



City of Richmond

Report to Committee

To: Planning Committee **Date:** January 24, 2022
From: John Hopkins
Director, Policy Planning **File:** 08-4060-05-01/2021-
Vol 01
Re: **Referral Response on Public Access Along the Steveston Waterfront and
Proposed Amendments to the Steveston Area Plan**

Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10344, to revise policies on public access to and along the waterfront in the Steveston Village Riverfront area contained in Section 2.4 of the Official Community Plan (Steveston Area Plan), be introduced and granted first reading.
2. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10344, 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 programs and plans, in accordance with Section 477(3)(a) of the Local Government Act.
3. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10344, 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.

John Hopkins
Director, Policy Planning
(604-276-4279)
Att. 4

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Development Applications	<input checked="" type="checkbox"/>	
Parks	<input checked="" type="checkbox"/>	
SENIOR STAFF REPORT REVIEW	INITIALS: 	APPROVED BY CAO

Staff Report

Origin

The following referral was made at the June 8, 2021 Planning Committee meeting:

That staff outline the existing Steveston Area Plan for provisions for full public access along the waterfront and provide options for any potential enhancements.

This report supports Council's Strategic Plan 2018-2022 Strategy #6 Strategic and Well-Planned Growth:

6.1 Ensure an effective OCP and ensure development aligns with it.

This report provides information on land use policies and zoning applicable for the Steveston Village Waterfront area for background purposes and responds to the referral by:

1. Reviewing current provisions for public access along the waterfront.
2. Providing ownership and jurisdiction information applicable to the area.
3. Outlining other factors related to achieving access to and along the waterfront in Steveston.
4. Proposing amendments to the Steveston Area Plan to include waterfront access and walkway implementation policies.

Findings of Fact

The area examined in response to the June 8, 2021 Planning Committee referral is the area south of Bayview Street in Steveston Village between 3rd Avenue to the west and No. 1 Road to the east. A location map of the area is contained in Attachment 1.

Related Policies and Studies

Official Community Plan – Steveston Area Plan

Public Access to and along the Waterfront

An objective contained in the Steveston Area Plan states the following:

“Work toward public accessibility for pedestrians to and along the waterfront between 3rd Avenue and No. 1 Road through pathways that connect Bayview Street to the water's edge, and completion of a continuous boardwalk.”

A map contained in the Steveston Area Plan showing the existing and future riverfront walkways and connections (existing and future) from Bayview Street is provided in Attachment 2. Policies are contained in the Steveston Area Plan that support the above referenced objective and are summarized as follows:

- Connections from Bayview Street to the waterfront walkway are identified at the road end locations (i.e., south foot of No. 1 Road, 1st Avenue, 2nd Avenue and 3rd Avenue) and lane ends (i.e., lanes between 1st and 2nd Avenue and 2nd and 3rd Avenue) as these are aligned with the main pedestrian thoroughfares linking Steveston Village to the waterfront.

- For pedestrian connections at road ends from Bayview Street to the waterfront, a minimum width of 5.6 m is required.
- For pedestrian connections at lane ends from Bayview Street to the waterfront, a minimum width of 4.5 m is required.
- A minimum width of 6 m is required for the walkway that runs along the waterfront.
- The policies also identify that the walkway along the waterfront in this area can be:
 - A walkway located above the high-water mark (i.e., elevated boardwalk); or
 - A walkway situated at the high-water mark (i.e., walkway at water's edge or situated on a floating dock structure).
- Walkway access to and along the waterfront is to be universally accessible and developed to be consistent with guidelines about minimum width and how the walkway interfaces with development.
- Collaborate with other agencies who own land and are involved in the operation of the commercial fishing harbour in recognition of the land ownership and multiple jurisdictions in the area.
- Secure connections to and along the waterfront for public access through the applicable development application processes (i.e., rezoning).

Steveston Area Plan Land Use Designation

Since the inception of the first Steveston Area Plan in 1985, policies for the 'Steveston Downtown Node' supported mixed commercial/residential development provided that residential uses were above the first floor. This policy applied to sites that were designated as Commercial in the Steveston Area Plan, including sites along the waterfront south of Bayview Street between 3rd Avenue and No. 1 Road. In 2009, the Commercial land use designation was changed to Heritage Mixed Use in the land use map. The Heritage Mixed Use land use designation explicitly allows for commercial and/or industrial uses with residential and office uses permitted above grade.

In 2017, Council approved a revision to the Steveston Area Plan for land on the south side of Bayview Street to establish a maximum density of 1.2 floor area ratio (FAR) and 2 storey building typology for this area. A 20 m maximum height is permitted in the Plan for development on the south side of Bayview Street, which supports building forms that are typical of larger buildings (e.g., cannery type design), characteristic of historical development fronting the water.

This report does not propose any changes to land use or density in the Steveston Area Plan. Mixed-use redevelopment, including residential uses on the second storey, will continue to be permitted. The proposed amendments to the Steveston Area Plan are related to the inclusion of waterfront access implementation policies, which are outlined later in this report. Should Council want staff to conduct a review of land uses along Bayview Street, direction from Planning Committee would be required.

Existing Zoning

Existing zoning for lots on the south side of Bayview Street between 3rd Avenue and No. 1 Road is summarized as follows:

- 3540 Bayview Street – Light Industrial (IL)
- 3800 Bayview Street – Steveston Commercial and Pub (ZMU10)
- 3866 Bayview Street – Steveston Commercial (CS2)

- 3880 Bayview Street – Light Industrial (IL)
- 3900 Bayview Street – Steveston Commercial (CS2)
- 12551 No. 1 Road – Light Industrial (IL)

The existing zones allow for a range of industrial and commercial uses and services along the waterfront. Furthermore, the sites at 3800, 3866 and 3900 Bayview Street have zoning, which has been in place for over 30 years that allows residential uses.

1. Current provisions for public access along the waterfront

A reference map contained in Attachment 3 outlines the existing public access areas to and along the waterfront. Existing areas of public access to and along the waterfront in Steveston Village between 3rd Avenue and No. 1 Road consist of a boardwalk/walkway located on federal land for the sites at 3800 and 3540 Bayview Street. The primary connection from Bayview Street to the waterfront boardwalk/walkway in this area is aligned with 2nd Avenue. This connection and waterfront boardwalk/walkway is accessible to the public to provide access to commercial businesses and restaurants located at Steveston Landing. Parking lots exist to the west of the building at 3800 Bayview Street to the 3rd Avenue, which also provides a means for pedestrian access to and along the waterfront. These areas also provide access to the public fishing sales dock located on the water lot directly south of Steveston Landing. West of 3rd Avenue, public access is provided through the Gulf of Georgia Cannery site and lands managed by the Steveston Harbour Authority (SHA) connecting to Garry Point Park.

For the area between 3866 Bayview Street and No. 1 Road to the east, there is no continuous public access to and along the waterfront. Public access provisions are provided for at the site located at 3900 Bayview (Riversong Inn complex) with pedestrian connections from Bayview Street situated in the middle of this site and along the west edge providing access to commercial businesses and restaurants located in the development. A waterfront boardwalk/walkway, that is accessible to the public, is located along a portion of the site's south edge. Currently, no boardwalk/walkway exists on sites to the west and east of 3900 Bayview Street (refer to Attachment 3). Presently, Bayview Street provides public access along this area, connecting to the waterfront boardwalk/walkway along Imperial Landing to the east.

Currently, all public access to and along the waterfront in this area is located on federal land for the sites at 3540, 3800 and 3900 Bayview Street. It is important to note that the City has not secured any arrangements, through statutory right-of-ways or other legal agreements, to ensure public access is maintained and protected in perpetuity in this area on these sites. No public access is provided through the federal owned land at 12551 No. 1 Road (additional information on this site provided later in this report).

For the privately owned land located at 3866 Bayview Street and 3880 Bayview Street (currently vacant with no development), there is no public access provided on these sites and to date no arrangements have been secured by the City, through public right-of-ways or other legal agreements, to ensure public access is provided in perpetuity in this area.

2. Ownership and jurisdiction information applicable to the area

Department of Fisheries and Oceans and Steveston Harbour Authority

The commercial fishing harbour in Steveston is administered by the Department of Fisheries and Oceans – Small Craft Harbours (DFO-SCH). Steveston Harbour Authority (SHA) lease these areas from DFO-SCH to manage, operate and maintain the commercial fishing harbour.

In partnership, DFO-SCH and SHA manage upland lots on federally owned land and commercial fishing harbour facilities located on water lots. Additional information on ownership and jurisdiction of the upland lots and water lots is provided in the next sections of this report.

Upland Lots – Ownership Summary

On the south side of Bayview Street, between 3rd Avenue and No. 1 Road, are six upland lots. Current ownership of these lots is summarized in the table contained in the reference map provided in Attachment 3. Four lots are under federal ownership and managed by DFO-SCH and SHA. The federally owned lots with development are arranged through lease agreements with third parties located at Steveston Landing (3800 Bayview Street) and Riversong Inn Ltd. (3900 Bayview Street). The remaining two lots located at 3866 and 3880 Bayview Street are privately owned.

Water Lots – Jurisdiction Summary

Water lots located south of the upland lots along Bayview Street are under the jurisdiction of the Province of BC. The Ministry of Forests, Lands, Natural Resource Operations and Rural Development administer and provide authorizations for any use or development on a water lot.

DFO-SCH and SHA have a number of marine based facilities and installations located in the water lots located in the South Arm of the Fraser River (Cannery Channel) and have existing agreements to use these water lots for and in support of the commercial fishing harbour.

Discussions with Department of Fisheries and Oceans and Steveston Harbour Authority

Staff met with DFO SCH and SHA staff to discuss matters related to public access on federally owned/controlled areas along the waterfront and how new development along the waterfront is reviewed by these agencies. Highlights of this discussion as it relates to provisions for access to and along the waterfront are as follows:

- Providing access for the public to and along the waterfront and to commercial harbour facilities is an important component to ensuring a viable commercial fishing harbour. Based on this, a majority of the federally owned upland lots between 3rd Avenue and No. 1 Road allow public access and have waterfront boardwalk infrastructure to facilitate public access.
- Although allowing public access to the waterfront remains an important component to ensuring viability of the commercial fishing harbour and related businesses and tenants, no federal policy is in place specific to provisions for public access in this area. Furthermore, areas with public access located on federal owned land do not have any arrangements that have been secured by the City (i.e., statutory right-of-ways or other legal agreements) for public access as noted earlier in this staff report.

- Projects that enhance public access to and along the waterfront, including opportunities to provide for a continuous walkway would be beneficial to the commercial fishing harbour so long as harbour operations are not impacted and involve no encroachment onto areas needed to maintain boat access to DFO SCH/SHA facilities and safe boat navigation within the harbour is maintained.
- The ability for the City to secure public access provisions, through some sort of legal agreement, on federal owned land would be subject to review and assessment by DFO SCH/SHA and other Federal agencies based on the specific details of the site, type of development and surrounding context. As a majority of the upland lots in this area is federally owned and under federal jurisdiction, the City may be potentially limited in the ability to secure applicable legal agreements for public access on these sites.
- Public access to some areas of the harbour are restricted for safety reasons or due to operational requirements for federal agencies operating on these sites.

3. Other factors related to achieving access to and along the waterfront in Steveston

Require Waterfront Walkway Connections through Rezoning

Development applications involving rezoning of the upland lots on the south side of Bayview Street provides for the appropriate means to require and secure public waterfront boardwalks/walkways, including applicable legal agreements, from developers to provide additional waterfront connections in this area. This approach applies to the two privately owned sites located at 3866 and 3880 Bayview Street.

For federally owned land, there may be some additional challenges specific to jurisdiction that limits the ability for the City to secure arrangements providing for waterfront public access through a legal agreement. These discussions would need to occur with the applicable federal agency for review on a case-by-case basis to determine the feasibility and willingness of the Federal Government to consent to allowing the City to legally secure waterfront public access on federal land.

Advantages of an Elevated Waterfront Walkway/Boardwalk

All of the public access along the waterfront in this area is in the form of an elevated walkway/boardwalk that is generally situated on the upland lots that also provide for direct connection and access to Bayview Street. Continuing this approach to achieve a connected waterfront walkway/boardwalk on upland lots is advantageous for the following reasons:

- Encroachments into water lot areas with public access infrastructure could potentially conflict with commercial fishing harbour operations, which DFO SCH and SHA have noted concerns about and would not support.
- Tie-ins and transitions between any new public access infrastructure to existing walkways would be more readily accommodated.
- An elevated walkway/boardwalk located on the upland lots maximizes universal accessibility for all users.
- From an urban design perspective, an elevated walkway/boardwalk integrates well with buildings at generally the same elevation, as demonstrated by existing developments along the waterfront.

Recognize Site-Specific Conditions in the Area

Establishing a continuous walkway along the waterfront with access to Bayview Street, in accordance with the Steveston Area Plan, will be contingent on what happens on sites within this area that presently do not provide access to and along the waterfront. A brief summary of each of these sites is provided as follows for information purposes:

- 3866 Bayview Street – Privately owned site containing a commercial building that is located both on the upland lot and water lot that extends into the river. For the water lot, prior authorizations for the use and development have been granted by the Province of BC. The current building located on the upland lot and water lot does not allow for public access on this site or ability to continue the walkway further east. The only means for a public waterfront walkway connection to be achieved on this site is through a comprehensive redevelopment proposal involving a rezoning. Furthermore, based on discussions with DFO SCH and SHA, if future redevelopment is planned on the upland lot and water lot, use of the water lot and provisions for a waterfront walkway connection would need to be reviewed and approved by the Province, DFO SCH, SHA and City to ensure operations and navigation in the harbour are not impacted and compliance with the OCP, as proposed to be amended in this report.
- 3880 Bayview Street – Privately owned site that is currently vacant. A recent proposal to rezone this site was found to be not compliant with the current density and building massing regulations contained in the Steveston Area Plan. As a result, that proposal was rejected by staff and the applicant has been advised that their rezoning application must meet the current provisions of the Steveston Area Plan. The rezoning process, provides the ability to secure public access to and along the waterfront. Furthermore, proposed amendments to waterfront access provisions contained in the Steveston Area Plan discussed in the next section of this report would be applicable to this site.
- 12551 No. 1 Road – This is a federally owned site that supports a number of federal agencies involved in the operations of the commercial fishing harbour (i.e., DFO enforcement) and SHA tenants. Based on the present usage of the upland site and adjacent water lots, obtaining public access along the waterfront through this site is not possible at this time.

4. Proposed amendments to the Steveston Area Plan

Upon review of information provided in this report on provisions for public access to and along the waterfront in Steveston and in response to the June 8, 2021 Planning Committee referral, proposed amendments to the Steveston Area Plan to add a number of implementation policies are recommended in this report and are summarized as follows:

- To ensure connectivity to existing waterfront walkway infrastructure and maximize public access to the waterfront, the preferred location of the walkway/boardwalk will be on the upland lots. If an existing waterfront walkway is located on an adjacent site, all new waterfront walkway infrastructure must provide a connection.
- Include a policy supporting collaboration between applicable levels of government and supporting agencies to secure appropriate arrangements providing public access to and along the waterfront in recognition of the land owned by the Federal Government in the area and challenges associated with securing typical public access agreements (i.e., public right-of-ways) for land under federal jurisdiction.

- For privately owned land, include a policy to require public access to and along the waterfront, through redevelopment and the applicable development application process, as the appropriate means to secure the walkway.
- To address the potential scenario of a development that involves use of both the upland lot and adjoining water lot, include the following policy directives to ensure the establishment of public access to and along the waterfront is maintained and not limited or obstructed by a development proposal:
 - No intervening structures or buildings would be permitted that would impede public access to or along the waterfront.
 - Provides connections (existing and/or future conditions) to the east and west to ensure the establishment of a continuous waterfront walkway.
 - Secures the appropriate legal agreement, to the satisfaction of the City, for the upland and water lots.
- Provide a policy to allow for flexibility in the location of pedestrian connections from Bayview Street to respond to site-specific conditions.
- To maximize public access to and along the waterfront for the site at 3880 Bayview Street and ensure connections to the east and west, the following policy directives apply to this site:
 - Require a pedestrian connection from Bayview Street to the waterfront walkway on the west side of 3880 Bayview Street at a minimum width of 4.5 m that would be entirely located on this site.
 - Require a pedestrian connection from Bayview Street to the waterfront walkway on the east side of 3880 Bayview Street that is coordinated with any existing pedestrian connection from Bayview Street to the waterfront walkway located on the west edge of 3900 Bayview Street to achieve a 5.6 m minimum combined pathway width (ultimate) that is shared between these two sites (3880 and 3900 Bayview Street)
 - Require a waterfront walkway along the south side of 3880 Bayview Street that provides for a functional connection to existing waterfront access infrastructure located on 3900 Bayview Street to the east and provides for a future connection to the west.
 - All pedestrian connections from Bayview Street to the waterfront and waterfront walkway is required to be fully accessible to the public and secured through the appropriate public right-of-way acceptable to the City.
- Waterfront walkways or pedestrian connections that dead-end are not supported.
- Based on discussions with DFO-SCH and SHA, include a policy to ensure that public access to and along the waterfront does not negatively impact commercial fishery operations or supporting infrastructure.
- To take into account areas that currently do not have public access to or along the waterfront, include a policy to recognize Bayview Street providing for pedestrian connections between existing waterfront walkways as an interim measure.
- A few minor administrative amendments are proposed in the waterfront public access section of the Steveston Area Plan to ensure consistent language throughout the policies.
- A revised Steveston Area Plan map that incorporates changes to provisions for waterfront access in this area is contained in Attachment 4.

The minimum width of the walkway along the waterfront (6 m wide minimum) and widths of connections from Bayview Street to the waterfront (5.6 m wide minimum at road ends; 4.5 m wide minimum at lane ends) will be maintained with no changes proposed in this report.

The proposed amendments to the Steveston Area Plan will bolster current policies to achieve public accessibility for pedestrians to and along the waterfront between 3rd Avenue and No. 1 Road. Implementation policies will also provide clarity on waterfront walkway alignment, required connections between sites and how to address site specific conditions to ensure a continuous pedestrian pathway along the waterfront is achieved.

In Stream Development Applications

The proposed amendments to the Steveston Area Plan will apply to in stream development applications submitted on the south side of Bayview Street. In stream applications and any future redevelopment proposals will be subject to the amended policies in relation to public access to and along the waterfront, if approved by Council.

Consultation

City staff engaged DFO-SCH and SHA to discuss public access provisions to and along the waterfront between 3rd Avenue and No. 1 Road and obtain comments about existing walkway infrastructure located on federal land and the importance of not impacting commercial fishing harbour operations and maintaining viability of the local fishing industry.

Discussion with and obtaining feedback from DFO-SCH and SHA is consistent with the provisions of the City's OCP Consultation Policy No. 5043 and no further consultation is recommended.

The OCP Bylaw Amendment proposed in this report will be forwarded to a Public Hearing. Prior to the Public Hearing, all impacted properties located on the south side of Bayview Street will be notified and the public will have an opportunity to comment at the Public Hearing.

Conclusion

This report responds to the following June 8, 2021 Planning Committee referral:

That staff outline the existing Steveston Area Plan for provisions for full public access along the waterfront and provide options for any potential enhancements.

The background policy information contained in this report about achieving public access to and along the waterfront, along with supporting information about upland lot and water lot jurisdiction and other factors related to establishing a waterfront walkway in the Steveston Village Riverfront Area in response to the Planning Committee referral, is provided for information purposes.

In response to the Council referral, amendments to the Steveston Area Plan are recommended to include waterfront access and walkway implementation policies that will help to achieve a continuous waterfront walkway, address site-specific conditions and recognize the current land ownership and jurisdiction issues for the area.

January 24, 2022

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It is recommended that Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10344 be introduced and given first reading.



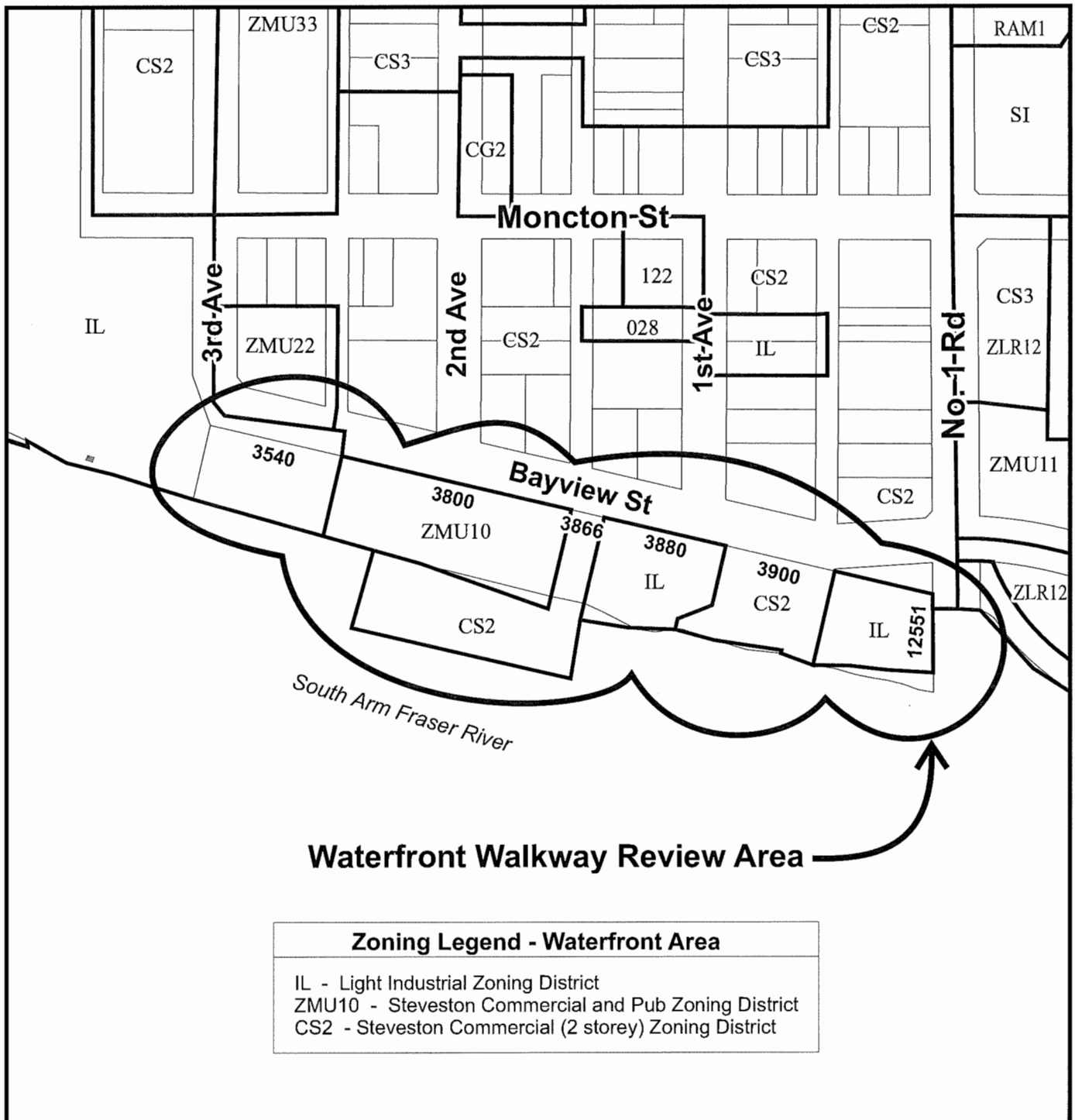
Kevin Eng
Planner 3
(604-247-4626)

KE:cas

- Att. 1: Location Map
- 2: Steveston Existing and Future Riverfront Walkways and Connections Map (Existing)
 - 3: Steveston Village Waterfront Area Reference Map
 - 4: Steveston Existing and Future Riverfront Walkways and Connections Map (Proposed)



City of Richmond



Steveston Village Waterfront Area

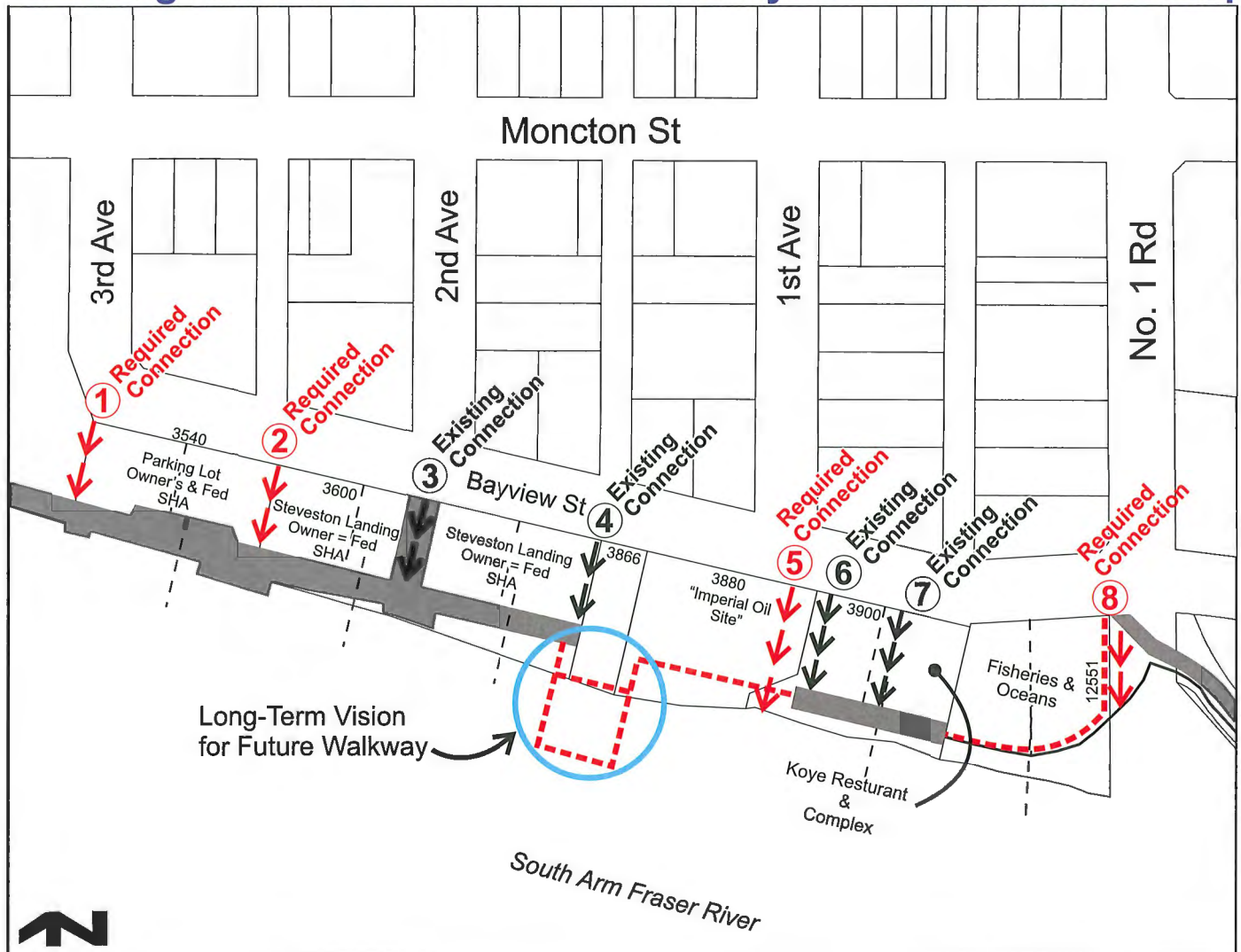
Original Date: 11/22/21

Revision Date: 11/26/21

Note: Dimensions are in METRES

Existing Map in Steveston Area Plan

Existing and Future Riverfront Walkways and Connections Map



Existing Waterfront Walkway

Future Waterfront Walkway

Existing Pedestrian Connection*

Required Future Pedestrian Connection

*Note: Existing on-site connection from Bayview



- Location of existing waterfront walkway
 — Zoning
- - - Potential waterfront walkway linkage (future)
- ✱ Location of existing access from Bayview Street

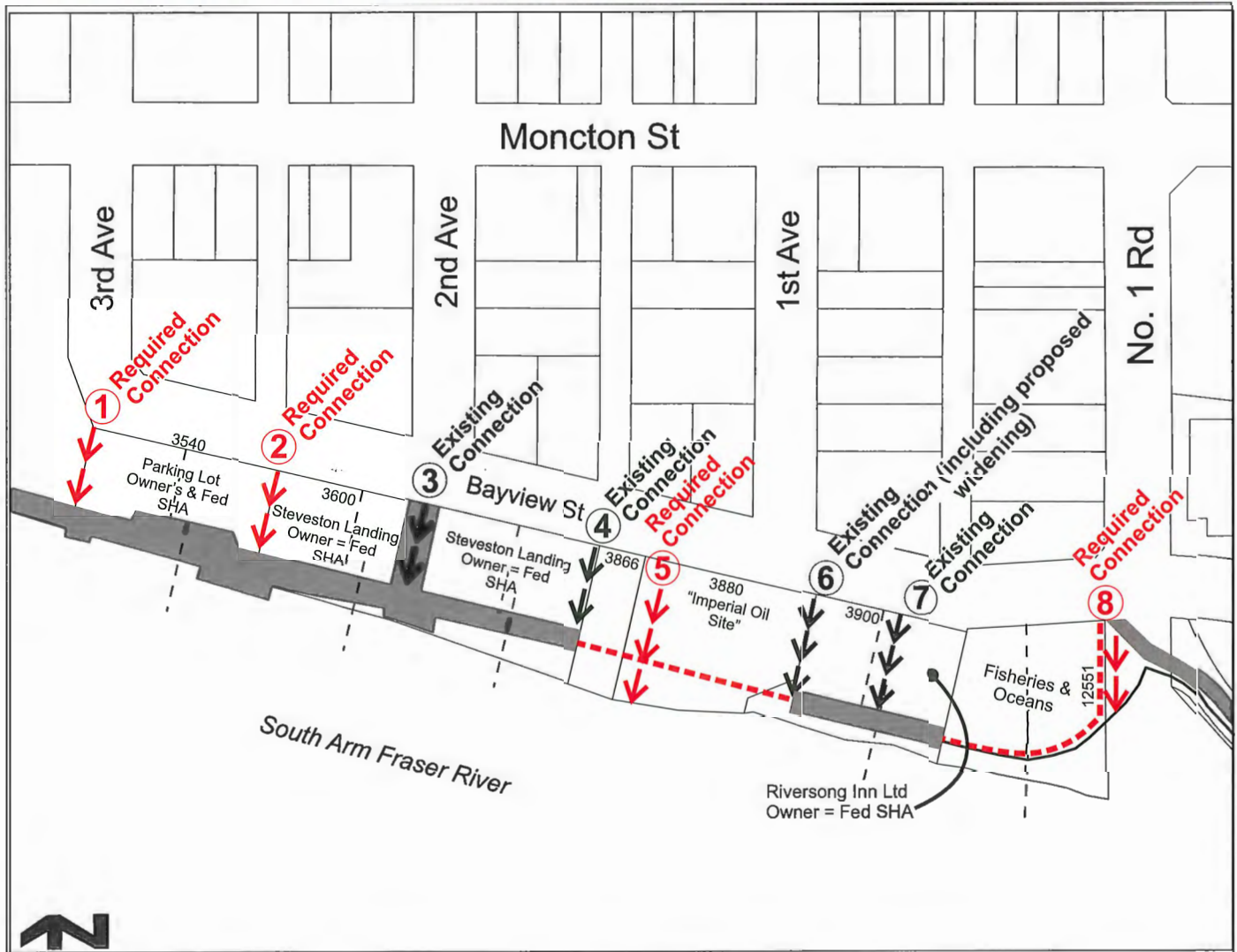
Address	Ownership
3540 Bayview	Crown Federal/ Steveston Harbour Authority
3800 Bayview	Crown Federal/Steveston Harbour Authority/ (Lease with Steveston Waterfront Properties Inc.)
3866 Bayview	Blitz Properties Ltd.
3880 Bayview	Asia Pacific Yacht Centre Corp
3900 Bayview	Crown Federal/ Steveston Harbour Authority (Lease with Riversong Inn Ltd.)
12551 No.1 Road	Crown Federal/ Steveston Harbour Authority

January 20, 2022

Steveston Village Waterfront Area Reference Map

Proposed Map in Steveston Area Plan

Existing and Future Riverfront Walkways and Connections Map



Existing Waterfront Walkway

Future Waterfront Walkway



Existing Pedestrian Connection



Required Future Pedestrian Connection

Note: - The number and location of connections from Bayview Street to the waterfront can be adjusted in accordance with waterfront walkway implementation policies contained in the Steveston Area Plan.

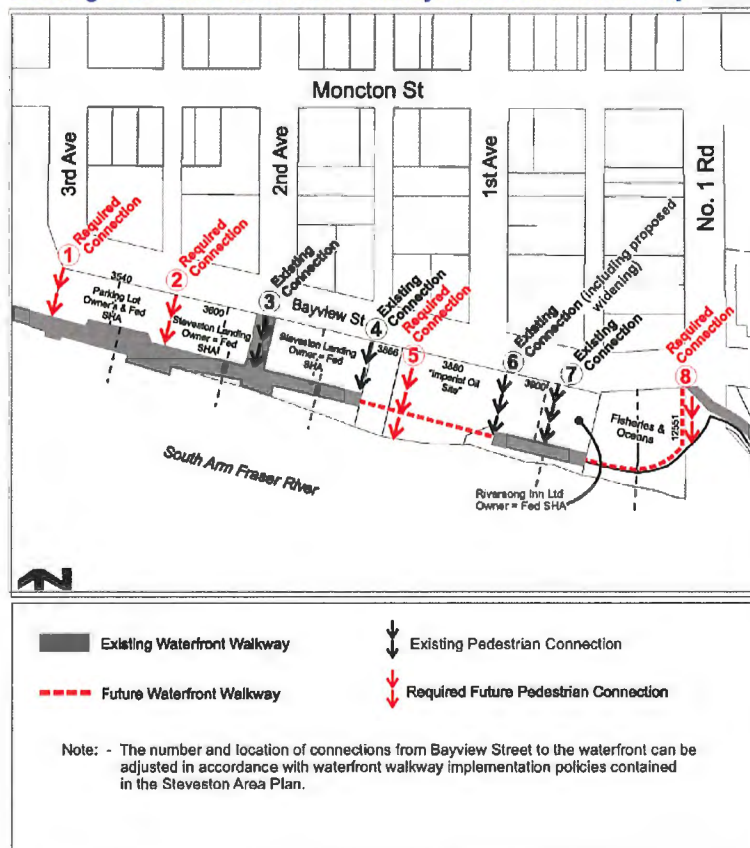


**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 10344 (Revisions to the Steveston Area Plan)**

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

1. Richmond Official Community Plan Bylaw 7100, as amended, is further amended by:
 - a. deleting the Existing and Future Riverfront Walkways and Connections Map under Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4) and replacing it with the following:

Existing and Future Riverfront Walkways and Connections Map



- b. deleting the second, fourth, ninth and eleventh bullets under clause a) in the Policies subsection of Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4) and replacing it with the following:

Second bullet

“- Minimum width of 5.6 m including 1.0 m setbacks from adjacent buildings;”

Fourth bullet

“- The width of the public walkway (minimum 5.6 m) must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls;”

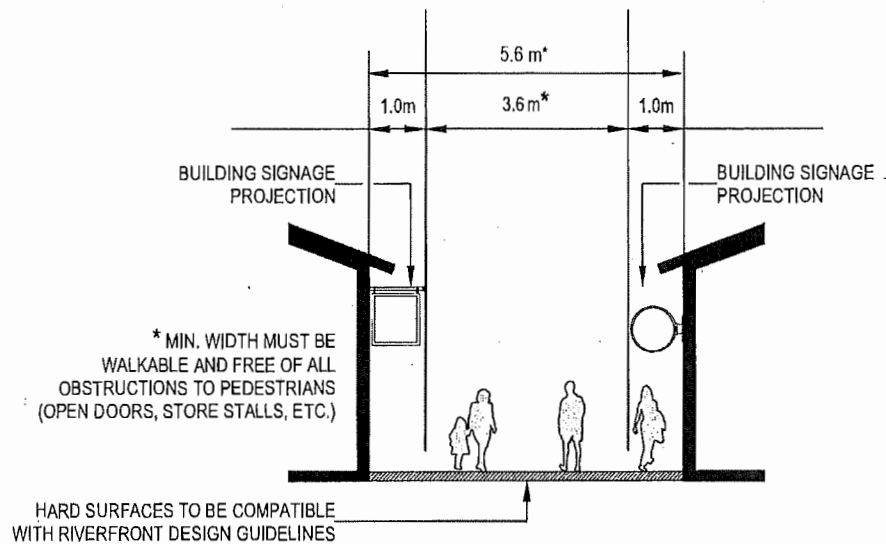
Ninth bullet

“- Minimum width of 4.5 m including 1.0 m setbacks from adjacent buildings;”

Eleventh bullet

“- The width of the public walkway (minimum 4.5 m) must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls;”

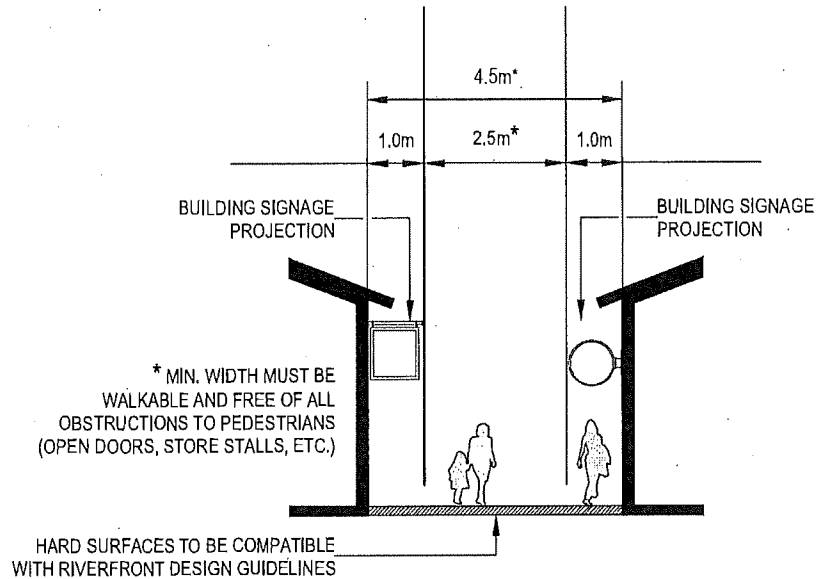
- c. deleting the Pedestrian Connections at Road Ends diagram under clause a) in the Policies subsection of Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4) and replacing it with the following:



X-SECTION NORTH - SOUTH WALKWAYS

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

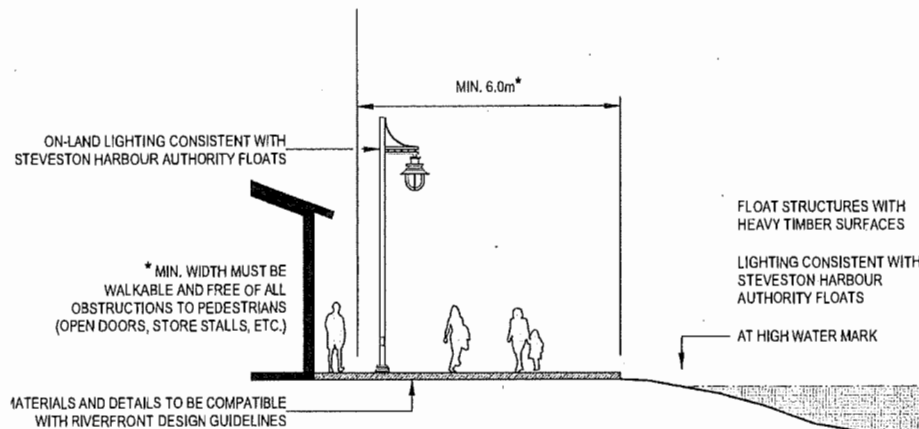
- d. deleting the Pedestrian Connections at Lane Ends diagram under clause a) in the Policies subsection of Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4) and replacing it with the following:



X-SECTION NORTH - SOUTH WALKWAYS

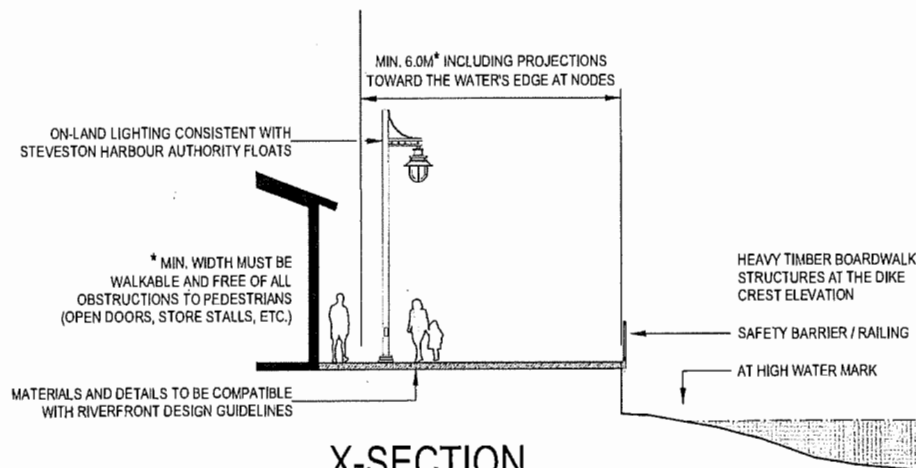
SOUTH FOOT OF LANE ENDS BETWEEN:
NO.1 ROAD & 1ST AVENUE
1ST AVENUE & 2ND AVENUE
2ND AVENUE & 3RD AVENUE

- e. deleting the Waterfront Walkway at High Water Mark diagram under clause b) in the Policies subsection of Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4) and replacing it with the following:



X-SECTION
WATERFRONT WALKWAY
AT HIGH WATER MARK

- f. deleting the Waterfront Walkway Above High Water Mark diagram under clause b) in the Policies subsection of Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4) and replacing it with the following:



X-SECTION
WATERFRONT WALKWAY
ABOVE HIGH WATER MARK

- g. deleting clauses d) and e) in the Policies subsection under Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4)
- h. adding the following clauses a), b), c), d), e), f), g), h), i) and j) under a new Implementation Policies subsection under Objective 6 in Section 6.0 (Natural & Human Environment) of the Steveston Area Plan (Schedule 2.4) after clause c):

“Implementation Policies

- a) Preference for waterfront walkways to be located on the upland lots and secured through the necessary legal agreements (i.e., public right-of-way) to ensure public access to and along the waterfront.
- b) For development occurring on land under federal jurisdiction, work collaboratively to secure appropriate agreements or arrangements that provide for public access to and along the waterfront (including provisions for design and construction of walkway infrastructure) that is acceptable to the City, Federal Government and Steveston Harbour Authority to advance mutual interests of public access to the waterfront and a viable commercial fishing harbour.
- c) For development occurring on privately owned land, property owners and/or developers, through the applicable development application processes, shall be required to provide their portion of access to and along the waterfront through:
 - Ensuring public access to the riverfront walkway and pathway connections in perpetuity through the necessary legal agreements (i.e., public right of ways);
 - Design and construction of the waterfront walkway and pathway connections by the developer in accordance with the design guidelines contained in the Steveston Area Plan.
- d) Establishment of new waterfront walkways (including connections from Bayview Street) must connect to existing waterfront walkway and access infrastructure or provide the ability for future connections to be made in accordance with the policies contained in the Steveston Area Plan.
- e) Development that involves use of both the upland lot and water lot would only be supported if the following conditions are met in relation to securing access to and along the waterfront:
 - Provides public access to and along the waterfront with no buildings or intervening structures that would block or limit public access.

- Provides connections (existing and/or future walkways) to the east and west to ensure the establishment of a continuous waterfront walkway.
 - Secures the appropriate legal agreement acceptable to the City to provide for public access to and along the waterfront for any development involving both the upland lot and adjoining water lot that may include:
 - A public right-of-way on the upland lot; and
 - For the water lot, an appropriate legal agreement acceptable to the City that secures public access to and along the waterfront.
- f) The location of pedestrian connections from Bayview Street to the waterfront walkway can be adjusted from identified road and lane end locations to respond to site specific conditions and to maximize public access to the waterfront.
- g) The following policy directives apply to the site at 3880 Bayview Street and adjacent areas to maximize public access to and along the waterfront and ensure connections to the east and west.
- Require a pedestrian connection from Bayview Street to the waterfront walkway on the west side of 3880 Bayview Street at a minimum width of 4.5 m that would be entirely located on this site.
 - Require a pedestrian connection from Bayview Street to the waterfront walkway on the east side of 3880 Bayview Street that is coordinated with any existing pedestrian connection from Bayview Street to the waterfront walkway located on the west edge of 3900 Bayview Street to achieve a 5.6 m minimum combined pathway width (ultimate) that is shared between these two sites (3880 and 3900 Bayview Street).
 - Require a waterfront walkway along the south side of 3880 Bayview Street that provides for a functional connection to existing waterfront access infrastructure located on 3900 Bayview Street to the east and provides for a future connection to the west.
 - All pedestrian connections from Bayview Street to the waterfront and waterfront walkway is required to be fully accessible to the public and secured through the appropriate public right-of-way acceptable to the City.

- h) Waterfront walkways or pedestrian connections that dead-end are not supported.
 - i) Development of public access to and along the waterfront shall ensure that commercial fishery operations or infrastructure, administered and managed by the Federal Government and Steveston Harbour Authority, are not negatively impacted.
 - j) For areas between 3rd Avenue and No. 1 Road that presently do not provide for public access to or along the waterfront, Bayview Street will provide for pedestrian connections between existing waterfront walkways as an interim measure.”
2. This Bylaw may be cited as **“Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 10344”**.

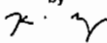

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER