



# City of Richmond

## Report to Committee

**To:** Planning Committee **Date:** May 30, 2017  
**From:** Victor Wei **File:** 08-4045-20-04/2016-  
 Director, Transportation Vol 01  
 Terry Crowe  
 Manager, Policy Planning

**Re:** **Update: Proposed Steveston Area Plan Village Conservation Changes and Long-Term Streetscape Visions for Bayview, Moncton and Chatham Streets**

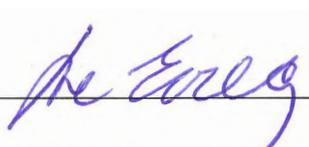
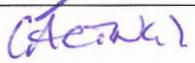
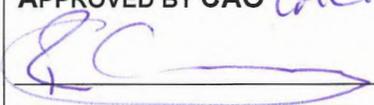
### Staff Recommendation

That Council direct staff to undertake public consultations regarding the proposed Steveston Area Plan Village Conservation changes and the proposed long-term streetscape vision for Bayview Street, Moncton Street and Chatham Street, to be completed by July 31, 2017 as outlined in the report, and report back to Planning Committee in October 2017 on the feedback and recommendations:

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

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

Att: 46

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

## Staff Report

### Origin

In 2009, Council adopted the Steveston Village Conservation Strategy and supporting Steveston Area Plan (SAP) amendments. After subsequent discussions with Planning Committee (Attachment 1), residents, community groups, property owners and developers, and after considerable review, staff present the following proposed recommendations for consideration:

- Part A: refinements to the SAP land use and heritage policies and design guidelines. and,
- Part B: refinements to the long term streetscape vision for Bayview and Chatham Streets.

The purpose of this report is to provide updated information, analyses, options and recommendations regarding the proposed SAP heritage and urban design policies, guidelines, and related parking policy, as well as options for Bayview Street and Chatham Street streetscape enhancements.

City staff's recommendations are their best advice at this time and after consultation, staff may reconsider their recommendations based on feedback.

### Analysis

For clarity, to better manage Steveston Village's heritage and non-heritage properties, the following terms are defined for the various Village areas, as different changes are proposed for each Village Sub-Area and type of Village property:

1. Village Sub-Areas, as identified in the SAP (Attachment 2):
  - Core Area (Bayview Street north to Chatham Street) where lots are small, and
  - Riverfront Area (Bayview Street south to the River) where lots are larger.
2. Heritage and Non-Heritage Properties:
  - 17 protected heritage properties, and
  - 73 non-heritage properties.

Consistent with the SAP, this report uses the Village Sub-Areas as the framework for proposed changes to the heritage and urban design policies and guidelines, parking policy and streetscapes.

The review considered changes to the SAP and the streetscape options, and includes a chart that compares the pre-2009 Area Plan, the 2009 Area Plan policies and the previously proposed 2013 recommendations (Attachments 3 and 4).

Part A for each issue raised at Planning Committee, the report addresses the following concerns, options and presents a recommendation:

- a. Density and height along Moncton Street and Bayview Street (Village Core),
- b. Geodetic height measurement,
- c. On-site parking requirements,

- d. Exterior cladding, window treatments (including brick, metal siding),
- e. Rooftop structures – access points, and
- f. Managing renewable energy infrastructure on building exteriors (e.g., solar panels or air source heat pumps).

In addition, staff also recommend addressing the following land use and design concerns to better manage community and Council concerns:

- a. Rooftop structures – barrier railings,
- b. Riverfront Area (south of Bayview Street):
  - i. Density, Form, Massing, Height – Large vs. Small Buildings,
  - ii. Roofscape – Flat vs. Pitched Roofs
  - iii. Flat roofs, and
- c. View Corridors and the Location Pedestrian Connections – Bayview Street to the Riverfront
- d. Completion of the Waterfront Walkway - Developers Contributions and Design Principles
  - Highlights – Waterfront Walkway, and Street and Lane Connecting
- e. South of Bayview - Large vs. Small Lots.

Part B of the report presents the proposed streetscape vision for Bayview Street, Chatham Street and Moncton Street, and a management strategy for Village parking, specifically:

- a. Streetscape enhancement options for Bayview Street, Chatham Street and Moncton Street,
- b. Sidewalk and boulevard surface options,
- c. Potential funding strategy and timing of implementation for streetscape enhancements,
- d. Parking review on 4th Avenue, and
- e. Long-term off-street parking strategy.

#### Part A - Land Use and Design-Related Issues

1. Issues raised at past Planning Committee meetings were related to the following land use and design topics:

*(a) Density and height along both sides of Moncton Street (Village Core)*

**Currently:** Most buildings along Moncton Street may be 1.2 FAR and two (2) storeys and 9 m in height. One building in three (1 in 3) may be three (3) storeys and 12 m.

**Issue:** There have been recent community concerns about the size, scale and height of Moncton Street development and a desire for two (2) storey buildings has been raised.

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: On both sides of Moncton Street allow a maximum of 1.2 FAR, and two (2) storeys and 9 m in height.

*(b) Density and height along the north side of Bayview Street (Village Core)*

**Currently:** Buildings may be 1.6 FAR and up to three (3) storeys over parkades.

**Issue:** There have been recent community concerns about the size, scale and height of Bayview Street development and a desire for lower building heights has been raised.

**Option 1:** Status Quo.

**Option 2:** *RECOMMENDED:* On Bayview Street, reduce the FAR and height to allow:

- for the north 50% of any lot depth, up to 1.2 FAR and two (2) storeys over parkades, such that building forms appear as three (3) storeys), and
- for the south 50% of any lot depth (nearest to Bayview Street which is the dyke) up to 1.2 FAR and two (2) storeys over parkades, such that building forms appear as two (2) storeys).

The recommended options for (a) and (b) would better respond to public comments by achieving more human-scale in buildings and a gentle transition in built form moving north from Bayview Street to Moncton Street.

*(c) "Geodetic point" in the Village for measuring the height of buildings and structures*

**Definition:** A "geodetic point" is a reference point on the earth from which to calculate the heights of buildings and structures (e.g., the maximum height of a concrete slab or parkade structure). It enables consistency in determining building heights and public safety requirements (e.g., flood protection).

- The geodetic point in Steveston Village is not currently identified as the universal unit for measurement of height in the Area Plan or all zones in Steveston. More specifically, the SAP makes no references to geodetic point and only the "Commercial Mixed Use (ZMU22) – Steveston Commercial" zone for 3531 Bayview Street applies the following geodetic point for measuring building height; for the main building, the maximum height for buildings is three storeys at the north face of the building and two storeys on the south face (Bayview Street) but not to exceed a height to roof ridge of 15.0 m Geodetic Survey of Canada (GSC) datum, and the maximum height for accessory buildings and accessory structures is 8.0 m Geodetic Survey of Canada (GSC) datum.

**Issue:** Without a common reference point for baseline elevation(s), there is a lack of clarity among designers, engineers, property owners and City staff about the maximum permitted height of buildings as identified in SAP and the Zoning Bylaw. However, it should be noted that this is a technical issue as differences in height between building elevations measured from grade versus geodetic height are minor (i.e., inches) and barely visible to the human eye at street level.

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: Staff recommend the following geodetic points:

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or an existing adjacent sidewalk. The proposed 1.4 m GSC baseline is the elevation at the intersection of 3<sup>rd</sup> Avenue and Moncton Street which is a unique, historic feature of the Village Core that should be retained. For comparison, for the redeveloping Rod's Building Supply site, the adjacent sidewalk GCS is between 1.4m - 1.8m.
- For properties located 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).
- The recommendation is a clarification of the existing policy and does not change the maximum permitted heights of buildings.
- Attachment 5 illustrates the measurement of building height from geodetic points.
- Geodetic height may be different at every point along a sidewalk. The same is true for buildings. The height would be determined for each section of the sidewalk at the time of the application or the engineering works (by a certified land surveyor).

The proposed Geodetic Points would help ensure that infill development reinforces and enhances the special character of Steveston Village, while continuing to meet all necessary public safety requirements.

*(d) On-Site Parking Requirements*

**Currently:** The SAP allows up to a 33% reduction in on-site vehicle parking for new development in Steveston Village, where a rezoning application is required.

**Issue:** To address Council feedback regarding the need to maintain an adequate supply of on-street parking in Steveston Village, a lesser vehicle parking reduction can be supported for future residential development(s).

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: To retain the available on street parking:

- Decrease the allowable reduction for on-site parking to 13% for new residential development, and
- Maintain the allowable reduction for on-site parking at 33% for new non-residential development.

The recommended option will minimize the negative impact of new developments on on-street parking.

*(e) Exterior Cladding and Window Treatments*

**Currently:** The SAP has General Design Guidelines for exterior materials and window treatments in new and upgraded non-heritage buildings and Special Guidelines for these features for the Village Core (Attachment 6) and Riverfront Sub-Areas.

**Issue:** General

- Without clarity, new exterior materials and window treatments for new and upgraded non-heritage buildings may be incompatible with the historic area.
- The Development Permit Area (DPA) General Design Guidelines for exterior cladding and windows in the Village Core and Riverfront Sub-Areas, in summary include:
  - An emphasis on horizontal wood siding as the primary exterior material, with complementary glass, concrete, stucco and metal siding, and wood detailing.
  - New buildings may have brick.
  - Vinyl siding is prohibited.
  - Wood window frames are encouraged, and
  - Vinyl window frames are discouraged but not prohibited.

These General Design Guidelines exclude vertical wood siding treatments (e.g., board and batten, channel board) and wood shingles. However, these exterior materials were used historically in Steveston and previously the ‘Sakamoto Guidelines’ (Attachments 7, 8, 9, 10) included them as appropriate exterior cladding throughout Steveston Village.

Existing Brick in Protected Heritage Buildings

- The HCA guidelines are applicable and these are the National Standards and Guidelines for the Conservation of Historic Places in Canada, which support the preservation (retention and repair) of bricks that are character-defining elements of an individual building, or the historic district taken as a whole.
- The Hepworth Building (c. 1913) at 3580 Moncton Street) is the only protected heritage property that is brick masonry.

Brick in New and Upgraded Non-Heritage Buildings:

- Currently the HCA and DPA guidelines generally support the use of brick.
- Currently, there are the following 13 non-heritage buildings in the Village Core that have exterior brick detailing and/or building elements:
- These buildings were constructed between the 1910s and 1970s, and the visible brick has a variety of colour and texture. Some bricks are painted.

1. 3571 Chatham Street	8. 3400 Moncton Street
2. 3631 Chatham Street	9. 3420 Moncton Street
3. 3671 Chatham Street	10. 3460 Moncton Street
4. 3740 Chatham Street	11. 3651 Moncton Street
5. 3800 Chatham Street	12. 3680 Moncton Street
6. 3880 Chatham Street	13. 3991 Moncton Street
7. 3891 Chatham Street	

**Issue:** Some Planning Committee members have indicated that they do not want the use of brick for new buildings and existing non-heritage buildings, to protect the uniqueness of brick in protected heritage buildings (i.e., the Hepworth Building at 3580 Moncton Street).

**Option 1:** Status Quo.

**Option 2:** Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, prohibit the use of brick for elements and detailing.
- For façade improvements to existing buildings, require any existing brick that is removed to be replaced with similar brick.

**Option 3:** Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, prohibit the use of brick for elements and detailing.
- For façade improvements to existing buildings, require any existing brick that is removed to be replaced with similar brick or a different brick that would improve the aesthetics of the building and the area character.

**Option 4:** Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, prohibit the use of brick for elements and detailing.
- For façade improvements to existing buildings, allow any brick that is removed to be replaced with similar brick, or a different brick, or a different material that would improve the aesthetics of the building and the area character. Stucco is prohibited.

**Option 5:** Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, allow the use of brick as a secondary treatment for elements and detailing, as long as that brick is clearly distinguishable from the brick colour and texture of the Hepworth Building.
- For façade improvements to existing buildings, require any brick that is removed to be replaced with similar brick, or a different brick that would improve the aesthetics of the building and the area character. Stucco is prohibited.

**Option 6:** RECOMMENDED: Revise the SAP, Development Permit Area, (DPA), Heritage Conservation Area (HCA) guidelines, to:

- For new buildings and new additions, allow the use of brick as a secondary treatment for elements and detailing, as long as that brick is clearly distinguishable from the brick colour and texture of the Hepworth Building.
- For façade improvements to existing buildings, allow any brick that is removed to be replaced with similar brick, or a different brick, or a different material that would improve the aesthetics of the building and the area character. Stucco is prohibited.

It should be noted that there is a variety of colour and texture in the existing brick of non-heritage buildings and that the brick of the Hepworth Building is unique in the Village. The recommended option would conserve the uniqueness of that brick as a special feature of the HCA while allowing the special character of Steveston to continue to include a diversity of materials in exterior cladding.

### *Use of Metal Siding in the Village*

**Currently:** Metal siding is an option in the Village Core for industrial buildings and along the Riverfront for all buildings.

**Issue:** Recently, some Planning Committee members have indicated that metal siding is not acceptable in the Core Area north of Bayview.

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: Revise the SAP DPA/HCA guidelines to prohibit the use of metal siding in the Core Area north of Bayview. The recommended option would best reflect community preferences (see recommendation below).

Specifically, staff are recommending the following OCP amendments to the design guidelines for exterior cladding and windows treatments (Attachment 11):

- Amend SAP Steveston Village General Design Guidelines, Section 9.3.2.1(g) by removing that section and replacing it with new wording: “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 character of the two sub-areas, the use of metal for 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.”
- Amend SAP Core Area (north of Bayview) Design Guidelines Section 9.3.2.2(a) by adding the following bold wording: “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**, 150mm wide by 19mm 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.”**

- Amend the SAP Riverfront Area (south of Bayview) Design Guidelines by adding a new design guideline with the following wording: **“Metal or wood frame windows are preferred, or contemporary materials that offer a compatible look, but not vinyl framed. Vinyl siding is not permitted. Cementitious boards may be considered.”**

The recommended amendments to the design guidelines for exterior cladding and window treatments would better reflect the historical mix of materials in Steveston. They would also reintroduce exterior finishes from the Sakamoto Guidelines for the Village commercial area that are not currently incorporated into the SAP guidelines.

*(f) Rooftop Structures – Access Points (applicable to flat roofs only)*

Rooftop living spaces are common and enjoyable amenities within historic districts. Currently, the SAP does not have DPA design guidelines for structures that provide universal access to rooftops (i.e., elevator shafts, mechanical penthouses, stair entry points for individual units or common access points) for new buildings or existing non-heritage buildings.

**Issue:** In Canada, and internationally, it is best practice in urban design and heritage conservation, to minimize the visibility of utilitarian structures on rooftops through blending elevator shafts, pop-up rooftop staircase access points, and mechanical rooms with the overall architecture. In Steveston Village, the public have raised concerns about the visual prominence of these types of rooftop structures.

**Option 1:** Status Quo.

**Option 2:** No rooftop access structures may be added for the purposes of creating individual or communal outdoor living spaces.

**Option 3:** Allow for one or more access points (i.e., elevator or stair access) which are well integrated with the overall architectural design of the building, and set back from the roof edges to minimize visibility from the street.

**Option 4:** RECOMMENDED: Staff propose to:

- Prohibit all structures for ‘hatch’ access points (i.e., also known as pop-ups) for individual rooftop living spaces, unless all of the following criteria are met:
  - structures should not exceed 1.83 m (6 ft.) in height, as measured from the roof deck, and should be:
    - well-integrated with the overall architectural design of the building, and
    - set back from all roof edges both to a minimum distance of 1.0 m; and
  - to the extent necessary to ensure that each rooftop structure is not visible, as seen from streets and all other public vantage points (e.g. rear or side lanes) located within a 90 m radius of the site’s boundaries.

- Prohibit all structures for access stairs or elevator shafts for any communal (i.e., large shared) rooftop living spaces, unless all of the following criteria are met:
  - structures should not exceed 3.17 m (10'4") for access stairs and 2.20m<sup>2</sup> (7.2 ft.) for any elevator shaft as measured from the roof deck, and should be:
    - well-integrated with the overall architectural design of the building, and
    - set back from all roof edges both to a minimum distance of 1.0 m, and
  - to the extent necessary, ensure that each rooftop structure is not visible, as seen from streets and all other public vantage points (e.g., rear or side lanes) located within a 90 m radius of the site's boundaries.

Attachment 12 illustrates cross-sections of a rooftop with a hatch entry and a rooftop with an elevator shaft, and Attachment 13 is a map that illustrates a sample site of the view radius to manage the visibility of rooftop structures.

The recommended 90m radius is a standard distance in urban design used to determine if rooftop structures are visible to people from the street or nearby buildings.

The recommended option is consistent with the Council approved Parks Canada National Standards and Guidelines for the Conservation of Historic Places in Canada which state that rooftop additions should be minimally visible from the street. Accordingly, it would avoid situations like 3993 Chatham Street where the access points are not well-blended with the overall architectural design, and are highly visible from points along the street. More specifically, those rooftop structures – which are access stairs – would no longer be permitted as only “hatch” entries would be allowed. It should be noted that the design guidelines are proposed to only apply to flat (not pitched) roofs in the Village Core (not the Riverfront Sub-Area), where both individual and communal outdoor living spaces are feasible and fit with the mixed use vision and character of this historic district.

*(g) Design Guidelines to Manage Renewable Energy Infrastructure on Building Exteriors (e.g., solar panels, air source heat pumps)*

Currently, the SAP has the following Development Permit Area Guidelines and Heritage Conservation Area (HCA) guidelines:

- i. For new buildings and alterations to the 73 non-heritage properties:
  - the DPA and HCA guidelines are identical.
- ii. For the 17 protected heritage properties (Attachment 14):
  - the above DPA/HCA guidelines do not apply.
  - the Council approved Parks Canada, National Standards and Guidelines for Historic Places in Canada (“National Standards and Guidelines”) are the only guidelines that apply.

Regarding New Buildings and the 73 Non-Heritage Buildings:

- i. Currently, the SAP DPA/HCA guidelines (see Attachment 15):

- do address solar panels mounted on flat roofs but not pitched roofs; and
- do not address non - solar alternatives (e.g., air source heat pumps) that may be installed on building exteriors.

**Issue:** Should a property owner chose to voluntarily install solar panels in the Village, new design guidelines would be helpful to ensure that this infrastructure would not be visually prominent from the street.

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: Staff propose:

- Changes to the existing SAP DPA/HCA guidelines (Attachment 16), to:
  - on new flat-roofed buildings, increase the height of false parapets from 1.05 m to 1.2 m, and tuck in and setback the infrastructure behind the false parapets from all the roof edges at a minimum distance of 1.0 m,
  - on existing flat-roofed buildings, tuck the infrastructure behind false parapets where these features are existing, and set back infrastructure from all the roof edges at a minimum distance of 1.0 m; and
  - on new and existing pitched roofs, affix them flush to the roof and not more than 0.2 m above the roof surface.
- Specifically, staff recommend removing “Section 9.3.2.2 Steveston Village Core Area Roofscapes, Exterior Walls, and Finishes” “(g)” and “(h)” and replacing them with the following sections:
  - (g) ***Make use of roofs as outdoor living spaces, except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as water collection area or an 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 1.20 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 surface that is a minimum distance of 1.0 m back from the roof edge(s), and***
    - ***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.***

Attachment 17 illustrates an example of a parapet and solar panels at approximately the same angles as required within Steveston Village.

It should be noted that the recommendations will not change the existing policy for maximum building heights in Steveston Village. The recommended options would support the voluntary installation of solar panels in balance with SAP DPA/HCA objectives to enhance and retain the existing area character.

Regarding the 17 Protected Heritage Properties:

- Currently, the Council has adopted the Park Canada, National Standards and Guidelines, and these include sustainability guidelines for the installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), as long as they are minimally visible from the street (Attachment 18).

**Issue:** Staff have assessed the potential visibility of solar panels on the flat and pitched roofs of the protected heritage properties, as detailed in Attachment 19.

- This 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.
- It will be difficult to install solar panels that meet the Guidelines on the buildings with bellcast, hip or high-pitched roofs:
  - Steveston Courthouse (12011 3<sup>rd</sup> Avenue),
  - Richmond Hospital Society Thrift Shop /Methodist Church (3711 and 3731 Chatham Street), and
  - Steveston Museum (3811 Moncton Street).
- It may, however, be possible to install alternate non-solar energy infrastructure (e.g., air source heat pumps) on rear facades where it would not be visible from the street.

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: Staff recommend the continued use of the Council adopted Parks Canada, National Standards and Guidelines which follow best practices for heritage conservation in Canada and internationally.

- It should be noted that where solar panels are installed, they are typically lightweight and unlikely to physically damage the 17 heritage properties.

The recommendation supports the voluntary installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), while continuing to protect the Village through following heritage conservation best practices.

It should be noted that staff are recommending DPA/HCA guidelines for new buildings and existing non-heritage buildings that are different from the HCA guidelines for the protected heritage properties. This is to ensure maximum flexibility in finding solutions for each heritage property which is a principle of the National Standards and Guidelines.

2. In addition, staff propose addressing the following SAP land use and design issues:

(a) *Rooftop Structures – Barrier Railings*

**Currently:** there are no SAP Design Guidelines for roof top barrier railings.

**Issue:** Rooftop barrier railings should have minimal visibility from the street. An illustration of fencing that complies with the Council adopted Parks Canada National Standards and Guidelines is shown in Attachment 20.

**Option 1:** Status Quo.

**Option 2: RECOMMENDED:** Staff propose that barrier railings for rooftop patios should be simple in design and primarily consist of glazed panels, to minimize their visibility from the street or from neighbouring rooftop patios.

The recommended option would achieve a balance among heritage conservation, universal access in buildings and the private enjoyment of rooftop patios/gardens.

(b) *South of Bayview Street (Riverfront Area) – Design Vision for Density, Building Heights, Roof-scape, View Corridors, Pedestrian Connections to the Waterfront, Boardwalk Expansion, and Lot Sizes*

***Density, Form, Massing and Height – Large Versus Small Buildings***

**Currently:** the SAP design vision for the Riverfront Area is to enhance and conserve “Cannery-like” large buildings, relative to the smaller buildings in the Village Core (Attachment 21). This is achievable through land use policy that allows up to 1.6 FAR and three (3) storeys on top of an above-grade parkade for a maximum height of 12 m.

**Issue:** For certainty, staff request that Council reconfirm the SAP policies for density and height in the Riverfront Sub-Area, along the south side of Bayview Street, or provide direction to staff to reduce the maximum density and building heights.

**Option 1: RECOMMENDED:** Status Quo.

**Option 2:** Decrease the density and height along the Riverfront and south Bayview.

The recommended option is consistent with conserving the area’s special features.

***Waterfront Roof-scape – Flat Versus Pitched Roofs***

**Currently:** the Riverfront Area guidelines support “a limited number” of flat roofs (Attachment 22).

**Issue:** Flat roofs are contrary to the DPA design vision to enhance and retain the “Cannery-like” buildings of the Riverfront, which historically had pitched roofs. Currently, the only building with a flat roof along the south side of Bayview Street between 3<sup>rd</sup> Avenue and No. 1 Road is the Federal Department of Fisheries and Oceans facility located at 12551 No. 1 Road.

**Option 1:** Allow new buildings with flat roofs along the Riverfront (South Bayview).

**Option 2: RECOMMENDED:** Staff propose housekeeping amendments to the existing DPA/HCA Riverfront design guidelines (Attachment 23) to prohibit flat roofs and rooftop living spaces on the south side of Bayview Street.

The recommended option is consistent with conserving the area’s special features.

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

**Currently:** the DPA/HCA Riverfront Sub-Area includes guidelines intended to address views and pedestrian connectivity from Bayview Street to the water as follows:

“9.3.2.2.b. Settlement Patterns:

*To integrate the Riverfront with the Core Area and reinforce it as a special place, new development should:*

- e) *Provide a pattern of seemingly random openings, courtyards and pedestrian arcades of varying scales:*
  - i) *Offering direct and indirect physical access between the River and the Core Area (especially near north-south street and lane ends);*
  - ii) *Framing special near and distant views*
  - iii) *Providing pedestrian access to a continuous riverfront walkway.*
- f) *Ensure that street ends are focal points providing views to:*
  - i) *The river;*
  - ii) *Active uses situated on public or private piers/open spaces.”*

**Option 1:** RECOMMENDED: Status Quo.

**Option 2:** Amend the existing guidelines through the addition of technical requirements such as dimensions for building setbacks from property lines.

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.

### ***Completion of the Waterfront Walkway – Developer Contributions and Design Principles***

**Currently:** The SAP provides limited direction for pedestrian connections to the water and completion of a continuous waterfront walkway west of No 1 Road. However, there are no SAP policies to require developers through planning and development application processes to provide the pedestrian connections to the water and the boardwalk expansion or design principles to guide improvements.

To date, there are public rights of way secured along existing paths on private property, or government property, including the federally-owned water lots along the existing and proposed riverfront boardwalk. The City’s interest in securing rights of way will be a topic of discussion in the stakeholder engagement on the SAP amendments.

**Issues:** Clarity on how developers are expected to provide the waterfront walkway as a public amenity is essential for planning and development applications. In order to achieve the pedestrian connections and boardwalk to a high-quality standard, it would be helpful to have design principles and standards to address all details such as the width of passage for universal access, surface

treatments, resting and viewing points, street furniture, and the maximum projection of building signage along paths.

**Option 1:** Status Quo - do nothing more to the SAP to ensure that the desired Riverfront walkway is built by developers.

**Option 2:** *RECOMMENDED*: Staff recommend changes to the SAP (Attachment 24), to include land use and urban design policies and principles in order to clarify:

- developers through Rezoning, Development Permit and /or Heritage Alteration Permit applications would be required to provide their portion of the continuous, universally accessible, Riverfront walkway.
- design principles and technical standards for all relevant details including but not limited to: the location of pedestrian connections and waterfront boardwalk, on land and floating with connections above and below the high water mark; resting and viewing points; street furniture; specific surface treatments; and signage projections.

All future Riverfront walkway and north/south pedestrian connections will be secured for public access in perpetuity through a legal agreement as a condition of the planning and development applications. Additionally, the owners of properties where existing sections of the walkway and connecting paths are located will be approached to secure public access as part of the City's engagement process.

It should be noted that the paths and boardwalk are part of the Parks system. Accordingly the recommended policy framework and design principles, including the location of north/south connections, are proposed to be included in the Parks section of the OCP, and reflect input from City Parks and Transportation staff.

#### ***Highlights - Waterfront Walkway and Street and Lane Connections***

- Highlights of the proposed Riverfront walkway include:
  - Pedestrian connections at road ends at the south foot of No. 1 Road, 1<sup>st</sup> Avenue and 3<sup>rd</sup> 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 are permitted into any building setback and should be 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 should be compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).

- Connections at the lane ends between No 1 Road and 1<sup>st</sup> Avenue, between 1<sup>st</sup> Avenue and 2<sup>nd</sup> Avenue; and between 2<sup>nd</sup> Avenue and 3<sup>rd</sup> 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 are permitted into any building setback and should be 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 should be compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
  
- 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.
  - Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
  
- 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.
  - Lighting, seating and other site furnishings, as appropriate, at nodes.
  
- Walkway sections will be connected to existing structures as follows:
  - Piers at the south foot of No. 1 Road and 3<sup>rd</sup> 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 3<sup>rd</sup> Avenue:
  - Dedicate a pedestrian route to the waterfront boardwalk and pier.
  - Develop a bridge crossing to the Gulf of Georgia Cannery waterside deck.

All proposed width dimensions for the riverfront boardwalk and the north/south pedestrian connections are adequate to accommodate foot traffic while retaining the narrow character of the historic network of laneways and streets in Steveston.

Attachments 25 and 26 are examples of cross-sections for the boardwalk and the pedestrian connections from Bayview Street. It should be noted that the sections of the boardwalk above high water mark are restricted to floating portions that wrap around the building at 3866 Bayview Street that projects over a water lot.

The recommended option would provide more clarity about how the Riverfront walkway would be provided by developers. It should be noted that the north/south pedestrian paths will connect to the sidewalk (2.25 m in width) along the south side of Bayview Street (in contrast to 2.5 m in width along the north side of Bayview Street), as detailed in the Bayview Street road cross-section provided in this report. All aspects of the policy framework and urban design principles, including technical details (e.g., path width), for the Riverfront walkway and north/south connections will be further refined after receiving comments from stakeholders, and the general public.

### ***South of Bayview - Lot Size – Large Versus Small Lots***

#### **Currently**

- While the original Village survey (c. 1888) created small Riverfront lots, these were later consolidated into large waterfront lots to accommodate the cannery buildings and other uses related to a working harbour.
- Retention of the larger lots is consistent both with the Statement of Significance for Steveston Village (Attachments 27) and the above noted emphasis in the Riverfront Sub-Area design guidelines on “Cannery-like buildings”.
- Existing and future locations for north/south walkways and the Riverfront boardwalk are well accommodated with the existing large lots (Attachment 28).
- In theory, the row of Riverfront properties between No. 1 Road and 3<sup>rd</sup> Avenue could be developed on existing large lots (Attachments 29, 30, 31, 32), or on small lots (Attachments 33, 34). However, only one property (Attachment 35) has immediate development potential, as the others are either SHA parking lots, re-developed, over density (legal non-conforming), or serve Federal functions.

Comparison of Riverfront Large Lots Versus Small Lot Scenarios		
Item	Large Lots	Small lots
Land Use	<ul style="list-style-type: none"> <li>- On the first storey Industrial, and Commercial uses, and</li> <li>- Above, residential and office space</li> </ul>	Same
Density	1.6 FAR	Same
Storeys	3	Same
Maximum Building Height	<ul style="list-style-type: none"> <li>- 20m GSC</li> <li>- Not to exceed the height of the Gulf of Georgia Cannery (22 GSC)</li> </ul>	Same
Urban Design	<ul style="list-style-type: none"> <li>- Consistent with the urban design vision in the SAP as expressed in the Development Permit Area and Heritage Conservation Area for a visual contrast between the Village Core (small commercial buildings, small lots) and Riverfront Precinct (larger "Cannery-like" buildings)</li> </ul>	<ul style="list-style-type: none"> <li>- Inconsistent with the urban design vision in the SAP, as it will result in a lack of visual distinction between the Village Core and Riverfront Precinct</li> </ul>
	<ul style="list-style-type: none"> <li>- Large-scale of the buildings enables a diversity in building form, massing and roof lines</li> </ul>	<ul style="list-style-type: none"> <li>- Small-scale of buildings will result in uniformity in building form, massing and roof lines</li> </ul>
	<ul style="list-style-type: none"> <li>- Fewer N / S access points</li> </ul>	<ul style="list-style-type: none"> <li>- More N /S access points</li> </ul>
Development Potential	<ul style="list-style-type: none"> <li>- Can accommodate small-scale buildings and uses (e.g., retail)</li> </ul>	<ul style="list-style-type: none"> <li>- Cannot support large buildings</li> </ul>
	<ul style="list-style-type: none"> <li>- Would result in fewer buildings</li> </ul>	<ul style="list-style-type: none"> <li>- May result in more buildings</li> </ul>

**Issue:** For certainty, staff request that Council reconfirm that the existing SAP design vision for the Riverfront Area is to retain and build on the historic large lots rather than subdividing into smaller lots.

**Option 1:** RECOMMENDED: Status Quo.

**Option 2:** Allow smaller size lots in the Riverfront Area.

The recommended option is consistent with conserving the area's special features.

## Part B: Streetscape Vision for Bayview, Chatham and Moncton Street

At past Planning Committee meetings, the following issues were discussed related to streetscape and parking. Staff's further analyses of the key topics, along with proposed improvement options to enhance streetscape in Steveston Village, are presented below in the following order.

- a. Sidewalk and boulevard surface options
- b. Parking on Bayview Street
- c. Streetscape enhancement options for Bayview Street, Chatham Street and Moncton Street
- d. Potential funding strategy and timing of implementation for streetscape enhancements
- e. Parking review on 4th Avenue
- f. Long-term off-street parking strategy

### a. *Sidewalk and Boulevard Surface Options*

#### *i. Sidewalk Surface Options*

**Currently:** The SAP sidewalk surface requirements (i.e., wood versus concrete) can be better defined for safety, heritage value and aesthetics.

**Issues:** Staff have identified the following important considerations regarding the functionality of a wood surface for the primary pedestrian corridor:

- **Slipperiness:** The wood surface can become slippery when wet or frosty. Sand is regularly spread on City-owned wooden boardwalks and piers to reduce slipping in the wintertime. However, the use of sand shortens the life of the wood surface as it speeds rotting. The sand must also be frequently re-applied as it washes off during heavy rains. Some wooden bridges have been painted with non-slip paint; this treatment also requires regular replacement and often is not appropriate as the paint detracts from the heritage look of the wood. The only location within the Village that currently features a wooden sidewalk is the northwest corner of Moncton Street and 1<sup>st</sup> Avenue. The City installed a sign at this location several years ago advising pedestrians to use caution as the surface is slippery when wet.
- **Accessibility:** The City has received past comments from the public regarding the limited accessibility of wooden boardwalks (e.g., wheelchairs and canes can become lodged in the gaps between planks placed with the direction of travel). Where there are gaps between boards, the boards are typically placed across the direction of travel and there is an alternate route for cyclists and other users of wheeled devices along with directional signage.
- **Durability:** The longevity of a wood surface depends on the type and dimensions of the lumber used, whether or not it is treated, how the base foundation is built, and the level of usage. Ten to 15 years is the typical lifespan for a wood boardwalk compared to 20 to 40 years for a concrete sidewalk.
- **Maintenance:** Wooden boards require on-going maintenance as they frequently become loose or warped and need to be fixed or replaced. Conversely, the maintenance of concrete sidewalks is typically due to a

discrete event (e.g., repairing the uplift of a slab due to tree roots) rather than a continual process).

- **Compatibility:** The contemporary use of wood sidewalks may not be compatible with adjacent buildings and other surroundings in terms of urban design aesthetics and heritage values (i.e., any changes to the streetscape should not impose a faux heritage look).

**Option 1:** Wood plank sidewalk.

**Option 2:** RECOMMENDED: A minimum 2.5 m wide special “wood-textured” concrete sidewalk.

The recommended option would ensure a high quality pedestrian surface for the primary travel path that is both safe and accessible.

## *ii. Boulevard Surface Options*

**Currently:** The SAP boulevard surface treatment (i.e., wood versus concrete) can be better defined for safety, heritage value and aesthetics.

**Issue:** There is an opportunity to use a different hardscape surface for boulevards adjacent to concrete sidewalks, as these areas would have relatively less pedestrian traffic.

**Option 1:** Wood plank boulevard. The surface would be wood planks placed laterally (across one’s path) to minimize accessibility concerns. Attachment 36 illustrates the existing wood sidewalk on Moncton Street at 1<sup>st</sup> Avenue plus a rendering of Bayview Street with a 2.5 m concrete sidewalk with a hardscape boulevard that is wood planks.

**Option 2:** RECOMMENDED: “Wood plank textured” concrete boulevard. Staff recommend that the boulevard surface be wood plank textured concrete to achieve smoothness, accessibility, durability, lack of slipperiness, and low maintenance costs. Attachment 37 contains photographs of existing examples of concrete textured to appear as wood planks.

## *b. Parking on Bayview Street*

**Currently:** There are 17 on-street parking spaces on Bayview Street between No. 1 Road and 3<sup>rd</sup> Avenue comprised of three on the north side in a parking lay-by and 14 on the south side. A further 150 off-street public parking spaces (112 of which are pay parking) are located, either immediately adjacent to Bayview Street (94 spaces), or accessible within 40 m of the street (56 spaces). Thus, the on-street parking supply is a relatively small proportion (10%) of the overall public parking available in the immediate vicinity of Bayview Street.

**Issues:** Council directed staff to review the implications of removing on-street parking on Bayview Street and the subsequent effects to parking within Steveston and vehicular traffic on Bayview Street.

As stated in the previous report presented to Council in March 2013, an analysis of future on and off-street parking demand for the Village Core, based on the recommended parking rates of the Steveston Village

Conservation Strategy and Implementation Program<sup>1</sup> indicates that the future parking demand would exceed the future core parking supply by about 30 parking spaces. If the on-site parking requirement for residential use in Steveston Village is increased by lowering the proposed reduction from 33% to 13% from the City-wide Bylaw requirement as earlier recommended in Part A, this shortfall would be reduced to about 12 parking spaces.

Should on-street parking on Bayview Street be removed, the combined future parking demand of 47 spaces generated in the Village Core Area (or 29 spaces if on-site parking requirements for residential uses are increased) could be met when on-street public parking immediately adjacent to the Core Area is included. Chatham Street west of 3<sup>rd</sup> Avenue has sufficient capacity of approximately 54 spaces to fully accommodate this future parking demand.

**Option 1:** Retain on-street parking.

**Option 2:** RECOMMENDED: Await the outcome of public consultation on the revised streetscape options for Bayview Street (described below), some of which include the removal of on-street parking. Although Bayview Street has a higher parking demand due to its proximity to the waterfront, the removal of on-street parking would be manageable.

c. *Streetscape Enhancement Options for Bayview, Chatham and Moncton Streets*

**Revised Streetscape Options for Bayview Street**

**Currently:** The Steveston Area Plan Design Guidelines state with respect to landscape elements that “new development should: (a) Keep sidewalks narrow; (b) Where possible, employ timber planks for walkways/sidewalks (especially near the riverfront), and planks, gravel or other special paving treatments for parking areas, rather than asphalt”. There is no long-term streetscape vision for Bayview Street that would help guide the enhancement of the pedestrian realm and the efficiency of curb parking as part of current and anticipated development.

**Issue:** In March 2012, staff were directed to develop a streetscape vision for Bayview Street. Council subsequently directed staff to undertake public consultation on the proposed options, which was conducted in April-May 2013. As reported previously in July 2013; the public consultation results indicated relatively strong support for a wider and improved pedestrian realm with no additional on-street parking (see Attachment 38 for a summary of the results). Accordingly, a long-term streetscape vision was recommended that retained the existing pavement width and incorporated continuous sidewalks and an enhanced pedestrian realm on the north side that would comprise a 2.5 m wide sidewalk, 3.5 m wide hardscape boulevard and 1.5 m wide

<sup>1</sup> The recommended parking rates for the Village core are to increase the residential rate from 1.0 to 1.3 parking spaces per dwelling unit and to maintain the existing 33 per cent parking reduction from the City bylaw for non-residential uses.

landscaping with no change to the south side. The boulevard area on the north side would include enhanced pedestrian-scale features and amenities. Staff were directed to further review the streetscape options. As a result, the revised streetscape options are summarized in Table 1 below with Attachments 39 to 41 illustrating Options 1 through 3 respectively. All of the options can be accommodated within the existing road right-of-way.

**RECOMMENDATION:** That the proposed revised long-term streetscape options for Bayview Street be endorsed for further public consultation, given the scale of the potential changes to the streetscape and public realm of Steveston Village.

Table 1: Streetscape Options for Bayview Street		
Option	Elements	Est. Cost (2017\$)
1 Improved Pedestrian Realm on North Side	<ul style="list-style-type: none"> <li>- No change to location of curbs and allocation of road space</li> <li>- Wider and enhanced pedestrian realm (7.5 m) on north side</li> <li>- Pedestrian realm on south side would remain unchanged</li> <li>- Retain on-street parking on south side</li> </ul>	\$0.5M
2 Improved Pedestrian Realm on Both Sides	<ul style="list-style-type: none"> <li>- Wider pedestrian realm (7.5 m) on north side as in Option 1</li> <li>- Remove on-street parking on south side and move south curb to the north by 2.5 m</li> <li>- Wider and enhanced pedestrian realm (up to 4.75 m) on south side</li> <li>- Consolidate on-street parking on south side towards No. 1 Road</li> </ul>	\$1.5 M
3 Improved Pedestrian Realm on Both Sides & Continuous Greenway	<ul style="list-style-type: none"> <li>- Wider pedestrian realm (6.0 m) on north side</li> <li>- Move north curb to the north by 1.5 m</li> <li>- Remove on-street parking on south side and move south curb to the north by 1.0 m</li> <li>- Re-allocate 3.0 m on south side to a two-way protected cycling facility</li> <li>- Wider pedestrian realm (3.25 m) on south side</li> </ul>	\$1.6M
<p>Notes:</p> <ul style="list-style-type: none"> <li>- The cost estimates do not include those sections that are currently under development and where there are private property impacts.</li> <li>- The latter sections would be deferred until redevelopment of the adjacent property.</li> </ul>		

**Revised Streetscape Options for Chatham Street**

**Currently:** Similar to Bayview Street, there is no long-term streetscape vision for Chatham Street that would help guide the enhancement of the pedestrian realm and the efficiency of curb parking as part of current and anticipated development.

**Issue:** As part of the development of streetscape options for Bayview Street, staff were also directed to prepare streetscape options for Chatham Street and present them for public feedback. The public consultation results indicated relatively strong support for a wider and improved pedestrian realm with no additional on-street parking. Accordingly, a long-term streetscape vision was recommended that retained the existing pavement width and incorporated an enhanced pedestrian realm on both sides of the street that would comprise a 2.5 m sidewalk on each side with a 3.9 m wide hardscape boulevard on the north side and a 4.5 m boulevard on the south side. The boulevard areas would incorporate street trees plus pedestrian-scale features and amenities. Staff were directed to further review the streetscape options.

As a result, the revised streetscape options are summarized in Table 2 below with Attachments 42 to 43 illustrating Options 1 and 2 respectively. Both options can be accommodated within the existing road right-of-way.

**RECOMMENDATION:** That the proposed revised long-term streetscape options for Chatham Street be endorsed for further public consultation given the scale of the potential changes to the streetscape and public realm of Steveston Village.

Table 2: Streetscape Options for Chatham Street		
Option	Elements	Est. Cost (2017\$)
1 Improved Pedestrian Realm on Both Sides	<ul style="list-style-type: none"> <li>- No change to location of curbs</li> <li>- Maintain on-street parking on both sides</li> <li>- Wider and enhanced pedestrian realms of 6.4 m (south side) and 7.0 m (north side)</li> </ul>	\$2.6M
2 Improved Pedestrian Realm on Both Sides & Narrowed Roadway	<ul style="list-style-type: none"> <li>- Shift north and south curbs into the roadway by 1.25 m each</li> <li>- Maintain on-street parking on both sides</li> <li>- Wider pedestrian realms on both sides as in Option 1 plus delineated off-street cycling facilities</li> </ul>	\$3.2M
<p>Notes:</p> <ul style="list-style-type: none"> <li>- The cost estimates do not include those sections that are currently under development and where there are private property impacts.</li> <li>- The latter sections would be deferred until redevelopment of the adjacent property.</li> </ul>		

The permanent installation of curb bulges to replace the temporary curb extensions at 4<sup>th</sup> Avenue is also recommended as the trial period has not revealed any impacts on street operations (e.g., ability of transit buses to pull in/out from the curb). The curb extensions would enhance pedestrian safety by increasing the visibility of pedestrians to approaching motorists (and vice-versa) as well as shortening the crossing distance. This proposed improvement would be included in the upcoming public consultation as part of the Chatham Street streetscape concept and reported back to Council with a cost estimate prior to implementation. The cost of curb bulges is not included in Table 2 above.

**Streetscape Options for Moncton Street**

**Currently:** The existing pedestrian realm consists of a concrete sidewalk and a boulevard surface comprised of unit pavers with curb bulges at at 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Avenues.

**Issues:** In light of the proposed streetscape improvements for Bayview and Chatham Streets, staff also examined the following potential improvements for Moncton Street:

- **Modification of Curb Bulges:** Staff explored options to modify the curb bulges to better reflect a simplified streetscape consistent with the *Steveston Village Conservation Strategy and Implementation Program* while still safely accommodating pedestrian movements. Curb bulges create extra space for pedestrians to navigate thereby preventing blind corners as buildings in the Village are built at or close to the property line and there are no typical “corner cuts” that facilitate pedestrian movements. Attachment 44 illustrates how the bulges could be reconfigured with the removal of the pavers and the provision of ramps with a rollover curb at 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Avenues plus the addition

of two mid-block crossings at the lane between 1<sup>st</sup> and 2<sup>nd</sup> Avenues, and the lane between 2<sup>nd</sup> and 3<sup>rd</sup> Avenues.

- **Boulevard Surface:** The existing boulevard surface could be replaced with textured concrete that appears as wood for consistency with the proposed boulevard treatments on Bayview and Chatham Streets.

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: Present the two proposed improvements on Moncton Street as part of the public consultation on the revised streetscape options for Bayview and Chatham Streets. The two proposed improvements can both be accommodated within the existing road right-of-way and have a combined estimated cost (2017) of \$1.1 million.

*d. Potential Funding Strategy and Timing of Implementation for Streetscape Enhancements*

*i. Potential Timing of Streetscape Implementation*

**Currently:** Some of the proposed streetscape improvements on Bayview Street and Chatham Street would be driven by the timing of redevelopment of adjacent properties. Hence, none of these improvements are identified in the current 5-Year (2017-2021) Capital Plan.

**Issues:** The proposed streetscape changes on Moncton Street could be implemented without any constraints (e.g., there are no private property encroachments). Attachments 45 (Bayview Street) and 46 (Chatham Street) provide a breakdown along each street of the potential timing of implementation of the alternative streetscape designs based on current conditions and in-stream planned changes.

The coloured lines and boxes along each street reflect the following conditions:

- **Existing Private Parking Lots Within Street Frontage:** The shaded lines in Attachments 32 and 33 indicate where changes would significantly impact the adjacent property owner/tenant due to existing encroachments into the City right-of-way (pink), where individual driveways to surface parking lots limit the extent of streetscape improvements that could be implemented (green) and where the proposed streetscape improvements could be implemented with no constraints (yellow). For Chatham Street where encroachments are prevalent, significant reconfiguration of the parking spaces and drive aisles would be required resulting in a loss of on-site parking capacity.
- **Potential Timing of Future Development:** The coloured boxes in Attachments 32 and 33 indicate the potential time frames of currently under development (purple) sites, within the next five years (light blue), within the next five to 10 years (dark blue), and beyond 10 years (red).

Combining the two conditions together yields where the City could initiate the proposed streetscape improvements now (i.e., yellow line with red box) on the basis that there are no encroachments and there is a low potential for foreseeable development (i.e., would be many years before the improvements would be realized through development):

- Bayview Street: the majority of both sides of the street.
- Chatham Street: a minority of the north side and approximately one-half of the south side. The roadway could be narrowed on both sides (component of Option 2) without any constraints.
- Moncton Street: both sides of the street with no constraints.

Table 3 presents the revised estimated cost of the streetscape options where the City could initiate the proposed streetscape improvements now.

Table 3: Estimated Cost (2017\$) of Streetscape Options for Ultimate versus Implementable Now				
Option			Ultimate (Full Length)	Implementable Now
Bayview Street	1	Improved Pedestrian Realm on North Side	\$0.5M	\$0.5M
	2	Improved Pedestrian Realm on Both Sides	\$1.5M	\$1.5M
	3	Improved Pedestrian Realm on Both Sides & Continuous Greenway	\$1.6M	\$1.6M
Chatham Street	1	Improved Pedestrian Realm on Both Sides	\$2.6M	\$1.5M
	2	Improved Pedestrian Realm on Both Sides & Off-Street Cycling with Narrowed Roadway	\$3.2M	\$1.8M
Moncton Street		Modification of Curb Bulges & Boulevard	\$1.1M	\$1.1M

Note: Estimates are in \$2017 and based on construction conditions.

**ii. Potential Funding Options for Streetscape Implementation**

**Currently:** The proposed streetscape improvements on Bayview Street, Chatham Street and Moncton Street are not identified in the current 5-Year (2017-2021) Capital Plan.

**Issue:** As a funding source for the proposed streetscape improvements has not been identified, staff considered the following options.

**Option 1:** Secure improvements via redevelopment of adjacent fronting properties as they occur. This option would preclude any immediate impacts to the affected properties on Bayview and Chatham Streets that encroach into the City right-of-way but would delay implementation potentially beyond 20 years. For Chatham Street, redevelopment would potentially enable the extension of the rear lane on the north side that in turn would allow for the removal of individual driveways.

**Option 2:** Recommended: Include the streetscape improvements that are implementable now in future capital programs to be funded through Roads DCC Program. Using city-wide Roads DCC is considered appropriate as Steveston Village is a key city and regional destination where growth will continue to result in increased activity. Inclusion of the project would not guarantee future construction, as there may be other competing projects that are considered higher priorities as part of the City’s annual capital program approval process. Of the funding options presented, this option appears to be the most feasible.

**Option 3:** Use funding within the Steveston Off-Street Parking Reserve Fund. The Fund allows an owner or occupier to make a payment to the City as an alternative to complying with a requirement to provide on-site parking

spaces. Provincial legislation specifies that the money received must be placed in a reserve fund for the sole purpose of providing new and existing on-site (off-street) parking spaces. Therefore, the Fund cannot be used towards streetscape improvements.

*e. Parking Review on 4th Avenue*

**Currently:** The pavement width on 4<sup>th</sup> Avenue (Chatham Street to Steveston Highway) varies between 8.4 m and 13.4 m, inclusive of a continuous 2.0 m wide paved pedestrian pathway on the west side that is contiguous with the road. The road right-of-way extends for approximately 10 m beyond the edge of asphalt on either side and presently is a grass boulevard. This section of 4<sup>th</sup> Avenue is intersected by seven cross-streets (at a 100 m spacing) and multiple driveways on both sides serving the single family residences. There are seven bus stops along this section (three on the east side and four on the west side) utilized by the 407 and 410 transit services.

**Issue:** The roadway would require widening (i.e., decreasing the width of the grass boulevard) to accommodate either angle or parallel on-street parking. Given the number of accesses, cross-streets and bus stops that all require clearances, there is a relatively limited opportunity to establish a meaningful number of on-street parking spaces.

**Option 1:** RECOMMENDED: Retain the current configuration due to the limited number of parking spaces to be gained and the impacts to adjacent single family residences in terms of the loss of green space, proximity of the parking and its associated effects of noise and intrusion of headlights. Staff have recently communicated with some of the residents in the general area north of Chatham Street regarding the investigation of potential solutions to address their concerns of parking intrusion by employees and customers from the Village into this neighborhood. A parking study was carried out during late summer of 2016 which observed parking intrusion to be limited. Staff will continue to monitor this area for any parking issues.

**Option 2:** Widen 4<sup>th</sup> Avenue to accommodate either angle or parallel on-street parking.

*f. Long-term Off-street Parking Strategy*

**Currently:** Given the additional public parking available immediately adjacent to the Village core along the western section of Chatham Street, past analysis detailed in the March 2013 staff report concludes that there is and will be sufficient public parking available in the Village and hence there is no need for additional on-street parking or a stand-alone parkade. In addition to the lack of a demonstrated need, the creation of a stand-alone parkade in the Village would have the following negative impacts:

- encouragement of continued growth of private vehicle trips rather than sustainable travel modes to the Village, which is counter to the goals of the Official Community Plan;

- significant construction and maintenance costs that even with a pay parking program may not be recoverable; and
- conversion of valuable public land for the lower order use of private vehicle storage.

**Issue:** Based on recent development activities in Steveston Village, there appears to be limited opportunity to provide additional public parking as part of the integrated on-site parking within a future development given the relatively smaller lot sizes in the area. Staff note that the consolidation of smaller properties into larger lots would be contrary to both the Steveston Area Plan and the Steveston Village Conservation Strategy, which encourage the retention of historic lot lines.

**Option 1:** Status Quo.

**Option 2:** RECOMMENDED: As part of the Mayors' Council Vision for transportation improvements in Metro Vancouver, a future transit exchange in Steveston is identified within the first ten years. Such a facility, which is also identified as an improvement to be considered in TransLink's Southwest Area Transport Plan, would allow the relocation of buses that currently layover on Chatham Street, Moncton Street and No. 1 Road to an off-street transit exchange and the re-allocation of the layover spaces to public parking along those streets. The 2016 federal budget has committed \$370 million towards short-term "shovel-ready" projects of the 10-year plan in which the Steveston Transit Exchange is included in the latter half of the plan. Hence, there may be an opportunity through the transit exchange development to secure additional off-street public parking.

While there has been demonstrated limited ability for recent developments in the Village core to incorporate additional public parking on-site beyond their requirements, a transit exchange or similar scale development outside but adjacent to the Village core could present further opportunities to pursue such a joint partnership. If successful, this could result in the disposal of the City's existing two off-street parking lots within the Village core to free up the sites for higher uses and to provide additional revenue to be invested towards effective consolidation of off-street public parking.

#### Consultation Process and Timeline

Staff have initiated discussions with Steveston Harbour Authority (SHA) staff who have indicated a willingness to bring forward the proposed policies and design principles to complete the Riverfront walkway to a SHA Board meeting in 2017. SHA also recommended that the City consult directly with the federal departments of Fisheries and Oceans, and Public Works.

At this time, staff are seeking Council authorization to undertake the required OCP engagement process on the proposed Steveston Area Plan amendments, as well as the proposed streetscape design visions for Bayview Street, Moncton Street and Chatham Street.

The stakeholder and public engagement would be completed by July 31, 2017 and staff anticipate reporting back on the results with recommendations to Planning Committee in October 2017.

(1) Open Houses:

- One Open House with the general public;
- One Open House with Village businesses and property owners;

(2) Meetings:

- One meeting with the Steveston 20/20 Group;
- One meeting with the Richmond Heritage Commission;
- As necessary, meetings with other stakeholders (e.g., the Steveston Harbour Authority, Fisheries and Oceans Canada).

Open house notices and surveys will be posted on the City's website, in the local newspaper and in the Steveston Community Centre. Feedback can occur through the City's web site, surveys, e-mails and letters.

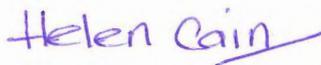
**Financial Impact**

None. The proposed consultation activities can be accommodated within existing budgets.

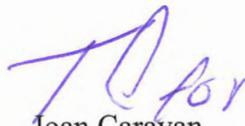
**Conclusion**

Steveston Village is unique and should be protected and its heritage conserved. Staff recommend changes to the Steveston Area Plan policy and guidelines to clarify how the following can be managed effectively in order to realize the community's vision of its character:

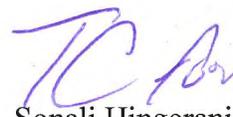
- Village Core and Riverfront building density, height, windows, roof access, barriers and treatments, the installation of new renewable energy infrastructure (e.g., solar panels and non-solar), and the completion of the Riverfront walkway and pedestrian and laneway connections to Bayview Street between 3<sup>rd</sup> Avenue and No. 1. Road; and
- Long-term streetscape design concepts for Bayview Street, Moncton Street and Chatham Street within the Village Core, improvements to the public realm with the provision of enhanced sidewalks, more street trees and streetlights, increased accessibility and parking considerations.



Helen Cain, Planner 2,  
Heritage, Policy Planning  
(604-276-4193)



Joan Caravan  
Transportation Planner  
(604-276-4035)



Sonali Hingorani  
Transportation Engineer  
(604-276-4049)

TC/HC/JC/SH:cas

## List of Attachments

- Att. 1: Planning Committee Minutes for July 16, 2013 and June 3, 2014
- Att. 2: Steveston Village Sub-Areas Map
- Att. 3: Past and Proposed Steveston Area Plan Amendments: Pre-2009 Plan, Current Plan, and 2017 Recommendations
- Att. 4: 2013 Staff Recommendations – Open House Boards
- Att. 5: Measurement of Building Height from Geodetic Point
- Att. 6: Steveston DPA – Steveston Village Character Area – General and Core Area and Riverfront Design Guidelines for Exterior Materials and Window Treatments (2009 Plan Excerpt)
- Att. 7: Chronology of Development Permit Area Guidelines, 1980s to 2014
- Att. 8: ‘Sakamoto Guidelines’ for Area Revitalization (1987)
- Att. 9: ‘Sakamoto Guidelines’ for Façade Improvements (1989)
- Att. 10: ‘Sakamoto Guidelines’ Highlighted in the Current Plan (2009 Plan Excerpt)
- Att. 11: Steveston DPA – Steveston Village Character Area – Proposed New General and Core Area and Riverfront Design Guidelines for Exterior Materials and Window Treatments (based on 1989 ‘Sakamoto Guidelines’)
- Att. 12: Cross-Sections of Rooftop Structures for Access Points
- Att. 13: Sample Site with View Radius for Managing the Visibility of Rooftop Structures
- Att. 14: Steveston Village HCA – Protected Heritage Properties (2009 Plan Excerpt)
- Att. 15: Steveston DPA – Steveston Village Character Area and Steveston Village HCA – Existing Guidelines for Renewal Energy Infrastructure (new development and non-heritage resources) (Excerpt from 2009 Plan)
- Att. 16: Steveston DPA – Steveston Village Character Area – New and Revised General Guidelines for Renewal Energy Infrastructure for New Development
- Att. 17: Photograph of Historic Building with Parapet and Rooftop Solar Panels
- Att. 18: Steveston HCA – Existing Guidelines for the 17 Protected Heritage Properties (Excerpt from the National Standards and Guidelines for Historic Places in Canada)
- Att. 19: Steveston Village HCA – Impact of Solar Panel Installation on Protected Heritage Properties
- Att. 20: Photograph of Proposed Rooftop Patio Barrier Fence Design
- Att. 21: Steveston DPA – Steveston Village Character Area – Riverfront Design Guidelines (2009 Precinct Excerpt)
- Att. 22: Steveston DPA – Steveston Village Character Area – Riverfront Design Guidelines for Flat Roofs (2009 Precinct Excerpt)
- Att. 23: Steveston DPA – Steveston Village Character Area – New and Revised Riverfront Guidelines for Roof Types
- Att. 24: Steveston Waterfront – Policies and Design Principles for the Walkway
- Att. 25: Cross-Section of Standards for North-South Walkways
- Att. 26: Cross-Section of Standards for the Riverfront Walkway
- Att. 27: Steveston Village Statement of Significance (Steveston Village Conservation Strategy 2009 Excerpt)
- Att. 28: Steveston Waterfront – Walkways and Pedestrian Connections Based on Large Lot Pattern
- Att. 29: Steveston Waterfront – ‘Large Lots’ (Historic and Existing Lot Pattern) with Future and Existing Pedestrian Connections
- Att. 30: South Side of Bayview Street: Model of Existing Conditions (“Large Lots”)
- Att. 31: South Side of Bayview Street: “Large Lot” Existing Conditions and Model Using Guidelines
- Att. 32: South Side of Bayview Street: “Large Lot” Existing Conditions and Model Without Guidelines
- Att. 33: South Side of Bayview Street: Small Lots (Future Theoretical)
- Att. 34: South Side of Bayview Street: Model of “Small Lot” Scenario
- Att. 35: South Side of Bayview Street: Existing Zone and Development Potential
- Att. 36: Bayview Street: Renderings of Wood and Textured Concrete Boulevards
- Att. 37: Photographs of Existing Textured Concrete Walkways
- Att. 38: Long-Term Streetscape Visions for Bayview and Chatham Streets – Summary of Survey Results: April-May 2013
- Att. 39: Bayview Street – Option 1: Enhanced Pedestrian Realm on North Side Only
- Att. 40: Bayview Street – Option 2: Enhanced Pedestrian Realm on North and South Sides

- Att. 41: Bayview Street – Option 3: Enhanced Pedestrian Realm on North and South Sides plus Continuous Greenway
- Att. 42: Chatham Street – Option 1: Enhanced Pedestrian Realm on North and South Sides
- Att. 43: Chatham Street – Option 2: Narrowed Roadway and Enhanced Pedestrian Realm on North and South Sides
- Att. 44: Moncton Street: Renderings of Modified Curb Bulges and Boulevard
- Att. 45: Bayview Street: Potential Timing of Implementation of Streetscape Improvements
- Att. 46: Chatham Street: Potential Timing of Implementation of Streetscape Improvements

**Council Referral, July 16, 2013, and Planning Committee Referral June 6, 2014**

**1. Steveston Area Plan Amendment**

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

It was moved and seconded

*That the proposed Steveston Area Plan Amendment as outlined in the report from the General Manager, Planning and Development, dated June 27, 2013 be referred back to staff to bring clarification to the recommendations listed on page 18 of the report, including a comparison chart illustrating the existing plan and the proposed plan.*

The question on the referral was not called as discussion ensued and staff was directed to include (i) pre-2009 requirements in the comparison, (ii) the drawings available to the public, (iii) the Sakamoto report, and (iv) information regarding eliminating rooftop gardens. The question on the referral was then called, and it was CARRIED.

**2. Recommended Long-Term Streetscape Visions for Bayview Street and Chatham Street**

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

It was moved and seconded

*That the Recommended Long-Term Streetscape Visions for Bayview Street and Chatham Street as outlined in the report from the Director, Transportation, dated June 26, 2013 be referred back to staff to*

- (1) investigate sidewalk options; and*
- (2) provide funding options for the sidewalks*

The question on the referral was not called as there was not a consensus from the Committee in support of the proposed streetscape vision. Discussion ensued regarding a possible tram in Steveston and the implications of removing parking and prohibiting vehicular traffic on Bayview Street. Staff was advised that the report include (i) no parking on Bayview Street and the subsequent implications to parking within Steveston and vehicular traffic on Bayview Street, (ii) heritage (i.e. plank) options for the sidewalk, and (iii) parking options on 4<sup>th</sup> Avenue. The question on the referral was then called, and it was CARRIED.

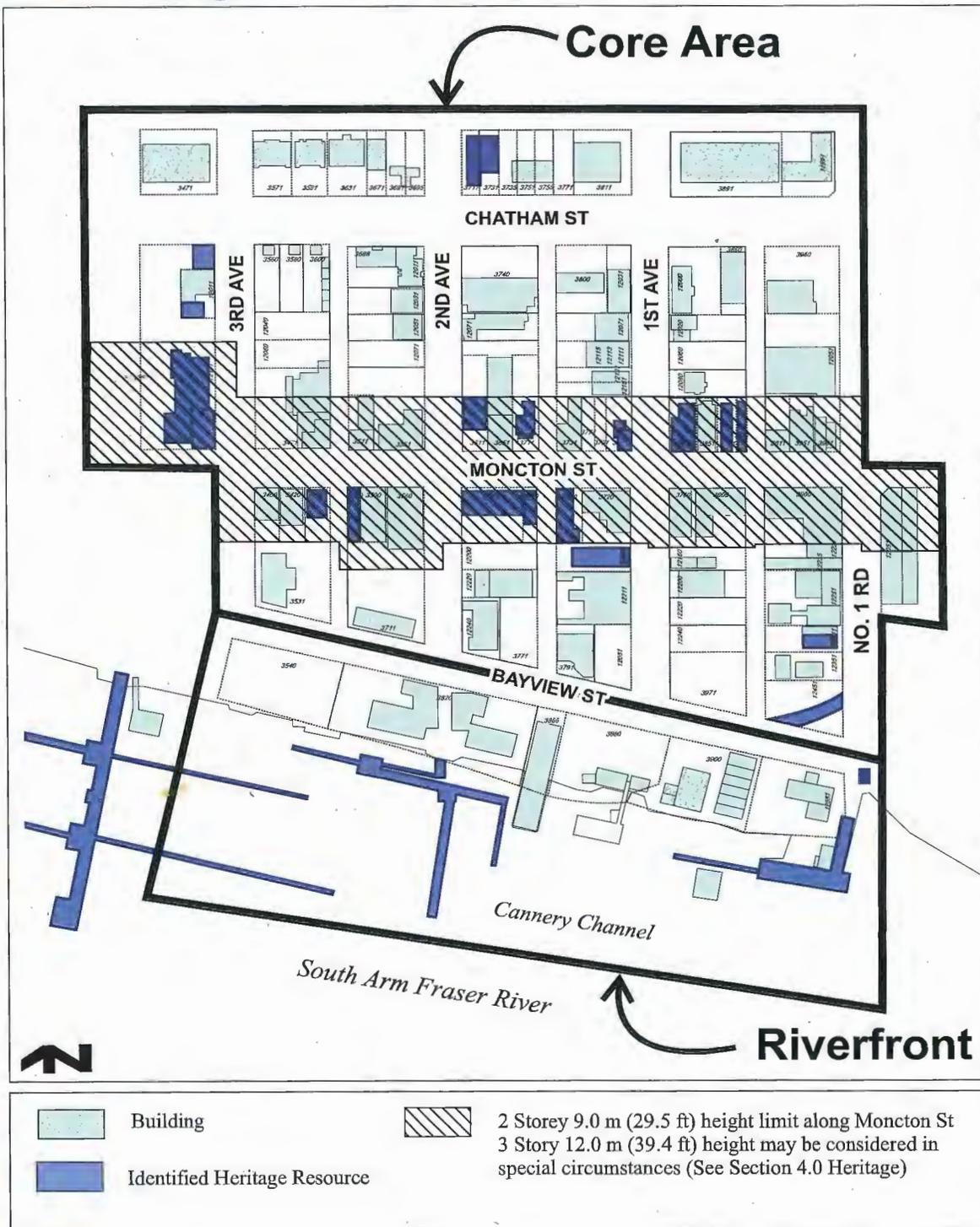
**3. Planning Committee Referral - June 6, 2014**

**Item 16 - Sakamoto Guidelines**

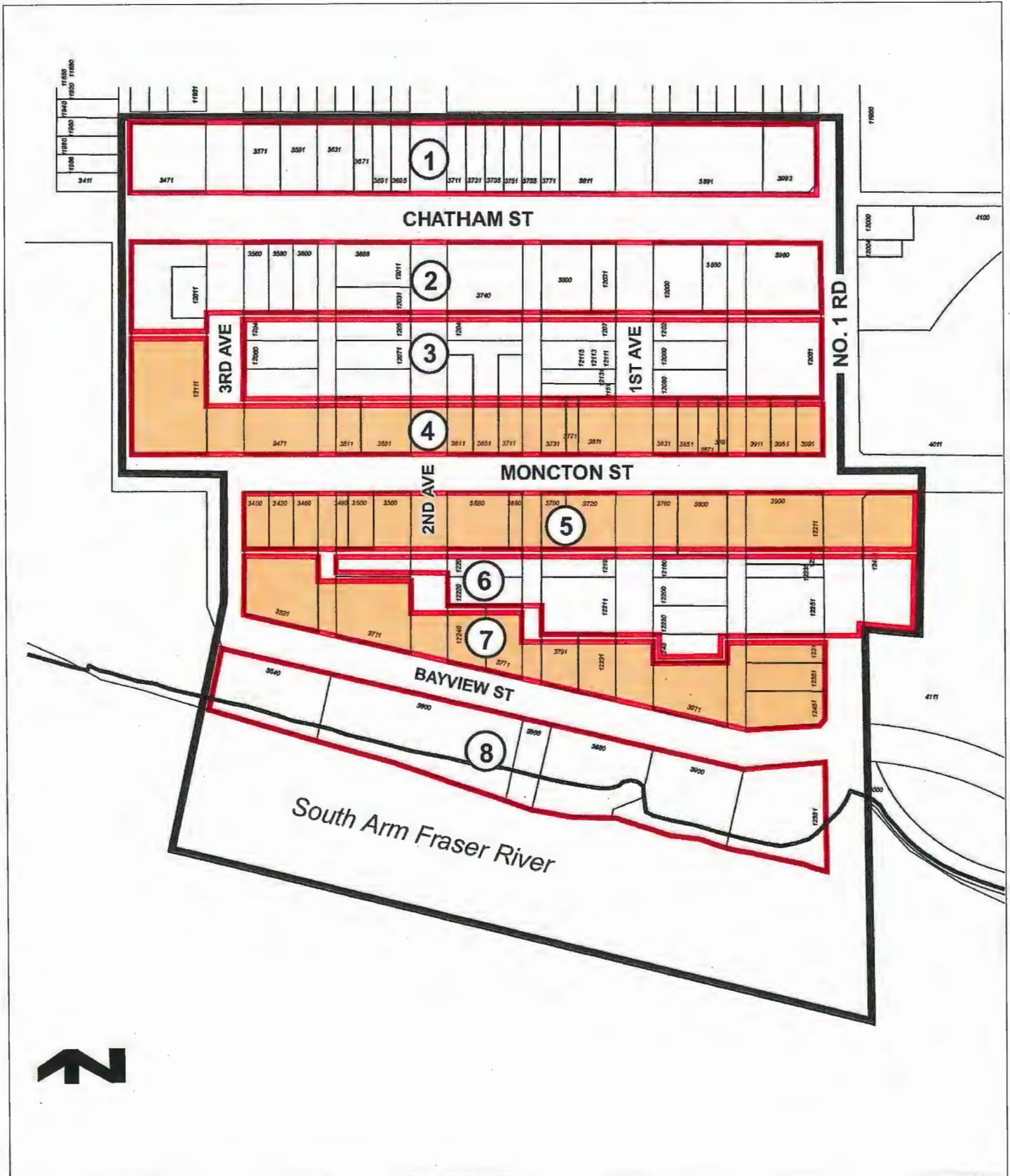
*That staff examine ways to incorporate the Sakamoto Guidelines in the Steveston Area Plan and report back.*

City of Richmond

Steveston Village Character Area Map



# Proposed Review Concept - Steveston Village Conservation Strategy



Areas proposed for change from the 2009 Strategy are highlighted in orange

**Area 1 – North side of Chatham Street**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone – 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

**Area 2 – South side of Chatham Street**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

**Area 3 – Area between south side of Chatham and Moncton Streets**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.6	OK	No change
Minimum slab elevation	Existing road grade	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

**Area 4 – North side of Moncton Street**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
<b>Building Height</b>	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Concern about potential for 3 storey building height Moncton Street	2 storeys only along Moncton Street
<b>FAR</b>	1.0	1.2 (up to 1.6)	Concern about increased density and related impact on building height	Reduce maximum density to 1.2 FAR
<b>Minimum slab elevation</b>	Existing road grade (1.4 m GSC)	Existing road grade (1.4 m GSC)	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

**Area 5 - South side of Moncton Street**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
<b>Building Height</b>	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	2 storeys 1/3 block can be 3 storeys	Concern about potential for 3 storey building height Moncton Street south of Moncton Street	2 storeys only along Moncton Street
<b>FAR</b>	1.0	1.2 (up to 1.6)	Concern about increased density and related impact on building height	Reduce maximum density to 1.2 FAR
<b>Minimum slab elevation</b>	Existing road grade (1.4 m GSC)	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

**Area 6 – Area between the south side of Moncton Street and the north side of Bayview Avenue**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	3 storeys	OK	No change
FAR	1.0	1.2 (up to 1.6)	OK	No change – Maximum of 1.6 FAR permitted
Minimum slab elevation	Existing road grade (1.4 m GSC)	Existing road grade	OK	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

**Area 7 – North side of Bayview Avenue**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone– 2 storeys CS3 Zone- 3 storeys	Up to 3 storeys	Some concerns about potential 3 storey building massing and height when viewed from Moncton Street to the north	Facing Bayview - 2 storeys over building parking Rear (north) of Bayview sites – 3 storeys including below building parking Maximum building height of 15 m GSC No habitable area or allowances for ½ storey above the 2 storey building limitation from Bayview Street is proposed.
FAR	1.0	1.2 (up to 1.6)	OK	Reduce maximum density to 1.2 FAR
Minimum slab elevation	Existing road grade (1.4 m GSC)	No change	1.4 m GSC preferred	Higher of either 1.4 m GSC or elevation of the adjacent sidewalk

**Area 8 – South side of Bayview Avenue**

Issue	Before Strategy (pre – 2009)	2009 Strategy	Council Comment	Proposed Change 2017
Building Height	CS2 Zone / ZMU10– 2 storeys CS3 Zone- 3 storeys	Up 3 storeys Max. height 20 m GSC	OK	No change - Up to 3 storeys permitted No change - Maximum building height of 20 m GSC permitted
FAR	1.0	1.2 (up to 1.6)	OK	No change
Minimum slab elevation	Existing road (3.2 m GSC)	3.2m GSC	3.2m GSC	Higher of either 3.2m GSC or elevation of the adjacent sidewalk

# Steveston Village Conservation Strategy—2013 Update

## Proposed:

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

## Public Open House, May 4, 2013

### Purpose

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

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

### What has Richmond City Council directed?

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

### How are we engaging the community?

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

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

### Two displays

There are two Open House displays to see, namely:

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

### Get involved

- Please read the display boards, ask questions
- Complete and submit both feedback forms—available at open house or online at [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca)
  - Submit them in the drop boxes provided here at the public open house
  - Email the Heritage Conservation Strategy survey to [barry.konkin@richmond.ca](mailto:barry.konkin@richmond.ca) at the City of Richmond
  - Email the Streetscape Visions survey to [sonali.hingorani@richmond.ca](mailto:sonali.hingorani@richmond.ca) at the City of Richmond
  - Mail them both to Barry Konkin at the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1
- Fax them to the City of Richmond at 604-276-4052
  - Complete them online at [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca)

### Contacts

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

### Your Opinions are Important to Us

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

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

PLN - 38

PLN - 336



# Steveston Village Conservation Strategy—2013 Update

1

## Purpose

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

Summary of proposed changes are:

### 1. Moncton Street

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

### 2. Bayview Street

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

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

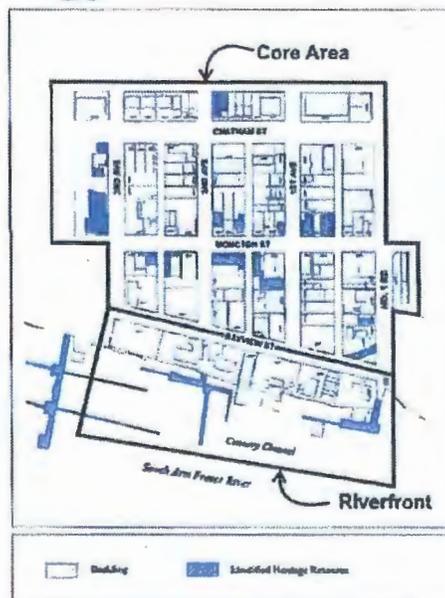
If these changes are endorsed by the public, the Strategy will be updated, and a minor change will be required to the Steveston Area Plan, to replace a map showing permitted building height and density.

## What is the Steveston Village Conservation Strategy?

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

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

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



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

PLN - 39

PLN - 337



## What is the Steveston Heritage Conservation Area?

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

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

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

### Steveston Village Heritage Conservation Area



Steveston Village Heritage Conservation Area

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

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

## What are Development Permit Guidelines?

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

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



### Two Types of Development Permits

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

#### 1. Guidelines for New Development / Buildings

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

#### 2. Guidelines for 17 Identified Existing Heritage Buildings

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

### What is a Heritage Alteration Permit?

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

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

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



## Proposed Changes to the Steveston Village Conservation Strategy

Four changes to the Conservation Strategy are proposed:

### 1. Maximum Building Height on Moncton Street

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

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

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

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

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



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

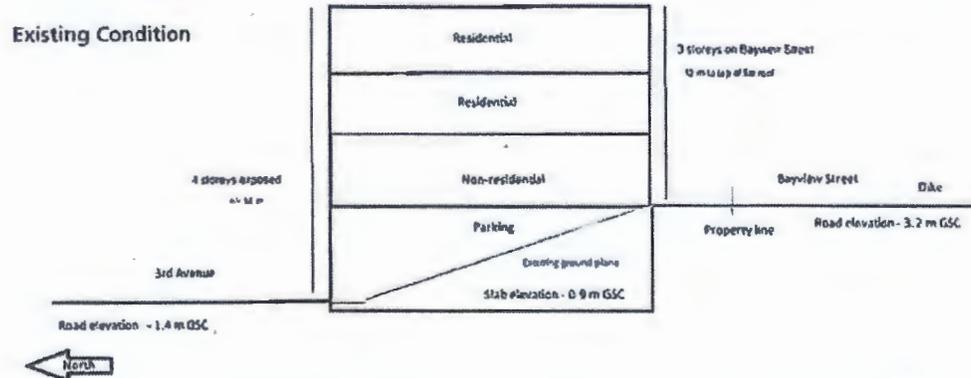
Please give us your comments on the blue survey form.

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

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



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



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

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

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

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

Please give us your comments on the blue survey form.

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

PLN-43

PLN - 341



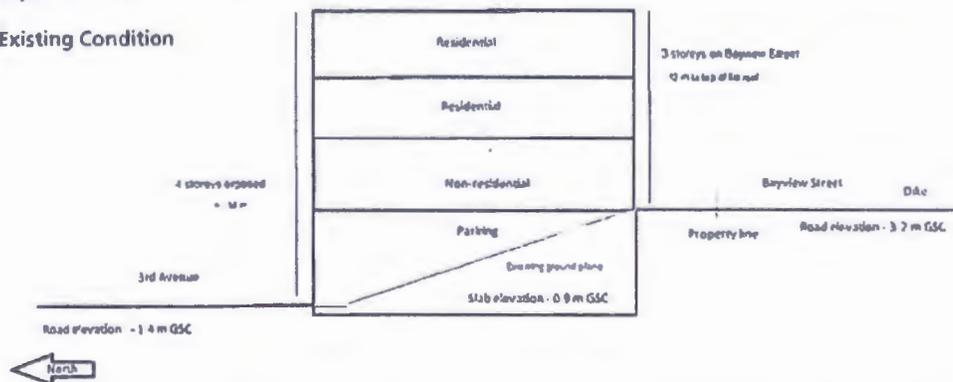
## 2. Maximum Building Height on the North side of Bayview Street

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



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

### Existing Condition



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

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

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

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

Please give us your comments on the blue survey form.

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

PLN - 43  
PLN - 342



### 3. Maximum Density on Moncton Street

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

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

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

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

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



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

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

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

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

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

Please give us your comments on the blue survey form.

# Steveston Village Conservation Strategy—2013 Update

7

## 4. Parking Incentives

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

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

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

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

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

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

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

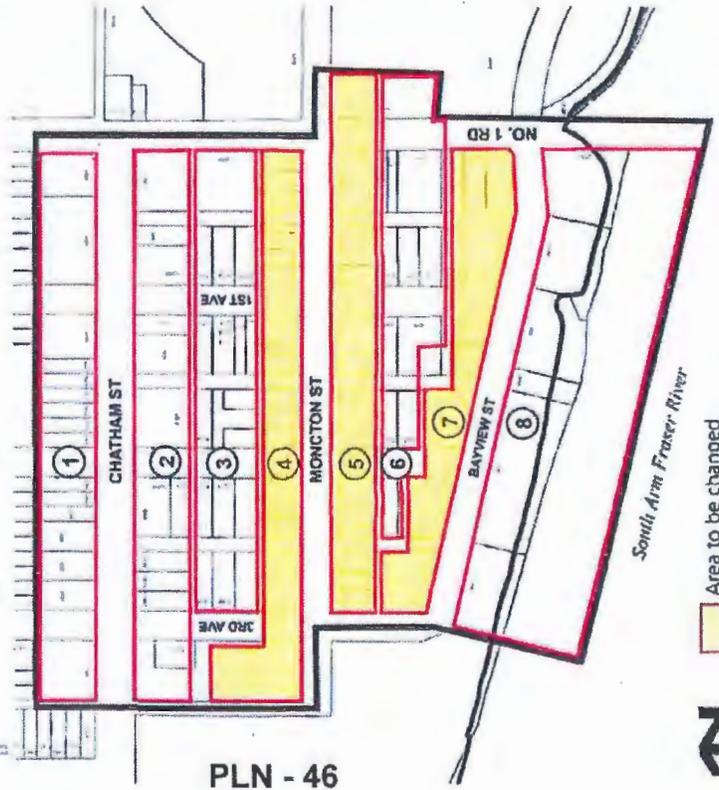
Please give us your comments on the blue survey form.

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

PLN - 45  
PLN - 344



## Summary Chart of Changes to the Steveston Village Conservation Strategy



PLN - 46

PLN - 345

<b>Area 1</b>	Building Height Maximum of 3 storeys / 12 m	<b>Area 6</b>	Building Height Maximum of 3 storeys / 12 m
FAR Maximum of 1.6		FAR Maximum of 1.6	
Slab elevation Maximum of 1.4 m GSC or adjacent sidewalk		Slab elevation Maximum of 1.4 m GSC or adjacent sidewalk	
<b>Area 2</b>	Building Height Maximum of 3 storeys / 12 m	<b>Area 7</b>	Building Height Facing Bayview—1/2 of building (south) 2 storeys stepping back to 2 1/2 storeys and 1/3 of building (north) at 3 storeys
FAR Maximum of 1.5		CHANGE Building Height Maximum height—15 m GSC	
Slab elevation Maximum of 1.4 m GSC or adjacent sidewalk		FAR Maximum of 1.6	
<b>Area 3</b>	Building Height Maximum of 3 storeys / 12 m	Slab elevation Maximum of 1.4 m GSC or adjacent sidewalk	
FAR Maximum of 1.5		<b>Area 8</b>	Building Height Maximum of 3 storeys
Slab elevation Maximum of 1.4 m GSC or adjacent sidewalk		CHANGE Building Height Maximum height—20 m GSC	
<b>Area 4</b>	Building Height Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis	FAR Maximum of 1.6	
CHANGE Building Height Maximum of 1.2—additional density considered on a case by case basis		Slab elevation Maximum of 3.2m GSC or adjacent sidewalk	
FAR Maximum of 1.2—additional density considered on a case by case basis		<b>Area 5</b>	Building Height Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis
Slab elevation Maximum of 1.4 m GSC or adjacent sidewalk		CHANGE Building Height Maximum of 1.2—additional density considered on a case by case basis	
<b>Area 5</b>	Building Height Maximum of 2 storeys / 9 m—additional height may be considered on a case by case basis	FAR Maximum of 1.4 m GSC or adjacent sidewalk	
CHANGE Building Height Maximum of 1.2—additional density considered on a case by case basis		Slab elevation Maximum of 1.4 m GSC or adjacent sidewalk	

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



Area to be changed

## Survey

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

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

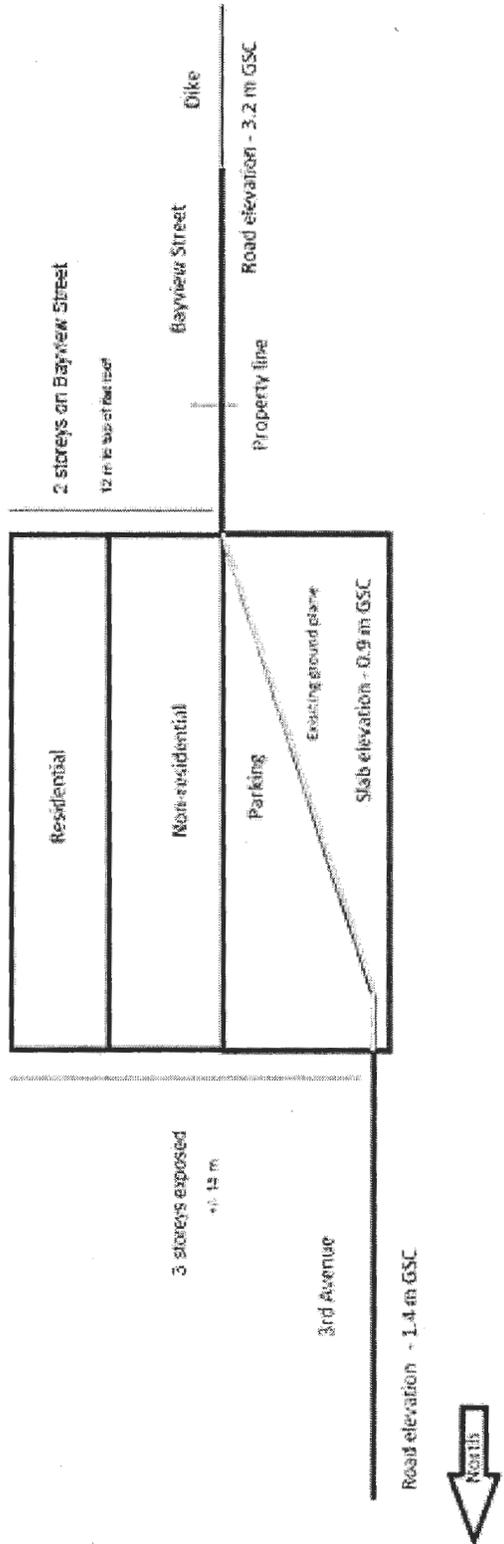
All Surveys must be submitted by **Friday, May 17, 2013** by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C 1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing the Heritage Conservation Survey to [barry.konkin@richmond.ca](mailto:barry.konkin@richmond.ca) at the City of Richmond; or
- Completing it online at [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca)

## Next Steps in the Process

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

**Thank you.**



**Roofscapes, Exterior Walls, and Finishes**

The historic buildings are humble structures. They are not characterized by ornate gingerbread details or grand architectural gestures, but by natural materials used in a simple, straight forward way. New development should aim to complement, rather than copy, the style of historic buildings by:

- a) Designing buildings that have clearly articulated bases, middle sections, and tops;
- b) Providing first floor interiors which are generally high, airy volumes with large windows onto the street;
- c) Typically using doors with traditionally dimensioned frames/sills, and avoiding use of vinyl or imitation divided lights. Clear or grey tinted glass are preferred, not mirrored or other colours;
- d) Typically using windows with traditionally dimensioned frames/sills, and avoiding use of imitation divided lights and vinyl frames. Clear or grey tinted glass are preferred, not mirrored or other colours;
- e) Providing a high window-to-wall ratio on the ground floor, with a much lower ratio on street façades on the floors above;
- f) Designing buildings which focus attention on their high quality of materials and craftsmanship;
- g) Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco, and metal siding, along with delicate timber and metal structural elements and details;
- h) Employing construction methods that complement the material used and are consistent with past practices in Steveston, such as “punched” window openings and heavy timber, post and beam construction;
- i) “Personalizing” buildings with special architectural features and finishes (e.g., inseting building/business names, addresses, etc. into entry floors in ceramic tiles, pebbles, cut stone, brass characters, etc.).

**Weather Protection**

Traditional methods of weather protection in Steveston were canopies supported on posts and projecting canvas awnings. To enhance the character of the Village area, new development should continue this tradition, and ensure that:

- a) Awnings and canopies in a suitable colour that are simple, flat planes (e.g. not curves, vaults, domes, etc.), with a slope of 6 in 12 or less, and maximum valance height of 0.15 m (6 in.);

- d) Recessing building entries a maximum of 1.20 m (3.9 ft.) from the street property line;
- e) Provide a varied street façade when spanning one or more historic lot line(s) as seen in the Steveston Village 1892 Historic Lot Lines Map, by articulating the historic lot line(s) in the façade and may include height variation.
- f) Enhance public use of pedestrian arcades and courtyards by massing development to allow direct sunlight access where possible.
- g) Make use of roofs as outdoor living space except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as solar or water collection areas, or as inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.
- h) Building façades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.05 m above roof deck level.

#### **Architectural Elements**

To build on the commercial vitality of the Core Area, new development should incorporate the following:

- a) Building façades facing streets should not be set back from the street property lines, except in the following ways:
  - i) Limited setback of ground floor for pedestrian arcades along streets;
  - ii) Limited open passages to rear lanes;
  - iii) Limited recessed balconies on the second and third floors;
- b) High quality materials that weather gracefully. Preferred cladding materials to be traditional materials such as horizontal wood siding, 150mm wide by 19mm thick wood trim boards, or modern materials that effect a similar effect (e.g. cementitious beveled board that replicates the appearance of beveled wood siding); more industrial materials (e.g., corrugated metal sheeting) may be preferred in the context of existing industrial buildings;
- c) Wood framed windows are preferred, or modern materials that offer a compatible look, but not vinyl framed windows. Imitation divided lights should be avoided.
- d) Coordinate colour scheme with the streetscape. Heritage colours are preferred, although brighter colours can be used to accentuate architectural details.
- e) General avoidance of artificial materials that are made to appear as something they are not (e.g., vinyl siding

- f) In the case of residential uses, be designed to create an unique housing environment which takes advantage of the area's industrial vernacular in the form of:
  - i) Large, lofty, bright interior spaces;
  - ii) Single and multi-storey units, some with mezzanines;
  - iii) Large windows oriented to the view and sun;
  - iv) Small unit clusters, typically with individual or shared exterior stair access to grade (rather than indoor elevator access);
  - v) Weather protection over unit entries and used as special features (i.e. sun shades on windows or privacy screens on roof decks);
  - vi) Planters, window boxes, and other types of container gardens which impart a very "green" image to individual dwellings;
  - vii) Special exterior lighting which enhances personal security and the identity of individual units;
- g) Use durable materials, finishes, and details throughout the Sub-Area which are characteristic of maritime/industrial activities (i.e. metal, timber, or concrete guards and bollards near building corners where they may come in contact with vehicles or equipment); generally, the materials detailing should neatly draw attention to the meeting of different materials, assist in promoting material longevity, and promote the appearance of simplicity and grand scale of the buildings;
- h) Use changes in colour and materials to make individual buildings and architectural details distinct to create a more visually interesting environment; colouration of materials to favour natural finishes and greyed colouration of naturally weathered materials;
- i) Situate garbage away from public view and residential uses and, where necessary to accomplish this, house garbage containers fully within the principle building or a structure which enhances the appearance/character of the area;
- j) An uncomplicated materials palette of high quality natural materials which weather gracefully are preferred; wood or metal sidings are recommended, detailed simply to be compatible and distinguishable from traditional detailing. Vinyl siding is not permitted. Cementitious boards may be considered;
- k) Lighting to mark the places of entry and commercial information as part of the architectural expression, and to illuminate the building address(es). Lighting cannot be backlit plastic sign boxes with commercial information.

## ATTACHMENT 7

### CHRONOLOGY OF DEVELOPMENT PERMIT AREA GUIDELINES IN THE STEVESTON AREA PLAN (1980's to 2014)

#### Mid 1980's to 1989

- Development in Steveston was guided by the Development Permit Guidelines in various versions of the Steveston Area Plan. General and specific “sub-area” Development Permit Guidelines in the Steveston Area Plan regulated the form and character of buildings in the Village.
  - The Guidelines permitted flat roof or pitch roofs, historic-styles windows and doors with heavy wooden frames and sills, a range of materials and landscape standards.
  - Building height on Moncton was to be two storeys, and 8-9 m in height, with any portion taller than that set back a minimum of 10 m from the street.
  - Building frontages were to be a maximum of 20 m in length, and set the objective of a continuous retail and commercial use along street frontages.
  
- *Sakamoto Guidelines – Steveston Revitalization Area (1987)*
  - The intent of the original Sakamoto Guidelines was to encourage the authentic restoration of “heritage” storefronts in the Steveston Downtown Revitalization area. As such, the design specifications tended to be very detailed and specific to the faithful recreation of building facades from the 1900's.
  - The 1987 Revitalization Design Criteria specified that new buildings should:
    - Complement the character of the Village.
    - Be of two or three storeys in height.
    - Have simple, pedestrian scale signage.
    - Have materials that are compatible with traditional materials – wood or brick – with hand-made character of finish and decoration.

#### Mid 1989 to 2004

- *Sakamoto Guidelines - The 1989 Sakamoto Facade Guidelines*
  - In 1989, the Sakamoto Guidelines were included in the Steveston Area Plan and remained relatively constant from 1989 to 2004.
  - These guidelines were developed to assist in the restoration of the facades of existing heritage buildings in the Village, as well as other non-heritage buildings, which were referred to as “infill buildings”. The guidelines outline a range of approaches to facade improvements including canopies, signage, window style and finish, door style and finish and building materials.
  - Building materials for restoration of heritage buildings and infill buildings were limited to:
    - Ship lap or flat lap horizontal wood.
    - Four (4) inch lap bevel boards.
    - Drop cove horizontal wood siding.
    - Board and batten.

- Vertical channel board.
  - Wood shingles for small areas and features.
  - Gingerbread details.
  - Smooth stucco.
- The following materials were identified as not in keeping with the heritage character and were unacceptable:
    - Veneered brick, terra cotta or stone.
    - Metal siding (aluminum and steel).
    - Vinyl siding.
    - Textured stucco (California style).
    - Asbestos shingles and panels.
    - Plywood.
    - Enamel panels.
    - Ceramic or glass tiles.
    - Concrete.

#### **2004**

- In their 2004 review of the Steveston Area Plan, staff identified that the general massing objectives of the two Sakamoto documents had been incorporated into the Area Plan, but that the more specific, fine-grained guidelines with respect to the architectural detailing and building façade articulation, and the guidelines with respect to streetscape elements including lighting standards, boulevard design, parking layout and historic sidewalk treatment/materials were not included.
- These amended guidelines were incorporated into the amendments approved under Bylaw 7816, adopted by Council on November 2004.

#### **2005 to 2009**

- Council adopted Bylaw 7816 on November 15, 2004 to amend the Steveston Area Plan to include revised Development Permit Guidelines that incorporated the Sakamoto Guidelines in the Steveston Area Plan.
- These guidelines were in effect until the Fall of 2009, when Council adopted the Steveston Village Conservation Strategy, which included updated Development Permit guidelines, which incorporated what were described at the time as 'enhanced' Sakamoto guidelines into in the Steveston Area Plan.

#### **2009 to 2014**

- Staff note for Committee that the 'enhanced' Sakamoto guidelines were incorporated in the 2009 Steveston Area Plan, as follows:
  - buildings are pulled to the street.
  - the preferred use of horizontal or vertical wood siding (limited use of metal cladding).
  - heritage colours are to be coordinated with adjacent buildings.

- signage is to be integral to the façade.
- doors are to be glass panel and framed with solid wood, wood panel, or aluminum.
- upper floor windows are to be framed and in a historic rhythm, different from ground floor picture windows and proportional to the elevation.
- canopies or awnings to be fabric, not vinyl.
- the use of modern materials is permitted.
- promoting the return of small scale development in the Village Core Area.
- promoting the return to larger scale development on the Riverfront Area, with simple large forms that are reminiscent of the historical buildings along the water.

# Design Criteria for the STEVESTON REVITALIZATION AREA



Looking west on Moncton Street

Vancouver Public Library Collection

Prepared by the Richmond Planning Department

Community Development -  
Richmond

DES

PLN - 354

DESIGN CRITERIA FOR THE STEVESTON REVITALIZATION AREA

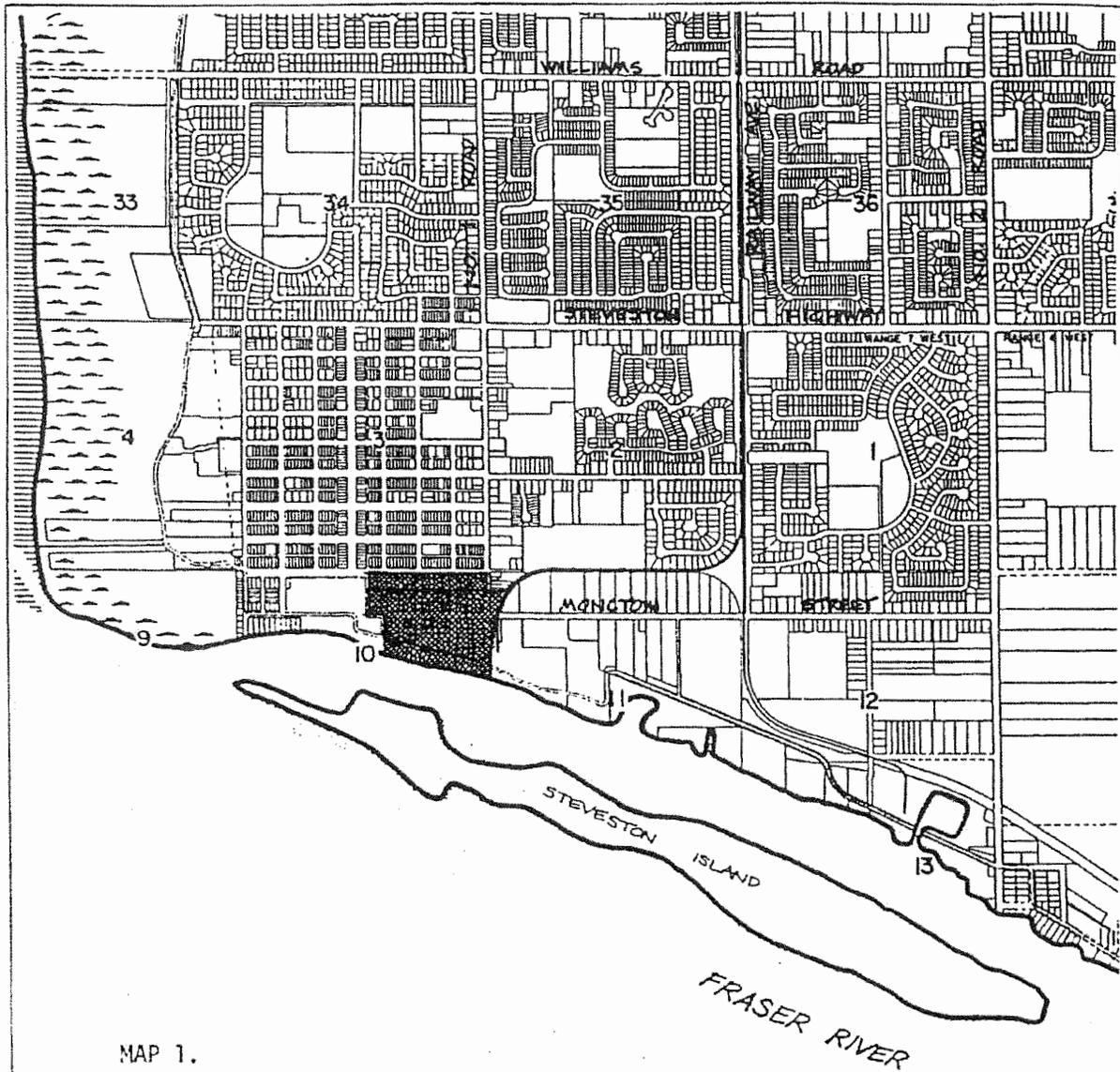
Prepared by the Richmond Planning Department

December, 1987

CONTENTS

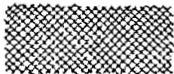
Page No.

Map 1. Location Map .....	ii
Introduction .....	1
Heritage Building Variances .....	1
Facade Improvement Grants .....	1
Administrative Requirements .....	2
Map 2. Downtown Design Concept Plan .....	5
<u>Guidelines and Criteria</u> .....	7
1. Character of Buildings .....	7
2. Continuity of Commercial Frontage .....	12
3. Building Height .....	14
4. Exterior Finish .....	15
5. Parking Location & Type .....	16
6. Signs .....	16
7. Landscaping .....	19
Sources and Acknowledgements .....	21
<u>Appendices</u>	
1. Facade Improvement Grants .....	23
2. Examples of Typical Building Form & Details .....	25
3. Canopies .....	29
4. Perennial Flowers .....	30
5. Potential Heritage Buildings. ....	31



MAP 1.

ATTACHMENT '2'  
 DEVELOPMENT  
 PERMIT  
 AREA MAP

 REVITALIZATION  
 AREA

**STEEVESTON**



  
 0 250  
 METRES

JANUARY 1987

## DESIGN CRITERIA FOR STEVESTON

### INTRODUCTION

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

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

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

#### 1. HERITAGE BUILDING VARIANCES

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

#### 2. DOWNTOWN REVITALIZATION AND FACADE IMPROVEMENT GRANTS

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

---

\* draft

\*\* pursuant to the Heritage Conservation Act

### 3. ADMINISTRATIVE REQUIREMENTS

#### HOW TO APPLY FOR A DEVELOPMENT PERMIT

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

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

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

#### PLANS AND OTHER INFORMATION REQUIRED

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

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

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

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

#### HOW THE PROCESS WORKS

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

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

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

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

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

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

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

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

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

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

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

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

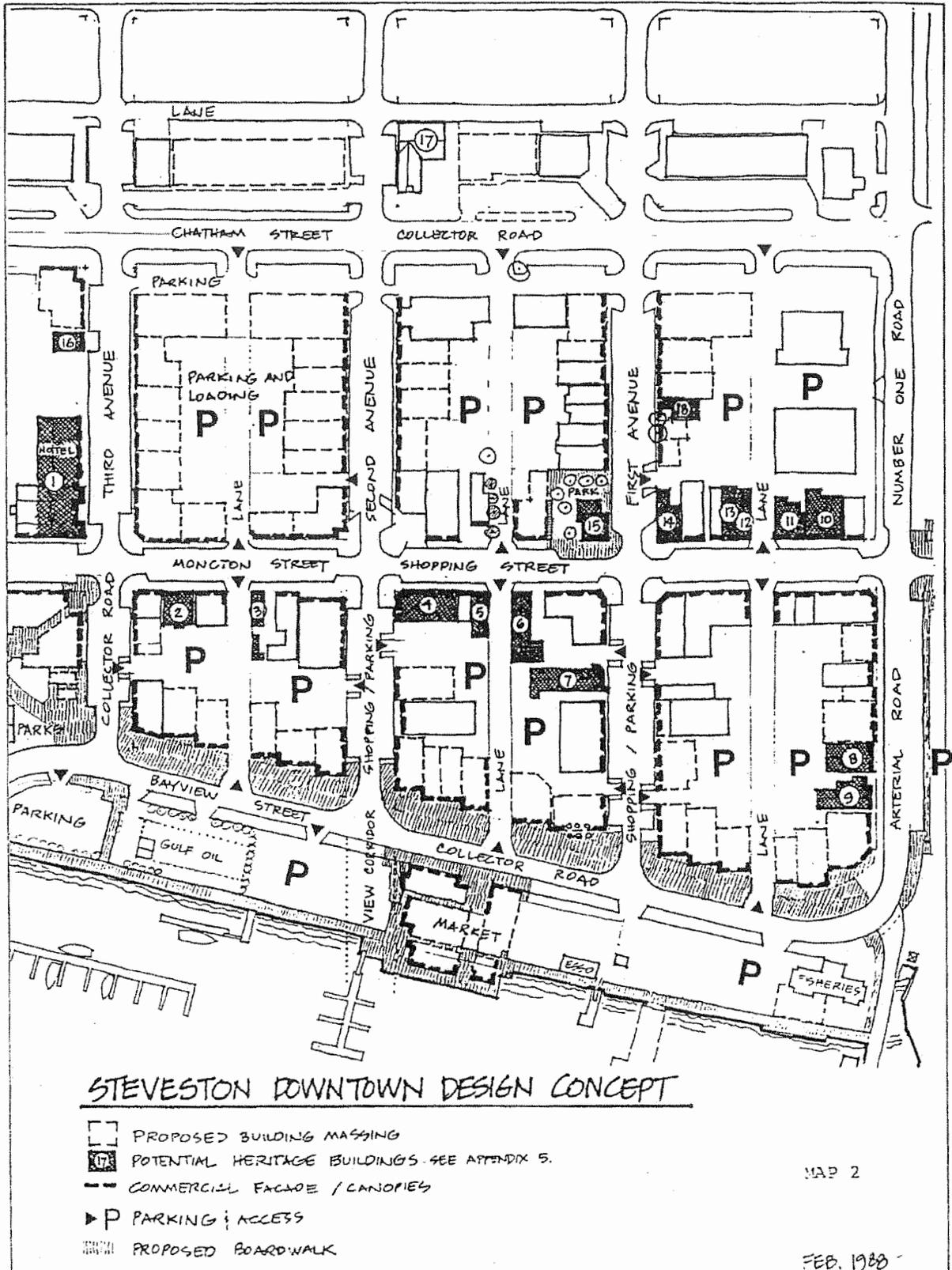
STEVESTON DOWNTOWN DESIGN CONCEPT

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

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

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

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



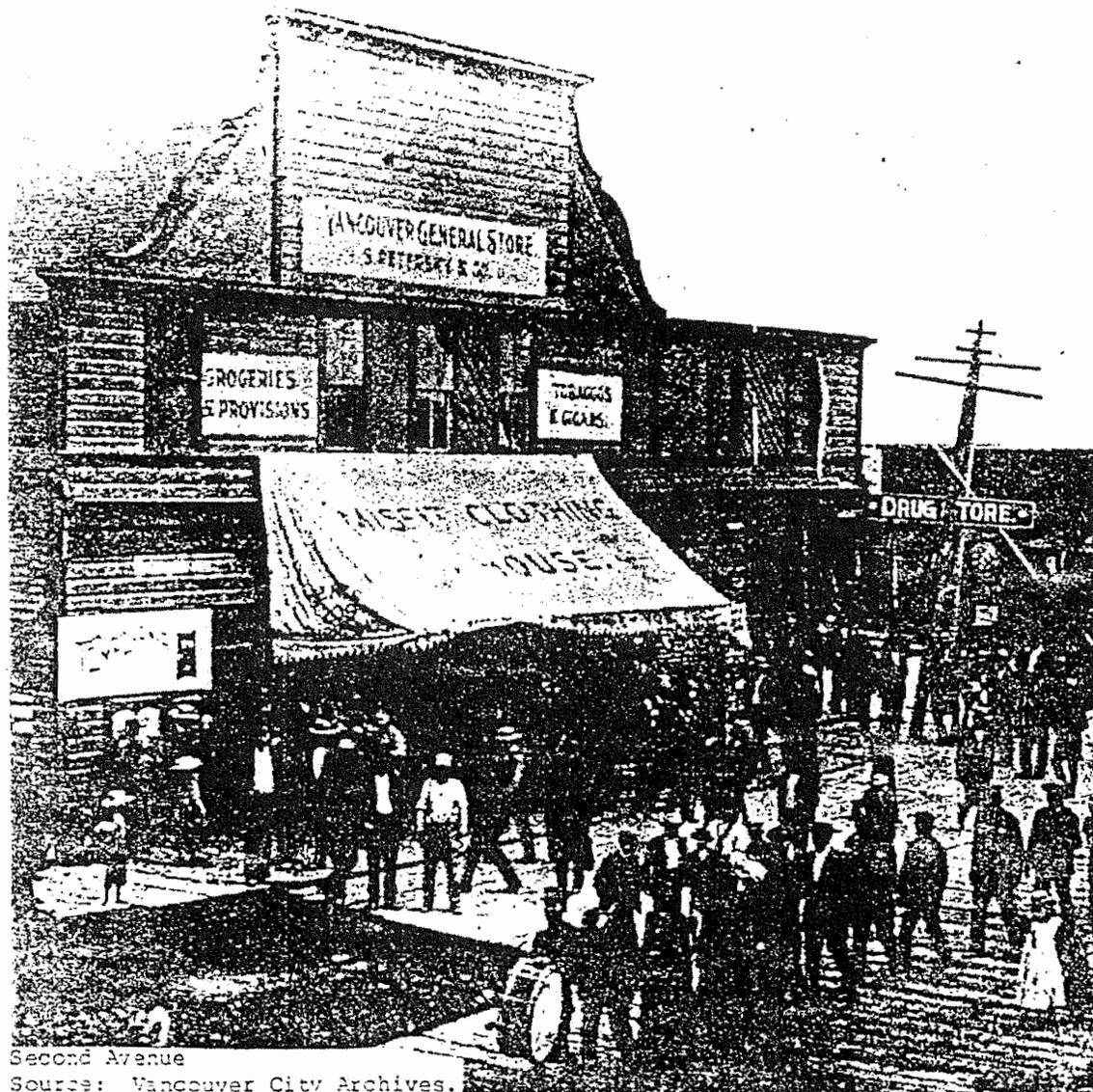


## STEVESTON DOWNTOWN REVITALIZATION AREA

### DESIGN GUIDELINES

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

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



1.1 Traditional buildings on Moncton Street and vicinity

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

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

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



Moncton Street

Source: Ted Clark, Richmond Archives

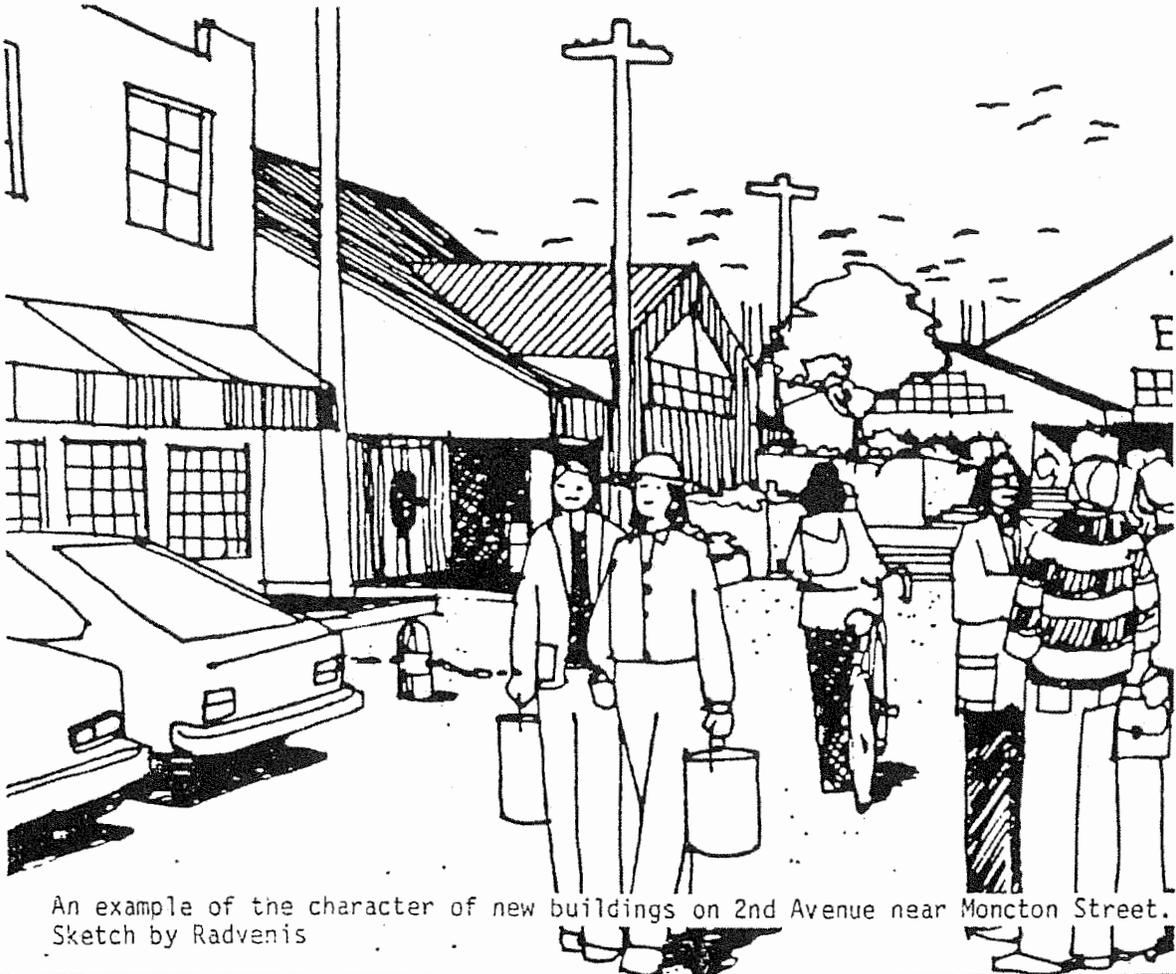
Existing buildings, if they are renovated or restored, should be based on traditions illustrated in this document. The community would like to see the following elements preserved or restored:

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

New buildings

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

For details of building style, refer to Appendix 2.



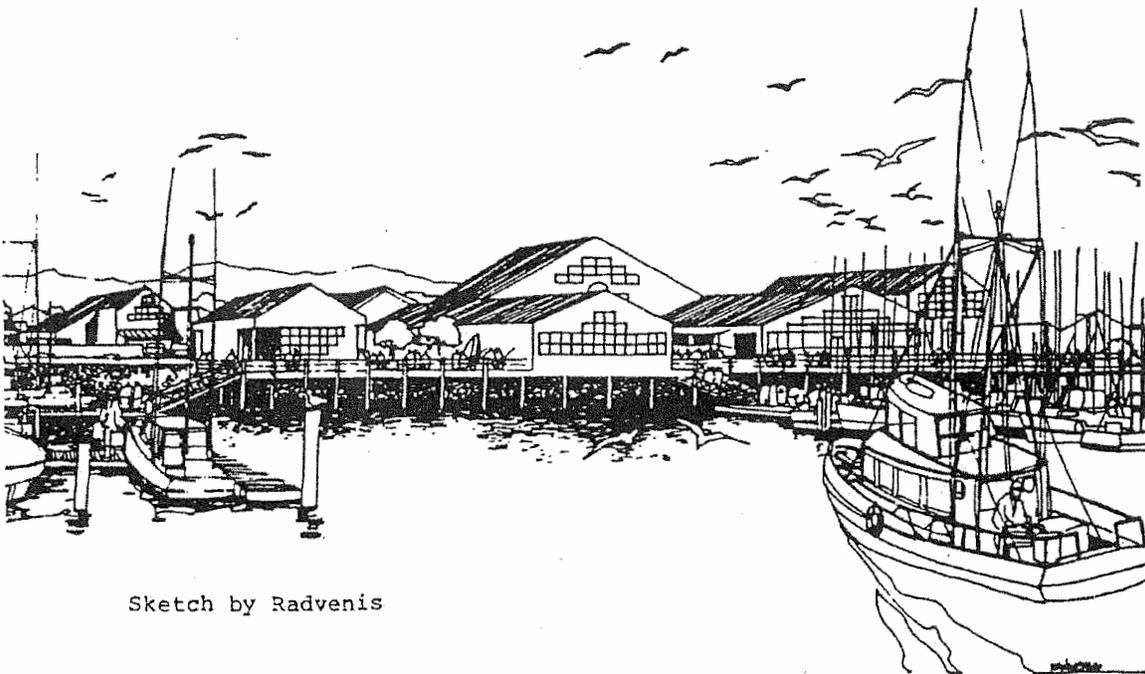
An example of the character of new buildings on 2nd Avenue near Moncton Street.  
Sketch by Radvenis

## 1.2 Traditional buildings on the Bayview Street waterfront

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

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

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



Sketch by Radvenis

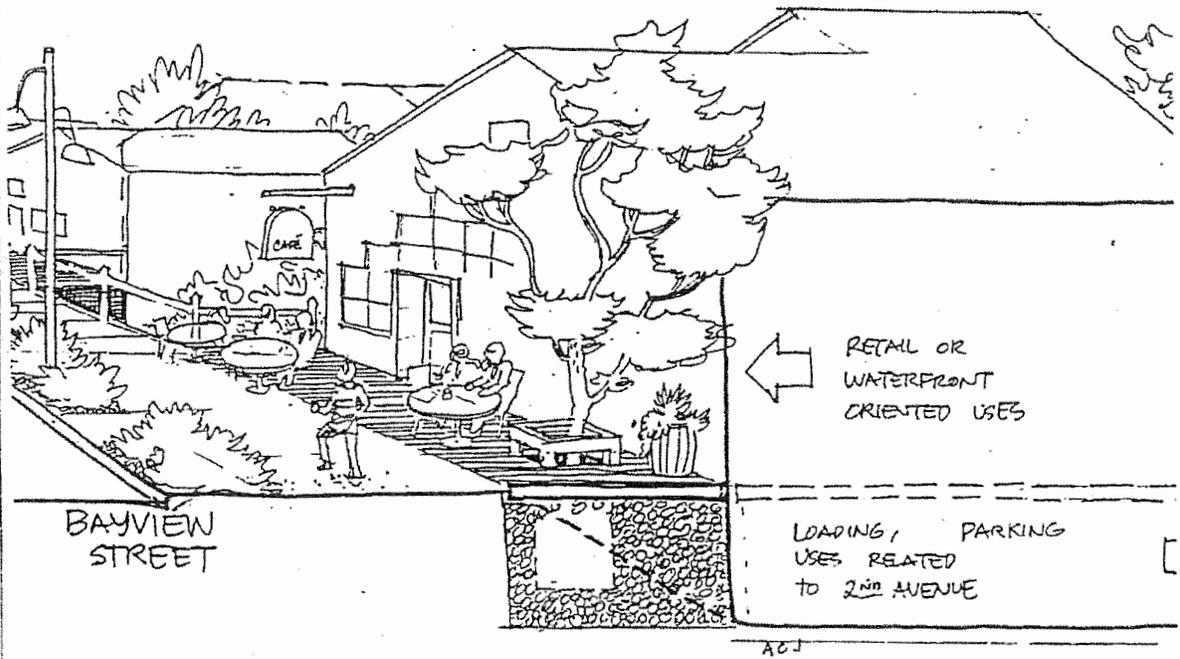
### New buildings on Bayview Street

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

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

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

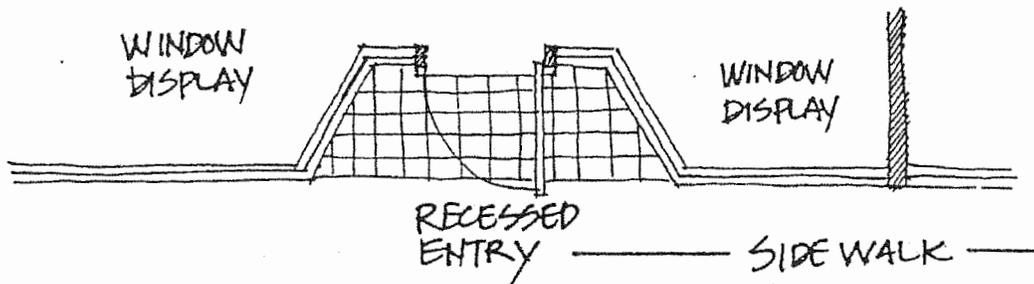
Traditionally, Bayview Street had a row of buildings facing a waterfront boardwalk. The buildings have long since been destroyed by fire. The ditch inside the dyke has been replaced by a buried culvert and a 15' easement inside the property line. Buildings cannot be built over these easements, however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



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

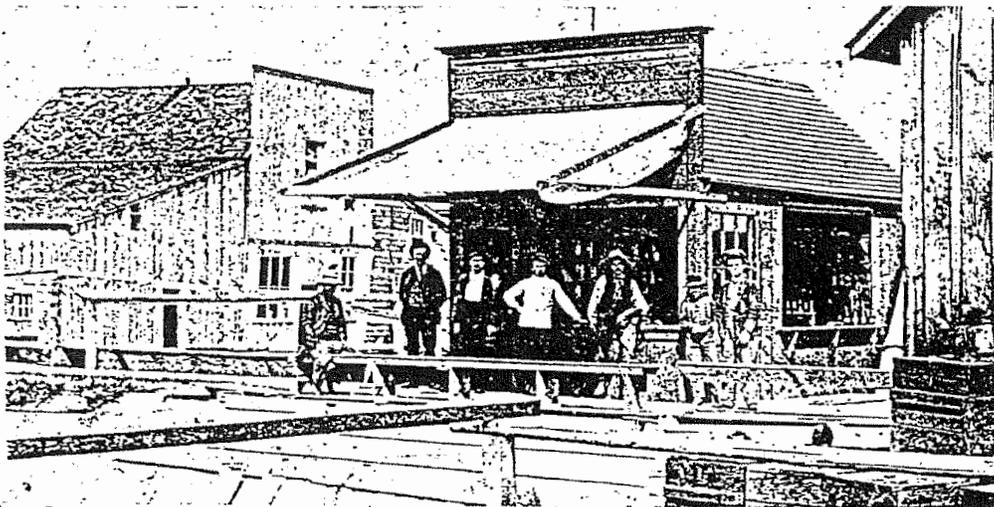
The intent of this guideline is to make it easier and more interesting for shoppers to move from store to store. The natural flow of pedestrians along the public sidewalk makes this an appropriate location for buildings. Extensive landscaping, parking, loading or storage should not be located next to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

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



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

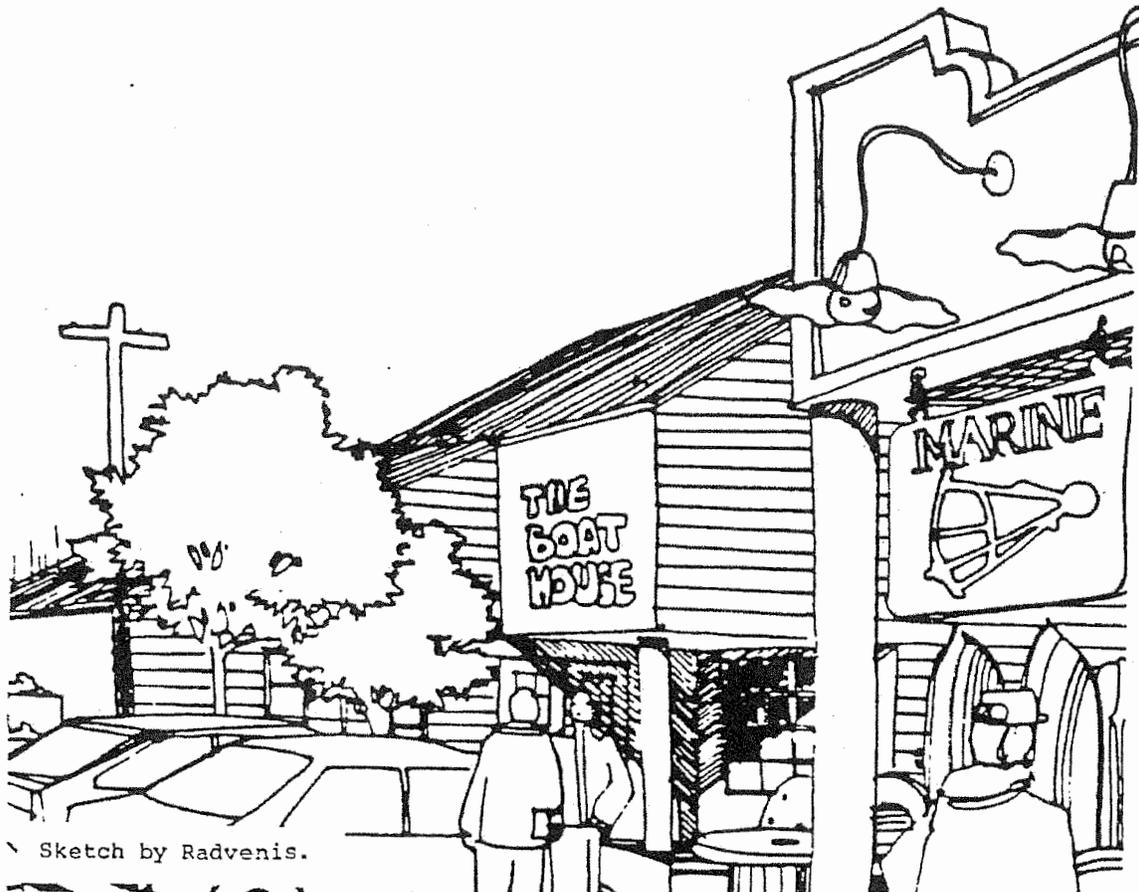
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the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



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

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

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



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

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

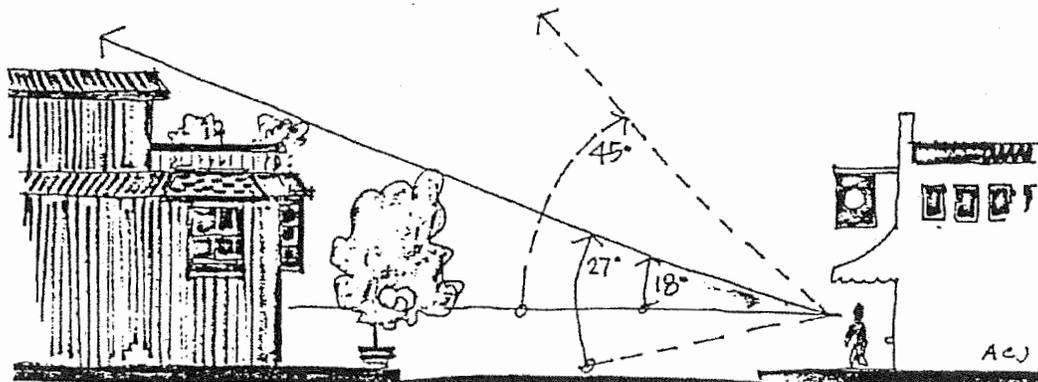
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidentally resulted in a pleasing relationship between buildings and the street.



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

Source: Cheverton, Richmond Archives.

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



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

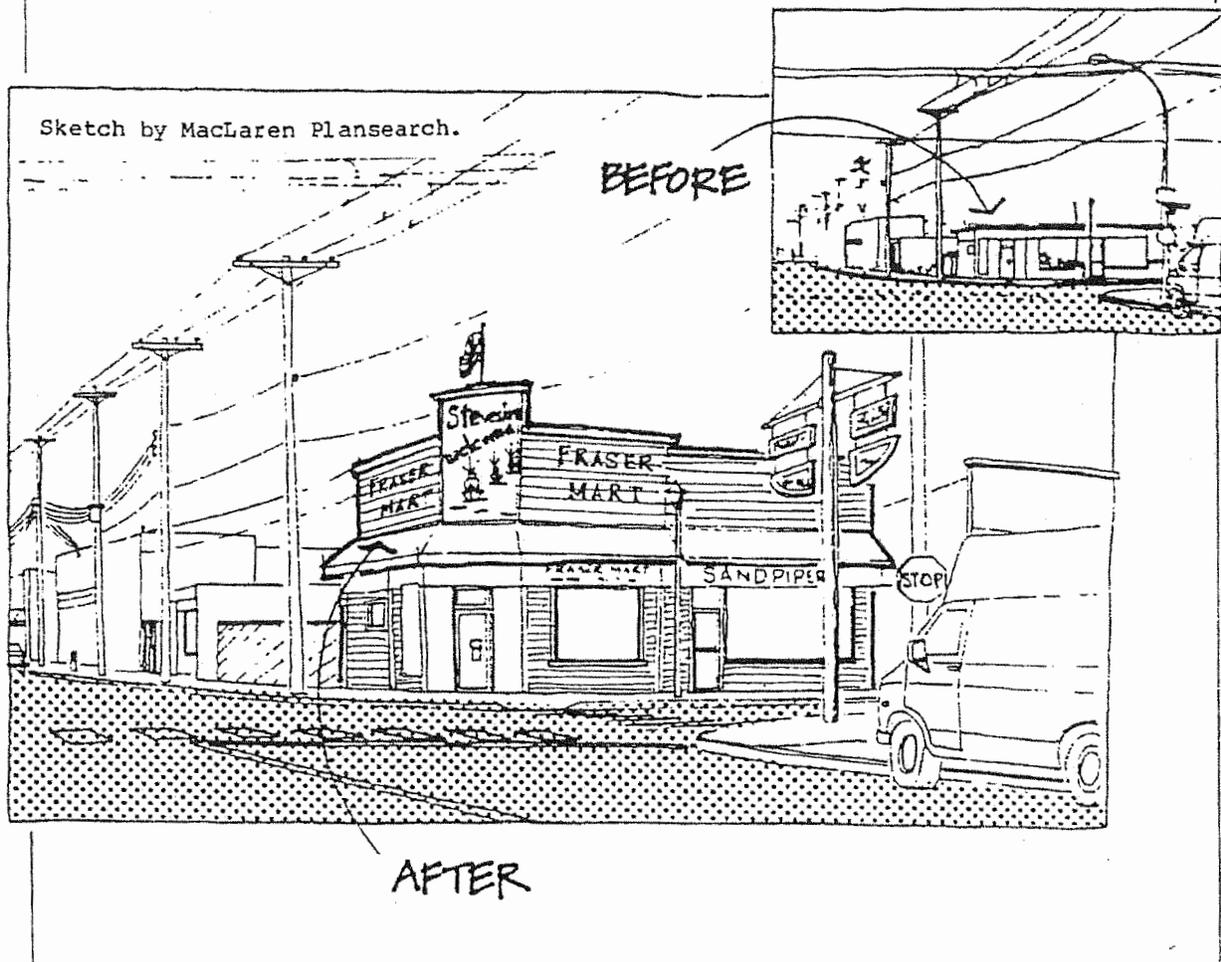
Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

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

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

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

See Appendix 2 for examples of building finish and details.



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

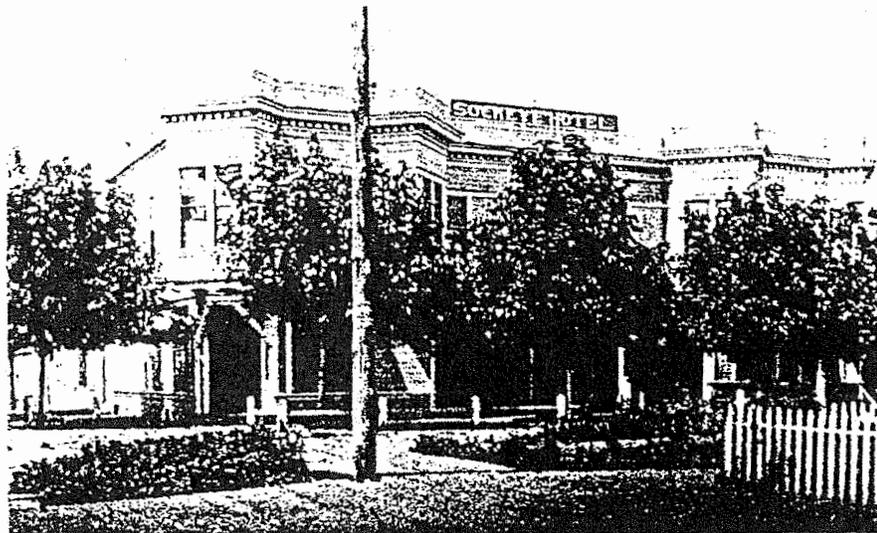
This guideline dovetails with other guidelines aimed at maintaining the vitality of the commercial street, while at the same time providing adequate customer and employee parking. There are three aspects to municipal parking policy for Steveston:

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

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

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

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



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

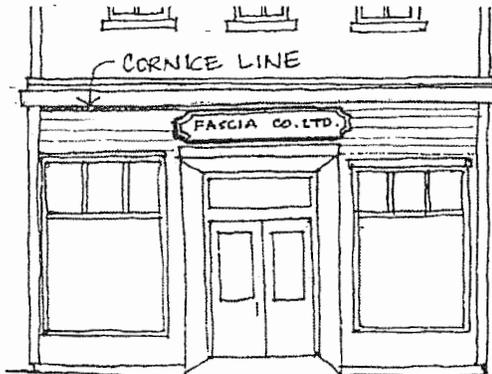
Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

The following types of signs are recommended:



#### MARQUEE SIGNS

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



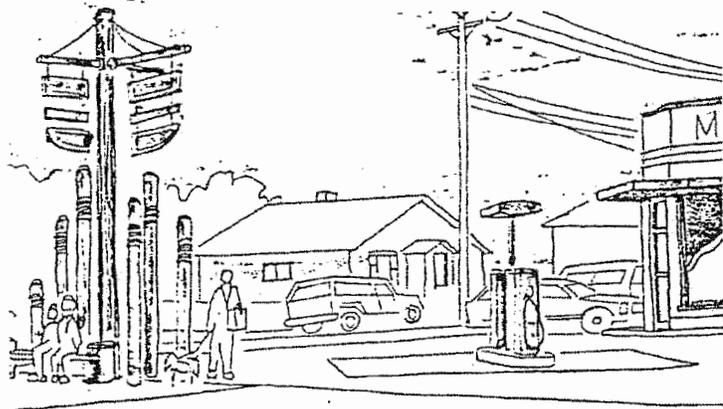
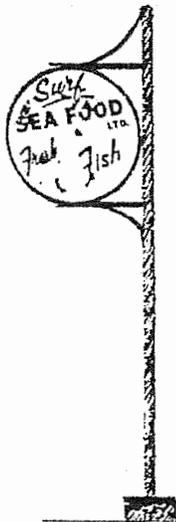
#### FASCIA SIGNS

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

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

#### FREESTANDING SIGNS

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





#### CANOPY SIGNS

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



#### PROJECTING SIGNS

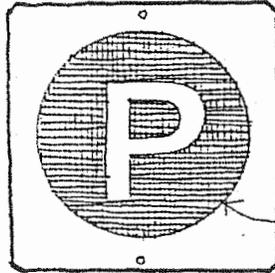
Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.



#### ROOF SIGNS

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

Source:  
Richmond Archives



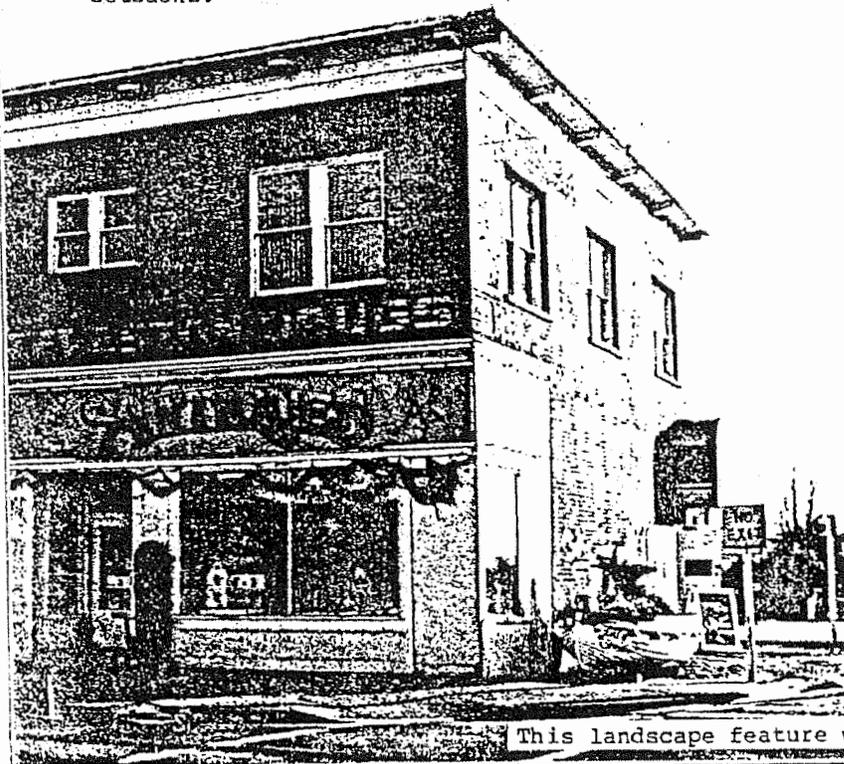
#### PARKING OR INFORMATION SIGNS

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

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

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

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



This landscape feature was a private initiative.

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

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

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

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

## SOURCES

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

## ACKNOWLEDGEMENTS

Photos: Richmond, Child of the Fraser by Leslie Ross

Richmond Archives

Vancouver Public Library

Mr. Ted Clark

Mrs. Jas Cheverton



## Appendix 1

### FACADE IMPROVEMENT GRANTS

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

### Calculation of the Grant

The grant amount is 20% of the cost of the private ground floor facade improvements up to a maximum of \$200 per metre. If a building has frontage on a side street or other public passageway, or parking area, up to 10% of the cost or \$100 per metre can be added to the grant amount.

### Grant Administration

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

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

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

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

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

#### Final Approval

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

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

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

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

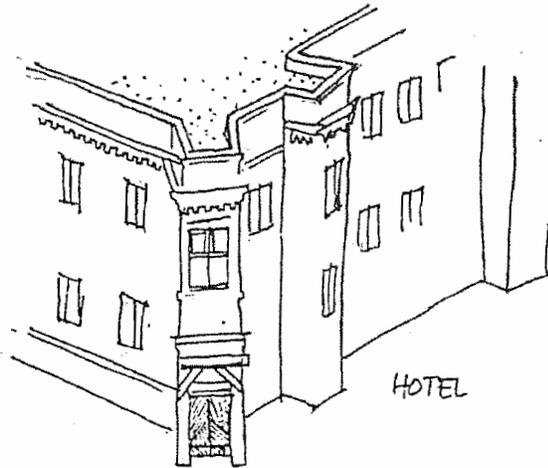
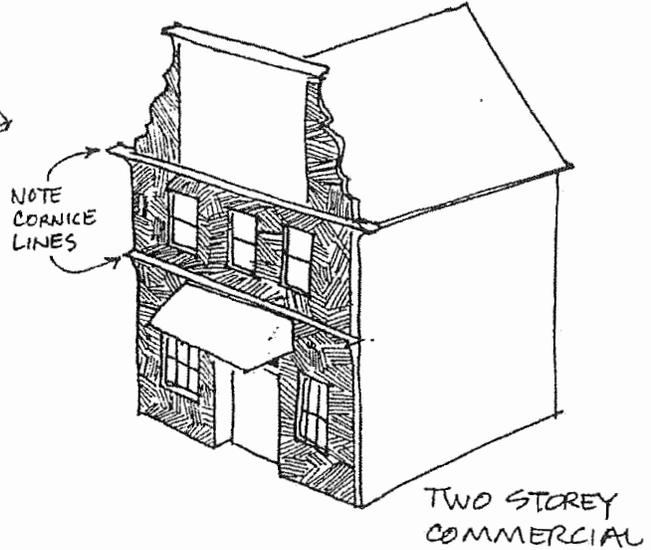
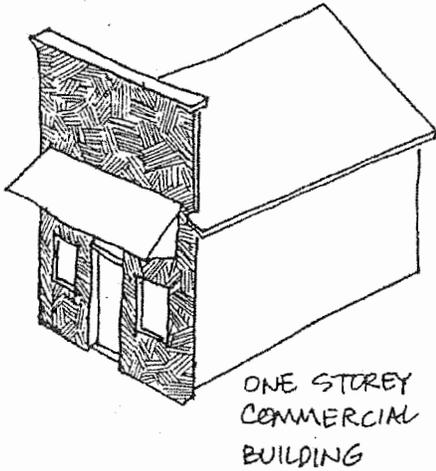
---

\* This information is taken from Downtown Revitalization, a Guide, Ministry of Municipal Affairs, Province of B.C. and a Guide to the use of Development Permits in Downtown Revitalization, prepared for the Ministry of Municipal Affairs, B.C. (draft) 1987.

APPENDIX 2.

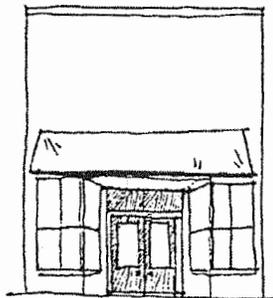
EXAMPLES OF TYPICAL BUILDING FORM AND TRADITIONAL FACADE DETAILS.

1. GENERAL FORM

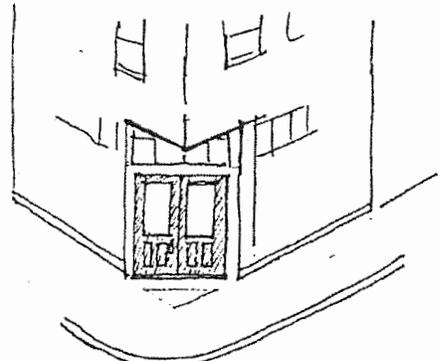


2. ENTRANCES

EARLY ENTRIES WERE LOCATED IN THE CENTRE OF THE FACADE

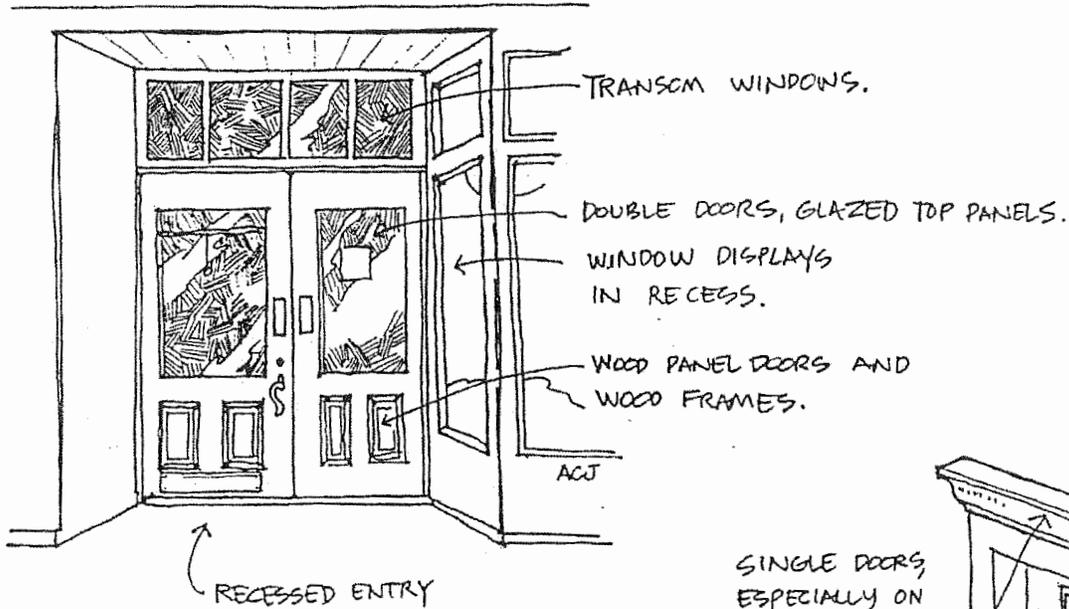


OR...  
LATER ON, SOME ENTRIES WERE LOCATED ON THE STREET CORNERS...

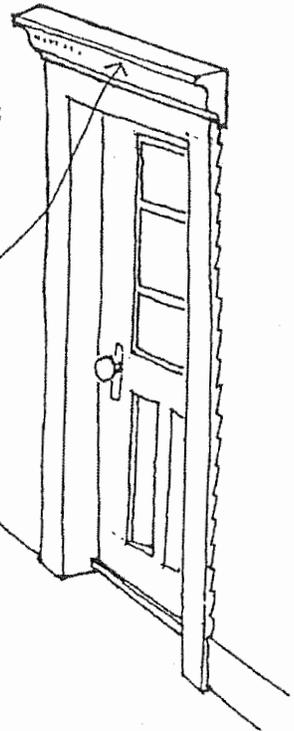


APPENDIX 2. CONT'D. EXAMPLES

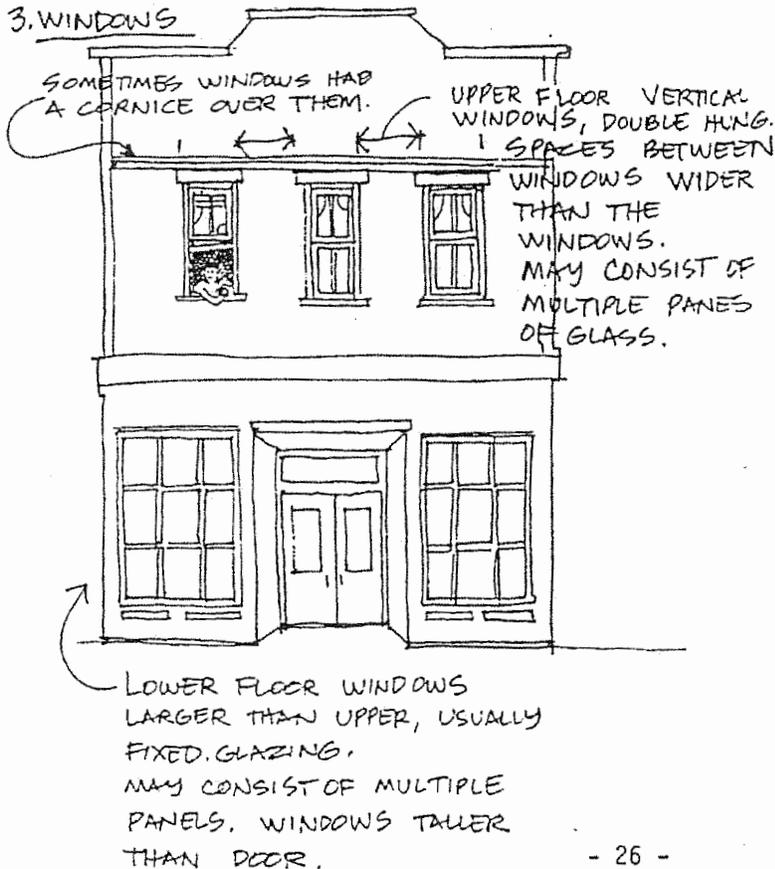
ENTRANCE DOORWAY DETAILS



SINGLE DOORS, ESPECIALLY ON BALCONIES, OFTEN HAD AN ENTABLATURE OR SHELF OVER.



3. WINDOWS

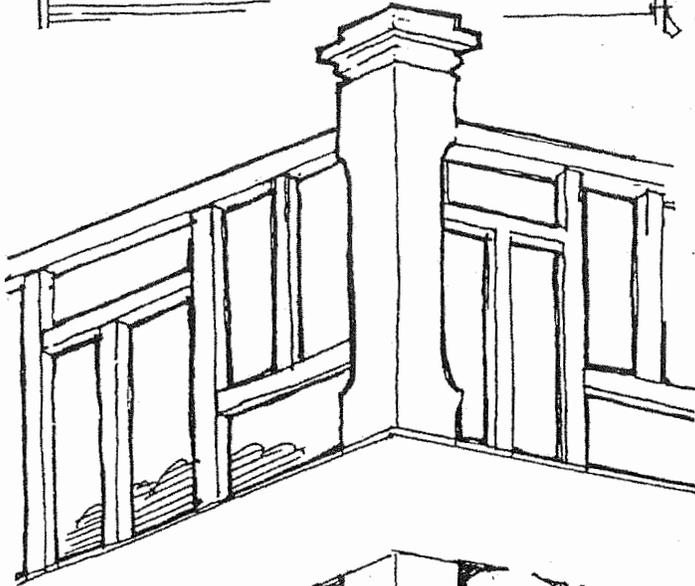
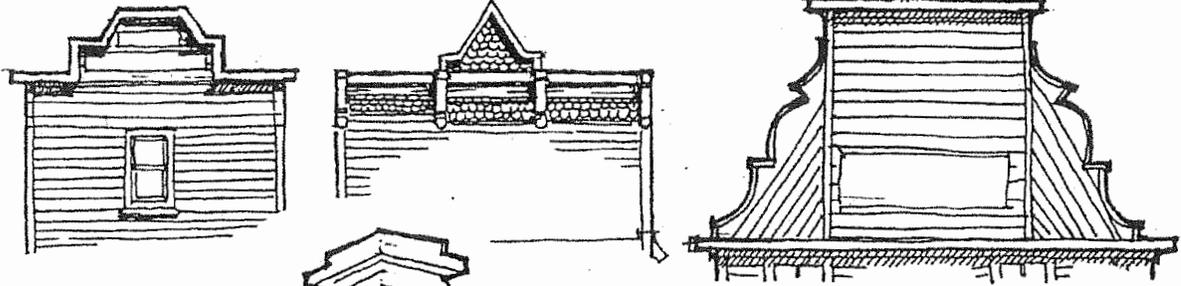


APPENDIX 2. CONT'D

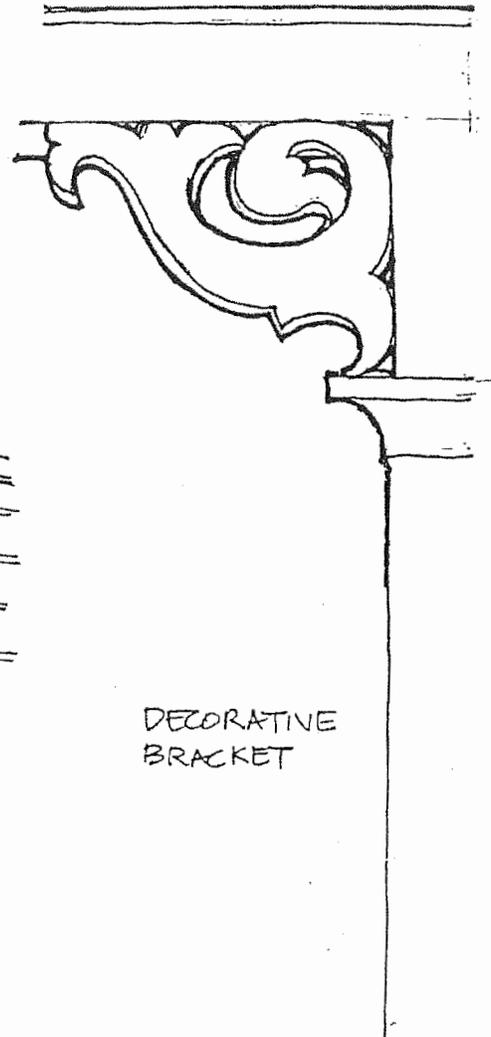
3. DETAILS

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

SOME EXAMPLES OF FALSE FRONTS OR PARAPETS:



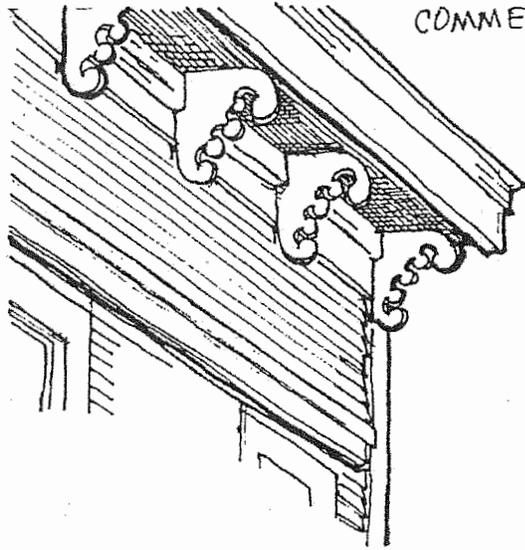
CORNER POST  
BRACKET AND  
HANDRAIL  
DETAILS -



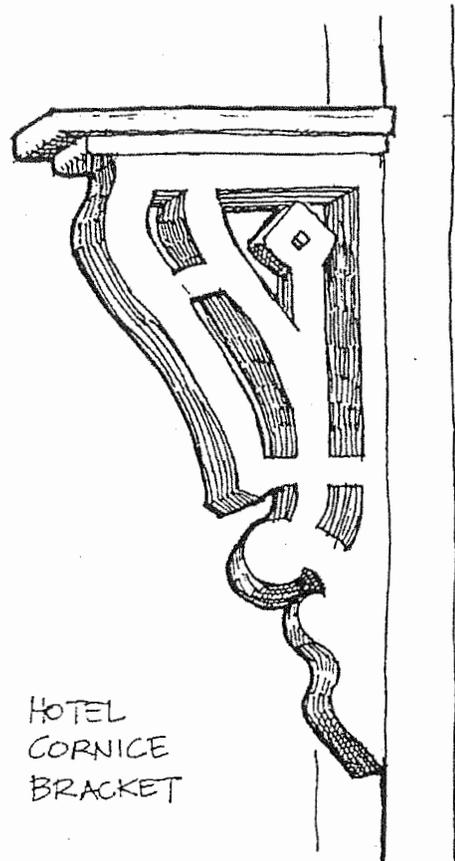
DECORATIVE  
BRACKET

APPENDIX 2, CONT'D

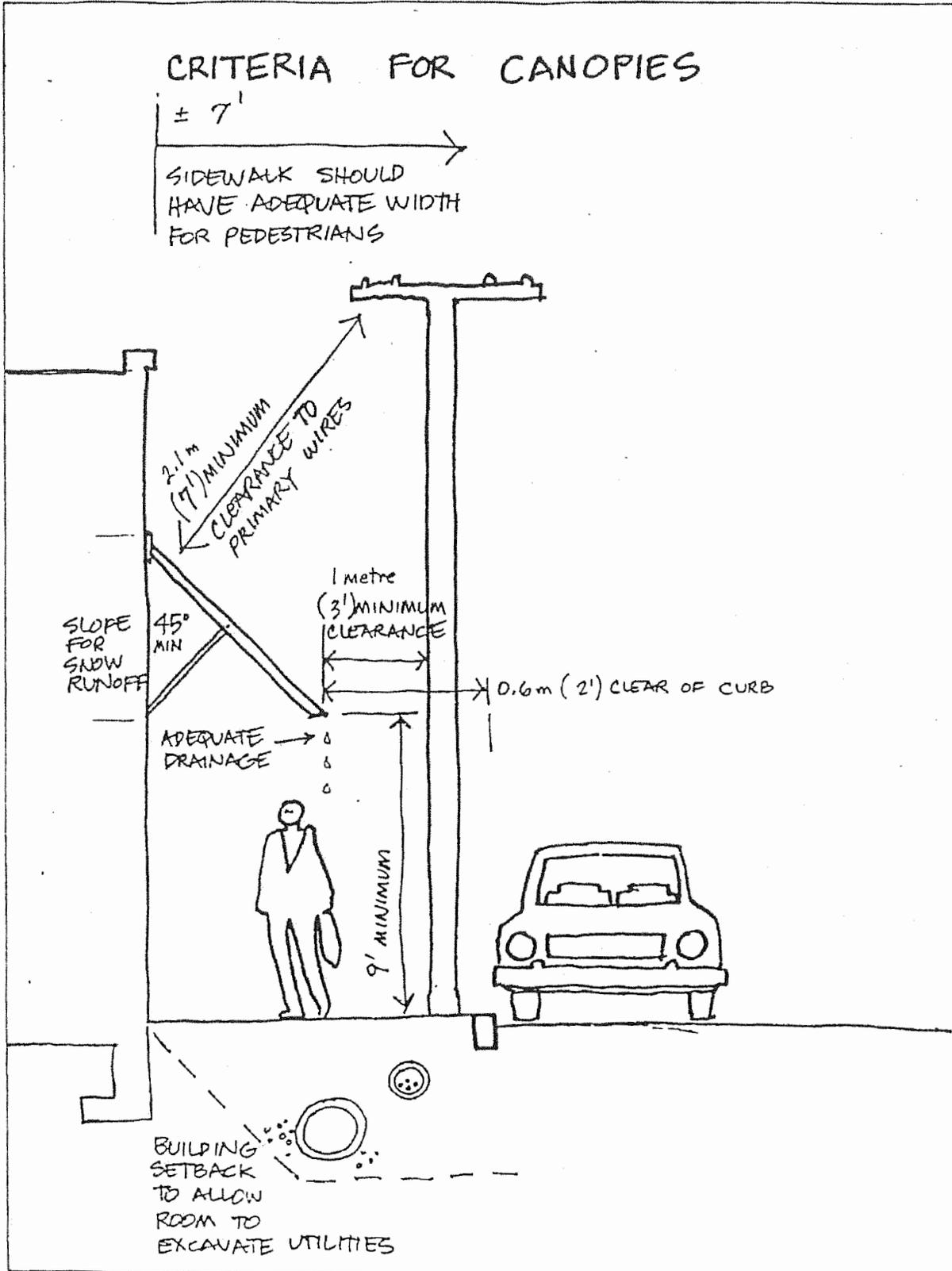
3. DETAILS  
CORNICES



COMMERCIAL BUILDING



HOTEL  
CORNICE  
BRACKET



PERENNIAL FLOWERS

APPENDIX 4

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

Appendix 5

POTENTIAL HERITAGE BUILDINGS

MAP  
KEY  
NO.

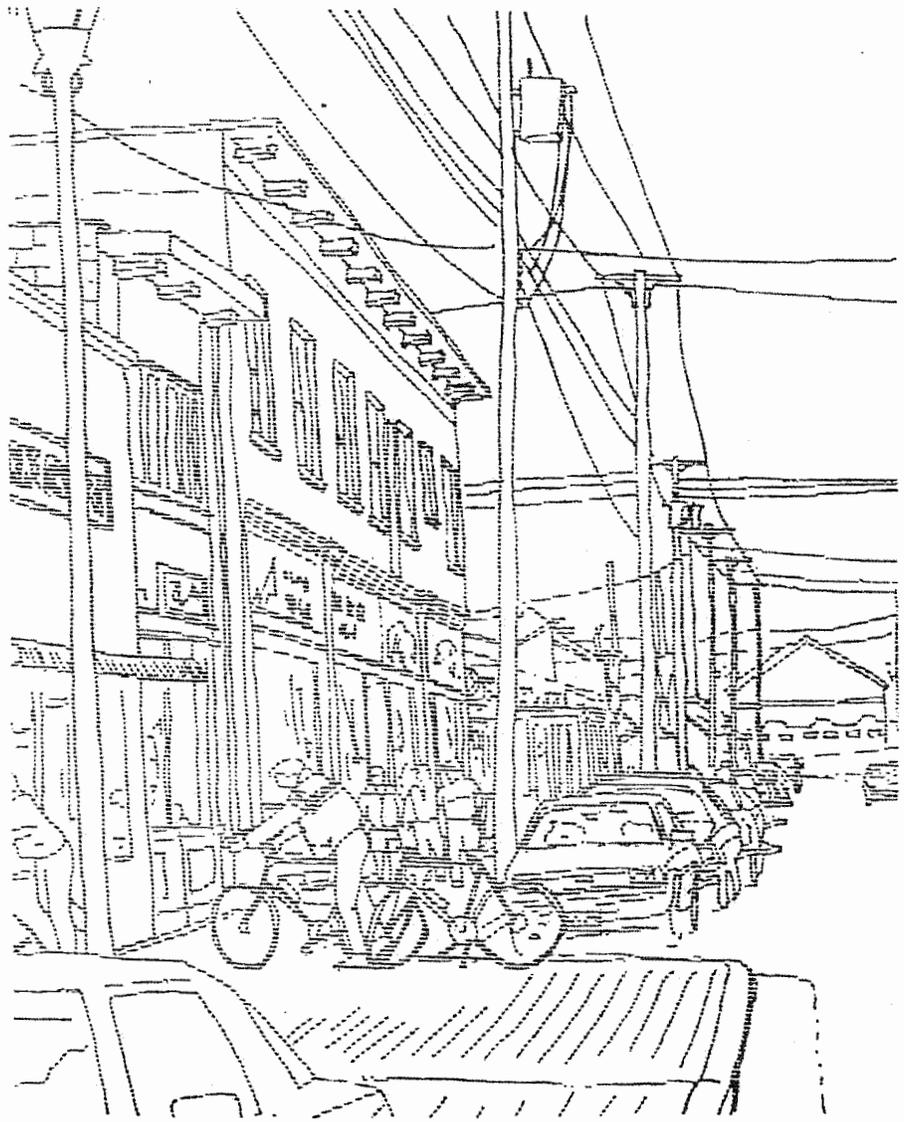
1. 12111 3rd Avenue Steveston Hotel - Eastern Portion
2. 3420 Moncton Street - Steveston Danish Bakery
3. 3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
4. 3580 Moncton Street. "Hepworth Block", pre 1918
5. 3680 Moncton Street. Marine Grocery, pre 1920e
6. 3700 Moncton Street-Redden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

---

# Steveston Downtown Revitalization

---

Corporation of the  
Township of Richmond



## Facade Guidelines

PLN - 389

STEVESTON REVITALIZATION  
AREA FACADE GUIDELINES

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

TABLE OF CONTENTS

1. Introduction.....	1
2. Store Front Facade Grants.....	2
3. Store Front Facade Guidelines.....	4
4. Facade Improvement Examples.....	13
5. Appendices.....	20
5.1 Design Review Procedures	
(a) Steps to Facade Improvement	
(b) Facade Grant Administration	
(c) Application Form: Steveston Revitalization Facade Improvement Application	
5.2. Steveston Downtown Revitalization Plan	
5.3. Extract from Richmond Sign Bylaw	
5.4 General Criteria for Canopies Projecting Over Municipal Sidewalks	

## 1. INTRODUCTION

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

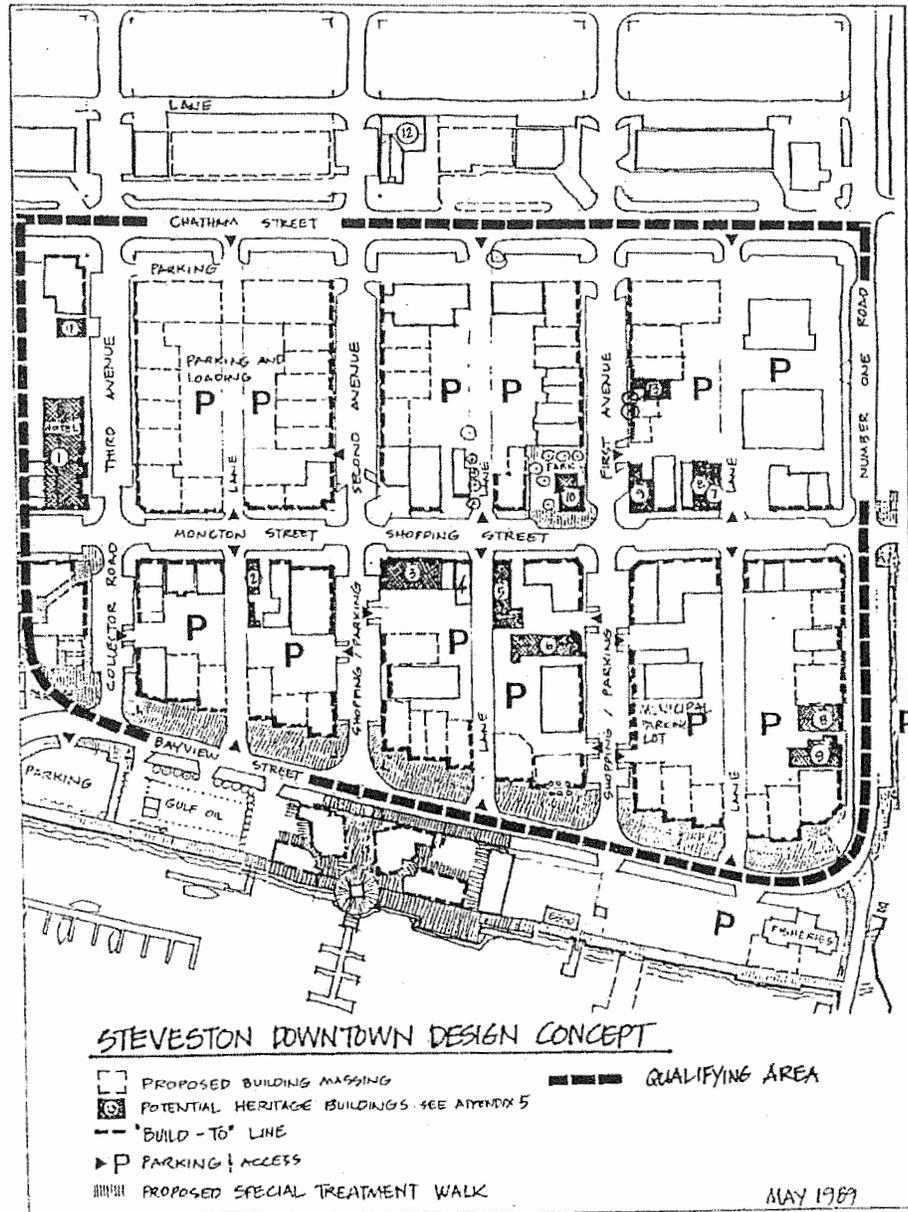
During the 1950's and 1960's, zoning bylaws encouraged demolition of older buildings and the construction of characterless concrete block structures. Steveston was then still an isolated area and the fishing industry dominated the area.

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

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

## 2. STORE FRONT FACADE GRANTS

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



STORE FRONT FACADE GRANTS (continued)

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

- FRONT      A 20% grant or \$200 per metre whichever is the least.
- SIDE        A 10% grant or \$100 per metre whichever is the least. It is, however, at the discretion of the Municipality to recommend a special grant of 20%, to a maximum of \$200 per metre, be awarded for corner shops with a front facing a front street and a side facing a pedestrian oriented shopping street, containing a full advertising display window. The 10% grant applies to a pedestrian oriented side street that does not have a display window.
- REAR        A 10% grant or \$100 per metre whichever is the least. It is noted that the rear may be parking oriented with rear entrances from the parking area into the shops. Special grants may be considered, however, special application/documentation must be forthcoming prior to approval in individual claims.

### 3. STORE FRONT FACADE GUIDELINES

#### 3.1. Designated Heritage Buildings

Guideline: Restore designated heritage buildings.

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

#### 3.2. Potential Heritage Buildings

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

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

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

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

#### 3.3. Improvement of Infill Building

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.4. Sympathetic Design Overview

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

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

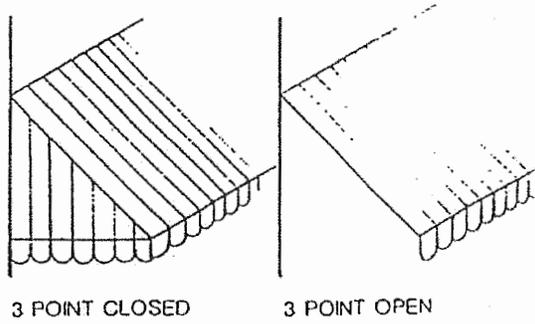
3.5. Canopies

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

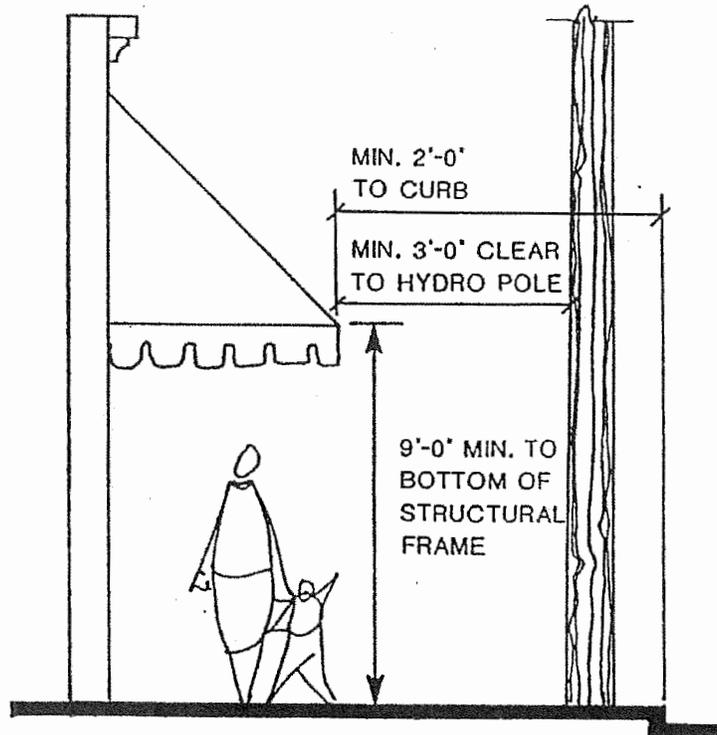
Canopies can be either an awning or a fixed structure. Awnings are fabric and frame which are attached to the face of the building. Canopies should extend out to protect pedestrians from inclement weather.

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

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



CANOPY-AWNING TYPES



CRITICAL DIMENSIONS FOR  
AWNINGS AND CANOPIES

STORE FRONT FACADE GUIDELINES (continued)

3.5. Canopies (continued)

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

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

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

3.6. Windows

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

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

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

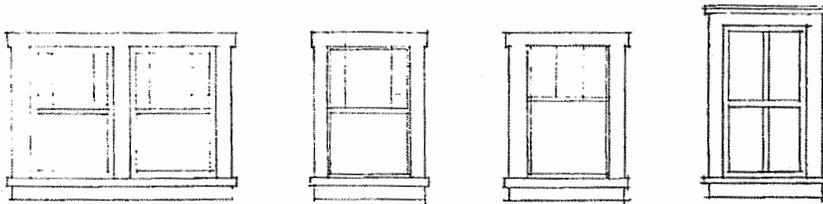
STORE FRONT FACADE GUIDELINES (continued)

3.6. Windows (continued)

Acceptable picture windows are as follows:



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

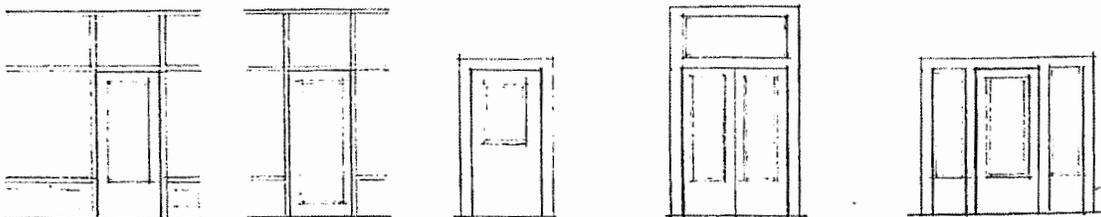


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

3.7. Doors

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

(b) Acceptable doors are as follows:



STORE FRONT FACADE GUIDELINES (continued)

3.7. Doors (continued)

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

3.8. Signage

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

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

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

Acceptable signage is as follows:

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

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.8. Signage (continued)

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

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

3.9. Building Materials and Finishes

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

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

(b) Acceptable finishes are as follows:

- natural weather
- transparent and opaque stains
- paint

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

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.10. Color Coordination

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

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

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

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

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

3.11. Lighting

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

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

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.11. Lighting (continued)

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

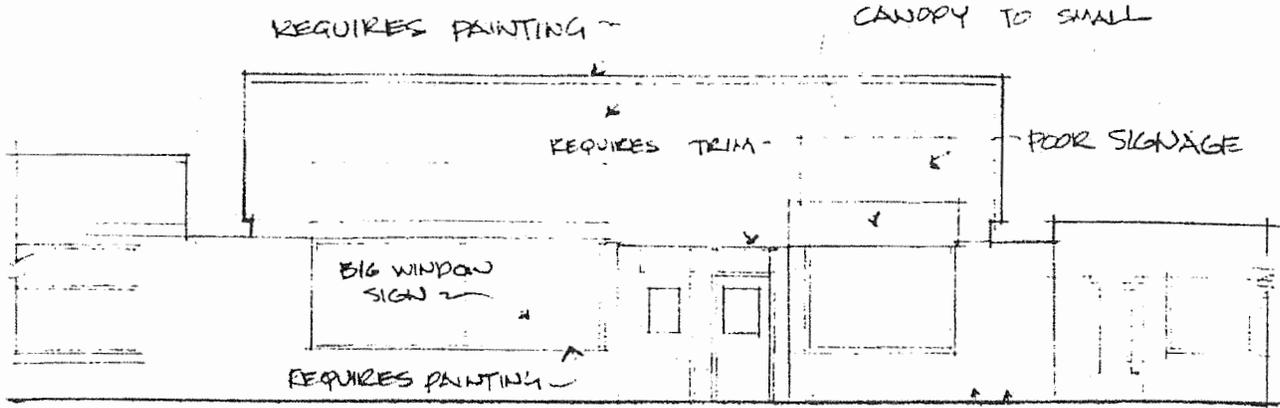
If neon is to be used, it should be for artistic design features and not for the purpose of signage.

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

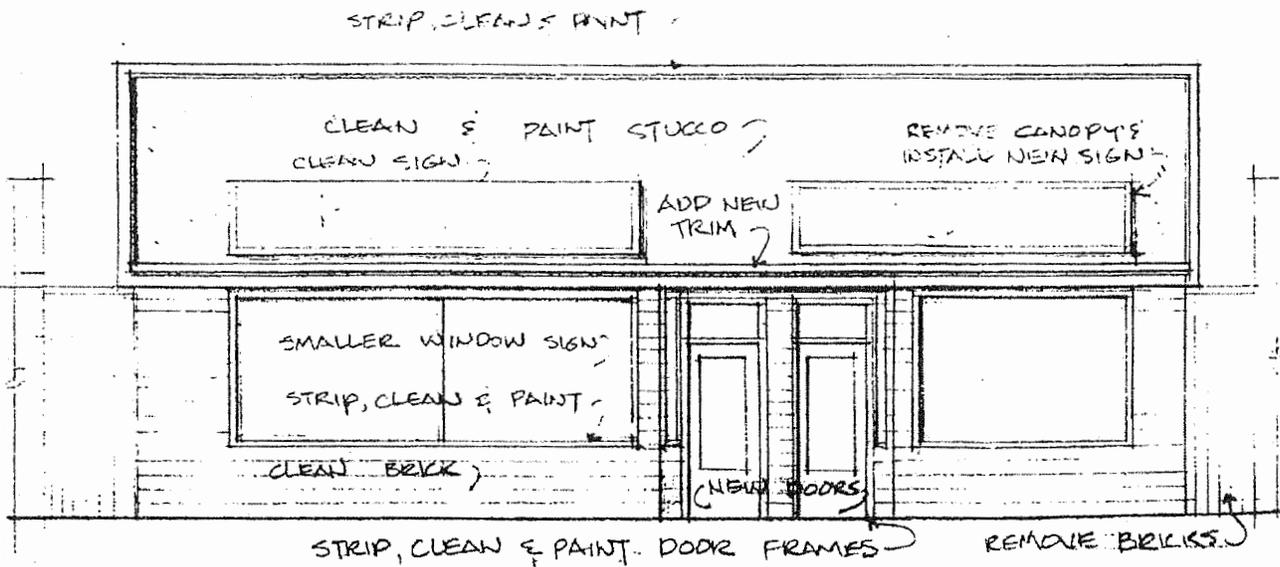
4. FACADE IMPROVEMENT EXAMPLES

The following pages provide examples of facade improvements in Steveston.

FACADE IMPROVEMENT EXAMPLE # 4.1



ANALYSIS - EXISTING FACADE



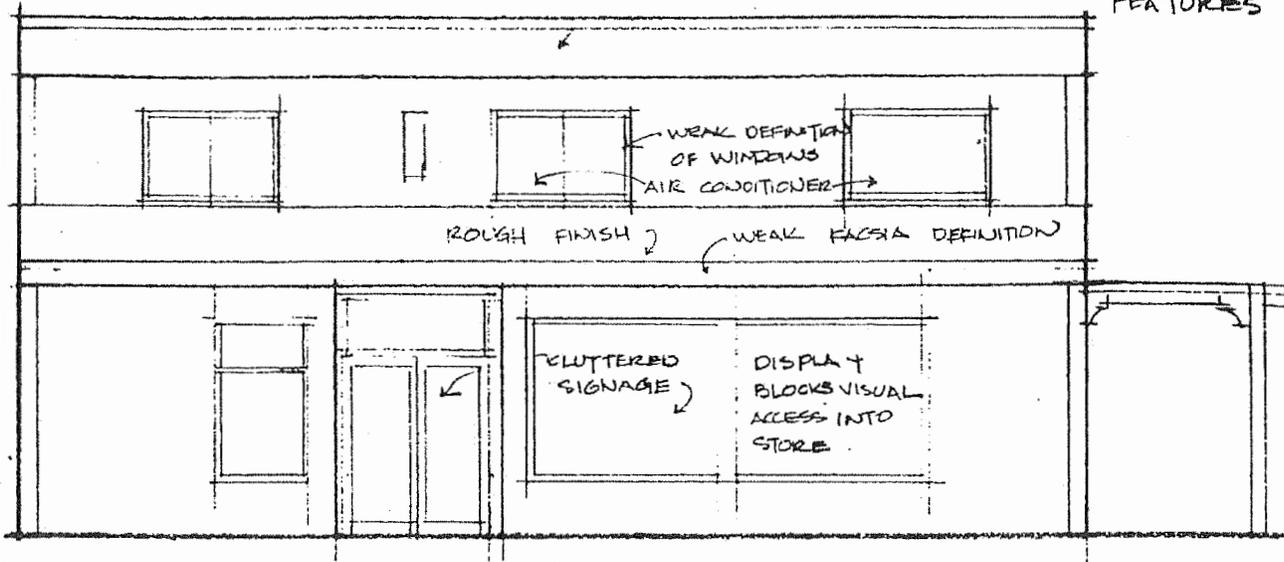
FACADE RECOMMENDATIONS

RICHMOND DINISH BAKERY  
MONCTON ST. STEVESTON

FACADE IMPROVEMENT EXAMPLE #4.2

REQUIRES PAINTING -

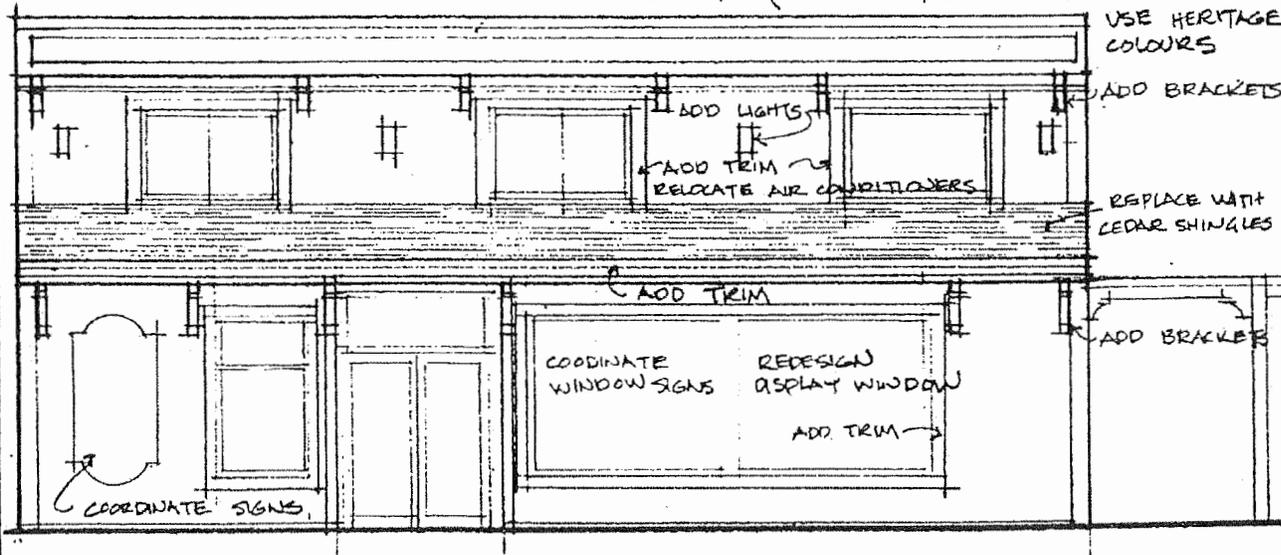
FACADE NEED DEFINITION & FEATURES



ANALYSIS - EXISTING FACADE

ADD TRIM -

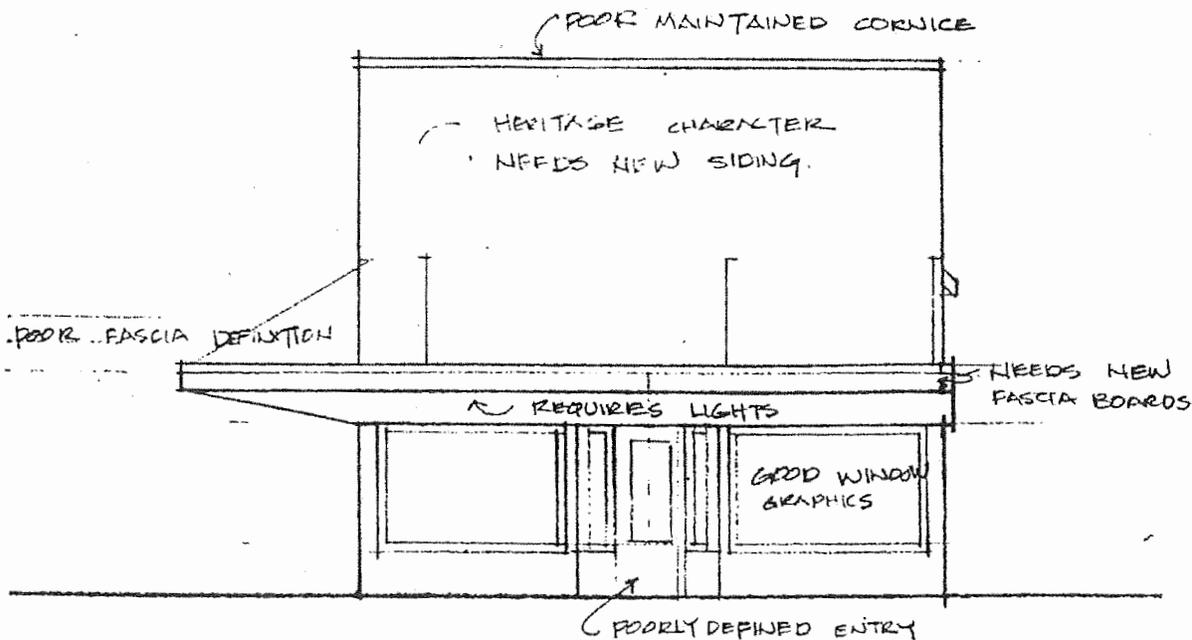
COORDINATE (3 COLOUR) COLOUR SCHEME



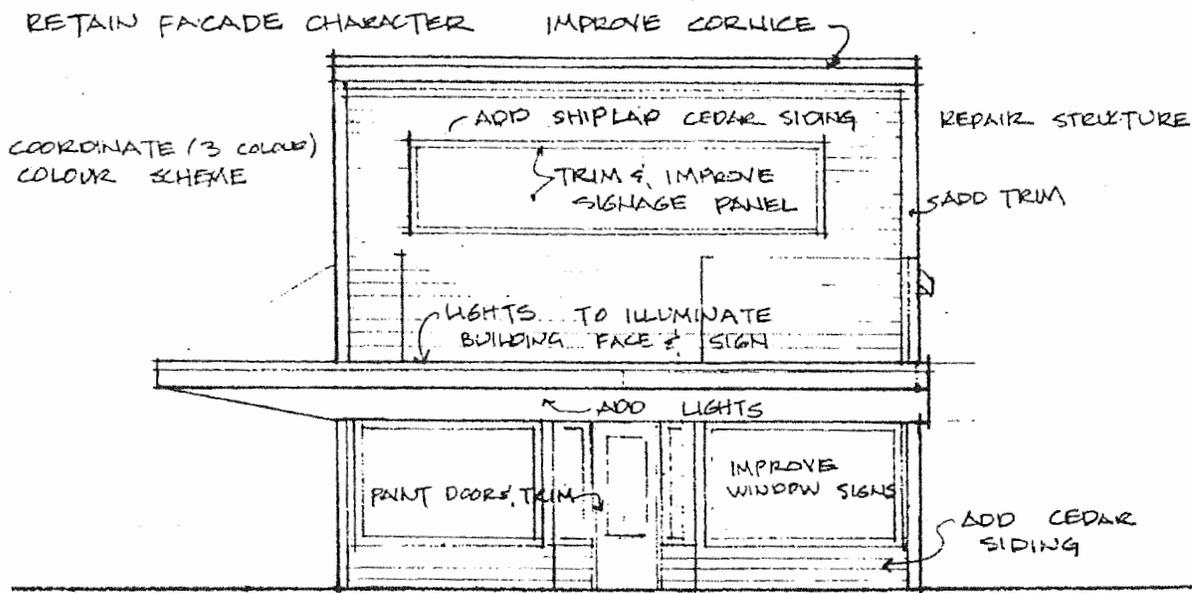
FACADE RECOMMENDATIONS

PACIFIC NET & TWINE  
MONCTON STREET, STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.3



ANALYSIS - EXISTING FACADE

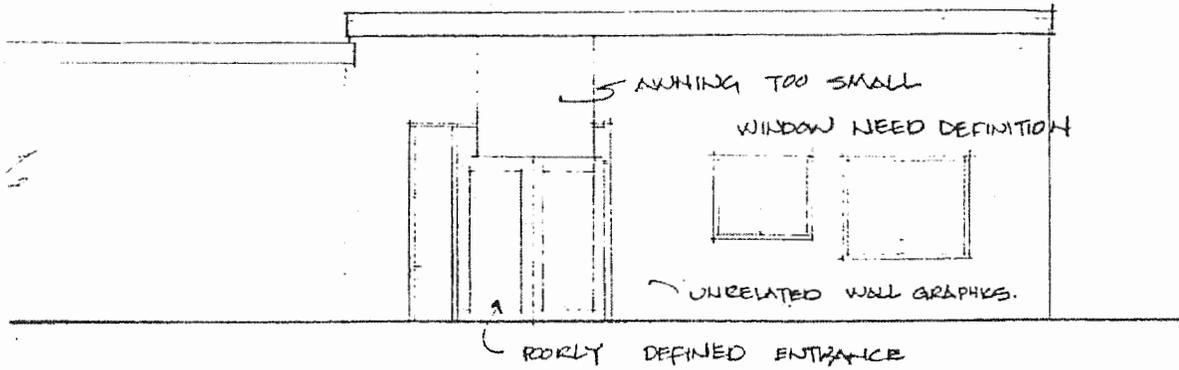


FACADE RECOMMENDATIONS

REDDEN NETS  
MONCTON STREET STEVESTON

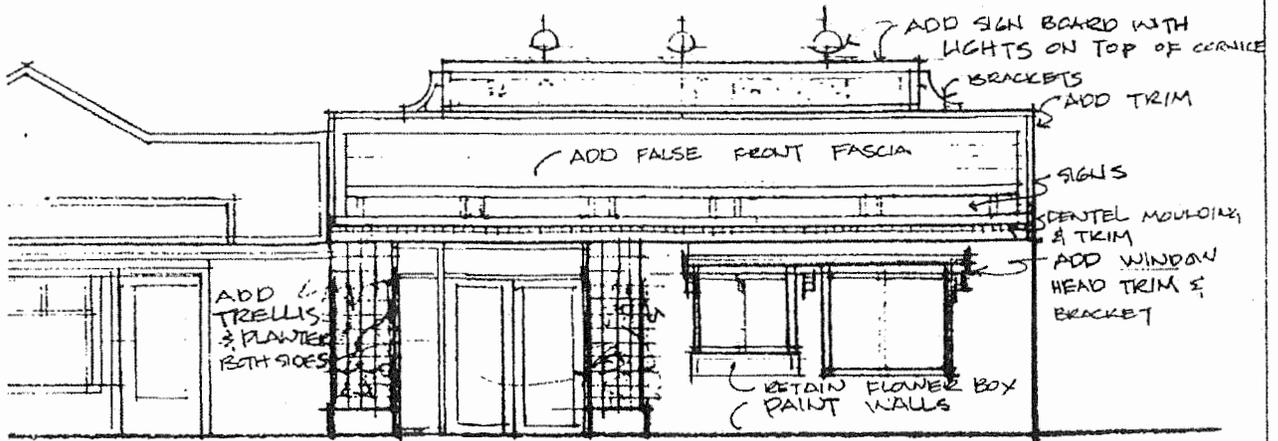
FACADE IMPROVEMENT EXAMPLE # 11

UN-DEFINED STOREFRONT



ANALYSIS - EXISTING FACADE

COORDINATE CUR CUR SCHEME

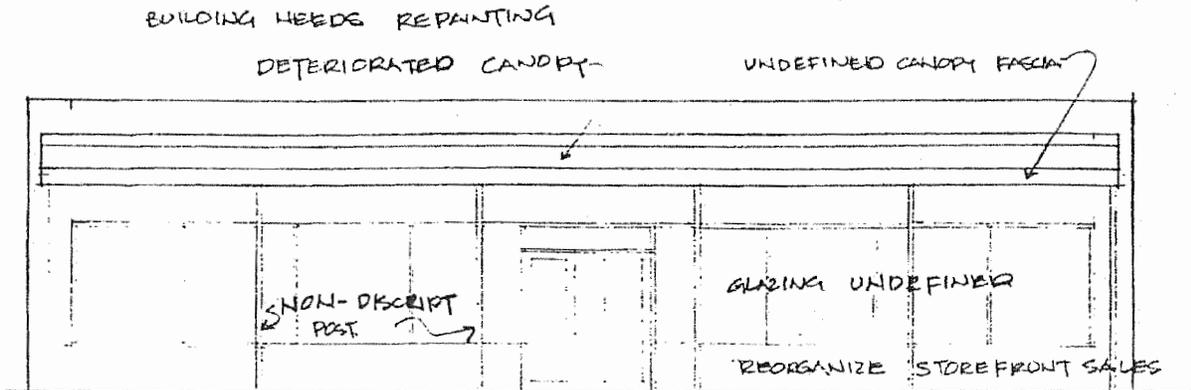


FACADE RECOMMENDATIONS

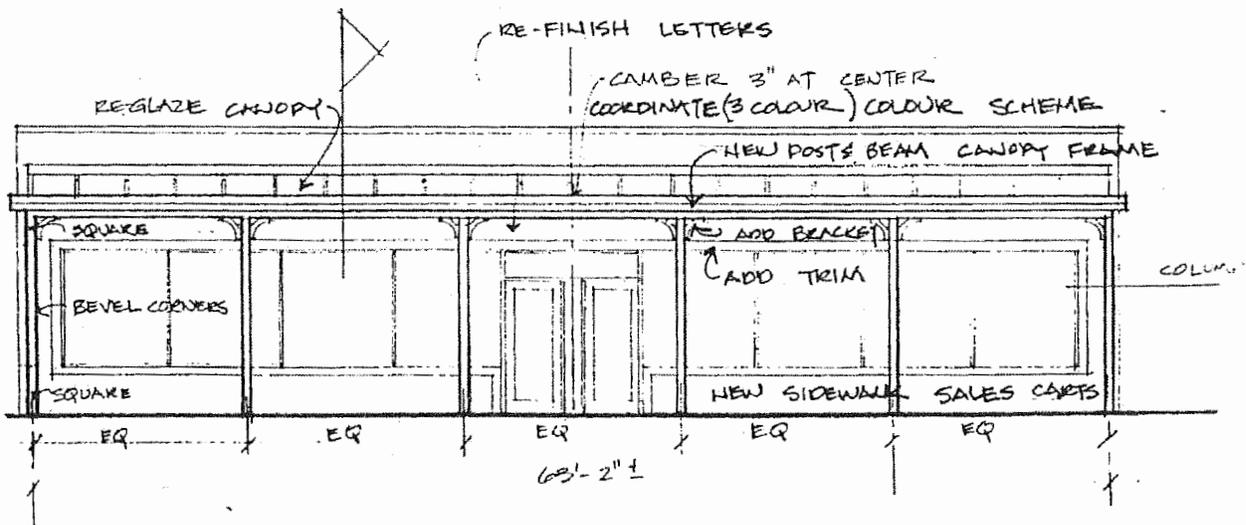
COUNTRY MOUSE

1ST AVENUE STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.5



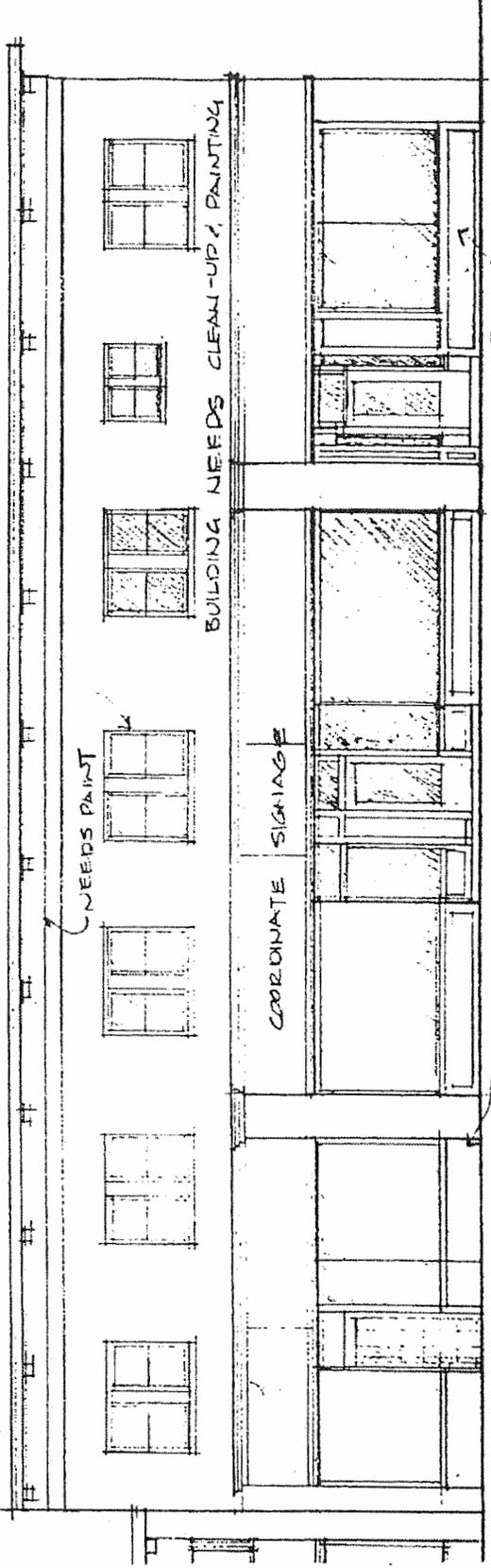
ANALYSIS - EXISTING FACADE



FACADE RECOMMENDATIONS

STEVESTON MARINE & HARDWARE  
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE 4.6



NEEDS PAINT

BUILDING NEEDS CLEAN-UP & PAINTING

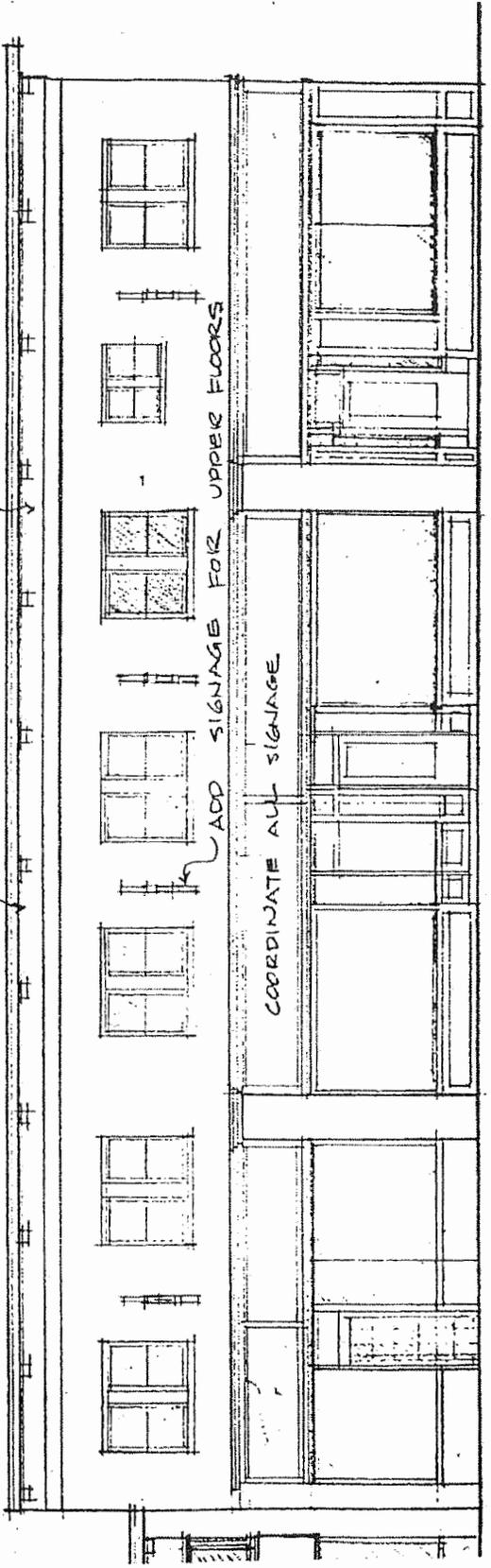
COORDINATE SIGNAGE

ANALYSIS - EXISTING FACADE

BULKHEAD NEED COORDINATION

COORDINATE COLOURS

ENHANCE HERITAGE CHARACTER



FACADE RECOMMENDATION

HEPWORTH BUILDING  
MONKTON STREET STEVESTON

## APPENDIX 1

### DESIGN REVIEW PROCEDURES

#### (a) Steps to Facade Improvement

The following steps should be followed for facade improvements:

- . Develop a clear idea of what image you want your business and store front to have. Write it down.
- . With the use of these guidelines, analyze your store front and with your business image in mind, select the features that are the most suited to your situation.
- . Translate your ideas into drawings which will be required for design approvals and for grant applications. It is strongly recommended that you hire an experienced professional designer. The drawings must show all proposed facade improvements to scale and include color chips, fabric samples and photographs or sketches of the building.
- . Present drawings to the Revitalization Review Committee. Store front improvements will be reviewed by the Revitalization Facade Review Committee. The committee may advise you on what other merchants and owners are doing with their store fronts in Steveston to help you coordinate plans and ideas. Please contact the Coordinator responsible for the Steveston area, or the designated Municipal Planner at 275-4082.
- . Make sure you follow the guidelines. You may be asked by the Revitalization Committee to revise and resubmit your drawings if the guidelines are not followed.
- . After the committee has given your submission design approval, fill out a special municipal Revitalization Development Permit Application and submit it along with your drawings and anticipated costs to the Planning Department at Municipal Hall. These documents will make up the grant application.

DESIGN REVIEW PROCEDURES (continued)

(b) Facade Grant Administration

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

STEVESTON REVITALIZATION FACADE IMPROVEMENT APPLICATION

TELEPHONE: 278-5575

1. APPLICATION FOR PLAN REVIEW

Date: \_\_\_\_\_

PLEASE PRINT (to be completed by applicant)

Property address: \_\_\_\_\_ Unit No: \_\_\_\_\_

Legal description: \_\_\_\_\_

Registered tenant/owner: \_\_\_\_\_ Tel. No: \_\_\_\_\_

Tenant/Owner's mailing address: \_\_\_\_\_  
(if different from above)

Contractor's business name: \_\_\_\_\_

Architect/Engineer: \_\_\_\_\_

PROPOSED WORK - CHECK ONE:

New \_\_\_\_\_, Add/Alter \_\_\_\_\_, Interior Finish \_\_\_\_\_, Repair \_\_\_\_\_,

Other (specify) \_\_\_\_\_

Tenant/Owner: \_\_\_\_\_

Nature of business: \_\_\_\_\_

Telephone: \_\_\_\_\_ (H) \_\_\_\_\_ (O)

2. Please provide a letter outlining the work in full.

3. Six sets of plans and sketches showing scope of work.

\*\*\*\*\*

OFFICE USE ONLY

COMMENTS

Applicant Fee: \$ _____	Receipt No.: _____	_____
Roll No: _____	Richmond Key: _____	_____
Work Desc: _____	Class: _____	_____
Contractor's Business Licence No: _____	_____	_____
PERMIT NO. _____	_____	_____



## APPENDIX 2

### STEVESTON DOWNTOWN REVITALIZATION PLAN

In September 1980, the Ministry of Municipal Affairs initiated a program of urban design and beautification for the downtown business cores in cities and towns throughout British Columbia.

Local Steveston business representatives, municipal staff and members of Council from Richmond, formed a 'Downtown Revitalization Committee' in November, 1985 and designated an area of the Village of Steveston suitable for revitalization. The role of this committee has been to provide a community based presentation for the overall revitalization design. The purpose of the Steveston Revitalization program is to:

- . Retain and encourage the fishing fleet and related facilities and thus enhance Steveston's image as a 'Fishing Community'.
- . Maintain the variety of uses geared to local residences and the fishing industry.
- . Integrate urban design features based on the needs of the local residents and the fishing industry.
- . Enhance existing built features and physical qualities of Steveston to reinforce its uniqueness in Richmond and the Lower Mainland.
- . View tourism as a secondary industry.

Design improvements include public improvements to streets and sidewalk reconstruction; provision of additional street furniture; upgrading of lighting and installation of business signage.

### APPENDIX 3

#### RICHMOND SIGNAGE BY-LAW (Extracts Only)

(Certified copies of the original by-law should be consulted for all interpretation and applications of the by-laws on this subject)

#### APPLICATION FOR SIGN PERMIT

A signed written statement marked 'Application for Sign Permit' must be prepared with the following information:

- . Street address of proposed site of sign.
- . Name and address of person or company for whose benefit the sign is being set-up and the name of the agent for that person or company.
- . Full name and address of sign company.

Prepare plans and specifications drawn in accordance with standard architectural practice and showing:

- . Dimensions and weight of sign.
- . The area of all sides of the structure used as sign.
- . The overall height of the sign and the amount of clearance beneath it; both as measured from finished grade.
- . The proposed location of the sign in relation to the boundaries of the lot it is to be situated upon.
- . The proposed location of the sign in relation to the face of the building or in front of which it is to be affixed.
- . If incandescent lamps are used, the number to be installed.
- . If gas tubing is used, the number of feet of illuminated tubing to be installed.
- . No part of the sign shall project beyond the top or sides of the wall to which it is affixed.
- . Prior to the issuance of a permit, the Building Inspector shall have considered the report of Design Panel pertaining to the sign.

RICHMOND SIGNAGE BY-LAW (Extracts Only) (continued)

Projecting Signs

- . A projecting sign may not project over municipal Property more than 5 feet 6 inches and not less than 10 feet 6 inches from the level of the sidewalk.
- . Projecting signs shall be in an area (including the area of all sides used as a sign) no greater than 3 square feet per foot of wall length to which they are affixed.
- . No part of a projecting sign shall be closer at any point than 8 feet from the nearest finished grade of the site upon which they are situated.
- . No part of any projecting sign shall be higher at any point than the top of the roof line or wall to which they are affixed provided, however, that in no case shall the top of the sign be higher than 25 feet from the nearest finished grade of the site upon which they are situated.

Marquee Signs

- . A marquee sign is affixed wholly beneath a permanent canopy perpendicular to the face of the building.
- . A marquee sign may extend up to 5 feet 6 inches over public property when affixed wholly beneath a marquee or walkway covering.
- . A marquee sign shall be no greater than 8 square feet (including the total area of all sides of the marquee device used as a sign).

## APPENDIX 4

### GENERAL CRITERIA FOR CANOPIES PROJECTING OVER MUNICIPAL SIDEWALKS

#### DEFINITION

Canopies include any projection designed to project over municipal sidewalks to protect pedestrians from the elements. Canopies may also be called awnings or marquees.

Canopies must meet Building Code requirements. Canopies must be supported by structural elements on private property because no posts or supports will be permitted on public property.

#### INDEMNITY

Owners of properties with canopies projecting over municipal property shall sign a Section 215 agreement indemnifying the Municipality.

#### PERMITS

Canopies shall be regulated by Development Permits and Building Permits.

#### LOCATIONS

Canopies will be permitted in all Development Permit Areas, subject to the Guidelines adopted in that area.

#### CLEARANCES

(See sketch)

- . 2.7 metres (9.0 feet) headroom
- . 1.0 metres (3.0 feet) to utility poles
- . 600 mm (0.68 feet) to curb
- . 2.5 metres (8.0 feet) to wires or metal fixtures

#### DRAINAGE/SNOW ACCUMULATION

Canopies shall be designed to safely shed snow and rain. A minimum slope of 45° is recommended.

APPENDIX 5

POTENTIAL HERITAGE BUILDINGS

MAP  
KEY  
NO.

1. 12111 3rd Avenue  
Steveston Hotel - Eastern Portion
2. 3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
3. 3580 Moncton Street. "Hepworth Block", pre 1918
4. 3680 Moncton Street. Marine Grocery, pre 1920e
5. 3700 Moncton Street-Redden Net Co., pre 1925e
6. 12160 First Ave-"Steva Theatre" Eastern Portion
7. 3951 Moncton Street-Store
8. 3891 Moncton St.-Store/dwelling, pre 1915e
9. 3831 Moncton St. Store
10. 3771, 3791, 3811 Moncton St.-Museum-Post Office, 1907-8. DESIGNATED.
11. 12011 Third Ave.-Municipal Building, 1925-32e DESIGNATED.
12. 3731 Chatham St.-Steveston Bicycle "Church", 1894.
13. 12020 First Avenue - former bakery - west portion

## 9.0 Development Permit Guidelines

### 9.1 Application and Intent

These guidelines form part of the Steveston Area Plan, and prescribe criteria to be applied in the design of new development. These guidelines provide built form and character standards for the entire Steveston community, along with more detailed information for selected locations, and should be used in conjunction with more general City of Richmond Development Permit Guidelines and related documents aimed at ensuring the provision of adequate levels of livability, health, amenity, environment, and safety. It is the intent of these guidelines to support the area plan by building upon Steveston's recognized strengths, preserving and enhancing the valued elements of its built form, and encouraging new elements supportive of:

- a) Steveston's heritage and special character, and the distinctive qualities and opportunities inherent in its neighbourhoods, geography, and heritage;
- b) A high standard of livability, in residential, non-residential, and mixed-use settings;
- c) A high quality public realm, including public circulation routes, open spaces, and the buildings and structures that define them.

Throughout these guidelines, text highlighted in yellow, is a reference to the "Sakamoto Guidelines", a key aspect of heritage preservation and compatible design throughout the Steveston Village.

These guidelines do not require literal interpretation, in whole or in part. They will, however, be taken into account in the consideration of Development Permit applications.

### 9.2 General Development Permit Guidelines for Steveston

#### Development Permit Areas

Pursuant to the Municipal Act, the City designates multiple family residential, institutional, commercial, and industrial areas as Development Permit areas. Exemptions to the Development Permit process are as follows:

1. Renovations to interiors;
2. Exterior renovations of less than \$50,000 outside the Steveston Village Node.

It should be noted that the City also designates Environmentally Sensitive Areas (ESA) as Development Permit Areas. For details and exemptions to ESA's, please refer to the Official Community Plan.

**Justification**

Development policies for Steveston are aimed at creating a high-amenity community focused around its historic village centre and the riverfront, and complemented by a variety of residential and industrial neighbourhoods and special recreational opportunities. The community's mix of uses and users, its significant social and physical heritage, and its setting along the banks of the Fraser River create significant challenges to its sensitive development. Implementation of Development Permit Guidelines will help support Steveston's area plan and the evolution of the area's physical form by providing the opportunity for site-by-site consideration of development projects.

**9.2.1 Settlement Patterns**

The Steveston area has developed over an extended period of time, and the community's resulting settlement patterns are reflective of its transformation from an isolated fishing village, to a single-family suburb, and, more recently, to a centre for single- and multiple-family residential infill. As a result, an examination of Steveston reveals it is composed of a number of distinct "neighbourhoods" defined by their common characteristics (i.e. street and lot layout, relationship to specific park/school sites or roads, proximity to the water or a commercial centre, etc.). As Steveston continues to evolve and densify, new development should respect and enrich the community's existing settlement patterns.

**Cohesive Environment**

For all intents and purposes, the Steveston area is fully developed. New development, regardless of scale, should be approached as "infill" designed to knit together and enrich its context. To achieve this:

- a) Private roads, driveways, and pathways should be designed as extensions of public systems;
- b) Developments should be designed to avoid their function and/or appearance as new "insular neighbourhoods";
- c) New development should look beyond the boundaries of its own site in order that it may knit into not only what exists today, but what existed in the past and is likely to exist in the future;
- d) All development near the south and west dykes should provide for public access and views to/along the waterfront.



*A residential pedestrian walkway*



*Landscaped pedestrian walkways in downtown Steveston*

### **Pedestrian-Oriented Development**

As Steveston densifies and attracts increasing numbers of residents, tourists, and businesses, it is critical that this growth support the community as a people friendly place that is safe, recognizable, visually pleasing, and easy to move around in. To achieve this, new development should:

- a) Create small, walkable blocks, defined primarily by public streets;
- b) Contribute to a cohesive public trail network designed to complement the street system and support a fine grained, human scale of development;
- c) Enhance connectivity within the community and improve public access to local services and amenities.

### **Neighbourhood Identity**

New development should seek to respect and enhance the individual identities and hierarchy of local neighbourhoods within the Steveston area. To achieve this, the design of new development should:

- a) Enhance the edges, focal points, commercial and recreational/social nodes, and the hierarchy of circulation routes which contribute to make each neighbourhood distinct;
- b) Avoid projecting a homogeneous image across the community by building on local character attributes;
- c) Help define recognizable links between neighbourhoods.

### **Views**

New development should enhance, preserve, and, where possible, contribute to the creation of significant public views, vistas, and focal points. Most importantly, new development should:

- a) Enhance street-end views towards the river on the south and Sturgeon Bank on the west;
- b) Enhance views of Steveston Village Node from the river;
- c) Contribute to the attractiveness of public streets and open spaces.

### **Natural, Built and Human Heritage**

New development should contribute to the conservation and enhancement of heritage features, valued human landscapes, and natural areas, along with personal and cultural histories. To achieve this, new development should:

- a) Retain and re-use historic and/or culturally significant structures in ways which respect the unique value and opportunity of each;

- b) Seek to maintain the relationships of recognized heritage sites to their contexts (e.g., The park and boardwalk adjacent to the historic Post Office on Moncton Street are important to the heritage significance of the site and should be retained.);
- c) Encourage the protection and enhancement of significant landscape features, such as trees and water courses, through sensitive design and construction;
- d) Enhance public enjoyment and awareness of local natural and man-made features, and provide complementary amenities (e.g., trails, interpretive signage, etc.);
- e) Especially in areas of high pedestrian activity, facilitate opportunities to respect, honour, and celebrate the heritage of Steveston and its people through public art and other means.

### 9.2.2 Massing and Height

Steveston has traditionally been characterized by its single-family dwellings on smaller lots, the modest scale and varied forms of the commercial buildings in its historic village centre, and the massive fishing industry buildings that once dominated its riverfront. Recently, a distinctive new image has been introduced in the form of Southcove's four-storey apartment buildings. Together, these forms represent a "vocabulary" that helps define the Steveston community. A vocabulary which is special for the fact that:

- Form is married less to use than location (i.e. cannery-like buildings are typically appropriate along the riverfront whether they house industrial uses, shops, restaurants, or bed and breakfast/hotels);
- Sloped roofs and gable ends are common throughout.

The form of new development should be firmly rooted in this vocabulary, and seek to refine and enrich it.

#### Cohesive Character Areas

The form of new development should be guided by that of adjacent existing development, even where new uses are being introduced. For example, multiple family residential or commercial uses introduced adjacent to single family homes should adopt a scale and character similar to those existing dwellings, while the same uses introduced along the riverfront would be better to adopt a scale and form reflective of the area's historic cannery buildings.

### 9.2.3 Architectural Elements

Steveston's maritime heritage and historic buildings combine to create a powerful image of pitched roofs, false-fronted commercial buildings, porches, picket fences, clapboard, bay windows, docks, boardwalks, and fishing boats. While this image

is not found throughout Steveston, references to it and a love of it seem to exist everywhere, along with a distinctly human scale of development. New development should similarly be of a human scale, and demonstrate keen attention to detail and respect for local vernaculars.

#### **Animated Streetscapes**

Development should provide for street-oriented uses designed to contribute visual diversity, reinforce a human scale, and enhance pedestrian interest. Orient uses and architectural elements to enhance site-specific opportunities (i.e. prominent corners, landmarks, pedestrian nodes, etc.), and provide special treatments at principal entries (i.e. porches, trellises, stoops, and canopies) which emphasize the transition from public to private. Furthermore:

- a) In retail areas, including shopping centres:
  - i) Shops should typically front streets, not parking lots;
  - ii) Small, individual store fronts should predominate, having an average frontage of 4.6 m (15.1 ft.);
  - iii) Where a large tenancy is planned, its retail frontage should be limited to a maximum of 15.2 m (50 ft.) and its additional floor area should be concealed behind smaller retail frontages;
  - iv) Frontages should predominantly be devoted to windows which can accommodate changing displays and provide views into shop interiors;
  - v) Main entries should open directly onto City sidewalks and/or public open spaces. Where entries are set back from the City sidewalk, they should be highly visible, clear-glazed, and easily recognizable and accessible from the street;
  - vi) Outdoor retail displays, restaurants, and related activities are encouraged either along the sidewalk adjacent to related businesses, space permitting, or in designated areas (e.g., as required by the Liquor Control Board opening onto the sidewalk). Where a designated area is provided, it should typically be no larger than 37 m<sup>2</sup> (398.3 ft<sup>2</sup>) and have an elevational difference of no more than 0.9 m (3 ft.) between its grade and that of the adjacent City sidewalk, except within the Steveston Village Character Area where ground floor areas be built generally at the level of the adjacent sidewalk (or if no sidewalk, the road). In the case of a designated outdoor dining area, if it must be enclosed, the fence or wall should be no higher than 0.9 m (3 ft.) (although a trellis or similar structure may be permitted overhead, supported on posts);

- b) In residential neighbourhoods, including areas of townhouses, detached dwellings, and/or apartments:
  - i) Where properties abut public roads, developments must provide grade-oriented units with individual front doors (directly accessible and visible from the City sidewalk) and windows onto habitable rooms;
  - ii) Where no public road exists, developments should provide grade oriented units with individual front doors and windows opening onto internal “streets” (or where appropriate, public trails) designed to function and appear as an extension of City systems;
  - iii) New development should promote publicly-accessible streets as the primary pedestrian space and “front door” on the community. Off-street trails and paths should only take on this role when this will not diminish the role of the street system, and off street routes extend no further than 76 m (249.3 ft.) before being intercepted by a publicly-accessible street, and no further than 36 m (118.1 ft.) before being intercepted by an alternative pedestrian route (i.e. accessible trail, lane, or driveway);
- c) At industrial sites:
  - i) Site buildings to directly address the public street without intervening areas of parking and/or service yards;
  - ii) In areas of high pedestrian activity, provide windows and doors onto the street to permit public viewing of activities inside buildings, especially where those activities are visually interesting or related to the fishing industry (i.e. boat repair);
  - iii) Service and storage yards should be fenced for security and safety, but public views into those yards should be maintained and enhanced with trees, vegetation, street furniture, public art, etc.;
  - iv) Parking should typically be kept away from public view (i.e. to the rear of or inside buildings or appropriately screened with vegetation);
  - v) Where the nature of the use requires expansive building walls with minimal openings, special attention should be paid to building form, details, materials, and associated landscaping in order that it provides visual interest and compliments the public realm and adjacent developments (e.g. as demonstrated by the area’s historic Cannery buildings);

- d) At marinas, particular attention should be paid to the points where they connect to the upland. These points should be much more than security gates, fencing, and ramps. Ideally, they should contribute to the visual diversity of the riverfront as seen from the water and upland. Where public access is intended, they should be designed as public “pavilions”:
  - i) Providing views of the water and riverfront activity;
  - ii) Inviting people to sit in the sun or get out of the rain;
  - iii) Incorporating special (or even playful) architectural features and/or public art which make them distinctive landmarks on the waterfront;
  - iv) Offering interpretive material to enhance public appreciation of the area.

### **Roofscapes**

Steveston’s roofscape is a key element affecting not only the area’s character, but its livability. New development should show an awareness of this by attending to the following:

- a) Employ roof forms consistent with Steveston’s traditional character, including pitched roofs with gable ends and slopes, except in the Steveston Village Core Area, where flat roofs with parapet walls are encouraged to increase the livability of residential units in the Core Area, and support the false-fronted heritage buildings there;
- b) Flat or other roof forms (e.g., dormers, turrets, etc.) may be used selectively in combination with simple pitched roofs to provide diversity and visual interest, where traditional character references can be demonstrated;
- c) Roofing materials should be selected on the basis of consistency with the area’s local vernacular;
- d) Mechanical equipment must be concealed from view, and antennae, dishes, vents, etc. should be situated where least visible from public areas;
- e) Special attention should be paid to the position of vents from restaurants and other food preparation uses to avoid negative impacts on adjacent pedestrian areas and residential uses;
- f) No more than one common roof access is permitted, and this access must be integrated with the roof where possible, and be situated where least visible from public areas;
- g) Where landscaping is provided on rooftop, as residential amenity space, no trees are permitted in landscape planters. Perennials, shrubs and low-lying ground cover are permitted.

### **Exterior Walls and Finishes**

The form and finish of a building are key to determining not only the quality of that building, but the quality of the public realm it touches. Steveston's historic buildings were typically simple structures whose beauty came from their natural materials, craftsmanship, human scale, and attention to detail. New development should demonstrate a similar understanding and respect for these qualities, as follows:

- a) **Front façades** of buildings should employ projecting and/or recessed features to better integrate structures with their landscapes/streetscapes, and to provide visual interest and clues to passers-by with regard to the uses contained within. For this reason, bay windows, recessed and projecting porches, and similar features are encouraged, except in street façades of the Steveston Village area, where plain strong street walls are preferred;
- b) **Materials** should be of high quality and should avoid artificial "heritage" looks (e.g., old looking new brick) and misappropriated images (e.g. river rock façade treatments). The preferred material is wood in the form of narrow-board lap siding, board and batten, and shingles. Unpatterned stucco (preferably with a heavy texture, such as "slop-dash") is an acceptable alternative to wood, while limited use of corrugated metal siding is appropriate in the "maritime mixed use" and industrial areas. Brick or brick veneer are not supported as a cladding material. Typically, combinations of two or more materials on a single building should be avoided;
- c) **Trim**, including cornices, corner boards, windows, doors, window boxes, brackets, exposed rafters ends, etc., should be simple and designed to enrich the architectural character of the structures and enhance appreciation of their materials;
- d) **Building colours** should be compatible with Steveston's traditional character. Strong, but muted, colours produced as a "heritage series" by a number of commercial paint manufacturers are typically preferred. Typically, bright colours should be reserved for accent and trim applications and large expanses of white and pastel colours should be avoided;
- e) **Exposed end/party walls**, along with rear façades in areas of high pedestrian activity, should be treated in a manner which is consistent with the level of finish and materials employed on each building's front façade. Cornices, recesses, signage, planters, trellises, decorative trim, climbing vines, and tall trees may all be employed to enhance party walls and rear façades. Painted or raw concrete block should typically be avoided, and

contemporary materials, such as split-face concrete block, are discouraged in favour of woods, and heavy stucco finishes (i.e. “slop-dash”). More particular discussion of materials for the Steveston Village Core Area and Riverfront override these general material notes, and are contained in Section 9.3.2.2.a and 9.3.2.2.b respectively.

#### **Weather Protection**

Attractive, durable pedestrian weather protection along publicly-accessible frontages is key to enhancing the relationship of buildings with adjacent streets and public areas, and to encouraging pedestrian activity. New development should provide weather protection where:

- a) Retail uses are encouraged at grade;
- b) Shared residential building entries front public sidewalks or open spaces;
- c) Pedestrian activity and local character is enhanced;
- d) Transit stops exist or are contemplated;
- e) Buildings are set far back from the public sidewalk;
- f) Places of public gathering exist or are nearby; or
- g) A “gap” in the continuity of existing weather protection can be filled.

### **9.2.4 Landscape Elements**

#### **Landscape Elements**

Situated at the mouth of the Fraser River, Steveston’s coastline is characterized by Garry Point Park’s windswept meadows, Sturgeon Bank’s intertidal marshes, the south dyke with its view of Steveston Island, the fishing boats moored near the village, and boats plying the waters of the channel. Tucked away from the wind and the river, manicured gardens abound with flowers. New development should seek to reinforce the importance of Steveston’s public realm, and enhance it as a green and pedestrian-oriented environment reflective of both its riverfront setting and garden traditions.

#### **Public Open Spaces**

To be invaluable to a community, public open spaces must go beyond supporting specific activities; they must be integrated with the activity of everyday life. In Steveston, this requires that the City’s parks and trails adopt a character which reflects the diversity of Steveston’s landscape and built form, and that they be integrated visually and physically with adjacent development. For new development, this means it should:

- a) Facilitate the physical and visual continuity of the City's open space network, especially as it applies to trails and the provision of continuous public access along the water's edge;
- b) Provide a varied open space environment along the riverfront reflective of existing and/or historic site features (i.e. piers, boardwalks, natural areas, etc.);
- c) Wherever possible, seek to enhance the physical and visual openness of City open spaces onto public roads;
- d) Provide privately-owned/publicly-accessible open spaces where they will serve recognized needs, and/or enhance the physical and/or social relationship of the development with its neighbours;
- e) Open onto parks and trails with pedestrian-friendly edge treatments, "front doors", "front yards" (e.g. with low fences and gates), windows, pathways, etc. designed to enhance the safety, surveillance, accessibility, and usefulness of the open space;
- f) Be designed to complement the intended activities, landscape character, etc. of the adjacent open space, whether it is a lighted sports field, a "naturalized" trail, or a noisy playground.

#### **Street Edges**

New development should contribute to a strongly public streetscape that is comfortable and attractive to pedestrians through:

- a) Provision of high quality, coordinated street improvements (i.e. finishes, landscaping, and furnishings) designed to complement local activities and character;
- b) Restriction of driveway crossings at sidewalks and, where crossings are needed, use of measures designed to ensure that such crossings do not inconvenience/endanger pedestrians, nor compromise street landscaping and furnishings;
- c) Concealment of utility wires and related equipment (e.g., underground) where the City has determined these elements are unsightly or undesirable;
- d) Creation of "display gardens" adjacent to uses which are either inaccessible or require privacy, incorporating a variety of indigenous and other plant materials designed to provide a year-round buffer and visual amenity for the street;
- e) Provision of public art.

### **Private Open Spaces**

Outdoor spaces intended for the private or shared use of tenants in a development should be designed to enhance the use, comfort, and enjoyment of associated indoor spaces, and to integrate the development with its environment. New development should feature:

- a) Decks, patios, and other outdoor spaces as natural extensions of indoor spaces;
- b) A grade difference of no more than one half-storey between usable outdoor spaces and associated primary indoor living areas;
- c) With the exception of properties in the Steveston Village, usable front yards, defined not by high fences, but by any combination of changes in grade, vegetation, and low, decorative fences/walls along publicly-accessible streets and rights-of-ways. These yards serve to:
  - i) Accommodate an area of privacy for residents;
  - ii) Maintain some view to and from the street;
  - iii) Create a series of landscape “layers” between the street and the building;
- d) A difference in elevation is no greater than 1.2 m (3.9 ft.), or where the grade difference is greater than 1.2 m (3.9 ft.), the yard between the sidewalk/path and the building should be raised to an elevation equal to approximately half the total difference in grade, where a unit’s main living level is above the grade of the adjacent publicly-accessible sidewalk or path. Under no circumstance should a unit’s main living level be more than 2.4 m (7.9 ft.) above the grade of the adjacent publicly-accessible sidewalk/path. Furthermore, the ratio of total grade change to building setback from the sidewalk/path should typically be no steeper than 1 in 3;
- e) Opportunities to cluster shared open spaces with public trails, parks, and/or the shared open space of neighbouring development(s) to provide a larger, more usable and accessible space, and a focus for local neighbourhood activities.

### **Trees and Vegetation**

New development should contribute to the image of a mature landscape tied to its unique setting and the traditions of its residents by:

- a) Maintaining and incorporating existing trees and mature vegetation wherever possible;
- b) Tailoring the siting and selection of trees to enhance specific neighbourhood characteristics, focal points, features, etc.;

- c) Avoiding the consistent planting of street trees in even rows in favour of tree planting patterns which are more sensitive to the area's distinct neighbourhoods;
- d) Where possible, advocating the nurturing and refinement of the natural flora rather, than replacing it with typically suburban vegetation;
- e) Incorporating planters, window boxes, and container gardens (rendered in materials complementary to the local built form) as a key way to introduce seasonal colour and interest;
- f) Where landscaping is provided on rooftop, as residential amenity space, no trees are permitted in landscape planters. Perennials, shrubs and low-lying ground cover are permitted.

### 9.2.5 Parking and Services

While Steveston's original townsite was laid out as a regular series of blocks with lanes, outside the commercial area, many of these lanes were never opened. Subsequent single family and townhouse developments followed the conventions of the day and adopted curvilinear road patterns without a secondary lane system. As a result, garage doors and parking are dominant images in many parts of Steveston. New development should seek to minimize disruptions to the safety and attractiveness of the public realm caused by on-site parking and related services.

#### Lanes

New development should retain or expand the existing lane system and, where appropriate, create new lanes to facilitate service functions. Where implementation of service lanes is not practical, parking/service functions should typically be internalized within the proposed development, and:

- a) Access should typically be from secondary streets;
- b) Driveway crossings of pedestrian routes should be minimized;
- c) Parking and service entrances should be consolidated and integrated into the development's building/landscape design.

#### Visual Impact

New development should minimize the visual impact of parking on the public realm and, where possible, mitigate the impact of existing facilities, as follows:

- a) Parking structures should be fully concealed from public streets and open spaces by non-parking uses, or with landscaping and special architectural treatments where the resulting building is consistent with and complementary to the character of adjacent development and uses;

b) Surface parking lots should be:

- i) Located to the rear of buildings, where they can be concealed from public streets and open spaces;
- ii) Limited in size to 0.13 ha (0.3 ac.) (as applied to a single lot or the aggregate total area of abutting lots defined by buildings or publicly-accessible streets landscaped to City standards);
- iii) Landscaped, fenced, etc. around their perimeters to enhance their appearance from public streets and open spaces and reinforce continuity of the streetscape;
- iv) Planted with sufficient trees so that within 10 years, 70% of the surface area of the lot will be shaded in summer;
- v) Planned to minimize the extent of paved areas, and designed so that, wherever possible, the parking surface complements the surface treatment of adjacent pedestrian areas (i.e. heavy timber decking should be used where a parking lot is adjacent to a pedestrian boardwalk);

c) In residential situations, especially townhouses and detached dwellings:

- i) Garage entries should not be located on the front façades of units (e.g. the same façade as the “front door”), especially where this situation is repeated on adjacent units;
- ii) Garage entries should receive special architectural and landscape treatments to enhance their appearance (i.e. decorative doors, narrow door widths, overhead trellises with climbing plants, trees and planting between the garage and adjacent uses, decorative paving, and where no solid door is installed, the extension of the building’s exterior materials and level of finish into the areas of the garage visible to the public);
- iii) Driveways and private roads should not be gated;
- iv) Driveways and private roads should be kept as narrow as possible, paved and landscaped to enhance the appearance of the overall development, and designed to safely accommodate a variety of activities (i.e. basketball, road hockey, car washing, etc.);
- v) In the case of townhouse and detached units, where a unit’s garage door is not adjacent to its front door, a “back door” should be provided so that residents may access the unit’s interior without using the garage door.

**STEVESTON DEVELOPMENT PERMIT AREA  
STEVESTON VILLAGE CHARACTER AREA**

**PROPOSED NEW GENERAL AND CORE AREA AND RIVERFRONT DESIGN GUIDELINES  
FOR EXTERIOR MATERIALS AND WINDOW TREATMENTS  
(based on 1989 'Sakamoto Guidelines')  
For Consultation Purposes Only**

**1. General Guidelines**

Revise "Steveston Village General Guidelines" Section 9.3.2.1(g) through rescinding the existing wording and addition of the following wording:

"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 character of the two sub-areas, the use of metal for 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."

**2. Core Area Guidelines**

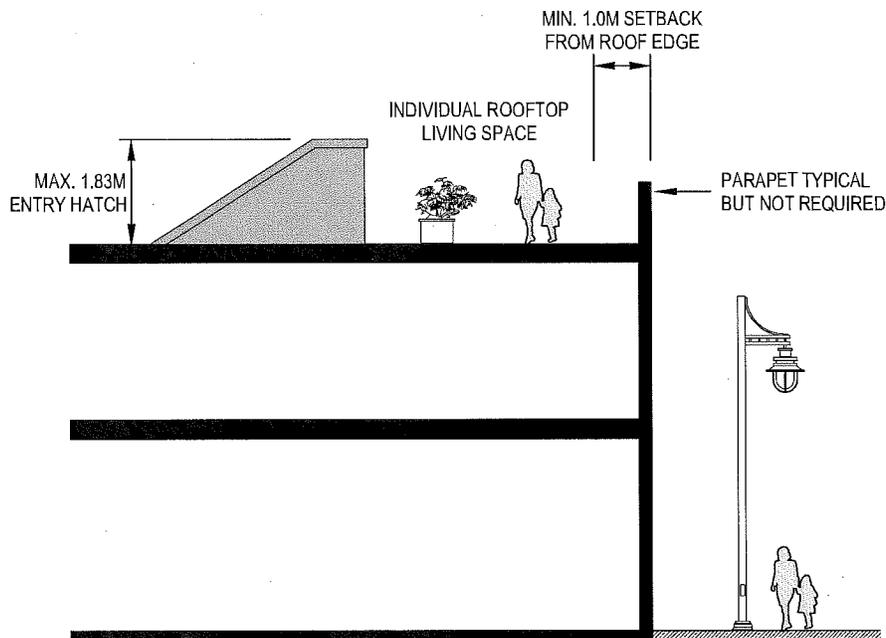
Revise "Steveston Village Core Area" Section 9.3.2.2(a) through rescinding the existing wording and addition of the following wording:

"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, 150mm wide by 19mm 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."

**3. Riverfront Guidelines**

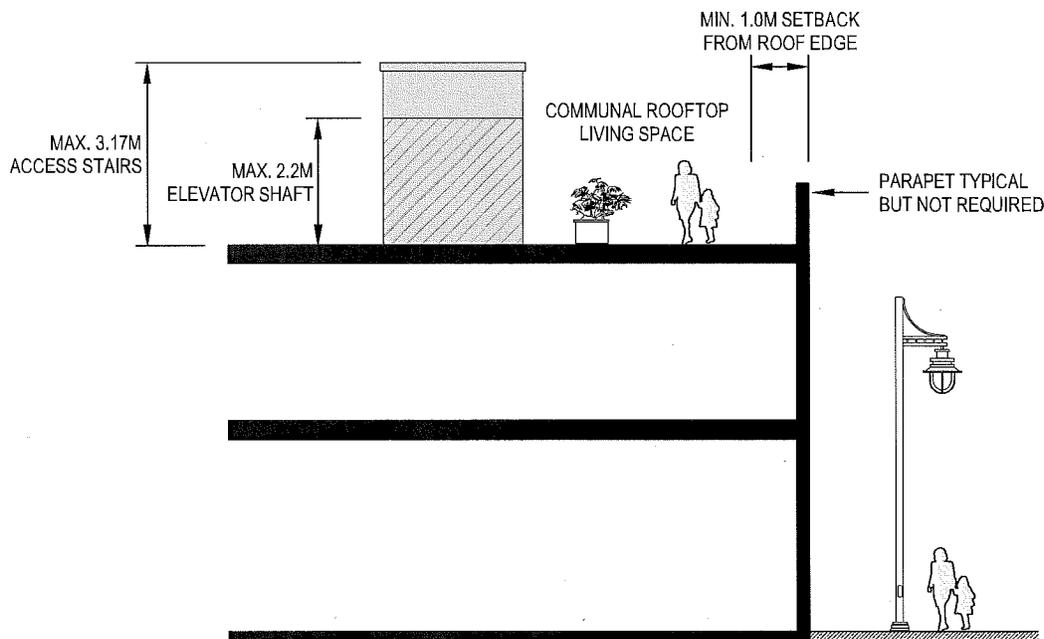
Revise "Steveston Village Riverfront" Section 9.3.2.2(b) through the addition of a new guideline with the following wording:

“Metal or wood frame windows are preferred, or contemporary materials that offer a compatible look, but not vinyl framed. 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.”



DESIGN GUIDELINE FOR  
ROOFTOP STRUCTURE ACCESS  
HATCH ENTRANCE

2



**DESIGN GUIDELINE FOR  
ROOFTOP STRUCTURE ACCESS  
ELEVATOR SHAFT OR  
ACCESS STAIRS**



# Sample Site of View Radius For Managing the Visibility of Rooftop Structures

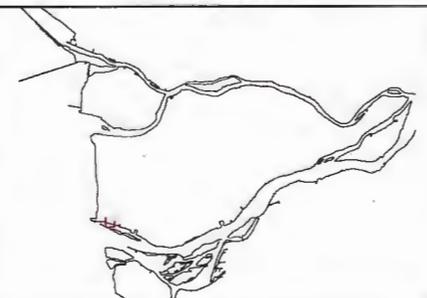


### Legend

-  Heritage Conservation Area
-  Sample Site (3720 Moncton St)
-  90m View Radius
-  Heritage Properties

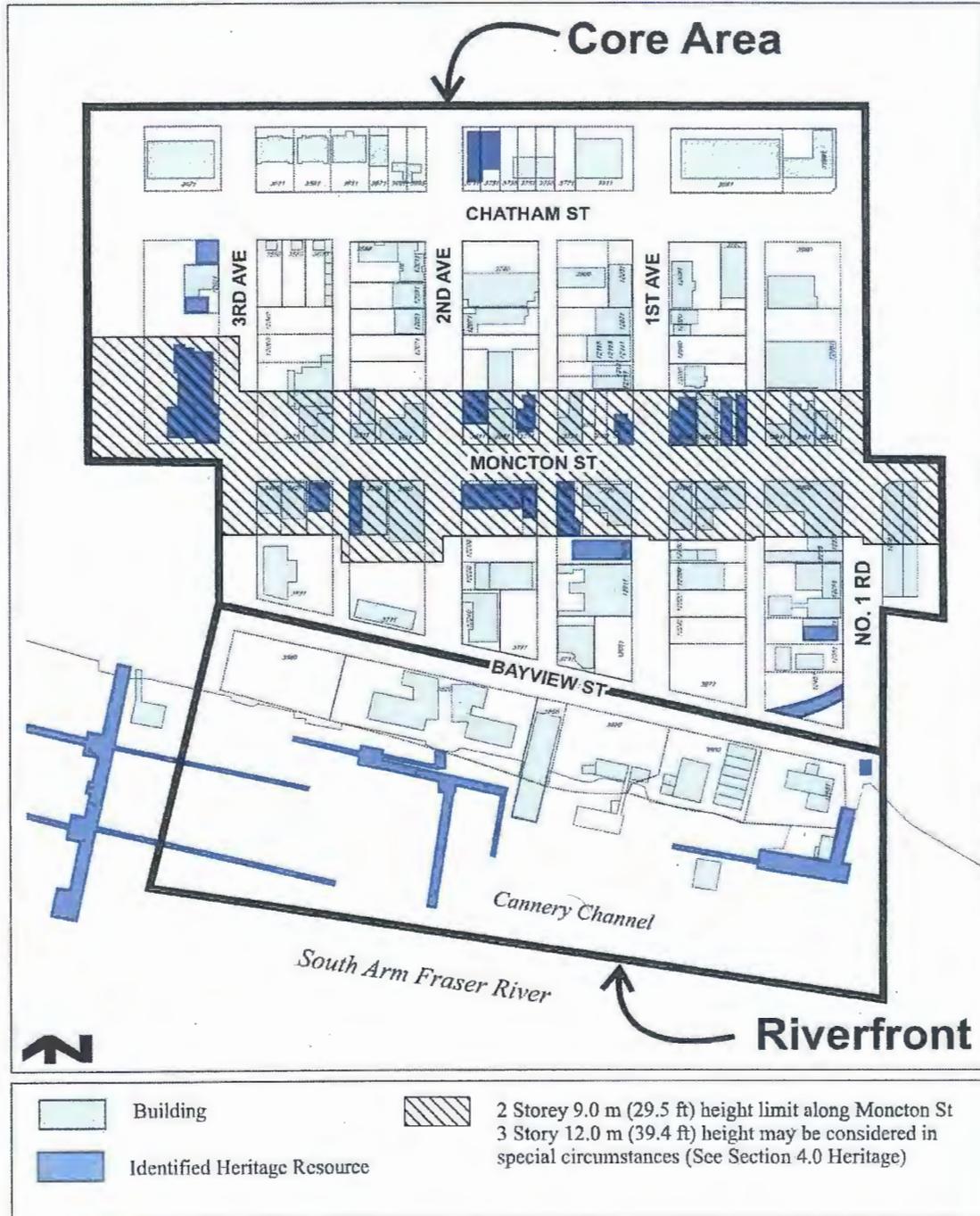
March 23, 2017  
Prepared by Onkar Buttar

Note:  
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.  
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.  
This IS NOT a legal document, and is published for information and convenience purposes only.  
© City of Richmond, 2017. All rights reserved. Not to be reproduced or distributed without permission.



City of Richmond

Steveston Village Character Area Map



- d) Recessing building entries a maximum of 1.20 m (3.9 ft.) from the street property line;
- e) Provide a varied street façade when spanning one or more historic lot line(s) as seen in the Steveston Village 1892 Historic Lot Lines Map, by articulating the historic lot line(s) in the façade and may include height variation.
- f) Enhance public use of pedestrian arcades and courtyards by massing development to allow direct sunlight access where possible.
- g) Make use of roofs as outdoor living space except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as solar or water collection areas, or as inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.
- h) Building façades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.05 m above roof deck level.

#### Architectural Elements

To build on the commercial vitality of the Core Area, new development should incorporate the following:

- a) Building façades facing streets should not be set back from the street property lines, except in the following ways:
  - i) Limited setback of ground floor for pedestrian arcades along streets;
  - ii) Limited open passages to rear lanes;
  - iii) Limited recessed balconies on the second and third floors;
- b) High quality materials that weather gracefully. Preferred cladding materials to be traditional materials such as horizontal wood siding, 150mm wide by 19mm thick wood trim boards, or modern materials that effect a similar effect (e.g. cementitious beveled board that replicates the appearance of beveled wood siding); more industrial materials (e.g., corrugated metal sheeting) may be preferred in the context of existing industrial buildings;
- c) Wood framed windows are preferred, or modern materials that offer a compatible look, but not vinyl framed windows. Imitation divided lights should be avoided.
- d) Coordinate colour scheme with the streetscape. Heritage colours are preferred, although brighter colours can be used to accentuate architectural details.
- e) General avoidance of artificial materials that are made to appear as something they are not (e.g., vinyl siding

STEVESTON DEVELOPMENT PERMIT AREA  
STEVESTON VILLAGE CHARACTER AREA

PROPOSED OFFICIAL COMMUNITY PLAN BYLAW 7100 AMENDMENTS:  
NEW AND REVISED GENERAL GUIDELINES FOR RENEWAL ENERGY  
INFRASTRUCTURE FOR NEW DEVELOPMENT

**Core Area Guidelines**

Remove “Section 9.3.2.2 Steveston Village Core Area Roofscapes, Exterior Walls, and Finishes” “(g)” and “(h)” and replace with the following sections:

- (g) **Make use of roofs as outdoor living space except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as water collection area or inaccessible landscape area where no element or mature plant material is higher than 1.05m above roof deck level.\***
- (h) Building facades facing streets, or within 10m (32.8 ft.) of a street, should have parapets at least **1.20 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.**

\*The language that is highlighted in bold has been altered or added.



## ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
<b>SUSTAINABILITY CONSIDERATIONS</b>		
20	<b>Adding</b> new features to meet sustainability requirements, such as solar panels or a green roof, in a manner that respects the exterior form and minimizes impact on character-defining elements.	Adding a new feature to meet sustainability requirements in a location that obscures, damages or destroys character-defining elements.
21	<b>Working</b> with sustainability and conservation specialists to determine the most appropriate solution to sustainability requirements with the least impact on the character-defining elements and overall heritage value of the historic building.	Making changes to the exterior form, without first exploring alternative sustainability solutions that may be less damaging to the character-defining elements and overall heritage value of the historic building.
22	<b>Complying</b> with energy efficiency objectives in a manner that minimizes impact on the character-defining elements and overall heritage value of the historic building.	Damaging or destroying character-defining elements or undermining their heritage value, while making modifications to comply with energy efficiency objectives.
23	<b>Accommodating</b> functions requiring a controlled environment, such as artefact storage or exhibits in an addition, while using the historic building for functions that benefit from existing natural ventilation and/or daylight.	Introducing new mechanical systems based on airtight building envelope design in buildings that were designed to use natural ventilation.

## ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

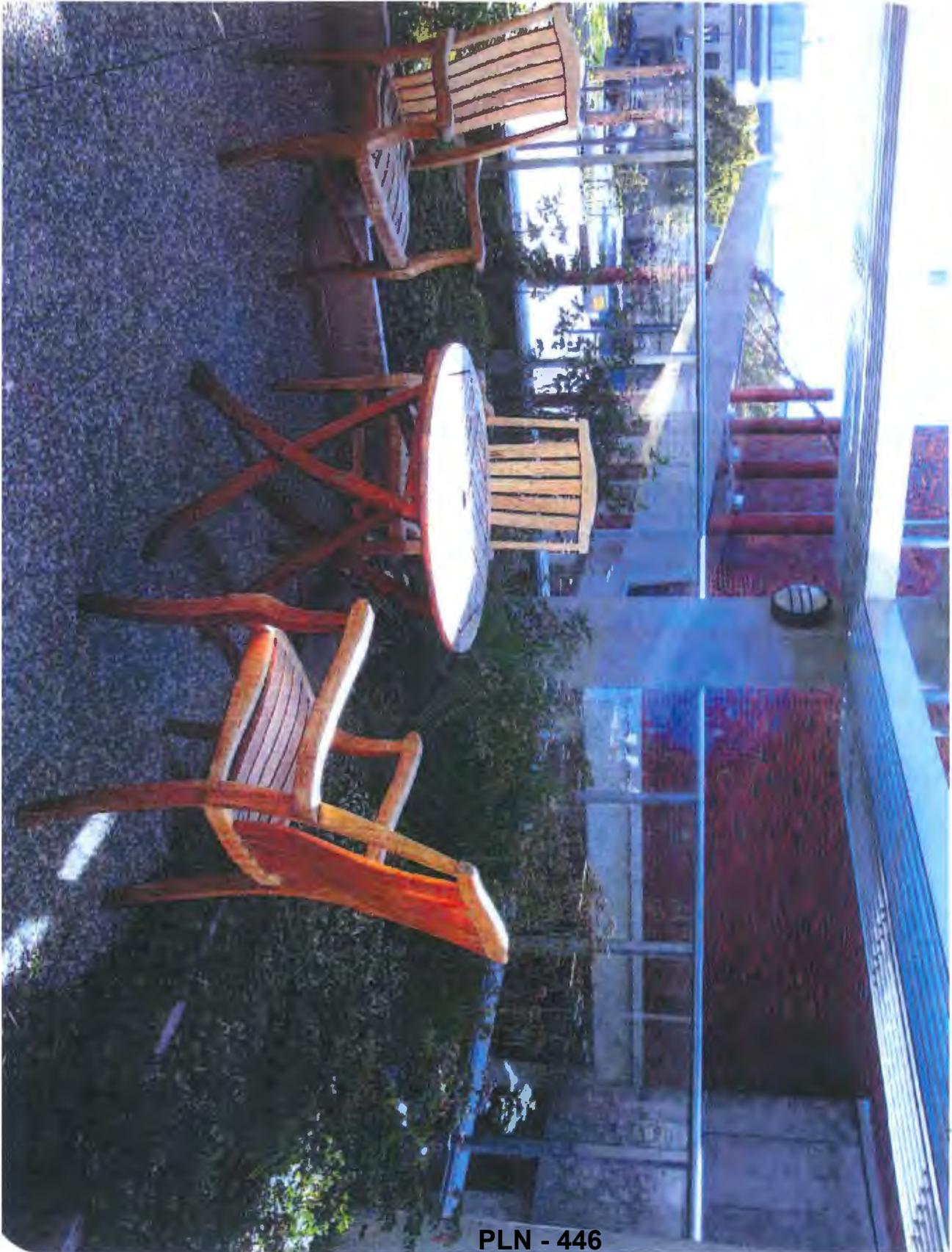
	Recommended	Not Recommended
24	<b>Reinstating</b> the building's exterior form from the restoration period, based on documentary and physical evidence.	
<b>REMOVING EXISTING FEATURES FROM OTHER PERIODS</b>		
25	<b>Removing</b> a non character-defining feature of the building's exterior form, such as an addition built after the restoration period.	Failing to remove a non character-defining feature of the building's exterior form that confuses the depiction of the building's chosen restoration period.  Removing a feature from a later period that serves an important function in the building's ongoing use, such as a fire escape.
<b>RECREATING MISSING FEATURES FROM THE RESTORATION PERIOD</b>		
26	<b>Recreating</b> missing features of the exterior form that existed during the restoration period, based on physical or documentary evidence; for example, duplicating a dormer or restoring a carport that was later enclosed.	Constructing a feature of the exterior form that was part of the building's original design but was never actually built, or a feature thought to have existed during the restoration period but for which there is insufficient documentation.

**STEVESTON VILLAGE HERITAGE CONSERVATION AREA:  
IMPACT OF SOLAR PANEL INSTALLATION ON PROTECTED HERITAGE PROPERTIES**

- (1) 12060 1<sup>st</sup> Avenue (known as “Sakata House and Garden”)
  - Features:
    - Low pitched roof
    - Two (2) storeys
    - Mid-block location with one (1) facade along 1<sup>st</sup> Avenue and a rear façade that faces the laneway.
    - Visible from multiple public vantage points
  - Assessment: Solar panels would be highly visible from 1<sup>st</sup> Avenue and No. 1 Road and may be difficult to blend with roof form.
  
- (2) 12080 1<sup>st</sup> Avenue (known as “Sakata House and Garden”)
  - Features:
    - Low pitched roof
    - Two (2) storeys
    - Mid-block location with one (1) façade along 1<sup>st</sup> Avenue and a rear façade that faces the laneway.
    - Visible from multiple public vantage points
  - Assessment: Solar panels would be highly visible from 1<sup>st</sup> Avenue and No. 1 Road and may be difficult to blend with roof form.
  
- (3) 12011 3<sup>rd</sup> Avenue (known as “Steveston Courthouse”)
  - Features:
    - Pitched roof
    - One-and-a-half storeys
    - Corner location with one (1) façade along 3<sup>rd</sup> Avenue
    - Limited visibility from public vantage points
  - Assessment: May be difficult to blend solar panels with roof form.
  
- (4) 12111 3<sup>rd</sup> Avenue (known as “Sockeye Hotel/Steveston Hotel”)
  - Features:
    - Flat roof
    - Three (3) storeys
    - Corner location with one (1) façade along Moncton Street and another along 3<sup>rd</sup> Avenue
    - Visible from multiple public vantage points
  - Assessment: If pushed back from the roof edges, it may be possible to install solar panels that cannot be seen from either street.
  
- (5) 12311 No.1 Road (known as “The Prickly Pear Garden Centre”)
  - Features:
    - Front gable roof

- Mid-block location with one (1) false front façade along No. 1 Road and a rear façade that faces the laneway.
  - Limited visibility from public vantage points
  - Assessment: If tucked behind the tall false front, it may be possible to install solar panels that cannot be seen from No. 1 Road.
- (6) 3711 Chatham Street & 3731 Chatham Street (known as “Steveston Bicycle Shop/Steveston Methodist Church”)
- Features:
    - High pitched roof
    - One-and-a-half storeys
    - Corner location with one (1) facade along 2<sup>nd</sup> Avenue and another façade along Chatham Street
    - Visible from multiple public vantage points
  - Assessment: Solar panels would be highly visible from 2<sup>nd</sup> Avenue and Chatham Street and may be difficult to blend with roof form.
- (7) 3460 Moncton Street (known as “Dave’s Fish and Chips”)
- Features:
    - Flat roof
    - One (1) storey
    - Corner location with one (1) façade along Moncton Street and another façade along the laneway.
    - Limited visibility from public vantage points
  - Assessment: If pushed back from the roof edges, it may be possible to install solar panels that would not be seen from Moncton Street.
- (8) 3480 Moncton Street (known as “Riverside Art Gallery/Watsida Building”)
- Features:
    - Front gable roof
    - One (1) storey
    - Corner location with one (1) false front façade along Moncton Street and another façade along the laneway
    - Limited visibility from public vantage points
  - Assessment: If tucked behind the tall false front, it may be possible to install solar panels that would not be seen from Moncton Street but it may be difficult to blend the panels with the roof form.
- (9) 3580 Moncton Street (known as the “Hepworth Block”)
- Features:
    - Flat roof
    - Two (2) storeys
    - Corner location with one (1) façade along Moncton Street and another façade along 2<sup>nd</sup> Avenue
    - Visible from multiple public vantage points

- Assessment: If pushed back from the roof edges, it may be possible to install solar panels that would not be seen from Moncton Street or from 2<sup>nd</sup> Avenue.
- (10) 3611 Moncton Street (known as “Marine Garage”)
- Features:
    - Flat roof
    - One (1) storey
    - Corner location with one (1) façade along Moncton Street and another façade along 2<sup>nd</sup> Avenue
    - Visible from multiple public vantage points
  - Assessment: If pushed back from the roof edges, it may be possible to install solar panels that would not be seen from Moncton Street or from 2<sup>nd</sup> Avenue.
- (11) 3680 Moncton Street (known as “Wakita Grocery”)
- Features:
    - Front gable roof
    - One (1) storey
    - Corner location with one (1) façade with false front along Moncton Street and one (1) façade along the laneway
    - Limited visibility from public vantage points
  - Assessment: May be difficult to blend solar panels with roof form.
- (12) 3700 Moncton Street (known as “Redden Net Company/Atagi Building”)
- Features:
    - Front gable roof
    - One-and-a-half storeys
    - Corner location with one (1) façade with false front along Moncton Street and one (1) façade along the laneway
    - Limited visibility from public vantage points
  - Assessment: May be difficult to blend solar panels with roof form.
- (13) 3711 Moncton Street (known as “Cannery Café”)
- Features:
    - Low pitched roofs
    - One and two storeys
    - Corner location with one (1) façade with false front along Moncton Street and one (1) façade along the laneway
    - Limited visibility from public vantage points
  - Assessment: May be difficult to blend solar panels with roof form.
- (14) 3811 Moncton Street (known as “Steveston Museum/Northern Bank”)
- Features:
    - Front gable bellcast roof with hip dormers
    - Two (2) storeys
    - Corner location with one (1) façade along Moncton Street and another façade along 1<sup>st</sup> Avenue



PLN - 446

**Settlement Patterns**

To integrate the Riverfront with the Core Area and reinforce it as a special place, new development should:

- a) Be characterized by images consistent with the area's historic cannery buildings. Massing that reflects the historic precedent of large buildings with extensions set apart from neighbouring buildings or sawtooth roof forms associated with the historic riverfront bunkhouses. The sense of street wall is to be achieved less by zero lot line development than by repetition of large simple gable-roofed building façades aligned along the Bayview Street property line;
- b) Strongly define the water's edge and the alignment of the dyke;
- c) Front both the upland development on its north and the river;
- d) Extend south over the water with finger piers and floating docks, both with and without buildings or structures on them, as was characteristic of the area in the past;
- e) Provide a pattern of seemingly random openings, courtyards, and pedestrian arcades of varying scales:
  - i) Offering direct and indirect physical access between the river and the Core Area (especially near north-south street and lane ends);
  - ii) Framing special near and distant views;
  - iii) Providing pedestrian access to a continuous riverfront walkway;
  - iv) Accommodating vehicular access and service functions in a shared pedestrian/vehicular environment;
- f) Ensure that street ends are focal points providing views to:
  - i) The river;
  - ii) Active uses situated on public or private piers/open spaces;
  - iii) Special architectural, public art, or heritage elements;
- g) Define the street edge along Bayview Street with buildings built at or close to the property line;
- h) Where possible, avoid segregating residential uses from non-residential uses, in favour of an approach which sees the two uses share a common character and features.

**Massing and Height**

To establish the Riverfront as an unconventional environment where viable industrial uses and public activities are juxtaposed to create exciting spaces and opportunities, new development should:

- a) Typically be simple building blocks with broad gable main roofs of approximately 12/12 pitch, augmented by lower subordinate portions with shed roof forms having shallower pitches seamlessly connected to the main roof form;
- b) Be of a scale and form to:
  - i) Create a dramatic and varied edge as seen from the river;
  - ii) Provide a backdrop to the Village Core;
- c) With regard to building height:
  - i) Typically vary from one to three storeys and up to 20 m GSC at main roof ridge, to not be taller than the Gulf of Georgia Cannery;
  - ii) Typically orient buildings or portions of buildings that main roof ridge run perpendicular to Bayview Street and their narrow ends face the Core Sub-Area and river;
  - iii) Provide abrupt transitions in height with neighbouring buildings and open spaces.

#### **Architectural Elements**

To impart a human-scale and build on the distinctive character of Steveston's historic riverfront buildings, new development should:

- a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with very limited use of flat, symmetrical hip, feature roofs, and dormers;
- b) Ensure that windows, doors, and other features are used graphically/boldly to enhance a building's simple shape and supports a unified expression rather than constituent floor levels and interior uses;
- c) Provide contrasting areas where architectural elements (e.g., windows, doors) are concentrated, versus areas where large simple wall surfaces focus attention on materials, colour, and the overall building scale and shape;
- d) Typically, focus architectural details near a building's first floor to impart a human-scale to adjacent public streets and pedestrian areas, particularly in areas of highest public pedestrian use and adjacent to/facing residential development in neighbouring character areas;
- e) Employ 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 generous roof decks, french balconies, and similar features are strongly encouraged;

STEVESTON DEVELOPMENT PERMIT AREA  
STEVESTON VILLAGE CHARACTER AREA

PROPOSED OFFICIAL COMMUNITY PLAN BYLAW 7100 AMENDMENTS:  
NEW AND REVISED RIVERFRONT SUB-AREA GUIDELINES FOR  
FLAT ROOFS AND ROOF DECKS  
For Consultation Purposes Only

Remove “Section 9.3.2.2.b Steveston Village Riverfront Massing and Height (a)” and replace with the following section:

- (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\*.**

Remove “Section 9.3.2.2.b Steveston Village Riverfront Architectural Elements” “(b)” and “(e)” and replace with the following sections:

- (b) 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.**

\*The language that is highlighted in bold has been altered or added.

**PROPOSED AMENDMENTS TO STEVESTON LOCAL AREA PLAN  
WATERFRONT WALKWAY: POLICIES AND GUIDING PRINCIPLES  
For Consultation Purposes Only**

### 3.2.3 Steveston Village Node

#### POLICIES

- 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 an uninterrupted connectivity along the waterfront between 3<sup>rd</sup> Avenue and No. 1 Road through extensions and improvements to walkway infrastructure and surfaces.

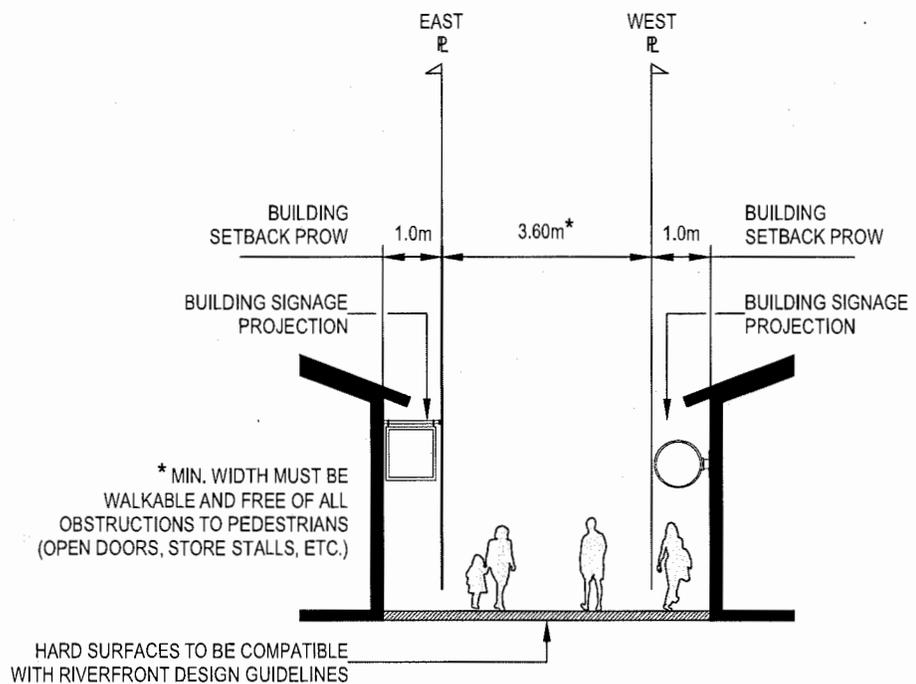
### 6.0 Natural & Human Environment

**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.**

#### POLICIES

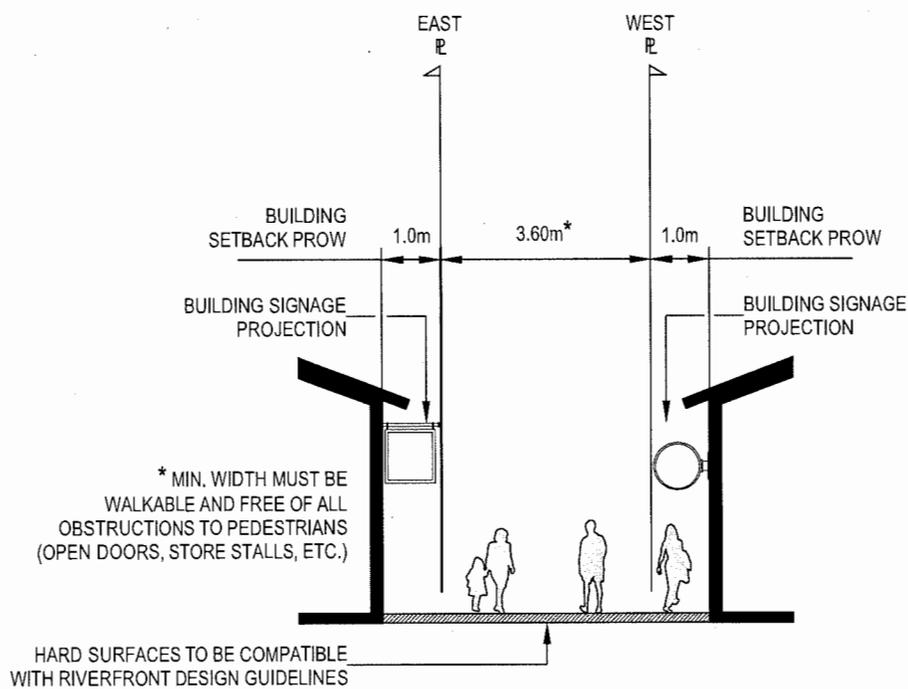
- a) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish new pedestrian connections at the following street and lane ends.
  - Pedestrian connections at road ends at the south foot of No. 1 Road, 1<sup>st</sup> Avenue and 3<sup>rd</sup> Avenue will meet 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).
  - Connections at the lane ends between No 1 Road and 1<sup>st</sup> Avenue, between 1<sup>st</sup> Avenue and 2<sup>nd</sup> Avenue; and between 2<sup>nd</sup> Avenue and 3<sup>rd</sup> 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).
- 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).
    - Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
  - 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).
    - Lighting, seating and other site furnishings, as appropriate, at nodes.
- 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 3<sup>rd</sup> 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 3<sup>rd</sup> Avenue:
    - Dedicate a pedestrian route to the waterfront boardwalk and pier.
    - Develop a bridge crossing to the Gulf of Georgia Cannery waterside deck.



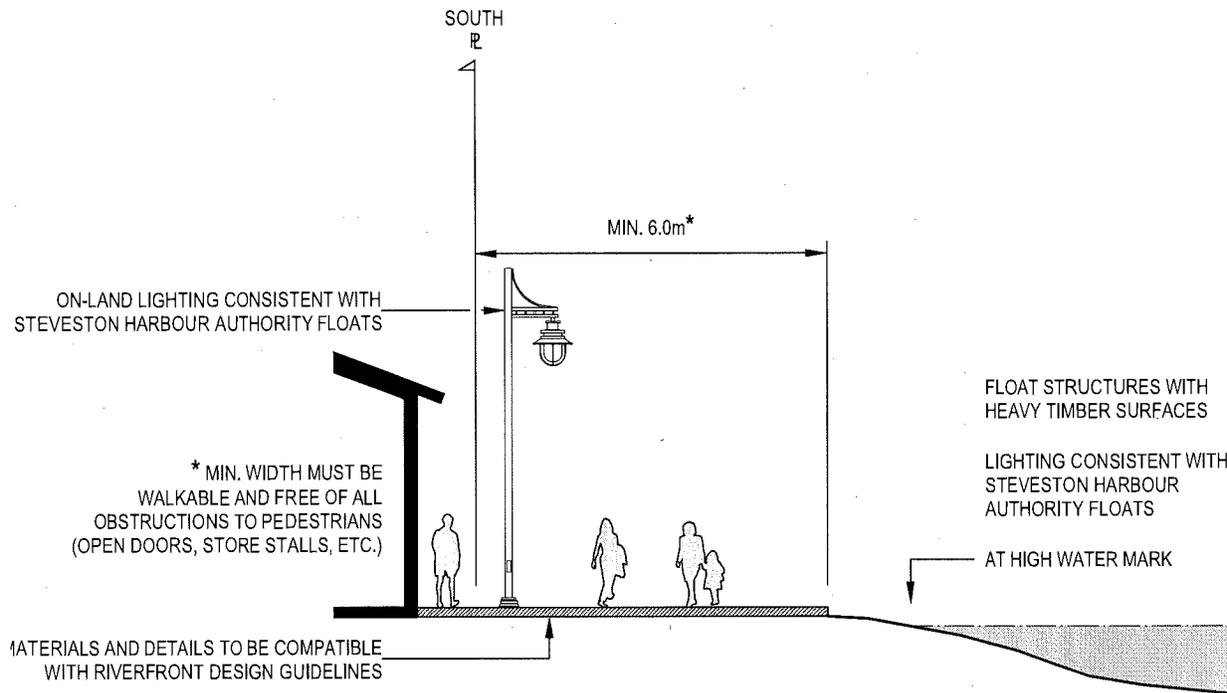
# X-SECTION NORTH - SOUTH WALKWAYS

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

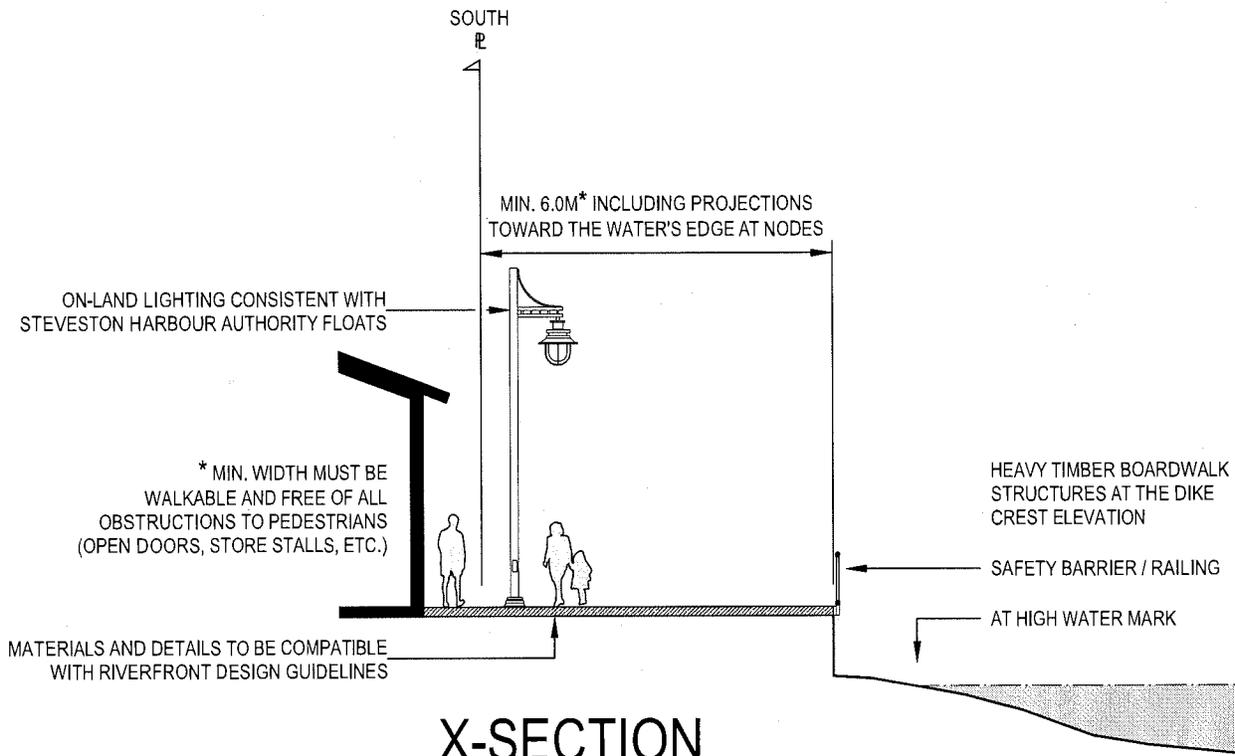


# X-SECTION NORTH - SOUTH WALKWAYS

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



# X-SECTION WATERFRONT WALKWAY AT HIGH WATER MARK



# X-SECTION WATERFRONT WALKWAY ABOVE HIGH WATER MARK

## Steveston Village Conservation Program Conservation Strategy – Managing Change

- of Fisheries and Oceans  
2. Area-wide Statement of Significance:

### Steveston Townsite

#### Description of Historic Place

The area currently under study is located within the Steveston town site, a small commercial and residential village located near the mouth of the Fraser River at the southwest corner of Lulu Island.

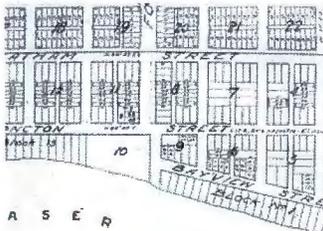
This specific area of the town comprises approximately nine blocks with commercial streets and service lanes, strong landscape features, and an immediate physical and economic relationship to the Fraser River.



#### Values

The heritage value of Steveston lies in the complex threads of its history which, combined with the integration of its natural landscape and resources with human activity, have determined its form, character and cultural associations. This history is embodied in Steveston's historic, aesthetic, social, associative, and natural values.

**Steveston is significant as a Fraser River settlement which is representative of British Columbia's natural resource-based development since the 1880s.** Its heritage values lie in the evidence it retains of the influences of the agriculture and fishing industries on its growth over time, which enabled it to become one of the most important early West Coast towns. True to William Herbert Steves's vision to make this settlement a major economic centre, destination, and terminus when he pre-empted the land in 1880, Steveston's history and intrinsic heritage resonate across the province and beyond.



**Steveston is valued as Richmond's earliest example of city planning.** Its grid pattern layout, characterized by small blocks, narrow lots, and rear service lanes, dates to 1888 and reflects the original survey which focused the town site on the river and ensured that the local infrastructure accommodated the needs of both fishing fleets and canneries which were abundant here at the time and continued to thrive until the mid twentieth century. The location of the commercial core of the village is also significant, as it reflects the importance of the interrelationship between water, rail, and road which played a crucial role in the economic and physical development of the town in the late nineteenth and early twentieth centuries.



**Steveston is valued for the extent of its historic character and intrinsic heritage values, seen less in individual buildings than in the cumulative effect its physical and intangible elements have had on its heritage significance since 1880.** Its unpretentious working environment and aesthetic character provide an important counterpoint

## Steveston Village Conservation Program Conservation Strategy – Managing Change

to its traces of urban complexity, diverse commercial service and retail uses, and range of building types which embody the complexity and vitality of its economic and social history. It evokes a sense of a bygone era, and most significantly retains the character of an early twentieth century small town in an area that is surrounded by major urban development.



**Steveston's social values are reflected through its use over almost a century as a community gathering place for residents and business people from the surrounding area.** Moncton Street in particular is a testament to the importance of the commercial core of small-town British Columbia; it continues to evolve as the economic and social heart of the village and the primary local source for goods and services, much as it was historically.

**Steveston's associative values make it an excellent representative example of the effects of boom-and-bust cycles in British Columbia's economic and cultural development since the late nineteenth century.** A significant contributor to the social value of the town site is the multi-cultural nature of the residential community and the work force, brought into existence because of the early canneries and fishing fleets. It is significant that Steveston resonates throughout British Columbia, both for its role as an inter-racial community and as a central place of prosperity and promise.

**Steveston exists in its current form in part because of the physical and natural environment found in its location at the mouth of the Fraser River.** The town site reflects significant natural heritage values; these values are embodied in the ecology of the Fraser River, traces of surviving indigenous vegetation, riverine and terrestrial habitat values, and open spaces such as nearby Garry Point Park. It is also important that the town site is visually connected to its surrounding natural landscapes, with views of Shady Island in the Fraser River and the North Shore Mountains.



### Character-Defining Elements

The character-defining elements of the study area include:

#### Built/Planned Environment

- Small commercial buildings with wood framed facades and false fronts
- Building details including cornices, brackets
- Strong street wall edges created by the buildings at Moncton Street
- Pedestrian scale
- Commercial streets parallel to the water
- Cross-grid of north/south streets
- North/south streets with visual access to the dyke
- Associative gathering places (Net Shed, hotel)

## Steveston Village Conservation Program Conservation Strategy – Managing Change



- Historical patterns and buildings on the north side of Chatham
- Proximity of the residential area to the commercial area
- Residential components of the streets:
- Varying street widths
- Original grid layout
- Exposed drainage ditches
- Lack of street curbs in lanes
- Way in which the site reflects original development
- Archetypal main street pattern of Moncton Street:
- Multi-use utilitarian lanes and alleyways
- Variety of building styles and construction types
- Evidence of multi-culturalism in the town
- Industrial traces such as the railway tracks

### Landscape



- Landscape elements including ditches, bridges, fences, lawn areas and planted areas
- Mature trees which differentiate the residential area north of Chatham
- Containment of the place by the physical landscape feature of the ocean to the west and river to the south
- Slope of the land down from the dyke
- Location of the site 5 kilometres from the mouth of the South Arm of the Fraser River
- Traces of residential gardens
- Significant open spaces that frame the townsite such as Steveston Park, Garry Point Park
- Views from the townsite to the Gulf of Georgia to the south and west, and to the north shore mountains to the north
- Roughness and unfinished nature of parts of the site



### Waterfront

- Direct connection to the waterfront
- Small scale elements including pilings and wharves, rip-rap river edges, fences, signs
- Presence of marine industrial heritage – boats, masts, rigging, wharves, fish sales, fish store
- Sounds, smells of the waterfront
- Relationship of the site to the waterfront
- Evidence of the use of the waterfront
- Clean water and the natural landscape of the river

### Uses

- Diverse business activity – you can get most everything you need
- Working nature of the town reflected by commercial and industrial businesses and businesses related to the fishing

**Steveston Village Conservation Program**  
**Conservation Strategy – Managing Change**

industry

- Informal pedestrian use of the streets (eg. jaywalking)
- Ability to access the waterfront and the wharves on foot
- Sense of being in a small town, characterized by such elements as diagonal parking on the street, informal lane parking, shortcuts through properties, small scale building, limited area overall.



**3 (6) Summary of Individual Resources**

.1 Criteria for identifying resources:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston.
- Criterion 2: The ability of the resource to represent a certain historical process, philosophy, design, function, technique, or style
- Criterion 3: The level of importance of associations with an era, event or person important in Steveston's history and development
- Criterion 4: The intactness, evocative qualities and unity in scale, form, materials, texture and colour.



.2 Statements of Significance have been written for individual resources that are identified as worthy of conservation.

- Village-wide resources
- Moncton Street resources
- Chatham Street resources
- Bayview Street resources
- No.1 Road resources
- 1st Avenue resources
- 2nd Avenue resources
- 3rd Avenue resources
- East Lane resources
- Centre lane resources
- West Lane resources

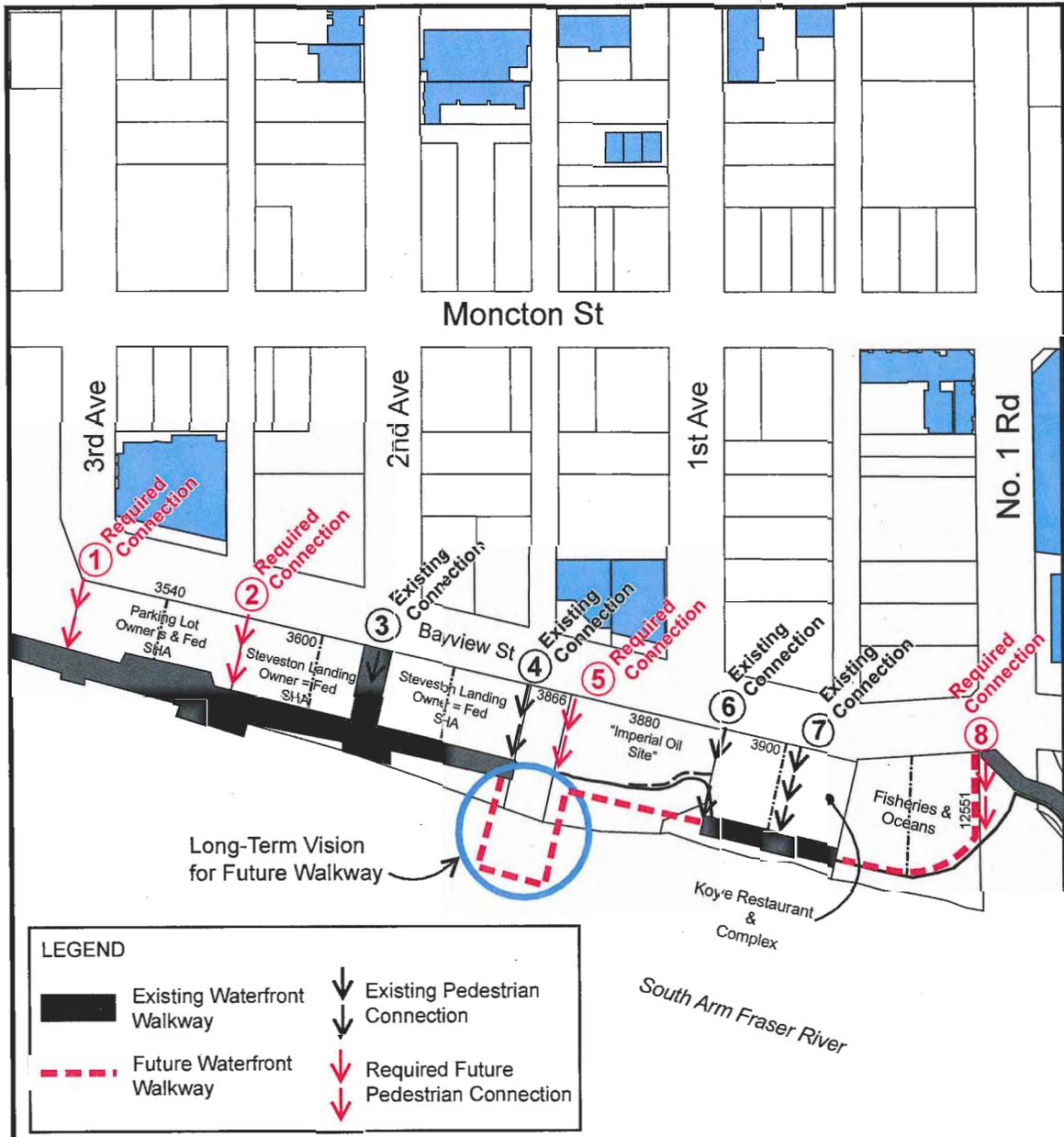


**3 (7) Location Maps for Identified Heritage Resources**

The following maps identifies 54 individual heritage resources in the Village.

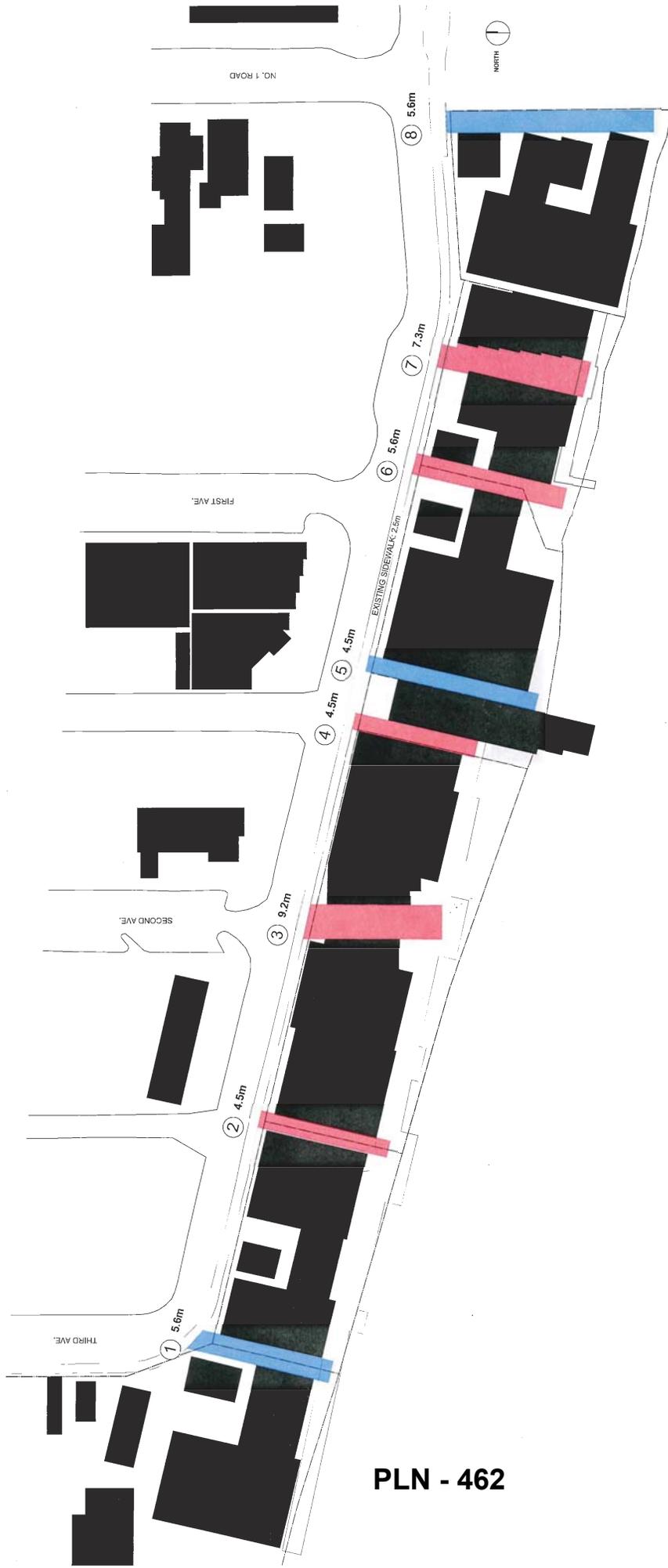


City of Richmond



	<p><b>Steveston Waterfront Existing and Required Walkway and Pedestrian Connections: Large Lot Configuration</b></p>	Original Date: 04/26/16
		Revised Date: 05/10/17





PLN - 462

**SOUTH SIDE OF BAYVIEW: "LARGE LOT" SCENARIO**

**EGEND**

█ EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM) \*

█ FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM) \*

MINIMUM WIDTH MUST BE WALKABLE AND FREE OF ALL OBSTRUCTIONS TO PEDESTRIANS (OPEN DOORS, STORE STALLS, ETC.)

**BIRMINGHAM & WOOD**  
ARCHITECTS - PLANNERS

PROJECT: **Shawston Waterfront**  
Richmond, BC

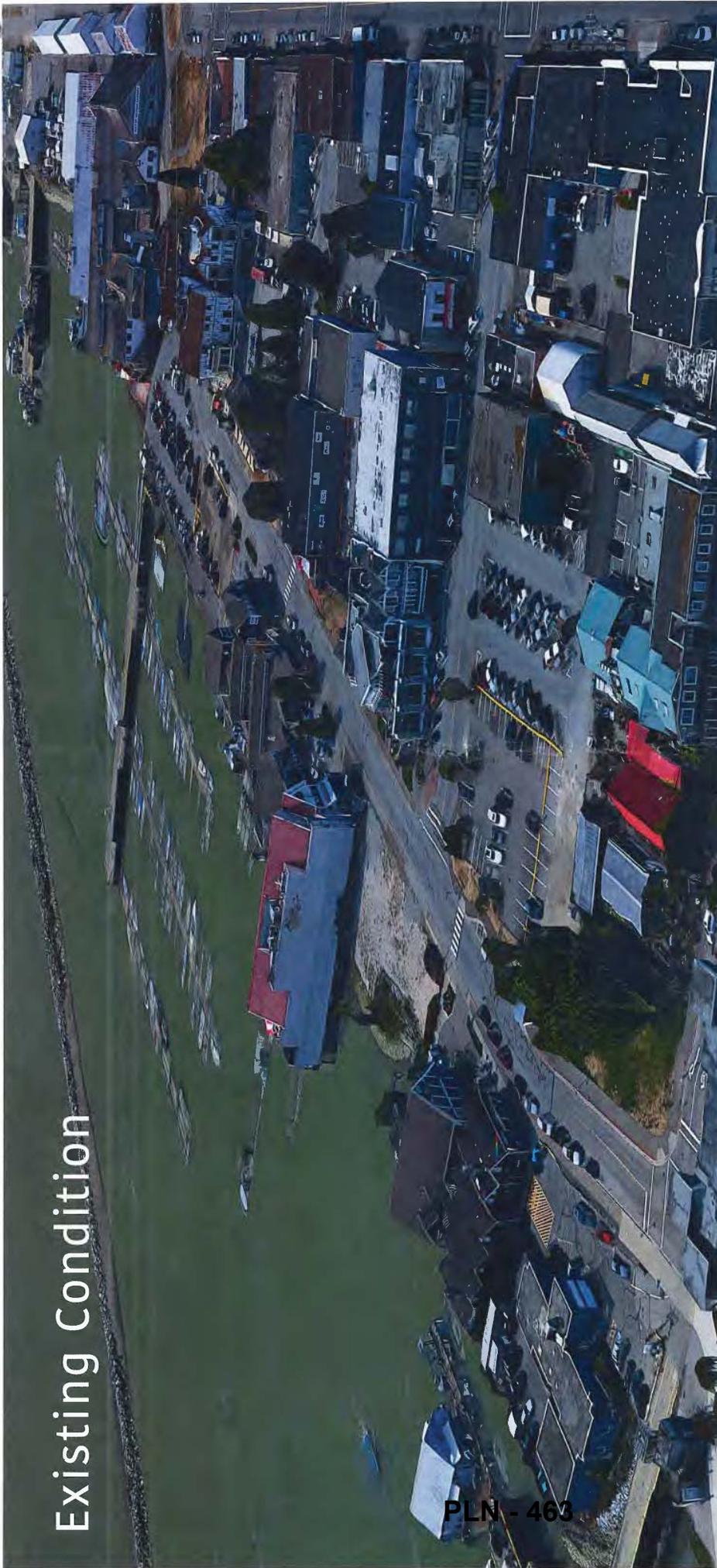
DRAWING TITLE: **"LARGE LOT" SCENARIO**

SCALE: 1:500 | DATE: Nov. 18, 2016 | SHEET NO. 1 of 1

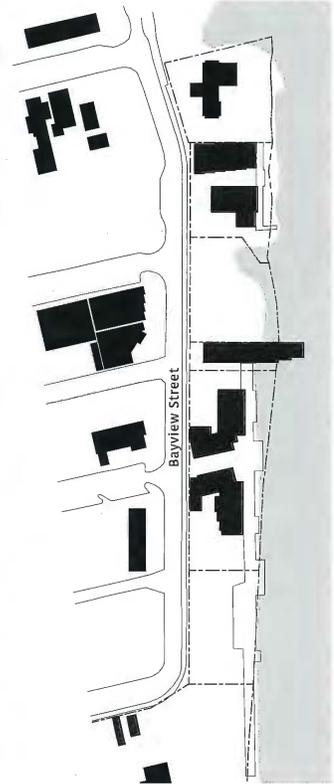
NO.	DATE	REVISION

PROJ. NO. 16-0001

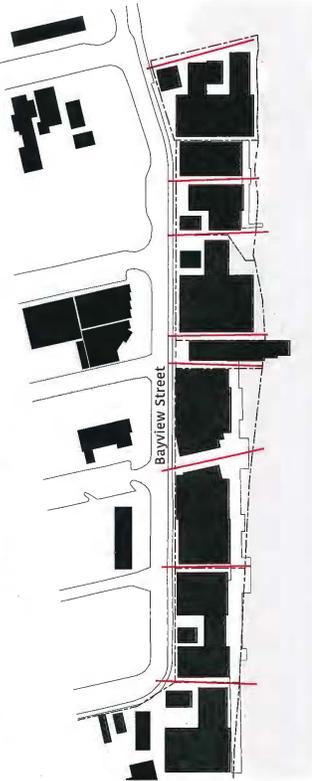
# Existing Condition



PLN - 463



# Large Lot Historic Form Development



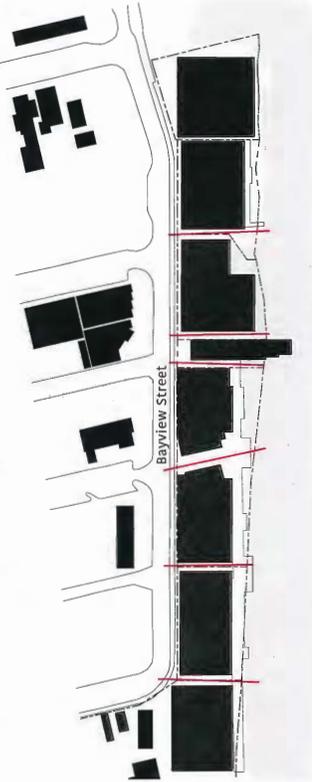
Historic Characteristics		Development Stats	
dominant gable roof	●	FAR	1.6
secondary cross-gable	●	building height	46'
asymmetric gable forms	●	waterfront connections	8+
shed dormers for windows	●	various sized ancillary bays	●
exposed equipment	●	variety of open space	●

Gulf of Georgia Cannery  
Large Lot Historic Form Development

# Large Lot Full Site Coverage Development



PLN - 465



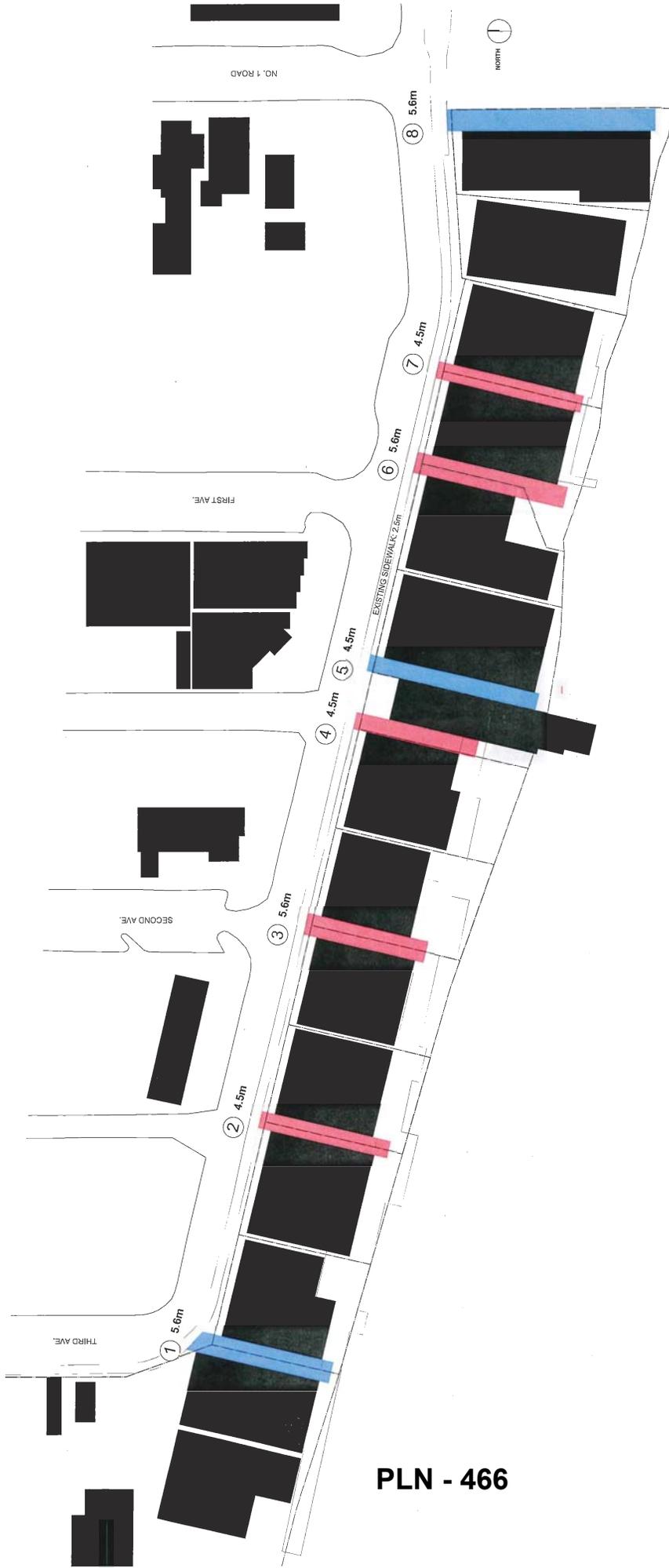
## Historic Characteristics

dominant gable roof	●
secondary cross-gable	●
asymmetric gable forms	●
shed dormers for windows	●
various sized ancillary bays	
exposed equipment	
variety of open space	

## Development Stats

FAR	1.6	46'	6
building height			
waterfront connections			

Gulf of Georgia Cannery  
Large Lot Full Site Coverage Development



PLN - 466

**SOUTH SIDE OF BAYVIEW: "SMALL LOT" SCENARIO**

**LEGEND**

█ EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM) \*

█ FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM) \*

MINIMUM WIDTH MUST BE MAINTAINED AND FREE OF ALL OBSTRUCTIONS TO PEDESTRIANS (OPEN CLOSURES, STORE STALLS, ETC.)

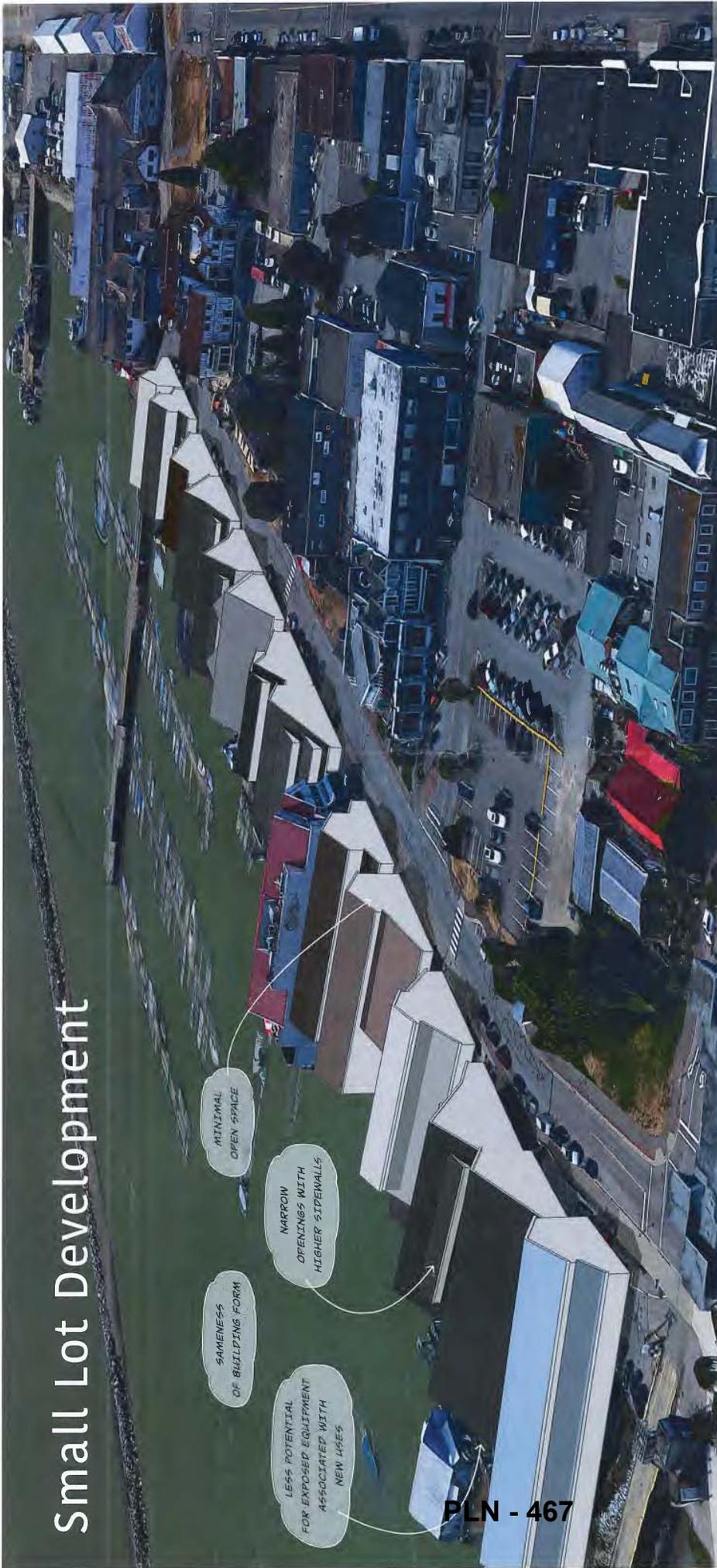
**BIRMINGHAM & WOOD**  
ARCHITECTS - PLANNERS

PROJECT: Sheverson Waterfront  
Richmond, BC  
DRAWING TITLE: "SMALL LOT" SCENARIO  
SCALE: 1/8" = 1'-0"  
DATE: Nov. 18, 2016  
SHEET NO. 3 3

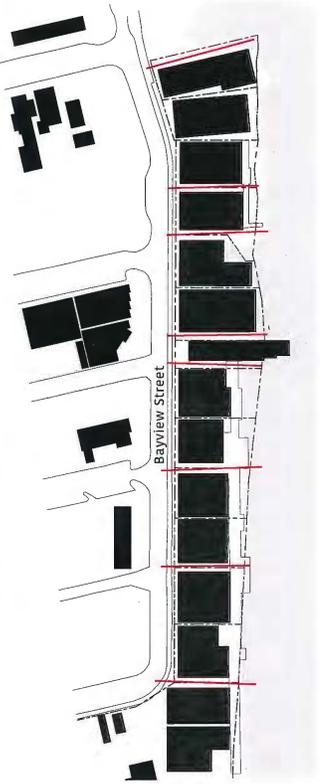
NO.	DATE	REVISION

COPYRIGHT RESERVED

# Small Lot Development



PLN - 467



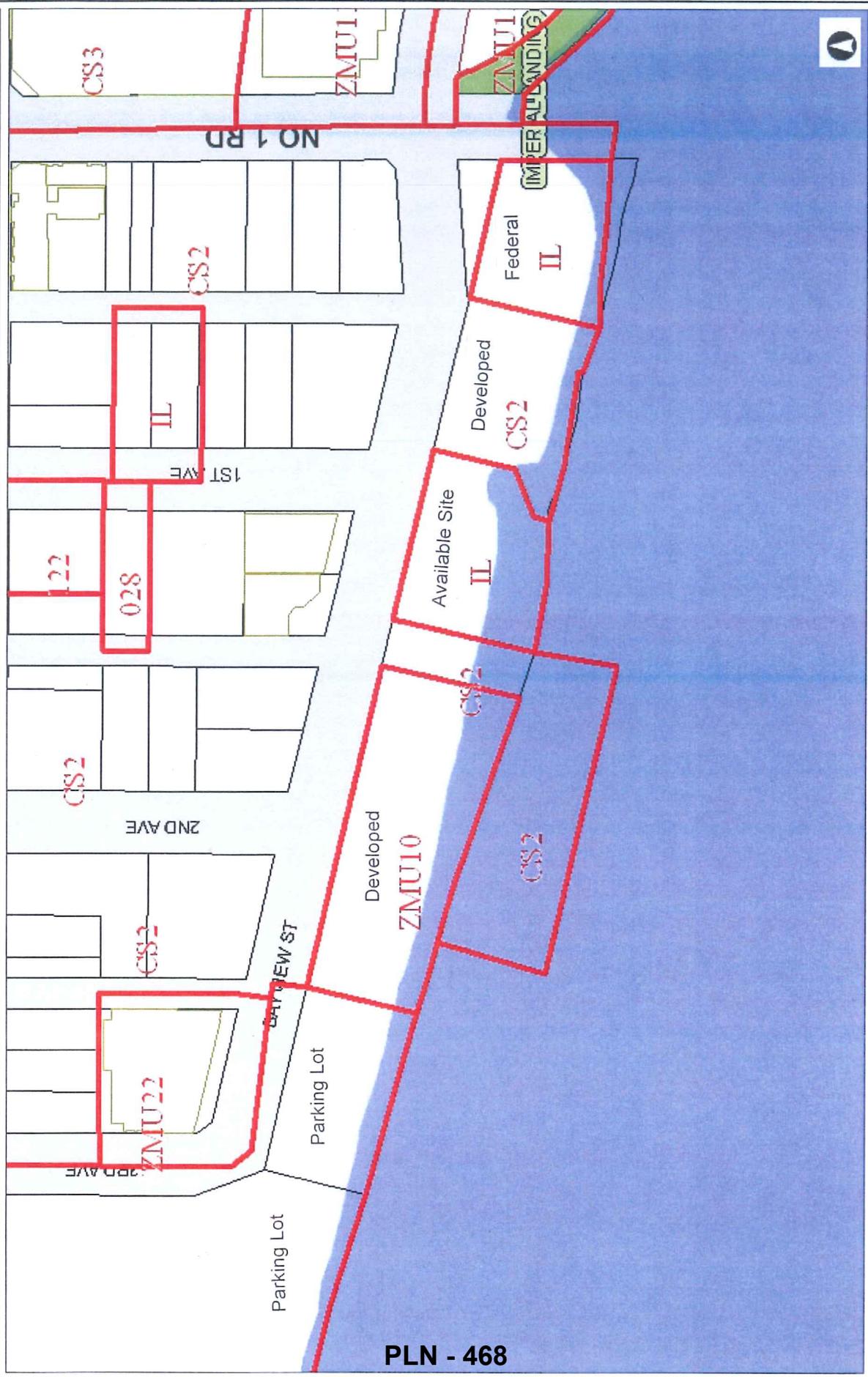
## Historic Characteristics

- dominant gable roof
- secondary cross-gable
- asymmetric gable forms
- shed dormers for windows
- various sized ancillary bays
- exposed equipment
- variety of open space

## Small Lot Development

development stats	FAR	1.6	46'	8
	building height			
	waterfront connections			

# South Side of Bayview Street: Zoning and Development Potential



PLN - 468



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION



**Moncton Street: Existing Concrete Boulevard and Wood Sidewalk**

**Bayview Street: Concrete Sidewalk and Wood Boulevard**



**Bayview Street: Concrete Sidewalk and Textured Concrete Boulevard**

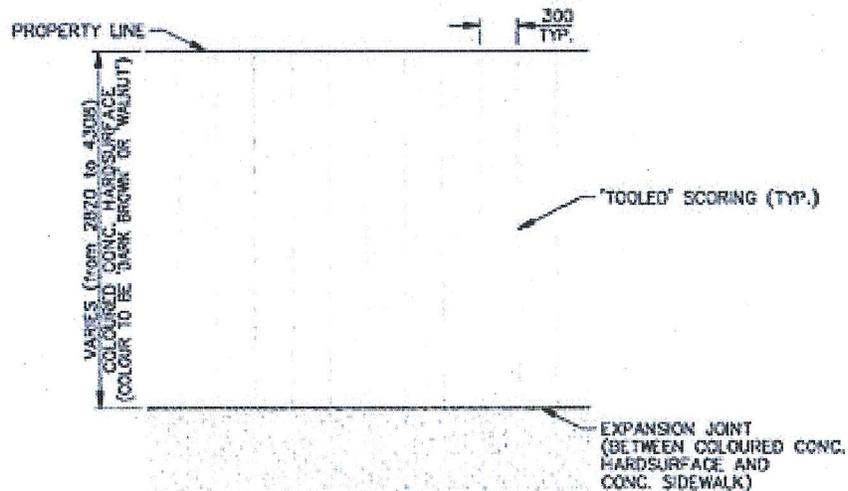


**Concrete Textured to Appear as Wood Planks:  
Waterfront Boardwalk Parallel to Bayview Street East of No. 1 Road**

COLOURED CONG. HARDSURFACE NOTES:

1. CONG. TO BE BROOM FINISHED WITH NO TROWEL MARKS.
2. CONG. TO BE SCORED TO CREATE 300mm WIDE "PLANKS".
3. EXPANSION JOINTS TO BE AT 9.0m SPACING, AS PER CITY SUPPLEMENTAL DWG. No. R-2-SD, AND ARE TO COINCIDE WITH EXPANSION JOINT LOCATIONS ASSOCIATED WITH THE CONG. SIDEWALK.
4. CONTROL JOINTS TO BE AT 3.0m SPACING, AS PER CITY SUPPLEMENTAL DWG. No. R-2-SD, AND ARE TO COINCIDE WITH CONTROL JOINT LOCATIONS ASSOCIATED WITH THE CONG. SIDEWALK.

COLOURED CONG. HARDSURFACE STRUCTURE AS FOLLOWS:  
 •120 CONCRETE  
 •150 GRANULAR BASE  
 (GRANULAR BASE COMPACTED TO MIN. 95% MODIFIED PROCTOR DRY DENSITY AT A MOISTURE CONTENT WITHIN 2% OF OPTIMUM FOR COMPACTION.)





**Concrete Textured to Appear as Wood Planks: Additional Examples**



**PLN - 471**



Concrete Textured to Appear as Wood Planks: Additional Examples

PLN - 472

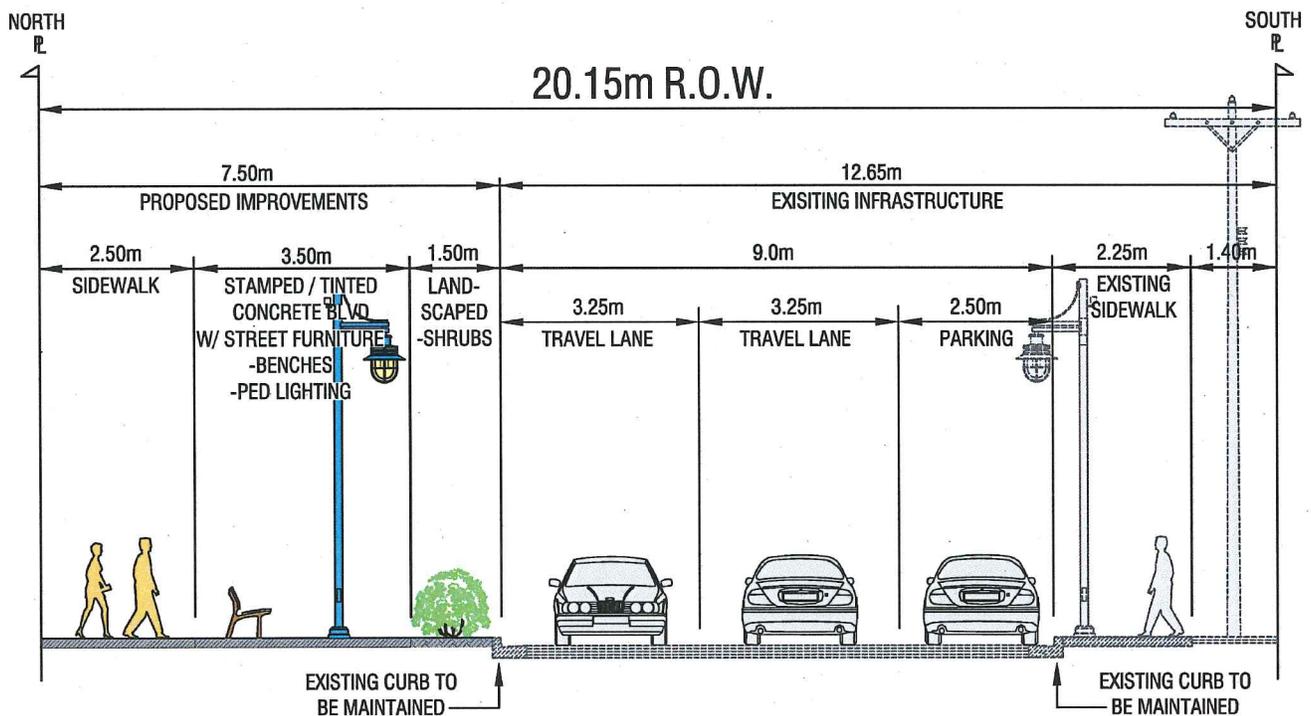
**Long-Term Streetscape Visions for Bayview and Chatham Streets  
Summary of Survey Results: April-May 2013**

Survey Question		Survey Responses	
Q1-3: Demographics		<ul style="list-style-type: none"> <li>GP: 78% live within 1 km of Steveston Village</li> <li>GP: main travel modes are walking (38%), vehicle as driver or passenger (18%) and cycling (5%)</li> </ul>	
Q4: Public Parking Supply (Free and Pay)		<ul style="list-style-type: none"> <li>GP: 52% believe that existing number of public parking spaces is either sufficient or too many</li> <li>SH: mixed responses</li> </ul>	
Streetscape Vision for Bayview Street	Q5: Improvement of Existing Streetscape	<ul style="list-style-type: none"> <li>GP: 83% believe that existing streetscape should be improved</li> <li>SH: mixed responses</li> </ul>	
	Q6: Important Elements of Pedestrian Realm (Top 3 Cited)	<u>General Public</u> <ul style="list-style-type: none"> <li>continuous sidewalks (67%)</li> <li>benches and seating (55%)</li> <li>wider sidewalks (51%)</li> </ul>	<u>Stakeholder</u> <ul style="list-style-type: none"> <li>continuous sidewalks (43%)</li> <li>benches and seating (43%)</li> <li>maintain green space on north side (43%)</li> </ul>
	Q7: Option 1 – Improved Pedestrian Realm on North Side	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Continuous sidewalks</li> <li>More space for pedestrians</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Any additional parking</li> <li>Width of south sidewalk</li> </ul>
	Q7: Option 2 – Improved Pedestrian Realm & Angle Parking on North Side	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved and wider sidewalks</li> <li>Additional angle parking</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional angle parking</li> <li>Reduced sidewalk width relative to Option 1</li> </ul>
	Q7: Option 3 – Improved Pedestrian Realm & Parallel Parking on North Side	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved sidewalks</li> <li>Additional parallel parking</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional parallel parking</li> <li>Reduced sidewalk width relative to Option 1</li> </ul>
	Q8: Preferred Vision	<ul style="list-style-type: none"> <li>GP: Option 1 (43.4%) / Option 3 (23%) / Option 2 (7%)</li> <li>SH: Option 1/Do Nothing (43%) / Option 3 (43%)</li> </ul>	
Streetscape Vision for Chatham Street	Q9: Improvement of Existing Streetscape	<ul style="list-style-type: none"> <li>Existing streetscape should be improved (GP: 73.5% / SH: 57%)</li> </ul>	
	Q10: Important Elements of Pedestrian Realm (Top 3 Cited)	<u>General Public</u> <ul style="list-style-type: none"> <li>continuous sidewalks (64%)</li> <li>more street trees (54%)</li> <li>benches and seating (49%)</li> </ul>	<u>Stakeholder</u> <ul style="list-style-type: none"> <li>continuous sidewalks (71%)</li> <li>benches and seating (43%)</li> </ul>
	Q11: Option 1 – Improved Pedestrian Realm on Both Sides	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Wider sidewalks</li> <li>More street trees</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Any additional parking</li> <li>Width of pedestrian realm</li> </ul>
	Q11: Option 2 – Improved Pedestrian Realm & Angle Parking on Both Sides	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved and wider sidewalks</li> <li>Additional angle parking</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional angle parking</li> <li>Reduced sidewalk width and street trees relative to Option 1</li> </ul>
	Q11: Option 3 – Improved Pedestrian Realm on Both Sides & Centre Angle Parking	<u>Important Elements</u> <ul style="list-style-type: none"> <li>Improved sidewalks</li> <li>Relocate driveways to rear</li> </ul>	<u>Not Important Elements</u> <ul style="list-style-type: none"> <li>Additional angle parking</li> <li>Reduced sidewalk width relative to Option 1</li> </ul>
	Q12: Preferred Vision	<ul style="list-style-type: none"> <li>GP: Option 1 (53%) / Option 3 (17%) / Option 2 (6%)</li> <li>SH: Option 1 (43%) / Option 2 (43%) / Option 3 (0%)</li> </ul>	

Note: GP = General Public  
SH = Stakeholder



Option 1 - Bayview Street: Enhanced Pedestrian Realm on North Side Only

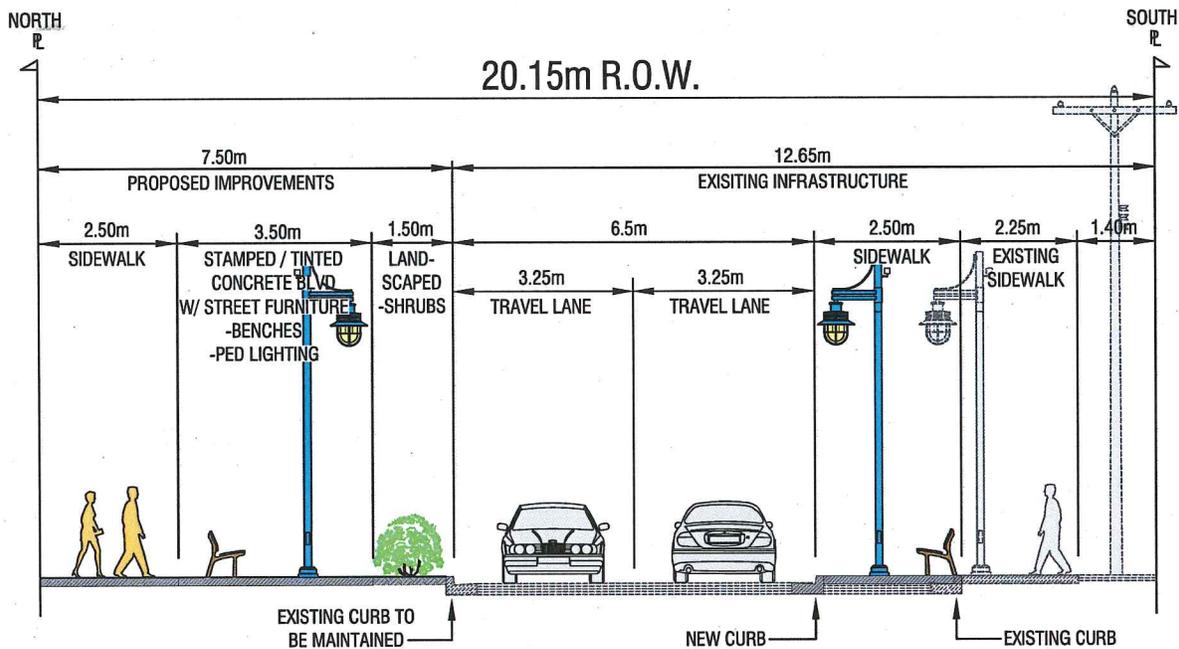


**OPTION 1 X-SECTION  
BAYVIEW STREET  
THIRD AVENUE TO NO 1 ROAD**

**PLN - 474**



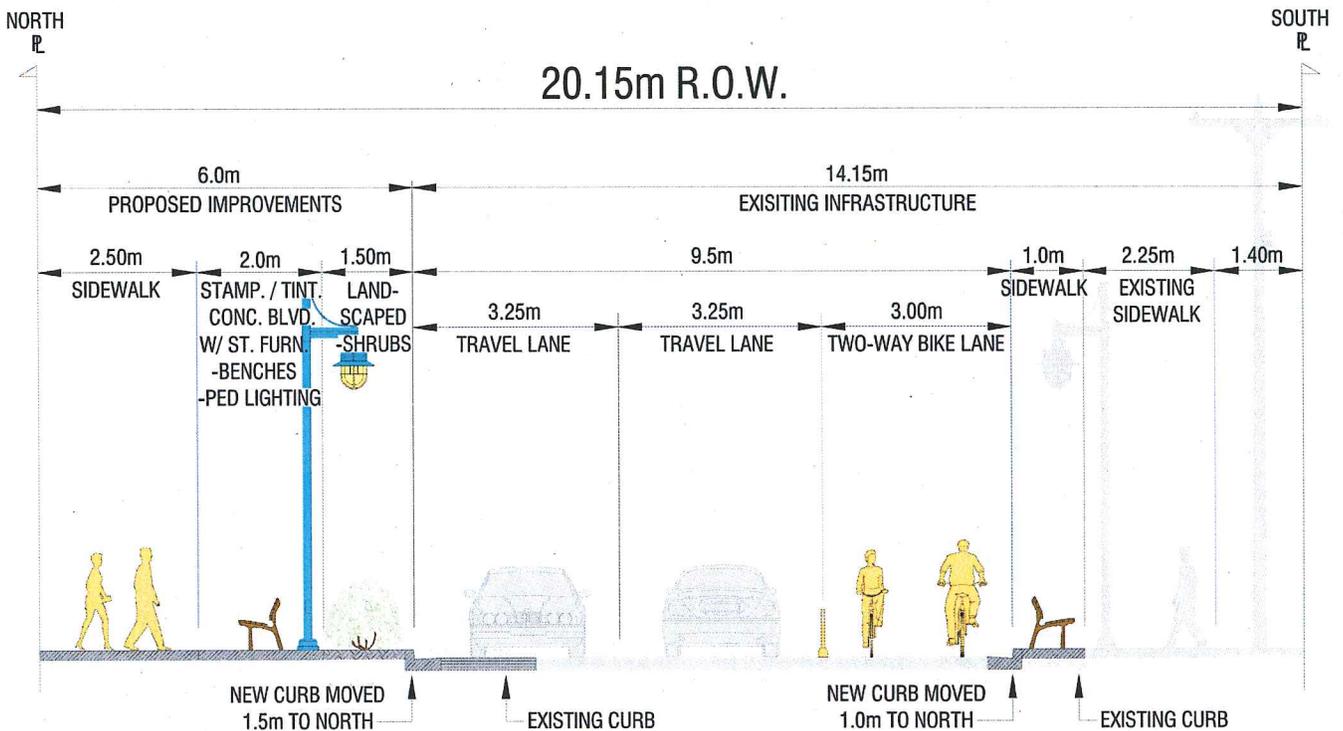
Option 2 - Bayview Street: Enhanced Pedestrian Realm on North & South Sides



**OPTION 2 X-SECTION  
BAYVIEW STREET  
THIRD AVENUE TO NO 1 ROAD  
PLN - 475**



Option 3 - Bayview Street: Enhanced Pedestrian Realm on North & South Sides plus Continuous Greenway

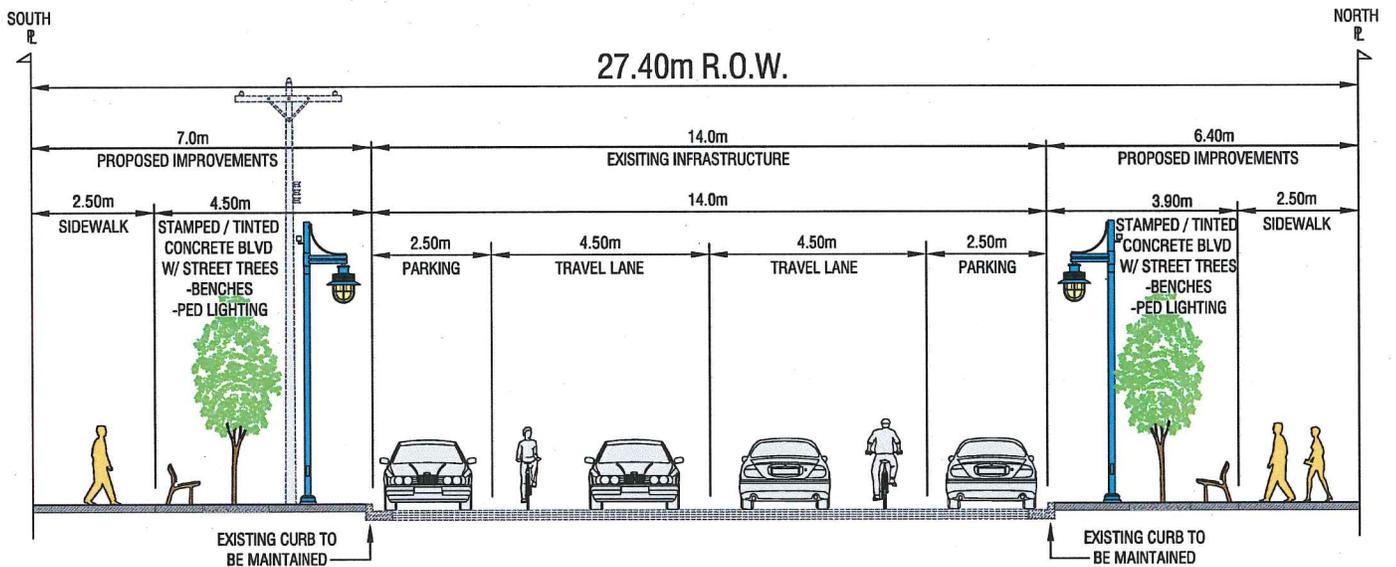


OPTION 3 X-SECTION  
 BAYVIEW STREET  
 THIRD AVENUE TO NO 1 ROAD

PLN - 476



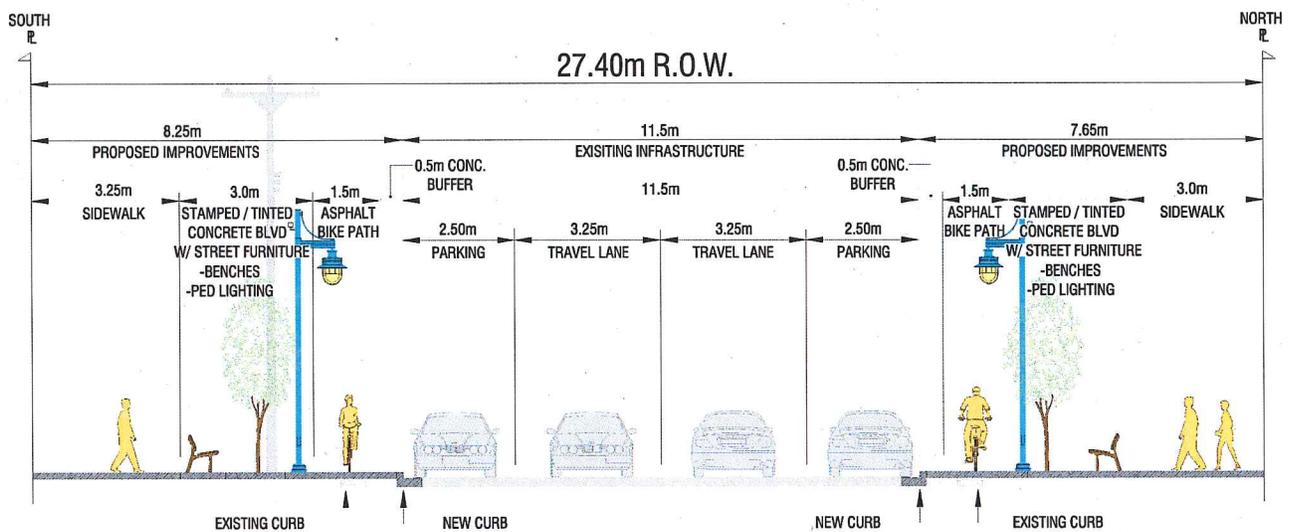
Option 1 - Chatham Street: Widened Pedestrian Realm on North & South Sides



**OPTION 1 X-SECTION  
CHATHAM STREET  
FOURTH AVENUE TO NO 1 ROAD  
PLN - 477**



Option 2 - Chatham Street: Narrowed Road & Widened Pedestrian Realm on North & South Sides



**OPTION 2 X-SECTION  
CHATHAM STREET  
FOURTH AVENUE TO NO 1 ROAD**

**PLN - 478**



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



**Moncton Street: Potential Textured Concrete Boulevard  
PLN - 479**



Bayview Street: Timing of Implementation of Potential Streetscape Improvements  
PLN - 480

