contribution to Heritage Grant Program, and to affordable housing
Riverfront Area -- Area 8	1.2 base, up to 1.6 for heritage conservation, contribution to Heritage Grant Program, and to affordable housing

Planning Committee Concerns

Planning Committee has not expressed specific concerns regarding the density bonusing provided under the existing Strategy, but concerns were raised regarding the potential impact of three-storey buildings on Moncton Street. However, the maximum 1.6 FAR permitted cannot likely be achieved without a three-storey building, and utilizing the full parking reductions as

provided in the existing Strategy. As a result, accommodating buildings in the Village which achieve the maximum 1.6 FAR will likely result in larger, taller buildings which may not be consistent with Council’s or the community’s vision for the Steveston Village.

Proposed Concept:

Staff proposes to change the permitted density in the Strategy for Moncton Street (Areas 4 and 5) as follows:

Table 5 – Proposed Maximum Density (FAR) in the Steveston Village Conservation Strategy

	Maximum FAR under the 2009 Strategy
Core Area – Areas 1,2,3,6 and 7	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing
Moncton Street - Areas 4 and 5	1.0 base FAR up to 1.2 as incentive to retain small scale of development and for contribution to Affordable Housing Change from existing Strategy
Riverfront Area – Area 8	1.0 base FAR up to 1.6 as incentive to retain small scale of development and for heritage conservation or contribution to Heritage grant Program, and contribution to affordable housing

For Moncton Street (Areas 4 and 5) staff propose that the maximum density be reduced to 1.2 FAR, eliminating the outright provision for 3-storey buildings and 1.6 FAR on portions of Moncton Street. The proposed change reflects the high value placed on the existing character of this street, and the Planning Committee’s concerns regarding building height and compatibility with the overall character of Steveston. The 0.2 FAR density bonus is retained as an incentive to retain the small scale of development in the Village and encourage heritage conservation.

However, it should be noted that applications to amend the Area Plan and rezone to allow higher density and a 3-storey / 12 m building height for properties on Moncton Street could still be submitted. These applications would be reviewed on a case-by-case basis, and applicants would have to clearly demonstrate community benefit and heritage conservation measures or provide the required contribution to heritage funding as part of any application submission for Council consideration.

8. Design Guidelines

The Planning Committee did not request specific changes to the existing Development Permit Guidelines for the Steveston Village. The Strategy includes Development Permit Guidelines for:

- 1 – preservation of the exterior 17 existing heritage buildings; and
- 2 - enhanced ‘Sakamoto’ guidelines for the remaining buildings in the Village.

Staff suggest that these guidelines are adequate and appropriate to assist in achieving the design quality and character envisioned for the Village, and no changes are proposed.

Summary

In summary, staff has reviewed the existing Steveston Village Conservation Strategy, and the Steveston Area Plan. This review finds that the majority of the objectives and policies of the Strategy and the Area Plan remain valid, and that some minor changes are proposed to address the concerns of the Planning Committee:

- Residential parking: amend the residential parking reductions permitted under the Strategy from 33% of bylaw requirements to 13%, minimum of 1.0 space per dwelling unit must be provided on site;
- Non-residential parking: no change for non-residential parking;
- Residential density: reduce the maximum allowed density along the North and South sides of Moncton Street to 1.2 FAR;
- Building Height: reduce the maximum building height for buildings on Moncton Street to 2 storeys and 9 m;
- Amend the maximum height for buildings on the north side of Bayview Street (Area 7) to allow the south ½ of the building to be 2 storeys, stepping back to 2 ½ storeys in and allow 3 storeys for the north ½ of the building;
- Establish a 15 m GSC maximum building height for lots on the north side of Bayview Street (Area 7); and
- Confirm the 1.4 m GSC datum elevation – determined by the road elevation at the intersection of Moncton Street and 3rd Avenue – or the elevation of the adjacent sidewalk as the base datum point for the Village. The exception to this is properties on the south side of Bayview Street, where the existing road elevation of 3.2 m GSC would be used.

Proposed Benefits

The proposed amendments to the Strategy would have the following benefits to on-going heritage conservation and development in Steveston Village:

- Revised parking requirements will ensure that real demand for residential parking is provided on-site wherever possible, and for cases where this is not possible, a cash-in-lieu of parking contribution can be made.
- Addresses concerns raised by the Planning Committee regarding the potential for 3 storey buildings on Moncton Street. Applications for three storey buildings would still be possible, but projects will be assessed on individual merit and proposed benefits to heritage conservation and preservation, rather than be an outright provision in the Strategy.
- Clarifies the existing geodetic elevation of the Village – 1.4 m GSC as measured at the intersection of Moncton Street and 3rd Avenue as the baseline for the Village, and reinforces an important character-defining historical feature of the Steveston Village. Properties on the south side of Bayview Street will be subject to the 3.2 m GSC datum.
- Clarifies and simplifies the determination of maximum building height for the properties on the north side of Bayview Street which are sloped from south to north. The proposed height of 15m GSC is a moderate height limit that would permit a two storey façade on

Bayview Street, and a three storey building to the north of properties on the north side of Bayview Street.

Financial Impact

None.

Next Steps / Public Consultation

Should the proposed Steveston Village Conservation Strategy Review Concept be endorsed for further consultation, staff propose that the review concept be presented for public feedback. Staff propose one open house be jointly held to also present the findings and recommendations set out in the Long-Term Streetscape Visions for Bayview Street and Chatham Street report to Planning Committee on February 19, 2013, if endorsed by Council. Staff suggest that this open house be held in April 2013 and that relevant material be posted on-line along with a feedback form to provide sufficient opportunities for the public to comment. The date and time of the proposed open house would be advertised on the City's website, in local newspapers and through posters distributed to civic facilities. Stakeholder groups, including the Steveston Merchants Association, Urban Development Institute, Vision 20/20, etc. would also be invited to attend.

Staff would then compile and consider the feedback received, and report back by July 2013 with the proposed amendments to the Steveston Village Conservation Strategy, and the Steveston Area Plan as required. The Transportation Division would also report back at the same Planning Committee meeting in July 2013 with the final recommended streetscape design for each street as well as a refined implementation strategy.

Conclusion

As directed by Planning Committee, staff has reviewed the Steveston Village Conservation Strategy, and are of the opinion that the intent of the Strategy policies are still valid.

It is recommended that the changes to the Strategy as outlined in this report be received, and that staff be directed to consult with Steveston residents and businesses and the Urban Development Institute, and report back to Planning Committee by July 2013 with results and recommendations.



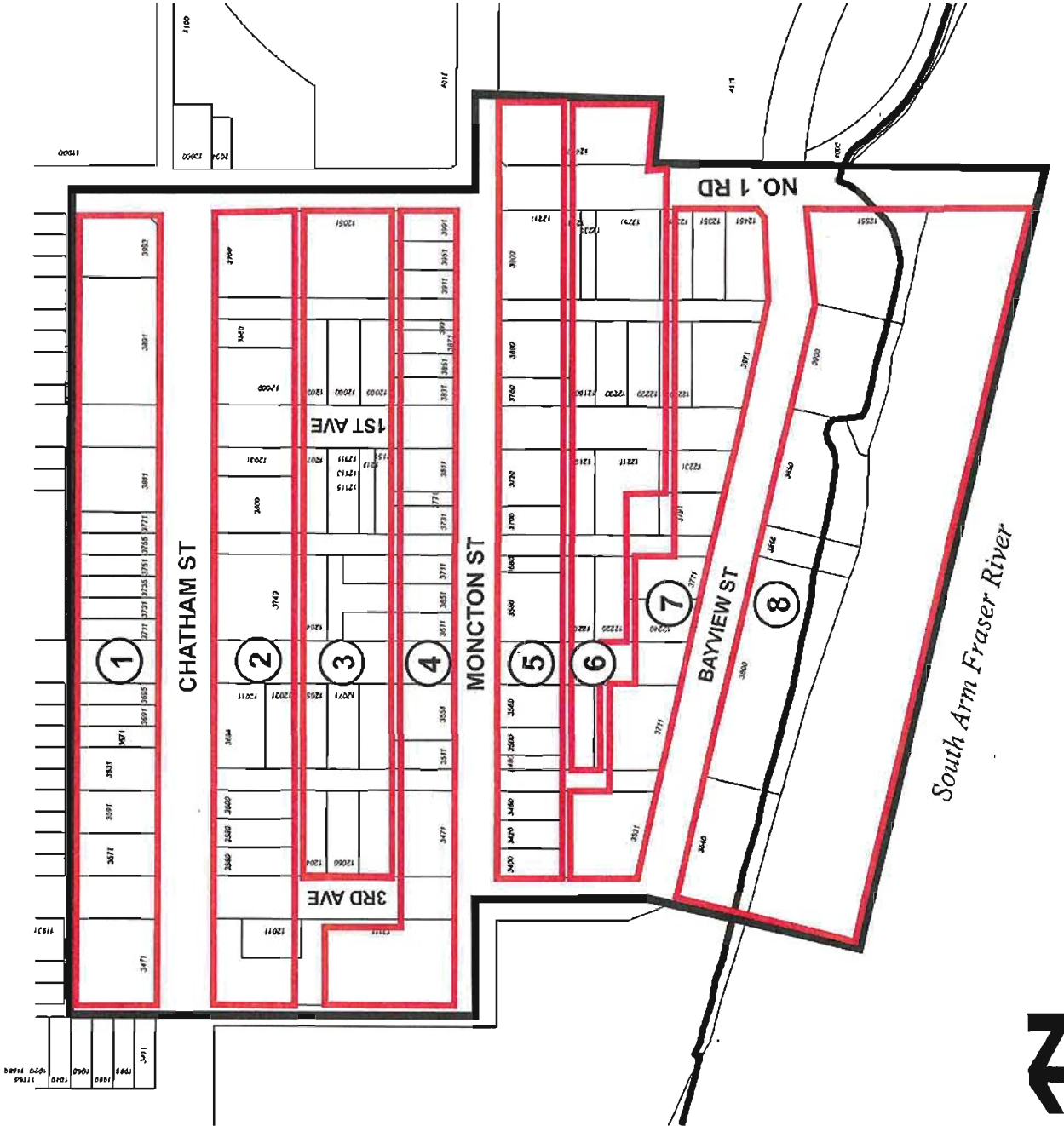
Terry Crowe
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(604-276-4279)

BK:cas
Attachment 1: Map and Chart of Heritage Policies

Proposed Review Concept - Steveston Village Conservation Strategy



Area 1

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 2

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 3

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduction <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors <u>Non-residential</u> – as per strategy
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 4

Issue	Before Strategy (pre ~ 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone- 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	OK	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	Residential: 1.5 per unit plus 0.2 visitors Retail: 3 per 100 m ² Restaurant: 6 per 100 m ²	Residential: 1 per unit plus 0.2 visitor – 33 % reduction Non-residential: reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking Residential: 1.3 plus 0.2 visitors Non-residential – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade (1.4 m GSC)	OK	1.4 m GSC (or adjacent sidewalk)

Area 5

Issue	Before Strategy (pre ~ 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone- 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Some concerns 2 storey max south of Moncton Street	2 storeys; additional height may be considered on a case by case basis
Off-street Parking Reduction Policy	Residential: 1.5 per unit plus 0.2 visitors Retail: 3 per 100 m ² Restaurant: 6 per 100 m ²	Residential: 1 per unit plus 0.2 visitor – 33 % reduction Non-residential: reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking Residential: 1.3 plus 0.2 visitors Non-residential – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.2 FAR ; additional density may be considered on a case by case basis
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 6

Issue	Before Strategy (pre ~ 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone- 2 storeys CS3 Zone- 3 storeys	3 storeys	Some concerns 2 storey max south of Moncton Street	No change
Off-street Parking Reduction Policy	Residential: 1.5 per unit plus 0.2 visitors Retail: 3 per 100 m ² Restaurant: 6 per 100 m ²	Residential: 1 per unit plus 0.2 visitor -- 33 % reduction Non-residential: reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking Residential: 1.3 plus 0.2 visitors Non-residential – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	1.4 m GSC (or adjacent sidewalk)

Area 7

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone- 2 storeys CS3 Zone- 3 storeys	Up to 3 storeys	Some concerns 2 storey max south of Moncton Street Concerns regarding three storey height	Facing Bayview - 2 storeys stepping back to 2 ½ storeys (in gable or roof element only) (50% of building) Rear (north) of Bayview sites – 3 storeys (50% of building) Max. height 15 m GSC / 13.6 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	Maximum of 1.6 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	No change	1.4 m GSC preferred	1.4 m GSC (or adjacent sidewalk)

Area 8

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change
Building Height	CS2 Zone / ZMU10– 2 storeys CS3 Zone- 3 storeys	Up 3 storeys Max. height 20 m GSC	OK	Up to 3 storeys Maximum height- 20 m GSC – 16.8 m building height
Off-street Parking Reduction Policy	<u>Residential</u> : 1.5 per unit plus 0.2 visitors <u>Retail</u> : 3 per 100 m ² <u>Restaurant</u> : 6 per 100 m ²	<u>Residential</u> : 1 per unit plus 0.2 visitor – 33 % reduct. <u>Non-residential</u> : reduce by up to 33%	Some concerns No parking reduction	Studying supply of available on-street parking <u>Residential</u> : 1.3 plus 0.2 visitors Cash in lieu for 0.3 space <u>Non-residential</u> – as per strategy
FAR	1.0	1.2 (up to 1.6)	OK	No change
Minimum slab elevation	Existing road (3.2 m GSC)	3.2m GSC	3.2m GSC	3.2m GSC or adjacent sidewalk

Steveston Village Conservation Strategy—2013 Update

Proposed:

1. Steveston Village Conservation Strategy Changes

2. Bayview & Chatham Proposed Long-Term Streetscape Visions

Public Open House, May 4, 2013

Purpose

The purpose of this public open house is to present the City's proposed changes and seek the public's feedback on the following two items:

1. The Proposed Steveston Village Conservation Strategy and Area Plan changes.
2. The Proposed Bayview & Chatham Long-Term Streetscape Visions

What has Richmond City Council directed?

In February 2013, Richmond City Council directed that staff meet with the community to present the proposed changes to the Strategy for comments.

How are we engaging the community?

1. Held a stakeholder meeting in April, 2013
2. Holding public open house May 4, 2013
3. Providing a discussion forum, information and feedback form on LetsTalkRichmond.ca (April–May 2013)

These engagement opportunities allow the public access to detailed information and City staff to learn more about the proposed changes, online discussion forums and printed/online feedback forms to submit their comments.

Two displays

There are two Open House displays to see, namely:

1. Proposed Steveston Village Conservation Strategy and Area Plan Review Changes
2. Proposed Long-Term Bayview & Chatham Streetscape Visions

Get involved

- Please read the display boards, ask questions
- Complete and submit both feedback forms—available at open house or online at LetsTalkRichmond.ca
 - Submit them in the drop boxes provided here at the public open house
 - Email the Heritage Conservation Strategy survey to barry.konkin@richmond.ca at the City of Richmond
 - Email the Streetscape Visions survey to sonali.hingorani@richmond.ca at the City of Richmond
 - Mail them both to Barry Konkin at the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C 1
- Fax them to the City of Richmond at 604-276-4052
 - Complete them online at LetsTalkRichmond.ca

Contacts

- For the Steveston Village Conservation Strategy and Area Plan
Barry Konkin, Policy Planning Division
E: barry.konkin@richmond.ca
T: 604-276-4279
- For the Bayview and Chatham Long-Term Streetscape Vision
Sonali Hingorani, Transportation Division
E: sonali.hingorani@richmond.ca
T: 604-276-4049

Your Opinions are Important to Us

Community feedback is an important component when considering changes to the Steveston Village Conservation Strategy.

Please fill out the Feedback form as you view the display boards.

PLN - 38



Purpose

The purpose of this public Open House is to seek residents' views regarding proposed changes to the Steveston Village Conservation Strategy and the Steveston Area Plan.

Summary of proposed changes are:

1. Moncton Street

	From	To
1. Reduce the maximum building height	1 building in 3 can be 3 storeys and the remainder of the block can be 2 storeys	All buildings on the block can be no more than 2 storeys
2. Reduce the maximum building density	from 1 building in 3 built with a total Floor Area Ratio (FAR) of 1.6 times the lot area	A maximum FAR of 1.2 time the lot area for the entire street

2. Bayview Street

	From	To
Reduce the maximum building height on north side of street	3 storeys	2 to 2½ storeys facing Bayview Street, stepping back to 3 storeys for the rear half of the building
Increase the minimum parking required on-site for all new residential development	from 1.0 parking spaces per dwelling unit	to 1.3 parking spaces per dwelling unit

These changes are to fine-tune the Strategy for future development and heritage protection in the Village.

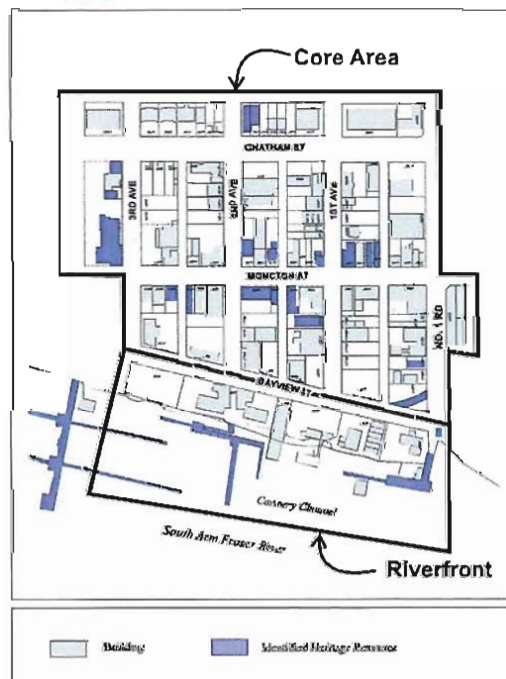
If these changes are endorsed by the public, the Strategy will be updated, and a minor change will be required to the Steveston Area Plan, to replace a map showing permitted building height and density.

What is the Steveston Village Conservation Strategy?

The Steveston Village Conservation Strategy was approved by Council in 2009 as a planning framework to support heritage preservation in the Steveston Village. It identifies several key features of the existing character that make Steveston unique, including:

- 17 key heritage buildings
- 73 other buildings within the Village Core
- Historic small lot development / historic lot lines
- Commercial space at grade
- Views to Fraser River
- The South dike

The Strategy outlines rezoning incentives for heritage conservation including reduced on-site parking, increased building height and density in some areas of the Village.



What is the Steveston Heritage Conservation Area?


In addition to adopting the Strategy and establishing new Development Permit Guidelines for the Steveston Village in 2009, Council also declared the Steveston Village core a *Heritage Conservation Area (HCA)*.

The HCA acknowledges the distinctive and important character of the Steveston Village, and establishes tools for its long-term protection.

With the Heritage Conservation Area in place, any new buildings or a renovation to any existing building *anywhere* in the HCA requires that a *Heritage Alteration Permit* be issued.

Steveston Village Heritage Conservation Area



 Steveston Village Heritage Conservation Area

The Strategy is harmonized with the Steveston Area Plan Development Permit Guidelines to manage the form and character of buildings in the Steveston Village.

Any new development or significant alteration of an existing building in the Village requires both a Heritage Alteration Permit and a Development Permit and manage its form and character.

What are Development Permit Guidelines?

Under the *Local Government Act*, the City of Richmond has designated Steveston as a Development Permit Area to manage the form and character of commercial mixed residential and commercial and light industrial buildings.

All buildings in the Village, as well as renovation or change to existing buildings must meet these guidelines and obtain a Development Permit before a Building Permit can be issued.



Two Types of Development Permits

In the Steveston Area Plan, two types of Development Permit Guidelines are provided:

1. Guidelines for New Development / Buildings

- Pedestrian-oriented designs
- Enhanced street-end views
- Maintain / enhance heritage structures
- Varied roof lines
- Varied front facades
- High quality building materials and landscaping

2. Guidelines for 17 Identified Existing Heritage Buildings

- Identified heritage resources to be protected
- Historic lot lines to be re-created / captured in built form
- Massing and rooflines to be compatible with overall village character
- Building scale to respect older character and structure
- Upper floor(s) to be setback to avoid dominance over the street
- High quality building materials and landscaping
- Sign materials and design to be compatible with surrounding character
- Animated streetscapes

What is a Heritage Alteration Permit?

A Heritage Alteration Permit (HAP) is a permit issued by City Council to allow certain changes to be made to a protected heritage property.

Village properties which require a HAP include all properties within the Heritage Conservation Area.

The Heritage Alteration Permit is similar to a Development Permit but it addresses the heritage design and materials to existing heritage buildings, and new buildings.



Proposed Changes to the Steveston Village Conservation Strategy

Four changes to the Conservation Strategy are proposed:

1. Maximum Building Height on Moncton Street

The Steveston Village Conservation Strategy allows buildings on Moncton Street to be 2-storeys and 9 m (30 ft) tall, and might allow 1 building in 3 on each block to be 3-storeys and 12 m (40 ft) in height.

We have heard concerns about the visual impact that 3-storey buildings allowed in every block might have on the character of Moncton Street.

It is proposed to limit new buildings on Moncton Street to a maximum of 2-storeys and 9 m (30 ft) in height to better preserve the character of this important street in the Village.

While 2-storeys are preferred along Moncton Street, the proposed change would still allow a 3-storey building on Moncton Street to be considered, and where there is exceptional, high quality design.

The benefits of this proposed change are that the proposed height limit better respects the existing heritage character and values of Moncton Street and ensures that new development is more compatible with Moncton Street and the Village.



What do you think about the proposal to limit the maximum height for new buildings on Moncton Street to 2 storeys?

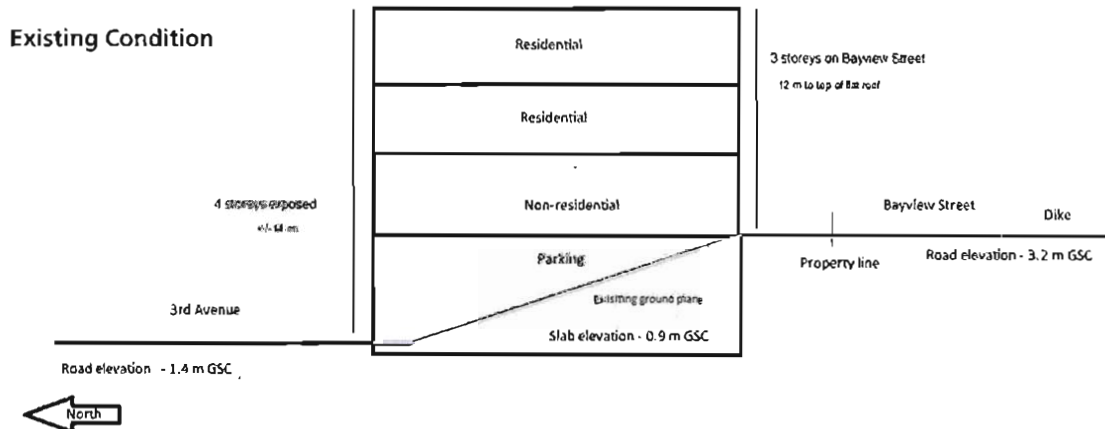
Please give us your comments on the blue survey form.

2. Maximum Building Height on the North side of Bayview Street

New buildings on the north side of Bayview Street must address a unique condition in the Village, namely: the south part of these properties features a rising grade as they approach Bayview Street, which is the municipal dike, and the northern part of the site is lower.



The Strategy currently allows 3-storey buildings on the north side of Bayview Street. Due to the changing grade, a 3-storey building fronting onto Bayview Street will result in the appearance of a four storey building on the rear (north) of these properties, and the potential for an overly tall 3-storey building appearance on Bayview Street.



It is proposed that building height be limited to 2-storeys facing Bayview Street and 3-storeys for the north part of the site.

A 2-storey building may also feature some living space in the roof area, but only for that half of the building closest to Bayview Street. We think that this will improve the streetscape on Bayview Street, and make new buildings more compatible with existing development in the Village.

The benefits of this proposed change are that the Bayview Street streetscape retains its 2-storey character, and the north side of buildings will be 3-storeys, not 4 storeys, avoiding a dominant appearance looking south from Moncton Street.

What do you think about the proposed changes to the maximum permitted height for new buildings on the north side of Bayview Street?

Please give us your comments on the blue survey form.

3. Maximum Density on Moncton Street

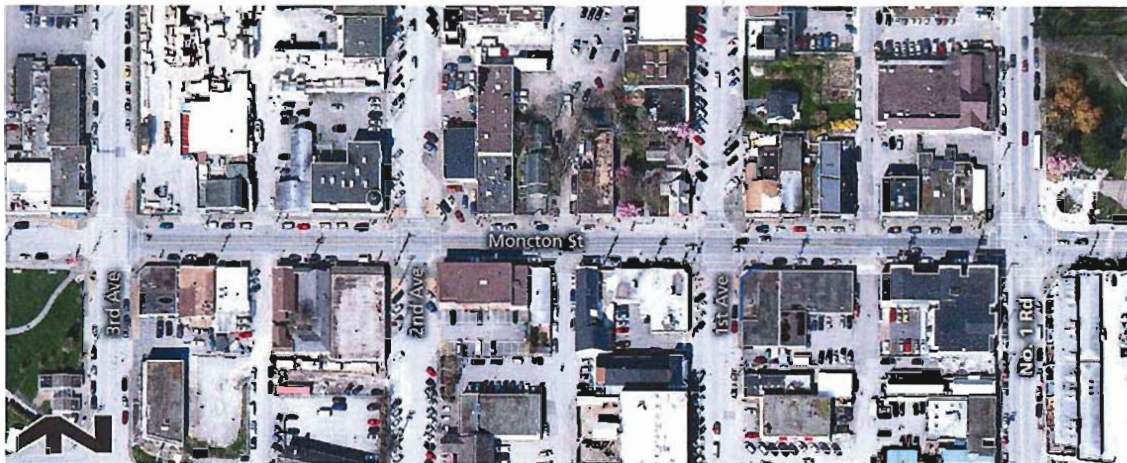
As an incentive for heritage preservation, the Strategy offers a range of permitted densities for development higher than the existing zones in the Village.

The higher density is available for rezoning applications to a new Steveston Heritage Conservation Zone.

Density is measured as a ratio of building size to lot area, which is known as Floor Area Ratio (FAR).

The density permitted under the Conservation Strategy ranges from 1.2 FAR to 1.6 FAR, and is intended to financially encourage owners to redevelop their land, by maintaining or building around or on top of existing heritage buildings.

In most cases a building which achieves a floor area ratio of 1.6 would be 3 storeys tall.



Concerns have been raised that buildings with a density of 1.6 FAR would not be sufficiently compatible with the existing character of Moncton Street, and could have a negative impact on the overall look and feel of the Village Core.

As discussed on Board No.4, it is proposed to limit the maximum building height on Moncton Street to 2-storeys. Based on this limit, a reduced density of 1.2 FAR is also proposed, to ensure that these two aspects of the Steveston Village Conservation Strategy are consistent with each other.

Taller buildings with a maximum density of up to 1.6 FAR may still be considered but only in cases of exceptional design.

The benefit of the proposed change to the Strategy is to better ensure that new development is compatible with the highly-valued character of Moncton Street and the Village.

What do you think about the proposed reduction to the maximum density permitted for new buildings on Moncton Street?

Please give us your comments on the blue survey form.

4. Parking Incentives

As part of the incentives offered in the Strategy, new developments can currently provide up to 33% less parking than what is required under the Richmond Zoning Bylaw as follows:

Use	Current Zoning Bylaw Requirements	Currently Permitted Under the Strategy (33% reduction)
Residential	1.5 spaces per unit—provided on or off site, or cash-in-lieu payment	1 space per unit—provided on or off site, or cash-in-lieu payment
Non-residential (commercial)	3 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	2 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
Non-residential (restaurant)	8 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	6 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
General Industrial	1 space per 100 sq.m—provided on or off site, or cash-in-lieu payment	.67 space per 100 sq.m—provided on or off site, or cash-in-lieu payment

We have heard concerns that, if a site is rezoned to the proposed Heritage Conservation zone, taking advantage of the permitted reduction in on-site parking of up to 33%, may cause residents or visitors to have to park on the street. Additional concern was that, if this were to occur, there may not be sufficient parking for local businesses and their customers.

It is proposed to change the off-street parking requirements as follows:

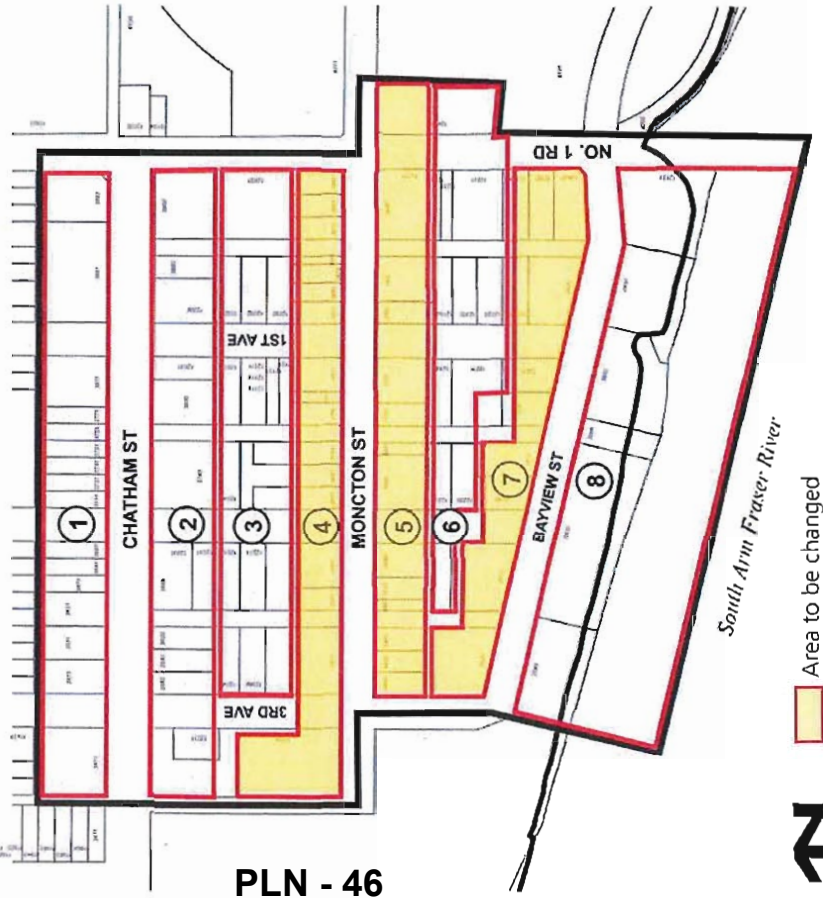
Use	Current Zoning Bylaw Requirements	Proposed Change to the Strategy
Residential	1.5 spaces per unit—provided on or off site, or cash-in-lieu payment	Change from Strategy 1.3 spaces per unit—reduction of up to 15% from Zoning Bylaw requirements; minimum of one stall per unit provided on site, plus cash-in-lieu payment
Non-residential (commercial)	3 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	No change 2 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
Non-residential (restaurant)	8 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment	No change 6 spaces per 100 sq.m—provided on or off site, or cash-in-lieu payment
General Industrial	1 space per 100 sq.m—provided on or off site, or cash-in-lieu payment	No change .67 space per 100 sq.m—provided on or off site, or cash-in-lieu payment

The benefits of this proposed change is that residential buildings would provide more on-site parking. If any project proposes to provide the minimum 1.0 space per residential dwelling unit on site, a cash contribution towards improving on-street parking would be required.

What do you think about the proposed increase the parking required for residential uses in the Village Conservation Area?

Please give us your comments on the blue survey form.

Summary Chart of Changes to the Steveston Village Conservation Strategy



Area 1		Maximum of 3 storeys / 12 m
Building Height		
FAR	Maximum of 1.6	
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk	
Area 2		Maximum of 3 storeys / 12 m
Building Height		
FAR	Maximum of 1.6	
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk	
Area 3		Maximum of 3 storeys / 12 m
Building Height		
FAR	Maximum of 1.6	
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk	
Area 4		Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis
Building Height		
FAR	Maximum of 1.2—additional density considered on a case by case basis	
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk	
Area 5		Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis
Building Height		
FAR	Maximum of 1.2—additional density considered on a case by case basis	
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk	
Area 6		Maximum of 3 storeys / 12 m
Building Height		
FAR	Maximum of 1.6	
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk	
Area 7		Facing Bayview—1/2 of building (south) 2 storeys stepping back to 2 1/2 storeys and 1/2 of building (north) at 3 storeys
Building Height		
FAR	Maximum of 1.6	
Slab elevation	Maximum of 1.4 m GSC or adjacent sidewalk	
Area 8		Maximum of 3 storeys
Building Height		
FAR	Maximum height—20 m GSC	
Slab elevation	Maximum of 1.6	
		Maximum of 3.2m GSC or adjacent sidewalk

Please fill out the Feedback form as you view the display boards.

Survey

Please take a few minutes to fill out the blue Survey form regarding our proposed changes to the Steveston Village Conservation Strategy.

Your comments will help City staff and Richmond City Council determine if there is support for the proposals.

All Surveys must be submitted by **Friday, May 17, 2013** by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing the Heritage Conservation Survey to barry.konkin@richmond.ca at the City of Richmond; or
- Completing it online at LetsTalkRichmond.ca

Next Steps in the Process

- Council will consider the public and stakeholder feedback in finalizing any changes to the Steveston Village Conservation Strategy and the Steveston Area Plan.
- As a bylaw and a Public Hearing are required for any changes to the Steveston Area Plan, the public will have a formal opportunity to comment on any proposed amendment to the Steveston Area Plan as part of the bylaw adoption process, before a final decision is made by Council.
- It is anticipated that any changes to the Strategy and the Steveston Area Plan will be brought forward for Council's consideration in the Fall of 2013.
- **Please also review the display from the Transportation Division on the proposed changes to the design of Catham Street and Bayview Street.**

Thank you.

**Steveston Village Conservation
Strategy Update
Survey Form
May 2013**



**City of
Richmond**

Purpose

The purpose of this survey is to invite stakeholder and public feedback regarding proposed changes to the Steveston Village Conservation Strategy.

Your views will be considered by Council in making decisions.

Questions

1. Currently, the Steveston Village Conservation Strategy allows some three storey buildings (one in three buildings) on Moncton Street and allows these buildings to have a Floor Area Ratio (FAR) of 1.6 times the lot area. The majority of buildings on the street are to be a maximum of 2 storeys and have a Floor Area Ratio of 1.2 times the lot area.

It is proposed to change the Strategy to reduce the maximum building height for all the properties on Moncton Street to a maximum 2 storeys with a maximum density of FAR of 1.2. Exceptions may be allowed in exceptional circumstances. This is aimed at better ensuring that new development complements the existing character of the Village.

Please indicate your preference below:

Strongly Agree Agree Neutral Disagree Strongly Disagree

2. The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.

It is proposed to change the Strategy to limit the maximum building height to 2 storeys for buildings fronting onto Bayview Street, and to allow the building to be stepped back to 2 ½ storeys. The north side of the building can be 3 storeys. This is intended to ensure that new development is of an appropriate scale.

Please indicate your preference below:

Strongly Agree Agree Neutral Disagree Strongly Disagree

3. Currently, as an incentive for heritage conservation in the Village, the Strategy allows parking for residential and non-residential uses to be reduced by up to 33% from the requirements in the Richmond Zoning Bylaw.

In response to public concerns, it is proposed that more parking be provided for residential development, and that the allowed parking reduction for residential uses be reduced to 13%. This would result in a requirement for 1.3 spaces per dwelling unit, up from the 1.0 space per dwelling currently required in the Strategy. This is proposed to ensure more on-site parking is provided, and impacts on street parking are reduced.

Please indicate your preference below:

Strongly Agree Agree Neutral Disagree Strongly Disagree

Other Comments

Name: _____

Company Name: _____

Address: _____

Phone: _____

Email: _____

Postal Code: _____

Neighbourhood: Steveston Other

Thank you for your feedback.

Please fill out the survey form and return it by **Monday, May 13, 2013.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of bkonkin@richmond.ca; or
- Fill it out online at the City's website and at www.letstalkrichmond.ca; or
- Leave it in the drop off boxes provided at the Public Open House.



4 Completed Stakeholder Survey Forms

Purpose

The purpose of this survey is to invite stakeholder and public feedback regarding proposed changes to the Steveston Village Conservation Strategy.

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Questions

- Currently, the Steveston Village Conservation Strategy allows some three storey buildings (one in three buildings) on Moncton Street and allows these buildings to have a Floor Area Ratio (FAR) of 1.6 times the lot area. The majority of buildings on the street are to be a maximum of 2 storeys and have a Floor Area Ratio of 1.2 times the lot area.

It is proposed to change the Strategy to reduce the maximum building height for all the properties on Moncton Street to a maximum 2 storeys with a maximum density of FAR of 1.2. Exceptions may be allowed in exceptional circumstances. This is aimed at better ensuring that new development complements the existing character of the Village.

Please indicate your preference below:

- Strongly Agree
 Agree
 Neutral
 Disagree
 Strongly Disagree

** ELIMINATE "CASE BY CASE" HEIGHT + DENSITY INCREASE APPLICATIONS*

- The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.

It is proposed to change the Strategy to limit the maximum building height to 2 storeys for buildings fronting onto Bayview Street, and to allow the building to be stepped back to 2 1/2 storeys. The north side of the building can be 3 storeys. This is intended to ensure that new development is of an appropriate scale.

Please indicate your preference below:

- Strongly Agree
 Agree
 Neutral
 Disagree
 Strongly Disagree

WITH NO OPTION FOR INCREASED HEIGHT + DENSITY APPLICATIONS

- Currently, as an incentive for heritage conservation in the Village, the Strategy allows parking for residential and non-residential uses to be reduced by up to 33% from the requirements in the Richmond Zoning Bylaw.

In response to public concerns, it is proposed that more parking be provided for residential development, and that the allowed parking reduction for residential uses be reduced to 13%. This would result in a requirement for 1.3 spaces per dwelling unit, up from the 1.0 space per dwelling currently required in the Strategy. This is proposed to ensure more on-site parking is provided, and impacts on street parking are reduced.

Please indicate your preference below:

- Strongly Agree
 Agree
 Neutral
 Disagree
 Strongly Disagree



Other Comments

STATED

CHANGE MOVEMENT TO 2 STORES,
WITH NO OPTION FOR INCREASED
HEIGHT OR DENSITY.

Name: BRUCE LIVINGSTON

Company Name: LONDON HERITAGE FARM SOCIETY

Address: 6511 DYKE ROAD RICHMOND BC V7E 5R3

Phone: 604-377-5964

Email: stevestonoldtours@gmail.com

Postal Code: V

Neighbourhood: Steveston Other

Thank you for your feedback.

Please fill out the survey form and return it by **Monday, May 13, 2013.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
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Please indicate your preference below:

- Strongly Agree, [X] Agree, Neutral, Disagree, Strongly Disagree

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Please indicate your preference below:

- Strongly Agree, [X] Agree, Neutral, [X] Disagree, Strongly Disagree

NO MORE THAN 2 STOREYS

- 3. Currently, as an incentive for heritage conservation in the Village, the Strategy allows parking for residential and non-residential uses to be reduced by up to 33% from the requirements in the Richmond Zoning Bylaw.

In response to public concerns, it is proposed that more parking be provided for residential development, and that the allowed parking reduction for residential uses be reduced to 13%. This would result in a requirement for 1.3 spaces per dwelling unit, up from the 1.0 space per dwelling currently required in the Strategy. This is proposed to ensure more on-site parking is provided, and impacts on street parking are reduced.

Please indicate your preference below:

- Strongly Agree, Agree, Neutral, Disagree, [X] Strongly Disagree

PLN 52 force to 0%

Allow for more on street parking for



Other Comments

Name: GARY WATSON
Company Name: RICHMOND PARKING ADVISORY COMMITTEE
Address: 10201 E 4 ROAD
Phone: 604 271-4147
Email: _____
Postal Code: V7A 2Z5
Neighbourhood: Steveston Other

Thank you for your feedback.

Please fill out the survey form and return it by **Monday, May 13, 2013.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
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Purpose

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Please indicate your preference below:

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Please indicate your preference below:

- Strongly Agree, Agree (checked), Neutral, Disagree, Strongly Disagree

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Please indicate your preference below:

- Strongly Agree, Agree (checked), Neutral, Disagree, Strongly Disagree

Other Comments

Parking requirements for new buildings are already too low. Payment in lieu just makes the problem worse until transportation is improved a requirement for 1.5 spaces per residential unit is required

Name: SHELDON NIDEN

Company Name: ~~Richmond Parkside~~ ASD Design

Address: 9757 ASHWOOD DR.

Phone: 604-274-0602

Email: sheldon@niden.org

Postal Code: V6Y 2Z4

Neighbourhood: Steveston Other

Thank you for your feedback.

Please fill out the survey form and return it by **Monday, May 13, 2013.**

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
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Please indicate your preference below:

Agree, except there should be NO exceptions otherwise the exception will become the rule.

- Strongly Agree, Agree, Neutral, Disagree, Strongly Disagree

2. The Strategy currently allows a maximum building height of three storeys for properties on the north side of Bayview Street.

It is proposed to change the Strategy to limit the maximum building height to 2 storeys for buildings fronting onto Bayview Street, and to allow the building to be stepped back to 2 1/2 storeys. The north side of the building can be 3 storeys. This is intended to ensure that new development is of an appropriate scale.

Please indicate your preference below:

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Please indicate your preference below:

- Strongly Agree, Agree, Neutral, Disagree, Strongly Disagree

Other Comments

Do everything you can to prevent more height and density in the Village. We are coming perilously close to losing the heritage character of the Village as it is.

Name: ROBERT KIESMAN

Company Name: Steveston Harbour Authority

Address: 12740 Trites Road

Phone: (604) 204-0164 / (604) 272-5539

Email: robertkiesman@gmail.com / bob@stevestonharbour.com

Postal Code: V7E 3R8

Neighbourhood: Steveston Other

Thank you for your feedback.

Please fill out the survey form and return it by **Monday, May 13, 2013**.

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
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- Leave it in the drop off boxes provided at the Public Open House.

Re Question 1: There should be no exceptions in the conservation area. Two storeys should be the rule. If you open the door for exceptions, every developer will apply for exceptions every single time and the community will be exhausted fighting every case. Steveston is and should remain a fishing village.

Other Public Comments From Open House Survey Forms

- I prefer that the new standard be limited to 2 storeys. If developers want to build a taller building, they can apply for a change. That was the consensus of the Steveston Stakeholders meeting last Saturday.
- I think a similar strategy of two storeys and three storeys for the back half will work as well for Moncton Street as it does on Bayview Street. FSRs of 1.6 or higher should be permitted for all of the Steveston Heritage Conservation Area base on design instead of a blanket limit. This will result in better designs and land use.
- Steveston is the only outdoor pedestrian friendly commercial district in Richmond. It is not a strip mall. The objective should be to reduce traffic in the heart of the village not encourage more of it. If additional parking is required it should be outside of the heart of the district.
- Building height on Bayview should be restricted to 2 stories overall with no exceptions.
- Parking allowances for both residential and business should be reduced even more than 13%. Should be 2 full spaces per dwelling unit. Restrict parking to one side of Bayview only.
- Number of Non residential parking spaces should be designated by size of business.
- Bicycles should be restricted from using the boardwalk along the new construction site between Bayview and the river. Should be detoured along Bayview. Many people walk the boardwalk from one side to the other in both directions. No room for fast moving bikes. Is dangerous to mix the two.
- Please keep the village character in Steveston - No tall buildings! We are a tourist attraction.
- Do not allow any exceptions to the building height of 2 storeys in any direction
- The parking reduction should be increased.
- Is the 1.3 space is directly relating to the parking space or for other alternative transportation (i.e. scooter/bicycle)?
- Either way 1.3 space sounds good as space buffer for larger vehicles (van/truck).
- "I do have a concern. Given the desirability of the village, planners are contemplating more development and residential density. What make Steveston unique and as such very attractive is the "village character". Adding density both in terms of business and residents will forever hinder the very reason the Village is so desirable and it may alter or destroy the very character that makes Steveston unique. Granville Island downtown is a nice place, but not a village.

- City planners abdicated in their responsibility to maintain a buffer zone from the Village core and the river bank when phase TWO of the ONNI development was approved along the riverbank of Steveston between Bayview and Moncton. Architecture is ugly and uninspiring. Overbuilt with BOX-like buildings all the way to Moncton. The phase TWO development just being completed is an eye sore totally disconnected from the village concept and possibly a bad business decision. It is very sad! City core shall not have the same fate. City politicians and city planner have a second chance by learning that lesson: Keep the village as VILLAGE, with the character of the Village that was. People from far away as London and Rome tell me how joyous was for them to visit this last remnant of West Coast village. Keep the Village! Otherwise, the Village will be gone for ever. And what appear to be a good business decision today will be regretted later. Keep this in mind please.
- As a side comment I am against further densification of the Village as it will detract from the heritage Village Character. Also, street parking in the core areas should not be encouraged. there already is too much traffic, over the week-end especially.
- Reduce street parking to 1 hour limit to create turnover.
- Add more parking lots on fringe of village
- Limiting heights to 2 storeys could drive ALL development to be 2 storeys resulting in no height variations. One of the boards mentions a contribution to on-street parking in lieu of on-site parking restrictions. IMHO the collection of the street parking fee will be more impossible to collect. Plus - impossible to create on-street parking on an existing street.
- Re: Parking. The 3 hour limit effects business severely. 1 hour is plenty for shoppers. Anyone that wants to be there longer should park in the parking lots.
- I'm OK with all reasonable changes to the Buildings as long as the character of the older buildings is maintained - NO big private houses.
- Building have to conform to heritage designs on exterior. A 2 storey building does not have the height of a 3 storey.
- Recommend redeveloping Steveston Village commercial area as an adapted version of a mall that will attract shoppers to the boutique stores, restaurants and waterfront. Steveston Village needs to be commercially viable, and so it has to be attractive, cozy and easy to drive to and from. Commercial viability and vibrancy requires an ability to attract shoppers and visitors from beyond immediate adjacent area. It needs to be a destination to be sustainable. That means becoming cosier, more attractive and more convenient for car-visitors. GET RID OF FLAT ROOFS, WIDE EAVES, lot of colourful planting, canopies on sidewalk, restaurant seating, small soft streetlights. Reduce overhead power lines as much as possible, possibly over time. Poles and wiring harsh and detract from any appeal the architecture may have. Heritage architecture is

1950's, low-caliber, small-industrial town kitsch. It has character, but it's not high caliber. Therefore heritage concerns least important.

- I would like to preserve the village of Steveston. Having mostly low rise, low scale buildings, lots of store fronts should help to maintain the character and the pedestrian activity on the street. Faceless condos with no street level business will quickly change the village and could destroy it.
- My overall preference is for less parking on Bayview in particular making it more pedestrian/bicycle friendly but if increases for residential are required then I would have to agree.
- Would like more density outside the village area (multi-storey multi-family housing).
- The Japanese Benevolent Society's Office is a scary example of a lack of understanding about what 'heritage' means. Having gone to so much trouble to move the building in a controversial decision and then turning it into the modern building it now is - makes me very nervous about leaving any further heritage decisions in the hands of the City.
- No 3 storey buildings in the core area. Irrespective of "exceptional circumstances" or financial offerings.
- Steveston should be walkable, bike friendly community feeling neighbourhood. Parking is better outside Steveston. Chatham area is good or parkade. Please think and plan for the next 50 years, not just now.
- Minimum height restrictions on first floor commercial to ensure attractive streetscape. Higher density with office and residential on 2nd and 3rd storeys. Less parking and better public transit access.
- Reduce or eliminate cars in Steveston Village. Or 'hop on - hop off' bus would be very useful and less costly and/or a car parkade close to the core.
- Street parking should be reduced to a minimum - this could be achieved by having a parkade built near the centre, thus forcing people to walk to nearby stores, etc.
- If Richmond is serious about conserving the heritage aspect of Steveston, then the City of Richmond should not be promoting and/or allowing further densification in the area. Do not allow developers to change the ambience of Steveston. If they want to invest in Steveston then good on them. Do not let developers determine the future of Steveston by allowing an increase in density.
- If the City is sincere in its efforts to preserve Steveston's heritage character through this Conservation Strategy, stop allowing increased density that's totally out of character. Steveston is unique. It's small and people like it that way. Leave it alone. Re: rooftop gardens/patios: I've never seen any reference to roof top living in the history of Steveston so if the conservation

strategy aims to be accurate, this should not be allowed. If you are going to give in to developers designing this into buildings, it should be considered habitable area thereby counting as a storey. So in an area zoned for 2 storey buildings, you could theoretically allow rooftop living on a one storey building but not on top of a 2 storey building. Any trees/plantings or other built amenities on such a roof top could be no taller than the maximum height allowed in the zoning.

- Keep to the heritage plan 2 storeys only. One way traffic on Bayview, Moncton, #1 Road and 3rd.
- Allow laneway parking where possible.
- Bayview St. is congested morning till night and will be more so with Onni proposing commercial - I strongly oppose this.
- We strongly feel that there should be no more parking within the confines of Steveston Village.
- It is important that any new/renovated buildings look as though they have been in place for many years. The redevelopment at No. 1 Road and Moncton is a reasonable effort. Can we maintain/improve waterfront access (e.g., when the marine station next to Blenz is redeveloped there should).
- I am not against additional parking where the residences have been increased, but I am against any other increases to parking.
- Remove the scramble function from the lights at Moncton & 1 Road.
- I would like to see as many of the current buildings in Steveston on Moncton Street to be maintained and not torn down for new development.
- Unfortunately more residential parking is needed as there is poor public transportation options in Steveston. The transportation 2040 plan has no vision!
- Keep changes in Steveston to a minimum - start up the tram again into Vancouver - desperately needed.
- Attached Letter (P56)
- The price of property has become so costly. Any potential buyer/builder would have to have more so as to have the building cost effective. By limiting sq. ft. you will get a plain and simple building reacted as cheaply as possible.
- Question 1 suggests limit of 2 storeys for all buildings, then contradicts itself by allowing some exceptions. There should be NO EXEMPTIONS!

- We live on 3rd Avenue just north of Chatham. Day long parking and short term has increased dramatically. Thanks to Richmond Streets/Roads for putting in 5' wide gravel shoulder.
- I endorse the Strategy's proposal to reduce the maximum building height for all properties on Moncton to two storeys. Anything higher would compromise the historical character of the village - which has already been compromised too much.
- To alleviate pressure on downtown parking, from 1 or 2 areas for elderly/disabled to be dropped off/picked up max 10 - 15 minutes stopping only! I am concerned as to the subjective "exceptional design" for varying FAR and building height from the proposed changes.
- Change Moncton to 2 storeys, with no option for increased height or density.
- Parking requirements for new buildings are already too low. Payment in lieu just makes the problem worse until transportation is improved a requirement for 1.5 spaces per residential unit is required.
- Do everything you can to prevent more height and density in the village. We are coming perilously close to losing the heritage character of the village as it is.
- Re: Question 1: There should be no exceptions in the conservation area. Two storeys should be the rule. If you open the door for exceptions, every developer will apply for exceptions every single time and the community will be exhausted fighting every case. Steveston is and should remain a fishing village.

Dear Proposals :

I would first like to introduce myself,I have been a resident of Richmond since 1976

We have raised 3 boys that are married and we have always enjoyed visits to Steveston

I walk 5 days a week from Britania Museum along the "boardwalk" to the Concrete modern display of the Omni project, thru the village and out to Gary point and circle back.

I would like to express my view and concern on the public proposal presented last sat for feed back requests.

The presentation in Stevstun was quite professionally done,

My observation however is the attempt to create a theme of "conservation strategy update" of historical Stevstun.

I find it very difficult to accept the terms of thought in producing the theme "Conservation strategy" as being the proposal.

The present allowances will slowly allow Steveston to be developed like any other municipal location.

This shows a proposal that ultimately, restores, protects exsiting areas with allowances as quoted like "properties on Moncton st. to a maximum 2 storeys with maximum density of FAR of 1.2 **Exceptions maybe allowed in exceptional circumstances**" **the black face comment to me is part of the creeping modernization.**

Similarly the "Streetscape vision"

In the UK particularly villages that I have visited,many times are protected from the crawling modern advancements of Parking and sidewalks. Etc.

Places in the UK will not allow cars into the villages.Visitors are offered parking areas at a distance and bus service or walking is the only approach.

Is the visitor more interested in cars parked on the street and large sidewalks.or the quaintness to the character that Stevstun still can offer and the visitor can enjoy a leisurely day?

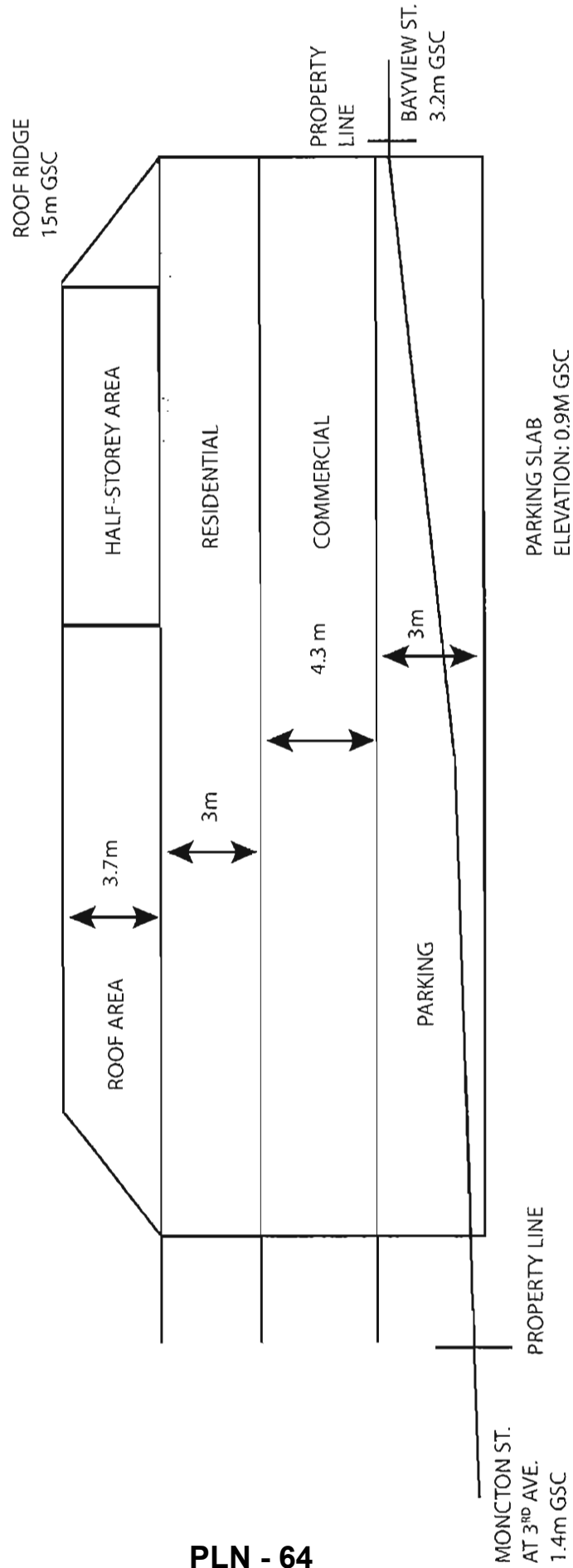
I believe Steveston has a historical image that can be saved for generations ,OR we can allow it to slowly be rerouted like any other north American village or town with your car parked next door,and lots of concrete to play on.

If I can be of any help and If you wish to respond here is my contact info;

Lorin Yakiwchuk
604 274 3930
lorinwy@shaw.ca
cc Mr Brodie

cc Mr Brodie

Cross-Section: North Side of Bayview Street
with potential half-storey shown



PLN - 64



Richmond Official Community Plan Bylaw 7100 Amendment Bylaw 8981 (Steveston Area Plan)

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

- 1. Richmond Official Community Plan Bylaw 7100 is amended by replacing the map titled "Steveston Village Character Area Map" on page 52 in Schedule 2.4 Steveston Area Plan with "Schedule A" attached to and forming part of Bylaw No. 8981.
2. Richmond Official Community Plan Bylaw 7100 is amended by replacing the map titled "Steveston Village Land Use Density and Building Height Map" on page 99 in Schedule 2.4 Steveston Area Plan with "Schedule B", a new table and map, attached to and forming part of Bylaw No. 8981, and renumbering the remaining pages accordingly.
3. This Bylaw may be cited as "Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 8981".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

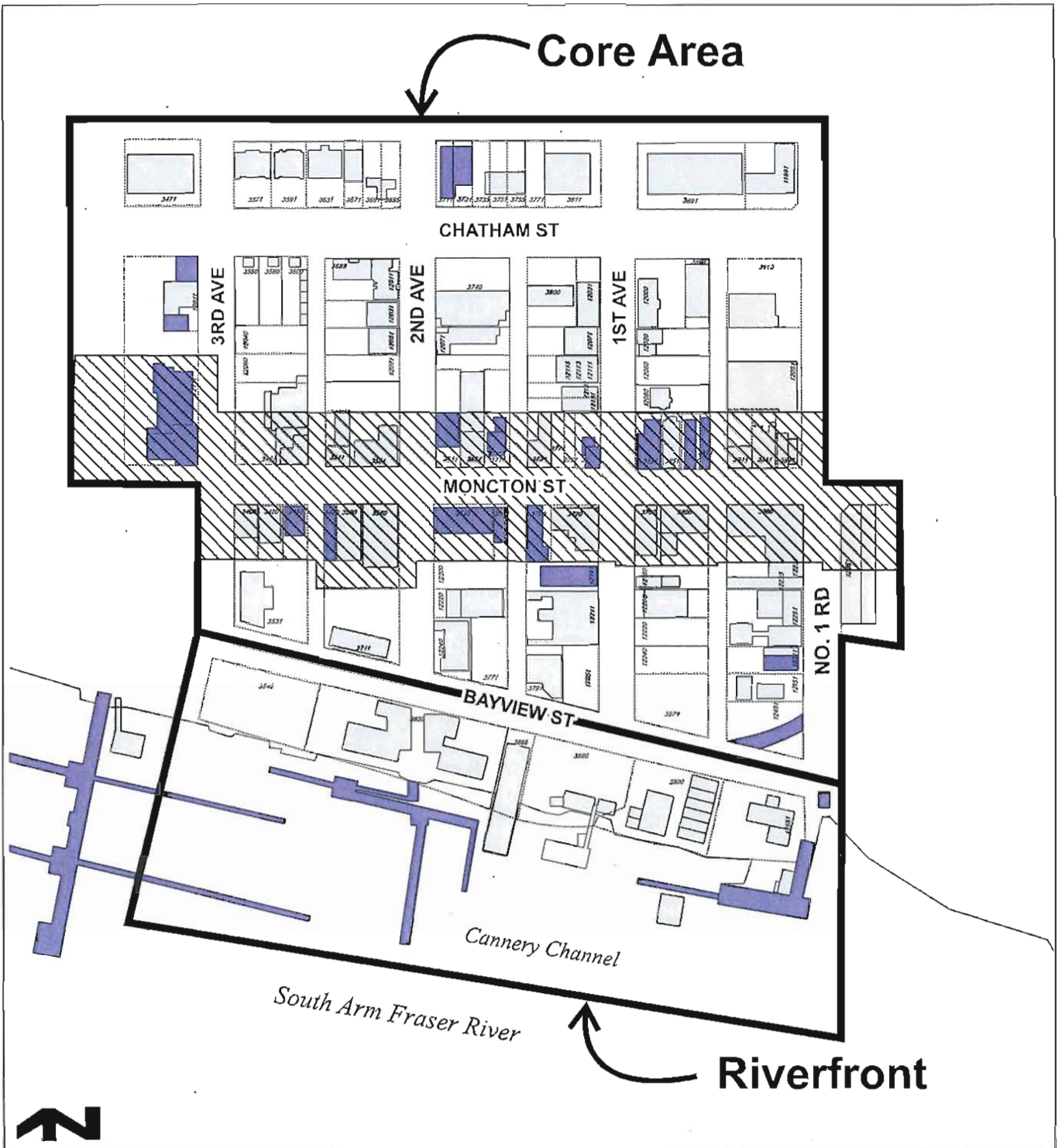
Four horizontal lines for signature or date entry.

CITY OF RICHMOND APPROVED by [Signature] APPROVED by Manager or Spokeperson [Signature]

MAYOR

CORPORATE OFFICER

Steveston Village Character Area Map



Building



2 Storey 9.0 m (29.5 ft) height limit along Moncton St.



Identified Heritage Resource

Overview of Steveston Village Density, Building Height, and On-site Residential Parking Requirements

Area 1 – North Side of Chatham Street / Area 2 – South Side of Chatham Street / Area 3 – Mid-block (North of Moncton Street) – See map below

Building Height	Up to 3 storeys
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail & Restaurant</u> : 66% of requirements of Bylaw No. 8500
FAR	Up to 1.6 FAR
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)

Area 4 – North Side of Moncton Street

Building Height	2 storeys
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail & Restaurant</u> : 66% of requirements of Bylaw No. 8500
FAR	1.2 FAR
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)

Area 5 – South Side of Moncton Street

Building Height	2 storeys
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail & Restaurant</u> : 66% of requirements of Bylaw No. 8500
FAR	1.2 FAR
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)

Area 6 – Mid-block South of Moncton Street

Building Height	Up to 3 storeys
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail & Restaurant</u> : 66% of requirements of Bylaw No. 8500
FAR	Up to 1.6 FAR
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)

Area 7 – North Side of Bayview Street

Building Height	Facing Bayview - 50% of building: 2 storeys; 2 ½ storeys (in gable or roof element only) Rear (north) 50% of building – 3 storeys; Max. height 15 m GSC / 13.6 m building height
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail & Restaurant</u> : 66% of requirements of Bylaw No. 8500
FAR	Up 1.6 FAR
Minimum slab elevation	1.4 m GSC (or adjacent sidewalk)

Area 8 – South Side of Bayview Street

Building Height	3 storeys Maximum building height- 20 m GSC
Off-street Parking Reduction Policy	Residential: 1.3 per unit plus 0.2 visitors; minimum of 1.0 per unit on site; <u>Retail & Restaurant</u> : 66% of requirements of Bylaw No. 8500
FAR	1.6 FAR
Minimum slab elevation	3.2m GSC or adjacent sidewalk

