



**Planning Committee**

**Anderson Room, City Hall  
6911 No. 3 Road**

**Tuesday, November 7, 2017  
4:00 p.m.**

Pg. #      ITEM

MINUTES

**PLN-4**      *Motion to adopt the **minutes** of the meeting of the Planning Committee held on October 17, 2017.*



NEXT COMMITTEE MEETING DATE

November 21, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

PLANNING AND DEVELOPMENT DIVISION

1. **SIX MONTH REVIEW: AMENDMENT BYLAWS LIMITING RESIDENTIAL DEVELOPMENT IN THE AGRICULTURE (AG1) ZONE**

(File Ref. No. 12-8375-01) (REDMS No. 5601285 v. 13)

**PLN-36**

**See Page PLN-36 for full report**

*Designated Speaker: Gavin Woo*

STAFF RECOMMENDATION

*That the staff report titled “Six Month Review: Amendment Bylaws Limiting Residential Development in the Agriculture (AGI) Zone” dated October 26, 2017 from the Senior Manager, Building Approvals and Director, Development be received for information*



2. **PROPOSED DRAFT MARKET RENTAL HOUSING POLICY**

(File Ref. No. 08-4057-08) (REDMS No. 5322200 v. 15)

PLN-46

[See Page PLN-46 for full report](#)

*Designated Speaker: Tina Atva*

STAFF RECOMMENDATION

- (1) *That the report entitled, “Proposed Draft Market Rental Housing Policy”, dated November 2, 2017 be received for information; and*
- (2) *That staff be directed to seek comments and feedback from key stakeholders and the public regarding the proposed Draft Market Rental Housing Policy and report back to Planning Committee.*



3. **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-89

[See Page PLN-89 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.*



4. **MANAGER'S REPORT**

ADJOURNMENT





## Planning Committee

Date: Tuesday, October 17, 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 4:01 p.m.)

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

*Cllr. Day entered the meeting (4:01 p.m.).*

## MINUTES

It was moved and seconded

*That the minutes of the meeting of the Planning Committee held on October 3, 2017, be adopted as circulated.*

**CARRIED**

## 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)

Edwin Lee, Planner 1, reviewed the application, noting that access to the site will be via a driveway to No. 2 Road and not through a cross access easement registered on title of the adjacent development to the south.

In reply to queries from Committee, staff noted that direct access to the site can be safely accommodated now and the driveway on the subject property could be used to serve the development to the south upon the signalization of the No. 2 Road and Comstock Road intersection in the future.

It was moved and seconded

*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.*

**CARRIED**

**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)

Jordan Rockerbie, Planning Technician, reviewed the application, noting that each new lot will include a secondary suite upon redevelopment.

It was moved and seconded

*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.*

**CARRIED**

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

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

Terry Crowe, Manager, Policy Planning, spoke on Richmond's Five Year Regional Context Statement Review and remarked that staff are recommending removing the third bullet in Item No. 5 in the staff report since the City's Affordable Housing Strategy is currently under review. He added that the City's activities are consistent with the Metro Vancouver (MV) Regional Growth Strategy and the City aims to accommodate growth and development without submitting amendment requests to the Metro Vancouver Board.

It was moved and seconded

*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.*

The question on the motion was not called as discussion ensued with regard to Statistics Canada's population estimate of Richmond and the potential implication with MV's Regional Growth Strategy.

The Chair noted that the revised Five Year Regional Context Statement Review report will be included in the upcoming Council agenda package.

The question on the motion was then called and it was **CARRIED**.

**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)

Correspondence received on the proposed changes to the Steveston Area Plan (SAP) was distributed (attached to and forming part of these minutes as Schedule 1).

Victor Wei, Director, Transportation, and Mr. Crowe, spoke on the consultation process, noting that extensive consultation was conducted via online surveys, open houses and meetings with stakeholders, and that the proposed changes to the SAP respond to the feedback received.

## **Planning Committee**

### **Tuesday, October 17, 2017**

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With the aid of a PowerPoint presentation, (copy on-file, City Clerk's Office) staff reviewed the proposed changes to the SAP, highlighting that recommended changes include (i) limiting Floor Area Ratios (FAR) to a maximum of 1.2 for new developments along Moncton Street and the north side of Bayview Street, (ii) limiting the number of storeys above the parking level to two storeys for new developments along the north side of Bayview Street, (iii) encouraging the use of wood and metal material for windows, (iv) introducing provisions allowing for rooftop amenity space and renewable energy options, (v) widening and enhancing accessibility along walkways, (vi) developing bicycle lanes along Bayview Street, and (vii) introducing short-term parking along the waterfront.

Discussion ensued with regard to the potential development along Chatham Street and staff noted that the map indicating the potential timing to implement the recommended streetscape improvements (listed as Attachment 12 in the staff report) only provides an estimate of when development in the area may occur and not actual timelines for development.

In reply to queries from Committee, staff noted that staff are exploring options to manage vehicular traffic along Bayview Street and options to utilize various building and streetscape materials that would retain heritage characteristics.

Discussion ensued with regard to (i) the potential gentrification of Steveston, (ii) preservation of Steveston's historic character, (iii) limiting building height along Bayview Street, (iv) limiting rooftop amenities in new developments, (v) encouraging the use of renewable energy in new developments, (vi) options to use other building materials such as vinyl, (vii) increasing accessibility options in new developments and on walkways, (viii) various design options for bicycle lanes, and (ix) incorporating pedestrian and cycling safety features as well as sidewalk amenities into the proposal.

In reply to queries from Committee, staff noted that (i) sign-in sheets from the open houses can be provided to Council, (ii) new developments will be subject to Heritage Alteration Permit and Development Permit requirements to consider design, and (iii) the Sakamoto Guidelines were incorporated into the previously adopted SAP.

Discussion took place regarding options to encourage smaller buildings and reduce the FAR for new developments south of Bayview Street, and the information package utilized during the consultation process.

## Planning Committee

### Tuesday, October 17, 2017

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Ralph and Edith Turner, 3411 Chatham Street, spoke on preserving Steveston's historic character and expressed concern with regard to the inclusion of estimated timelines for potential development in the staff report and the potential gentrification of Steveston. They spoke against rooftop amenities and suggested that new developments use appropriate building materials and be inclusive to community living to encourage resident interaction.

Discussion then ensued with regard to deferring consideration of the proposal to the next Planning Committee meeting on November 7, 2017.

It was moved and seconded

***That consideration of 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 deferred to the Planning Committee meeting on November 7, 2017***

The question on the motion was not called as discussion ensued with regard to (i) incorporating the Sakamoto Guidelines into the proposal, (ii) incorporating the potential development of an interurban tram into the SAP, and (iii) the potential locations of bus stops in the area.

A City of Richmond Steveston Interurban Tram Feasibility report and information on design guidelines for Steveston was distributed (attached to and forming part of these minutes as Schedule 2).

The question on the motion was then called and it was **CARRIED**, with Cllr. Loo opposed.

#### 5. **MANAGER'S REPORT**

##### ***(i) Affordable Housing Strategy Update***

Kim Somerville, Manager, Community Social Development, provided an update on the City's Affordable Housing Strategy, noting that staff will present the communication plan and the draft Strategy to Council in the fourth quarter of 2017. She added that a final report will be presented in 2018 following the consultation process.

##### ***(ii) Solar Panel Approval Process***

James Cooper, Manager, Plan Review, noted that the permit process for solar panel installation has been streamlined and applicants can apply over the counter for a \$130 fee.

## **Planning Committee**

### **Tuesday, October 17, 2017**

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#### ***(iii) City Centre Area Plan Amendment, Landsdowne Mall Property***

With the aid of a PowerPoint presentation (copy on-file, City Clerk's Office), Wayne Craig, Director, Development, briefed Committee on the proposed revisions to the City Centre Area Plan (CCAP) regarding the Landsdowne Mall property, highlighting that (i) improvements to the road network and parks in the area are proposed, (ii) the majority of the development will be focused near the Canada Line and will transition to lower density developments eastwards, (iii) a civic plaza at the corner of No. 3 Road and Landsdowne Road is proposed, (iv) retail high street is proposed along Hazelbridge Way, (v) community amenity space will be secured, however no specific use has been identified, (vi) staff will present a report on the matter prior to the consultation process, and (vii) the City has consulted with Richmond School Board No.38 on the proposed changes.

Discussion ensued with regard to (i) improvements to walkability and permeability in the area, (ii) development of greenways and bicycle lanes, and (iii) options for roundabouts.

#### ***(iv) Review of Adopted House Size Regulations in Agricultural Land***

Joe Erceg, General Manager, Planning and Development, noted that a six month review of the adopted house size regulations in agricultural land will be presented to Council. He added that 11 applications have been submitted since the new regulations were adopted.

## **ADJOURNMENT**

It was moved and seconded

***That the meeting adjourn (6:02 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 10, 2017.

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Councillor Linda McPhail  
Chair

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Evangel Biason  
Legislative Services Coordinator

pc: Terry Crowe  
Victor Wei  
Joe Erceg

## ON TABLE ITEM

Date: Oct 17, 2017  
Meeting: Planning Committee  
Item: 4

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE

**From:** "Robert Kiesman" <kiesman@gmx.com>  
**To:** "Carol Day" <carol@carolday.net>, "McPhail,Linda" <LMcPhail@richmond.ca>, "Bill McNulty" <billmcnulty@shaw.ca>, "kjohnson@richmond.ca" <kjohnson@richmond.ca>, "Loo,Alexa" <ALoo@richmond.ca>  
**Cc:** "Jaime DaCosta" <jaime@stevestonharbour.com>  
**Subject: Fw: Fwd: Planning Committee Agenda - Proposed Steveston Area Plan Changes**

Good afternoon,

We have read the staff report and wish to confirm that the SHA's position is as set out in our letter that is attached to the report.

My main disappointment is that City staff failed to include any reference (other than as set out in our letter) to the legitimate point about what an important role the Chatham lot serves for the wider community, as-is (parking for special events, use for July 1st parade, weekend events, parking for movie industry, etc). If this property were to be repurposed, the negative ramifications would not be limited to the SHA.

It has been the SHA's position that there is no place for a Translink bus loop on this property for over 15 years (long before I was on the SHA board). I have discussed this matter with Harold Steves this weekend, and I understand that he agrees with the SHA's position.

I would be happy to discuss this matter with you, if you wish for any clarification or follow-up.

Cheers,  
Robert Kiesman

Schedule 1 to the Minutes of the  
Planning Committee meeting of  
Richmond City Council held on  
Tuesday, October 17, 2017.

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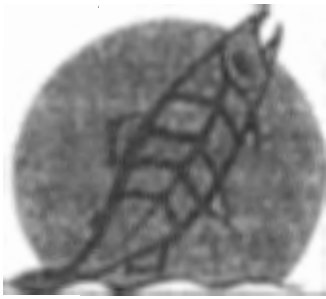
OCT 17 2017

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PLN - 10





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

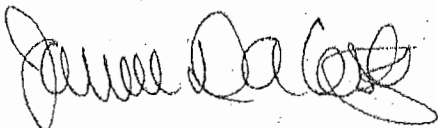
Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

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



# ON TABLE ITEM

Date: Oct 17, 2017  
Meeting: Planning Committee  
Item: 4

TO: MAYOR & EACH  
COUNCILLOR  
FROM: CITY CLERK'S OFFICE



*"To Preserve and Present the History of Canada's West Coast  
Fishing Industry"*

October 13, 2017

City of Richmond  
6911 No. 3 Road  
Richmond BC  
V6Y 2C1

By Hand

Attention: Helen Cain  
Planner 2, Policy Planning

Dear Ms. Cain:

Re: Steveston Area Plan Update  
Design and Heritage Policies Survey

Enclosed is the above noted survey with responses from the Gulf of Georgia Cannery Society Board of Directors. We were asked by the Steveston 20/20 Group to submit a single response reflecting choices of our entire group.

Regards,

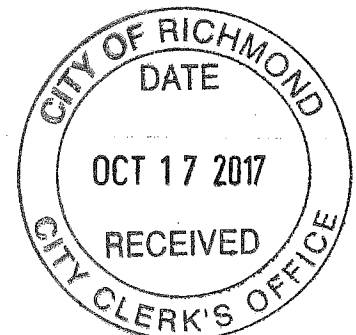
*Ralph B. Turner*

Ralph Turner  
Director

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OCT 17 2017

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Working Together with  
Parks Canada  
PLN-13



## 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

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

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

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

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

*Which option do you support?*

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

### Staff Recommendation

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

Comments: Keep building heights as low as possible so as not to create "canyons" where people feel small in relation to buildings

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: We don't support either option and think the maximum height of buildings on both north and south

## 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 (Le. 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 (ie. siding).
- ☐ 2: No brick and no metal allowed. For facade upgrades, *replace brick with similar brick*.
- ☐ 3: No brick and no metal allowed. For facade upgrades, *replace brick with similar brick or different brick*.
- ☐ 4: No brick and no metal allowed. For facade 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 facade 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 facade 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 (ie. wood or vinyl is allowed).

*Staff Recommendation*

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

Comments: We didn't agree with either option. Allow wood only. No metal or vinyl at all.

## 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: Solar panels, especially on pitched roofs should be as invisible as possible.

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: There was no unanimous agreement because some people felt there should be no rooftop living spaces allowed at all. There was a lengthy discussion about the Board's mandate to preserve and interpret the history of the commercial fishing industry through the cannery and how any comments from us about this area plan should attempt to enhance and strengthen the heritage of Steveston generally to support our objectives. Roof top living cannot be considered to be historically accurate for Steveston.

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: Since there was no agreement about rooftop living spaces, discussions about access to same is irrelevant.

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: See comment for #8

## 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: We recommend a height restriction of 2 storeys on Bayview (see question 2) which would reduce the FAR

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: There is an inconsistency here. When the Ilich building was designed, the city insisted that the facade look like several smaller buildings so why not allow actual small buildings?

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 (ie. 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 (ie. 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: \_\_\_\_\_

## 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 (ie. 33% reduction).

*Staff Recommendation*

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

Comments: Neither of the above options. There should be absolutely no reduction of onsite parking requirements.



# City of Richmond Steveston Interurban Tram Feasibility Study

Schedule 2 to the Minutes of the  
Planning Committee meeting of  
Richmond City Council held on  
Tuesday, October 17, 2017.

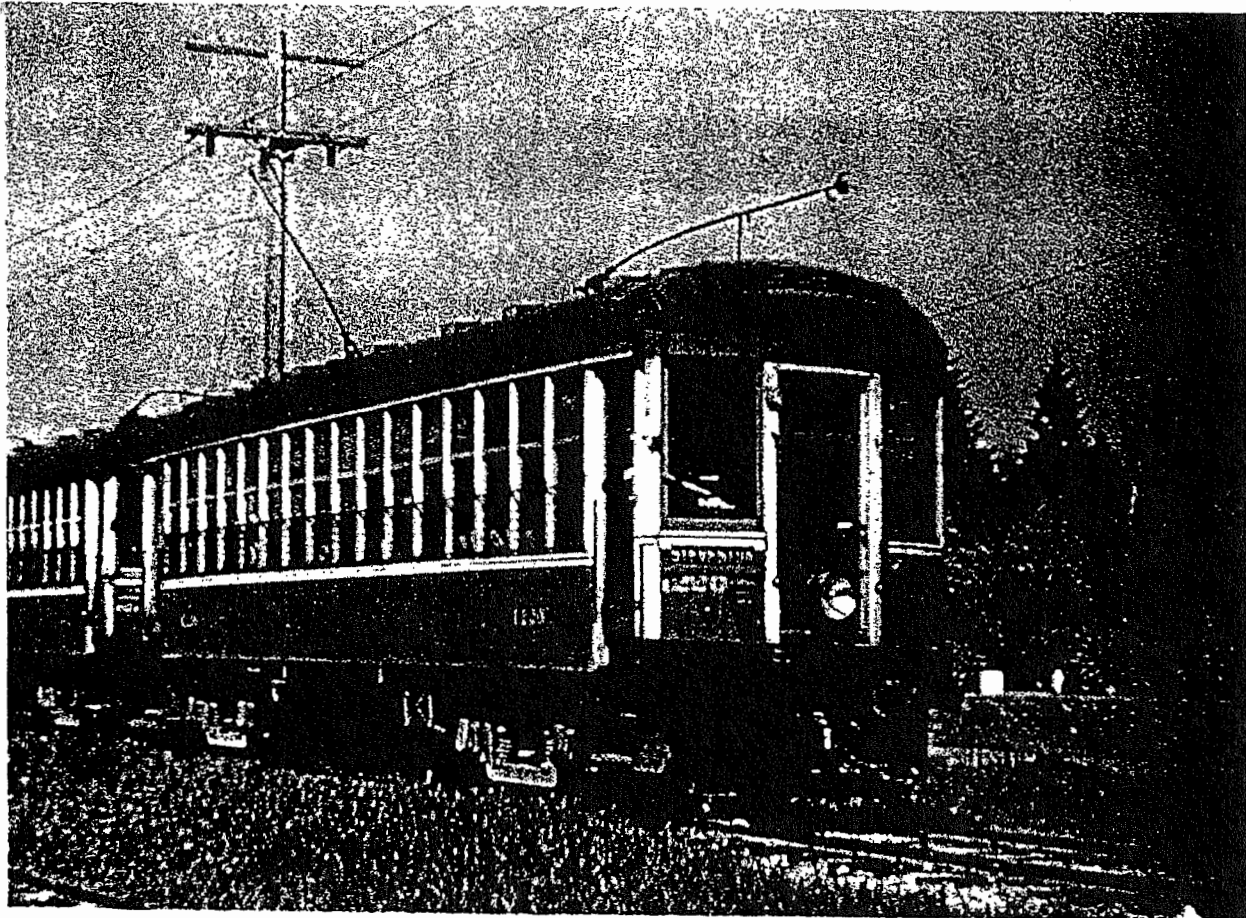
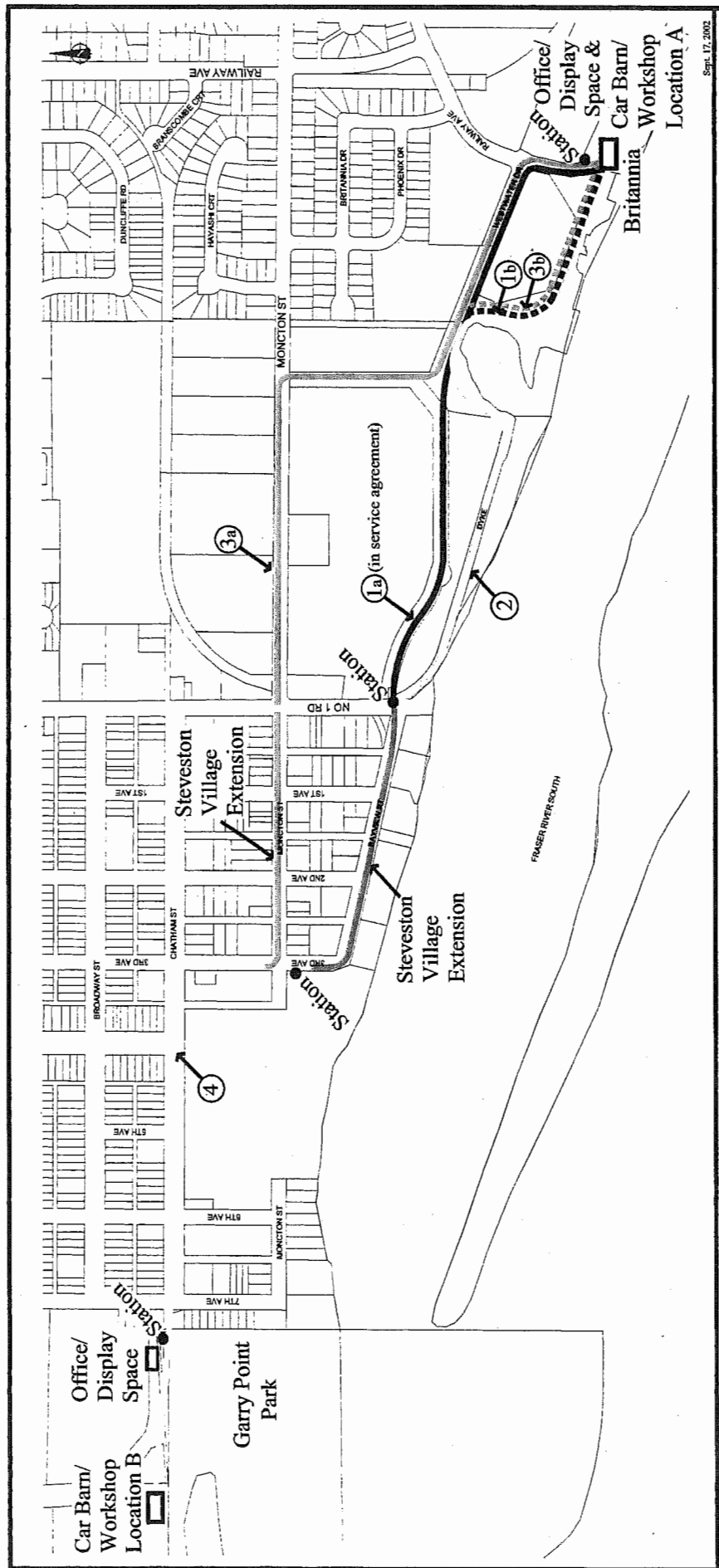


Photo: Steveston Interurban Restoration Society

Staff Report  
City of Richmond





# Possible Tram Routes to be Evaluated



## **STEVESTON DOWNTOWN DESIGN CONCEPT**

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

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

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

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

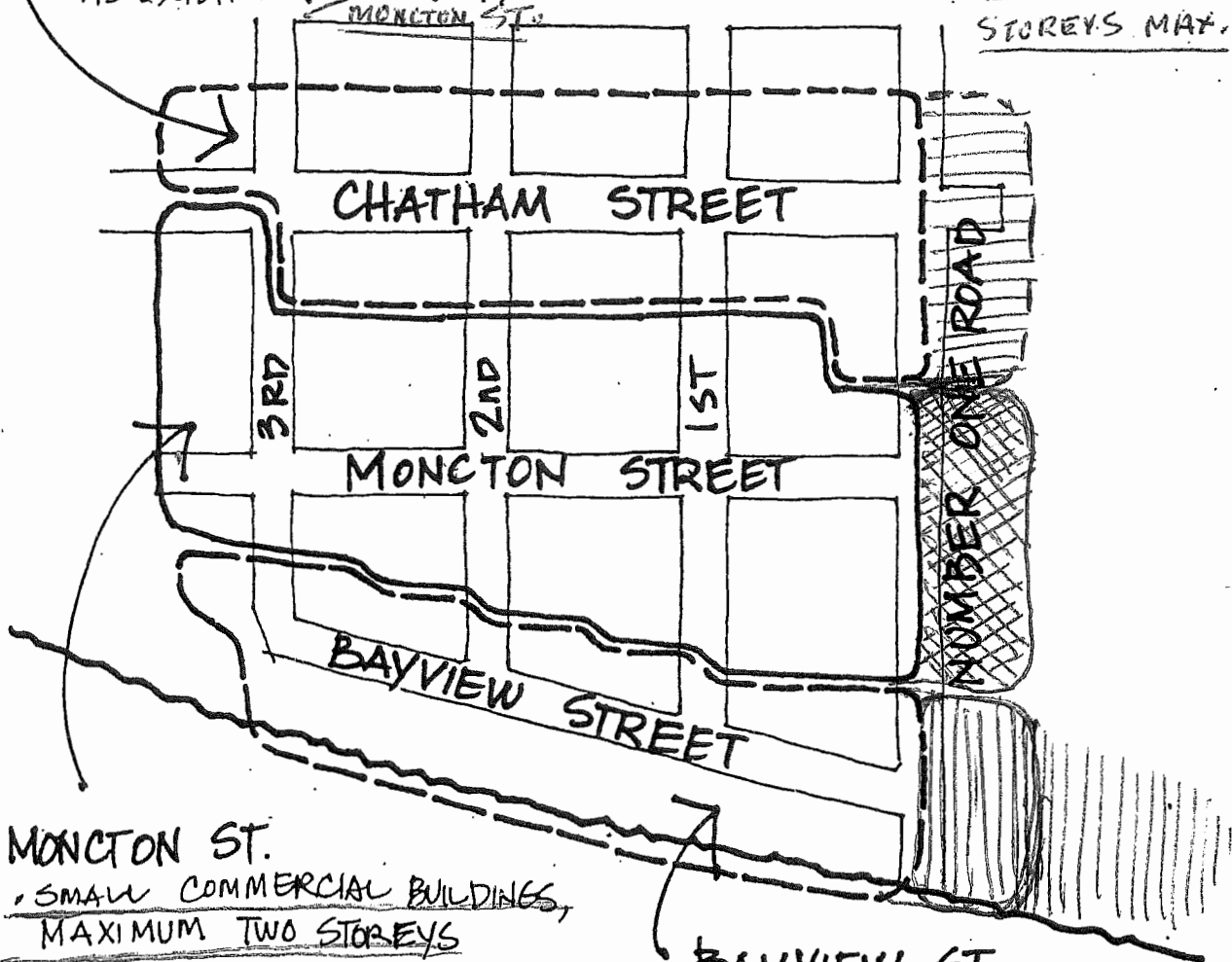
# MAP 3

NOTE CHANGE

## CHARACTER AREAS

### CHATHAM ST. CHARACTER AREA:

- CONVENTIONAL COMMERCIAL BUILDINGS WITH PARKING IN REAR FRONT (ON CHATHAM)
- NEW BUILDINGS TO HAVE SIMILAR SETBACK AND CHARACTER AS EXISTING (ADJACENT) COMMERCIAL BUILDINGS. BUT THREE STOREYS MAX.



### MONCTON ST.

- SMALL COMMERCIAL BUILDINGS,  
MAXIMUM TWO STOREYS

- BUILT TO THE STREET LINE  
NO MORE THAN 2m SETBACK
- FALSE FRONT, GABLE END OR  
FLAT ROOFS
- CONTINUOUS RETAIL OR  
COMMERCIAL FRONTAGE

### BAYVIEW ST.

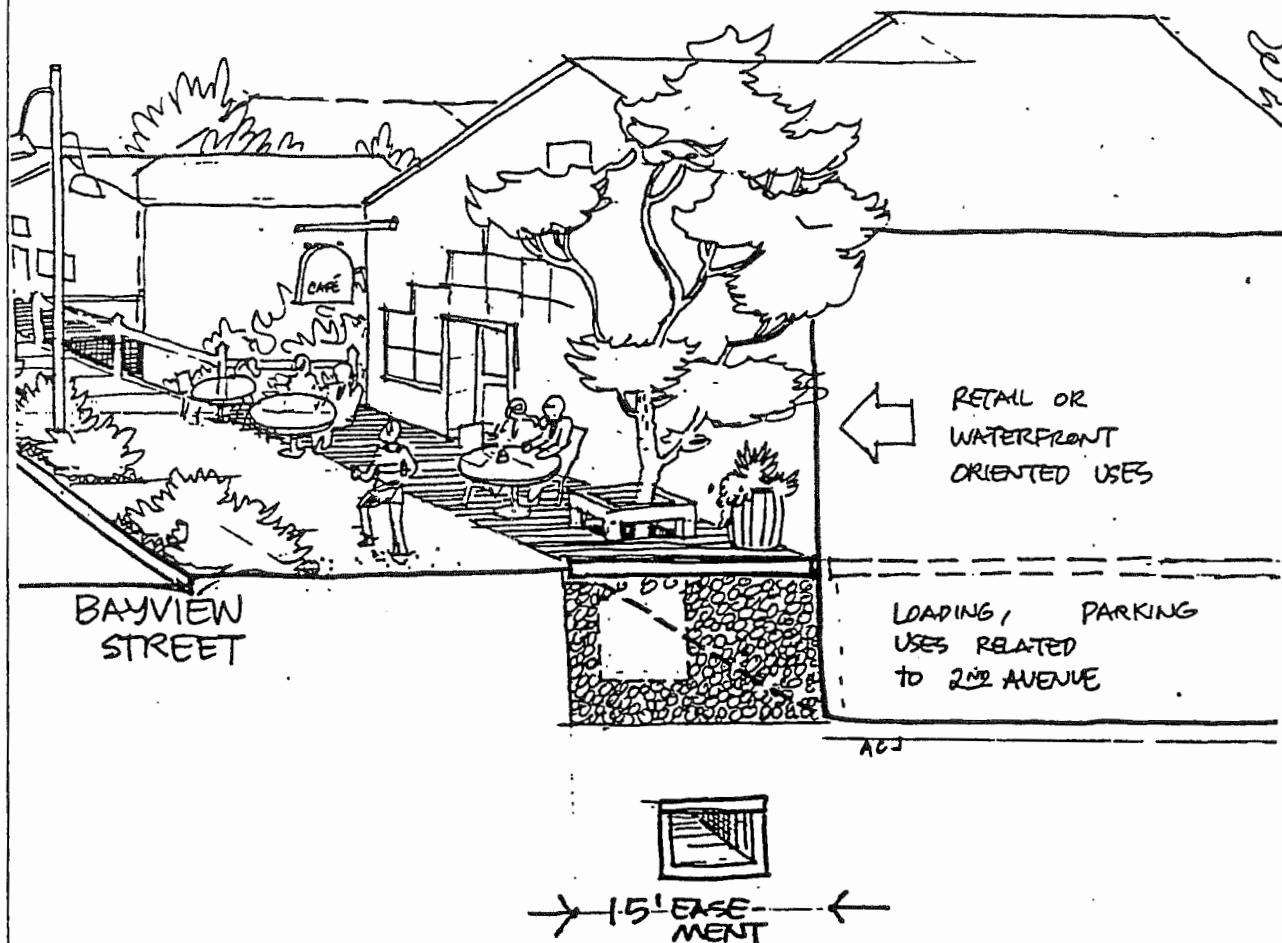
- MIXTURE OF SMALL  
SHOPS AND FISHING  
INDUSTRY BUILDINGS
- VIEWS OF THE WATER
- STEP DOWN 2 STOREY  
HUMAN-SCALE BUILDINGS  
TO THE NORTH.
- SPECIAL TREATMENT OF 5m  
SETBACK FROM BAYVIEW ST.

## 1.2 Bayview Street (C4 Zoning District) character area:

Buildings on Bayview Street should be a mixture of larger industrial "cannery" style buildings and smaller retail buildings designed to take advantage of dyke-top views.

Buildings will have a 5m (15') setback from Bayview Street because of a culvert right-of-way, but should be built to the street line on side streets (First, Second and Third Avenue and Number One Road).

Parking and loading should be at the rear or in the case of industrial buildings loading will be permitted from Bayview Street. On Bayview Street the 5m right-of-way and boulevard should be terraced in front of commercial buildings in order to provide a level area where pedestrian-oriented activities such as outdoor cafes can take place. These areas should have special treatment and be paved with exposed aggregate concrete or Holland paving stones to match the City sidewalk. Building owners may provide a wooden "porch" boardwalk. Small growing trees may be permitted provided they do not interfere with underground utilities. The Landscape Architect should refer to the list of recommended species published by the City.



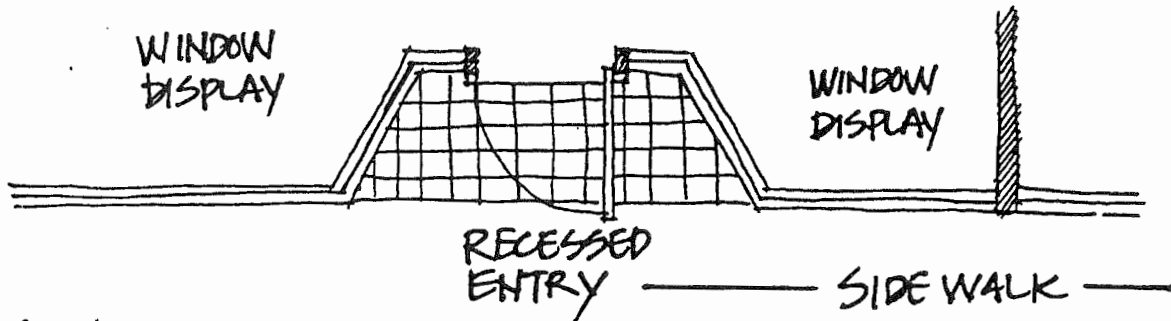
Bayview Street Character Area

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

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

For details of appropriate building setbacks from various streets, refer to the section on character areas.

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



Sketch of recessed entry

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

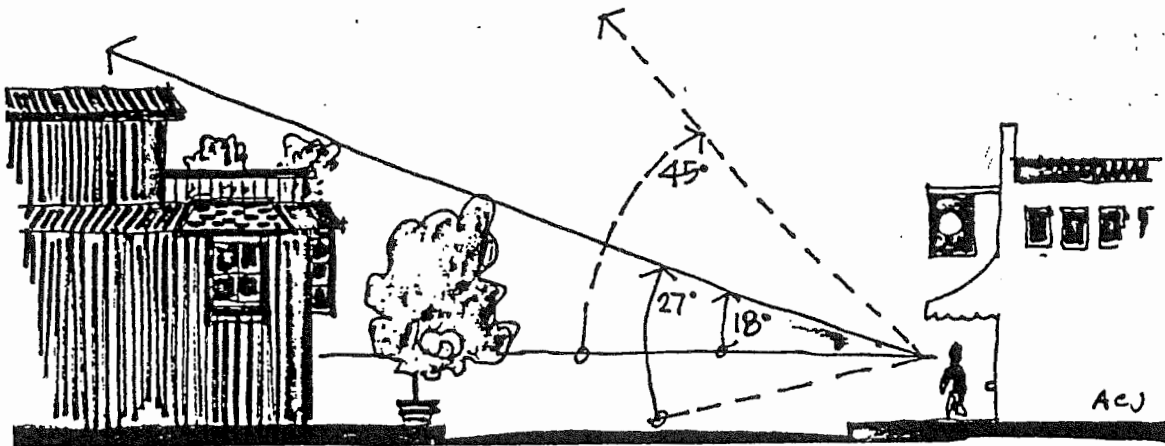
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the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



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

3. *New buildings should be compatible in height with adjacent buildings.*

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



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

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

The C4 Steveston Commercial District limits heights to 9m (29'-5") and the C5 District height limit is 12m (39'-4"). This effectively limits buildings to two and three-storeys respectively. These limits should be adhered to generally, with the added stipulation that changes in building heights from lot to lot should be gradual, as shown in the sketch.



Buildings should be designed to be the same height as neighbouring buildings, or to change height gradually (maximum one-storey difference between adjacent lots)

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

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

1. *spaces should be provided on the street immediately in front of shops for short term customer parking, including loading zones for fishermen.*
2. *communal parking and loading should be provided off of lanes, at the rear of commercial buildings and on municipal parking lot(s) for long term parking, employee parking, and fishermen's parking.*
3. *parking lots should not be located within 15m of the street within the Moncton Street character area in front of shops because they would inhibit pedestrian access.*

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

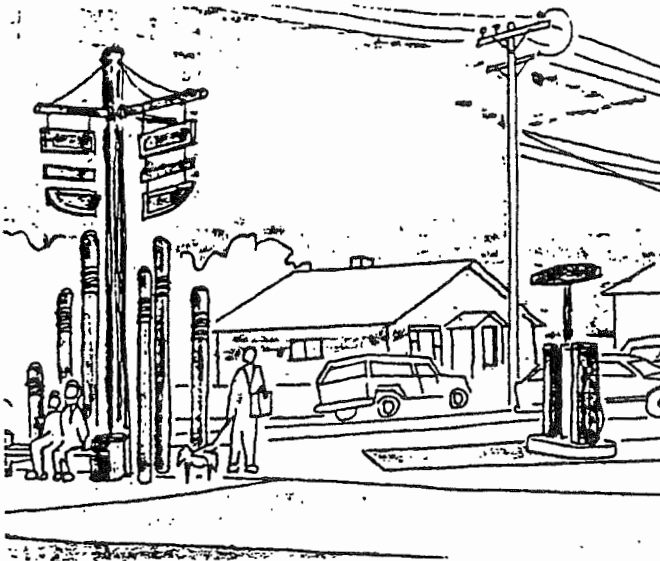
**6. *Signs for identification of businesses and activities should be in keeping with the historic nature of the town.***

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

Signs should be integrated with the architecture and should be clearly drawn and dimensioned on the plans.



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



## FREESTANDING SIGNS

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

## CANOPY SIGNS

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

Maximum 1/2 sq. ft. of sign for each foot of wall length.

Minimum clearance 8' from the sidewalk.

## PROJECTING SIGNS

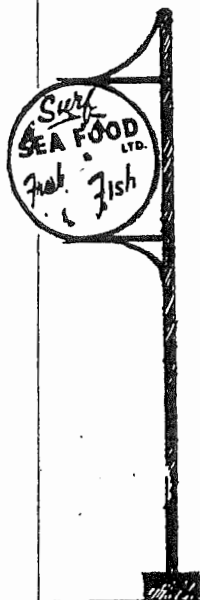
Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.

Maximum 1 sq. ft. of sign area per each foot of wall length.

Minimum clearance 10-6" from the ground.

## ROOF SIGNS

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



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





**City of Richmond**  
Urban Development Division

**Report to Committee**

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

**Date:** September 27, 2004  
**File:**

**Re:** Enhanced Development Permit Guidelines- Steveston Area Plan

**Staff Recommendation**

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

2. That Bylaw No. 7816, having been considered in conjunction with:

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

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

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

*T. Crowe*  
Terry Crowe  
Manager, Policy Planning

TC/RA:blg  
Att. 2

*Heritage Commission thinks it is not before the house. Steveston has changed. Address issue of the character defining elements of Steveston - 1-2 story? porch/pods? building built out to sidewalk? Hold a design charrette with the various historical groups + development community?*

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

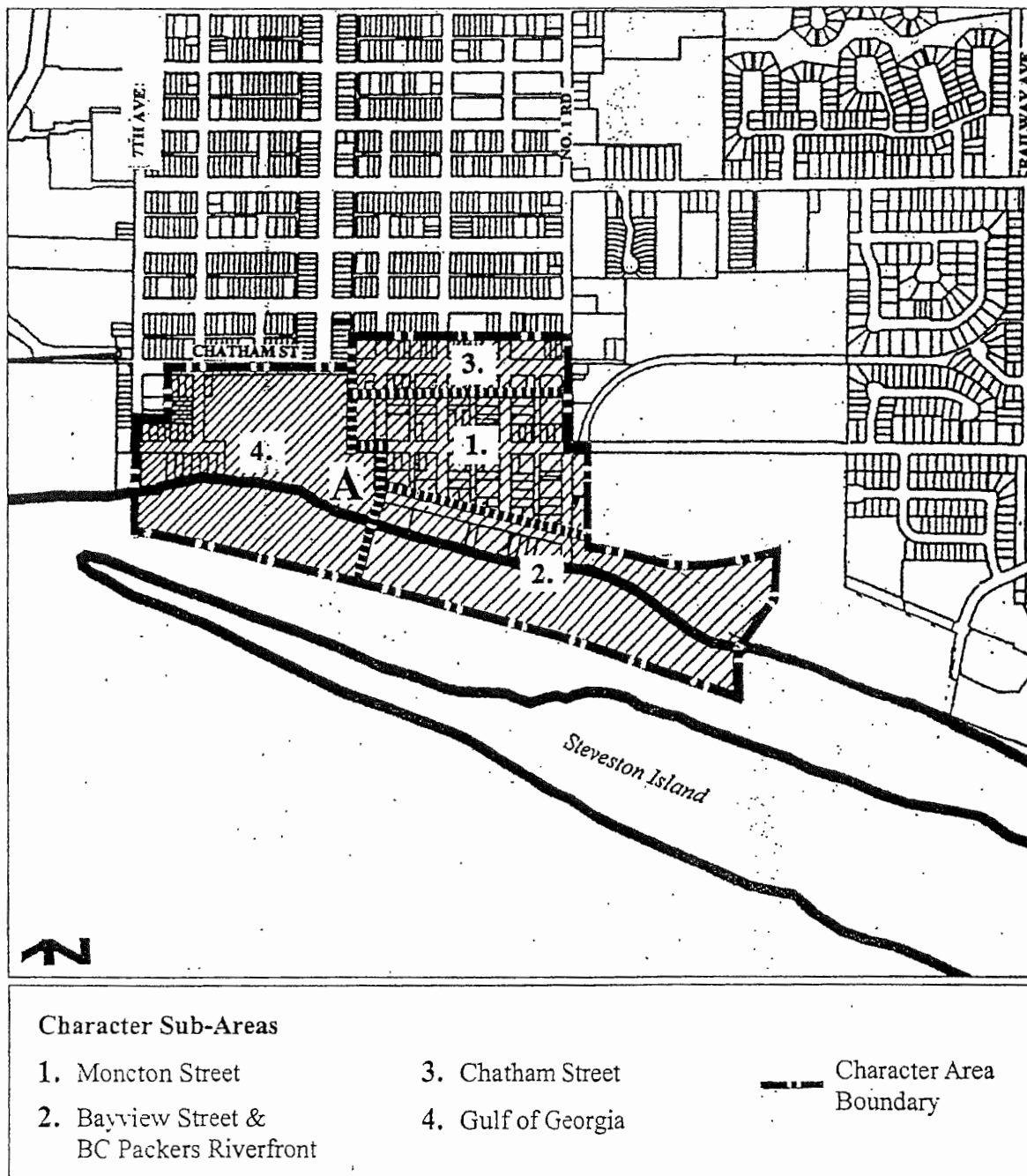
*Open up lanes to parking behind lot*  
**PLN-28**  
*Capital etc.*  
**55**



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

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

### Area A: Steveston Village Character Area Map



The Documents:

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

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

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

Background:

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

The intent of the original Sakamoto Guidelines was to encourage the authentic restoration of "heritage" storefronts in the Steveston Downtown Revitalization area. As such, the design specifications tended to be very detailed and specific to the faithful recreation of building facades around 1900's. Theoretically, if the entire Sakamoto Guidelines document had been incorporated into the Steveston Sub-Area Plan for the Steveston Downtown Node, the replication of historic building form and character of a specific time period (circa 1900) would eventually emerge over time.

Note:

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

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

Document Focus:

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

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

General

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

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

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

**Analysis and Recommendations:**

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

**1. Sakamoto Guidelines**

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

**2. Explanation of Development Permit Controls**

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

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

Currently, in the Steveston, the following occurs:

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

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

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

### Current Initiatives Underway

#### Build Out Implication:

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

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

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

#### Parking Review:

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

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


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

#### Ongoing work:

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

### Conclusion

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

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

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

"IN CAMERA"

CITY OF RICHMOND  
REPORT TO COMMITTEE

DATE: February 13, 1991  
TO: Planning and Development Services Committee  
FROM: Ron Mann  
Director of Planning  
RE: APPOINTMENT OF MEMBERS TO THE STEVESTON DOWNTOWN REVITALIZATION  
COMMITTEE  
FILE: 1019

(032)

STAFF RECOMMENDATION

That:

1. The Steveston Downtown Revitalization Committee be re-named the Steveston Design Committee;
2. The operating procedures, as shown on Attachment 1 to the report dated February 8, 1991 from the Director of Planning, be adopted as policy; and
3. The following names be submitted to open Council meeting for appointment to the Steveston Design Committee for a two year term effective January 1991:

Bill Carnegie  
Richard Creed  
Irene Fox  
John Horton  
Ron Kemp  
Bud Sakamoto  
Dave Scott

... 2

CONCLUSIONS

1. Council has been referring Development Permits to the Steveston Revitalization Committee for over two years.
2. The Committee needs to be reappointed as per the attached procedure guidelines.

FINANCIAL IMPACT

The Committee operates as unpaid volunteers. Municipal staff provide administrative assistance.



Ron Mann  
Director of Planning

AJ/tw / Attachments

4254K

Alternative to Curb Bulges  
proposed by Steveston Historical Society and Steveston Businesses

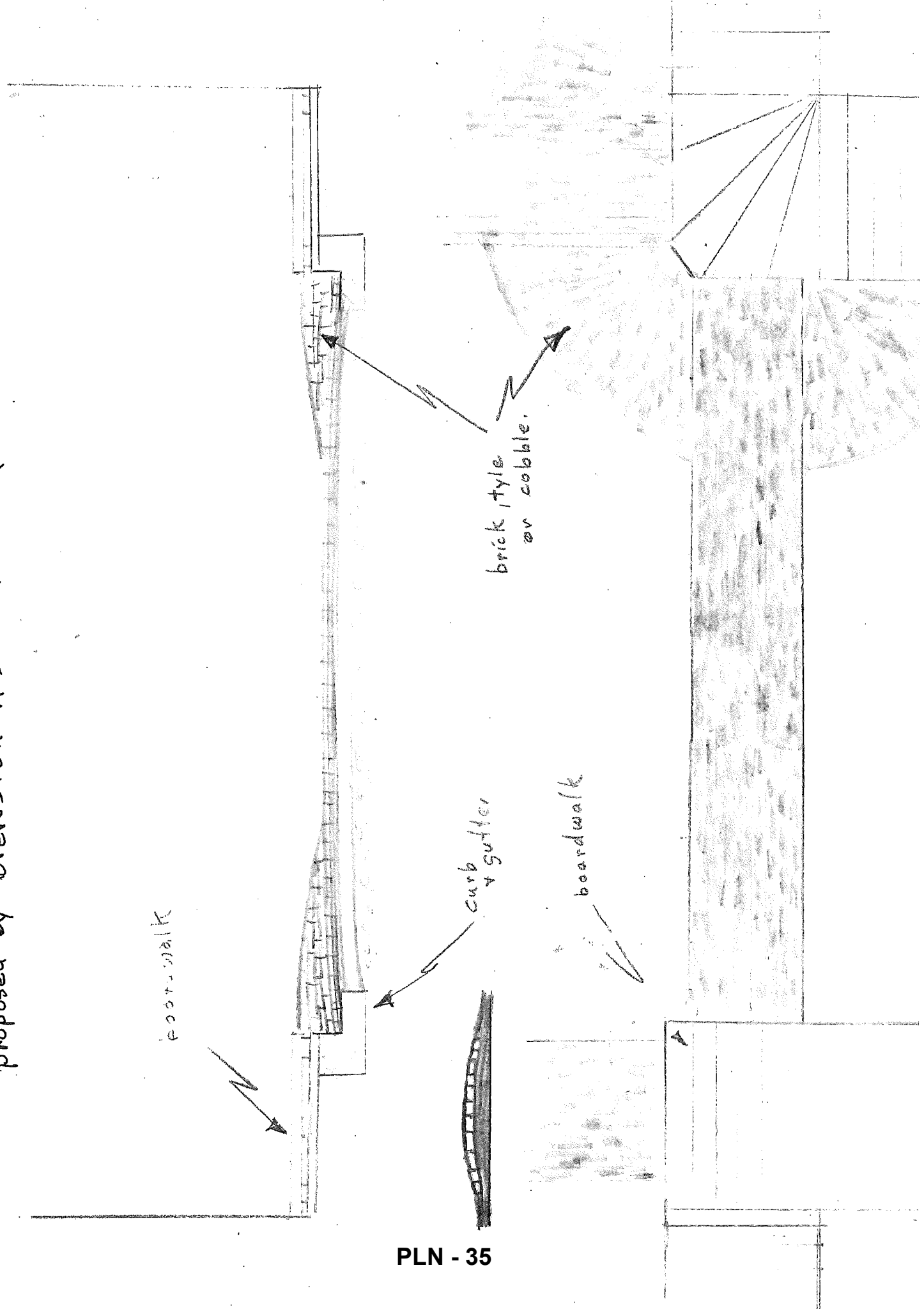
1979.

footwalk

curb  
+ gutter

brick, tile  
or cobble.

boardwalk





# City of Richmond

## Report to Committee

**To:** Planning Committee  
**From:** Gavin Woo, P. Eng.  
Senior Manager, Building Approvals

**Date:** October 26, 2017  
**File:** 12-8375-01/2017-Vol  
01

Wayne Craig  
Director, Development

**Re:** **Six Month Review: Amendment Bylaws Limiting Residential Development in the Agriculture (AG1) Zone**

### Staff Recommendation

That the staff report titled "Six Month Review: Amendment Bylaws Limiting Residential Development in the Agriculture (AG1) Zone" dated October 26, 2017 from the Senior Manager, Building Approvals and Director, Development be received for information.

Gavin Woo, P. Eng.  
Senior Manager, Building Approvals  
(604-276-4113)

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

Att. 1

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



## **Staff Report**

### **Origin**

On April 24, 2017, Council resolved:

*That staff review and report back in six months on bylaws limiting residential development in the agriculture (AG1) zone.*

A series of bylaws amending the Official Community Plan (OCP) and Zoning Bylaw were adopted on May 17, 2017 which limited residential development in the Agriculture (AG1) zone, located within the Agricultural Land Reserve (ALR). This report responds to Council's request for staff to report back six months after the bylaws were adopted.

This report supports Council's 2014-2018 Term 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.*

### **Background**

On January 23, 2017, Council directed staff to conduct public consultation regarding potential limitations on house size, farm home plate size and setbacks, including residential accessory buildings, on agriculturally zoned land. Public and stakeholder consultation was conducted between February 27 and March 12, 2017.

On March 27, 2017, Council resolved to withhold building permits that conflict with bylaws in preparation. As per Section 463 of the *Local Government Act*, building permits could be withheld seven (7) days following the initial Council resolution. As a result, all building permit applications for residential development in the Agriculture (AG1) zone received after April 3, 2017 were placed on hold until the amending bylaws were adopted. Those building permit applications were then reviewed under the new regulations.

A series of bylaws amending the OCP and Zoning Bylaw that established limits on house size, farm home plate and setbacks were adopted by Council on May 17, 2017. This report responds to Council's request for staff to report back, six months after the bylaws were amended, and includes details on Building Permit applications received and observations on compliance.

### **Findings of Fact**

The set of bylaws that were adopted on May 17, 2017 established maximum limits on the floor area of residential buildings, and the amount of land that is used for all residential improvements (e.g., dwelling, garage, driveway, manicured lawn, septic tanks); an area of land known as a 'farm home plate'.

### Maximum House Size

The maximum house size regulations in the AG1 zone incorporate all residential buildings, including the principal dwelling unit, garage area, and residential accessory buildings in excess of 10 m<sup>2</sup> (108 ft<sup>2</sup>).

For properties that are less than 0.2 ha (0.5 acres), the maximum floor area is calculated by using the City's floor area ratio used for urban single family dwellings up to a maximum of 500 m<sup>2</sup> (5,382 ft<sup>2</sup>). A lot would have to be 0.128 ha (0.32 acres) in area in order to reach the maximum floor area of 500 m<sup>2</sup> (5,382 ft<sup>2</sup>).

For properties that are greater than 0.2 ha (0.5 acres), the maximum floor area is calculated by using the City's floor area ratio for urban single family dwellings up to a maximum floor area of 1,000 m<sup>2</sup> (10,763 ft<sup>2</sup>). A lot would have to be 0.29 ha (0.73 acres) in area in order to reach the maximum floor area of 1,000 m<sup>2</sup> (10,763 ft<sup>2</sup>).

### Farm Home Plate

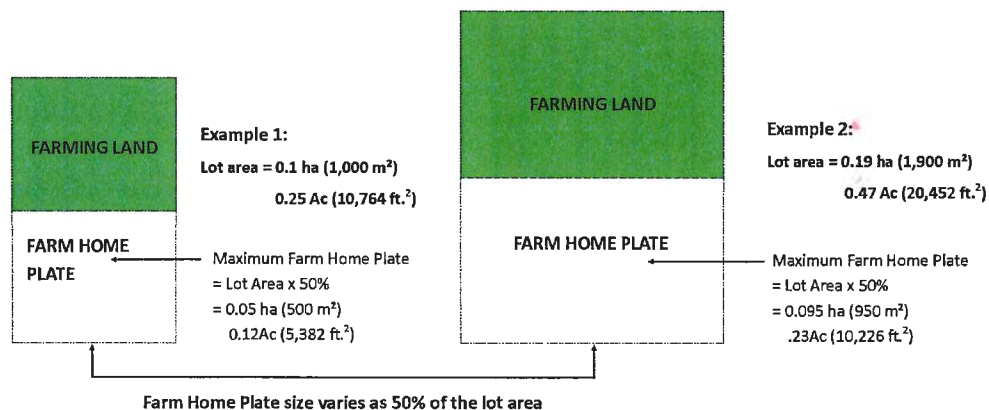
The term 'farm home plate' means the portion of the lot including the principal dwelling unit, any residential accessory buildings or residential accessory structures, including the driveway, decorative lawns and landscaping, artificial ponds and sewerage septic tanks, in one contiguous area. The septic field is not included in the farm home plate area. Attachment 1 includes an illustration of a typical farm home plate.

The regulations for farm home plate can be broken down into four lot area categories as follows:

1. On lots less than 0.2 ha (0.5 ac.) the farm home plate must not exceed 50% of the lot area as indicated in Figure 1. In this category, a minimum of 50% of the lot would be preserved for farming.

**Figure 1: Lots less than 0.2 ha**

**Maximum Farm Home Plate is 50% of the lot area for the Lots less than 0.2 ha (2,000 m<sup>2</sup>) or 0.5 Ac (21,528 ft.<sup>2</sup>).**

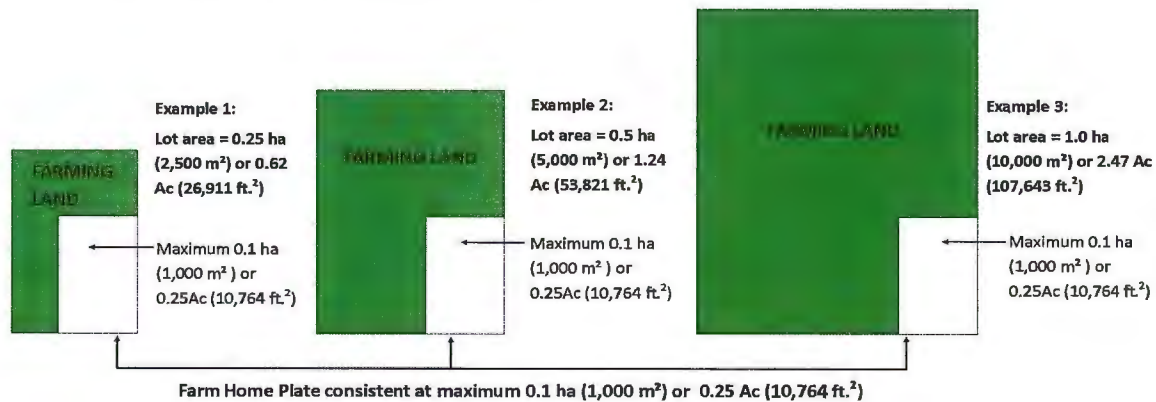


2. On lots that are 0.2 ha (0.5 ac.) to 1.0 ha (2.5 ac.), the maximum farm home plate area is 1,000 m<sup>2</sup> (10,763 ft<sup>2</sup>) as indicated in Figure 2. In this category, the amount of land preserved for farming would range from 50% to 90% of the lot.

**Figure 2: Lots between 0.2 (0.5 ac.) to 1.0 ha (2.5 ac.)**

**Maximum Farm Home Plate is 0.1 ha (1,000 m<sup>2</sup>) or 0.25 Ac (10,764 ft.<sup>2</sup>)**

**For the Lots between 0.2 ha (2,000 m<sup>2</sup>) or 0.5 Ac (21,528 ft.<sup>2</sup>) to 1.0 ha (10,000 m<sup>2</sup>) or 2.5 Ac (107,643 ft.<sup>2</sup>)**

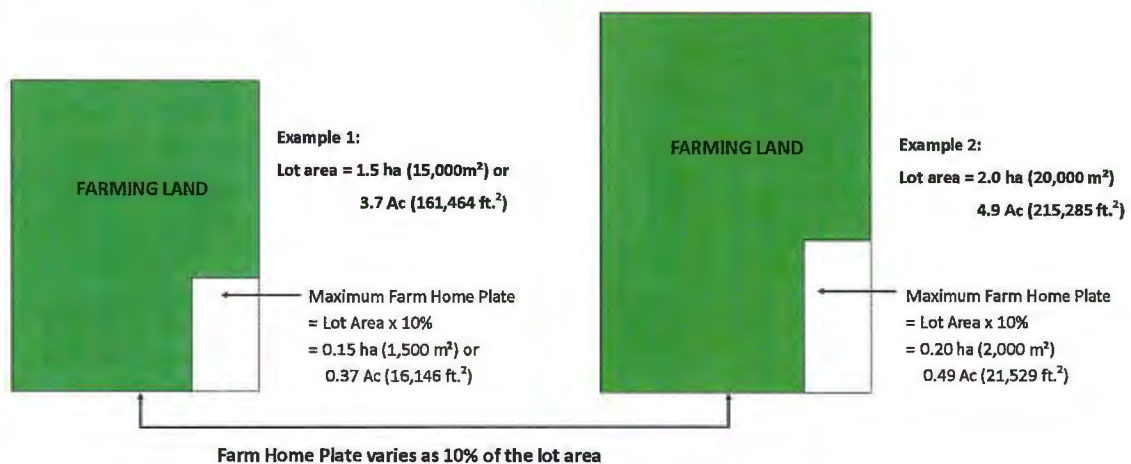


3. On lots that are 1.0 ha (2.5 ac.) to 2.0 ha (4.9 ac.), the maximum farm home plate must not exceed 10% of the lot area as indicated in Figure 3. In this category, a minimum of 90% of the lot would be preserved for farming.

**Figure 3: Lots between 1.0 ha (2.5 ac.) to 2.0 ha (4.9 ac.)**

**Maximum Farm Home Plate is 10% of the Lot area for the Lots between 1.0 ha (10,000 m<sup>2</sup>) or 2.5 Ac (107,643 ft.<sup>2</sup>)**

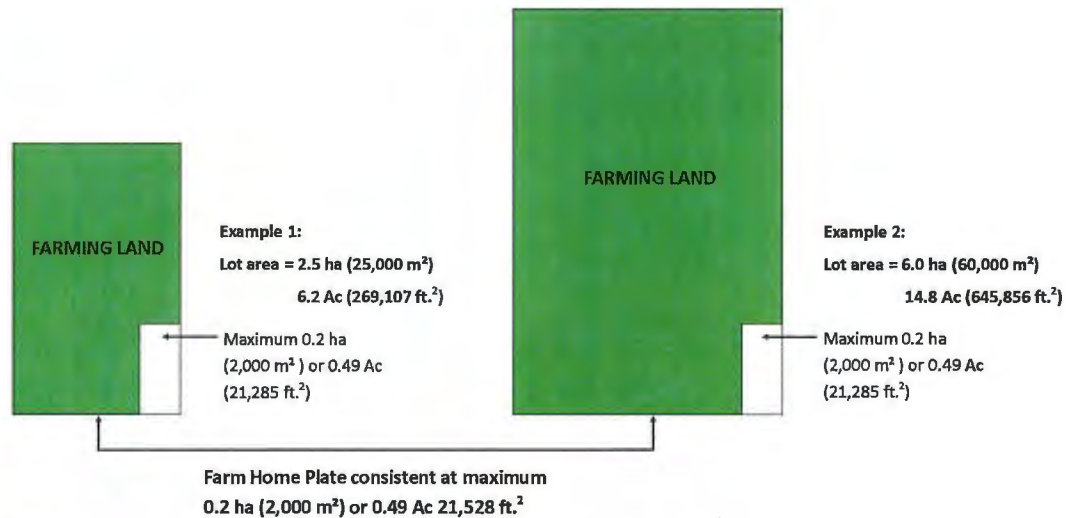
**to 2.0 ha (20,000 m<sup>2</sup>) or 4.9Ac (215,285 ft.<sup>2</sup>)**



4. On lots that are 2.0 ha (4.9 ac.) or greater, the maximum farm home plate area is 2,000 m<sup>2</sup> (21,527 ft<sup>2</sup>) as indicated in Figure 4. In this category, the amount of land preserved for farming would be greater than 90% of the lot.

**Figure 4: Lots 2.0 ha (4.9 ac.) or Greater**

Maximum Farm Home Plate is 0.2 ha (2,000m<sup>2</sup>) or 0.49 Ac (21,285 ft.<sup>2</sup>) for all Lots greater than 2.0 ha (20,000 m<sup>2</sup>) or 4.9 Ac (215,285 ft.<sup>2</sup>)



A summary table of the maximum farm home plate and house size regulations can be found below. The number of lots affected include AG1 zoned lots that have road access.

Lot Size	No. of Lots Affected	Maximum Farm Home Plate (area of land used for residential improvements)	Maximum House Size (total floor area including garage and residential accessory buildings)
Less than 0.2ha (0.5 ac.)	263	50% of lot area (farm home plate would be less than 1,000m <sup>2</sup> [10,763 ft <sup>2</sup> ] of the lot)	*For lots less than 0.128ha (0.32 ac.): • less than 500m <sup>2</sup> (5,382 ft <sup>2</sup> )
			For lots 0.128ha (0.32 ac.) to 0.2ha (0.5 ac.): • 500m <sup>2</sup> (5,382 ft <sup>2</sup> )
0.2ha (0.5 ac.) to 1.0ha (2.5 ac.)	490	1,000m <sup>2</sup> (10,763 ft <sup>2</sup> ) of the lot	*For lots 0.2ha (0.5 ac.) to 0.29ha (0.73 ac.): • 716m <sup>2</sup> (7,708 ft <sup>2</sup> ) to 1,000m <sup>2</sup> (10,763 ft <sup>2</sup> )
			For lots 0.29ha (0.73 ac.) to 1.0ha (2.5 ac.): • 1,000m <sup>2</sup> (10,763 ft <sup>2</sup> )
1.0ha (2.5 ac.) to 2.0ha (4.9 ac.)	189	10% of lot size (farm home plate would be between 1,000m <sup>2</sup> [10,763 ft <sup>2</sup> ] to 2,000m <sup>2</sup> [21,527 ft <sup>2</sup> ])	1,000m <sup>2</sup> (10,763 ft <sup>2</sup> )
2.0ha (4.9 ac.) or greater	332	2,000m <sup>2</sup> (21,527 ft <sup>2</sup> )	1,000m <sup>2</sup> (10,763 ft <sup>2</sup> )

\* Derived from the City's floor area ratio of 0.55 for first 464.5 m<sup>2</sup> (5,000ft<sup>2</sup>) of lot size, and 0.30 for the remainder of the lot.

The bylaws adopted on May 17, 2017 also established the following:

1. To limit the size of residential accessory buildings, the maximum floor area is 70m<sup>2</sup> (753 ft<sup>2</sup>). This floor area would apply to each residential accessory building and would be included in the overall maximum floor area for residential buildings.
2. To ensure that residential improvements are located close to the fronting road providing access to the lot, the farm home plate must not exceed a maximum depth of 75m from the front property line
3. To ensure that the house is located close to the fronting road, the back wall of the principal dwelling must not exceed 50 m (164 ft.) as measured from a constructed public road abutting the property.
4. To ensure farm access, the minimum residential side yard setback was increased to 4 m (13 ft.) for lots that are less than 0.8 ha (2 ac.). For lots that are greater than 0.8 ha (2 ac.), the minimum side yard setback of 6 m (19.7 ft.) would remain.
5. To limit the number of dwellings on a property, no more than 1 principal dwelling per lot.

## Analysis

Figure 5 illustrates the number of building permits received between 2010 and 2017.

**Figure 5: Number of Building Permits Received in the AG1 Zone (2010-2017)**

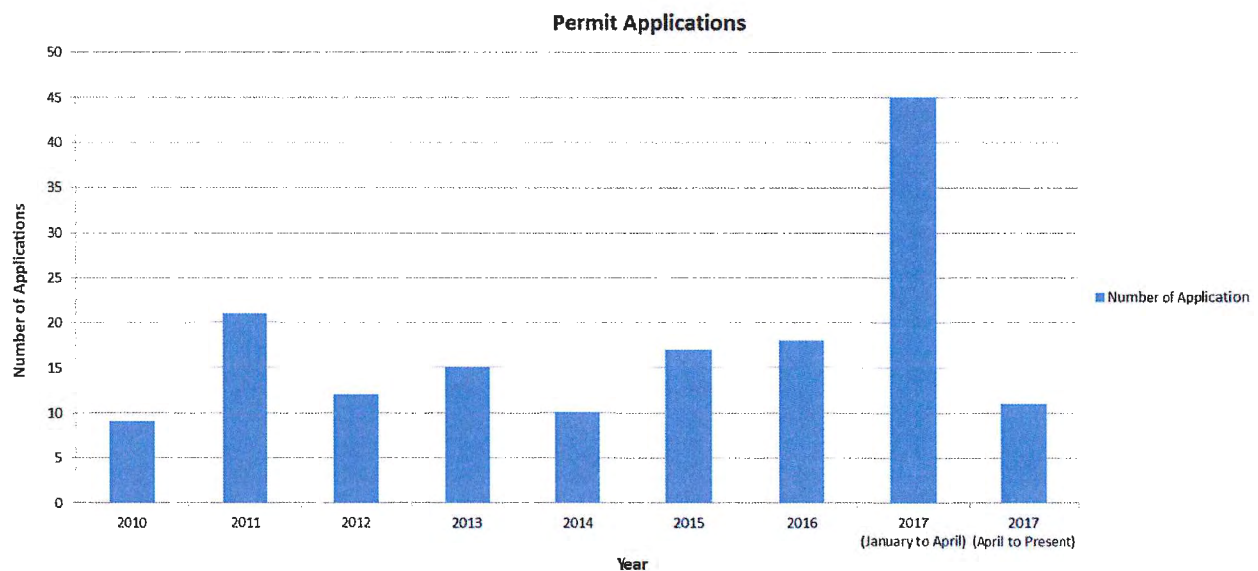
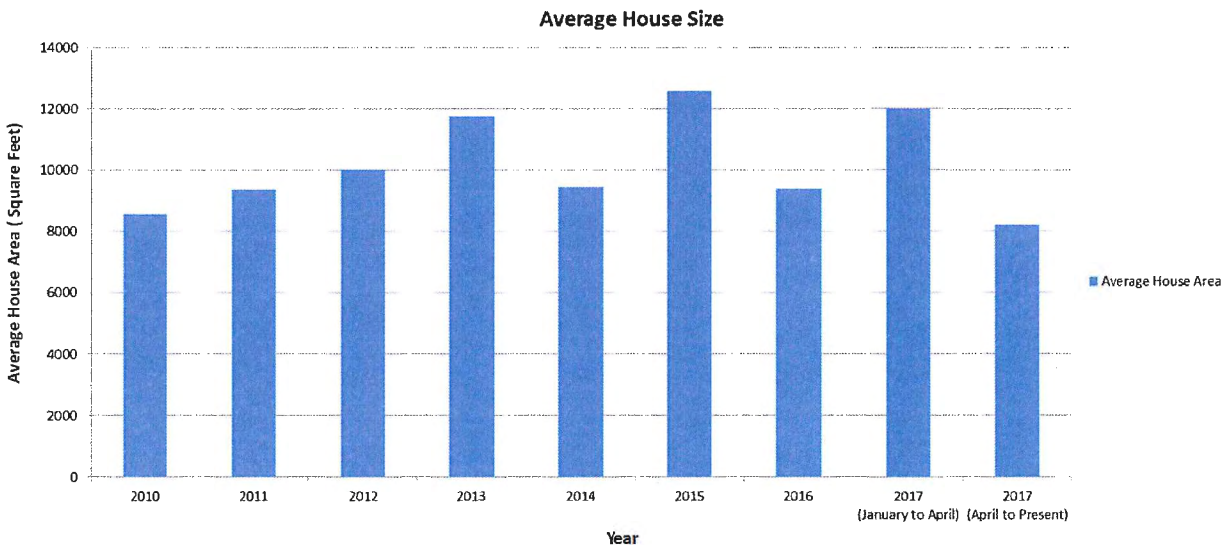


Figure 6 illustrates the average size of proposed residential construction in each year between 2010 and 2017.

**Figure 6: Average Size of Proposed Residential Construction in the AG1 Zone (2010-2017)**



#### Staff Observations

Based on these statistics, the following are the salient observations:

- Average number of building permit applications for single family dwellings between 2010 and 2016 is approximately 13 per year.
- 45 building permit applications were received during the first 3 months of 2017 prior to Council's resolution to withhold building permits.
- After Council's resolution on withholding building permit applications and after adoption of the bylaw amendments the City received 11 building permit applications for residential construction on farmland.
- Between 2010 and 2016, the average size of houses that received a building permit was 966 m<sup>2</sup> (10,408 ft<sup>2</sup>).
- In 2017 prior to Council's resolution to withhold building permit applications, the average size for house construction was 1,114 m<sup>2</sup> (12,000 ft<sup>2</sup>) for building permits received.
- After Council's resolution on withholding building permit applications, and after adoption of the bylaw amendments, the average building permit application for house construction was 761 m<sup>2</sup> (8,192 ft<sup>2</sup>).
- Between 2010 and 2016, 46% of all applications during this time were for houses exceeding 1,000 m<sup>2</sup> (10,764 ft<sup>2</sup>).
- In 2017 prior to Council's resolution to withhold building permit applications, 33 of the 45 applications or 73% of proposed houses were over 1,000 m<sup>2</sup> (10,764 ft<sup>2</sup>) of habitable space.



- After Council's resolution to withhold building permit applications, and after adoption of the bylaw amendments, no applications exceeded 1,000 m<sup>2</sup> (10,764 ft<sup>2</sup>), including garage floor area.

### Effect of the Farm Home Plate

The enacted farm home plate regulations conserve land for farming by requiring current applications to limit the residential development including the house and all its accessory buildings, driveways, patios, and ornamental landscaping to a limited, contiguous area that leaves the remainder of the lot practicable for farming. The size of the farm home plate varies according to the size of the lot as illustrated in Figures 1 to 4, with an absolute maximum capped at 2,000 m<sup>2</sup> (21,527 ft<sup>2</sup>) irrespective of lot size.

Richmond's farm home plate regulations are more stringent than the Ministry of Agriculture's Guide for Bylaw Development in Farming Areas published in 2015 as those guidelines suggest a maximum of 2,000 m<sup>2</sup> (21,527 ft<sup>2</sup>) for the farm home plate area regardless of lot size. This would mean that some lots that are 2,000 m<sup>2</sup> (21,527 ft<sup>2</sup>) in area, which is 0.2 ha (0.5 acre), could be completely covered in residential improvements. Richmond's farm home plate directly limits the extent of residential development onto arable land throughout the entire range of lot sizes in the agriculture zone.

For example, previously lots less than 0.2 ha (0.5 ac.) that may have been developed entirely or almost entirely to facilitate a house and associated structures are now required to maintain 50% of the land for farming use as seen in the case of 3 of the 11 applications received since the bylaws were adopted. Under current Richmond regulations, as lot sizes increase, the farm home plate area increases, but at a decreasing rate from 50% to 10% of lot area until it is capped at the 0.2 ha maximum. This is seen in three recent applications on lots larger than 2 ha (4.9 ac.) where land used for residential development is confined to 0.2 ha (0.5 ac.) despite an average lot size of 2.18 ha (5.4 ac.).

### Effect of the Floor Area Ratio and absolute Area Maximums

The amendments made to the Richmond Zoning Bylaw recently, regulate the size of residential construction on farmland according to a floor area ratio identical to the one used in the City's residential zones with the addition of absolute maximums according to lot size. For lots smaller than 0.2 ha, the maximum house size is 500 m<sup>2</sup> (5,382 ft<sup>2</sup>). For lots larger than 0.2ha (0.5 ac.), the maximum house size is 1,000 m<sup>2</sup> (10,763ft<sup>2</sup>). It is also important to note that all buildings for residential usage, (but not agricultural buildings), including parking garage are included in these area limits.

Under these regulations since April 4, 2017:

- No applications proposed construction beyond the 500 m<sup>2</sup> (5,382 ft<sup>2</sup>) and 1,000 m<sup>2</sup> (10,763 ft<sup>2</sup>) permissible maximums.
- The average proposed house size (including garage floor area) is 761 m<sup>2</sup> (8,192 ft<sup>2</sup>). This is less than the lowest yearly average 790 m<sup>2</sup> (8,500 ft<sup>2</sup>) within the previous seven years.
- Furthermore, the floor area of proposed houses in the past six months (April 3 to October 18, 2017) is on average 37% less than those one year earlier.

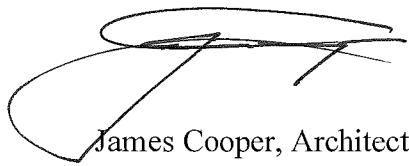
- The percentage of houses less than 697 m<sup>2</sup> (7,500 ft<sup>2</sup>) during this time have increased from 29% to 36% showing a trend toward the smaller size range.

### **Financial Impact**

None.

### **Conclusion**

The adopted bylaw amendments providing measures to regulate single family construction in the Agricultural (AG1) zone have reduced the size of residential development. This is evidenced in the above comparisons between the size of houses and associated developed areas proposed and built under the previous zoning criteria with those approved or reviewed under the current amended Zoning Bylaw. All Building Permit applications received since the bylaw amendment enactment have been in general compliance with no implementation issues identified.



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Manager, Plan Review  
Building Approvals Department  
(604) 247-4606



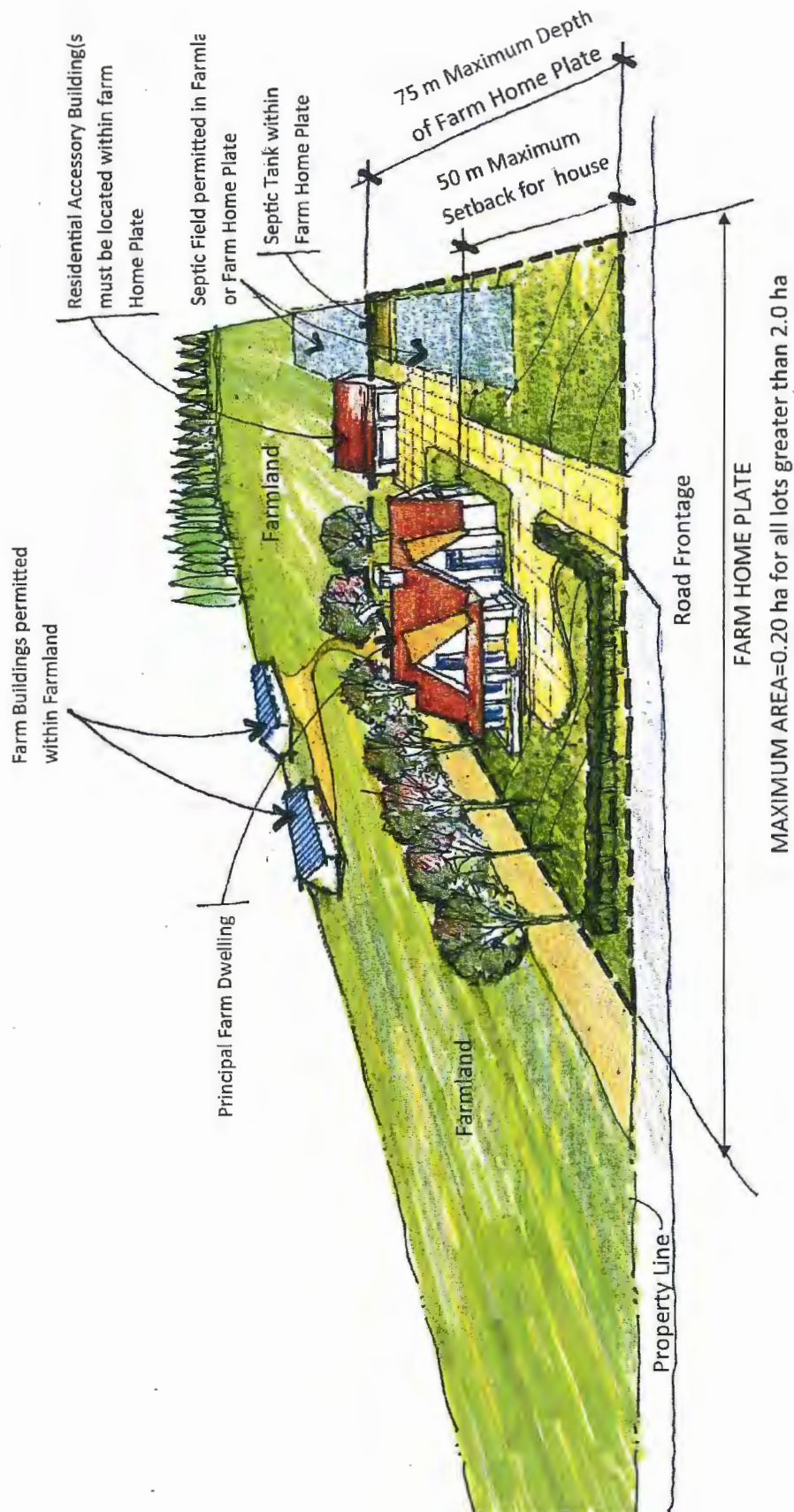
John Hopkins, MCIP, RPP  
Senior Planner  
Policy Planning Department  
(604) 276-4279

JC:sn

Att. 1: Farm Home Plate Illustration



# Farm Home Plate Illustration





# City of Richmond

## Report to Committee

**To:** Planning Committee

**Date:** November 2, 2017

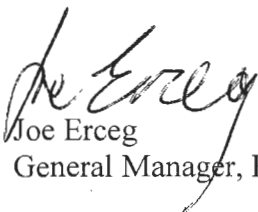
**From:** Joe Erceg  
General Manager, Planning and Development

**File:** 08-4057-08/2017-Vol 01

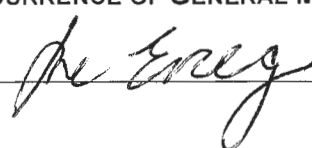

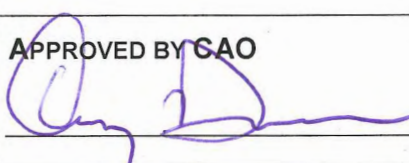
**Re:** Proposed Draft Market Rental Housing Policy

### Staff Recommendation

1. That the report entitled, "Proposed Draft Market Rental Housing Policy", dated November 2, 2017 be received for information; and
2. That staff be directed to seek comments and feedback from key stakeholders and the public regarding the proposed Draft Market Rental Housing Policy and report back to Planning Committee.

  
Joe Erceg  
General Manager, Planning and Development

Att. 8

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

## Staff Report

### Origin

This report is in response to the Planning Committee and Council referrals described below:

(1) April 8, 2015 Planning Committee referral:

It was moved and seconded:

*That staff examine strategies and incentives to encourage development of below market rental housing in the city and report back.*

Below market rental housing is addressed primarily through the City's Affordable Housing Strategy (AHS). The Affordable Housing Strategy is in the process of being updated and Council recently approved new maximum rents for low-end market rental (LEMR) units. Rents are set at 10% below average market rents for Richmond, or \$811-1,480 per month depending on unit size.

Since 2007, when the Affordable Housing Strategy was adopted, Richmond Council has approved the following numbers and types of units<sup>1</sup>:

- 320 low-end market rental (LEMR) units;
- 477 non-market, social housing units;
- over 400 market rental housing units;
- approximately 229 secondary suites secured in single family dwellings at the time of rezoning through the Affordable Housing Strategy;
- approximately 1,018 secondary suites approved through the building permit process;
- 62 coach houses; and
- 7 secondary suites in townhouses (the Zoning Bylaw was amended in 2017 to allow secondary suites in townhouses).

While the Affordable Housing Strategy responds to below market rental housing, this report addresses market rental housing. Market rental housing is provided by the private sector and rented at prevailing market rates. Encouraging the protection of existing market rental housing and increasing the supply would support and build on the City's Official Community Plan. Current OCP policy calls for a no net loss of rental housing and a 1:1 replacement of existing rental units at affordable rents, when redevelopment is approved.

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<sup>1</sup> City of Richmond, CMHC

(2) January 19, 2016, Planning Committee referral:

It was moved and seconded:

*That staff review the City's requirements for density and outdoor amenity space in new multi-family townhouse developments in order to accommodate additional units dedicated for rental housing, and report back.*

(3) April 10, 2017 Council referral:

It was moved and seconded:

*That staff develop a policy on market rental suites and secondary suites in multi-family developments and report back.*

This report responds to the above three referrals and focusses on market rental housing. The report proposes a Draft Market Rental Housing Policy for stakeholder consultation. The draft Policy aims to:

- (1) Protect and enhance the existing market rental housing stock and protect existing tenants; and
- (2) Encourage the development of new market rental units.

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.*

*3.4. Diversity of housing stock.*

– Goal 8: A Supportive Economic Development Environment:

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

*8.1. Richmond's policies, programs, and processes are business-friendly.*

This report also supports Social Development Strategy Goal #1: Enhance Social Equity and Inclusion:

*Strategic Direction #1: Expand Housing Choices*

## Background

Through the 2041 Official Community Plan and other Council adopted policies, the City encourages a diverse range of housing types, tenure and affordability. The proposed Draft Market Rental Housing Policy aims to protect and increase the supply of market rental housing.

Market rental housing is an important part of Richmond's housing stock and meets the needs of many residents. Richmond has approximately 18,910 renter households (2016 Census). It is estimated that almost 18% of renter households (or approximately 3,400 households) find housing in the primary rental market. This market is comprised of units that were purposely built to be rented at prevailing market rates ("market rental housing"). (Attachment 1 provides a glossary of housing types referred to in this report.)

Approximately 82% of renter households (or approximately 15,500 households) find accommodation in the secondary rental market. The secondary rental market includes rented condominiums, single family houses, secondary suites, coach houses and subsidized rental housing. The secondary rental market is an important part of the rental market in Richmond. As such, staff are looking at ways to better understand this segment of the market and how redevelopment proposals (particularly of older housing stock) may impact it.

The 2041 OCP seeks to protect the existing rental supply by limiting the demolition or strata conversion of existing units and encouraging the replacement of rental units when redevelopment occurs. When rental units are proposed to be converted (e.g. to strata titled condominiums), Council considers a range of matters before deciding on the conversion. These matters include the impact of the proposed conversion on the housing stock and the views of tenants. These matters are set out in Council Policy 5012, "Strata Title Conversion Applications – Residential" (Attachment 2).

This report describes a range of proposed policy directions that would form part of a Draft Market Rental Housing Policy. The draft directions seek to:

- protect the supply of existing market rental housing;
- support tenants of market rental housing who may be displaced by redevelopment; and
- incentivize the construction of new market rental housing.

It is proposed that these directions would form a new "Market Rental Housing Policy" which would be incorporated into the Official Community Plan.

On July 24, 2017, Council adopted changes to the City's Affordable Housing Strategy which address low-end market rental (LEMR) and non-market, social housing units. These changes included amendments to the low-end market rental policy and cash-in-lieu contribution rates. An implementation framework for the Affordable Housing Strategy will be included in a final Council update expected in early 2018.

A significant part of the Affordable Housing Strategy is the LEMR program. This is a 'made in Richmond' approach that identifies maximum monthly rents for different sized housing units and

a maximum annual household income limit. The City also has policies outside of Richmond's LEMR program. This includes the West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential area which has different maximum monthly rents than the LEMR program (these are referred to as the West Cambie Modest Rental Rates). Both of these programs, which are referenced in Attachment 3, would be defined as low-end market rental units as they involve the security of rental units through inclusionary zoning and target low to moderate income households with rents set at below market rates. This type of housing is not typically funded or managed through senior levels of government.

The Draft Market Rental Housing Policy seeks to encourage housing units that rent at market rates for tenants, with no restrictions on income levels. The draft Policy would protect existing market rental buildings and tenants. It would also seek to encourage developers and investors to build new market rental units as these are an important part of Richmond's housing continuum.

### **Changing Market Rental Housing Landscape**

In 1966, the Provincial Government passed the Strata Titles Act, ushering in the condominium era by allowing developers to subdivide apartment blocks and sell individual units. Throughout the 1970s and 1980s, federal funding and tax incentive programs aimed to increase the supply of purpose built rental housing. Since then, changes to the federal tax system have discouraged the development of market rental properties. These changes include, but are not limited to:

- reducing the amount of depreciation that investors in rental housing could claim against taxable income from the property (reduced in 1972 from 10% per year on wood frame buildings to 5% and later 4%);
- eliminating “rollover” provisions where an owner who sold a rental building paid no taxes on the profits if they were re-invested in rental housing within the calendar year (eliminated in 1972 when a capital gains tax was also imposed); and
- no longer treating small rental businesses as “small businesses” (as of 1972), which were subject to lower taxes.

Due to changes such as these, the business case for building market rental housing became uncompetitive compared to the more profitable strata title market. As a result, new market rental housing development declined significantly in BC and across Canada.

While municipalities have the ability to set policy to encourage and incentivize market rental housing, direct action by other levels of government to actually provide housing, is critical to making significant advances in increasing the supply. A summary of current rental housing related initiatives undertaken by different levels of government and other agencies is provided in Attachment 4. While many of these initiatives pertain primarily to non-market, social housing, some potential changes related to the provision of market rental housing are also highlighted. It is expected, for example, that the proposed new National Housing Strategy, which will be released in late 2017, will include tax measures to support the development of market rental housing. While funding for rental housing has also been announced by the BC government, the amount that may be provided for market rental housing in particular is unclear at this time.

### Indicators of Need for Market Rental Housing

Since 2007, Richmond has made significant strides in support of new rental housing in the city. Approximately 1,700 market rental housing units have been approved since 2007. As noted earlier, this includes:

- over 400 new market rental housing units;
- approximately 229 secondary suites secured in single family dwellings at the time of rezoning through the Affordable Housing Strategy;
- approximately 1,018 secondary suites approved through the building permit process;
- 62 coach houses; and
- 7 secondary suites in townhouses.

Despite these achievements, challenges remain for renter households. Metro Vancouver's Rental Housing Index labelled Richmond's rental housing situation "critical", as the third least affordable municipality for renters in BC.<sup>2</sup> Renter households may experience difficulty finding affordable accommodation in the city due to persistently low vacancy rates, high average rents and the increasing gap in income relative to housing costs.

Metro Vancouver has identified a demand for 3,200 rental units across all incomes in Richmond between 2016 and 2026 (see Attachment 4). Of this, 1,200 rental units are required for modest and higher incomes.

Feedback from consultation undertaken as part of Richmond's Affordable Housing Strategy Update highlighted the decreasing supply of rental housing in the community, the demand for purpose-built market rental units and the growing need for family-friendly rental units (2 BR+). A Draft Market Rental Housing Policy would complement the updated AHS in helping to achieve a broader mix of rental housing in the city.

Attachment 5 provides information on rental housing in Richmond, including an estimate of the total number of units in both the primary and secondary rental markets.

Attachment 6 profiles Richmond's persistently low vacancy rates, increasing average rents, and the incomes required to rent in Richmond. In 2016, the vacancy rate in Richmond was 0.9 % (source: CMHC 2016 Rental Market Report).

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<sup>2</sup> The Rental Housing Index, is developed by the BC Non Profit Housing Association (BCNPHA) and Vancity and provides a detailed analysis of suitability of rental housing in over 800 municipalities across Canada. In 2015, Richmond was ranked 70 out of 72 BC municipalities in terms of affordability and suitability of rental housing. The Index measures affordability (% of household income spent on housing), overspending (households spending more than 50% on housing), income gap (additional annual household income needed to make current rent affordable), overcrowding (living in units not suitable for household size) and bedroom shortfall (additional bedrooms needed to suitably house renters).



## **Market Rental Housing Tools and Policies**

Local governments may use a range of tools available to protect and expand the rental housing stock. Several tools, such as requiring the replacement of existing rental units and policies for strata conversion are already in place in Richmond and are proposed to be enhanced as part of the Draft Market Rental Housing Policy.

Richmond also has a Rental Premises Standards of Maintenance Bylaw 8159. This Bylaw, which was adopted in 2006, identifies minimum maintenance standards related to heat, water and light. It states that an owner of a rental premises must maintain the premises in accordance with the Bylaw and not permit its use unless the premises conforms at all times with the minimum maintenance standards set out in the Bylaw. Staff in the Buildings Approval Department note that reported violations of Bylaw 8159 are seldom received and that most landlords maintain their buildings in compliance with the Bylaw's requirements.

This report discusses additional tools, such as a tenant relocation policy and lower market rental parking rates, which could be implemented as part of Richmond's Draft Market Rental Housing Policy.

## **Richmond's Response to Market Rental Housing**

### **A. Federal Responsibility**

Over the past two to three decades, the Federal Government has decreased its role in the direct provision of affordable and rental housing.<sup>3</sup> It has not directly built any new market rental housing and by 1982, eliminated incentives and tax provisions that supported new rental housing construction<sup>4</sup>. The key mandate of the Canada Mortgage and Housing Corporation (CMHC) includes mortgage loan insurance, policy and research (e.g. the annual Rental Market Report) and administering affordable housing.

In April 2017, the Federal Government, through CMHC, committed to spending \$11.2 billion over the next 11 years towards the creation of affordable housing. The first step of the financial commitment is to provide \$2.5 billion over five years in loans and financing for new rental housing construction across Canada. While more details are expected when CMHC releases the National Housing Strategy in late 2017, the direct construction of market rental housing units is not anticipated.

Once the National Housing Strategy has been released, staff will consider if there are any specific funding or other opportunities related to rental housing in Richmond, as well as any that may be specifically targeted to market rental housing. Staff will review the National Housing Strategy and provide an update for Council as needed.

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<sup>3</sup> Federal investment in social housing, as a percentage of Gross Domestic Product (GDP), was 40% less in 2009 than in 1989. (<https://cpj.ca/affordable-housing-federal-investments-decline>)

<sup>4</sup> McClanaghan & Associates, City of Vancouver Rental Housing Strategy Research and policy Development, Synthesis Report, Final, August 2010 <http://vancouver.ca/docs/policy/housing-rental-housing-strategy-synthesis.pdf>



## **B. Provincial Responsibility**

During the 2017 provincial election campaign, the New Democratic Party (NDP) promised to develop 114,000 affordable housing units (including co-operative, non-market rental, and low-end market rental housing) over the next 10 years. The recent budget announcement by the new Provincial Government included \$208 million over four years for 1,700 new units of affordable rental housing for low and moderate income renters, seniors and adults with developmental disabilities or mental health challenges. While this funding announcement does not appear to address market rental housing specifically, the recent budget did include \$7 million to reduce waiting times and to establish a new compliance unit for the Residential Tenancy Branch. Staff will monitor further announcements and actions by the Province and apprise Council accordingly of any relevant developments or opportunities.

Once consultation on the Draft Market Rental Policy has been completed, staff will further identify any specific actions where senior levels of government can best help Richmond meets its overall housing demand estimates. The Province is not building or assisting in building enough market rental housing in Richmond.

Some incentives that have been proposed for senior levels of government to facilitate market rental include:

- Allowing rental building owners and developers to :
  - claim a high depreciation against the taxable income generated from rents;
  - claim losses based on accelerated depreciation;
  - get a “break” from capital gains if they are reinvesting in rental housing development within the same calendar year (“rollover provision”);
- Restoring soft cost deductibility as a direct incentive for rental construction;
- Allowing small landlords to qualify for the small business tax deduction;
- Creating a rental housing protection tax credit for property owners selling affordable assets to non-profit housing providers; and
- Allowing GST exemption for capital costs related to new affordable rental units and extending exemption eligibility to mixed market projects.

## **C. Proposed Richmond Draft Market Rental Housing Policy Directions**

Staff recommend that Council consider strengthening existing policies that will protect and enhance the current market rental housing stock in Richmond and support tenants. Staff further recommend considering incentives such as density bonusing, waiving specific amenity contributions and reducing parking requirements, to encourage the development of new market rental units in certain locations. These policies would complement the updated Affordable Housing Strategy.

Staff recommend that the directions proposed in the Draft Market Rental Housing Policy, which are described below, form the basis of consultation with the development community, landlords and other key stakeholders. Staff would report back to Planning Committee in the second quarter of 2018.

For ease of use, staff recommend that the Final Market Rental Housing Policy be incorporated into the City's 2041 Official Community Plan (OCP). Proposed bylaw amendments would be prepared for Council's consideration following public consultation.

Objective #1: Protect the Existing Market Rental Housing Stock and Tenants

***Policy Direction #1: Strengthen Existing Strata Conversion Policy***

Council adopted Policy 5012, "Strata Title Conversion Applications – Residential" in 1987 (see Attachment 2). The policy sets out matters that Council shall consider before deciding on any strata title or cooperative conversion involving three or more units, including:

- Refusing the application if the vacancy rates are under 2% and the number of units affected are 12 or more; and
- Considering the written views of affected tenants.

Since Policy 5012 was adopted in 1987, no applications for the conversion of multi-family rental to strata have been received in Richmond. In the last ten years, the vacancy rate in Richmond has exceeded two percent only twice – in 2009 and 2013.

The Draft Market Rental Housing Policy proposes to maintain the intent of Policy 5012 but to incorporate it into the OCP and strengthen specific elements. The proposed changes are:

- Increase the rental vacancy rate threshold from 2% to 4% so that a strata conversion application would not be considered if the rates are below 4%. This rate increase is recommended by staff as it is close to the rental rate considered healthy by most housing professionals. As the current vacancy rate in Richmond is less than 1%, it is unlikely that vacancy rates will rise above 4% in the next few years. Strengthening this provision would effectively prohibit the conversion of rental units to ownership;
- Reduce the number of affected units from 12 to 4 to further strengthen efforts to retain existing rental units (Richmond has many smaller townhouse projects with fewer than 12 units). This would prevent the conversion of smaller rental projects, even if the vacancy rate is 4% or more;
- Require a Tenant Relocation Plan to ensure tenants are provided with various forms of assistance as described below:
  - A minimum of two months' notice to end the tenancy as required by the *BC Residential Tenancy Act*;

- Granting existing tenants a right-of-first-refusal to purchase one of the converted rental units at a 5% discount from market prices;
- For existing tenants residing in the building longer than one year:
  - three months' free rent or lump sum equivalent at the discretion of the tenant (the *BC Residential Tenancy Act* requires a landlord to provide the equivalent of one month's rent);
  - assistance in finding alternative accommodation, which should:
    - be located in Richmond, or in another location at the tenant's discretion and be located in a community with similar amenities;
    - meet the tenant's specific needs (e.g., pet friendly, accessible, close to transit); and
    - not exceed Canada Mortgage and Housing Corporation's (CMHC) average area rents for Richmond.
- Require the submission of a Building Condition Assessment Report, which would reference the life expectancy of the building, the state of repair, general workmanship and degree of compliance with all City bylaws, servicing standards and requirements; and
- Require submission of the views of affected tenants, along with landscaping, parking and other siting elements. These are currently required under the Policy 5012 and would continue to assist Council in making their decision on whether to allow the conversion of rental units to strata.

***Policy Direction #2: Encourage Owners to Maintain Buildings in Good Repair***

Richmond's Rental Premises Standards of Maintenance Bylaw 8159 requires owners to ensure that rental premises conform to minimum livability and comfort standards. The Draft Market Rental Housing Policy proposes an additional policy direction to emphasize the expectation that market rental buildings be kept in good repair and in a safe condition for the benefit of tenants. If repairs or renovations to rental units are required, the Policy would encourage owners to undertake such works while the tenant still lives in the unit or has temporary alternate accommodation. This is intended to help minimize the disruption and displacement of tenants.

When buildings are maintained properly, a long life span can be expected. Bylaw 8159 requires that owners maintain buildings so that livability and comfort are provided. The Draft Market Rental Housing Policy proposes to reinforce the importance of keeping buildings in good condition and provides no incentive for allowing buildings to deteriorate. If a market rental building becomes dilapidated due to a lack of adequate maintenance, this would not be considered a reasonable justification for demolition.

As noted earlier, most landlords in Richmond maintain their buildings in compliance with the requirements of the Rental Premises Standards of Maintenance Bylaw. It is further

acknowledged that most landlords act in good faith when they invest in their rental buildings and that renovations improve the quality of housing for tenants.

### Objective #2: Increase the Supply of Market Rental Housing

While protecting the existing market rental stock is a critical objective of the Draft Market Rental Housing Policy, increasing the supply of new market rental housing is also important. The draft Policy identifies directions and incentives to encourage development of new market rental buildings. Over time, this is anticipated to help meet housing demand in Richmond.

### ***Policy Direction #3: Enhance the Current 1:1 Replacement Policy***

Richmond's current OCP policy calls for a no net loss of rental units and encourages a 1:1 replacement. Under this OCP policy, market rental replacement units would be secured at low-end market rental (LEMR) rates through the registration of a Housing Agreement. The Draft Market Rental Housing Policy proposes to strengthen the existing 1:1 replacement policy to ensure that the base number and type of rental units does not decrease over time. The proposed new measures are as follows:

- Require that the replacement market rental units have the same number of bedrooms, or more, as originally provided;
- Require existing ground-oriented units to be replicated in the new development; and
- Continue to require replacement units to be available at affordable rents (e.g. LEMR rates), but do not require a minimum income level for returning tenants.

Requiring market rental replacement units to be available at LEMR rates would ensure that existing tenants who choose to move back into the redeveloped units have affordable housing in the same location. While existing tenants of market rental buildings would not have to meet the LEMR income levels, new and future tenants would.

It is important to note that this 1:1 replacement policy, with its accompanying requirements, would apply to all market rental buildings, even those that may have existing strata titled tenure but are included in the annual Rental Market Report prepared by CMHC.

### ***Policy Direction #4: Require Family-Sized Market Rental Units***

The City of Richmond seeks to achieve unit sizes that are suitable for families ("family-friendly units") when considering redevelopment proposals. According to the 2016 Census, approximately 63% of the Richmond's renter households are occupied by families (couples with or without children, or a lone parent with at least one child)<sup>5</sup>. When these census families are further

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<sup>5</sup> 'Census family' is defined as a married couple and the children, if any, of either and/or both spouses; a couple living common law and the children, if any, of either and/or both partners; or a lone parent of any marital status with at least one child living in the same dwelling and that child or those children. All members of a particular census family live in the same dwelling. A couple may be of opposite or same sex. Children may be children by birth, marriage, common-law union or adoption regardless of their age or marital status as long as they live in the dwelling and do not have their own married spouse, common-law partner or child living in the dwelling. Grandchildren living with their grandparent(s) but with no parents present also constitute a census family.

investigated, the percentage of renter families with children is reduced to approximately 30 to 40%.

The Draft Market Rental Housing Policy seeks to meet the needs of families with children by requiring a percentage of new market rental units to have two bedrooms or more. (Other families, such as couples without children, would not likely have the same space needs.) The following three options for family-friendly units in new market rental townhouses and apartments are proposed for consultation:

- 4.1 minimum 20% family friendly units (e.g. 15%- 2 bedroom and 5% -3bedroom);  
  
(The above percentages are based on an environmental scan of local municipalities and are consistent with the relatively conservative family-friendly rates proposed as part of the Affordable Housing Strategy update.)
- 4.2 minimum 30% family-friendly units (e.g. 20% - 2 bedroom and 10%- 3bedroom); and
- 4.3 minimum 40% family-friendly units (e.g. 30% -2 bedroom and 10% 3bedroom)

Feedback during consultation will help identify an appropriate requirement for family-sized market rental units that will meet the needs of renter families with children.

#### ***Policy Direction #5: Require Tenant Relocation Plans***

It is recommended that a Tenant Relocation Plan be required where existing market rental units are proposed to be replaced, either through rezoning and redevelopment or strata conversion. The proposed elements of a market rental Tenant Relocation Plan are similar to those required when strata conversion is proposed (at strata conversion, however, LEMR rents would not be required given that rental units would be converted to ownership). The following are proposed to comprise the Tenant Relocation Plan requirements for replacement market rental housing:

- For all existing tenants:
  - a minimum of two months' notice to end the tenancy as required by the BC Residential Tenancy Act;
  - a right-of-first-refusal to return to the new building;
  - Securing the replacement units at the City's established LEMR rates;
    - Returning tenants would not be required to meet income eligibility levels for the new development, but new and future tenants would;
    - Replacement unit tenure and LEMR rates will be secured through a Housing Agreement; and
    - The developer would be required to provide proof to City staff that all existing tenants were offered the right-of-first refusal and LEMR rates.

- For existing tenants residing in the building longer than one year:
  - three months' free rent or lump sum equivalent at the discretion of the tenant (the *BC Residential Tenancy Act* requires a landlord to provide the equivalent of one month's rent);
  - assistance in finding alternative accommodation, which should:
    - be located in Richmond, or in another location at the tenant's discretion and be located in a community with similar amenities;
    - meet the tenant's specific needs (e.g., pet friendly, accessible, close to transit); and
    - not exceed CMHC's average area rents for Richmond.

This proposed tenant relocation package is similar to what is required in New Westminster, Vancouver, Burnaby and Victoria. In some instances, a third-party coordinator is retained by the property owner to manage the tenant relocation process.

As noted earlier, this tenant relocation policy, with its accompanying requirements, would apply to all market rental buildings, even those with strata title tenure that appear on the annual Rental Market Report prepared by CMHC.

***Policy Direction #6: Incentives to Increase the Supply of Market Rental Housing***

Four incentives areas are proposed to increase the supply of market rental housing in Richmond:

6.1 Increase supply through a:

- 6.1.a Density Bonus Incentive (where the market determines take-up);
- 6.1.b Mandatory Requirement (where the City sets targets which must be achieved within current OCP densities); or
- 6.1.c Hybrid Approach (where the City sets targets but an additional density bonus is provided beyond the current OCP densities).

6.2 Reduce parking requirements;

6.3 Provide amenity and fee waivers; and

6.4 Fast track development applications.

Each of the four incentive areas is described in more detail below.

### 6.1 Increase Supply through a Density Bonus Incentive, Mandatory Requirement or Hybrid Approach

To increase the overall supply of market rental housing units in Richmond, three distinct approaches are possible. One approach is to offer a density bonus as an incentive (the proposed density bonus framework is shown in Figure 1). The second approach is to require that market rental units are provided in all new multi-family buildings (subject to compliance with the OCP). The third approach is a hybrid one that combines targets with an additional density bonus incentive. Each of these approaches is described further, with pros and cons of each identified in Figure 2.

#### 6.1.a Density Bonus Incentive (where the market determines take-up)

Density bonus zoning can be an important incentive to encourage more market rental housing development in Richmond. The framework identified in Figure 1 proposes the highest density bonus for sites that provide 100% market rental housing and a smaller density bonus for sites that provide a mix market rental and strata units:

- Density bonus for 100% market rental buildings:
  - 0.20 FAR for ground oriented townhouses and wood frame apartments (inside or outside City Centre); and
  - 0.25 FAR for concrete buildings in City Centre only;
- Density bonus for mixed market rental and strata buildings:
  - 0.10 FAR to be used exclusively for market rental units (city-wide, subject to locational requirements identified in Figure 1).

To be eligible for a market rental density bonus, buildings must meet the locational, consultation and other requirements that are described in Figure 1. The modest scale of the proposed density bonuses is intended to maintain the form of development envisioned in the OCP. This will help ensure that new buildings with market rental units fit within established neighbourhoods.

Economic analysis has shown that these proposed density bonuses, together with the other incentive areas described below, are sufficient to encourage the development of new market rental buildings in Richmond.

Strata residential construction, however, with its higher revenue stream, will likely continue to be more profitable. To make the construction of a 100% market rental building as attractive as a pure residential strata building, the allowable density bonus would have to increase to a point where the form of development would be substantially altered. It could also mean that rather than townhouses, a three to four storey apartment would be required. This could also mean that, rather than a four storey building, a six storey apartment would be required in some parts of the city.

In order for 100% rental projects to generate the same profit margin as condominiums, the density bonus would need to potentially be greater and the form of development may need to be significantly changed. If improvements to the current taxation regimes are implemented by senior government— as are recommended in this report - it is possible that Richmond's proposed modest density bonus would provide developers with the same, or potentially even better profit margins as strata developments.

For buildings that mix market rental and strata units, the proposed 0.10 FAR density bonus is similar to the density bonus provided for low-end market rental units established as part of the Arterial Road Land Use Policy in the Official Community Plan. That policy allows for additional density along arterial roads to be considered if:

- The additional density is used solely for LEMR units secured by a Housing Agreement;
- The units comply with the requirements of the Affordable Housing Strategy related to unit size, tenant eligibility criteria and maximum rental rates; and
- The project complies with Development Guidelines related to form and character.

Some arterial road townhouse projects have provided approximately 15% of the overall density as low-end market rental housing.

The density bonus framework proposed in the Draft Market Rental Housing Policy respects the character of Richmond's existing neighbourhoods and supports the scale of development envisioned in the OCP. The proposed framework will also continue to allow for the accommodation on site of required outdoor amenity space for the use and enjoyment of residents. The relatively modest scale of the proposed density bonus framework, however, may have limited success, particularly in areas such as City Centre where construction costs are higher.

While Richmond's proposed density bonuses and other incentives are intended to encourage more market rental development, action by other levels of government is required if the city's housing demand estimates are to be met.



**Figure 1: Maximum Proposed Density Bonus**

Figure 1: Maximum Proposed Density Bonus			
Tenure	Housing Type	Maximum Density Bonus (above base density)	Requirements and Incentives
100% market rental	Ground-oriented townhouse and wood frame apartment	0.20 FAR	<ul style="list-style-type: none"> <li>Sites are located within City Centre, within Neighbourhood Centres identified in the OCP, or within 400 m of the existing and future Frequent Transit Network (key transit corridors with higher levels of all day demand in both directions)</li> <li>Proposed development demonstrates a good fit for the neighbourhood and compliance with the existing OCP land-use designations and Development Permit Guidelines applicable to the site</li> <li>Family-friendly units (see Policy Direction #4)</li> <li>Provision of Basic Universal Housing features (see Policy Direction #8)</li> <li>Proposed development meets or exceeds the City's sustainability objectives related to building energy and emissions performance</li> <li>Substantial community consultation is undertaken</li> <li>A Housing Agreement is registered on title to secure the market rental tenure in perpetuity. (No restrictions on rents or tenants' incomes – except for replacement units.)</li> <li>Market rental parking rates (see Policy Direction #6.2)</li> <li>Amenity &amp; fee waivers (see Policy Direction #6.3)</li> </ul>
	Concrete high-rise	0.25 FAR	
Mixed market rental and strata	Ground-oriented townhouse, wood frame apartment and concrete high-rise	0.10 FAR to be used solely for market rental units	<ul style="list-style-type: none"> <li>Sites are located within City Centre, within Neighbourhood Centres identified in the OCP, or within 400 m of the existing and future Frequent Transit Network (key transit corridors with higher levels of all day demand in both directions)</li> <li>Proposed development demonstrates a good fit for the neighbourhood and compliance with the existing OCP land-use designations and Development Permit Guidelines applicable to the site</li> <li>Family-friendly units for market rental housing (see Policy Direction #4)</li> <li>Provision of Basic Universal Housing features for market rental units (see Policy Direction #8)</li> <li>Proposed development meets or exceeds the City's sustainability objectives related to building energy and emissions performance</li> <li>Substantial community consultation is undertaken</li> <li>A Housing Agreement is registered on title to secure the market rental tenure in perpetuity. (No restrictions on rents or tenants' incomes except for replacement units.)</li> <li>Market rental units would be required to be retained as a block (e.g. no separate sale allowed) to facilitate management by a non-profit or management company</li> <li>Market rental parking rates (see Policy Direction #6.2)</li> <li>Amenity &amp; fee waivers for market rental units only (see Policy Direction #6.3)</li> </ul>

#### 6.1.b Mandatory Requirement (where the City sets targets which must be achieved within current OCP densities)

A second approach to increasing the amount of market rental housing units in Richmond is to require that all new multi-family residential developments include a proportion of market rental units. Under this approach, the City would set targets and the development would be required to fit within current OCP densities and designations. Economic analysis has demonstrated that a mandatory requirement for market rental units would be feasible without a density bonus. (Incentives related to parking reductions and fee waivers described below, however, would be available). The economic analysis also has shown that the following percentage requirements for market rental units would be viable, even with the recently approved updates to the City's Affordable Housing Strategy:

- 15% market rental units in wood frame townhouses or apartments outside City Centre;
- 10% market rental units in wood frame apartments in City Centre; and
- 5% market rental units in City Centre concrete high rises.

Although shown to be economically viable, requiring market rentals units in new townhouses or apartments may present a number of challenges, such as:

- The potential to generate significant push back from the development community. Note that the change in the Affordable Housing Strategy to increase the proportion of built affordable housing from 5 to 10% was only recently introduced and has already generated some concerns from the development community;
- The relatively low yield of market rental units in some buildings could be harder to manage. (The difficulty of managing small numbers of low-end market rental units was raised repeatedly during the update to the Affordable Housing Strategy). This issue may be lessened, however, by requiring market rental units only in buildings above a certain size (e.g. in apartment buildings that have more than 60 units); and
- New market rental units could be secured through rezoning only. Where properties are developed for multi-family use under existing zoning and with a Development Permit only, market rental units could not be required.

#### 6.1.c Hybrid Approach (where the City sets targets but an additional density bonus is provided beyond the current OCP densities)

The City could adopt a hybrid approach to increasing the supply of market rental units in new multi-family developments. In addition to requiring a certain amount of market rental units (as laid out above), an additional density bonus beyond current OCP densities could be provided. A hybrid approach such as this would address some of the challenges anticipated with a mandatory requirement approach.

Figure 2, below, identifies some of the pros and cons of each of three suggested approaches to increasing the supply of market rental housing in Richmond. Feedback on the approaches will be requested during the stakeholder consultation process.

**Figure 2: Comparison of Three Different Approaches to Increase the Supply of Market Rental Housing in Richmond**

Figure 2: Comparison of Three Different Approaches to Increase the Supply of Market Rental Housing in Richmond		
Approach/Option	Pros	Cons
A. Density Bonus	<ul style="list-style-type: none"> <li>• Likely to be well received by the development community as it does not affect development rights</li> <li>• Consistent with existing approach to secure affordable housing units</li> <li>• Sufficient bonus could result in buildings that offer 100% of units as market rental</li> <li>• Proposed density bonus would maintain form of development envisioned in the City's Official Community Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Could get zero take up (especially in City Centre where construction costs are higher)</li> <li>• Strata development may continue to be more attractive</li> </ul>
B. Mandatory Requirement	<ul style="list-style-type: none"> <li>• Will ensure market rental units are provided in multi-family developments (amount of units to be generated would depend on the specified proportion required)</li> <li>• Maintains form of development envisioned in the City's Official Community Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Could generate significant push back from the development community</li> <li>• New market rental units could only be secured through rezoning (not through Development Permit)</li> <li>• Amount of units generated may be small and difficult to manage</li> </ul>
C. Hybrid	<ul style="list-style-type: none"> <li>• Likely to be better received by the development community (e.g. if an additional density bonus is provided)</li> <li>• Will ensure market rental units are provided in multi-family developments (amount of units to be generated would depend on the specified proportion required)</li> <li>• Depending on the scale of the density bonus provided, could maintain form of development envisioned in the City's Official Community Plan</li> </ul>	<ul style="list-style-type: none"> <li>• New market rental units could only be secured through rezoning (not through Development Permit)</li> <li>• Amount of units generated may be small and difficult to manage</li> </ul>

## 6.2 Reduce Parking Requirements for Market Rental Units

Lower parking requirements are considered one of the primary incentives municipalities may offer to encourage the development of more market rental housing. Structured parking spaces in particular, are expensive to construct and add significantly to development costs. Currently, Section 7 (Parking and Loading) of Richmond Zoning Bylaw 8500 identifies the requirements for off-street parking (motor vehicles and bicycles) and loading spaces for residential, commercial and other land uses. The Bylaw contains a lower parking requirement for affordable



housing compared to market housing (e.g. strata apartments or strata townhouses). There is an opportunity for Richmond to provide a separate parking rate for market rental housing.

The 2012 Apartment Parking Study by Metro Vancouver found that the supply of parking in apartment buildings generally exceeds the demand. The study also found that parking demand is lower for renters than owners. That study, however, did not take into consideration available on-street parking, which can affect on-site parking usage.

As Metro Vancouver is in the early stages of commencing an update of their Apartment Parking Study, a comprehensive parking assessment of rental sites was undertaken in Richmond. The purpose of the Richmond study was to determine if a specific market rental parking rate(s) was warranted, and if so, what the rate(s) would be. The parking study surveyed numerous market rental housing sites in different parts of the city to determine the parking demand. The Richmond study also included a review of the adjacent on-street parking conditions for each rental site as this can affect the utilization of on-site parking. (As part of the report back in 2018 on the Draft Market Rental Housing Policy stakeholder consultation, staff will also report on the findings of the Metro Vancouver updated Apartment Parking Study, should they be available.)

Overall, the Richmond market rental parking study found that the demand for parking was less than the amount of parking provided. Separate and lower parking rates therefore warrant consideration. Figure 3 shows proposed parking rates for market rental housing, as supported by the parking assessment.

**Figure 3: Proposed Market Rental Housing Parking Rates**

<b>Figure 3: Proposed Market Rental Housing Parking Rates</b>			
<b>Market Rental Housing Type</b>	<b>Location of Market Rental Housing</b>	<b>Recommended Parking Rate (spaces per unit)</b>	<b>Current Multi-Family Parking Rate (as of June 2017)</b>
Apartment	City Centre Zone 1	0.8	1.0
	City Centre Zone 2	1.0	1.2
	City Centre Zone 3	1.2	1.4
	Outside City Centre	1.2	1.5
Townhouse	City Centre Zone 1	0.9	1.0
	City Centre Zone 2	1.1	1.2
	City Centre Zone 3	1.3	1.4
	Outside City Centre	1.8	2.0

The City Centre is divided into three zones (see Attachment 7) for the purpose of determining parking requirements, with Zone 1 being the closest area to the Canada Line and Zone 3 the farthest.

As shown in Figure 3, the parking study proposes separate parking requirements for rental apartments and townhouses with rates dependent on location. The results of the study support lower parking rates for market rental housing in City Centre, close to the Canada Line. This

recognizes the higher transit use in this area. A higher parking rate is proposed for market rental housing in other parts of the city.

It should be noted that no change in visitors' parking requirements are proposed. This should help avoid issues related to spillover of visitor parking onto nearby residential roads. If endorsed by Council, staff will seek feedback on the proposed parking rates through the stakeholder consultation process.

### 6.3 Provide Amenity and Fee Waivers to Incentivize New Market Rental Housing

In addition to the parking reductions recommended above, waiving specific amenity and fee contributions are proposed to incentivize the creation of new market rental housing in Richmond. These proposed waivers include:

- Waiving the affordable housing requirements for replacement and new market rental housing. Both the requirement to build affordable housing units and to provide cash-in-lieu (where applicable) would be waived for the market rental units only. This financial incentive acknowledges the significant community benefit provided by replacement and new market rental housing.
- Waiving the public art contribution rate (\$0.83 per square foot) and the community planning contribution rate (\$0.25 per square foot in City Centre and Broadmoor and \$0.07 per square foot in West Cambie) for replacement and new market rental housing. This is consistent with the City's current practice to waive these fees for affordable housing developments.

The above exemptions would not apply to areas of the city that have specific affordable and rental housing requirements.

Regarding the January 19, 2016 referral from Planning Committee, Richmond's OCP establishes a minimum amount of outdoor amenity space for multiple family developments of more than three units. No change to this requirement is proposed as part of the Draft Market Rental Housing Policy. Outdoor amenity space provides important benefits to residents, including a place for children to play, and should continue to be required in new developments, regardless of tenure.

### 6.4 Fast Track Development Applications for Market Rental Housing

Applications related to the redevelopment of sites with 100% market rental units are proposed to be expedited. Applications for rezoning, development permit (DP) and building permit will be fast tracked at no extra fast tracking cost and assigned to a staff member who will prioritize the project ahead of in-stream market housing applications.

Staff estimate that fast tracking will reduce processing times to get a rezoning application to Public Hearing by a minimum of two to four months. An expedited development permit process for 100% market rental projects is expected to reduce the processing time required to present a development permit to the Development Permit Panel for review also by approximately two to four months. Staff further estimate that an expedited building permit process will save

approximately one to one and a half months. Together, processing times may be reduced from approximately five to nine and half months for expedited 100% market rental projects if the applications are submitted sequentially. If the applications are run concurrently process times would be further reduced.

Treating 100% market rental projects as a priority will help reduce carrying costs for developers while also facilitating the construction of new housing units.

***Policy Direction #7: Increase the Supply of Secondary Suites in Townhouses and Apartments through an Incentives-Based Approach or a Mandatory Requirement Approach***

Council's referral of April 10, 2017 directed staff to develop a policy on secondary suites in multi-family developments. A first action was to amend the city's townhouse zones to permit secondary suites. Richmond's Zoning Bylaw does not currently permit secondary suites within apartment units. Several municipalities around Metro Vancouver, however, have allowed smaller suites, sometimes referred to as "lock-off" suites, in apartment buildings. These units are typically accessed through a separate entrance from the hallway, as well as through an internal entry from the main unit. While amending the townhouse zones has removed a barrier to increasing the stock of rental housing in Richmond, allowing suites in apartments could also help advance this objective.

Two different approaches may be pursued to increase the supply of suites in townhouses or apartments. One approach is to provide incentives and the other is to make the provision of suites mandatory.

7.1 Incentives-Based Approach

This approach to increasing the supply of market rental suites in townhouses and apartments would entail offering specific incentives. The proposed parking reductions and fee waivers are described below:

- Parking for secondary suites:
  - Townhouses:
    - Non-Arterial Road: Not required;
    - Arterial Road: An additional parking space would be required unless the dwelling unit has two dedicated side-by-side (non-tandem) arranged parking spaces
  - Apartments:
    - City Centre: Not required;
    - Outside City Centre, Non-Arterial Road: Not required;
    - Outside City Centre, Arterial Road: An additional parking space would be required unless the dwelling unit has two dedicated (non-tandem) arranged parking spaces

- Waive the affordable housing cash-in-lieu (based on square footage) and built requirements for the secondary suite area only. (The remainder of the unit would be required to make the applicable affordable housing contributions);
- Waive the public art and community planning contribution rates for the secondary suite area only. (The remainder of the unit would be required to make the applicable public art and community planning contributions).

## 7.2 Mandatory Approach

Under a mandatory approach, all new townhouse and apartment developments would be required to provide secondary suites. This would set a clear expectation and as such, may lead to a higher number of secondary suites in multi-family developments, when compared to a voluntary, incentives- based approach. It may be reasonable, however, to prescribe minimum and maximum percentages of townhouse or apartment units that are permitted to contain secondary suites. This would help to minimize any negative impacts on multi-family neighbourhoods. The following parameters are proposed:

- Require a minimum of 10% of townhouse or apartment units to contain secondary suites; and
- Allow a maximum of 50% of townhouse or apartment units to contain suites.

Regardless of which approach is pursued, a more robust set of provisions regulating suites in townhouses and apartments may be warranted. The following provisions are proposed to apply to both the incentives-based and mandatory approach:

- Establish a minimum secondary suite size of 25 m<sup>2</sup> in townhouses and 20m<sup>2</sup> in apartments to ensure the livability of the suites;
- Prescribing a maximum cap of 50% of units that may contain suites;
- Require a separate parking space for the secondary suite only in townhouse and apartment developments on arterial roads where the parent unit does not have a minimum of two (non-tandem) parking spaces;
- Where secondary suites are provided in an apartment building, allow flexibility in meeting family friendly requirements (e.g. require fewer units with two or more bedrooms); and
- Require a legal agreement to prohibit stratification of the secondary suite. The owner of the parent strata unit would own the suite as well.

During the consultation process for the Draft Market Rental Housing Policy, other elements related to secondary suites in multi-family developments may also be considered. These may include establishing:

- a maximum secondary suite size;
- a requirement for a connecting door from the suite to the parent unit;
- the tenure of the parent unit (e.g. should secondary suites be required in market rental, strata and affordable housing units?); and
- the size of the parent unit (e.g. should secondary suites be required in all unit sizes, or only larger ones?)

Figure 4 identifies some of the pros and cons of each approach to increasing the supply of secondary suites in townhouses and apartments. Feedback on both approaches will be requested during the stakeholder consultation process. Subject to further consultation, and Council direction, amendments to the Zoning Bylaw and the OCP would be required to implement either an incentives-based or mandatory requirement approach to allowing secondary suites in townhouses and apartments.

**Figure 4: Comparison of Two Approaches to Increase the Supply of Secondary Suites in Townhouses or Apartments**

Figure 4: Comparison of Two Approaches to Increase the Supply of Secondary Suites in Townhouses or Apartments		
Approach	Pros	Cons
1. Incentives-Based	<ul style="list-style-type: none"> <li>• Allows marketplace to test and adapt to new housing type (e.g. given that the demand for, and the implications of suites in multi-family units, have not been fully tested)</li> <li>• May result in some secondary suites being provided in multi-family developments</li> </ul>	<ul style="list-style-type: none"> <li>• Amount of secondary suites provided may be small</li> <li>• May need additional incentives to differentiate voluntary provision of suites from mandatory provision</li> <li>• No guarantee that suites will be rented</li> </ul>
2. Mandatory Requirement	<ul style="list-style-type: none"> <li>• Will result in secondary suites being provided in all new multi-family developments</li> </ul>	<ul style="list-style-type: none"> <li>• Could generate push back from the development community</li> <li>• Uncertain demand &amp; limited experience in the region with suites in multi-family developments</li> <li>• No guarantee that suites will be rented</li> </ul>



***Policy Direction #8: Encourage Accessible Market Rental Units***

Richmond Zoning Bylaw 8500 currently allows a floor area exemption of 1.86 m<sup>2</sup> (20 ft<sup>2</sup>) for townhouse or apartment units that incorporate all of the Basic Universal Housing (BUH) features described in the Zoning Bylaw. BUH features identified in the Zoning Bylaw include wider doorways, easy to grasp handles and sufficient space in bedrooms to accommodate wheelchairs. These features facilitate universal access and use of the dwelling, particularly for people with physical disabilities.

Through the Draft Market Rental Housing Policy, developers of new market rental units would be encouraged to incorporate BUH features in all units. To be eligible for a density bonus, the provision of BUH features would be mandatory. These features help accommodate the needs of Richmond's aging population and support broader accessibility to and within rental housing units.

**Incentives Not Endorsed at this Time**

A number of potential incentives for new market rental housing were considered but are not endorsed for consultation at this time.

***Development Cost Charges (DCC) Waivers or Reductions***

A guiding principle of DCCs is that infrastructure costs should be paid by those who will use and benefit from the installation of such systems. Waiving or reducing DCCs for market rental housing would mean the cost of such housing would not be equitably born by all users.

In May 2017, Richmond Council adopted new DCC rates. The new rates seek to ensure that the infrastructure required to support anticipated growth is available. Economic analysis conducted during development of the Draft Market Rental Housing Policy indicated that the new DCC rates would not impact the viability of market rental housing. Waiving or reducing DCCs for market rental housing are not recommended at this time.

***Property Tax Reductions or Exemptions***

Rental buildings generally have lower assessed values than buildings with other forms of tenure. This generally means that total taxes paid will be lower. Notwithstanding the above, if market rental buildings were taxed at a lower rate, or exempted from paying property taxes, the costs needed to provide services to a growing population would need to be transferred to other taxpayers.

***Development and Building Permit Fee Reductions***

Richmond's development and building permit fees are determined on a cost recovery basis and are competitive with other municipalities in the region. While reducing these fees for market rental housing projects is not recommended, expedited processing is proposed.

Attachment 8 identifies various market rental housing scenarios and applicable requirements and incentives that are proposed in the Draft Market Rental Housing Policy.

### **Proposed Consultation**

Feedback on the proposed market rental housing directions set out in this report is critical to ensuring that they are appropriate to Richmond and implementable. Staff have heard from several parties interested in building market rental units in the city. To date, discussions have been general in nature. It is recommended that staff be directed to consult with relevant stakeholders and interested residents in order to more fully explore the preliminary directions outlined in this report. Such consultation would be done prior to Council considering a revised Market Rental Housing Policy and any associated OCP and Bylaw amendments.

Building on the format used for Affordable Housing Strategy Update consultation, staff propose to convene facilitated workshops on the Draft Market Rental Housing Policy outlined in this report. The workshops would take place in early 2018. The stakeholders proposed to be consulted include:

- members of the development community (e.g., Urban Development Institute, Small Builders' Group);
- housing and not-for-profit sectors (e.g., Community Land Trust, Metro Vancouver, Greater Vancouver Housing Corporation, Richmond Centre for Disability, Richmond School District);
- market rental building owners and managers in Richmond;
- Landlord BC, an industry resource and advocacy group for the rental housing industry across the province; and
- interested members of the public.

Let's Talk Richmond.ca and other social media will also be used to encourage discussion from the public on the Draft Market Rental Housing Policy. At completion of the public engagement period, a report will be forwarded to Council which summarizes the consultation findings and any proposed revisions to the policy. This is expected to be done in the second quarter of 2018.

Staff propose that, after stakeholder consultation, a revised Market Rental Housing Policy be included in the OCP and that Council Policy 5012, "Strata Title Conversion Applications – Residential" (Attachment 2) be rescinded and also incorporated into the proposed OCP market rental housing policies.

If authorized by Council, staff will continue to refine the consultation approach and update Council of any changes.

**Financial Impact**

Staff are forecasting that implementation of a new Draft Market Rental Housing Policy will require additional staffing resources. As the policy moves forward, further detail on the anticipated level of additional resources will be brought forward for Council's consideration.

**Conclusion**

Richmond's existing market rental supply is an important component of the city's housing continuum. However, demand for market rental housing outpaces the supply. New measures are required to incentivize the creation of additional market rental housing. This will help meet the needs of Richmond residents and families and contribute to a healthy and livable community. The Draft Market Rental Housing Policy identifies recommendations that will both protect the city's existing stock of market rental housing and encourage new market rental housing.



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Att. 1: Glossary of Housing Types

Att. 2: Existing Council Policy 5012, "Strata Title Conversion Applications – Residential"  
(1987)

Att. 3: Low-End Market Rental (LEMR) Rates

Att. 4: Summary of Rental Housing Initiatives by Government and Related Agencies

Att. 5: Rental Housing in Richmond

Att. 6: Indicators of Need for Market Rental Housing

Att. 7: City Centre Parking Zones

Att. 8: Market Rental Scenarios and Proposed Policy Requirements and Incentives

**ATTACHMENT 1:**  
**Glossary of Housing Types**


Housing Type	Description/Policy Mechanism
Market rental housing <i>– focus of Draft Market Rental Housing Policy</i>	<ul style="list-style-type: none"> <li>Market-based rental housing provided by the private sector and rented at prevailing market rates.</li> <li>May also be referred to as “purpose-built market rental” which indicates that the units were built with the intention of being rented at prevailing market rents.</li> <li>May also be referred to as “secured market rental housing”, which indicates that the rental tenure has been secured through a legal agreement for a specified period of time or in perpetuity.</li> <li>Richmond’s market rental housing consists of 3,372 units (this does not include co-ops that are currently rented at market rates).</li> </ul>
Primary rental market	<ul style="list-style-type: none"> <li>Approximately 18% of renter households in Richmond find rental accommodation in the “primary rental market”.</li> <li>“Primary rental market” includes units that were purposely built to be rented at prevailing market rates. These may include townhouses and apartments.</li> <li>Units in this market do not include subsidized rental housing or rented condominiums.</li> <li>Units or buildings in this market may have one or more owners and managed by a management company.</li> </ul>
Secondary rental market	<ul style="list-style-type: none"> <li>Approximately 80% of renter households in Richmond find rental accommodation in the “secondary rental market”.</li> <li>“Secondary rental market” includes rented condominiums, single family houses, secondary suites, coach houses and subsidized rental housing.</li> <li>Units in this market are not secured by legal agreement and are available for rent at the discretion of the owner.</li> <li>Such units may also be provided by a non-profit organization or housing agency. In these cases, the rental tenure and rates may be secured by a legal agreement.</li> </ul>
Low-end market rental (LEMR)	<ul style="list-style-type: none"> <li>Rental units secured through inclusionary housing approaches. Targets low to moderate income households with rents set at below market rates.</li> <li>This may include units secured through Richmond’s LEMR program in the City’s Affordable Housing Strategy, or through separate programs such as the West Cambie Alexandra Neighbourhood’s policy for modest rent controlled rental units.</li> </ul>
Low-end market rental housing (LEMR) program in Richmond’s Affordable Housing Strategy	<ul style="list-style-type: none"> <li>Affordable housing units targeted at low to moderate income households earning \$34,650-58,050 and secured through the City’s inclusionary housing policy.</li> <li>Maximum rents based on 10% below Canada Mortgage and Housing Corporation’s (CMHC) average annual market rents.</li> <li>Richmond has secured 423 LEMR units through rezoning as of April 2017.</li> </ul>
Non-market, social housing	<ul style="list-style-type: none"> <li>Housing funded by senior government and managed by non-profit groups.</li> <li>Provides affordable rental units for households requiring deep subsidies. (Maximum rents typically 25% below CMHC’s average annual market rents.)</li> <li>May also be referred to as “subsidized rental housing” or “below-market rental housing”.</li> </ul>



Housing Type	Description/Policy Mechanism
Co-operative housing	<ul style="list-style-type: none"> <li>• Non-profit housing with a form of shared ownership which provides homes to its members who purchase a share and pay a monthly housing charge.</li> <li>• Established under the <u>Co-op Act</u>. Most non-profit housing co-ops receive money from the government (federal or provincial) to help house some low-income members. The housing charge for these units is adjusted to the household's income. This is often referred to as "rent-geared-to-income" or "RGI" or a subsidized housing charge. The subsidy makes up the difference between what the member pays and the co-op's normal housing charge.</li> </ul>
Entry level homeownership	<ul style="list-style-type: none"> <li>• Modest housing units that are affordable for first-time homebuyers.</li> <li>• One of three priority areas in the 2007 Richmond Affordable Housing Strategy.</li> <li>• Also referred to as "affordable homeownership".</li> </ul>
Congregate Housing	<ul style="list-style-type: none"> <li>• Housing where each individuals or family has a private bedroom but shares facilities, including a kitchen/dining room and living quarters with other residents. Congregate care is usually used when referring to seniors housing with a component of care. This type of housing is typically not included in a municipal housing continuum and is licenced through a health authority</li> </ul>
<b>Seniors' Housing</b>	
Supportive Housing	<ul style="list-style-type: none"> <li>• Generally includes at least one meal a day, emergency response system, housekeeping and social and recreational opportunities. This housing option is usually private (not subsidized), though there are a few subsidized supportive housing units available through BC Housing's Seniors Supported Housing (SSH) program</li> </ul>
Assisted Living	<ul style="list-style-type: none"> <li>• Housing for older adults; includes meal services, emergency response system, housekeeping, social and recreational opportunities with additional assistance with personal activities such as bathing or taking medications. Assisted Living is available with or without subsidies. Public assisted living facilities are operated by the local health authority (for example Vancouver Coastal Health), require a health assessment for admittance, and generally cost 70% of income.</li> </ul>
Residential Care	<ul style="list-style-type: none"> <li>• Residential Care provides care and supervision for individuals who can no longer manage in their own homes. Residential Care is available with or without subsidies.</li> </ul>

**ATTACHMENT 2:**

**Existing Council Policy 5012, "Strata Title Conversion Applications – Residential" (1987)**

	<b>City of Richmond</b>	<b>Policy Manual</b>
Page 1 of 1	Adopted by Council: May 25/87	<b>POLICY 5012</b>
File Ref: 4105-00	<b>STRATA TITLE CONVERSION APPLICATIONS - RESIDENTIAL</b>	
<p><b>POLICY 5012:</b></p> <p>It is Council policy that:</p> <p>The following matters shall be considered before deciding on any residential strata title or cooperative conversion applications involving three or more dwelling units:</p> <ol style="list-style-type: none"> <li>1. The impact a proposed conversion will have on the stock of rental housing in Richmond. If rental vacancy rates are low (under 2%) and the number of affected units is significant (a dozen or more), then Council should consider refusing the application until vacancy rates have risen again.</li> <li>2. The written proposals by the owner/developer for the accommodation or relocation of tenants. The application should be refused if undue hardship would result.</li> <li>3. The written views of the affected tenants, both in favour and not in favour. This should be taken into account in evaluating the previous two criteria.</li> </ol> <p style="padding-left: 40px;">A standard form prepared by Urban Development Division staff can be used to solicit tenant views.</p> <ol style="list-style-type: none"> <li>4. A written report in an acceptable form from a registered architect, engineer, or any other qualified person, that the building is of a reasonable quality for its age, including reference to the state of repair, general workmanship and measure of compliance with relevant City Bylaws.</li> <li>5. Any proposals for open space, landscaping, common facilities, off-street parking and loading spaces.</li> <li>6. Any other conditions that might be appropriate to the specific circumstances. Where additional conditions are imposed by Council, approval shall not be granted until they are met.</li> </ol> <p>All applications for strata title and cooperative conversion will be expected to comply with all City Bylaws and servicing standards/requirements.</p> <p style="margin-top: 20px;">(Urban Development Division)</p> <p style="margin-top: 20px;">113685</p>		



### ATTACHMENT 3: Low-End Market Rental (LEMR) Rates

Low-end market rental (LEMR) units are rental units secured through inclusionary zoning and targets low to moderate income households with rents set at below market rates. Council recently increased the LEMR rates and income thresholds, as well as the two bedroom unit size, as part of the City's Affordable Housing Strategy (AHS) Update. Figure 1 below indicates the new LEMR rates per unit type, unit size and eligible tenant annual income.

**Figure 1: Richmond Low End Market Rental (LEMR) Rates per Unit Type, Unit Size & Eligible Tenant Annual Income**

Richmond Low End Market Rental (LEMR) Rates per Unit Type, Unit Size & Eligible Tenant Annual Income			
Unit Type	Minimum Unit Sizes	Maximum Monthly Rent*	Total Household Annual Income <sup>1</sup> *
Bachelor	37 m <sup>2</sup> (400 ft <sup>2</sup> )	\$811	\$34,650 or less
One bedroom	50 m <sup>2</sup> (535 ft <sup>2</sup> )	\$975	\$38,250 or less
Two bedroom	69 m <sup>2</sup> (741 ft <sup>2</sup> )	\$1,218	\$46,800 or less
Three bedroom	91 m <sup>2</sup> (980 ft <sup>2</sup> )	\$1,480	\$58,050 or less
Notes: *Denotes 2017 amounts adopted by Council on July 24, 2017. <sup>1</sup> Subject to Council approval, household income may be increased annually by the Consumer Price Index.			

Council has also adopted LEMR rates for the West Cambie Alexandra Neighbourhood Mixed Use Employment- Residential area which are outside of the City's Affordable Housing Strategy. These are referred to as Modest Rental Rates. The rates, shown in Figure 2 below, indicate the maximum monthly rental rates which are less than the AHS rental rates.

**Figure 2: Modest Rental Rates for West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Area**

Modest Rental Rates for West Cambie Alexandra Neighbourhood Mixed Use Employment – Residential Area		
Unit Type	Maximum Monthly Rent (May be reviewed periodically)	Total Household Annual Income (May be reviewed periodically)
Bachelor	\$700	\$34,000 or less
One bedroom	\$750	\$38,000 or less
Two bedroom	\$1,100	\$46,500 or less
Three bedroom	\$1,400	\$57,500 or less

**ATTACHMENT 4:**

**Summary of Rental Housing Initiatives by Government and Related Agencies**

Federal Government

- **Canada Mortgage and Housing Corporation (CMHC):**  
When CMHC was created in 1946, it focussed on housing returning war veterans and administering the (then) National Housing Act. Later, CMHC facilitated federal-provincial public housing projects and commenced providing mortgage loan insurance. CMHC's key mandates continue to include mortgage loan insurance (e.g. for buyers who have less than 20% down payment), policy and research (e.g. annual Rental Market Report) and affordable housing (e.g. administers approximately 20% of existing social housing in Canada).
- **National Housing Strategy (NHS):**  
In 2012, the Federal Government adopted a priority resolution calling for the development of a comprehensive National Housing Strategy (NHS). The purpose of the strategy was to create a national housing action plan that would produce affordable, safe housing for Canadians at all income levels. The plan would also include tax measures to support the development of market rental housing.

Managed by CMHC, the consultation process for the new National Housing Strategy took place in 2016. Richmond staff participated in the NHS' "Let's Talk Housing" survey and commented on the need for more market rental housing, more family friendly housing and more operating funding for non-market and subsidized housing.

In November 2016, CMHC released its summary report on the NHS consultation. The key themes heard from across the country were: 1) helping those in greatest need; 2) better housing outcomes for indigenous peoples; 3) eliminating homelessness; and 4) making housing more affordable.

The National Housing Strategy is expected to be released later in 2017.

Provincial Government

- **BC Housing:**
  - BC Housing is a provincial Crown Corporation that provides assistance to renters and emergency and subsidized housing for low income families and the disabled. It develops, manages and administers a wide range of subsidized housing options across BC. It provides favourable financing options for non-profit and affordable housing groups to develop or re-develop properties for affordable, rental housing (e.g. Kiwanis). Through the Provincial Investment in Affordable Housing (PIAH) program, BC Housing has committed \$255 million to create 2,000 affordable rental housing units over 5 years. BC Housing also licenses residential builders and conducts research.



- **Residential Tenancy Act:**  
Landlord tenant relations are a provincial responsibility. The *Residential Tenancy Act* (RTA) sets out the rights and responsibilities for landlords and tenants in a tenancy situation. These include minimum notification periods to end tenancies and maximum allowable rent increases for tenants. Landlords, for example, may only increase rent once in a 12 month period. In 2017, the maximum allowable rent increase in BC was set at 3.7%.
- The new BC Provincial Government committed to several rental housing related initiatives during the 2017 election campaign. These included:
  - building 114,000 rental, social, co-op and owner-purchase homes over 10 years;
  - a \$400 annual rebate to renters; and
  - amendments to the Residential Tenancy Act to prohibit fixed-term leases and to provide fair treatment for tenants during renovations and demolitions.

Recent budget announcements in September 2017 focussed on the following specific areas:

- \$208 million over four years for 1,700 new units of affordable rental housing for low and moderate income renters, seniors and adults with developmental disabilities or mental health challenges; and
- \$7 million to reduce waiting times and to establish a new compliance unit for the Residential Tenancy Branch.

### Metro Vancouver

- The Metro Vancouver Housing Corporation (MVHC) owns and operates close to 50 sites that provide market rental and subsidized rental housing for more than 10,000 people in the Lower Mainland. For subsidized units, rent is directly based on the tenant's income and is usually set at 30% of the gross monthly household income. The MVHC operates nine projects in Richmond. These projects include townhouses and apartments and were all built between 1984 and 2005. The Metro Vancouver Housing Corporation is currently proposing to redevelop one site in Vancouver. The 83-unit Heather Place project, built in 1983, will be redeveloped with 230 units. Construction is expected to commence in early 2018 with occupancy in late 2019.
- The Metro Vancouver Regional District formulates housing policy that affects its member municipalities. This includes:
  - Metro Vancouver 2040 Shaping Our Future (2011). The Regional Growth Strategy contains a specific strategy to provide diverse and affordable housing choices. Metro Vancouver also assists municipalities in developing Housing Action Plans.
  - Regional Affordable Housing Strategy (RAHS, 2016). The RAHS includes 10 year housing demand estimates by municipality (2016-2026) for both ownership and rental units. The ten year demand estimate for all rental units in Richmond is 3,200 units (Figure 1). The demand for market rental units is 1,200 units

(moderate, above moderate and high income categories). On an annual basis, 120 market rental units per year would be required in Richmond to meet these demand estimates.

**Figure 1: Ten Year Rental Housing Demand, Richmond, 2016-2026**

Ten Year Rental Housing Demand, Richmond (2016-2026)	
Income Level	Number of Units
Very Low	1,300
Low Income	700
Moderate Income	600
Above Moderate	300
High Income	300
<b>Total</b>	<b>3,200</b>
Source: Metro Vancouver, 2016. Regional Affordable Housing Strategy	

Metro Vancouver also advocates to senior government for incentives to stimulate private rental supply, conducts research and collects and analyzes data to support rental and municipal housing policy. Relevant recent research includes:

- *What Works: Municipal Measures for Sustaining and Expanding the Supply of Purpose-Built Rental Housing* (2016);
- *Metro Vancouver's Rental Inventory and Risk Analysis* (2012), and
- *Apartment Parking Study* (2012 with update in progress).

#### Other Actors

- A Community Land Trust is a community-based organization that acquires land, removes it from the private market and leases it to non-profit housing providers for affordable housing purposes. The Richmond Affordable Housing Strategy Update (Policy #8) recommends a feasibility study on establishing a locally based community land trust in Richmond.
- Vancity Credit Union provides favourable financing for affordable and rental housing projects. It also coaches socially minded organizations to develop or redevelop land through the "Impact Real Estate" program.

## ATTACHMENT 5: Rental Housing in Richmond

In 2016, there were 18,910 renter households in Richmond (2016 Census).

### Primary Rental Market

Only about 20% of renter households in Richmond found rental accommodation in the primary rental market (Metro Vancouver Housing Data Booklet, 2010). The primary rental market is comprised of townhouses and apartments that were built with the intention to be rented out at prevailing market rents.

### Secondary Rental Market

Approximately 80% of Richmond's renter households find rental accommodation in the secondary rental market, which is comprised of rented condominiums or suites, as well as non-market social housing. Units in the secondary rental market may be privately-owned and rented out or provided by a housing agency or non-profit organization.

- Currently, Richmond's total stock of market rental housing is approximately 3,372 apartment and townhouse units in 76 buildings.<sup>6</sup> The majority of the city's market rental housing was constructed before 1990. Newer rental buildings have been constructed in City Centre (110 replacement market rental units) and Broadmoor (68 units).
- The most recent market rental units developed in Richmond (e.g. 144 units at The Gardens) were secured through development on a voluntary basis or negotiated during the rezoning process. Housing Agreements were registered on title to secure these rental units in perpetuity.
- Figure 2 provides an estimate of the number of rental housing units in both the primary and secondary rental markets in Richmond. Protecting and augmenting the rental stock in both markets are important to meeting the needs of renter households in Richmond.

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<sup>6</sup> Each year, CMHC conducts a survey of market rental units in urban areas. According to the CMHC's 2016 Rental Market Report, there were 3,477 units of purpose built market rental townhouses and apartments in Richmond. This survey, however, includes co-ops that are rented at market rates. If co-op units are removed (271 units), and other newly constructed market rental units added (e.g. 166 units), Richmond's total purpose built market rental stock is 3,372 units in 76 buildings.

**Figure 2: Estimate of All Rental Housing Units in Richmond**

Estimate of All Rental Housing Units in Richmond		
Market	Housing Type	Number of Units <sup>1</sup>
Primary Rental Market	Market Rental Housing Units	3,372
	<b>Subtotal Primary Rental Market</b>	<b>3,372</b>
Secondary Rental Market	Rented Private Condominiums (Apartments and Townhouses)	4,223 <sup>2</sup>
	Secondary Suites and Coach Houses	2,600 <sup>3</sup>
	Non-Market, Social Housing	2,165 <sup>4</sup>
	Co-operative Housing Units	979
	<b>Subtotal Secondary Rental Market</b>	<b>9,967</b>
	<b>Total Estimate of All Rental Housing Units</b>	<b>13,339<sup>5</sup></b>
Notes/Sources:		
<ol style="list-style-type: none"> <li>1. All numbers are estimates based on best data available.</li> <li>2. Metro Vancouver Housing Data Book, updated to 2017.</li> <li>3. Metro Vancouver Housing Data Book, updated to 2017 (note there is the potential for additional unrecorded units such as unauthorized suites).</li> <li>4. Includes housing units owned/managed by BC Housing, Metro Vancouver Housing Corporation and other non-profit housing providers).</li> <li>5. Due to different data sources and dates and the potential for unrecorded units, the total number of units does not fully correlate to the estimated number of renter households (18,910 in Richmond according to the 2016 Census).</li> </ol>		

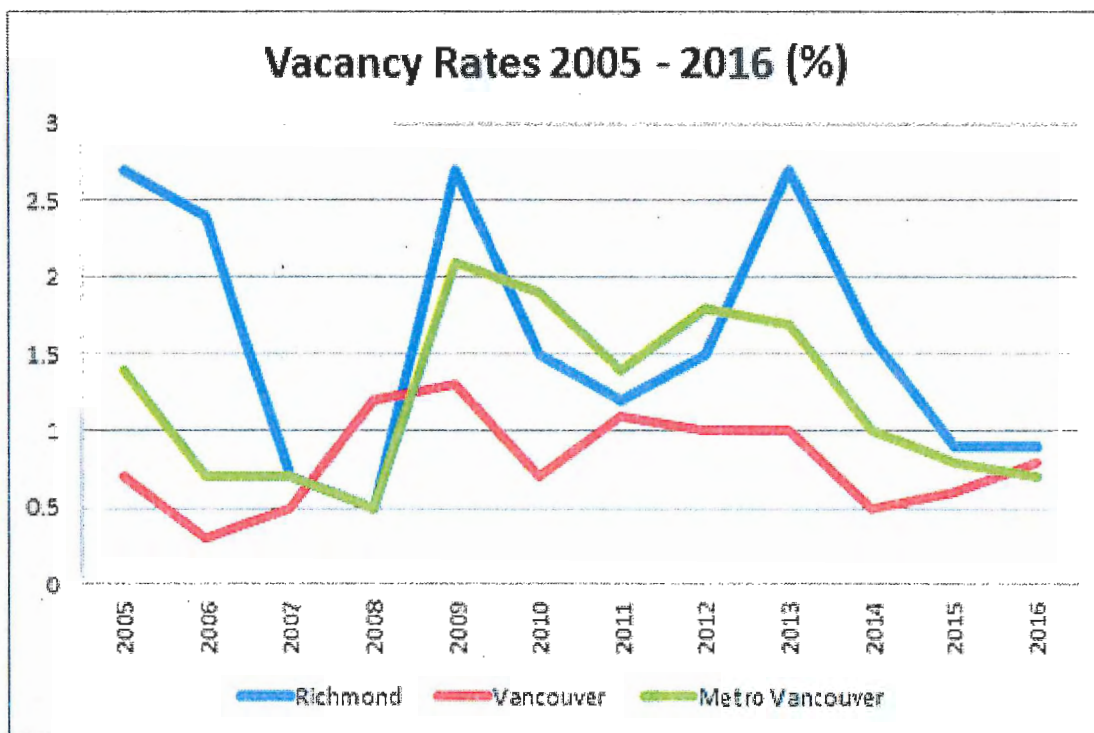
## ATTACHMENT 6: Indicators of Need for Market Rental Housing

### Persistently Low Vacancy Rates

In 2016, the overall rental vacancy rate in Richmond was 0.9%. This is an average decrease of 25% in vacancy since 2011. (The vacancy rates for one bedroom apartments in 2016 was slightly higher at 1.4%.) According to the most recent CMHC Rental Market Report (Fall 2016), the average vacancy rate for purpose-built apartments in Canada was 3.7%, a rate that many housing professionals believe to be a healthy rental market.

Figure 1 provides a summary of how vacancy rates have changed in Richmond from 2007 to 2016 with comparisons to Vancouver and Metro Vancouver.

**Figure 1: Vacancy Rates in Richmond, Vancouver and Metro Vancouver, 2007-2016**



### Increasing Average Rents

Between 2011 and 2016, the average rents for all sizes of purpose built rental units in Richmond have increased by 12.4%; the largest increase (24%) was for three bedroom units. Figure 2 displays the increase in rent for all unit types in Richmond from 2011 – 2016. The average rents, for all rented units in Richmond, are slightly lower than the Metro Vancouver average. However, rents throughout the region have been increasing at approximately the same rate since 2013. As rents may change any time, it is important to retain the existing rental housing stock and to increase the supply.



**Figure 2: Richmond Monthly Average Market Rents, by Unit Type, 2011-2016**

Richmond Monthly Average Market Rents, by Unit Type, 2011-2016				
Year	Bachelor	1 Bedroom	2 Bedroom	3 Bedroom +
2011	736	905	1,278	1,325
2012	749	947	1,365	1,417
2013	796	953	1,177	1,508
2014	808	994	1,198	1,327
2015	843	1,025	1,296	1,596
2016	901	1,083	1,353	1,644
% Change	22.4	19.7	5.9	24
Source: CMHC, 2011 – 2016 Rental Market Surveys				

### The Growing Income Gap

In 2011<sup>7</sup>, the median annual income in Richmond was as follows:

- \$42,483 for renter households;
- \$66,661 for owner households (57% higher than the median annual renter household income); and
- \$60,479 for all Richmond households.<sup>8</sup>

While all household incomes increased between 2006 and 2011, renter household median incomes increased at a lower rate than other Richmond households:

- 9% increase in the median annual income of renter households between 2006 and 2011;
- 12% increase in the median annual income of owner households between 2006 and 2011; and
- 13% increase in the median annual income of all households between 2006 and 2011.

Despite having similar living costs, renters' incomes, on average in Richmond, are much lower than owners'.

Figure 3 identifies the minimum annual income needed by a Richmond household in order for the household to spend 30% or less of its annual income on an average priced rental unit.

<sup>7</sup> Metro Vancouver, based on 2011 Census.

<sup>8</sup> Median annual income for all Richmond households from the 2016 Census was \$65,241. Income by tenure at the municipal level will not be available until approximately late 2017.

**Figure 3: Annual Income Necessary to Rent in Richmond, by Unit Type**

Annual Income Necessary to Rent in Richmond, by Unit Type				
Housing Type	3+ Bedroom	2 Bedroom	1 Bedroom	Bachelor
Average Monthly Rent	\$1,644	\$1,353	\$1,083	\$901
Annual Income Necessary to Rent with 30% Gross Debt Service Ratio (GDS) (GDS = annual housing costs/gross household income)	\$65,760	\$54,120	\$43,320	\$36,040
Source: Metro Vancouver, 2016. Housing Data Booklet & Community Social Development 2017				

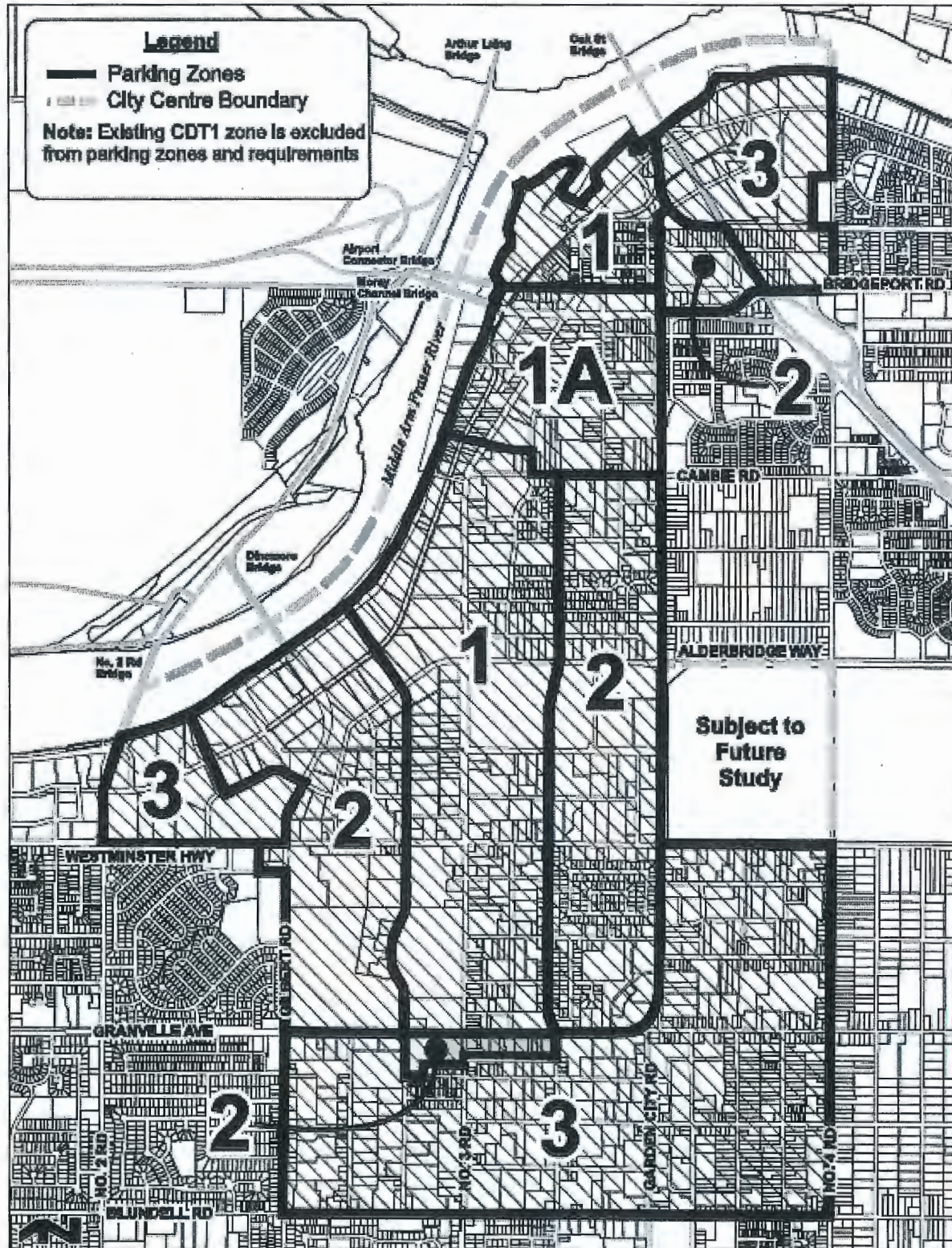
To affordably rent an average one-bedroom in Richmond, households would need to earn \$43,320 annually. Figure 4 highlights the top five occupations in Richmond (by number of employees) for individuals who live and rent in the city. Of these, only employees in professional, scientific & technical services appear to earn enough compensation to affordably rent a one bedroom apartment in Richmond (assuming 30% of annual income spent on shelter).

**Figure 4: Top Occupations for Richmond Renter Households and Average Salaries**

Top Occupations for Richmond Renter Households and Average Salaries		
Occupation	Number of Renter Households Employed	Average Individual Income
Restaurant and Hospitality	2,980	\$21,655
Retail	1,985	\$28,332
Professional, Scientific & Technical Services	1,575	\$45,601
Healthcare & Social Services	1,515	\$37,140
Transportation & Warehousing	1,445	\$37,354
Source: BC Non-Profit Housing Authority (BCNPHA) Rental Housing Index, 2014		



# ATTACHMENT 7: City Centre Parking Zones





**ATTACHMENT 8:**  
**Market Rental Scenarios and Proposed Policy Requirements and Incentives**

Scenario	Proposed Policy Requirements and Incentives
<p>1. Demolition and Replacement of Existing Market Rental Units and Rezoning to Allow Additional Market Rental Units</p>	<ul style="list-style-type: none"> <li>• Require site to be maintained for rental only</li> <li>• Require a Building Condition Assessment Report (to demonstrate need for demolition)</li> <li>• Require a Tenant Relocation Plan which would include:               <ul style="list-style-type: none"> <li>◦ Consultation with tenants</li> <li>◦ Right of First Refusal for existing tenants to move back in to new units</li> <li>◦ Financial and relocation assistance for tenants residing longer than one year which would include 3 months' free rent or lump sum equivalent at the discretion of the tenant</li> </ul> </li> <li>• Require 1:1 Replacement of existing units with:               <ul style="list-style-type: none"> <li>◦ Same number of bedrooms and ground orientation (units may be different sizes)</li> <li>◦ Low-End Market Rental (LEMUR) rates (existing tenants do not have to meet income thresholds)</li> <li>◦ Housing Agreement to secure Low-End Market Rental (LEMUR) rates for replacement units</li> </ul> </li> <li>• New (non-replacement) units:               <ul style="list-style-type: none"> <li>◦ Require market rental tenure</li> <li>◦ Require a minimum % of units to be family friendly (e.g., 2+BR)</li> </ul> </li> <li>• Allow a maximum density bonus:               <ul style="list-style-type: none"> <li>◦ 0.20 FAR for ground oriented townhouses and wood-frame apartments</li> <li>◦ 0.25 FAR for concrete high-rise apartments</li> <li>◦ Subject to locational requirements, DP compliance, consultation, etc. (see Figure 1 in report)</li> </ul> </li> <li>• Utilize proposed new market rental parking rates (see Figure 3 in report)</li> <li>• Waive built affordable housing or cash-in-lieu requirements for new market rental units only</li> <li>• Waive public art and community planning contribution costs for market rental units only</li> </ul>
<p>2. Rezone to Build 100% New Market Rental (no existing market rental on site)</p>	<ul style="list-style-type: none"> <li>• <b>A: Density Bonus Incentive Approach</b> <ul style="list-style-type: none"> <li>◦ Allow a maximum density bonus:                   <ul style="list-style-type: none"> <li>▪ 0.20 FAR for ground oriented townhouses and wood-frame apartments</li> <li>▪ 0.25 FAR for concrete high-rise apartments</li> </ul> </li> <li>▪ Subject to locational requirements, demonstrated fit with neighbourhood, compliance with OCP land-use designations and DP guidelines applicable to the site, consultation, etc. (see Figure 1 in report)</li> </ul> </li> <li>◦ Require a Housing Agreement to secure rental tenure in perpetuity</li> <li>◦ Require family friendly units (e.g. a minimum % of units to be 2+BR)</li> <li>◦ Waive built affordable housing or cash-in-lieu requirements – No Low-End Market Rental (LEMUR) requirement</li> <li>◦ Waive public art and community planning contribution costs</li> <li>◦ Utilize proposed new market rental parking rates (see Figure 3 in report)</li> </ul>

Scenario	Proposed Policy Requirements and Incentives
<p>3. Rezone to Build a Mix of Market Rental and Strata Units</p>	<ul style="list-style-type: none"> <li>• <b>A: Density Bonus Incentive Approach</b> <ul style="list-style-type: none"> <li>○ Allow a maximum 0.10 FAR density bonus - to be used solely for market rental units - for ground oriented townhouses, wood-frame apartments, concrete high-rise apartments</li> <li>○ Subject to locational requirements, demonstrated fit with neighbourhood, compliance with OCP land-use designations and DP guidelines applicable to the site, consultation, etc. (see Figure 1 in report)</li> <li>○ Maintain market rental units as a block (no separate sale)</li> <li>○ Require a Housing Agreement to secure rental tenure in perpetuity</li> <li>○ Require family friendly units (e.g. a minimum % of units to be 2+BR) for market rental units</li> <li>○ Waive public art and community planning contribution costs for market rental units only</li> <li>○ Waive built affordable housing or cash-in-lieu requirements for market rental units only – No Low-End Market Rental (LEMR) requirement for new market rental units</li> <li>○ Utilize proposed new market rental parking rates for market rental only (See Figure 3 in report)</li> </ul> </li> <li>• <b>B: Mandatory Requirement Approach</b> <ul style="list-style-type: none"> <li>○ Require a percentage of market rental units in all new residential developments (no additional density beyond current OCP provided):               <ul style="list-style-type: none"> <li>▪ 15% market rental units in wood frame townhouses or apartments outside City Centre</li> <li>▪ 10% market rental units in wood frame apartments in City Centre</li> <li>▪ 5% market rental units in City Centre concrete high rises</li> </ul> </li> <li>○ Maintain market rental units as a block (no separate sale)</li> <li>○ Require a Housing Agreement to secure rental tenure in perpetuity</li> <li>○ Require family friendly units (e.g. a minimum % of units to be 2+BR) for market rental units</li> <li>○ Waive public art and community planning contribution costs for market rental units only</li> <li>○ Waive built affordable housing or cash-in-lieu requirements for market rental units only – No Low-End Market Rental (LEMR) requirement for new market rental units</li> <li>○ Utilize proposed new market rental parking rates for market rental only (See Figure 3 in report)</li> </ul> </li> <li>• <b>C: Hybrid Approach</b> <ul style="list-style-type: none"> <li>○ Require a percentage of market rental units in all new residential developments with an additional density bonus beyond current OCP (amount of bonus to be determined):               <ul style="list-style-type: none"> <li>▪ 15% market rental units in wood frame townhouses or apartments outside City Centre</li> <li>▪ 10% market rental units in wood frame apartments in City Centre</li> <li>▪ 5% market rental units in City Centre concrete high rises</li> </ul> </li> <li>○ Maintain market rental units as a block (no separate sale)</li> <li>○ Require a Housing Agreement to secure rental tenure in perpetuity</li> <li>○ Require family friendly units (e.g. a minimum % of units to be 2+BR) for market rental units</li> <li>○ Waive public art and community planning contribution costs for market rental units only</li> </ul> </li> </ul>



Scenario	Proposed Policy Requirements and Incentives
<p>4. Secondary Suites in Townhouses or Apartments</p>	<ul style="list-style-type: none"> <li>○ Waive built affordable housing or cash-in-lieu requirements for market rental units only – No Low-End Market Rental (LEMR) requirement for new market rental units</li> <li>○ Utilize proposed new market rental parking rates for market rental only (See Figure 3 in report)</li> </ul> <p><u>Secondary Suites</u></p> <ul style="list-style-type: none"> <li>• <b>A: Incentives Based Approach</b> <ul style="list-style-type: none"> <li>○ Establish a minimum secondary suite size of 25 m<sup>2</sup> in townhouses and 20m<sup>2</sup> in apartments</li> <li>○ Allow a maximum of 50% of townhouse or apartment units to contain secondary suites</li> <li>○ Where secondary suites are provided in an apartment building, consider lowering the family friendly requirements (e.g. allow a lower % of 2 BR and 3 BR units)- to be determined in consultation with the developer</li> <li>○ Parking: <ul style="list-style-type: none"> <li>▪ Townhouses: an additional parking space only required on Arterial Roads, unless the dwelling unit has two dedicated side-by-side (non-tandem) arranged parking spaces</li> </ul> </li> <li>○ Parking: <ul style="list-style-type: none"> <li>▪ Apartments: an additional parking space only required outside City Centre on Arterial Roads, unless the dwelling unit has two dedicated (non-tandem) arranged parking spaces</li> </ul> </li> <li>○ Waive affordable housing cash-in-lieu and built requirements for the secondary suite area only (Strata units would continue to be required to make affordable housing contributions)</li> <li>○ Waive public art and community planning contribution rates for the market rental suite area only</li> <li>○ Secondary suite may not be strata-titled</li> </ul> </li> <li>• <b>B: Mandatory Approach</b> <ul style="list-style-type: none"> <li>○ Prescribe a minimum percentage of secondary suites required in all townhouses and apartments</li> <li>○ Require a minimum of 10% and a maximum of 50% of townhouse and apartment units to contain secondary suites</li> <li>○ Establish a minimum secondary suite size of 25 m<sup>2</sup> in townhouses and 20m<sup>2</sup> in apartments</li> <li>○ Where secondary suites are required in an apartment building, consider lowering the family friendly requirements (e.g. allow a lower % of 2 BR and 3 BR units)- to be determined in consultation with the developer</li> <li>○ Parking: <ul style="list-style-type: none"> <li>▪ Townhouses: an additional parking space only required on Arterial Roads, unless the dwelling unit has two dedicated side-by-side (non-tandem) arranged parking spaces</li> </ul> </li> <li>○ Parking: <ul style="list-style-type: none"> <li>▪ Apartments: an additional parking space only required outside City Centre on Arterial Roads, unless the dwelling unit has two dedicated (non-tandem) arranged parking spaces</li> </ul> </li> <li>○ Waive affordable housing cash-in-lieu and built requirements for the secondary suite area only (Strata units would continue to be required to make affordable housing contributions)</li> </ul> </li> </ul>

Proposed Policy Requirements and Incentives	
Scenario	
5. Strata Conversion of Market Rental Units	<ul style="list-style-type: none"> <li>○ Waive public art and community planning contribution rates for the market rental suite area only</li> <li>○ Secondary suite may not be strata-titled</li> <li>• Vacancy rates must be more than 4% and the number of affected units 4 or more</li> <li>• Written views of tenants required</li> <li>• Building Condition Assessment Report (building life expectancy, compliance with City bylaws, etc.)</li> <li>• Right of First Refusal for existing tenants to purchase strata units at a 5% discount to market prices</li> <li>• Financial and relocation assistance for tenants residing longer than one year</li> <li>• Provision of open space, landscaping, common facilities, off-street parking and loading spaces</li> </ul>



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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.

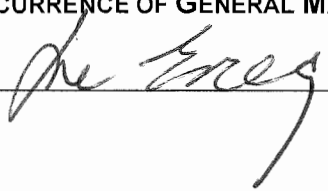

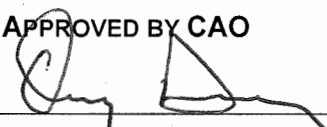


Victor Wei, P. Eng.  
Director, Transportation  
(604-276-4131)



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 / 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 (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 (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 (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 (Enhanced Pedestrian Realm on North Side Only)	<ul style="list-style-type: none"> <li>Improved pedestrian realm (26%)</li> <li>Maintain on-street parking (18%)</li> <li>Consider directional bike lanes/paths (7%)</li> <li>Consider closing Bayview Street to vehicle traffic (5%)</li> <li>Addition of benches and landscaping (4%)</li> </ul>	<ul style="list-style-type: none"> <li>Improved pedestrian realm as existing sidewalk is wide enough (11%)</li> <li>Addition of benches and landscaping (10%)</li> <li>Maintaining existing parking spaces (10%)</li> </ul>
Option 2 (Enhanced Pedestrian Realm on North & South Sides)	<ul style="list-style-type: none"> <li>Improved pedestrian realms (18%)</li> <li>Maintain on-street parking (10%)</li> <li>Addition of benches and landscaping (6%)</li> <li>Consider closing Bayview Street to vehicle traffic (3%)</li> </ul>	<ul style="list-style-type: none"> <li>Loss of on-street parking (10%)</li> <li>Improved pedestrian realm as existing sidewalk on south side is wide enough (9%)</li> <li>Widen pedestrian realm on north side only (3%)</li> </ul>
Option 3 (Enhanced Pedestrian Realm on North & South Sides plus Bikeway)	<ul style="list-style-type: none"> <li>Cycling facilities (28%)</li> <li>Improved pedestrian realms (28%)</li> <li>Consider directional bike lanes/paths (7%)</li> <li>Maintain on-street parking (6%)</li> </ul>	<ul style="list-style-type: none"> <li>Cycling facilities (15%)</li> <li>Improved pedestrian realm as existing sidewalk widths are sufficient (7%)</li> <li>Loss of on-street parking (6%)</li> </ul>

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

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

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

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

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

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

## 2. Steveston Interurban Tram

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

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

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

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

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

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

### **Consultation**

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

**Table 4 – OCP Public Consultation Summary**

<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 (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as they are not affected.
TransLink	No referral necessary, as they are not affected.
Port Authorities (Port Metro Vancouver and Steveston Harbour Authority)	No referral necessary, as they are not affected.
Vancouver Airport Authority (VAA) (Federal Government Agency)	No referral necessary, as they are not affected.
Richmond Coastal Health Authority	No referral necessary, as they are not affected.
Community Groups and Neighbours	Community Groups (e.g., Group of 20/20, Steveston Harbour Authority) and Neighbours will have the opportunity to comment regarding the proposed OCP amendment (and proposed Zoning Bylaws) at Planning Committee, Council and at a Public Hearing.
All Relevant Federal and Provincial Government Agencies	No referral necessary, as they are not affected.

### **Financial Impact**

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

### **Conclusion**

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

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

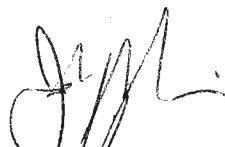
It is recommended that Bylaw 9775 be introduced and given first reading.



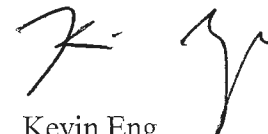
Joan Caravan  
Transportation Planner  
(604-276-4035)



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.

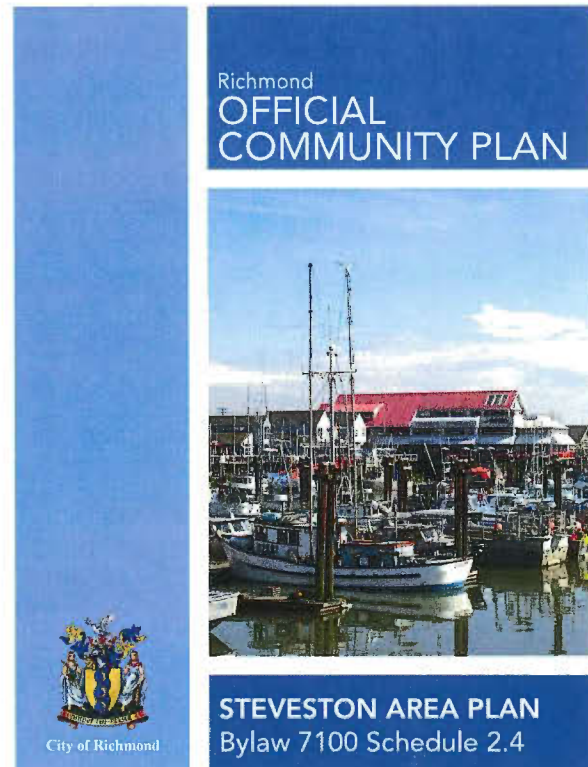
### Today's Open House is an opportunity to:

- ☒ 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.

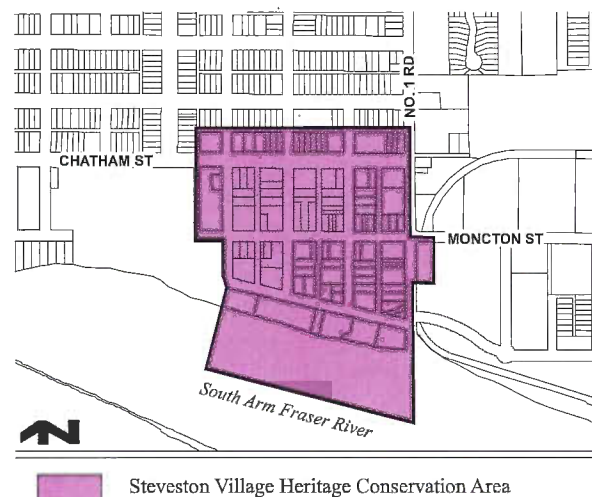
Changes to buildings, structures, landscaping and land in Steveston Village are managed through a Heritage Conservation Area (HCA) and a Development Permit Area (DPA).

### 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.

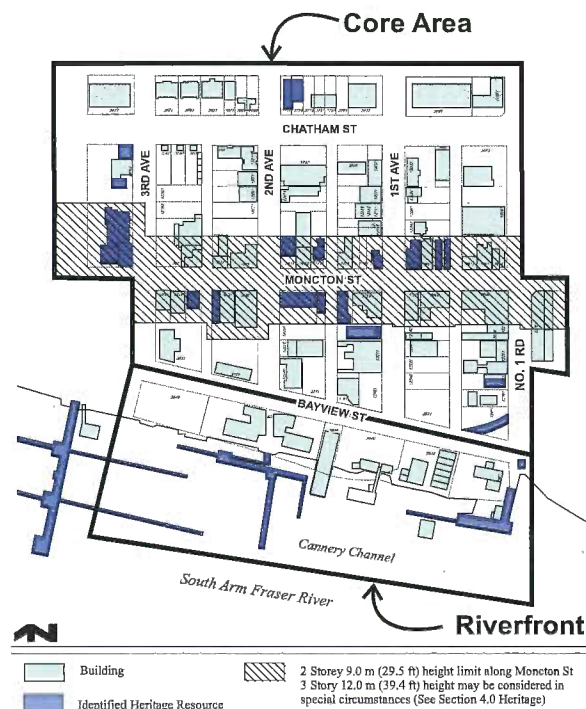
The DPA has two sub-areas:

- 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.

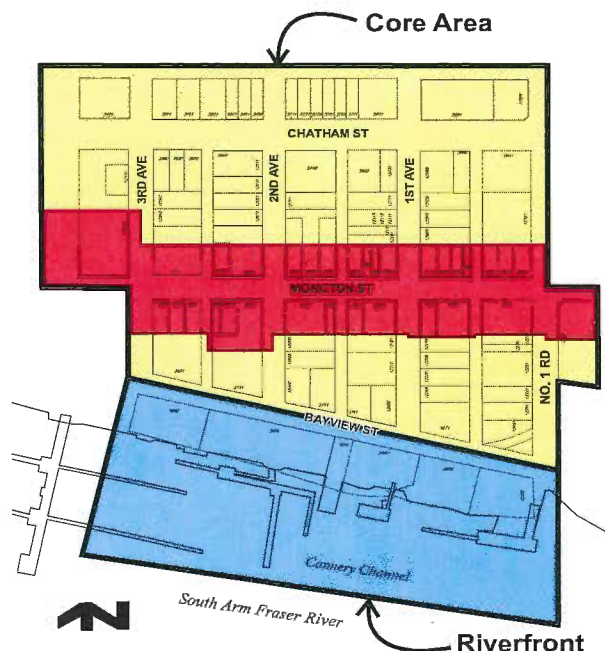
### Bayview Street (north side)

**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\***

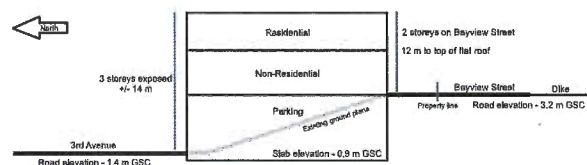
 **Add comments here**

## 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**

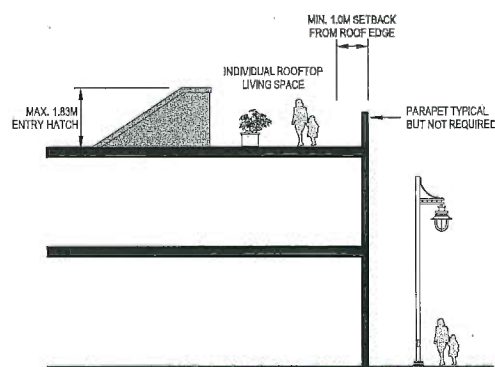


### Have Your Say

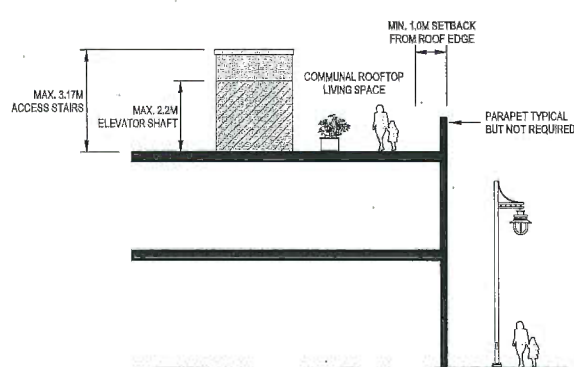
Tell us what you support.

- 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**



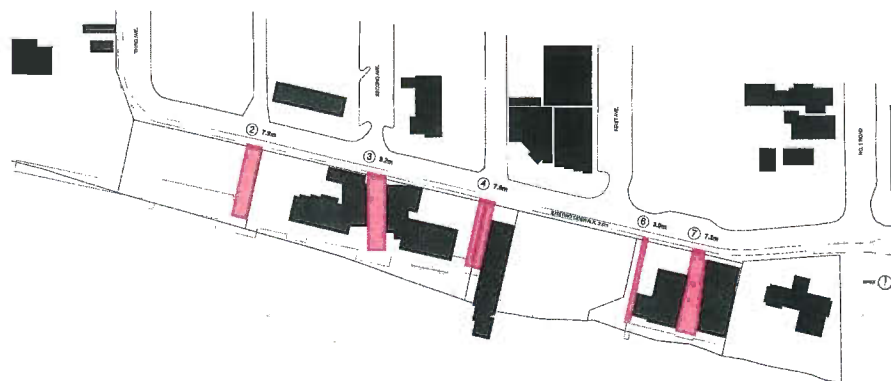
### Roofs types on Bayview Street (south)

#### 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**



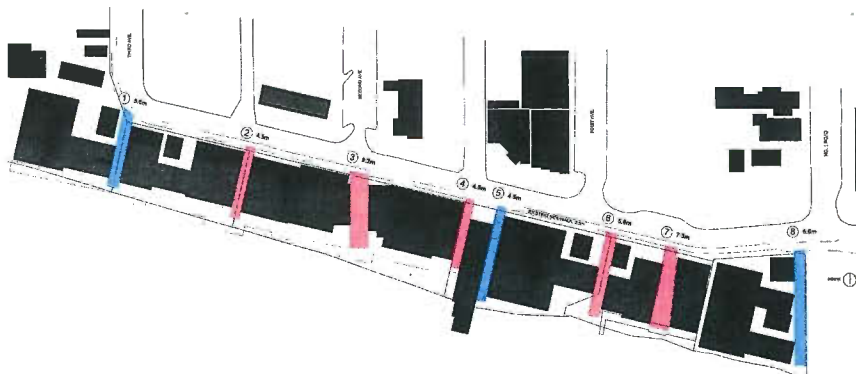
### Building sizes on Bayview St. (south)

#### 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**



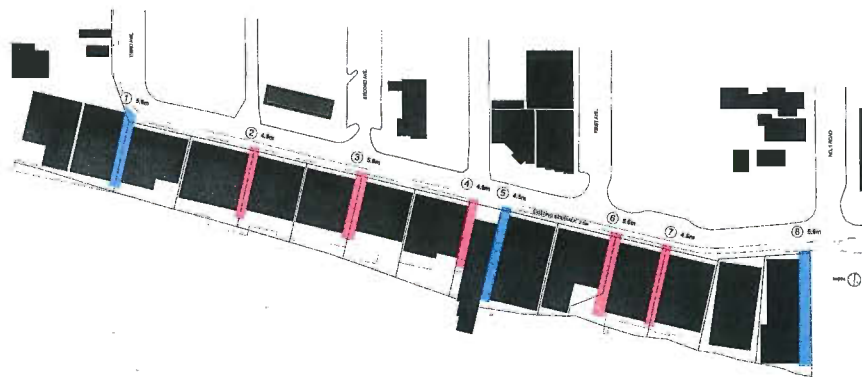
### Building sizes on Bayview St. (south)

#### 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

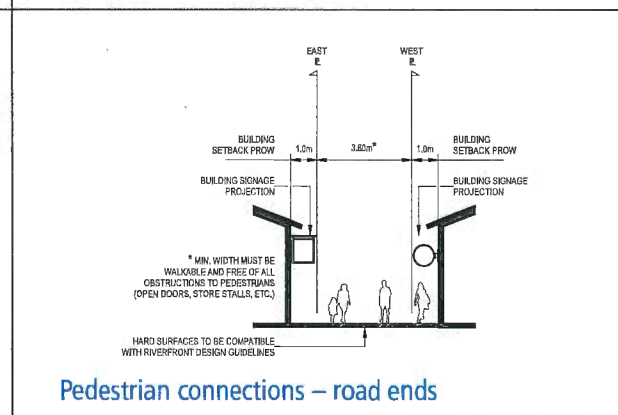
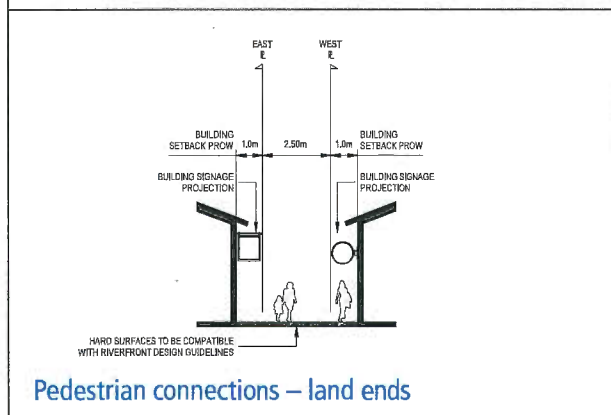
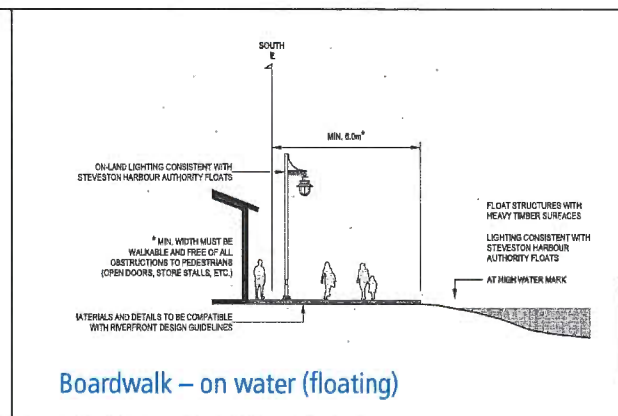
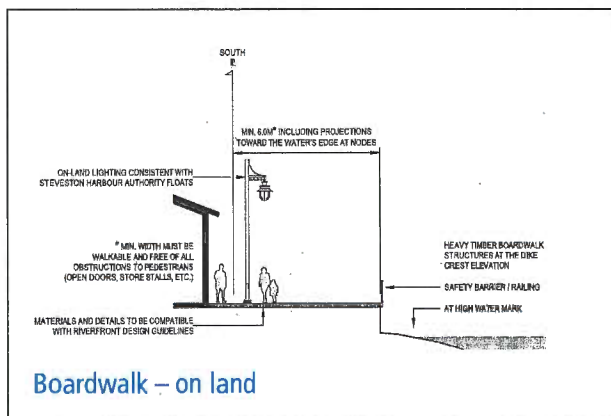
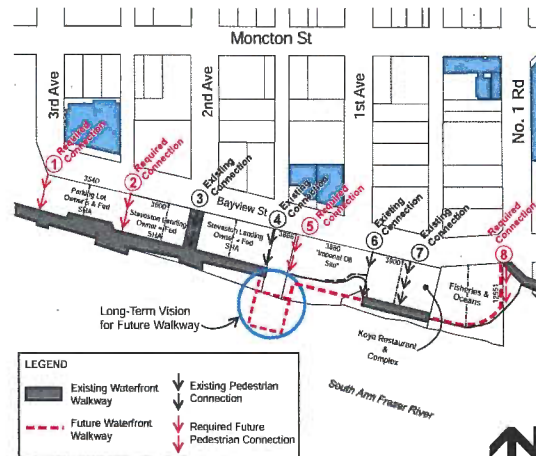
- Option 1:** No City policy (no change).
- Option 2:** Developer contributions to be required through the rezoning and development permit application process. **\*staff recommendation\***

#### 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 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"**

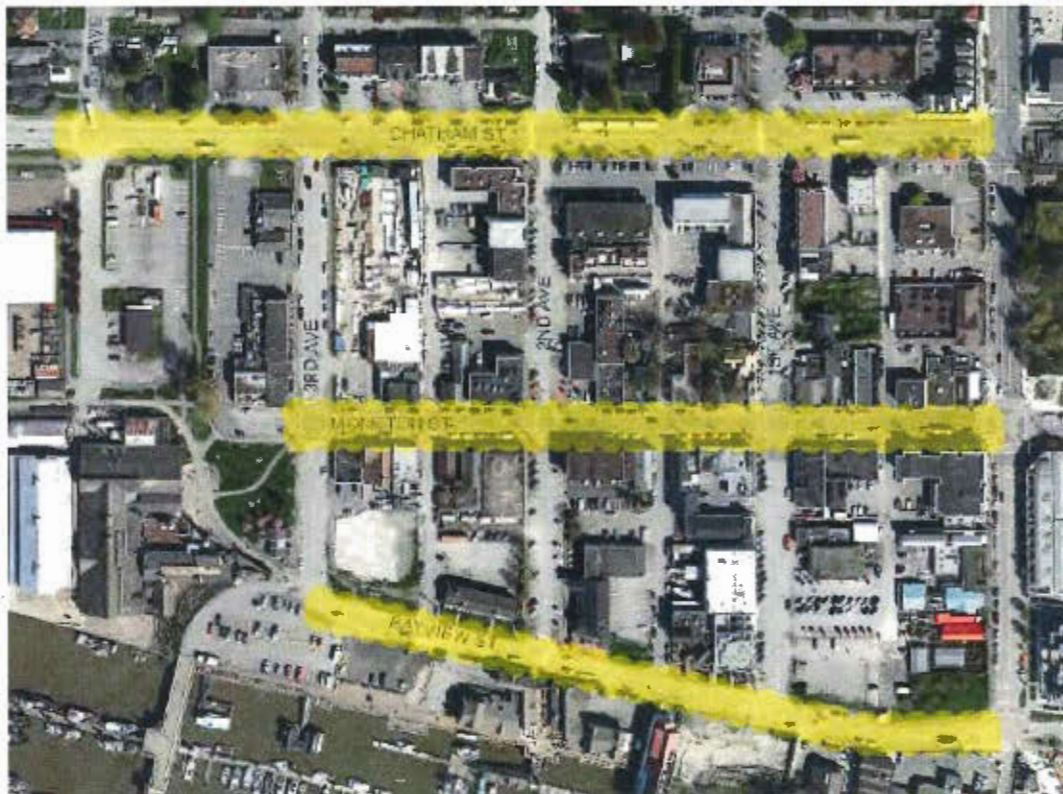
The elements of a street including the road, adjoining buildings, sidewalk and open spaces, street furniture, trees, and other elements that combine to form the street character.

**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)

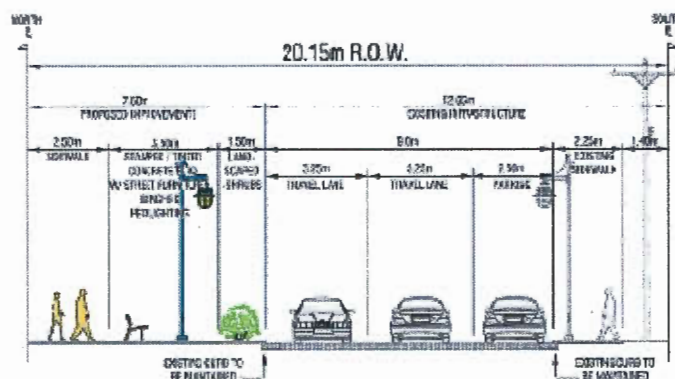


## Pros

- 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

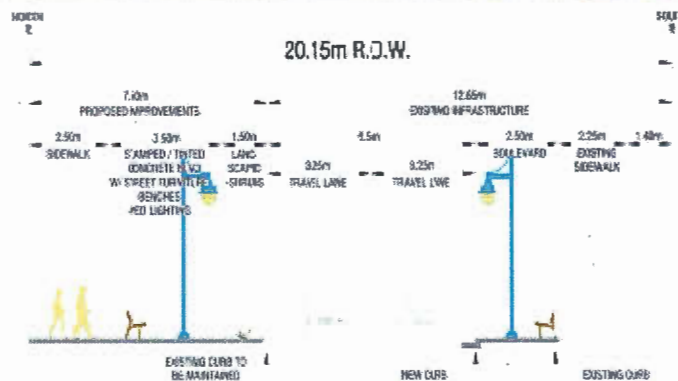
- Removal of on-street parking on south side
- No cycling facilities versus Option 3

## 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

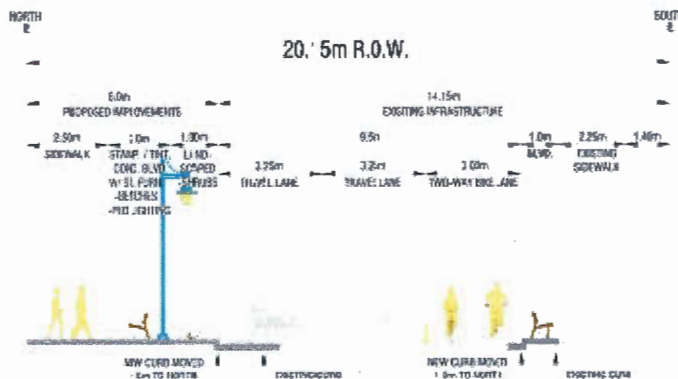


## Pros

- 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

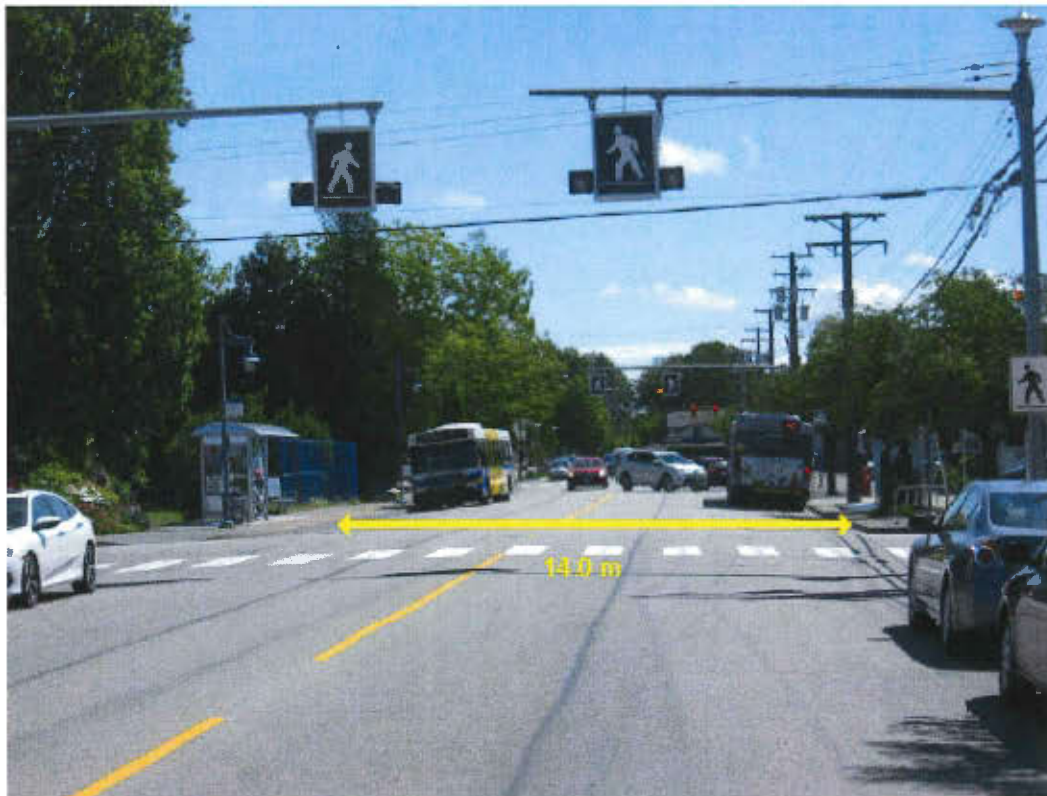
## CHATHAM STREET

### 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

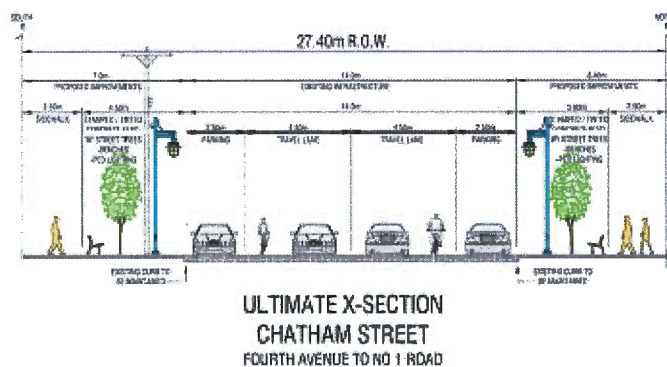


## Pros

- 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.





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

## CHATHAM STREET

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

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



## Pros

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

## Cons

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



## Estimated Cost

\$3,200,000

## Potential Funding Source

Roads Development Cost Charges Program

## Question 6:

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

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

## Question 7:

I prefer the following streetscape vision for Chatham St

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

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



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

## MONCTON STREET

### Existing Conditions

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



Aerial View of Moncton Street



Street View of Moncton Street Looking East at 2nd Avenue

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





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

## MONCTON STREET

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

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



#### Pros

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

#### Cons

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

#### Estimated Cost

\$1,100,000

#### Potential Funding Source

Roads Development Cost Charges Program

#### Question 8:

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

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

#### Question 9:

I prefer the following streetscape vision for Moncton St:

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

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





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

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

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

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

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

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





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).

### 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.

- 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: \_\_\_\_\_

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## Design Guidelines for Exterior Cladding and Window Treatments

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## Design Guidelines for Rooftop Structures

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

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

*Which option do you support?*

- ☐ 1: No changes to existing design guidelines.

**Staff Recommendation**

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

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

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

*Which option do you support?*

- ☐ 1: No changes to existing design guidelines.

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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



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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## Design Vision for the Riverfront Precinct

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

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

*Which option do you support?*

**Staff Recommendation**

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

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

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

*Which option do you support?*

- ☐ 1: No changes to existing design guidelines.

**Staff Recommendation**

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

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

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

*Which option do you support?*

**Staff Recommendation**

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

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

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

*Which option do you support?*

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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## On-Site Parking Requirements

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

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

*Which option do you support?*

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

**Staff Recommendation**

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

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

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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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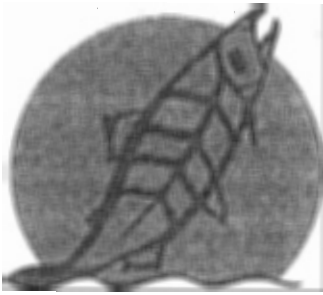
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**9. I prefer the following streetscape vision for Moncton Street:**☐ Status Quo☐ Option 1☐ Don't Know/Unsure☐ Other (please specify) \_\_\_\_\_**10. I heard about this public engagement opportunity via (check all that apply):**☐ Newspaper ad (Richmond 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

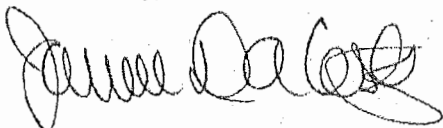
Upon consultation with the Department of Fisheries and Oceans, Small Craft Harbours (SCH) we have several additional concerns that were not discussed at the meeting:

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.

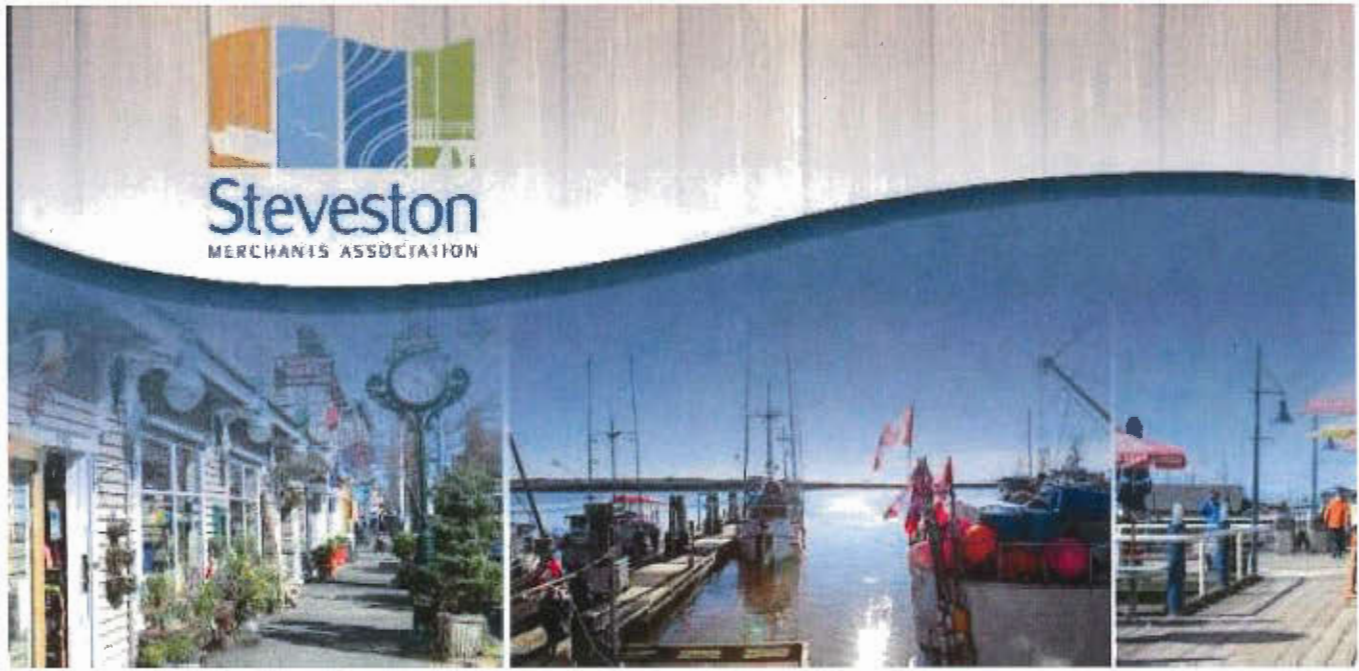
If you have any questions please feel free to contact me at 604-272-5539 or via email at [jaime@stevestonharbour.com](mailto:jaime@stevestonharbour.com).

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 Response(s)	Response 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,

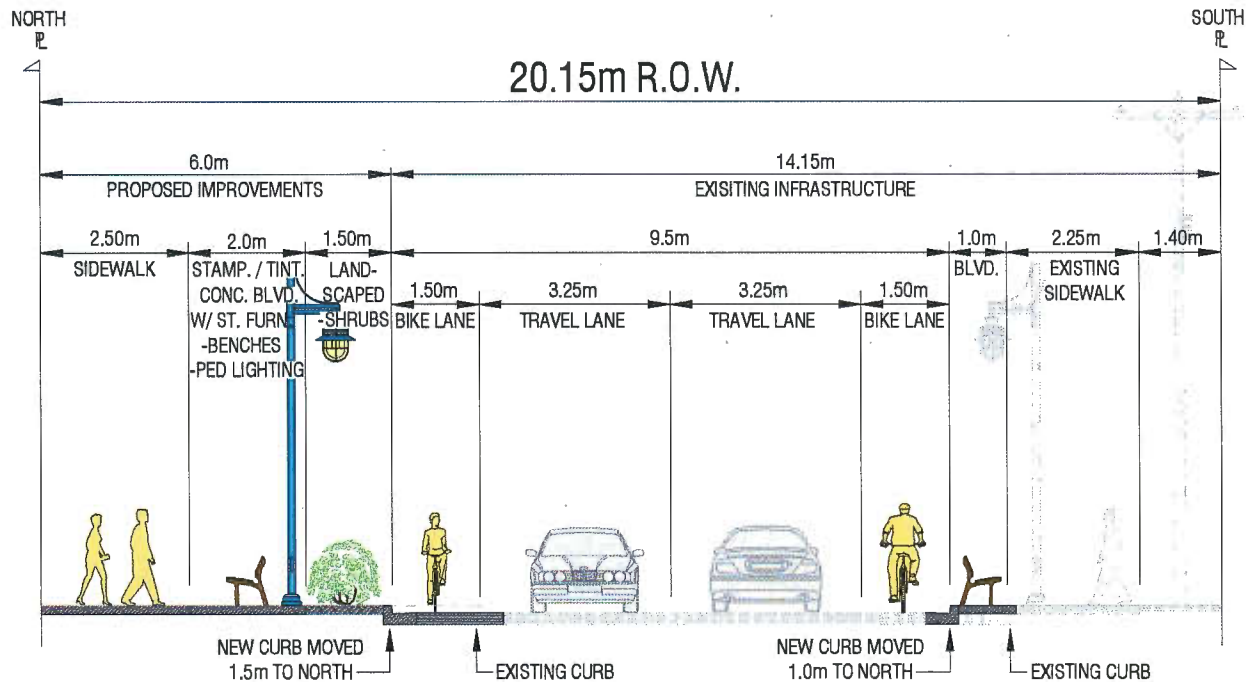
Elden Chan  
Environmental Health Officer | Healthy Built Environment  
Vancouver Coastal Health

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

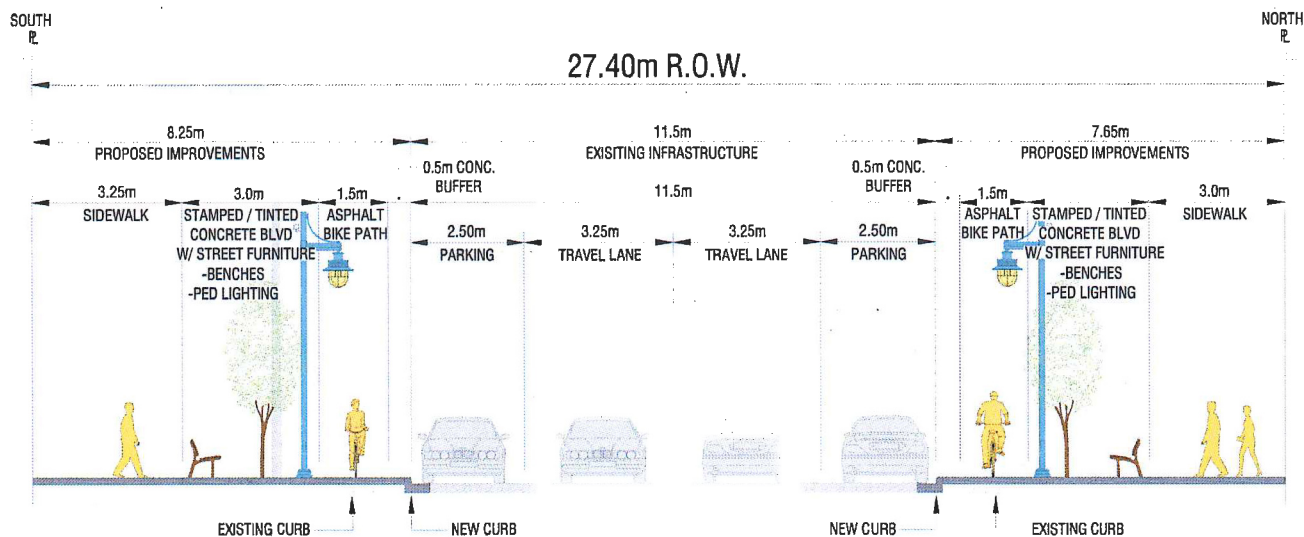




Bayview Street: Timing of Implementation of Recommended Streetscape Improvements



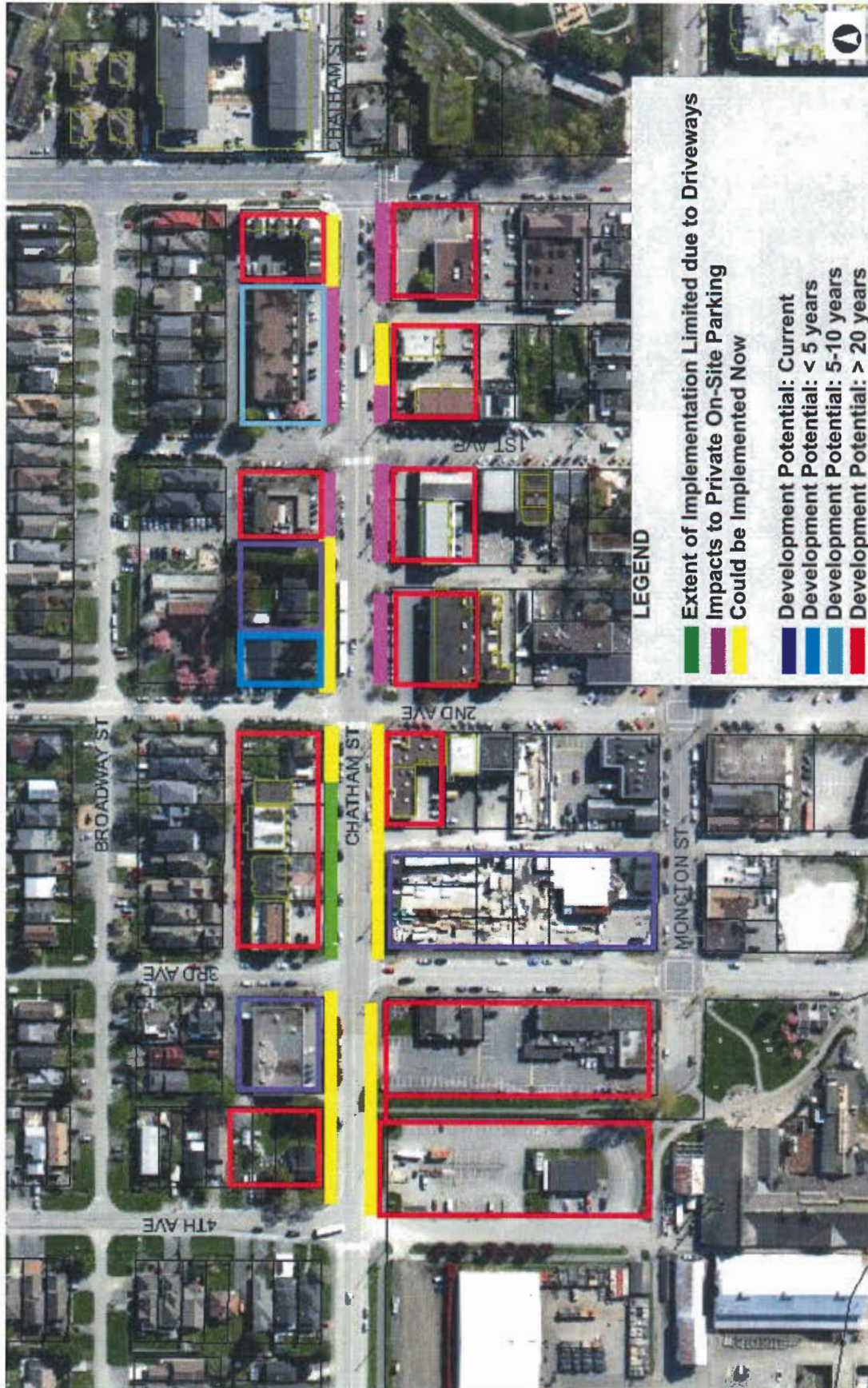
# Typical Cross-Section of Recommended Streetscape Design for Chatham Street



## 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)**

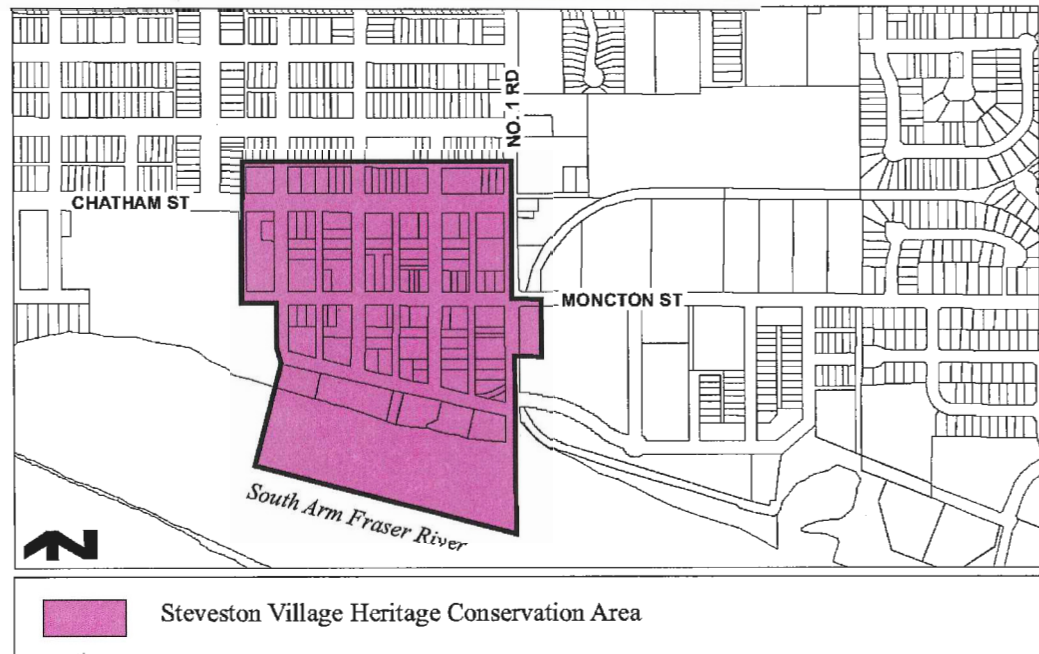
The Council of the City of Richmond, in open meeting assembled, enacts as follows:

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



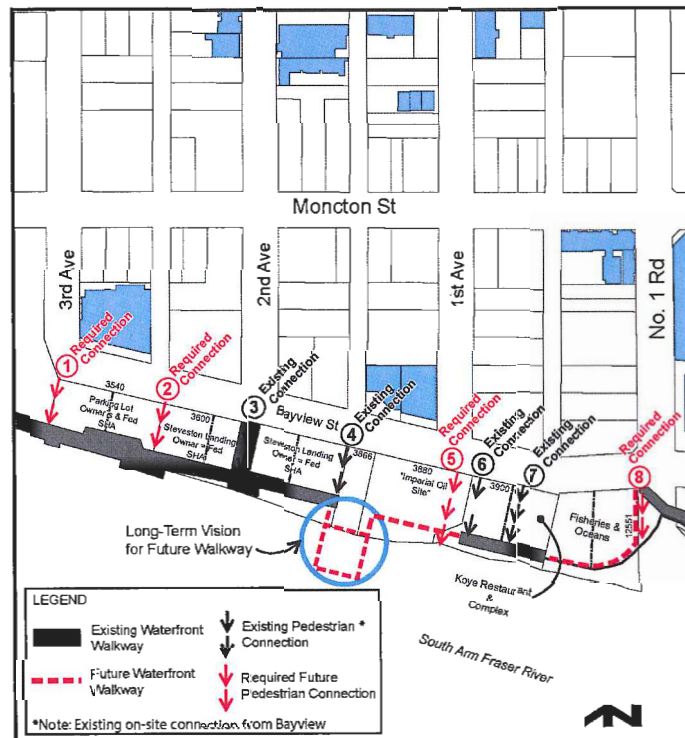
#### Policies:

- 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

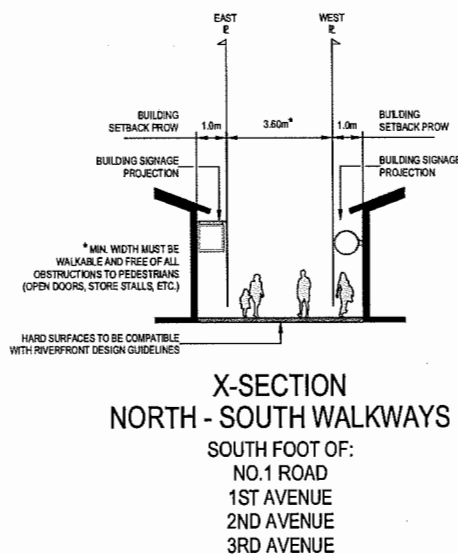


### Policies:

- 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

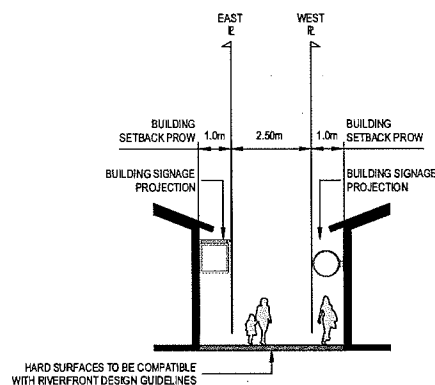


- Connections at the lane ends between No. 1 Road and 1st Avenue, between 1st Avenue and 2nd Avenue; and between 2nd Avenue and 3rd Avenue, will meet the following guiding principles for universal accessibility and urban design:
  - Create a public right-of-passage with a minimum width of 4.5 m including 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



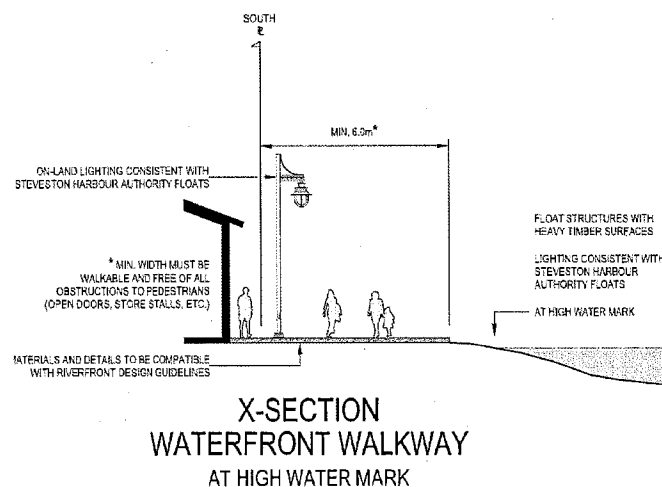
**X-SECTION**  
**NORTH - SOUTH WALKWAYS**  
 SOUTH FOOT OF LANE ENDS BETWEEN:  
 NO.1 ROAD & 1ST AVENUE  
 1ST AVENUE & 2ND AVENUE  
 2ND AVENUE & 3RD AVENUE

- 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.



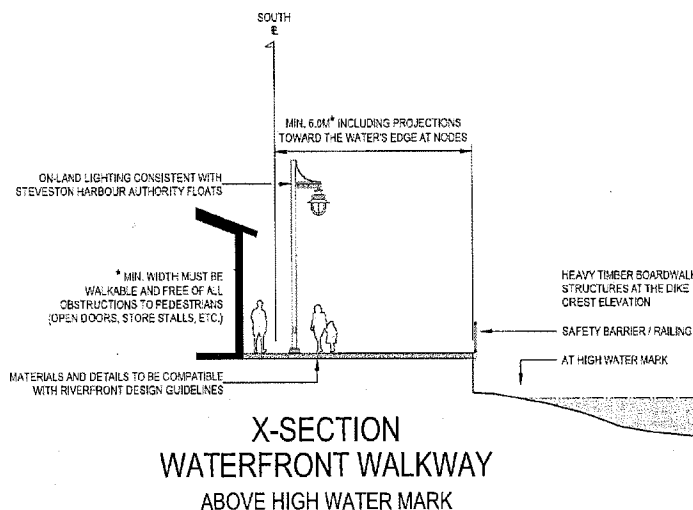
- Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Waterfront walkway materials and surface treatments designed to be safe and accessible for all users.
- Lighting to enable nighttime use consistent with Steveston 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.

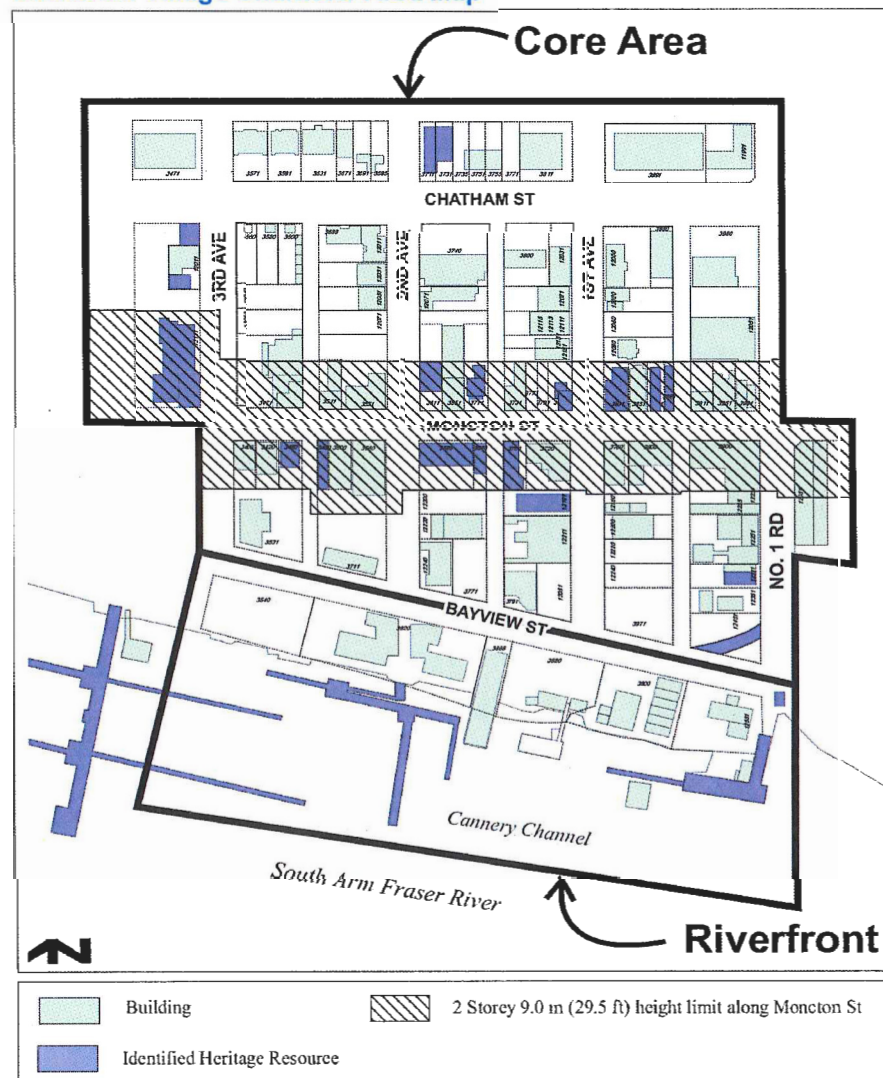
### Waterfront Walkway Above High Water Mark



- 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



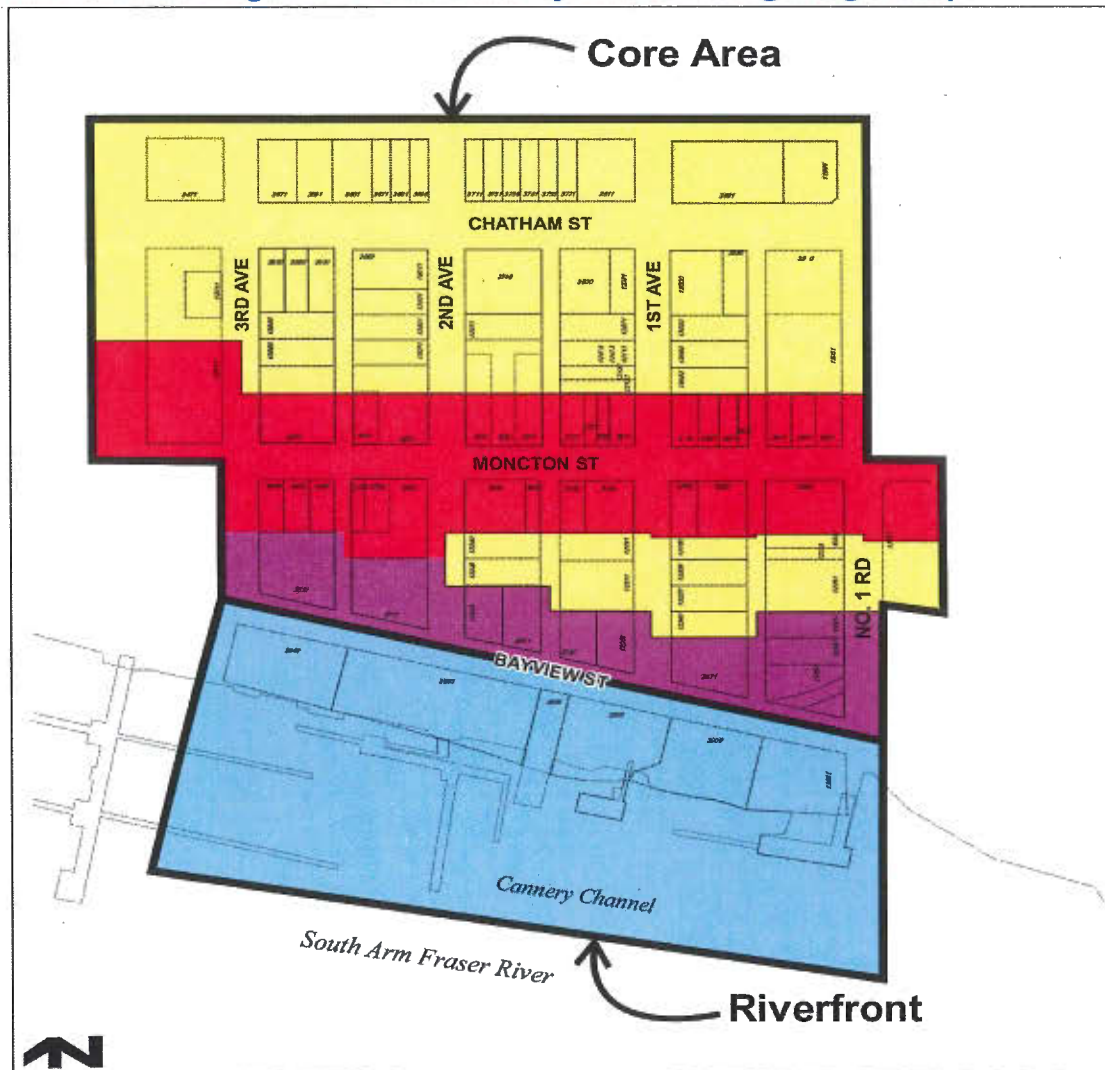
from Bayview Street is supported as the parkade structure below the two storeys will predominantly be concealed by the grade difference.”

- 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 RICHMOND
_____	APPROVED by LE
_____	APPROVED by Manager or Solicitor
_____	
_____	

\_\_\_\_\_  
MAYOR

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