



## Planning Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, October 17, 2017  
4:00 p.m.

Pg. #      ITEM

### MINUTES

**PLN-5**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on October 3, 2017.*



### NEXT COMMITTEE MEETING DATE

November 7, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

### PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY KONIC DEVELOPMENT LTD. FOR REZONING AT 7151 NO. 2 ROAD FROM SINGLE DETACHED (RS1/E) TO LOW DENSITY TOWNHOUSES (RTL4)**

(File Ref. No. 12-8060-20-009762; RZ 13-638387) (REDMS No. 5347398)

**PLN-8**

**See Page PLN-8 for full report**

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9762, for the rezoning of 7151 No. 2 Road from “Single Detached (RS1/E)” zone to “Low Density Townhouses (RTL4)” zone, be introduced and given first reading.*



2. **APPLICATION BY DARLENE DUECKMAN, MARK DUECKMAN, AND JOHN GOOSSEN FOR REZONING AT 12431 MCNEELY DRIVE FROM “AGRICULTURE (AG1)” ZONE TO “SINGLE DETACHED (RS2/B)” ZONE**

(File Ref. No. RZ 17-781064) (REDMS No. 5556538)

PLN-32

See Page PLN-32 for full report

*Designated Speaker: Wayne Craig*

STAFF RECOMMENDATION

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9773, for the rezoning of 12431 McNeely Drive from “Agriculture (AG1)” zone to “Single Detached (RS2/B)” zone, be introduced and given first reading.*



3. **RICHMOND’S FIVE YEAR REGIONAL CONTEXT STATEMENT REVIEW, 2041 OFFICIAL COMMUNITY PLAN (OCP)**

(File Ref. No. 01-0157-30-RGST1) (REDMS No. 5575285)

PLN-53

See Page PLN-53 for full report

*Designated Speaker: Terry Crowe*

STAFF RECOMMENDATION

*That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.*



4.    **PROPOSED CHANGES: STEVESTON AREA PLAN, VILLAGE HERITAGE CONSERVATION POLICIES, DESIGN GUIDELINES AND LONG-TERM BAYVIEW, MONCTON AND CHATHAM STREET VISIONS**

(File Ref. No. 08-4045-20-04) (REDMS No. 5561802 v. 6)

PLN-86

[See Page PLN-86 for full report](#)

*Designated Speakers: Terry Crowe and Victor Wei*

STAFF RECOMMENDATION

- (1)    *That the report titled “Proposed Changes: Steveston Area Plan, Village Heritage Conservation Policies, Design Guidelines and Long-Term Bayview, Moncton and Chatham Street Visions”, dated October 10, 2017 from the Director, Transportation and Manager, Policy Planning be received for information;*
- (2)    *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, be introduced and given first reading;*
- (3)    *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in conjunction with:*
  - (a)    *the City's Financial Plan and Capital Program; and*
  - (b)    *the Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;*

*is hereby found to be consistent with said program and plans, in accordance with section 477(3)(a) of the Local Government Act; and*

- (4) That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9775, having been considered in accordance with Section 475 of the Local Government Act and the City's Official Community Plan Bylaw Preparation Consultation Policy 5043, is found not to require further consultation;*
- (5) That the recommended Long-Term Streetscape Visions for Bayview, Chatham and Moncton Streets based on community feedback obtained from the public consultation held in July 2017 be endorsed to guide future street frontage improvements along these roadways as part of new developments and City capital projects;*
- (6) That staff be directed to report back with an implementation strategy for the Bayview, Chatham and Moncton Street recommended streetscape visions including updated and more detailed cost estimates, boulevard surface finish, timing, and funding sources; and*
- (7) That the boundary of the 30 km/h speed limit on Chatham Street be extended from 3<sup>rd</sup> Avenue west to 7<sup>th</sup> Avenue to provide consistency along the length of the street.*

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5. **MANAGER'S REPORT**

ADJOURNMENT

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## Planning Committee

Date: Tuesday, October 3, 2017

Place: Anderson Room  
Richmond City Hall

Present: Councillor Linda McPhail, Chair  
Councillor Bill McNulty  
Councillor Chak Au  
Councillor Alexa Loo  
Councillor Harold Steves

Also Present: Councillor Carol Day (entered at 4:08 p.m.)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### AGENDA ADDITIONS & DELETIONS

It was moved and seconded

*That Item No. 4, Agricultural Land Reserve Appeal Application by Core Concept Consulting Ltd. for Subdivision at 11200 Westminster Highway, be removed from the agenda.*

**CARRIED**

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on September 19, 2017, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

October 17, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

**COMMUNITY SERVICES DIVISION**

1. **HOUSING AGREEMENT BYLAW NO. 8995, AMENDMENT BYLAW NO. 9761 TO PERMIT THE CITY OF RICHMOND TO AMEND THE EXISTING HOUSING AGREEMENT SECURING AFFORDABLE HOUSING UNITS LOCATED AT 5440 HOLLYBRIDGE WAY (INTRACORP RIVER PARK PLACE)**

(File Ref. No. 08-4057-05) (REDMS No. 5526168 v. 4)

Joyce Rautenberg, Affordable Housing Coordinator, reviewed the proposed Housing Agreement Amendment Bylaw, noting that 18 one bedroom units, 10 two bedroom units and 3 three bedroom units are secured for affordable housing. She added that Catalyst Community Developments Society will be managing the affordable housing units and the development will be their first project in Richmond.

It was moved and seconded

*That Housing Agreement Bylaw No. 8995, Amendment Bylaw No. 9761 be introduced and given first, second, and third readings to allow the City to amend the existing Housing Agreement pursuant to an Amending Agreement substantially in the form attached as Schedule A to the bylaw, in accordance with the requirements of section 483 of the Local Government Act, to secure the Affordable Housing Units required by RZ 14-665416.*

**CARRIED**

**PLANNING AND DEVELOPMENT DIVISION**

2. **APPLICATION BY 1008358 BC LTD FOR REZONING AT 10451/10453 NO. 1 ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH1)**

(File Ref. No. RZ 12-8060-20-009753; 16-754653) (REDMS No. 5504451)

It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9753, for the rezoning of 10451/10453 No. 1 Road from "Single Detached (RS1/E)" to "Coach Houses (RCH1)", be introduced and given first reading.*

**CARRIED**

3. **APPLICATION BY KNS ENTERPRISES LTD. FOR REZONING AT 9600/9620 GLENACRES DRIVE FROM "SINGLE DETACHED (RS1/E)" ZONE TO "SINGLE DETACHED (RS2/C)" ZONE**

(File Ref. No. 12-8060-20-009765; RZ 17-772629) (REDMS No. 5407112)

Jordan Rockerbie, Planning Technician, reviewed the application and highlighted that each new lot will include a secondary suite.

**Planning Committee**  
**Tuesday, October 3, 2017**

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It was moved and seconded

*That Richmond Zoning Bylaw 8500, Amendment Bylaw 9765, for the rezoning of 9600/9620 Glenacres Drive from "Single Detached (RS1/E)" zone to "Single Detached (RS2/C)" zone, be introduced and given first reading.*

**CARRIED**

**5. MANAGER'S REPORT**

**(i) Nanaksar Gurdwara Gursikh Temple Non-Farm Use Application**

*Councillor Day entered the meeting (4:08 p.m.).*

Wayne Craig, Director, Development, updated Committee on the Nanaksar Gurdwara Gursikh Temple Non-Farm Use Application, noting that the Agricultural Land Commission (ALC) has denied their application. He added that the applicants have submitted a reconsideration request to the ALC.

**(ii) Greater Vancouver Real Estate Board Learning Session**

Mr. Craig noted that the Greater Vancouver Real Estate Board will be hosting a learning session on October 12, 2017 and that staff will be participating and will be available to provide information on development activities.

**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:10 p.m.).*

**CARRIED**

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, October 3, 2017.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee

**Date:** October 10, 2017

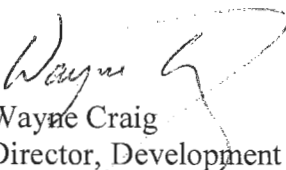
**From:** Wayne Craig  
Director, Development

**File:** RZ 13-638387


**Re:** Application by Konic Development Ltd. for Rezoning at 7151 No. 2 Road from  
Single Detached (RS1/E) to Low Density Townhouses (RTL4)

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9762, for the rezoning of 7151 No. 2 Road from "Single Detached (RS1/E)" zone to "Low Density Townhouses (RTL4)" zone, be introduced and given first reading.

  
Wayne Craig  
Director, Development

WC:el  
Att. 5

| REPORT CONCURRENCE |                                     |  |
|--------------------|-------------------------------------|--|
| ROUTED TO:         | CONCURRENCE                         | CONCURRENCE OF GENERAL MANAGER   |
| Affordable Housing | <input checked="" type="checkbox"/> |  |
| Transportation     | <input checked="" type="checkbox"/> |  |

## **Staff Report**

### **Origin**

Konic Development Ltd. has applied to the City of Richmond for permission to rezone 7151 No. 2 Road (Attachment 1) from the “Single Detached (RS1/E)” zone to the “Low Density Townhouses (RTL4)” zone in order to permit the development of four three-storey townhouse units with vehicle access from No. 2 Road. A preliminary site plan, building elevations, and landscape plan are contained in Attachment 2. The site currently contains one single family home, which will be demolished.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 3).

### **Surrounding Development**

To the North: Presbyterian Church on a site zoned “Assembly (ASY)”.

To the South: A 26-unit townhouse complex on a lot zoned “Low Density Townhouses (RTL3)” with vehicle access from No. 2 Road.

To the East: Across No. 2 Road, to the north of Comstock Road, single family homes on lots zoned “Compact Single Detached (RC1)”;

to the south of Comstock Road, duplexes on lots zoned “Two-Unit Dwellings (RD1)”.

To the West: Single family homes on lots zoned “Single Detached (RS1/E)” fronting Langton Road.

### **Related Policies & Studies**

#### **Official Community Plan**

The 2041 Official Community Plan (OCP) Land Use Map designation for the subject site is “Neighbourhood Residential”. This redevelopment proposal is consistent with this designation.

#### **Arterial Road Policy**

The Arterial Road Land Use Policy in the City’s 2041 OCP (Bylaw 9000), directs appropriate townhouse development onto certain arterial roads outside the City Centre. The subject site is identified for “Arterial Road Townhouse” on the Arterial Road Housing Development Map and the proposal is in compliance with the Townhouse Development Requirements under the Arterial Road Policy except for the minimum 50 m wide site assembly requirement. The subject site is an orphaned lot located between the Presbyterian Church to the north and an existing townhouse development to the south. There is no opportunity for the developer to acquire additional property along No. 2 Road to meet the minimum lot wide requirement.

### **Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

### **Public Consultation**

A rezoning sign has been installed on the subject property. Staff received letters from the owners and residents of the adjacent townhouse development at 7231 No. 2 Road raising concerns with regards to vehicle access to the subject site. An analysis on site access is provided in the Transportation and Site Access section in this report.

Should the Planning Committee endorse this application and Council grant 1<sup>st</sup> reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment.

Public notification for the Public Hearing will be provided as per the *Local Government Act*.

### **Analysis**

#### **Transportation and Site Access**

A Cross-Access Easement is registered on Title of 7231 No. 2 Road to provide vehicle access to the subject site. This access arrangement was envisioned and secured when the adjacent townhouse development at 7231 No. 2 Road developed in 2006. A legal opinion prepared by the applicant's lawyer confirms that the City can rely on this access easement.

Typically, use of a cross access easement is pursued to restrict the number of access points on arterial roadways; however, staff support the proposed direct access for this development based on the following:

- the proposed driveway will be designed to meet all current city standards, and there is adequate separation to the Granville Avenue/No. 2 Road intersection;
- in the longer term, as traffic volume continues to increase on No. 2 Road, there is merit in providing a signalized intersection at No. 2 Road and Comstock Road. The proposed driveway will be located directly across from Comstock Road on the east side of No. 2 Road and provides opportunity for full movement at a signalized intersection at No. 2 Road and Comstock Road in the future; and
- the proposed driveway could potentially be used in the future to enhance vehicle access to/from the neighbouring site to the south via the intersection at No. 2 Road and Comstock Road. Prior to final adoption of the rezoning bylaw, registration of a Statutory Rights of Way over the entire internal drive aisle of the subject site is required to provide legal means of public/vehicular access to the existing and future developments to the south. This SRW will be pursued at City's discretion upon signalization at the No. 2 Road / Comstock Road intersection.

Alternatively, the City could require use of the cross access easement registered on Title of the neighbouring townhouse development at 7231 No. 2 Road to provide vehicle access to the subject site. However, given the potential future signalization of No. 2 Road at Comstock Road in the long term, the location of the proposed driveway, and the new SRW to be provided on the subject site, staff believe that a direct access from No. 2 Road to the subject site would enhance the traffic pattern at the No. 2 Road/Comstock Road in the future. Staff will continue to require use of cross access easements for future developments where technically feasible.

While direct access will be provided for the subject development, discharge of the Cross-Access Easement registered on Title of 7231 No. 2 Road is not warranted. Upon signalization of the No. 2 Road / Comstock Road intersection, strata council of 7231 No. 2 Road may decide to use the SRW on the subject site for vehicle access. The cross access easement registered on Title of 7231 No. 2 Road would provide an alternate route for the future residents at the subject site to travel south should there be queued vehicles at the future signalized driveway at No. 2 Road and Comstock Road.

Prior to final adoption of the rezoning bylaw, the developer is also required to dedicate approximately 0.6 m across the entire No. 2 Road frontage to accommodate frontage improvements, including, but not limited to a new 1.5 m wide treed/grassed boulevard and a new 1.5 m wide concrete sidewalk. Exact width is to be confirmed with survey information to be submitted by the applicant before final adoption of the rezoning bylaw.

### **Built Form and Architectural Character**

The applicant proposes to construct four townhouse units in one building cluster. All units are three-storey, and contain a side-by-side double car garages. One unit will front onto No. 2 Road and the other units will front onto the internal drive aisle. The outdoor amenity area will be situated at the west end of the site to provide a buffer between the proposed townhouse building and the adjacent single family homes to the west. No secondary suite is being proposed as part of this townhouse development as limited ground floor habitable space is available in this orphan lot development.

A Development Permit processed to a satisfactory level is a requirement of zoning approval. Through the Development Permit, the following issues are to be further examined:

- Compliance with Development Permit Guidelines for multiple-family projects in the 2041 Official Community Plan.
- Refinement of the proposed building form.
- Refinement of the proposed site grading to ensure survival of all protected trees on adjacent property; and to provide appropriate transition between the proposed development and adjacent existing developments.
- Refinement of landscape design, including the choice of play equipment and design of the outdoor amenity space, to create a safe and vibrant environment for children's play and social interaction.
- Opportunities to maximize planting areas along internal drive aisles, to maximize permeable surface areas, and to better articulate hard surface treatments on site.

- Review of aging-in-place features in all units and the provision of convertible units.
- Review of a sustainability strategy for the development proposal, including measures to achieve an EnerGuide Rating System (ERS) score of 82.

Additional issues may be identified as part of the Development Permit application review process.

### **Existing Legal Encumbrances**

There is an existing 3.0 m wide statutory right-of-way (SRW) along the entire south property line of the site for an existing sanitary sewer. The developer is aware that no construction can take place within the right-of-way area.

### **Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report, which assesses tree structure and condition, and provides recommendations on tree retention and removal. The report assesses two bylaw-sized trees on the subject property, a cedar hedge along the east property line of the site, and two trees on neighbouring properties to the southwest. The City's Tree Preservation Coordinator and Parks Operations staff have reviewed the Arborist's Report and accepted the proposed tree retention scheme (Attachment 4) with the following comments:

- One Western Red Cedar tree (tag# 2) and one Plum tree (tag# 3) located on the development site are infected with Fungal Blight and have been previously topped. As a result, these trees are not good candidates for retention and should be removed and replaced.
- One Birch tree (tag #4) and one Douglas Fir tree (tag #5) located on the adjacent property to the west are identified to be retained and protected. Provide tree protection as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Replacement trees should be specified at 2:1 ratio as per the OCP.
- One cedar hedge on city's boulevard along the east property line of the site will be in conflicts with proposed vehicle access. Parks Operations staff agreed to the proposed removal based on the health and condition of the trees, as well as the required frontage improvement works along No. 2 Road. No compensation is required.

### *Tree Replacement*

The applicant wishes to remove two on-site trees (tag# 2 & 3). The 2:1 replacement ratio would require a total of four replacement trees. According to the Preliminary Landscape Plan provided by the applicant (Attachment 2), the developer is proposing to plant nine new trees on-site. The size and species of replacement trees will be reviewed in detail through Development Permit and overall landscape design.



*Tree Protection*

Two trees (tag # 4 & 5) on the neighbouring property at to the west are to be retained and protected. To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.

**Variances Requested**

The proposed development is generally in compliance with the "Low Density Townhouses (RTL4)" zone other than the variances noted below. Based on the review of the current plans for the project, the following variances are being requested:

1. Reduce the minimum lot width on major arterial road from 50.0 m to 20.12 m.  
*Staff support the proposed variance since the subject site is an orphaned lot located between the church to the north and an existing townhouse development to the south. There is no opportunity for the developer to acquire additional property along No. 2 Road to meet the minimum lot wide requirement.*
2. Reduce the minimum front yard (east) setback from 6.0 m to 4.50 m.  
*Staff support the requested variance based on the following:*
  - *The Arterial Road Guidelines for Townhouses in the OCP support reduced front yard setback where a 6.0 rear yard setback is provided, on condition that there is an appropriate interface with neighbouring properties; and*
  - *The proposed rear yard setback is 9.96 m, which substantially exceeds the 6.0 m minimum rear yard setback under the Arterial Road Guidelines for Townhouses and the 3.0 m minimum rear yard setback back under the "Low Density Townhouses (RTL4)" zone.*

These variances will be reviewed in the context of the overall detailed design of the project, including architectural form, site design and landscaping at the Development Permit stage.

**Affordable Housing Strategy**

The applicant proposes to make a cash contribution to the affordable housing reserve fund in accordance to the City's Affordable Housing Strategy. As the proposal is for townhouses, the applicant will make a cash contribution of \$4.00 per buildable square foot as per the Strategy, for a contribution of \$23,448.70.

**Townhouse Energy Efficiency and Renewable Energy**

The applicant has committed to achieving an EnerGuide Rating System (ERS) score of 82 and all units will be pre-ducted for solar hot water for the proposed development. Registration of a legal agreement on title to ensure that all units are built and maintained to this commitment is required prior to rezoning bylaw adoption. As part of the Development Permit Application review process, the developer will be required to retain a certified energy advisor (CEA) to complete an Evaluation Report to confirm details of construction requirements needed to achieve the rating.

**Amenity Space**

The applicant is proposing a cash contribution in-lieu of providing the required indoor amenity space on site. Council's Policy 5041 (Cash in Lieu of Indoor Amenity Space) requires that a cash contribution of \$1,000 per unit be provided in lieu of indoor amenity space. The total cash contribution required for this four unit townhouse development is \$4,000.

Outdoor amenity space will be provided on site. Based on the preliminary design, the size of the proposed outdoor amenity space complies with the Official Community Plan (OCP) requirements of 6 m<sup>2</sup> per unit. Private outdoor space will also be provided for each unit. Based on the preliminary design, the sizes of the proposed private outdoor spaces comply with the Official Community Plan (OCP) requirements of 30 m<sup>2</sup> per unit. Staff will work with the applicant at the Development Permit stage to ensure the configurations and designs of the outdoor amenity space and private outdoor spaces meet the Development Permit Guidelines in the OCP.

**Site Servicing and Frontage Improvements**

Prior to final adoption of the rezoning bylaw, the developer is required to dedicate an approximately 0.6 m wide road across the entire No. 2 Road frontage to accommodate the required frontage improvements including a new sidewalk and grass and treed boulevard.

Prior to issuance of a Building Permit, the developer is required to enter into the City's standard Servicing Agreement to design and construct frontage beautification along the site frontage and service connections (see Attachment 5 for details). All works are at the client's sole cost (i.e., no credits apply). The developer is also required to pay DCC's (City & GVS & DD), School Site Acquisition Charge and Address Assignment Fee.

**Financial Impact or Economic Impact**

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

**Conclusion**

The proposed four-unit townhouse development is consistent with the Official Community Plan (OCP) and the Arterial Road Policy in the OCP. Further review of the project design is required to ensure a high quality project and design consistency with the existing neighbourhood context, and this will be completed as part of the Development Permit application review process. The list of rezoning considerations is included as Attachment 5, which has been agreed to by the applicants (signed concurrence on file). On this basis, staff recommend support of the application.

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9762 be introduced and given first reading.



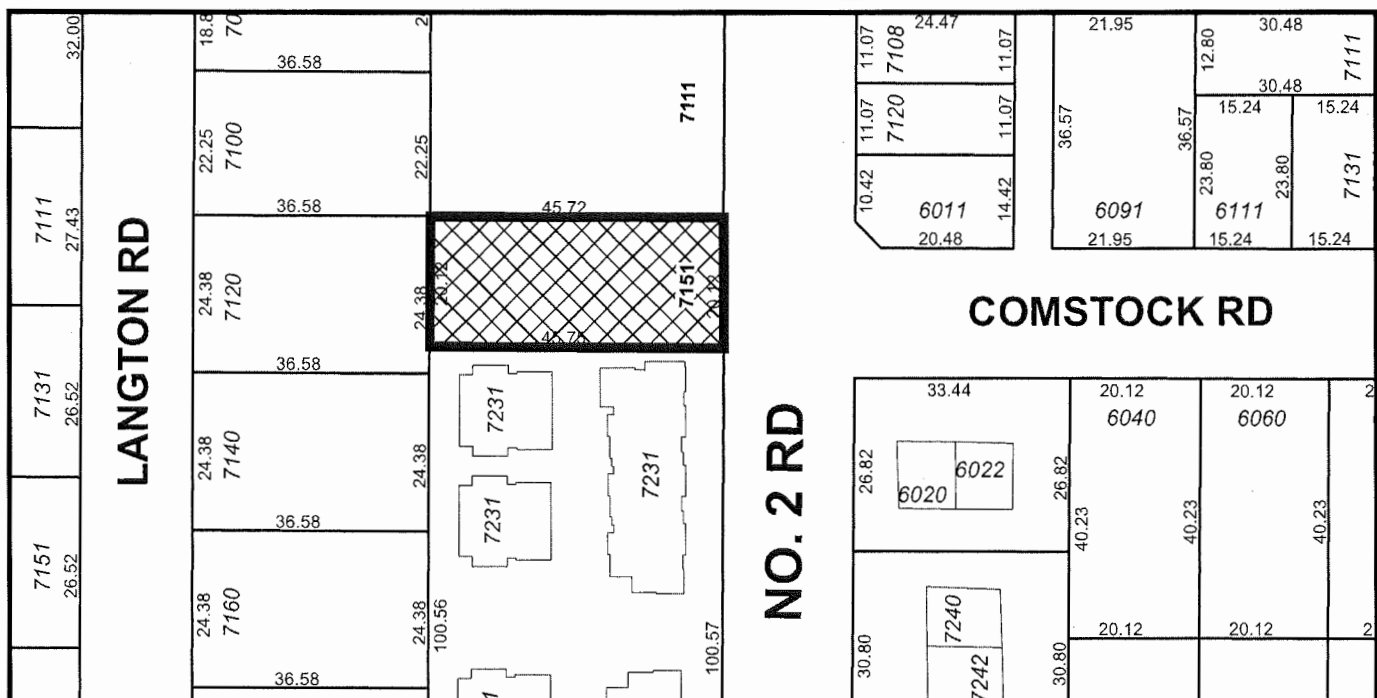
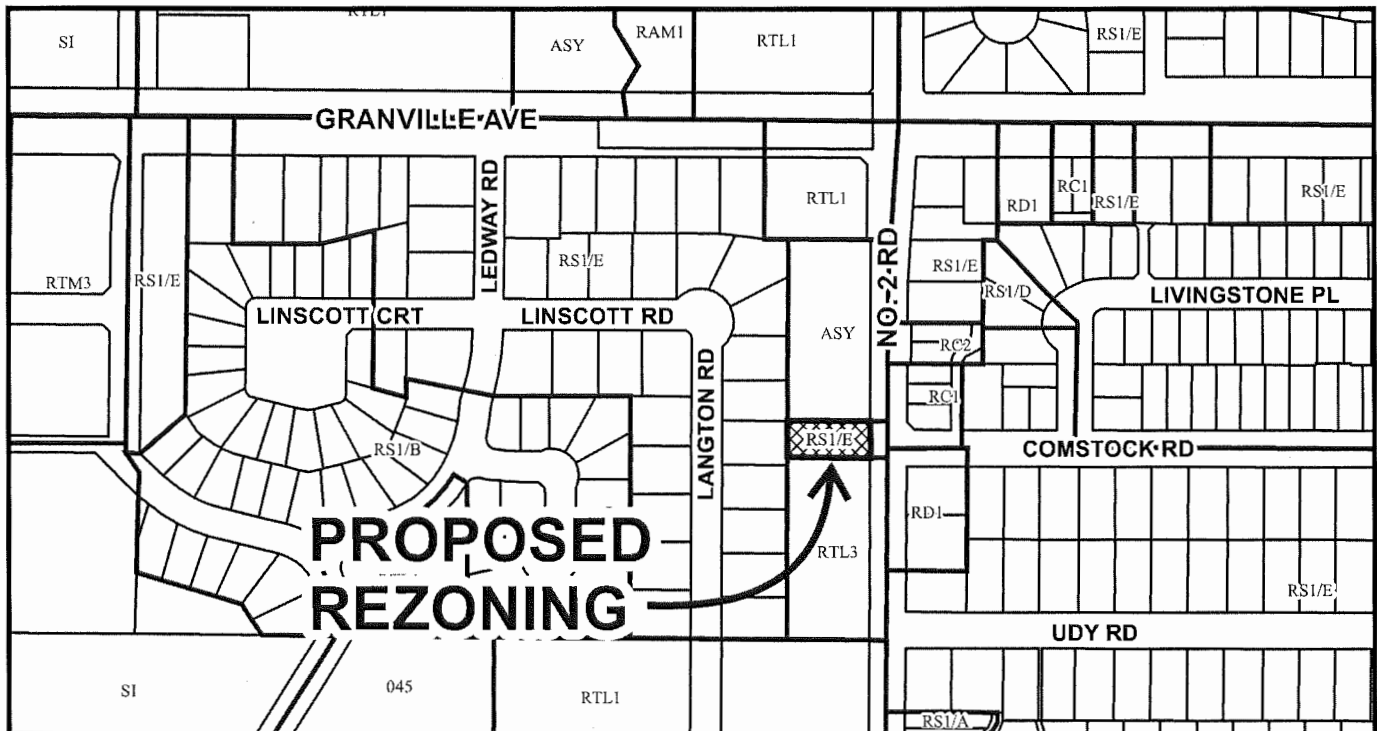
Edwin Lee  
Planner 1

EL:rg

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Tree Management Plan
- Attachment 5: Rezoning Considerations



City of  
Richmond



RZ 13-638387

PLN - 16

Original Date: 09/06/17

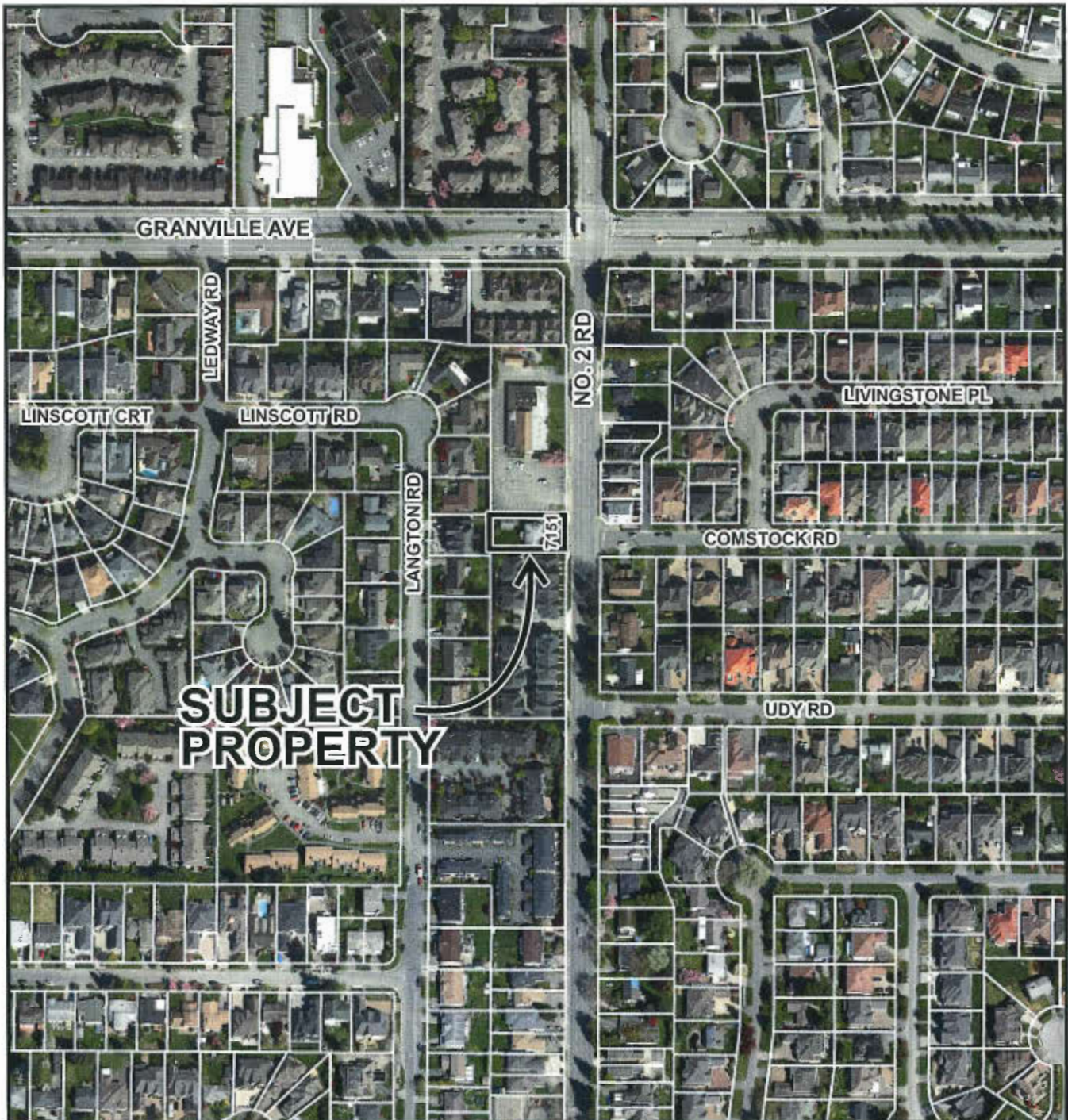
Revision Date:

Note: Dimensions are in METRES





# City of Richmond

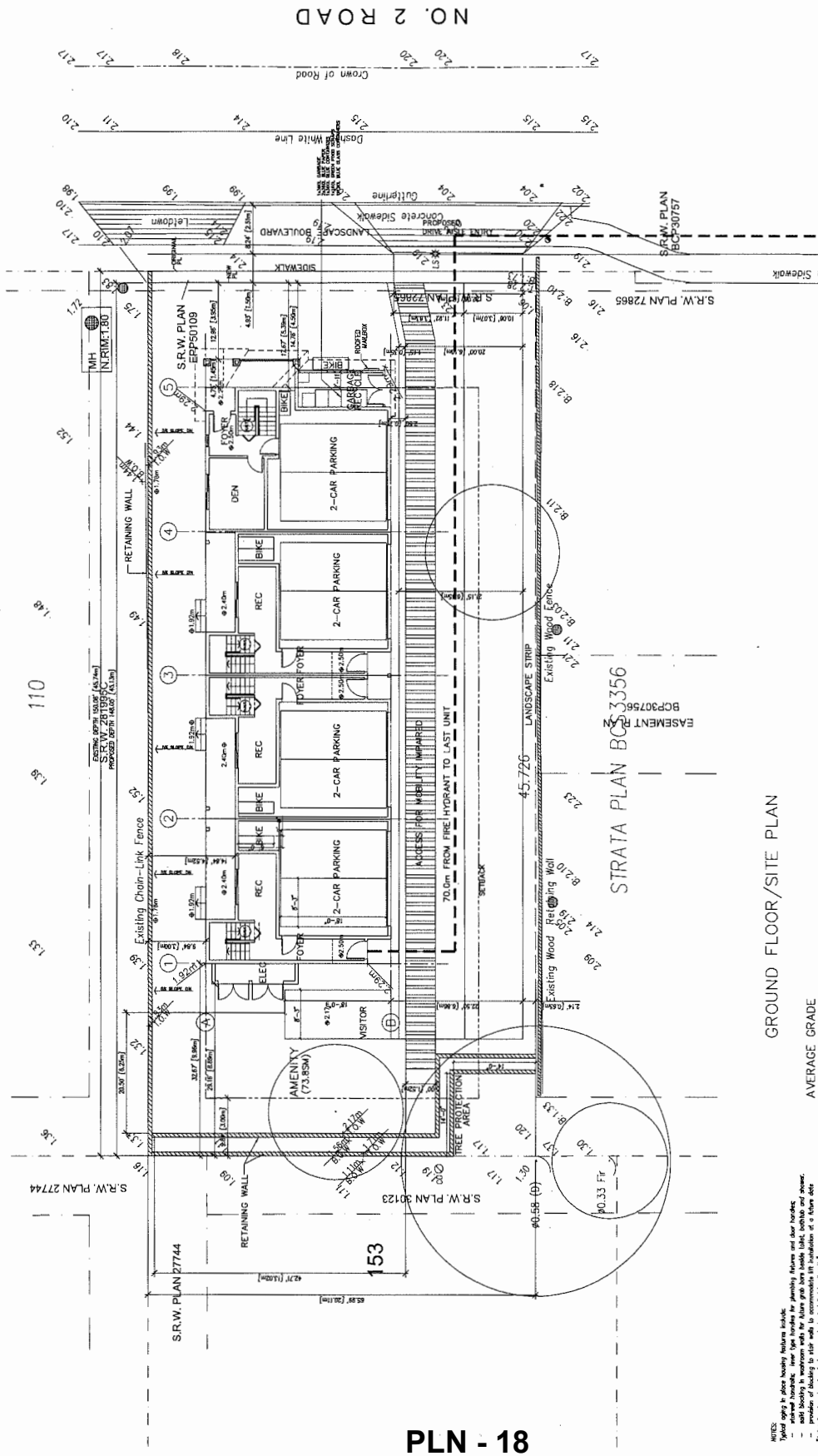



RZ 13-638387

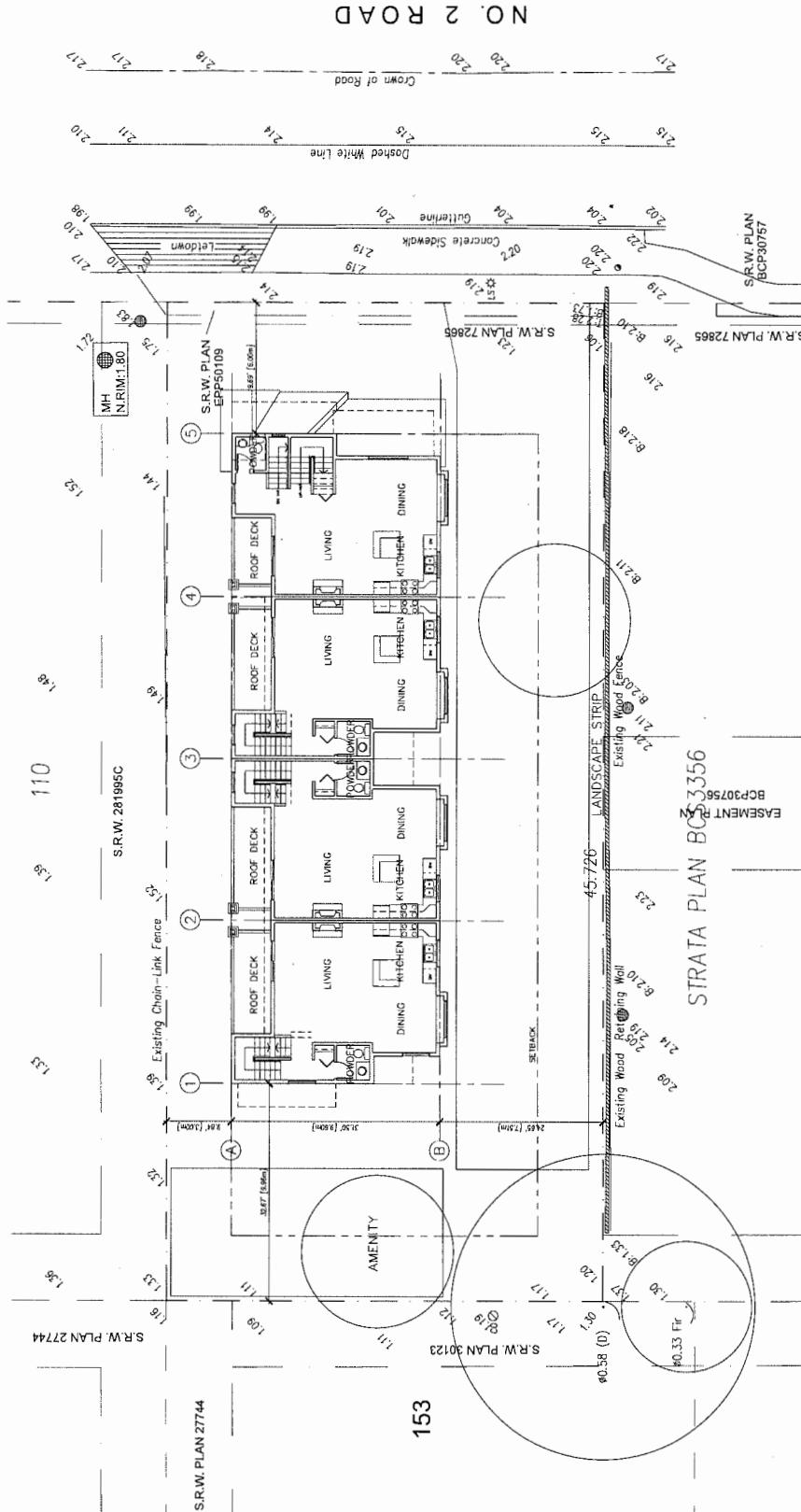
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**PLN - 18**

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|  <p><b>MATTHEW CHENG<br/>ARCHITECT INC.</b></p> <p>Unit 202, 478 BURNHAMTHORPE RD.<br/>SCARBOROUGH, ONTARIO M1W 1Y7<br/>TEL: (416) 291-7502 FAX: (416) 291-7509<br/>CELL: (416) 467-8869 Email: mcheng@matarch.com</p> | <p>THIS IS A SPECIALIZED REPORT AND IS NOT THE OFFICIAL<br/>CONTRACTOR'S DRAWING. IT IS NOT TO BE USED FOR ANY<br/>LITIGATION OR COMMERCIAL PURPOSES. ALL<br/>RIGHTS ARE RESERVED FOR THE ARCHITECT. COPYRIGHT<br/>© 2017 MATTHEW CHENG ARCHITECT INC. ALL<br/>RIGHTS RESERVED. THIS DRAWING IS THE PROPERTY OF<br/>MATTHEW CHENG ARCHITECT INC. AND MAY NOT BE<br/>REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY<br/>MEANS, ELECTRONIC OR MECHANICAL, WITHOUT<br/>PERMISSION.</p> | <p>No Data</p> <p>Revision</p> <p>No Data</p> | <p>Revision</p> <p>No Data</p> | <p>Consultants</p> | <p>Project File</p> <p>4-UNIT TOWNHOUSE<br/>DEVELOPMENT<br/>7151 NO.2 ROAD<br/>RICHMOND, B.C.</p> | <p>Sheet Title</p> <p>SITE PLAN</p> | <p>Drawn</p> <p>2017/07/27</p> <p>Checked</p> <p>JAC</p> <p>Scale</p> <p>1/8" = 1'-0"</p> <p>Project Number</p> | <p>Revision Date</p> <p>2017/07/27</p> <p>Print Date</p> <p></p> <p>Dep. No.</p> <p>D01</p> |
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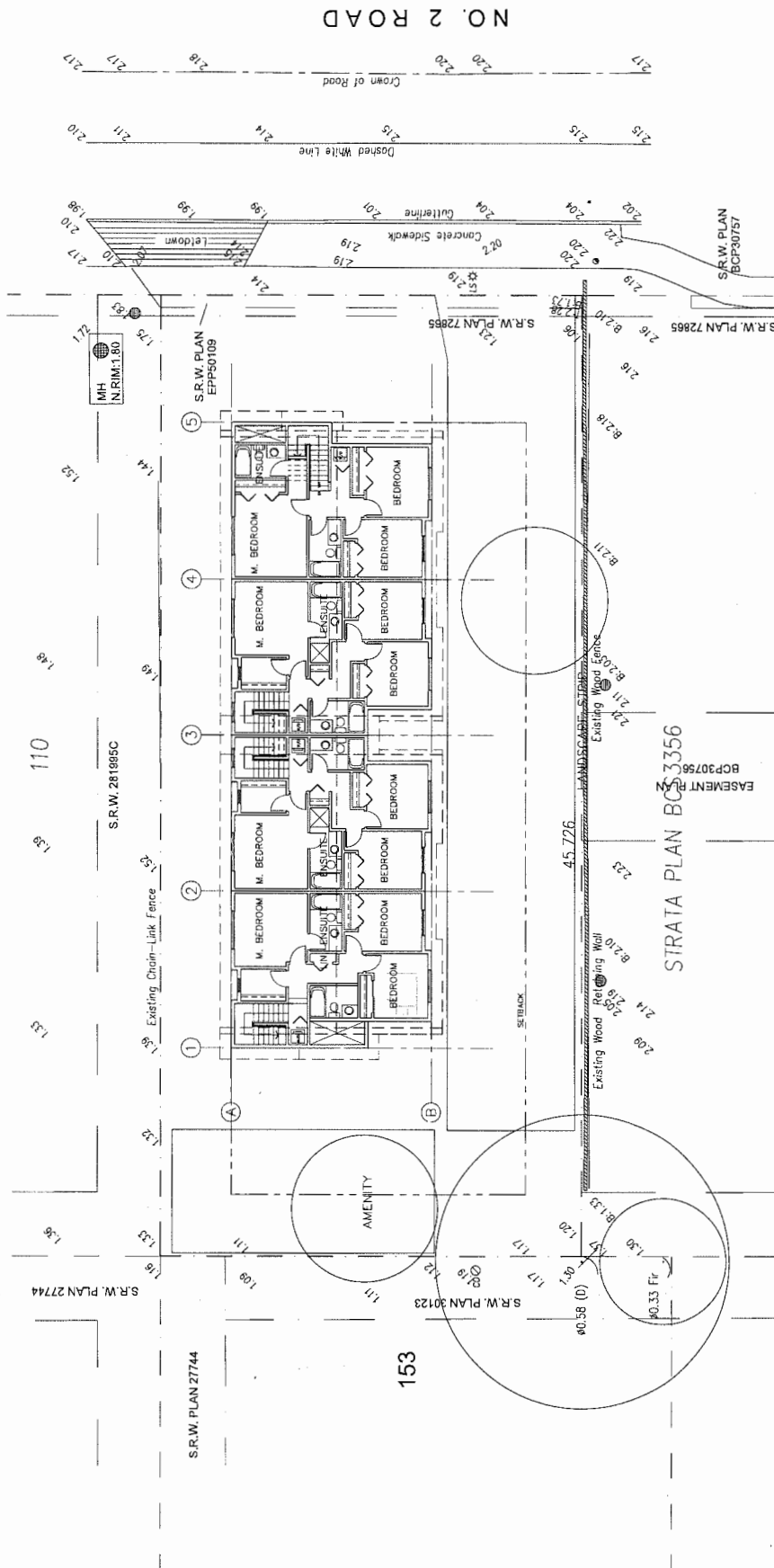


# SECOND FLOOR PLAN

NOTES:  
 1. All dimensions are in feet and inches.  
 2. All dimensions are to the centerline of the wall unless otherwise noted.  
 3. All dimensions are to the finished floor unless otherwise noted.  
 4. All dimensions are to the exterior face of the wall unless otherwise noted.  
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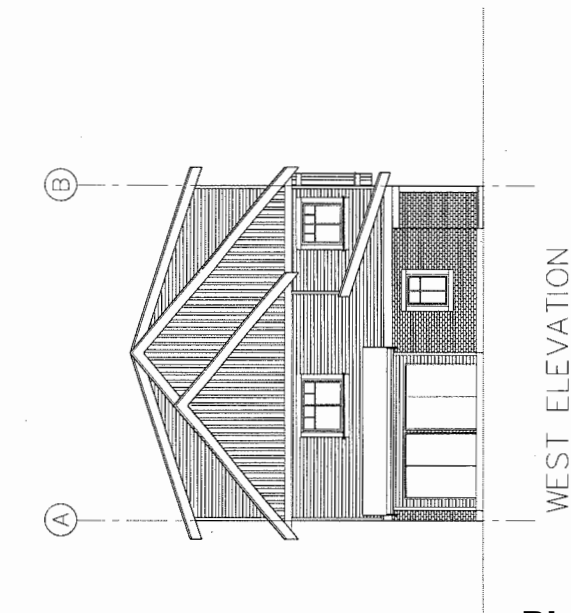
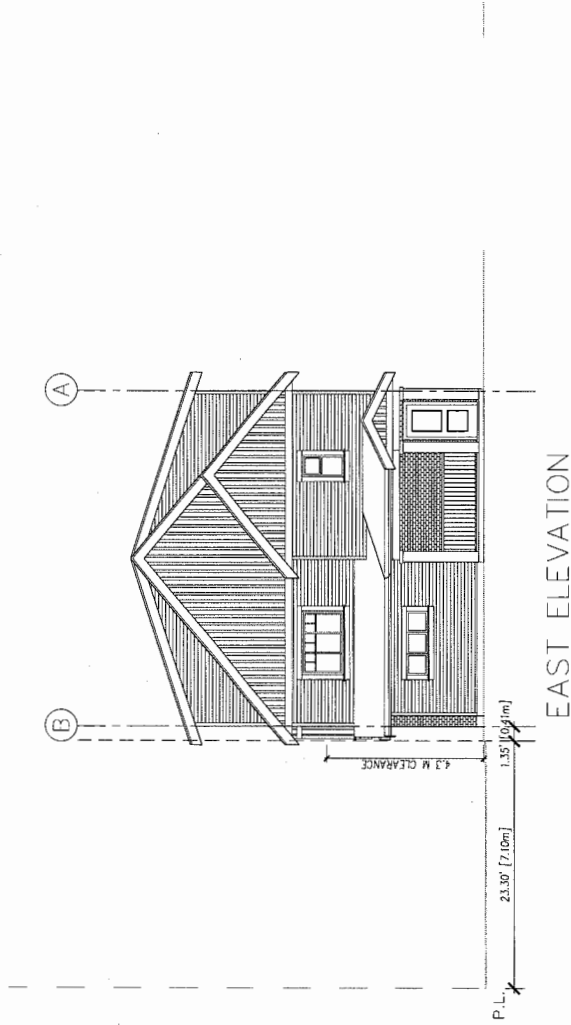
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|--|---|--|--------------------------|--------------------------|-----------------|---|---|---|--|
|  | <p><b>MATTHEW CHENG ARCHITECT INC.</b><br/>         1100 WEST 10TH AVENUE<br/>         VANCOUVER, B.C. V6H 1T6<br/>         TEL: 604-681-1100<br/>         FAX: 604-681-1101<br/>         WWW.MATTHEWCHENGARCHITECT.COM</p> | <p>THESE DOCUMENTS ARE THE PROPERTY OF MATTHEW CHENG ARCHITECT INC. AND ARE NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM MATTHEW CHENG ARCHITECT INC.</p> | <p>No. Date Revision</p> | <p>No. Date Revision</p> | <p>Comments</p> | <p>Project Title<br/> <b>4-UNIT TOWNHOUSE DEVELOPMENT<br/>         7151 NO.2 ROAD<br/>         RICHMOND, B.C.</b></p> | <p>Sheet Title<br/> <b>SITE PLAN<br/>         SECOND FLOOR PLAN</b></p> | <p>Drawn By<br/>         Checked By<br/>         Project Number</p> | <p>Revision Date<br/>         2017/09/25<br/>         Print Date<br/>         Draw No.<br/> <b>D02</b></p> |
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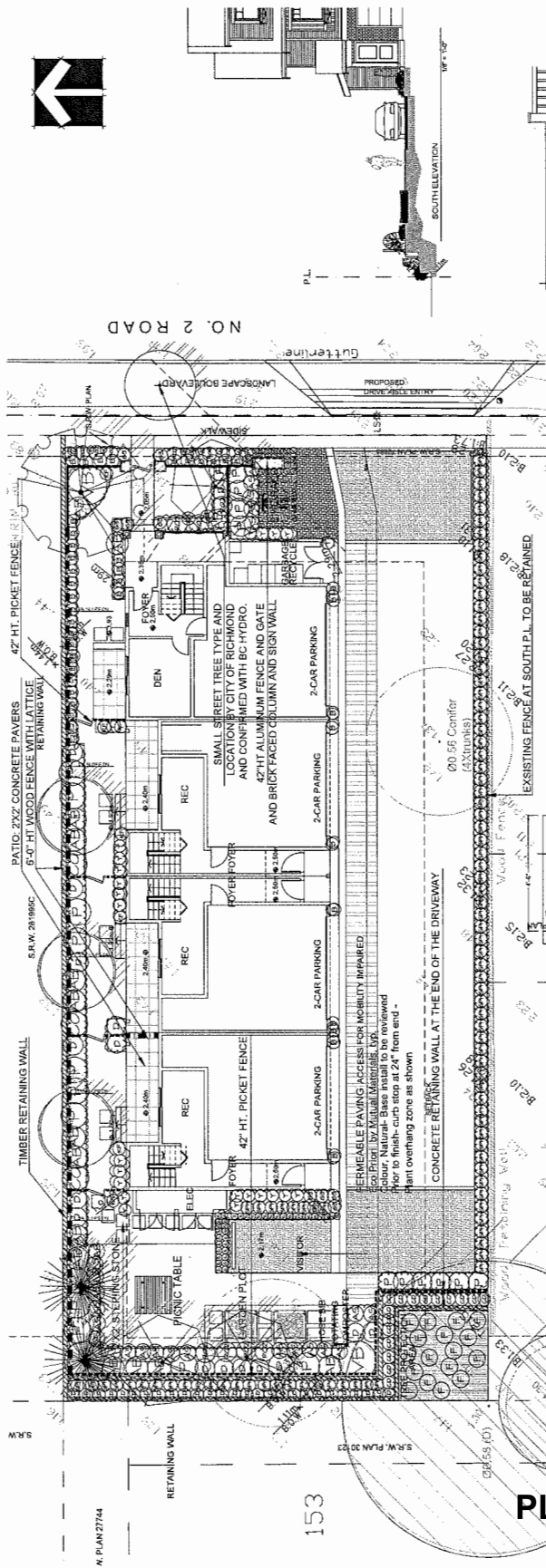






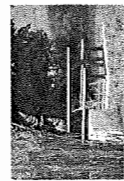
PLN - 22

|   |  |   |  |                                 |                            |  |   |   |   |   |   |
|---|--|---|--|---------------------------------|----------------------------|--|---|---|---|---|---|
|  <p><b>MATTHEW CHENG ARCHITECT INC.</b><br/>         4124-290 BURNHAMTHORPE AVE. UNIT 104, MISSISSAUGA, ONT. L4V 1P4<br/>         TEL: (905) 276-1111 FAX: (905) 276-1112<br/>         WWW.MATTHEWCHENGARCHITECT.COM</p> | <p>THIS DOCUMENTARY IS NOT BE SCALED. THE GENERAL CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF ALL FEATURES AND ELEMENTS OF THE DESIGN AND CONSTRUCTION SHALL BE APPROVED BY THE ARCHITECT PRIOR TO PROCEEDING WITH THE WORK.</p> | <p>DATE: _____<br/>         DRAWN BY: _____<br/>         CHECKED BY: _____<br/>         DATE: _____</p> | <p>PROJECT TITLE: 4-UNIT TOWNHOUSE 7151 NO. 2 RD. RICHMOND, B.C.</p> | <p>PROJECT TYPE: ELEVATIONS</p> | <p>SCALE: 3/4" = 1'-0"</p> | <p>PROJECT NUMBER: _____<br/>         REVISION DATE: 2017/09/29<br/>         DRAWN BY: _____</p> | <p>DATE: _____<br/>         DRAWN BY: _____<br/>         CHECKED BY: _____<br/>         DATE: _____</p> | <p>DATE: _____<br/>         DRAWN BY: _____<br/>         CHECKED BY: _____<br/>         DATE: _____</p> | <p>DATE: _____<br/>         DRAWN BY: _____<br/>         CHECKED BY: _____<br/>         DATE: _____</p> | <p>DATE: _____<br/>         DRAWN BY: _____<br/>         CHECKED BY: _____<br/>         DATE: _____</p> | <p>DATE: _____<br/>         DRAWN BY: _____<br/>         CHECKED BY: _____<br/>         DATE: _____</p> |
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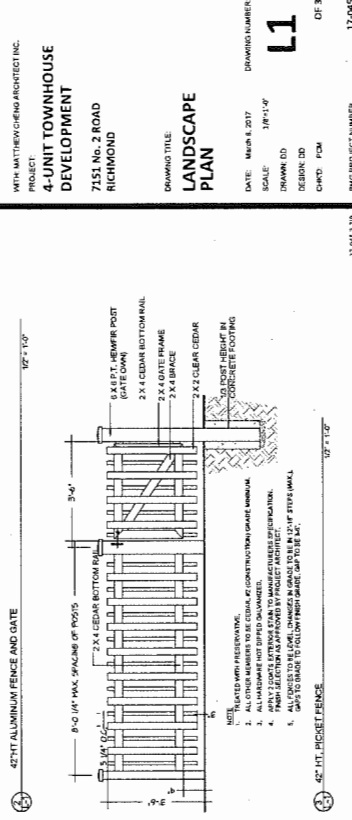
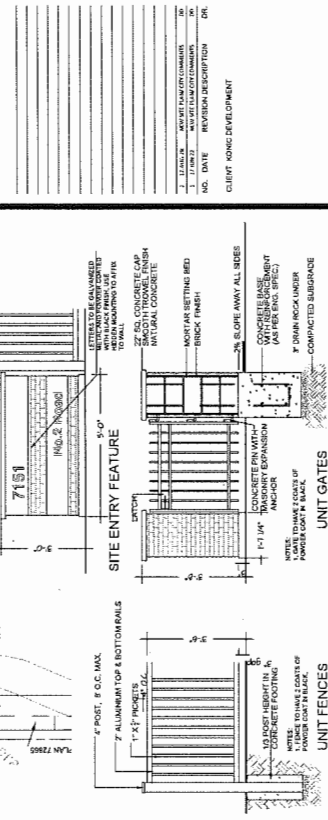
PLN 23

| PLANT SCHEDULE | COMMON NAME         | PLANT SIZE / MATERIAL | NOTES               |
|----------------|---------------------|-----------------------|---------------------|
| 1              | RED BUD             | 60cm GAL. IN STD. BAR | RED BUD             |
| 2              | ROYAL STAR MAGNOLIA | 60cm GAL. IN STD. BAR | ROYAL STAR MAGNOLIA |
| 3              | SMALL STREET TREE   | 60cm GAL. IN STD. BAR | SMALL STREET TREE   |
| 4              | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 5              | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 6              | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 7              | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 8              | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 9              | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 10             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 11             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 12             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 13             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 14             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 15             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 16             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 17             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 18             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 19             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 20             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 21             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 22             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 23             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 24             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 25             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 26             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 27             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 28             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 29             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |
| 30             | PRINCE OF WALES     | 42 POT 30cm           | PRINCE OF WALES     |



SPR-4  
SOLICITORS B&B (B&B NUTRITION STRINGS)  
B&B (B&B)  
BY WISHBONE SITE FURNISHINGS  
MOUNTED ON SLAB  
Reticulated Plastic Siltwrap  
MOUNTED ON SLAB

NOTE:  
PROVIDE AN AUTOMATIC IRRIGATION SYSTEM TO BE  
INSTALLED IN ALL LANDSCAPE AREAS. IRRIGATION SYSTEM  
SHALL BE DESIGNED BY THE LANDSCAPE ARCHITECT.





**RZ 13-638387**

**Attachment 3**

Address: 7151 No. 2 Road

Applicant: Konic Development Ltd.

Planning Area(s): Blundell

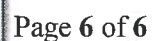
|                                   | Existing                    | Proposed                      |
|-----------------------------------|-----------------------------|-------------------------------|
| <b>Owner:</b>                     | 1009231 BC Ltd.             | No Change                     |
| <b>Site Size (m<sup>2</sup>):</b> | 920 m <sup>2</sup>          | 907.66 m <sup>2</sup>         |
| <b>Land Uses:</b>                 | Single-Family Residential   | Multiple-Family Residential   |
| <b>OCP Designation:</b>           | Low-Density Residential     | No Change                     |
| <b>Area Plan Designation:</b>     | N/A                         | No Change                     |
| <b>702 Policy Designation:</b>    | Policy 5439 – No Applicable | No Change                     |
| <b>Zoning:</b>                    | Single Detached (RS1/E)     | Low Density Townhouses (RTL4) |
| <b>Number of Units:</b>           | 1                           | 4                             |
| <b>Other Designations:</b>        | N/A                         | No Change                     |

| On Future Subdivided Lots                              | Bylaw Requirement          | Proposed  | Variance                  |
|--|----------------------------|---|---------------------------|
| Floor Area Ratio:                                      | Max. 0.60                  | 0.60 Max.                                       | none permitted            |
| Lot Coverage – Building:                               | Max. 40%                   | 40% Max.  | none                      |
| Lot Coverage – Non-porous Surfaces:                    | Max. 65%                   | 65% Max.  | none                      |
| Lot Coverage – Landscaping:                            | Min. 25%                   | 25% Min.  | none                      |
| Setback – Front Yard (m):                              | Min. 6.0 m                 | 5.39 m to Building<br>4.50 m to Garbage Room    | <b>Variance Requested</b> |
| Setback – North Side Yard (m):                         | Min. 3.0 m                 | 3.0 m Min.                                      | none                      |
| Setback – South Side Yard (m):                         | Min. 3.0 m                 | 7.5 m   | none                      |
| Setback – Rear Yard (m):                               | Min. 3.0 m                 | 9.95 m to Building<br>8.89 m to Electrical Room | none                      |
| Height (m):  | Max. 12.0 m (3 storeys)    | 12.0 m (3 storeys) Max.                         | none                      |
| Lot Width:   | Min. 50.0 m                | 20.12 m   | <b>Variance Requested</b> |
| Lot Depth:   | Min. 35.0 m                | 45.75 m   | none                      |
| Off-street Parking Spaces – Regular (R) / Visitor (V): | 2 (R) and 0.2 (V) per unit | 2 (R) and 0.25 (V)                              | none                      |

| On Future Subdivided Lots                   | Bylaw Requirement   | Proposed                                   | Variance |
|---|---|--|----------|
| Off-street Parking Spaces – Total:          | 8 (R) and 1 (V)   | 8 (R) and 1 (V)                            | none     |
| Tandem Parking Spaces:                      | Max. 50% of proposed residential spaces in enclosed garages<br>(8 x Max. 50% = 4) | 0  | none     |
| Small Car Parking Spaces                    | None when fewer than 31 spaces are provided on site                               | 0  | none     |
| Handicap Parking Spaces:                    | None when fewer than 3 visitor stalls are required                                | 0  | none     |
| Bicycle Parking Spaces – Class 1 / Class 2: | 1.25 (Class 1) and 0.2 (Class 2) per unit   | 1.25 (Class 1) and 0.25 (Class 2) per unit | none     |
| Off-street Parking Spaces – Total:          | 6 (Class 1) and 1 (Class 2)   | 6 (Class 1) and 1 (Class 2)                | none     |
| Amenity Space – Indoor:                     | Min. 70 m <sup>2</sup> or Cash-in-lieu  | Cash-in-lieu                               | none     |
| Amenity Space – Outdoor:                    | Min. 6 m <sup>2</sup> x 4 units<br>= 24 m <sup>2</sup>                            | 73.8 m <sup>2</sup>                        | none     |

Other: Tree replacement compensation required for loss of significant trees.







**Address:** 7151 No. 2 Road

**File No.:** RZ 13-638387

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9762, the developer is required to complete the following:**

1. Approximately 0.6 m wide road dedication along the entire No. 2 Road frontage to accommodate a new 1.5 m wide treed/grassed boulevard and a new 1.5 m wide concrete sidewalk (to match the current alignment and frontage improvements to the south of the development site); exact width is to be confirmed with survey information to be submitted by the applicant.
2. Registration of a flood indemnity covenant on Title.
3. Registration of a cross-access easement, statutory right-of-way (SRW), and/or other legal agreements or measures, as determined to the satisfaction of the Director of Development, over the full width and extent of the east-west internal drive aisle on site in favour of the existing and future residential development to the south. This SRW can potential be used to enhance vehicle access to/from the neighbouring site to the south in the future via the intersection at No. 2 Road/Comstock Road, and be pursued at City's discretion. Language should be included in the SRW document that the City will not be responsible for maintenance or liability within the SRW.
4. Registration of a legal agreement on Title, identifying that the proposed development must be designed and constructed to meet or exceed EnerGuide 82 criteria for energy efficiency and that all dwellings are pre-ducted for solar hot water heating.
5. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained on adjacent properties. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
6. City acceptance of the developer's offer to voluntarily contribute \$4.00 per buildable square foot (e.g. \$23,448.70) to the City's affordable housing fund.
7. Contribution of \$4,000.00 in-lieu of on-site indoor amenity space.
8. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.

**Prior to a Development Permit\* being forwarded to the Development Permit Panel for consideration, the developer is required to:**

1. Complete a proposed townhouse energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required townhouse energy efficiency standards (EnerGuide 82 or better), in compliance with the City's Official Community Plan.

**Prior to a Development Permit\* issuance, the developer is required to complete the following:**

1. Submission of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect.

**Prior to Building Permit Issuance, the developer must complete the following requirements:**

1. Installation of appropriate tree protection fencing on site around all trees to be retained on adjacent properties prior to any construction activities, including building demolition, occurring on-site.

Note: Should the applicant wish to begin site preparation work after third reading of the rezoning bylaw, but prior to final adoption of the rezoning bylaw and issuance of the Development Permit, the applicant will be required to obtain a Tree Permit and submit landscaping security (i.e. \$2,000 in total) to ensure the replacement planting will be provided.

2. Developer/contractor must contact the Parks Division (604-244-1208 ext. 1342) four (4) business days prior to the removal of the cedar hedge along the No. 2 Road frontage, in order to allow proper signage to be posted. All costs of removal and compensation are the responsibility borne by the applicant.
3. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
4. Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
5. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to:

Water Works:

- a. Using the OCP Model, there is 283 L/s of water available at a 20 psi. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b. The Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage Building designs.
  - Coordinate with the City's Fire Department to confirm whether the distance between nearest hydrant at No. 2 Road and the proposed farthest unit is within the Fire Department's standard.
- c. At the Developers cost, the City is to:
  - Install one new water service connection off of the existing 200mm AC watermain on No. 2 Road. Meter to be placed onsite (i.e. mechanical room).
  - Renew a portion of the existing 200mm AC watermain at No. 2 Road that will be impacted by the proposed site's new storm service connection.
  - Cut and cap at main, the existing water service connection along the No. 2 Road frontage.

Storm Sewer Works:

- a. At the Developers cost, the City is to:
  - Install a new storm service lead off of the existing box culvert along No. 2 Road complete with inspection chamber.
  - Cut and cap at inspection chamber the existing storm service lead at the northeast corner of the subject site.

Sanitary Sewer Works:

- a. The Developer is required to:
  - Not start onsite building construction prior to completion of rear yard sanitary works.
  - Provide a 3m wide utility SRW along the west property line of the proposed site.
- b. At the Developers cost, the City is to:
  - Install a sanitary lead directly into the existing manhole at the northwest corner of the site. The manhole will serve as the inspection chamber.
  - Cut, cap and remove the existing sanitary leads and inspection chambers along the north property line of the development site.

Frontage Improvements:

- a. The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers
    - To underground Hydro service lines.
    - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.



- To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc). These should be located onsite.
- Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the Rezoning staff report and the development process design review. Please coordinate with the respective private utility companies to confirm the rights-of-way dimensions and the locations for the above-ground structures. If a private utility company does not require an above-ground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of SRWs that shall be shown in the functional plan and registered prior to SA design approval:
  - BC Hydro PMT – 4mW X 5m (deep)
  - BC Hydro LPT – 3.5mW X 3.5m (deep)
  - Street light kiosk – 1.5mW X 1.5m (deep)
  - Shaw cable kiosk – 1mW X 1m (deep) – show possible location in functional plan
  - Telus FDH cabinet - 1.1mW X 1m (deep) – show possible location in functional plan
- Review streetlight spacing along the No. 2 Road frontage and revise as required. The existing streetlight fronting the subject site may conflict with the proposed driveway and need to be relocated.
- Complete other frontage improvements as per Transportation's requirements

General Items:

- a. The Developer is required to:
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
  - Provide, prior to soil densification and preload installation, a geotechnical assessment of preload and soil densification impacts on the existing utilities surrounding the development site and provide mitigation recommendations.
- 6. If applicable, payment of latecomer agreement charges associated with eligible latecomer works.
- 7. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading,

ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

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Signed

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Date



**Richmond Zoning Bylaw 8500  
Amendment Bylaw 9762 (RZ 13-638387)  
7151 No. 2 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **“LOW DENSITY TOWNHOUSES (RTL4)”**.

P.I.D. 003-745-147

Lot 100 Section 13 Block 4 North Range 7 West New Westminster District Plan 21188

2. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 9762”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

|       |
|-------|
| _____ |
| _____ |
| _____ |
| _____ |
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| _____ |

|  |
|--|
| CITY OF<br>RICHMOND                                  |
| APPROVED<br>by<br><i>E.L.</i>                        |
| APPROVED<br>by Director<br>or Solicitor<br><i>BK</i> |

\_\_\_\_\_  
MAYOR

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



# City of Richmond

## Report to Committee Planning and Development Division

**To:** Planning Committee  
**From:** Wayne Craig  
Director, Development

**Date:** October 11, 2017

**File:** RZ 17-781064


**Re:** Application by Darlene Dueckman, Mark Dueckman, and John Goossen for Rezoning at 12431 McNeely Drive from "Agriculture (AG1)" Zone to "Single Detached (RS2/B)" Zone

### Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9773, for the rezoning of 12431 McNeely Drive from "Agriculture (AG1)" zone to "Single Detached (RS2/B)" zone, be introduced and given first reading.

  
Wayne Craig  
Director, Development  
(604-247-4625)

JR:blg  
Att. 8

| REPORT CONCURRENCE |                                     |   |
|--------------------|-------------------------------------|---|
| <b>ROUTED TO:</b>  | <b>CONCURRENCE</b>                  | <b>CONCURRENCE OF GENERAL MANAGER</b>   |
| Affordable Housing | <input checked="" type="checkbox"/> |  |

## **Staff Report**

### **Origin**

Darlene Dueckman, Mark Dueckman, and John Goossen have applied to rezone 12431 McNeely Drive from the “Agriculture (AG1)” zone, to the “Single Detached (RS2/B)” zone, to permit the property to be subdivided to create five single-family lots (Attachment 1). The proposed subdivision plan is shown in Attachment 2. There is an existing dwelling on the property, which would be retained on Proposed Lot 5. A variance to the front yard setback would be required to retain the dwelling.

### **Findings of Fact**

A Development Application Data Sheet providing details about the development proposal is provided in Attachment 3.

### **Surrounding Development**

Development immediately surrounding the subject property is as follows:

- To the North: Single-family dwellings on two lots zoned “Single Detached (RS1/F)” and two lots zoned “Single Detached (RS1/B).”
- To the South: Single-detached dwellings on four lots zoned “Single Detached (RS1/B),” and a childcare facility in a single-detached dwelling; on a lot zoned “Residential Child Care (ZS9) – East Cambie.”
- To the East: McNeely Elementary School on a lot zoned “School and Institutional (SI).”
- To the West: A single-detached dwelling on a lot zoned “Single Detached (RS1/B).”

### **Related Policies & Studies**

#### **Official Community Plan/East Cambie Area Plan**

The subject property is currently zoned “Agriculture (AG1),” but it is not located in the Agricultural Land Reserve (ALR).

The subject property is located in the East Cambie planning area, and is designated Neighbourhood Residential in the Official Community Plan (OCP) (Attachment 4). Furthermore, the subject property is designated Residential (Single-Family Only) in the East Cambie Area Plan (Attachment 5). The proposed rezoning and subdivision are consistent with these designations.

#### **Richmond Zoning Bylaw 8500/Single-Family Lot Size Policy No. 5472**

The subject property is located in the area governed by Single-Family Lot Size Policy No. 5472; which permits subdivision as per the “Single Detached (RS2/B)” zone only (Attachment 6). The proposed rezoning and subdivision are consistent with this Policy.

**Aircraft Noise Sensitive Development Policy**

The subject property is located within Aircraft Noise Area 3. All new aircraft sensitive noise uses may be considered in this area, in accordance with the Aircraft Noise Sensitive Development Policy (ANSND) contained in the OCP. Registration of an aircraft noise sensitive use covenant on Title is required prior to final adoption of the rezoning bylaw.

**Floodplain Management Implementation Strategy**

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

**Public Consultation**

A rezoning sign has been installed on the subject property. Staff have not received any comments from the public about the rezoning application in response to the placement of the rezoning sign on the property.

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

**Analysis**

The property is the remainder of a one acre property, which has been subdivided several times to facilitate development of the surrounding neighbourhood. This is the last undeveloped property in the area. The property currently contains a single-family dwelling, which the applicants propose to retain on Proposed Lot 5. The applicants are the children of the original property owner, and retention of the dwelling is proposed to avoid displacement during construction of the new dwellings on Proposed Lots 1-4. Retention of the dwelling is only anticipated in the interim during construction, and the applicants intend to demolish and rebuild after construction of the other lots has been completed.

**Variance Requested**

The existing dwelling was built in 1966, and complied with the minimum setback requirements of the Zoning Bylaw in force at the time. The City took road dedication in 1992 in order to complete the Cameron Drive and McNeely Drive road network. This resulted in a building setback of 6.0 m from McNeely Drive, and no setback at the south property line from Cameron Drive. The applicant proposes to remove the accessory greenhouse attached to the south face of the dwelling, which will increase the setback from Cameron Drive to 1.8 m. Following subdivision, the front lot line will be the property line abutting Cameron Drive (Attachment 2).

The applicant is requesting a variance to reduce the minimum required front yard setback defined in the "Single Detached (RS2/B)" zoning bylaw from 6.0 m to 1.8 m for Proposed Lot 5 only. This variance is necessary to retain the existing dwelling on Proposed Lot 5, which is a legal

non-conforming structure. The variance would apply to the existing dwelling only, and any new construction on the property would comply with the zoning of the property at the time of a Building Permit application.

The application for a Development Variance Permit (DVP) is a separate process that requires Council approval. Issuance of a DVP is required prior to Subdivision approval, if the existing dwelling is retained. If the applicants choose not to retain the existing dwelling at Subdivision stage, the DVP will not be required.

### **Existing Legal Encumbrances**

There are two Statutory Rights-of-Way (SRW) registered on Title of the subject property. Both of these SRWs are for municipal utilities, and are located along the rear (north) portion of the property. The applicant is aware that encroachment into the SRW area is not permitted.

### **Transportation and Site Access**

Vehicle access to Lots 1-4 is proposed via separate driveway crossings to each new lot from Cameron Drive. Vehicle access to Lot 5 is proposed to be maintained from the existing driveway to McNeely Drive.

### **Tree Retention and Replacement**

The applicant has submitted a Certified Arborist's Report, which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses five bylaw-sized trees on the subject property, four trees on neighbouring properties, and eight street trees and six shrubs on City property.

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and supports the Arborist's findings, with the following comments:

- One Pear, one Plum, and two Cherry trees on the subject property (Tag # 548, 549, 550, and 551) are unsuitable for retention due to poor health and structural condition. Remove and replace.
- One Cherry tree on the subject property (Tag # 552) is located on Proposed Lot 5; where no construction activity is proposed. This tree is to be retained.
- One Cherry and one Katsura tree on neighbouring properties (Tag # N001 and N002) to be retained and protected as per City of Richmond Tree Protection Information Bulletin Tree-03.
- Two Cherry trees on neighbouring properties (Tag # N003 and N004) are growing on a higher elevation than the subject property. These trees are to be retained
- Replacement trees should be specified at 2:1 ratio as per the OCP.

Parks staff have assessed the trees and landscaping on City property, and provide the following comments:

- Three Cedar hedgerows (Tag # S001, S006, and S007) and one Holly tree (Tag # S003) located on City property are to be retained and protected.
- Three Cedar trees (Tag # S002, S014, and S015), one Cherry tree (Tag # S005), and seven Lilac shrubs (Tag # S004, S008, S009, S010, S011, S012, and S013) located on City property are in poor condition or in conflict with the proposed development, and should be removed. A \$7,800 contribution to the City's Tree Compensation Fund is required prior to final adoption of the rezoning bylaw.

### *Tree Replacement*

The applicant wishes to remove four on-site trees (Trees # 548-551). The 2:1 replacement ratio would require a total of eight replacement trees. The applicant has agreed to plant two trees on each of Proposed Lots 1-4, for a total of eight trees. The required replacement trees are to be of the following minimum sizes, based on the size of the trees being removed as per Tree Protection Bylaw No. 8057.

| No. of Replacement Trees | Minimum Caliper of Deciduous Replacement Tree | Minimum Height of Coniferous Replacement Tree |
|--------------------------|---|---|
| 2                        | 8 cm  | 4 m   |
| 6                        | 6 cm  | 3.5 m   |

### *Tree Protection*

One on-site tree (Tag # 552) and four trees on neighbouring properties (Tag # N001-N004) are to be retained and protected. The applicant has submitted a tree protection plan showing the trees to be retained and the measures taken to protect them during development stage (Attachment 7). To ensure that the trees identified for retention are protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of a contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to tree protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review.
- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around all trees to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and remain in place until construction and landscaping on-site is completed.



**Affordable Housing Strategy**

The Affordable Housing Strategy for single-family rezoning applications requires a secondary suite or coach house on 100% of new lots created; a secondary suite or coach house on 50% of new lots created together with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft<sup>2</sup> of the total buildable area of the remaining lots; or, where secondary suites cannot be accommodated in the development, a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund of \$4.00/ft<sup>2</sup> of the total buildable area of the development.

The applicant has proposed to provide secondary suites in the dwellings to be constructed on each new lot, for a total of five secondary suites. If a DVP is issued to retain the existing dwelling on Proposed Lot 5 the required secondary suite would not be built until the property redevelops. Under this approach, if a DVP is issued the existing dwelling could remain on the property indefinitely, although the applicants have indicated that they intend to build a new dwelling on the lot when construction of the new dwellings on Proposed Lots 1-4 is complete.

This proposal is generally consistent with the Affordable Housing Strategy, in that the ultimate development would provide secondary suites in the dwellings located on 100% of the new lots created.

Prior to final adoption of the rezoning bylaw, the applicant is required to register a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling proposed on each of the five future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Site Servicing and Frontage Improvements**

At Subdivision stage, the applicant is required to pay the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the completion of the servicing works as described in Attachment 8.

Frontage improvements include, but may not be limited to, the following:

- Construction of a 1.5 m wide concrete sidewalk and landscaped boulevard on the Cameron Drive frontage.

**Financial Impact or Economic Impact**

This rezoning application results in an insignificant Operations Budget Impact (OBI) for off-site City infrastructure (such as roadworks, waterworks, storm sewers, sanitary sewers, street lights, street trees, and traffic signals).

**Conclusion**

The purpose of this application is to rezone 12431 McNeely Drive from the "Agriculture (AG1)" zone to the "Single Detached (RS2/B)" zone, to permit the property to be subdivided to create five single-family lots.

This rezoning application is generally compliant with the land use designations and applicable policies for the subject property contained in the OCP and Richmond Zoning Bylaw 8500.

The list of rezoning considerations is included in Attachment 8, which has been agreed to by the applicant (signed concurrence on file).

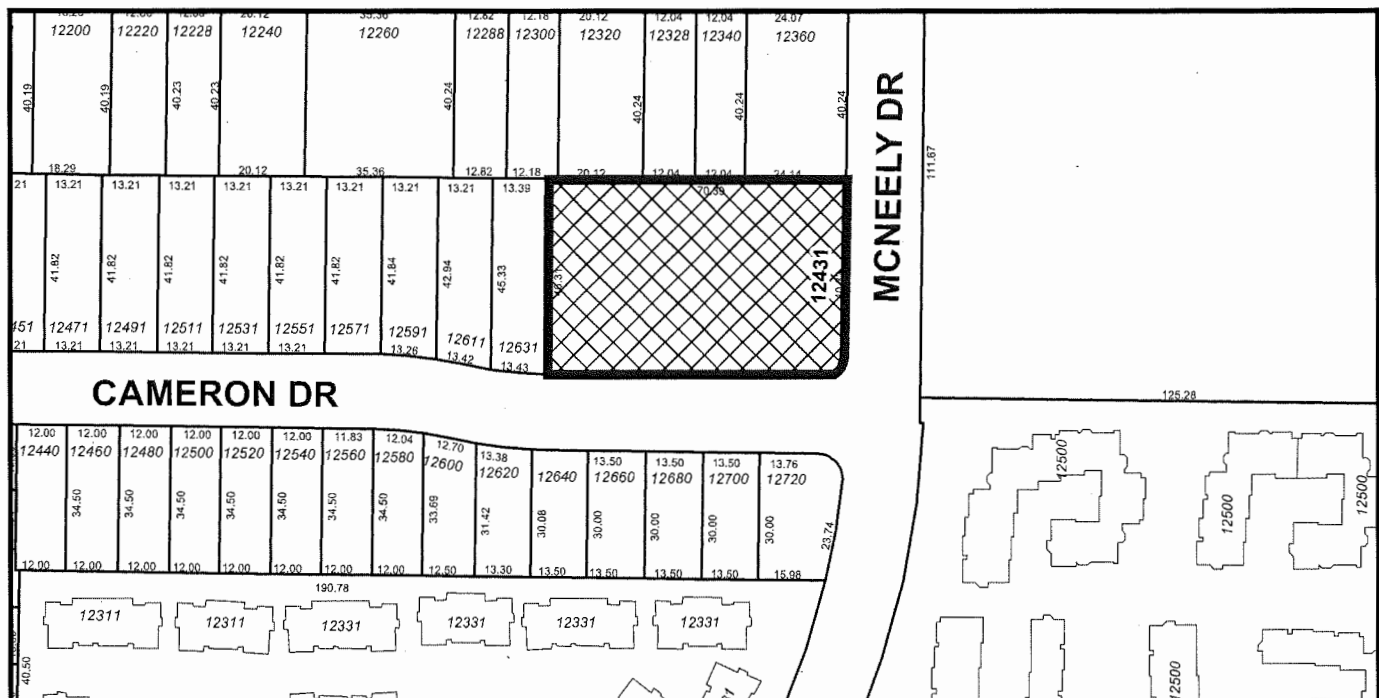
It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9773 be introduced and given first reading.



Jordan Rockerbie  
Planning Technician  
(604-276-4092)

JR:blg

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Official Community Plan Land Use Map
- Attachment 5: East Cambie Area Land Use Map
- Attachment 6: Single-Family Lot Size Policy No. 5472
- Attachment 7: Tree Retention Plan
- Attachment 8: Rezoning Considerations



RZ 17-781064

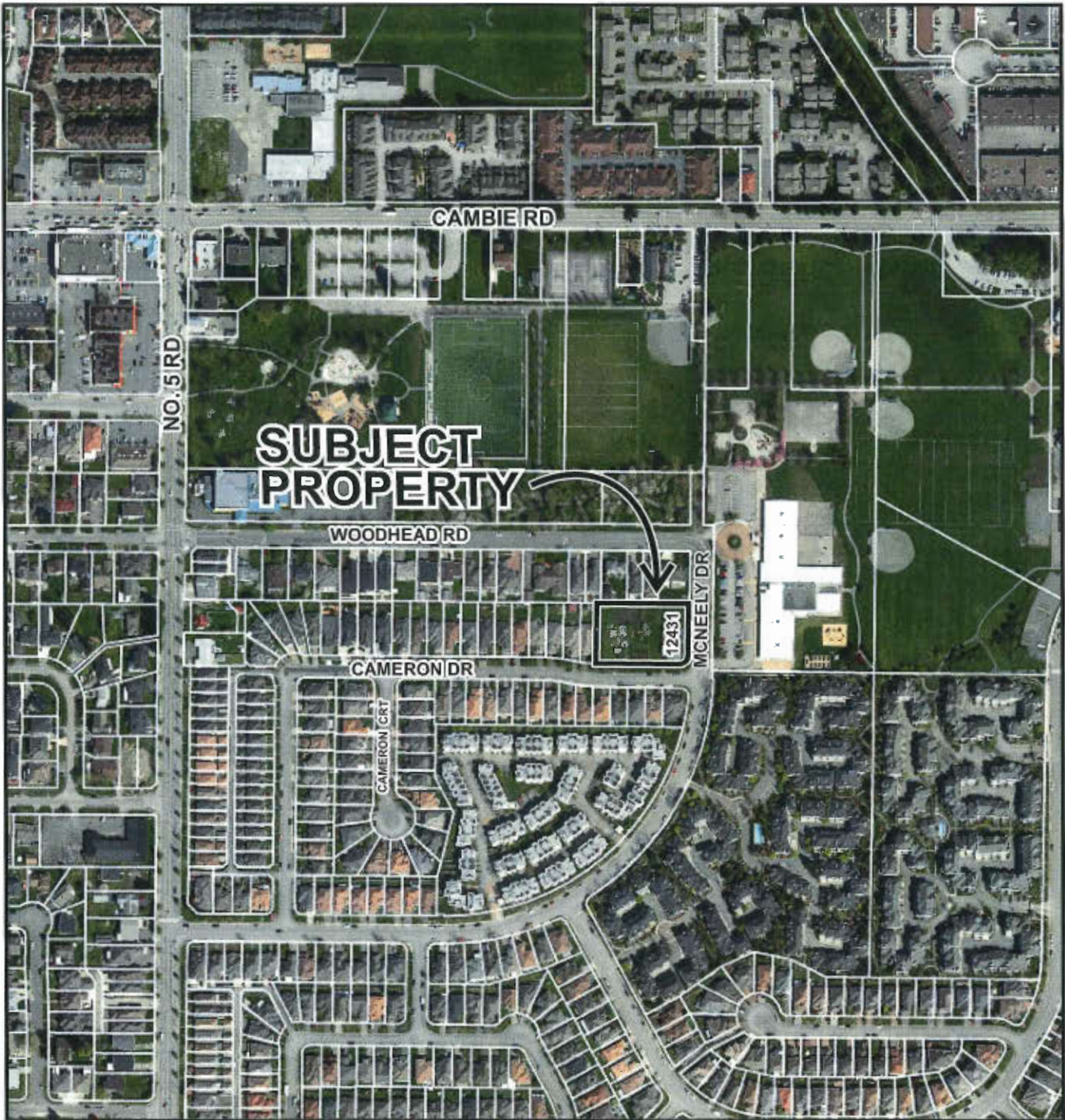
**PLN - 39**

Note: Dimensions are in METRES





# City of Richmond



RZ 17-781064

PLN - 40

Original Date: 08/15/17

Revision Date:

Note: Dimensions are in METRES

PARCEL IDENTIFIER (PID): 004-138-872

CIVIC ADDRESS.  
#12431 MCNEELY DRIVE  
RICHMOND, B.C.

© COPYRIGHT  
MATSON PECK & TOPLUSS

#320 - 11120 HORSESHOE WAY  
RICHMOND, B.C., V7A 5H7

FAX: 604-270-4137

CADFILE: 18518-001-TPG-001.DWG

R-17-18518-TPG

CLIENT REF: DARLENE DUECKMAN

NOTES:

- ELEVATIONS ARE IN METRES AND ARE DERIVED FROM CITY OF RICHMOND HPM MONUMENT #190 (94H1624) WITH AN ELEVATION OF 2.353 METRES.
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE PLAN RECORDS AND LEGAL FIELD SURVEYS.
- ALL DESIGNATED TREES AS DEFINED BY CITY OF RICHMOND BYLAW NO. 8057, ARE SHOWN HEREON.

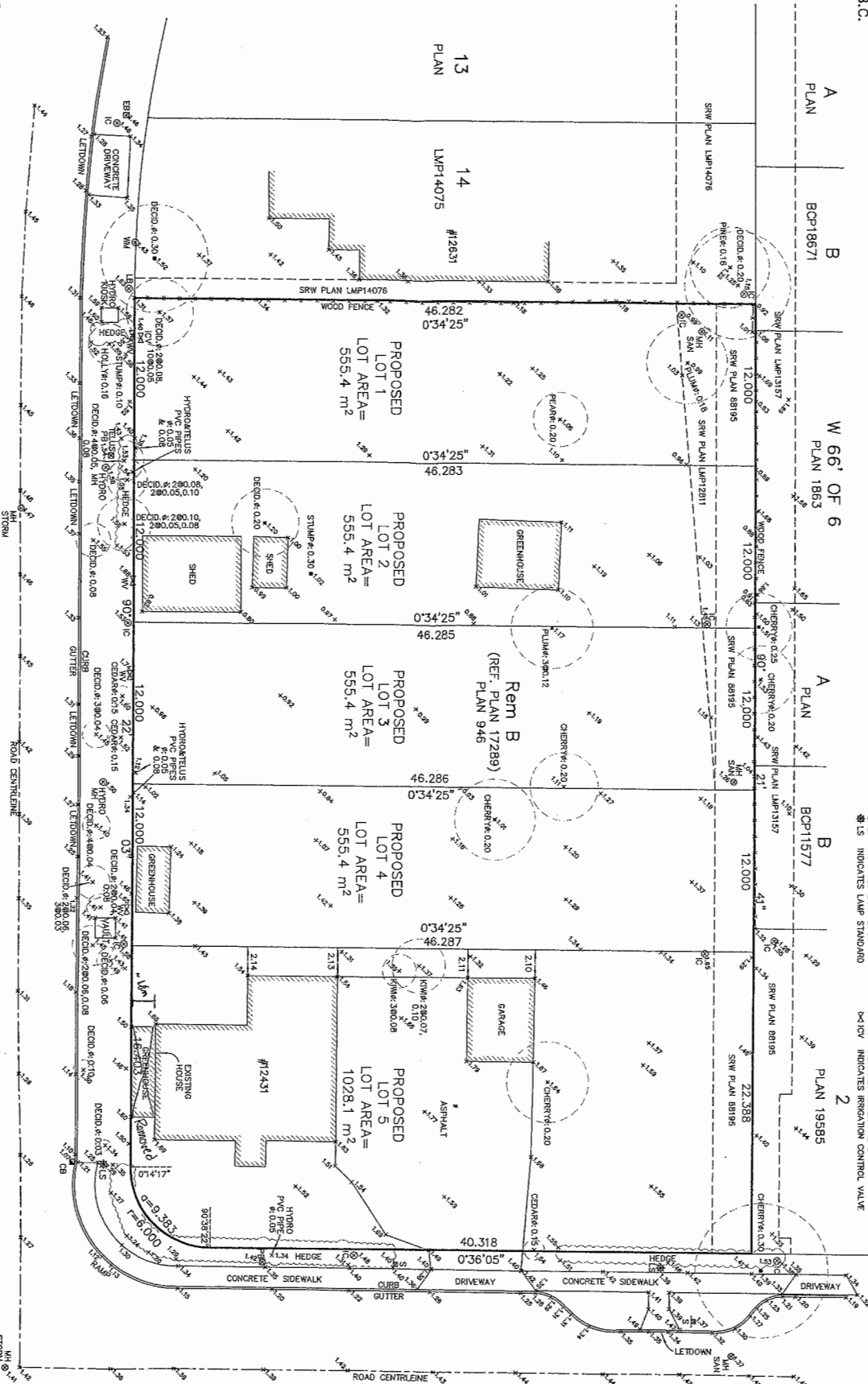
CAMERON DRIVE

DATE OF SURVEY: JULY 13, 2017.

SEAL

WILLIAM P. WONG  
BC LAND SURVEYOR #697  
"THIS DOCUMENT IS NOT VALID  
UNLESS ORIGINALLY SIGNED AND SEALED."

McNEELY DRIVE  
PLN - 41



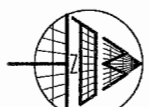
**LEGEND**  
**SCALE 1:200**

ALL DISTANCES ARE IN METERS

5 0 5 10

X 1/8" INDICATES SPOT ELEVATION  
A GS INDICATES CATCH BASIN  
EB INDICATES ELECTRICAL BOX  
C IC INDICATES INSPECTION CHAMBER  
C LB INDICATES LAMP BASIN  
B TS INDICATES LAMP STANDARD

Q MH INDICATES MANHOLE  
Q PB INDICATES PULLBOX  
L TS INDICATES SIGN  
Q WM INDICATES WATER METER  
P WV INDICATES WATER VALVE  
P ICV INDICATES IRRIGATION CONTROL VALVE





**RZ 17-781064**

**Attachment 3**

Address: 12431 McNeely Drive

Applicant: Darlene Dueckman, Mark Dueckman, and John Goossen

Planning Area(s): East Cambie

|                                   | Existing  | Proposed  |
|-----------------------------------|---|---|
| <b>Owner:</b>                     | Mark Robert Dueckman<br>Darlene Joy Dueckman<br>Clayton Martin Zwicker<br>Rita Elaine Gooding | To be determined  |
| <b>Site Size (m<sup>2</sup>):</b> | 3,249.7 m <sup>2</sup>  | Lots 1 - 4: 555.4 m <sup>2</sup><br>Lot 5: 1,028.1 m <sup>2</sup> |
| <b>Land Uses:</b>                 | One single-family dwelling  | Five single-family dwellings                                      |
| <b>OCP Designation:</b>           | Neighbourhood Residential   | No change   |
| <b>Area Plan Designation:</b>     | Residential (Single-Family Only)  | No change   |
| <b>702 Policy Designation:</b>    | Single Detached (RS2/B)   | Single Detached (RS2/B)   |
| <b>Zoning:</b>                    | Agriculture (AG1)   | Single Detached (RS2/B)   |

| On Future Subdivided Lots                | Bylaw Requirement  | Proposed   | Variance   |
|--|--|--|--|
| Floor Area Ratio:                        | Max. 0.55 for lot area up to 464.5 m <sup>2</sup><br>plus 0.3 for area in excess of 464.5 m <sup>2</sup>   | Max. 0.55 for lot area up to 464.5 m <sup>2</sup><br>plus 0.3 for area in excess of 464.5 m <sup>2</sup>                                     | none permitted   |
| Buildable Floor Area (m <sup>2</sup> ):* | Lots 1 - 4: Max. 282.75 m <sup>2</sup><br>(3,043.44 ft <sup>2</sup> )<br>Lot 5: Max. 424.56 m <sup>2</sup><br>(4,569.87 ft <sup>2</sup> )                                      | Lots 1 - 4: Max. 282.75 m <sup>2</sup><br>(3,043.44 ft <sup>2</sup> )<br>Lot 5: Max. 424.56 m <sup>2</sup><br>(4,569.87 ft <sup>2</sup> )    | none permitted   |
| Lot Coverage (% of lot area):            | Building: Max. 45%<br>Non-porous Surfaces: Max. 70%  | Building: Max. 45%<br>Non-porous Surfaces: Max. 70%  | none   |
| Lot Size (m <sup>2</sup> ):              | Min. 360.0 m <sup>2</sup>  | Lots 1 - 4: 555.4 m <sup>2</sup><br>Lot 5: 1,028.1 m <sup>2</sup>  | none   |
| Lot Dimensions (m):                      | Lots 1 - 4 Width: Min. 12.0 m<br>Lot 5 Width: Min. 12.0 m<br>Depth: Min. 24.0 m  | Lots 1 - 4 Width: 12.0 m<br>Lot 5 Width: 22.39.0 m<br>Depth: Min. 24.0 m   | none   |
| Setbacks (m):                            | Front: Min. 6.0 m<br>Side: Min. 1.2 m<br>Exterior Side: 3.0 m<br>Rear: Min. 20% of lot depth for up to 60% of principal dwelling, 25% of lot depth for remainder, up to 10.7 m | Front: Min. 6.0 m<br>Side: Min. 1.2 m<br>Exterior Side: 3.0 m<br>Rear: Min. 9.26 m for up to 60% of principal dwelling, 10.7 m for remainder | <b>Required for front yard setback of Proposed Lot 5 from 6.0 m to 1.8 m</b> |



| On Future Subdivided Lots | Bylaw Requirement | Proposed   | Variance |
|---------------------------|-------------------|------------|----------|
| Height (m):               | Max. 9.0 m        | Max. 9.0 m | none     |

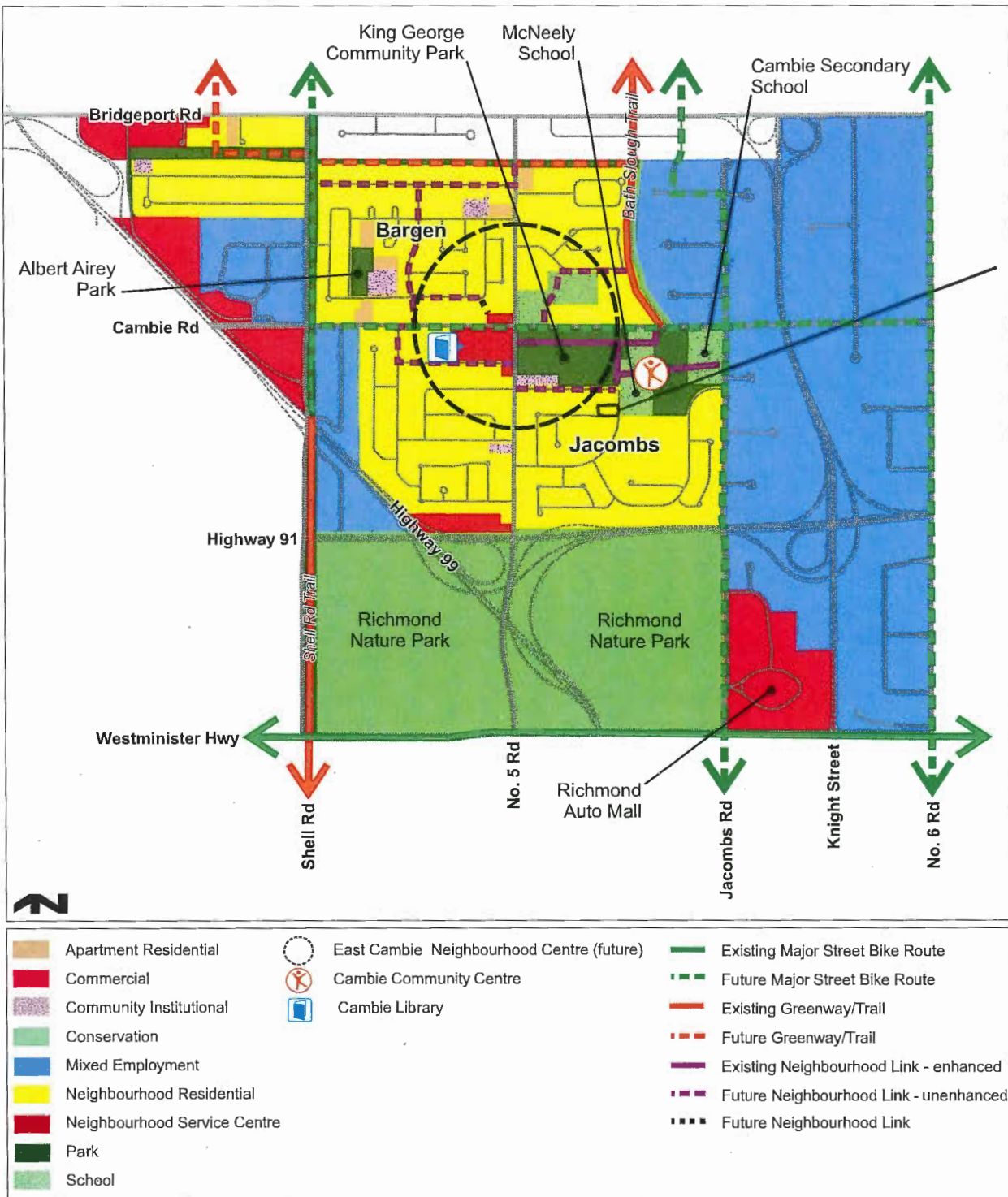
Other: Tree replacement compensation required for loss of significant trees.

\* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

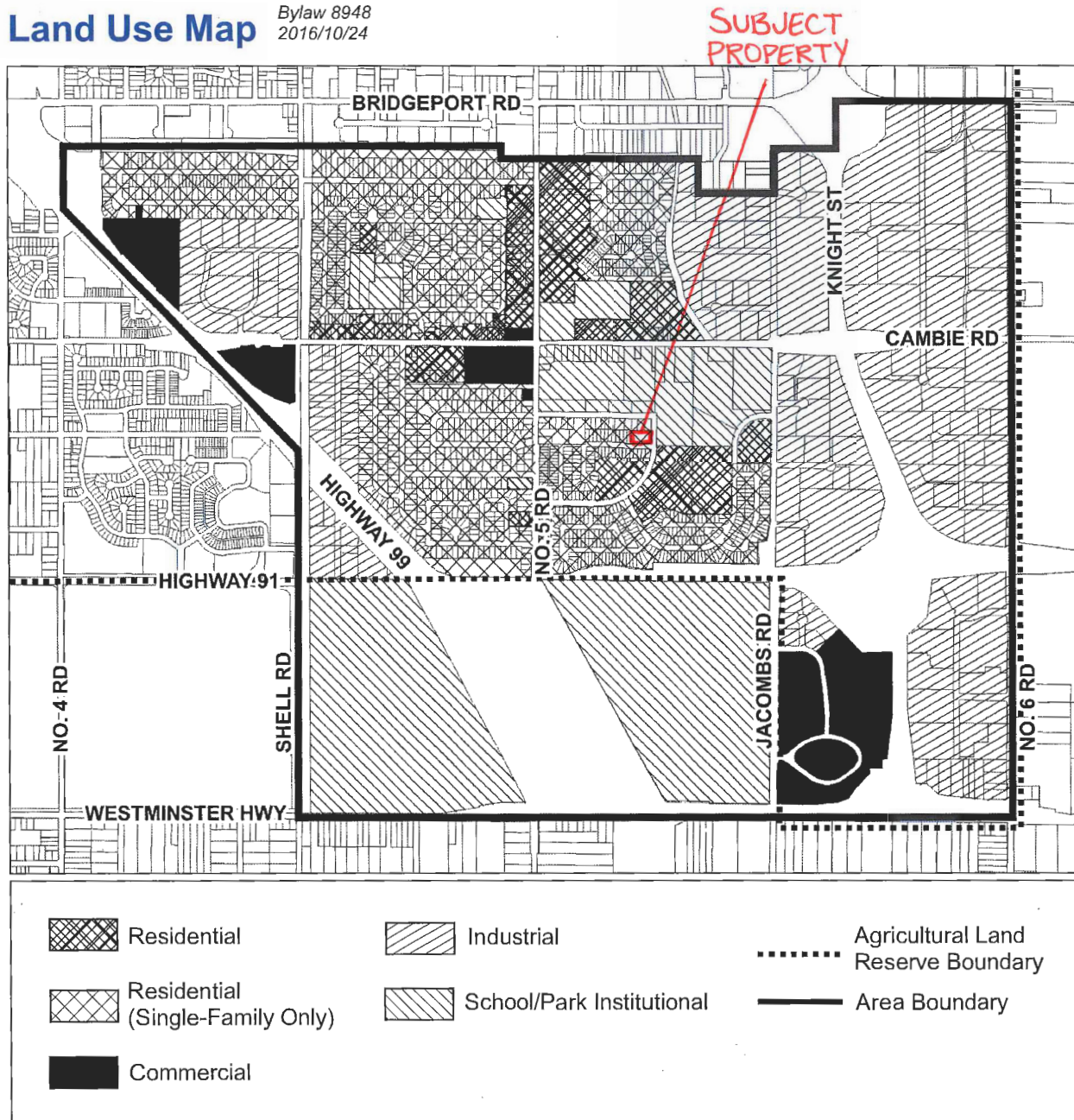




## 11b. East Cambie



City of Richmond

**Land Use Map**Bylaw 8948  
2016/10/24**PLN - 45**

**City of Richmond****Policy Manual**

Page 1 of 2

Adopted by Council: December 15<sup>th</sup>, 2003**POLICY 5472**

File Ref: 4045-00

SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 31-5-5

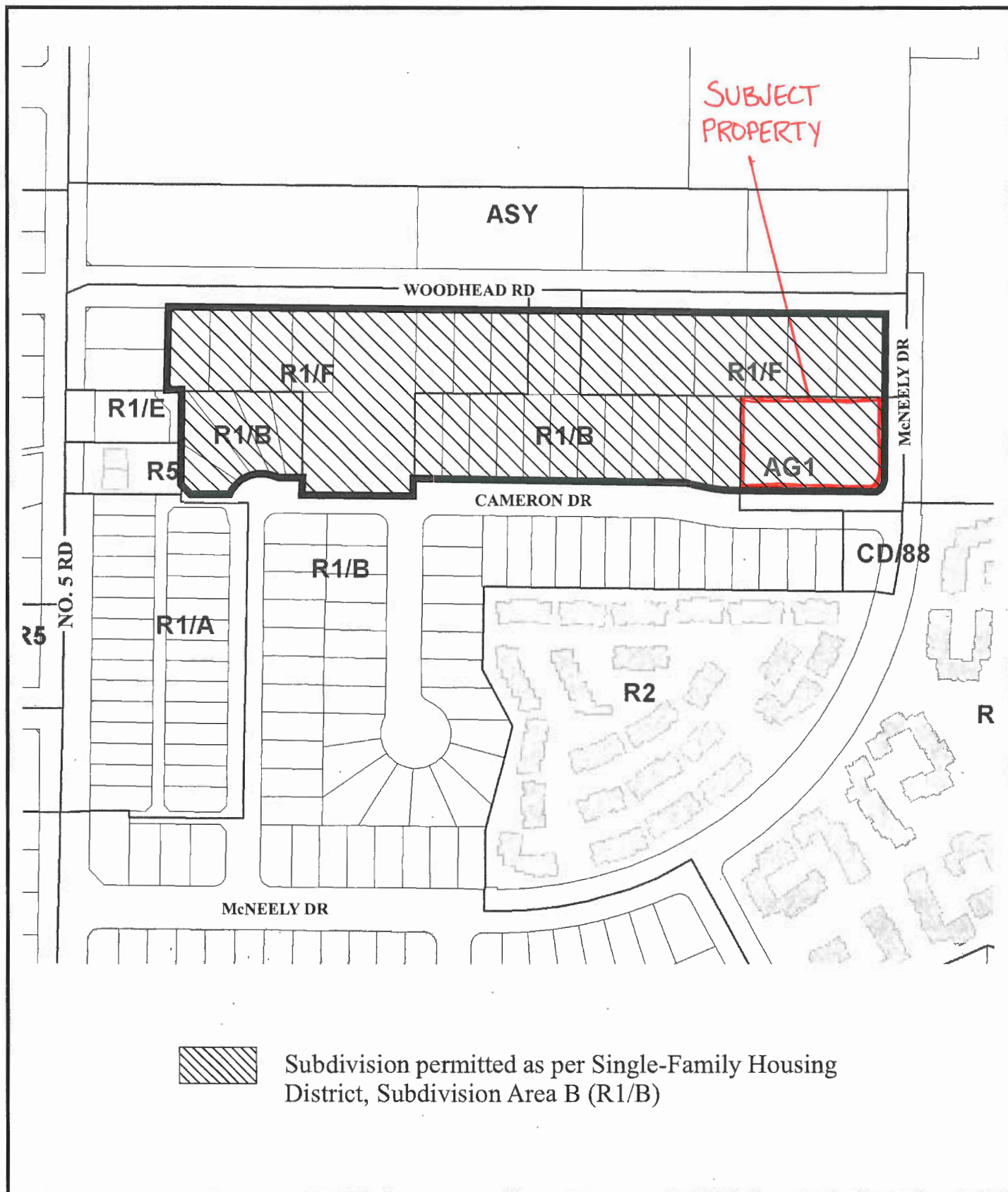
**POLICY 5472:**

The following policy establishes lot sizes in the area generally bounded by **No. 5 Road, Woodhead Road, McNeely Drive and Cameron Drive** (Section 31-5-5):

That properties generally located east of No. 5 Road along Woodhead Road, McNeely Drive and Cameron Drive, in a portion of Section 31-5-5, be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) in Zoning and Development Bylaw 5300.

This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



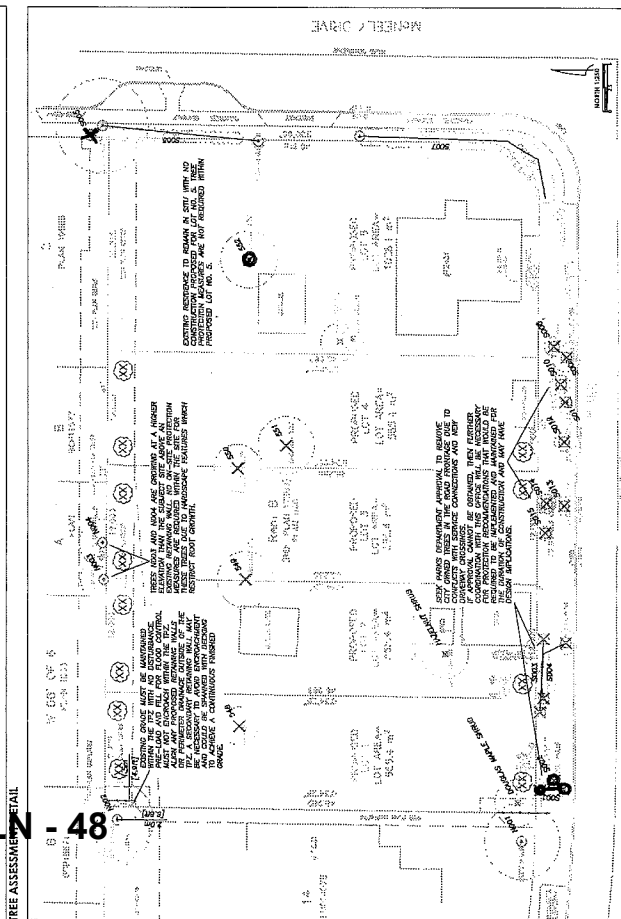
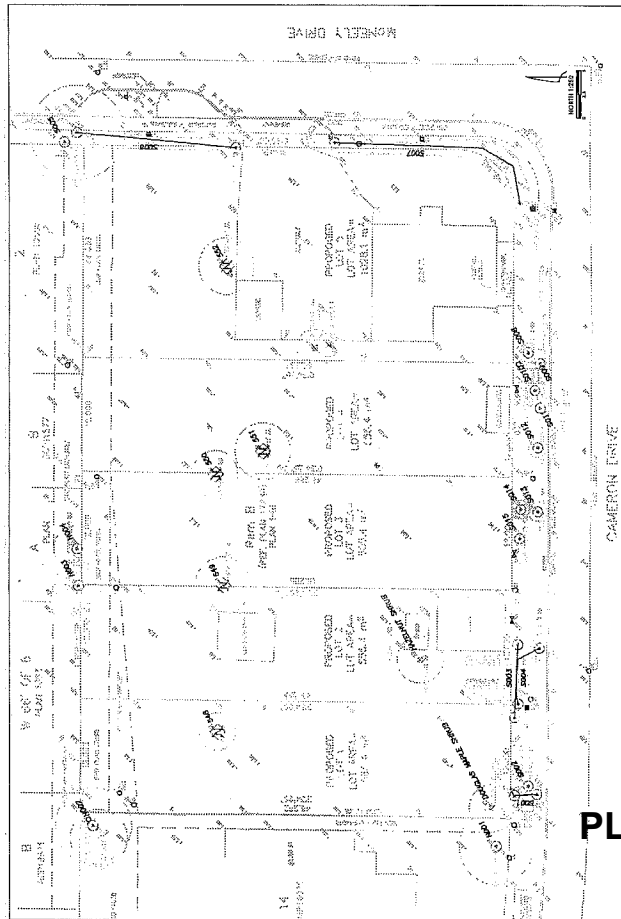


# Policy 5472 Section 31, 5-5 PLN - 47

Adopted Date: 12/15/03

Amended Date:

Note: Dimensions are in METRES



PLN - 48

### LEGEND

| SYMBOL   | DESCRIPTION            |
|----------|------------------------|
| (Symbol) | Proposed Lot           |
| (Symbol) | Existing Lot           |
| (Symbol) | Proposed Road          |
| (Symbol) | Existing Road          |
| (Symbol) | Proposed Sidewalk      |
| (Symbol) | Existing Sidewalk      |
| (Symbol) | Proposed Driveway      |
| (Symbol) | Existing Driveway      |
| (Symbol) | Proposed Fence         |
| (Symbol) | Existing Fence         |
| (Symbol) | Proposed Tree          |
| (Symbol) | Existing Tree          |
| (Symbol) | Proposed Tree Removal  |
| (Symbol) | Existing Tree Removal  |
| (Symbol) | Proposed Tree Planting |
| (Symbol) | Existing Tree Planting |

### APPENDIX C: TREE MANAGEMENT DRAWING

**PROJECT:** PROPOSED LOT 14 DEVELOPMENT  
**ADDRESS:** 14000 MONEY DRIVE, BIRMINGHAM, AL 35244  
**OWNER:** ARBORTECH CONSULTING  
**DATE:** 10/1/2014  
**SCALE:** 1" = 40' (PLAN)  
**SCALE:** 1" = 10' (SECTION)

**REVISIONS:**

| NO. | DESCRIPTION       | DATE      |
|-----|-------------------|-----------|
| 1   | ISSUED FOR PERMIT | 10/1/2014 |

**LEGEND:**

- PROPOSED LOT 14
- EXISTING LOT 14
- PROPOSED ROAD
- EXISTING ROAD
- PROPOSED SIDEWALK
- EXISTING SIDEWALK
- PROPOSED DRIVEWAY
- EXISTING DRIVEWAY
- PROPOSED FENCE
- EXISTING FENCE
- PROPOSED TREE
- EXISTING TREE
- PROPOSED TREE REMOVAL
- EXISTING TREE REMOVAL
- PROPOSED TREE PLANTING
- EXISTING TREE PLANTING

**NOTES:**

- ALL TREES TO BE REMOVED SHALL BE REMOVED WITHIN 30 DAYS OF THE START DATE OF CONSTRUCTION.
- ALL TREES TO BE PLANTED SHALL BE PLANTED WITHIN 90 DAYS OF THE START DATE OF CONSTRUCTION.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME LOCATION AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME DEPTH AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME SPACING AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME DIRECTION AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME ANGLE AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME HEIGHT AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME GROUND COVER AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME SOIL TYPE AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME CLIMATE AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME EXPOSURE AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND DIRECTION AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND SPEED AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND DURATION AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND FREQUENCY AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND INTENSITY AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND DIRECTION AND SPEED AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND DIRECTION AND SPEED AND DURATION AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND DIRECTION AND SPEED AND DURATION AND FREQUENCY AS THE EXISTING TREE.
- ALL TREES TO BE PLANTED SHALL BE PLANTED AT THE SAME WIND DIRECTION AND SPEED AND DURATION AND FREQUENCY AND INTENSITY AS THE EXISTING TREE.

ATTACHMENT 7



**Address:** 12431 McNeely Drive

**File No.:** RZ 17-781064

**Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9773, the developer is required to complete the following:**

1. Submission of a Landscape Security in the amount of \$4,000 (\$500/tree) to ensure that a total of two replacement trees are planted and maintained on each of Proposed Lots 1-4 (for a total of eight trees); minimum 6 cm deciduous caliper or 3.5 m high conifers). **NOTE: replacement trees to be the following minimum sizes, as per Tree Protection Bylaw No. 8057 Schedule A – 3.0 Replacement Trees.**

| No. of Replacement Trees | Minimum Caliper of Deciduous Replacement Tree | Minimum Height of Coniferous Replacement Tree |
|--------------------------|---|---|
| 2                        | 8 cm  | 4 m   |
| 6                        | 6 cm  | 3.5 m   |

2. City acceptance of the developer's offer to voluntarily contribute \$7,800 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
3. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
4. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
5. Registration of an aircraft noise sensitive use covenant on Title.
6. Registration of a flood indemnity covenant on Title.
7. Registration of a legal agreement on Title to ensure that no final Building Permit inspection is granted until a secondary suite is constructed in the dwelling proposed on each of the five future lots, to the satisfaction of the City in accordance with the BC Building Code and the City's Zoning Bylaw.

**Prior to Building Permit\* Issuance, the developer must complete the following requirements:**

1. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

**At Subdivision\* stage, the developer must complete the following requirements:**

1. Successful application for a Development Variance Permit\* to vary the front yard setback requirement contained in the "Single Detached (RS2/B)" zone.
2. Payment of the current year's taxes, Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment Fees.
3. Enter into a Servicing Agreement\* for the design and construction of engineering infrastructure improvements. Works include, but may not be limited to, the following:

*Water Works:*

- Using the OCP Model, there is 355 L/s of water available at 20 psi residual at the hydrant located at the northeast corner of 12720 Cameron Drive. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- At the Developer's cost, the Developer is required to:
  - Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit stage.
- At the Developer's cost, the City will:
  - Confirm the size and condition of the five existing water service connections and replace as required.
  - Confirm if the existing connections are metered and install water meters as required.

*Storm Sewer Works:*

- At the Developer's cost, the Developer is required to:
  - Check the existing storm service connections and inspection chambers serving the subject site (STCN13609, STCN13608, STCN13607, & STCN13687). Confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
  - Replace the existing storm service connection, dual service leads, and inspection chambers (STCN13609, STCN13608, STCN13607, & STCN13687) serving the subject site, if the connection is not in a condition to be re-used.

*Sanitary Sewer Works:*

- At the Developer's cost, the Developer is required to:
  - Not start on-site excavation or foundation construction prior to completion of rear yard sanitary works by City crews.
  - Provide at no cost to the City, a 3.0 m wide SRW from the centerline south of the existing sanitary sewer for future access and maintenance.
  - Check the existing sanitary service connections, service leads and inspection chambers serving the subject site (SCON27334, SCON15676, SCON4121, SCON27446, & SCON8081). Confirm the material and condition of the inspection chambers and pipes. If deemed acceptable by the City, the existing service connections may be retained. In the case that a service connection is not in a condition to be re-used, the service connection shall be replaced by the City, at the Developer's cost, as described below.
- At the Developer's cost, the City will:
  - Replace the existing sanitary service connection, service leads, and inspection chambers (SCON27334, SCON15676, SCON4121, SCON27446, & SCON8081) serving the subject site, if the connection is not in a condition to be re-used.

*Frontage Improvements:*

- The Developer is required to:
  - Coordinate with BC Hydro, Telus and other private communication service providers:
    - To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.). These should be located on-site.
    - When modifying existing above ground structures.
  - Complete the following off-site improvements to the Cameron Drive frontage:

Initial: \_\_\_\_\_



- Install 1.5 m wide concrete sidewalk at the property line.
- Install a minimum 1.5 m wide landscaped boulevard behind the existing concrete curb.
- Confirm the existing driveway curb letdowns meet a standard acceptable to the City.

*General Items:*

- The Developer is required to:
  - Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
  - Not encroach into the existing SRW with proposed trees, non-removable fencing, or other non-removable structures.

**Note:**

- \* This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, letters of credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

---

Signed

---

Date



# City of Richmond

## Bylaw 9773

### Richmond Zoning Bylaw 8500 Amendment Bylaw 9773 (RZ 17-781064) 12431 McNeely Drive

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"SINGLE DETACHED (RS2/B)"**.

P.I.D. 004-138-872

Parcel "B" (Reference Plan 17289) North Half Lot 4 Except: Part Dedicated Road on Plan LMP4855, Section 31 Block 5 North Range 5 West New Westminster District Plan 946

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9773"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

\_\_\_\_\_  
MAYOR

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

|  |
|--|
| CITY OF<br>RICHMOND  |
| APPROVED<br>by<br>                          |
| APPROVED<br>by Director<br>or Solicitor<br> |



# City of Richmond

## Report to Committee

**To:** Planning Committee

**Date:** September 28, 2017

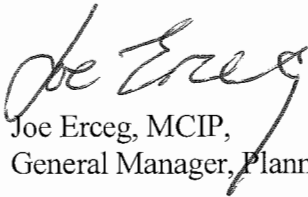
**From:** Joe Erceg, MCIP  
General Manager, Planning and Development

**File:** 01-0157-30-RGST1

**Re:** Richmond's Five Year Regional Context Statement Review,  
2041 Official Community Plan (OCP)

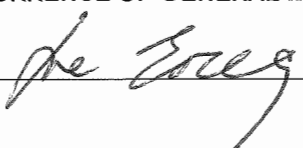
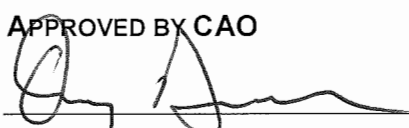
### Staff Recommendation

That the Metro Vancouver (MV) Board be advised that the City of Richmond has completed the required five year review of the Richmond 2041 Official Community Plan (OCP), Regional Context Statement and, as the OCP continues to be consistent with the Metro Vancouver (MV) Regional Growth Strategy, no Regional Context Statement changes are required, and the Metro Vancouver Board be requested to reaffirm its acceptance of the City's 2041 Official Community Plan, Regional Context Statement.



Joe Erceg, MCIP,  
General Manager, Planning and Development

Att. 2

| REPORT CONCURRENCE   |                                     |  |
|--|-------------------------------------|--|
| <b>ROUTED TO:</b>  | <b>CONCURRENCE</b>                  | <b>CONCURRENCE OF GENERAL MANAGER</b>  |
| Engineering  | <input checked="" type="checkbox"/> |                           |
| Sustainability   | <input checked="" type="checkbox"/> |  |
| Transportation   | <input checked="" type="checkbox"/> |  |
| Community Services   | <input checked="" type="checkbox"/> |  |
| Economic Development   | <input checked="" type="checkbox"/> |  |
| <b>REVIEWED BY STAFF REPORT /<br/>AGENDA REVIEW SUBCOMMITTEE</b> | <b>INITIALS:</b><br><br>CJ          | <b>APPROVED BY CAO</b><br> |

## Staff Report

### Origin

As required by the British Columbia *Local Government Act*, every five years after the Metro Vancouver (MV) Board has accepted Richmond's 2041 Official Community Plan (OCP), Regional Context Statement (November 16, 2012) (Attachments 1 and 2), the City is required to review the OCP Regional Context Statement and advise the MV Board that they have reviewed it and may pursue the following Options:

- (1) request that the MV Board reaffirm its acceptance of the Regional Context Statement, as the OCP continues to be consistent with the MV Regional Growth Strategy;
- (2) request that the MV Board accept a revised OCP Regional Context Statement, if it is not consistent with the MV Regional Growth Strategy; or
- (3) advise the MV Board that the City will continue to monitor its OCP for consistency with the Regional Growth Strategy and, as necessary, advise the MV Board of any needed OCP Regional Context Statement amendments in the future.

The purpose of this report is to recommend Option 1 - that Council advise the Metro Vancouver Board that the City has completed the required five year OCP Regional Context Statement and, as the OCP continues to be consistent with the MV Regional Growth Strategy, no OCP Regional Context Statement changes are necessary and the MV Board be requested to reaffirm its acceptance of the City's 2041 OCP Regional Context Statement.

### *Council's 2014-2018 Term Goal*

This report supports the following Council's 2014-2018 Term Goals:

- Goal #3 - A Well-Planned Community:

*Adhere to effective planning and growth management practices to maintain and enhance the livability, sustainability and desirability of our City and its neighbourhoods, and to ensure the results match the intentions of our policies and bylaws.*

*3.1. Growth and development that reflects the OCP, and related policies and bylaws.*

- Goal #4 - Leadership in Sustainability:

*Continue advancement of the City's sustainability framework and initiatives to improve the short and long term livability of our City, and that maintain Richmond's position as a leader in sustainable programs, practices and innovations.*

- Goal #5 - Partnerships and Collaboration:

*Continue development and utilization of collaborative approaches and partnerships with intergovernmental and other agencies to help meet the needs of the Richmond community.*

*5.1. Advancement of City priorities through strong intergovernmental relationships.*

– Goal #8: Economic Development

*Review, develop and implement plans, policies, programs and practices to increase business and visitor appeal and promote local economic growth and resiliency.*

### **Findings of Fact**

On July 29, 2011, Metro Vancouver adopted the 2040 Metro Vancouver Regional Growth Strategy “*Shaping Our Future*”. The MV Board accepted Richmond’s OCP Regional Context Statement on November 16, 2012 and Council adopted the 2041 OCP and Regional Context Statement on November 19, 2012.

The City of Richmond fully participated in preparing the MV 2040 Regional Growth Strategy, as the City supports sustainable regional planning in partnership with Metro Vancouver, the other Metro Vancouver 20 local governments (including the Tsawwassen First Nations), and the Fraser Valley and Squamish Regional District Boards.

The City of Richmond was the first MV local government to prepare a comprehensive, revised 2041 OCP and Regional Context Statement. One City objective in assisting in the preparation the MV Regional Growth Strategy was for the City to avoid having to request the MV Board to make Regional Growth Strategy amendments, to accommodate City growth and development: to date, this has been achieved.

### **Analysis**

#### *MV 2040 Regional Growth Strategy Continues to be Useful*

Note that on March 31, 2017, the MV Board determined that, after conducting a five year review of the MV Regional Growth Strategy, no additional changes were needed, as it is a relatively new plan and continues to serve the MV Board and local governments well. Similarly, City staff consider that the 2041 OCP does not need updating, as it also continues to guide the City appropriately.

#### *OCP Regional Context Statement Review Principle*

In reviewing the OCP Regional Context Statement, the City was guided by the MV Regional Growth Strategy principle that the City’s OCP policies need to be consistent, or will be made to be consistent over time with the MV Regional Growth Strategy.

#### *Findings*

The results of the City’s OCP Regional Context Statement review indicate that no OCP Regional Context Statement changes are necessary, as both the MV Regional Growth Strategy and City’s OCP were designed to mutually emphasize “sustainability”, and complement one another flexibly, and the City has implemented the OCP in a manner which has been consistent with the MV Regional Growth Strategy.

*Examples of the Findings*

The following examples demonstrate how the City's OCP policies and implementation continue to be consistent with the MV Regional Growth Strategy:

**1. Contain urban development within the MV Regional Growth Strategy Urban Containment Boundary (UCB).**

- All City growth has occurred within the MV Regional Growth Strategy Urban Containment Boundary (UCB).
- No Agricultural Land Reserve exclusions have occurred.
- City infrastructure servicing (e.g., water, sanitary, drainage) has been within the UCB.

**2. Population Growth**

- The City's current 218,000 population estimate is well within the 2040 MV Regional Growth Strategy estimate of 280,000.
- The City has requested Statistics Canada to review and verify that the City's current population estimate is over 200,000.

**3. Focus growth in Urban Centres and Frequent Transit Development Areas.**

- As planned, most City growth has and will occur in the City Centre particularly along the Canada Line as outlined in the City Centre Area Plan (CCAP) which is consistent with the Regional Growth Strategy.
- As per the City Centre Area Plan, with developer support, the City has been provided with more park space, affordable housing, child care, and two community centres.
- In 2012, Council approved high rise developments around the Oval and Canada Line stations and a 631 unit Kiwanis housing project which has 296 affordable housing units.
- In the City Centre, office development continues to be encouraged in non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), and by density bonusing incentives (e.g., for "Institutional" uses), when such developments are near the Canada Line.
- The CCAP supports reduced parking requirements, for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).

**4. Outside the City Centre, allow lower density development on a limited basis**

- The West Cambie Area Plan, Alexandra policies allow modest 1.2 Floor area Ratio (FAR) densities (e.g., the City Centre Area Plan allow +3.0 FAR densities).
- Along Bridgeport Road, OCP Mixed Employment areas allow 1.2 FAR densities.
- The OCP policies enable certain shopping centres to densify to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR). Such a plan has been approved for the Broadmoor Shopping Centre and

the north end has already densified. In 2014, the Hamilton Area Plan was updated which includes policies to increase the population from 5,100 to 12,000 people by 2041. The Plan policies aim to densify the shopping centre, create a High Street along Gilley Road, enable multifamily, seniors and affordable housing, provide a developer funded library, community centre expansion, police office, a child care hub, and a new seven acre park and pier along the North Arm of the Fraser River.

- Along the east side of No. 5 Road (“The No. 5 Road Backlands”) large community institutional uses are allowed (e.g., assemblies, at 0.25 FAR), where the “Backlands” are farmed. In 2017, the City updated the Backlands Policy and incorporated it into the OCP.

## **5. Increase A Wide Range Of Housing Opportunities**

- In November 2015, Council adopted bylaws to replace single family Land Use Contracts with normal zoning, to reduce house size massing.
- In 2016 the City updated the OCP Arterial Road Housing Policy to better clarify housing density and where townhouses, triplexes, duplexes, coach houses and rowhouses may occur along certain arterial road outside of the City Centre, to help address housing affordability.
- In 2017, City updated the 2007 Affordable Housing Strategy to better meet subsidized and low end market rental needs.
- In 2016, the City embarked on updating its 2007 Affordable Housing Strategy to better meet subsidized and low end market needs.

## **6. Promote Economic Development**

- In 2014, the City adopted the Resilient Economy Strategy which sets the City’s priority sectors, programs and initiatives to utilize its employment lands in alignment with its location advantages and assets related to the Asia-Pacific Gateway
- The City contributed to the long-range planning processes of YVR and the Port of Vancouver who are key stakeholders and employment generators for the community
- The City’s Employment Lands Strategy protects industrial lands and the City’s Agricultural Viability Strategy (currently being updated) protects agricultural lands in Richmond
- The City is in the process of exploring an industrial intensification initiative towards better utilization of existing industrial lands

## **7. Preserve Agricultural Viability**

- Council recently enhanced the 2014 – 2018 Council Term Goals and Priorities by adding a new goal to emphasize the City’s commitment to agriculture and fishing: Goal 8 Supportive Economic Development, Priority 3 *“The City’s agricultural and fisheries sectors are supported, remain viable and continue to be an important part of the City’s character, livability, and economic development vision”*.
- The City supports soil based farming and receives advice from its Agricultural Advisory Committee (AAC) regarding farm and non-farm proposals in the ALR.



- In 2017, the City established agricultural house size and farm floor plate policies.
- In 2018, the City anticipates updating the 2003 Richmond Agricultural Viability Strategy.

## **8. Transportation**

- The CCAP has enabled the City, developers and TransLink to enter into an agreement to have developers within the Capstan Village area make voluntary contributions to fund the \$25M (in 2010 dollars) cost to build the Canada Line Capstan Station, the fifth one in Richmond.
- City opposed the scope of the previous George Massey Tunnel Replacement Project (also opposed by Metro Vancouver) and encourages implementation of an improved crossing option that is consistent with the MV Regional Growth Strategy and the Mayors' Council 10-Year Vision.

## **9. Energy**

- Between 2007 and 2012, the City reduced greenhouse gas emissions by 6% despite a 7% population growth over the same period. The city's densification and active transportation policies, energy programs for existing buildings and district energy utilities have all contributed to this outcome.
- The West Cambie Alexandra District Energy Utility was expanded to serve over 1,100 residential units and 280,000 square feet in other buildings, and includes the first Walmart in North America to be served by a district energy utility.
- Over 1,100 residential units are connected to the Oval Village District Energy Utility.
- The City's wholly-owned district energy company, the Lulu Island Energy Company, is investigating the feasibility of a City Centre scale utility.

## **10. Ecological Network**

- In 2016, the City's OCP Ecological Network Management Strategy which guides preserving and protecting Richmond's natural areas including riparian and Environmentally Sensitive Areas received the Silver Award for Excellence in Policy Planning from the Planning Institute of BC.

## **11. Community Safety**

- The City has secured \$16.6 million in provincial funding to support further improvements to the City's critical network of dikes and pump stations to protect residents against both sea surge and freshet flooding.
- The City's is preparing a new Dike Master Plan, which includes Steveston and the West Dike and its implementation is innovative to ensure that Richmond remains safe from flooding and addresses the long-term impacts of rising sea levels.
- In 2017, the City is currently undertaking City wide Fire - Rescue Study to improve community safety services.

## **12. Looking forward,**

In 2018, the City anticipates undertaking the following OCP initiatives which are consistent with the MV Regional Growth Strategy and within the Urban Containment Boundary:

- Complete the update of the City's Affordable Housing Strategy
- Considering a Market Rental Housing Policy.
- Exploring how to better manage single family neighbourhoods (e.g., minimize house demolitions, promote house conversions to duplexes, triplexes and quadplexes).
- Continuing to replace Land Use Contracts (LUC) with zoning (e.g., for single family and commercial uses, to reduce building massing).
- Reviewing with Metro Vancouver how to make better use of the City's employment lands (e.g., a City Land Intensification Initiative).
- Updating the Richmond 2003 Agricultural Viability Strategy.
- Prohibiting ALR exclusions.
- Implementing City's Garden City Lands Plan, a 55.2 hectare (136.5 acre) open space in the Agricultural Land Reserve, in the heart of Richmond.

## **Summary**

In summary, City has been and intends to continue implementing its OCP in a consistent manner with the Metro Vancouver Regional Growth Strategy.

## **Financial Impact**

None

## **Conclusion**

City staff have completed the required review of Richmond's 2041 Official Community Plan, Regional Context Statement and, as the OCP continues to be consistent with the MV Regional Growth Strategy, recommend that Council request the MV Board to reaffirm its acceptance of the City's 2041 OCP Regional Context Statement.



Terry Crowe,  
Manager, Policy Planning Department  
604 276-4139

TC: cas

Att. 1: Metro Vancouver approval of Richmond's 2041 OCP Regional Context Statement  
Att. 2: 2041 OCP Chapter 15, Richmond's 2041 OCP Regional Context Statement



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Greater Vancouver Regional District • Greater Vancouver Water District

Greater Vancouver Sewerage and Drainage District • Metro Vancouver Housing Corporation

4330 Kingsway, Burnaby, BC, Canada V5H 4G8 604-432-6200 [www.metrovanouver.org](http://www.metrovanouver.org)

*Office of the Chair*

*Tel. 604 432-6215 Fax 604 451-6614*

NOV 30 2012

File: CP-11-01-RGS-13-020

Mayor Malcolm Brodie and Council  
City of Richmond  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council:

**Re: GVRD Board Acceptance of the City of Richmond's Regional Context Statement**

I am pleased to inform you that the Greater Vancouver Regional District Board formally accepted the City of Richmond Regional Context Statement (RCS) at its November 16, 2012 meeting. Attached is the resolution for your records.

The City of Richmond should be congratulated for developing an excellent Official Community Plan and Regional Context Statement which will inform and influence other municipalities in the region as they update their Regional Context Statements. I have also been informed that City of Richmond staff worked collaboratively and closely with Metro Vancouver staff and this relationship certainly facilitated the RCS development and acceptance process.

I look forward to continuing to work with the City of Richmond in realizing the goals of the Regional Growth Strategy.

Should you or any of your staff have any further questions please contact Jason Smith, Regional Planner at 778-452-2690.

Yours truly,



Greg Moore  
Chair, Metro Vancouver Board

GM/GR/JS/ms

cc: Mr. Terry Crowe, Manager, Policy Planning, City of Richmond

Encl: GVRD Board Resolution of November 16, 2012 on Acceptance of City of Richmond's RCS



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*Board Secretariat and Corporate Information Department  
Tel. 604-432-6250 Fax. 604-451-6686*

## **Resolution Form**

This is to advise that at the November 16, 2012 Regular Meeting, the Greater Vancouver Regional District Board of Directors considered the following report:

### **Consideration of City of Richmond's Regional Context Statement**

and passed the following resolution:

"That the Board accept the City of Richmond's Regional Context Statement as submitted to Metro Vancouver on September 26, 2012."

I, Paulette A. Vetleson, hereby certify the foregoing to be a true and correct copy of a Resolution as finally adopted at the November 16, 2012 Regular meeting of the Greater Vancouver Regional District Board of Directors.

Dated at Burnaby, British Columbia, this 21 day of November, 2012.

Paulette A. Vetleson, Corporate Secretary

## **15.0 Regional Context Statement (RSC)**



## 15.0 Regional Context Statement (RCS)

### 1. Purpose

The purpose of a Regional Context Statement is to legally show how the 2041 OCP is, or can be made, to be consistent with the 2040 Regional Growth Strategy (RGS).

### 2. RCS Contents

The 2041 OCP Regional Context Statement is as follows:

#### 2040 Metro Vancouver Regional Growth Strategy (RGS)

| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |  |
|--|--|
| <b>RGS GOAL 1 CREATE A COMPACT URBAN AREA</b>  |  |
| <b>STRATEGY 1.1 Contain urban development within the Urban Containment Boundary.</b>   |  |
| Role of Municipalities<br>1.1.3 Adopt Regional Context Statements which:   |  |
| a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);   | See OCP RCS Map: shows the City's Urban Containment Boundary (UCB), which is consistent with the MV RGS.   |
| b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in (RGS) Appendix Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary. | <p>The 2040 RGS projection (estimates) for the City are:</p> <ul style="list-style-type: none"> <li>• Population = 275,000</li> <li>• Dwelling Units = 115,500</li> <li>• Employment = 181,000</li> </ul> <p>The City's 2041 OCP projections (estimates) are consistent with the 2040 RGS, as follows:</p> <ul style="list-style-type: none"> <li>• Population = 280,000</li> <li>• Dwelling Units = 115,000</li> <li>• Employment = 180,000</li> </ul> <p>The 2041 OCP enables the City to strive to achieve these projections, subject to long-term market forces, and government policies and support.</p> <p>The City will strive to achieve these projections by implementing the 2041 OCP and Area Plans, and undertaking demographic projection and policy refinements in collaboration with Metro Vancouver.</p> <p>The City considers that any City projection differences are deemed to be within acceptable RGS estimates (e.g., as such are affected by government policies and funding, the market, the economy, immigration policies).</p> |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |  |
|--|--|
| <b>STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas.</b>  |  |
| <p>Role of Municipalities</p> <p>1.2.6 Adopt Regional Context Statements which:</p> <p>a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);</p>  | <p>In the 2041 OCP, the City's projected regional share of planned dwelling unit and employment growth are provided (see below) and contribute to achieving the City's regional growth share for its Urban Centre (i.e., City Centre) and any future Frequent Transit Development Areas:</p> <p>For the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 47,000</li> <li>• Employment = 60,000</li> </ul> <p>For Outside the City Centre:</p> <ul style="list-style-type: none"> <li>• Dwelling units = 68,000</li> <li>• Employment = 120,000</li> </ul> <p>Note: For FTDA's - In the 2041 OCP, no FTDA's have been identified at this time. Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p> <p>These estimates are deemed to be consistent with the 2040 RGS, as any differences are regarded as minor and subject to long-term market forces, government policies and immigration.</p> <p>i) - ii) See 2041 OCP RCS Map which identifies one City Urban Centre (i.e., City Centre) which is consistent with the 2040 RGS.</p> <p>The City's City Centre accommodates most City growth in a manner which is consistent with the 2040 RGS.</p> <p>iii) The 2041 OCP encourages office development, for example, in the City Centre, through non-residential reserves (e.g., near the River Rock Casino, Aberdeen Mall), density bonuses incentives (e.g., for "Institutional" uses), when such developments are near transit like the Canada Line and its 5 stations with an emphasis of creating City Centre High Density Urban Villages which allow offices.</p> <p>iv) The 2041 OCP supports reduced parking requirements in the City Centre for example by continuing reduced residential and commercial parking requirements (e.g., up to 30% and up to a further 10% reduction for providing TDM measures within 400 m (1,312 ft.) of the Canada Line).</p> |
| <p>b) include policies for Urban Centres which:</p> <p>i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);</p> <p>ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;</p> <p>iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;</p> |  |





| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
|---|--|
| <p>c) include policies for Frequent Transit Development Areas which:</p> <p>i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:</p> <ul style="list-style-type: none"> <li>• Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</li> <li>• TransLink's Frequent Transit Network, which may be updated over time;</li> <li>• other applicable guidelines and policies of TransLink for the Frequent Transit Network;</li> </ul> <p>ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);</p> <p>iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;</p> | <p>At this time, the 2041 OCP does not identify FTDA's.</p> <p>Such may be identified over the long-term based on community input, and collaboration with TransLink and Metro Vancouver.</p>   |
| <p>d) include policies for General Urban areas which:</p> <p>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p>  | <p>i) The 2041 OCP RCS Map: identifies where the RGS General Urban designation is located.</p> <p>ii) The 2041 OCP supports such actions, for example, by proposing that:</p> <ul style="list-style-type: none"> <li>• in the City Centre: development occurs at higher densities (e.g., 3 FAR);</li> <li>• outside the City Centre:             <ul style="list-style-type: none"> <li>- development occurs at lower densities (e.g., up to 1-2 FAR), for example, townhouses along certain arterial roads and the densification of some shopping centres to provide a mix of housing types, local-serving commercial activities and good access to transit at lower densities;</li> <li>- non-residential major trip generating uses may include: office, commercial, (e.g., generally limited to 1.5 FAR and with TOD and related measures).</li> </ul> </li> </ul> <p>At this time, no Frequent Transit Development Areas are established but may be later.</p> <p>At this time, no small scale Local Centres are established as they are not currently needed, but may be established later, if needed.</p> |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |   |
|---|---|
| <p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p> <p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v) encourage infill development by directing growth to established areas, where possible;</p> | <p>iii) At this time no small scale Local Centres are proposed.</p> <p>iv) Non-residential major trip-generating uses include, for example, large box retail, and high density office towers, commercial and institutional uses.</p> <p>The 2041 OCP mainly encourages such uses in the City Centre (e.g., at up to 3 FAR).</p> <p>The 2041 OCP excludes such uses, in much of the General Urban area outside of the City Centre by only allowing them on a limited basis at lower densities certain areas for example:</p> <ul style="list-style-type: none"> <li>• as per the existing West Cambie Area Plan, Alexandra quarter section policies at up to 1.2 FAR;</li> <li>• in certain Mixed Employment places along Bridgeport Road at up to 1.2 FAR;</li> <li>• along the east side of No. 5 Road ("Highway To Heaven") which allows large community institutional uses (e.g., assemblies, schools; at 0.25 FAR), where the "backlands" are farmed.</li> </ul> <p>v) Infill development is allowed by directing it to established areas, for example:</p> <ul style="list-style-type: none"> <li>• permitting townhouses along certain arterial roads;</li> <li>• densifying around some shopping centres, to provide a mix of housing types, local-serving commercial activities and good access to transit, at low density (e.g., 1.2 FAR);</li> <li>• permitting smaller single family lots in some areas;</li> <li>• permitting coach houses and granny flats (e.g., in Edgemere).</li> </ul> <p>At this time, no Frequent Transit Development Areas (FTDA) are identified but may be after more City planning and consultation with TransLink.</p> <p>The 2041 OCP does not propose any Urban Centres or FTDA's which overlay Industrial, Mixed Employment or Conservation and Recreation areas.</p> |
| <p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p>  |   |



| <p><b>The Regional Context Statement (RCS) Policy</b><br/>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>  |   |
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| <p>f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p> <ol style="list-style-type: none"> <li>support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</li> <li>encourage safe and efficient transit, cycling and walking;</li> <li>implement transit priority measures, where appropriate;</li> <li>support district energy systems and renewable energy generation, where appropriate.</li> </ol> | <p>The 2041 OCP, in the City Centre:</p> <ul style="list-style-type: none"> <li>continues to support industrial uses, for example, by designating several non-residential areas for industrial activities (e.g., around the River Rock Casino, Aberdeen Mall);</li> <li>encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example, in high density villages around the Canada Line, creating a finer network of streets, promoting rolling (e.g., wheel chair and scooter use) and bicycle lanes and pathways;</li> <li>enables transit priority measures, for example, providing a transit-only signal on No. 3 Road to provide bus access to the Richmond-Brighouse off-street bus mall;</li> <li>enables, promotes and requires, district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required around the Oval and explored elsewhere in the City Centre; having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards); increasing waste diversion by increasing recycling (and decreasing waste), and promoting solar energy, sewage and river heat recovery, and exploring wind systems.</li> </ul> <p>The 2041 OCP, for areas outside the City Centre:</p> <ul style="list-style-type: none"> <li>continues to support industrial uses, for example, by designating several areas for industrial uses (e.g., Mitchell Island; the portions of Riverside Industrial Park; along Bridgeport Road);</li> <li>encourages safe and efficient transit, cycling and walking (see Mobility and Access chapter), for example: along certain arterial roads and when densifying shopping centres), promoting walking, bicycling and rolling (e.g., wheel chair and scooter use), bicycling lanes and pathways;</li> <li>supports the implementation of transit priority measures, for example, queue-jumper lanes in congested areas where feasible and, when densifying shopping centres, reduce parking and improving TOD measures;</li> <li>enables, promotes, and requires district energy systems and renewable energy generation, where appropriate, (see the Sustainable Infrastructure and Resources chapter), for example: district energy is being required in the West Cambie Alexandria neighbourhood; and having energy efficient requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.</li> </ul> |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
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| <b>STRATEGY 1.3 Protect Rural areas from urban development.</b>   |  |
| <p>Role of Municipalities</p> <p>1.3.3 Adopt Regional Context Statements which:</p> <p>a) Identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;</p> <p>c) include policies which:</p> <ol style="list-style-type: none"> <li>specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;</li> <li>support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.</li> </ol> | <ul style="list-style-type: none"> <li>The 2040 RGS does not designate any City land as RGS "Rural".</li> <li>2041 OCP does not propose any land to have a RGS "Rural" designation.</li> </ul>   |
| <b>RGS GOAL 2 SUPPORT A SUSTAINABLE ECONOMY</b>   |  |
| <b>STRATEGY 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live.</b>  |  |
| <p>Role of Municipalities</p> <p>2.1.4 Adopt Regional Context Statements which:</p> <p>a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;</p>   | <p>The 2041 OCP supports such policies (see Resilient Economy chapter), for example, by focussing on six core strategies:</p> <ol style="list-style-type: none"> <li>The Asia—Pacific Gateway;</li> <li>Knowledge Based Industries;</li> <li>Amenities and Attractions (e.g., population serving industries, retail, accommodation, cultural sport, natural and visitor attractions);</li> <li>Sustainable Resource use (e.g., protect agricultural lands, promote Eco-Industrial uses, promote adequate transit services, support increased agricultural viability, local resource generation, use and sharing);</li> <li>Population Services (e.g., schools, universities, hospitals, child care);</li> <li>Micro Businesses (e.g., promote live-work, work-live uses and home based businesses).</li> </ol> |





| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |  |
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|  | <p>These long-term economic objectives are to be implemented, for example:</p> <ul style="list-style-type: none"> <li>• in the City Centre: by designating industrial, office and commercial and institutional areas along the Canada Line, around the Canada Line Stations and around the Oval;</li> <li>• outside the City Centre: by designating Industrial areas, for example, (e.g., Mitchell Island, portions of the Riverside Industrial Park, along Bridgeport Road) and by designating Mixed Employment areas (e.g., portions of the Riverside Industrial Park, along Bridgeport Road, and along the Knight Street Corridor [e.g., Crestwood]).</li> </ul> <p>No FTDAs are designated, at this time.</p>  |
| b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives; | <p>The 2041 OCP highly supports office uses in the City Centre, for example, by designating areas (e.g., around the casino and Aberdeen Mall) for non-residential uses such as offices; and encouraging offices around the Canada Line Stations and Oval; providing density bonuses, reduced parking requirements and promoting TOD measures.</p>  |
| c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;   | <p>The 2041 OCP discourages such uses (e.g., big box retail, universities, institutional uses), outside the City Centre, for example, by limiting them to certain areas where they are already allowed (e.g., in the 2006 approved West Cambie Alexandra area and the 2010 approved Broadmoor Shopping Centre footprint area, and around certain to be densified shopping centres (e.g., 400M around the Broadmoor, Hamilton, East Cambie, Blundell, Garden City shopping centres), but at lesser densities than the City Centre (e.g., less than 1.5 FAR).</p> <p>In the majority of Richmond, outside the City Centre, large institutional uses (e.g., assemblies) are discouraged, however they are allowed on a limited basis (e.g., in West Cambie, along the east side of No. 5 Road [Highway To Heaven]).</p> <p>This approach balances achieving RGS policies with creating more complete, compact neighbourhoods, promoting TOD, and walkability, and reducing GHG and energy emissions (see Mobility and Access chapter).</p> <p>No FTDAs are proposed at this time.</p>                             |
| d) show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies.   | <p>The 2040 RGS in Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions" currently recognizes the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University, Trinity Western University) in the City Centre, and Port Metro Vancouver as long as its needs are met in the urban footprint.</p> <p>The 2041 OCP supports such uses (see Resilient Economy; Mobility and Accessibility chapters), for example:</p> <ul style="list-style-type: none"> <li>• Re Land Use: for example, designating YVR as Airport (Industrial) and integrating YVR and City land use plans; designating the Hospital and Post Secondary uses as institutional or other appropriate designation to protect and enhance them.</li> <li>• Re Transportation: by encouraging efficient transit services to and from them (see Resilient Economy; and Mobility and Access chapters)</li> <li>• Note: With such stakeholders, the City has strong ongoing, mutually beneficial partnerships.</li> </ul> |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
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| <b>STRATEGY 2.2 Protect the supply of industrial land.</b>  |  |
| Role of Municipalities<br>2.2.4 Adopt Regional Context Statements which:  |  |
| a) Identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);  | The 2041 OCP designates Industrial areas consistent with the 2040 RGS (See OCP RCS Map).   |
| b) Include policies for Industrial areas which:<br>i) support and protect industrial uses;<br>ii) support appropriate accessory uses, including commercial space and caretaker units;<br>iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;<br>iv) encourage better utilization and intensification of industrial areas for industrial activities; | <p>The 2041 OCP supports and protects Industrial uses for example by (see Resilient Economy chapter; see OCP RCS Map):</p> <ul style="list-style-type: none"> <li>designating Industrial areas consistent with the 2040 RGS;</li> <li>designating YVR on Sea Island as Airport (Industrial);</li> <li>co-operating with YVR to assist in achieving its long-term airport needs (e.g., through servicing, transportation improvements);</li> <li>designating Port Metro Vancouver (PMV) lands which are within the urban footprint as Industrial. Note, the PMV Gilmore lands are designated Agriculture;</li> <li>enhancing industrial policies and guidelines for certain portions of the Bridgeport Road Corridor to make it more efficient and attractive;</li> <li>supporting accessory commercial space (e.g., small retail) and caretaker units;</li> <li>excluding medium and large format retail (e.g., big box) and principal residential uses;</li> <li>excluding non-supportive stand alone offices;</li> <li>promoting walking, cycling and transit in Industrial areas;</li> <li>over time, consider increasing Industrial density and height, and improving energy efficiencies (e.g., transit) and amenities (e.g., bike paths, open space).</li> </ul> |
| c) Identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);  | The 2041 OCP designates Mixed Employment areas consistent with the 2040 RGS (See RCS Map) (e.g., along Bridgeport Road, the Knight Street corridor, portions of the Riverside Industrial Park).  |

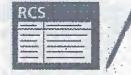


| <p><b>The Regional Context Statement (RCS) Policy</b><br/>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p>   |   |
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| <p>d) include policies for Mixed Employment areas which:</p> <p>i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;</p> <p>ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;</p> <p>iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;</p> <p>iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;</p> <p>v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;</p> <p>vi) exclude residential uses, except for an accessory caretaker unit;</p> | <p>i) - iii) The 2041 OCP supports such policies (i.e., Outside the City Centre) (see Resilient Economy), for example, by:</p> <ul style="list-style-type: none"> <li>designating Mixed Employment areas consistent with the 2040 RGS (e.g., portions of the Riverside Industrial Park, and along Knight Street and portions of the Bridgeport corridor);</li> <li>actively implementing the 2009 approved City Centre Area Plan;</li> <li>considering outside the City Centre, densifying certain planning areas and shopping centres over time which allow mixed employment uses;</li> </ul> <p>iv) Note: The 2041 OCP does not designate Mixed Employment areas in the Urban Centre (i.e., the City Centre) and does not propose FTDAs at this time;</p> <p>v) The 2041 OCP enables Industrial and Mixed Employment activities in certain areas (e.g., portions of the Bridgeport Road Corridor, Crestwood), as these areas already have good access and transit service;</p> <p>vi) excluding residential uses, except for accessory caretaker units in Mixed Employment areas.</p> |





| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |   |
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| e) include policies which help reduce environmental impacts and promote energy efficiency.   | The 2041 OCP includes such policies, (see the Sustainable Infrastructure and Resources chapter), for example, by exploring, promoting and requiring district energy systems and renewable energy generation, where appropriate (e.g., in the West Cambie Alexandria area), through energy efficiency requirements above the BC Building Code (e.g., LEED, EnerGuide 80, ASHRAE 90. 1-2007 standards), increasing waste diversion by increasing recycling and decreasing waste, and promoting solar energy, sewage and river heat recovery, and wind systems.  |
| <b>STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production.</b>  |   |
| Role of Municipalities<br>2.3.6 Adopt Regional Context Statements which:   |   |
| a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);  | The 2041 OCP designates Agricultural areas consistent with the 2040 RGS (See RCS Map).  |
| b) include policies to support agricultural viability including those which: <ul style="list-style-type: none"> <li>i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;</li> <li>ii) discourage subdivision of agricultural land leading to farm fragmentation;</li> <li>iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;</li> <li>iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g., buffers between agricultural and urban areas or edge planning);</li> <li>v) demonstrate support for economic development opportunities for agricultural operations (e.g., processing, agri-tourism, farmers' markets and urban agriculture);</li> </ul> | <p>The 2041 OCP supports such policies, (see OCP Agriculture and Food chapter).</p> <p>Note that Richmond continues to implement its 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., establishing the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Nelson Road interchange and seeking senior government funding for drainage).</p> <ul style="list-style-type: none"> <li>i) designating Agricultural areas consistent with the 2040 RGS (See RCS Map);           <ul style="list-style-type: none"> <li>• continue to implement the 2003 Richmond Agricultural Viability Strategy (RAVS) which has been a very valuable strategy to enhance agriculture viability (e.g., established the Richmond Agricultural Advisory Committee [AAC], improving agricultural drainage, buffering urban developments along the ALR boundary, enabling seasonal farm worker dwellings, promoting agri-industries [cranberry processing, farm based wineries] supporting \$1.25 million Nelson Road interchange and seeking senior government funding for drainage);</li> </ul> </li> <li>ii) discouraging subdivision into small farms which would create impractical farm sizes and by co-operating with the ALC and following ALR requirements;           <ul style="list-style-type: none"> <li>• encouraging lot owners who do not have access to improved roads, to either consolidate their lots or enter into farm access agreements in order to gain farm access;</li> <li>• discouraging wherever possible, roads in the ALR except, as noted on the Agriculture and Food chapter map titled Existing Status of Road Improvements in the ALR map;</li> </ul> </li> <li>iii) continuing to maintain and improve drainage, irrigation and transportation, to support agricultural activities (e.g., in East Richmond), where feasible and with other agencies;</li> <li>iv) continuing to manage the agricultural-urban interface to protect the viability of agricultural operations (e.g., requiring buffers between agricultural and urban areas, consulting with the Agricultural Advisory Committee);</li> <li>v) supporting such opportunities, for example, by implementing and enhancing the 2003 Richmond Agricultural Viability Strategy (RAVS), as resources enable (e.g., senior government drainage funding, allowing seasonal farm dwellings, agri-tourism, farm based wineries, and the proposed Kwantlen horticultural farm and sustainable farm programs);</li> </ul> |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
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| vi) encourage the use of agricultural land, with an emphasis on food production;<br>viii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.  | vi) supporting food production, for example, by improving infrastructure (e.g., diking, irrigation, drainage), enabling a range of farming, discouraging principle residential uses, supporting food security, urban agriculture and regional food strategies;<br>vii) supporting a range of educational agricultural programs, for example by collaborating with the Province, ALC, Metro Vancouver, Vancouver Coastal Health, Richmond food security groups, and hosting farm tours and workshops.   |
| <b>RGS GOAL 3 PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS</b>   |  |
| <b>STRATEGY 3.1 Protect Conservation and Recreation lands.</b>  |  |
| Role of Municipalities<br>3.1.4 Adopt Regional Context Statements which:  |  |
| a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);   | The 2041 OCP designates Conservation and Park areas consistent with the 2040 RGS (See RCS Map).  |
| b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:<br>i) public service infrastructure, including the supply of high quality drinking water;<br>ii) environmental conservation;<br>iii) recreation, primarily outdoor;<br>iv) education, research and training facilities and uses that serve conservation and/or recreation users;<br>v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;<br>vi) limited agriculture use, primarily soil-based; | <p>The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; Island Natural Environment, Open Space and Public Realm; and Sustainable Infrastructure and Resources chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• public service infrastructure, including the supply of high quality drinking water, for example, by co-operating with Metro Vancouver to provide clean, safe drinking water, monitoring, minimizing leakages and improving, distribution and conservation;</li> <li>• implementing the new Island Natural Environment, Open Space and Public Realm policies and co-operating with agencies (e.g., FREMP, BC Environment, Metro Vancouver, YVR, Port Metro Vancouver);</li> <li>• enabling a range of recreation uses including outdoor activities for all ages both in Conservation and Park areas and across the City, for example, through the City's extensive parks and facilities including the Garry Point Park, Terra Nova Nature and Rural Parks, Metro Vancouver's Iona Beach Regional Park and through stakeholder interpretive and wellness programs;</li> <li>• enabling certain commercial uses (e.g., canteens) tourism activities (e.g., Tall Ships, Ships To Shore, the Steveson Salmon Festival), multi-cultural celebrations (e.g., Chinese New Year) and public, cultural amenities (e.g., Minoru Park, the Richmond Nature Park and interpretive programs, McDonald Beach boat launch);</li> <li>• enabling primarily soil-based agriculture use in Conservation and Park areas (e.g., the Terra Nova Nature and Rural Parks).</li> </ul> |
| c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.  | The 2041 OCP supports such policies (see OCP Connected Neighbourhoods; and Island Natural Environment, Open Space and Public Realm chapters), for example, by having large park areas and ample park facility setbacks, including planting park edges with trees, and separating park and recreation uses by roads.  |



| <b>The Regional Context Statement (RCS) Policy</b><br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |   |
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| <b>STRATEGY 3.2 Protect and enhance natural features and their connectivity.</b>  |   |
| Role of Municipalities<br>3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g., steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1). | The 2040 RGS Map 10 is titled: Natural Features and Land Cover, RGS Strategy 3.2 primarily addresses conservation and recreation uses including commercial, tourism, public, cultural and community amenities, and related education, research and training facilities and that serve the users.<br><br>The 2041 OCP supports such actions (see OCP the Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm, and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes a best practices Ecological Network Concept, Riparian Area and enhanced 2012 ESA policies and guidelines.<br><br>The Ecological Network (EN) policies strive to better manage over approximately 16,188 ha (40,000 ac.) through interagency co-operation.  |
| 3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.   | The RGS Map 9 is titled: "Regional Recreation Greenway Network" and includes RGS Conservation and Recreation areas, the Regional Recreation Greenways Network, watercourses, tidal flats and wetland areas.<br><br>The Regional Recreation Greenway Network is to be connected, as feasible, to City trails, bikeways and greenways and parks where appropriate.  |
| 3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g., conservation covenants, land trusts, tax exemptions and ecogifting).           | The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Island Natural Environment and Open Space and Public Realm chapters), for example, by promoting a maintaining and enhancing a range of City-wide parks and trails to improve mobility and accessibility for all ages.   |
| 3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.  | The 2041 OCP supports such actions (see OCP Island Natural Environment, Open Space and Public Realm chapter), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes an Ecological Network, the Eco Plus+ Concept, Riparian Area and enhanced ESA policies and guidelines. It also encourages the exploration of conservation covenants, land trusts, tax exemptions, ecological gain and eco-gifting approaches.<br><br>The 2041 OCP considers such actions (see Island Natural Environment and Sustainable Infrastructure and Resources chapters), for example, by implementing the 2012 Environmentally Sensitive Areas (ESA) Management Strategy which includes Ecological Network, Eco Gain, Riparian Area and enhanced ESA policies and guidelines.<br><br>The 2041 OCP supports integrated stormwater management plans, for example, by supporting Metro Vancouver's Drinking Water Management Plan and integrating it with City-wide and area plan infrastructure improvements over time. Annual progress is anticipated, based on approved City priorities and work programs, and senior government and regional partner funding, programming and support. |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
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| <b>STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality.</b>  |  |
| <p>Role of Municipalities</p> <p>3.3.4 Adopt Regional Context Statements which:</p> <p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p>  | <p>a) The 2041 OCP supports such actions (see Climate Change Response chapter), for example, by addressing the following:</p> <ul style="list-style-type: none"> <li>Community-wide GHG Reduction Targets (similar to Metro Vancouver's):             <ul style="list-style-type: none"> <li>1–33% below 2007 levels by 2020;</li> <li>2–80% below 2007 levels by 2050:                 <ul style="list-style-type: none"> <li>as Richmond's GHG emissions are generated 41% by buildings and 55% by transportation achieving both targets is subject to the understanding that the Province and other jurisdictions will undertake necessary GHG reduction improvements and provide the City with funding to achieve these targets including building retrofits and TOD measures;</li> <li>as well the City will continue to implement City GHG related policies (e.g., the City's Sustainability Framework, Official Community Plan [e.g., compact land use patterns, complete communities]; City Centre Area Plan [e.g., High Density Urban Villages, and Transit Oriented Development, transportation demand management and district energy initiatives]);</li> </ul> </li> </ul> </li> </ul>  |
| <p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> <li>existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoechange systems, and electric vehicle charging infrastructure;</li> <li>community design and facility provision that encourages transit, cycling and walking (e.g., direct and safe pedestrian and cycling linkages to the transit system);</li> </ul> | <p>b) Community-wide Energy Reduction Target of 10% from 2007 levels by 2020:</p> <ul style="list-style-type: none"> <li>similar to above, achieving Richmond's Energy Reduction Target is subject to the understanding that the Province and other jurisdictions will undertake the necessary improvements and funding;</li> <li>examples of improving air quality include changing from a 2008 mode share of 83% automobile, to a reduced 2041 automobile mode share of 49% (e.g., by promoting transit, walking trails, bicycle paths, ride share). Regarding electric car plug-ins, promote having a minimum of 20% of parking stalls with a 12 volt receptacle and an additional 25% of parking stalls to accommodate future electric vehicle charging equipment (e.g., pre-ducting).</li> <li>promoting improved Triple Bottom Line (i.e., social, economic, environmental) analyses to achieve more benefits (e.g., promote improved energy performance within existing [retrofit] and new buildings; the increased use of transit; a greater diversion of solid waste through increased recycling and material reuse, improved waste energy capture);</li> <li>implementing a comprehensive Community Energy and Emissions Plan (CEEP);</li> <li>requesting increased provincial assistance, as many of the community's GHG reduction targets and actions (e.g., improved building energy efficiencies, reduced emissions from vehicles, the increased reliance on walking, cycling and transit), require Provincial legislation, policy, program and funding assistance;</li> <li>supporting integrated storm water management and water conservation objectives, for example, see the Sustainable Infrastructure and Resources chapter;</li> </ul> |

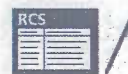


| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |   |
|--|---|
| c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network;  | c) Investments in GHG emissions and energy consumption reductions which improve air quality are concentrated in the City Centre, and will be considered in shopping centre densification and any future FTDA's;   |
| d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.   | d) Policies which support integrated storm water management include participating in regional climate change initiatives, harvesting rain water for non-potable uses and storing rain water on site.<br><br>Policies which support water conservation include participating in regional climate change initiatives, reducing water demand through water metering, low flow fixtures, leak reduction, pressure management approaches, and reduced lawn watering.   |
| <b>STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks.</b>  |   |
| Role of Municipalities<br>3.4.4 Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g., earthquake, flooding, erosion, subsidence, mudslides, interface fires). | The 2041 OCP supports such actions (see OCP Climate Change Response; Sustainable Infrastructure and Resources; and Island Natural Environment and Open Space and Public Realm chapters), for example, by implementing comprehensive climate change management, capacity building, mitigation, carbon retention and adaptation policies which address community response, emission reduction, and target integration with other City policies (e.g., land use, transportation). As well, the City supports continued improvements in Building Code, seismic and flood protection policies. |
| 3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.  | The 2041 OCP supports such actions (see Sustainable Infrastructure and Resources), for example by, implementing the City's 2008–2031 Flood Protection Strategy and Flood Plain Designation and Protection bylaws, improving the critical perimeter dike, supporting Fraser River dredging, flood proofing City buildings to appropriate standards and co-operating with stakeholders in flood management best practices.  |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
|---|--|
| <b>RGS GOAL 4 DEVELOP COMPLETE COMMUNITIES</b>  |  |
| <b>STRATEGY 4.1 Provide diverse and affordable housing choices.</b>   |  |
| <p>Role of Municipalities</p> <p>4.1.7 Adopt Regional Context Statements which:</p> <p>a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Table A.4, which:</p> <p>i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;</p> <p>ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;</p> <p>iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;</p> <p>iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.</p> | <p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods chapter), for example, by:</p> <p>i) - ii)</p> <ul style="list-style-type: none"> <li>• implementing the 2007 Affordable Housing Strategy and completing its update (e.g., in 2012);</li> <li>• enabling a range of housing types (e.g., secondary suites, coach houses, granny flats, live-work, work-live, row housing) and affordable housing in High Density Urban Villages around the Canada Line Stations and Oval, as shopping centres density, along certain arterial roads and in many residential neighbourhoods;</li> <li>• considering innovative housing policies when updating area plans.</li> </ul> <p>iii) - iv)</p> <ul style="list-style-type: none"> <li>• collaborating with the federal government, Province, Metro Vancouver, UDI, developers and housing agencies to increase affordable housing and rental units for households with low or low to moderate incomes (e.g., through research, policies funding);</li> <li>• enabling a wide range of incentives to improve housing and its affordability (e.g., density bonusing, parking reductions near transit, using the City Affordable Housing Reserves);</li> <li>• the OCP enables the City to pursue multiple objectives at the same time, for example promoting affordable housing by reducing parking and providing density bonusing. In cases, this may include partly reducing parking to achieve affordable housing and also partly taking cash-in-lieu of parking to support providing TDM measures. This approach continues to work well as it provides flexibility to meet community and project specific needs.</li> </ul> |





| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |   |
|--|---|
| <p>Role of Municipalities</p> <p>4.1.8 Prepare and implement Housing Action Plans which:</p> <ul style="list-style-type: none"> <li>a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;</li> <li>b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;</li> <li>c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;</li> <li>d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;</li> <li>e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;</li> <li>f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.</li> </ul> | <p>The 2041 OCP supports such actions (see Connected Neighbourhoods; Social Inclusion and Accessibility chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• completing the 2007 Affordable Housing Strategy update;</li> <li>• partnering with senior governments, the MVHC, housing providers and operators, and developers to provide housing projects based on specific updated housing needs assessments;</li> <li>• periodically updating City demographic projections including dwelling units.</li> </ul> |
| <b>STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities.</b>   |   |
| <p>Role of Municipalities</p> <p>4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:</p> <p>a) support compact, mixed use, transit, cycling and walking oriented communities;</p>   | <p>The 2041 OCP supports such actions (see OCP Connected Neighbourhoods; and Mobility and Access chapters), for example, by:</p> <ul style="list-style-type: none"> <li>• in the City Centre, implementing High Density Urban Villages around the Canada Line stations and the Oval;</li> <li>• outside the City Centre, densifying certain shopping centres to enable more compact uses;</li> <li>• updating area plans to facilitate mixed uses, and improved mobility and access.</li> </ul>                                       |





| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)   |   |
|--|---|
| b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;   | The 2041 OCP supports such facilities (see Vibrant City and Connected Neighbourhoods chapters), for example, by locating community, arts, cultural, recreational, institutional, health, social service, education facilities and affordable housing uses, in the City Centre (e.g., the Arts Precinct), and when densifying certain shopping and updating area plans (e.g., the Broadmoor Shopping Centre, Hamilton area), as densification can facilitate the provision of these services.  |
| c) provide public spaces and other place-making amenities for increased social interaction and community engagement;   | The 2041 OCP enables such spaces and amenities (see Vibrant City; and Island Natural Environment, Open Space and Public Realm chapters), for example, by providing City World Class facilities (e.g., the Oval), City parks (e.g., Minoru Park, Garry Point Park, Richmond Nature Park, Brighthouse Park, McDonald Beach Park, Britannia Heritage Shipyard Park and London Farm), City facilities (e.g., the Gateway Theatre), the City's eight community centres and library system, and the School Board's 38 elementary and 10 secondary schools, to enable improving social engagement and multi-cultural celebrations.   |
| d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;   | The 2041 OCP supports active living (see Vibrant City; Connected Neighbourhoods; Social Inclusion and Accessibility; and Ecological Network, Open Space and Public Realm chapters), for example, by: <ul style="list-style-type: none"> <li>• in the City Centre, completing the 16 ha (40 ac.) Middle Arm Park on the Fraser River and acquiring over time, another 65 ha (160 ac.) of parkland for a total of 162 ha (400 ac.);</li> <li>• elsewhere in the City, maintaining and enhancing a wide range of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments; improving trails and paths to better connect shopping centres, community centres and schools; providing more bike and rolling paths; and upgrading community facilities over time, as resources enable.</li> </ul> |
| e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services; | The 2041 OCP supports such actions, (see Agriculture and Food; Vibrant City; Resilient Economy; Island Natural Environment; Open Space and Public Realm chapters), for example, by providing more community gardens on City and private lands, encouraging ALR lands to be farmed, promoting green roofs and food security activities.  |
| f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;   | The 2041 OCP enables such assessments (see OCP Safe City); Social Inclusion and Accessibility; Connected Neighbourhoods; Sustainable Infrastructure and Resources chapters), for example, by: <ul style="list-style-type: none"> <li>• continuing to co-operate with Richmond Health Services, promoting healthy lifestyles and wellness programs;</li> <li>• providing safe infrastructure (e.g., transit, roads, trails, dikes and buildings;</li> <li>• improving policing, emergency and fire fighting services;</li> <li>• implementing the OCP Aircraft Noise Sensitive Development [ANSD] policies;</li> <li>• consulting with Metro Vancouver to improve air quality.</li> </ul>  |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
|---|--|
| g) support universally accessible community design;   | The 2041 OCP supports universally accessible community design (see OCP Connected Neighbourhoods chapter), for example, by encouraging and requiring a range of improved neighbourhood and housing and building accessibility (e.g., aging in place for all new multi-family residential dwelling units, convertible units in townhouse rezoning applications, adaptable units in apartment rezoning applications).   |
| h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;   | The 2041 OCP does not propose RGS Local Centres at this time.  |
| i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips. | The 2041 OCP (see OCP General Land Use Map; OCP RCS Map) recognize the facilities in 2040 RGS Map 11, titled: "Local Centres, Hospitals and Post Secondary Institutions".<br>These facilities include the Vancouver International Airport (YVR) as a Special Employment Area, and the Richmond Hospital and post secondary institutions (e.g., Kwantlen Polytechnic University and Trinity Western University).  |
| <b>RGS GOAL 5 SUPPORT SUSTAINABLE TRANSPORTATION CHOICES</b>  |  |
| <b>STRATEGY 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.</b>  |  |
| Role of Municipalities<br>5.1.6 Adopt Regional Context Statements which:  |  |
| a) Identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;  | <p>The 2041 OCP (see Mobility and Access; Connected Neighbourhoods; and Sustainable Infrastructure and Resources chapters) identify such policies and actions:</p> <ul style="list-style-type: none"> <li>• in the City Centre: for example, by better enabling TOD, walking, bicycling and rolling modes;</li> <li>• outside the City Centre: for example, along arterial road redevelopment and in densified shopping centres;</li> <li>• City-wide: improving transit, and bike and rolling paths, and working closely with TransLink to implement the Frequent Transit Network (FTN).</li> </ul> |



| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |   |
|---|---|
| b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;   | The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by: <ul style="list-style-type: none"> <li>supporting the implementation of transit priority measures in congested areas where feasible, facilitating the provision of car-share services around Canada Line stations and promoting ride-sharing.</li> </ul>  |
| c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.   | The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by improving transit stops, providing bus shelters and benches, expanding the network of bike and rolling paths, and promoting ride sharing programs.   |
| <b>STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.</b>   |   |
| Role of Municipalities  |   |
| 5.2.3 Adopt Regional Context Statements which:  |   |
| a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;                         | The 2041 OCP (see Mobility and Access chapter; RCS Map): <ul style="list-style-type: none"> <li>identifies such routes;</li> <li>identifies such policies and actions, for example, by, promoting efficient transportation, services and alternatives in the City Centre;</li> <li>improves along arterial roads and in densified shopping centres, bike and rolling paths;</li> <li>promotes working closely with TransLink to implement the Major Road Network (MRN) and Frequent Transit Network (FTN), and co-operation with senior governments.</li> </ul> |
| b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;  |   |
| c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management; | The 2041 OCP (see Mobility and Access chapter) supports such strategies, for example, by improving web-based traffic information including real-time displays of traffic conditions, transit priority measures in congested areas where feasible and traffic signal coordination.   |

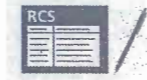




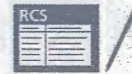
| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
|---|--|
| d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.   | The 2041 OCP (see Mobility and Access chapter) identifies such policies and actions, for example, by co-ordinating efforts with senior governments, railway companies, Port Metro Vancouver and FREMP. |
| <b>2040 RGS AND 2041 OCP AND RCS IMPLEMENTATION (See RGS Section F Implementation)</b>  |  |
| <b>RGS Section F Implementation Policies</b>  |  |
| Providing for Appropriate Municipal Flexibility<br>6.2.7 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary, provided that:<br>a) the municipality may re-designate land from one regional land use designation to another regional land use designation, only if the aggregate area of all proximate sites so re-designated does not exceed one hectare; | The 2041 OCP hereby permits such amendments.   |
| b) notwithstanding section 6.2.7 (a), for sites that are three hectares or less, the municipality may re-designate land:<br><ul style="list-style-type: none"> <li>from Mixed Employment or Industrial to General Urban land use designation, if the site is located on the edge of an Industrial or Mixed Employment area and the developable portion of the site will be predominantly within 150 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; or</li> </ul>  | The 2041 OCP hereby permits such amendments.   |



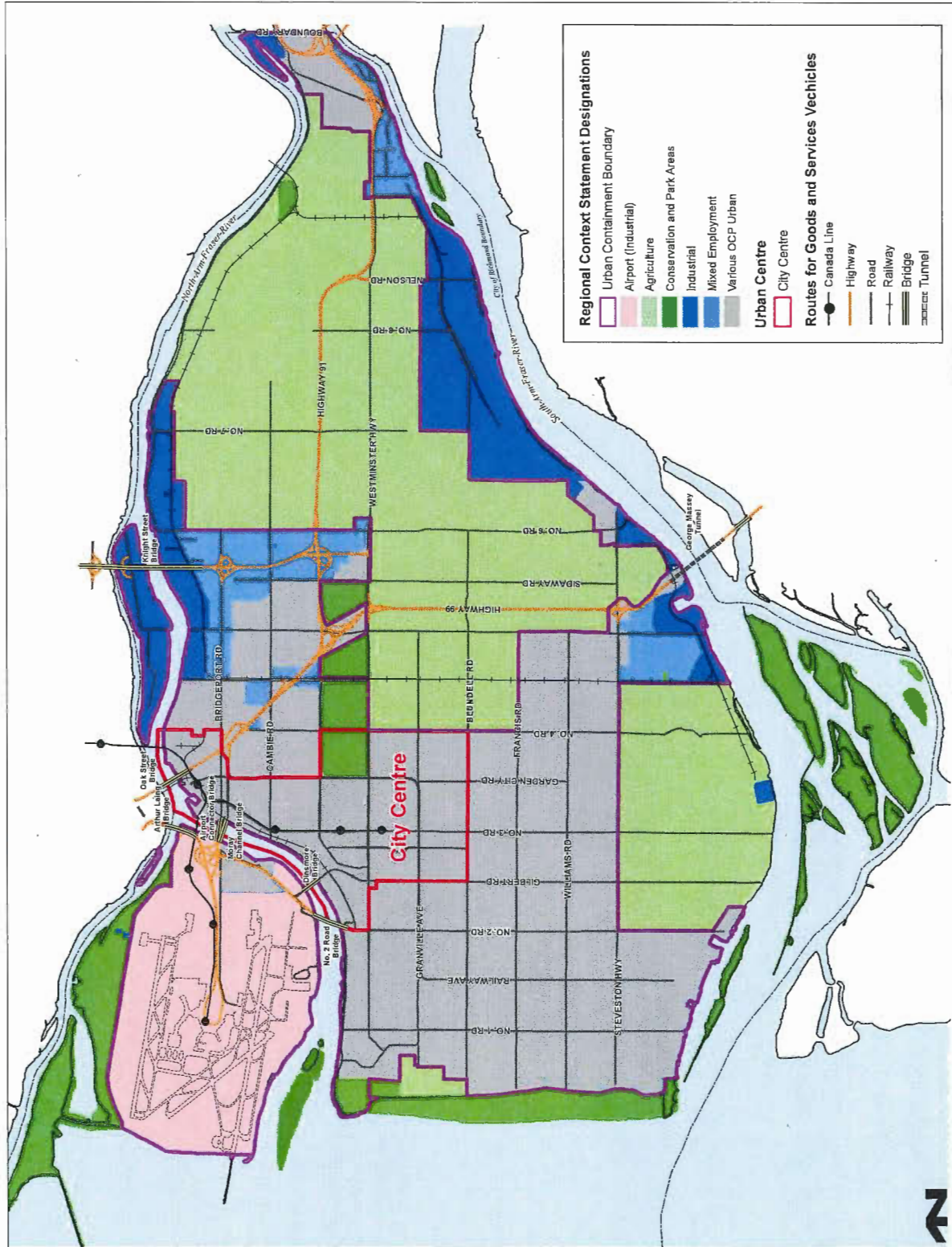
| The Regional Context Statement (RCS) Policy<br>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)  |  |
|---|--|
| <ul style="list-style-type: none"> <li>from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rapid transit station on TransLink's Frequent Transit Network; provided that:             <ul style="list-style-type: none"> <li>- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses; and</li> <li>- the aggregate area of all proximate sites that are re-designated does not exceed three hectares;</li> </ul> </li> </ul> |  |
| c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed two percent of the municipality's total lands within each applicable regional land use designation.  | The 2041 OCP hereby permits such amendments. |
| 6.2.8 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas, provided such boundary adjustments meet the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) of the Regional Growth Strategy.   | The 2041 OCP hereby permits such amendments. |
| 6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.   | The City will implement RGS policy 6.29.     |



| <p><b>The Regional Context Statement (RCS) Policy</b><br/>(e.g., provides examples of how the OCP is or can be made consistent with the 2040 RGS)</p> |  |
|---|--|
|   | <p>6.2.10 If a municipality includes language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of regional land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by sections 6.2.7 and 6.2.8 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to regional land use designation boundaries will require an amendment to the municipality's Regional Context Statement, which must be submitted to the Metro Vancouver Board for acceptance in accordance with the requirements of the Local Government Act.</p> |
|   | <p>The 2041 OCP hereby permits such amendments.</p>  |



Regional Context Statement Map







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

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**Staff Recommendation**

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

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

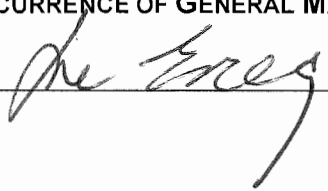

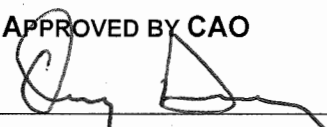


Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)



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

Att. 13

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

## Staff Report

### Origin

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

This report:

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

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

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

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

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

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

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

### Findings of Fact

#### Public Consultation Engagement

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

Outreach activities to raise awareness of the consultation included:

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

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

## Analysis

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

#### 1. Public Consultation Results and Staff Recommendations

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

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

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

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

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

**Question 3**

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

| Options |   | Survey Response |
|---------|---|-----------------|
| 1       | No change to the primary material for exterior cladding (i.e. horizontal wood siding only).   | 7.7%            |
| 2       | Expand the primary materials for exterior cladding to include wood shingles, board-and-batten and vertical ship lap, in addition to horizontal wood siding<br>(recommended in May 30 staff report). | 92.3%           |

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

**Question 4**

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

| Options |  | Survey Response |
|---------|--|-----------------|
| 1       | No change to the secondary materials for exterior cladding (i.e. siding).  | 9.0%            |
| 2       | No brick and no metal allowed. For façade upgrades, replace brick with similar brick.  | 5.3%            |
| 3       | No brick and no metal allowed. For façade upgrades, replace brick with similar brick or different brick.   | 2.7%            |
| 4       | No brick and no metal allowed. For façade upgrades, replace brick with similar brick, different brick or a better material.  | 2.1%            |
| 5       | No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with a similar brick or different brick.   | 6.4%            |
| 6       | No metal but brick is allowed if different from the Hepworth Building. For façade upgrades, replace brick with similar brick, different brick, or a better material<br>(recommended in May 30 staff report). | 74.5%           |

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

**Question 5**

In the design guidelines for the Village Core and the Riverfront, window frames that are wood are encouraged. Vinyl window assemblies are discouraged but allowable. Which option do you support?

| Options |  | Survey Response |
|---------|--|-----------------|
| 1       | No change to materials for window treatments (i.e. wood or vinyl is allowed).                                      | 24.7%           |
| 2       | Windows with wood frames or metal frames are allowed. Vinyl is prohibited<br>(recommended in May 30 staff report). | 75.3%           |

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



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

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

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

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

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

**Question 8**

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

| Options |  | Survey Response |
|---------|--|-----------------|
| 1       | No changes to existing design guidelines as described above.   | 6.4%            |
| 2       | Prohibit all hatch stair entries.  | 3.7%            |
| 3       | Prohibit all hatch stair entries unless they are not more than 1.83 m (6 ft.) in height, well-integrated with the architecture and setback 1.0 m or more from all roof edges <b>(recommended in May 30 staff report)</b> . | <b>66.3%</b>    |
| 4       | Allow hatch stair entries if well-integrated with the overall architecture, and setback from all roof edges.   | 23.5%           |

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

**Question 9**

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

| Options |  | Survey Response |
|---------|--|-----------------|
| 1       | No changes to existing design guidelines as described above.   | 3.7%            |
| 2       | Prohibit all elevator shafts and access stairs.  | 4.8%            |
| 3       | Prohibit access points unless they are less than 2.2 m for elevator shafts, and 3.17 m for access stairs, well-integrated with the architecture, and setback 1.0 m or more from all roof edges <b>(recommended in May 30 staff report)</b> . | <b>69.3%</b>    |
| 4       | Allow structures for elevator shafts and access stairs if well-integrated with the overall architecture, and setback from all roof edges.  | 22.2%           |

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

**Question 10**

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

| Options |  | Survey Response |
|---------|--|-----------------|
| 1       | No change in the maximum density and maximum height as described above <b>(recommended in May 30 staff report)</b> . | <b>54.7%</b>    |
| 2       | Reduced density or reduced height.   | 45.3%           |

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



**Question 11**

The overall design vision for Bayview Street (south side) includes "Cannery-like" pitched roofed buildings, but flat roofs are allowable. Which option do you support?

| Options |  | Survey Response |
|---------|--|-----------------|
| 1       | No changes to existing design guidelines.  | 16.9%           |
| 2       | Pitched roofs only to fully align with the design vision. Flat roofs are prohibited ( <b>recommended in May 30 staff report</b> ). | <b>83.1%</b>    |

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

**Question 12**

The overall design vision for Bayview Street (south side) includes retention of existing large lots. Which option do you support?

| Options |  | Survey Response |
|---------|--|-----------------|
| 1       | No changes to existing large lots ( <b>recommended in May 30 staff report</b> ).                                 | <b>74.9%</b>    |
| 2       | Through the redevelopment process, allow the subdivision of the existing larger lots into relatively small lots. | 25.1%           |

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

**Question 13**

The overall design vision for Bayview Street (south side) includes large and small buildings on existing large lots. Which option do you support?

| Options |   | Survey Response |
|---------|---|-----------------|
| 1       | No changes (i.e. a mix of large and small buildings) ( <b>recommended in May 30 staff report</b> ). | <b>71.4%</b>    |
| 2       | Small buildings on small lots. No more new large "Cannery-like" buildings.                          | 28.6%           |

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

**Question 14**

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

| Options |   | Survey Response |
|---------|---|-----------------|
| 1       | No changes (i.e. no City policy on developer contributions).  | 6.7%            |
| 2       | Developer contributions to the waterfront boardwalk and pedestrian paths are required through rezoning and development permit application review process ( <b>recommended in May 30 staff report</b> ). | <b>93.3%</b>    |

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

**Question 15**

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

| Options |   | Survey Response |
|---------|---|-----------------|
| 1       | No change to existing design policies and guidelines.   | 6.7%            |
| 2       | New design guidelines that include, but are not limited to, a set of dimension standards for details, such as boardwalk and path widths, setbacks to accommodate hanging signage, and surface treatments ( <b>recommended in May 30 staff report</b> ). | <b>93.3%</b>    |

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

**Question 16**

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

| Options |   | Survey Response |
|---------|---|-----------------|
| 1       | No change to the policy for on-site parking requirements (i.e. 33% reduction).  | 24.6%           |
| 2       | Decrease the allowable parking reduction from up to 33% to up to 13% for new residential development ( <b>recommended in May 30 staff report</b> ). | <b>75.4%</b>    |

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

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

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

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

## 2. Stakeholder Consultation

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

### *Steveston Harbour Authority*

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

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

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

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

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

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

#### *Richmond Heritage Commission*

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

#### *Steveston 20/20*

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

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

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

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

### 3. Other Staff Recommendations

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

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

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

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

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

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

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

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

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

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

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

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

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

*Sakamoto Guidelines*

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

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

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

**1. Public Consultation Results**

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



**Bayview Street**

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

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

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

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

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

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

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

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

**Chatham Street**

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

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

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

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

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

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

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

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

### **Moncton Street**

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

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

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



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

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

## 2. Steveston Interurban Tram

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

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

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

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

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

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

### **Consultation**

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

**Table 4 – OCP Public Consultation Summary**

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

### **Financial Impact**

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

### **Conclusion**

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



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

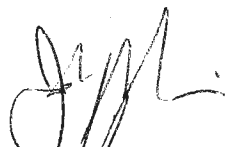
It is recommended that Bylaw 9775 be introduced and given first reading.



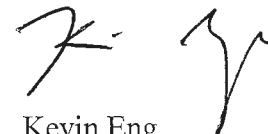
Joan Caravan  
Transportation Planner  
(604-276-4035)



Sonali Hingorani  
Transportation Engineer  
(604-276-4049)



John Hopkins  
Senior Planner  
(604-276-4279)



Kevin Eng  
Planner 2  
(604-247-4626)

JC/SH/JH/KE:cas

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

## Welcome To This Open House

### Why are we here?

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

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

On June 12, 2017, Council directed staff to:

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

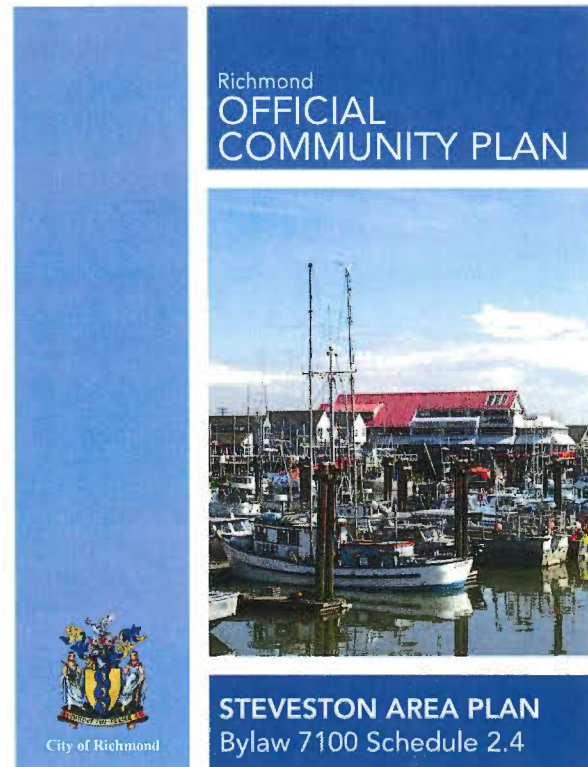
### Today's Open House is an opportunity to:

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

### More information

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

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



### Have Your Say

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

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

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

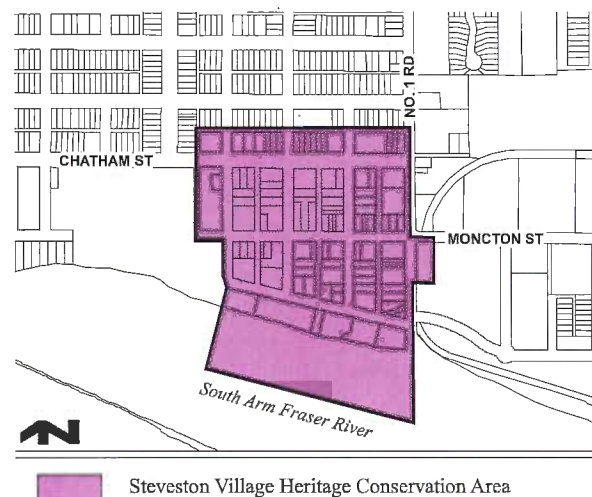
Changes to buildings, structures, landscaping and land in Steveston Village are managed through a Heritage Conservation Area (HCA) and a Development Permit Area (DPA).

### Steveston Village Heritage Conservation Area (HCA)

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

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

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



### Steveston Village Development Permit Area (DPA)

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

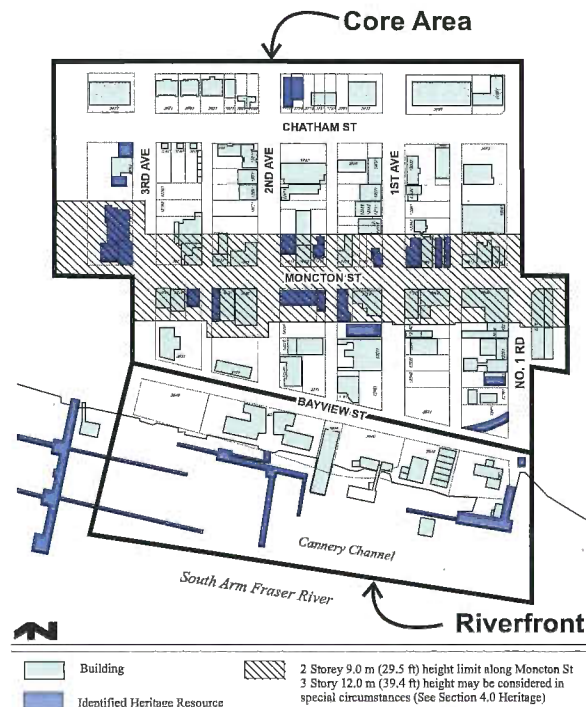
The DPA has two sub-areas:

- Village Core
- Riverfront Precinct

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

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

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





# Land Use Density and Heights in the Village Core

## What are the issues?

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

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

### Moncton Street

**Maximum density:** 1.2 FAR.

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

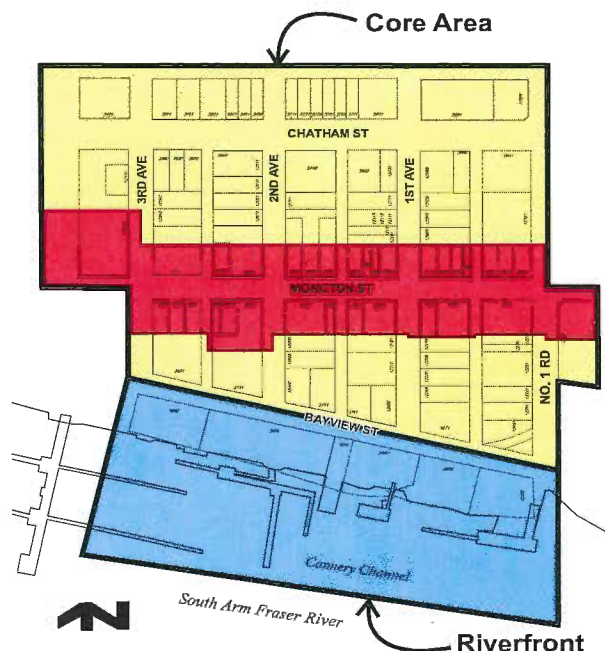
### Bayview Street (north side)

**Land Use Density:** 1.6 FAR.

**Building Height:** 3 storeys over parkade.

## Density & heights in Steveston Village

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



## Have Your Say

Tell us what you support.

### Moncton Street

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

### Bayview Street (north side)

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

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

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

**\*staff recommendation\***

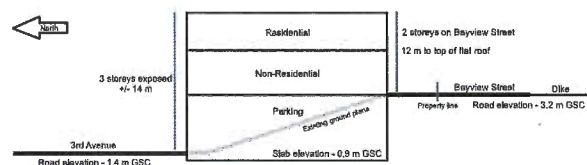
 **Add comments here**

## Technical measurement of building height

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

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

## How to measure (geodetic) height



# Design Guidelines for Exterior Cladding and Window Treatments

## What are the issues?

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

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

General guidelines for Steveston Village Core & Riverfront

### Exterior cladding:

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

### Window treatments:

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

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

### Exterior Cladding: primary finishes

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

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

## Have Your Say

Tell us what you support.

### Window treatments

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

**Add comments here**

## Have Your Say

Tell us what you support.

### Village Core (includes north Bayview)

#### Exterior cladding: secondary finishes

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

**Add comments here**



## Brick in the Village Core

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

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



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



## Design Guidelines for Rooftop Structures

### What are the issues?

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

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

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

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

### Have Your Say

Tell us what you support.

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



### Rooftop barrier railings

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

There are no existing design guidelines for barrier railings.

### Have Your Say

Tell us what you support.

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

 **Add comments here**



Solar panels behind a false parapet on a flat roof



Barrier railings for a rooftop patio (Victoria, BC)



## Design Guidelines for Rooftop Structures

### What are the issues?

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

### Hatch or 'pop-up' entries

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

### Elevator shafts and access stairs

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

#### Have Your Say

Tell us what you support.

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



Add comments here



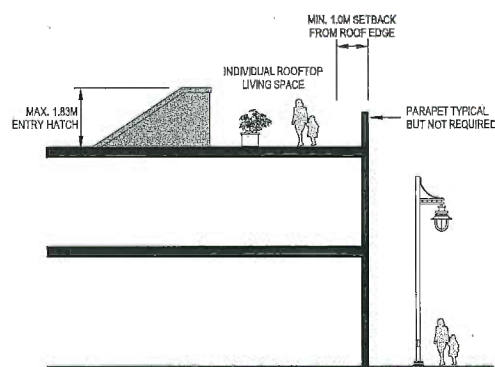
#### Have Your Say

Tell us what you support.

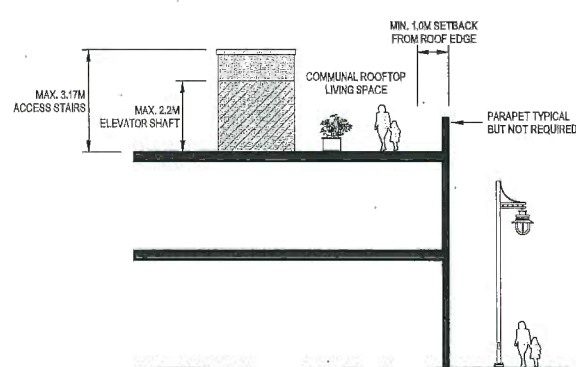
- Option 1:** No changes to existing design guidelines.
- Option 2:** Prohibit all elevator shafts and access stairs.
- Option 3:** Prohibit all structures unless they are not more than 2.20 m (7.2 ft.) for elevator shafts, and 3.17 m (10.4 ft.) for access stairs, well-integrated with the architecture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



Add comments here



Cross-section of hatch entry



Cross-section of access stairs and elevator shafts

## Design Vision for Riverfront Precinct

### What are the issues?

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

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

#### Have Your Say

Tell us what you support.

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

 **Add comments here**



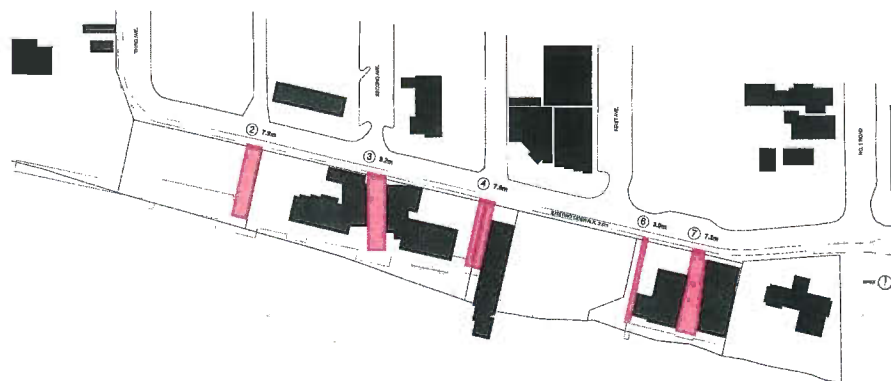
### Roofs types on Bayview Street (south)

#### Have Your Say

Tell us what you support.

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

 **Add comments here**



Properties along  
Bayview Street (south)

EXISTING CONNECTION AND EXISTING WIDTH



Existing Condition

Model of existing  
buildings on Bayview  
Street (south)



# Design Vision for Riverfront Precinct

## What are the issues?

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

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

#### Have Your Say

Tell us what you support.

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

Add comments here



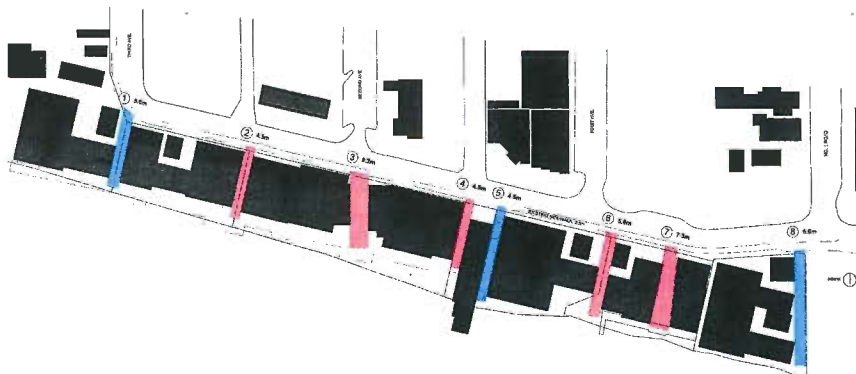
### Building sizes on Bayview St. (south)

#### Have Your Say

Tell us what you support.

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

Add comments here



Large lots along Bayview Street (south) – existing conditions

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



Massing model of buildings on existing large lots

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



# Design Vision for Riverfront Precinct

## What are the issues?

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

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

#### Have Your Say

Tell us what you support.

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

 **Add comments here**



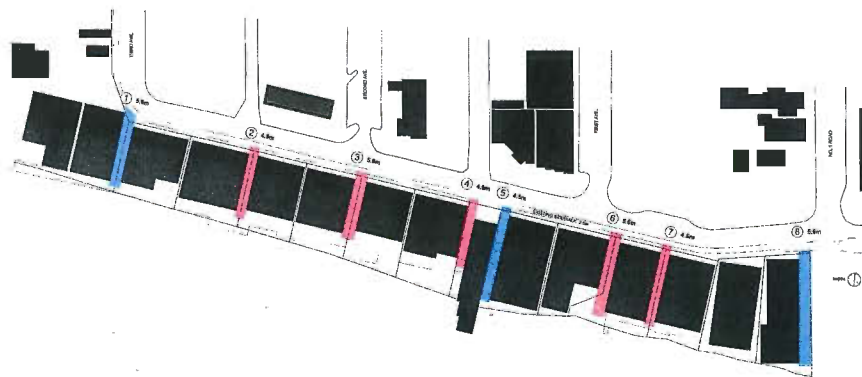
### Building sizes on Bayview St. (south)

#### Have Your Say

Tell us what you support.



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

 **Add comments here**



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

*\*Illustration is theoretical – not proposed redevelopments*

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

#### Small Lot Development



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

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

# Design Vision for Riverfront Precinct

## What are the issues?

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

### Have Your Say

Tell us what you support.

#### Developer contributions toward the walkways

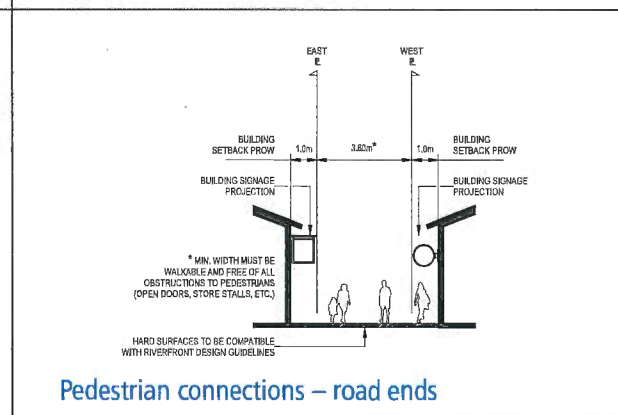
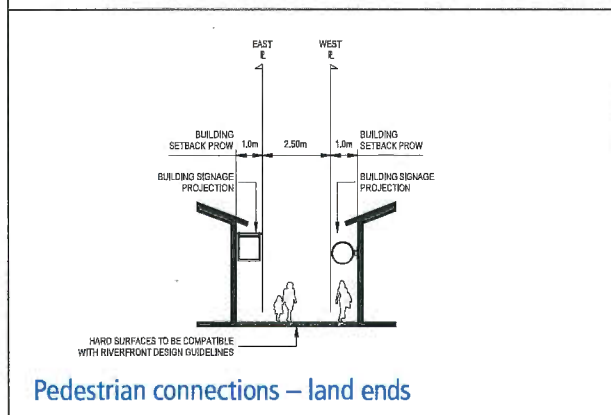
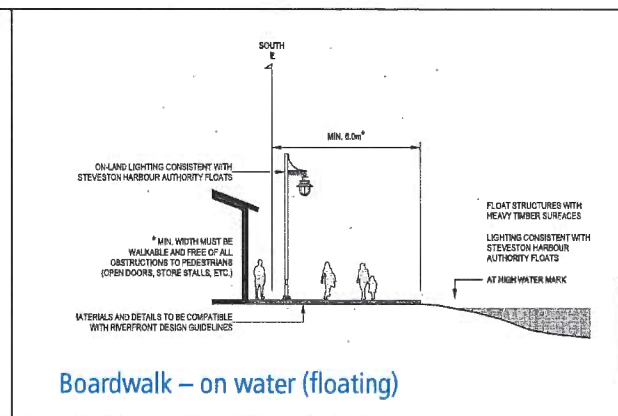
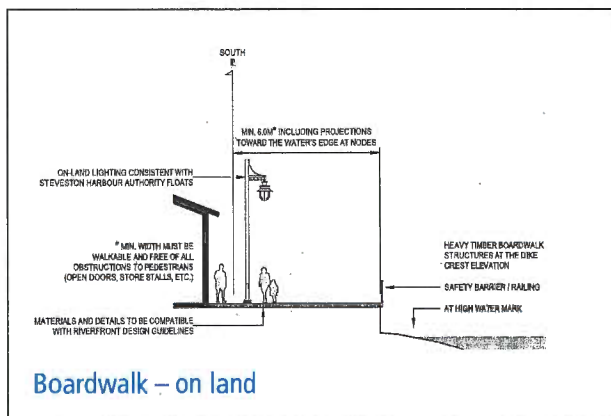
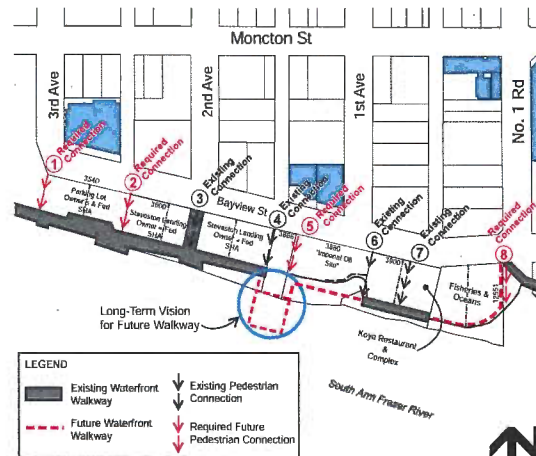
- Option 1:** No City policy (no change).
- Option 2:** Developer contributions to be required through the rezoning and development permit application process. **\*staff recommendation\***

#### Design guidelines for the boardwalk and paths

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



### Existing and future riverfront walkways



## On-Site Parking Requirements

### What are the issues?

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

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

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

#### OPTION 1

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

#### OPTION 2

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

- Allows more future residents to park on site

### Have Your Say

Tell us what you support.

#### On-Site Parking Requirements: Steveston Village

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

 **Add comments here**





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

### What is a "Streetscape"

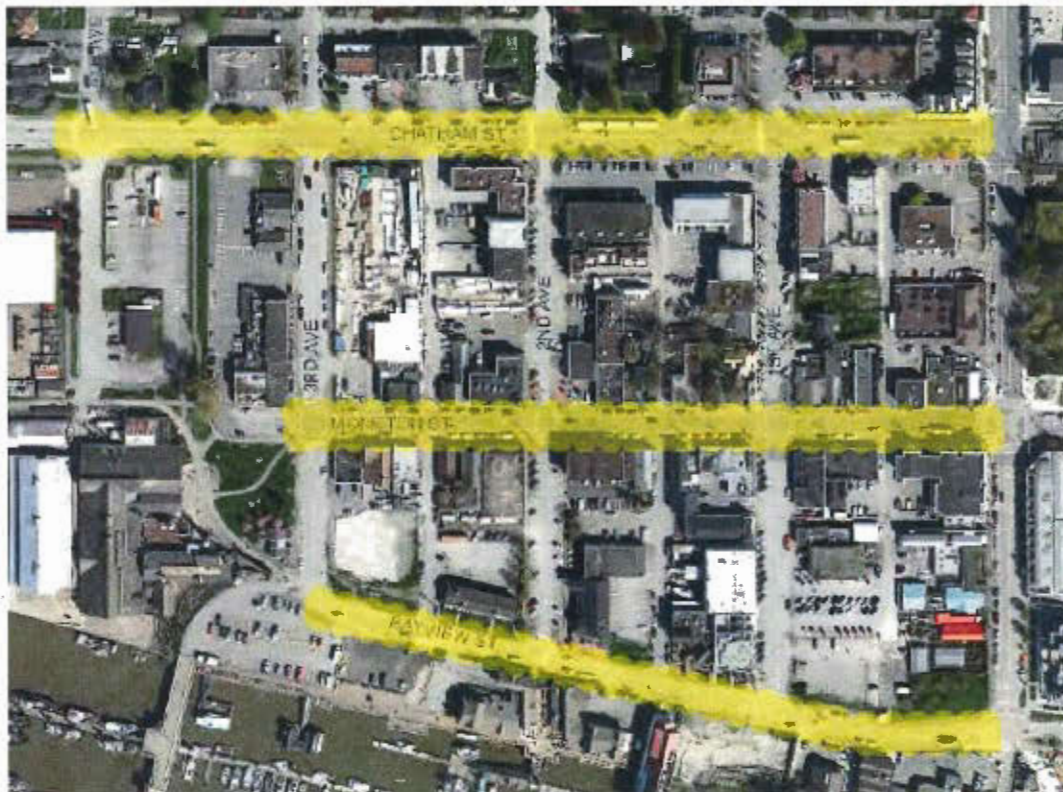
The elements of a street including the road, adjoining buildings, sidewalk and open spaces, street furniture, trees, and other elements that combine to form the street character.

### Why We Need Long-Term Streetscape Visions

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

### Streetscape Design Objectives

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



Scope of Streetscape Study.

### Your Opinions are Important to Us

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

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



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

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

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

**The Next Several Boards Detail:**

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



Bayview Street looking west



Chatham Street looking west



Moncton Street looking west

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





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

## BAYVIEW STREET

### Existing Conditions

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



Aerial View of Bayview Street



Street View of Bayview Street Looking East to 2nd Avenue

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



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

## BAYVIEW STREET

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

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

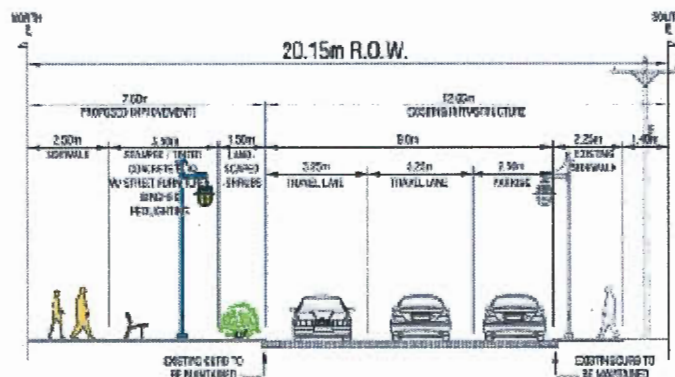


## Pros

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

## Cons

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



## Estimated Cost

\$500,000

## Potential Funding Source

Roads Development Cost Charges Program

## Question 4:

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

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

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





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

## BAYVIEW STREET

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

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



## Pros

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

## Cons

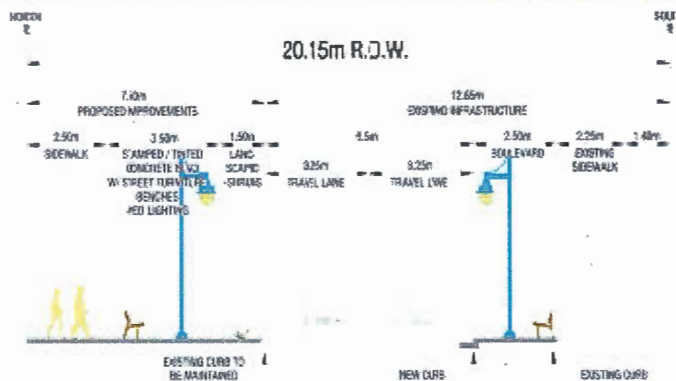
- Removal of on-street parking on south side
- No cycling facilities versus Option 3

## Estimated Cost

\$1,500,000

## Potential Funding Source

Roads Development Cost Charges Program



## Question 4:

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

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

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



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

## BAYVIEW STREET

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

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

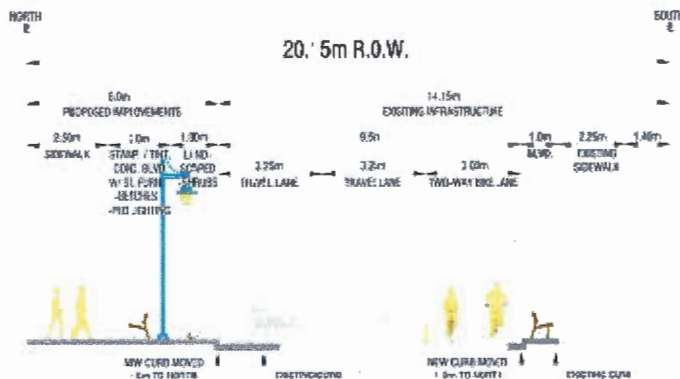


## Pros

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

## Cons

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



## Estimated Cost

\$1,600,000

## Potential Funding Source

Roads Development Cost Charges Program

## Question 4:

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

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

## Question 5:

I prefer the following streetscape vision for Bayview St

- ☐ Status Quo  
☐ Option 1  
☐ Option 2

- ☐ Option 3  
☐ Other (please specify)  
☐ Don't Know / Unsure

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



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

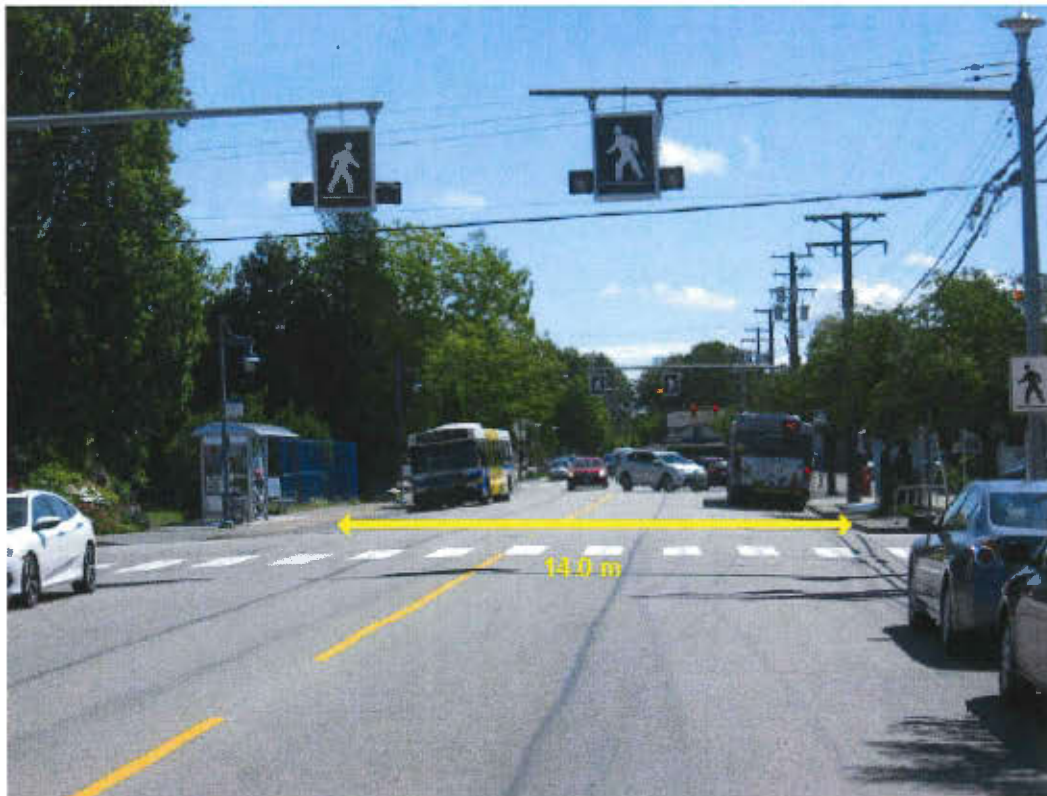
## CHATHAM STREET

### Existing Conditions

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



Aerial View of Chatham Street



Street View of Chatham Street Looking East to 2nd Avenue

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





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

## CHATHAM STREET

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

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

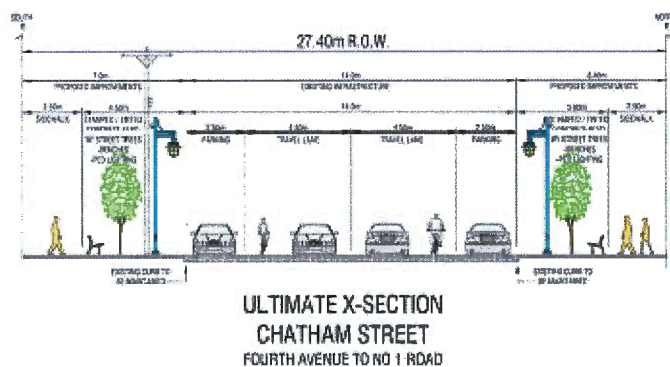


### Pros

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

### Cons

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



### Estimated Cost

\$2,600,000

### Potential Funding Source

Roads Development Cost  
Charges Program

### Question 6:

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

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

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



## CHATHAM STREET

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

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



### Pros

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

### Cons

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



### Estimated Cost

\$3,200,000

### Potential Funding Source

Roads Development Cost Charges Program

### Question 6:

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

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

**Question 7:**

I prefer the following streetscape vision for Chatham St

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

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





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

## MONCTON STREET

### Existing Conditions

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



Aerial View of Moncton Street



Street View of Moncton Street Looking East at 2nd Avenue

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



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

## MONCTON STREET

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

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



#### Pros

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

#### Cons

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

#### Estimated Cost

\$1,100,000

#### Potential Funding Source

Roads Development Cost Charges Program

#### Question 8:

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

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

#### Question 9:

I prefer the following streetscape vision for Moncton St:

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

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



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



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

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

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

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

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







City of  
Richmond

## Steveston Area Plan Update Design and Heritage Policies Survey

6911 No. 3 Road, Richmond, BC V6Y 2C1

### Introduction

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

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

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

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

Fax: 604 276 4052

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

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

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

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## Design Guidelines for Exterior Cladding and Window Treatments

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

---

## Design Guidelines for Rooftop Structures

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

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

*Which option do you support?*

- ☐ 1: No changes to existing design guidelines.

**Staff Recommendation**

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

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

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

*Which option do you support?*

- ☐ 1: No changes to existing design guidelines.

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## Design Vision for the Riverfront Precinct

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

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

*Which option do you support?*

**Staff Recommendation**

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

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

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

*Which option do you support?*

- ☐ 1: No changes to existing design guidelines.

**Staff Recommendation**

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

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

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

*Which option do you support?*

**Staff Recommendation**

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

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



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

*Which option do you support?*

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## On-Site Parking Requirements

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## Additional Comments:

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## How did you hear about this public engagement?

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

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



**City of  
Richmond**

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

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

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

Your views will be considered by Council.

**1. I live:**

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

**2. I visit Steveston Village:**

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

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

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

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

Option 1 (Board 4)

I think these features are important:

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

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Option 2 (Board 5)

I think these features are important:

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

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Option 3 (Board 6)

I think these features are important:

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

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

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

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

Option 1 (Board 8)

I think these features are important:

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

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Option 2 (Board 9)

I think these features are important:

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

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**7. I prefer the following streetscape vision for Chatham Street:**☐ Status Quo☐ Option 1☐ Option 2☐ Don't Know/Unsure☐ Other (please specify) \_\_\_\_\_**8. I have the following comments on Option 1 for Moncton Street (Board 11):**

Option 1 (Board 11)

I think these features are important:

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

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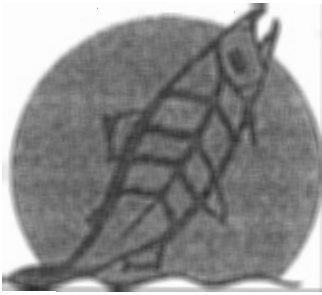


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**9. I prefer the following streetscape vision for Moncton Street:**☐ Status Quo☐ Option 1☐ Don't Know/Unsure☐ Other (please specify) \_\_\_\_\_**10. I heard about this public engagement opportunity via (check all that apply):**☐ Newspaper ad (Richmond News)☐ [LetsTalkRichmond.ca](http://LetsTalkRichmond.ca) email sent to me☐ Poster in City facility☐ Twitter☐ News story in local newspaper☐ City of Richmond website ([richmond.ca](http://richmond.ca))☐ Word of mouth☐ FacebookPlease fill out the survey form and return it to the City by **Sunday, July 30, 2017**.

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

*Thank you for your participation*



August 22, 2017

## STEVESTON HARBOUR AUTHORITY

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

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

Dear Mr. Crowe,

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

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

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

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

#### Riverfront Walkway

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

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

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

#### Chatham Street Parking Lot

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



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

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

#### Steveston Harbour Infrastructure - Heritage Resources

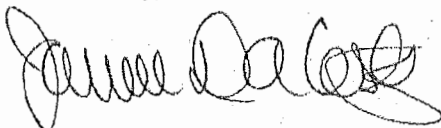
Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

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

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

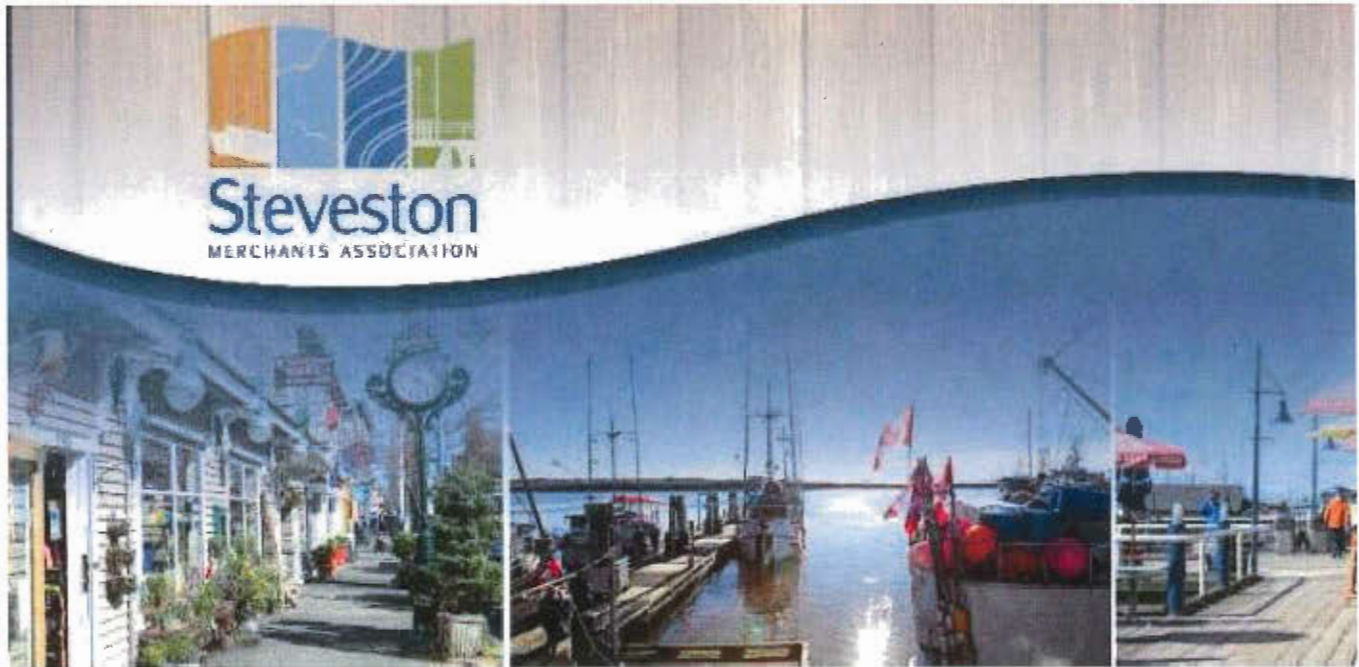
If you have any questions please feel free to contact me at 604-272-5539 or via email at [jaime@stevestonharbour.com](mailto:jaime@stevestonharbour.com).

Yours truly,



Jaime Da Costa, General Manager  
Steveston Harbour Authority

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



### Constant Contact Survey Results

**Survey Name:** Steveston Streetscape Survey

**Response Status:** Partial & Completed

**Filter:** None

9/26/2017 7:56 AM PDT

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




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

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

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## BAYVIEW STREET





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

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

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## BAYVIEW STREET

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

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

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## BAYVIEW STREET

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

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

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

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## CHATHAM STREET

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

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

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## CHATHAM STREET

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

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

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## MONCTON STREET

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

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



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

1 Response(s)



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

July 28, 2017

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

**RE: Steveston Area Update Plan**

Dear Sir or Madam,

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

**Rooftop decks Steveston Area Plan**

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

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

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

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

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

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

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

Kind Regards,

Nathan Curran

Oris Consulting Ltd



## Health Protection Environmental Health

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

July 28, 2017

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

Dear Ms. Caravan:

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

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

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

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

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

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

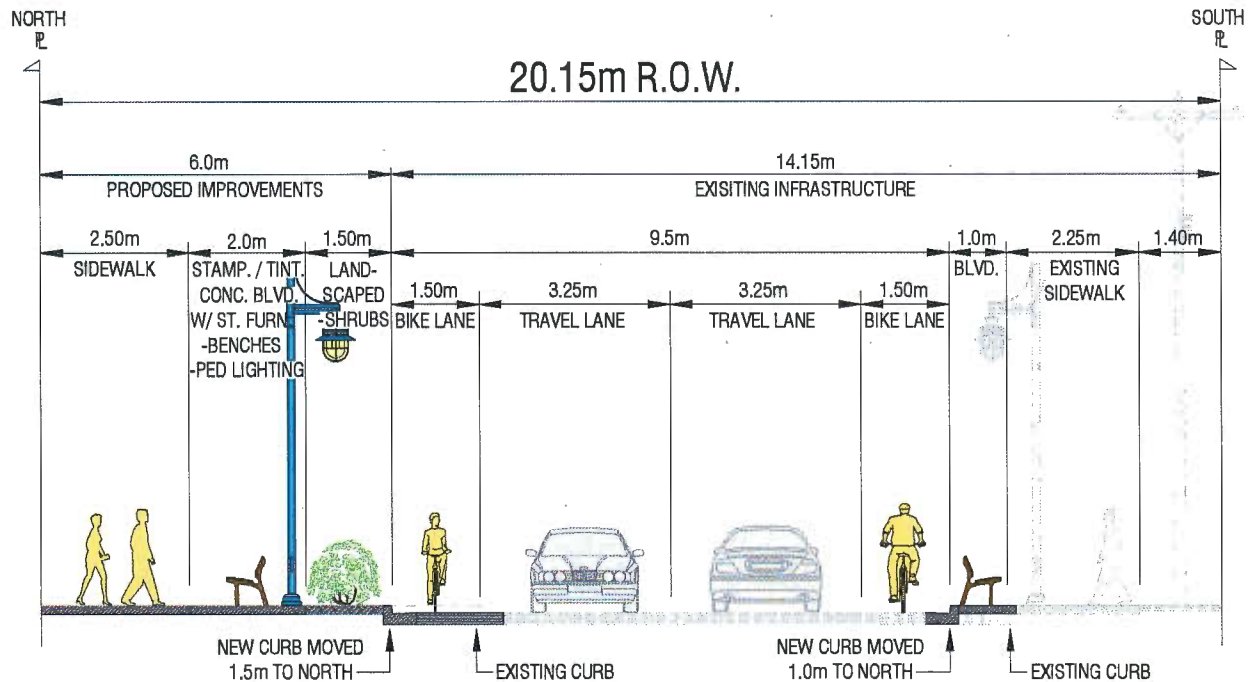
Sincerely,

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

CC: Dalton Cross, Senior Environmental Health Officer

Envh0115449

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



### RECOMMENDED ULTIMATE CROSS-SECTION

## BAYVIEW STREET

THIRD AVENUE TO NO 1 ROAD

### Plan View of Recommended Streetscape Design for Bayview Street

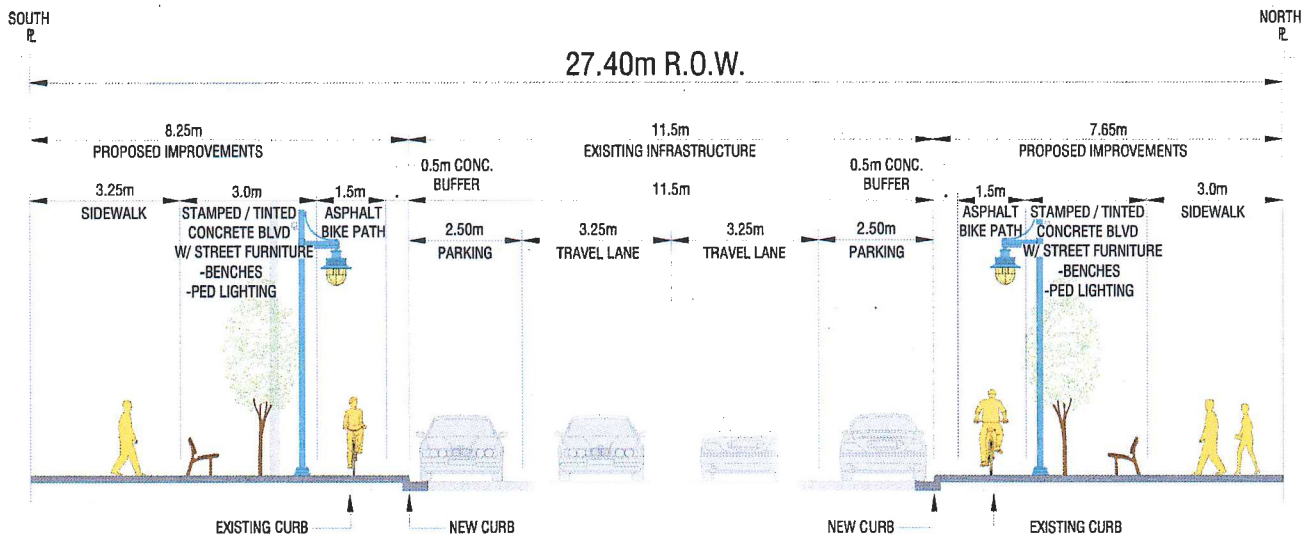




Bayview Street: Timing of Implementation of Recommended Streetscape Improvements



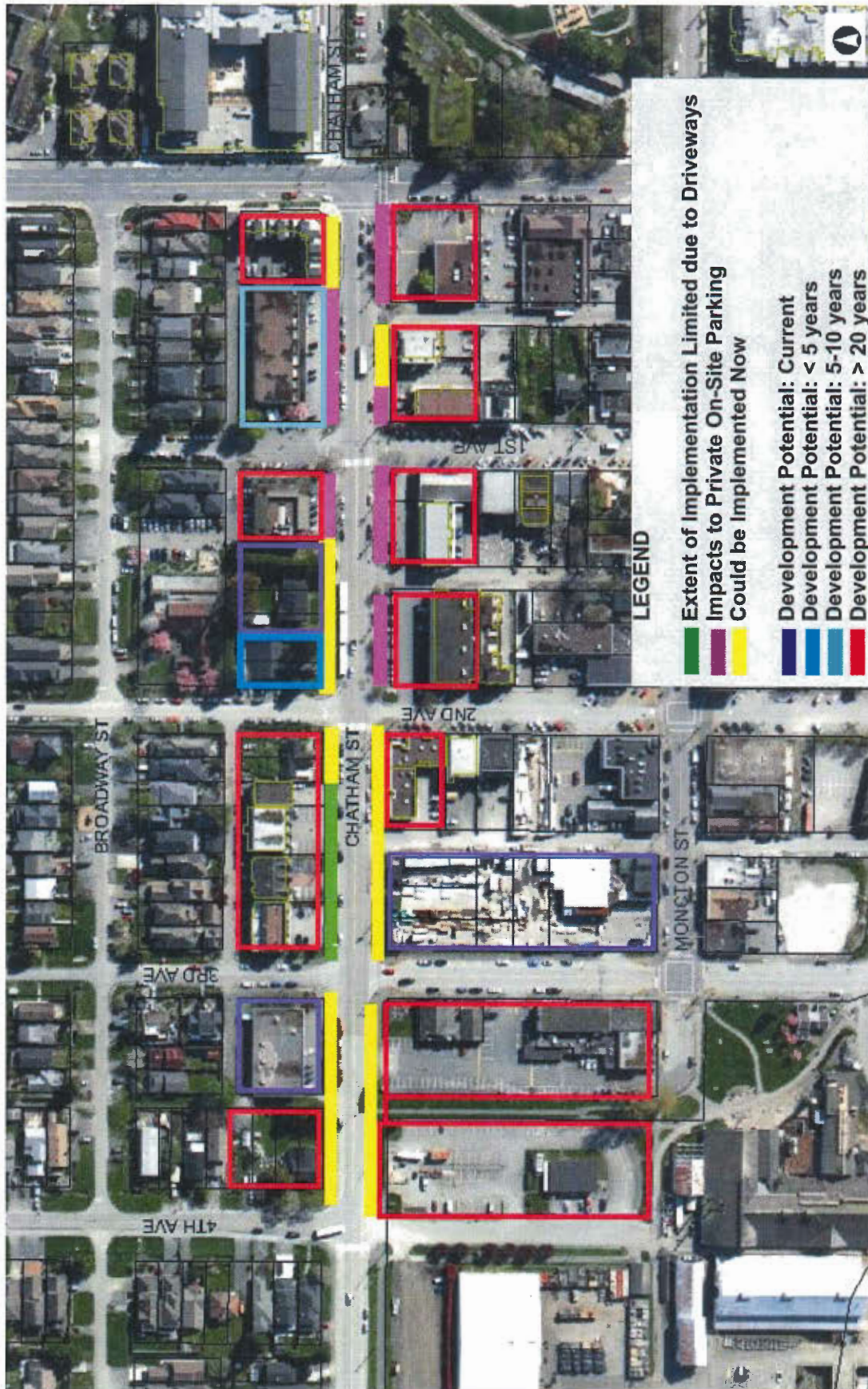
# Typical Cross-Section of Recommended Streetscape Design for Chatham Street



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



Chatham Street: Timing of Implementation of Recommended Streetscape Improvements







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

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



**Moncton Street: Recommended Textured Concrete Boulevard**



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

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

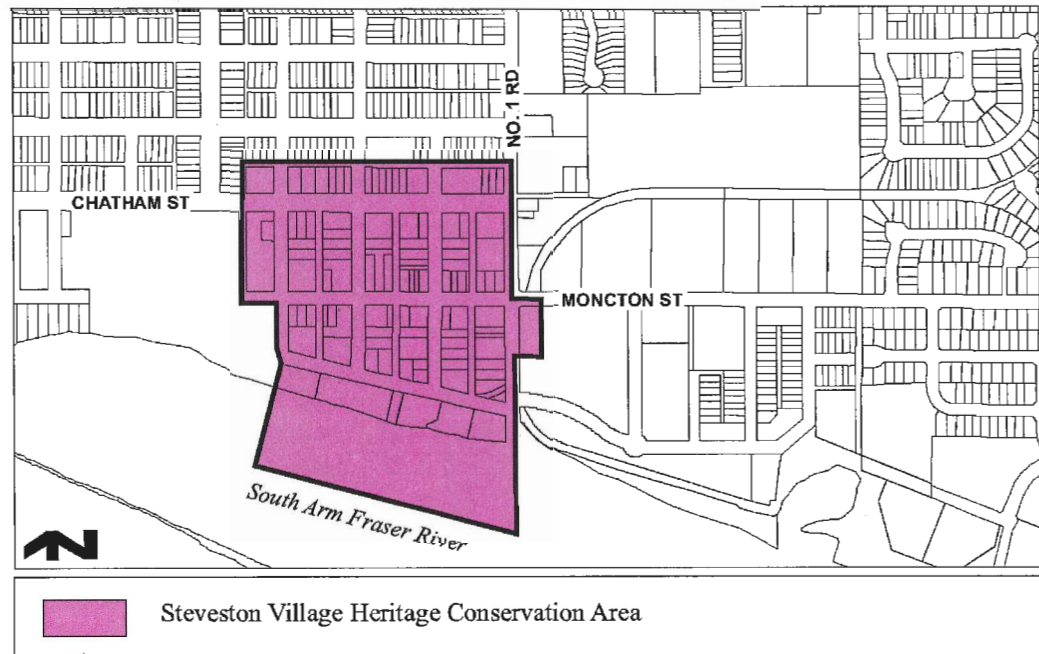
1. Richmond Official Community Plan Bylaw 7100 is amended by repealing and replacing and/or adding text and accompanying diagrams to various sections of the Steveston Area Plan (Schedule 2.4) as follows:
  - i) Adding the following text into Section 3.2.3 Steveston Village Node:
    - “h) Promote public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



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

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

#### Steveston Village Heritage Conservation Area Map



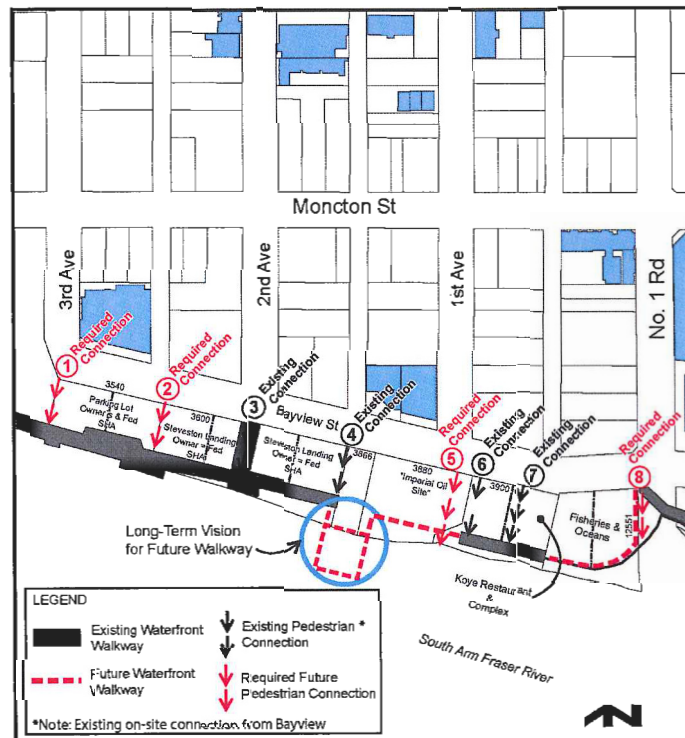
#### Policies:

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

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

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

### Existing and Future Riverfront Walkways and Connections

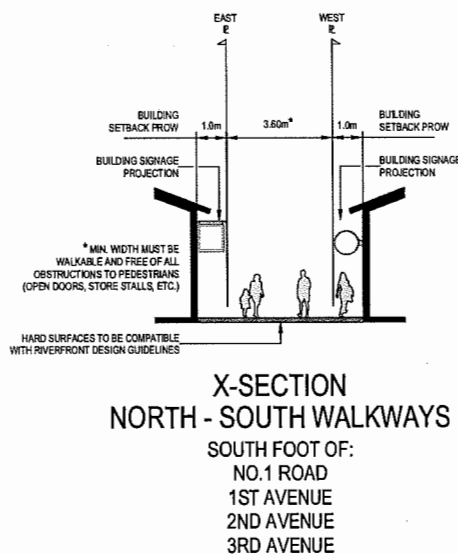


### Policies:

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

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

### Pedestrian Connections at Road Ends

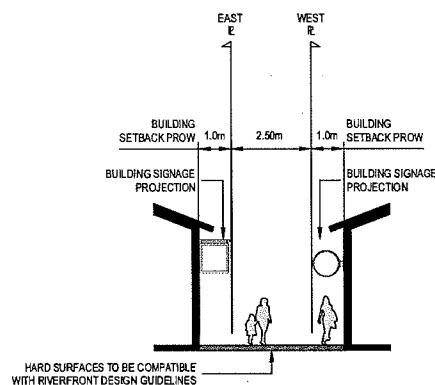


- Connections at the lane ends between No. 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:
  - Create a public right-of-passage with a minimum width of 4.5 m including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

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

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

### Pedestrian Connections at Lane Ends

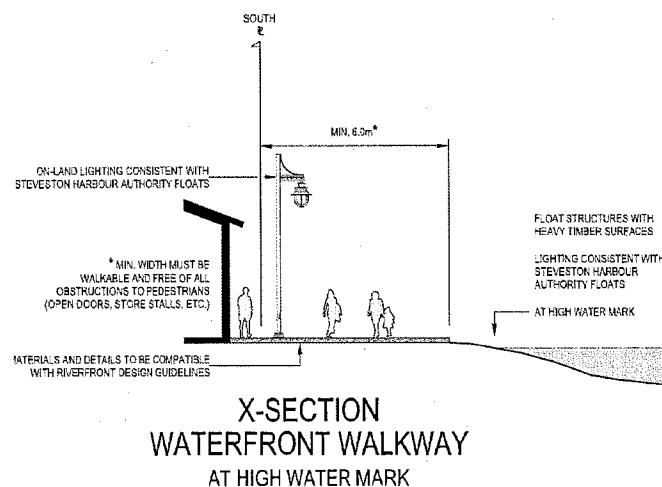


**X-SECTION**  
**NORTH - SOUTH WALKWAYS**  
 SOUTH FOOT OF LANE ENDS BETWEEN:  
 NO.1 ROAD & 1ST AVENUE  
 1ST AVENUE & 2ND AVENUE  
 2ND AVENUE & 3RD AVENUE

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

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

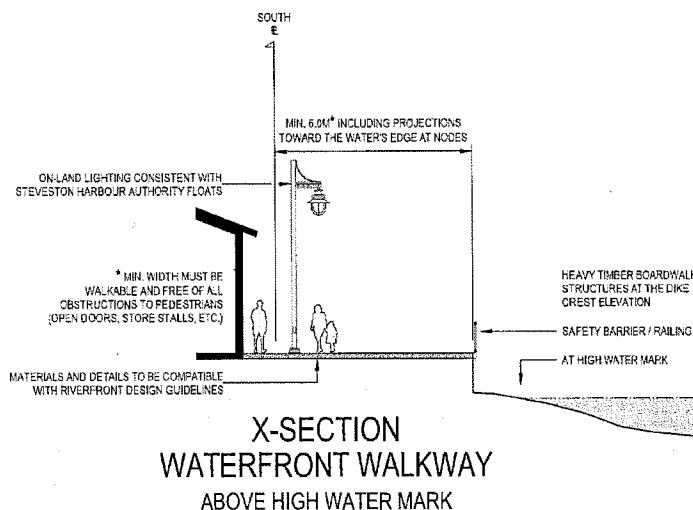
### Waterfront Walkway at High Water Mark



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



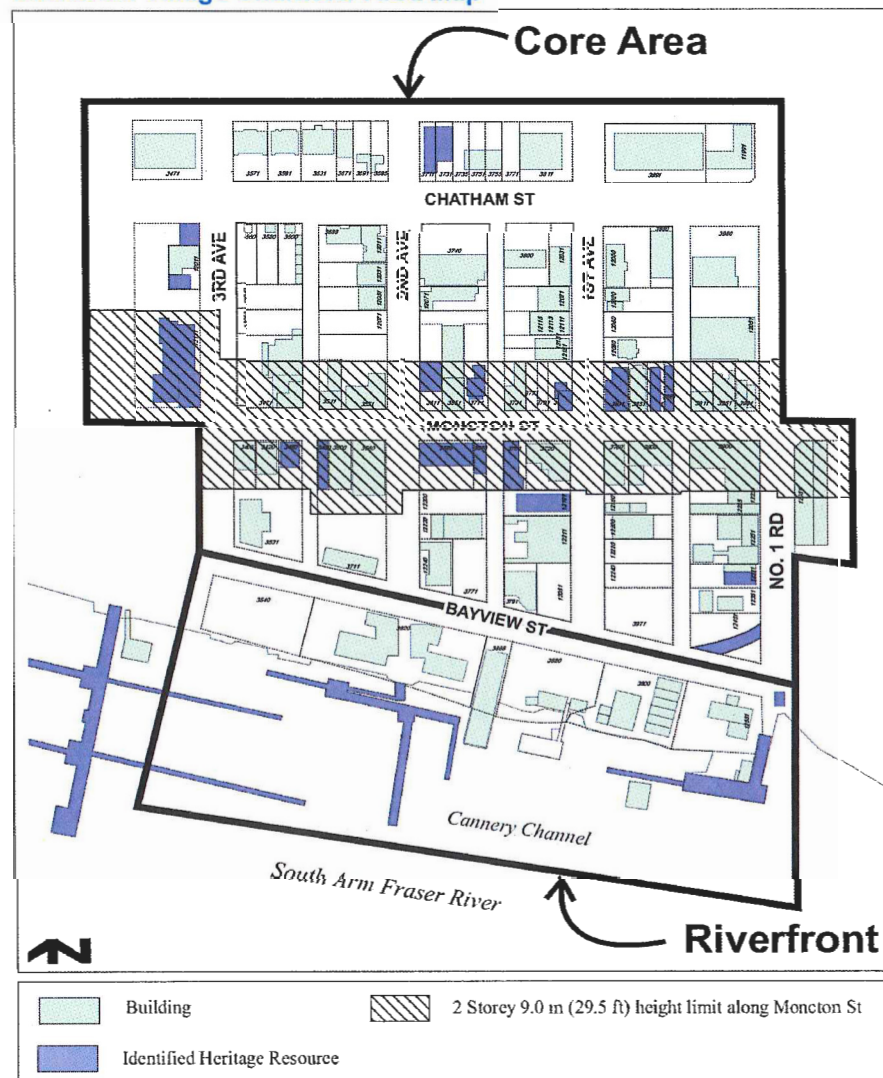
### Waterfront Walkway Above High Water Mark



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

- e) Developers through rezoning, development permit and/or heritage alteration permit applications shall be required to provide their portion of the continuous, universally accessible, riverfront walkway through:
- Ensuring public access to the riverfront walkway and pathway connections in perpetuity through the necessary legal agreements.
  - Design and construction of the riverfront walkway and pathway connections by the developer in accordance with the design guidelines contained in the Steveston Area Plan.”
- vi) In Section 9.3 Additional Development Permit Guidelines: Character Area Guidelines, repeal and replace the Steveston Village Character Area Map as follows:

**Steveston Village Character Area Map**



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

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

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

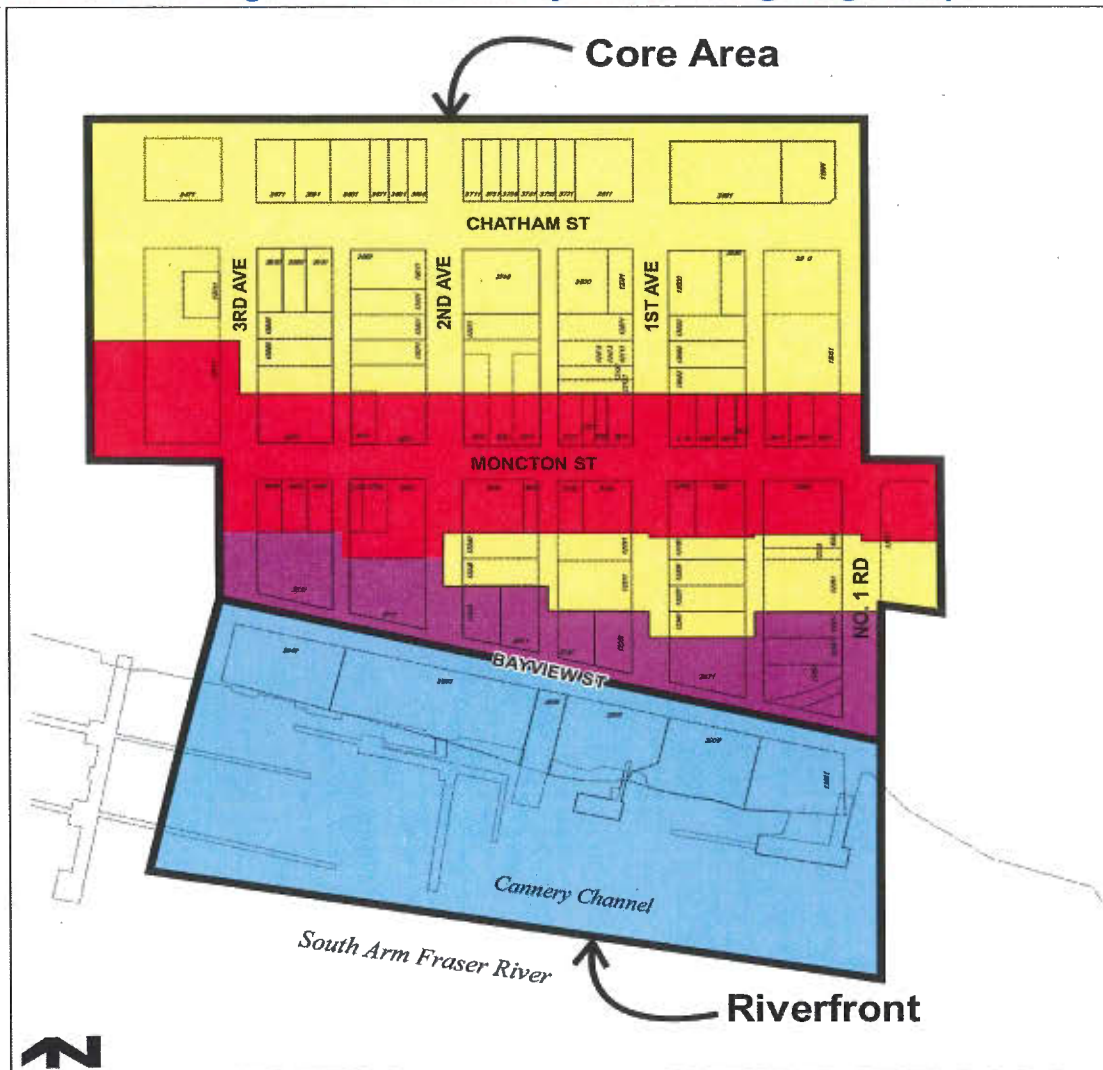
- x) Repeal and replace the following text in Section 9.3.2.2 Area B: Steveston Village Sub Area Guidelines (Steveston Village Core Area – Architectural Elements) as follows:
  - “b) High quality materials that weather gracefully. Preferred cladding materials to be historic materials such as horizontal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



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

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

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



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

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

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

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

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

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

|       |  |
|-------|--|
| _____ | CITY OF<br>RICHMOND                    |
| _____ | APPROVED<br>by<br>LE                   |
| _____ | APPROVED<br>by Manager<br>or Solicitor |
| _____ |  |
| _____ |  |

\_\_\_\_\_  
MAYOR

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