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**To:** Planning Committee  
**From:** Victor Wei,  
Director, Transportation  
Terry Crowe,  
Manager, Policy Planning  
**Date:** October 10, 2017  
**File:** 08-4045-20-04/2017-  
Vol 01  
**Re:** **Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions**

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#### Staff Recommendation

1. That the report titled “Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions” dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be received for information;
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, be introduced and given first reading;
3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in conjunction with:
  - a. the City's Financial Plan and Capital Program; and
  - b. the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with section 477(3)(a) of the Local Government Act; and
4. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation.
5. That the recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets based on community feedback obtained from the public consultation held in July 2017 be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects.

- 6. That staff be directed to report back with an implementation strategy for the Bayview, Chatham and Moncton Street recommended streetscape visions including updated and more detailed cost estimates, boulevard surface finish, timing, and funding sources.
- 7. That the boundary of the 30 km/h speed limit on Chatham Street be extended from 3<sup>rd</sup> Avenue west to 7<sup>th</sup> Avenue to provide consistency along the length of the street.

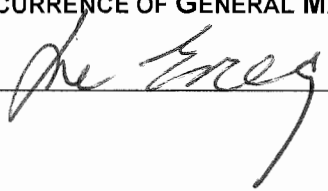

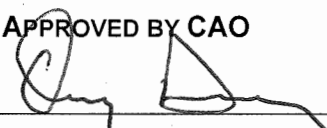


Victor Wei, P. Eng.  
 Director, Transportation  
 (604-276-4131)



Terry Crowe  
 Manager, Policy Planning  
 (604-276-4139)

Att. 13

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance Department	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
Arts, Culture & Heritage	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Building Approvals	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

## Staff Report

### Origin

At its regular meeting held on June 12, 2017, Council endorsed proposed changes to the design and heritage policies in the Steveston Area Plan, and a long-term streetscape visions for Bayview Street, Moncton Street and Chatham Street for the purpose of carrying out public consultation, and directed staff to report back on the outcome of the consultation in October 2017.

This report:

- presents the results of consultations with the general public and stakeholders;
- proposes recommendations to amend design and heritage policies of the Steveston Area Plan based on the consultation feedback and staff's analysis; and
- proposes recommended long-term streetscape visions based on the consultation feedback and staff's analysis.

This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

- 2.3. *Outstanding places, programs and services that support active living, wellness and a sense of belonging.*

This report supports Council's 2014-2018 Term Goal #3 A Well-Planned Community:

- 3.2. *A strong emphasis on physical and urban design.*
- 3.3. *Effective transportation and mobility networks.*

This report supports Council's 2014-2018 Term Goal #9 A Well-Informed Citizenry:

- 9.1. *Understandable, timely, easily accessible public communication.*
- 9.2. *Effective engagement strategies and tools.*

### Findings of Fact

#### Public Consultation Engagement

From July 14 to 30, 2017, the City sought input from the community and stakeholders regarding proposed changes to the design and heritage policies in the Steveston Area Plan, and a long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street.

Outreach activities to raise awareness of the consultation included:

- Media release and local newspaper advertisement in the Richmond News;
- City of Richmond website and social media including LetsTalkRichmond.ca; and
- Distribution of posters in Steveston Village.

Feedback was primarily gathered via an online survey on LetsTalkRichmond.ca with paper surveys available at two open houses held at Steveston Community Centre on July 20 and July 22 (see Attachments 1 and 2 for the open house display boards, and Attachments 3 and 4 for the open house surveys). Each open house recorded approximately 90 attendees. Direct meetings with stakeholders included the Richmond Heritage Commission (July 19), the Steveston Harbour Authority (July 26), and the Steveston Group of 20/20 (September 14).

**Analysis**

**Part A – Land Use and Design-Related Issues**

1. Public Consultation Results and Staff Recommendations

A total of 195 design and heritage policies surveys were completed (167 on-line and 28 paper). Listed below are the survey results and the staff recommendation for each question in the design and heritage policies survey.

<b>Question 1</b>		
The current density allowed on Moncton Street is a maximum of 1.2 floor area ratio (FAR), and the maximum building height is 2 storeys or 9 m. However, 1 in 3 buildings may be up to a maximum of 3 storeys and 12 m. Which option do you support?		
Options		Survey Response
1	No change in the maximum density and maximum height.	18.1%
2	Reduce maximum density from 1.6 FAR to 1.2 FAR, and require all buildings to have a maximum height of 2 storeys and 9 m <b>(recommended in May 30 staff report)</b> .	<b>81.9%</b>

Staff Recommendation: Amend the Heritage (Section 4.0) and Development Permit Guidelines – Village Core Area (Section 9.0) of the Steveston Area Plan and accompanying land use, density and building height maps to reflect Option 2 above.

<b>Question 2</b>		
The current density allowed on Bayview Street (north side) is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure. Which option do you support?		
Options		Survey Response
1	No change in the maximum density and maximum height as described above.	17.7%
2	A reduction in density and height as follows: <ul style="list-style-type: none"> <li>• Maximum density of 1.2 FAR</li> <li>• North side lot depth, up to 2 storeys over parkade (appears 3 storeys).</li> <li>• South side lot depth, up to 2 storeys over parkade (appears 2 storeys)</li> </ul> <b>(recommended in May 30 staff report)</b> .	<b>82.3%</b>

Staff Recommendation: Amend the Development Permit Guidelines (Section 9.0) in the Steveston Area Plan specific to the Steveston Village Core Area and accompanying land use, density and building height maps to reflect Option 2 above.



<b>Question 3</b>		
<p>In the design guidelines for the Village Core (including Bayview Street north side), wood is the primary material for exterior cladding (i.e. siding). However, the wood for exterior cladding is restricted to horizontal siding. Historically, the wood used on buildings in Steveston Village included wood shingles, board-and-batten, and vertical shiplap, and these materials were allowed in the “Sakamoto Guidelines” that the City used for the Village Core before 2009. Which option do you support?</p>		
Options		Survey Response
1	No change to the primary material for exterior cladding (i.e. horizontal wood siding only).	7.7%
2	Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding <b>(recommended in May 30 staff report)</b> .	<b>92.3%</b>

Staff Recommendation: Amend the Development Permit Guidelines – General and Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

<b>Question 4</b>		
<p>In the design guidelines for new buildings and additions, for the Village Core (including Bayview Street north side), the primary material for exterior cladding (i.e. siding) is wood. Glass, concrete, stucco, and metal that complements the wood siding may be used as secondary material(s) for exterior cladding. Which option do you support?</p>		
Options		Survey Response
1	No change to the secondary materials for exterior cladding (i.e. siding).	9.0%
2	No brick and no metal allowed. For façade upgrades, replace brick with similar brick.	5.3%
3	No brick and no metal allowed. For façade upgrades, replace brick with similar brick or different brick.	2.7%
4	No brick and no metal allowed. For façade upgrades, replace brick with similar brick, different brick or a better material.	2.1%
5	No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with a similar brick or different brick.	6.4%
6	No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with similar brick, different brick, or a better material <b>(recommended in May 30 staff report)</b> .	<b>74.5%</b>

Staff Recommendation: Amend the Development Permit Guidelines –Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 6 above.

<b>Question 5</b>		
<p>In the design guidelines for the Village Core and the Riverfront, window frames that are wood are encouraged. Vinyl window assemblies are discouraged but allowable. Which option do you support?</p>		
Options		Survey Response
1	No change to materials for window treatments (i.e. wood or vinyl is allowed).	24.7%
2	Windows with wood frames or metal frames are allowed. Vinyl is prohibited <b>(recommended in May 30 staff report)</b> .	<b>75.3%</b>

Staff Recommendation: Amend the Development Permit Guidelines – Village Core and Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

The proposed Steveston Area Plan amendments do not permit exclusively vinyl window frames and related assemblies in Steveston Village Core and Riverfront Area. However, the proposed guidelines would allow for the use of contemporary materials that offer a compatible look to wood or metal to be considered.

<b>Question 6</b>		
Solar panels, and other renewable energy infrastructure (e.g. air source heat pump), may be mounted on heritage buildings and non-heritage buildings in Steveston Village. No changes are proposed to the guidelines for heritage buildings. The design guidelines to manage the visibility of solar panels on non-heritage properties with a flat roof include a requirement for the panels to be located back from the building edges. There are no design guidelines for other renewable energy infrastructure on flat roofs, and no design guidelines for solar panels or other renewable energy infrastructure on new or existing pitched-roof buildings. Which option do you support?		
Options		Survey Response
1	No changes to existing design guidelines.	10.9%
2	New design guidelines that require any false parapets to be slightly taller on new flat-roofed buildings, and allow solar panels to be affixed flush to pitched roofs <b>(recommended in May 30 staff report)</b> .	<b>89.1%</b>

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

<b>Question 7</b>		
Barrier railings for rooftop living spaces, which provide safety, on new and existing buildings should blend with the special character of the historic district. Currently there are no design guidelines for barrier railings in the Village Core. Rooftop living spaces are not possible in the Riverfront sub-area (Bayview Street south side) where roofs are pitched not flat. Which option do you support?		
Options		Survey Response
1	No changes to existing design guidelines.	8.9%
2	New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios on adjacent and surrounding buildings <b>(recommended in May 30 staff report)</b> .	<b>91.1%</b>

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

<b>Question 8</b>		
<p>Managing the visibility of an access point for individual rooftop living spaces (i.e. roof decks and gardens) can be achieved through blending the hatch or 'pop-up' stair entries (that the building code requires) with the overall architecture of the new building or the existing building. There are currently no design guidelines for hatch ('pop-up') entries to individual rooftop living space. Which option do you support?</p>		
Options		Survey Response
1	No changes to existing design guidelines as described above.	6.4%
2	Prohibit all hatch stair entries.	3.7%
3	Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges <b>(recommended in May 30 staff report)</b> .	<b>66.3%</b>
4	Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.	23.5%

Staff Recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 3 above.

<b>Question 9</b>		
<p>Managing the visibility of one or more access points for communal rooftop living space (i.e. roof deck and garden) can be achieved through blending the structure for the access stairs or elevator shaft (two shafts may be required to meet the building code) with the overall architecture or the new building or the existing building. There are no design guidelines to reduce the visibility of access stairs or an elevator shaft for communal rooftop living spaces. Which option do you support?</p>		
Options		Survey Response
1	No changes to existing design guidelines as described above.	3.7%
2	Prohibit all elevator shafts and access stairs.	4.8%
3	Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges <b>(recommended in May 30 staff report)</b> .	<b>69.3%</b>
4	Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.	22.2%

Staff recommendation: Amend the Development Permit Guidelines – Village Core Area (Section 9.0) in the Steveston Area Plan to reflect Option 3 above.

<b>Question 10</b>		
<p>The current density allowed on Bayview Street (south side) is a maximum of 1.6 floor area ratio (FAR), and the maximum building height is 3 storeys, or 12 m, over parkade structure. Which option do you support?</p>		
Options		Survey Response
1	No change in the maximum density and maximum height as described above <b>(recommended in May 30 staff report)</b> .	<b>54.7%</b>
2	Reduced density or reduced height.	45.3%

Staff recommendation: No changes proposed to the Steveston Area Plan.



<b>Question 11</b>		
The overall design vision for Bayview Street (south side) includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable. Which option do you support?		
Options		Survey Response
1	No changes to existing design guidelines.	16.9%
2	Pitched roofs only to fully align with the design vision. Flat roofs are prohibited <b>(recommended in May 30 staff report)</b> .	<b>83.1%</b>

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 2 above.

<b>Question 12</b>		
The overall design vision for Bayview Street (south side) includes retention of existing large lots. Which option do you support?		
Options		Survey Response
1	No changes to existing large lots <b>(recommended in May 30 staff report)</b> .	<b>74.9%</b>
2	Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots.	25.1%

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 1 above.

<b>Question 13</b>		
The overall design vision for Bayview Street (south side) includes large and small buildings on existing large lots. Which option do you support?		
Options		Survey Response
1	No changes (i.e. a mix of large and small buildings) <b>(recommended in May 30 staff report)</b> .	<b>71.4%</b>
2	Small buildings on small lots. No more new large "Cannery-like" buildings.	28.6%

Staff Recommendation: Amend the Development Permit Guidelines – Riverfront Area (Section 9.0) in the Steveston Area Plan to reflect Option 1 above.

<b>Question 14</b>		
<p>The City has the long-term objective of completion of the waterfront boardwalk, between 3rd Avenue and No. 1 Road, which is part of the Parks Trail System, and to complete pedestrian connections from Bayview Street to the riverfront. The Steveston Area Plan is currently unclear on how developers will contribute to the boardwalk and paths in the application review process. Which option do you support?</p>		
Options		Survey Response
1	No changes (i.e. no City policy on developer contributions).	6.7%
2	Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process ( <b>recommended in May 30 staff report</b> ).	<b>93.3%</b>

Staff Recommendation: Amend the Natural and Human Environment (Section 6.0) in the Steveston Area Plan to reflect Option 2 above.

<b>Question 15</b>		
<p>The Steveston Area Plan does not include a full set of design policies and guidelines for the waterfront boardwalk, between 3rd Avenue and No 1. Road, which is part of the Parks Trail System, or new and existing pedestrian connections, from Bayview Street to the riverfront. Which option do you support?</p>		
Options		Survey Response
1	No change to existing design policies and guidelines.	6.7%
2	New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments ( <b>recommended in May 30 staff report</b> ).	<b>93.3%</b>

Staff Recommendation: Amend the Natural and Human Environment (Section 6.0) in the Steveston Area Plan and add accompanying maps and diagrams to reflect Option 2 above.

<b>Question 16</b>		
<p>To help support the vitality and conservation of Steveston Village, existing policy allows up to 33% reduction in on-site vehicle parking from the zoning regulations. However, there are impacts on the availability of street parking to be taken into consideration. Which option do you support?</p>		
Options		Survey Response
1	No change to the policy for on-site parking requirements (i.e. 33% reduction).	24.6%
2	Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development ( <b>recommended in May 30 staff report</b> ).	<b>75.4%</b>

Staff Recommendation: Amend the Heritage (Section 4.0) and Transportation (Section 5.0) in the Steveston Area Plan to reflect Option 2 above.

The recommended amendment to the Steveston Area Plan to reflect the change in Option 2 also includes policies to provide direction on all parking reduction considerations to help achieve the City’s heritage conservation and management objectives in the Steveston Village Heritage Conservation Area, which have been applied in varying forms to redevelopments in the Steveston Village Core Area since 2009. The recommended parking reduction policies to be included in the Steveston Area Plan are summarized as follows:

- Consideration of parking reductions to be assessed through the applicable required development application,
- For development of new residential uses, a 13% reduction from applicable Zoning Bylaw parking requirements can be considered,
- For development of new commercial uses, a 33% reduction from applicable Zoning Bylaw parking requirements can be considered, and
- Required on-site residential visitor parking and other non-residential use parking (i.e., commercial) may be shared.

In accordance with Zoning Bylaw regulations specific to on-site parking, if the application of a parking reduction at the identified rate results in a fractional figure, it is rounded up to the nearest whole number.

## 2. Stakeholder Consultation

In addition to the public open house sessions in July, staff also engaged with stakeholders to consult on the Steveston Area Plan recommended changes and long-term streetscape visions for Bayview, Moncton and Chatham Street as outlined in the report reviewed and endorsed by Council in June 2017.

### *Steveston Harbour Authority*

Staff met directly with the Steveston Harbour Authority (SHA) on July 26, 2017. The SHA forwarded a letter to the City following this consultation session (Attachment 5). A summary of the SHA comments is provided as follows:

- No issues with the proposed changes and/or clarifications pertaining to density, building height exterior finishing and rooftop structures.
- Concerns noted about the proposal for a contiguous riverfront walkway along the Steveston Village Riverfront Area, which could pose conflicts to the use and operation of the existing public fish sales dock area.
- Concerns about identifying the development potential for lots in the Steveston Village Riverfront Area, which are federally owned and managed by the SHA, and used to directly support the industry operating out of the harbour.

In response to comments from the SHA, staff propose to continue to work collaboratively with the SHA to ensure that their concerns are addressed and that they can continue the safe and secure operations of the harbour for the commercial fishing fleet. Staff recommended that the amendments to the Steveston Area Plan, as reflected in the public consultation survey results and outlined in this report, remain, as they will not negatively impact SHA operations.

Additional comments in the SHA's letter that were not part of the topics being addressed in the proposed land use and streetscape vision change included:

- Translink's long-term plans for a possible Steveston bus loop/exchange and its potential to negatively impact SHA supporting land along Chatham Street, and
- The City's identification of SHA's harbour infrastructure (e.g., piers, floats) in the Steveston Village Riverfront Area as heritage resources, may potentially negatively impact the SHA's operation of the harbour.

A proposed upgraded bus exchange in Steveston is to be included in TransLink's Phase 3 (Years 6-10) initiative which is part of the Mayors' Council 10-Year Vision and will also be identified in TransLink's draft Southwest Area Transport Plan which is anticipated over the next 5 years when Translink is anticipated to provide more details. The current and proposed changes to the Steveston Area Plan do not lessen the SHA's authority or ability to provide needed services along the Riverfront to support the commercial fishing fleet. More information and additional details on transit infrastructure proposed in Steveston by TransLink will come once work on Phase 3 of the 10-Year Vision commences, which is anticipated over the next 5 years. The current Steveston Area Plan allows for and supports SHA operations and use of the riverfront in support of the commercial fishing fleet.

#### *Richmond Heritage Commission*

Staff presented the proposed Steveston Village Conservation Area changes and Long-Term Streetscape Visions to the Richmond Heritage Commission (RHC) as part of the stakeholder consultation. The RHC was supportive of the staff recommended changes.

#### *Steveston 20/20*

On September 14, 2017, at the Steveston 20/20 Group's invitation, City staff presented the proposed Steveston Area Plan changes. At the meeting, the Group provided feedback on the Streetscape Options only for each street but did not complete a City survey. As the Steveston 20/20 Group itself declined to comment, it was left for the individual Steveston 20/20 Group's members to comment, if they wished by September 20, 2017.

Only one Steveston 20/20 Group member commented and can be found in Attachment 6.

#### *Individual/Stand-alone Letters*

Staff received one stand-alone letter from Oris Consulting (Attachment 7) communicating that the proposed changes to the Steveston Area Plan are generally supported and will benefit the area as a whole. The proposed changes would allow Village site specific factors to be considered on a case by case basis (e.g., roof top access structures). Staff also received a letter from Vancouver Coastal Health (Attachment 8) who were supportive of the long-term streetscape visions which support healthy communities.

### 3. Other Staff Recommendations

#### *Establishing Geodetic Reference Points in the Steveston Village Core and Riverfront Areas*

Staff recommend clarifying the following Geodetic Point reference elevations in the Steveston Area Plan, to ensure that the current street and ground elevations are recognized and retained, to achieve uniform building heights and safety, as Village development occurs. The clarified points do not change the maximum permitted heights of buildings.

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or an existing adjacent sidewalk shall be referenced. The proposed 1.4 m GSC baseline is the elevation at the intersection of 3rd Avenue and Moncton Street which is a unique, historic feature of the Village Core that should be retained.
- For properties located in the Steveston Village Riverfront Area, south of Bayview Street, the higher elevation of 3.2 m GSC or existing adjacent sidewalks (e.g., the sidewalk in front 3531 Bayview Street ranges from 3.2m to 3.4m) shall be used.

#### *Protected Heritage Properties – Renewable Energy Infrastructure*

Staff recommend the continued use of the 2009 Council adopted Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada” document which established best practices for how the City will conserve the 17 protected Village heritage properties.

The Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada” document includes sustainability guidelines for the installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps). Staff examined the visibility of placing renewable energy building infrastructure on flat and pitched roofs of the protected heritage properties from the street. The analysis indicates that it may be possible to install solar panels on flat and front-gable roofed buildings, if the panels are tucked behind false parapets and away from roof edges for facades along the street or lanes.

The recommendation supports owner and developer voluntary installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), while continuing to protect the 17 identified Village heritage properties through the application of the Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada”.

For clarity, in the Steveston Village Heritage Conservation Area, the Parks Canada, “Standards and Guidelines for the Conservation of Historic Places in Canada” document applies to the 17 protected heritage properties, to conserve the exteriors of the buildings.

For the remaining non-heritage properties contained in the Steveston Village Heritage Conservation Area, the policies and guidelines contained in the Steveston Area Plan (including recommended changes in this report) shall apply.

This approach would ensure the maximum flexibility in finding solutions for each of the 17 identified Village heritage properties, which is a principle of the City’s adopted Parks Canada’s



National Standards and Guidelines, when managing modifications and additions to existing buildings and new development in the area.

*View Corridors and Location of Pedestrian Connections – Bayview Street to the Waterfront*

Staff recommend not changing the current Steveston Area Plan DPA/HCA Riverfront Sub-Area guidelines which are intended to address views and pedestrian connectivity from Bayview Street to the waterfront. The existing guidelines identify the desired outcomes that new development should achieve while allowing flexibility for designers to respond to the site-specific conditions and context.

*Sakamoto Guidelines*

Staff recommend maintaining the spirit and intent of the Sakamoto Guidelines, which have been an integral part of the Steveston Area Plan since 1989. The Sakamoto Guidelines were originally developed to assist in the restoration of the facades of existing heritage buildings in Steveston Village, as well as other non-heritage buildings. As part of the proposed bylaw amendments that reflect the most recent stakeholder and public consultation, major elements of the Sakamoto Guidelines are still included in the design guidelines of the Steveston Area Plan. Certain elements have been updated including the use of certain building materials, incorporating solar panels, and rooftop living spaces.

Staff have prepared Bylaw 9775 which would incorporate the above recommendations into the design and heritage policies of the Steveston Area Plan.

**Part B – Streetscape Vision for Bayview, Chatham and Moncton Street**

1. Public Consultation Results

A total of 120 streetscape surveys were completed (93 on-line and 27 paper). The Steveston 20/20 Group provided feedback on the streetscape options only for each street but did not complete a City survey. A stand-alone letter was also received from Vancouver Coastal Health that expressed its preferred streetscape option for each street. For those who completed the City survey, the majority of respondents (63%) live within one kilometre of Steveston Village and of those, 28% live within 400 metres of the Village. A further 34% live in Richmond beyond one kilometre of the Village. Given respondents' proximity to Steveston Village, they regularly visit the area: 65% visit more than three times per week and a further 22% visit one to three times per week. The prevalent modes of travel are walking (53%), vehicle as a driver or passenger (34%) and cycling (9%). Listed below are the survey results and the staff recommendation for the question in the streetscape survey regarding the preferred option for each street.

**Bayview Street**

Question 4		
I have the following comments on Options 1 through 3 for Bayview Street		
Option	I think these features are important	I think these features are NOT important
Option 1 (Enhanced Pedestrian Realm on North Side Only)	<ul style="list-style-type: none"> <li>Improved pedestrian realm (26%)</li> <li>Maintain on-street parking (18%)</li> <li>Consider directional bike lanes/paths (7%)</li> <li>Consider closing Bayview Street to vehicle traffic (5%)</li> <li>Addition of benches and landscaping (4%)</li> </ul>	<ul style="list-style-type: none"> <li>Improved pedestrian realm as existing sidewalk is wide enough (11%)</li> <li>Addition of benches and landscaping (10%)</li> <li>Maintaining existing parking spaces (10%)</li> </ul>
Option 2 (Enhanced Pedestrian Realm on North & South Sides)	<ul style="list-style-type: none"> <li>Improved pedestrian realms (18%)</li> <li>Maintain on-street parking (10%)</li> <li>Addition of benches and landscaping (6%)</li> <li>Consider closing Bayview Street to vehicle traffic (3%)</li> </ul>	<ul style="list-style-type: none"> <li>Loss of on-street parking (10%)</li> <li>Improved pedestrian realm as existing sidewalk on south side is wide enough (9%)</li> <li>Widen pedestrian realm on north side only (3%)</li> </ul>
Option 3 (Enhanced Pedestrian Realm on North & South Sides plus Bikeway)	<ul style="list-style-type: none"> <li>Cycling facilities (28%)</li> <li>Improved pedestrian realms (28%)</li> <li>Consider directional bike lanes/paths (7%)</li> <li>Maintain on-street parking (6%)</li> </ul>	<ul style="list-style-type: none"> <li>Cycling facilities (15%)</li> <li>Improved pedestrian realm as existing sidewalk widths are sufficient (7%)</li> <li>Loss of on-street parking (6%)</li> </ul>

Question 5		
I prefer the following streetscape vision for Bayview Street		
Options		Survey Response <sup>1</sup>
Status Quo	No changes to existing streetscape	11%
1	Enhanced Pedestrian Realm on North Side Only: no change to the existing curbs, wider pedestrian realm on north side (7.5 m) and retention of on-street parking on south side	25%
2	Enhanced Pedestrian Realm on North & South Sides: wider pedestrian realm on north side (7.5 m), remove on-street parking on south side and move south curb to the north by 2.5 m, and wider pedestrian realm on the south side (up to 4.75 m)	11%
3	<b>Enhanced Pedestrian Realm on North &amp; South Sides plus Bikeway:</b> wider pedestrian realm on north side (6.0 m), move north curb to the north by 1.5 m, remove on-street parking on south side and move south curb to the north by 1.0 m, wider pedestrian realm on the south side (3.25 m), and two-way protected on-street cycling facility on south side (3.0 m)	32%
Don't Know/ No Response		7%
Other (i.e., close Bayview Street to vehicle traffic; convert Bayview Street to one-way vehicle traffic, keep on-street parking while widening on the south side only or on both sides; provide bike lanes while also keeping on-street parking)		14%

<sup>1</sup> Members of the Steveston 20/20 Group expressed the highest interest in Option 3 (11 of 16 responses or 69%) followed by Option 1 (7 of 13 responses or 54%) and Option 2 (two of 16 responses or 12.5%).

Staff Recommendation: Option 3, which originally comprised shifting both curbs, wider pedestrian realms on the north and south sides, the removal of on-street parking on the south side, and the provision of a two-way protected cycling facility on the south side, with the following modifications to address concerns identified by survey respondents:

- *Passenger Loading*: to mitigate the loss of on-street parking on Bayview Street that may impact visitors with mobility challenges seeking access to the waterfront, the existing parking lay-by on the north side near No. 1 Road would be retained and converted to a passenger loading zone to allow short-term pick up and drop off (e.g., 15 minute time limit). An additional lay-by on the north side for passenger loading would be established to the west between Second Avenue and Third Avenue. The pedestrian realm on the north side would be narrowed by approximately 2.5 m at these locations to accommodate the lay-bys.
- *Accessible Parking Space*: the existing on-street parking on Bayview Street includes one designated accessible parking space. To mitigate the loss of this parking space, additional accessible parking spaces would be designated on First Avenue and Second Avenue as close as possible to Bayview Street.
- *Design of Cycling Facility*: modification of the proposed two-way on-street protected cycling facility on the south side to directional bike lanes on either side of the street, which would provide more convenient access for cyclists, minimize confusion for pedestrians at crossings, and be consistent with the proposed cycling facilities on Chatham Street. Both the westbound and eastbound bike lanes would be located on the street as there is insufficient right-of-way to accommodate off-street facilities while maintaining adequate width for the pedestrian realm. An on-street cycling facility is considered acceptable given the lower vehicle speeds of 30 km/h.

The recommended modified Option 3 would result in the loss of 17 on-street parking spaces, which represents a relatively small proportion (10%) of the overall public parking available in the immediate vicinity of Bayview Street. Parking demand could be accommodated when on-street public parking immediately adjacent to the Steveston Village core is included (e.g., Chatham Street west of 3<sup>rd</sup> Avenue has sufficient capacity of approximately 54 spaces to fully accommodate future parking demand).

Attachment 9 illustrates a typical cross-section and plan view for the recommended modified Option 3 for Bayview Street. Attachment 10 indicates that recommended streetscape option could be implemented along the majority of both sides of the street (yellow shaded areas) with the exception of two areas where there would be private property impacts (pink shaded areas).

The current cost estimate (2017\$) for the recommended improvements is \$1.6 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

**Chatham Street**

Question 6		
I have the following comments on Options 1 and 2 for Chatham Street		
Option	I think these features are important	I think these features are NOT important
Option 1 (Enhanced Pedestrian Realm on North & South Sides)	<ul style="list-style-type: none"> <li>Improved pedestrian realms (20%)</li> <li>Maintaining on-street parking (16%)</li> <li>Addition of trees, benches and landscaping (8%)</li> <li>Vehicle access from the rear lane on the north side (7%)</li> <li>Need for cycling facilities (7%)</li> </ul>	<ul style="list-style-type: none"> <li>Improved pedestrian realms as existing widths are sufficient (16%)</li> <li>Addition of benches not needed (5%)</li> <li>Shorter crossing distances (2%)</li> </ul>
Option 2 (Enhanced Pedestrian Realm on North & South Sides plus Bike Paths)	<ul style="list-style-type: none"> <li>Provision of cycling facilities (39%)</li> <li>Improved pedestrian realms (17%)</li> <li>Maintaining on-street parking (10%)</li> <li>Addition of trees, benches and landscaping (5%)</li> <li>Vehicle access from the rear lane on the north side (5%)</li> </ul>	<ul style="list-style-type: none"> <li>Provision of cycling facilities (16%)</li> <li>Improved pedestrian realms as existing widths are sufficient (8%)</li> <li>Shorter crossing distances (2%)</li> <li>Addition of trees, benches and landscaping (2%)</li> </ul>

Question 7		
I prefer the following streetscape vision for Chatham Street		
Options		Survey Response <sup>2</sup>
Status Quo	No changes to existing streetscape	18%
1	Enhanced Pedestrian Realm on North & South Sides: no change to the existing curbs, wider pedestrian realms on north side (7.0 m) and south side (6.4 m), and retention of on-street parking on both sides	17%
2	<b>Enhanced Pedestrian Realm on North &amp; South Sides plus Bike Paths:</b> shift north and south curbs into the roadway by 1.25 m each, wider pedestrian realms on north and south sides as in Option 1, retention of on-street parking on both sides, and delineated off-street directional cycling paths	51%
Don't Know/ No Response		11%
Other		3%

Staff Recommendation: Option 2, which comprises shifting the north and south curbs into the roadway, wider pedestrian realms on both sides, and delineated off-street directional cycling paths.

A 30 km/h speed limit is currently in place for the Steveston Village core bounded by No. 1 Road, Bayview Street, 3<sup>rd</sup> Avenue, and Chatham Street. Staff recommend extending the boundary of the 30 km/h speed limit on Chatham Street from 3<sup>rd</sup> Avenue west to 7<sup>th</sup> Avenue to

<sup>2</sup> Members of the Steveston 20/20 Group expressed the highest interest in Option 2 (8 of 16 responses or 50%) followed by Option 1 (three of 16 responses or 19%).



provide consistency along the length of the street. Following implementation, staff will continue to monitor vehicle speeds to determine if further traffic calming measures are needed.

The recommended streetscape vision Chatham Street also includes curb bulges at each intersection; the temporary curb bulges on Chatham Street at 4<sup>th</sup> Avenue would be replaced with new bulges. Staff would ensure that the design of new bulges can accommodate the turning movements of trucks and buses. Attachment 11 illustrates a typical cross-section for Chatham Street. Attachment 12 indicates that recommended streetscape option could be implemented along the both sides of the street (yellow shaded areas) with the exception of areas where there would be private property impacts (pink shaded areas) or the extent of implementation would be limited due to the presence of driveways (green shaded areas).

The current cost estimate (2017) for the recommended improvements is \$3.2 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

**Moncton Street**

Question 8		
I have the following comments on Option 1 for Moncton Street		
Option	I think these features are important	I think these features are NOT important
Option 1 (Modified Curb Bulges and Blvd Surface plus 2 New Mid-Block Crossings)	<ul style="list-style-type: none"> <li>Modified curb bulges with ramps (16%)</li> <li>Additional mid-block crossings (13%)</li> <li>Maintain on-street parking (9%)</li> </ul>	<ul style="list-style-type: none"> <li>Additional mid-block crossings (8%)</li> <li>Modified curb bulges with ramps due to less protection for pedestrians (7%)</li> <li>Modified curb bulges with ramps not needed (6%)</li> </ul>

Question 9		
I prefer the following streetscape vision for Moncton Street		
Options		Survey Response <sup>3</sup>
Status Quo	No changes to existing streetscape	31%
1	<b>Modified Pedestrian Realm:</b> modify curb bulges (remove unit pavers and add asphalt ramps) and boulevard, add mid-block crossings	42%
Don't Know/ No Response		15%
Other (i.e., close Moncton Street to vehicle traffic; provide ramps but no curb bulges; provide a widened pedestrian realm; convert Moncton Street to one-way)		12%

<sup>3</sup> Members of the Steveston 20/20 Group expressed the highest interest in Option 1 (11 of 16 responses or 69%).

Staff Recommendation: Option 1, which comprises the removal of unit pavers and provision of asphalt ramps with a rollover curb at the curb bulges, replacement of the boulevard surface (e.g., brick or concrete stamped to simulate bricks), addition of new mid-block crossings, and retention of on-street parking on both sides. In addition, wooden bollards (similar to that in place at Moncton Street-No. 1 Road) would be added at the edge of the ramps to enhance pedestrian safety in response to concerns expressed by respondents.

Attachment 13 provides a rendering of the modified curb bulges and boulevard surface.<sup>4</sup> The current cost estimate (2017\$) for the recommended improvements is \$1.1 million. Staff propose to bring forth a future report detailing the implementation strategy for the recommended improvements including updated and more detailed cost estimates, boulevard surface finish (e.g., brick or concrete stamped to simulate bricks), timing, and funding sources. For any in-stream development applications where the frontage works have already been completed or designed, the modification of the public realm to be consistent with the recommended streetscape vision would be undertaken via the proposed implementation strategy.

## 2. Steveston Interurban Tram

At its September 11, 2017 meeting, Council approved the allocation of \$50,000 from Council Contingency to undertake a feasibility study, including a business case and transportation and engineering analysis, of operating the Steveston Interurban Tram between the existing tram building at No.1 Road and Moncton Street and the Gulf of Georgia Cannery. As noted in the staff report on the topic, none of the recommended long-term streetscape options would preclude a future operating tram. For example, if the tram were to operate on Bayview Street, the tracks could be laid within the vehicle portion of the roadway in combination with: (1) conversion of Bayview Street to one-way (i.e., the tram and vehicles each operate on one-half of the street); or (2) removal of the bike lanes and the re-allocation of that space to the tram with cyclists then operating with vehicle traffic, which could be accommodated given the 30 km/h speed limit. Staff will work with the feasibility study team to ensure that all users are accommodated within any potential tram route.

## 3. One-Way Street System in Steveston Village

As noted above, some survey respondents and open house attendees suggested consideration of a one-way street system in the Steveston Village core utilizing Moncton and Bayview Streets between No. 1 Road and 3<sup>rd</sup> Avenue to form an east-west couplet. Feedback from the Steveston 20/20 Group also indicated interest in a one-way street system (13 of 16 responses) that would comprise westbound only on Moncton Street and eastbound only on Bayview Street.

Staff have previously investigated potential one-way street systems for Steveston Village and, most recently, sought public feedback on a proposed one-way street system in June 2006 as part of a consultation process on parking options in Steveston Village. As the feedback results did not indicate strong support for converting selected two-way streets to one-way streets, staff recommended the status quo, which was endorsed by Council. At the time, staff noted that the

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<sup>4</sup> Note that the rendering does not show the bollards recommended by staff; these would be included as part of the detailed design of the improvements.

existing road patterns functioned well and establishing more one-way streets could impact the exposure and access to businesses on those streets and lead to more vehicle circulation within the Village. None of the recommended long-term streetscape options would preclude a future one-way street system in Steveston Village should there be an interest in pursuing this concept pending the outcome of the tram feasibility study.

**Consultation**

Staff have reviewed the proposed 2041 OCP amendment bylaw with respect to the *Local Government Act* and the City’s OCP Bylaw Preparation Consultation Policy No. 5043 requirements. Table 4 clarifies this recommendation. Public notification for the public hearing will be provided as per the *Local Government Act*.

**Table 4 – OCP Public Consultation Summary**

Stakeholder	Referral Comment
Provincial Agricultural Land Commission	No referral necessary, as they are not affected.
Richmond School Board	No referral necessary, as they are not affected.
The Board of the Greater Vancouver Regional District (GVRD)	No referral necessary, as they are not affected.
The Councils of Adjacent Municipalities	No referral necessary, as they are not affected.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Port Metro Vancouver and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver Airport Authority (VAA) (Federal Government Agency)	No referral necessary, as they are not affected.
Richmond Coastal Health Authority	No referral necessary, as they are not affected.
Community Groups and Neighbours	Community Groups (e.g., Group of 20/20, Steveston Harbour Authority) and Neighbours will have the opportunity to comment regarding the proposed OCP amendment (and proposed Zoning Bylaws) at Planning Committee, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

**Financial Impact**

With respect to the recommended long-term streetscape visions, staff propose to report back with an implementation strategy for the improvements including updated and more detailed cost estimates, timing and funding sources.

**Conclusion**

The recommended design and heritage policies in the Steveston Area Plan and the long-term streetscape design concepts for Bayview Street, Chatham Street and Moncton Street reflect the

public feedback received, are supportive of the heritage character of Steveston and improve the public realm with wider sidewalks and boulevards, more benches and street trees, increased accessibility, and opportunities for active transportation to reduce reliance on private auto trips to the Village. These long-term visions will help provide clarity and guidance for future development to realize the community's vision for these key streets in the Steveston Village area.

It is recommended that Bylaw 9775 be introduced and given first reading.

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JC/SH/JH/KE:cas

- Att. 1: Open House Boards: Steveston Area Plan Update and Streetscape Concepts  
 2: Open House Boards: Long-Term Streetscape Visions for Bayview Street, Chatham Street and Moncton Street  
 3: Open House Survey: Steveston Area Plan Update – Design and Heritage Policies Survey  
 4: Open House Survey: Long-Term Streetscape Visions for Bayview Street, Chatham Street & Moncton Street: Public Feedback Form  
 5: Letter from Steveston Harbour Authority dated August 22, 2017  
 6: Survey Results from Steveston 20/20 Group Member dated September 26, 2017  
 7: Letter from Oris Consulting Ltd. dated July 28, 2017  
 8: Letter from Vancouver Coastal Health dated July 28, 2017  
 9: Typical Cross Section and Plan View of Recommended Streetscape Design for Bayview Street  
 10: Bayview Street: Timing of Implementation of Recommended Streetscape Improvements  
 11: Typical Cross Section of Recommended Streetscape Design for Chatham Street  
 12: Chatham Street: Timing of Implementation of Recommended Streetscape Improvements  
 13: Rendering of Recommended Streetscape Design for Moncton Street



## Welcome To This Open House

### Why are we here?

Since the Steveston Area Plan was updated in 2009, there have been some concerns in the community about how new development fits into the special character of Steveston.

The public realm is an important part of the uniqueness of Steveston, and streetscape concept visions for Bayview, Chatham and Moncton Streets are long-term objectives.

On June 12, 2017, Council directed staff to:

- Undertake public consultation on proposed changes to the design and heritage policies in the Steveston Area Plan, and streetscape concepts for Bayview Street, Chatham Street and Moncton Street.
- Complete engagement by July 31, 2017
- Report back in October 2017 on feedback and recommendations.

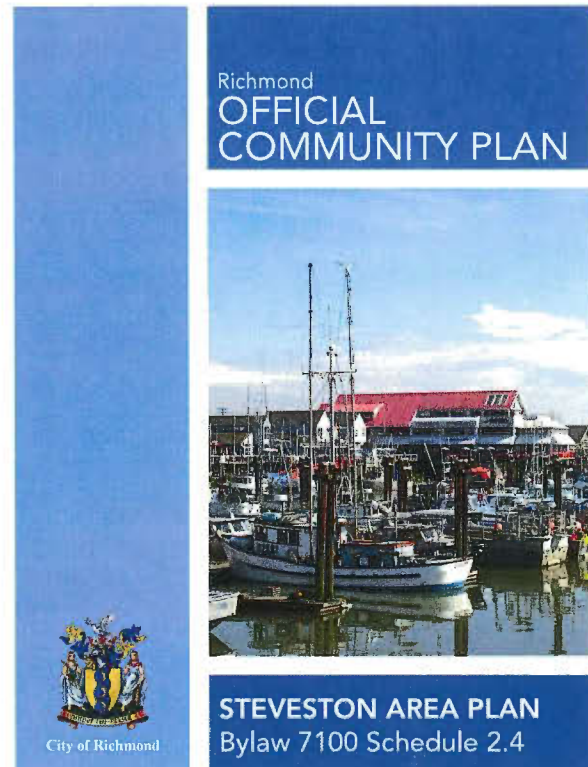
### Today's Open House is an opportunity to:

- Learn more about design and heritage policies in the Steveston Area Plan.
- Review options and proposed changes to design and heritage policies in the Plan.
- Review options for streetscape concepts for Bayview Street, Chatham Street and Moncton Street.
- Ask questions and give feedback.

### More information

[www.richmond.ca](http://www.richmond.ca)

[communityplanning@richmond.ca](mailto:communityplanning@richmond.ca)



### Have Your Say

- Talk to City staff
- Fill out a Let's Talk Richmond survey today and drop it off with staff or mail it back to us (to the address on the form).
- Complete a Let's Talk Richmond survey at [www.richmond.ca](http://www.richmond.ca)
- Stay informed through visiting the project website following the links from the homepage at [www.richmond.ca](http://www.richmond.ca)

# Context: How Is Change To Properties Managed In Steveston Village?

Steveston Village is the area within the boundaries generally between 3rd Avenue to the west, No. 1 Road to the east, Chatham Street to the north, and Bayview Street and the riverfront to the south.

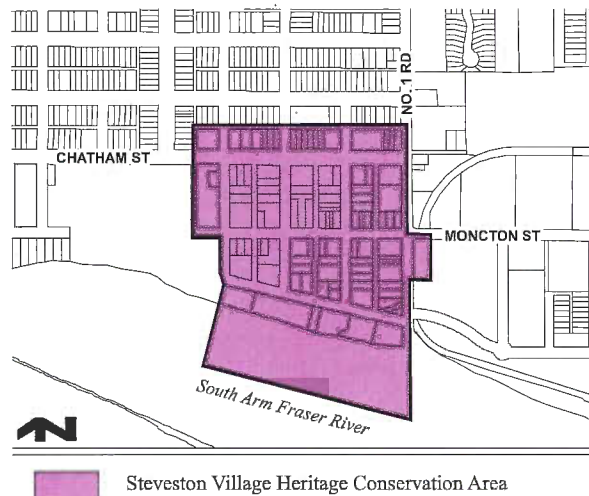
Changes to buildings, structures, landscaping and land in Steveston Village are managed through a Heritage Conservation Area (HCA) and a Development Permit Area (DPA).

## Steveston Village Heritage Conservation Area (HCA)

The purpose of the HCA is to conserve the heritage value and special character of Steveston Village through HCA guidelines.

For changes to 17 protected heritage properties, ("identified heritage resources" on the bottom map), the City uses *The National Standards and Guidelines for the Conservation of Historic Places in Canada*.

The HCA guidelines that apply to all other properties in Steveston Village are the same as the DPA guidelines.



Steveston Village Heritage Conservation Area

## Steveston Village Development Permit Area (DPA)

The purpose of the DPA is to manage the appearance of new development, and façade upgrades (over \$50,000), to fit within the special character of Steveson Village.

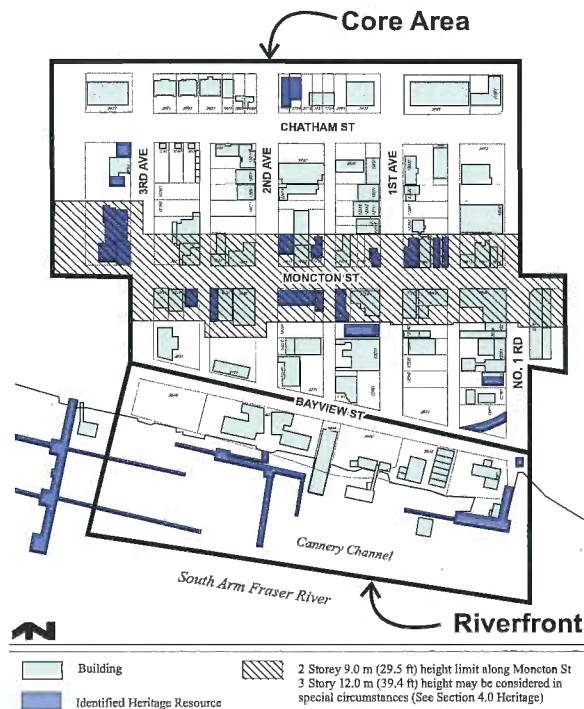
The DPA has two-sub-areas:

- Village Core
- Riverfront Precinct

The entire DPA has general guidelines, and there are additional special guidelines for each of the sub-areas.

The design vision for the Village Core is relatively small lots, and buildings that reflect the historical mixed-use.

This contrasts to the vision for the Riverfront Precinct which is larger 'Cannery-like' buildings and larger lots.





# Land Use Density and Heights in the Village Core

## What are the issues?

- There have been recent community concerns about the size, scale and height of Moncton Street development and a preference for two-storey buildings has been raised.
- There have been similar concerns about the size, scale and height of development along the north side of Bayview Street, and a desire for lowering the building height has been raised.
- There is some lack of clarity about technical aspects of how to measure the building heights in Steveston Village.

## What is included in the Steveston Area Plan today?

### Moncton Street

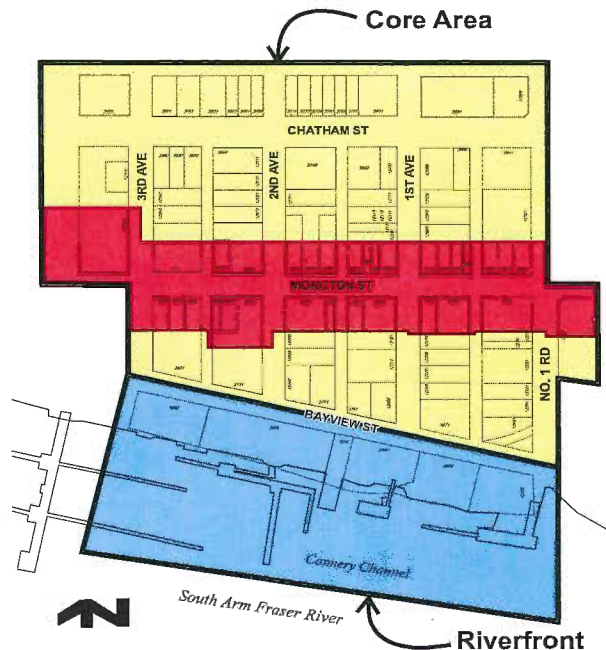
**Maximum density:** 1.2 FAR.  
**Maximum height:** Up to 2 storeys and 9 m and eligibility for 1 in 3 buildings to be 3 storeys and 12 m.

### Bayview Street (north side)

**Land Use Density:** 1.6 FAR.  
**Building Height:** 3 storeys over parkade.

## Density & heights in Steveston Village

	Maximum FAR	Maximum Storeys	Maximum Building Height
Core Area, generally	1.6	3	12 m
Moncton Street	1.2	2	9 m
Riverfront Area	1.6	3	20 m GSC



## Have Your Say

Tell us what you support.



### Moncton Street

- **Option 1:** No change.
- **Option 2:** Reduced height: 1.2 FAR and 2 storeys and 9 m. **\*staff recommendation\***

### Bayview Street (north side)

- **Option 1:** No change.
- **Option 2:** Reduced density and height: 1.2 FAR; and

For the north 50% of any lot depth, up to 2 storeys over parkade (looks like 3 storeys).

For the south 50% of any lot depth, up to 2 storeys over parkade (looks like 2 storeys).

**\*staff recommendation\***

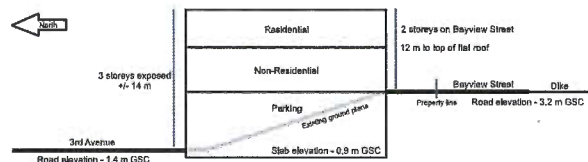
[Add comments here](#)

## Technical measurement of building height

To provide clarity for designers, engineers and property owners, staff are recommending the use of "geodetic points" for height measurements.

A **geodetic point** is a reference point on the earth from which to calculate the height of buildings and structures (e.g. parkades). It provides consistency in determining the height of buildings and structures.

## How to measure (geodetic) height



# Design Guidelines for Exterior Cladding and Window Treatments

## What are the issues?

- The materials for exterior cladding and window treatments should fit with the special character of Steveston Village.

## What is included in the Steveston Area Plan today?

General guidelines for Steveston Village Core & Riverfront

### Exterior cladding:

- Horizontal wood siding with complementary glass, concrete, stucco and metal for siding.
- Brick is allowed.
- Vinyl siding is prohibited.

### Window treatments:

- Wood frames are encouraged.
- Vinyl frames are discouraged but not banned.

\* Choices of exterior cladding and windows for the 17 heritage properties must be in keeping with unique features of each building.

### Exterior Cladding: primary finishes

Wood is the primary material for new buildings but is currently limited to horizontal siding.

Staff recommend that siding choices include vertical ship lap, board-and-batten, and wood shingles which were used historically and in the earlier Sakamoto Guidelines until 2009.

## Have Your Say

Tell us what you support.

### Window treatments

- **Option 1:** Wood, vinyl and metal frames are allowed.
- **Option 2:** Wood and metal frames are allowed. Vinyl is prohibited. **\*staff recommendation\***

**Add comments here**

## Have Your Say

Tell us what you support.

### Village Core (includes north Bayview) Exterior cladding: secondary finishes

- **Option 1:** No change.
- **Option 2:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick.*
- **Option 3:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick or different brick.*
- **Option 4:** For new buildings and additions, no brick and no metal allowed. For façade upgrades, *replace brick with similar brick or different brick or other better material.*
- **Option 5:** For new buildings and additions, no metal but brick is allowed if different from the Hepworth building. For façade upgrades, *replace brick with similar brick or different brick.*
- **Option 6:** For new buildings and additions, no metal but brick is allowed if different from the Hepworth building. For façade upgrades, *replace brick with similar brick or different brick or better material.* **\*staff recommendation\***

**Add comments here**



## Brick in the Village Core

The Hepworth Building is the only heritage property with brick masonry.

There are 13 non-heritage buildings with brick features in a variety of colours and textures. Some of the brick is painted.



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



# Design Guidelines for Rooftop Structures

## What are the issues?

- Minimizing the visibility of solar panels, and other renewal energy infrastructure (i.e. air source heat pumps), that is mounted on the exterior of new and existing buildings is important to help retain the special character of Steveston Village.
- Barriers around rooftop living spaces, which provide safety, should blend with the special character of the Village.

## Solar panels and other renewable energy infrastructure (e.g. air source heat pumps)

*The National Standards and Guidelines for the Conservation of Historic Places in Canada*, which apply to the 17 protected heritage properties, require solar panels, and other infrastructure, to not be visible from the street.

Existing design guidelines for non-heritage properties include a requirement for solar panels on flat roofs to be located back from the building edges. There are no guidelines for other infrastructure (e.g. air source heat pumps), or pitched roofs.

## Rooftop barrier railings

Like solar panels and other renewal energy infrastructure, barrier railings for rooftop living spaces in Steveston Village should fit into the special character of the historic area.

There are no existing design guidelines for barrier railings.



### Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** New additional design guidelines that require false parapets on new flat-roofed buildings to be slightly higher and to allow solar panels affixed on pitched roofs. **\*staff recommendation\***



### Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** New design guidelines for barrier railings to be simple in design, and primarily consist of glazed panels to minimize visibility from streets and nearby rooftop patios. **\*staff recommendation\***

 **Add comments here**



Solar panels behind a false parapet on a flat roof



Barrier railings for a rooftop patio (Victoria, BC)



# Design Guidelines for Rooftop Structures

## What are the issues?

- There have been recent community concerns about the visibility of elevator shafts for communal rooftop living spaces and hatch (or 'pop-up') entries for individual rooftop living spaces.
- Managing the visibility of rooftop access points is important to retain the special character of Steveston Village, and can be achieved through blending hatch or 'pop-up' stair entries, access stairs, or elevator shafts, with the overall architecture.

## Hatch or 'pop-up' entries

There are no existing design guidelines for hatch (or 'pop-up') stair entries for individual rooftop living spaces.

## Elevator shafts and access stairs

There are no existing design guidelines for structures for access stairs or elevator shafts for communal rooftop living spaces.

### Have Your Say

Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** Prohibit all hatch stair entries.
- **Option 3:** Prohibit all hatch stair entries unless they are not more than 1.83 m (6ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges.  
**\*staff recommendation\***
- **Option 4:** Allow hatch stair entries if well-integrated with the overall architecture, and set back from all roof edges.

Add comments here

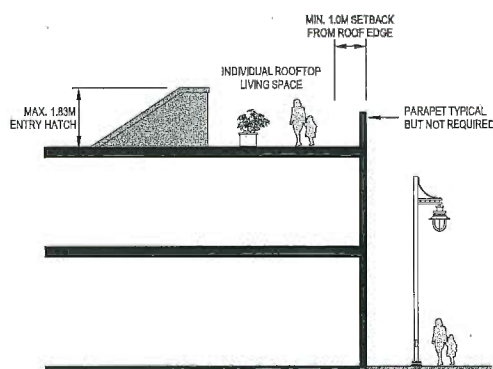


### Have Your Say

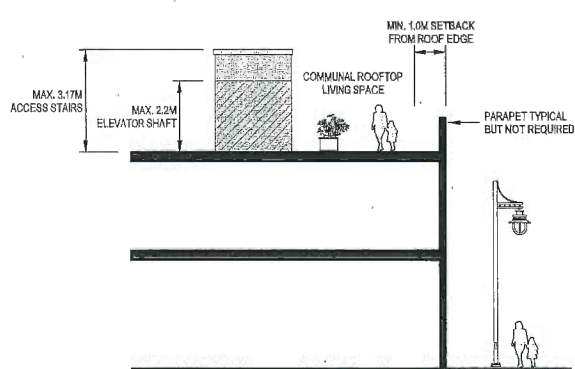
Tell us what you support.

- **Option 1:** No changes to existing design guidelines.
- **Option 2:** Prohibit all elevator shafts and access stairs.
- **Option 3:** Prohibit all structures unless they are not more than 2.20 m (7.2 ft.) for elevator shafts, and 3.17 m (10.4 ft.) for access stairs, well-integrated with the architecture and setback 1.0 m or more from all roof edges.  
**\*staff recommendation\***
- **Option 4:** Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and set back from all roof edges.

Add comments here



Cross-section of hatch entry



Cross-section of access stairs and elevator shafts

# Design Vision for Riverfront Precinct

## What are the issues?

- The City is seeking to reconfirm if the community supports the current density and heights on south Bayview Street.
- There has been a lack of clarity about whether flat roofs should be allowable along the south side of Bayview Street.

### Density and heights on Bayview Street (south)

#### Have Your Say

Tell us what you support.

- **Option 1:** 1.6 FAR and 3 storeys (no change).  
\*staff recommendation\*
- **Option 2:** Reduced density or reduced height.

**Add comments here**



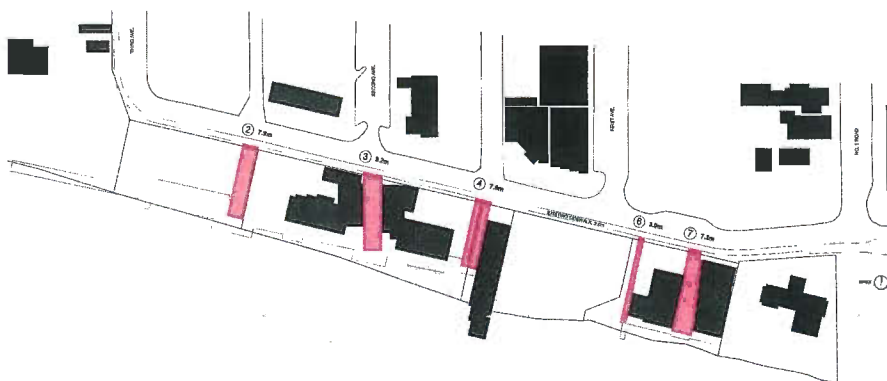
### Roofs types on Bayview Street (south)

#### Have Your Say

Tell us what you support.

- **Option 1:** Flat roofs, or pitched, roofs (no change).
- **Option 2:** Pitched roofs. Flat roofs are prohibited.  
\*staff recommendation\*

**Add comments here**



Properties along Bayview Street (south)

EXISTING CONNECTION AND EXISTING WIDTH

Existing Condition



Model of existing buildings on Bayview Street (south)





# Design Vision for Riverfront Precinct

## What are the issues?

- There has been some interest in the recent past in the subdivision of large lots on the south side of Bayview Street, between 3rd Avenue and No. 1 Road, into smaller lots with smaller buildings.

### Lot sizes on Bayview St. (south)

#### Have Your Say

Tell us what you support.

- Option 1:** Large lots (no change).  
**\*staff recommendation\***
- Option 2:** Small lots.

Add comments here



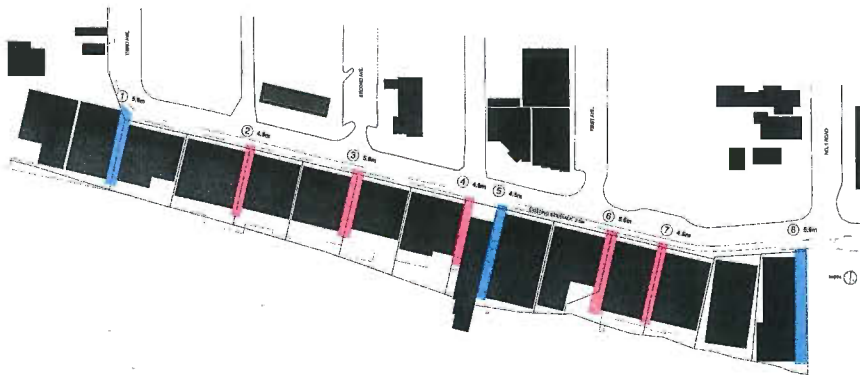
### Building sizes on Bayview St. (south)

#### Have Your Say

Tell us what you support.

- Option 1:** Large & small buildings (no change).  
**\*staff recommendation\***
- Option 2:** Small buildings.

Add comments here



#### Small Lots – potential creation of new lots

*\*Illustration is theoretical – not proposed redevelopments*

- EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM)
- FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM)

#### Small Lot Development



#### Massing model of buildings on potential small lots

*\*actual development would not result in fully built out lots due to zoning regulations (e.g. setbacks) and meeting design guidelines*



# Design Vision for Riverfront Precinct

## What are the issues?

- There is a need to provide clarity on how the City will complete the waterfront boardwalk and pedestrian connections from Bayview Street, with respect to developer contributions, and the overall design of the City walkways.

### Have Your Say

Tell us what you support.

#### Developer contributions toward the walkways

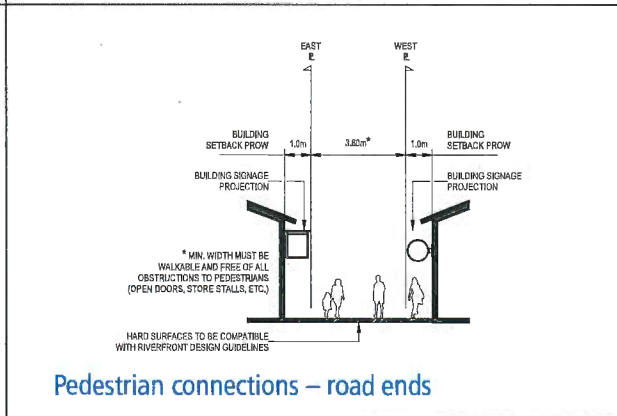
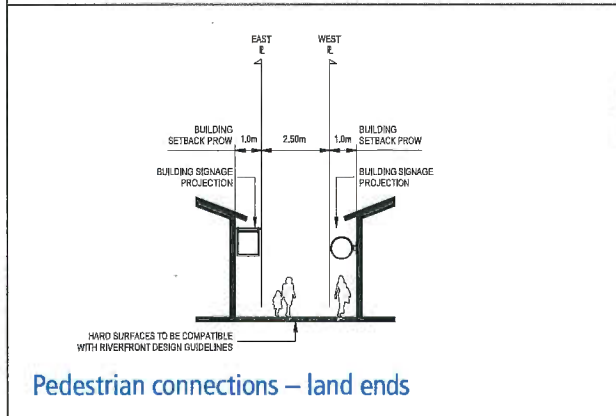
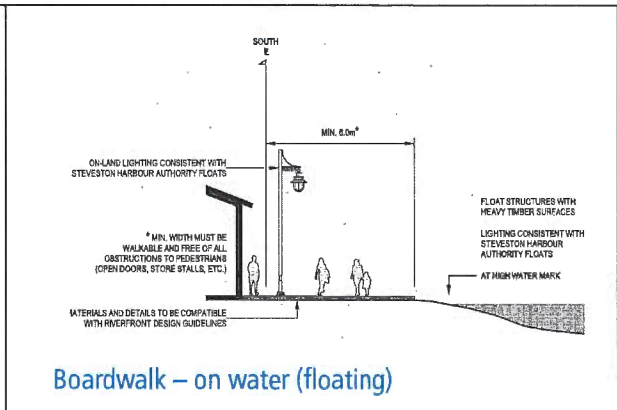
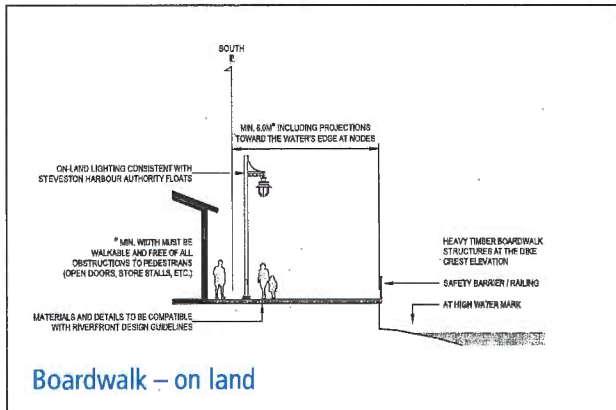
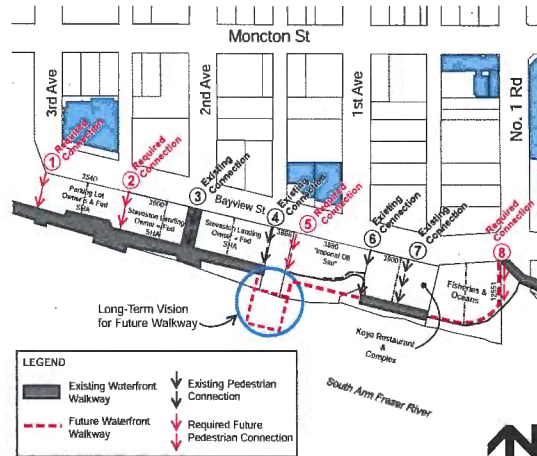
- Option 1:** No City policy (no change).
- Option 2:** Developer contributions to be required through the rezoning and development permit application process. **\*staff recommendation\***

#### Design guidelines for the boardwalk and paths

- Option 1:** No design guidelines (no change).
- Option 2:** Design guidelines including but not limited to the cross sections that are shown on this board. **\*staff recommendation\***



### Existing and future riverfront walkways



# On-Site Parking Requirements

## What are the issues?

- Address the need to maintain an adequate supply of on street parking in Steveston Village.
- Consider a smaller on-site vehicle parking reduction for future residential developments.

## What is included in the Steveston Area Plan (SAP) today?

Where a rezoning application is required for new developments in Steveston Village, the SAP allows up to a 33% reduction in on-site vehicle parking from the City's Zoning Bylaw requirements.

### OPTION 1

Existing Parking Rates for Steveston Village	
Existing Conservation Strategy Parking Rate (Up to 33% Reduction from Zoning Bylaw Parking Requirements)	
Residential	1.0 stall/ dwelling Unit
Retail	2.0 stalls/ 100 sq.m
Restaurant	6.0 stalls/ 100 sq.m

### OPTION 2

Proposed Parking Rates for Steveston Village	
Proposed New Parking Rates	
Residential	1.3 stalls/ dwelling Unit
Retail	2.0 stalls/ 100 sq.m
Restaurant	6.0 stalls/ 100 sq.m

- Allows more future residents to park on site

## Have Your Say

Tell us what you support.

### On-Site Parking Requirements: Steveston Village

- **Option 1:** No change. Maintain up to 33% on-site parking reduction for all uses
- **Option 2:** Decrease allowable parking reduction from up to 33% to up to 13% for residential use

Add comments here





## LONG-TERM STREETSCAPE VISIONS FOR BAYMEW STREET, CHATHAM STREET AND MONCTON STREET

**What is a "Streetscape"**

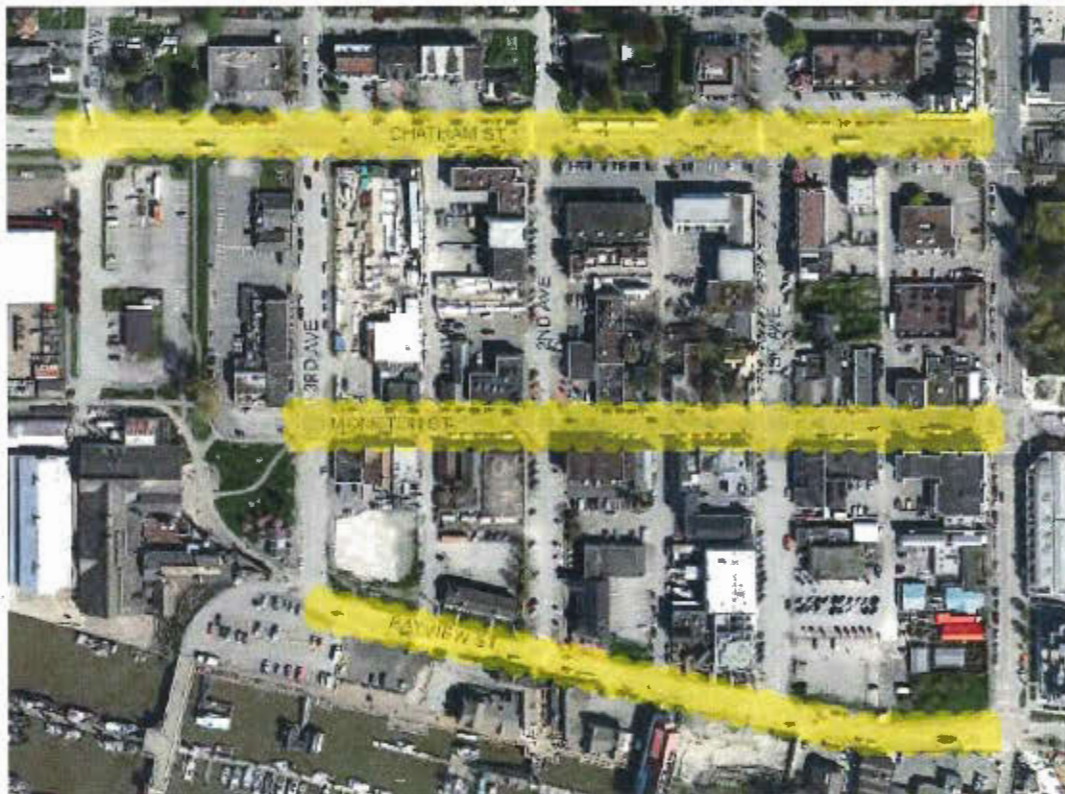
The elements of a street including the road, adjoining buildings, sidewalk and open spaces, street furniture, trees, and other elements that combine to form the street character.

**Why We Need Long-Term Streetscape Visions**

- A planning tool to help guide future development
- Support implementation of the *Steveston Village Conservation Strategy*

**Streetscape Design Objectives**

- Support and be respectful of the heritage of Steveston Village
- Allow the buildings to stand out in front of a less complex streetscape
- Use of simple materials with a minimum of street furniture
- Enhance pedestrian areas and encourage more walking, cycling and transit use

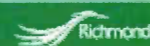


Scope of Streetscape Study.

**Your Opinions are Important to Us**

Community feedback is an important component when considering changes to the streetscapes of Baymew Street, Chatham Street and Moncton Street in Steveston Village.

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



LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

**Results of Public Consultation in April-May 2013**

- Majority support for wider and improved pedestrian realms on Bayview Street and Chatham Street with no additional on-street parking
- Recommended streetscape visions consistent with the *Steveston Village Conservation Strategy* and community feedback were presented to City Council in July 2013
- Staff were directed to undertake further analysis of streetscape features

**The Next Several Boards Detail:**

- Existing conditions on Bayview Street, Chatham Street and Moncton Street
- Potential revised streetscape options for each street
- The pros and cons of each option
- The estimated cost of implementation and funding source



Bayview Street looking west



Chatham Street looking west



Moncton Street looking west

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



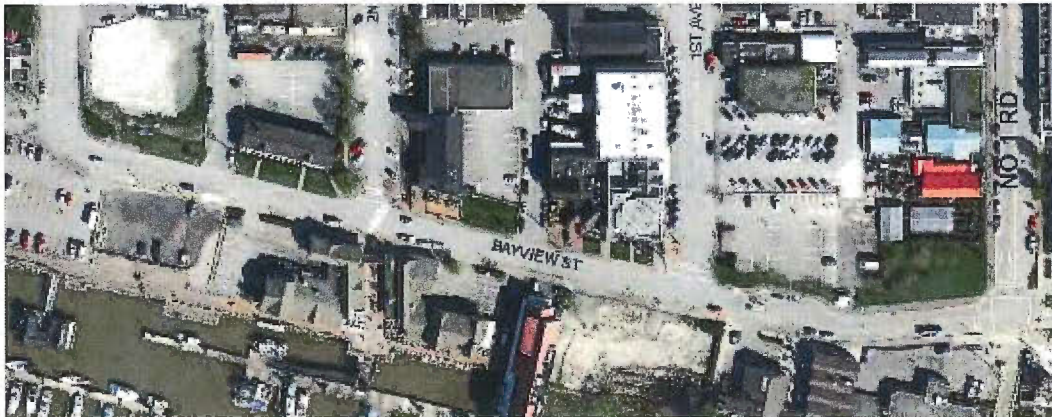


LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

## BAYVIEW STREET

### Existing Conditions

- 2.0 metre to 3.0 metre wide sidewalk on south side
- 1.5 metre to 2.0 metre wide sidewalk on north side plus 5.5 metre to 6.0 metre wide green space
- Total of 17 parallel parking spaces: 14 spaces on south side and 3 spaces on north side



Aerial View of Bayview Street



Street View of Bayview Street Looking East to 2nd Avenue

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



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

# BAYVIEW STREET

## Option 1: Enhanced Pedestrian Realm on North Side Only

- Maintain location of north and south curbs
- Widen pedestrian realm (combined sidewalk and boulevard) up to 7.5 metres wide on north side
- Add benches, pedestrian lighting and landscaping on the north side
- Pedestrian realm on south side remains unchanged
- Maintain total of existing 17 parallel parking spaces (14 on south side and 3 on north side)

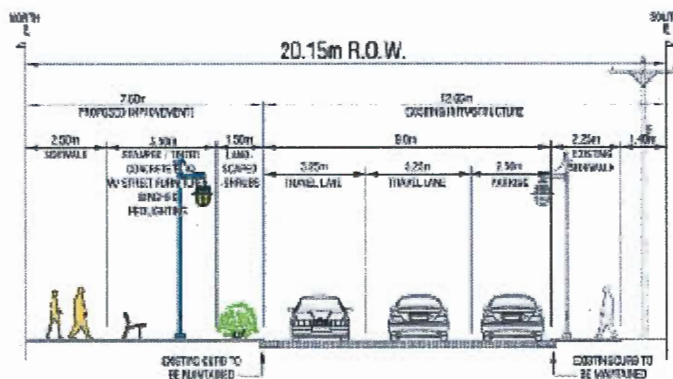


### Pros

- Improved pedestrian realm on north side
- Wider pedestrian area on north side (by 1.0 m) versus Option 3
- Provides better buffer between pedestrians and moving traffic

### Cons

- No pedestrian realm improvements on south side versus Options 2 and 3
- No cycling facilities versus Option 3



### Estimated Cost

\$500,000

### Potential Funding Source

Roads Development Cost Charges Program

### Question 4:

I think the following features of Option 1 for Bayview Street are important: \_\_\_\_\_

I think the following features of Option 1 for Bayview Street are not important: \_\_\_\_\_

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





LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

# BAYVIEW STREET

## Option 2: Enhanced Pedestrian Realm on North and South Sides

- Maintain location of north curb
- Widen pedestrian realm up to 7.5 metres wide on north side as in Option 1
- Remove on-street parking on south side and move south curb to the north by 2.5 metres
- Widen pedestrian realm up to 4.75 metres on the south side
- Add benches, pedestrian lighting and landscaping on the north and south sides



### Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic

### Cons

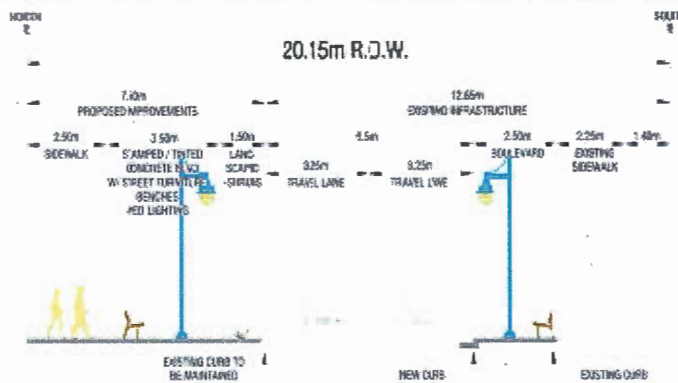
- Removal of on-street parking on south side
- No cycling facilities versus Option 3

### Estimated Cost

\$1,500,000

### Potential Funding Source

Roads Development Cost Charges Program



### Question 4:

I think the following features of Option 2 for Bayview Street are important: \_\_\_\_\_

I think the following features of Option 2 for Bayview Street are not important: \_\_\_\_\_

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



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

# BAYVIEW STREET

## Option 3: Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway

- Move north curb to the north by 1.5 metres and widen pedestrian realm up to 6.0 metres on north side
- Remove on-street parking on south side and move south curb to the north by 1.0 metres
- Widen pedestrian realm up to 3.25 metres on the south side
- Reallocate 3.0 m on the south side of the road for a two-way protected cycling facility
- Add benches, pedestrian lighting and landscaping on the north and south sides

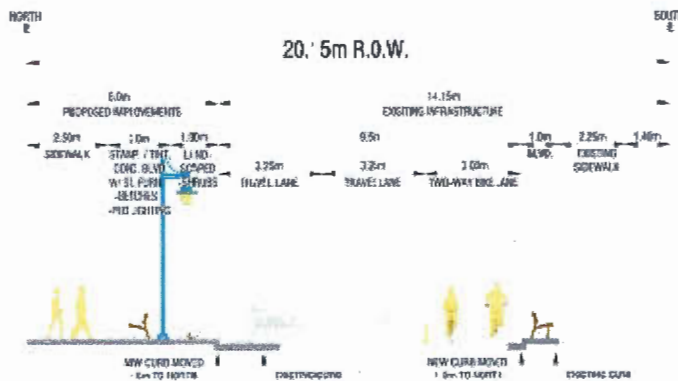


### Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic
- Protected cycling facility that connects to off-street pathways at either end

### Cons

- Removal of on-street parking on south side
- Pedestrian realms on north and south sides not as wide as Options 1 or 2 (by 1.5 m)



### Estimated Cost

\$1,600,000

### Potential Funding Source

Roads Development Cost Charges Program

#### Question 4:

I think the following features of Option 3 for Bayview Street are important

I think the following features of Option 3 for Bayview Street are not important

#### Question 5:

I prefer the following streetscape vision for Bayview St

- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/> Status Quo | <input type="checkbox"/> Option 3               |
| <input type="checkbox"/> Option 1   | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Option 2   | <input type="checkbox"/> Don't Know / Unsure    |

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



LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

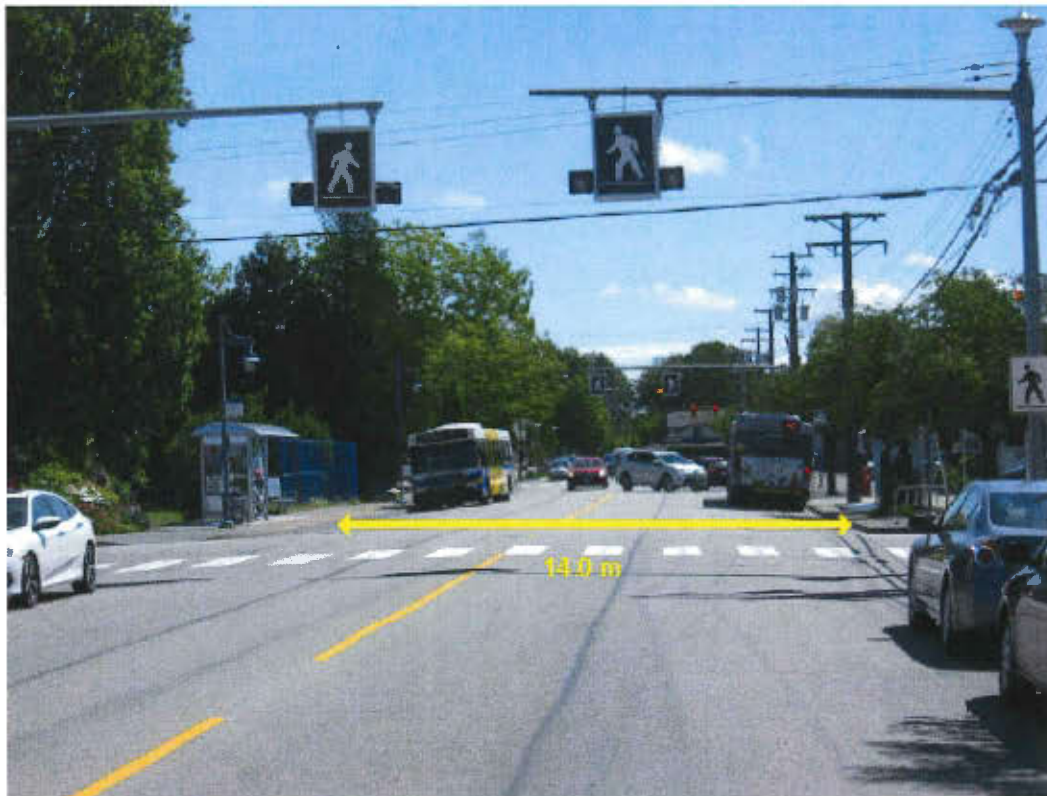
## CHATHAM STREET

### Existing Conditions

- 2.0 metre to 4.0 metre wide sidewalk and boulevard on north side
- 1.5 metre to 5.0 metre wide sidewalk and boulevard on south side
- Total of 23 parallel parking spaces: 14 spaces on north side and 9 spaces on south side



Aerial View of Chatham Street



Street View of Chatham Street Looking East to 2nd Avenue

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





LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

# CHATHAM STREET

## Option 1: Enhanced Pedestrian Realm on North and South Sides

- Maintain location of north and south curbs
- Widen pedestrian realms (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side
- Add benches, pedestrian lighting and landscaping on the north and south sides
- Maintain total of existing 23 parallel parking spaces
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane

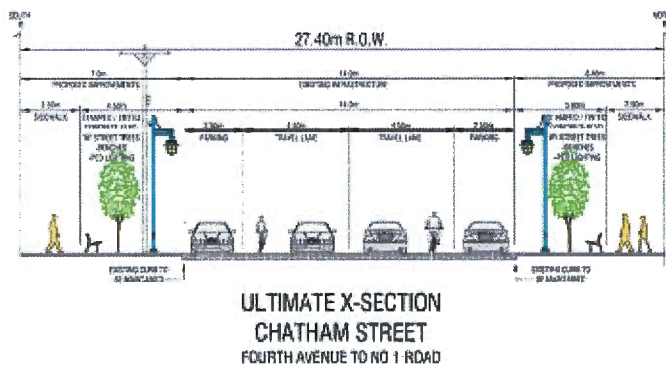


### Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic

### Cons

- Longer crossing of Chatham Street for pedestrians versus Option 2
- Cyclists not protected from adjacent vehicles versus Option 2



### Estimated Cost

\$2,600,000

### Potential Funding Source

Roads Development Cost Charges Program

### Question 6:

I think the following features of Option 1 for Chatham Street are important: \_\_\_\_\_

I think the following features of Option 1 for Chatham Street are not important: \_\_\_\_\_

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





LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

# CHATHAM STREET

## Option 2: Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths

- Move north and south curbs into the roadway by 1.25 metres each
- Widen pedestrian realms (sidewalk and boulevard) up to 5.65 metres on north side and 6.25 metres on south side
- Add benches, pedestrian lighting and landscaping on the north and south sides
- Delineate off-street cycling path on north and south sides
- Maintain total of existing 23 parallel parking spaces
- As development occurs on north side, pursue opportunities to relocate driveways to rear lane

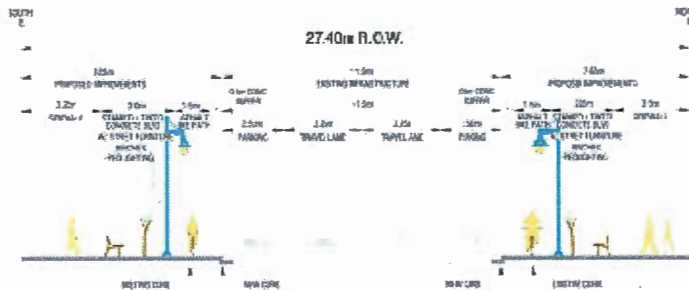


### Pros

- Improved pedestrian realm on north and south sides
- Provides better buffer between pedestrians and moving traffic
- Shorter crossing of Chatham Street for pedestrians
- Cycling paths protected from adjacent vehicles

### Cons

- Pedestrian realm (sidewalk and boulevard) on north and south sides not as wide as Option 1 (by 0.75 m)



### Estimated Cost

\$3,200,000

### Potential Funding Source

Roads Development Cost Charges Program

### Question 6:

I think the following features of Option 2 for Chatham Street are important

I think the following features of Option 2 for Chatham Street are not important

### Question 7:

I prefer the following streetscape vision for Chatham St

- Status Quo
- Option 1
- Option 2
- Other (please specify)
- Don't Know / Unsure

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



LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

## MONCTON STREET

### Existing Conditions

- Pedestrian realm comprises concrete sidewalk and boulevard with unit pavers
- Curb bulges at 1st, 2nd and 3rd Avenues
- Total of 46 parallel parking spaces: 21 spaces on north side including 2 loading zone spaces and 25 spaces on south side



Aerial View of Moncton Street



Street View of Moncton Street Looking East at 2nd Avenue

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





LONG-TERM STREETSCAPE VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

## MONCTON STREET

### Option 1: Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings

- Modify curb bulges with removal of unit pavers and provision of ramps with a rollover curb at 1st, 2nd and 3rd Avenues
- Add two new mid-block crossings with modified curb bulges at the lane between 1st and 2nd Avenues, and the lane between 2nd and 3rd Avenues
- Replace boulevard unit pavers with textured concrete as proposed for Bayview Street and Chatham Street
- Maintain location of north and south curbs
- Maintain total of existing 46 parallel parking spaces



#### Pros

- Better consistency of pedestrian realm with proposed streetscapes for Bayview Street and Chatham Street
- Additional crossing opportunities of Moncton Street for pedestrians

#### Cons

- Perception of less protection for pedestrians from turning vehicles
- May require additional physical protection (e.g., bollards) at rollover curb edge

#### Estimated Cost

\$1,100,000

#### Potential Funding Source

Roads Development Cost Charges Program

#### Question 8:

I think the following features of Option 1 for Moncton Street are important:

I think the following features of Option 1 for Moncton Street are not important:

#### Question 9:

I prefer the following streetscape vision for Moncton St:

- Status Quo
- Option 1
- Other (please specify)

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





LONG-TERM STREETScape VISIONS FOR BAYVIEW STREET, CHATHAM STREET AND MONCTON STREET

 **Have Your Say - What Options Do You Support?**

Bayview Street				
STATUS QUO	OPTION 1 Enhanced Pedestrian Realm on North Side Only	OPTION 2 Enhanced Pedestrian Realm on North and South Sides	OPTION 3 Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway	OTHER (Please Specify)

Chatham Street			
STATUS QUO	OPTION 1 Enhanced Pedestrian Realm on North and South Sides	OPTION 2 Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths	OTHER (Please Specify)

Moncton Street		
STATUS QUO	OPTION 1 Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings	OTHER (Please Specify)

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





## Introduction

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

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

Please send your survey to Helen Cain, Planner 2, Policy Planning, through:

Email: [communityplanning@richmond.ca](mailto:communityplanning@richmond.ca)

Fax: 604 276 4052

Mail or drop off: City of Richmond, 6911, No. 3 Road, Richmond, BC

The deadline to submit surveys and other comments is **July 30, 2017**.

For more information, please contact Helen Cain at 604-276-4193 or [communityplanning@richmond.ca](mailto:communityplanning@richmond.ca).

## Land Use Density and Building Heights in the Village Core

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

*Which option do you support?*

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

**Staff Recommendation**

2. A reduction in density and height as follows:  
Maximum density of 1.2 FAR  
North side lot depth, up to 2 storeys over parkade (appears 3 storeys).  
South side lot depth, up to 2 storeys over parkade (appears 2 storeys).

Comments: \_\_\_\_\_

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## Design Guidelines for Exterior Cladding and Window Treatments

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

*Which option do you support?*

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

*Which option do you support?*

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_



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## Design Guidelines for Rooftop Structures

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

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

*Which option do you support?*

- 1: No changes to existing design guidelines.

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

*Which option do you support?*

- 1: No changes to existing design guidelines.

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

*Which option do you support?*

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

*Which option do you support?*

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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## Design Vision for the Riverfront Precinct

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

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

*Which option do you support?*

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

*Which option do you support?*

- 1: No changes to existing design guidelines.

**Staff Recommendation**

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

Comments: \_\_\_\_\_

12. **The overall design vision for Bayview Street (south side) includes retention of existing large lots.**

*Which option do you support?*

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

Which option do you support?

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

Which option do you support?

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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

Which option do you support?

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_

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## On-Site Parking Requirements

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

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

Which option do you support?

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

**Staff Recommendation**

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

Comments: \_\_\_\_\_







**City of  
Richmond**

**Long-Term Streetscape Visions for  
Bayview Street, Chatham Street & Moncton Street:  
Public Feedback Form**  
6911 No. 3 Road, Richmond, BC V6Y 2C1

The City is continuing a planning process to develop long-term streetscape visions for Bayview Street, Chatham Street and Moncton Street in Steveston Village.

The purpose of this City initiative is to inform you, seek your input on the important elements that should be included in the planning concepts and identify your preferred vision for each street.

Your views will be considered by Council.

**1. I live:**

- |  |   |
|--|---|
| <input type="checkbox"/> In Richmond within 400 m of Steveston Village           | <input type="checkbox"/> In Richmond beyond 1 km of Steveston Village |
| <input type="checkbox"/> In Richmond between 400 m and 1 km of Steveston Village | <input type="checkbox"/> Outside of Richmond                          |

**2. I visit Steveston Village:**

- |  |   |
|--|---|
| <input type="checkbox"/> Frequently (more than 3 times per week) | <input type="checkbox"/> Slightly Often (once per month)        |
| <input type="checkbox"/> Very Often (1–3 times per week)         | <input type="checkbox"/> Not at All Often (1–10 times per year) |
| <input type="checkbox"/> Moderately Often (2–3 times per month)  | <input type="checkbox"/> Other (please specify) _____           |

**3. I travel to Steveston Village most often by:**

- |   |   |                                  |                                  |
|---|---|----------------------------------|----------------------------------|
| <input type="checkbox"/> Vehicle as a Driver or Passenger | <input type="checkbox"/> Walking                      | <input type="checkbox"/> Bicycle | <input type="checkbox"/> Scooter |
| <input type="checkbox"/> Transit                          | <input type="checkbox"/> Other (please specify) _____ |                                  |                                  |

**4. I have the following comments on Options 1 through 3 for Bayview Street (Boards 4–6):**

Option 1 (Board 4)

I think these features are important:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I think these features are **NOT** important:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Option 2 (Board 5)

I think these features are important:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I think these features are **NOT** important:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Option 3 (Board 6)

I think these features are important:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I think these features are **NOT** important:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. I prefer the following streets cape vision for Bayview Street:**

- |   |                                   |                                   |                                   |  |
|---|-----------------------------------|-----------------------------------|-----------------------------------|--|
| <input type="checkbox"/> Status Quo                   | <input type="checkbox"/> Option 1 | <input type="checkbox"/> Option 2 | <input type="checkbox"/> Option 3 | <input type="checkbox"/> Don't Know/Unsure |
| <input type="checkbox"/> Other (please specify) _____ |                                   |                                   |                                   |  |

**6. I have the following comments on Options 1 and 2 for Chatham Street (Boards 8–9):**

Option 1 (Board 8)

I think these features are important:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

I think these features are **NOT** important:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Option 2 (Board 9)

I think these features are important:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

I think these features are **NOT** important:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**7. I prefer the following streets cape vision for Chatham Street:**

- Status Quo                       Option 1                       Option 2                       Don't Know/Unsure  
 Other (please specify) \_\_\_\_\_

**8. I have the following comments on Option 1 for Moncton Street (Board 11):**

Option 1 (Board 11)

I think these features are important:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

I think these features are **NOT** important:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**9. I prefer the following streets cape vision for Moncton Street:**

- Status Quo                       Option 1                       Don't Know/Unsure  
 Other (please specify) \_\_\_\_\_

**10. I heard about this public engagement opportunity via (check all that apply):**

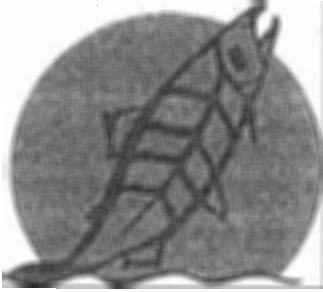
- Newspaper ad (Richmond News)     LetsTalkRichmond.ca email sent to me     Poster in City facility     Twitter  
 News story in local newspaper     City of Richmond website (richmond.ca)     Word of mouth     Facebook

Please fill out the survey form and return it to the City by **Sunday, July 30, 2017**.

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1 to the attention of Joan Caravan, Transportation Planner; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- Email it to the City of Richmond at [joan.caravan@richmond.ca](mailto:joan.caravan@richmond.ca); or
- Fill it out online at the City's website and at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at this Public Open House.

*Thank you for your participation*





August 22, 2017

## STEVESTON HARBOUR AUTHORITY

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

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

Dear Mr. Crowe,

### RE: STEVESTON AREA PLAN ("SAP")

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

#### Density, Height, Exterior Finishes & Rooftop Structures

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

#### Riverfront Walkway

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

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

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

#### Chatham Street Parking Lot

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

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

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

#### Steveston Harbour Infrastructure - Heritage Resources

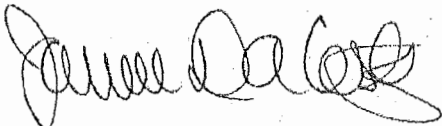
Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

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

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

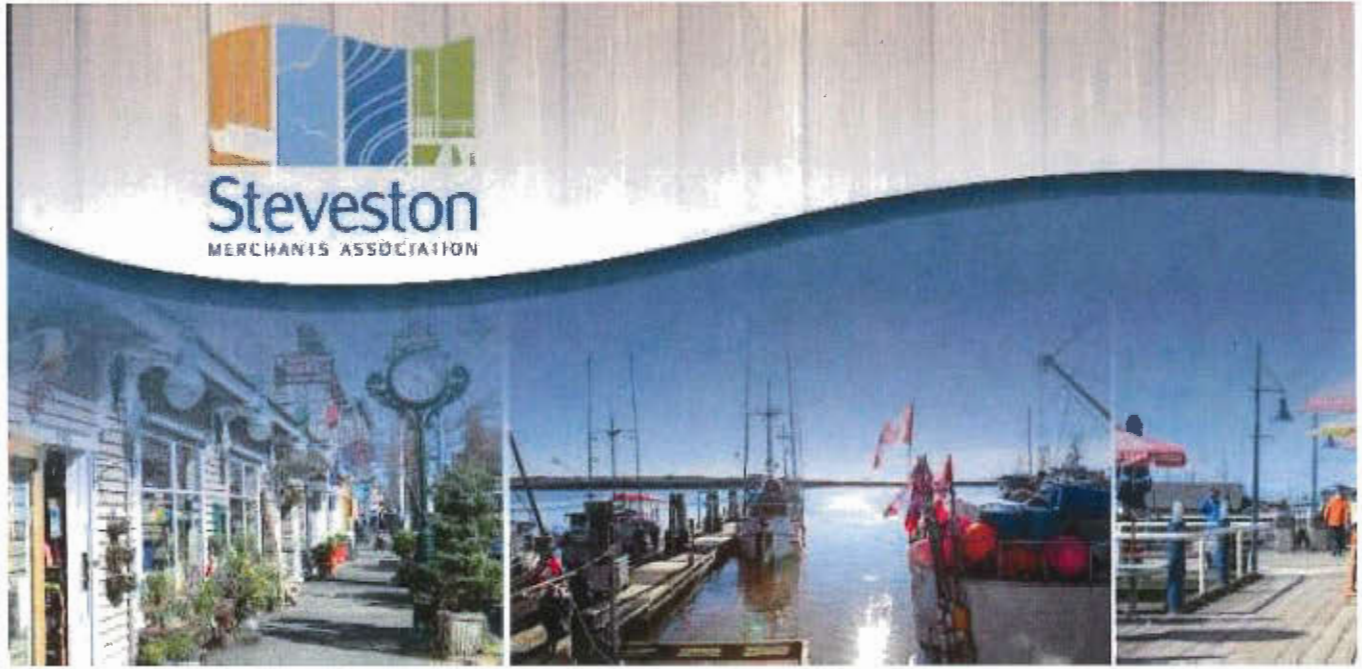
If you have any questions please feel free to contact me at 604-272-5539 or via email at [jaime@stevestonharbour.com](mailto:jaime@stevestonharbour.com).

Yours truly,



Jaime Da Costa, General Manager  
**Steveston Harbour Authority**

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



**Constant Contact Survey Results**

**Survey Name:** Steveston Streetscape Survey

**Response Status:** Partial & Completed

**Filter:** None

9/26/2017 7:56 AM PDT

One Way Traffic Idea: This option is not on the proposal by the city but we want to know if you are interested in considering this.

Plan one-way traffic on  
 Moncton Street (heading west) and Bayview Street (heading east) creating a loop. This would allow for substantially wider side walks, benches/tables for sitting, natural greenery, separate bike lane on Bayview Street connecting dyke path to Onni Development.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			13	81.2 %
No, not interested in this idea			3	18.7 %
Other			0	0.0 %
<b>Totals</b>			<b>16</b>	<b>100%</b>



**BAYVIEW STREET**

Option 1: Enhanced Pedestrian Realm on North Side Only Maintain location of north and south curbs. Widen pedestrian realm (combined sidewalk and boulevard) up to 7.5 metres wide on north side. Add benches, pedestrian lighting and landscaping on the north side. Pedestrian realm on south side remains unchanged. Maintain total of existing 17 parallel parking spaces (14 on south side and 3 on north side).

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			7	53.8 %
No, keep Bayview Street as it is			4	30.7 %
Other			1	7.6 %
<b>Totals</b>			<b>13</b>	<b>100%</b>

**BAYVIEW STREET**

Option 2: Enhanced Pedestrian Realm on North and South Sides. Maintain location of north curb. Widen pedestrian realm up to 7.5 metres wide on north side as in Option 1. Remove on-street parking on south side and move south curb to the north by 2.5 metres. Widen pedestrian realm up to 4.75 metres on the south side. Add benches, pedestrian lighting and landscaping on the north and south sides.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			2	12.5 %
No, not interested in this idea			8	50.0 %
Other			0	0.0 %
No Response(s)			6	37.5 %
<b>Totals</b>			<b>16</b>	<b>100%</b>

**BAYVIEW STREET**

Option 3: Enhanced Pedestrian Realm on North and South Sides plus Continuous Bikeway. Move north curb to the north by 1.5 metres and widen pedestrian realm up to 6.0 metres on north side. Remove on-street parking on south side and move south curb to the north by 1.0 metres. Widen pedestrian realm up to 3.25 metres on the south side. Reallocate 3.0 m on the south side of the road for a two-way protected cycling facility. Add benches, pedestrian lighting and landscaping on the north and south sides.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			11	68.7 %
No, not interested in this idea			4	25.0 %
Other			0	0.0 %
No Response(s)			1	6.2 %
<b>Totals</b>			<b>16</b>	<b>100%</b>

**CHATHAM STREET**

Option 1: Enhanced Pedestrian Realm on North and South Sides. Maintain location of north and south curbs. Widen pedestrian realms (sidewalk and boulevard) up to 6.4 metres on north side and 7.0 metres on south side. Add benches, pedestrian lighting and landscaping on the north and south sides. Maintain total of existing 23 parallel parking spaces. As development occurs on north side, pursue opportunities to relocate driveways to rear lane.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			3	18.7 %
No, not interested in this idea			9	56.2 %
Other			0	0.0 %
No Response(s)			4	25.0 %
<b>Totals</b>			<b>16</b>	<b>100%</b>

**CHATHAM STREET**

Option 2: Enhanced Pedestrian Realm on North and South Sides plus Cycling Paths. Move north and south curbs into the roadway by 1.25 metres each. Widen pedestrian realms (sidewalk and boulevard) up to 5.65 metres on north side and 6.25 metres on south side. Add benches, pedestrian lighting and landscaping on the north and south sides. Delineate off-street cycling path on north and south sides. Maintain total of existing 23 parallel parking spaces. As development occurs on north side, pursue opportunities to relocate driveways to rear lane.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			8	50.0 %
No, not interested in this idea			7	43.7 %
Other			0	0.0 %
No Response(s)			1	6.2 %
<b>Totals</b>			<b>16</b>	<b>100%</b>

**MONCTON STREET**

Option 1: Modified Curb Bulges and Boulevard Surface with Two New Mid-Block Crossings. Modify curb bulges with removal of unit pavers and provision of ramps with a rollover curb at 1st, 2nd and 3rd Avenues. Add two new mid-block crossings with modified curb bulges at the lane between 1st and 2nd Avenues, and the lane between 2nd and 3rd Avenues. Replace boulevard unit pavers with textured concrete as proposed for Bayview Street and Chatham Street. Maintain location of north and south curbs. Maintain total of existing 46 parallel parking spaces.

Answer	0%	100%	Number of Response(s)	Response Ratio
Yes, interested in this idea			11	68.7 %
No, not interested in this idea			3	18.7 %
Other			1	6.2 %
No Response(s)			1	6.2 %
<b>Totals</b>			<b>16</b>	<b>100%</b>



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There was a survey out this summer regarding Land Use Density and Building Heights in the Village Core; Design Guidelines for Exterior Cladding and Window Treatments; Design Guidelines for Rooftop Structures; Design Vision for the Riverfront Precinct; On-Site Parking Requirements. This is an extensive survey. Please read this link and reply directly to the city if you have feedback to be included in their report. [Steveston Area Plan Update](#)

1 Response(s)



Oris Consulting Ltd  
12235 No 1 Rd,  
Richmond, BC  
V7E 1T6

July 28, 2017

City of Richmond  
6911 No. 3 Rd  
Richmond, BC  
V6Y 2C1

**RE: Steveston Area Update Plan**

Dear Sir or Madam,

We have reviewed the proposed changes to the Steveston Area Plan and for the most part think they will be a great addition to the current guidelines. We have made a few notes below on a couple of areas we believe should be looked at in further details.

**Rooftop decks Steveston Area Plan**

In reference to the proposed updated Steveston Area plan, Oris believes that providing guidelines around the height of rooftop hatches, along with stair and elevator access is a positive step towards greater clarity and should be introduced.

Our concerns, however, are around the implementation of this. The Steveston Area plan considers that sites within the township that are designated as 3-storeys within the plan, have a maximum height of 12m. Given that the frontage along these streets must include commercial uses the minimum height of the first storey is 14-16' floor to floor. With 2 stories of residential on top of this at 10' floor to floor, the building will be a minimum height of 11m to the rooftop.

As these sites are built to the property lines to provide the required parking and commercial space, no room for outdoor space for residential owners can be provided at grade. We believe outdoor living space is essential to residents living in the village.

Recent changes in the building code are shifting towards making rooftop hatches for individual unit owner's unachievable, leaving common stairs and elevators as the only options. We also believe these rooftop areas should be made accessible to all owners, including those with mobility issues. Given the minimum height requirements for buildings from floor to floor this will ensure that most new developments will be looking for a height exemption, as to achieve the elevator access will cause the height of the building to be at 13-14m in a localized area. We believe that by allowing this doesn't detract from what Steveston Village owners and visitors are looking for. The suggestion to set these decks and rooftop access points back from the building edge by 1m is an excellent way to help limit overlook and should be implemented.

We understand that as each site develops this will be a localized condition and will need to be reviewed as such. We request that the requirement within the report for these items to not be seen within 90m be



www.orisconsulting.ca

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modified for development within 90m of the dyke. It isn't possible to achieve given that the access stairs or elevator access cannot fit within the zoning height limit of 12m and the elevated grade on the dyke opens sightlines that are not available from the street grade. We would suggest that the sightlines be taken from the street level grade that prevails through most of the village.

Secondly, we believe the addition of more exterior finish types will help to provide more variety in the township and create a richer more vibrant village. Metal windows for the store fronts of buildings will provide an appearance consistent with the historical character of the area. However, we feel that vinyl windows should not be prohibited for the residential levels as long as they can be made to fit in with the Steveston Village vision. Wood are historically more accurate, however they need greater maintenance for the homeowner and isn't something that should be mandated. Properly detailed vinyl windows appear identical to wood windows viewed from the ground to the second floor.

Kind Regards,

Nathan Curran

Oris Consulting Ltd



Health Protection  
Environmental Health

#325 - 8100 Granville Avenue  
Richmond, BC V6Y 3T6  
Tel: (604) 233-3147 Fax: (604) 233-3175

July 28, 2017

Joan Caravan  
Transportation Planner  
City of Richmond  
6911 No. 3 Road  
Richmond BC V6Y 2C1

Dear Ms. Caravan:

**RE: Long-Term Streetscape Visions for Bayview Street, Chatham Street & Moncton Street**

Healthy communities are places that are safe, contribute to a high quality of life, provide a strong sense of belonging and identity, and offer access to a wide range of health-promoting amenities, infrastructure, and opportunities for all residents. It is well documented that a community's built environment, defined as the human-made surroundings that provide the setting for human activity, can have a significant influence on the physical and mental health of its residents.

Proposed streetscape visions for were reviewed by Vancouver Coastal Health - Richmond Health Protection's Healthy Built Environment Team. Please consider our support for the following visions:

- *Bayview Street: Option 3*
- *Chatham Street: Option 2*

These visions prioritize safety and promote active transportation such as walking and biking. The proposed streetscapes increase perception of safety, offer attractive features such as benches and landscaping, which encourage use of active transportation. Active transportation has been shown to improve social connectivity, physical activity, mental health and quality of life. Furthermore, by making active transportation the more convenient and safe choice in the area, the reduction of car traffic will provide additional benefits of reduced traffic noise and improved ambient air quality.

Vancouver Coastal Health looks forward to reviewing future documents associated with the project. If you have any further questions or comments, please contact me at 604-233-3106 or via email at [elden.chan@vch.ca](mailto:elden.chan@vch.ca)

Sincerely,

A handwritten signature in blue ink, appearing to read 'Elden Chan', is written over a light blue horizontal line.

Elden Chan  
Environmental Health Officer | Healthy Built Environment  
Vancouver Coastal Health

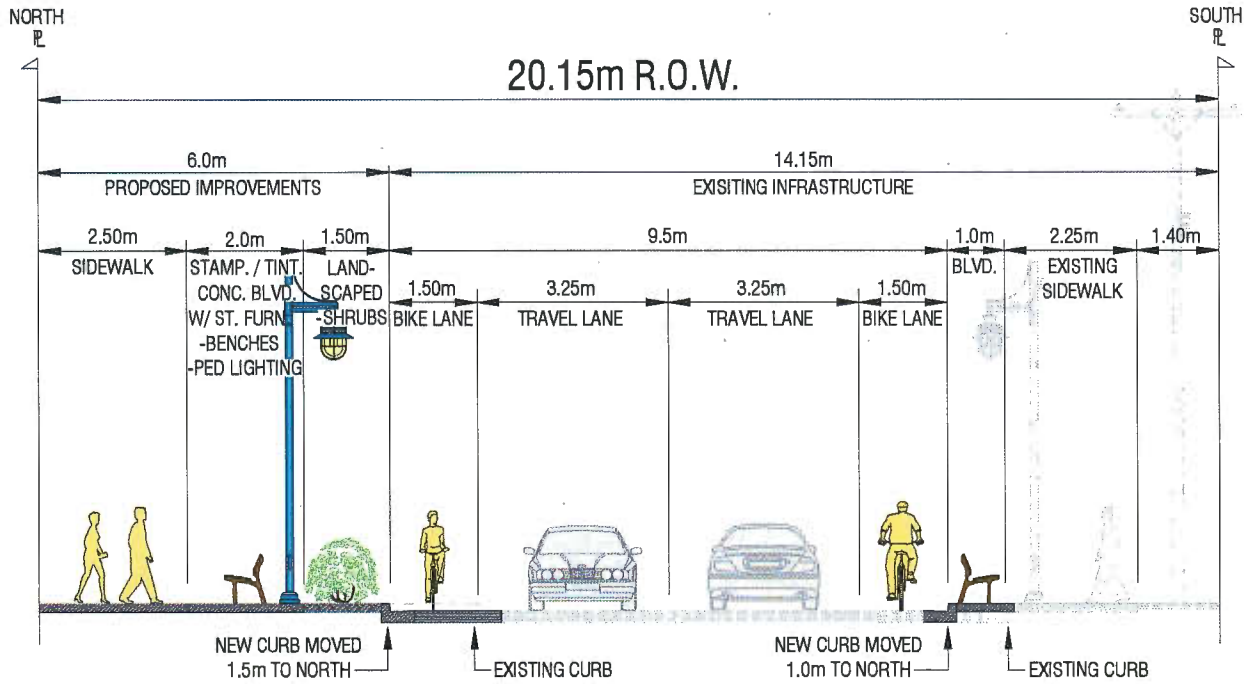
CC: Dalton Cross, Senior Environmental Health Officer

Envh0115449

**PLN - 150**



Typical Cross-Section of Recommended Streetscape Design for Bayview Street



RECOMMENDED ULTIMATE CROSS-SECTION

BAYVIEW STREET  
THIRD AVENUE TO NO 1 ROAD

Plan View of Recommended Streetscape Design for Bayview Street

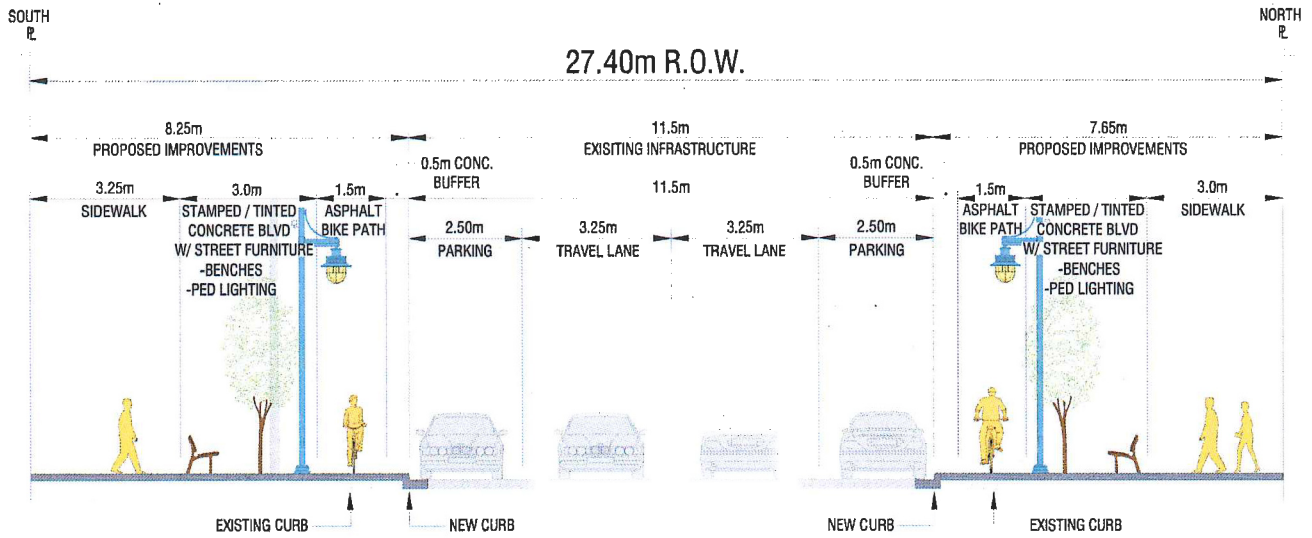




Bayview Street: Timing of Implementation of Recommended Streetscape Improvements



### Typical Cross-Section of Recommended Streetscape Design for Chatham Street



## RECOMMENDED ULTIMATE CROSS-SECTION CHATHAM STREET FOURTH AVENUE TO NO 1 ROAD









**Moncton Street: Recommended Modification of Curb Bulges**

Note: The rendering does not include the recommended addition of bollards to provide pedestrian protection, which will be included as part of the detailed design of the improvements.



**Moncton Street: Recommended Textured Concrete Boulevard**



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 9775  
Steveston Area Plan (Schedule 2.4)**

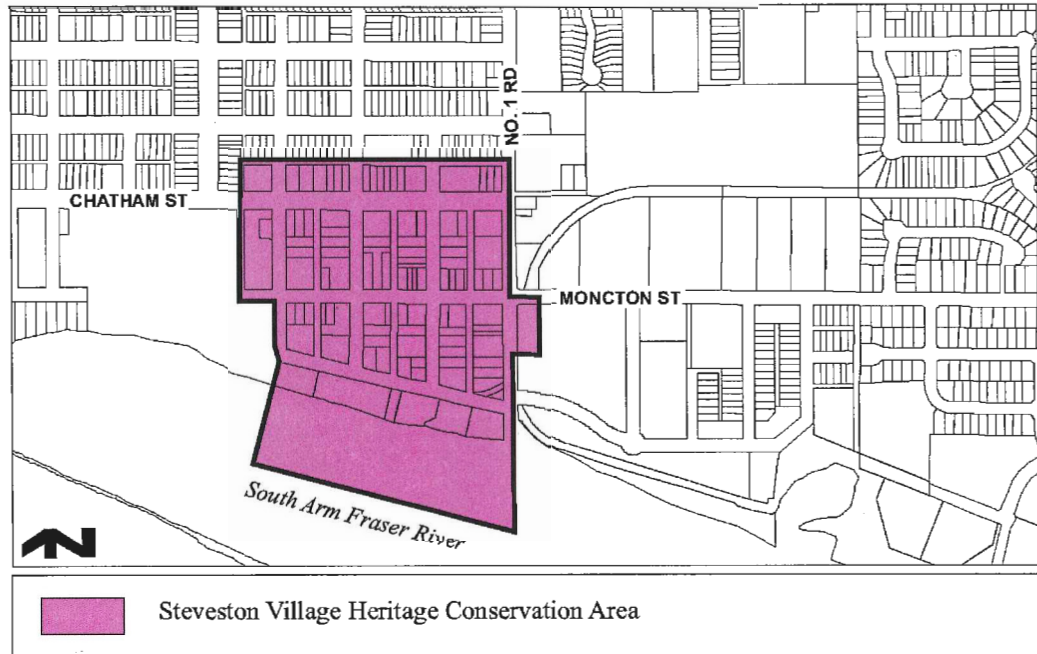
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Official Community Plan Bylaw 7100 is amended by repealing and replacing and/or adding text and accompanying diagrams to various sections of the Steveston Area Plan (Schedule 2.4) as follows:
  - i) Adding the following text into Section 3.2.3 Steveston Village Node:
    - “h) Promote public access to the waterfront between 3<sup>rd</sup> Avenue and No. 1 Road through new pedestrian connections from Bayview Street and upgrades to the existing pedestrian paths.
    - i) Work toward uninterrupted connectivity along the waterfront between 3<sup>rd</sup> Avenue and No. 1 Road through extensions and improvements to walkway infrastructure and surfaces.”
  - ii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Planning Area:
    - “k) To assist in achieving heritage conservation, consider utilizing a variety of regulatory and financial incentives through the applicable development application requirements (i.e., rezoning, development permit and/or heritage alteration permit), including but not limited to new zones, reduced parking, loading and unloading requirements, density bonusing and density transfer as well as consider using a variety of legal tools (i.e., heritage revitalization agreements, heritage covenants, phased development agreements).
      - Note: Supporting policies and guidelines are contained in the Heritage (Section 4.0), Transportation (Section 5.0), Natural and Human Environment (Section 6.0) and Development Permit Guidelines (Section 9.0) in the Steveston Area Plan.”
  - iii) Repeal and replace the following text in Section 4.0 Heritage – Policies for Steveston Village Node:
    - “l) Along Moncton Street the maximum building height shall be two-storeys and 9 m in height to ensure the size and scale of Moncton Street development is consistent with the village node.”

- iv) Adding the following text into Section 5.0 Transportation and accompanying diagram:

“Objective 6: Consider on-site parking reduction opportunities to help achieve the City’s heritage conservation and management objectives for the Steveston Village Heritage Conservation Area, in recognition that Steveston Village (Core and Riverfront Areas) is a complete and compact community well serviced by public transit offering a wide range of services to residents, visitors and employees.

**Steveston Village Heritage Conservation Area Map**



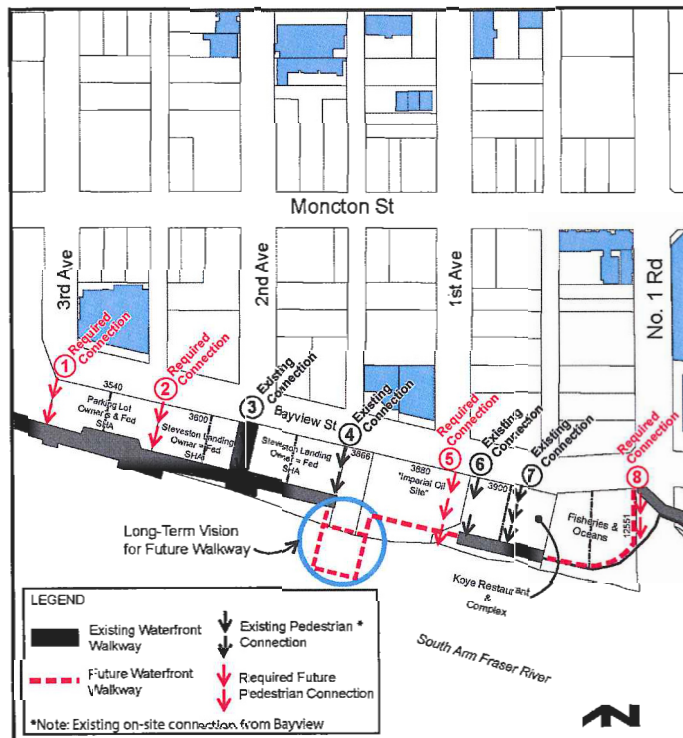
**Policies:**

- a) Consideration of parking reductions to be assessed through the applicable required development application.
- b) For development of new residential uses, a 13% reduction from applicable Zoning Bylaw parking requirements can be considered.
- c) For development of new commercial uses, a 33% reduction from applicable Zoning Bylaw parking requirements can be considered.
- d) Required on-site residential visitor parking and other non-residential use parking (i.e., commercial) may be shared.”

- v) Adding the following text into Section 6.0 Natural & Human Environment and accompanying diagrams:

“Objective 6: Work toward public accessibility for pedestrians to and along the waterfront between 3<sup>rd</sup> Avenue and No. 1 Road through pathways that connect Bayview Street to the water’s edge, and completion of a continuous boardwalk.

**Existing and Future Riverfront Walkways and Connections**



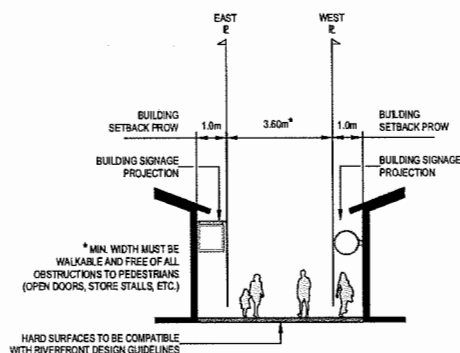
**Policies:**

- a) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish new pedestrian connections at the following street and lane ends.
  - Pedestrian connections at road ends at the south foot of No. 1 Road, 1st Avenue and 3rd Avenue will meet the following guiding principles for universal accessibility and urban design:
    - Create a public right-of-passage with a minimum width of 5.6 m including 1.0 m setbacks from adjacent buildings
    - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines



- A minimum of 5.6 m of the above minimum 5.6 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
- Accessible hard surfaces with materials compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.
- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

### Pedestrian Connections at Road Ends



#### X-SECTION NORTH - SOUTH WALKWAYS

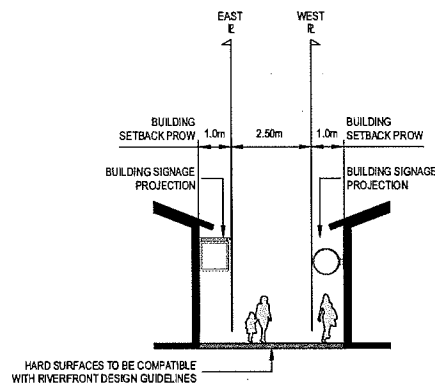
SOUTH FOOT OF:  
NO.1 ROAD  
1ST AVENUE  
2ND AVENUE  
3RD AVENUE

- Connections at the lane ends between No. 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:
  - Create a public right-of-passage with a minimum width of 4.5 m including 1.0 m setbacks from adjacent buildings
  - Building signage projections up to 1.0 m into any building setback and detailed as per Steveston Development Permit Area Design Guidelines
  - A minimum of 4.5 m of the above minimum 4.5 m public right-of-passage must be free and clear of obstructions, including but not

limited to: building projections (except for signage), doors, patios, store stalls.

- Accessible hard surfaces with materials compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Pedestrian connections materials and surface treatments designed to be safe and accessible for all users.
- Undertake enhancements to existing pedestrian connections in accordance with these guidelines where appropriate.

### Pedestrian Connections at Lane Ends

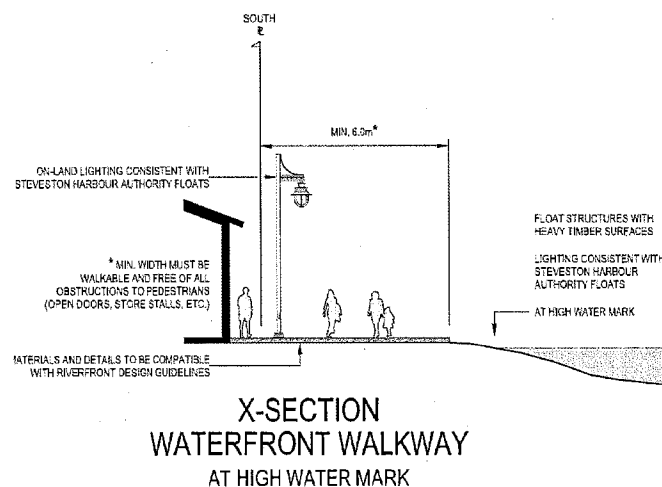


**X-SECTION**  
**NORTH - SOUTH WALKWAYS**  
 SOUTH FOOT OF LANE ENDS BETWEEN:  
 NO.1 ROAD & 1ST AVENUE  
 1ST AVENUE & 2ND AVENUE  
 2ND AVENUE & 3RD AVENUE

- b) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish waterfront walkway connections at, and above, high water mark.
- Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
    - Minimum 6.0 m in width.
    - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.
    - Float structures with heavy timber surfaces.

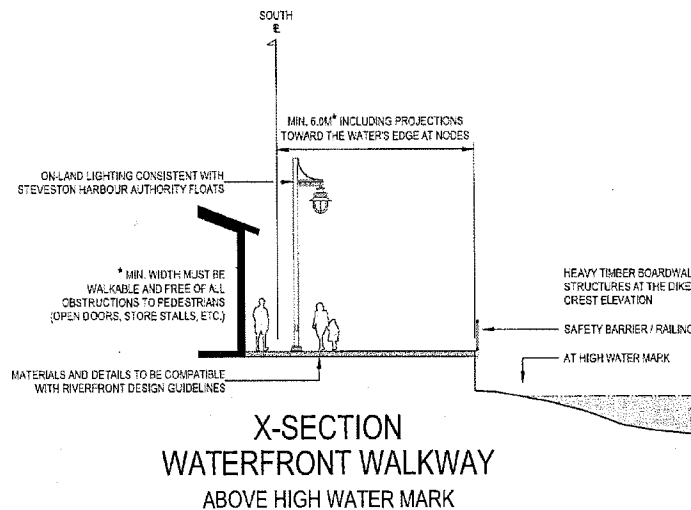
- Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
- Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
- Undertake enhancements to existing waterfront walkway connections in accordance with these guidelines where appropriate.

### Waterfront Walkway at High Water Mark



- Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
  - Minimum 6.0 m in width including projections toward the water’s edge at nodes (i.e. both street end and lane end connections).
  - Heavy timber boardwalk structures at the dike crest elevation.
  - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
  - Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
  - Lighting, seating and other site furnishings, as appropriate, at nodes.
  - Undertake enhancements to existing waterfront walkway connections in accordance with these guidelines where appropriate.

### Waterfront Walkway Above High Water Mark



- c) Work with Steveston Harbour Authority to connect the waterfront walkway to existing structures as follows:
- Piers at the south foot of No. 1 Road and 3rd Avenue:
    - Increase the accommodation of pedestrian volume, circulation, resting and viewing points, while removing any obstructions to access to the water for harbour-related activities.
    - Add seating and other site furnishings in accessible locations (e.g. pier ends) to further enable people to observe harbour activities.
  - Floats:
    - Extend the length of publicly accessible floats.
    - Increase the number of connections from the land side.
  - Parking lot at 3rd Avenue:
    - Dedicate a pedestrian route to the waterfront boardwalk and pier.
    - Develop a bridge crossing to the Gulf of Georgia Cannery waterside deck.
- d) In scenarios where waterfront walkways deadend as an interim condition, ensure developments provide suitable universally accessible on-site connections from these points to Bayview Street.



e) Developers through rezoning, development permit and/or heritage alteration permit applications shall be required to provide their portion of the continuous, universally accessible, riverfront walkway through:

- Ensuring public access to the riverfront walkway and pathway connections in perpetuity through the necessary legal agreements.
- Design and construction of the riverfront walkway and pathway connections by the developer in accordance with the design guidelines contained in the Steveston Area Plan.”

vi) In Section 9.3 Additional Development Permit Guidelines: Character Area Guidelines, repeal and replace the Steveston Village Character Area Map as follows:

**Steveston Village Character Area Map**



- vii) Inserting the following text to Section 9.3.2.1 Steveston Village General Guidelines: Shifts in Scale:
- “e) Existing elevations in the Village Core (at Moncton Street and 3<sup>rd</sup> Avenue), measured at 1.4 m GSC (Geodetic Survey Datum of Canada) is a historic feature in the Steveston Village Character Area to be retained:
- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development.
  - For properties in the Steveston Village Riverfront Area, south of Bayview Street, the higher elevation of 3.2 m GSC or of the existing adjacent sidewalk shall be used and referenced in the development.”
- viii) Repeal and replace the following text in Section 9.3.2.1 Steveston Village General Guidelines: Roofscapes, Exterior Walls, and Finishes as follows:
- “g) Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special heritage character of the two sub-areas, the use of metal exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Riverfront precinct except to replace any existing brick with similar brick.”
- ix) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Massing and Height) as follows:
- “a) Reinforce a continuous commercial storefront streetwall with harmonious height of buildings, parapets, canopies and fascias. Building height should typically be no more than three storeys and may be varied to provide visual interest to the streetscape roofline (e.g., stepping from two to three-storey, except along Moncton Street where building heights are to be limited at two storeys.
- g) Make use of roofs as outdoor living spaces except for the roof decks with 3.0 m of the street property line; use the 3.0 m zone as a water collection area or inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.
- h) Building facades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.2 m above roof deck level.

- i) Solar panels may be affixed to flat roofs up to a height of 1.20 m and placed in any section of the roof deck that is a minimum distance of 1.0 m back from the roof edge. On a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.
- j) To encourage use of roof top decks as outdoor living spaces and architecturally integrate individual and communal rooftop deck access points into the building, such structures are not permitted unless all of the following criteria are met:
  - For individual unit roof top deck access:
    - Hatch access points (i.e., also known as pop-ups) should not exceed 1.83 m in height, as measured from the roof deck and be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.
    - Evaluate individual roof top deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.
  - For communal (i.e., resident shared) roof top deck amenities:
    - Stair structures should not exceed 3.17 m in height for access as measured from the roof deck. Elevator lifts to facilitate accessibility to rooftop decks may require additional height to accommodate mechanical equipment, which would be reviewed as part of the required development application.
    - Stair and elevator structures should be well integrated with the overall design of the building and setback from all roof edges to a minimum distance of 1.0 m.
    - Evaluate communal rooftop deck access structures to ensure they are not visible from the streets and other public vantage points (i.e., lanes) generally from a distance of 90 m, taking into account any site specific context.
- k) On Bayview Street (north side), to achieve a suitable transition in built form moving north from Bayview Street to Moncton Street:
  - For the north 50% of any lot depth, a density of 1.2 F.A.R. and 3 storeys maximum building height (containing a parkade structure and two storeys above) is supported.
  - For the south 50% of any lot depth (nearest to Bayview Street which is the dyke) a density of 1.2 F.A.R. and 2 storeys building height as viewed

from Bayview Street is supported as the parkade structure below the two storeys will predominantly be concealed by the grade difference.”

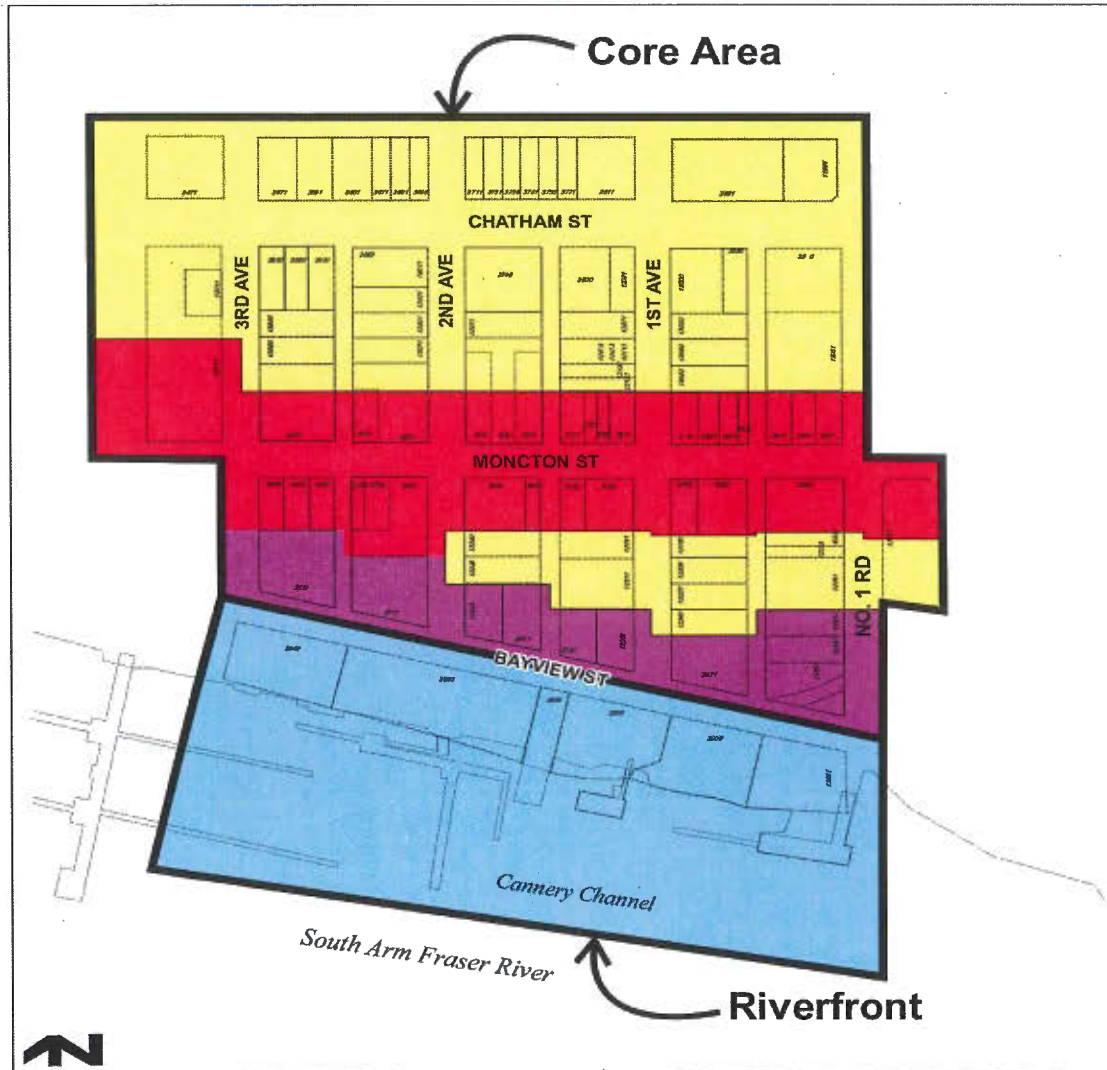
- x) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Architectural Elements) as follows:
  - “b) High quality materials that weather gracefully. Preferred cladding materials to be historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles, 150 mm wide by 19 mm wood trim boards, or contemporary materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). The use of brick is permitted as a secondary treatment for architectural elements and detailing in new buildings and new additions if that brick is clearly distinguishable from the Hepworth Building’s brick in colour and texture. For façade improvements to existing buildings, any brick that is removed should be replaced with similar brick, or a different brick or materials that would improve the aesthetics of the building and the area character. Stucco is prohibited. The use of brick or metal for exterior cladding or architectural detailing is not permitted, except to replace existing brick or metal materials with suitable brick, or similar metal, finishes in any existing building.
  - c) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Exclusively vinyl framed windows are not permitted. Imitation divided lights should be avoided.
  - d) Roof top deck barrier railings are to be simple in design and consist primarily of transparent glazed panels at a minimum height that complies with British Columbia Building Code requirements but also mitigates their visibility from the street or from neighbouring roof top deck areas.”
- xi) Insert the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Settlement Patterns) and renumber clauses accordingly:
  - “b) Retain the existing large lot configuration along the Riverfront Area to accommodate a mix of large ‘cannery-like’ buildings and smaller buildings in accordance with the Steveston Village Riverfront Area guidelines.”
- xii) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Massing and Height) as follows:
  - “a) Typically be simple buildings blocks with broad gable roofs of approximately 12/12 pitch, augmented by subordinate portions with shed roofs having shallower pitches seamlessly connected to the main roof form. Flat roofs are not permitted.”



- xiii) Repeal and replace the following text into Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Riverfront – Architectural Elements) as follows:
- “a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with very limited use of symmetrical hip, feature roofs, and dormers.
  - e) Employment of architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses where french balconies and similar features are encouraged. Roof decks are not permitted.
  - m) Metal or wood framed windows are preferred or contemporary materials that offer a compatible look. Application of exclusively vinyl framed windows in buildings is not supported. Vinyl siding is not permitted. Cementitious boards may be considered. The use of brick for exterior cladding or architectural detailing is not permitted, except to replace existing brick materials with suitable brick finishes in any existing building.”

- xiv) Repeal and replace the Steveston Village Land Use Density and Building Height Map as follows:

**Steveston Village Land Use Density and Building Height Map**



	Maximum FAR	Maximum Storeys	Maximum Building Height
Core Area, generally	1.6	3	12 m *
Core Area, Bayview Street (North)	1.2	3**	Varies due to grade elevation difference north of Bayview Street
Moncton Street **	1.2	2	9 m *
Riverfront Area	1.6	3	20 m GSC ***

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

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

\*\*\* Maximum building height may not exceed the height of the Gulf of Georgia Cannery, which is approximately 22 meters GSC.

- 2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775”**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

_____	CITY OF RICHMOND
_____	APPROVED by LE
_____	APPROVED by Manager or Solicitor
_____	
_____	

\_\_\_\_\_  
MAYOR

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