



REPORT TO COUNCIL

To Council - Oct 12, 2004

**TO:** Richmond City Council **DATE:** October 6, 2004  
**FROM:** Cllr. McNulty, Chair **FILE:** 12-8060-7816  
**RE:** **ENHANCED DEVELOPMENT PERMIT GUIDELINES – STEVESTON AREA PLAN**

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The Planning Committee, at its meeting held on Tuesday, October 5th, 2004, considered the attached report, and recommends as follows:

COMMITTEE RECOMMENDATION – (Cllr. Barnes opposed to Part 1) (Cllr. Howard opposed to Parts 2 – 5)

- (1) *That the report (dated September 29<sup>th</sup>, 2004 from the Manager, Policy Planning) be referred to the Heritage Commission to hold a design charette to better define the Village vision, character, guidelines, heritage protection measures, and incentives, etc.*
- (2) *That Bylaw No. 7816, which amends Official Community Plan Bylaw No. 7100, Schedule 2.4, Steveston Area Plan, Section 8.0, "Development Permit Guidelines", by deleting Section 8.0 in its entirety and, pursuant to Sections 919.1 (1) (d) and 919.1 (1) (f) of the Local Government Act, substituting a new Section 8.0, "Development Permit Guidelines", as Schedule 1, be introduced and given first reading.*
- (3) *That Bylaw No. 7816, having been considered in conjunction with:*
  - (a) *the City's Financial Plan and Capital Program;*
  - (b) *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;**is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the Local Government Act.*
- (4) *That Bylaw No. 7816, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.*
- (5) *That the Development Permit Guidelines be amended by reducing the current minimum threshold of \$15,000 for exterior renovations which can be undertaken without a Development Permit to \$0.*

Cllr. McNulty, Chair  
Planning Committee

Attach.

VARIANCE

Please note that Committee added Parts 1 and 5.



**Report to Committee**

To Council - 03/12/2004  
To Planning - 07/5/2004  
Date: September 27, 2004

To: Planning Committee  
From: Terry Crowe  
Manager, Policy Planning

File: 12-8060-20-7816  
Xr 08-4045-20-04

Re: Enhanced Development Permit Guidelines- Steveston Area Plan

**Staff Recommendation**

1. That Official Community Plan Amendment Bylaw No. 7816, which amends Official Community Plan Bylaw No. 7100, Schedule 2.4, Steveston Area Plan, Section 8.0, "Development Permit Guidelines", by deleting Section 8.0 in its entirety and, pursuant to Sections 919.1 (1) (d) and 919.1 (1) (f) of the *Local Government Act*, substituting a new Section 8.0, "Development Permit Guidelines", as Schedule 1, be introduced and given first reading.
2. That Bylaw No. 7816, having been considered in conjunction with:

- the City's Financial Plan and Capital Program;
- the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

is hereby deemed to be consistent with said program and plans, in accordance with Section 882(3)(a) of the *Local Government Act*.

3. That Bylaw No. 7816, having been considered in accordance with the City Policy on Consultation During OCP Development, is hereby deemed not to require further consultation.

Terry Crowe  
Manager, Policy Planning

TC/RA:blg  
Att. 2

FOR ORIGINATING DIVISION USE ONLY					
ROUTED TO:	CONCURRENCE		CONCURRENCE OF GENERAL MANAGER		
Law .....	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>			
REVIEWED BY TAG	YES <input type="checkbox"/>	NO <input type="checkbox"/>	REVIEWED BY CAO	YES <input type="checkbox"/>	NO <input type="checkbox"/>

## Staff Report

### Origin

On September 24, 2003, several referrals were directed to staff regarding development guidelines for the Steveston Business District. This report will address these referral requests as follows (*Staff Action*).

### Summary of Referral:

*For the area located south of Chatham Street between No. 1 Road and 7<sup>th</sup> Avenue, that staff provide a report that addresses the following issues:*

1. *Outline Development Permit guidelines that are currently applicable to this area; (See Staff Response Section).*
2. *Include a copy of the "Sakamoto" guidelines: (Attachments 1 & 2).*
3. *Investigate whether more stringent guidelines can be implemented for the Steveston Village area (See Staff Response Section); and*
4. *Provide an update regarding the review of the Maritime Mixed-Use area.*

*A further review of the Maritime Mixed-Use area is being held in abeyance as Onni Development Corp. is considering submitting a rezoning application to rezone the designated Maritime Mixed-Use area in Imperial Landing. The urban design issues will be addressed as part of the rezoning.*

### Staff Response

This report recommends immediate changes that will strengthen the current Steveston Area Plan Development Permit Guidelines. In general, wholesale changes to the Steveston Area Plan are not contemplated as most of the referrals by Council relate specifically to the Steveston Downtown Node and in general, the Policies and Development Permit Guidelines are working reasonably well in guiding development in Steveston.

### Referral Items

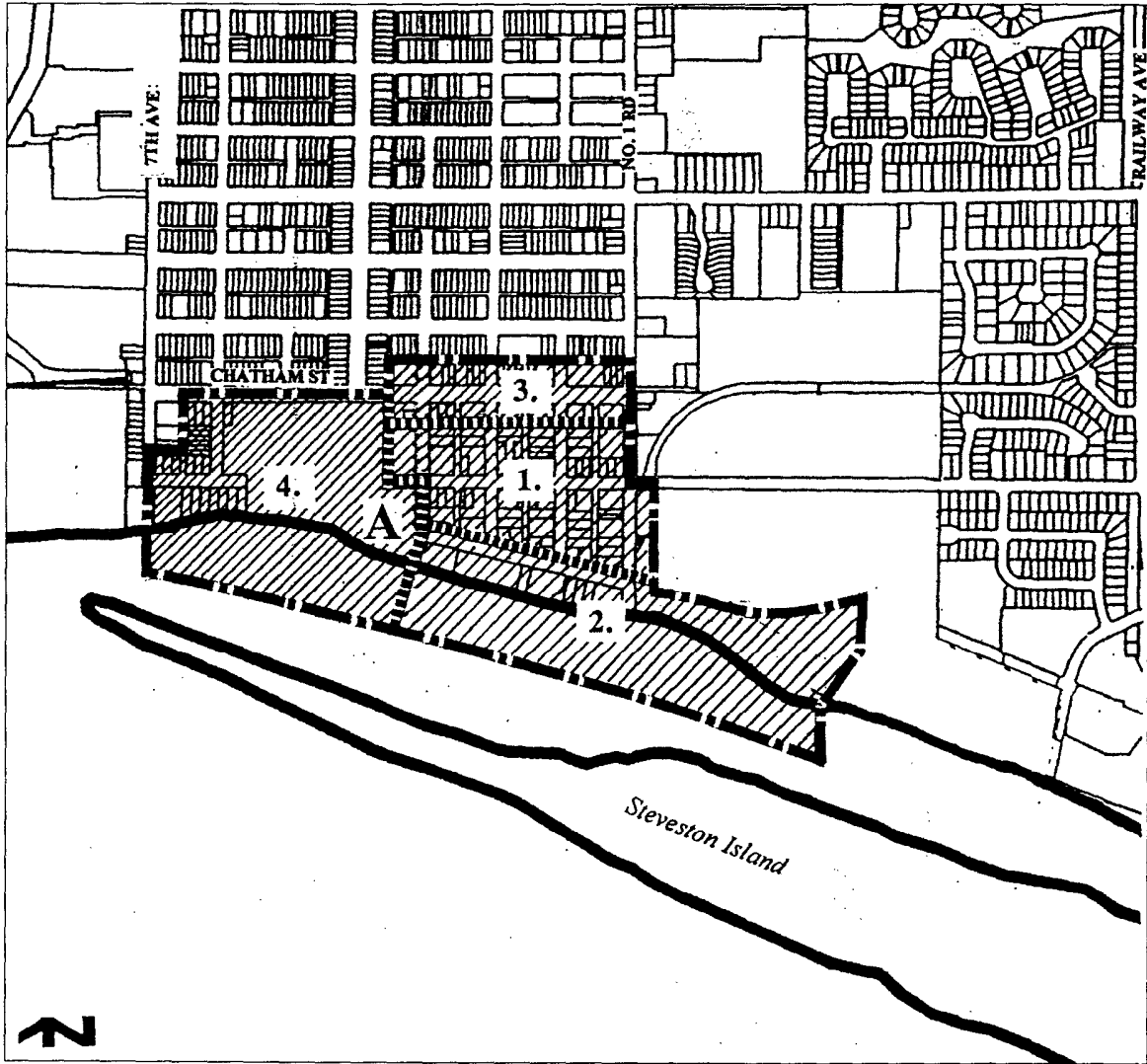
#### 1. Official Community Plan Development Permit Guidelines

In September, 1998, the Steveston Area Plan was amended (Official Community Plan (OCP) Bylaw No. 6916). The revitalization area was removed and replaced by a slightly larger Steveston Downtown Node (Business Centre) and several Steveston Village Character Sub-Areas (i.e. Moncton Street, Bayview Street and BC Packers Waterfront, and Chatham Street.). Development Permit Guidelines for these areas are shown in the attached OCP Bylaw.

The Development Permit Guidelines that are currently applicable to the area between No. 1 Road and 7<sup>th</sup> Avenue are contained within the Steveston Area Plan (originally adopted April 22, 1985 / Plan Adoption: October 21, 2002). The relevant guidelines consist of two parts:

- Section 8.0 contains General Development Permit Guidelines for all of Steveston – including the subject area;
- Section 8.3.1 contains Additional Development Permit Guidelines for Area A: Steveston Village.

### Area A: Steveston Village Character Area Map

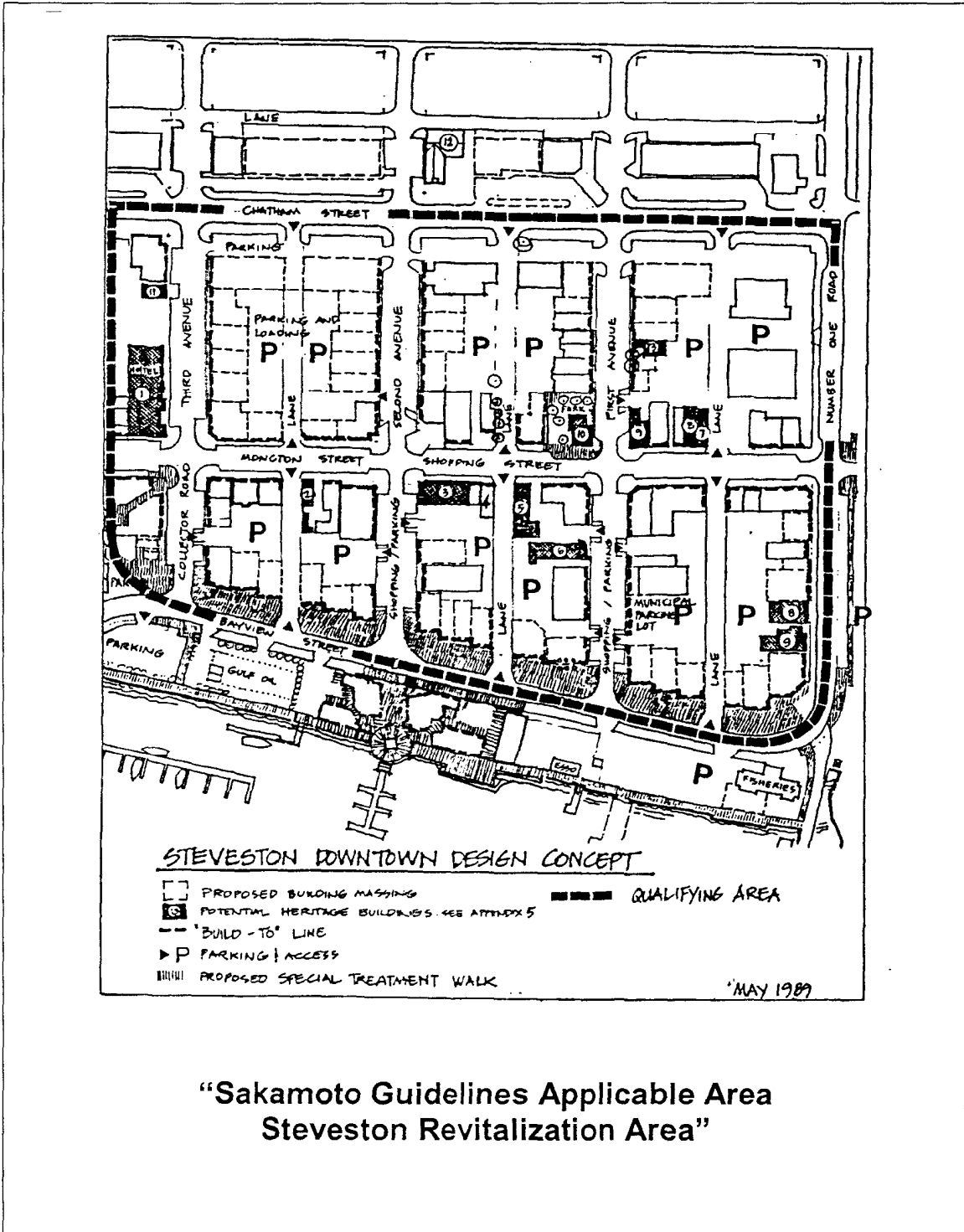


Character Sub-Areas		
1. Moncton Street	3. Chatham Street	— Character Area Boundary
2. Bayview Street & BC Packers Riverfront	4. Gulf of Georgia	

## 2. The “Sakamoto Guidelines”

### Applicable Area

The “Sakamoto Guidelines” originally applied to an area slightly smaller than the current Steveston Business District – notably excluding the north side of Chatham Street and the Army, Navy and Air Force Veterans property on the east side of No. 1 Road.



**“Sakamoto Guidelines Applicable Area  
Steveston Revitalization Area”**

The Documents:

The “Sakamoto Guidelines” were actually two sets of documents that were referred to in the 1989 version of the Steveston Area Plan (Official Community Plan (OCP) Bylaw 5400):

- (1.) *Design Criteria for the Steveston Revitalization Area (1987)*
  - They provided a Steveston downtown design concept and illustrated urban design guidelines and written criteria regarding the following topics: character of buildings, continuity of commercial frontage, building height, exterior finish, parking location and type, signs, and landscaping.
- (2.) Steveston Downtown Revitalization: Façade Guidelines (1989)
  - They provided an explanation of the Provincial Store Front Façade Grants Program and specific design guidelines for heritage storefront restoration in the Steveston Revitalization Area.

Copies of the above documents appear in **Attachments 1 and 2**.

Background:

The Sakamoto Guidelines were commissioned as supplements to the Development Permit Guidelines in Steveston Area Plan to guide the revitalization efforts in Steveston Downtown Revitalization area at the time in concert with the heritage designation initiatives by the City and Provincially funded Façade Improvement Grants Program active at the time.

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 around 1900’s. Theoretically, if the entire Sakamoto Guidelines document had been incorporated into the Steveston Sub-Area Plan for the Steveston Downtown Node, the replication of historic building form and character of a specific time period (circa 1900) would eventually emerge over time.

Note:

Replicating the historic character of a specific time period to achieve compatibility with the:

- existing eclectic developments, and
  - future development and business trends,
- will require further investigation.

Document Focus:

Both Sakamoto documents focused heavily upon encouraging owners to take advantage of the Façade Improvement Grants provided by the BC Downtown Revitalization Program, which was then in place and administered by the City. When the Revitalization Program and its funding were terminated by the Province, the revitalization area program for Steveston Village subsequently ceased.

**3. Investigate whether more stringent guidelines can be implemented for the Steveston Village area**

General

More stringent measures can be implemented. Currently, some key aspects of both the Sakamoto Guidelines are incorporated into the Steveston Area Plan urban design guidelines, such as the massing guidelines to limit the height of building to three-storeys.

A review of the Steveston Area Plan guidelines indicate that some aspects of the Sakamoto Guidelines were not incorporated including:

- the more detailed guidelines with respect to the architectural detailing and building façade articulation;
- the graphic illustrations, character sketches and photographs which provided historically accurate architectural details; and
- streetscape elements including lighting standards, boulevard design, parking layout and historic sidewalk treatment/materials.

The current design guidelines provide general directions to achieve some of the original community goals and objectives envisioned in 1985 and reaffirmed in 2002. Significant redevelopments in some of the sub areas are near completion or well underway, such as the Garry Point/Scotch Pond Node, the Gulf of Georgia Node, BC Packers Node, Britannia Node, the Trites Node, and the London/Princess Node. Other areas, such as the Steveston Downtown Node and Steveston Park Node, will continue to evolve in response to the changing development context and community needs.

Accordingly, significant changes to the existing guidelines are not practical or necessary.

Effectiveness of the Urban Design Guidelines in Achieving the Steveston Vision:

Steveston Vision:

The formal Steveston Area Plan Vision is as a “homeport” where people can live work and play.

Challenges:

For Steveston Village, as redevelopment occurs, the challenges include:

- ensuring that the “home port” Vision is achieved,
- retaining an appropriate mix of land uses to ensure viability,
- protecting the desired heritage and non-heritage elements,
- accommodating redevelopment on both:
  - existing small properties, and
  - larger assembled sites which are large enough for “profitable” redevelopment due to constraints in achieving the required parking and loading requirement.

Visual Quality:

- The current Design Guidelines do not clearly articulate a complete urban design vision for the Village. In particular, they do not provide specific guidance for the streetscape including boulevard treatment and parking arrangement.

Heritage:

- Heritage can be better addressed. Of the 90 buildings in the village, only 12 have retained sufficient heritage merits to be considered for heritage “designation”. The other 78 buildings do not have sufficient merits for consideration for heritage designation, but their unique character should be protected.

- This report does not address true heritage preservation, which is a significant consideration in Steveston Village. Heritage issues, including the preservation and protection of buildings and landmarks with significant heritage merits by establishing comprehensive heritage strategies will be addressed in a separate staff report at a future date.

#### Better Define the Valued Urban Design Character:

- The implicitly valued heritage and non-heritage village characters should be better defined to ensure their protection.
- As most agree that it is important to protect the design flavour of the Steveston Village, it is difficult to achieve this goal without better defining these design “characters”.
- This can be achieved over time by providing additional graphic illustrations and written descriptions of the desired architectural detailing, materials and streetscape profiles.

#### **Analysis and Recommendations:**

The following steps are recommended to protect the existing character of Steveston:

##### **1. Sakamoto Guidelines**

Instead of including the Sakamoto Guidelines in its entirety into the Steveston Area Plan, the Sakamoto Guidelines should be used as a reference by staff in conjunction with the Steveston Design Guidelines, when dealing with restoration of buildings with significant heritage merits identified in the City’s on line inventory. Council will be apprised of how each development proposal meets the Guidelines.

##### **2. Explanation of Development Permit Controls**

The existing guidelines can be made more effective by making two changes described below. These changes will better protect the existing exterior building characters:

###### (1) Exterior Renovations to Storefronts:

Currently, in the Steveston, the following occurs:

- Interior Renovations - all are exempt from Development Permits
- Exterior Renovations:
  - in Steveston Village - exterior renovations are exempt, if less than \$15,000, and
  - elsewhere in Steveston –exterior renovations if less than \$50,000 outside.

In Steveston Village, the current minimum threshold (\$15,000) for exterior renovations which can be undertaken without a Development Permit may lead to incremental changes to the exterior of existing building facades that, over time, might result in undesirable or uncharacteristic alterations to the storefronts and a loss of neighbourhood/heritage character.

Staff propose that, in Steveston Village, Development Permits for exterior renovations for all commercial, industrial and mixed-use developments with a minimum construction value of \$1,000 be applied, to better address mitigate the situation:



**Table 1: Comparison of Current and Proposed Exterior Renovations Exemptions:**

<b>Current DP Guideline Exemptions</b>	<b>Proposed DP Guideline Exemptions</b>
1. Renovations to interiors	1. No change
2. Exterior renovations of less than \$15,000 in Steveston Village”	2. All exterior renovations in the “Steveston Village” less than \$1000 construction value (Steveston Downtown Node)
3. Exterior renovations of less than \$50,000 outside “Steveston Village”	3. No change

**Implementation**

The above changes are incorporated into the proposed OCP Bylaw in this report.

**Benefits**

- The Development Permit process will enable staff to review exterior renovations, other than very minor alterations, to ensure that the proposed design is compatible with the existing Design Guidelines, adjacent buildings and where appropriate, to encourage accurate historic restorations.
- Staff will also have the discretion to refer to the Sakamoto Guidelines for appropriate restoration detailing as an interim measure until a further review of the heritage guidelines.

**(2) Increased Scope and Effectiveness of Development Permit Guidelines:**

The current Development Permit Guidelines were adopted under older legislation, which limits their scope and effectiveness. To increase their scope and effectiveness, it is proposed that the amended Guidelines be adopted using newer Local Government Act Sections 919.1 (1) (d) and (f). Readopting the guidelines under the updated legislation will expand the requirements of Development Permit beyond the “general character of the development” to include “landscaping, and the siting, form, exterior design and finish of buildings and other structures”.

It is of note that under the former 1989 Official Community Plan (OCP) Bylaw 5400, there were no Development Permit exemptions for exterior renovations within the Steveston Village. The increased scope to include all buildings regardless of heritage status enables the City to prevent the cumulative loss of the Steveston Village character through uncharacteristic or in compatible storefront renovations.

**Pros:**

- Immediate implementation possible,
- All storefront renovations will undergo design review.

**Cons:**

- Increased review time and requirements for small renovation projects,
- Assumes that the current vision in the Steveston Area Plan will adequately address the changing economic and development context.

**Implementation:**

The above change is incorporated into the proposed OCP Bylaw in this report.

### Current Initiatives Underway

#### Build Out Implication:

While the current zoning in the Village (Steveston Commercial 2-Storey (C4) and Steveston Commercial 3-storey (C5) allows for much higher density than the existing development patterns (1.0 floor area ratio (F.A.R.) and between 9 m and 12 m height), the multiple ownership of small parcels of land in Steveston Village presents development challenges in this area.

Staff need to review the built-out implications in Steveston based on the developments achievable under the current zonings including, but not limited to:

- parking, infrastructure and services requirements, and
- the interface between residential and commercial uses at grade in the transitional areas radiating outwards from the village core business district.

#### Parking Review:

- The Transportation Department is currently undertaking a comprehensive review of the parking and loading needs and transportation strategies to address the development conditions at maximum “built-out” permissible under the uses permitted under current zoning. Transportation staff will prepare a separate report to Council by December, 2004.

#### Steveston Commercial (C4 and C5) Zone Districts:


- Staff are preparing a separate report to better manage retail and residential uses in mixed-use (commercial/residential) development on C4 and C5 zoned sites.

#### Ongoing work:

- Over time it is desirable to improve the existing urban design guidelines, as work priorities permit, by:
  1. improving clarity the Village character vision,
  2. providing specific design guidelines for streetscape and landscaping;
  3. simplifying and consolidating the existing guidelines for additional clarity; and
  4. including graphic illustrations to demonstrate the design intent, materials, and façade treatment envisioned.

### **Conclusion**

- The Steveston Area Plan Urban Design Guidelines are effective.
- Two immediate changes are proposed.
- Parking and zoning improvements are underway and will be brought forward separately.
- Overtime, other improvements are contemplated , as work priorities permit.



Cecilia Achiam, MCIP,  
Urban Design Planner, (Local 4122)  
CA:blg

Attachment 1: Design Criteria for the Steveston Revitalization Area (1987)  
Attachment 2: Steveston Downtown Revitalization: Façade Guidelines (1989)

# Design Criteria for the STEVESTON REVITALIZATION AREA



Looking west on Moncton Street

Vancouver Public Library Collection

--Prepared by the Richmond Planning Department--

DESIGN CRITERIA FOR THE STEVESTON REVITALIZATION AREA

Prepared by the Richmond Planning Department

December, 1987

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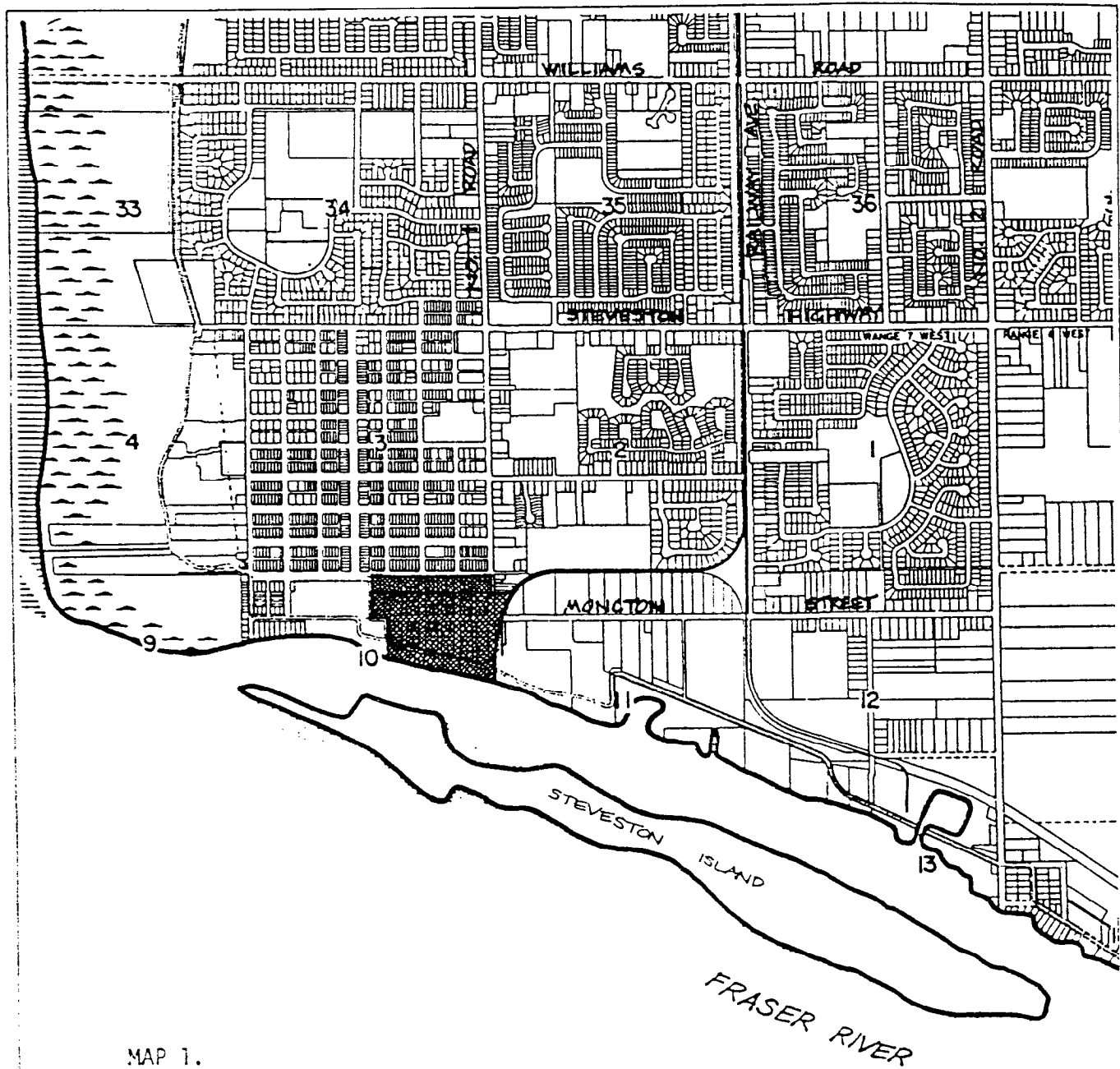
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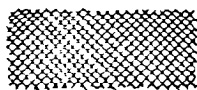
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MAP 1.

ATTACHMENT '2'  
 DEVELOPMENT  
 PERMIT  
 AREA MAP



REVITALIZATION  
 AREA

# STEVESTON



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.

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\* 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.

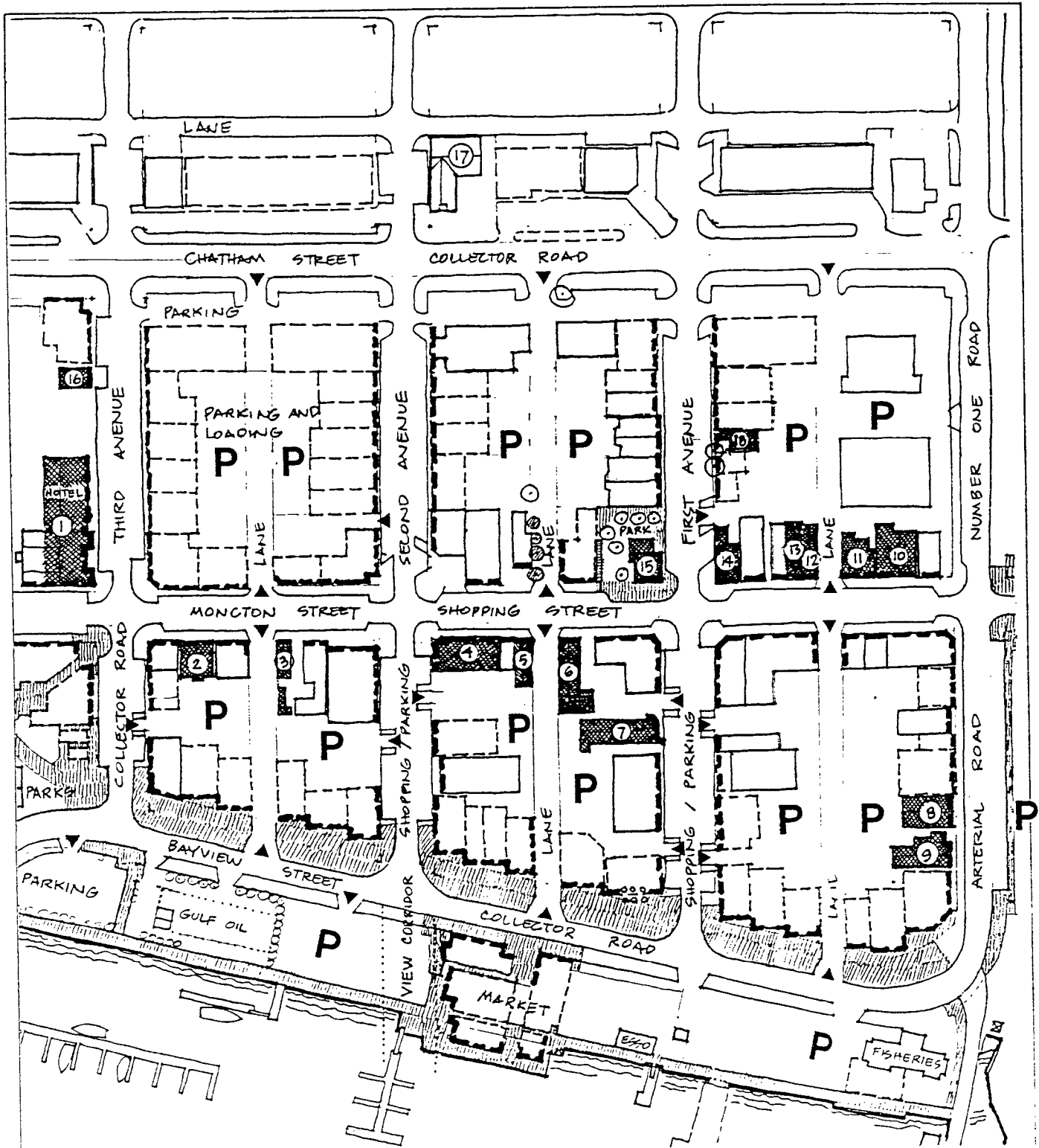
### STEVESTON DOWNTOWN DESIGN CONCEPT

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 DESIGN CONCEPT

- PROPOSED BUILDING MASSING
- POTENTIAL HERITAGE BUILDINGS. SEE APPENDIX 5.
- COMMERCIAL FACADE / CANOPIES
- ▶ P PARKING ACCESS
- PROPOSED BOARDWALK

MAP 2

FEB. 1988



## 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 building 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

## 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

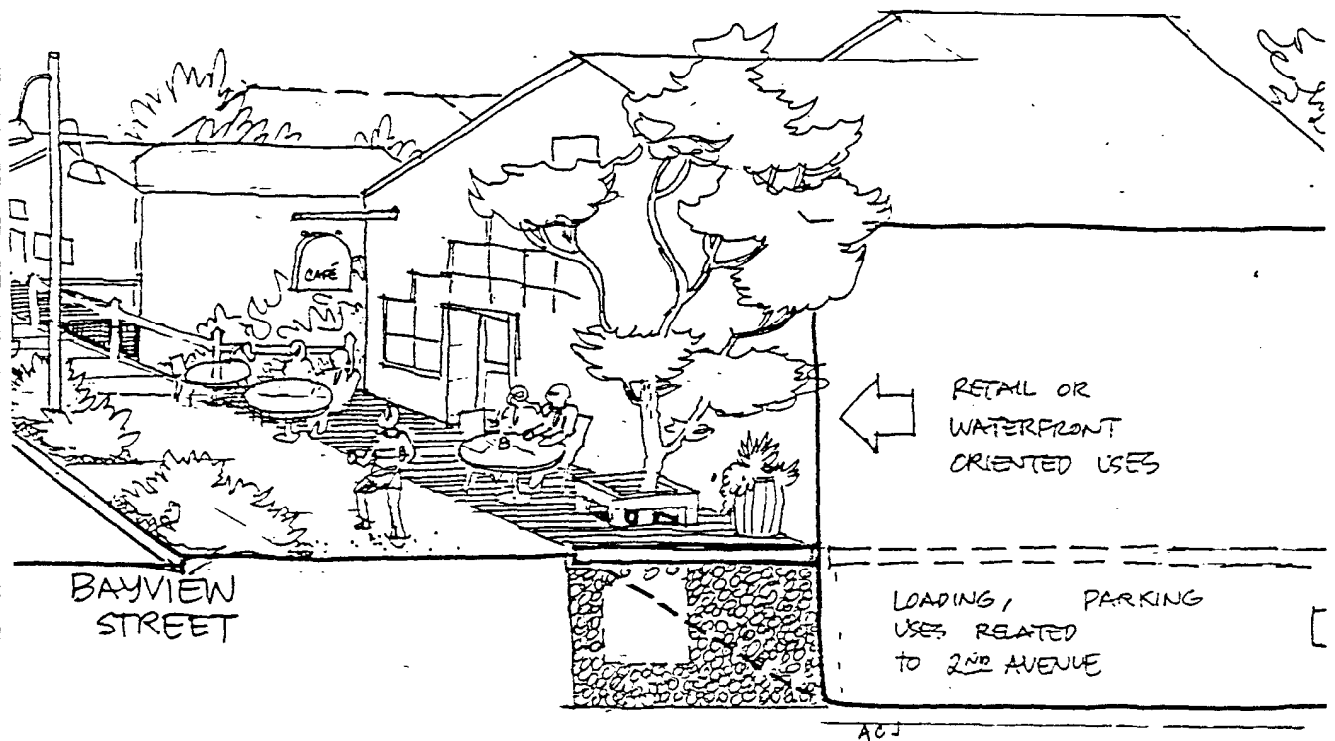
### New buildings on Bayview Street

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.

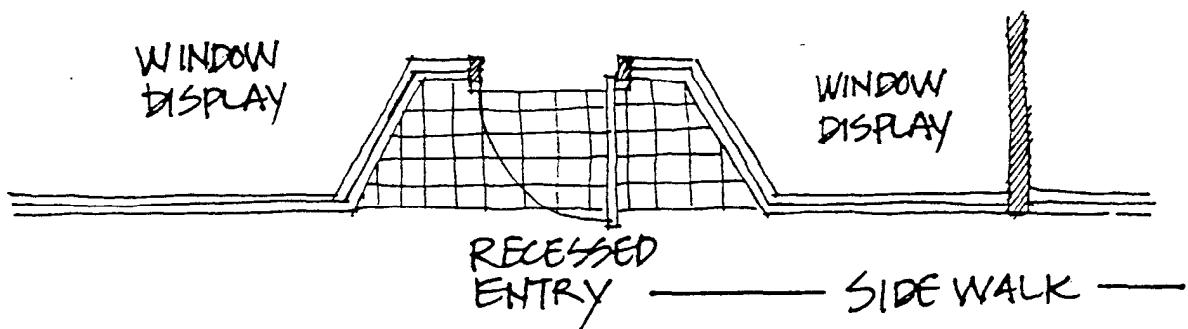




2. The continuity of the commercial frontage should be maintained by having a minimum street setback, consistent with older commercial streets.

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.



Sketch by Radvenis.

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.

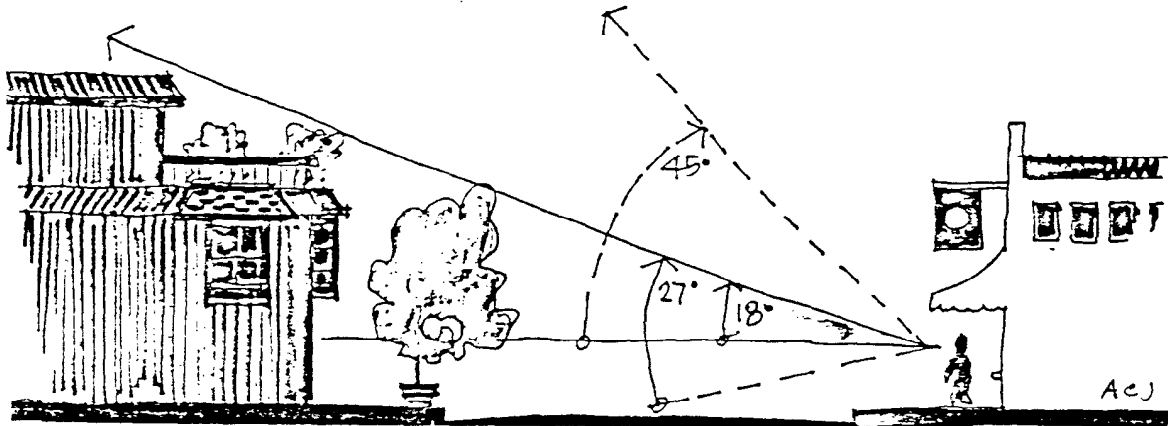
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidentally resulted in a pleasing relationship between buildings and the street.



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.

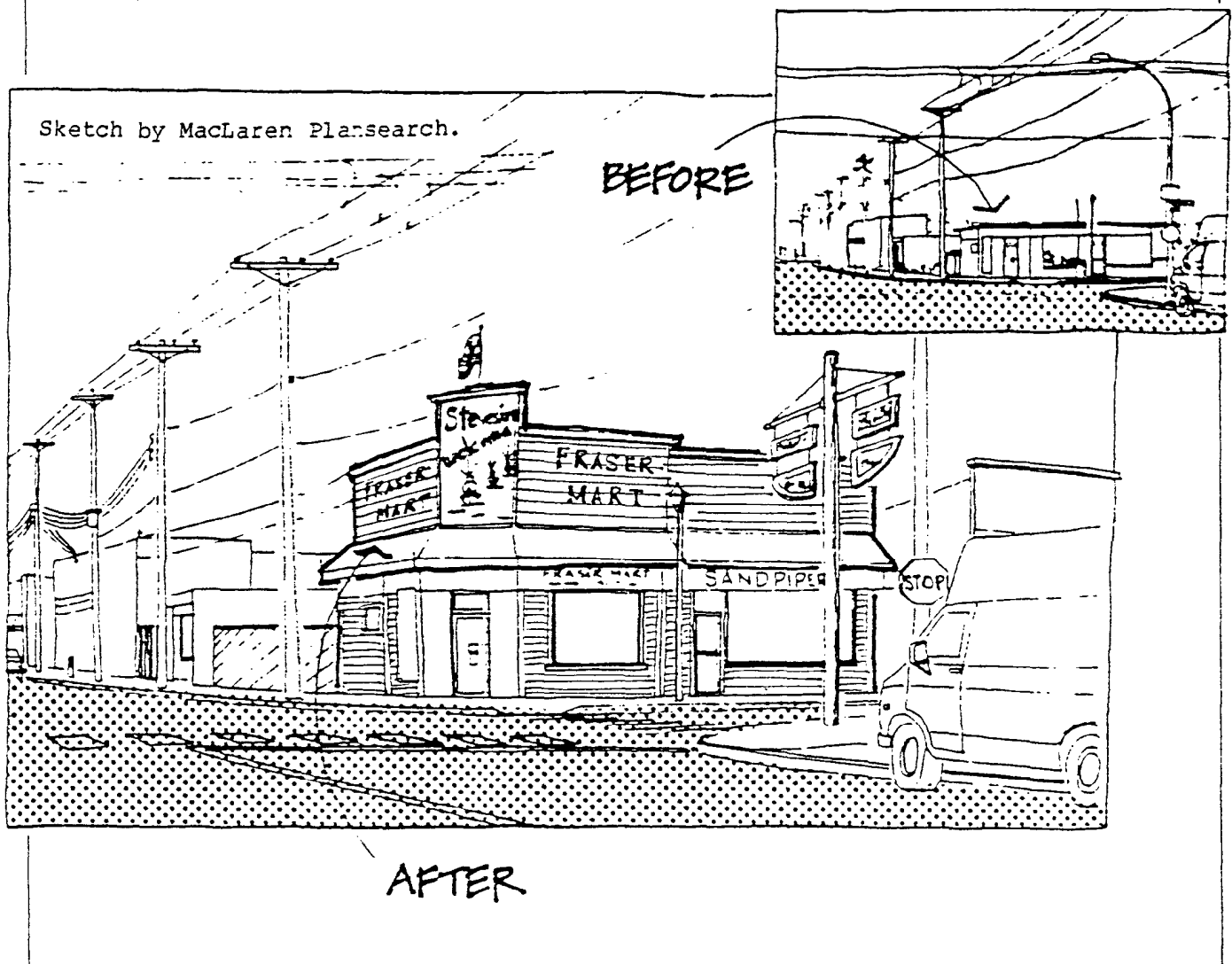
Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

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 "Eepworth 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.

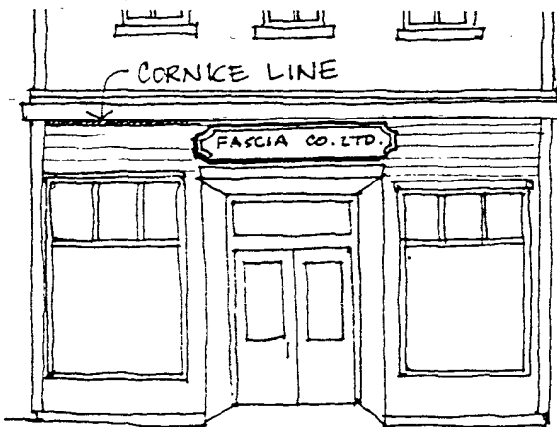
Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

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.



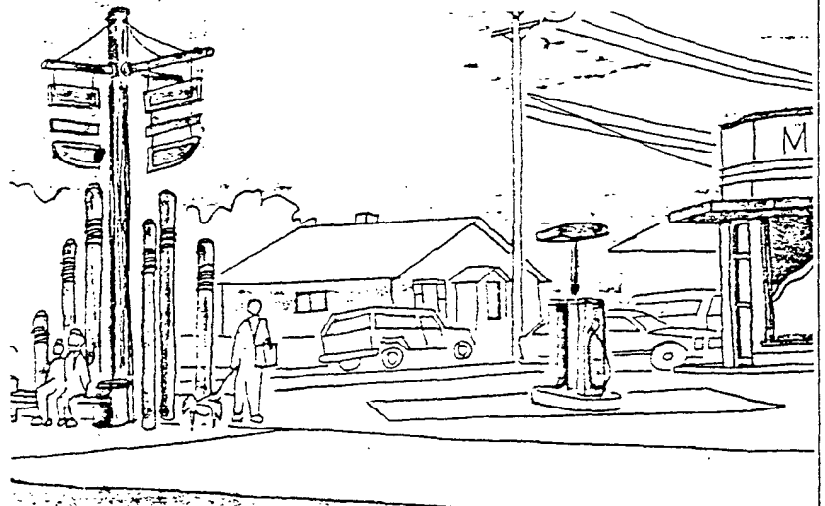
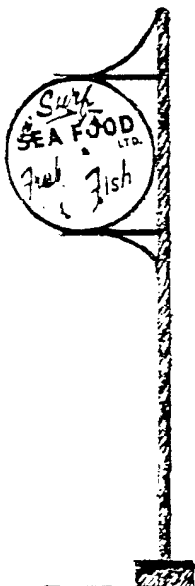
#### FASCIA SIGNS

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

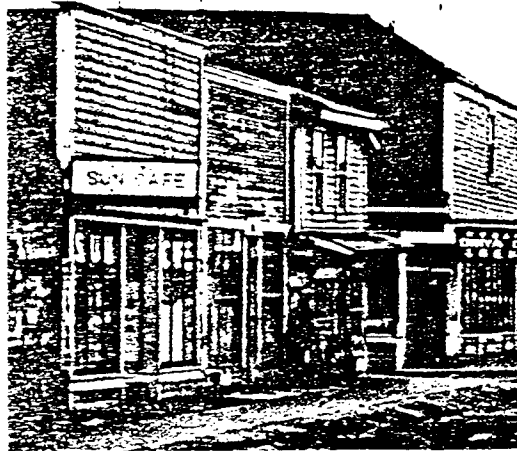
These may need to be specially designed for Steveston since modern "standard" signs are generally not appropriate in form, materials, or size.





### 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

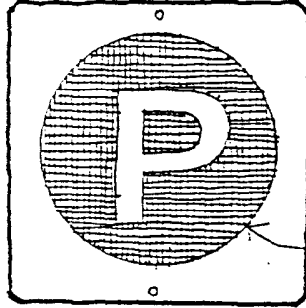
Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.



### ROOF SIGNS

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

Source:  
Richmond Archives



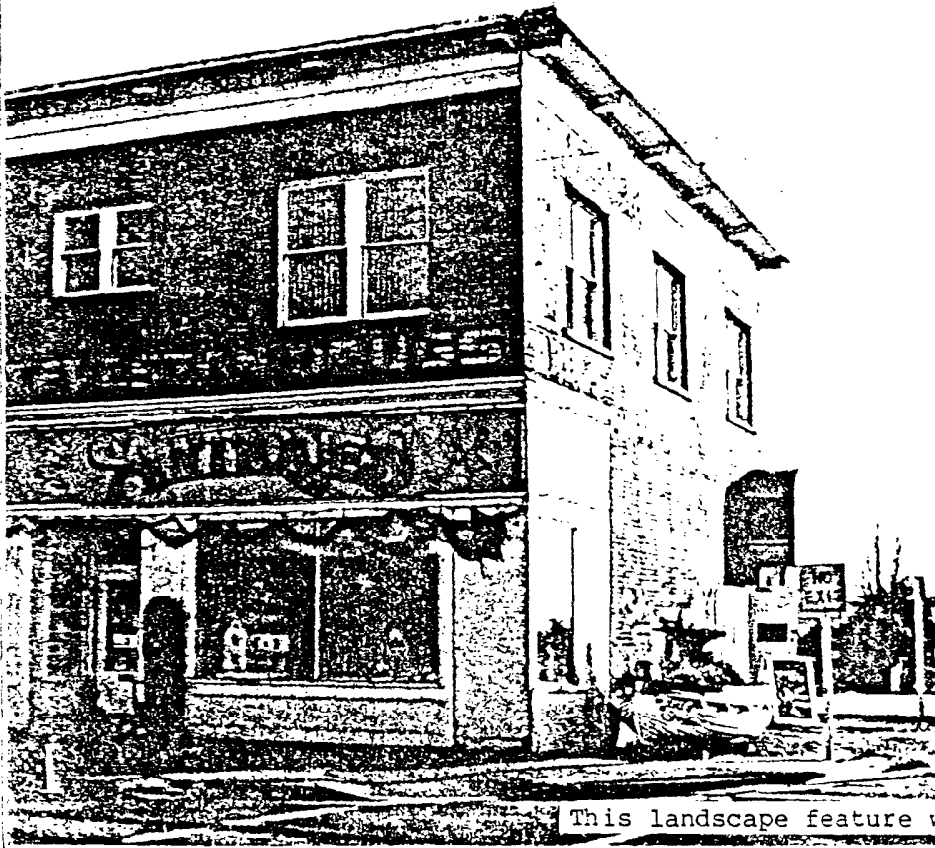
#### PARKING OR INFORMATION SIGNS

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.\*

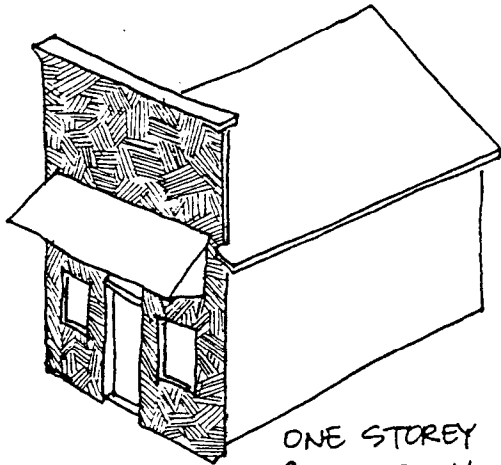
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\* This information is taken from Downtown Revitalization, a Guide, Ministry of Municipal Affairs, Province of B.C. and a Guide to the use of Development Permits in Downtown Revitalization, prepared for the Ministry of Municipal Affairs, B.C. (draft)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

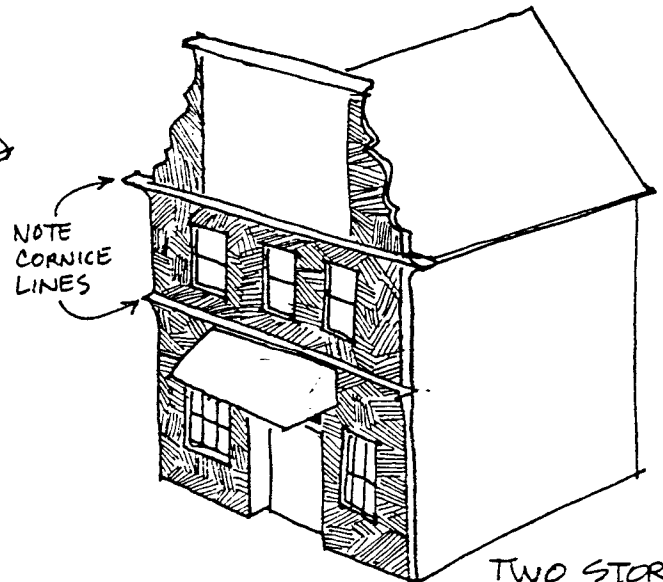
APPENDIX 2.

EXAMPLES OF TYPICAL BUILDING FORM AND TRADITIONAL FACADE DETAILS.

1. GENERAL FORM



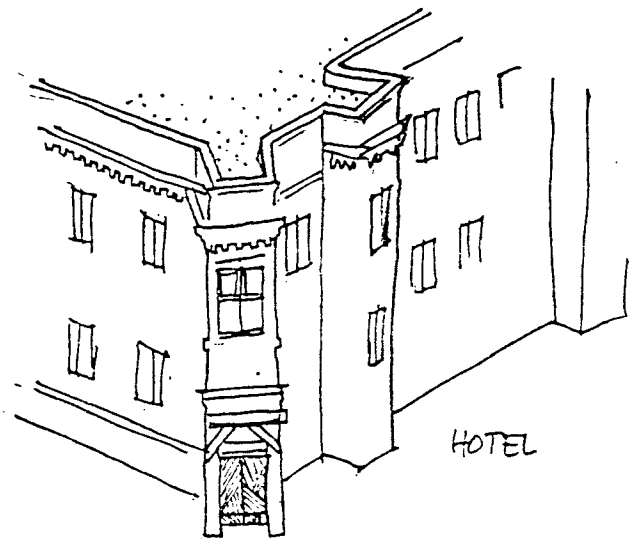
ONE STOREY COMMERCIAL BUILDING



TWO STOREY COMMERCIAL



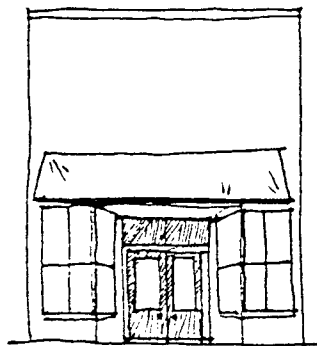
RESIDENTIAL OVER COMMERCIAL



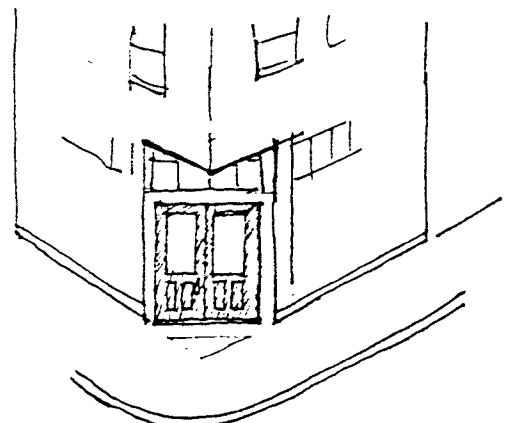
HOTEL

2. ENTRANCES

EARLY ENTRIES WERE LOCATED IN THE CENTRE OF THE FACADE

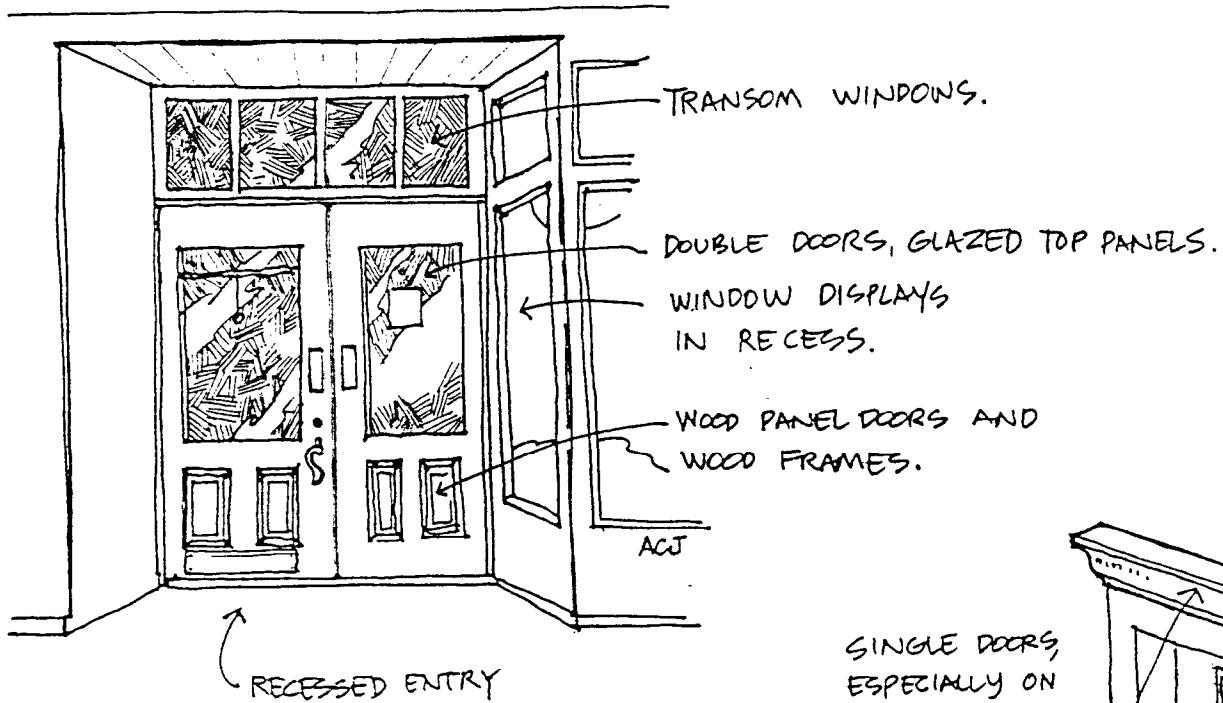


OR...  
LATER ON, SOME ENTRIES WERE LOCATED ON THE STREET CORNERS...

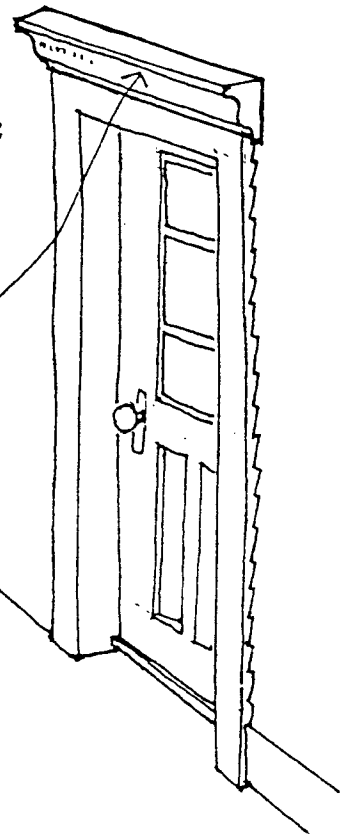


APPENDIX 2. CONT'D. EXAMPLES

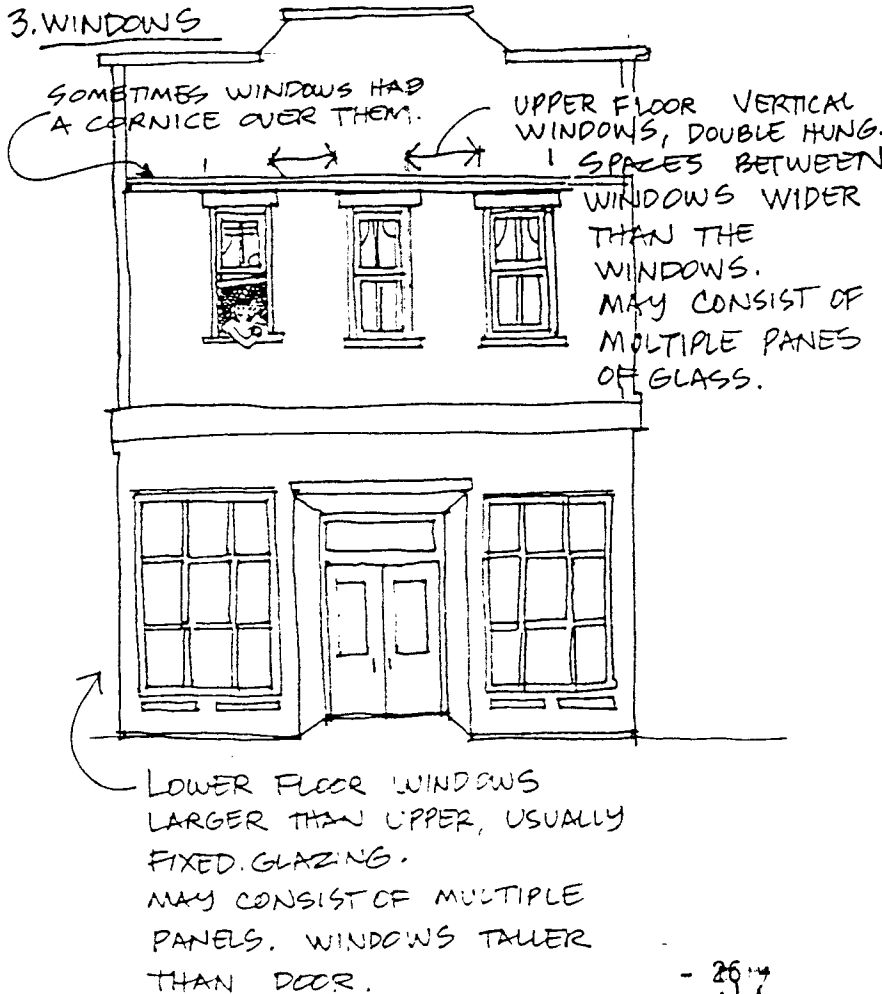
ENTRANCE DOORWAY DETAILS



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



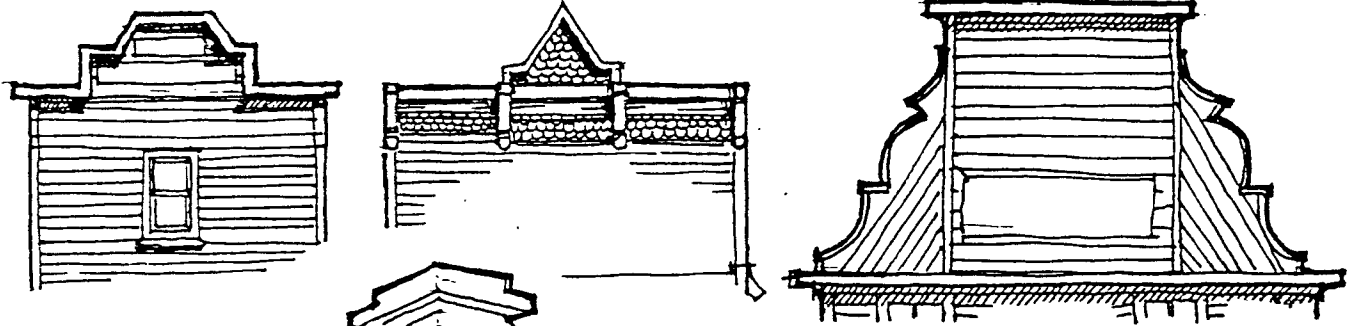
3. WINDOWS



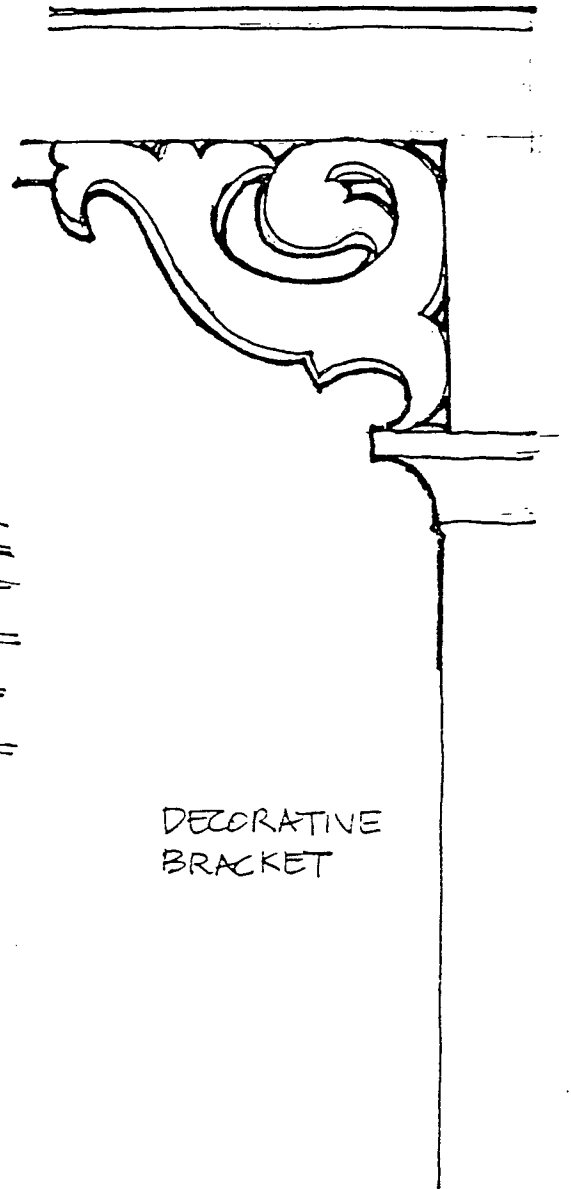
3. DETAILS

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

SOME EXAMPLES OF FALSE FRONTS OR PARAPETS:



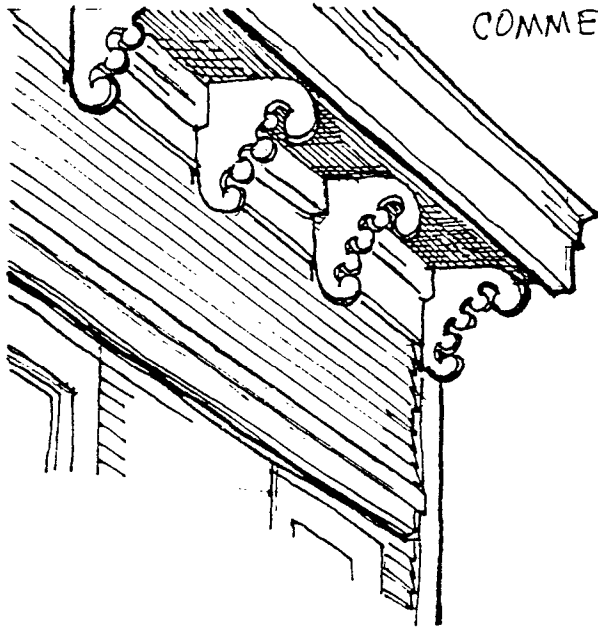
CORNER POST  
BRACKET AND  
HAND RAIL  
DETAILS



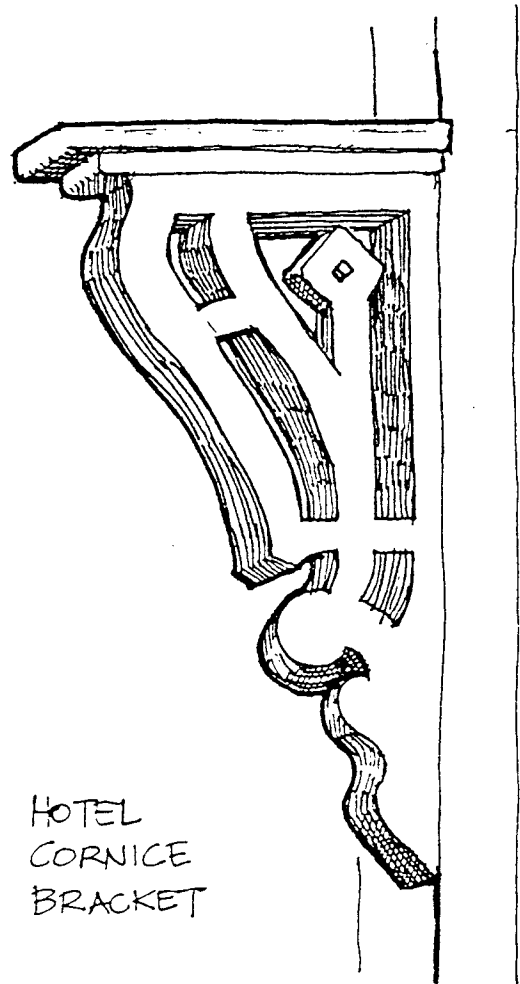
DECORATIVE  
BRACKET



3. DETAILS  
CORNICES



COMMERCIAL BUILDING

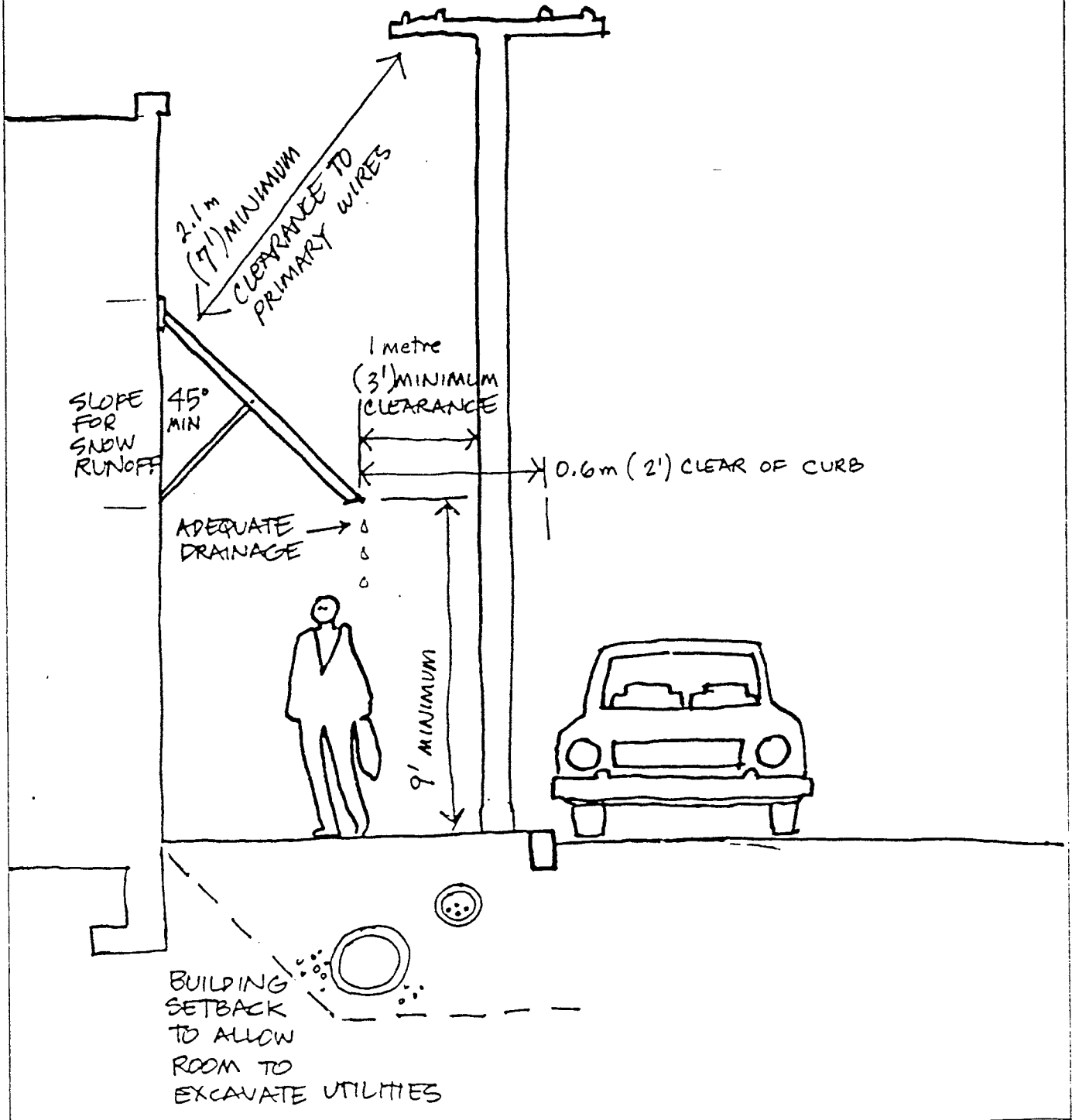


HOTEL  
CORNICE  
BRACKET

# CRITERIA FOR CANOPIES

± 7'

SIDEWALK SHOULD  
HAVE ADEQUATE WIDTH  
FOR PEDESTRIANS



PERENNIAL FLOWERS

APPENDIX 4

SCIENTIFIC & COMMON NAME	HEIGHT	EVRN.	NATIVE	SCENT	FAVORED	PLANTING TYPE						OTHER PARTICULARITIES
						BANK	DYKE	STREET	FEATURE	PLANTER	SCREEN	
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 Lover
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 seloana - Pampas Grass	6'											Yellowish Heads
Dianthus sp. - Pinks	2'											Various Colors
Doronicum cordatum - Leopard's Bane	2'											Shade Lover
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
Gallardia grandiflora - Blanket Flower	4'											Red, Orange Flowers
Gynophtilo paniculata - Baby's Breath	3'											Various Colors
Helianthemum nummularium - Sun Rose	6"											Various Colors
Hemerocallis lilioasphodelus - 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
Yucca												

POTENTIAL HERITAGE BUILDINGS

MAP  
KEY  
NO.

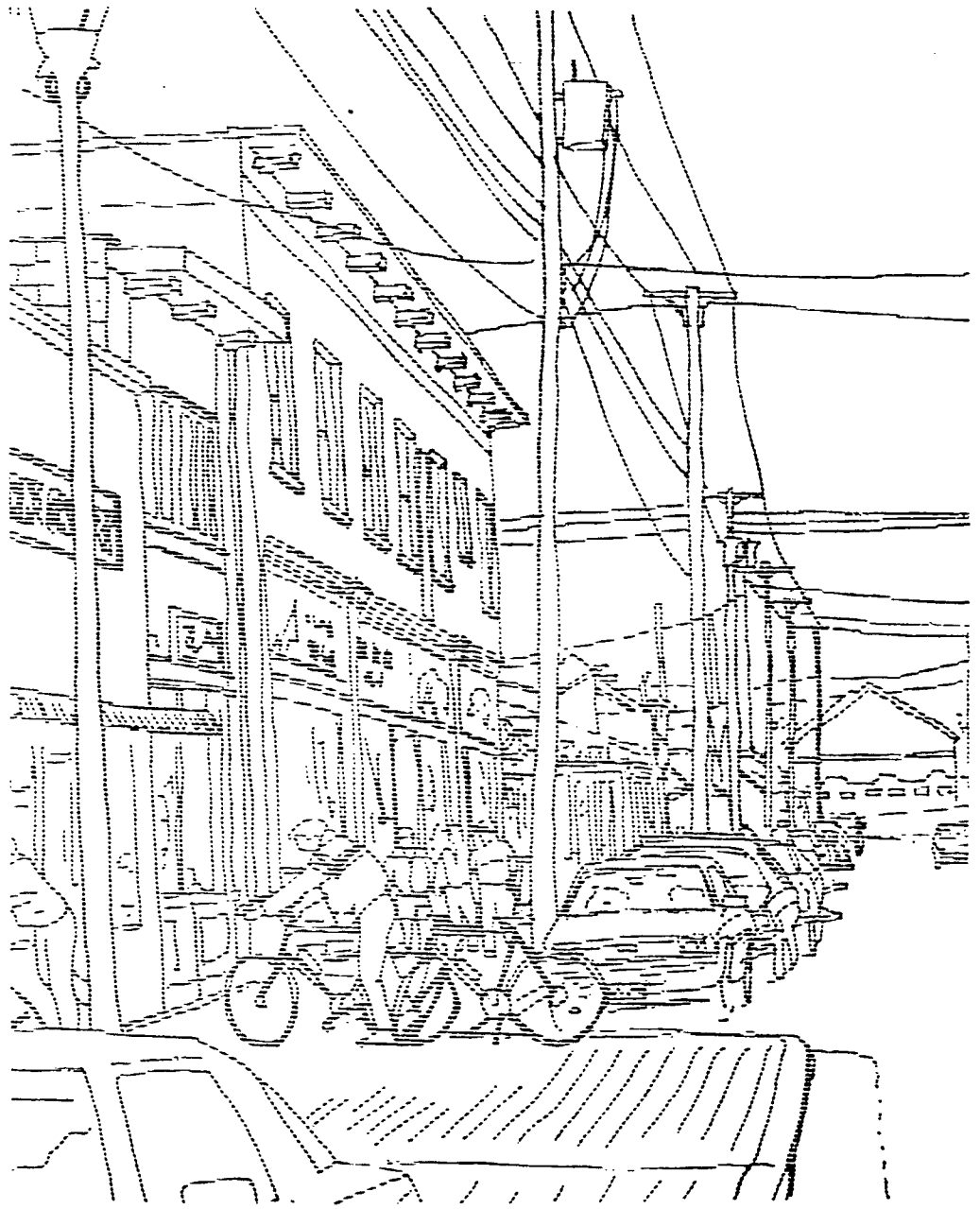
1. 12111 3rd Avenue Steveston Hotel - Eastern Portion
2. 3420 Moncton Street - Steveston Danish Bakery
3. 3480 Moncton Street - Bookstore/retail, pre - 1925, 3 buildings.
4. 3580 Moncton Street. "Hepworth Block", pre 1918
5. 3680 Moncton Street. Marine Grocery, pre 1920e -
6. 3700 Moncton Street-Redden 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

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# Steveston Downtown Revitalization

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Corporation of the  
Township of Richmond



## Facade Guidelines

STEVESTON REVITALIZATION  
AREA FACADE GUIDELINES

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

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2. Store Front Facade Grants.....2

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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.

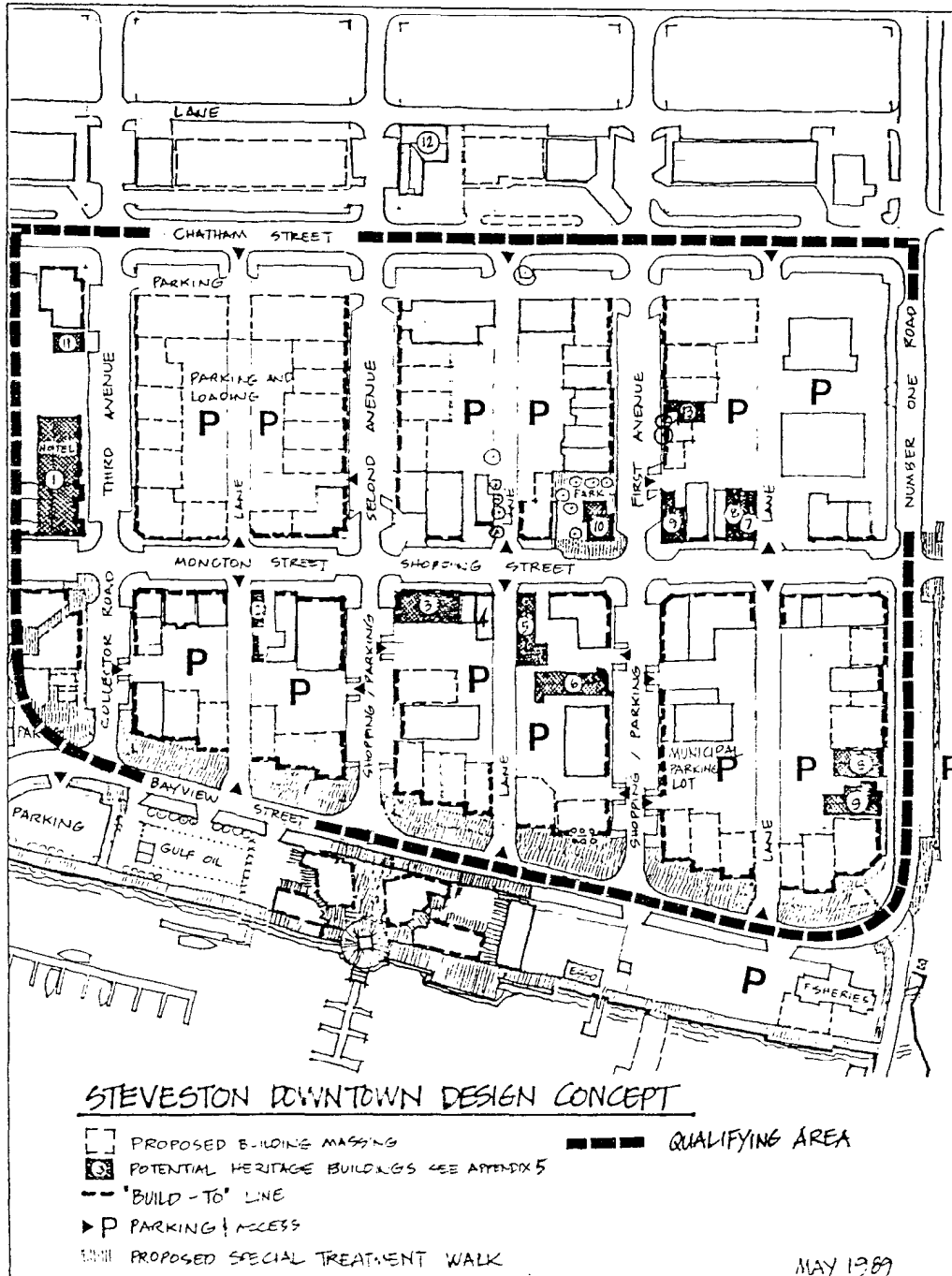
Today, there is renewed interest in Steveston. The importance of the operating fishing industry still remains, but the encroaching urban development is placing a new focus on the area. The Corporation of the Township of Richmond, through the Steveston Downtown Revitalization Committee, is committed to 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.

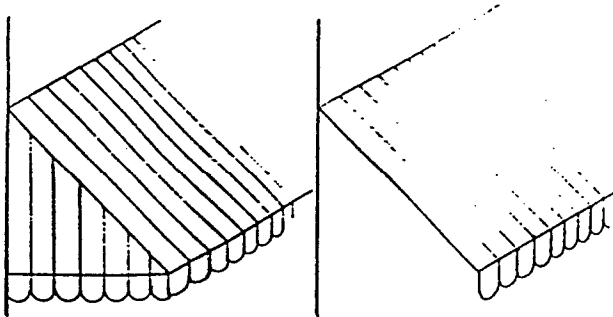
3.5. Canopies

- 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.

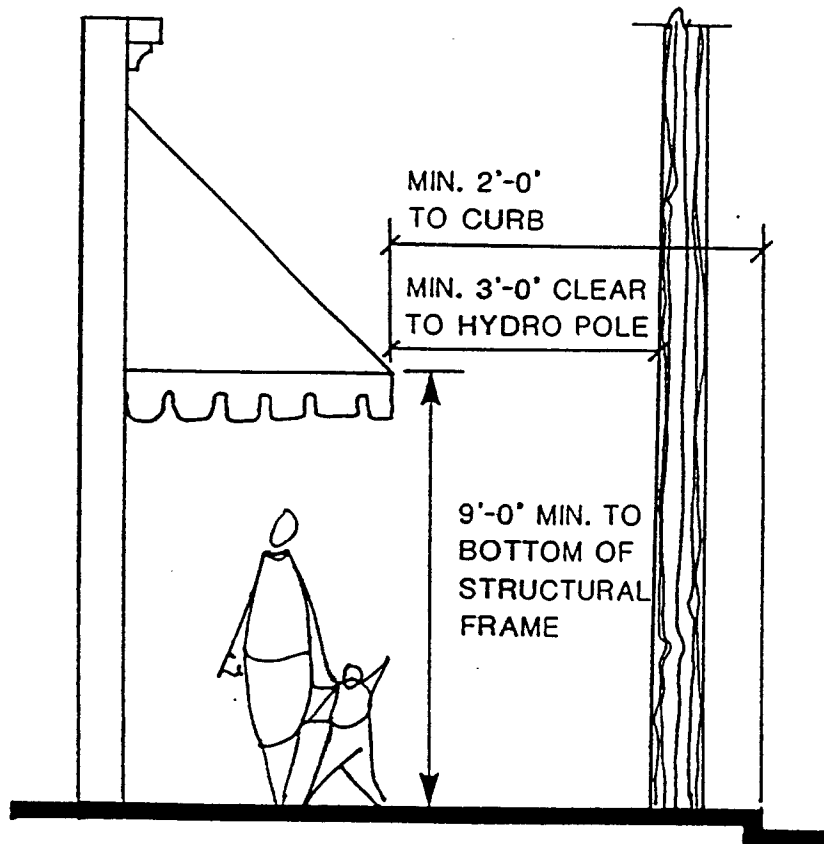
Unacceptable awning styles are quarter-barrel, half domes and projecting quarter sphere. Vinyl fabrics are not acceptable.



3 POINT CLOSED

3 POINT OPEN

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.

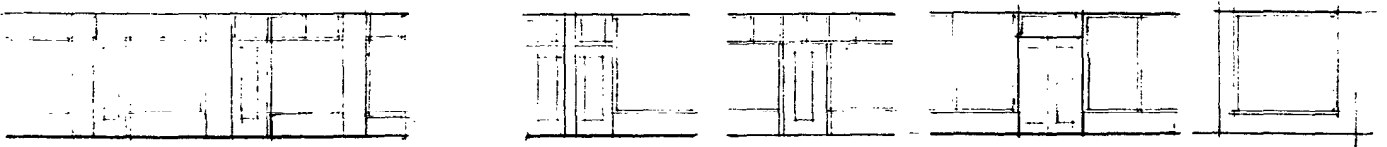
The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

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.

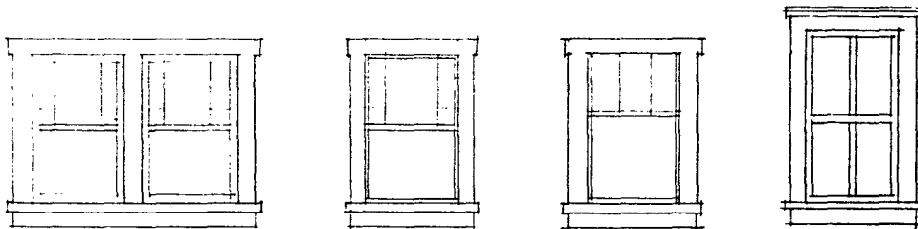
STORE FRONT FACADE GUIDELINES (continued)

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:

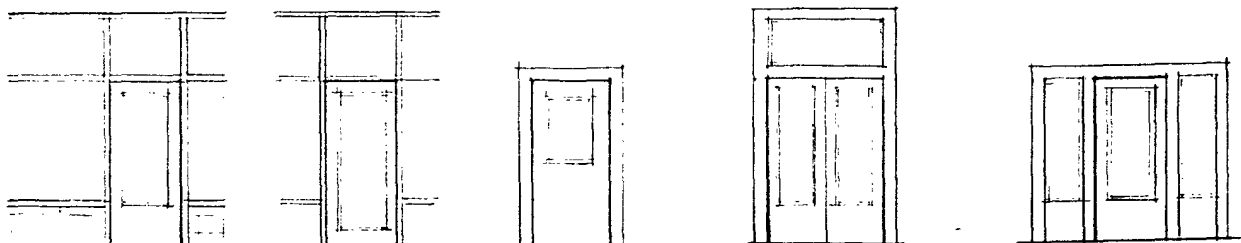


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

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.

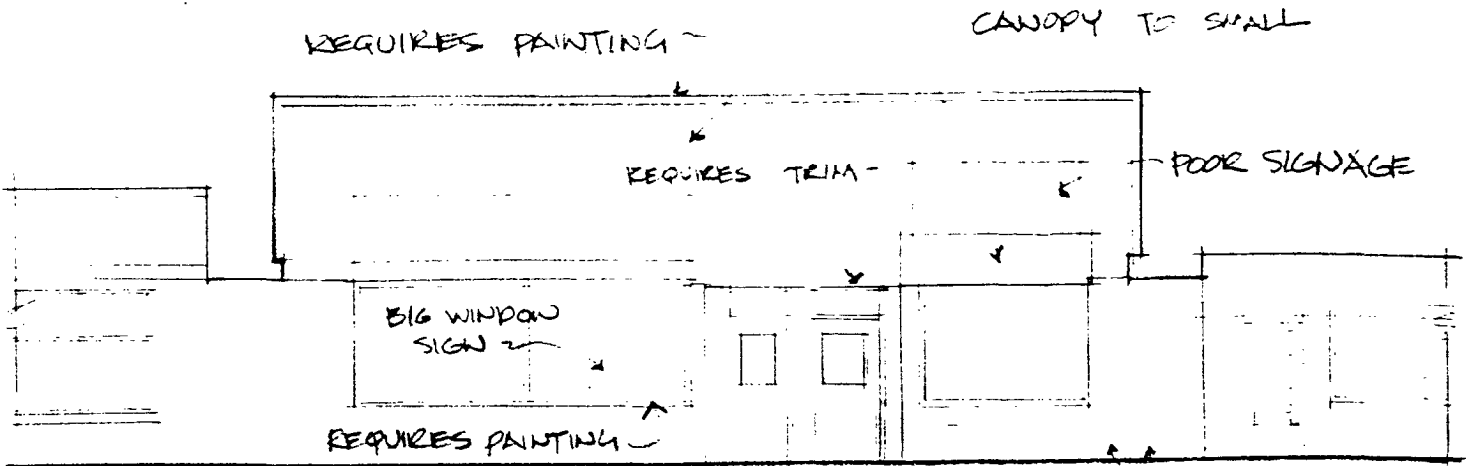
If neon is to be used, it should be for artistic design features and not for the purpose of signage.

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

4. FACADE IMPROVEMENT EXAMPLES

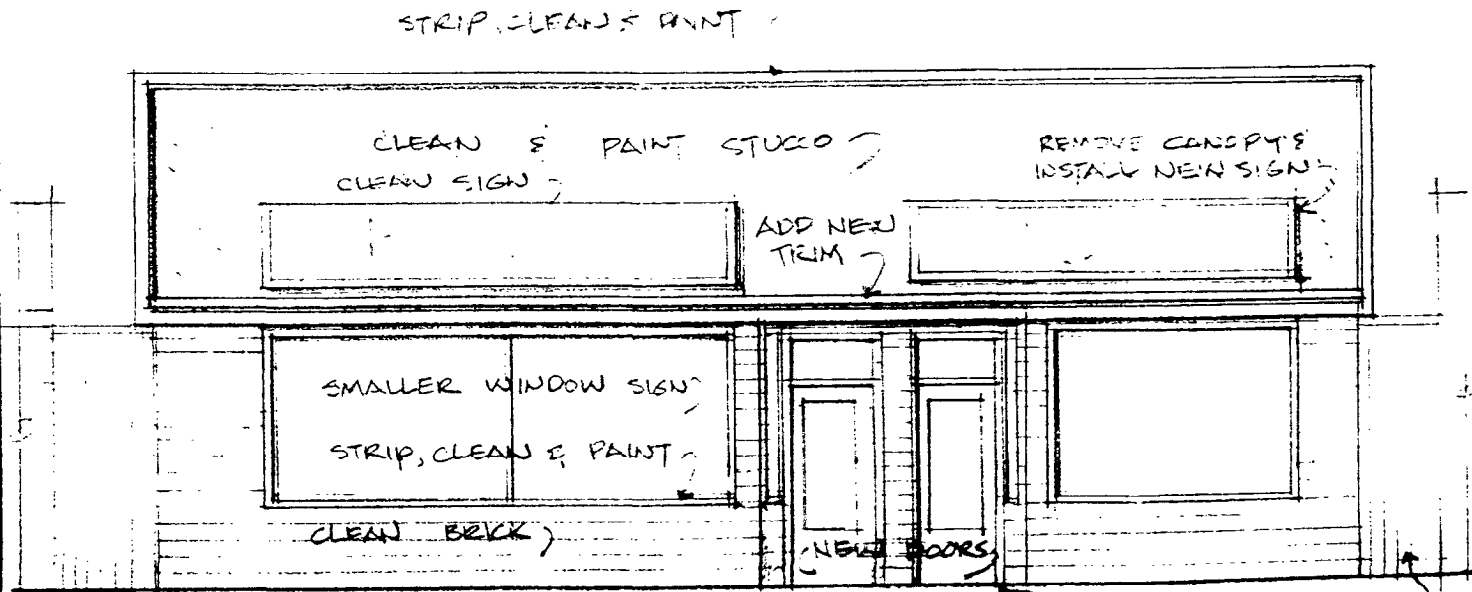
The following pages provide examples of facade improvements in Steveston.

FACADE IMPROVEMENT EXAMPLE # 4.1



DIFFERENT BRICKS

ANALYSIS - EXISTING FACADE

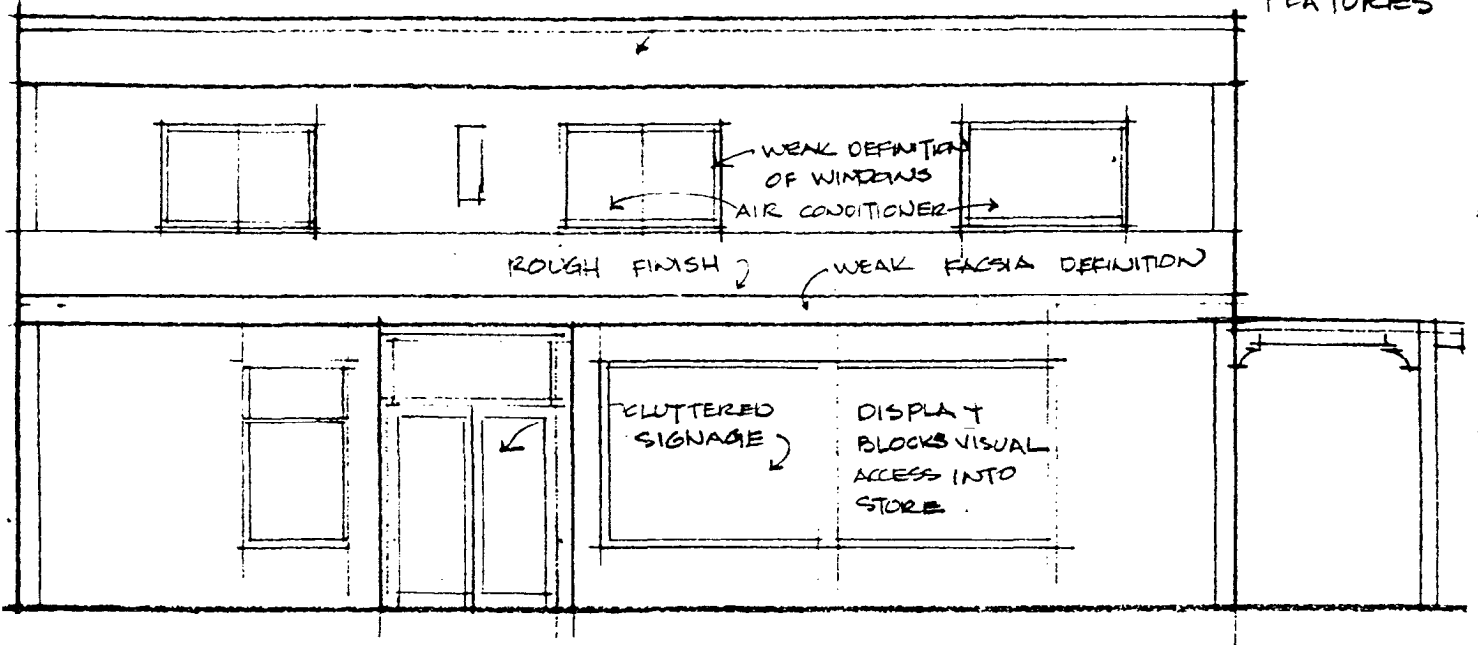


# FACADE IMPROVEMENT EXAMPLE #4.2

REQUIRES PAINTING -

FACADE NEED DEFINITION &

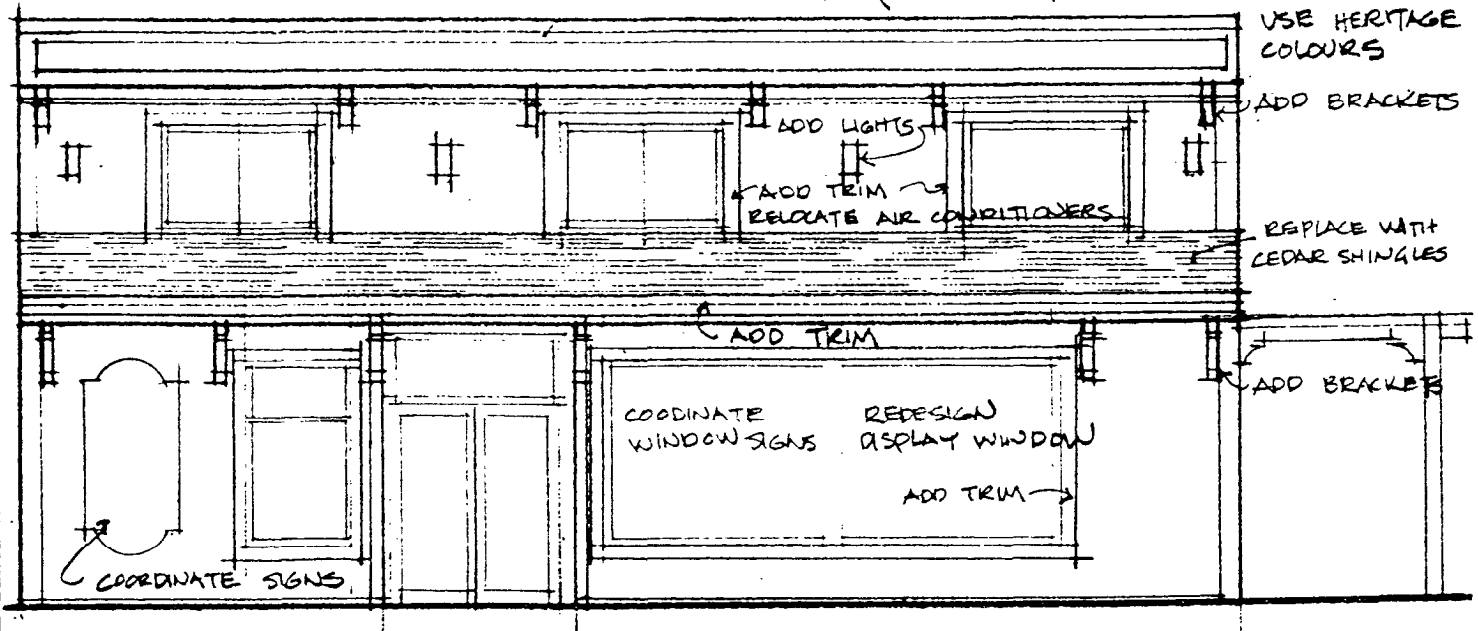
FEATURES



## ANALYSIS - EXISTING FACADE

ADD TRIM -

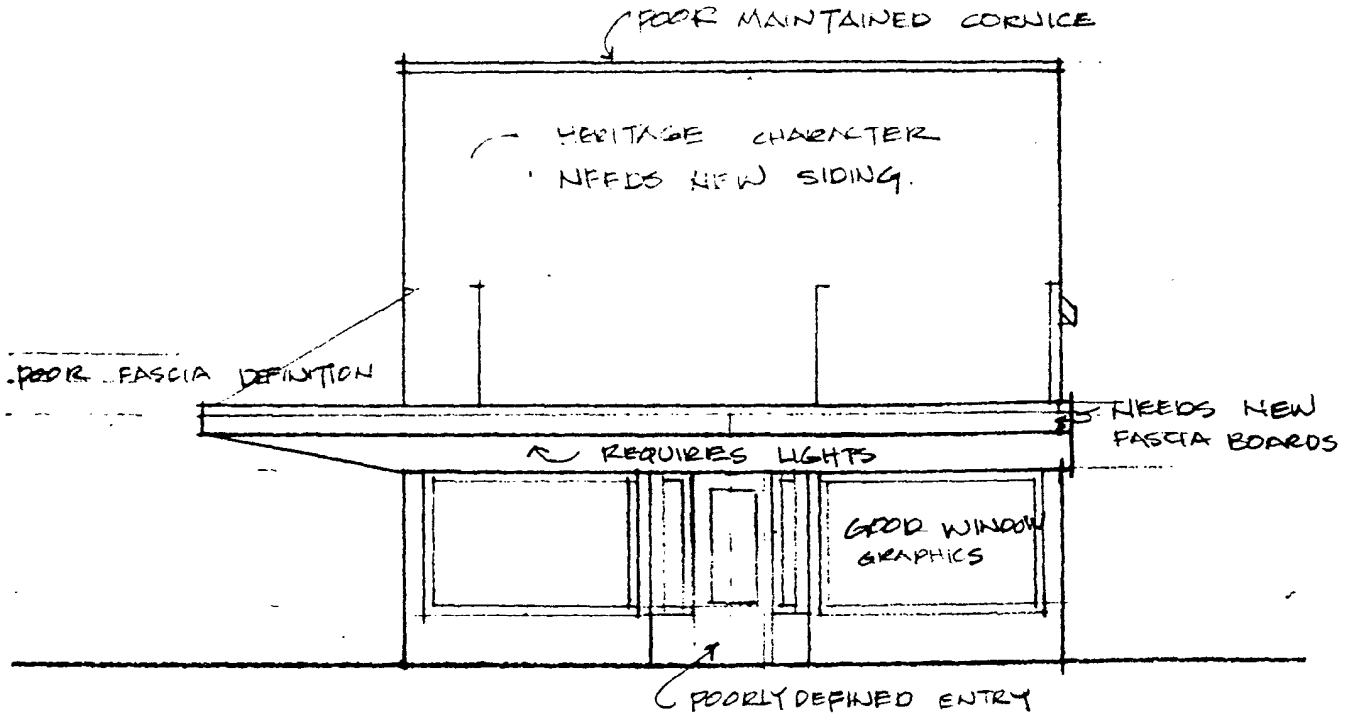
COORDINATE (3 COLOUR) COLOUR SCHEME



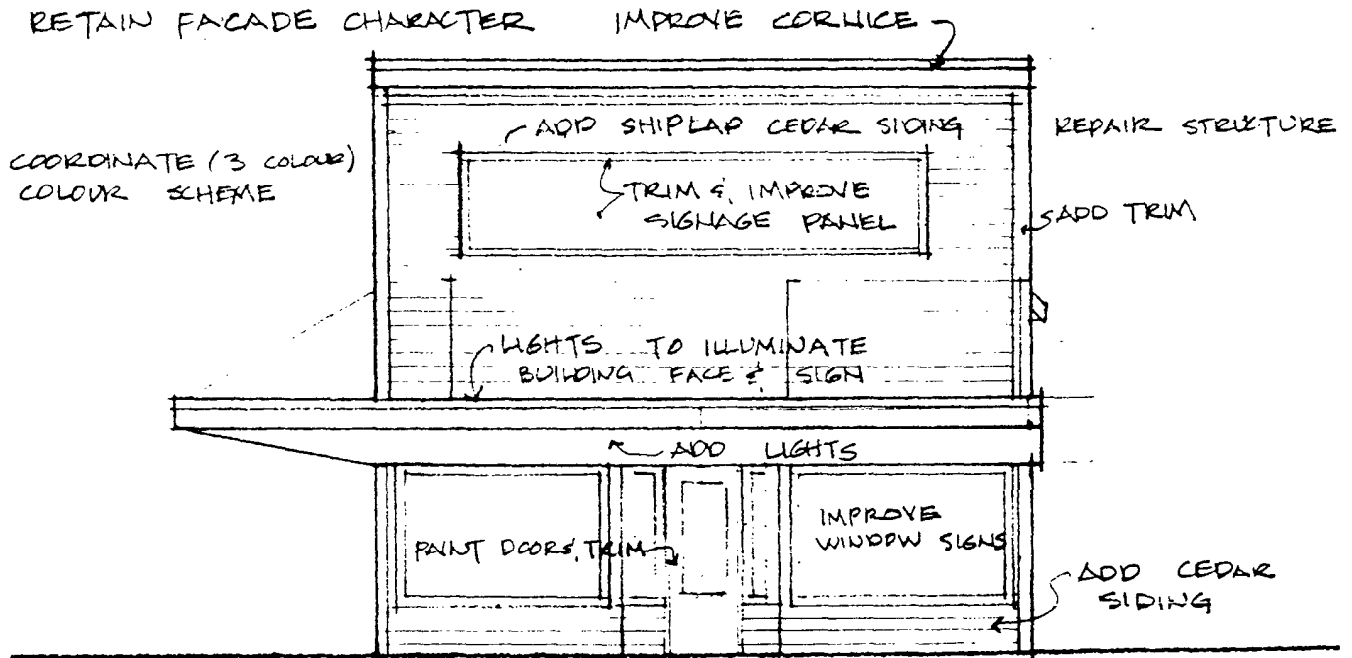
## FACADE RECOMMENDATIONS

PACIFIC NET & TWINE  
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.3



ANALYSIS - EXISTING FACADE

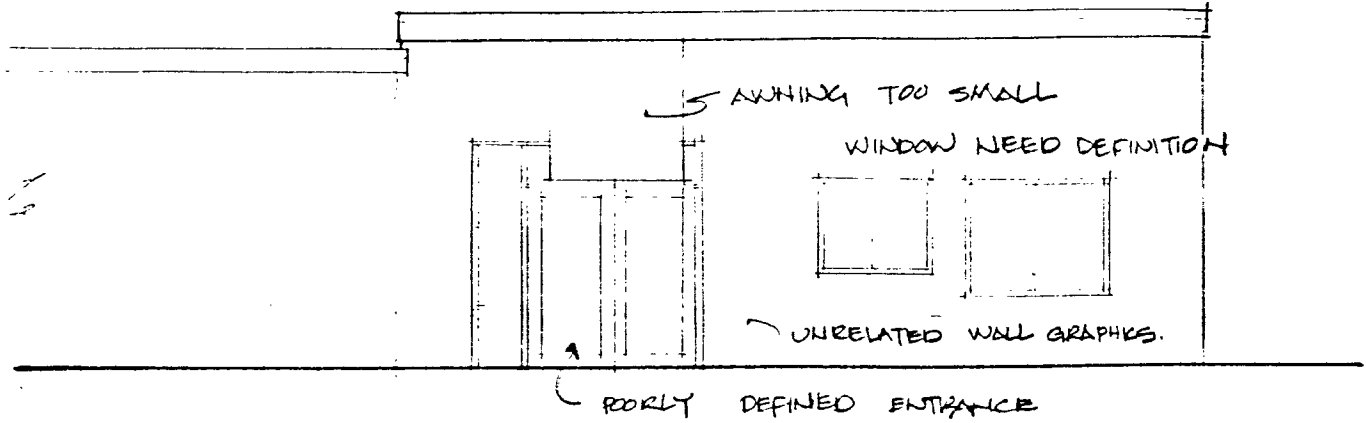


FACADE RECOMMENDATIONS

REDDEN NETS  
MONCTON STREET STEVESTON

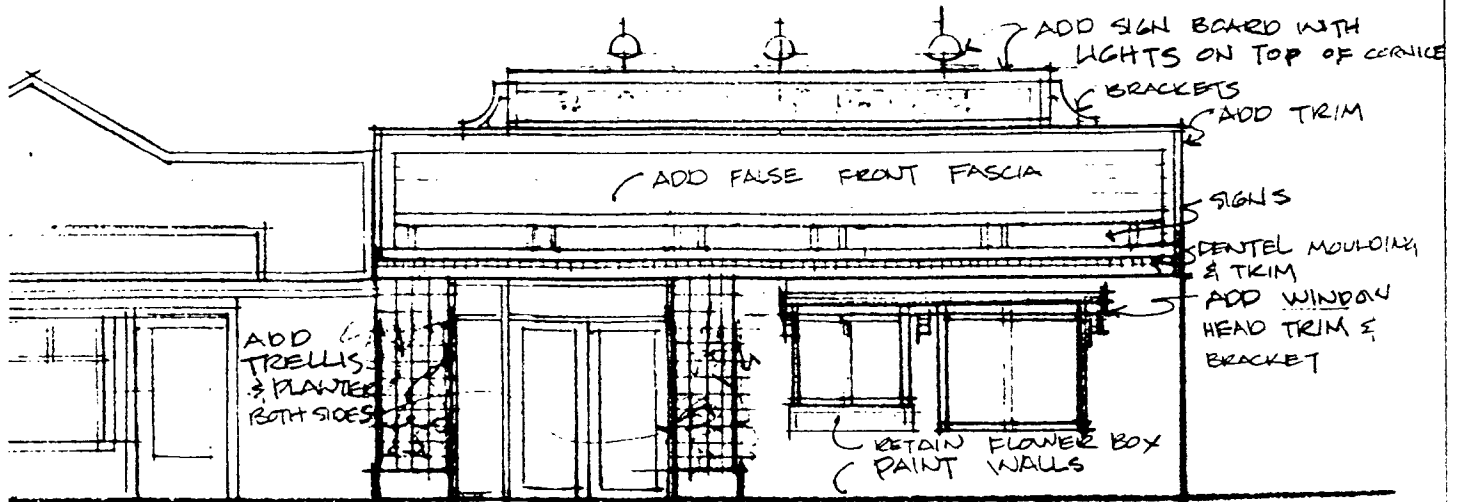
FACADE IMPROVEMENT EXAMPLE # 4.4

UN-DEFINED STOREFRONT



ANALYSIS - EXISTING FACADE

COORDINATE COLOR SCHEME.



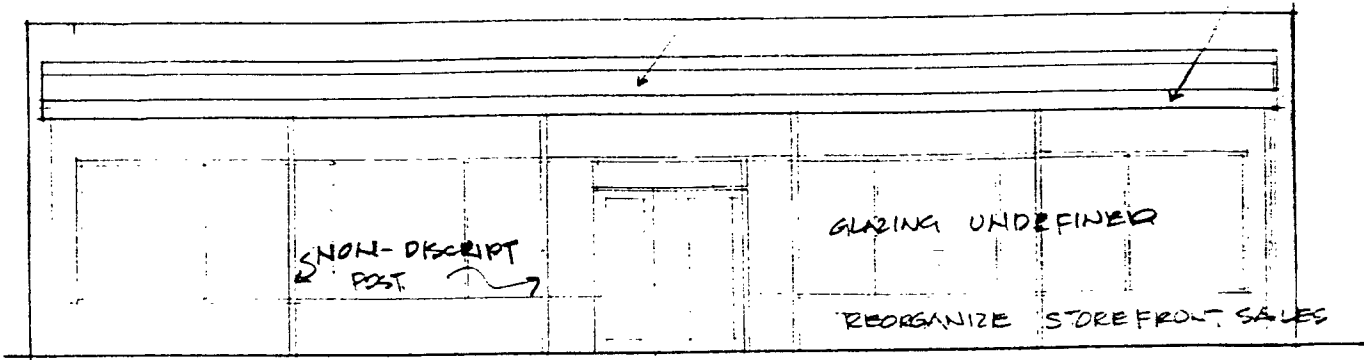


FACADE IMPROVEMENT EXAMPLE # 4.5

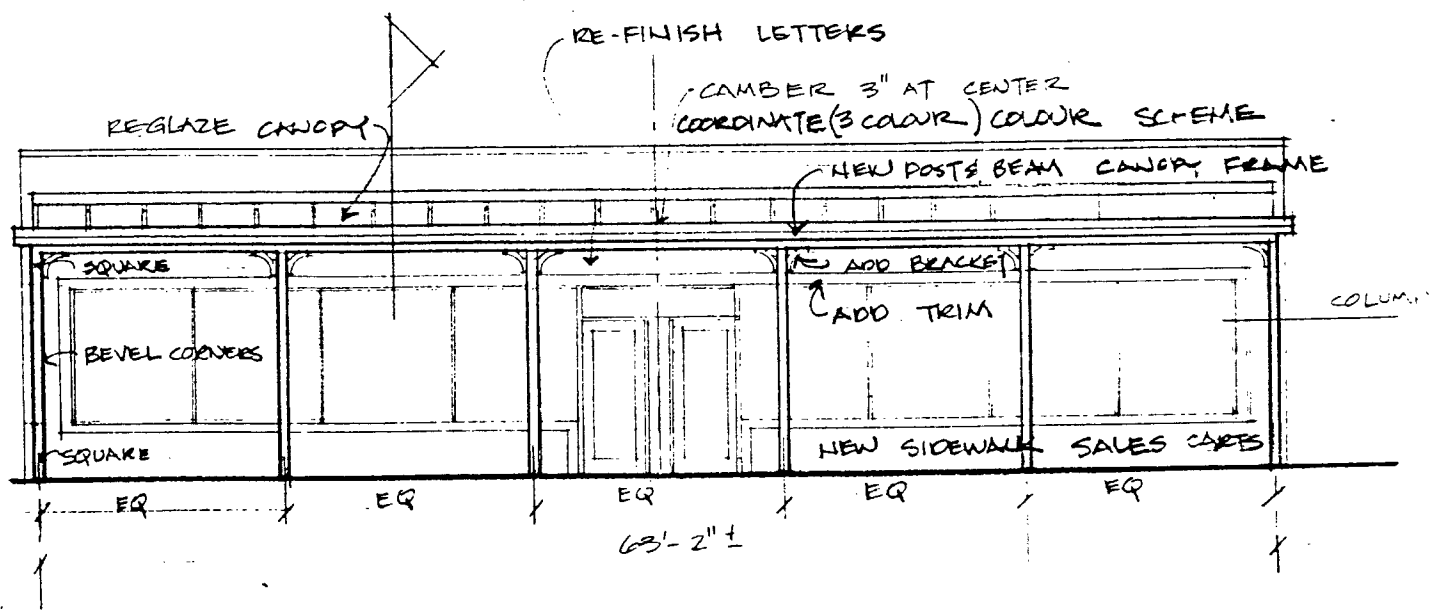
BUILDING NEEDS REPAINTING

DETERIORATED CANOPY-

UNDEFINED CANOPY FASCIA



ANALYSIS - EXISTING FACADE

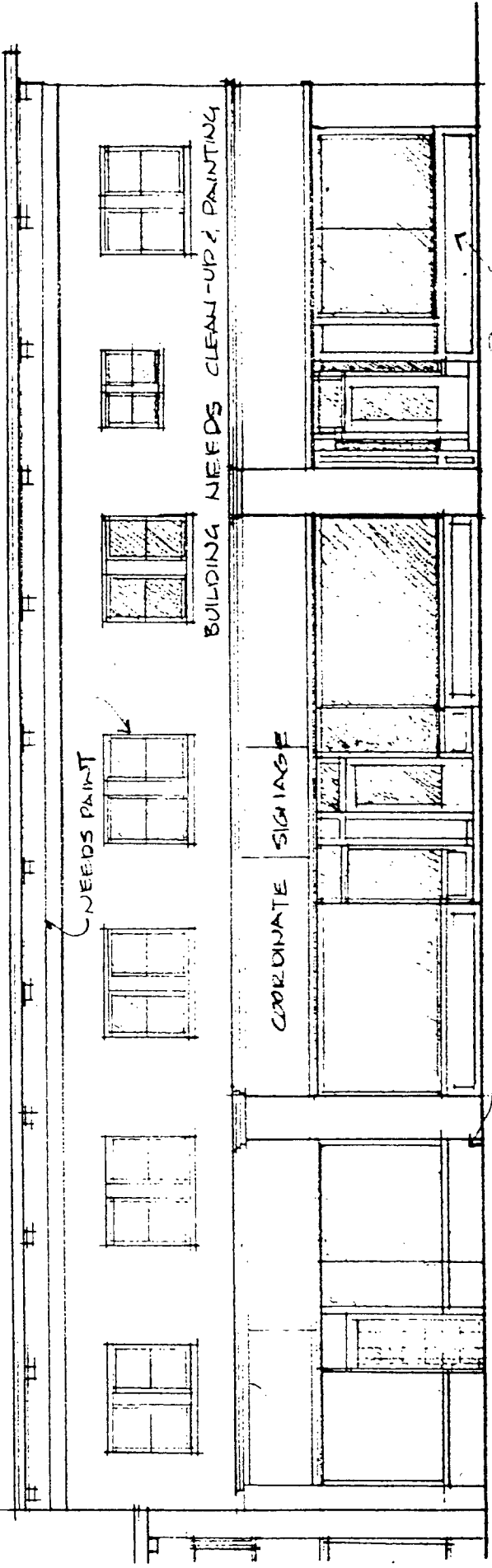


FACADE RECOMMENDATIONS

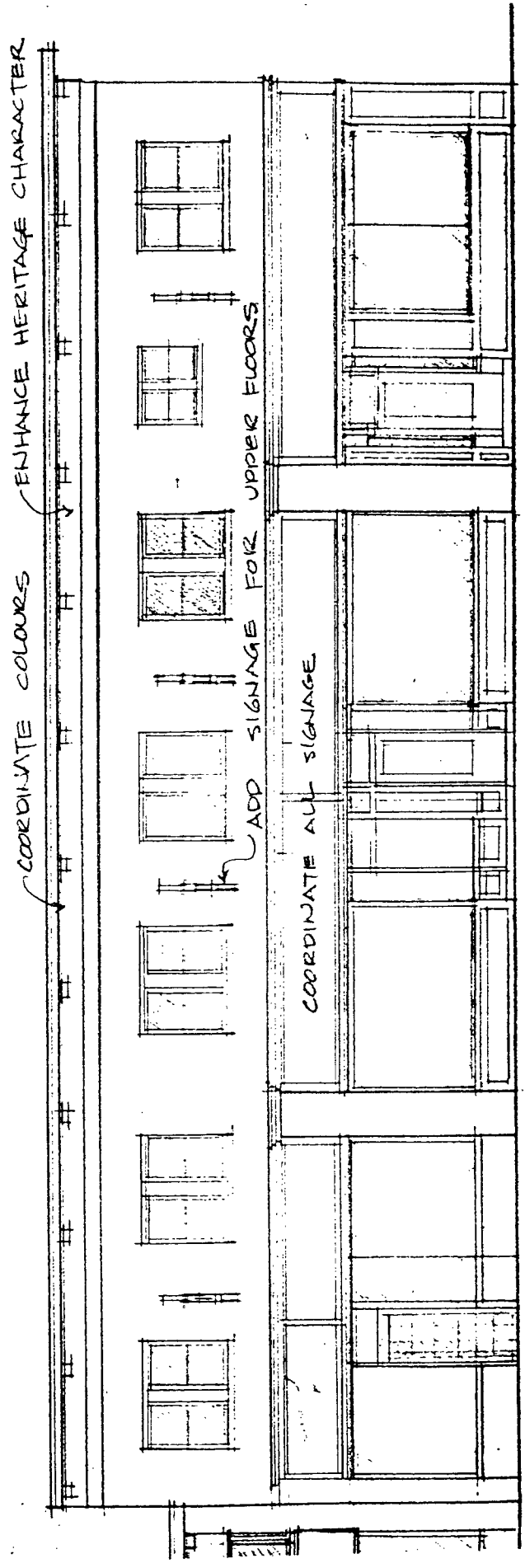
83

STEVESTON MARINE & HARDWARE  
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE 4.6



ANALYSIS - EXISTING FACADE



FACADE RECOMMENDATION

HEPWORTH BUILDING  
MONCTON 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 276-4082.
- . 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

## 8.0 DEVELOPMENT PERMIT GUIDELINES

### 8.1 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 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.

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.

### 8.2 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 "Steveston Village".

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.

### **8.2.1 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.

**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 from the river;



*A Residential Pedestrian Walkway*



*Landscaped Pedestrian Walkways in Downtown Steveston*

- 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 (i.e. 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.

### **8.2.2 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.

### **Shifts in Scale**

Steveston is typically characterized by two-storey buildings, except along the riverfront where some cannery buildings stand as high as 18.3 m (60 ft.). While this change in scale is significant, the transition is typically softened by intervening service yards, smaller industrial buildings, park, or road. New development should:

- a) Generally ensure that a gradual transition in scale is maintained between larger riverfront structures and existing low-rise residential buildings;
- b) Ensure that larger structures do not unnecessarily block views from or impact the privacy of smaller ones;
- c) Utilize changes in scale to reinforce the role or significance of specific areas or focal points. (For example, although it may be appropriate that a local commercial development adopt the scale and character of its low-rise residential neighbours, a taller element could be introduced as a focal point and landmark.)

### **8.2.3 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. 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 of 8 in 12 or greater;
- b) Flat or other roof forms (i.e. 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.

### **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 facades** 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;

- b) **Materials** should be of high quality, natural, and durable, and should avoid artificial "heritage" looks (i.e. brick with excessive efflorescence) and misappropriated images (i.e. river rock facade 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 brick is suitable in the historic commercial centre and corrugated metal siding is appropriate in the "maritime mixed use" and industrial areas. 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 facades 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 facade. Cornices, recesses, signage, planters, trellises, decorative trim, climbing vines, and tall trees may all be employed to enhance party walls and rear facades. Painted or raw concrete block should typically be avoided, and contemporary materials, such as split-face concrete block, are discouraged in favour of brick, wood, and heavy stucco finishes (i.e. "slop-dash").

### **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.

## 8.2.4 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:

- a) Design decks, patios, and other outdoor spaces as natural extensions of indoor spaces;
- b) Ensure that a grade difference of no more than one half-storey exists between usable outdoor spaces and associated primary indoor living areas;
- c) Along publicly-accessible streets and rights-of-ways, provide usable front yards, defined not by high fences, but by any combination of changes in grade, vegetation, and low, decorative fences/walls which 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) Ensure that where a unit's main living level is above the grade of the adjacent publicly-accessible sidewalk or path, the 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. 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) Explore 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.

## 8.2.5 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 facades of units (e.g. the same facade 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.

## 8.3 ADDITIONAL DEVELOPMENT PERMIT GUIDELINES: CHARACTER AREA GUIDELINES

The Steveston Area contains a number of "character areas" or neighbourhoods which impart to the community a sense of time, place, diversity, and individuality. The purpose of these guidelines is to provide supplemental guidance to the development of those areas whose form and character are considered key to Steveston's identity. The Character Area Key Map on the next page shows the boundaries of each character area to which additional guidelines apply.

### 8.3.1 AREA A: STEVESTON VILLAGE

The "Steveston Village Character Area" encompasses the community's original commercial centre and the historic focus of its fishing industry. The area is made up of a number of distinct sub-areas which exhibit many unique, yet complementary, characteristics and opportunities. The **Area A: Steveston Village Character Area Map** shows the approximate boundaries of Area A – Steveston Village.

Due to the importance of Steveston Village's form and character to its roles as a home port, a tourist destination, and a focus for the community, the "General Development Permit Guidelines" for the Steveston area are not considered to be adequate to direct its development. **Additional Development Permit Guidelines** are provided here to address issues specific to this location. The guidelines are given in two parts: "General Guidelines" applicable to the entire character area; and, "Sub-Area Guidelines" applicable only to specified locations.

#### 8.3.1.1 GENERAL GUIDELINES

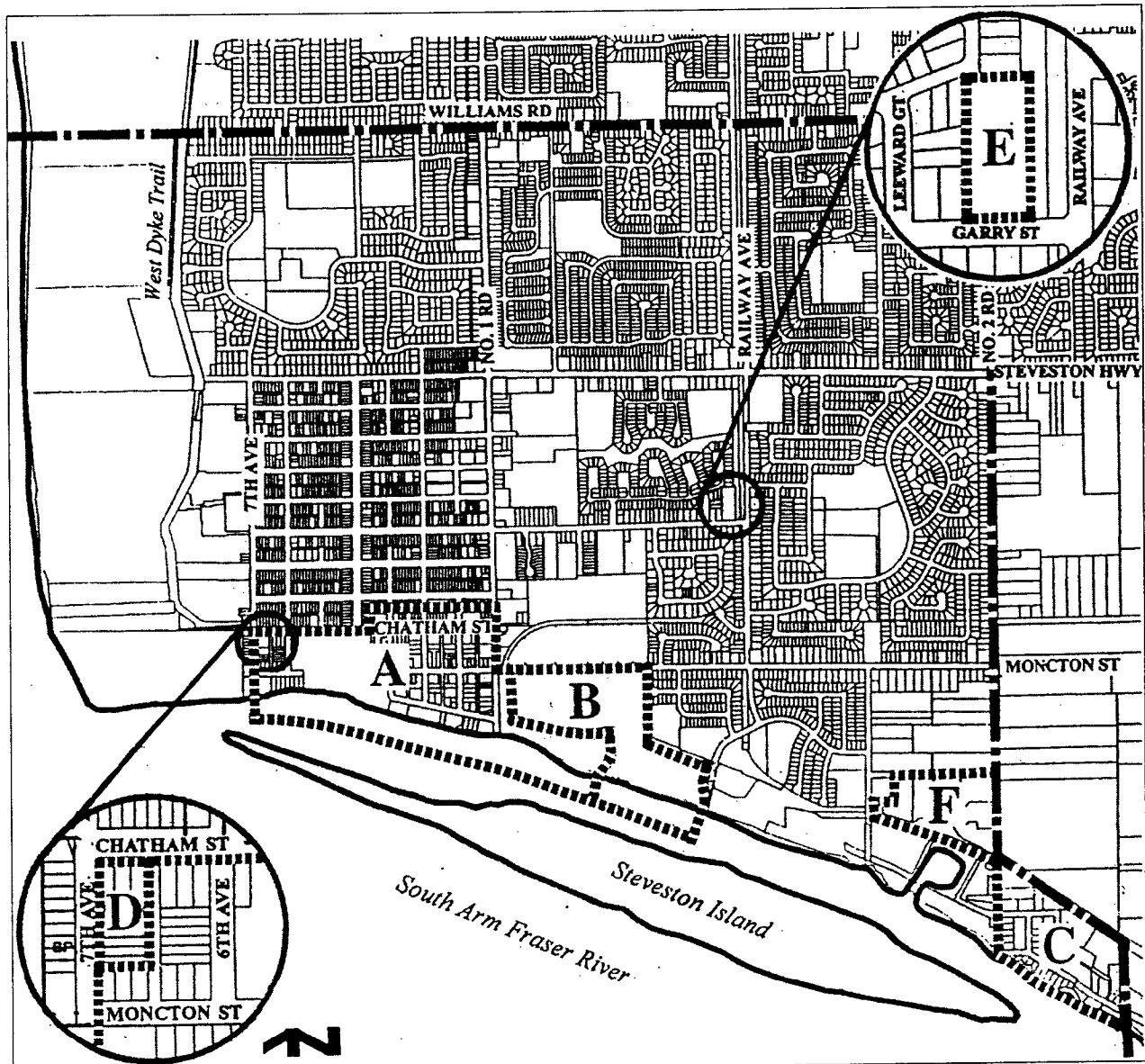
##### Architectural Elements

With Steveston's heritage, and its community's love of that heritage, it is tempting for new development to simply mimic the area's historic structures. Steveston has, however, never been frozen in time. Whether as a result of fire, economic conditions, or shifting values, Steveston has changed and so have its buildings. As Steveston continues to change, its architecture, while rooted in the past, needs to keep pace.

##### *Roofscapes, Exterior Walls, and Finishes*

The Village's 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 the Village's historic buildings by:

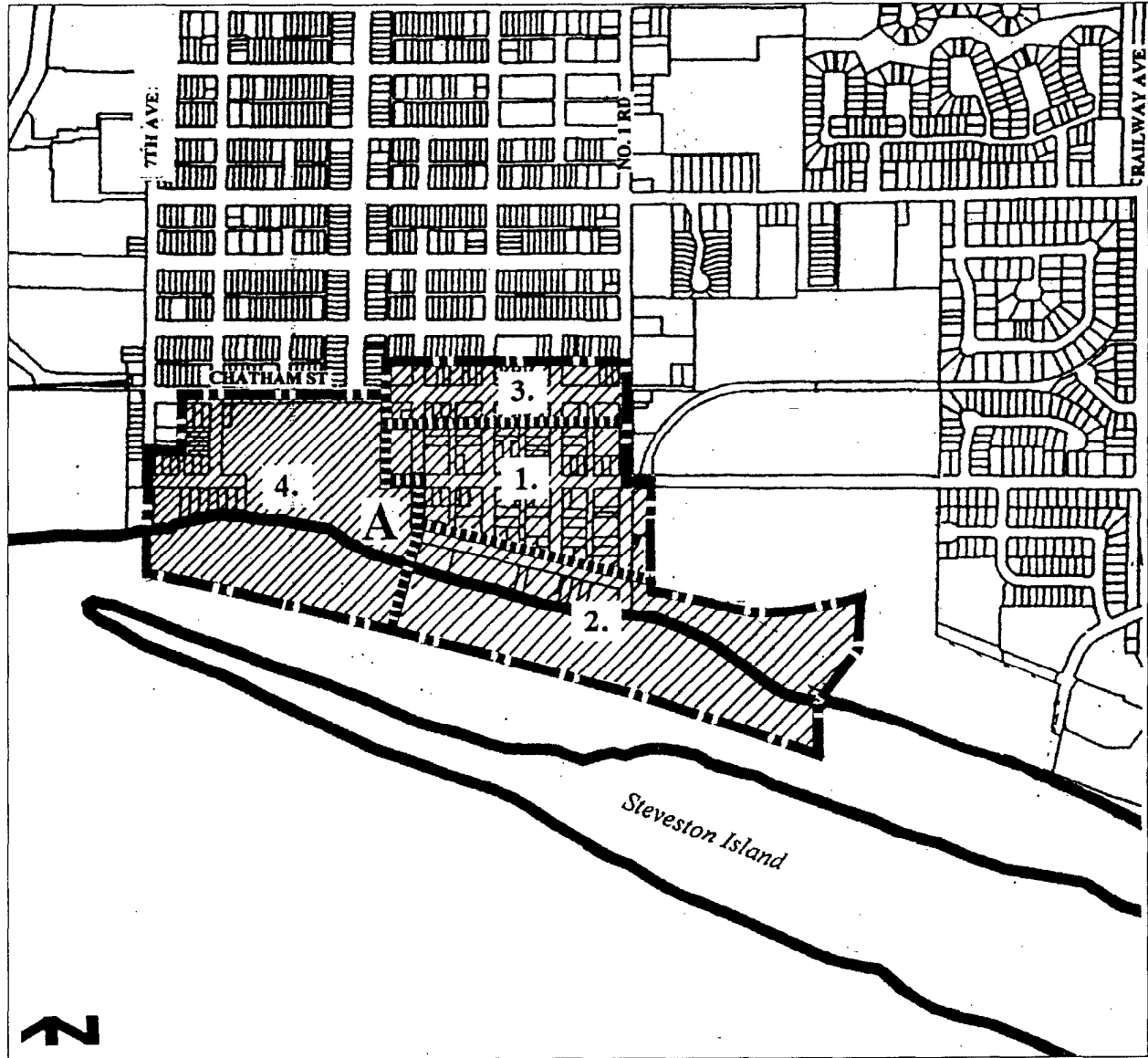
# Character Area Key Map\*



A Steveston Village	C London's Landing	E Garry Street & Railway Avenue
B BC Packers Residential Neighbourhood	D 7th Avenue & Chatham Street	F Southcove

\* Areas subject to additional Development Permit Guidelines.

### Area A: Steveston Village Character Area Map



#### Character Sub-Areas

- 1. Moncton Street
- 2. Bayview Street & BC Packers Riverfront
- 3. Chatham Street
- 4. Gulf of Georgia

--- Character Area Boundary

- a) Designing buildings that have clearly articulated bases, middle sections, and tops;
- b) Employing forms such as pitched roofs (with slopes of 8 in 12 or greater) with gable ends and false fronts, and flat or other roof forms where traditional character references can be demonstrated;
- c) Ensuring that the first storey reads on the outside of the building as approximately 5 m (16.4 ft.) high and provides continuity with adjacent buildings;
- d) Providing first floor interiors which are generally high, airy volumes with large windows onto the street;
- e) Typically using windows and doors with heavy wooden frames/sills and interesting door designs, and avoiding use of windows with imitation divided lights;
- f) Providing larger windows on the ground floor than on the floors above, and not extending windows to floor level;
- g) Recessing building entries at least 1 m (3.3 ft.);
- h) Designing buildings which focus attention on their high quality of materials and craftsmanship;
- i) Using wood and brick as the Village's primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco, and metal siding, along with timber and metal structural elements and details;
- j) 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;
- k) "Personalizing" buildings with special architectural features and finishes (i.e. 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 are typically simple, flat planes (e.g. not curves, vaults, domes, etc.), with a slope of 6 in 12 or less (though a maximum slope of 12 in 12 is acceptable), and little or no valance (0.15 m/0.5 ft. maximum);

- b) Awnings, whether retractable or fixed, are made of durable fabric (not vinyl or plastic);
- c) Canopies are designed as permanent structures, exhibiting the same character and level of finish as the buildings which support them;
- d) Where canopies are supported on posts, such posts are situated on private property and a clearance of at least 2.7 m (9 ft.) is maintained to the underside of the canopy;
- e) Any weather protection typically has a minimum clear depth of 1.2 m (3.9 ft.);
- f) Weather protection maintains minimum clearances to:
  - i) Adjacent street curbs (measured horizontally): 0.6 m (2 ft.);
  - ii) Utility poles: 1 m (3.3 ft.);
  - iii) Utility wires: 2.1 m (6.9 ft.).

#### *Signage*

Signs for the identification of businesses or 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 buildings or on boards fastened flush to the fascia ("fascia signs") or suspended beneath canopies ("marquee signs"). Occasionally, larger establishments displayed roof signs. New development should ensure signage is:

- a) An integral part of the building/landscape design, and that its form, materials, and the character of its copy complement the types of activities being advertised;
- b) Wood (painted, stained, sand blasted, or carved), metal (cast, painted, embossed, or enamelled), fabric, or painted/etched on windows or glazed door panels;
- c) Not plastic, internally illuminated, back-lit awnings/canopies, electronic or moving signs or messages, or neon;
- d) Primarily oriented to pedestrians along the sidewalk;
- e) Not a navigational hazard when seen from the river;
- f) Illuminated externally by concealed, incandescent fixtures or fixtures with a nautical or industrial character;
- g) In compliance with the City of Richmond bylaws controlling signage, and with the following:

i) **Marquee (Under Canopy) Signs:**

- 2.4 m (7.9 ft.) minimum clear distance above grade;
- 0.74 m<sup>2</sup> (8.0 ft<sup>2</sup>) maximum sign area per business;
- 0.15 m (0.5 ft.) maximum height of letters;

ii) **Fascia, Canopy, and Awning Signs:**

- 0.14 m<sup>2</sup> (1.5 ft<sup>2</sup>) maximum sign area per linear metre of building frontage;

iii) **Projecting Signs:**

- 3.2 m (10.5 ft.) minimum clear distance above grade;
- 0.28 m<sup>2</sup> (3 ft<sup>2</sup>) maximum sign area per linear metre of building frontage;

iv) **Free Standing Signs:**

- Limited to sandwich boards or the equivalent.

**Landscape Elements**

The juxtaposition of Steveston's working waterfront with its village centre greatly enriches its character. More than a "small town", Steveston is a port. It is comfortable, but "gritty". It is urban, but not refined. It is old, but evolving. It is both intimate and open. To enhance this situation, the landscape of the "Village" must strike a balance between "small town Steveston" and "working waterfront Steveston". To accomplish this, new development should:

- a) Keep sidewalks narrow;
- b) Where possible, employ timber planks for walkways/sidewalks (especially near the waterfront), and planks, gravel or other special paving treatments for parking areas, rather than asphalt;
- c) Provide planters, window boxes and/or other types of container gardens to provide an **abundance** of year-round seasonal colour;
- d) Typically avoid manicured planting schemes and lawns in favour of wild flowers and indigenous vegetation;
- e) Selectively plant/retain a limited number of trees near the riverfront and from there increase the amount of tree planting towards the north culminating in significant tree planting along Chatham Street and Moncton Street east of No. 1 Road;
- f) Plant trees in surface parking lots:
  - i) At a ratio of 1 tree for every 3 stalls;

- ii) At the sides, not the heads, of stalls;
- iii) Protect them with guards designed to take a high level of abuse;
- g) Wherever possible, incorporate industrial equipment and features (i.e. rail tracks) found on site, especially those of a large scale (i.e. cranes);
- h) Provide furnishings and finishes (i.e. seating, bike racks, drinking fountains, walkway/sidewalk paving, etc.) as specified under City standards for the "Village" along major public routes (i.e. streets and the waterfront walkway), and provide coordinated furnishings and finishes expressive of individual businesses and developments along lanes, pedestrian arcades, and similar publicly-accessible spaces.

### 8.3.1.2 SUB-AREA GUIDELINES

#### 8.3.1.2.A Moncton Street



*The Marine Garage at  
3611 Moncton Street*

"Moncton Street" is the heart of the "Steveston Village" area, attracting tourists, residents, and fishermen to eat, shop, and stroll. Historic buildings, like the Hepworth Block and the Post Office, allude to the way the area once looked, but the passing of time has resulted in vacant and underdeveloped sites which detract from the area's appearance and vitality. New development should seek to sensitively infill the "Moncton Street" area with pedestrian-oriented projects which respect the area's architectural heritage.

#### Settlement Patterns

To take advantage of the area's regular pattern of small blocks, and support a rich and vibrant pedestrian environment, new development should:

- a) Typically reinforce the image of a continuous street wall, built at or close to the property line, along all street frontages;
- b) Limit significant interruptions in the street wall to those places where it will enable preservation of a valued historic structure or tree(s), or provide a special public open space opportunity;
- c) Develop lands abutting lanes, particularly south of Moncton Street, to accommodate pedestrian-oriented open spaces and a mix of retail, restaurant, artisan, custom workshop, and industrial uses;
- d) Vary building setbacks along lanes to create interesting pedestrian spaces;



*Hepworth Block (c. 1913) at  
3580 Moncton Street*



- e) Create a network of narrow, open-air, pedestrian arcades and courtyards linking public streets and lanes, as well as providing access to residential and non-residential uses situated above grade.

### **Massing and Height**

To maintain the intimate, pedestrian scale of the "Moncton Street" area, new development should:

- a) Typically be two-storeys and 8 - 9 m (26.2 – 29.5 ft.) in height along Moncton Street;
- b) Situate those buildings or portions of buildings which are taller than 9 m (29.5 ft.), at least 10 m (32.8 ft.) back from Moncton Street;
- c) Limit the length of building frontages to a maximum of 20 m (65.6 ft.);
- d) Employ open-air pedestrian arcades and similar features, along with changes in architectural massing, detail, colour, and/or materials, to break large frontages into smaller building blocks;
- e) Vary building heights and forms along lanes to create a more informal, intimate, and complex environment than is intended along the street;
- f) Enhance public use of pedestrian arcades and courtyards by massing development to allow direct sunlight access where possible.

### **Architectural Elements**

To enhance the commercial vitality of the "Moncton Street" area, new development should:

- a) Provide continuity of retail, commercial, restaurant, and other uses of public interest at grade along all street frontages, especially south of Moncton Street;
- b) Discourage business and service uses at grade along street frontages south of Moncton Street which are characterized by blank walls, windows onto private office, and other features which do not contribute to the animation of the streetscape;
- c) Along lanes, provide variety in the architectural form, details, materials, and colours, and incorporate special features which enable buildings/businesses to open up physically and visually (i.e. garage doors with glazed panels);
- d) Provide pedestrian arcades which are typically:

- i) Lined with shops, cafes, etc. and provide access to upper storey businesses and residences;
- ii) 3 m (9.8 ft.) in width, and no wider than 5 m (16.4 ft.), EXCEPT where necessary to accommodate a:
  - Feature tree, public art, stair/elevator to upper storey(s), sunny dining court, etc.;
  - Residential courtyard providing access to individual units; or
  - Pedestrian route serving a large scale activity generator;
- iii) Designed to provide visual surveillance and personal safety;
- iv) Open-air (e.g. enclosed arcades, or malls, are typically discouraged) and open to the public around the clock;
- v) Covered or open to the sky;
- vi) Situated at grade, EXCEPT that where it is desirable to provide a parking structure at grade, a pedestrian arcade may be introduced to provide public access up and over it (e.g. to a maximum of one-storey above grade) and provide access to above grade, non-retail uses (i.e. residential, office, or community uses).

#### **Landscape Elements**

To enhance the "Moncton Street" area as a comfortable, green, pedestrian-oriented environment, while respecting characteristics of its existing landscape/streetscape, new development should:

- a) Limit tree planting along street frontages to special locations where interruption of the street wall is warranted, such as sunny courtyards and entries to pedestrian arcades;
- b) Plant a variety of large growing tree species to the rear of buildings to provide a backdrop to the area's buildings as seen from the street, and to enhance the use and appearance of the lanes;
- c) Enhance lanes and pedestrian arcades (not just street frontages) with an abundance of flowers and plant material in planters and window boxes, as well as climbing vines;
- d) Situate garbage uses to the rear of buildings, a minimum of 15 m (49.2 ft.) from a public street, and ensure garbage containers are fully housed within the principle building or a structure which enhances the appearance/character of the area.

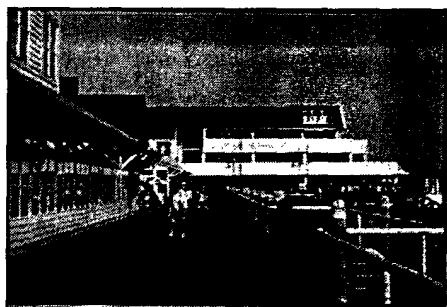
### **Parking and Services**

To support pedestrianisation of the "Moncton Street" area, new development should:

- a) Situate surface parking lots and loading uses to the rear of buildings and screen them from view of adjacent public streets;
- b) Support the primary use of the lane system south of Moncton Street and west of No. 1 Road for non-parking uses;
- c) Focus parkade development north of Moncton Street and ensure that it is fully concealed by non-parking uses along all public streets and open space frontages.

### **8.3.1.2.B Bayview Street and BC Packers Riverfront**

Once a veritable wall of cannery structures defining the water's edge, the "Riverfront" uplands have become a gap-toothed collection of gravel parking lots, fuel facilities, trailers, moorage access, visitor attractions, and derelict industrial buildings. The boardwalk and wharves that were a focus for fishing activity and community interaction are now mostly gone or inaccessible. New development should seek to reanimate the "Riverfront" by integrating new and revitalized maritime-oriented industries and activities within an unconventional, pedestrian-friendly, mixed-use environment.



*Steveston Landing Waterfront Boardwalk and Shops*

### **Settlement Patterns**

To integrate the "Riverfront" with the "Village" and "BC Packers Residential Neighbourhood" areas, and reinforce it as a special place, new development should:

- a) Be characterized by images consistent with the area's historic cannery buildings;
- 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 water and the "Village" and "BC Packers Residential Neighbourhood" (especially near north-south street ends);

- ii) Framing special near and distant views;
  - iii) Providing pedestrian access to a continuous waterfront 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; or
  - iii) Special architectural, public art, or heritage elements;
- g) Define the street edge along the:
- i) South side of Bayview Street with buildings built at or close to the property line;
  - ii) North side of Bayview Street with buildings following a "build-to-line" approximately 5 m (16.4 ft.) back from the property line (respecting the alignment of an existing storm water culvert);
  - iii) South side of the Bayview extension (east of No. 1 Road) with an "undulating street wall" incorporating regular setbacks and/or breaks in the building mass and associated variations in roof form to complement the scale and rhythm of neighbouring dwellings in the "BC Packers Residential Neighbourhood";
- 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 pitched roofs;
- 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" and "BC Packers Residential Neighbourhood";

- c) With regard to building height:
  - i) Typically vary from one to three-storeys and 6 - 12 m (19.7 - 39.4 ft.), with feature buildings being as tall as approximately 18.3 m (60 ft.);
  - ii) Typically orient buildings or portions of buildings that are taller than 12 m (39.4 ft.) such that their "spines" run north-south and their narrow ends face the "Village" and the "BC Packers Residential Neighbourhood";
  - 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 waterfront buildings, new development should:

- a) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with more limited use of flat, symmetrical hip, and feature roofs;
- b) Ensure that windows, doors, and other features are used graphically/boldly to enhance a building's simple shape and accentuate the scale of these elements versus that of the overall building mass;
- c) Provide contrasting areas where architectural elements (i.e. windows, doors, etc.) 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;
- f) In the case of residential uses, be designed to create a 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 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);
- h) Use changes in colour and materials to make individual buildings distinct and create a more visually interesting environment;
- 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.

#### **Landscape Elements**

To create a pedestrian-centred environment, new development should:

- a) Ensure that continuous public pedestrian circulation is provided along the waterfront with frequent and convenient access to public upland areas (i.e. streets);
- b) Ensure that where maritime/industrial activities result in any interruption in grade-level public access along the waterfront, an alternative handicapped accessible public route is provided and designed to bring people as close to the water as possible (i.e. via elevated walkways, floating docks, pier structures, etc.);
- c) Where open areas exist along the waterfront (including parking lots), typically provide surface treatments consistent with that of adjacent piers and boardwalks (i.e. heavy timber planks);

- d) Support development of Bayview Street in a manner which will calm traffic, encourage safe, shared pedestrian/vehicular use of the roadway, and enhance use of some portions of it for special events (i.e. festivals, markets, temporary fishing industry-related activities, etc.);
- e) Utilize the required 5 m (16.4 ft.) setback along the south side of Bayview Street to provide special landscape features which:
  - i) Encourage more active use of this area;
  - ii) Support adjacent businesses/activities;
  - iii) Provide visual interest;
  - iv) Help to "knit" the waterfront into the "Moncton Street" area;
- f) Limit tree planting along street frontages to special locations where interruption of the street wall is warranted, such as sunny courtyards and entries to pedestrian arcades, EXCEPT along the Bayview extension east of No. 1 Road, across from the "BC Packers Residential Neighbourhood", which should:
  - i) Be defined by a double row of trees lining a broad pedestrian walkway leading from No. 1 Road to the area around Phoenix Pond;
  - ii) Incorporate gardens, planters, and other landscape features designed to enhance the relationship of the area with the "Packers Neighbourhood";
- g) Plant large growing, deciduous trees away from public streets as special landscape features to be seen as "backdrops" to the streetscape;
- h) Seek to enrich its setting and increase public awareness of the area's heritage by placing special emphasis on its incorporation of public art and features/artifacts related to the area's history of maritime/industrial activities.

#### **Parking and Services**

To support pedestrianisation of the "Riverfront" and provide for the needs of industrial and maritime service uses, new development should:

- a) For lands north of Bayview Street, situate parking and loading to the rear of buildings with vehicular access from north-south roads and lanes;

- b) For lands south of Bayview Street and the Bayview extension east of No. 1 Road, either screen parking and loading from view from key pedestrian areas (i.e. the waterfront walkway) or:
  - i) Design loading to the same level of finish as other public areas and integrate it with the overall building design (or even make it a feature);
  - ii) Provide non-residential and visitor parking in small lots (0.04 ha/0.1 ac. maximum), designed as attractive, hard-surfaced open spaces which visually complement the waterfront (i.e. paved with heavy timber planks and landscaped with trees and furnishings), and planned as possible multi-purpose areas;
  - iii) Provide residential parking in private or small, shared garages, the entries to which are oriented away from highly visible public area **or** are designed to complement overall building design/streetscape and ensure pedestrian safety;
  - iv) Investigate opportunities to coordinate development with increased on-street parking.

#### **8.3.1.2.C Chatham Street**



*Mixed Use Commercial/Residential on Chatham Street*

Unlike the "Riverfront" and "Moncton Street" areas, Chatham lacks a strong sense of character, and is made to feel almost highway-like by its broad building setbacks, parking lots, lack of trees, and wide road right-of-way. New development should seek to enhance the role of this area as part of "Steveston Village" and the "gateway" to Garry Point Park.

#### **Settlement Patterns**

To support "Chatham Street" for convenience commercial uses serving the local community, while creating a visually richer and more human-scaled environment enhancing the area's relationship with the "Village", Garry Point Park, and Steveston Park, new development should:

- a) Provide retail continuity along Chatham Street at grade;
- b) Where commercial uses (retail, office, etc.) are to be provided above grade, access should be via open-air walkways;
- c) Situate any residential uses above grade and orient entries to north-south streets and lanes;
- d) Typically set buildings back from Chatham Street to align with their neighbours, approximately 19 m (62.3 ft.) on the south side of the street and 11 m (36.1 ft.) on the north side, and provide surface parking in front of them;



- e) Selectively introduce built form elements (i.e. buildings or structures) close to the Chatham Street property line, with taller elements near street corners;
- f) Typically reinforce the image of a continuous building wall, built at or close to the property line along all north-south streets and lanes (to align with neighbouring buildings in the "Moncton Street" area of the "Village").

### **Massing and Height**

To help better "define" the street and create a more interesting pedestrian-oriented environment, new development should:

- a) Ensure that buildings developed along Chatham form a "continuous wall" which is at least two-storeys and 9 m (29.5 ft.) high and acts as a "visual backdrop" for the street;
- b) Where a building, a portion of a building, or a structure is introduced near the Chatham Street property line, ensure it is designed to be a:
  - i) Visual focus for the surrounding development;
  - ii) Distinctive image helping to identify the project and the area;
  - iii) Human-scaled element that enhances pedestrian activity and amenity (i.e. a gazebo, pergola, open-air stair tower, weather protection, a single-storey retail unit with a small footprint, etc.);
  - iv) Part of a coordinated streetscape composed of complementary forms.

### **Architectural Elements**

To enhance recognition of retail units and complement the character of the "Village", new development should:

- a) Where a "background" building or its ground level retail units may be difficult to see from the street (due to setbacks, landscaping, etc.), employ "focal" structure(s) near Chatham to enhance the development's identity and sensitively incorporate project signage;
- b) Ensure that each project's "background" buildings and "focal" structures express a unified character;
- c) Where a residential use is situated above grade, its character must be consistent with and complementary to the project's commercial image.

### Landscape Elements

To help reinforce a strong sense of place through its landscape and create a more pedestrian-oriented environment, new development should:

- a) Extend the natural, almost rural, character of Garry Point Park eastward to meet and blend with the "small town" ambience and pedestrian-friendly environment of the "Village";
- b) Support a concept for Chatham Street which would see it lined with large scale, deciduous trees, and an enhanced form of its existing recreational greenway extended to Steveston Park;
- c) Coordinate landscape treatments along parking lot/street frontages with neighbouring properties to achieve a unified image for this portion of Chatham Street and convenient movement between neighbouring developments, including:
  - i) A coordinated and connected parking layout;
  - ii) Trees and indigenous/naturalized shrubs, grasses, and wildflowers;
  - iii) Street furnishings (i.e. bollards, seating, lighting, decorative walls or fencing, etc.);
  - iv) Pedestrian walkways/sidewalks along both building and street fronts;
  - v) Convenient, safe pedestrian routes from buildings to Chatham Street at street corners, lanes, and, where appropriate, mid-block;
- d) Make special efforts to incorporate features which will differentiate this area from other convenience commercial areas, such as:
  - i) Boardwalks, instead of concrete walkways;
  - ii) Attractively designed weather protection along shop fronts;
  - iii) Abundant plant material providing seasonal colour in the form of flower baskets, planters, and climbing vines;
  - iv) Large scale tree(s) featured as project focal points;
  - v) Comfortable, attractive seating areas designed to enhance both the use and appearance of a project;
  - vi) Large and small amenities, such as a clock, water feature, or drinking fountain;

vii) Public art.

### **Parking and Services**

To ensure the area is convenient for shopping, new development should:

- a) Wherever possible, provide adequate parking on-site for shoppers;
- b) Typically situate shoppers' parking along Chatham Street in front of buildings;
- c) Where sites cannot accommodate adequate parking on-site;
  - i) Typically provide only employee parking in a remote location; and
  - ii) Explore opportunities to coordinate development with increased on-street parking;
- d) Provide residential and employee parking to the rear of buildings;
- e) Restrict vehicular access to on-site parking to north-south streets and lanes.

### **8.3.1.2.D Gulf of Georgia**

The "Gulf of Georgia" area is key to Steveston's role as a home port for the fishing industry, as well as being a national historic site and the "Village's" gateway to Garry Point Park. Large portions of the area currently lay vacant and are used as surface parking lots. Over time, these lands may be developed for the use of the fishing industry or similar activities. New development should seek to enhance this area's role as a "gateway" and tourist destination, while supporting the viability of its industrial activities.

### **Settlement Patterns**

To respect the historic Cannery site, and better integrate it with the "Village" and the residential neighbourhood north of Chatham Street, new development should:

- a) Where possible, respect the area's historic development patterns, and use those patterns to help guide and shape its form and siting;
- b) Be designed to make practical use of its waterfront location, and to generally benefit from its proximity to the views, etc. that the river affords the site;
- c) Enhance the site as the "gateway" to Steveston for water-borne vessels;

- d) Maintain the existing east-west road across the area as the site's primary circulation spine, a public view corridor, and, as much as possible, a publicly-accessible walking and cycling route;
- e) Break the area up into a series of smaller blocks with a road network (private and/or public) that conforms to the existing grid system north of Chatham Street;
- f) Concentrate new buildings along the site's east-west road, rather than dispersing them across the site;
- g) Orient new buildings to front onto the proposed road network and enhance views south to the Cannery;
- h) Site buildings to frame the east-west road and the Cannery as seen from Moncton Street and Garry Point Park.

#### **Massing and Height**

To maintain views to the historic Cannery from Chatham Street, and buffer sensitive residential neighbours from the visual impact of new industrial buildings, new development should:

- a) Along Chatham Street, typically be no taller than 9 m (29.5 ft.), and be of a similar scale and rhythm to the single-family dwellings on the north side of the street;
- b) Typically set taller buildings and those with longer, uninterrupted facades away from Chatham Street;
- c) Incorporate taller building elements or structures at key locations (i.e. the intersection of 7th Avenue and the site's east-west road, the west end of Moncton Street and other street ends, etc.) to provide landmarks and add visual interest.

#### **Architectural Elements**

To enhance the role of the Gulf of Georgia Cannery as a national historic site, and complement the character of "Steveston Village", new development should:

- a) Strongly reflect the character of the site's historic Cannery;
- b) Enhance public use and enjoyment of the City's greenway route along the south side of Chatham Street through the introduction of buildings, structures, and/or activities which provide visual interest;
- c) Where visible to the public, employ materials consistent with the historic Cannery;
- d) Employ a variety of building colours which are compatible with Steveston's traditional character, complementary to the historic Cannery, and create visual interest;

- e) Avoid furnishings, lighting, signage, materials, finishes, etc. which do not express a strongly maritime/industrial character consistent with both the site's historic and contemporary uses.

#### **Landscape Elements**

To complement the Gulf of Georgia Cannery as a major tourist destination and the "gateway" to Garry Point Park, new development should:

- a) Support development of the Tin Shed site and the west side of 3rd Avenue as a landscaped open space designed to enhance:
  - i) Public views and access to the historic Cannery from Moncton and Bayview Streets;
  - ii) The relationship of the Cannery to the "Village's" commercial area;
  - iii) Moncton Street's street-end view looking west and develop it as a key image for the commercial area;
  - iv) Pedestrian access between the "Village" and Garry Point Park;
- b) Enhance public pedestrian/bicycle access between Moncton Street and the Chatham Street greenway;
- c) Support improvements to the Chatham Street greenway, consistent with improvements pursued in the Village's Chatham Street area;
- d) Incorporate special measures (i.e. public art) along the perimeter of storage yards and other open/fenced areas (i.e. parking) to enhance their appearance;
- e) Treat surface parking areas and storage yards with:
  - i) Heavy, timber planks for small areas in prominent locations near the river, Moncton Street, and Garry Point Park;
  - ii) Gravel for large areas;
  - iii) Grass for areas used only intermittently or seasonally, such as the public parking lots along Chatham Street.

#### **Parking and Services**

To meet local parking requirements, new development should:

- a) Accommodate public parking parallel to Chatham Street in heavily treed lots;
- b) Where possible, situate private parking areas away from public view (i.e. behind buildings).

### **8.3.2 AREA B: BC PACKERS RESIDENTIAL NEIGHBOURHOOD**

The "BC Packers Residential Neighbourhood Character Area" is a new housing area on lands formerly used for BC Packers' operations. To the south, it is bounded by the riverfront and other Packers lands which will be redeveloped and incorporated into the "Bayview Street and BC Packers Riverfront" sub-area of the "Steveston Village Character Area". West of "Packers Neighbourhood" is the "Village's" "Moncton Street" mixed-use sub-area. North of "Packers Neighbourhood" is Moncton Street and Steveston Park with its extensive community facilities. East of "Packers Neighbourhood" are existing areas of single-family homes and townhouses, beyond which lies the Britannia Heritage Shipyard.

The location of "Packers Neighbourhood" imposes upon it a challenging role: to help link Steveston Park and existing residential development to the various recreational and maritime activities found along the riverfront, and provide a transition between the area's lower density residential neighbours and "Steveston Village". In addition, the "Neighbourhood's" location near the river, the park, and the "Village" presents an opportunity for its built form and character to be "special", not just a copy of some other area in Steveston. General Development Permit Guidelines for the Steveston area are not adequate to meet this challenge. Additional Development Permit Guidelines are provided here to address issues specific to this location.

#### **Settlement Patterns**

To support establishment of "Packers Neighbourhood" as an unique housing area which combines and reinterprets elements of Steveston's built form and landscape to create a fine grained, pedestrian-oriented, and "green" residential environment, new development should:

- a) Conform to a grid system based on "Steveston Village's" pattern of small blocks and rear lanes, providing:
  - i) North-south streets and trails, designed as "green" pedestrian routes, linking Steveston Park with a continuous public trail along the waterfront;
  - ii) East-west streets and/or pedestrian routes linking areas east of "Packers Neighbourhood" with the "Village" and the waterfront, without directing fast moving traffic through existing residential neighbourhoods;

- iii) Along all publicly accessible streets and trails, continuous residential frontages and entrances to individual grade-oriented dwelling units, or in the case of non-residential uses (i.e. library, community policing station, etc.), frontages which are predominantly devoted to windows (providing interesting views to the uses within), public entries, and other features which contribute to an animated, attractive streetscape;
- iv) All parking access via rear (public or private) lanes or, in the case of the area's apartment projects, a limited number of garage entrances designed and situated to minimize visual impact and disruption to pedestrian activity;
- v) Special opportunities for innovative dwelling types where appropriate in rear yards (i.e. coach houses, front-back duplex units, triplex and four-plex dwellings, stacked townhouses, etc.);
- b) Contribute to the image of a "fine grained urban fabric" composed of many "small" buildings set close to each other along continuous "build-to" lines, (versus the image of a continuous "street wall" as in the "Moncton Street" area of the "Village");
- c) Set back buildings from front yard property lines or trail/right-of-way boundaries as follows:
  - i) Along Moncton Street, 6 m (19.7 ft.) to align with existing homes to the east and provide adequate landscaped front yard space to contribute to Moncton Street's development as a broad "green" avenue;
  - ii) East of Phoenix Pond (for all buildings and projections, such as porches, bay windows, chimneys, etc.), a minimum of 6 m (19.7 ft.) onto Westwater Drive, 9 m (29.5 ft.) onto the riverfront trail and any associated public open space/natural areas, and 18 m (59.1 ft.) between buildings where a publicly-accessible trail designated under the area plan intervenes;
  - iii) Elsewhere, typically 4.3 m (14.1 ft.) in order to create an intimate, human-scale streetscape, and accommodate private yards, public gardens and seating areas (e.g. in association with public uses), etc. and some building projections (i.e. porches).

### Massing and Height

To create a neighbourhood characterized by an intimate, human scale and respect the scale of neighbouring development, new development should:

- a) With regard to building height in the area north and west of Phoenix Pond, generally increase it from 2½ storeys and 9 m (29.5 ft.) on the east to four to five-storeys and 15 m (49.2 ft.) on the west and:
  - i) Along Moncton Street, typically be two to three-storeys and a maximum of 9 m (29.4 ft.) with taller buildings of up to five-storeys and 15 m (49.2 ft.) set a minimum of 10 m (32.8 ft.) south of the Moncton Street right-of-way;
  - ii) Within 30 m (98.4 ft.) of lower density residential properties situated east of "Packers Neighbourhood", typically be no more than 2½ storeys and 9 m (29.5 ft.) including any sloped roof, and within 60 m (196.9 ft.) typically be no more than 3 ½ storeys and 12 m (39.4 ft.) including any sloped roof;
  - iii) Elsewhere in "Packers Neighbourhood", vary building heights such that lower buildings or portions of buildings (e.g. up to 9 m /29.5 ft. including any sloped roofs) are typically set closer to publicly-accessible streets and trails, while taller buildings or portions are set back, EXCEPT where a taller structure near a street will provide a desirable visual landmark or enhance the overall character of the neighbourhood;
- b) With regard to building height in the area east of Phoenix Pond, limit it to four-storeys over one-storey of parking with:
  - i) A significant amount of any parking storey being situated below the elevation of the crest of the dyke;
  - ii) Any parking structure being blended seamlessly into the topography (i.e. the dyke) or concealed by non-parking uses;
  - iii) Lower building elements being situated along Westwater Drive and the riverfront trail having a maximum height of 9 m (29.5 ft.) as measured from the crest of the road and the elevation of the trail respectively;



- c) Limit the length of building frontages to a maximum of 20.0 m (65.6 ft.), and where the length of a building frontage exceeds 12.0 m (39.4 ft.) employ measures to "break" the facade into two parts (i.e. changing the plane of the facade, creating a deep recess in the facade, pulling the roof line down, changing building height, and/or changing materials/colours);
- d) Enhance the use of trails and courtyards by massing development to allow direct sunlight access wherever possible.

#### **Architectural Elements**

To create an uniquely livable residential neighbourhood, that complements the intended character and vitality of the "Village" area, new development should:

- a) Create roofscapes typically characterized by:
  - i) Steeply sloped principle roofs combined with more gently sloped secondary roofs;
  - ii) Flat roofs used as habitable decks;
  - iii) A limited number of special roof features (across the neighbourhood) designed to provide a desirable landmark or enhance overall character;
  - iv) Roof cladding of wood (i.e. shake or shingle) or metal sheet (i.e. corrugated, standing seam, or V-crimp);
- b) Create **residential streetscapes** characterized by features which expand/enhance usable residential space, strengthen relationships with the public realm, and contribute to a distinctive character, including:
  - i) Generous, useable entry porches (e.g. extending across roughly half of each grade level unit's front facade with a minimum depth of approximately 2.4 m/7.9 ft. (and projecting up to 1 m/3.3 ft. into front yard setbacks in the area north and west of Phoenix Pond);
  - ii) Balconies, decks, terraces, and roof decks designed to provide usable private outdoor space, and enhance access to views and sun;
  - iii) Bay windows, french balconies, window boxes, etc. which enhance both the interior living space and the personality of a dwelling as seen from a street, trail, or open space;
  - iv) Front doors opening onto well designed/functional entry areas (i.e. not sliding patio doors onto the street or front doors opening directly onto living rooms without benefit of an entry area, closet, etc.);

- v) Garages which are designed to the same level of quality as the principle buildings including, in the case of parkades, the interior area visible from the street;
- vi) Variations in building form to acknowledge special places or "gateways", or to provide visual interest and more dynamic living spaces (i.e. a structure's top storey may project through the main roof as a turret, dormers, etc.);
- c) Create **non-residential streetscapes** characterized by the same features common to the area's residential development, with the addition of features common to "Steveston Village" as described under this bylaw as Section 8.3.1, **Area A: Steveston Village, General Guidelines**, Architectural Elements;
- d) With regard to **materials**, promote building designs which:
  - i) Focus attention on their high quality of materials and craftsmanship, and their "fit" with the "Village" and the waterfront;
  - ii) Avoid materials having artificial "heritage" looks;
  - iii) Avoid materials/elements which do not reinforce the area's intended character;
  - iv) Especially in the case of non-residential uses, "personalize" buildings with special architectural features (i.e. public art) and finishes.

### **Landscape Elements**

To create a lush, intimate, garden-like landscape aimed at enhancing the scale and character of the area's built form and, in effect, extending Steveston Park toward the waterfront and the natural area around Phoenix Pond, new development should:

- a) **North and west of Phoenix Pond**, contribute to the image of narrow, pedestrian-friendly streets and trails by:
  - i) Typically keeping street right-of-way widths to a minimum and providing narrow sidewalks;
  - ii) Incorporating special paving and landscaping treatments into roadway, sidewalk, and driveway surfaces;

- iii) Providing small gardens fronting onto streets and trails and defining those gardens with low, open fences (i.e. picket) a maximum of 1 m (3.3 ft.) high along street front and trail front property/right-of-way lines, EXCEPT along Moncton Street and adjacent to non-residential uses where no fences should be provided;
  - iv) Landscaping of those gardens primarily with a combination of trees and shrubs, accented by paths, small areas of decorative paving, seating, and/or garden structures (i.e. trellises), and providing little or no lawn area, EXCEPT along Moncton Street where the image of open lawns with foundation planting is more in keeping with local character;
  - v) Providing planters, window boxes and/or other types of container gardens to provide an **abundance** of seasonal colour (especially adjacent to non-residential uses);
- b) **East of Phoenix Pond**, expand on the character and form of the natural area adjacent to the Pond through the use of berming and extensive planting of indigenous/naturalized trees, shrubs, and flowering and/or fruit bearing plants designed to conceal any parking structures, enhance residential privacy, and mitigate the scale and visibility of residential buildings as experienced along the waterfront trail;
- c) Support development of **recreational trails, greenways, and similar public open spaces**, including:
- i) A greenway along the south side of Moncton Street, incorporating large growing, deciduous trees, special paving treatments, traffic calming measures, furnishings, and public art, designed to enhance this area's role as the "entrance" to the "Village" and its relationship with Steveston Park;
  - ii) A north-south trail, 5.5 m (18 ft.) wide linking Moncton Street with the west end of Westwater Drive and the head of Phoenix Pond, along the edge of "Packers Neighbourhood", incorporating a 3 m (9.8 ft.) wide landscape buffer abutting the area's existing residential neighbours including a variety of deciduous and evergreen trees and indigenous/naturalized vegetation designed to provide a dense, year-round screen at least 1.8 m (6 ft.) high, and seasonal colour and interest, and a 2.5 m (8.2 ft.) wide public pedestrian/bicycle path;

- iii) A continuous riverfront trail east of Phoenix Pond, incorporating indigenous/naturalized, evergreen and deciduous, trees and vegetation in a setting complementary to the natural area around the Pond, the Britannia Heritage Shipyard, and the South Dyke Trail east of No. 2 Road;
- iv) One trail linking Westwater Drive with the riverfront trail, via the multi-family residential area east of Phoenix Pond, and incorporating features such as:
  - A heavy timber boardwalk at least 3.7 m (12.1 ft.) wide extending towards the river at the approximate elevation of Westwater Drive;
  - A raised view point/seating area at the southern end of the boardwalk with access down to the public trail via stairs and ramps;
  - Individual residential unit entries opening onto the boardwalk;
  - Indigenous/naturalized evergreen and deciduous trees and vegetation along the sides of the boardwalk;
- d) Wherever possible, and especially in association with non-residential uses, incorporate **industrial equipment and features** (i.e. rail tracks) found on site, with special attention to opportunities to use large scale elements (i.e. crane) as landmarks, play equipment, and a form of public art;
- e) **North and west of Phoenix Pond**, provide furnishings and finishes (i.e. seating, bike racks, drinking fountains, etc.) as specified under City standards for "Steveston Village" along major public routes (i.e. streets, etc.).

#### **Parking and Services**

To support pedestrianisation of "Packers Neighbourhood", new development should ensure that:

- a) Parking structures are fully concealed by non-parking uses and landscape along all publicly-accessible streets and open spaces;
- b) Parking accommodated in individual, attached, or shared garages and open areas is accessed via rear lanes wherever possible;
- c) On-site parking does not impair the provision of adequate usable on-site open space or aspects of project livability.

### 8.3.3 AREA C: LONDON'S LANDING

The "London's Landing Character Area" refers to a small area near the south foot of No. 2 Road on the outskirts of Steveston. The history of this area and the lands surrounding it goes back to the late 1800s when London Farm was established (just east of the Character Area). Soon after, No. 2 Road was constructed, linking north Richmond with steamship service to Victoria and ferry service to Ladner. Later a church and post office were built, followed by various boat works, bunkhouses, and cannery structures. Today, only London Farm and a pier near the foot of No. 2 Road remain.

Beyond its history, several factors combine to make the "London's Landing Character Area" special, including:

1. It is situated at the junction of several distinct existing areas/land uses, including the South Dyke trail and riverfront area, Paramount Pond's fishing harbour, the "Southcove" multiple-family residential neighbourhood, and Agricultural Land Reserve (ALR) farmland;
2. It experiences large numbers of motorists, pedestrians, equestrians, and cyclists along Dyke Road and London Road who are attracted to the riverfront area and make access to local uses (especially industrial uses) difficult;
3. It is planned for development with:
  - At the foot of No. 2 Road, a mixed use area including residential and office uses over compatible industrial and commercial uses;
  - East of the mixed use area, "Heritage Residential" uses in the form of historic homes relocated in a semi-rural setting (as was done with the McKinney House) side-by-side with new homes designed to respect the form, character, and quality of their older neighbours.

These factors, along with the area's colourful history, combine to create a special opportunity to enhance public enjoyment of the south dyke and support local residents/workers through the re-establishment of "London's Landing" and the lands around it as a small, distinct community and an unique feature on Steveston's riverfront. This opportunity brings with it a number of challenges regarding the appropriate form and character of local development and its relationship with neighbouring uses. While the "General Development Permit Guidelines" established for Steveston apply to the "London's Landing" area, the **Additional Development Permit Guidelines** provided here are necessary to help address the complexity of the local environment.

### Settlement Patterns

To support development of "London's Landing" with a mix of non-residential and residential uses, and contribute to the establishment of an unique working, recreational, and living environment that respects the area's heritage, new development should:

- a) Project a "small town" scale and ambience characterized by:
  - i) In the mixed use area, a "fine grained urban fabric" composed of many small and simple, yet distinctive, buildings set close together on small lots so as to define an informal network of meandering pedestrian routes and intimate open spaces;
  - ii) Fronting Dyke Road in the "Heritage Residential" area, larger homes on wide lots designed to reinforce the image of well-appointed homesteads lining the semi-rural riverfront;
  - iii) In the residential area, distinct clusters of single- and/or multiple-family residential units oriented around streets or auto-courts and defined by broad, semi-rural landscaped areas so as to resemble traditional groupings of farm buildings;
- b) Contribute to a varied streetscape characterized by pedestrian-oriented buildings sited, not to conform rigidly to the grid of City streets or consistent setback lines, but to take advantage of:
  - i) Views to the river, harbour, and farmland;
  - ii) Opportunities to create interesting views to "London's Landing" from the river;
  - iii) Street-end views to the area, especially looking south on No. 2 Road and west on Dyke Road;
  - iv) Proximity to the trail system, other pedestrian routes, and local landscape features (i.e. the grade change along the north side of Dyke Road);
  - v) Solar exposure for outdoor activities;
  - vi) In the "Heritage Residential" and residential areas, opportunities to create innovative lot layouts, sizes, and configurations to reinforce the intended semi-rural character;
- c) Improve the ease of vehicular movement through the mixed use area by:

- i) Setting obstructions (i.e. buildings, structures, trees, and soft landscaping) away from areas where large vehicles are required to manoeuvre;
  - ii) Providing special curb and surface treatments, especially at street corners and driveway entrances;
  - iii) Installing protective measures, as required (i.e. bollards near building corners, trees, and pedestrian paths);
- d) Link publicly-oriented and residential uses via:
- i) An informal network of pedestrian routes;
  - ii) Connections between adjacent parking areas, shared driveways, etc.;
- e) Avoid segregating residential uses from non-residential uses, in favour of an approach which sees them:
- i) Share a common architectural scale, characteristics and features;
  - ii) United around special landscape elements (i.e. a public open space);
  - iii) Coordinated through the help of sensitive orientation, architectural elements, and landscape measures.

### **Massing and Height**

To respect the scale of surrounding development and contribute to the establishment of a distinct, mixed use riverfront community with an intimate, human scale, new development should:

- a) Typically be simple structures;
- b) In the case of principal buildings, generally be two-storeys and 9 m (29.5 ft.) in height, except where additional height is desirable in order to:
  - i) Contribute to a dynamic streetscape/riverscape and/or landmark features through the introduction of special roof forms and taller buildings or portions of buildings;
  - ii) Accommodate the relocation of larger historic structures;
  - iii) Complement the scale and character of adjacent structures, especially where they are of historic significance;

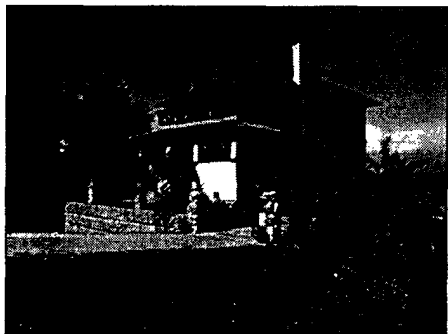
- iv) Enhance residential development opportunities, livability (i.e. through improved views or privacy), and character; or
  - v) Avoid the need for significant landfill in areas where existing grade is substantially below the elevation of the dyke.
- c) Typically limit the length of building frontages to a maximum of 20 m (65.6 ft.) (e.g. such that larger developments are broken into multiple smaller buildings), except along the Dyke Road frontage of the "Heritage Residential" area where appropriate minimum and maximum building frontages for new construction should be determined based on that of London Farm, McKinney house, and any other relocated historic structures.

#### **Architectural Elements**

To contribute towards a distinct architectural character for the "London's Landing" area complementary to its riverfront setting, new development should:

- a) In the **mixed use area**:
- i) Contribute to an interesting and varied roofscape which includes, but is not limited to, the symmetrical hip and gable forms common to nearby residential development;
  - ii) Incorporate and blend elements of residential and non-residential buildings to create a unique style which avoids a distinctly residential, industrial, retail, etc. "look" (i.e. residential-style window boxes under industrial windows, industrial-style glazed garage doors on residential and retail units, etc.);
  - iii) Ensure that accessory buildings visible from public areas and residences exhibit the same character and level of finish as the associated principal building(s);
  - iv) Provide pedestrian weather protection to enhance public access to and enjoyment of retail, restaurant, and related uses, and between pedestrian areas or nearby buildings offering weather protection (e.g. where there is a "gap" in an otherwise continuously protected pedestrian route);
  - v) Employ durable materials, finishes, and details throughout the area which are complementary to those in the adjacent "Heritage Residential" area and characteristic of Steveston's riverfront industrial uses (i.e. corrugated metal and wood siding and roofing, heavy timber structures, etc.);





*McKinney House on Dyke Road  
(c. 1914)*

- vi) Use colour to complement the area's "Heritage Residential" neighbours, and enhance the identity of "London's Landing" and the distinctiveness of its individual buildings;
- b) In the "**Heritage Residential**" area:
  - i) Exhibit a similar scale, form, massing, character, architectural details and features (i.e. porches), and materials as that of London Farm, the McKinney house, and any other relocated houses;
  - ii) Where buildings front Dyke Road, exhibit a strong single-family home character regardless of the number of units contained within a single structure;
  - iii) Use colour to reinforce the intended "heritage appeal" of this area and its image on the riverfront;
- c) In the **residential area** respect development in the "Heritage Residential" area without mimicking it by:
  - i) Creating roofscapes typically characterized by:
    - Steeply sloped principle roofs combined with more gently sloped secondary roofs;
    - Flat roofs used as habitable decks;
    - A limited number of special roof features (across the neighbourhood) designed to provide a desirable landmark or enhance overall character;
    - Roof cladding of wood (i.e. shake or shingle) or metal sheet (i.e. corrugated, standing seam, or V-crimp);
  - ii) Creating streetscapes characterized by features which expand/enhance usable residential space, strengthen relationships with the public realm, and contribute to a distinctive character, including:
    - Generous, usable entry porches (e.g. extending across roughly half of each grade level unit's front facade with a minimum depth of approximately 2.4 m/7.9 ft. and projecting up to 1 m (3.3 ft.) into the front yard setbacks;
    - Balconies, decks, terraces, and roof decks designed to provide usable private outdoor space, and enhance access to views and sun;
    - Bay windows, french balconies, window boxes, etc. which enhance both the interior living space and the personality of a dwelling on the street;

- Front doors opening onto well designed/functional entry areas (i.e. not sliding patio doors onto the street or front doors opening directly onto living rooms without benefit of an entry area, closet, etc.);
  - Garages which are designed to the same level of quality as the principle buildings;
  - Variations in building form to acknowledge special places or "gateways", or to provide visual interest and more dynamic living spaces (i.e. a structure's top storey may project through the main roof as a turret, dormers, etc.); and
- iii) With regard to materials, promoting building designs which:
- Focus attention on their high quality of materials and craftsmanship, and their "fit" with the "Heritage Residential" and mixed use areas and the riverfront;
  - Avoid materials having artificial "heritage" looks;
  - Avoid materials/elements which do not reinforce the area's intended character.

#### **Landscape Elements**

To enhance the area's semi-rural landscape and create a pedestrian-friendly environment, new development should

- a) Ensure that four distinct types of publicly-accessible open space are provided in the area, including:
- i) Small open spaces developed in association with the area's most public uses (i.e. retail, restaurant, etc.) providing a place to rest, people-watch, dine, and/or be entertained;
  - ii) Quiet landscaped pockets primarily for the use of local residents and workers who need a comfortable place away from noise and traffic to rest, eat their lunch, allow tots and younger children to play in an easily supervised setting, etc.;
  - iii) A "town square" designed as a small, intimate, green, gathering space enlivened by its proximity to surrounding active, public uses, and acting as the public focus of the "London's Landing" community;
  - iv) Linear open spaces, trails, and pedestrian routes linking residents with local amenities and the river, and providing an informal network of narrow, interesting routes through the mixed use area;

- b) Where properties face existing farmland north of "London's Landing", provide a landscape buffer in the form of a hedgerow incorporating large growing deciduous trees (in an evenly spaced line or informal groupings to facilitate views to the north) commonly used in Richmond's agricultural areas and a variety of indigenous/naturalized plant material designed to provide a dense year-round screen at least 1.9 m (6 ft.) high, and seasonal colour and interest. Refer to the Official Community Plan for additional guideline requirements for properties adjoining or reasonably adjacent to the edge of the Agricultural Land Reserve;
- c) Where properties designated for mixed use development face areas designated for "Heritage Residential" or residential uses across a public street, provide a landscape buffer in the form of a 6 m (19.7 ft.) deep landscaped setback on both properties, typically incorporating a lawn and a variety of large growing deciduous shade trees and evergreen trees;
- d) Where it is necessary to raise the grade of a property, ensure that any retaining walls are sensitively designed and planted to reinforce intended local character by:
  - i) Coordinating the form, materials, and scale of retaining walls with those on neighbouring properties;
  - ii) Avoiding a rigid, regimental look (i.e. continuous flat wall or regular repetitive pattern over an extended distance);
  - iii) Introducing variety (i.e. through a combination of landscaped bank and wall, various wall alignments and/or heights, etc.);
  - iv) Incorporating special features (i.e. trees) and planting;
- e) Plant large growing deciduous trees alone, in clusters, or in rows in feature locations to:
  - i) Provide a backdrop for development;
  - ii) Mark pedestrian routes;
  - iii) Create a special landscape feature, especially where that feature will contribute to the area's identity (i.e. a row of large trees lining No. 2 Road or defining the edge of residential development along Princess Street) and/or the amenity of a public or semi-public space (i.e. a large shade tree in an open space, outdoor dining area, or residential auto-court);
  - iv) Enhance residential on-site open space and create a distinctive character;

- v) Enhance parking areas;
- f) Support development of London Road east of Dyke Road, Princess Street, and all publicly-accessible roads and lanes east of Princess Street in manners which will calm traffic and encourage safe, shared pedestrian/vehicular use of the roadway;
- g) Typically keep sidewalks narrow and, where it is desirable to provide a broad area between roadway pavement and the face of a building, incorporate special tree planting, landscaping, seating and/or other features which help to maintain an intimate, human scale along the streetfront.

### **Parking and Services**

To accommodate convenient parking and loading for "London's Landing's" planned mix of uses without compromising the area's appearance, safety, or amenity, new development should:

- a) In the **mixed use area**:
  - i) For lands north of London Road or east of Dyke Road, typically situate parking and loading to the rear of buildings with access from lanes or shared driveways;
  - ii) For lands south of London Road and west of Dyke Road, either:
    - Screen parking and loading from view from key pedestrian areas, the trail, and streets with an appropriate landscape buffer or by containing them within principal and/or accessory building(s); or
    - Provide parking in small lots designed as attractive, hard-surfaced open spaces which visually complement the area, and design loading to the same level of finish as other publicly visible/accessible areas and integrate it with the overall building design (or even make it an interesting feature);
  - iii) Ensure that residential tenant parking is designated and secured apart from that intended for non-residential users;
- b) In the "**Heritage Residential**" and **residential areas**, ensure that parking access and facilities are in keeping with intended local character by designing such elements to:
  - i) Resemble historic models (i.e. gravel driveways and auto-courts, grass strips set into driveways, garages which are independent of and to the rear of principle buildings, etc.);

- ii) Coordinate with and enhance each development's appearance and livability.

### **8.3.4 AREA D: 7TH AVENUE AND CHATHAM STREET**

#### **Architectural Elements**

##### *Roofscapes*

- a) Employ pitched and gable roofs to express a traditional Steveston character. Flat roofs in combination with these pitched roofs may be introduced as a means to create diversity.
- b) Reduce the scale of the buildings around semi-private open spaces by providing secondary roofs or trellises over entries and patios at lower levels.
- c) Select roofing materials which are suitable for the level of articulation desired in the roof forms. Heavy tiled roofing is not appropriate.

##### *Exterior Design and Finish of Building and Structures*

- a) Reflect the marine location in the detailing, colour and materials of the buildings.
- b) Use materials and colours that are compatible with the traditional colours used on older buildings in Steveston. The dominant colours used should be derived from the natural colours of Steveston's waterfront landscape. Paint colours should be selected from the "heritage series" produced by several commercial paint companies. These colours are generally strong, but muted. Brighter colours should be reserved for accent and trim applications.
- c) Select materials which fit the form, style and the character of the buildings overall. Unacceptable finish materials include: vinyl, aluminum siding, imitation brick, and highly textured stucco such as "California swirl".
- d) Use of decorative cornices, reveals or projections should be considered on the buildings where it is appropriate.

##### *Entrances, Stairs, and Porches*

- a) Orient the front door entrances of the townhouses onto 7th Avenue.
- b) Create "front stair" connections between units' private outdoor spaces and the developments' semi-private open spaces.

- c) Create highly visible and identifiable building entrances through the use of landscape and prominent architectural components to create gateways into the central semi-private open space.

*Windows*

- a) Use various forms of projections, such as bay windows or dormers, to improve interior light.
- b) Orient interior spaces, as well as primary windows of the units, towards the views of Garry Point Park and the Fraser River.
- c) Create interest and colour to the buildings by providing wooden window boxes for planting flowers.

*Balconies and Patios (Private Open Space)*

- a) Orient balconies towards the views of Garry Point Park and the Fraser River.
- b) Protect the privacy of the residents along Chatham Street by not orienting balconies to the north.
- c) Provide substantial landscaping, terracing, screening and low-level hedges between private ground-oriented outdoor spaces and the public spaces.
- d) Articulate building edges to define private balconies and patios that become a natural extension to the residential unit.
- e) Ensure that the private space for each townhouse has a minimum depth of 5.25 m (17.2 ft.), and a minimum area of 37 m<sup>2</sup> (400 ft<sup>2</sup>).

*Acoustics*

All Development Permit applications shall include evidence in the form of a report and recommendation prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise level in those portions of the dwelling units listed in the left-hand column below shall not exceed the noise level set out in the corresponding box of the right-hand column. The noise level utilized is an A-weighted 24-hour equivalent (LEQ) sound level and will be defined simply as noise level increases.

Dwelling Unit	Noise Level Decibels
Bedroom	35
Living, Dining, Recreation Rooms	40
Kitchen, Bathrooms, Hallways	45

In addition to the above, the trained professional is to assist in the design of the private patios and balconies to minimize the noise levels by making recommendations on building material selection and space planning.

### **Landscape Elements**

#### *Semi-Private Open Space*

- a) Create a large 278.7 m<sup>2</sup> (3,000 ft<sup>2</sup>) semi-private open space in the north-west portion of the area located at the south-east corner of Chatham Street and 7th Avenue. This space is achieved by massing the building forms along the most easterly and southerly property lines of the development site. By creating this open space, views of Garry Point Park and the waterfront from the development and from the single-family homes along Chatham Street will be maximized.
- b) No buildings should be located within the semi-private area cited in 1.1 above.
- c) Minimize the amount of hard surface areas within semi-private open spaces by landscaping with low-level live plant materials.
- d) Terraced landscaping should be used to separate the units' private spaces from the semi-private open spaces.
- e) Install low-level lighting which provides light and security for semi-private space, but does not produce glare into the adjacent residential buildings. These lights should have a maritime design character. All the lighting standards and street furniture should be finished in a common colour scheme throughout each development site to enhance the area's special character.
- f) Erect a low-level picket fence (maximum height 0.92 m/3 ft.) or hedge along the Chatham Street and 7th Avenue property lines in order to provide an unobtrusive separation between the public and private realms.

#### *Public Open Space*

- a) Locate a public seating area at the south-east corner of Chatham Street and 7th Avenue which is a minimum of 27.87 m<sup>2</sup> (300 ft<sup>2</sup>). The intent of the public seating area is to announce the entry of the development, as well as to provide a viewing area of Garry Point Park.
- b) Design the public seating area to contain the following elements:
  - High-quality vandal-resistant benches;

- Accent planting;
- Ornamental light standards;
- A gateway structure into the development.

*Circulation System*

- a) Permit vehicular access to the area only from the lane along the easterly property line, and from a driveway along the southerly property line of the development site located at the south-east corner of Chatham Street and 7th Avenue.
- b) Use the same decorative and durable paving surface on the driveway located along the southerly property line on the development site located at the south-east corner of Chatham Street and 7th Avenue, and on the walkways throughout the area. The details of the paving materials and pattern will be determined at the Development Permit stage.
- c) Erect wooden bollards at the westerly end of the driveway along the southerly property line of the development site located at the south-east corner of Chatham Street and 7th Avenue to prevent vehicular access to 7th Avenue.
- d) Install low-level lighting along driveways, and along the walkways throughout the site.
- e) Define the vehicular entrance to each unit by providing a street tree with a minimum calliper at planting of 50 mm between the driveways.
- f) Use landscaped trellises to conceal garages and visitor parking stalls.

**8.3.5 AREA E: GARRY STREET AND RAILWAY AVENUE**

**Architectural Elements**

*Roofscapes*



*Detached Townhousing on Garry Street*

- a) Employ roof forms consistent with the traditional historic "Steveston" character. Pitched roofs (slopes 6 in 12 or greater) with gable ends are an appropriate roof form. Flat roofs or other roof forms in combination with pitched roofs may be introduced as a means of creating diversity if traditional character references can be demonstrated to the satisfaction of the City of Richmond.
- b) Reduce the scale of building forms adjacent to the semi-private open space and the main vehicular entrance to the project through the use of secondary roof elements of a human scale, such as covered porches or trellis elements.



- c) Select roofing materials consistent with the traditional historic "Steveston" character that are appropriate for the designed roof form. Heavy tiled roofing is not appropriate.

*Exterior Design and Finish of Buildings and Structures*

- a) Use building colours that are compatible with the traditional historic "Steveston" character, with the dominant colours derived from the natural palette of the waterfront landscape. Strong, but muted, colours produced as "heritage series" by a number of commercial paint manufacturers would be appropriate. Bright saturated colours should be reserved for accent and trim applications.
- b) Ensure building materials are appropriate for the form, style, scale and character of the architecture of traditional historic "Steveston". For example, horizontal and vertical wood siding with 4 in. minimum wood trim would be appropriate. Other materials may be used if traditional character references can be demonstrated to the satisfaction of the City of Richmond. Unacceptable finish material include imitation brick and highly patterned stucco.
- c) Use decorative trim, cornices, reveals and projections where appropriate.
- d) Design buildings with a main orientation towards Garry Street and the internal roadway of the project. Fenestration in facades facing the internal roadway and open spaces should be carefully arranged to provide for internal unit privacy, yet convey a perception of "eyes on the street" enhancing safety and security for residents.
- e) Units should have their massing designed to provide articulation to the streetscape both vertically and horizontally. Flat and planar street fronts are unacceptable, as are continuous cornice lines.
- f) Consider the use of minimal changes in grade from street level to the main floor to enhance the transition from public and semi-private spaces to each unit's private space. The grade change should be no more than 0.61 m (2 ft.) to 0.91 m (3 ft.) and should occur between the curb and the main door of each unit.

*Entrances, Stairs and Porches*

- a) Ensure that the units adjacent to Garry Street have their front doors facing Garry Street with a pathway connecting from the sidewalk to each doorway. All of the other units in the project should have their front door facing the internal roadway.

- b) Provide special treatments such as covered porches or trellises to the principal entrances which emphasize the transition from public and semi-private spaces to each unit's private space. Entrances should provide protection from the weather. Use changes in grade and/or landscaping to ensure the privacy of individual unit's open space without the use of high fences.

*Windows*

- a) Encourage the use of specialty window forms such as bay windows and dormers to provide interesting unit articulation and improved interior light.
- b) Encourage the provision of window treatments such as flower boxes and shutters. Other treatments may be used if traditional character references can be demonstrated to the satisfaction of the City of Richmond.

*Balconies, Decks and Patios (Private Open Space)*

- a) Ensure that the balconies to upper floor levels are small and cantilevered, giving minimal exterior access. Their design should be treated like a decorative exterior element enhancing the buildings' articulation and massing. No post-supported balconies will be acceptable.
- b) Design decks as natural extensions of each unit into the landscape. Construct the decks at a maximum of 18 in. above grade. A maximum of 50% of an unit's private space may have a deck with the remainder in soft landscaping including grass, shrubs and trees. Use preserved and treated wood to construct the decks.
- c) Design patios at grade as natural extensions of each unit into the landscape. A maximum of 50% of an unit's private open space may be hard-surfaced, with the remainder in soft landscaping, including grass, shrubs and trees. Use surface pavers or "broom-brushed" concrete on the patios.
- d) Separate each unit's rear private open space with a fence no higher than 1.8 m (6 ft.). The top 18 in. of the fence should be comprised of orthogonal lattice. All fences should have gates. Consider the importance and the safety of small household pets by ensuring that a gap no larger than 2 in. is provided between the ground and the base of the fence.

## Landscape Elements

### *Semi-Private Open Space*

- a) Create a semi-private open space with a minimum size of 111.48 m<sup>2</sup> (1,200 ft<sup>2</sup>). Provide a children's play apparatus and benches within this area. Locate equipment and seating to take advantage of sun and natural shelter from the weather. Provide a mixture of hard-surfaced and natural landscaping in this area. Ensure barrier free access to this area.
- b) Provide lighting to the semi-private open space cited in a) above. Ensure that the lighting of this area does not spill over into adjacent residential units.

### *Garbage, Recycling and Mail Facilities*

- a) Erect a gated and covered structure to contain residents' garbage and recycling materials. The design of this structure should complement the design of the units in the project. The enclosure should be in a central location which is easily accessible to all residents. Landscaping screening of this structure should be provided.
- b) Provide a covered mail box in a central location which is easily accessible to all residents. The design of this structure should be to Canada Post standards and be compatible with the design of the units in the project.

### *Perimeter Project Fencing and Screening*

- a) Erect a **continuous** 1.8 m (6 ft.) high wooden fence along the northern and western property lines of the project.
- b) Construct a **staggered** 1.2 m (3.937 ft.) high wooden fence recessed to 0.91 m (3 ft.) from the westerly property line every 15 to 20 ft. Trees should be planted within the .91 m (3 ft.) fence setbacks along the Railway Avenue side of the fence. Hedging should also be planted on both the Railway Avenue side and the project's side of the recessed portion of the fence.
- c) Consider the installation of a highly transparent "picket style" fence, maximum height of 0.79 m (2.6 ft.), with individual gates along the Garry Street frontage of the project to reinforce a distinction between the public and semi-private realm, provided that a major physical or visual barrier is not created.
- d) No gates are permitted at the main vehicular access to the project from Garry Street.
- e) Plant a hedge beside the wooden fence along the western property line adjacent to the neighbouring single-family homes.

*Trees*

- a) Retain and incorporate existing trees and mature vegetation into the development site where possible.

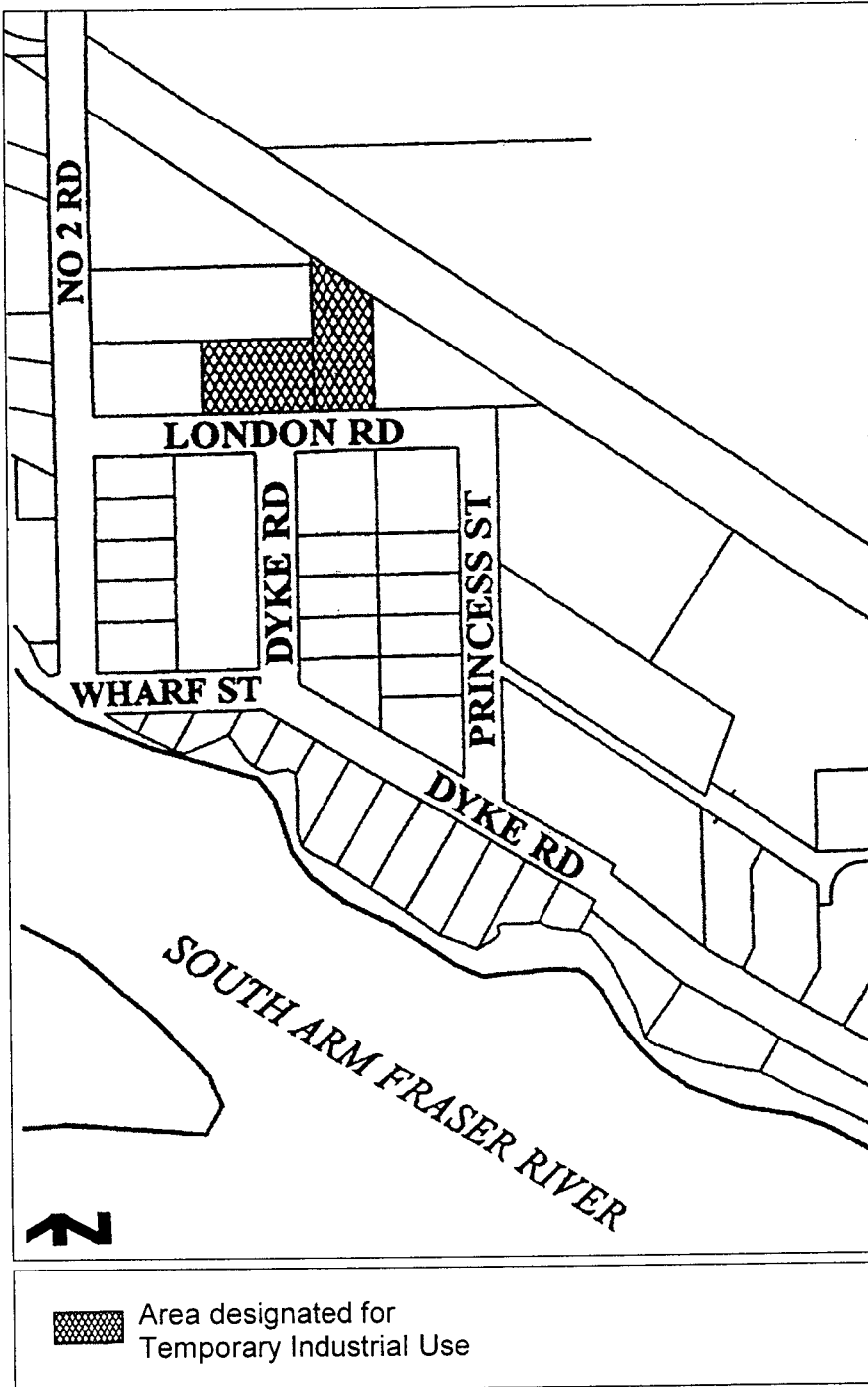
*Circulation System and Parking*

- a) Permit only one vehicular access from Garry Street. The vehicular access point should be no wider than 5.5 m (18 ft.).
- b) Install pedestrian-oriented lighting along the internal roadway of the project.
- c) Design "roll-over" curbs to allow for access into driveways and garages.
- d) Provide grassed strips in the centre of all of the unit's driveways to soften and reduce the apparent amount of hard surfaces.
- e) Define the vehicular entrance to each unit by providing a street tree between each driveway/garage entry point. The trees should have a minimum calliper of 100 mm (4 in.) measured 1.4 m (4.7 ft.) above grade.
- f) Use measures to ensure that the vehicular access from Garry Street does not endanger or inconvenience pedestrians or the mobility-impaired.
- g) Use special landscape measures, such as trellises, to conceal garages and visitor parking stalls from surrounding private, semi-private and public areas.

**8.3.6 AREA F: SOUTHCOVE**

**Detailed Character Design Guidelines** have been prepared for the Southcove site and form part of the Official Community Plan Bylaw 7100, Schedule 2.4. These additional guidelines are available at the City's information desk as "Detailed Character Design Guidelines – Parcels A, B, C, D and E of Southcove".

## Temporary Industrial Use Areas



### Guidelines for the Issuance of Temporary Industrial Use Permits

1. A temporary industrial use permit may be issued to permit open storage of motor vehicles, motor homes, trucks, campers and boats.
2. The north boundary of 6225 London Road shall be fenced and landscaped to provide a visual screen for the proposed use.



**Richmond Official Community Plan Bylaw 7100  
Amendment Bylaw 7816**

The Council of the City of Richmond enacts as follows:

1. The Steveston Area Plan, Bylaw 7100 Schedule 2.4 is amended by:
  - a) deleting Section 8.0 "Development Permit Guidelines" in its entirety, and
  - b) substituting, pursuant to Sections 919.1 (1) (d) and 919.1 (1) (f) of the *Local Government Act*, a new Section 8.0 "Development Permit Guidelines", which is attached as Schedule 1 to this bylaw.
  
2. This Bylaw is cited as "**Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 7816**".

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

OCT 12 2004

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CITY OF RICHMOND
APPROVED for content by originating dept
<i>[Signature]</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK