



Planning Committee

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

**Tuesday, June 6, 2017
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-7 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on May 16, 2017.*



NEXT COMMITTEE MEETING DATE

June 20, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

COMMUNITY SERVICES DIVISION

1. **HOUSING AGREEMENT BYLAW NO. 9728 TO PERMIT THE CITY OF RICHMOND TO SECURE AFFORDABLE HOUSING UNITS AT 9491, 9511, 9531, 9551, 9591 ALEXANDRA ROAD (POLYGON TRAFALGAR SQUARE DEVELOPMENTS LTD.)**
(File Ref. No. 08-4057-05) (REDMS No. 5405184 v. 2)

PLN-13

See Page PLN-13 for full report

Designated Speaker: Joyce Rautenberg

STAFF RECOMMENDATION

That the Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of Section 483 of the Local Government Act, to secure Affordable Housing Units required by Rezoning Application 16-734204.



PLANNING AND DEVELOPMENT DIVISION

2. **APPLICATION BY NEW CONTINENTAL PROPERTIES INC. AND AFFILIATES FOR REZONING OF THE PROPERTIES AT 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD FROM “LAND USE CONTRACT 126”; AT 8351 SEA ISLAND WAY FROM “LAND USE CONTRACT 126”; AND, AT 8311 SEA ISLAND WAY FROM “AUTO-ORIENTED COMMERCIAL (CA)”AND “LAND USE CONTRACT 126” TO “HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY”**
(File Ref. No. RZ 13-628557) (REDMS No. 5180246)

PLN-36

[See Page PLN-36 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

- (1) *That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:*
- (a) *adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and*
 - (b) *or the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,*
- be introduced and given first reading.*
- (2) *That Bylaw 9628, having been considered in conjunction with:*
- (a) *The City’s Financial Plan and Capital Program;*

(b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;

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

(3) That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.

(4) That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the “High Rise Commercial (ZC39) – Bridgeport Gateway” zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” and to discharge “Land Use Contract 126”, entered into pursuant to “Beldee Holdings/ CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979”, (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.



3. APPLICATION BY MAXIMR ENTERPRISES LTD. FOR REZONING AT 7591 WILLIAMS ROAD FROM SINGLE DETACHED (RS1/E) TO COACH HOUSES (RCH1)

(File Ref. No. RZ 16-724066) (REDMS No. 5397986)

PLN-111

See Page PLN-111 for full report

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, for the rezoning of 7591 Williams Road from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, be introduced and given first reading.



4. **APPLICATION BY KANARIS DEMETRE LAZOS FOR A HERITAGE ALTERATION PERMIT AT 12111 3RD AVENUE (STEVESTON HOTEL)**

(File Ref. No. HA 17-766440) (REDMS No. 5394773)

PLN-131

[See Page PLN-131 for full report](#)

Designated Speaker: Wayne Craig

STAFF RECOMMENDATION

That a Heritage Alteration Permit to authorize the removal of a window from the front (east) elevation and to replace it with a new entry and door to match an existing door in the front (east) elevation of the heritage-protected property at 12111 3rd Avenue, be issued.



5. **RICHMOND RESPONSE: THE VANCOUVER INTERNATIONAL AIRPORT AUTHORITY (YVR) 2037 MASTER PLAN HIGHLIGHTS DOCUMENT**

(File Ref. No. 01-0153-01) (REDMS No. 5390227 v. 2)

PLN-153

[See Page PLN-153 for full report](#)

Designated Speaker: Terry Crowe

STAFF RECOMMENDATION

- (1) *That the Vancouver International Airport Authority (YVR) be advised that the City of Richmond supports YVR's 2037 Master Plan Highlights document outlining YVR's plans to grow to an estimated 35 million passengers by 2037 and that YVR:*
- (a) *Maximize the capacity of all existing runways, justify the need for any future runway and work with the City to protect the City's interests prior to pursuing any new runway;*
 - (b) *Maintain existing transportation capacity on Sea Island for non-airport users, including the preservation of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge, the Airport Connector Bridge, and Russ Baker Way for both airport and non-airport traffic;*
 - (c) *Explore alternatives to the proposed extension of Templeton Road which may include widening existing corridors, a more effective use of Cessna Drive and encouraging alternate modes of travel;*

- (d) *Continue to minimize and mitigate noise, light and other impacts on Richmond residents that may result from airport-related activities; and*
- (e) *Provide a copy of the final comprehensive YVR 2037 Master Plan document to the City of Richmond for comment, before it is submitted to the Minister of Transport for approval;*
- (2) *That the City and the Vancouver International Airport Authority (YVR) continue to work together to coordinate land use, transportation, transit, servicing, amenity and environmental planning;*
- (3) *That the Vancouver International Airport Authority (YVR), in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy; and*
- (4) *That a copy of this report be forwarded to the Vancouver International Airport Authority (YVR).*



6. **RICHMOND HERITAGE COMMISSION 2016 ANNUAL REPORT AND 2017 WORK PROGRAM**

(File Ref. No. 01-0100-30-HCOM1-01) (REDMS No. 5387270)

PLN-288

See Page PLN-288 for full report

Designated Speaker: Terry Crowe

STAFF RECOMMENDATION

- (1) *That the staff report, “Richmond Heritage Commission 2016 Annual Report and 2017 Work Program”, dated May 15, 2017, from the General Manager, Planning and Development, be received for information; and*
- (2) *That the Richmond Heritage Commission 2017 Work Program, as presented in this staff report, be approved.*



7. **ADVISORY COMMITTEE ON THE ENVIRONMENT 2016 ANNUAL REPORT AND 2017 WORK PROGRAM**

(File Ref. No. 01-0100-30-ACEN1-01) (REDMS No. 5384842)

PLN-294

See Page PLN-294 for full report

Designated Speaker: Terry Crowe

STAFF RECOMMENDATION

- (1) *That the staff report titled “Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program”, dated May 3, 2017 from the General Manager, Planning and Development, be received for information; and*
- (2) *That the Advisory Committee on the Environment 2017 Work Program, as presented in this staff report, be approved.*

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8. **UPDATE: PROPOSED STEVESTON AREA PLAN VILLAGE CONSERVATION AND LONG-TERM STREETScape VISIONS FOR BAYVIEW, MONCTON AND CHATHAM STREETS**

(File Ref. No. 08-4045-20-04) (REDMS No. 5346627)

PLN-300

See Page **PLN-300** for full report

Designated Speakers: Terry Crowe and Victor Wei

STAFF RECOMMENDATION

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

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9. **MANAGER’S REPORT**

ADJOURNMENT

☐



Planning Committee

Date: Tuesday, May 16, 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 Derek Dang

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

AGENDA ADDITIONS

It was moved and seconded

That Francis Road Fill Application be added to the agenda as Item No. 6A, Winery at 15380 Westminster Highway be added to the agenda as Item No. 6B, and Winter Night Market be added to the agenda as Item No. 6C.

CARRIED

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on May 2, 2017, be adopted as circulated.

CARRIED

NEXT COMMITTEE MEETING DATE

June 6, 2017, (tentative date) at 4:00 p.m. in the Anderson Room

Planning Committee
Tuesday, May 16, 2017

COUNCILLOR DEREK DANG

1. RCSAC PROPOSAL FOR RICHMOND FOOD SYSTEMS ADVISORY COMMITTEE

(File Ref. No.)

Alex Nixon and Kathie Chiu, representing the Richmond Community Services Advisory Committee (RCSAC), spoke on the proposal from the RCSAC to form a Richmond Food Systems Advisory Committee, noting that there are currently no committees in the City that holistically addresses food systems in Richmond.

Discussion ensued with regard to (i) involving food producers in the proposed advisory committee, (ii) the process to form an advisory committee, and (iii) the potential composition of the proposed advisory committee.

It was moved and seconded

That staff examine the propriety of forming a Richmond Food Systems Advisory Committee and report back.

The question on the motion was not called as discussion ensued with regard to involving local food producers and distributors in the proposed advisory committee.

In reply to queries from Committee, Cathryn Volkering Carlile, General Manager, Community Services, noted that staff can examine best practices and the potential expansion of the scope of current advisory committees to include food systems.

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

COMMUNITY SERVICES DIVISION

2. AFFORDABLE HOUSING STRATEGY UPDATE – DRAFT POLICY REVIEW AND RECOMMENDATIONS

(File Ref. No. 5383915) (REDMS No. 5383915 v. 22)

Joyce Rautenberg, Affordable Housing Coordinator, with the aid of a PowerPoint presentation, (copy on-file, City Clerk's Office) reviewed the Affordable Housing Strategy Draft Policy and Recommendations, noting that staff will report back on the proposed policy by August 2017.

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Discussion ensued with regard to (i) the lack of funding dedicated to affordable housing from senior levels of government, (ii) increasing the recommended built affordable housing unit contribution percentage to 15%, (iii) increasing the cash-in-lieu contribution for single-family developments, (iv) further reducing the built unit thresholds to below 60 units, (v) encouraging development of accessible units, (vi) the potential impact of the proposed recommendations on townhouse development, (vii) working with School District No. 38 to build density around low enrolment schools, and (viii) the availability of amenity space for new affordable housing.

It was moved and seconded

That the recommended Affordable Housing Strategic approach and policy actions, as outlined in the staff report titled, "Affordable Housing Strategy Update – Draft Policy Review and Recommendations," be approved for the purpose of key stakeholder consultation and the results of the consultation be reported back to Planning Committee.

The question on the motion was not called as discussion ensued with regard to (i) utilizing micro suites for affordable housing, (ii) meeting the demand for affordable housing, and (iii) utilizing not-for-profit organizations to manage affordable housing units.

In reply to queries from Committee, Kim Somerville, Manager, Community Social Development, noted that staff will seek opportunities to partner with not-for-profit organizations and senior levels of government to develop affordable housing and that consultation will include feedback from the public.

PLANNING AND DEVELOPMENT DIVISION

3. **APPLICATION BY DAVA DEVELOPMENTS LTD. TO AMEND ATTACHMENT 1 TO SCHEDULE 1 OF THE OFFICIAL COMMUNITY PLAN AT 9560 PENDLETON ROAD FROM "PARK" TO "NEIGHBOURHOOD RESIDENTIAL", AND FOR REZONING AT 9560 PENDLETON ROAD FROM "SCHOOL & INSTITUTIONAL USE (SI)" ZONE TO "SINGLE DETACHED (ZS28)" – PENDLETON ROAD (WEST RICHMOND) ZONE**

(File Ref. No. 12-8060-20-009661/9662; CP 16-733600; RZ 16-732627) (REDMS No. 5193684)

It was moved and seconded

- (1) *That Official Community Plan Bylaw OCP Bylaw 9000, Amendment Bylaw 9662, to re designate 9560 Pendleton Road from "Park" to "Neighbourhood Residential" in Attachment 1 to Schedule 1 of Official Community Plan Bylaw OCP Bylaw 9000, be introduced and given first reading;*

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- (2) *That Bylaw 9662, 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;*
- (3) *That Bylaw 9662, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation; and*
- (4) *That Richmond Zoning Bylaw 8500, Amendment Bylaw 9661, to create the "Single Detached (ZS28) – Pendleton Road (West Richmond)" zone, and to rezone 9560 Pendleton Road from the "School & Institutional Use (SI)" zone to the "Single Detached (ZS28) – Pendleton Road (West Richmond)" zone, be introduced and given first reading.*

CARRIED

4. **RICHMOND RESPONSE: METRO VANCOUVER REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1243, 2017 AND RGS PERFORMANCE MONITORING GUIDE**

(File Ref. No. 08-4040-01) (REDMS No. 5386785)

Terry Crowe, Manager, Policy Planning, briefed Committee on Metro Vancouver's proposed Regional Growth Strategy Amendment Bylaw No. 1243, 2017 and the Regional Growth Strategy Performance Monitoring Guide, noting that it was proposed that performance measures be reduced from 55 to 15 key measures.

It was moved and seconded

- (1) *That the staff report titled, "Richmond Response: Metro Vancouver Regional Growth Strategy Amendment Bylaw No. 1243, 2017 and RGS Performance Monitoring Guide", dated May 8, 2017 from the General Manager, Planning and Development, be received for information; and*
- (2) *That the staff recommendation to advise the Metro Vancouver Regional Board that the City of Richmond supports the proposed Metro Vancouver Regional Growth Strategy Amendment Bylaw 1243, 2017 and RGS Performance Monitoring Guide be endorsed.*

CARRIED

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Tuesday, May 16, 2017

5. RICHMOND RESPONSE: PORT OF VANCOUVER PROPOSED INDUSTRIAL DESIGNATION OF 1700 NO.6 ROAD

(File Ref. No. 08-4040-01) (REDMS No. 5386969)

It was moved and seconded

- (1) *That the staff recommendation in the report “Richmond Response: Port of Vancouver Proposed Industrial Designation of 1700 No. 6 Road”, dated May 8, 2017 from the General Manager, Planning and Development, to advise the Port of Vancouver board that the City of Richmond supports the Port’s proposed Industrial designation of 1700 No. 6 Road in the Port’s Master Plan be endorsed; and*
- (2) *That the staff recommendation to request the Port of Vancouver Board to work with the City of Richmond to establish the future OCP proposed Knox Way extension, OCP Major Greenway and OCP Major Cycling Route be endorsed.*

CARRIED

6. RICHMOND RESPONSE: YVR PROPOSED PHASE 2 NORTH RUNWAY END SAFETY AREAS (RSEA) OPTIONS

(File Ref. No. 08-4040-01) (REDMS No. 5387271)

Mr. Crowe spoke on the Vancouver Airport’s (YVR) proposed Phase Two North Runway End Safety Areas (RESA) options, noting that YVR is currently completing Phase One of the project and that the RESA consists of softer paving material that will provide a safety buffer for aircraft that overshoot the runway.

It was moved and seconded

- (1) *That the staff report titled “Richmond Response: YVR Proposed Phase 2 North Runway Safety End Areas (RESA) Options”, dated May 8, 2017 from the General Manager, Planning and Development be received for information; and*
- (2) *That the staff recommendation to advise the Vancouver International Airport Authority (YVR) that the City of Richmond supports YVR’s proposed Option 2 be endorsed.*

CARRIED

6A. FRANCIS ROAD FILL APPLICATION

(File Ref. No.)

Discussion ensued with regard to informing the Agricultural Land Commission (ALC) on the non-farm use fill application for the property located at the eastern terminus end of Francis Road.

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It was moved and seconded

That the non-farm use fill application for the property located at the eastern terminus end of Francis Road be referred to the Agricultural Land Commission.

CARRIED

6B. WINERY AT 15380 WESTMINSTER HIGHWAY

(File Ref. No.)

It was noted that a development application sign was installed on-site

It was moved and seconded

That the Agricultural Land Commission be informed of the development application at 15380 Westminster Highway.

CARRIED

6C. WINTER NIGHT MARKET

(File Ref. No.)

Discussion ensued with regard to expediting the application for the proposed Winter Night Market.

In reply to queries from Committee, Mr. Craig noted that staff are currently reviewing the application and that staff can liaise with the Canada 150 Committee to meet target dates.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:51 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, May 16, 2017.

Councillor Linda McPhail
Chair

Evangel Biason
Legislative Services Coordinator



City of Richmond

Report to Committee

To: Planning Committee **Date:** May 30, 2017
From: Cathryn Volkering Carlile **File:** 08-4057-05/2017-Vol
General Manager, Community Services 01
Re: **Housing Agreement Bylaw No. 9728 to Permit the City of Richmond to Secure Affordable Housing Units at 9491, 9511, 9531, 9551, 9591 Alexandra Road (Polygon Trafalgar Square Developments Ltd.)**

Staff Recommendation

That the Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728 be introduced and given first, second and third readings to permit the City to enter into a Housing Agreement substantially in the form attached hereto, in accordance with the requirements of Section 483 of the *Local Government Act*, to secure Affordable Housing Units required by Rezoning Application 16-734204.

Cathryn Volkering Carlile
General Manager, Community Services
(604-276-4068)

Att. 2

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

Staff Report

Origin

The purpose of this report is to recommend Council's adoption of Housing Agreement Bylaw No. 9728 (Attachment 2) to secure 420.29 m² (4,524ft²) of affordable housing in the form of six affordable housing units in the first phase of a two phase development located at 9491, 9511, 9531, 9551, 9591 Alexandra Road. This report supports Council's 2014-2018 Term Goal #2 A Vibrant, Active and Connected City:

Continue the development and implementation of an excellent and accessible system of programs, services, and public spaces that reflect Richmond's demographics, rich heritage, diverse needs, and unique opportunities, and that facilitate active, caring, and connected communities.

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.

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

Strategic Direction #1: Expand Housing Choices

As well, this report and bylaw are consistent with the Richmond Affordable Housing Strategy, adopted on May 28, 2007, which specifies the creation of affordable low-end market rental units as a key housing priority for the City.

0731649 BC Ltd. (Polygon Trafalgar Square Development Ltd.) has applied to the City for permission to rezone 9491, 9511, 9531, 9551, 9591 Alexandra Road (Attachment 1) from the "Single Detached (RS1/F)" zone and the "Two-Unit Dwellings (RD1)" zone to a new "Low Rise Apartment (ZLR30) – Alexandra Neighbourhood (West Cambie)" zone.

At its January 16, 2017 Public Hearing, Council gave second and third readings to the Rezoning Application RZ 16-734204 for the redevelopment of 9491, 9511, 9531, 9551, 9591 Alexandra Road. The registration of a Housing Agreement and Housing Covenant are conditions of the Rezoning Application, which secures six (6) affordable housing units with maximum rental rates and tenant income as established by the City's Affordable Housing Strategy to be built in the first phase of the development. In addition, the developer has provided a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund in the amount of \$892,634 as one of the nine (9) "donor" sites to the Kiwanis development.

The development is proposed to be built in two phases; with the first phase (northern half of the site) to include 128 residential units, and the second phase (southern half of the site) to include 135 residential units.

Analysis

On May 24, 2014 Council approved this project as an Affordable Housing Special Development Circumstance "donor" site, as the subject site is identified within the City's Contribution Agreement between the City and Kiwanis Senior Citizens Housing Society (7378 Gollner

Avenue). The subject site is the last of nine “donor” projects associated with the Kiwanis development and the developer made a \$892,634 voluntary “donor” contribution to the City’s Affordable Housing Reserve in lieu of constructing approximately 518.30 m² (5,579 ft²) of affordable housing on the subject site to reach the Council approved total contribution for the Kiwanis site.

In addition to the above voluntary “donor” contribution, six affordable housing units are proposed in the development totalling 420.29 m² (4,524ft²) in accordance with the Low-end Market Rental units built requirement in the 2007 Affordable Housing Strategy. All six (6) affordable housing units will be delivered in the first phase of the project as follows:

Figure 1

Unit Type	# of Units	Minimum Unit Area	Maximum Rent	Total Household Income
Bachelor	1	37 m ²	\$860	\$34,000 or less
1 bedroom	2	50 m ²	\$950	\$38,000 or less
2 bedroom	3	80 m ²	\$1,162	\$46,500 or less
Total	6	-	-	-

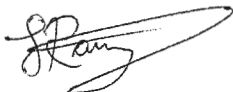
The Housing Agreement restricts the annual household incomes for eligible occupants and specifies that the units must be made available at low-end market rent rates in perpetuity. The Agreement includes provisions for annual adjustments of the maximum annual housing incomes and rental rates in accordance with City requirements. The Agreement also specifies that occupants of the affordable housing units shall have unlimited access to all on-site indoor and outdoor amenity spaces and shall not be charged additional fees for the use of facilities or amenities, including but not limited to parking and move-in/move-out fees. The applicant has agreed to the terms and conditions of the attached Housing Agreement and to register notice of the Housing Agreement on title to secure the six affordable rental housing units.

Financial Impact

None.

Conclusion

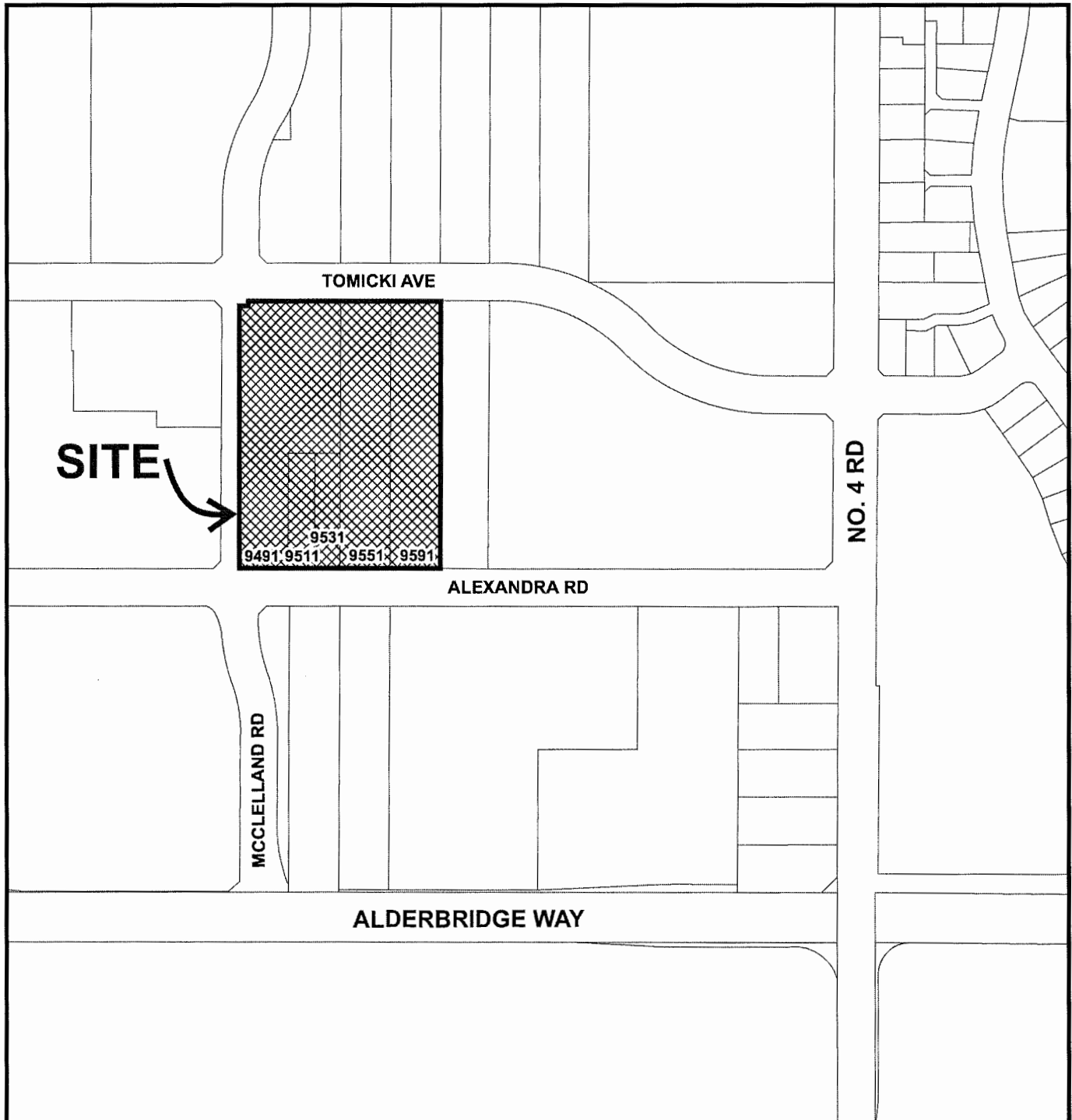
In accordance with the *Local Government Act* (Section 483), adoption of Bylaw No. 9728 is required to permit the City to enter into a Housing Agreement which together with the housing covenant will act to secure six (6) affordable rental units that are proposed in association with Rezoning Application RZ 16-734204.



Joyce Rautenberg
Affordable Housing Coordinator
Att. 1: Map of Subject Property
2: Bylaw No. 9728, Schedule A



City of
Richmond



9491, 9511, 9531, 9551, &
9591 Alexandra Road
PLN - 16

Original Date: 05/30/17

Revision Date: 05/31/17

Note: Dimensions are in METRES

Schedule A

To Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728

HOUSING AGREEMENT BETWEEN POLYGON TRAFALGAR SQUARE
DEVELOPMENT LTD.
AND THE CITY OF RICHMOND

HOUSING AGREEMENT
(Section 483 *Local Government Act*)

THIS AGREEMENT is dated for reference the 24th day of May, 2017.

BETWEEN:

POLYGON TRAFALGAR SQUARE LTD. (Inc. No. BC0731649),
a company duly incorporated under the laws of the Province of British
Columbia and having its registered office at 900 – 1333 West
Broadway, Vancouver, British Columbia, V6H 4C2

(the “Owner” as more fully defined in section 1.1 of this
Agreement)

AND:

CITY OF RICHMOND,
a municipal corporation pursuant to the *Local Government Act* and
having its offices at 6911 No. 3 Road, Richmond, British
Columbia, V6Y 2C1

(the “City” as more fully defined in section 1.1 of this Agreement)

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and, by legal notation on title, note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units and rent which may be charged for housing units;
- B. The Owner is the owner of the Lands (as hereinafter defined); and
- C. The Owner and the City wish to enter into this Agreement (as herein defined) to provide for affordable housing on the terms and conditions set out in this Agreement,

In consideration of \$10.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree as follows:

ARTICLE 1 DEFINITIONS AND INTERPRETATION

1.1 In this Agreement the following words have the following meanings:

- (a) **"Affordable Housing Unit"** means a Dwelling Unit or Dwelling Units designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, the Dwelling Unit charged by this Agreement;
- (b) **"Agreement"** means this agreement together with all schedules, attachments and priority agreements attached hereto;
- (c) **"City"** means the City of Richmond;
- (d) **"CPI"** means the All-Items Consumer Price Index for Vancouver, B.C. published from time to time by Statistics Canada, or its successor in function;
- (e) **"Daily Amount"** means \$100.00 per day as of January 1, 2009 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change in the CPI since January 1, 2009, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 6.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (f) **"Dwelling Unit"** means a residential dwelling unit or units located or to be located on the Lands whether those dwelling units are lots, strata lots or parcels, or parts or portions thereof, and includes single family detached dwellings, duplexes, townhouses, auxiliary residential dwelling units, rental apartments and strata lots in a building strata plan and includes, where the context permits, an Affordable Housing Unit;
- (g) **"Eligible Tenant"** means a Family having a cumulative annual income of:
 - (i) in respect to a bachelor unit, \$34,000 or less;
 - (ii) in respect to a one bedroom unit, \$38,000 or less;
 - (iii) in respect to a two bedroom unit, \$46,500 or less; or
 - (iv) in respect to a three or more bedroom unit, \$57,500 or less

provided that, commencing July 1, 2013, the annual incomes set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of an Eligible Tenant's permitted income in any particular year shall be final and conclusive;

- (h) **"Family"** means:
 - (i) a person;
 - (ii) two or more persons related by blood, marriage or adoption; or
 - (iii) a group of not more than 6 persons who are not related by blood, marriage or adoption
- (i) **"Housing Covenant"** means the agreements, covenants and charges granted by the Owner to the City (which includes covenants pursuant to section 219 of the *Land Title Act*) charging the Lands registered on ____ day of _____, 2017, under number _____, as it may be amended or replaced from time to time;
- (j) **"Interpretation Act"** means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238, together with all amendments thereto and replacements thereof;
- (k) **"Land Title Act"** means the *Land Title Act*, R.S.B.C. 1996, Chapter 250, together with all amendments thereto and replacements thereof;
- (l) **"Lands"** means the following lands and premises situate in the City of Richmond and, including a building or a portion of a building, into which said land is Subdivided:

PID: No PID, Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan EPP69898
- (m) **"Local Government Act"** means the *Local Government Act*, R.S.B.C. 1996, Chapter 323, together with all amendments thereto and replacements thereof;
- (n) **"LTO"** means the New Westminster Land Title Office or its successor;
- (o) **"Owner"** means the party described on page 1 of this Agreement as the Owner and any subsequent owner of the Lands or of any part into which the Lands are

Subdivided, and includes any person who is a registered owner in fee simple of an Affordable Housing Unit from time to time;

(p) **"Permitted Rent"** means no greater than:

- (i) \$850.00 a month for a bachelor unit;
- (ii) \$950.00 a month for a one bedroom unit;
- (iii) \$1,162.00 a month for a two bedroom unit; and
- (iv) \$1,437.00 a month for a three (or more) bedroom unit,

provided that, commencing July 1, 2013, the rents set-out above shall, in each year thereafter, be adjusted, plus or minus, by adding or subtracting therefrom, as the case may be, an amount calculated that is equal to the Core Need Income Threshold data and/or other applicable data produced by Canada Mortgage Housing Corporation in the years when such data is released. In the event that, in applying the values set-out above, the rental increase is at any time greater than the rental increase permitted by the *Residential Tenancy Act*, then the increase will be reduced to the maximum amount permitted by the *Residential Tenancy Act*. In the absence of obvious error or mistake, any calculation by the City of the Permitted Rent in any particular year shall be final and conclusive;

(q) **"Real Estate Development Marketing Act"** means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41, together with all amendments thereto and replacements thereof;

(r) **"Residential Tenancy Act"** means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78, together with all amendments thereto and replacements thereof;

(s) **"Strata Property Act"** means the *Strata Property Act* S.B.C. 1998, Chapter 43, together with all amendments thereto and replacements thereof;

(t) **"Subdivide"** means to divide, apportion, consolidate or subdivide the Lands, or the ownership or right to possession or occupation of the Lands into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of "cooperative interests" or "shared interest in land" as defined in the *Real Estate Development Marketing Act*;

(u) **"Tenancy Agreement"** means a tenancy agreement, lease, license or other agreement granting rights to occupy an Affordable Housing Unit; and

(v) **"Tenant"** means an occupant of an Affordable Housing Unit by way of a Tenancy Agreement.

1.2 In this Agreement:

- (a) reference to the singular includes a reference to the plural, and *vice versa*, unless the context requires otherwise;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;
- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a "party" is a reference to a party to this Agreement and to that party's respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a "party" also includes an Eligible Tenant, agent, officer and invitee of the party;
- (j) reference to a "day", "month", "quarter" or "year" is a reference to a calendar day, calendar month, calendar quarter or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word "including" is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word "including".

ARTICLE 2
USE AND OCCUPANCY OF AFFORDABLE HOUSING UNITS

- 2.1 The Owner agrees that each Affordable Housing Unit may only be used as a permanent residence occupied by one Eligible Tenant. An Affordable Housing Unit must not be occupied by the Owner, the Owner's family members (unless the Owner's family members qualify as Eligible Tenants), or any tenant or guest of the Owner, other than an Eligible Tenant.
- 2.2 Within 30 days after receiving notice from the City, the Owner must, in respect of each Affordable Housing Unit, provide to the City a statutory declaration, substantially in the

form (with, in the City Solicitor's discretion, such further amendments or additions as deemed necessary) attached as Appendix A, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Affordable Housing Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to an Affordable Housing Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.

ARTICLE 3

DISPOSITION AND ACQUISITION OF AFFORDABLE HOUSING UNITS

- 3.1 The Owner will not permit an Affordable Housing Unit Tenancy Agreement to be subleased or assigned.
- 3.2 If this Housing Agreement encumbers more than one Affordable Housing Unit, then the Owner may not, without the prior written consent of the City Solicitor, sell or transfer less than six (6) Affordable Housing Units in a single or related series of transactions with the result that when the purchaser or transferee of the Affordable Housing Units becomes the owner, the purchaser or transferee will be the legal and beneficial owner of not less than six (6) Affordable Housing Units.
- 3.3 The Owner must not rent, lease, license or otherwise permit occupancy of any Affordable Housing Unit except to an Eligible Tenant and except in accordance with the following additional conditions:
- (a) the Affordable Housing Unit will be used or occupied only pursuant to a Tenancy Agreement;
 - (b) the monthly rent payable for the Affordable Housing Unit will not exceed the Permitted Rent applicable to that class of Affordable Housing Unit;
 - (c) the Owner will not require the Tenant or any permitted occupant to pay any strata fees, strata property contingency reserve fees or any extra charges or fees for use of any common property, limited common property, or other common areas, facilities or amenities (including, but not limited to, parking and move-in/move-out fees), or for sanitary sewer, storm sewer, water, other utilities, property or similar tax; provided, however, if the Affordable Housing Unit is a strata unit and the following costs are not part of strata or similar fees, an Owner may charge the Tenant the Owner's cost, if any, of providing cablevision, telephone, other telecommunications, gas, or electricity fees, charges or rates;
 - (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;

- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Affordable Housing Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
 - (i) an Affordable Housing Unit is occupied by a person or persons other than an Eligible Tenant;
 - (ii) the annual income of an Eligible Tenant rises above the applicable maximum amount specified in section 1.1(g) of this Agreement;
 - (iii) the Affordable Housing Unit is occupied by more than the number of people the City's building inspector determines can reside in the Affordable Housing Unit given the number and size of bedrooms in the Affordable Housing Unit and in light of any relevant standards set by the City in any bylaws of the City;
 - (iv) the Affordable Housing Unit remains vacant for three consecutive months or longer, notwithstanding the timely payment of rent; and/or
 - (v) the Tenant subleases the Affordable Housing Unit or assigns the Tenancy Agreement in whole or in part,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. Except for section 3.3(f)(ii) of this Agreement [*Termination of Tenancy Agreement if Annual Income of Tenant rises above amount prescribed in section 1.1(g) of this Agreement*], the notice of termination shall provide that the termination of the tenancy shall be effective 30 days following the date of the notice of termination. In respect to section 3.3(f)(ii) of this Agreement, termination shall be effective on the day that is six (6) months following the date that the Owner provided the notice of termination to the Tenant;

- (g) the Tenancy Agreement will identify all occupants of the Affordable Housing Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Affordable Housing Unit for more than 30 consecutive days or more than 45 days total in any calendar year; and
- (h) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand.

3.4 If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Affordable Housing Unit to vacate the Affordable Housing Unit on or before the effective date of termination.

**ARTICLE 4
DEMOLITION OF AFFORDABLE HOUSING UNIT**

- 4.1 The Owner will not demolish an Affordable Housing Unit unless:
- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Affordable Housing Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
 - (b) the Affordable Housing Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City in its sole discretion,

and, in each case, a demolition permit for the Affordable Housing Unit has been issued by the City and the Affordable Housing Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit in compliance with this Agreement and the Housing Covenant both of which will apply to any replacement Dwelling Unit to the same extent and in the same manner as those agreements apply to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as an Affordable Housing Unit in accordance with this Agreement.

**ARTICLE 5
STRATA CORPORATION BYLAWS**

- 5.1 This Agreement will be binding upon all strata corporations created upon the strata title Subdivision of the Lands or any Subdivided parcel of the Lands.
- 5.2 Any strata corporation bylaw which prevents, restricts or abridges the right to use the Affordable Housing Units as rental accommodation will have no force and effect.
- 5.3 No strata corporation shall pass any bylaws preventing, restricting or abridging the use of the Affordable Housing Units as rental accommodation.
- 5.4 No strata corporation shall pass any bylaw or approve any levies which would result in only the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit (and not include all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units) paying any extra charges or fees for the use of any common property, limited common property or other common areas, facilities, or amenities of the strata corporation.
- 5.5 The strata corporation shall not pass any bylaw or make any rule which would restrict the Owner or the Tenant or any other permitted occupant of an Affordable Housing Unit from using and enjoying any common property, limited common property or other common areas, facilities or amenities of the strata corporation except on the same basis that governs

the use and enjoyment of any common property, limited common property or other common areas, facilities or amenities of the strata corporation by all the owners, tenants, or any other permitted occupants of all the strata lots in the applicable strata plan which are not Affordable Housing Units.

ARTICLE 6 DEFAULT AND REMEDIES

- 6.1 The Owner agrees that, in addition to any other remedies available to the City under this Agreement or the Housing Covenant or at law or in equity, if an Affordable Housing Unit is used or occupied in breach of this Agreement or rented at a rate in excess of the Permitted Rent or the Owner is otherwise in breach of any of its obligations under this Agreement or the Housing Covenant, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days written notice from the City to the Owner stating the particulars of the breach. For greater certainty, the City is not entitled to give written notice with respect to any breach of the Agreement until any applicable cure period, if any, has expired. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 6.2 The Owner acknowledges and agrees that a default by the Owner of any of its promises, covenants, representations or warranties set-out in the Housing Covenant shall also constitute a default under this Agreement.

ARTICLE 7 MISCELLANEOUS

7.1 Housing Agreement

The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act*;
- (b) where an Affordable Housing Unit is a separate legal parcel the City may file notice of this Agreement in the LTO against the title to the Affordable Housing Unit and, in the case of a strata corporation, may note this Agreement on the common property sheet; and
- (c) where the Lands have not yet been Subdivided to create the separate parcels to be charged by this Agreement, the City may file a notice of this Agreement in the LTO against the title to the Lands. If this Agreement is filed in the LTO as a notice under section 483 of the *Local Government Act* prior to the Lands having been Subdivided, and it is the intention that this Agreement is, once separate legal parcels are created and/or the Lands are subdivided, to charge and secure only the legal parcels or Subdivided Lands which contain the Affordable Housing Units, then the City Solicitor shall be entitled, without further City Council approval, authorization or bylaw, to partially discharge this Agreement accordingly. The

Owner acknowledges and agrees that notwithstanding a partial discharge of this Agreement, this Agreement shall be and remain in full force and effect and, but for the partial discharge, otherwise unamended. Further, the Owner acknowledges and agrees that in the event that the Affordable Housing Unit is in a strata corporation, this Agreement shall remain noted on the strata corporation's common property sheet.

7.2 Modification

Subject to section 7.1 of this Agreement, this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

7.3 Management

The Owner covenants and agrees that it will furnish good and efficient management of the Affordable Housing Units and will permit representatives of the City to inspect the Affordable Housing Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Affordable Housing Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, in its absolute discretion, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Affordable Housing Units.

7.4 Indemnity

The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Affordable Housing Unit or the enforcement of any Tenancy Agreement; and/or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

7.5 Release

The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators,

personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Affordable Housing Unit under this Agreement; and/or
- (b) the exercise by the City of any of its rights under this Agreement or an enactment.

7.6 Survival

The obligations of the Owner set out in this Agreement will survive termination or discharge of this Agreement.

7.7 Priority

The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement, if required by the City Solicitor, will be noted against title to the Lands in priority to all financial charges and encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City Solicitor or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

7.8 City's Powers Unaffected

This Agreement does not:

- (a) affect or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

7.9 Agreement for Benefit of City Only

The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Affordable Housing Unit; and

- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

7.10 No Public Law Duty

Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

7.11 Notice

Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed:

To: Clerk, City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

And to: City Solicitor
City of Richmond
6911 No. 3 Road
Richmond, BC V6Y 2C1

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

7.12 Enuring Effect

This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.

7.13 Severability

If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.

7.14 Waiver

All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising

any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.

7.15 Sole Agreement

This Agreement, and any documents signed by the Owners contemplated by this Agreement (including, without limitation, the Housing Covenant), represent the whole agreement between the City and the Owner respecting the use and occupation of the Affordable Housing Units, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in this Agreement. In the event of any conflict between this Agreement and the Housing Covenant, this Agreement shall, to the extent necessary to resolve such conflict, prevail.

7.16 Further Assurance

Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.

7.17 Covenant Runs with the Lands

This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement, acquire an interest in the Lands.

7.18 Equitable Remedies

The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.

7.19 No Joint Venture

Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.

7.20 Applicable Law

Unless the context otherwise requires, the laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.

7.21 Deed and Contract

By executing and delivering this Agreement the Owner intends to create both a contract and a deed executed and delivered under seal.

7.22 Joint and Several


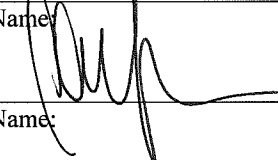
If the Owner is comprised of more than one person, firm or body corporate, then the covenants, agreements and obligations of the Owner shall be joint and several.

7.23 Limitation on Owner's Obligations

The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.

IN WITNESS WHEREOF the parties hereto have executed this Agreement as of the day and year first above written.

POLYGON TRAFALGAR SQUARE LTD.,
by its authorized signatory(ies):

Per:  **G. SCOTT BALDWIN**
Name: _____
Per:  **ROBERT BRUNO**
Name: _____

CITY OF RICHMOND
by its authorized signatory(ies):

Per: _____
Malcolm D. Brodie, Mayor

Per: _____
David Weber, Corporate Officer

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor
DATE OF COUNCIL APPROVAL

Appendix A to Housing Agreement

STATUTORY DECLARATION

CANADA)	IN THE MATTER OF A
)	HOUSING AGREEMENT WITH
PROVINCE OF BRITISH COLUMBIA)	THE CITY OF RICHMOND
)	("Housing Agreement")

TO WIT:

I, _____ of _____, British Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of _____ (the "Affordable Housing Unit"), and make this declaration to the best of my personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the Affordable Housing Unit.
3. For the period from _____ to _____, the Affordable Housing Unit was occupied only by the Eligible Tenants (as defined in the Housing Agreement) whose names and current addresses and whose employer's names and current addresses appear below:

[Names, addresses and phone numbers of Eligible Tenants and their employer(s)]

4. The rent charged each month for the Affordable Housing Unit is as follows:
 - (a) the monthly rent on the date 365 days before this date of this statutory declaration: \$_____ per month;
 - (b) the rent on the date of this statutory declaration: \$_____; and
 - (c) the proposed or actual rent that will be payable on the date that is 90 days after the date of this statutory declaration: \$_____.
5. I acknowledge and agree to comply with the Owner's obligations under the Housing Agreement, and other charges in favour of the City noted or registered in the Land Title Office against the land on which the Affordable Housing Unit is situated and confirm that the Owner has complied with the Owner's obligations under the Housing Agreement.

6. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME at the City of _____, in the Province of British Columbia, this _____ day of _____, 20____.

A Commissioner for Taking Affidavits in the Province of British Columbia

DECLARANT

PRIORITY AGREEMENT

In respect to a Housing Agreement (the "Housing Agreement") made pursuant to section 483 of the *Local Government Act* between the City of Richmond and **POLYGON TRAFALGAR SQUARE LTD.** (the "Owner") in respect to the lands and premises legally known and described as:

PID: No PID

Lot 1 Section 34 Block 5 North Range 6 West New Westminster District Plan EPP69898

(the "Lands")

THE BANK OF NOVA SCOTIA (the "Chargeholder") is the holder of a mortgage and assignment of rents encumbering the Lands which mortgage and assignment of rents is/are registered in the Lower Mainland LTO under number(s) BB265820 and BB265821 (the "Bank Charge(s)").

The Chargeholder, being the holder of the Bank Charges, by signing below, in consideration of the payment of Ten Dollars (\$10.00) and other good and valuable consideration (the receipt and sufficiency of which is hereby acknowledged and agreed to by the Chargeholder), hereby consents to the granting of the covenants in the Housing Agreement by the Owner and hereby covenants that the Housing Agreement shall bind the Bank Charges in the Lands and shall rank in priority upon the Lands over the Bank Charges as if the Housing Agreement had been signed, sealed and delivered and noted on title to the Lands prior to the Bank Charges and prior to the advance of any monies pursuant to the Bank Charges. The grant of priority is irrevocable, unqualified and without reservation or limitation.

THE BANK OF NOVA SCOTIA,
by its authorized signatory(ies):

Per: 
Name: **Patrick Kirgeth Brennan**
Director and Group Leader
Per: **Real Estate Banking**
Name:



**Housing Agreement (Polygon Trafalgar Square Development Ltd.)
Bylaw No. 9728**

The Council of the City of Richmond enacts as follows:

1. The Mayor and City Clerk for the City of Richmond are authorized to execute and deliver a housing agreement, substantially in the form set out as Schedule A to this Bylaw, with the owner of the lands located at 9491, 9511, 9531, 9551 & 9591 Alexandra Road and legally described as:

PID: NO PID

LOT 1 SECTION 34 BLOCK 5 NORTH RANGE 6 WEST NEW
WESTMINSTER DISTRICT PLAN EPP69898,

2. This Bylaw is cited as **"Housing Agreement (Polygon Trafalgar Square Development Ltd.) Bylaw No. 9728"**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: May 30, 2017

From: Wayne Craig
Director, Development

File: RZ 13-628557

Re: Application by New Continental Properties Inc. and Affiliates for Rezoning of the Properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126"; at 8351 Sea Island Way from "Land Use Contract 126"; and, at 8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to "High Rise Commercial (ZC39) – Bridgeport Gateway"

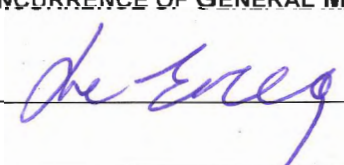
Staff Recommendation

1. That Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628, to amend the Bridgeport Village Specific Land Use Map - Detailed Transect Descriptions in Schedule 2.10 (City Centre Area Plan) by:
 - a) adding commercial education and university education uses (excluding dormitory and child care uses) to the list of uses permitted on a limited range of properties located south of Bridgeport Road and west of No. 3 Road; and
 - b) for the above-noted properties, providing for up to 50% of the 1.0 FAR Village Centre Bonus floor area to be allocated to education uses,be introduced and given first reading.
2. That Bylaw 9628, having been considered in conjunction with:
 - a) The City's Financial Plan and Capital Program;
 - b) The Greater Vancouver Regional District Solid Waste and Liquid Waste Management Plans;is hereby found to be consistent with said program and plans, in accordance with Section 882 (3) (a) of the Local Government Act.
3. That Bylaw 9628, having been considered in accordance with OCP Bylaw Preparation Consultation Policy 5043, is hereby found not to require further consultation.
4. That Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, to create the "High Rise Commercial (ZC39) – Bridgeport Gateway" zone and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from "Land Use Contract 126", the property at 8351 Sea Island Way from "Land Use Contract 126", and the property at

8311 Sea Island Way from "Auto-Oriented Commercial (CA)" and "Land Use Contract 126" to a new site-specific zone, "High Rise Commercial (ZC39) – Bridgeport Gateway" and to discharge "Land Use Contract 126", entered into pursuant to "Beldee Holdings/CTS Developments Limited Land Use Contract Bylaw No. 3612, 1979", (RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786), be discharged for the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way be introduced and given first reading.


Wayne Craig
Director, Development

JD:blg
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Transportation	<input checked="" type="checkbox"/>	
Community Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	

Staff Report

Origin

New Continental Properties Inc. and Affiliates has applied to the City of Richmond for permission to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road from “Land Use Contract 126”, the property at 8351 Sea Island Way from “Land Use Contract 126”, and the property at 8311 Sea Island Way from “Auto-Oriented Commercial (CA)” and “Land Use Contract 126” to a new site-specific zone, “High Rise Commercial (ZC39) – Bridgeport Gateway” (Attachment 1), in order to permit the development of high-density commercial and education uses on two linked development lots in the City Centre’s Bridgeport Village. Key components of the proposal concept (Attachment 2) include:

- A two-phase development.
- On the south-easterly development lot, a two tower with podium building combining restaurant, office, and education uses in one tower (Building A) and hotel and convenience retail uses in the other tower (Building B).
- On the north-westerly development lot, a single tower with podium building with a hotel and an attached low-rise parkade.
- A total floor area of approximately 28,140 m² (302,896 ft²) comprised of approximately:
 - 975 m² (10,495 ft²) of retail and restaurant space;
 - 17,785 m² (191,436 ft²) of hotel space;
 - 4,690 m² (50,483 ft²) of office space; and
 - 4,690 m² (50,483 ft²) of commercial and university education space.
- Approximately 306 rooms in the hotel on Parcel A+B and 95 rooms in the hotel on Parcel C.
- LEED Silver equivalent buildings designed and constructed to connect to the future district energy utility (DEU) system.
- Development of an enhanced public open space along No. 3 Road featuring public art.

Associated Official Community Plan (OCP) bylaw amendments are proposed to facilitate the inclusion of commercial education and university education (excluding dormitory and child care) uses on the subject site. As well, discharge of the existing Land Use Contract from the titles of the existing properties is required.

Findings of Fact

A Development Application Data Summary (Attachment 3) is provided for comparison of the proposed development with the proposed site-specific bylaw requirements.

Site and Surrounding Development

The subject site is located in Bridgeport Village (Attachment 4) between Bridgeport Road and Sea Island Way, to the west of No. 3 Road, and is comprised of six lots separated by an existing city lane. The site is flat and is currently occupied by a two-storey commercial building on the north side of the lane and surface parking on both the north and south sides of the lane. The proposed configuration of the development lots will leave one orphan lot (8380 Bridgeport Road), which is currently occupied by a one-storey restaurant and surface parking.

Surrounding development includes:

- To the North: Across Bridgeport Road and under construction, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (DP 12-624180).
Across Bridgeport Road and under application, a 3.0 FAR podium and tower, hotel and office development with a maximum height of 45 m (RZ 12-598104).
Across Bridgeport Road and under construction, a two-storey, 0.5 FAR, retail, restaurant and office development with surface parking (DP 14-659747).
- To the South: Across Sea Island Way, a recently-approved rezoning and DP for a 3.5 FAR, podium and tower, retail, office and residential development, which will also include a new community centre, with a maximum height of 45 m (DP 16-745853).
- To the East: Across No. 3 Road, an existing one-storey, auto-oriented commercial development with surface parking (DP 05-320899).
- To the West: An existing two-storey warehouse with surface parking.

Related Policies

1. Official Community Plan/City Centre Area Plan

Official Community Plan: The Official Community Plan (OCP) designates the site as “Commercial”. The proposed rezoning and proposed OCP amendment are consistent with this designation.

City Centre Area Plan: The City Centre Area Plan (CCAP) Bridgeport Village Specific Land Use Map designates the site as “Urban Centre T5 (45 m)” and “Urban Centre T5 (35 m)”. The proposed rezoning is generally consistent with these designations, except that OCP amendments are required to accommodate:

- the proposed commercial education and university education uses which are not currently supported on sites south of Bridgeport Road; and,
- utilization of up to one-half of the Village Centre Bonus floor area for combined commercial and university education uses.

The proposed OCP amendments are further discussed in the Analysis section of this report.

2. Other Policies, Strategies and Bylaws

Flood Protection Management Strategy: The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204 for Area “A”. Registration of a flood indemnity covenant is required prior to final adoption of the rezoning bylaw.

Aircraft Noise Sensitive Development Policy: The proposed development is located in a combination of Area 1B (new residential land use prohibited) and Area 2 (aircraft noise sensitive uses may be considered) on the Aircraft Noise Sensitive Development Map. The proposed

rezoning and associated OCP amendment are consistent with this Policy. Registration of an aircraft noise covenant is required prior to rezoning adoption.

Ambient and Commercial Noise: The proposed development must address additional OCP Noise Management Policies, specifically ambient noise and commercial noise. Requirements include provision of an acoustic consultant report regarding sound attenuation measures and registration of associated noise covenants before final adoption of the rezoning bylaw.

District Energy Utility Policy and Bylaws: The proposed development will be designed to utilize energy from a District Energy Utility (DEU) when a neighbourhood DEU is implemented. Connection to the future DEU system will be secured with a legal agreement prior to final adoption of the rezoning bylaw.

Richmond Public Art Policy: The proposed development must address the Richmond Public Art Policy and provide for installation of art on the site or a financial contribution toward Public Art in the Bridgeport Village. The contribution will be secured before rezoning adoption with a combination cash deposit and Letter of Credit. The Please refer to Analysis Section 2 b) "Community Amenities" for further information.

Consultation

1. OCP Amendment

General Public: An OCP amendment application sign has been installed on the subject site noting the proposed addition of education uses to the list of uses supported by the City Centre Area Plan (CCAP) for this property. Staff have not received any comments from the public in response to the sign. Should the Planning Committee endorse this application and Council grant first reading to the bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have further opportunity to comment on the proposed amendments. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: Staff have reviewed the proposed OCP amendments with respect to the *Local Government Act* and the City's OCP Consultation Policy No. 5043 requirements. Referrals were made to Ministry of Transportation and Infrastructure (MoTI) and TransLink through the rezoning process. Consultation with other stakeholders was deemed unnecessary. Consultation with external stakeholders is summarized below.

OCP Consultation Summary

Stakeholder	Referral Comment (No Referral necessary)
BC Land Reserve Co.	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Richmond School Board	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only. The proposed OCP amendments do not permit K-12 schools and, as residential uses are not permitted, there will be no impacts on School Board operation.
The Board of the Greater	No referral necessary, as the proposed amendment refers to the

Stakeholder	Referral Comment (No Referral necessary)
Vancouver Regional District (GVRD)	addition of commercial and university education as a permitted use relative to the subject site only.
The Councils of adjacent Municipalities	No referral necessary, as adjacent municipalities are not affected, and the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
First Nations (e.g., Sto:lo, Tsawwassen, Musqueam)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Ministry of Transportation and Infrastructure (MoTI)	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to MoTI through the associated rezoning process.
TransLink	The proposed amendment refers to the addition of commercial and university education uses to those permitted on the subject site only. It was referred to TransLink through the associated rezoning process.
Port Authorities (Vancouver Port Authority / Steveston Harbour Authority)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Vancouver International Airport Authority (VIAA) (Federal Government Agency)	No referral necessary. However, as a courtesy, staff have notified VIAA of the proposed rezoning application and associated OCP amendment.
Richmond Coastal Health Authority	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Miscellaneous Stakeholder Organizations (e.g. UDI)	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Community Groups and Neighbours	No referral necessary, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.
Relevant Federal and Provincial Government Agencies	No referral necessary, except as included in this table, as the proposed amendment refers to the addition of commercial and university education as a permitted use relative to the subject site only.

2. Rezoning

General Public: A rezoning application sign has been installed on the subject property. Staff have not received any comments from the general public in response to the sign except from the representative of the owners of the adjacent orphan lot (8380 Bridgeport Road). The representative noted that they were aware of the proposed rezoning, that they had been approached by the developer and that the owner was not interested in selling the property at this time. Should the Planning Committee endorse this application and Council grant first reading to the proposed rezoning, the application will be forwarded to a Public Hearing, where any area

resident or interested party will have further opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act*.

External Agencies: The rezoning application was formally referred to or otherwise coordinated with external agencies as described below.

- Ministry of Transportation and Infrastructure (MoTI): The application was referred by staff to MoTI in 2013 and again in 2017. MoTI has provided the City with an extension of the previously provided preliminary approval, based on the rezoning drawings, road functional drawings and Transportation Study. The preliminary approval includes new deceleration lanes, access and egress restrictions for the subject site and the adjacent orphan lot, and, lane manoeuvring for vehicles and various sized trucks. Final approval of the road functional design for the Bridgeport Road and Sea Island Way frontages will be required prior to rezoning adoption.
- South Coast British Columbia Transportation Authority (TransLink): Staff have referred the proposed OCP amendment and rezoning to TransLink due to proximity to the Canada Line guideway. Further, the property owner has entered into an agreement with TransLink for formal review through the Adjacent and Integrated Development (AID) program. TransLink has provided staff with preliminary comments regarding the proposed OCP amendment, the off-site design of the No. 3 Road area and implications for the regional transportation system. On this basis, TransLink is not opposed to staff advancing the OCP and rezoning report to Council. At the AID consent level, TransLink staff have stated that they are not at the point in the review to provide comment but expect that the applicant will work cooperatively to address all concerns as well as obtain Translink consent prior to any site work or construction. Staff note that the proposed development meets the CCAP 6.0 m Canada Line setback requirement established with TransLink's input. Further, the rezoning considerations require the registration of a legal agreement restricting building permit issuance prior to final approval being received from TransLink.
- Trans Mountain Pipeline/Kinder Morgan Canada: There is an existing jet fuel pipeline in the Bridgeport Road right-of-way that runs past the subject site. Kinder Morgan has noted that standard Approved Pipeline Proximity Installation Permits for both on-site and off-site works may be required and these can be granted to the owner of the subject development if the owner conforms to standard requirements. Preliminary review between Kinder Morgan and the applicant has not identified any significant issues.

Analysis

Staff have reviewed the proposed rezoning and proposed associated OCP (CCAP) amendments and find that they are generally consistent with City objectives including, but not limited to: public and private infrastructure; land use; density, height; siting conditions; and, community amenities.

1. Proposed OCP (CCAP) Amendment

Land Use: The proposed OCP (CCAP) land use amendments will allow commercial education and university education uses on the site. The range of education programs is expected to include ESL training, short term career training, private career college programs, privately and publically funded college diploma and associate degree programs and first and second year university

courses leading to subsequent study at a university. These programs would generally be offered in conjunction with New Continental's education services agency, Global Education Centre (GEC). The proposed facility would offer courses to local and international students and the duration of courses would range from 12 to 24 months. There would be approximately 58 staff.

The proposed OCP amendment would add "commercial education" and "university education" uses to the current list of uses supported on the subject site (i.e. office, hotel, institution and studio) in the Bridgeport Village Specific Land Use Map. Staff support the addition of these uses to the site, as discussed below, but recommend the university education use exclude accessory dormitory and child care uses due to the livability issues arising from vehicle and aircraft noise.

Connectivity: Education uses were not envisioned by the CCAP in Bridgeport Village south of Bridgeport Road because of concerns around poor transportation connectivity for students, a challenging pedestrian environment on Bridgeport Road and Sea Island Way and a lack of local services. Since the plan was adopted, many of these circumstances have improved. Capstan Station is expected to be constructed in the future and would be closer to the site than the existing Bridgeport Station. Capstan Village to the south is undergoing significant residential and commercial redevelopment and a new City Community Centre, offering recreation, cultural and community programming, will be provided in the Yuan Heng development across Sea Island Way from the subject site. In this evolving context, staff believe that the education uses may be considered if connectivity is further reinforced. To this end, the applicant has offered a voluntary rezoning contribution of \$697,119 for additional local area connectivity improvements. Specific recommendations for use of the funds, once identified, will be forwarded to Council in a separate report.

Density: The proposed amendments are structured to permit education uses as a component of the Village Centre Bonus floor area (up to half of the 1.0 FAR VCB), along with office uses. This is intended to ensure that the site is developed primarily with airport-related uses (e.g. hotels and offices supporting YVR), as well as to maintain a portion of the original VCB incentive to develop office uses. Staff note that the applicant has agreed to maintain the education floor area under a single strata title so that it can be easily converted to large tenant office space if the education facilities are no longer desirable or viable.

Hotel Use: Hotel use is permitted by the CCAP. Two hotels, designed to function as standard hotels, are being proposed on the subject site. There is some concern that these hotels may be used as student dormitories. To ensure that the student living arrangements are not compromised and that the hotels are being used as bona fide standalone commercial enterprises consistent with the City's land use, licensing and taxation objectives, registration of a legal agreement on title securing the owner's and assignee's commitment to a maximum on-site hotel stay of six months is a condition of rezoning bylaw adoption. Further, a non-strata agreement on each hotel must also be registered on title prior to rezoning approval.

Proposed Rezoning

The proposed rezoning is consistent with the Bridgeport Village Specific Land Use Map transects, Urban Centre T5 (35 m) and (45 m) (except for the commercial and university education uses which are the subject of the proposed OCP amendment). A new site-specific zone is proposed, "High Rise Commercial (ZC39) – Bridgeport Gateway ". The recommended

provisions reflect requirements regarding the amounts of hotel, office and education floor area, the location of education uses (in support of transportation connectivity objectives), site-specific height and siting parameters and parking and loading rates. Signed rezoning considerations are provided (Attachment 5).

2. CCAP Implementation Policies

The CCAP includes a variety of policies intended to address a community development needs arising from densification, as outlined in this section.

a) Utility, Transportation and Parks Infrastructure

The proposed infrastructure improvements are summarized below and will be realized through a Servicing Agreement.

City Utilities: The developer is required to undertake a variety of water, storm water drainage and sanitary sewer frontage works. Included are:

- Water main upgrades on Sea Island Way and the lane frontages.
- Storm sewer upgrades Bridgeport Road, No. 3 Road, Sea Island Way and the lanes.
- Various frontage improvements including street lighting.

A more detailed description of frontage and other infrastructure improvements is included in the Rezoning Considerations (Attachment 5). Required improvements to City utilities are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

Private Utilities: Undergrounding of private utility lines, location of private utility equipment on site and, if possible, relocation of a BC Hydro transmission pole and/or guy wires, are required.

Transportation Network: The CCAP encourages completion and enhancement of the City street and lane network. The following frontage and off-site street, lane and intersection improvements are required.

- Bridgeport Road: The roadway will be widened to accommodate MoTI travel and turning lane requirements, as well as a lighting strip. The City cross-section will include a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with a statutory right-of-way (SRW).
- No. 3 Road: The No. 3 Road vehicle lane widths will remain the same. The back-of-curb cross-section will be widened to accommodate a raised bikeway, a treed boulevard and a sidewalk. A property dedication is required up to and including 2.0 m of the 3.0 m sidewalk. The remaining area will be secured with an SRW.
- Sea Island Way: Sea Island Way currently has a wide off-street area of land that is City-owned, but under MoTI jurisdiction. MoTI has agreed to permit the developer to locate the standard City treed boulevard and sidewalk in this area, along the roadway, as well as create a plaza in the remaining space. Further, MoTI has expressed support for a building setback (1.5 m) along this frontage.
- Lanes: The various existing lanes will be upgraded to increase their travel widths and to add sidewalks. A new lane will be added at the western end of the site to create a second connection to Bridgeport Road and will be secured with an SRW. The Parcel A+B

turnaround as well as existing lane widenings will be secured with a combination of dedications and SRWs.

Preliminary Road Functional Drawings have been provided (Attachment 6).

Road enhancements along No. 3 Road to provide the new raised bike lane and a wider sidewalk will be eligible for DCC credits. All other works will be the sole responsibility of the developer and are not eligible for DCC credits.

Parks and Open Space Network: The CCAP identifies No. 3 Road as part of the City's greenway system. In lieu of providing a linear greenway and consistent with the need to enhance the pedestrian environment at this busy double intersection, the proposal includes two plazas bordering No. 3 Road. The combined plazas will assist with the transition between Capstan Village and Bridgeport Village as well as marking transitions to and from the city, river and airport.

- **Public Realm Design – No. 3 Road North:** The application shows approximately 694 m² of plaza space at the corner of No. 3 Road and Bridgeport Road (not including required City sidewalks). The proposed plaza is subject to a number of 3rd party SRWs and will also be subject to a public-right-of-passage (PROP) SRW. Detailed design development will be undertaken through the DP and SA processes. Parks Department staff have requested significant tree planting in this area, the implementation of which will be subject to co-ordination with TransLink (guideway), MoTI and BC Hydro (transmission pole) limitations.
- **Public Realm Design – No. 3 Road South:** There is a large area of City land bordering Sea Island Way that is reserved for future widening of the highway. The applicant reviewed highway widening needs with MoTI and MoTI supports adjustments to this area for public realm use. The south-facing area connects with a large covered pedestrian plaza area between the hotel and office/education components on Parcel A+B that links the building entries and the streets and lane. Detailed design development of the required improvements will be undertaken through the DP and SA processes and will be co-ordinated with any MoTI requirements.

The greenway/ plaza (Parks) infrastructure improvements are not eligible for Development Cost Charge (DCC) credits and will be funded by the developer.

b) Community Amenities

The CCAP Implementation Strategy includes density bonusing and other measures to support community enhancements that are desirable in the context of City Centre densification. The proposed rezoning includes offers to contribute to the following community amenities in accordance with the OCP.

Density Bonusing: The proposed rezoning is located in the Brighthouse Village Specific Land Use Map "Village Centre Bonus (VCB)" area and utilizes the available VCB density increase of 1.0 FAR. Five percent of this area is expected to be provided back to the City in the form of floor area for a community amenity or a cash-in-lieu contribution to the City Centre Facility Development Fund. Community Services staff have reviewed the location of the development, and limited amount of community amenity floor area (469 m²) against neighbourhood needs and recommend that the City accept a cash-in-lieu contribution based on the finished value of the space (\$3,281,593.00 calculated using the proposed floor area $[0.05 \times 1.0 \times 9,380 \text{ m}^2 \times \$6,997$

/m²). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada “Non-residential Building Construction Price Index” yearly quarter to quarter change for Vancouver, where the change is positive.

Community Planning: The proposed rezoning is subject to a community planning implementation contribution for future community planning (\$75,696.60 calculated using the proposed floor area [28,140 m² x \$2.69 / m²]).

Public Art: A Public Art Plan has been submitted proposing an on-site art contribution, which staff recommend be located in either or both of the public plaza areas. The contribution will be secured through the rezoning with a combination of cash deposit (5%) and Letter of Credit (95%), based on the current contribution rates (e.g. a minimum of \$130,288.20 calculated using the proposed floor areas [28,140 m² x \$4.63]).

3. Other CCAP Development Policies

a) Transportation

Site Access - Off-site: Vehicular access/egress to the site will be provided via an internal laneway system connecting to Sea Island Way and Bridgeport Road.

Access/Egress - Orphan Lot: Existing parking for the orphan lot at 8380 Bridgeport Road is provided at the front and the rear of the building and is currently accessed from the City lane. Egress from the front parking area, which has angled spaces, is provided through the subject site (8360 Bridgeport Road/Parcel C) onto Bridgeport Road. MoTI does not support permanently retaining this egress and it must be removed when construction of the Bridgeport Road improvements is commenced toward the end of Phase 1 of the subject development (Parcel A+B and interim Parcel C). At that time, the applicant is proposing to provide a one way egress from the orphan lot front yard parking, through Parcel C, south to the east-west lane. This egress route is proposed to be provided as an SRW. As the proposed new SRW route requires the demolition of the existing building at 8360 Bridgeport Road and the existing building is intended to be used during construction of Phase 1, registration of the SRW will occur at the time that the Bridgeport Road egress is closed. In lieu of immediate registration of the SRW, an agreement will be registered on title in favour of the City and Province to ensure that the applicant provides the SRW at the appropriate time.

Site Access - On-site: Vehicular access is provided via the lane system to both drop-off/turnaround areas and parkade entrances on Parcel A+B and Parcel C. Truck access and loading is provided and will be the subject of further review during the DP review process.

Parking: The proposed parking rates are consistent with the parking provisions of the Richmond Zoning Bylaw (City Centre Zone 1A) except for the education parking. Staff requested a consultant parking study to establish the appropriate rate for the education use in this location. The proposed rate of 0.4 spaces per student and 0.4 spaces per staff is based on existing mode splits observed at similar education facilities. Transportation staff support the proposed education parking rate, which is reflected in the proposed site-specific zone, as well as the overall parking proposal which includes the following TDM reductions:

- A 10 percent reduction for all uses due to shared parking;

- A 10 percent reduction for all uses with the provision of the following TDM measures:
 - Transit passes (similar to that of the U-Pass program) for all students in perpetuity.
 - End-of-trip cycling facilities (e.g. showers, toilets) for each gender for each of the proposed land uses.
 - Two parking spaces for car-share vehicles with the necessary PROP SROW registered.
 - One car-share vehicle for a minimum duration of three years.
 - Equipping of the car-share spaces with one electric vehicle (EV) quick-charge (240 V) charging station.
 - Equipping of 20% of all vehicle parking spaces with 240 volt plug in receptacles for the future addition of shared use charging stations.
- An additional 20 percent reduction for the commercial education uses with the provision of the following TDM measures:
 - Transit passes for all staff in perpetuity.
 - A shuttle bus provided in perpetuity for both staff and students.
 - Priority carpool parking for students and staff.
 - Equipping of the Class 1 bicycle spaces with 120V electric vehicle plug in receptacles for the future addition of shared use charging stations.
 - Voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.

All TDM measures associated with the commercial education use are to be implemented with Phase 1 development (Parcel A+B and interim C). Further, all car share and car pool spaces are to be provided in the Parcel A+B structure. Registration of legal agreements on title to secure various components of the TDM package is required prior to rezoning adoption.

Parking Location and Phasing: Some of the required parking for Parcel A+B is proposed to be located on Parcel C, first as surface parking (Phase 1) and then in a parkade (Phase 2). The applicant has provided a comprehensive proposal, as part of the consultant transportation study, to manage the transition from the surface parking to the constructed parkade. The physical design of the interim surface parking will be managed through the DP review process.

Parking – Orphan Lot: The design concept for future redevelopment of the orphan lot at 8380 Bridgeport Road demonstrates the need for between 73 and 82 parking spaces, depending on the Capstan Station status at the time of development. Sixteen of these spaces can be provided on the orphan lot and the remainder, between 57 and 66, will be accommodated on the subject site (Parcel C). Registration of a legal agreement for the provision of the required spaces for the future use of the orphan is a requirement of rezoning adoption.

Loading: The proposed loading calculation for medium size trucks is consistent with the Richmond Zoning Bylaw. For Parcel A+B, a total of four SU-9 loading trucks will be required. For Parcel C, two SU-9 spaces will be required. Staff support waiving the requirement for large truck loading spaces, as reflected in the proposed site-specific zoning, based on the results of the consultant study: the proposed uses would not typically involve deliveries with large semi-trailers and the lane network will be able to accommodate short-term large truck loading activities should such need arise. The proposed site-specific zone permits the waiving of the large loading spaces.

b) Ecology and Adaptability

Living Landscape: The CCAP looks to development to support and enhance ecological functioning in City Centre through the creation of a continuous and interconnected landscape system. The proposed development will contribute to the ecological network through a number of measures including:

- Provision of a significant number of new trees in or around the plaza areas along No. 3 Road, subject to coordination with MoTI, TransLink and other private utilities.
- Provision of street trees on all three street frontages.
- Provision of soft landscape in the back-of-curb public realm areas.
- Provision of intensive/extensive green roofs on the upper roof levels.

Further review of the landscape and green roof aspects of the proposal will occur within the DP process.

Greening of the Built Environment: The proposed development will be designed to achieve a sustainability level equivalent to the Canada Green Building Council LEED Silver certification.

4. Development Concept Review

The CCAP includes a variety of policies intended to shape development to be livable, functional and complementary to the surrounding public and private realm. Those policies most critical to the development concept at the rezoning stage are reviewed below.

Massing Strategy: The massing of the proposed development is generally consistent with the urban design objectives of the CCAP and is arranged to address the site's unusual configuration, specific constraints (Canada Line guideway), urban impacts (adjacent arterial highways), urban design opportunities (multi-directional gateway) and combination of uses (education, office and hotel). There are three main tower elements that are interspersed with varied height midrise and podium elements. The varied massing, height and façade expression, as well as the allocation of uses across the site, provides for a more intimate grain on the street frontages than might typically be found on a development of this scale.

Adjacencies: The relationship of the proposed development to adjacent public and private properties is assessed with the intent that negative impacts are reduced and positive ones enhanced. Much of the proposed development is surrounded by wide City streets and widened lanes which mitigates potential impacts on both the surrounding public realm and surrounding private development. The only abutting adjacency is with the orphan lot and the applicant has provided conceptual drawings demonstrating its potential for development at 3.0 FAR and six storeys.

Form and Character: Through the Development Permit Application process, the form and character of the proposed development is assessed against the expectations of the Development Permit Guidelines. Staff have identified the following issues to be resolved at the DP.

Phase 1 (Parcel A+B and interim parking on Parcel C)

- the site and functional planning to further develop:
 - the plaza and public realm to address general programming, circulation, design and landscaping requirements as well as improvements related to existing utilities and infrastructure;

- building entries and other indoor-outdoor relationships to enhance street public realm animation (*Note: More active uses should be provided at ground level along the Bridgeport Road side of building*);
- the general architectural form and character to further develop:
 - the façade expression of the Tower A in the context of the CCAP signature tower/gateway designation and to acknowledge and celebrate the education uses;
 - the upper levels of Tower A to add more visual interest to the skyline;
 - the laneside building facades to establish a finer urban grain and to provide more visual interest (*Note: The lane circulation is intended to operate as an extension of the public realm. Further, much of the building will be highly visible from the surrounding area*);
 - all large areas of curtain wall to add visual interest and reduce the sense of anonymity;
 - addition of weather protection and exploration of opportunities to add shading devices for both sustainability and visual interest;
- the interim surface parking lot to:
 - provide interim screening and landscaping;

Phase 2 (Parcel C)

- the site and functional planning to further develop:
 - provision of a public landscape feature in the Bridgeport Road setback area adjacent to the parkade to improve the public realm experience along this frontage;
- the general architectural form and character to further develop:
 - the Bridgeport Road parkade facade (Building C);

DP Guidelines: Additional review of the following building features will occur through the Development Permit Application process.

- Parking and Loading: A draft functional plan showing truck manoeuvring has been provided and will be further developed through the DP process.
- Waste Management: A draft waste management plan has been submitted and will be further developed through the DP process.
- Rooftop Equipment: Rooftop mechanical equipment and building mounted telecom equipment can be unsightly when viewed from the ground and from surrounding buildings. To prevent diminishment of both the architectural character and the skyline, a more detailed design strategy for rooftop equipment/enclosures is required.
- Crime Prevention through Environmental Design (CPTED): The City has adopted policies intended to minimize opportunities for crime and promote a sense of security. A CPTED checklist and plans demonstrating natural access, natural surveillance, defensible space and maintenance measures will be reviewed within the development permit process. Specific design development should include:
 - Phase 2 (Parcel C)*
 - the orphan lot lane, parkade interface and consideration of potential CPTED issues.
- Accessibility: In addition to providing a variety of accessible units (per Analysis, Section C.1 – Households and Housing), the proposed development will be required to provide good site

and building accessibility and visitability. Provision of a checklist along with design implementation will occur within the development permit process.

- Sustainability: Integration of sustainability features into the site, building and landscape design.

5. City-wide Policies

a) Tree Management

The applicant wishes to remove 5 on-site trees (Trees #169, 170, 178, 179 and 180). The 2:1 replacement ratio would require a total of 10 replacement trees, which the applicant has agreed to provide within the overall landscape plan that will be provided and reviewed through the DP application process. Tree protection is required for the 3 existing trees on the orphan lot at 8380 Bridgeport Road.

On the advice of Park staff, off-site tree replacement measures will include a contribution of \$9,100 (*7 trees x \$1,300*) to the Tree Compensation Fund and the provision of new frontage trees through the SA process.

6. Legal Encumbrances

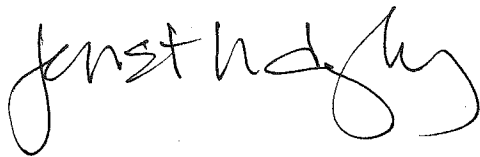
The proposed rezoning will alter the current property boundaries and legal encumbrances as well as create new ones. The applicant has provided a Charge Summary and Opinion prepared by a lawyer. Staff comment as follows.

- Statutory Rights of Way (SRW) pertaining to utilities that are in favour of the City may need to be discharged or amended subject to circumstances arising from preloading and/or SA civil design. These circumstances will be established within the SA process.
- The Covenant that restricts access from Bridgeport Road to the property at 8320 Bridgeport Road should be discharged (BR 25294).

Conclusion

The application by New Continental Properties Inc. and Affiliates to amend the OCP and to rezone the properties at 8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way in order to develop a high-density, mixed hotel, office and education complex is consistent with City objectives as set out in the OCP, CCAP and other City policies, strategies and bylaws. The proposed commercial uses will support the nearby airport as well as future development in Bridgeport Village. The proposed education uses will create an added layer of activity on the site and help invigorate the surrounding area. The built form will provide a strong identity for the site's gateway role, and, public realm enhancements will greatly improve the pedestrian experience at this high traffic location. Engineering, transportation and parks improvements, along with a voluntary OCP amendment contribution and cash-in-lieu density bonusing contributions, will help to address a variety of community development needs.

On this basis, it is recommended that OCP Bylaw 7100, Amendment Bylaw 9628 and Zoning Bylaw 8500, Amendment Bylaw 9629, be introduced and given first reading.



Janet Digby, Architect AIBC
Planner 3
(604-247-4620)

JD:blg

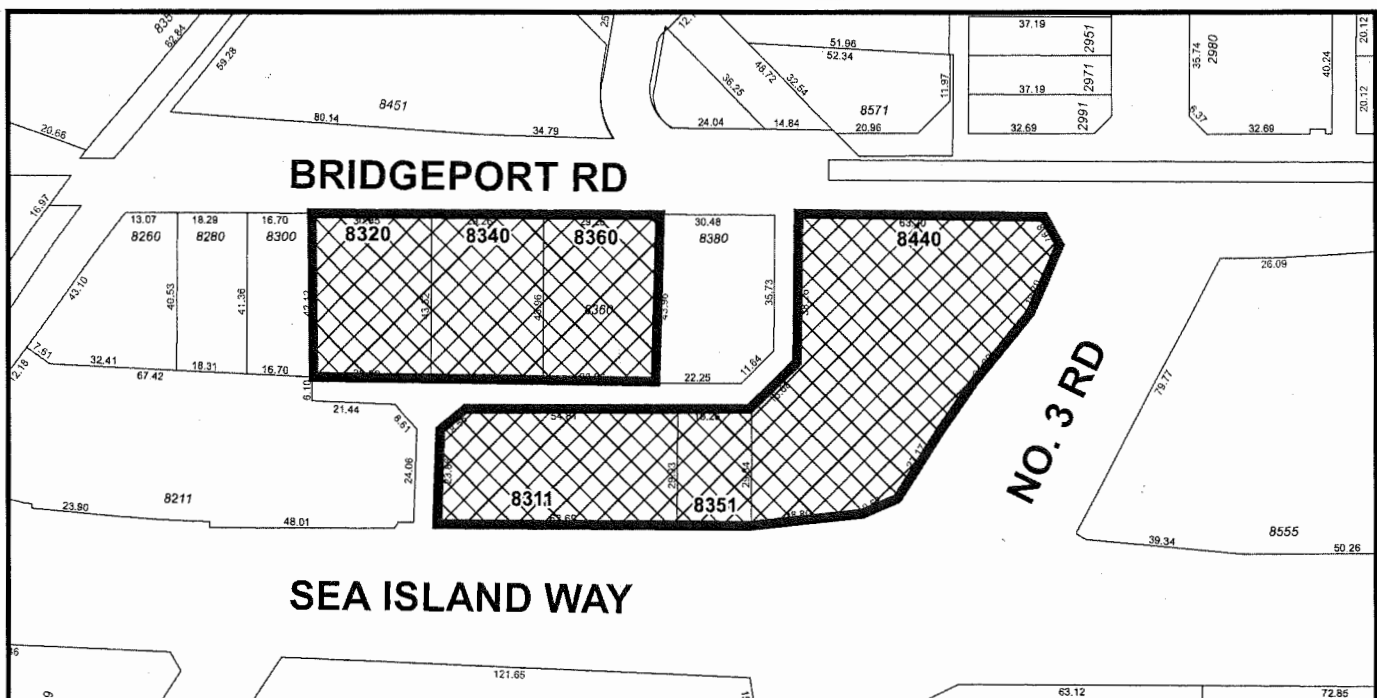
Attachments:

- | | |
|---------------|--|
| Attachment 1: | Rezoning Map /Aerial |
| Attachment 2: | Rezoning Proposal Conceptual Plans |
| Attachment 3: | Development Application Data |
| Attachment 4: | City Centre Bridgeport Village Specific Land Use Map |
| Attachment 5: | Rezoning Considerations |
| Attachment 6 | Preliminary Road Functional Drawings |

Enclosure



City of
Richmond



RZ 13-628557
PLN - 52

Original Date: 03/05/14

Revision Date: 01/11/16

Note: Dimensions are in METRES



RZ 13-628557

PLN - 53

Original Date: 02/05/13

Amended Date: 01/11/16

Note: Dimensions are in METRES



PLN - 54

PERSPECTIVES A027

PROPOSED MIXED USE DEVELOPMENT

NEW **CONTINENTAL PROPERTIES INC**
2800 Park Place - 666 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0825 Fax: 604 606 3510

MAY 3, 2017 RICHMOND, B.C.



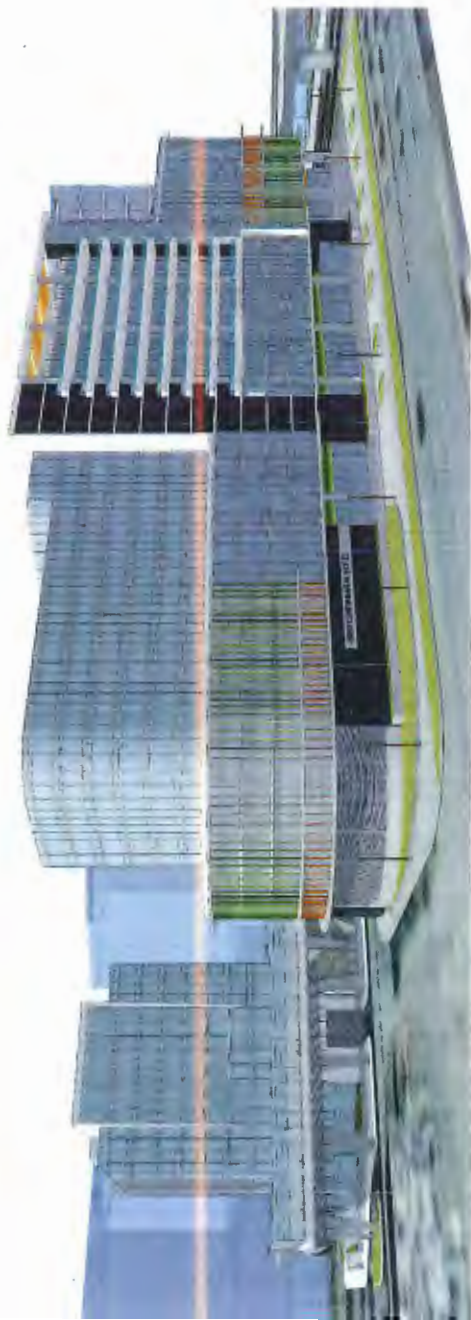
PLN - 55

PERSPECTIVES A028

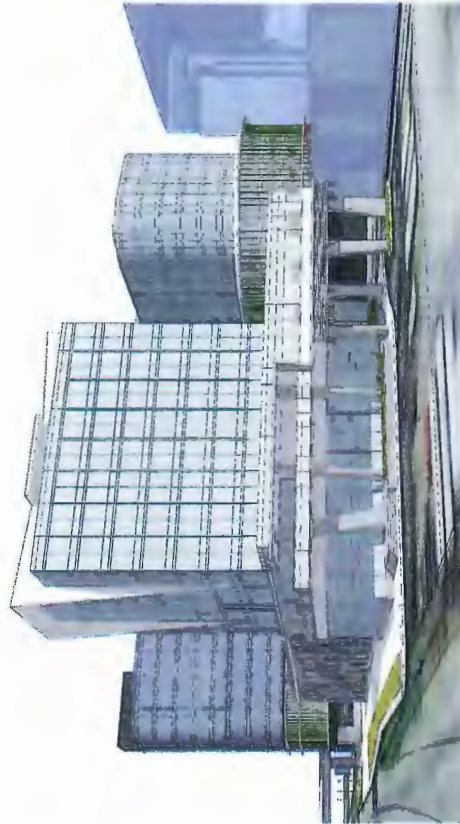
PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604.623.0850 Fax: 604.610.2110

MAY 3, 2017 RICHMOND, B.C.



PLN - 56



WA

201-444-4444
201-444-4444
201-444-4444

WENSLEY ARCHITECTURE LTD

PROPOSED MIXED USE DEVELOPMENT

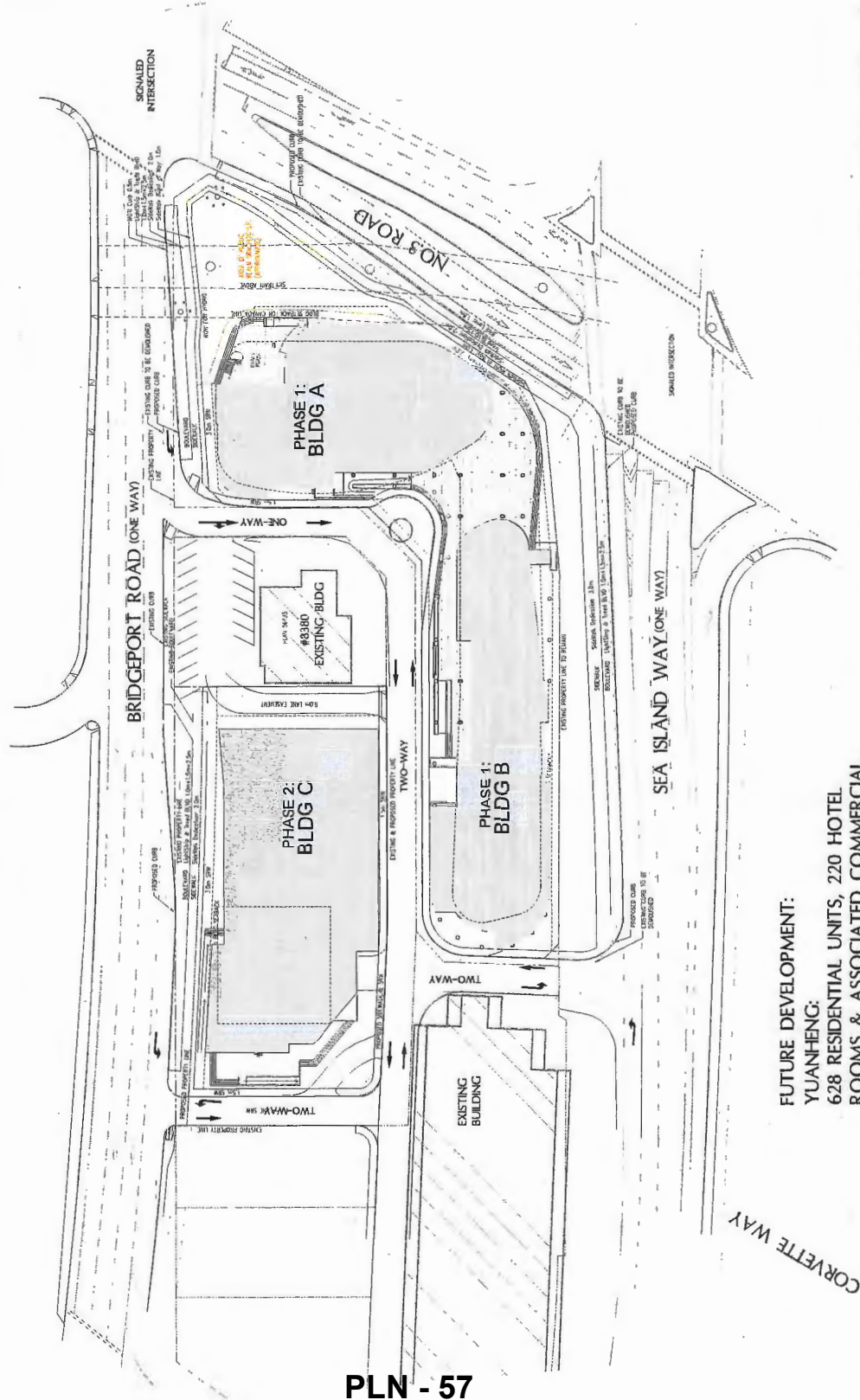
MAY 03, 2017 RICHMOND, B.C.

PERSPECTIVES A038

NEW CONTINENTAL PROPERTIES INC

2800 Park Place - 655 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 623 0855 Fax: 604 605 3510

FUTURE DEVELOPMENT:
JINGON: 4 MILLION SF. OF
RETAIL, ENTERTAINMENT,
OFFICE, HOTEL & CONFERENCE



FUTURE DEVELOPMENT:

YUANHENG:
628 RESIDENTIAL UNITS, 220 HOTEL
ROOMS & ASSOCIATED COMMERCIAL

SITE PLAN WITH FUTURE DEVELOPMENT CONTEXT A005

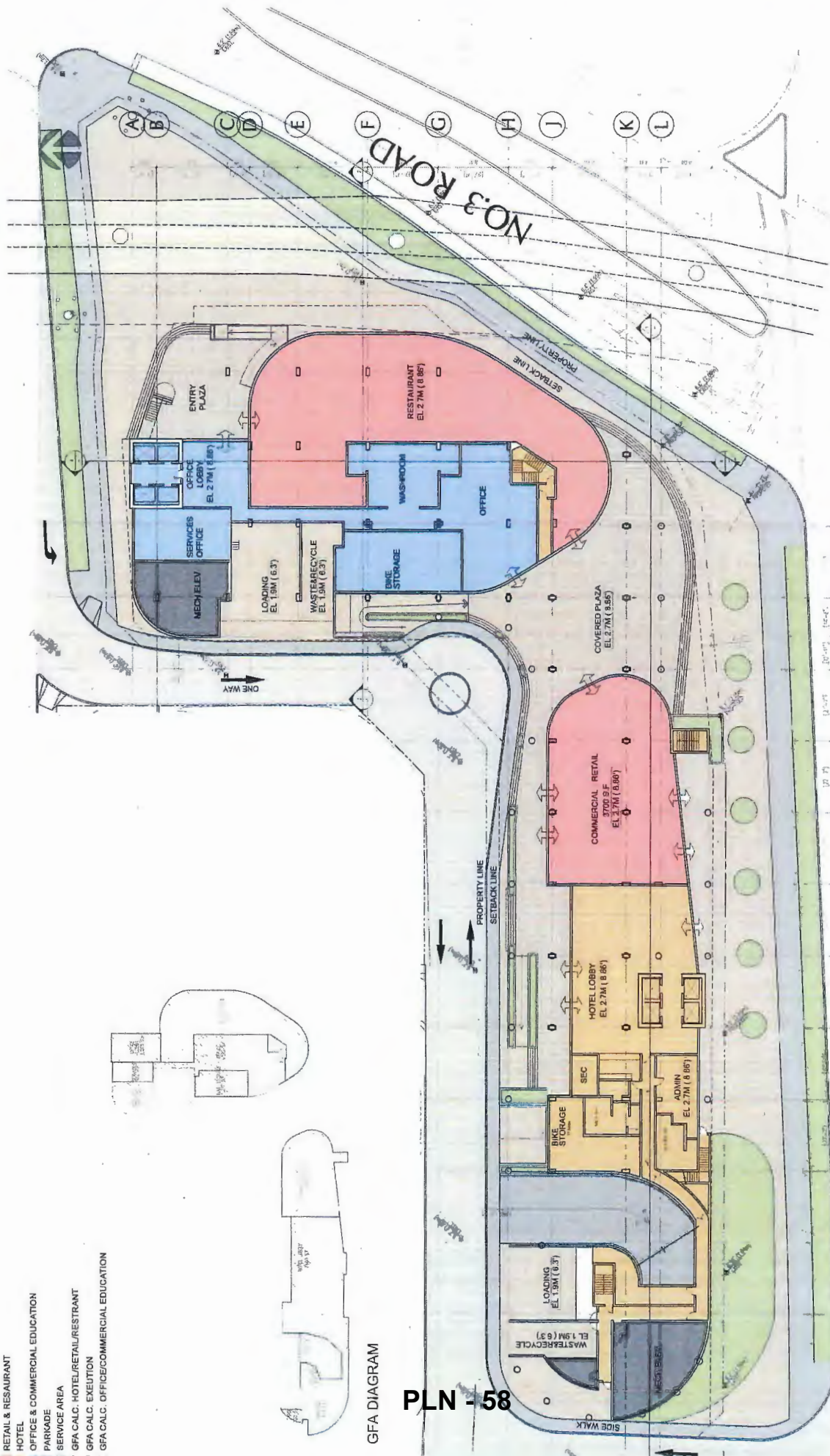
PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 655 Burrard Street, Vancouver, BC V6C 2Z7 Ph.: 604 603 0855 Fax: 604 605 3510

MAY:3,2017 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXEUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PLN - 58

BUILDING A+B: FLOOR PLAN LEVEL 1 011

PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

WA

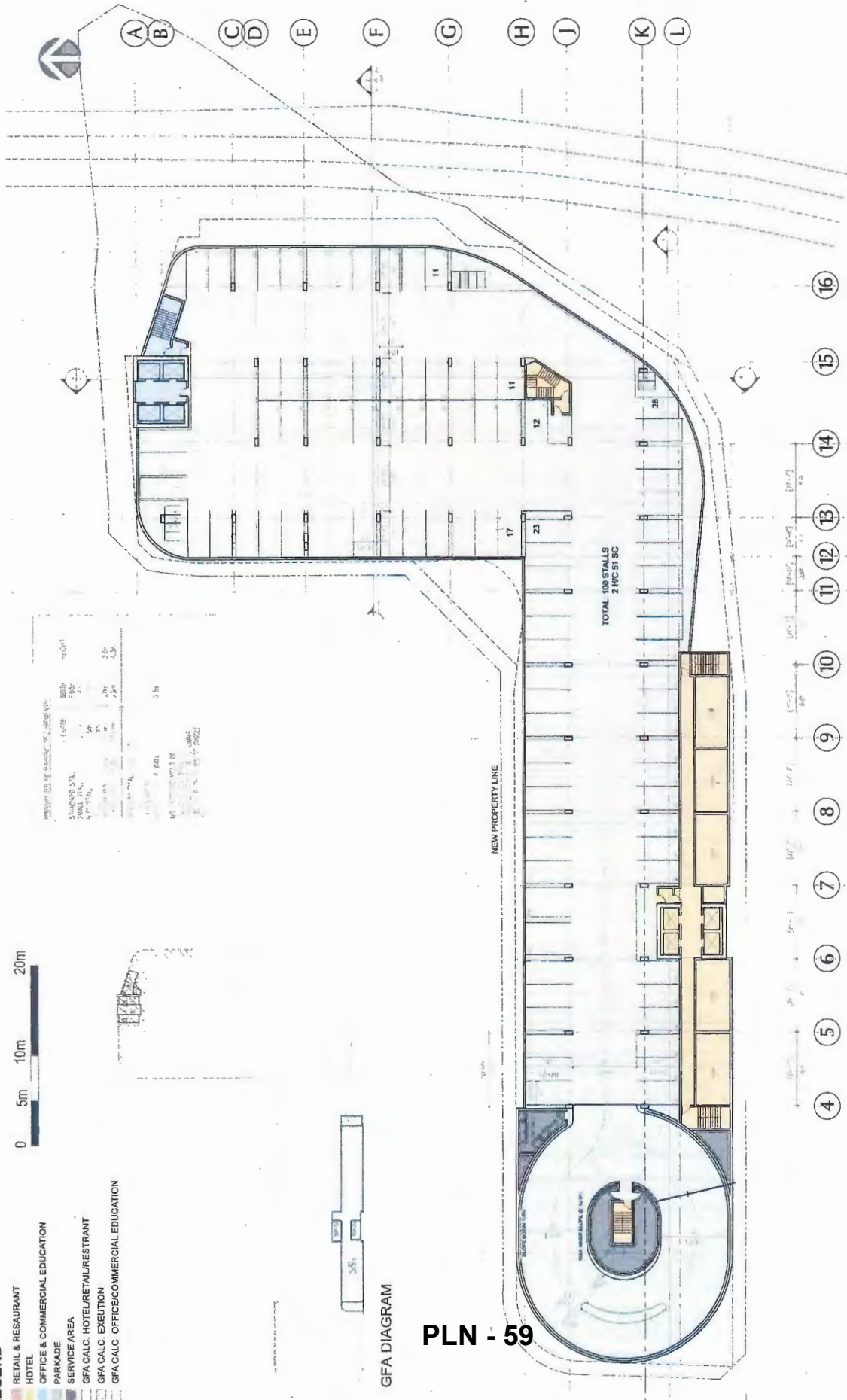
3011 - 1544 Avenue St. Vancouver V6G 2Z4
604 422 3420

WENSLEY ARCHITECTURE LTD

NEW CONTINENTAL PROPERTIES INC.
2600 Park Place - 650 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 603 0852 Fax: 604 603 3510

- LEGEND**
- RETAIL & RESTAURANT
 - HOTEL
 - OFFICE & COMMERCIAL EDUCATION
 - PARKADE
 - SERVICE AREA
 - GFA CALC. HOTEL/RETAIL/RESTAURANT
 - GFA CALC. EXECUTION
 - GFA CALC. OFFICE/COMMERCIAL EDUCATION

0 5m 10m 20m



PLN - 59

BUILDING A+B: FLOOR PLAN LEVEL 2, 3, 4, A012

PROPOSED MIXED USE DEVELOPMENT

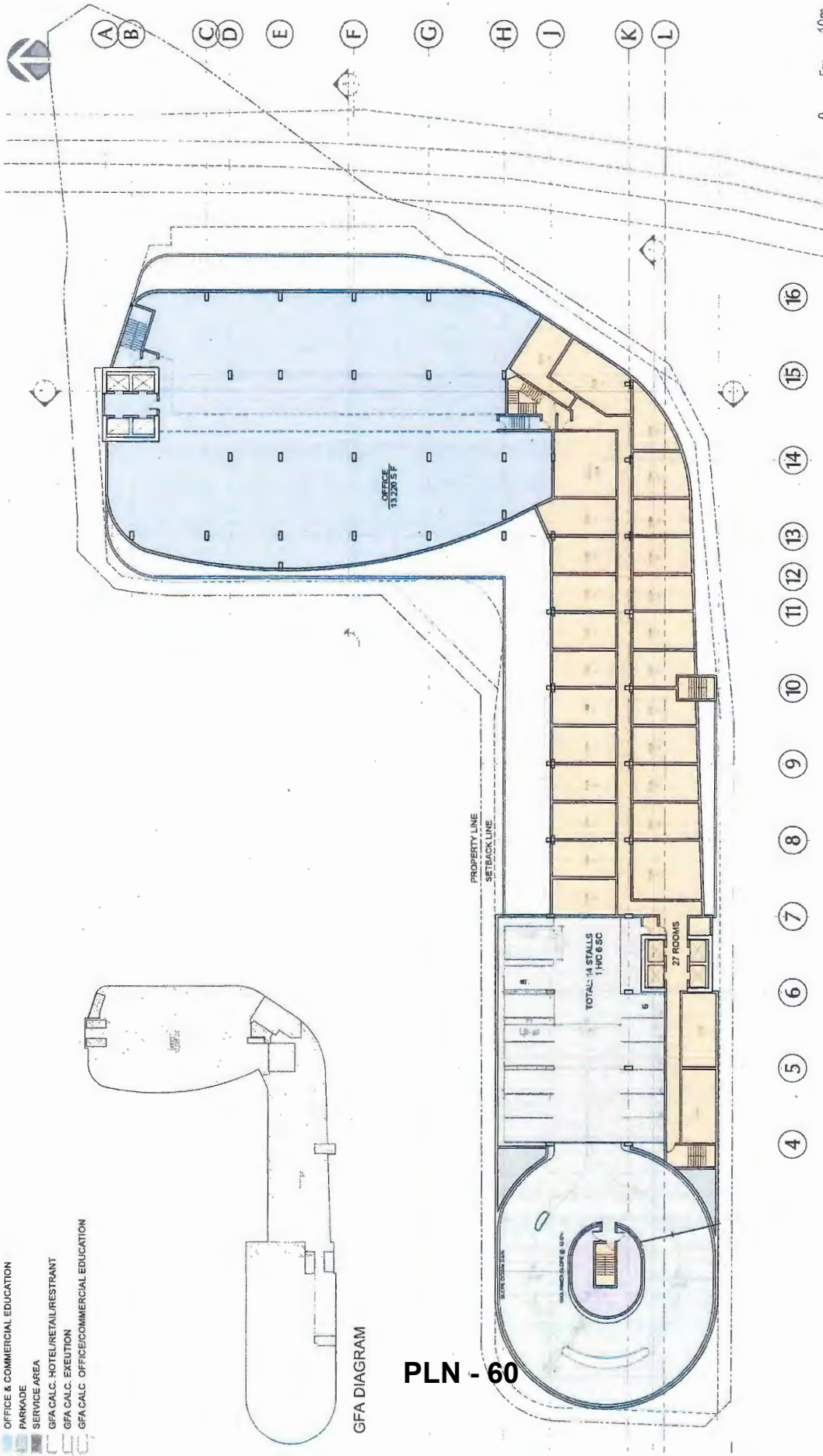
NEW CONTINENTAL PROPERTIES INC
2800 Pine Plaza, 608 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 693 0845 Fax: 604 695 1510

MAY.3.2017 RICHMOND, B.C.

WA
WENSLEY ARCHITECTURE LTD
225 - 1444 BROADVIEW ST. VANCOUVER, BC V6L 2A5
604 682 3320 W: WENSLEYARCHITECTURE.COM

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PLN - 60

GFA DIAGRAM

BUILDING A+B: FLOOR PLAN LEVEL 5A013

PROPOSED MIXED USE DEVELOPMENT

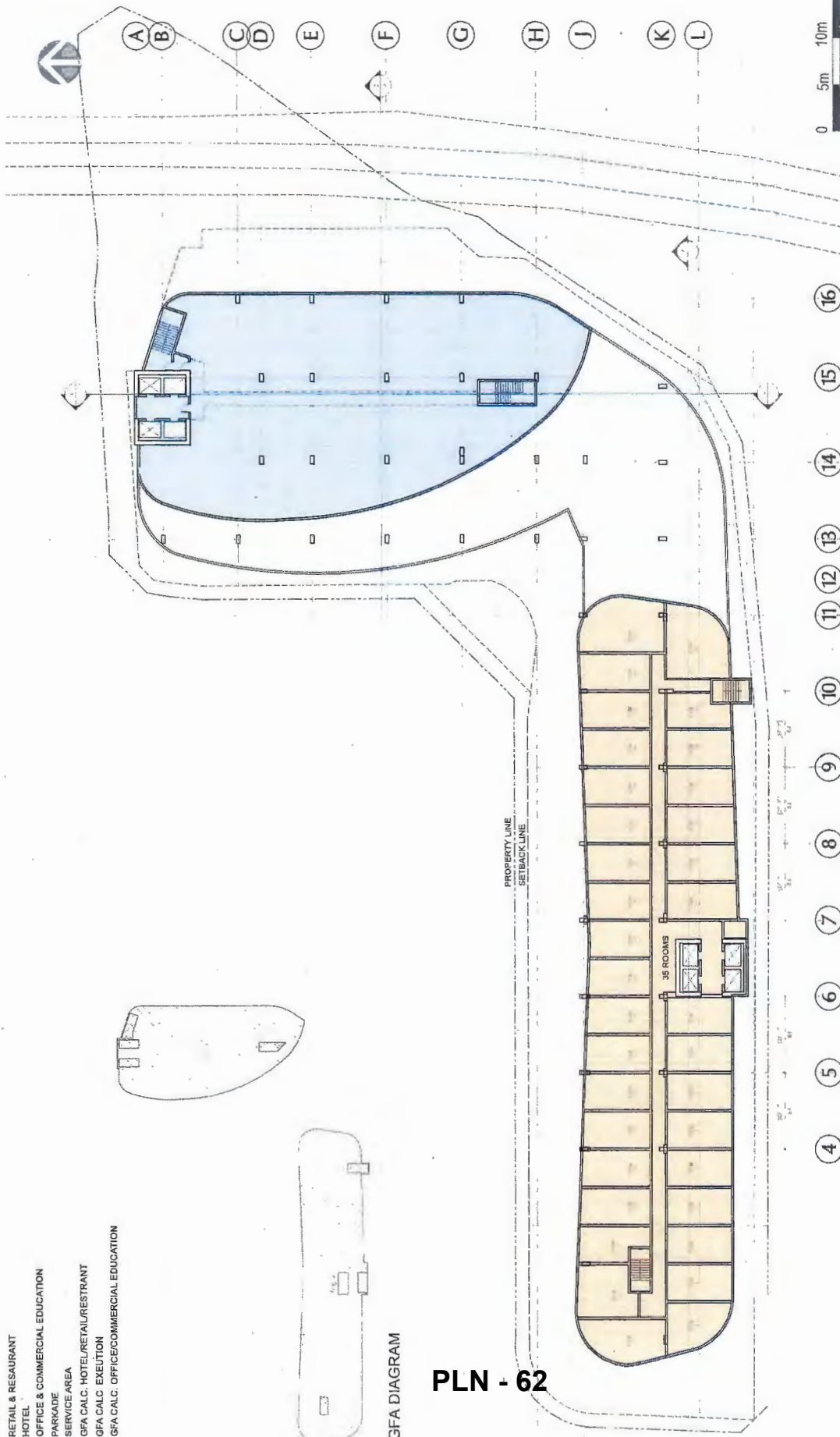
MAY. 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2820 Park Place - 508 Burrard Street Vancouver BC V6C 2Z7 Ph: (604) 683-0855 Fax: (604) 680-3510

WA
301-1000 Avenue B, Vancouver, V6G 2Z8
604 680 3523 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXECUTION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PLN - 62

GFA DIAGRAM

BUILDING B: FLOOR PLAN LEVEL 9, 10, 11
BUILDING A: FLOOR PLAN LEVEL 8, 9, 10 A015

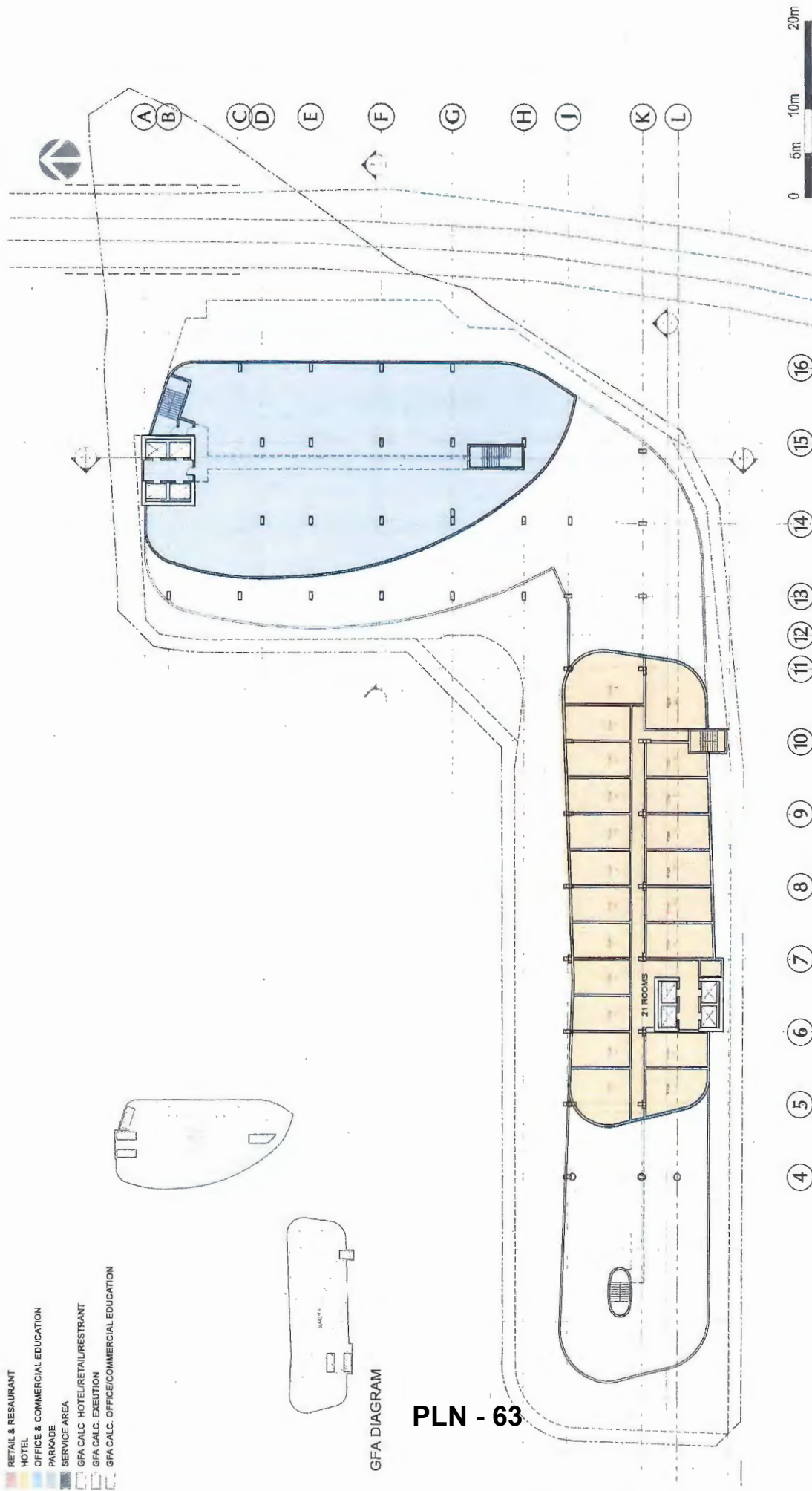
PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2801 Park Place - 608 Burnaby Street Vancouver BC V6C 2Z7 Ph: 604 603 0855 Fax: 604 603 5510

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



GFA DIAGRAM

PLN - 63

BUILDING B: FLOOR PLAN LEVEL 12
BUILDING A: FLOOR PLAN LEVEL 11-12 A016

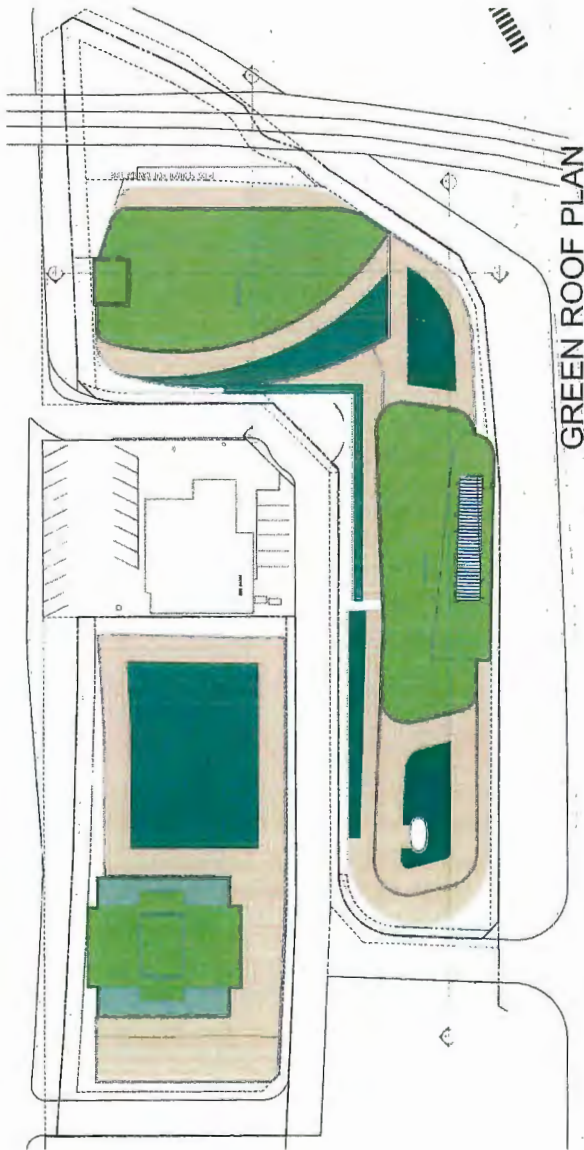
PROPOSED MIXED USE DEVELOPMENT

MAY 3, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2001 Pine Place - 656 Burnaby Street, Vancouver BC V6C 2T7 Tel: 604 633 8855 Fax: 604 678 2510

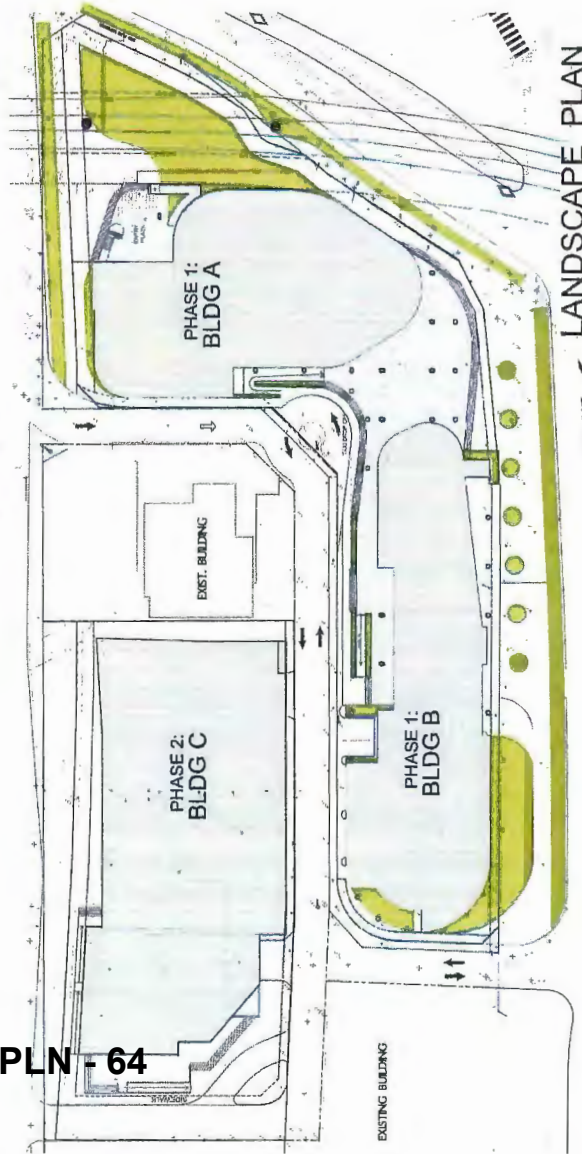
LEGEND

- COOL ROOF
- COOL ROOF PAVING
- GREEN ROOF
- REGULAR PAVING
- LEVEL 1 GREEN LANDSCAPE



GREEN ROOF PLAN

PLN - 64



LANDSCAPE PLAN

BUILDING A+B GREEN ROOF PLAN 017

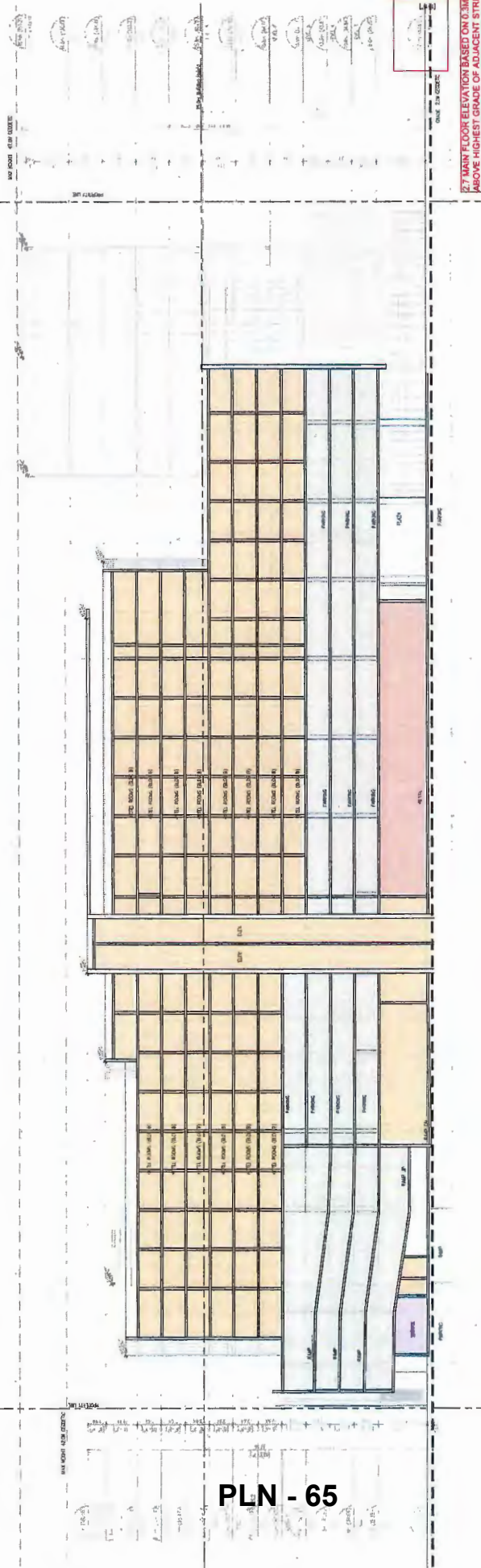
PROPOSED MIXED USE DEVELOPMENT

DECEMBER 16, 2016 RICHMOND, B.C.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16



SECTION 1-1

27 MAIN FLOOR ELEVATION BASED ON 0.3METER ABOVE HIGHEST GRADE OF ADJACENT STREET.

PLN - 65

BUILDING A+B SECTION A020

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

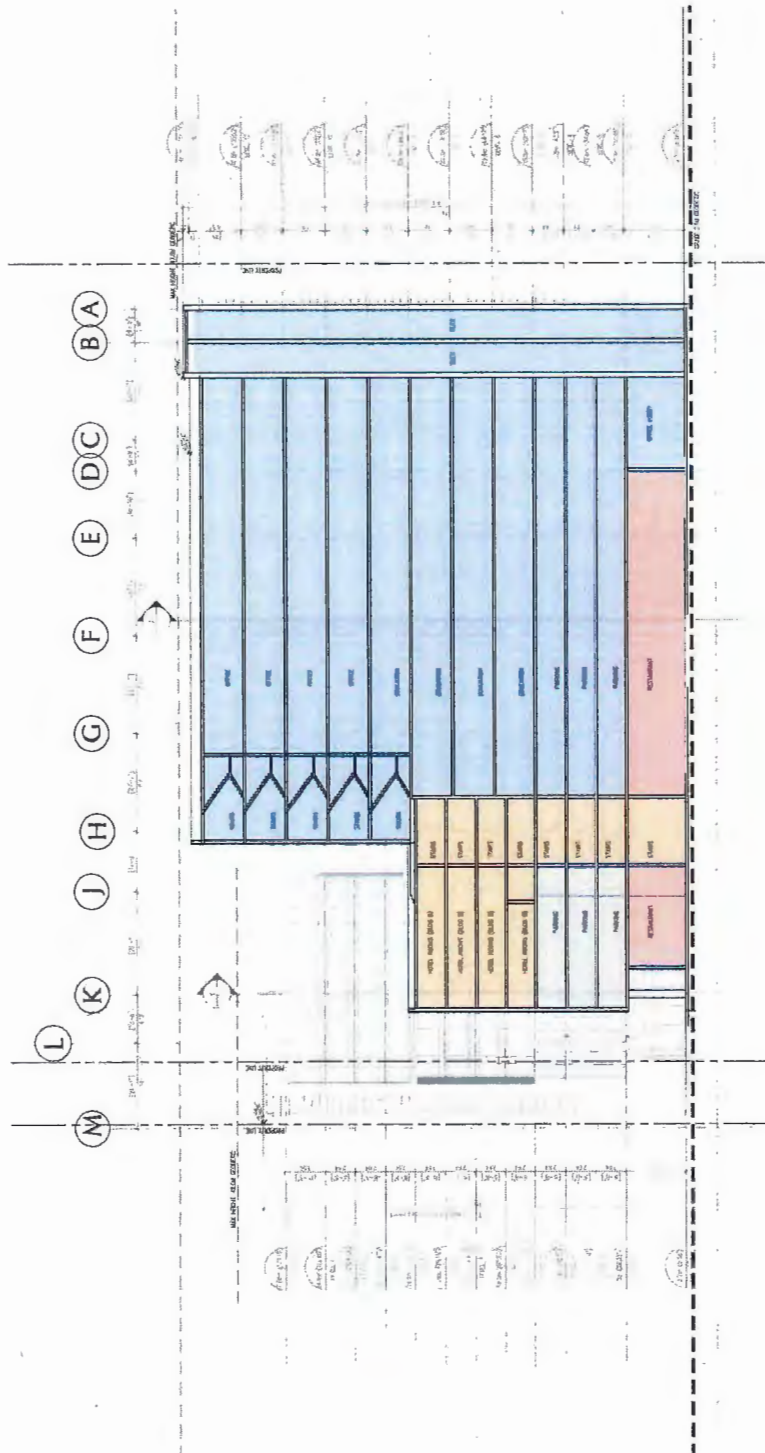
NEW CONTINENTAL PROPERTIES INC.
2000 West Fraser - 606 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 683 0855 Fax: 604 683 2510

WA
200 West Fraser - 606 Burrard Street Vancouver, BC V6C 2Z7
Ph: 604 683 0855 Fax: 604 683 2510
www.wa-architect.com

WENSLEY ARCHITECTURE LTD.

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



SECTION 3-3

PLN - 66

BUILDING A+B SECTION A021

PROPOSED MIXED USE DEVELOPMENT

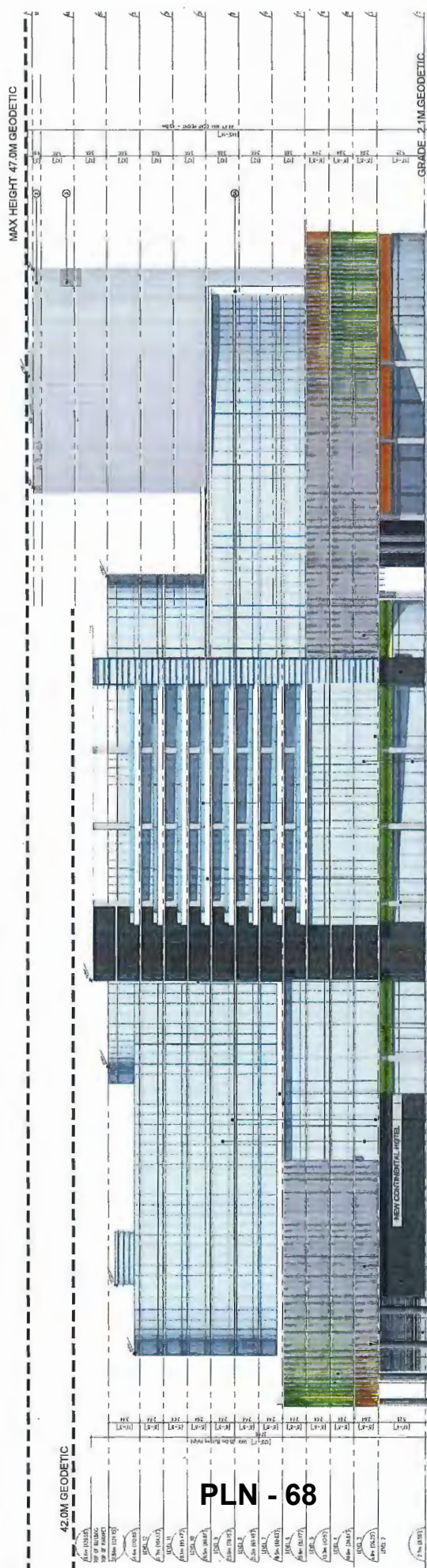
MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2080 Park Place - 688 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 693 0855 Fax: 604 693 3510

WENSLEY ARCHITECTURE LTD
301 - 1444 Avenue B, Vancouver V6C 2Z3
604-693-3358 www.wensleyarch.com



MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	GLASS CURTAIN WALL
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100	GLASS CURTAIN WALL



PLN - 68

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WA
301 - 1544 Abbott St. Vancouver, V6B 2Z4
(604) 682-3525 • www.wensleyarch.com

WENSLEY ARCHITECTURE LTD

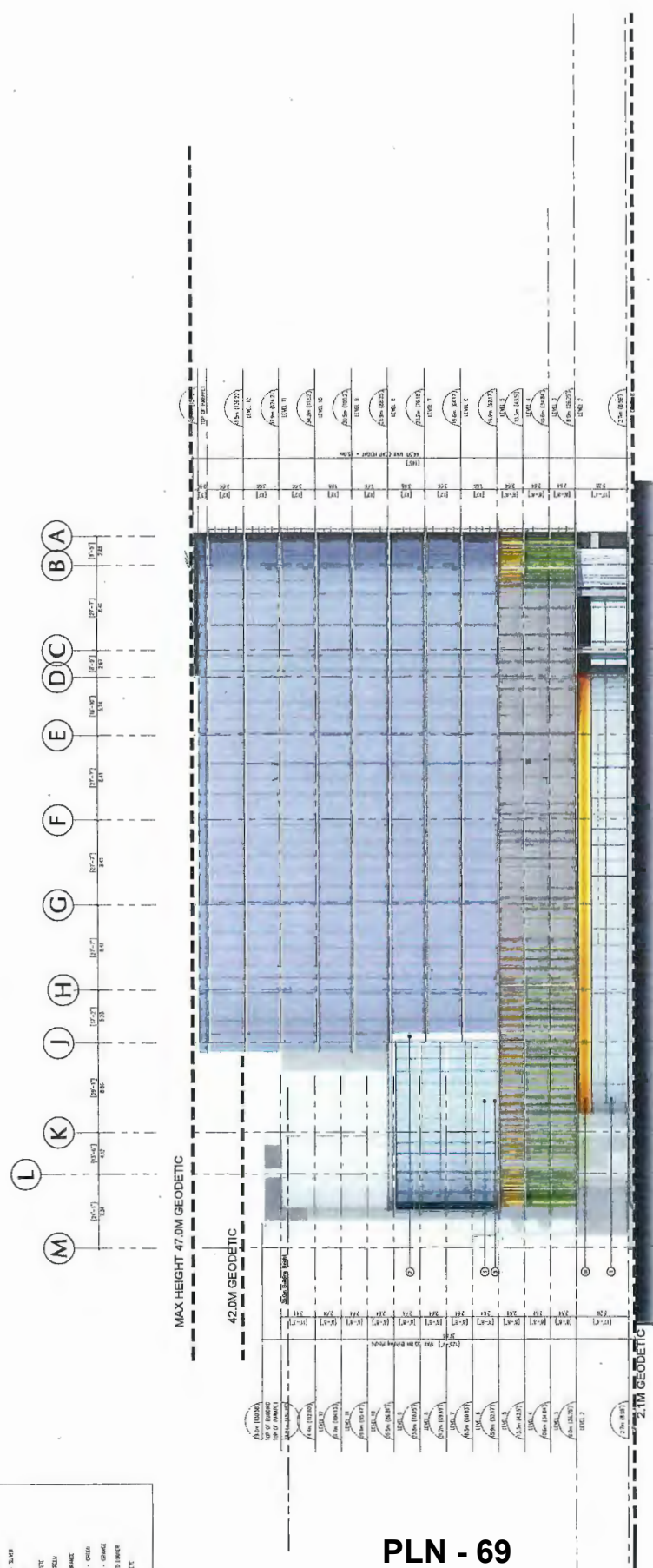
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B SOUTH ELEVATION A023

NEW CONTINENTAL PROPERTIES INC.
2200 Park Place - 686 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604 682 0835 Fax: 604 682 0516

MATERIAL LEGEND	
1	GLASS CURT
2	WALL CURT
3	SLAB FINISH PRIME, CURT
4	SLAB VENEER
5	WALL VENEER
6	WALL PANEL - WOOD
7	WALL PANEL - STONE
8	WALL PANEL - BRICK
9	WALL PANEL - CONCRETE
10	WALL PANEL - METAL
11	WALL PANEL - GLASS
12	WALL PANEL - CERAMIC
13	WALL PANEL - TERRAZZO
14	WALL PANEL - MARBLE
15	WALL PANEL - GRANITE
16	WALL PANEL - SLATE
17	WALL PANEL - LAMINATE
18	WALL PANEL - VINYL
19	WALL PANEL - PAPER
20	WALL PANEL - FABRIC



PLN - 69

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WA
301 - 1444 Abbott St. Vancouver, V6B 2Z4
604.682.2628 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD.

PROPOSED MIXED USE DEVELOPMENT

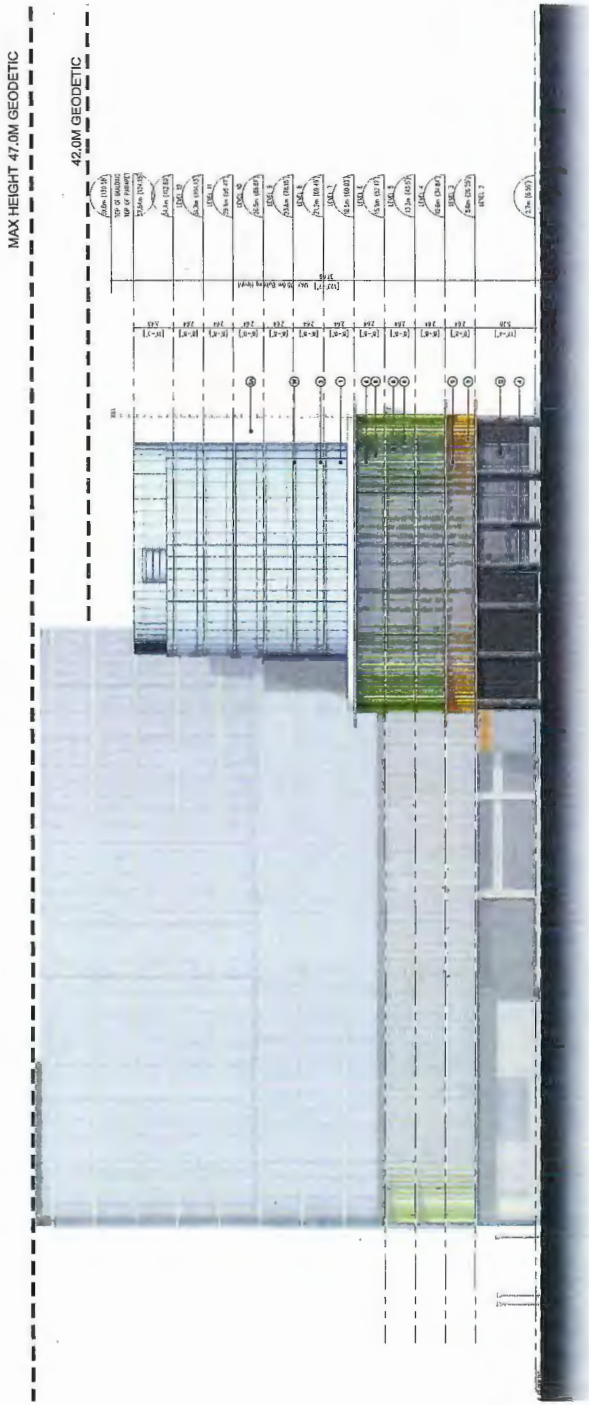
MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B EAST ELEVATION A024

NEW CONTINENTAL PROPERTIES INC.
2800 Park Place - 696 Burrard Street Vancouver BC V6C 2Z7 Ph: 604.603.0858 Fax: 604.603.3510

MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	GLASS CURTAIN WALL
3	GLASS CURTAIN WALL
4	GLASS CURTAIN WALL
5	GLASS CURTAIN WALL
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PLN - 70



BUILDING A+B WEST ELEVATION A025

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

NEW CONTINENTAL PROPERTIES INC.
2800 Park Plaza - 658 Burrard Street, Vancouver, BC V6C 2Z7 Ph: 604 683 0665 Fax: 604 695 3510

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WA 201 1444 Alford St., Vancouver, V6C 2Z6
604-683-5225 www.wensleyarch.com
WENSLEY ARCHITECTURE LTD

MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	WALL CLADDING
3	BRICK PAVING - SPALLS
4	BRICK PAVING
5	GRAVEL PAVING - 100mm
6	GRAVEL PAVING - 200mm
7	GRAVEL PAVING
8	GRAVEL PAVING
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99	GRAVEL PAVING
100	GRAVEL PAVING



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201 - 1444 Avenue St. West, Vancouver, V6G 2Z6
TEL: 604 255 8558 FAX: 604 255 8559
WWW.WENSLEYARCHITECTURE.COM

PROPOSED MIXED USE DEVELOPMENT
MAY 03, 2017 RICHMOND, B.C.

BUILDING A+B NORTH ELEVATION A026

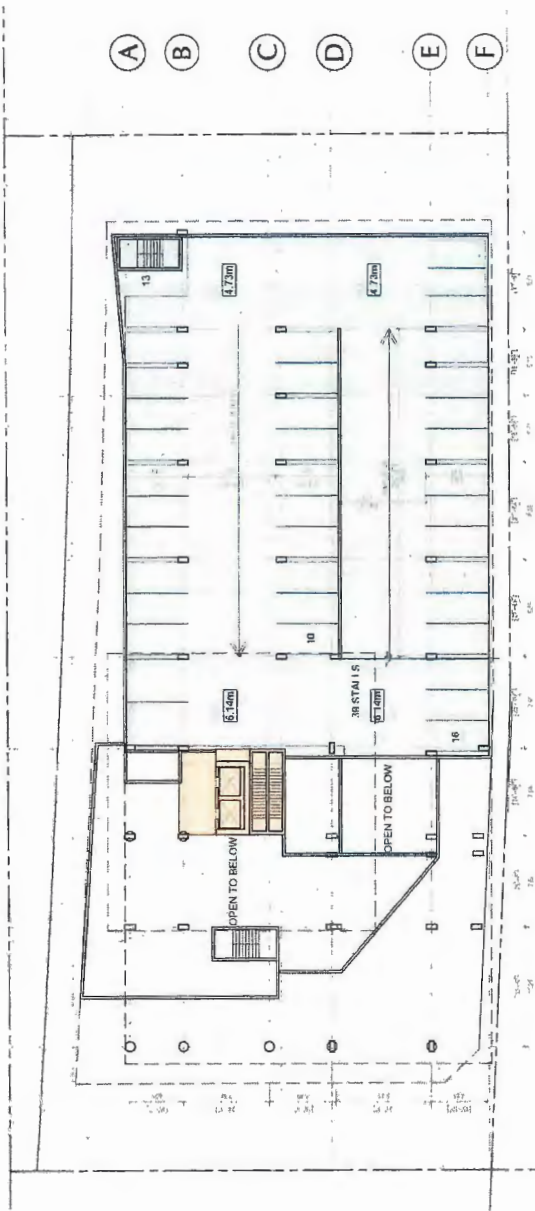
NEW CONTINENTAL PROPERTIES INC.
3000 PINE PLACE 606 BUSINESS CENTER VANCOUVER, B.C. V6G 2Z7 TEL: 604 963 0855 FAX: 604 963 3570

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



A B C D E F

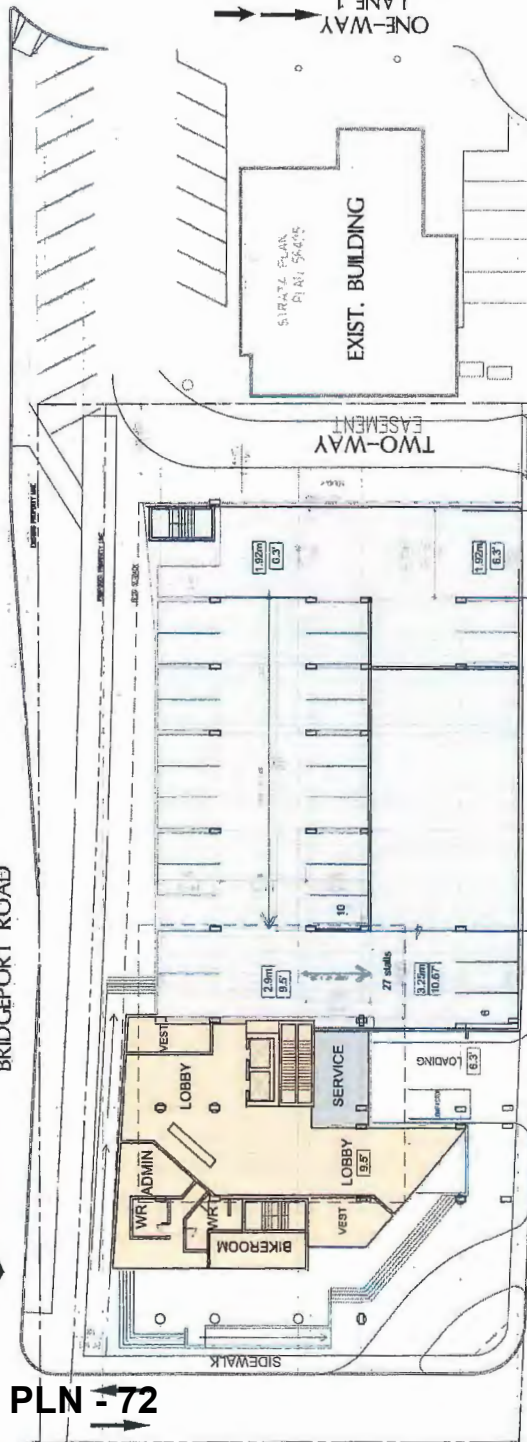


1 FLOOR LEVEL 2



BRIDGEPORT ROAD

PLN -72



1 FLOOR LEVEL 1



BUILDING C: FLOOR PLAN LEVEL 1 / LEVEL 2
A031

PROPOSED MIXED USE DEVELOPMENT

NEW CONTINENTAL PROPERTIES INC.

MAY 03, 2017 RICHMOND, B.C.

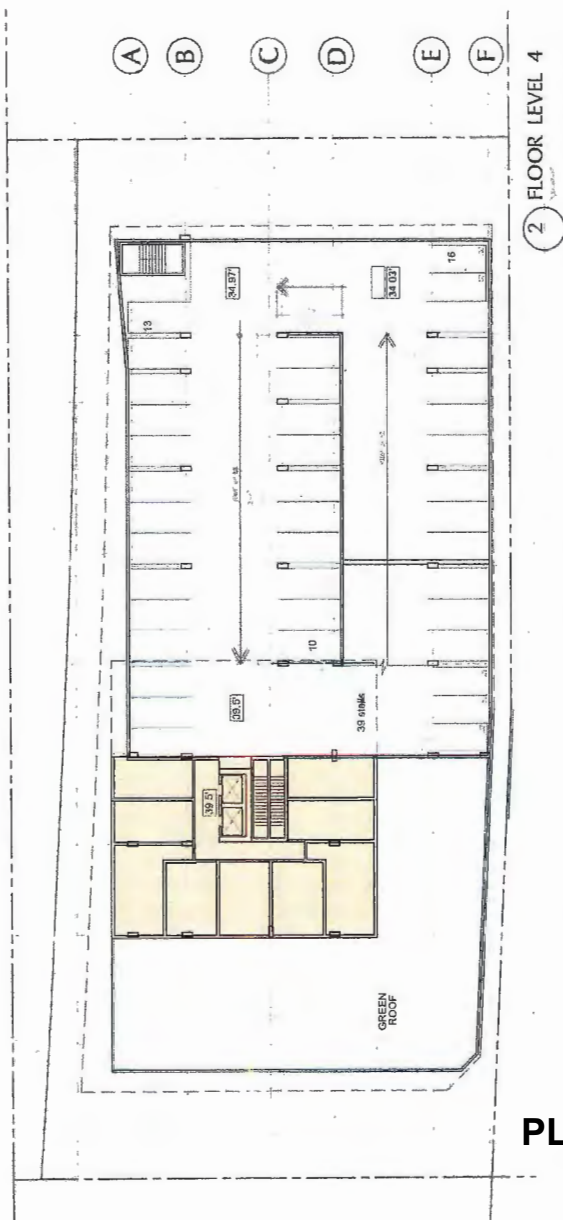
2020 Park Place - 666 Burrard Street, Vancouver BC V6C 2Z7 Tel: 604 683 6855 Fax: 604 683 5110

WA

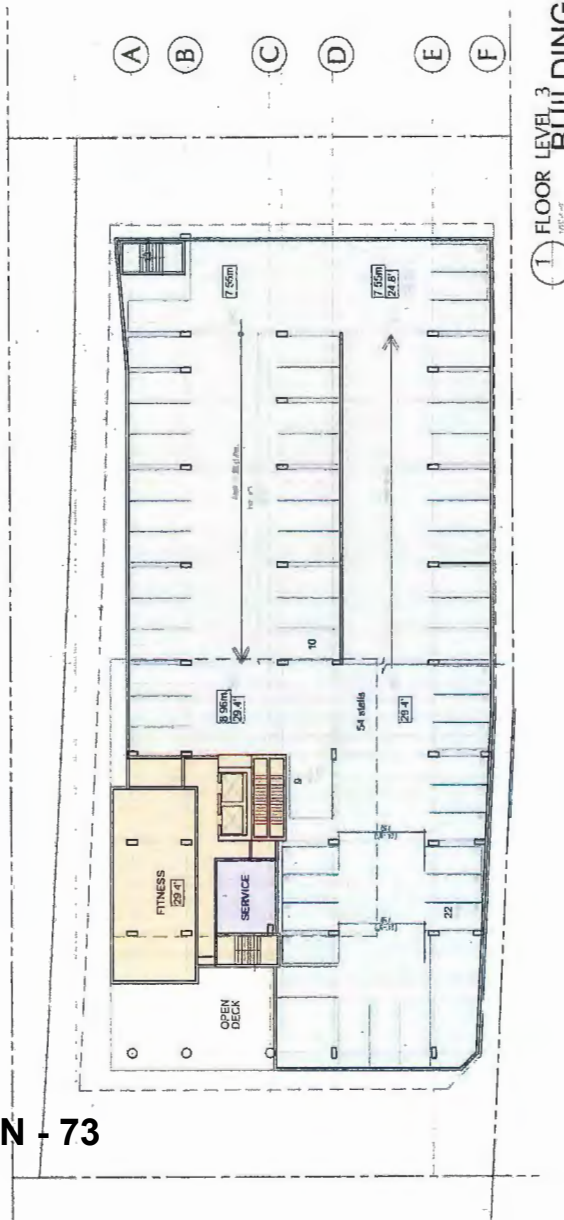
WENSLEY ARCHITECTURE LTD

LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



PLN - 73



BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A032

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

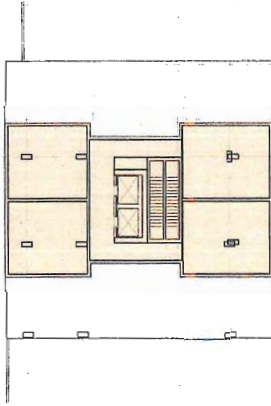
NEW CONTINENTAL PROPERTIES INC.
2800 Pave. Place - 1955 Burrard Street, Vancouver, BC V6C 2Z7 PH: 604 603 0855 Fax: 604 603 3510

WA
251-1144 Avenue 10, Vancouver, BC V6C 2Z4
204 683 5529
WENSLEY ARCHITECTURE LTD

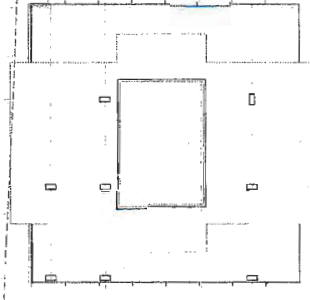


LEGEND

- RETAIL & RESTAURANT
- HOTEL
- OFFICE & COMMERCIAL EDUCATION
- PARKADE
- SERVICE AREA
- GFA CALC. HOTEL/RETAIL/RESTAURANT
- GFA CALC. EXHIBITION
- GFA CALC. OFFICE/COMMERCIAL EDUCATION



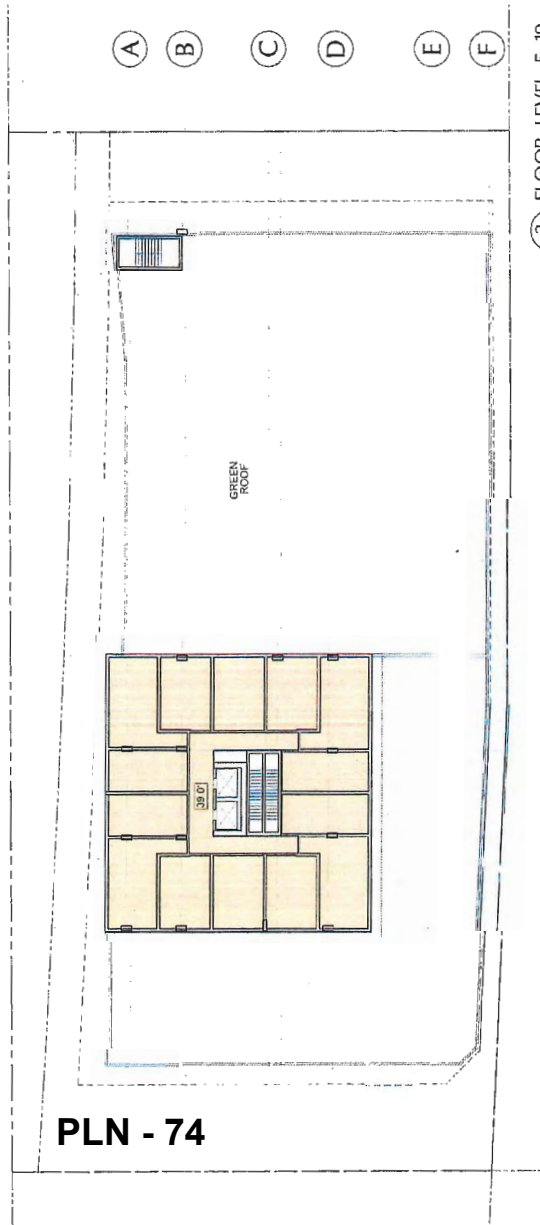
3 FLOOR LEVEL 11



4 ROOF PLAN

A B C D E F

2 FLOOR LEVEL 5-10



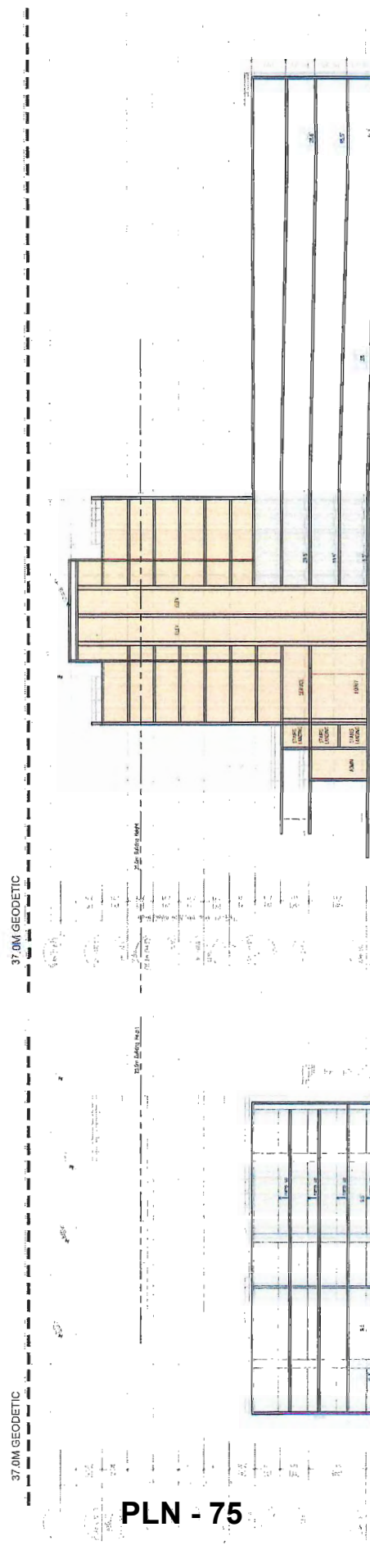
PLN - 74

BUILDING C: FLOOR PLAN LEVEL 3-11/ROOF LEVEL A033

PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

RETAIL & RESTAURANT
HOTEL
OFFICE & COMMERCIAL EDUCATION
PARKADE
SERVICE AREA
GFA CALC. HOTEL/RETAIL/RESTAURANT
GFA CALC. OFFICE/COMMERCIAL EDUCATION



PLN - 75

SECTION BLDG C 1-1

2 SECTION BLDG C 2-2

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WENSLEY ARCHITECTURE LTD

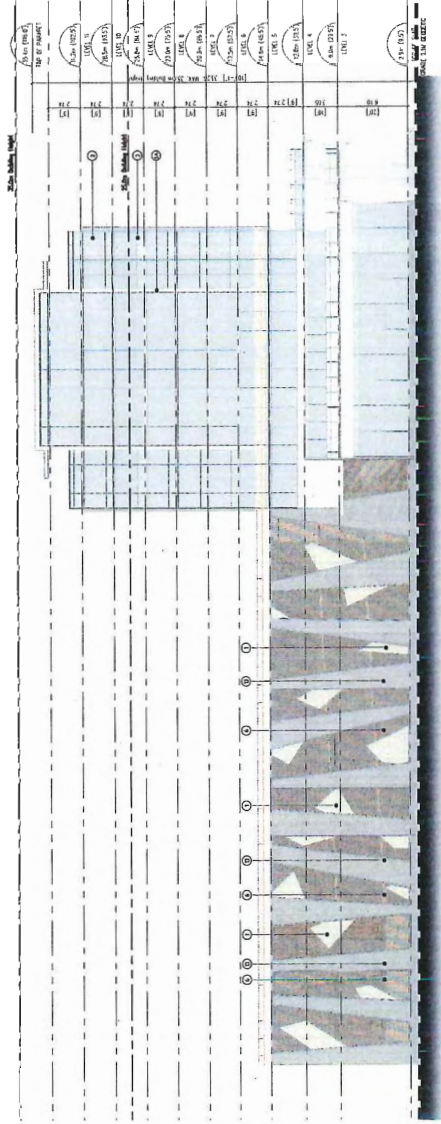
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING C SECTIONS A035

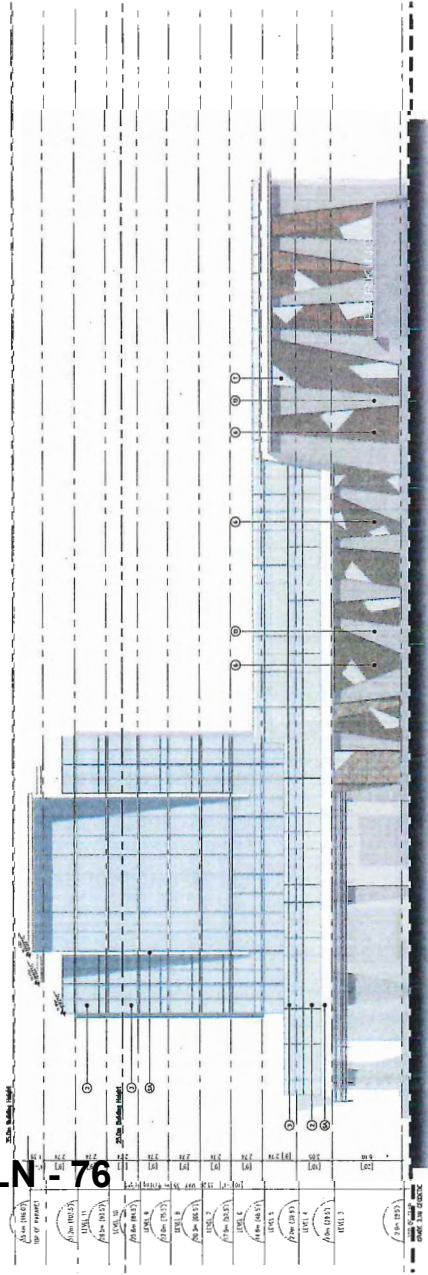
NEW CONTINENTAL PROPERTIES INC
2800 Park Square - 855 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604-693-0806 Fax: 604-695-2510

MATERIAL LEGEND	
1	GLAZ CURT
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1 BLDG C NORTH ELEVATION

PLN - 76



2 BLDG C SOUTH ELEVATION

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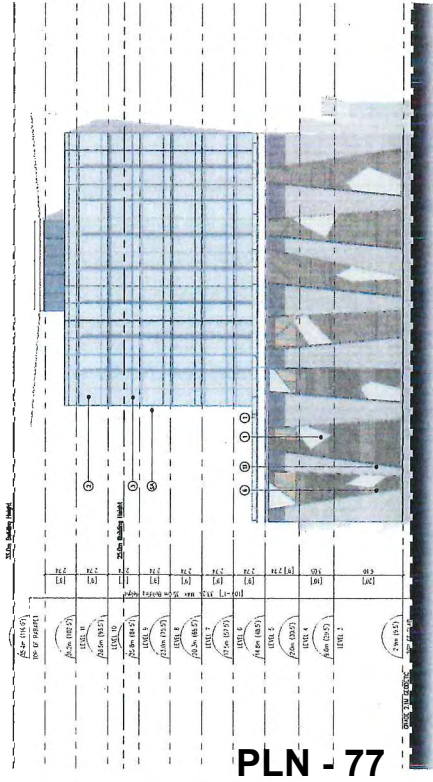
PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

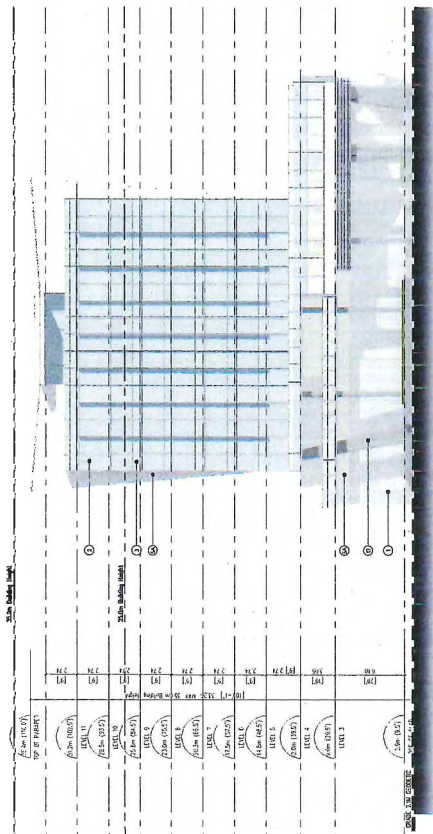
BUILDING C ELEVATIONS A036

NEW CONTINENTAL PROPERTIES INC
2200 Park Place - 686 Burrard Street Vancouver BC V6C 2Z7 Ph: 604 683 6836 Fax: 604 683 6510

MATERIAL LEGEND	
1	GLASS CURTAIN WALL
2	WHITE METAL PANELS
3	WHITE METAL PANELS
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100	WHITE METAL PANELS



1 BLDG C EAST ELEVATION



2 BLDG C WEST ELEVATION

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PROPOSED MIXED USE DEVELOPMENT

MAY 03, 2017 RICHMOND, B.C.

BUILDING C ELEVATIONS A037

NEW CONTINENTAL PROPERTIES INC.
2800 Pine Place 696 Burrard Street Vancouver, BC V6C 2Z7 Ph: 604-693-0545 Fax: 604-695-3516



Development Application (RZ)
Data Summary

RZ 13-628557	
Address:	8320, 8340, 8360 & 8440 Bridgeport Road and 8311& 8351 Sea Island Way
Owner/Agent:	New Continental Properties Inc. / Danny Leung, Wydanco
Planning Area(s):	City Centre Area Plan – Bridgeport Village – T5 (45m) and T5 (35) – VCB Overlay – DPG Sub-Area A.4
Other Area(s):	Aircraft Noise Sensitive Use Area 1.B & 2 – Flood Construction Level Area A

RZ 13-628557	Existing	Proposed
OCP Designation:	Commercial	Commercial
Land Uses:	Commercial	Commercial & Education
Zoning:	LUC 126 and CA	ZMU39
Site Area (before and after dedications): Parcel A+B+C	10,441 m ²	9,380 m ²
Net Development Site Area (for floor area calculation):	N/A	9,380 m ²
Number of Residential Units:	0	0

RZ 13-628557	Proposed Site Specific Zone	Proposed Development	Variance
Base FAR (max):	2.00	2.00	
Village Centre Bonus (VCB) (max):	1.00	1.00	
Total FAR (max):	3.00	3.00	
Commercial FAR (hotel and secondary uses) (max):	2.00	2.00	
Office FAR (max):	3.00	0.50	
Education FAR (max.):	0.50	0.50	
Commercial (hotel and secondary uses) (max):	18,760 m ²	18,760 m ²	
Office (max):	28,140 m ²	4,680 m ²	
Education (max):	4,680 m ²	4,680 m ²	
Floor Area FAR (max):	28,161 m ²	28,161 m ²	
Lot Coverage (max.):	90%	71% / 73%	
Setback – Bridgeport Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – No. 3 Road (min):	6.0 m / 3.0 m	3.0 m	
Setback – Sea Island Way (min):	6.0 m / 1.5 m	1.5 m	
Setback – Canada Line (min):	6.0 m	6.0 m	
Setback – Lanes	0.0 m	0.0 m	
Setback – Interior Side Yard (min):	0.0 m	> 0.0 m	
Height Dimensional (geodetic) (max):	47.0 m / 42.0 m / 37.0 m	46.1 m / 37.65 m / 35.4 m	
Height Accessory (max):	5.0	n/a	
Subdivision/Lot Size (minimum):	3,400 m ²	3,480 m ²	
Off-street Parking TTL – Pre-Capstan (Parcel A+B+C and Orphan) (min):	503	475	1 and 2
Off-street Parking TTL – Post-Capstan (Parcel A+B+C and Orphan) (min):	465	475	1 and 2

PLN - 78

TDM Reduction (max):	10% / 20% (education)	10% / 20% (education)	
Class 1 Bicycle Parking (min):	127	129	
Class 2 Bicycle Parking (min):	132	132	
Loading – Medium (min):	6	6	
Loading – Large (min):	within lane system	within lane system	

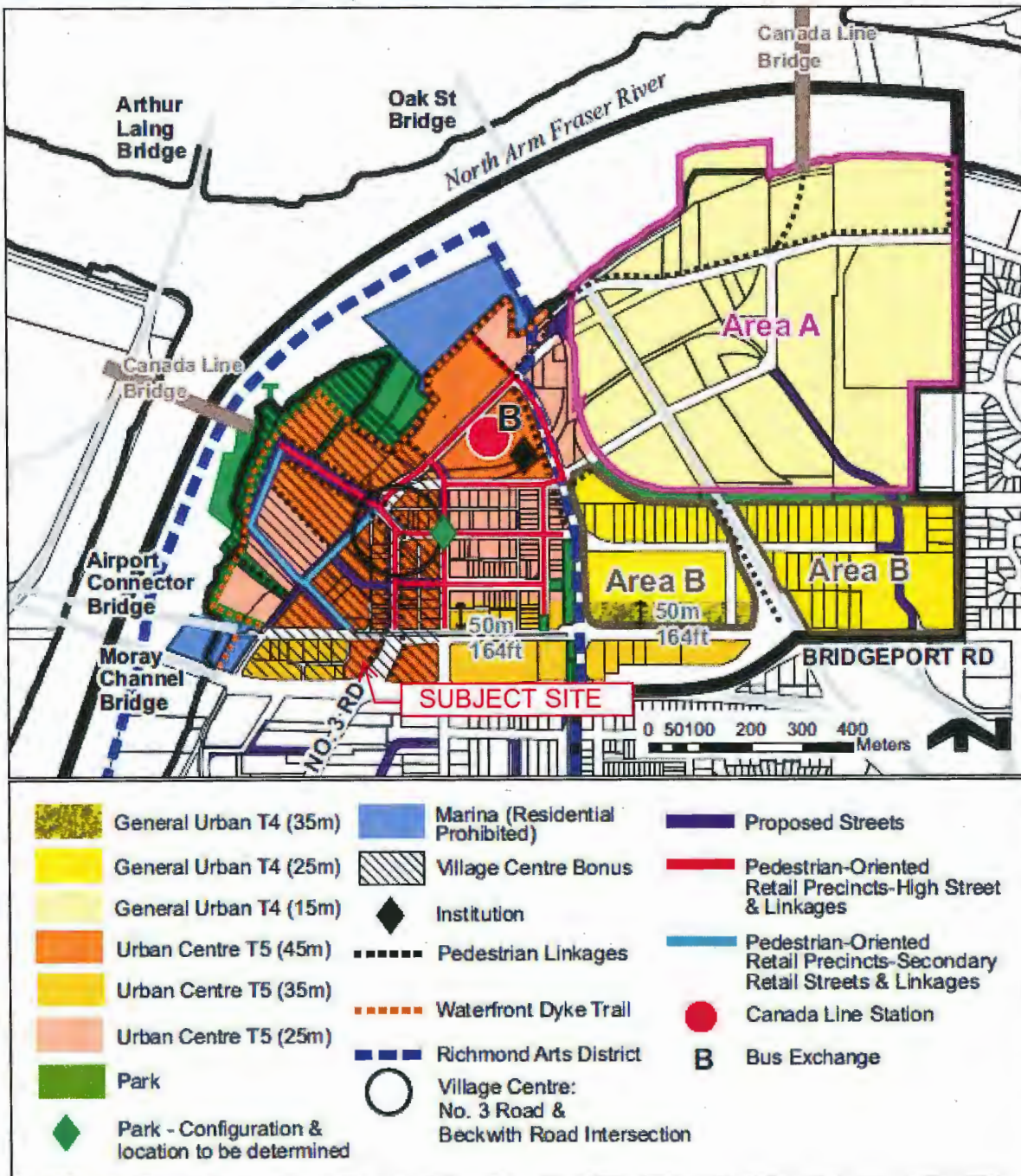
GENERAL NOTE: All figures are based on the preliminary site survey site area and are subject to change with final survey dimensions. Further, the proposed development figures above have been modified to reflect the preliminary site survey site area and may differ slightly from the figures provided on the conceptual architectural drawings.

NOTE 1: Parking figures are based on the calculation methodology provided in the Transportation Study. Where base information changes (e.g. number of hotel rooms, floor areas), final parking requirements will be determined using the same methodology.

NOTE 2: The proposed parking makes assumptions regarding timing of Capstan Station, development of subject site Phase 1 and 2 and development of the orphan lot. Final parking provision will be required to meet the relevant conditions at the time of development permit approval.

Specific Land Use Map: Bridgeport Village (2031)

Bylaw 9041
2016/07/25





City of
Richmond

ATTACHMENT 5

OCP Amendment and Rezoning Considerations

Development Applications Department
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 8320, 8340, 8360 and 8440 Bridgeport Road and 8311 and 8351 Sea Island Way

File No.: RZ 13-628557

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9629, the owner is required to complete the following.

(OCP Amendment)

1. Final Adoption of OCP Amendment Bylaw 9628.

(External Agencies)

2. **(Ministry of Environment)** Certificate of Compliance or alternative approval to proceed granted from MOE regarding potential site contamination issues.

Note: MOE no further correspondence required on file.

Note: This approval is required prior to the dedication or fee simple transfer of any land or road to the City.

3. **(Provincial Ministry of Transportation & Infrastructure - Site)** Final approval of the proposed OCP amendments and rezoning, including acceptance of final transportation studies, access and egress agreements and road functional designs, as developed through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary approval and a subsequent extension from MOTI have been received and are on file. Expiration date: March 21, 2018.

4. **(Provincial Ministry of Transportation & Infrastructure - Off-site)** Provision and approval of road functional drawings for the future Sea Island Way deceleration lane to the west of the subject site.
5. **(South Coast British Columbia Transportation Authority (TransLink))** Final approval of the proposed OCP amendments, rezoning, development permit and servicing agreement, subject to a no building permit issuance agreement. (Refer to Covenants and Agreements section.)

Note: Preliminary comments from Translink have been received and are on file.

6. **(Trans Mountain Pipeline/Kinder Morgan Canada)** Final confirmation that Kinder Morgan is prepared to enter into a Pipeline Proximity Installation Permit for all on-site and off-site works directly with the owner of the development site.

Note: Preliminary comment from Kinder Morgan has been received and is on file.

7. **(BC Hydro)** Final confirmation, in conjunction with the Servicing Agreement (SA) process, from BC Hydro that it concurs with any changes to the hydro transmission poles, associated equipment and other circumstances (such as location of protection bollards) arising through the Development Permit (DP) and Servicing Agreement (SA) processes.

Note: Preliminary comment has been received from BC Hydro and is on file.

(Submissions)

8. **(Transportation Reports)** Submission of final transportation reports (Infrastructure Changes, Access Strategy, Parking, Transportation Demand Management, Traffic Impact Assessment), signed and sealed, to the satisfaction of the City.

Note: Final report on file.

9. **(Road Functional Drawings)** Submission of final interim and ultimate road functional drawings, signed and sealed, to the satisfaction of the City.

Note: Preliminary road functional drawings on file.

(Subdivision, Dedications and Statutory-Rights-of-Way)

10. **(Discharges)** Discharge of the following charges:

- a) With respect to 8320 Bridgeport Road:
 - Statutory-Right-of-Way – City of Richmond – BR25282
 - Covenant No. BR25294

11. **(Subdivision)** Registration of a Subdivision Plan for the subject site, which satisfies the following conditions:

- a) acceptance by the City and the Ministry of Transportation and Infrastructure (MoTI) of submitted interim and ultimate road functional drawings;
- b) road dedications as follow:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- i. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements;
- ii. land along No. 3 Road to provide for road and boulevard cross-section improvements in accordance with City requirements;
- iii. approximately 1.5 m for widening of the east-west vehicle travel lanes (Lane 4);
- iv. approximately 1.5 m for widening of the north-south vehicle travel lanes (Lane 2); and
- v. corner cuts and/or other geometries as required to provide required functionality.

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- vi. land along Bridgeport Road to provide for road widening in accordance with Ministry of Transportation and Infrastructure (MoTI) requirements and to provide for boulevard cross-section improvements in accordance with City requirements; and
- vii. corner cuts and/or other geometries as required to provide required functionality;
- c) consolidation of the existing lots into two lots separated by a City lane, generally as shown in the Preliminary Subdivision Plan (Schedule 1) and including revision of any existing strata lots as required; and
- d) registration of a covenant on title of each lot created for the purpose of the subject development (Parcel A+B and Parcel C), to the satisfaction of the City, generally as described on the Preliminary Subdivision Plan(s) (RTC Attachment 9), stipulating that the registered lots may not be subdivided or sold or otherwise separately transferred without prior approval of the City.

12. **(Statutory Rights-of-Way)** Granting of public right of passage statutory rights of way in favour of the City as shown in the related Preliminary Statutory-Right-of-Way Plan (Schedule 1) subject to

minor modifications arising from design development of the building, landscape, frontage and road functional plans through the Development Permit (DP) and Servicing Agreement (SA) processes, as well as the requirements of other jurisdictions, where applicable, generally providing for:

- i. universal accessibility;
- ii. 24 hour a day access;
- iii. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- iv. design and construction at owner's cost; and
- v. maintenance and repair at owner's cost,

and, specifically providing for:

For Parcel A+B (including 8440 Bridgeport Road and 8311 and 8351 Sea Island Way):

- vi. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- vii. along the No. 3 Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- viii. along the north-south lane (Lane 1), a minimum 1.5 m wide strip to accommodate a sidewalk on the east side of the travel lanes;
- ix. along the east-west lane (Lane 4), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the south travel lane;
- x. at the intersection of the north-south and east west lanes (Lanes 1 and 4), the whole of the area provided for vehicle drop off and car and truck manoeuvring, as well as a minimum 1.5 m strip to accommodate a sidewalk adjacent to the travel lanes;
- xi. along the north-south lane (Lane 2), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the travel lanes; and
- xii. in all other areas, up to a line established a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces along the Bridgeport Road, No. 3 Road and Sea Island Way frontages, except below the covered passage between Buildings A and B, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;

For Parcel C (including 8320, 8340 and 8360 Bridgeport Road):

- xiii. along the Bridgeport Road frontage, a minimum 1.0 m wide strip to complete the 2.0 m sidewalk that will be located on dedicated land;
- xiv. along the Bridgeport Road frontage, additional area up to a minimum of 1.5 m away from the building face and/or building-related outdoor open spaces, unless otherwise determined through the Development Permit (DP) and Servicing Agreement (SA) processes;
- xv. along the western edge, a minimum 7.5 m wide strip to accommodate a 6.0 m travel lane and a 1.5 m sidewalk; and
- xvi. along the east-west lane (Lanes 4 and 5), a minimum 1.5 m wide strip to accommodate a sidewalk adjacent to the north travel lane; and

13. **(Statutory Rights-of-Way)** Granting of a public right of passage Statutory-Right-of-Way in favour of the City to accommodate car share spaces and drive aisle access and subject to final dimensions established by the surveyor on the basis of functional plans completed to the satisfaction of the Director of Transportation, generally providing for:

- xvii. universal accessibility;
- xviii. 24 hour per day access;

- xix. design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- xx. design and construction at owner's cost; and
- xxi. maintenance and repair at owner's cost,

General Note: Refer also to Servicing Agreement conditions regarding existing and new PROP or utilities rights of way to be discharged, amended and/or created as a consequence of the Servicing Agreement approval.

General Note: Refer also to the District Energy Utility conditions regarding statutory rights of way related to district energy facilities.

General Note: Refer also to Servicing Agreement conditions regarding statutory rights of way related to private utility equipment and connections.

(Covenants and Agreements)

- 14. **(TransLink)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, stipulating that no building permit for all or any part of the development shall be issued until the applicant has provided the City with satisfactory written confirmation that all terms required by the South Coast British Columbia Transportation Authority (TransLink), as a condition of issuance of any building permit for the development, have been met.
- 15. **(Aircraft Noise)** Registration of an aircraft noise covenant on title, to the satisfaction of the City, suitable for Area 1B (new residential land uses prohibited) and Area 2 (new aircraft noise sensitive land uses permitted except new single family) and granting of a Statutory-Right-of-Way in favour of the Airport Authority.
- 16. **(Ambient Noise – Development Impacts)** Registration of an ambient noise and development impacts covenant on title, to the satisfaction of the City, noting that the development is located in a densifying urban area and may be subject to impacts that affect the use and enjoyment of the property including, but not limited to, ambient noise, ambient light, shading, light access, privacy, outlook, vibration, dust and odours from development or redevelopment of public and private land in the surrounding area.
- 17. **(Commercial Noise)** Registration of a commercial noise covenant on title, to the satisfaction of the City, indicating that commercial uses are required to mitigate unwanted noise and demonstrate that the building envelope is designed to avoid noise generated by the internal use from penetrating into residential areas that exceed noise levels allowed in the City's Noise Bylaw and that noise generated from rooftop HUAC units will comply with the City's Noise Bylaw.
- 18. **(Flood Construction Level)** Registration of a flood covenant on title, to the satisfaction of the City, identifying the basic minimum flood construction level of 2.9 m GSC for Area A.
- 19. **(Hotel – Length of Stay)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, securing the owner's and the owner's assignee's commitment to limit the length of stay of hotel guests to a maximum of six months.
- 20. **(Hotel – No Strata)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, for each hotel building prohibiting strata titling of individual or groups of hotel rooms.
- 21. **(Education – No Strata)** Registration of covenant or alternative legal agreement on title, to the satisfaction of the City, prohibiting strata titling of the 0.5 FAR of the floor area that is eligible for commercial and education use.

22. **(Vehicle Access and Egress)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City, subject to the approval of the Director of Transportation, stipulating that there shall be no direct vehicle access or egress for the site from Bridgeport Road, No. 3 Road and Sea Island Way, except as required to access the lane Statutory-Right-of-Way (Lane 3) and except as required to provide for temporary egress from 8360 and 8380 Bridgeport Road as described under **(Egress – Orphan Lot)**.
23. **(Egress – Orphan Lot)** Registration of a covenant on title and an associated Statutory-Right-of-Way, to the satisfaction of the City and subject to the approval of the Director of Transportation and the Minister of Transportation and Infrastructure, in favour of the City and the Province, securing the owner's commitment to provide for vehicular egress from the existing angled parking located in the front yard of the existing development at 8380 Bridgeport Road, until such time that the property at 8380 Bridgeport Road is redeveloped, including the following:
- a) granting of a Statutory-Right-of-Way in favour of the City running from the existing front yard parking on 8380 Bridgeport Road adjacent to the east property line of Parcel C (currently 8360 Bridgeport Road) to the east-west City lane south of Bridgeport Road generally as described in the Preliminary Statutory-Right-of-Way Plan (Schedule 2) and providing for:
 - 24 hour a day use; and
 - design and construction at owner's cost and maintenance and repair at owner's cost;
 - b) providing for temporary encroachment of the existing building on Parcel C (currently located on 8360 Bridgeport Road) into the Statutory-Right-of-Way until such time that the use of the Statutory-Right-of-Way is required, at which time the existing building shall be demolished;
 - c) during Phase 1 of the subject development (Parcel A+B and Interim Parcel C) and until such time that the frontage improvements along Bridgeport Road are commenced, providing for access through Parcel C (specifically the front yard area currently located on 8360 Bridgeport Road) to the existing egress point on Bridgeport Road, as is the current arrangement (see temporary exit route per MPT Engineering Ltd. drawing – Schedule 3) and providing for:
 - 24 hour a day use; and
 - maintenance and repair at owner's cost; and
 - d) at the time that the Phase 1 Bridgeport Road frontage improvements are commenced, providing for access through the subject Statutory-Right-of-Way; and
 - e) providing for the discharge of this covenant and the associated Statutory-Right-of-Way at the time that the property at 8380 Bridgeport Road is redeveloped.
24. **(Parking – Orphan Lot)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, in favour of the City of Richmond, securing the owner's commitment to provide parking spaces for the future benefit of the property at 8380 Bridgeport Road at the time that 8380 Bridgeport Road is redeveloped generally providing for:
- a) universal accessibility;
 - b) 24 hour a day open access or with more limited or secure access arrangements to the satisfaction of the owner of 8380 Bridgeport Road;
 - c) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - d) design and construction at owner's cost; and
 - e) maintenance and repair at owner's cost;

and specifically providing for:

- f) the number of spaces shall be calculated based on the required parking at the time of redevelopment of 8380 Bridgeport Road minus 16 spaces;
- g) the spaces shall be located on Parcel C, except during construction of the parkade on Parcel C, if applicable, in which case they may be temporarily relocated to Parcel A+B;
- h) the spaces shall include disabled, large car and small car spaces consistent with the requirements of the Richmond Zoning Bylaw;
- i) vehicle and pedestrian access shall be provided through the subject development to and from the parking spaces without restriction during normal business hours and with security access during non-business hours; and
- j) provision of wayfinding signage.

Note: The forgoing agreement applies in the case of Phase 1 of the development (Parcel A+B with temporary surface parking on Parcel C) and Phase 2 of the development (Parcel C including construction of a permanent parkade with parking spaces for Parcel A+B and Parcel C), as well as the transition period between Phase 1 and Phase 2.

- 25. **(Transit Passes – Education Students)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all students attending the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation.
- 26. **(Transit Passes – Education Staff)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide to all staff of the commercial and university education institutions free monthly, two-zone transit passes or equivalent in perpetuity and to provide for implementation measures to the satisfaction of the City and subject to the approval of the Director of Transportation..
- 27. **(End of Trip Facilities)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide cycling end of trip facilities for each of the uses (e.g. hotel, office and education) on each sites A, B, and C, generally providing for:
 - a) universal accessibility;
 - b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
 - c) design and construction at owner's cost; and
 - d) maintenance and repair at owner's cost,

and, specifically providing for:

- e) one male facility and one female facility, each with a minimum of two showers;
- f) location such that the facilities are easily accessible from bicycle parking areas and all intended users.
- a) identification of the cycling end of trip facilities in the Development Permit plans;
- b) identification of the cycling end of trip facilities in the Building Permit plans; and
- c) provision of wayfinding signage for the end of trip facilities prior to Building Permit issuance granting occupancy.

Note: Facilities shall be a handicapped-accessible suite of rooms containing a change room, toilet, wash basin, shower, lockers, and grooming station (i.e. mirror, counter, and electrical outlets) designed to accommodate use by two or more people at one time.

28. **(Car Share Provisions)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to, in Phase 1, provide two car-share spaces with drive aisle access, secured with Statutory-Right-of-Way in favour of the City, generally providing for:

- a) universal accessibility;
- b) design and construction requirements as determined through the Development Permit and Servicing Agreement processes;
- c) design and construction at owner's cost; and
- d) maintenance and repair at owner's cost,

and, specifically providing for:

- d) safe public access 24 hours a day;
- e) one EV quick-charge (240 volt) charging station for their convenient and exclusive use of the two spaces;
- f) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Development Permit plans;
- g) identification of the location, size, access, EV and CPTED characteristics of the car share spaces on the Building Permit plans;
- h) provision of wayfinding signage for the car share spaces prior to Building Permit issuance granting occupancy;
- i) provision of the car share spaces and associated access at no cost to the car share operator;
- j) provision of the car share spaces and associated access at no cost to individual users of the car share service, except as otherwise determined by the City;
- k) provision of one car share car for a minimum of three years, at no cost to the car share operator;
- l) submit a draft contract of the agreement between the Developer and the car share provider for City's review;
- m) submission of a Letter of Credit prior to Development Permit for the sum of \$30,000 to secure the developer's commitment to provide the car share cars;
- n) agreement to voluntarily contribute the \$30,000 secured by LOC towards alternate transportation demand management modes of transportation should the car share cars not be provided at the time of Building Permit issuance granting occupancy;
- o) prior to Building Permit issuance granting occupancy, entering into a contract with a car share operator for a minimum of three years from the first date of building occupancy, a copy of which shall be provided to the City; and
- p) agreement that, in the event that the car-share facilities are not operated for car-share purposes as intended via the subject rezoning application (e.g., operator's contract is terminated or expires), control of the car-share facilities shall be transferred to the City, at no cost to the City, and the City at its sole discretion, without penalty or cost, shall determine how the facilities shall be used going forward.

29. **(Electric Vehicle Provisions – Cars and Bicycles)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to:

- a) install and maintain a minimum of 20% of vehicle parking spaces with a 240 volt plug-in receptacles for the future addition of shared use charging stations;
- b) install and maintain a minimum of 10% of Class 1 bicycle parking spaces with a 120 volt plug in receptacles for the future addition of shared use charging stations;

- c) identify the spaces and equipment in the Development Permit plans;
- d) identify the spaces and equipment in the Building Permit plans; and
- e) prior to Building Permit issuance granting occupancy, provide wayfinding and stall identification signage for the electric vehicle spaces.

Note: Additional EV requirements pertaining to car share cars included in Car Share Covenant.

- 30. **(Shuttle Bus)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a shuttle bus for staff and/or student to use as a means to transport between the subject site, the Vancouver International Airport (YVR), Canada Line rapid transit stations and/or other locations, in perpetuity or for the life of the of the proposed commercial and university education uses.
- 31. **(Priority Car Pool Parking)** Registration of a covenant or alternative legal agreement on title, to the satisfaction of the City and subject to the approval of the Director of Transportation, securing the owner's commitment to provide a minimum 2% of the total number of parking spaces required for the commercial and university education as car pool parking spaces in perpetuity or for the life of the proposed commercial and university education uses to be located on Parcel A+B.
- 32. **(District Energy Utility)** Registration of a covenant on title, to the satisfaction of the City, securing the owner's commitment to connect to District Energy Utility (DEU), which covenant and/or legal agreement will include, at minimum, the following terms and conditions:
 - a) no Building Permit will be issued for a building on the subject site unless the building is designed with the capability to connect to and be serviced by a DEU and the owner has provided an energy modelling report satisfactory to the Director of Engineering;
 - b) if a DEU is available for connection, no final building inspection permitting occupancy of a building will be granted until: the Owner has executed and delivered to the City a Section 219 Covenant for the installation, operation and maintenance of all necessary facilities for supplying the services to the Lands; the Owner has entered into a Service Provider Agreement as required by the City; and the Owner has granted or acquired the Statutory-Right-of-Way(s) and/or easements necessary for supplying the DEU services to the Lands; and
 - c) if a DEU is not available for connection, then the following is required prior to the earlier of subdivision (stratification) or final building inspection permitting occupancy of a building:
 - i. the City receives a professional engineer's certificate stating that the building has the capability to connect to and be serviced by a DEU;
 - ii. the owner enters into a covenant and/or other legal agreement to require that the building connect to a DEU when a DEU is in operation;
 - iii. the owner grants or acquires the Statutory-Right-of-Way(s) and/or easements necessary for supplying DEU services to the building; and
 - iv. if required by the Director of Engineering, the owner provides to the City with security for costs associated with acquiring any further Statutory-Right-of-Way(s) and/or easement(s) and preparing and registering legal agreements and other documents required to facilitate the building connecting to a DEU when it is in operation.

(Contributions)

- 33. **(Connectivity Measures)** City acceptance of the owner's offer to voluntarily contribute \$697,199 for transportation connectivity improvements in Bridgeport Village and Capstan Village (*General Account (Transportation) # 5132-10-550-55005-0000*).

34. **(Community Facilities)** City acceptance of the owner's offer to voluntarily contribute at least \$3,281,593.00 (five percent of the Village Centre Bonus floor area calculated using the proposed floor area e.g. $0.05 \times 1.0 \times 9380 \text{ m}^2 \times \$6,997 / \text{m}^2$) towards the development of community facilities (*City Centre Facility Development Fund - Account # 7600-80-000-90170-0000*). Should the contribution not be provided within one year of the application receiving third reading, the construction value multiplier (\$6,997) will be adjusted annually thereafter based on the Statistics Canada "Non-residential Building Construction Price Index" yearly quarter to quarter change for Vancouver, where the change is positive.
35. **(Community Planning)** City acceptance of the owner's offer to voluntarily contribute at least \$75,696.60 (100% of the total floor area calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$2.69 / \text{m}^2$) towards City Centre community planning (*CC-Community Planning and Engineering Account # 3132-10-520-00000-0000*).
36. **(Public Art)** City acceptance of the owner's offer to voluntarily contribute at least \$130,288.20 (100% commercial floor area @ \$4.63 per square meter calculated using the proposed floor area e.g. $28,140 \text{ m}^2 \times \$4.63 / \text{m}^2$) towards public art (*15% to Public Art Provision Account # 7500-10-000-90337-0000 and 85% to ma # 7600-80-000-90173-0000*).
37. **(Transportation Demand Management)** City acceptance of the owner's offer to voluntarily contribute \$100,000 towards TDM pedestrian crossing enhancements along Bridgeport Road (*General Account (Transportation) # 5132-10-550-55005-0000*).
38. **(Trees – City Property)** City acceptance of the owner's offer to voluntarily contribute \$9,100 (calculated as $7 \times \$1,300$ per tree) for the planting of replacement trees within the City (*Tree Compensation Fund Account # 2336-10-000-00000-0000*).

Per Current Floor Area Estimates in m²:

Floor Area Total	Retail/Restaurant	Hotel	Office/ Education	VCB
28,140	975	17,785	9,380	9,380

(Development Permit)

39. Submission and processing of a Development Permit* application for Parcels "A" and "B" completed to a level deemed acceptable by the Director of Development, demonstrating:
 - a) design development of the rezoning concept to address, unless otherwise determined by the Director of Development:
 - i. Council directions arising out of Public Hearing;
 - ii. form and character objectives noted in the associated Report to Planning Committee;
 - iii. comments of the Advisory Design Panel;
 - iv. the requirements of TransLink related to Development Permit (DP) level consent;
 - v. technical resolution, as necessary, of building services, private utilities, public utilities, parking and loading and waste management, including provision of final on-site utility, loading, waste management, signage and wayfinding plans; and
 - vi. technical resolution, as necessary, of the landscape design including but not limited to provision of adequate soil depth and automatic irrigation systems where appropriate;
 - b) the owner's commitment to design and construct the development in accordance with rezoning policy, the rezoning considerations and the draft site-specific zoning bylaw, by incorporating information into the Development Permit plans (inclusive of architectural, landscape and other plans, sections, elevations, details, specifications, checklists and supporting consultant work) including, but not limited to:

- i. statutory rights of way, easements, encroachments, no build areas, agreements and other legal restrictions;
- ii. flood construction level(s);
- iii. use, density, height, siting, building form, landscaping, parking and loading and other zoning provisions;
- iv. site access and vehicular crossings;
- v. location and details of EV-charging and EV-ready vehicle and bicycle parking spaces;
- vi. location and details of car-share parking spaces;
- vii. location and details of car-pool parking spaces;
- viii. location and details of orphan lot parking spaces (temporary and permanent);
- ix. required end of trip facilities, including their location, number, size, type and use;
- x. the location of areas reserved for DEU connection facilities and a notation regarding the need for DEU pre-ducting;
- xi. an Accessibility Checklist and identification of specific recommended measures on the plans, where relevant;
- xii. a CPTED Checklist and identification of specific recommended measures on the plans, where relevant;
- xiii. a LEED Checklist with measures recommended by a LEED AP BD+C to achieve LEED Silver equivalent and identification of specific measures to be incorporated into the Building Permit plans;
- xiv. on the landscape plan and roof plans, if applicable:
 - a. the location and specifications for ecological network landscaping;
 - b. the location and specifications for intensive and extensive green roofs;
 - c. the location and dimension of required on-site tree protection;
 - d. the location, dimensions and specifications for replacement trees;
- ii. include a mix of coniferous and deciduous trees;
- iii. include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
- iv. include the 5 required replacement trees with the following minimum sizes:
- xv. location and dimensions of tree protection on City property and on 8380 Bridgeport Road,
- xvi. submission of a contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review; and
- xvii. notation regarding the location and general form of public art, in the case that the public art contribution is located on the site or building.

(Letter of Credit – Trees, Ecological Network and Landscape)

- c) Submission of a letter of credit for landscaping based on 100% of the cost estimate provided by the Landscape Architect, including installation costs, plus a 10% contingency cost.

(Servicing Agreement)

40. Submission and processing of a Servicing Agreement* application, completed to a level deemed acceptable by the Director of Engineering, for the design and construction of works associated with the proposed rezoning, subject to the following conditions:

(Development Phasing)

- a) All utilities and transportation works to be completed in the first phase of development except where limited by interface issues.

(Utilities – Engineering)

(Water Works)

- b) Using the OCP Model, there is 551 L/s of water available at a 20 psi residual at the hydrant located at the frontage of 8320 and 8340 Bridgeport Road and 309 L/s available at 20 psi residual at the hydrant located at the frontage of 8311 Sea Island Way. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
 - i. Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit designs at Building Permit Stage.
 - ii. Review, via the Servicing Agreement (SA) design, the impact of the proposed offsite works (e.g., frontage improvements, road widening, private utility works such as hydro, telecom and gas, etc.) on the existing 300mm diameter AC watermain along the Bridgeport Road frontage of 8320, 8340 and 8360 Bridgeport Road and provide mitigation measures.
 - iii. Remove the existing AC watermain along the south property lines of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and install as replacement within the Sea Island Way roadway approximately 130 meters of new watermain. Tie-ins shall be to the existing watermain in Sea Island Way and No. 3 Road. Installation of the new watermain within Sea Island Way roadway may be required prior to start of soil densification and/or preload works subject to the result of the required Geotechnical assessment below.
 - iv. Install approximately 260 meters of new 200mm diameter watermain and fire hydrants (spaced as per City standard) along the proposed development's lane frontages. The new watermain shall be tied-in to the existing watermain along Sea Island Way and Bridgeport Road.
 - v. Install fire hydrants spaced as per City standard along the proposed development's Bridgeport Road, Sea Island Way and No. 3 Road frontages.
- c) At Developers cost, the City will:
 - i. Cut and cap the north end of the existing 250mm diameter watermain at the southeast corner of 8440 Bridgeport Road.
 - ii. Cut and cap at main all existing water service connections.
 - iii. Complete all proposed watermain tie-ins.

(Storm Sewer Works)

- d) The Developer is required to:
 - i. Upgrade approximately 95 meters of existing 375mm diameter storm sewers to 600mm diameter storm sewer along the development's Bridgeport Road frontage complete with new manholes at each end. A three (3) meter wide utility right of way is required along the entire north property line of 8320, 8340 and 8360 Bridgeport Road for the new 600 mm storm sewer.
 - ii. Upgrade the existing 450 mm diameter storm sewer (complete with new manholes spaced as per City standard) with a length of approximately 85 meters from existing manhole

STMH6106 (located at the north end of the existing lane between 8380 and 8440 Bridgeport Road) to existing manhole STMH9189 (located at the southwest corner of No 3 Road and Bridgeport Road intersection), to 600 mm diameter storm sewer. The existing storm sewers and manholes shall be removed to accommodate the storm sewer upgrade. A three (3) meter wide utility right of way is required along the entire north property line of 8440 Bridgeport Road for the new 600 mm storm sewer. Coordination with BC Hydro Transmission department is required to address potential impact of the storm sewer installation to the existing Transmission pole.

- iii. Upgrade the existing 375mm and 450mm diameter storm sewers along No. 3 Road frontage to 600mm diameter storm sewer complete with new manholes spaced as per City standard. The new 600mm diameter storm sewers with an approximate length of 120 meters shall be installed in a new alignment from the new manhole at the southwest corner of No 3 Road and Bridgeport Road intersection to a new manhole which will be located within the intersection of No 3 Road and Sea Island Way. The existing 375mm and 450mm storm sewers and manholes along the east property line of 8440 Bridgeport road shall be removed.
- iv. Remove the existing 375 mm diameter storm sewer from existing manhole STMH9174 (located at the northwest corner of No 3 Road and Sea Island intersection) to existing manhole STMH9175 (located at the south end of the existing lane between 8211 and 8311 Sea Island Way) with a length of approximately 115 meters. Install within the Sea Island Way roadway new 600 mm diameter storm sewers (complete with new manholes spaced as per City standard) from the new manhole at the intersection of Sea Island Way and No. 3 Road to approximately 120 meters to the west.
- v. Install new storm sewers complete with manholes as per City standard in the proposed lanes along the west property lines of 8311 Sea Island Way and 8320 Bridgeport Road. Tie-ins shall be to the new storm sewers at Bridgeport Road and Sea Island Way.

e) At Developers cost, the City will:

- i. Cut and cap at main all existing storm service connections.
- ii. Remove all existing inspection chambers and storm service leads and dispose offsite.
- iii. Complete all proposed storm sewer tie-ins.

(Sanitary Sewer Works)

f) The Developer is required to:

- i. No upgrade required to the existing sanitary sewers at the lane frontages.

g) At Developers cost, the City will:

- i. Cut and cap at main all existing sanitary service connections.
- ii. Remove all existing inspection chambers and sanitary leads and dispose offsite.
- iii. Complete all proposed sanitary sewer service connections and tie-ins.

(Frontage Improvements – Engineering)

h) The Developer is required to:

- i. Provide other frontage improvements as per Transportation's requirements. Improvements shall be built to the ultimate condition wherever possible.
- ii. Provide street lighting along Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.

Note: All Servicing Agreement (SA) works within MoTI's jurisdiction will need to be reviewed and approved by MoTI before City staff are able to grant final approval to the Servicing Agreement (SA) design.

- iii. Remove or put underground the existing private utility overhead lines (e.g., BC Hydro, Telus and Shaw) along the lane frontages of 8320 to 8340 Bridgeport Road and 8311 to 8351 Sea Island Way. The developer is required to coordinate with the private utility companies.
- iv. Pre-duct for future hydro, telephone and cable utilities along all Bridgeport Road, No. 3 Road, Sea Island Way and lane frontages.
- v. Remove and/or relocate an existing above ground kiosk at the Bridgeport Road frontage of 8440 Bridgeport Road.
- vi. Coordinate with BC Hydro, prior to start of site densification and pre-load works (if required), to address any impact on the existing BC Hydro Transmission pole and overhead lines at the Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing transmission poles may be required.
- vii. Confirm with BC Hydro (Transmission) the required clearance between the existing transmission pole and the proposed curb at the Bridgeport Road frontage of 8440 Bridgeport Road. Relocation of the existing transmission pole within the proposed development may be required, at developer's costs, if the resulting clearance between the proposed curb and existing transmission pole is not acceptable to BC Hydro (Transmission).
- viii. Coordinate with Pro Trans BC prior to start of site densification and pre-load works (if required) to address any impact on the existing Canada Line guiderail and columns along the No. 3 Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing Canada Line guiderail and columns may be required.
- ix. Coordinate with Kinder Morgan, prior to start of site densification and pre-load works (if required) to address any impact on the existing jet fuel line along Bridgeport Road frontage of 8440 Bridgeport Road. A geotechnical assessment on the impact of the site densification and preload to the existing jet fuel may be required.
- x. Provide, prior to start of site preparation works, a geotechnical assessment of preload, soil densification, foundation excavation and dewatering impacts on the existing sanitary sewer along the lane frontages and the existing AC watermain along the south property line of 8311 and 8351 Sea Island Way and 8440 Bridgeport Road and the existing AC watermain at Bridgeport Road frontage, and provide mitigation recommendations. The mitigation recommendations if necessary (e.g., removal of the AC watermain and its replacement within the Sea Island Way roadway, etc.) shall be constructed and operational, at developer's costs, prior to soil densification, pre-load and/or foundation excavation.
- xi. Video inspections of adjacent sewer mains to check for possible construction damage are required prior to start of soil densification and preload and after preload removal. At their cost, the developer is responsible for rectifying construction damage.
- xii. Locate all above ground utility cabinets and kiosks required to service the proposed development within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development process design review. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the right of way requirements and the locations for the aboveground structures. If a private utility company does not require an aboveground structure, that company shall confirm this via a letter to be submitted to the City. The following are examples of Statutory Rights of Way that shall be

shown in the functional plan and registered prior to Servicing Agreement (SA) design approval:

- BC Hydro Vista - Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro PMT – Approximately 4mW X 5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- BC Hydro LPT – Approximately 3.5mW X 3.5m (deep) – Confirm Statutory-Right-of-Way dimensions with BC Hydro
- Street light kiosk – Approximately 2mW X 1.5m (deep)
- Traffic signal controller cabinet – Approximately 3.2mW X 1.8m (deep)
- Traffic signal UPS cabinet – Approximately 1.8mW X 2.2m (deep)
- Shaw cable kiosk – Approximately 1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Shaw
- Telus FDH cabinet - Approximately 1.1mW X 1m (deep) – show possible location in functional plan. Confirm Statutory-Right-of-Way dimensions with Telus

(General Items – Engineering)

- i) The Developer is required to:
- i. Grant utilities statutory rights of way for required connections between City utilities and the development as determined within the Servicing Agreement process.
 - ii. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
 - iii. Undertake pre and post construction elevation surveys of adjacent roads, underground utilities (e.g. manhole rims, manhole inverts, service boxes, etc.) and property lines to determine settlement amounts.
 - iv. Undertake pre and post construction video inspections of adjacent sewer mains to check for possible construction damage. At their cost, the developer is responsible for rectifying construction damage.
 - v. Coordinate the servicing agreement design and offsite construction works with MoTI, Trans Mountain Pipeline (Jet Fuel), Kinder Morgan Canada, BC Hydro Transmission, Pro Trans BC and Metro Vancouver due to proximity of works to Sea Island Way, Bridgeport Road, the jet fuel line, BC Hydro transmission line, Metro Vancouver's trunk sewer, and Canada line overhead railway and columns.

(Frontage Improvements – Transportation)

- j) The developer is responsible for the design and construction of the works shown on the Preliminary Functional Road Plan (to be submitted, reviewed and approved by staff), supported in principle by the City staff, subject to review and approval of the detailed Servicing Agreement (SA) designs, which shall include, but may not be limited to, the following.

Note: In addition to the following, landscape features are required to the satisfaction of the City, as determined via the Servicing Agreement (SA) and Development Permit review and approval

processes. Landscaped improvements may include, but shall not be limited to, street trees, landscaped boulevard, hard- and soft-scape features, street furnishings, decorative paving, and innovative storm management features, as appropriate.

k) The Developer is required to:

i. For No. 3 Road Frontage:

Along the entire No. 3 Road frontage, complete the following road cross-section (east to west):

- Existing southbound traffic lanes to remain.
- Using the edge of the existing southbound curb lane, convert and widen the existing on-street bike lane to a raised bike lane, which would include: 0.15m wide roll-over curb, 1.8m wide asphalt riding surface, and 0.3m wide Richmond Urban Curb.
- Min. 1.5m wide treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication).

Note: *The alignment of the sidewalk and boulevard may need to be shifted westward to avoid the existing Canada Line Guideway column.*

Note: *Along the No. 3 Road frontage north of the Canada Line guideway column, an allowance should be made for the future provision of a 3.5m wide bus bay.*

Note: *The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

ii. For Bridgeport Road Frontage:

Along the entire Bridgeport Road frontage, complete the following cross-section (north to south):

- MoTI requirements: deceleration lanes approaching both laneways, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk (Min. 2.0 m provided as dedication)

Note: *The location of the sidewalk may need to be adjusted to avoid conflicts with BC Hydro infrastructure.*

iii. For Sea Island Way Frontage:

Along the entire Sea Island Way frontage, complete the following cross-section (south to north):

- MoTI requirements: road widening as necessary, new 0.5m wide curb/gutter, 1.0m wide grass boulevard/utility strip.
- Min. 1.5m wide grassed/treed boulevard.
- Min. 3.0m wide concrete sidewalk.

iv. For Lanes:

Lane 1: North/south lane off Bridgeport Road immediately west of No. 3 Road:

Widen existing 6m wide lane to provide a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 2: North/south lane off Sea Island Way: Widen existing 6m wide lane to provide a min. 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 3: North/south lane off Bridgeport Road west of Lane 1: Provide a new lane to include a min. 6m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the east side.

Lane 4: East/west lane between Lane 1 and Lane 2: Widen existing 6m wide lane to provide a 7.5m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the south side. Provide a rollover curb and a 1.5 m sidewalk on the north side of the lane also.

Lane 5: East/west lane between Lane 2 and Lane 3: Widen existing 6m wide lane to provide a 6.0 m wide driving surface, a roll-over curb and a 1.5m wide concrete sidewalk along the north side.

v. Corner cuts be provided at:

- All intersections due to the skewedness of the Bridgeport Road/No. 3 Road & Sea Island Way/No. 3 Road intersections, the exact size to be determined upon receiving the revised road functional plan.
- All intersections of public roads and lanes, minimum 3m x 3m plus additional dedication to accommodate the turning of loading vehicle.

Note: Final MoTI approval is required prior to rezoning adoption.

Note: Land Dedication: Road functional design drawings incorporating the frontage improvements as noted above to be prepared by the applicant, which would need to be reviewed and approved by the City. Such approved road functional design drawings would then be used to determine the amount of land dedication and legal drawings can then be prepared accordingly.

- l) Applicant to consult with business operators/owners and provide relevant documentation within the area bordered by Sea Island Way, No. 3 Road, Bridgeport Road, River Road regarding the proposed change in internal lane configuration and traffic operation.
- m) Construction Timing: All works to be completed prior to final Building Permit inspection granting the occupancy of the first building (Phase 1) on the subject site.

(Servicing Agreement – Letter of Credit)

- n) Provision of a letter of credit to secure the completion of the works in an amount determined by the Director of Development.

Note: A separate Letter of Credit or other form of financial commitment may be required to secure the completion of interface works at a future date.

(Servicing Agreement – LTO Registration)

- o) Registration of the Servicing Agreement on title.

(Building Permit)

Note: Prior to Building Permit issuance the approved Development Permit and associated conditions, as well as any additional items referenced in “Schedule B: Assurance of Professional Design and Commitment for Field Review”, shall be incorporated into the Building Permit plans (drawings and documents).

Note: Prior to Building Permit issuance the developer must submit a “Construction Parking and Traffic Management Plan” to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note: Prior to Building Permit issuance the developer must obtain a Building Permit for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

General Notes:

1. Some of the foregoing items (*) may require a separate application.
2. Where the Director of Development deems it appropriate, legal agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

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

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

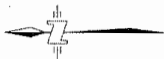
3. Applicants for all City Permits are required to comply at all times with the conditions of the Provincial Wildlife Act and Federal Migratory Birds Convention Act, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal Permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on-site, the services of a Qualified Environmental

Signed

Date

SUBDIVISION PLAN OF
LOT 90 PLAN 57164, LOTS 80 AND 85 PLAN 56425, LOT 4 PLAN EPP68705, AND LOTS 2 AND 4 PLAN LMP48700
ALL OF SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT
PURSUANT TO SECTION 41 OF THE LAND TITLE ACT

PLAN EPP70163



SCALE 1 : 250



NOTES:
1. THE SUBDIVISION IS SHOWN AS SET OUT IN THE PLAN AND AS SHOWN IN THE PLAN.
2. THE SUBDIVISION IS SHOWN AS SET OUT IN THE PLAN AND AS SHOWN IN THE PLAN.
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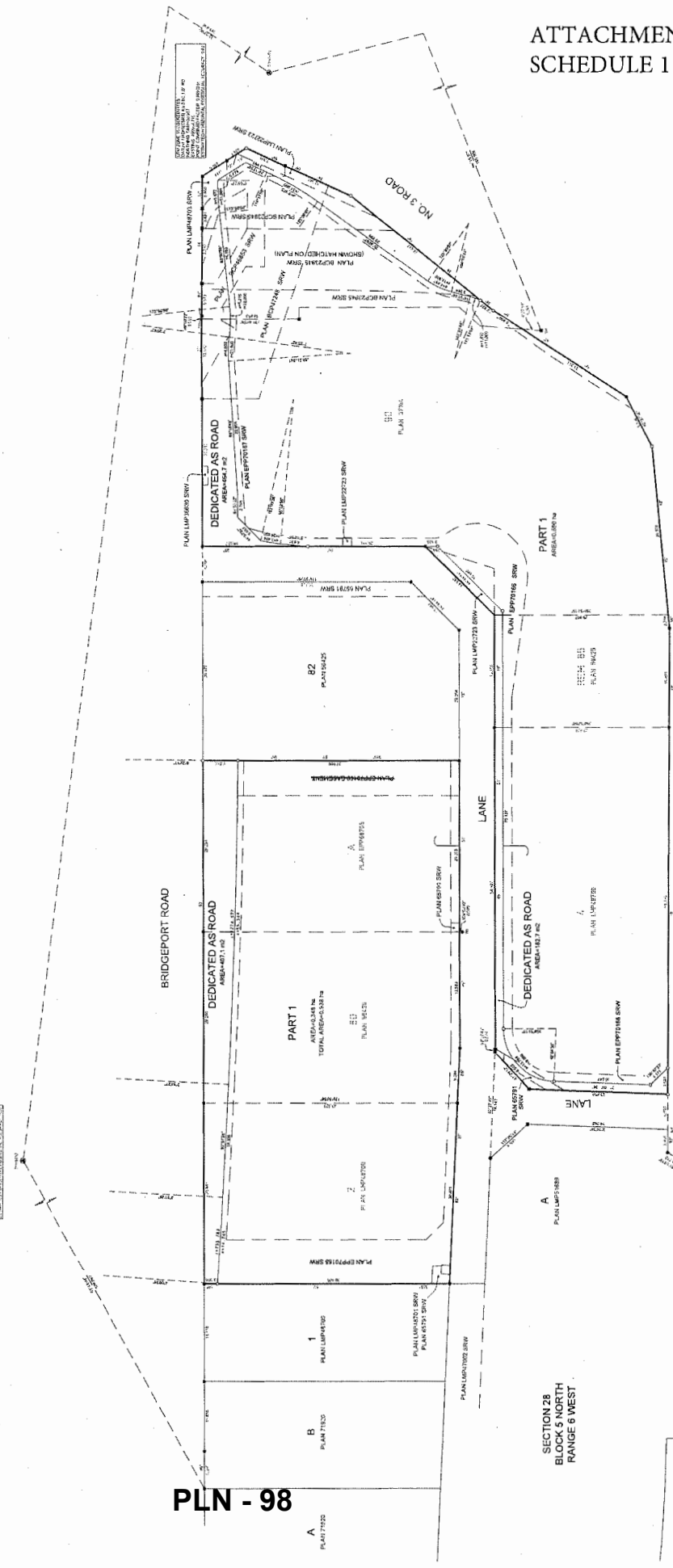
SYMBOL	DESCRIPTION
1	PROPERTY
2	STREET
3	STREET
4	STREET
5	STREET
6	STREET
7	STREET
8	STREET
9	STREET
10	STREET

PRELIMINARY

PLN - 98

ATTACHMENT 5 -
SCHEDULE 1

SECTION 28
BLOCK 5 NORTH
RANGE 6 WEST



SEA ISLAND WAY

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT.

EXPLANATORY PLAN OF STATUTORY RIGHT OF WAY OVER
PART OF LOT A SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN EPP68705

PLAN EPP70170

PURSUANT TO SECTION 99(1)(e) OF THE LAND TITLE ACT.
FOR ACCESS PURPOSES

BCGS 92G-015

SCALE 1 : 200



ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF

THE INTENDED PLOT SIZE OF THIS PLAN IS 560 mm IN WIDTH BY
432 mm IN HEIGHT (C-SIZE) WHEN PLOTTED AT A SCALE OF 1:200

INTEGRATED SURVEY AREA No. 18 (CITY OF RICHMOND)

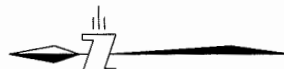
NAD83 (CSRS) 4.0.0 BC-1 (GVRC)

GRID BEARINGS ARE DERIVED FROM PLAN EPP68705

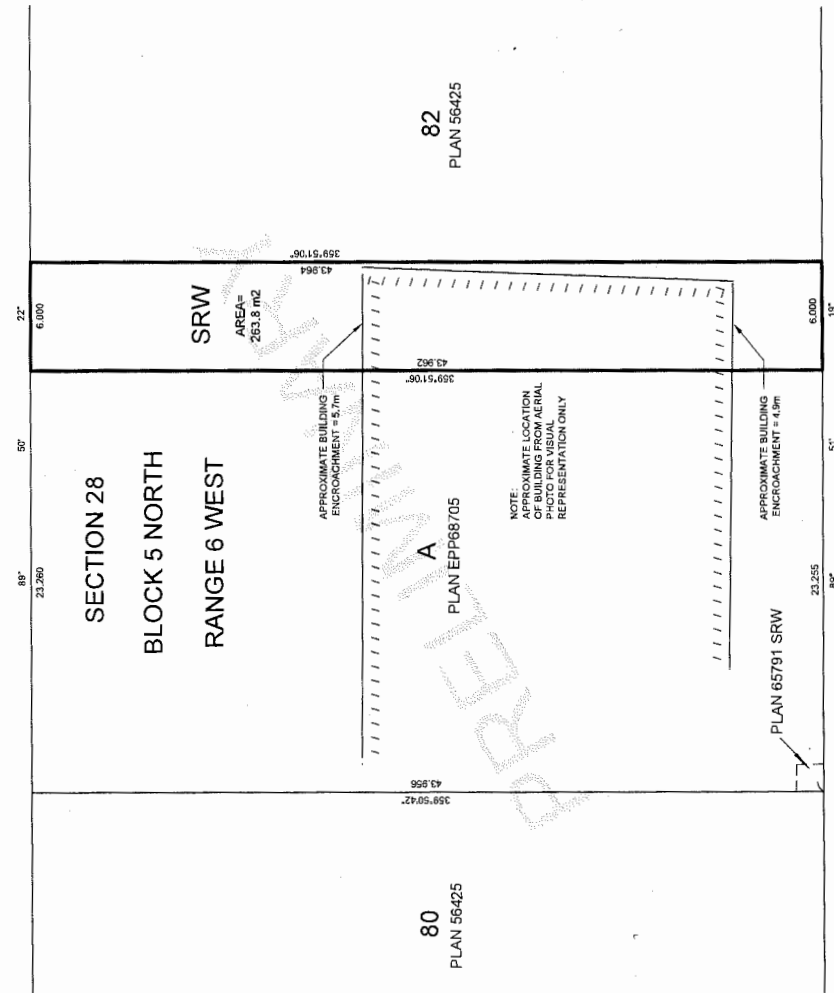
LEGEND:

m² DENOTES SQUARE METRE(S)

PLN - 99



BRIDGEPORT ROAD



LANE

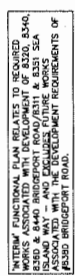
THIS PLAN IS BASED ON THE FOLLOWING
LAND TITLE AND SURVEY AUTHORITY OF BC
REGISTRATION
PLAN EPP68705

JASON C. HAMEL, BCLS (2011)
28TH DAY OF MAY, 2017.

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT

MAE HANNEY ASSOCIATES
LAND SURVEYORS LTD.
Suite 2300
13450 - 102 Avenue
Surrey BC
V4N 1G3
Canada
Tel 604 596 0391
FILE NO. 2117-0979-08 EXP
ECP DATE

ATTACHMENT 5 - SCHEDULE 2

[illegible]

TIME:	8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/ 8311 & 8351 SEASIDE WAY CITY FILE: RZ 13-82557	'INTERIM' FUNCTIONAL PLAN
LEADIN' DIST	DWG. No.:	
APPROX. MAP	ACRDL	DATE: 05/24/76
FRANCHISE MAP	222, 10, 208, 8-4	FILE NO.: 12, 5

NAME		DATE		TIME		LOCATION		REMARKS	
1	2	3	4	5	6	7	8	9	10
1	28 MAY/73	1	AS	28 MAY/73	1	AS	28 MAY/73	1	AS
2	28 MAY/73	2	AS	28 MAY/73	2	AS	28 MAY/73	2	AS
3	28 MAY/73	3	AS	28 MAY/73	3	AS	28 MAY/73	3	AS
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41	28 MAY/73	41	AS	28 MAY/73	41	AS	28 MAY/73	41	AS
42	28 MAY/73	42	AS	28 MAY					

MPT ENGINEERING CO. LTD.
 #325-1120 HOKULEIHE WAY, HICKMAN, IL 674 87 TEL. 004-279-9331 FAX. 004-279-4157

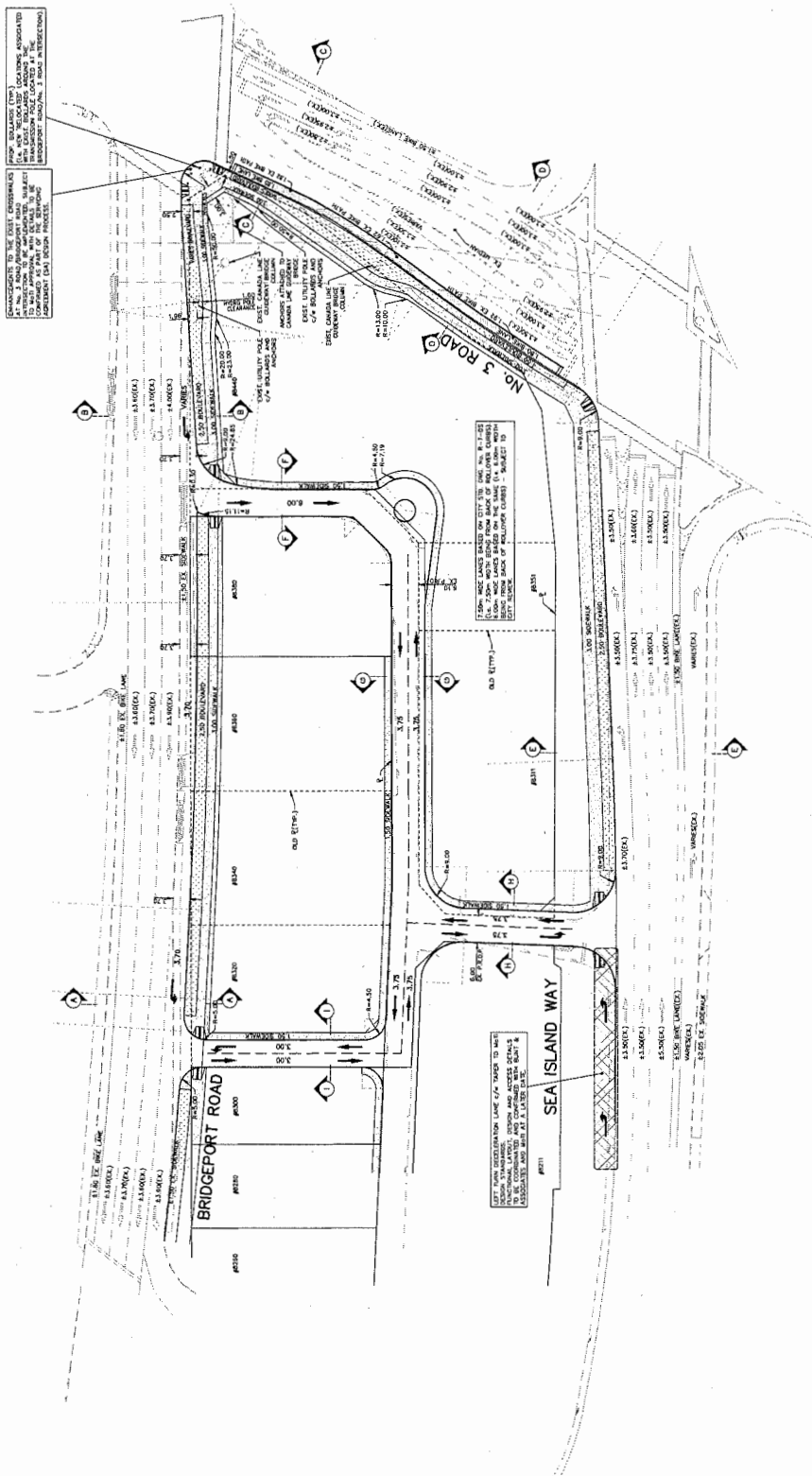
NEW CONTINENTAL PROPERTIES INC.

MPT DWG. No.: R15943-PP
 SHT. No.: 1 OF 4

NOTES:

1. ALL ELEMENTS ARE TO REMAIN IN AND RETURN TO CALIFORNIA REGISTRATION. ALL ELEMENTS MUST BE REGISTERED IN CALIFORNIA.
2. FORMS ARE TO BE RETURNED TO THE CALIFORNIA REGISTRATION BOARD, 1000 CALIFORNIA STREET, SACRAMENTO, CALIFORNIA 95833.
3. ALL ELEMENTS ARE TO BE RETURNED TO THE CALIFORNIA REGISTRATION BOARD, 1000 CALIFORNIA STREET, SACRAMENTO, CALIFORNIA 95833.
4. ALL ELEMENTS ARE TO BE RETURNED TO THE CALIFORNIA REGISTRATION BOARD, 1000 CALIFORNIA STREET, SACRAMENTO, CALIFORNIA 95833.
5. ALL ELEMENTS ARE TO BE RETURNED TO THE CALIFORNIA REGISTRATION BOARD, 1000 CALIFORNIA STREET, SACRAMENTO, CALIFORNIA 95833.

THE REALITY OF AN INTERNATIONAL COMMUNITY OF STATES, AND THE NEED FOR A NEW INTERNATIONAL ORDER, ARE THE MAIN THEMES OF THE REPORT. THE REPORT ALSO DEALS WITH THE NEED FOR A NEW INTERNATIONAL ORDER, AND THE NEED FOR A NEW INTERNATIONAL ORDER.



'ULTIMATE' FUNCTIONAL PLAN RELATES TO THE REQUIRED WORKS ASSOCIATED WITH THE DEVELOPMENT OF 8320, 8340, 8360 & 8440 BRIDGEPORT ROAD/8311 & 8351 SEA ISLAND WAY (I.E. AS SHOWN ON THE 'INTERIM' FUNCTIONAL PLAN) - PLUS FUTURE WORKS ASSOCIATED WITH THE DEVELOPMENT REQUIREMENTS OF #8380 BRIDGEPORT ROAD.

[illegible]

MPT ENGINEERING CO. LTD.
23 HORSERACE WAY, RICHMOND, BC V7A 9H7 TEL: 604-279-0331 FAX: 604-279-0332
NEW CONTINENTAL PROPERTIES INC.

**'ULTIMATE'
FUNCTIONAL PLAN**

TITLE:	'ULT FUNCTION		DWG. No.:
	8320, 8340, 8360 & 8400 8311 & 8351 SE CITY FILE: RZ		8320, 8340, 8360, 8400 8311, 8351 SE CITY FILE: RZ

DATE	TIME	WAVE	PERIOD	STATION
25 MAY/71	11	AG	FOURTH SUBSTATION	STATION
4 MAY/71	3	AG	THIRD SUBSTATION	
23 MAY/71	1	AG	SECOND SUBSTATION	
14	AG	FIRST SUBSTATION		
28 MAY/71	6	AG	FIRST SUBSTATION	

MPT ENGINEERING CO. LTD.
139 HOBSEDALE WAY, RICHMOND, BC V6V 4P7 TEL: 504-279-0331 FAX: 604-276-4337

NEW CONTINENTAL PROPERTIES INC.

MPT DWG. No.: R15943-FP
SHT. No.: 3 OF 4

NOTES:

ALL REAGENTS ARE OF ANALYTICAL GRADE AND ALL SOLUTIONS ARE PREPARED IN DISTILLED WATER.

CONCENTRATION OF REAGENTS AND REACTION TEMPERATURES ARE INDICATED IN THE FOLLOWING TABLES.

1. The first step in the process of identifying a problem is to define the problem. This involves identifying the symptoms of the problem and determining the scope of the problem. Once the problem has been defined, the next step is to identify the causes of the problem. This involves identifying the factors that are contributing to the problem and determining the underlying causes. Once the causes have been identified, the next step is to develop a plan of action. This involves identifying the steps that need to be taken to solve the problem and determining the resources that will be needed to implement the plan. Once a plan of action has been developed, the next step is to implement the plan. This involves carrying out the steps that have been identified in the plan and monitoring the progress of the implementation. Finally, the last step in the process is to evaluate the results of the implementation. This involves determining whether the problem has been solved and whether the resources have been used effectively.



**Richmond Official Community Plan Bylaw 7100
Amendment Bylaw 9628 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island
Way**

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

1. Richmond Official Community Plan Bylaw 7100, Schedule 2.10 (City Centre Area Plan) is amended by:

- a) Inserting into Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Permitted Uses column, Urban Centre (T5) row, under the list of uses:

“Additional uses are permitted south of Bridgeport Road and west of No. 3 Road, including:

- Commercial education and university education (excluding dormitory and child care), to maximum of 0.5 floor area ratio (FAR), provided that it is included in a development that exceeds 2.0 FAR, is located on a site fronting No. 3 Road, and, has a site area of between 8,000 m² and 11,000 m²”;

- b) Deleting from Specific Land Use Map: Bridgeport Village – Detailed Transect Descriptions, Maximum Average Net Development Site Density column, Urban Centre (T5) row, under the sub-heading “Additional density, where applicable”:

“Village Centre Bonus: 1.0 for the provision of office uses only.”

and replacing it with:

“Village Centre Bonus:

- i. South of Bridgeport Road and west of No. 3 Road, where commercial education and university education (excluding dormitory and child care) uses are permitted: 1.0 for the provision of office and education uses only, provided that the total floor area of the education use does not exceed that of the office use; and
- ii. Elsewhere: 1.0 for the provision of office uses only”.

2. This Bylaw may be cited as **"Richmond Official Community Plan Bylaw 7100, Amendment Bylaw 9628"**.

FIRST READING

PUBLIC HEARING

SECOND READING

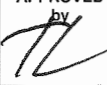

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

CITY OF RICHMOND
APPROVED by 
APPROVED by Manager or Solicitor 



Richmond Zoning Bylaw 8500
Amendment Bylaw 9629 (RZ 13-628557)
8320, 8340, 8360 & 8440 Bridgeport Road and 8311 & 8351 Sea Island Way

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

1. Richmond Zoning Bylaw 8500 is amended by inserting the following into Section 22 (Site Specific Commercial Use Zones), in numerical order:

"20.39 "High Rise Commercial (ZC39) – Bridgeport Gateway"

20.39.1 Purpose

The **zone** provides for a limited range of **uses**, including **hotel, office, commercial education, university education** and compatible **secondary uses** that are appropriate to a high-traffic, airport-oriented, **City Centre** location.

20.39.2 Permitted Uses

- hotel
- office

20.39.3 Secondary Uses

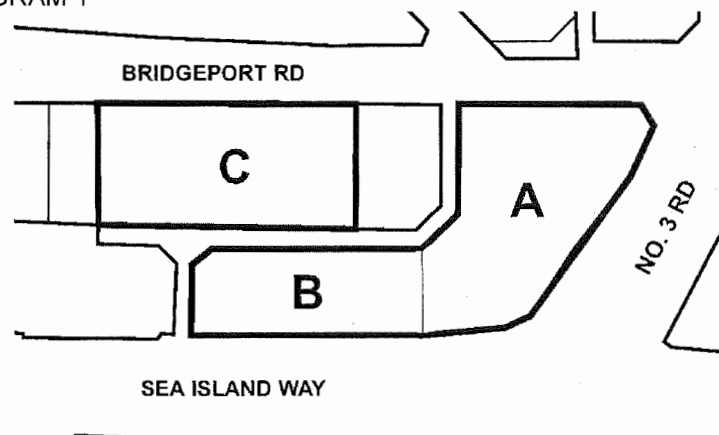
- retail, convenience
- restaurant

20.39.3A Additional Uses

- education, commercial
- education, university

20.39.4 Permitted Density

DIAGRAM 1



1. For the purposes of this **zone**, the calculation of **floor area ratio** is based on the total area of areas "A", "B" and "C", as shown in Diagram 1.
2. The maximum **floor area ratio** is 2.0.
3. Notwithstanding Section 20.39.4.2, the reference to "2.0" is increased by a maximum **density bonus floor area ratio** of 1.0 provided that:
 - a) the **lot** is located in the Village Centre Bonus Area designated by the City Centre Area Plan;
 - b) the **owner** uses the **density bonus floor area ratio** of 1.0 for **office, commercial education and university education uses** only;
 - c) the owner locates the **density bonus floor area** within area "A", as shown in Diagram 1;
 - d) the **density bonus floor area ratio** of the combined **commercial education and university education uses** located within area "A", as shown in Diagram 1, does not exceed either (i) the **density bonus floor area ratio** of the **office uses** located on area "A", as shown in Diagram 1, or (ii) a **floor area ratio** of 0.5, whichever is less; and
 - e) if, at the time **Council** adopts a zoning amendment bylaw to create the **zone** and include the **lot** in the **zone**, the **owner** pays a sum to the City (*City Centre Facility Development Fund*) calculated as 5% of the **density bonus floor area** (i) multiplied by the "equivalent to construction value" rate of \$6997/ sq. m, if the payment is made within one year of third reading of the zoning amendment bylaw, or (ii) thereafter, multiplied by the "equivalent to construction value" rate of \$6,997/ sq. m adjusted by the cumulative applicable annual changes to the Statistics Canada "Non-residential Building Construction Price Index" for Vancouver, where such change is positive; and
4. Notwithstanding Section 20.39.4.2 and Section 20.39.4.3, the maximum **floor area ratio** for areas "A" and "B" together, as shown in Diagram 1, is 2.50.

20.39.5 Permitted Lot Coverage

1. The maximum **lot coverage** for **buildings** for areas "A" and "B" together, as shown in Diagram 1, is 90% and for area "C", as shown in Diagram 1, is 90%.

20.39.6 Yards & Setbacks

1. Minimum **setbacks** from **lot lines** and areas granted to the **City** via statutory **right-of-way** for **road** and **lane** purposes shall be:
 - a) for Bridgeport Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;
 - b) for No. 3 Road, 6.0 m, but this may be reduced to 3.0 m subject to a Development Permit approved by the **City**;

PEN - 106

- c) for Sea Island Way, 6.0 m, but this may be reduced to 1.5 m subject to a Development Permit approved by the **City**;
 - d) for **lanes** and **lanes** that are **roads**, 0.0 m; and
 - e) for **interior side yards**, 0.0 m.
- 2. Minimum **setbacks** from the dripline of a Canada Line shall be 6.0 m.
 - 3. Notwithstanding Section 20.39.6.1, a minimum **building setback** of 1.5 m is required in any area where a **building** door provides direct **access** to or from **City** land or land secured by statutory **right-of-way** for **road**, **lane** or public purposes.

20.39.7 Permitted Heights

- 1. The maximum height for **principal buildings** located on the area identified as "A" in Diagram 1 in Section 20.39.4, is 47.0 m geodetic.
- 2. The maximum height for **principal buildings** located on the area identified as "B" in Diagram 1 in Section 20.39.4 is 37.0 m geodetic, but may be increased to 42.0 m geodetic subject to a Development Permit approved by the **City**.
- 3. The maximum height for **principal buildings** located on the area identified as "C" in Diagram 1 in Section 20.39.4 is 37.0 m geodetic.
- 4. The maximum **building height** for **accessory buildings** is 5.0 m.

20.39.8 Subdivision Provisions/Minimum Lot Size

- 1. The minimum **lot area** is 3,400 sq. m.
- 2. There are no minimum **lot width** and **lot depth** requirements.

20.39.9 Landscaping & Screening

- 1. **Landscaping** and **screening** shall be provided according to the provisions of Section 6.0.

20.39.10 On-Site Parking and Loading

- 1. On-site **vehicle** and bicycle **parking spaces** and **loading spaces** shall be provided according to the standards set out in Section 7.0 except that:
 - a) for **commercial education** and **university education uses**, the required number of **parking spaces** shall be calculated as 0.4 per student and 0.4 per staff member;
 - b) the minimum on-site **vehicle parking space** calculation for **commercial education** and **university education uses** may be reduced by an additional 20% where the **owner** implements transportation demand management measures, including:
 - i. transit passes for all staff members in perpetuity;

- ii. a shuttle bus provided in perpetuity for both staff members and students;
 - iii. priority car-pool **parking** for students and staff members; and
 - iv. voluntary cash contribution of \$100,000 towards pedestrian crossing enhancements along Bridgeport Road.
- c) large size **loading spaces** are not required.

20.39.11 Other Regulations

1. The following **uses** are only permitted within the area identified as "A" in Diagram 1, and are only permitted if the maximum **floor area ratio** is increased from 2.0 to 3.0 pursuant to Section 20.39.4.3:
 - a) **commercial education**; and
 - b) **university education**.
 2. **Dormitory and child care uses** are prohibited.
 3. **Telecommunication antenna** must be located a minimum 20.0 m above the ground (i.e., on a roof of a **building**).
 4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and the Specific Use Regulations in Section 5.0 apply."
2. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designations of the following parcels and by designating them **HIGH RISE COMMERCIAL (ZC39) – BRIDGEPORT GATEWAY**:
- | | |
|--------|---|
| P.I.D. | 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700 |
| P.I.D. | 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425 |
| P.I.D. | P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM |
| P.I.D. | 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1 |
| P.I.D. | 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164 |
| P.I.D. | 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700 |

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

3. That the Mayor and Clerk are hereby authorized to execute any documents necessary to discharge "Land Use Contract 126" (having charge number RD85571 as modified by RD150271, RD 154654, RD 156206 and BV268786) from the following area:

P.I.D. 024-947-962
LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 004-069-188
LOT 80 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 56425

P.I.D. 001-941-003
STRATA LOT 1 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN
INTEREST IN THE COMMON PROPERTY IN PROPORTION TO THE UNIT
ENTITLEMENT OF THE STRATA LOT AS SHOWN ON FORM

P.I.D. 001-941-011
STRATA LOT 2 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT STRATA PLAN NW1764 TOGETHER WITH AN INTEREST IN THE
COMMON PROPERTY IN PROPORTION TO THE UNIT ENTITLEMENT OF THE
STRATA LOT AS SHOWN ON FORM 1

P.I.D. 000-541-362
LOT 90 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN 57164

P.I.D. 024-947-989
LOT 4 SECTION 28 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER
DISTRICT PLAN LMP48700

P.I.D. 003-727-246
LOT 85 EXCEPT PART SUBDIVIDED BY PLAN 57164 SECTION 28 BLOCK 5
NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 56425

4. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9629"**.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

MINISTRY OF TRANSPORTATION
AND INFRASTRUCTURE APPROVAL

ADOPTED

MAYOR

CORPORATE OFFICE

CITY OF RICHMOND
APPROVED by 
APPROVED by Director or Solicitor 



City of Richmond

Report to Committee Planning and Development Division

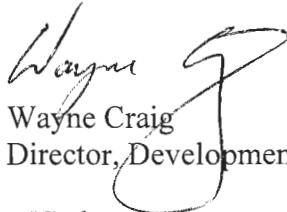
To: Planning Committee
From: Wayne Craig
Director, Development

Date: May 31, 2017
File: RZ 16-724066

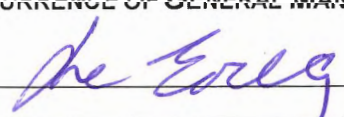
Re: Application by MaximR Enterprises Ltd. for Rezoning at 7591 Williams Road from Single Detached (RS1/E) to Coach Houses (RCH1)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, for the rezoning of 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, be introduced and given first reading.


Wayne Craig
Director, Development

WC:cl
Att. 7

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

Staff Report

Origin

MaximR Enterprises Ltd. has applied to the City of Richmond for permission to rezone the property at 7591 Williams Road from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone to permit the property to be subdivided to create two lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane (Attachment 1). A survey of the subject site is included in Attachment 2. The site currently contains a single detached dwelling, which is to be demolished at future development stage.

Findings of Fact

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

Surrounding Development

Existing development immediately surrounding the subject site is as follows:

- to the north, immediately across the rear lane, is a lot zoned “Single Detached (RS1/E)”, fronting Bates Road (7540 Bates Road).
- to the south, immediately across Williams Road, is a lot zoned “Single Detached (RS1/E)” at 7480 Williams Road and a lot zoned “Coach House (ZS12) – Broadmoor” at 7488 Williams Road.
- to the east is a lot zoned “Single Detached (RS1/A)” at 7599 Williams Road.
- to the west is a lot zoned “Single Detached (RS1/E)” at 7571 Williams Road.

Related Policies & Studies

Official Community Plan/Broadmoor Area Central West Sub-Area Plan

The Official Community Plan (OCP) land use designation for the subject site is “Neighbourhood Residential” and the Broadmoor Area Central West Sub-Area Plan’s land use designation for the site is “Low Density Residential” (Attachment 4). This redevelopment proposal is consistent with these designations.

Arterial Road Land Use Policy

The Arterial Road Land Use Policy identifies the subject site for “Arterial Road Compact Lot Single Detached”, which allows single detached housing with a detached coach house on lots with a depth of at least 35 m. This redevelopment proposal is consistent with the Arterial Road Land Use Policy designation.

Floodplain Management Implementation Strategy

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

Public Consultation

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

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

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

Analysis**Site Planning and Architectural Character**

The preliminary conceptual plans proposed for redevelopment of the subject site are included in Attachment 5. At future Building Permit stage, the plans must comply with all City regulations.

The proposed Site Plan involves a principal dwelling on the south side of each lot and an accessory coach house above a detached garage in the rear yard of each lot, with vehicle access from the rear lane. The proposed coach house siting and open space are consistent with the requirements of the RCH1 zone.

Pedestrian access to the site and coach house is proposed via a permeable pathway from both Williams Road and the rear lane.

Vehicle access to the proposed lots is to be from the rear lane only, with no access permitted to Williams Road, in accordance with Residential Lot (Vehicular) Access Regulation Bylaw No. 7222.

For each lot, the required on-site parking spaces for the single-detached dwelling are proposed in a garage while the required parking for the coach house is proposed as a surface parking space in the rear yard, both of which will be accessed from the lane.

The preliminary conceptual Architectural Elevation Plans for the coach house show a sloped hipped roof, façade articulation, a small balcony facing the rear lane, and appropriate window placement to provide some visual interest and passive surveillance of the rear lane while minimizing overlook.

On-site garbage and recycling is proposed to be set back well beyond the minimum 1.5 m setback from the rear lot line in accordance with the RCH1 zone. Screening of on-site garbage

and recycling will be further reviewed as part of the required Landscape Plan for the site prior to final adoption of the rezoning bylaw.

Prior to rezoning, the applicant must register restrictive covenants on title to ensure that:

- The proposed coach house on each lot cannot be stratified; and
- The Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 5.

Tree Retention and Replacement

The applicant has submitted a Certified Arborist's Report; which identifies on-site and off-site tree species, assesses tree structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The report assesses four bylaw-sized trees and three hedgerows on the subject property.

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

- Tree # 47, located in the front yard of the subject site, is in good condition and should be retained and protected as per the City's Tree Protection Information Bulletin TREE-03.
- Trees # 48 and 49 have been historically topped and as a result have developed cavities in the upper canopy. As a result these trees are not good candidates for retention and should be removed and replaced at a 2:1 ratio as per the OCP.
- Tree # 50 is in good condition but is in conflict with the coach house building envelope. As a result, this tree should be removed and replaced with a two conifers (min. 4.5 m high) to be planted in the front yard of the each lot proposed (one per lot).

Tree Protection

The applicant has submitted a tree retention plan showing Tree # 47 to be retained and the required tree protection zone (Attachment 6).

One hedgerow along the existing east property line is also proposed to be retained.

To ensure that Tree # 47 and the east hedge is protected at development stage, the applicant is required to complete the following items:

- Prior to final adoption of the rezoning bylaw, submission to the City of:
 - A Contract with a Certified Arborist for the supervision of all works conducted within or in close proximity to the tree/hedge protection zones. The contract must include the scope of work required, the number of proposed monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the arborist to submit a post-construction impact assessment to the City for review; and,
 - A tree survival security in the amount of \$10,000. The security will be held until construction and landscaping on-site is completed, an acceptable post-construction

impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.

- Prior to demolition of the existing dwelling on the subject site, installation of tree protection fencing around the tree/hedge to be retained. Tree protection fencing must be installed to City standard in accordance with the City's Tree Protection Information Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

Tree Replacement

The applicant proposes to remove three on-site trees (Trees # 48, 49, 50), as well as two hedgerows on-site (along the north property line and in the west side yard). The 2:1 replacement ratio requires that a total of six replacement trees be planted and maintained on the proposed lots. The required replacement trees are to be of the following minimum sizes, based on the comments provided by the City's Tree Preservation Coordinator and based on the size of the trees being removed as per Tree Protection Bylaw No. 8057:

# Replacement Trees	Min. Caliper of Deciduous Replacement Tree		Min. Height of Coniferous Replacement Tree
2	8 cm	or	4.0 m
2	10 cm		5.5 m
2	N/A		4.5 m

To ensure that the required replacement trees are planted and maintained, and that the front yards of the proposed lots are enhanced, the applicant is required to complete the following prior to final adoption of the rezoning bylaw:

- Submit a Landscape Plan for the front yards and for the rear yards along the lane, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development. The Landscape Plan must comply with the guidelines of the Arterial Road Land Use Policy in the OPC.
- Submit a Landscaping Security based on 100% of the Cost Estimate for the works provided by the Landscape Architect (including installation, materials, and a 10% contingency). The security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives.

Affordable Housing Strategy

The Affordable Housing Strategy for single-family rezoning applications requires either:

- A secondary suite or coach house on 100% of new lots created;
- A secondary suite or coach house on 50% of new lots along with a cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of total buildable area on the remaining 50% of new lots; or

- A cash-in-lieu contribution to the City's Affordable Housing Reserve Fund based on \$2.00/ft² of total buildable area on 100% of new lots.

This proposal conforms to the Affordable Housing Strategy as it involves the creation of two lots, each with a principal single detached dwelling and accessory coach house above a detached garage.

Subdivision, Site Servicing, and Frontage Improvements

There are no servicing requirements with rezoning.

At future subdivision stage, the applicant is required to:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the design and construction of the required water, storm, and sanitary connections as described in Attachment 7; and,
- Submit a contribution in the amount of \$45,873.60 in-lieu of the design and construction of rear lane and boulevard upgrades.

Financial Impact

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

Conclusion

The purpose of this application is to rezone the property at 7591 Williams Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create two lots, each with a principal dwelling and an accessory coach house above a detached garage, with vehicle access from the rear lane.

This rezoning application complies with the land use designations and applicable policies for the subject site that are contained within the OCP.

The list of rezoning considerations is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 9724 be introduced and given first reading.



Cynthia Lussier
Planner 1

CL: rg

Attachments:

Attachment 1: Location Map/Aerial Photo

Attachment 2: Site Survey

Attachment 3: Development Application Data Sheet

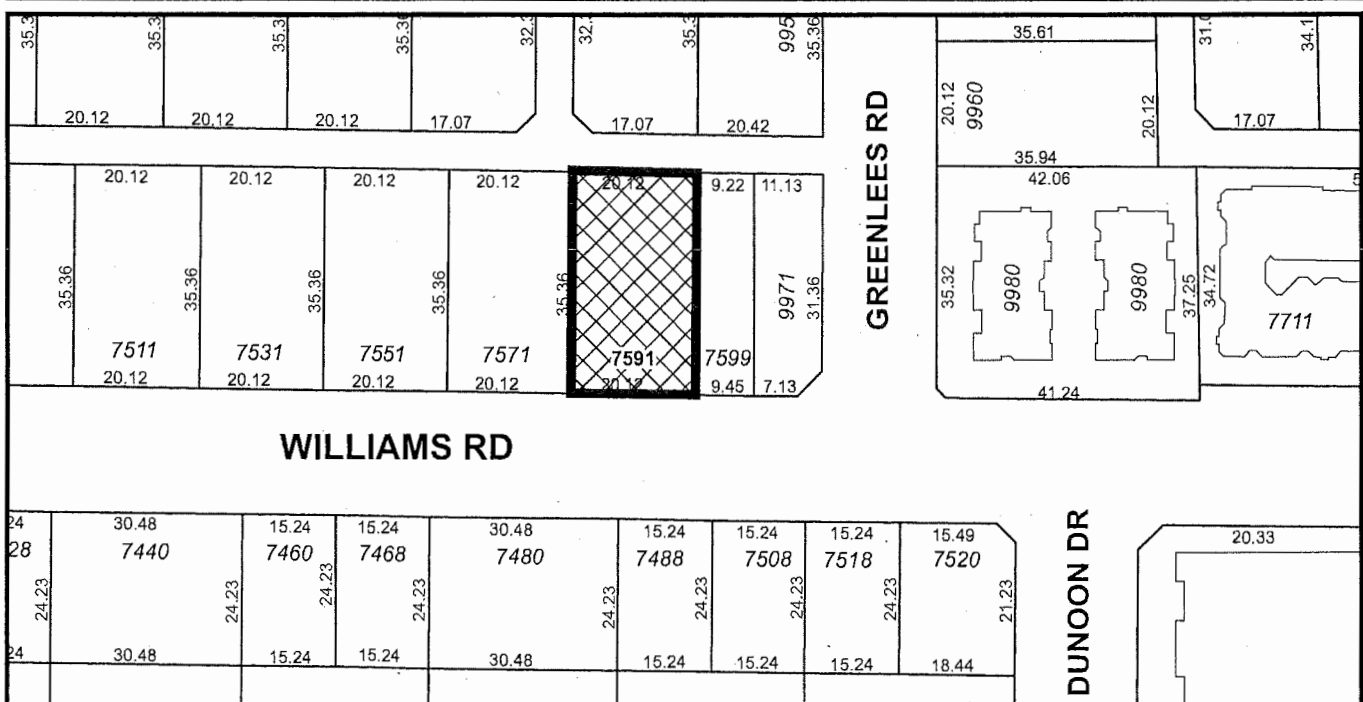
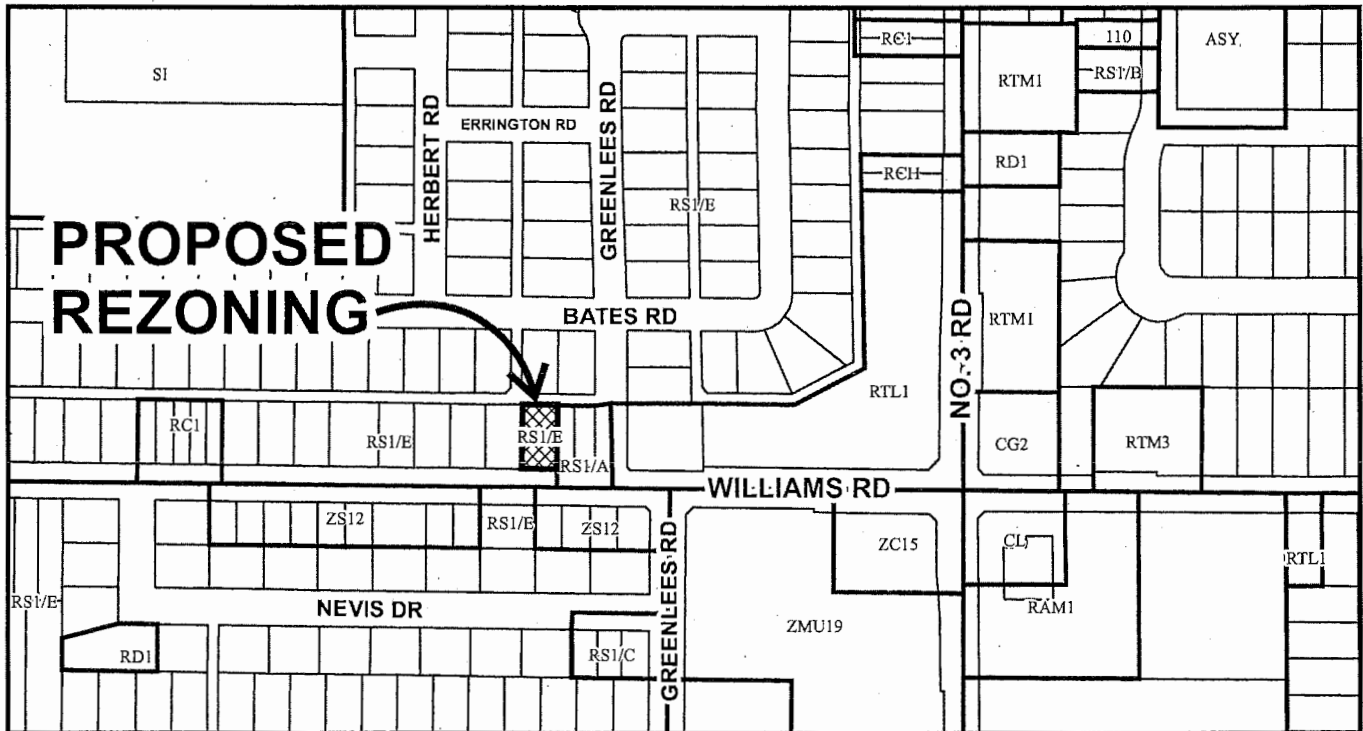
Attachment 4: Broadmoor Area Central West Sub-Area Plan Land Use Map

Attachment 5: Preliminary Conceptual Plans

Attachment 6: Proposed Tree Retention Plan

Attachment 7: Rezoning Considerations

PROPOSED REZONING



PLN - 118

Note: Dimensions are in METRES



City of
Richmond



RZ 16-724066

PLN - 119

Original Date: 02/23/16

Revision Date:

Note: Dimensions are in METRES

**TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF
LOT 13 SECTION 29 BLOCK 4 NORTH RANGE 6 WEST
NEW WESTMINSTER DISTRICT PLAN 17789**

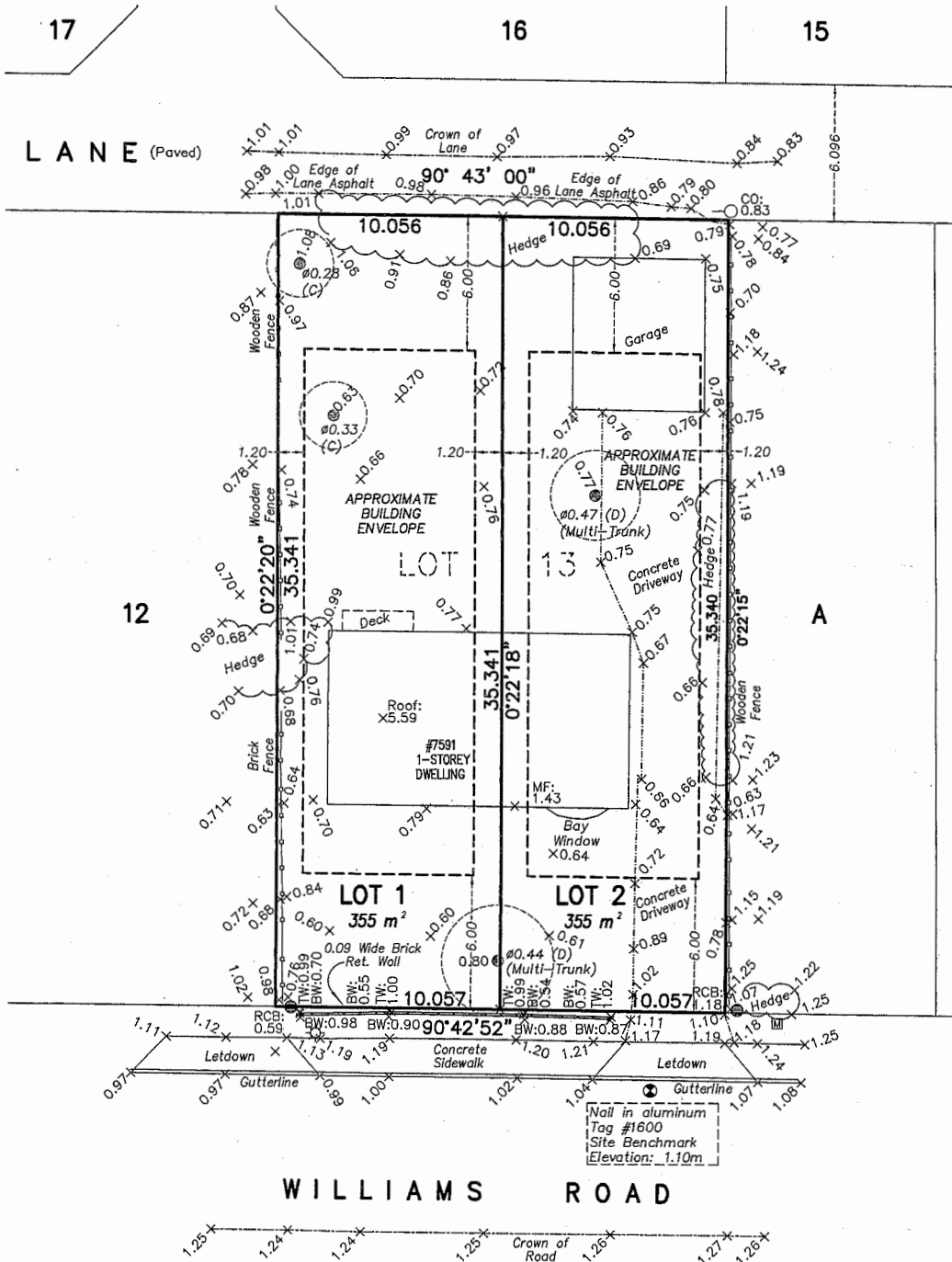
#7591 WILLIAMS ROAD,
RICHMOND, B.C.
P.I.D. 003-310-540

SCALE: 1:200

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



ATTACHMENT 2



© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 6280
FB-294 P58-61
Drawn By: IO

NOTE:
Elevations shown are based on
City of Richmond HPN
Benchmark network.
Benchmark: HPN #202
Control Monument 77H4623
Elevation: 1.452m
Benchmark: HPN #204
Control Monument 02H2452
Elevation: 1.559m

NOTE:
Use site Benchmark Tag #1600 for
construction elevation control.

LEGEND:
(C) denotes conifer
(D) denotes deciduous
● denotes round catch basin
■ denotes water meter
□ denotes cleanout
⊙ denotes lamp standard
MF denotes main fire
BW denotes bottom of retaining wall
TW denotes top of retaining wall

CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.

NOVEMBER 18th, 2015.

DWG No. 6280-Topo-01



RZ 16-724066

Attachment 3

Address: 7591 Williams Road

Applicant: MaximR Enterprises Ltd.

Planning Area(s): Broadmoor

	Existing	Proposed
Owner:	MaximR Enterprises Ltd.	To be determined
Site Size (m²):	710 m ² (7,642 ft ²)	Two lots, each approx. 355 m ² (3,821 ft ²)
Land Uses:	Single-family dwelling	Two residential lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Low Density Residential	No change
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH1)
Other Designations:	The Arterial Road Land Use Policy designates the subject site for redevelopment to "Arterial Road Compact Lot Single Detached", which allows coach houses on lots greater than 35 m deep.	No change

On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60		none permitted
Buildable Floor Area (m ²) per lot (incl. principal dwelling and coach house):*	Max. 213 m ² (2,292 ft ²)		Max. 213 m ² (2,292 ft ²)		none permitted
Lot Coverage (% of lot area):	Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 20%		Building: Max. 45% Non-porous Surfaces: Max. 70% Live Plant Material: Min. 20%		none
Minimum Lot Size:	315 m ²		355 m ²		none
Principal Dwelling Setback – Front/Rear Yards (m):	Min. 6.0 m		Min. 6.0 m		none
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		1.9 m		none
Coach House Building Setback – Side Yards (m):	Ground floor	Min. 0.6 m one side; Min. 1.8 m other side.	Ground floor	0.9 m one side; 3.0 m other side.	none
	2 nd Floor	Min. 1.2 one side; Min. 1.8 m other side	2 nd Floor	1.5 m one side; 3.0 m other side	
Principal Dwelling Height:	Max. 2 ½ storeys		Max. 2 ½ storeys		none

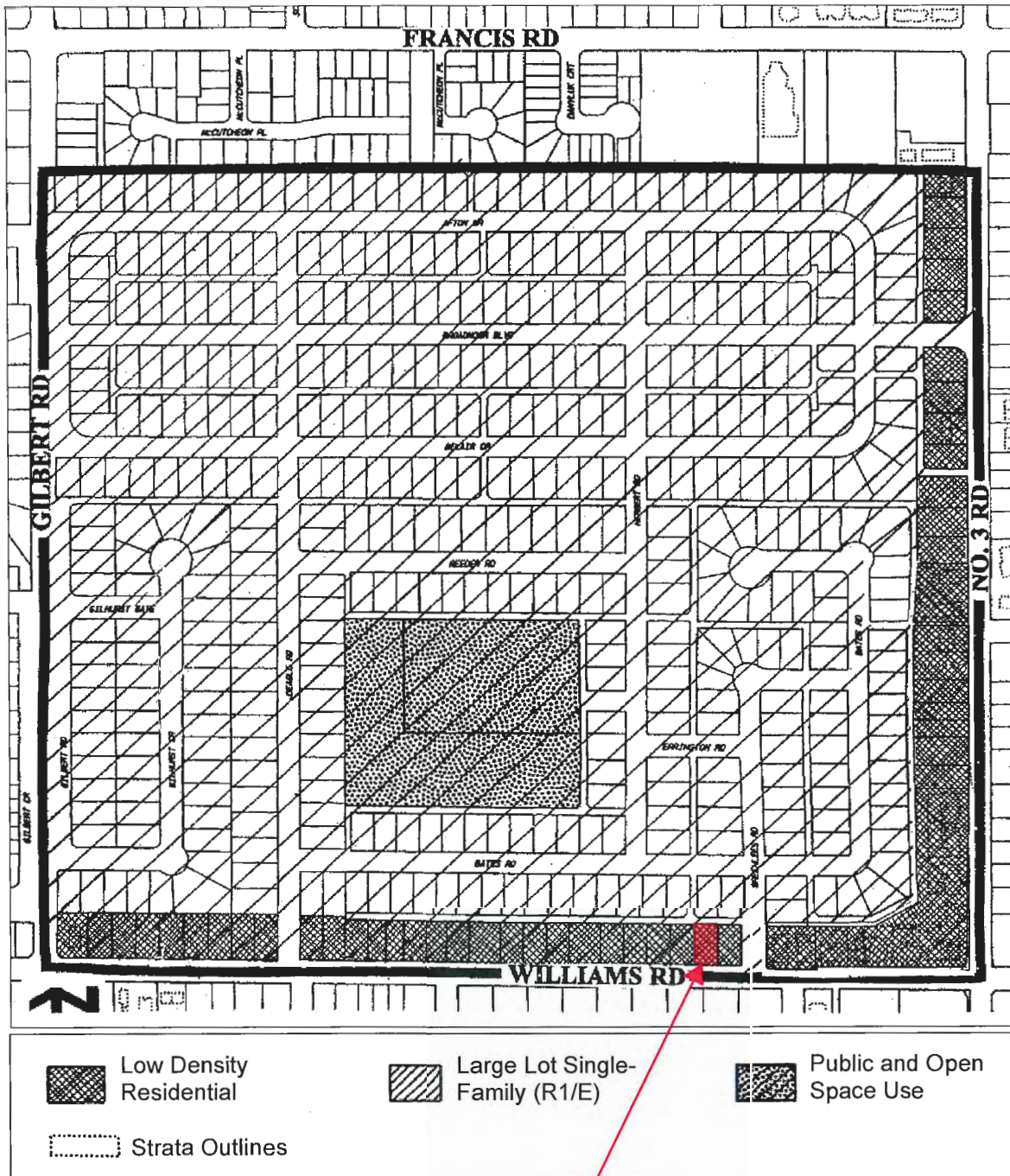
* Preliminary estimate; not inclusive of garage; exact building size to be determined through zoning bylaw compliance review at Building Permit stage.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Coach House Height (m):	Max. 6.5 m	6.48 m	none
On-Site Parking Spaces:	<ul style="list-style-type: none"> • Single-detached Dwelling: 2 spaces • Coach House: 1 space 	<ul style="list-style-type: none"> • Single-detached Dwelling: 2 spaces (garage) • Coach House: 1 space (surface) 	none
Total:	3	3	none
Tandem Parking Spaces:	Permitted for the 2 required parking spaces for the single-detached dwelling	none	none
Private Outdoor Space:	<ul style="list-style-type: none"> • Single-detached Dwelling: Min. 20 m² • Coach House: required either at grade or balcony; no minimum size 	<ul style="list-style-type: none"> • Single-detached Dwelling: Min. 20 m² • Coach House: 2.9 m² balcony & approx. 10 m² at grade 	none

Other: Tree replacement compensation required for loss of bylaw-size trees.

City of Richmond

Land Use Map

Bylaw 7624
2003/12/15

Subject Site

PLN - 123

Original Adoption: March 18, 1996 / Plan Adoption: February 19, 2001
1195062 / 8060-20-7100

Central West Sub-Area Plan 8

ATTACHMENT 5

PLN - 124

CDS
CHEN
DESIGN
STUDIO
LTD.

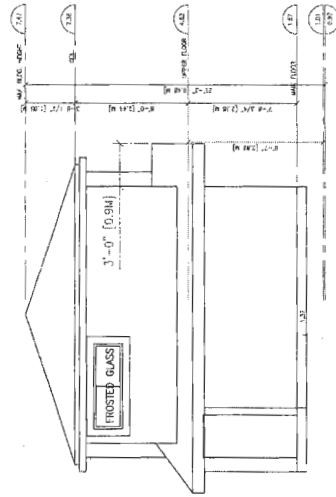
7255-11181 VANDER WAY
BURNABY, BC V5H 3B9
Tel: (604) 299-1235
Fax: (604) 299-1235

These drawings are preliminary and for information only.

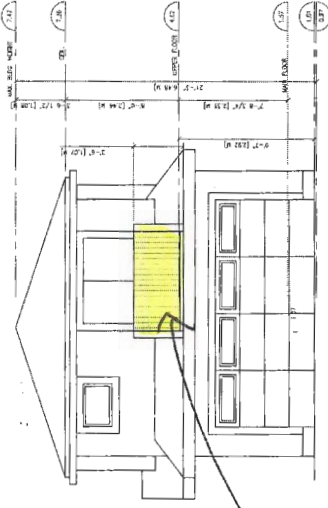
Project: 7591 Williams Rd
Drawing Title: COACH HOUSE ELEVATIONS
Drawing No.: A-4

Note: At Building Permit stage, plans must comply with all City regulations.

Preliminary Conceptual Plans

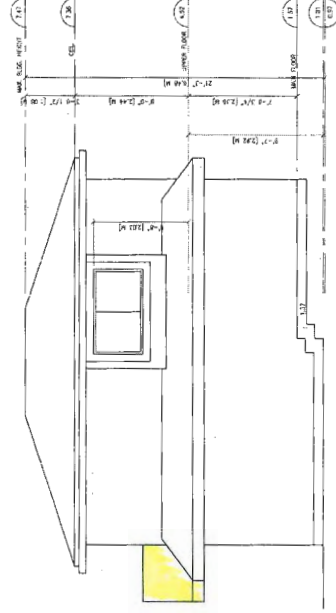


SOUTH ELEVATION
SCALE: 1/4"=1'-0"



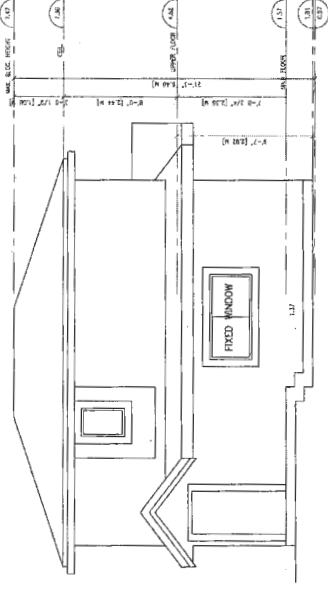
NORTH ELEVATION
SCALE: 1/4"=1'-0"

Balcony

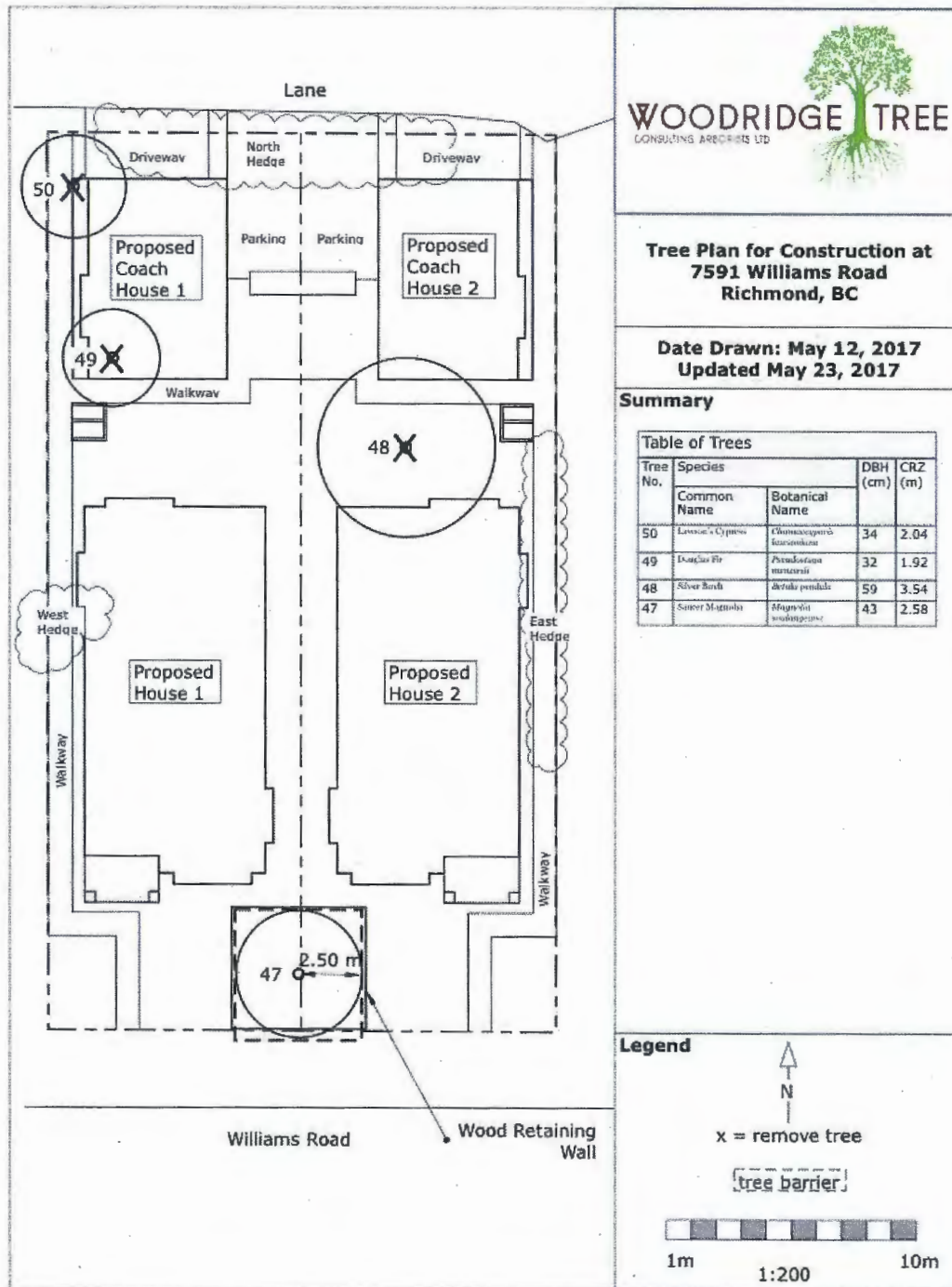


WEST ELEVATION
SCALE: 1/4"=1'-0"

Balcony



EAST ELEVATION
SCALE: 1/4"=1'-0"





Address: 7591 Williams Road

File No.: RZ 16-724066

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9724, the applicant is required to complete the following:

1. Submission of a Landscape Plan for the front yard and rear yard along the lane, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the Landscape Architect (including installation costs, materials, and a 10% contingency). The Landscape Plan should:
 - comply with the guidelines of the OCP's Arterial Road Land Use Policy and should not include hedges along the front property line;
 - include a mix of coniferous and deciduous trees;
 - include the dimensions of tree protection fencing as illustrated on the Tree Retention Plan attached to this report; and
 - include the six required replacement trees with the following minimum sizes:

# Replacement Trees	Min. Caliper of Deciduous Replacement Tree		Min. Height of Coniferous Replacement Tree
2	8 cm	or	4.0 m
2	10 cm		5.5 m
2 (1 per lot, in front yard)	N/A		4.5 m

The Landscaping Security will be held until construction and landscaping on-site is completed and a site inspection is conducted. The City may retain a portion of the security for a one-year maintenance period to ensure that the landscaping survives.

If required replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting is required.

2. Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained (Tree # 47 and the east hedge). The Contract must include the scope of work to be undertaken, including: the proposed number of site monitoring inspections at specified stages of construction, any special measures required to ensure tree protection, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
3. Submission of a Tree Survival Security to the City in the amount of \$10,000 for Tree # 47 to be retained. The security will be held until construction and landscaping on-site is completed, an acceptable post-construction impact assessment report is received, and a site inspection is conducted to ensure that the tree has not been negatively impacted by the development. The City may retain a portion of the security for a one-year maintenance period to ensure the tree has survived.
4. Registration of a flood indemnity covenant on title.
5. Registration of a legal agreement on title to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary conceptual plans included in Attachment 5 to this staff report.
6. Registration of a legal agreement on title ensuring that the coach house cannot be stratified.

Prior to Demolition Permit* issuance, the applicant must complete the following requirements:

- Installation of tree protection fencing around the tree/hedge to be retained (Tree # 47 and the east hedge). Tree protection fencing must be installed to City standards in accordance with the City's Tree Protection Information

Bulletin Tree-03 prior to any works being conducted on-site, and must remain in place until construction and landscaping on-site is completed.

At Subdivision* stage, the applicant must complete the following requirements:

- Submit a contribution in the amount of \$45,873.60 in-lieu of the design and construction of rear lane and boulevard upgrades.
- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and the costs associated with the design and construction of the following required water, storm, and sanitary connections:

Water Works

- Using the OCP Model, there is 442 L/s of water available at a 20 psi residual at the Williams Rd frontage. Based on your proposed development, your site requires a minimum fire flow of 95 L/s.
- The applicant is required to submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations at Building Permit stage to confirm the development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage designs.
- At the Applicant's cost, the City is to cut and cap at the main the existing water service connection along the Williams Rd frontage, and install two new water service connections complete with meter and meter box.

Storm Sewer Works

- The Applicant is required to retain the existing storm service connection at the southwest corner of the lot.
- The Applicant is required to pay cash-in-lieu for lane drainage upgrades, as described below in the section entitled "*Frontage Improvements*".
- At the Applicant's cost, the City is to install a new lead to the existing storm inspection chamber STIC47164 at the southeast corner of the lot.

Sanitary Sewer Works

- The Applicant is required to use the existing sanitary service connection at the northeast corner of the lot to service the east subdivided lot.
- At the Applicant's cost, the City is to install a new sanitary service connection complete with inspection chamber and tie-in to existing 150mm AC sanitary sewer to the north of the lot.
- All sanitary works to be completed prior to any on-site building construction.

Frontage Improvements

- Pay, in keeping with the Subdivision and Development Bylaw No. 8751, a \$45,873.60 contribution in-lieu of the design and construction of rear lane and boulevard upgrades (concrete sidewalk, treed/grassed boulevard, road and lane lightning, lane asphalt/pavement, lane drainage, lane concrete curb and gutter).
- The Applicant is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - o To underground Hydro service lines.
 - o When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - o To determine if above ground structures are required and coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc).

General Items

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

Prior to Building Permit* issuance, the applicant must complete the following requirements:

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. The Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Obtain a Building Permit (BP) for any construction hoarding. If construction hoarding is required to temporarily occupy a public street, the air space above a public street, or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For additional information, contact the Building Approvals Department at 604-276-4285.

Note:

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

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

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

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

(signed original on file)

Signed _____

Date _____



Richmond Zoning Bylaw 8500
Amendment Bylaw 9724 (RZ 16-724066)
7591 Williams Road

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COACH HOUSES (RCH1)"**.

P.I.D. 003-310-540

Lot 13 Section 29 Block 4 North Range 6 West New Westminster District Plan 17789

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9724"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

CITY OF RICHMOND
APPROVED by BK
APPROVED by Director or Solicitor <i>al</i>

MAYOR

CORPORATE OFFICER



City of Richmond

Report to Committee

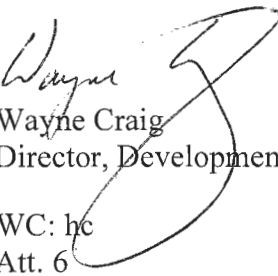
To: Planning Committee
From: Wayne Craig,
Director, Development

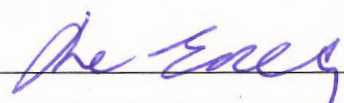
Date: May 31, 2017
File: HA 17-766440

Re: Application by Kanaris Demetre Lazos for a Heritage Alteration Permit at
12111 3rd Avenue (Steveston Hotel)

Staff Recommendation

That a Heritage Alteration Permit to authorize the removal of a window from the front (east) elevation and to replace it with a new entry and door to match an existing door in the front (east) elevation of the heritage-protected property at 12111 3rd Avenue, be issued.


Wayne Craig
Director, Development
WC: hc
Att. 6

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Policy Planning	<input checked="checked" type="checkbox"/>	

Staff Report

Origin

Kanaris Demetre Lazos has applied for a Heritage Alteration Permit (HAP) to remove a window and to add a new entrance and door in the front (east) elevation to match an existing door in the same façade of a commercial property at 12111 3rd Avenue (Attachments 1), known as “Steveston Hotel”. The purpose of the proposed exterior alterations is to provide a separate entrance to a restaurant in the hotel, as shown in the applicant’s set of plans (Attachment 2).

The Steveston Hotel has undergone significant and extensive exterior alterations since the time of construction in the 1890s (Attachment 3). Original window openings have been changed with respect to their location and size, and original wood window sashes have been replaced with large, metal-framed windows including the window proposed to be removed (Attachment 4). The central location of the existing entrance is the same as the original hotel, but the wood door frame has been replaced with metal-framed double doors (Attachment 5). As a result, the proposed façade improvements would not change original features of the Steveston Hotel.

Surrounding Development

The property at 12111 3rd Avenue is located within the boundaries of Steveston Village Heritage Conservation Area (HCA).

- To the North: One property in the “Commercial Mixed Use (ZMU26) – Steveston Village” zone.
- To the East: The former Rod’s Lumber site at 12088 3rd Avenue has been approved to be rezoned to the “Commercial Mixed Use (ZMU33) – Steveston Village” zone, on one consolidated lot, and associated DP 16-753377 and HA 17-763809 have been issued.
- To the West and South: The Gulf of Georgia Cannery federal historic site in the “Light Industrial (IL)” zone.

Related Policies & Studies

Steveston Area Plan and Steveston Village Heritage Conservation Strategy

Under the *Local Government Act*, a municipality can grant a property the status of “protected heritage property” in one of two ways. First, it can be protected through an individual heritage designation bylaw (“designated” heritage property) or, second, it can be protected through its inclusion in a “schedule” that is part of the designation of a Heritage Conservation Area (“scheduled” heritage property).

In 2009, Steveston Area Plan (SAP) was amended to include the designation of Steveston Village Heritage Conservation Area (HCA). As part of the HCA, 17 sites are identified (i.e. “scheduled”) and therefore are protected heritage properties. HAPs for the 17 protected heritage properties are subject to review and consideration in relation to all the policies and documents referenced in the SAP, including the Parks Canada National Standards and Guidelines for the

Conservation of Historic Places in Canada (“S&Gs”). The S&Gs are applied to assess the impact of proposed interventions (i.e. alterations) on the heritage values and character-defining elements of a historic place, as identified in a Statement of Significance (SOS). Steveston Village Heritage Conservation Strategy includes SOSs for the significant historic sites and features in Steveston Village, including the SOS for Steveston Hotel, which is provided in Attachment 6.

Heritage Procedures Bylaw 8400

Under the City’s Heritage Procedures Bylaw 8400 s.4.1.2, Council must issue an HAP for any exterior alterations to a building, or structure, or alterations to land, for a property identified in an HCA Schedule. An HAP is required for the proposed exterior alterations to the property at 12111 3rd Avenue because the property is included in the Steveston Village HCA Schedule.

Steveston Area Plan has an HCA and a Development Permit Area (DPA) for Steveston Village. Under the DPA, a Development Permit (DP) is required for exterior changes that exceed \$50,000. As the proposed exterior alterations are less than \$50,000, a DP is not required.

Analysis

Scope of Proposed Work

The applicant is proposing to remove a non-original window in the front (east) elevation, and to add a new entry and double door with a metal frame and clear-glazing that will match the existing double door in the same façade.

National Standards and Guidelines for Historic Places in Canada

In Steveston Village HCA, the guidelines that apply to HAs for protected heritage properties are the Parks Canada National Standards and Guidelines for the Conservation of Historic Places in Canada (“S&Gs”).

The following are excerpts from the S&G “standards” that are most relevant to the proposed exterior alterations to the Steveston Hotel.

Standards for Historic Places

- Standard #1 Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move part of an historic place if its current location is a character-defining element.
- Standard #3 Conserve heritage value by adopting an approach calling for minimal intervention.
- Standard #4 Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other

historic places or other properties, or by combining features of the same property that never existed.

These standards are applicable to the proposal because the issues to be assessed include: loss of any character-defining elements; extent of changes; and avoidance of a false historic appearance. The proposal is supportable because no character-defining elements would be lost, the approach involves a modest change to the façade and the new entry and door will not appear to be historic.

Guidelines for Buildings – Entrances, Porches and Balconies

The following are excerpts from the S&G “guidelines”, specific to windows, doors and entrances, which are most relevant to the proposed exterior alterations to the Steveston Hotel.

Recommended

Modifying, replacing or designing a new entrance, porch or balcony required by a new use or applicable codes and regulations, in a manner that is compatible with the building’s style, era and character.

Not Recommended

Removing character-defining entrances, porches or balconies that are no longer needed for the new use.

Guidelines for Buildings – Windows, Doors and Storefronts

Recommended

Replacing a missing historic feature by designing and installing new windows, doors and storefronts based on physical and documentary evidence, or one that is compatible in size, scale, material, style and colour.

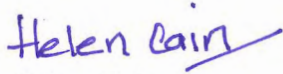
Not Recommended

Creating a false historical appearance because the new window, door or storefront is incompatible, or based on insufficient physical and documentary evidence.

Based on the National Standards and Guidelines for the Conservation of Historic Places in Canada, the removal of the window is supportable because it is not the size or in the location of the original window opening and, as such, is not a character-defining element of the building. The introduction of a new second entry, and door, is supportable because it is consistent with the above guideline to allow a new entrance where required for a contemporary use, specifically the restaurant in the Steveston Hotel. Lastly, the introduction of a new metal-framed double door is supportable because it will match the existing contemporary double door in the front (east) elevation, which is consistent with the guideline to not create a false historical appearance.

Conclusion

Staff supports the proposed façade improvements because they will not negatively impact any character-defining elements of the protected heritage property.



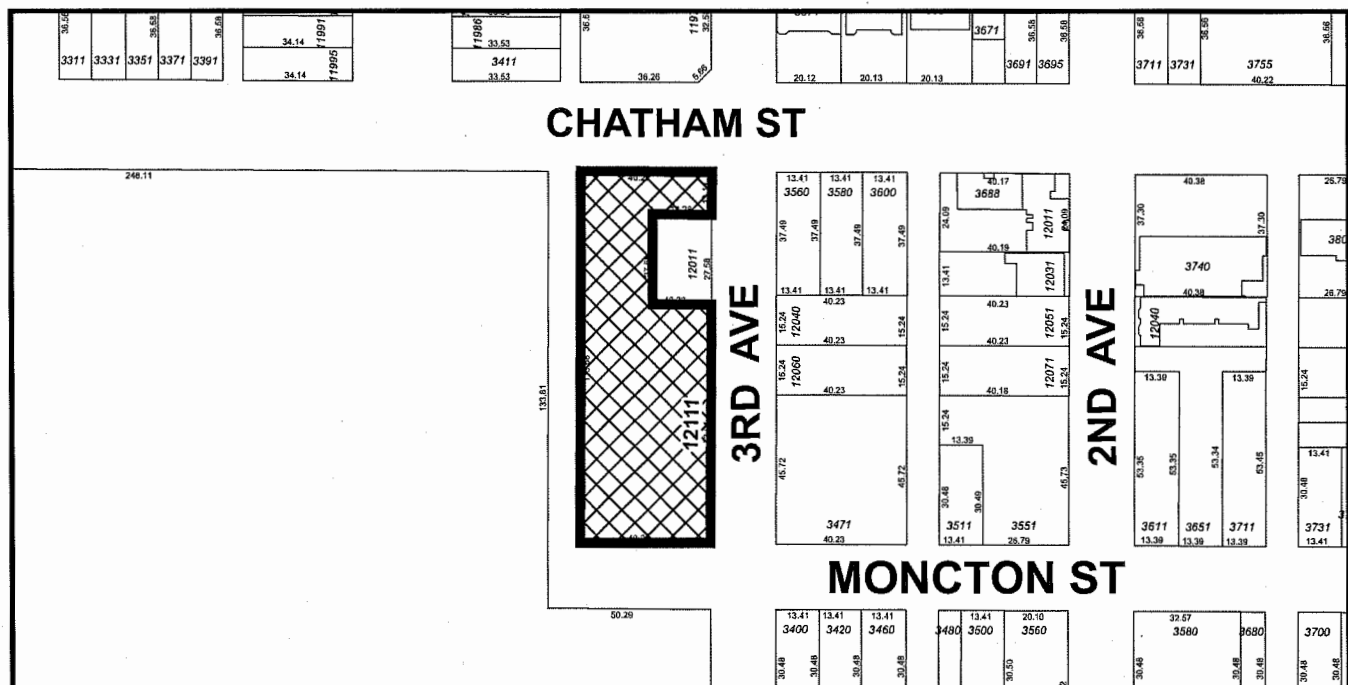
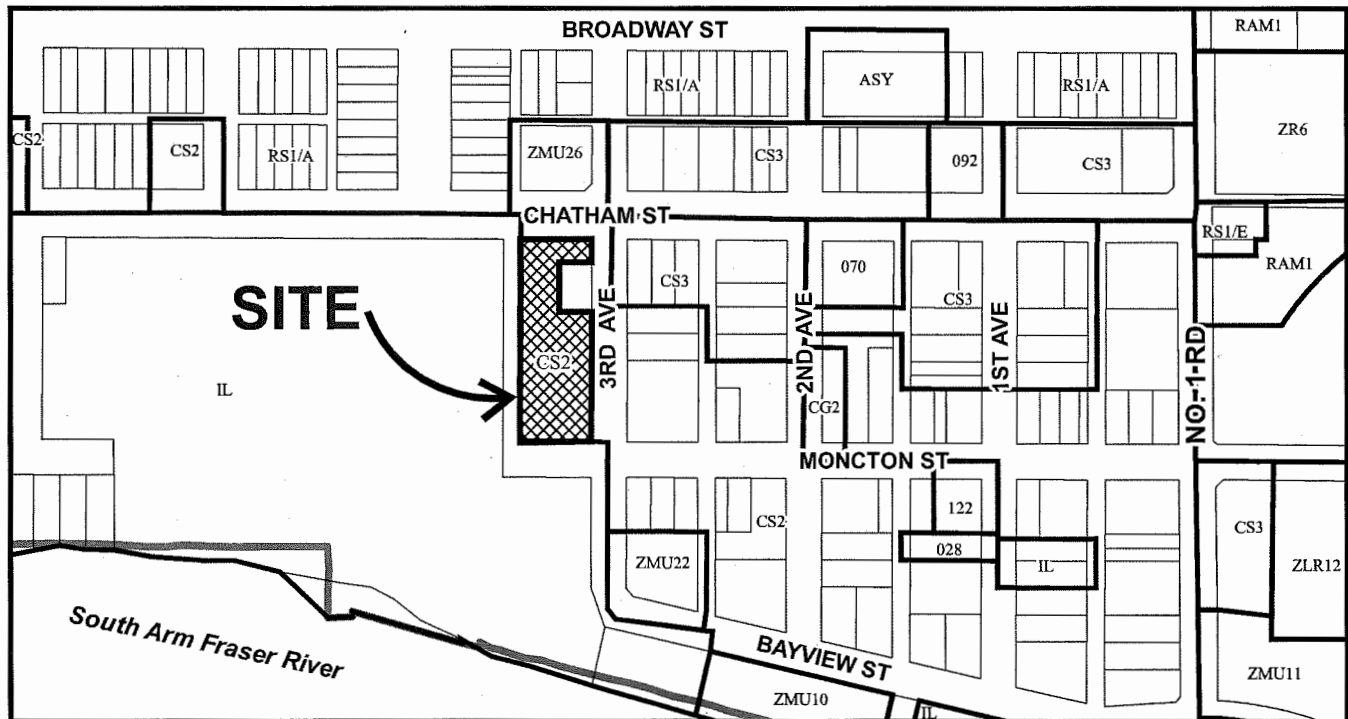
Helen Cain
Planner 2, Heritage, Policy Planning

HC:cas

- Attachment 1: Location and Aerial Maps for Subject Site at 12111 3rd Avenue
- Attachment 2: Plans for HA 17-766440
- Attachment 3: Photographs (City of Richmond Archives Reference Item No. 1777 19 1925 and Reference Item No. 1978 5 10)
- Attachment 4: Photograph of existing window
- Attachment 5: Photograph of the existing entry and double doors
- Attachment 6: Statement of Significance for the Steveston Hotel



City of
Richmond



HA 17-766440

PLN - 136

Original Date: 03/30/17

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



HA 17-766440

Original Date: 03/30/17

Revision Date:

Note: Dimensions are in METRES

PLN - 137

ST. ARCHITECTURAL
www.starchitectural.com
P. 604.921.1857
DANIEL W. CONSTRUCTION INC.
004-01-0002

NO.	DATE	DESCRIPTION
1	2017	PRELIMINARY SITE PLAN
2	2017	REVISED / REVISIONS

12111 3rd AVE.
RICHMOND, BC

LEGAL DESCRIPTION:
ALL OF SECTION 16, BLOCK 3 NORTH,
RANGE 7 WEST, GROUP 1, N.W.D.
PLAN 8995

STEVENSON HOTEL &
RESTAURANT

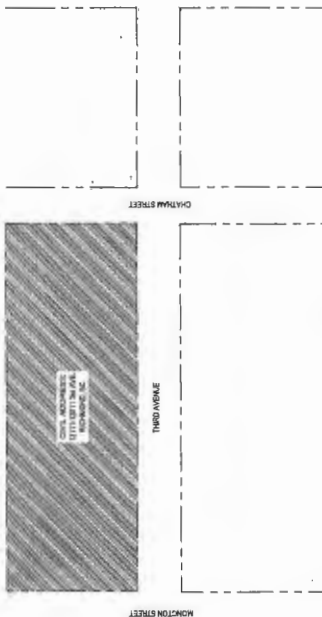
CIVIL ADDRESS:
12111 34 AVE
RICHMOND, BC

KEY PLAN &
EXISTING SITE PLAN

DATE: Jan. 2017
BY: MJJ
CHECKED BY: K.D. LAZOS
004-01-0002

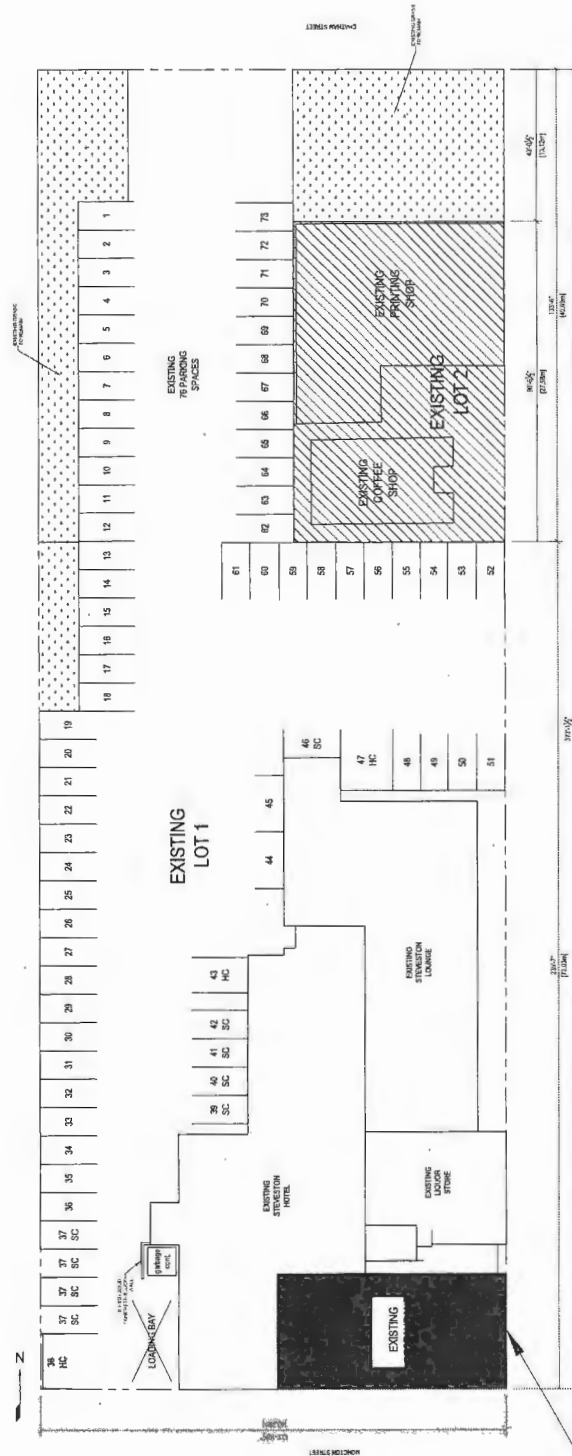
A1
K.D. LAZOS
004-01-0002

NOTE: the existing building/structure is to remain as is.
The purpose of this work is to remove one window and replace it with new double entry doors that will lead directly into the restaurant. In other words, we would like to have a separate entrance to the restaurant so that the restaurant will have its own entry and own address separate from the hotel entry and the hotel business.



KEY PLAN
SCALE: 1/8" = 1'

PLN - 138



SUBJECT
AREA

SITE PLAN - EXISTING
SCALE: 1/8" = 1'

12111 3rd AVE.
RICHMOND, BC

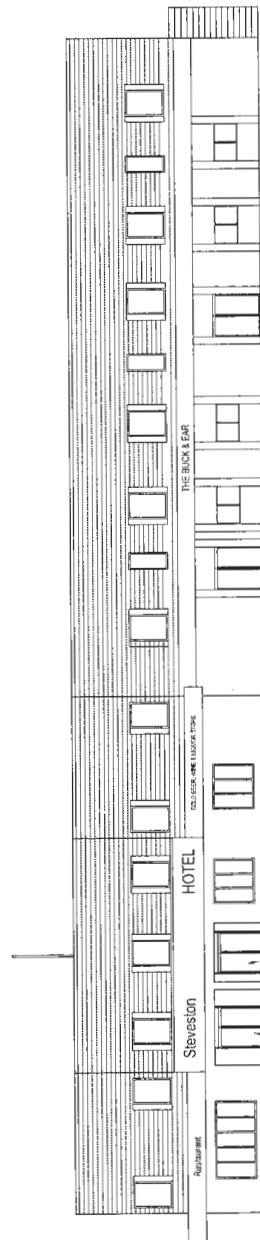
HOTEL & RESTAURANT

CIVIL ADDRESS:
12111 3rd AVE.
RICHMOND, BC

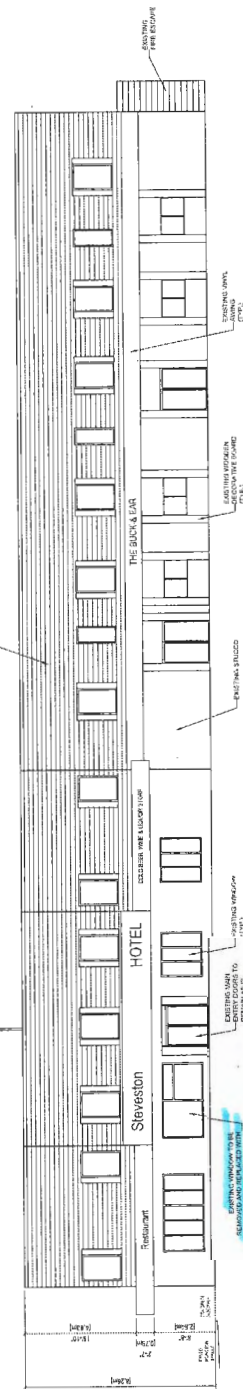
1/8"=1'-0"	Jan. 2017
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<p>K.D. LAZOS 6004-401-6902</p>	<p>A3</p>
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Life expectancy is an important factor in the planning of long-term care and support for the dependent. Long-term care and support for the dependent can be provided in many ways, and the choice of the appropriate form of care and support will depend on the needs of the dependent and the resources of the family. The choice of the appropriate form of care and support will depend on the needs of the dependent and the resources of the family.



NEW DOOR FRAME
+ GLAZING TO
MATCH EXISTING
ATTACH



EXISTING HOTEL ENTRY DOOR TO
EXISTING WINDOW
TO BE REMOVED AS
SHOWN IN ATTACHED
PHOTOGRAPH

LEGAL DESCRIPTION:
ALL OF SECTION 10, BLOCK 3 NORTH,
RANGE 7 WEST, GROUP 1, NWD,
PLAT AN 69335

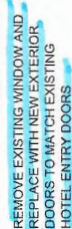
RESTAURANT
(NEXT TO STEVESTON HOTEL)

CIVIL ADDRESS:
12111 3rd AVE.,
RICHMOND, BC

EXISTING & PROPOSED
MAIN FLOOR PLAN

1/4"=1'-0"	JAN. 2017	A2
MJJ		
K.D. LAZOS		
504-A-01-43922		

This study was an extension of 10 studies by the present authors, in which we showed that people with a history of alcoholism are more likely to be involved in a violent crime than people without a history of alcoholism. The present study was designed to test the hypothesis that people with a history of alcoholism are more likely to be involved in a violent crime than people without a history of alcoholism.



PROPOSED MAIN FLOOR PLAN
SCALE: 1/8" = 1'-0"

WALLS TO BE REMOVED

WALLS TO BE ADDED



Sockeye Hotel, [ca. 1905]
City of Richmond Archives
Photography #1977 19 25



PLN - 141

Sockeye Hotel, [ca. 1920]
City of Richmond Archives
Photography #1978 5 10



PLN - 142





Steveston Village Conservation Program

Moncton Street resources



22. 12111 3rd Avenue Steveston Hotel/Sockeye Hotel

Description

The Steveston Hotel (Sockeye Hotel) takes up the west side of a full block along Third Avenue. The historic place is a two-storey, utilitarian structure with a flat, unarticulated façade and a flat roof. It directly fronts the street, without transition or landscaping.

Values

The Steveston Hotel is valued for its historic association with the development of the Steveston townsite and its social and cultural value as a community gathering place and local business. Constructed in 1894, the hotel represents the economic infrastructure which supported the local fishing and canning industries historically, and the tourism industry today. As an historic and longstanding fixture in the community, it is significant that this historic place has had continuing use as a gathering place for the town's citizens, and continues to operate in its original function today.

Architecturally, the Steveston Hotel is an excellent example of a building which predates the fire of 1918. A significant landmark building in the commercial downtown of the village, it represents the growth of Steveston as a prosperous frontier town in the late nineteenth and early twentieth centuries. It is also important to note the role of this building as a refuge for many after the fire, and its contribution to rebuilding the town seen in its temporary housing of the Steveston Post Office for a time.

Character-Defining Elements

The character-defining elements of the Steveston Hotel include:

- The hotel's landmark status at the terminus of Steveston's main street
- Its prominent location at the corner of Moncton Street and 3rd Avenue
- The liveliness and diversity the establishment lends to the street edge along 3rd Avenue
- Surviving elements of its two stages of construction, seen in such elements as its flat-roofed form and simple lines

This resource met the following criteria:

- Criterion 1: The overall contribution of the resource to the heritage value and character of Steveston
- Criterion 2: The ability of the resource to represent a certain historical process, function and style
- Criterion 3: The level of importance of associations with an era in Steveston's history and development
- Criterion 4: The intactness and evocative qualities



City of Richmond

Heritage Alteration Permit

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

File No.: HA 17-766440

To the Holder: Kanaris Demetre Lazos

Property Address: 12111 3rd Avenue, Richmond, BC V7E 3K1

Legal Description: LOT 2 SECTION 10 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER
DISTRICT PLAN 68935

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize all works related to the removal of an existing non-original window and its replacement with a new double door with metal frame and clear glazing to match an existing double door with metal frame and clear glazing, as outlined in the scope of works, drawings and photographs in Attachment 1 Plan Sheets 1 to 3 and the Reference Plans 1 to 2.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2017

MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.

1	DATA ENTRY	FOR ALL 21 FORMATS, MONITOR & TECHN. SUPPORT
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LEGAL DESCRIPTION:
ALL OF SECTION 10, BLOCK 3 NORTH,
RANGE 7 WEST, GROUP 1, N.W.D.,
PLAN 68935

CIVIL ADDRESS:
12111 3rd AVE,
RICHMOND, BC

NAME	N.T.S.	DATE	Jan. 2017
GROUP	MJJ	GROUP NO.	-
CLASS / SECTION	K.D. LAZOS 804-401-0902	GROUP ID	A1
		TABLE NO.	

[illegible]

KEY PLAN
SCALE: NTS

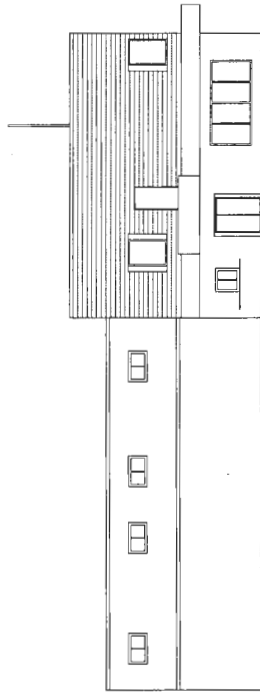
ATTACHMENT 1
PLAN 1 OF 3

HA 17-766440

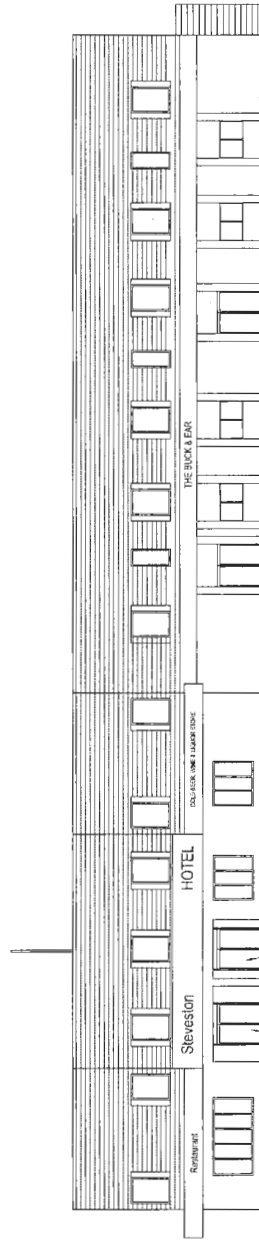
SUBJECT
AREA

SITE PLAN - EXISTING
SCALE: 1/8"=1'-0"

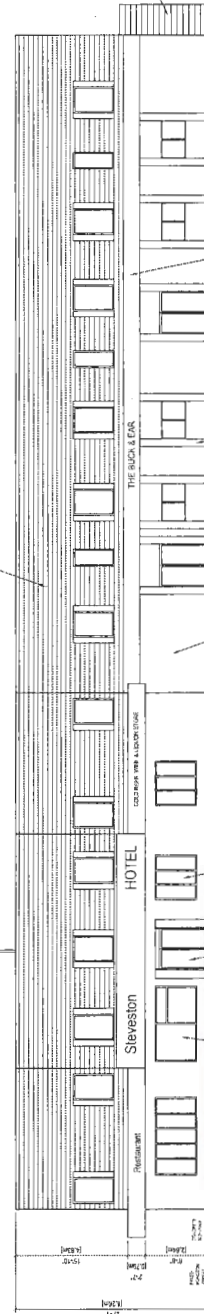
HA 17-766440
 ATTACHMENT 1
 PLAN 2 OF 3



EXISTING SOUTH ELEVATION (MONCTON ST. VIEW)
 SCALE 1/8"=1'-0"



PROPOSED EAST ELEVATION (THIRD AVE. VIEW)
 SCALE 1/8"=1'-0"



EXISTING EAST ELEVATION (THIRD AVE. VIEW)
 SCALE 1/8"=1'-0"

DL ARCHITECTURAL
 www.DLarchitectural.com
 Telephone: 514-664-9211/5057
 DIVISION OF PUBLIC CONSTRUCTION INC.
 004-015882

NO.	DATE	BY	REVISIONS
1			FOR SUBMITTAL TO MONCTON ST. VIEW
2			REVISED REVISIONS

12111 3rd AVE.
 RICHMOND, BC

LEGAL DESCRIPTION:
 ALL OF SECTION 10, BLOCK 1 NORTH,
 RANGE 7 WEST, GROUP 1, NMD,
 PLAN 68035

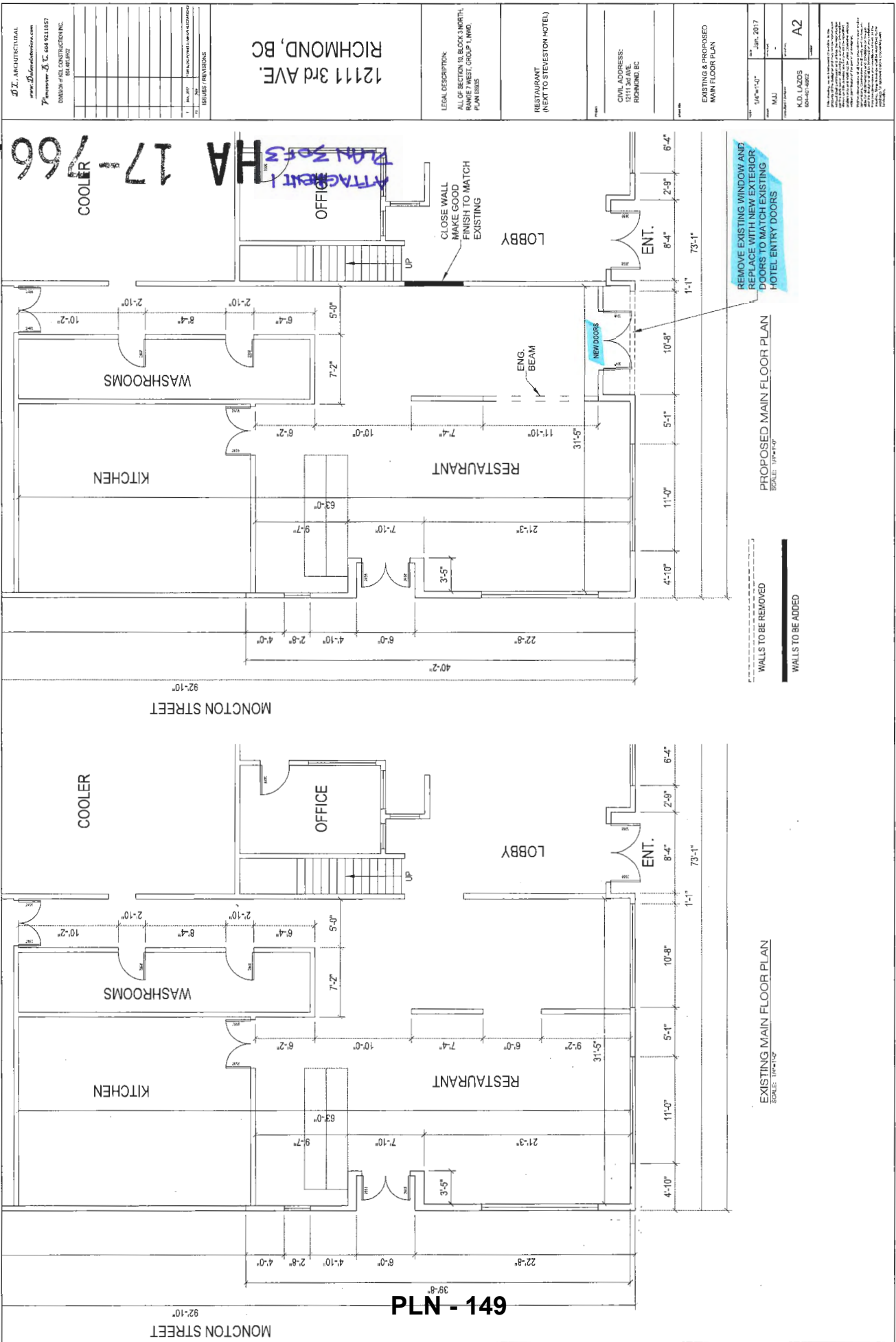
HOTEL &
 RESTAURANT

CIVIL ADDRESS:
 12111 3rd AVE.
 RICHMOND, BC

EXISTING & PROPOSED
 ELEVATIONS

DATE: 18th JUL 2017	DATE: 18th JUL 2017
BY: MJJ	BY: MJJ
CHECKED BY: K.D. LAZOS	CHECKED BY: K.D. LAZOS
PROJECT NO: 664-015882	PROJECT NO: 664-015882
SCALE: A3	SCALE: A3

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ATTACHMENT 1
REFERENCE PLAN 2 OF 2
HA 17-766440



ATTACHMENT 1
REFERENCE PLAN 1 OF 2
HA 17-766440



City of Richmond

Heritage Alteration Permit

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

File No.: HA 17-766440

To the Holder: Kanaris Demetre Lazos

Property Address: 12111 3rd Avenue, Richmond, BC V7E 3K1

Legal Description: LOT 2 SECTION 10 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER
DISTRICT PLAN 68935

(s.617, *Local Government Act*)

1. (Reason for Permit)
 - ☐ Designated Heritage Property (s.611)
 - ☐ Property Subject to Temporary Protection (s.609)
 - ☐ Property Subject to Heritage Revitalization Agreement (s.610)
 - ☒ Property in Heritage Conservation Area (s.615)
 - ☐ Property Subject to s.219 Heritage Covenant (Land Titles Act)
2. This Heritage Alteration Permit is issued to authorize all works related to the removal of an existing non-original window and its replacement with a new double door with metal frame and clear glazing to match an existing double door with metal frame and clear glazing, as outlined in the scope of works, drawings and photographs in Attachment 1 Plan Sheets 1 to 3 and the Reference Plans 1 to 2.
3. This Heritage Alteration Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
4. If the alterations authorized by this Heritage Alteration Permit are not completed within 24 months of the date of this Permit, this Permit lapses.

AUTHORIZING RESOLUTION NO. ISSUED BY THE COUNCIL THE DAY OF

DELIVERED THIS DAY OF , 2017

MAYOR

CORPORATE OFFICER

IT IS AN OFFENCE UNDER THE *LOCAL GOVERNMENT ACT*, PUNISHABLE BY A FINE OF UP TO \$50,000 IN THE CASE OF AN INDIVIDUAL AND \$1,000,000 IN THE CASE OF A CORPORATION, FOR THE HOLDER OF THIS PERMIT TO FAIL TO COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE PERMIT.



To:	Planning Committee	Date:	June 1, 2017
From:	Victor Wei Director, Transportation	File:	01-0153-01/2017 – Vol 01
	Terry Crowe Manager, Policy Planning		
Re:	Richmond Response: The Vancouver International Airport Authority (YVR) 2037 Master Plan Highlights Document		


Staff Recommendations

1. That the Vancouver International Airport Authority (YVR) be advised that the City of Richmond supports YVR's 2037 Master Plan Highlights document outlining YVR's plans to grow to an estimated 35 million passengers by 2037 and that YVR:
 - a. Maximize the capacity of all existing runways, justify the need for any future runway and work with the City to protect the City's interests prior to pursuing any new runway;
 - b. Maintain existing transportation capacity on Sea Island for non-airport users, including the preservation of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge, the Airport Connector Bridge, and Russ Baker Way for both airport and non-airport traffic;
 - c. Explore alternatives to the proposed extension of Templeton Road which may include widening existing corridors, a more effective use of Cessna Drive and encouraging alternate modes of travel;
 - d. Continue to minimize and mitigate noise, light and other impacts on Richmond residents that may result from airport-related activities; and
 - e. Provide a copy of the final comprehensive YVR 2037 Master Plan document to the City of Richmond for comment, before it is submitted to the Minister of Transport for approval.
2. That the City and the Vancouver International Airport Authority (YVR) continue to work together to coordinate land use, transportation, transit, servicing, amenity and environmental planning;
3. That the Vancouver International Airport Authority (YVR), in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy; and

June 1, 2017

- 2 -

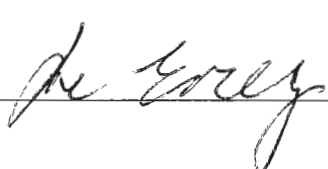

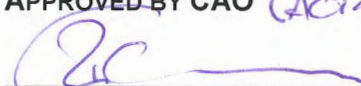
4. That a copy of this report be forwarded to the Vancouver International Airport Authority (YVR).


per Terry Crowe, MCIP

Manager, Policy Planning
(604-276-4139)
Att. 5



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

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Engineering	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
Parks Services	<input checked="" type="checkbox"/>	
Policy Planning	<input checked="" type="checkbox"/>	
Economic Development	<input checked="" type="checkbox"/>	
Development Applications	<input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO (ACTING) 

Staff Report

Origin

This report reviews YVR's proposed 2037 Master Plan Highlights document, analyzes its impacts on the City and provides recommendations that both support the airport's ongoing success and protect the quality of life for Richmond residents.

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.

This report supports Council's 2014-2018 Term Goal #5 Partnerships and Collaboration:

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

5.1. Advancement of City priorities through strong intergovernmental relationships.

Findings of Fact

2027 20-Year Master Plan

YVR's Master Plan is updated every 10 years. YVR's current Master Plan: *YVR: Your Airport 2027 20-Year Master Plan* was approved by the Minister of Transport in 2008. A key element of that plan was the identification of options for a future third runway:

- A new South Parallel Runway south of the existing South Runway - now called "the Close-In south Parallel Runway"; and
- A new Foreshore Runway extending westward from the Sea Island dyke into the ocean.

Attachment 1 provides a copy of the City's comments on the current 20-Year Master Plan in a Report to Council dated September 6, 2006. The key issues at that time were:

1. The need to further analyse the impacts of a third runway;
2. The importance of not taking existing Sea Island transportation capacity away from other non-airport users;
3. The need for a Regional Airport Strategy; and
4. Ongoing collaboration between the Vancouver International Airport Authority and the City on land use, servicing and other issues.

These issues continue to be relevant today.

YVR 2037 Master Plan Process

In 2015, YVR commenced the preparation of a new Master Plan. The four phases of the planning process are outlined below.

– *Phase 1 - Our World in 2057 (completed September 2015):*

Phase I focused on answering the following questions: What is your vision for the future 40 years from now? What do you think is needed to achieve this vision? What is the ideal airport of the future? How does YVR help meet/serve your vision of the future?

While the Master Plan initially had a 40 year (to 2057), based on feedback, YVR refocused the Master Plan, to look out over a 20 year period (to 2037) for all remaining Phases of the process and gave it a new name: YVR 2037 Master Plan.

– *Phase 2 - Building a World Class Sustainable Airport (completed November 2016)*

The purpose of Phase 2 of the YVR Master plan was to develop options that would respond to airport growth. Six key focus areas were addressed: 1) Terminals; 2) Airside/Airspace; 3) Ground Access; 4) Environment; 5) Community Amenities and 6) Land Use.

As part of Phase 2, YVR provided a high level overview of the Master Plan to City staff. As well, City staff attended several YVR meetings and provided detailed comments on each of the six focus areas. These comments, dated November 30, 2016, are provided in Attachment 2. Ensuring that airport-related growth would not negatively impact Richmond residents and businesses was a main objective of staff's review.

Public consultation in Phase 2 included stakeholder meetings, an open house, community road show events and feedback forms. YVR prepared a Phase 2 Consultation Summary Report, which is available at the following link: <http://www.yvr2037.ca/yvr-2037-background/documents/5171/download>. This report includes the City staff's comments from November 30, 2016. High level feedback from all sources includes the following:

- comments about the growth of YVR traffic and how it may increase noise levels in the future;
- support for a future Foreshore Runway, but concerns about its environmental impact;
- general public support for a new North-South taxiway (NST) which would connect the runway ends more efficiently to the terminal; and
- recommendations for enhanced Canada Line service and an expanded cycling network around Sea Island.

At the City's request, YVR provided specific Phase 2 feedback from Richmond residents (Attachment 3). Of the 33 specific Richmond respondents (out of a total of 162), the majority supported the following elements, or commented that they were important:

- greater support for a future Foreshore Runway (14 respondents), than a future South Runway (7 respondents), now called "the Close-In south Parallel Runway";
- minimizing noise impacts to neighbouring communities;

- a priority lane on Russ Baker Way for airport bound traffic to bypass Vancouver-Richmond traffic; and
- extending Templeton Street between Grant McConachie Way and Russ Baker Way (approximately 25 out of 32 respondents indicated that they either “strongly supported”, “supported” or “moderately supported” the extension).

The top three priority amenities for Richmond respondents were: 1) natural areas; 2), a plane spotting platform; and 3) walking trails.

– *Phase 3 - YVR 2037 Master Plan Highlights (completed March 2017)*

In this phase, YVR prepared a draft Master Plan Highlights document (Attachment 4). While not the actual Master Plan, the document identifies a preferred future state for each key plan element. For example, a centralized terminal expansion was proposed as the best way to accommodate an incremental expansion from 22 to 35 million passengers (between 2016 and 2037).

The YVR 2037 Master Plan Highlights document anticipates the need for a possible additional third runway during the timeframe of the 2037 Master Plan. It identifies two possible runway options (i.e., the Foreshore and Close-In South Parallel Runways) and wishes to protect both options, until YVR makes a decision nearer to 2037. YVR notes that they will conduct extensive planning, consultation, environmental permitting and regulatory requirements in selecting and implementing a new runway. Currently, City staff are exploring with YVR staff how to protect the City’s interests and City staff will update Council separately;

– *Phase 4 - Approval of YVR Master Plan: (2017/2018)*

This phase will primarily focus on having the federal Minister of Transport approve the Master Plan. When approved by the Minister, YVR will provide a copy of the Master Plan to Richmond and the public. This phase will also focus on YVR determining key milestones for future consultation during Master Plan implementation.

Further YVR Planning

YVR staff have indicated that they will work closely with City staff and other stakeholders to implement the Master Plan. Recently, YVR staff confirmed that they will start work on a more detailed sub-area plan for the eastern portion of Sea Island later in 2017. This will be the first sub-area plan undertaken by YVR and will include the lands east of Templeton Station, and lands between BCIT and the Dinsmore Bridge. YVR advises that their sub-area plans only require YVR Board approval (not the Minister).

YVR’s Planning Document Hierarchy

Attachment 5 shows YVR’s Planning Document Hierarchy which assists YVR in managing its affairs and addressing the City’s responses.

Analysis

General

The goal of the YVR 2037 Master Plan is to ensure YVR can service its forecasted growth to 35 million passengers. YVR passenger growth correlates directly with the City's growth plans, as set out in the 2041 Official Community Plan (OCP). YVR estimates that reaching 35 million passengers will generate 5,000 to 7,000 additional jobs and \$2.7 billion in additional Gross Domestic Product (GDP). The City's employment projections indicate that 45,000 jobs will be added by 2041, with most of this growth occurring in the City Centre, North Richmond and at YVR. Therefore, passenger growth at YVR will enable the City to achieve its own future employment and job growth objectives.

The draft YVR 2037 Master Plan has been reviewed by City departments including Policy Planning, Transportation, Parks, Engineering and Economic Development. Throughout the planning process to date, YVR staff have been diligent in communicating with and addressing the questions and concerns of Richmond staff. City staff generally support the directions contained in the draft 2037 Master Plan Highlights document. Each of the key Plan elements is summarized below, along with City staff's proposed responses.

YVR's Proposed 2037 Master Plan Highlights and other Considerations

1. Terminals

- YVR's recommendation: A centralized terminal expansion to accommodate 35 million passengers by 2037;
- City staff's response: Support, as the recommended airside terminal central expansion does not negatively affect the City.

2. Airside & Airspace

a. Future Runways

- YVR's recommendation: Preserve both possible third runway options (the Foreshore and Close-In South Parallel Runways);
 - o YVR has indicated its intent to maximize the capacity of all existing runways before pursuing an additional runway; and
 - o Undertaking extensive planning, consultation, environmental permitting and regulatory requirements, to determine the need for and implications of selecting and implementing a third new runway.
- City staff's response:
 - o In response to the Council referral in 2006, City and YVR staff have been exploring the impacts of the third runway on the City and how best to protect the City's interests when the future runway is needed. Staff have consistently advised YVR that the following conditions should be met for any support from the City:
 - maximizing the capacity of all existing runways;
 - justifying the need for a third runway before it is pursued; and

- ensuring that the City's interests and City Centre Area Plan (CCAP) policies are not negatively impacted.
 - YVR staff have also advised that they were planning to preserve both options of the potential third runway. YVR and City staff discussions have so far been focused on the Close-In South Parallel Runway which would have significant impacts on building heights in portions of the City Centre (i.e. Lansdowne Village). To this end, YVR staff have initiated discussions with City staff regarding changes to the airport zoning regulations in order to preserve this runway option. The outcome of these discussions will be reported out separately at a closed General Purposes Committee meeting in June, 2017.
- b. Proposed North-South Taxiway (NST)
- YVR's recommendation: Construct the NST (across Grant McConachie Way), as a direct link between runway ends and the terminal which YVR expects will enhance efficiency and help reduce GHG emissions;
 - City staff's response: Support.
- c. Expand Use of the North Runway for Departures
- YVR's recommendation: In the near term, explore expanding the use of the North Runway, to delay the need for an additional runway;
 - City staff's response: Support, as this will allow existing runway capacity to be used and is expected to have no perceptible increase in noise;
 - Note that a separate Council report titled "Richmond Response: YVR Proposed Phase 2 North Runway End Safety Areas (RESA) Options", dated May 8, 2017 (REDMS 5387271) which was presented to Planning Committee on May 16, 2017, indicates staff support for Option 2 for the north RESA, for similar reasons.

3. *Ground Access*

- a. Sea Island Way and Bridge Capacity
- YVR's recommendation: Explore options for a high priority vehicle lane on Russ Baker Way;
 - YVR has indicated a commitment to good planning principles to ensure that Sea Island roads and bridges are designed, planned and built for the good of all users;
 - City staff's response: That YVR commit to maintaining existing transportation capacity on Sea Island for non-airport users. This approach includes not designating existing lanes on the Arthur Laing Bridge (Federal), Moray Channel Swing Bridge (Provincial), the Airport Connector Bridge (Provincial), or on Russ Baker Way (Federal) for the exclusive use of airport-traffic.
- b. Templeton Road Extension
- YVR's recommendation: Extend Templeton Road between Grant McConachie Way and Russ Baker Way;
 - City staff's response: That YVR:

- Explore alternatives which may include widening existing corridors, more effective use of Cessna Drive and encouraging alternate modes of travel; and
 - Undertake additional consultation with Burkeville residents and the City, before any extension to Templeton Roast is undertaken.
- c. Bridge Replacement
- YVR's recommendation: Implement upgrades or replacements to the Dinsmore and Moray Channel Bridges;
 - City staff's response: Support.
- d. Alternate Modes of Travel
- YVR's recommendations: Work with TransLink and others to improve transit options and prepare for ridesharing;
 - City staff's response: Support, subject to YVR continuing to coordinate transportation and transit plans and initiatives with the City.

4. *Environment*

a. GHG Reductions

- YVR's recommendation: Cut emissions by 33% over 2012 levels by 2020;
 - Note that YVR's GHG reduction targets are contained in a separate Environmental Management Plan (EMP), which is updated every five years. The EMP describes additional opportunities including the use of alternative energy sources, the capture and reuse of rainwater, and minimizing waste,
- City staff's response: Support (for comparison, the City's OCP GHG reduction targets are to reduce GHG emissions by 33% from 2007 levels by 2020 and 80% by 2050).

b. Invasive Species Management

- YVR Recommendation: YVR has indicated that the Master Plan will reference support of native species and drought resistant plants, and they will continue to meet with the City's environment team;
 - Note that YVR has prepared a draft Invasive Species Management Plan which will be discussed with City staff at a future meeting.
- City staff's response: Support.

5. *Community Amenities*

a. Proposed Middle Arm: (1) Pedestrian & Cycling Bridge and (2) 360 Animation Study

- YVR's recommendation:
 - While not specifically referenced in the 2037 Master Plan Highlights document, YVR has indicated that they support a future Middle Arm pedestrian/cycling bridge over the Middle Arm and will discuss it, as part of sub-area planning (see item 6b, below);
 - YVR supports the opportunity for a joint Middle Arm 360 Animation Study with the City.
- City staff's response: Support. The purpose of the joint study is to improve public access and enjoyment on both sides of and around the Middle Arm. Both

the bridge and the study are expected to be initiated as part of YVR's first sub-area plan for the eastern part of Sea Island.

6. *Land Use*

- a. Proposed YVR 2037 Master Plan Highlights Land Use Designations - General
 - YVR's recommendation: The designations in the proposed YVR 2037 Master Plan Highlights document are based on the current 2027 Land Use Plan and modified to incorporate potential YVR uses and development beyond the 20-year planning horizon (e.g., protecting two possible future third runway options, protecting land within the airfield for a possible satellite terminal when capacity exceeds 35 million passengers);
 - City staff's response: Support and, to make the Master Plan more readable and user friendly, encourage YVR to include multiple map layers, a complete map legend and references to YVR's sub-area plans.
- b. YVR Land use Designations - Sea Island, Dinsmore Area
 - The 2027 Master Plan designation for this area is:
 - Groundside Commercial (e.g., includes designated commercial land uses without airside system access such as flight kitchens, car rental service facilities, fuel storage facilities, and other non-airport related, but airport-compatible commercial development activities); and
 - Ground Access and Parking.
 - The proposed 2037 Master Plan Highlights designation is:
 - Groundside which includes Aviation Related (e.g., uses that are directly related to ongoing airport operations), Aviation Dependent (e.g., uses that benefit from close access to aviation services) and Aviation Compatible Uses (e.g., uses that support the ongoing development of YVR as a sustainable gateway and connecting hub); and
 - Ground Access and Parking.
 - City staff response: Support, as YVR's proposed 2037 Master Plan Highlights designations better encourage acceptable airport related uses (e.g., airport education facilities) which do not generate non airport related vehicle traffic.
- c. Future YVR Sub-Area Plans
 - YVR's recommendation: YVR staff have indicated that they will begin working closely with City staff and other stakeholders to implement the Master Plan later in 2017 to address land use issues in more detail through its various sub-area plans:
 - Recently, YVR confirmed that they will start work on a more detailed sub-area plan for the eastern portion of Sea Island later in 2017 which will be the first sub-area plan undertaken by YVR and will include the lands: (1) east of Templeton Station, and (2) between BCIT and the Dinsmore Bridge.
 - City staff's response: Support, subject to the City and stakeholder involvement in YVR's sub-area plans, and YVR's identification of appropriate land uses (e.g., aviation dependent and compatible uses).
- d. Design Guidelines

- YVR's recommendation: While not specifically referenced in the 2037 Master Plan Highlights document, YVR has indicated that their internal permitting process already includes design standards and they will improve their urban design guidelines and universal accessibility requirements over time;
- City staff's response: Support, as this will build on YVR's unique design framework and capitalize on its gateway role.

7. *Regional Airport Strategy*

- YVR's recommendation: Although not referenced in the 2037 Master Plan, YVR has indicated that, as there is sufficient airspace capacity, they support a collaborative mechanism to address potential airspace conflicts in a technical forum with NAV CANADA and affected airports.
- City staff's response: That YVR, in conjunction with other regional airports and stakeholders (e.g., NAV CANADA), be encouraged to prepare a Regional Airport Strategy. (Note that in 2006, the Minister of Transport Canada concluded that the preparation of a Regional Airport Strategy would best reside with the Vancouver International Airport Authority and other regional airport operators.)

Status: YVR's 2037 Airport Noise Exposure Frequency (NEF) Study

- YVR's recommendation: YVR has advised that YVR's latest 2037 Airport Noise Exposure Frequency (NEF) Study does not change its existing 2015 NEF contours or their noise impacts which the City uses to manage its 2041 Official Community Plan (OCP) Aircraft Noise Sensitive Development (ANSD) uses (e.g., residential, provincially approved K - 12 school and day care facilities, and hospitals);
- City staff's response: Support, as the City can continue using existing OCP ANSD policies which have been accepted by the community and developers.

Financial Impact

None.

Conclusion

YVR is in the process of preparing a new twenty year 2037 Master Plan to replace the current one which was adopted in 2008. The four phase planning process commenced in 2015, with Phase 3, "YVR 2037 Master Plan Highlights" recently completed. City staff have participated throughout the process and YVR staff have been responsive to the City's comments and concerns. Overall, City staff supports the YVR 2037 Master Plan Highlights document subject to YVR: ensuring that the City's interests continue to be adequately protected, providing a copy of the actual YVR 2037 Master Plan to the City of Richmond for comment before it is submitted to the Minister of Transport for approval and preparing a Regional Airport Strategy in conjunction with other regional airports and stakeholders (e.g., NAV CANADA).



Tina Atva
Senior Planning Coordinator
604-276-4164

TA:cas

- Att. 1: Report to Council dated September 6, 2006, "City Comments – Vancouver International Airport Draft 20-Year Master Plan" (REDMS 2017182 & 1990009)
- Att. 2: Richmond City Staff's November 30, 2016 Comments Regarding YVR's Proposed 2037 Master Plan, including YVR's responses dated January 26, 2017 (REDMS 5318736)
- Att. 3: YVR 2037 Master Plan Phase 2- Building A World Class Sustainable Airport Consultation Summary Report of Richmond Residents' Feedback September to November 2016 (REDMS 5325724)
- Att. 4: YVR 2037 Master Plan Highlights (REDMS 5347867)
- Att. 5: YVR's Planning Document Hierarchy



City of Richmond

Report to Council

To:	Richmond City Council	Date:	September 6 th , 2006
From:	Mayor Malcolm D. Brodie Chair, General Purposes Committee	File:	05-1400-20-02/2006- Vol 01
Re:	CITY COMMENTS – VANCOUVER INTERNATIONAL AIRPORT DRAFT 20-YEAR MASTER PLAN		

The General Purposes Committee, at its meeting held on Tuesday, September 5th, 2006, considered the attached report, and recommends as follows:

Committee Recommendation

That, (as per the report dated August 31st, 2006, from the Manager, Policy Planning, and entitled "City Comments - Vancouver International Airport Draft 20-Year Master Plan"):

- (1) The comments in Attachment 1 (to the report dated August 31st, 2006, from the Manager, Policy Planning), except for Section 5.4 regarding the runway, be approved and forwarded to the Vancouver International Airport Authority (VIAA);*
- (2) The matter of the third runway be referred to staff for further analysis, including the need for a further runway, and the impacts of all the runway options including the south runway and the foreshore runway, and that the VIAA be advised accordingly."*
- (3) The City advise the VIAA that it does not support taking existing transportation capacity away from non-airport users, such as designating part of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge or the Airport Connector Bridge, for exclusive use by airport-traffic, and additional VIAA and City collaboration is required;*
- (4) The City request that Transport Canada, with the Vancouver International Airport Authority and the other regional airports, prepare a Regional Airport Strategy; and*
- (5) The City and Vancouver International Airport Authority continue to work together to better integrate Sea Island, Middle Arm and City Centre land use, transportation, transit, servicing, flood protection management, infrastructure, amenity and environmental planning.*
- (6) The City request that the Vancouver International Airport Authority and the Department of Transport rename the Vancouver International Airport to be the "Vancouver/Richmond International Airport", to be reflective of a shifting regional emphasis and Richmond's premier role in the development of the Asia Pacific Gateway trade, commerce and relationships.*

Mayor Malcolm D. Brodie, Chair
General Purposes Committee

Attach.

VARIANCE

Please note that staff recommended the following for Parts 1 and 2, and that Committee added Part 6:

- (1) The comments in Attachment 1 (to the report dated August 31st, 2006, from the Manager, Policy Planning), be approved and forwarded to the Vancouver International Airport Authority (VIAA);
- (2) The City recommends that a future third runway be located in the foreshore west of Sea Island, with appropriate mitigation;

Staff Report

Origin

On May 11, 2006, the Vancouver International Airport Authority (VIAA) officially released the Authority's draft 20-year Master Plan called ***YVR: Your Airport 2027 (Attachment 2)***. The deadline for public comments is August 31, 2006 (VIAA has agreed to extend the deadline to receive the City's comments).

Findings Of Fact

During the past two years, the Vancouver International Airport Authority has undertaken an extensive review of its projected operations for the next 40 years (e.g., Forum '44). Based on a medium-term growth strategy, they have prepared a flexible draft 20-year Master Plan to achieve this growth scenario, without precluding the potential for further growth related improvements over a 40-year period.

The Airport Authority conducted extensive consultations on this draft plan this summer with its key stakeholders, the GVRD, municipalities, business partners and the general public. Feedback on the recommendations will be used in refining the 20-year Master Plan. The Airport Authority must submit the proposed 2027 Airport Land Use Plan to the federal Minister of Transport for approval in 2007.

The draft plan key recommendations for the 2007-2027 planning period include:

1. Maintaining YVR's position as the region's premier airport;
2. Maximizing existing runway efficiency;
3. Expanding the passenger terminal facilities;
4. Providing convenient and efficient ground access to the airport; and
5. Securing options for future runway expansion.

The City recognizes the airport's very significant strategic and economic importance to the City, the Greater Vancouver Regional District, the Province and Canada. The City of Richmond and the Vancouver International Airport Authority have cooperated extensively over the years in establishing mutually agreeable arrangements on matters of common interest. Liaison has included regular meetings and presentations by the Airport Authority to City Council and staff, and the inclusion of City nominated representatives to the Airport Authority Board of Directors, as well as to the Airport Noise Management Committee and the Environmental Advisory Committee. On July 11, 2006, the VIAA held a public meeting regarding airport plans and noise management, the findings of which will be presented to the General Purposes Committee on a date to be determined in the Fall 2006.

Analysis

General

The draft 20-year Master Plan, ***YVR: Your Airport 2027***, has been referred to and reviewed by City departments, including Finance, Policy Planning, Transportation, Parks, Engineering, Police, and Fire.

On the whole, the Airport Authority is to be commended for the innovative dialogues it has held with stakeholders to look 40 years into the future, and in taking a good step by developing a 20-year Master Plan based on these visioning sessions. The City supports the VIAA Gateway

concept, which sees the airport as a vital link for business and travel between the Asia-Pacific region and the Americas.

The City's comments on the Draft 2027 Plan are presented in **Attachment 1**, and include:

- Support for the sustainability framework; promoting economic growth, environmental stewardship and a quality work environment; and transparent and accountable governance to achieve these goals;
- Support for the conservative and incremental approach to new development;
- Support to continue to explore airport demand management options, including consultation with regional airports, to allow for certainty of infrastructure investment and increased growth while minimizing the need for future runway expansion;
- Support for passenger terminal expansions that realize the potential of the Canada Line for ground transportation;
- Support for further discussions on the proposed ground transportation road network in coordination with the City; and
- Support for improved Airport and City integrated land use, servicing, trail, open space, infrastructure, flood protection management and environmental planning between Sea Island and the City Centre.

Proposed Third Runway in Foreshore (Attachment 1, Item 5.4)

In the eventuality that future airport demand requires the planning and construction of a third runway, the City recommends that it be located in the foreshore west of Sea Island. This location will minimize the negative impacts on the City (e.g., aircraft noise and building height limitations), subject to significant environmental review and mitigation measures and further investigation of airport demand management strategies. As the City extensively reviewed the aircraft noise implications in 2004, and given that a new south runway would generate greater negative impacts than a foreshore runway, the latter is recommended. Mitigation, as appropriate, is recommended.

Taking Away Existing Non-Airport Transportation Capability (Attachment 1, Item 7.4)

Regarding ground transportation improvements required to meet the future needs of the airport, the proposed YVR Master Plan recommends:

- Working with partner agencies and governments to ensure priority for airport traffic as non-airport demands for bridge capacity intensify;
- Implementing a dedicated airport access lane northbound on Russ Baker Way; and
- Protecting the Middle Arm Bridge access (Sea Island Connector/Moray Channel Bridge) from encroachment by non-airport traffic, working with government partners to replace the Moray Channel Swing Bridge and improving access to Highway 99.

While staff recognize that road capacity may need to be expanded to meet the future ground traffic movements in and out of Sea Island, the transportation improvement strategy must take into consideration the impacts on existing non-airport users of the roadway system. Given that the majority of the road users of the bridge system in the area are non-airport related, any measures effecting the reduction of capacity for these users would cause severe traffic delays and

congestion, and therefore have significant community impacts. The continued cooperation between VIAA and the City in developing mutually acceptable solutions is essential to ensure that the two parties will continue to benefit from growth in both areas. This is consistent with the spirit of the 1992 agreement between Transport Canada and the City for connecting the No. 2 Road Bridge to the Russ Baker Way/Arthur Laing Bridge corridor.

Staff therefore recommend that the City continue to work with the VIAA to jointly develop the ground transportation strategies that would not negatively impact on the existing road capacity for non-airport users in the area.

Regional Airport Strategy (Attachment 1, Item 13.1)

The demand for the further expansion of facilities at Vancouver International Airport needs to be reviewed in context with the roles and options for the expansion of the other regional airports. The City supports the Airport Authority recommendation to establish an ongoing mechanism for coordinating Lower Mainland Airports at the operational and governance levels.

Staff recommend that Transport Canada be requested to initiate a Regional Airport Strategy among Transport Canada, VIAA and the other regional airports (Abbotsford, Boundary Bay, Chilliwack, Pitt Meadows, Langley). This work is essential to provide land use and infrastructure investment certainty by defining, in a mutually agreeable manner, the long term role of each airport (e.g., their respective international/domestic/ sea plane/small aircraft/jet and passenger/cargo roles and volume splits).

This Regional Airport Strategy will ensure certainty among regional airports, the GVRD, Translink and municipalities who invest in airport growth, infrastructure, roads and services.

Sea Island, Middle Arm and Lulu Island Planning (Items 7.0 and 12.1)

The City is currently updating the City Centre Area Plan. As the VIAA is preparing to update its own Land Use Plan, there is an excellent opportunity for both parties to better coordinate their efforts in order to achieve an integrated plan for the Middle Arm and the shoreline areas. An integrated plan will promote complementary and effective land uses and high quality amenities, including improved pedestrian and bicycle connections, parks, trails, and environmental quality, particularly along both sides of the Middle Arm.

The City and VIAA will continue to work together in areas of the public interest, including:

- Transportation and transit planning;
- Safety and security measures;
- Fire and rescue service delivery and response capabilities;
- Co-ordination of flood protection; and
- Aircraft noise mitigation.

City-VIAA Staff Consultation to Date

City and VIAA staff have discussed this report, and:

- Agree on most matters, including the YVR Gateway Strategy.
- Disagree on the following matters:
 - Proposed South Parallel Runway; and

August 31, 2006

- 5 -

- Exclusive Airport use of Arthur Laing Bridge or the Airport Connector.

Financial Impact

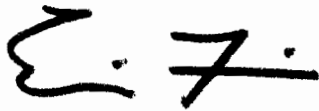
None.

Conclusion

Staff recommend that the City provide the Vancouver International Airport Authority with comments on the Draft 20-Year Master Plan entitled *YVR: Your Airport 2027*, as per **Attachment 1**.

In particular, staff recommend that:

- The City support the proposed foreshore runway option;
- Transport Canada work with the VIAA and regional airports and federal agencies to establish a Regional Airport Strategy; and
- The City and VIAA continue to work together to coordinate land use and transportation planning efforts for the Middle Arm and adjacent areas.



Eric Fiss
Policy Planner (4193)

EF:cas

Attachment 1: Summary of City Comments Regarding the Draft 20-Year Master Plan
Attachment 2: YVR: Your Airport 2027, Draft 20-Year Master Plan for Consultation

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
1.0	OVERVIEW	
1.1	<p>The Airport Authority's key recommendations for the 2007-2027 planning period, as contained in the report <i>YVR: Your Airport 2027</i>, include:</p> <ol style="list-style-type: none"> 1. Maintaining YVR's position as the region's premier airport; 2. Maximizing existing runway and taxiway efficiency; 3. Expanding the passenger terminal facilities; 4. Providing convenient and efficient ground access to the airport; 5. Securing options for future runway expansion. 	<ul style="list-style-type: none"> • The Airport Authority is commended for their thorough process and communications program, and in particular for their engagement of youth as a key stakeholder. • Support for key recommendations, as follows: <ol style="list-style-type: none"> 1. Support 2. Support 3. Support, as required to meet terminal capacity demands 4. Support 5. Support, provided that impacts on City livability and the environment are minimized
2.0	YVR GATEWAY STRATEGY	
2.1	To be a "premier global gateway of choice, capitalizing on YVR's unique geographic location..."	<p>Support</p> <ul style="list-style-type: none"> • The intent is consistent with Richmond's objective for economic development, the City Centre, and creation of a "premier urban riverfront community" and "Olympic Gateway".
2.0	SUSTAINABILITY FRAMEWORK	
2.2	<p>Economic - Promote economic growth and minimize negative impacts on communities and the environment.</p>	<p>Support</p> <ul style="list-style-type: none"> • The focus of the 2005 Report, "Vancouver International Airport Economic Impact," is on steady growth in job creation (26,700 jobs in the Lower Mainland, \$3.4 billion in economic output, and \$22 million in municipal government taxes).
2.3	<p>Environment - References the "VIAA Environmental Policy" & "Environmental Management Plan"</p>	<p>Support</p> <ul style="list-style-type: none"> • VIAA has provided leadership in corporate environmental programs, including energy reduction, recycling, and fuel efficiency (e.g., support for hydrogen highway).
2.4	<p>Social - Committed to a quality work environment, accessibility, and transparent/timely communication with customers and affected communities</p>	<p>Support, subject to additional efforts</p> <ul style="list-style-type: none"> • Plan is focused on airport operations and Sea Island. The City and VIAA will work together to review opportunities to better coordinate planning with surrounding communities (e.g., improved community consultation, recreation opportunities, transportation, transit, housing, employment).
2.5	<p>Governance -</p> <ul style="list-style-type: none"> • Accepting of accountability for social, economic, and environmental issues, while meeting the business objectives of the Airport Authority and the communities it serves 	<p>Support, subject to additional efforts</p> <ul style="list-style-type: none"> • Continued coordination and cooperation on business interests should continue (e.g., Canada Line, land use planning, ground transportation). The benefits of selected Options need to be clearly stated.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
3.0	CONSULTATION PROCESS	
3.1	Consultation Principles: <ul style="list-style-type: none"> • Transparency, broad and inclusive • Flexible and responsive • Excellent communications • Five-stage process 	Support <ul style="list-style-type: none"> • The Airport is to be commended for their consultation principles and communications efforts which included numerous public information displays and meetings with stakeholders.
4.0	REQUIREMENTS/RECOMMENDATIONS	
4.1	A conservative and incremental development approach is recommended to reflect the uncertainty in forecasting future passenger and cargo volumes.	Support <ul style="list-style-type: none"> • Consideration should be given to updating: <ul style="list-style-type: none"> - The airport demand forecasts regularly (e.g., yearly) to maintain flexibility with economic influences, and - The Master Plan every five years.
5.0	AIRSIDE SYSTEM	
5.1	Runway Movements Capacity: <ul style="list-style-type: none"> • 2005 actual: 275,000 • 2005 capacity: 400,000 • 2005 capacity with simultaneous departures and arrivals: 450,000 • 2027 forecast: 484,000 new runway needed • 2044 forecast: 600,000 new runway needed Runway End Safety Area (RESA) <ul style="list-style-type: none"> • Proposed new safety requirements will require increases in runway lengths for emergency landings • Extend the north runway eastward by 600 m and the south runway by 150-300 m to accommodate proposed Runway End Safe Area (RESA) requirements 	Support: <ul style="list-style-type: none"> • The City supports growth at YVR, and will work together with the Airport Authority to explore and implement options for airport demand management (as described in the Technical Report 5.0), including: <ul style="list-style-type: none"> - Scheduling alternatives to reduce the number of movements at peak times; - Cooperation with neighbouring airports to reduce traffic at YVR during peak periods (e.g., shifting some routes to Abbotsford); and - Implementing demand management measures of the fleet mix for increased airport efficiency.
5.2	Taxiway Improvements – Addition of a North-South Taxiway	Support, with comments <ul style="list-style-type: none"> • Close consultation with Burkeville community is required to ensure that any concerns about noise impacts are adequately heard and addressed.
5.3	Maximizing Runway Capacity <ul style="list-style-type: none"> • Full use of north and south runways • Simultaneous Parallel Independent Departures (SPIDS) (e.g., use of the north runway for departures during peak periods, in addition to the typical south runway departures. • Simultaneous Parallel Independent Runway Operations (SPIRO) with a 50/50 split of usage by both runways for both departures and arrivals. • Manage scheduling hours (e.g., shift some peak period flights to 	Support, with comments <ul style="list-style-type: none"> • Support for Simultaneous Parallel Independent Departures (SPIDS), that is use of both the North and South Runways, concurrently, for departures during periods of peak demand. YVR is a 24/7 airport and the North Runway may be used for departures under its current approved operating procedures. • Increased operations with independent usage of both runways (SPIRO) for departures and arrivals will raise concerns and steps will have to be taken to address them. • Eastward runway extension of North runway is acceptable if no change to the Airport

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
	<p>non-peak periods)</p> <ul style="list-style-type: none"> Extend the north runway eastward to accommodate flights departing Runway 26R to Asia, (to avoid environmental impacts on lands to the west of the runway) 	<p>Zoning Regulations (height restrictions) would be required, and changes to the NEF noise exposure contours would be minimal (marginal increased noise).</p>
5.4	<p>Adding Runway Capacity Proposes 2 new runway options:</p> <ul style="list-style-type: none"> Foreshore Runway – for arrivals and departures South Parallel Runway – 24-hr runway designed for arrivals, co-managed with departures on the existing South Runway. 	<p>Support – Foreshore Runway</p> <ul style="list-style-type: none"> Preference for the Foreshore Runway is supported, with significant environmental mitigation and further investigation. The potential public benefits, include: <ul style="list-style-type: none"> Enhancement of habitat; Improvements to Iona Sewage Treatment Facility; Increased potential for night flights over water, and therefore reduced use of north and south runways, with reduced noise impacts on the City, and improved cost benefits to VIAA; Conservation on Sea Island Increased economic and employment benefits. <p>Non-Support – South Parallel Runway</p> <ul style="list-style-type: none"> South Parallel Runway is unacceptable due to: <ul style="list-style-type: none"> Significant impacts on livability for existing residents; Significant impacts on the future city Centre livability and building heights; and Land required that could otherwise be used for other airport related uses, services and businesses.
6.0	PASSENGER TERMINALS	
6.1	<p>The plan makes 5 recommendations:</p> <ol style="list-style-type: none"> North East terminal expansion South East reserve area for terminal expansion (or for 2010 Winter Olympic requirements) Select facilities at Canada Line Station #1 Maintain South Terminal and reserve area for possible South Parallel Runway Maintain floatplane terminal and consider relocation in the event of South Parallel Runway 	<p>Support</p> <ul style="list-style-type: none"> Consider opportunities for transit links between the South Terminal, floatplane terminal, other Sea Island locations, and downtown Richmond with ground shuttles, to: <ul style="list-style-type: none"> Minimize unnecessary ground traffic (e.g., passengers and employees moving around Sea Island; and arriving/departing via the Canada Line) Support viable business growth – and complementary uses on and off Sea Island.
7.0	GROUND ACCESS and PARKING	
7.1	<p>The Airport Authority recommends the following measures to improve ground access and transportation:</p>	<p>Conditional Support</p> <ul style="list-style-type: none"> The Airport Authority is commended for revising the ground transportation recommendations in the Draft Plan from the earlier version used for public consultation, as the current Plan calls for a more collaborative approach in finding solutions. Continued consultation is recommended.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
7.2	<ul style="list-style-type: none"> Transportation demand management to maximize Canada Line use; 	<p>Conditional Support</p> <ul style="list-style-type: none"> Include a section in the Plan to provide an overview on how the ground transportation plan fits into the overall transportation planning context – in particular, the goals and objectives of the GVRD's LRSP, GVTA's 10-Year Outlook, City of Vancouver's OCP, and Richmond's OCP, City Centre Area Plan and Transportation Plan. In order to minimize the demand of airport-related vehicular traffic on bridge crossings in and out of Sea Island, remote check-in facilities should be aggressively pursued at various Canada Line stations so that vehicular drop-off/pick-up activities can be accommodated as alternatives outside of Sea Island.
7.3	<ul style="list-style-type: none"> Not pursuing an extension of Templeton Road south to the Dinsmore Bridge 	<p>Support</p> <ul style="list-style-type: none"> Addresses and responds to concerns of the Burkeville community. Consensus achieved through extensive consultative process.
7.4	<ul style="list-style-type: none"> Protecting the Middle Arm Bridge access from encroachment by non-airport traffic Ensure priority for airport traffic on bridges to Sea Island Implementing a dedicated north bound airport access lane on Russ Baker Way 	<p>Conditional Support</p> <ul style="list-style-type: none"> These principles should only be applied to newly added capacity funded solely by the airport that is non-existing today. <p>Not Supported</p> <ul style="list-style-type: none"> Taking away existing transportation capacity from non-airport users, such as designating part of the existing lanes on the Arthur Laing Bridge, Moray Channel Swing Bridge or Airport Connector Bridge, for exclusive use by airport-traffic, is not supported by Richmond, as Richmond is growing. Recommend additional VIAA and City collaboration.
7.5	<ul style="list-style-type: none"> Replace the Moray Channel Swing Bridge 	Support
7.6	<ul style="list-style-type: none"> Improving access to Highway 99 	Support
7.7	<ul style="list-style-type: none"> Offering public parking options and accommodating car rentals 	Support
7.8	<ul style="list-style-type: none"> Adding capacity and improvements to the Sea Island road network 	<p>Conditional Support</p> <ul style="list-style-type: none"> The City and VIAA are to continue working together to gauge the actual demand of vehicular traffic in the airport area on a regular basis so that the appropriate infrastructure improvements can be planned in a timely and accurate manner and that any added road capacities would not be over-built.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
7.9	<ul style="list-style-type: none"> Reviewing commercial ground transportation to reduce unnecessary trips 	Support
7.10	<ul style="list-style-type: none"> Requiring non-airport related commercial development to assess traffic impacts 	Support <ul style="list-style-type: none"> Traffic generated by non-airport related commercial development on Sea Island should be managed the same way as other non-airport related commercial development outside of Sea Island, and not be regarded as airport-priority traffic.
8.0	CARGO	
8.1	<p>The Airport Authority recommends:</p> <ul style="list-style-type: none"> Increasing the efficiency of existing facilities; Providing a significant area (70 ha) within the Land Use Plan for cargo needs; Developing a Cargo Village in the Northlands; and Relocation of the YVR Works Yard (currently to the West of Burkeville) to better utilize this core site. 	Support <ul style="list-style-type: none"> Additional informational is required regarding the amount and nature of cargo-related uses to better understand: <ul style="list-style-type: none"> Transportation implications; and Potential business impacts and benefits.
9.0	AIRPORT SUPPORT SERVICES	
9.1	Air Traffic Control <ul style="list-style-type: none"> The detailed design of future NAV Canada air traffic control facilities must consider control tower sight lines and radar. 	Support <ul style="list-style-type: none"> Continued consultation between the Airport Authority and the City is required to address air traffic safety requirements.
10.0	COMMERCIAL OPERATIONS	
10.1	Airside Commercial <ul style="list-style-type: none"> Set aside sufficient land to meet the needs of airside commercial operations with direct access to the airside system (e.g., air cargo, maintenance). 	Support
10.2	Groundside Commercial <ul style="list-style-type: none"> Include lands for both airport-related commercial uses and non-airport related uses, as surplus land is available (e.g., lands located near the Arthur Laing and Dinsmore Bridges, plus along Russ Baker Way to the terminal) 	Support <ul style="list-style-type: none"> Additional information and a business case is required to support the development of non-airport related commercial uses, and in particular: <ul style="list-style-type: none"> Allow uses that are complementary to the downtown in use, form and character; and to proposed City Centre Richmond development – especially in the case of office uses; Traffic management to ensure that the new uses will not adversely impact Sea Island road network; and Encourage uses that will use the Canada Line.

City Comments

YVR: Your Airport 2027 Draft 20-Year Master Plan for Consultation

	ISSUE	CITY COMMENTS
11.0	UTILITIES	
11.1	Aviation Fuel Supply and Storage <ul style="list-style-type: none"> The Airport Authority will continue to work with regulatory agencies and the City of Richmond to select a sustainable fuel-supply option that meets the needs of the airport and the surrounding communities. 	Support <ul style="list-style-type: none"> Further consultation is required to understand the possible impacts on: <ul style="list-style-type: none"> Lulu Island development/livability/safety Sea Island recreation/wildlife/environment Environmental issues affecting the river
12.0	RECREATIONAL AREAS	
12.1	Riverside Walk/Bike Path and Playing Fields <ul style="list-style-type: none"> The Airport Authority will continue to work with the City of Richmond to provide outdoor recreational opportunities to enhance the public's enjoyment of Sea Island. 	Support <ul style="list-style-type: none"> Complements the City Centre, recreational river uses, the Oval, and development of Moray Channel as a "premier urban riverfront"; The City and VIAA are to continue working together to jointly prepare a detailed multi-year Parks and Recreation Plan for Sea Island with an Implementation Strategy, including the Riverside Walk/Bike Path, and to ensure that locations are available for existing and future picnic areas and playing fields.
13.0	REGIONAL AIRPORT SYSTEM	
13.1	<ul style="list-style-type: none"> The Airport Authority recommends establishing an ongoing mechanism for coordinating Lower mainland Airports at the operational and governance levels. 	Support <ul style="list-style-type: none"> Request that Transport Canada prepare a Regional Airport Strategy with VIAA and the other regional airports (Abbotsford, Boundary Bay, Chilliwack, Pitt Meadows, Langley) to provide land use and infrastructure investment certainty by determining the long term role of each airport (e.g., their respective international/domestic, sea plane/small aircraft/jet, and passenger/cargo volume splits). This will ensure certainty over the long term in planning and investing in airport growth, infrastructure, roads and services.
14.0	PROPOSED 2027 AIRPORT LAND USE PLAN AND GATEWAY DEVELOPMENT PROJECTS	
14.1	<ul style="list-style-type: none"> The Airport must submit the 2027 Airport Land Use Plan to the federal Minister of Transport for approval. The proposed changes to the 2015 Land Use Plan are necessitated by the gateway recommendations outlined by the Airport Authority. 	Conditional Support <ul style="list-style-type: none"> The City supports the Foreshore Runway option and does not support the proposed South Parallel Runway option; Additional detail is required for the plan's land use designations to provide adequate guidance and clarity for the airport, their customers, and their neighbours. Additional planning coordination with the City of Richmond is encouraged, particularly in coordinating with current planning initiatives (e.g., City Centre Update). The Land Use Plan needs to be updated regularly (e.g., every five years) to ensure that it continues to correspond to trends and projections for airport demand.



YVR: Your Airport 2027

Draft 20-Year Master Plan for Consultation

VANCOUVER INTERNATIONAL AIRPORT AUTHORITY
www.yvr.ca

DRAFT – MAY 2006



VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

Vancouver International Airport Authority is a community-based, not-for-profit organization that manages and operates Vancouver International Airport (YVR).

YVR MISSION

To serve our community by building outstanding airports.

YVR VISION

YVR: A Premier Global Gateway

The Airport Authority: Local Champion, Global Operator.

CORPORATE PRIORITIES

PEOPLE To maintain a strong, flexible and capable team of professionals, and provide a safe and secure environment not just for our employees, but for all who work at or visit the airport

01

PASSENGERS To provide exceptional customer service to passengers and airport visitors.

02

PARTNERS To work closely with the communities we serve, business partners and government agencies, and to take an active role in community and industry initiatives

03

PROFITABILITY To generate aeronautical and non-aeronautical revenues to operate and develop YVR and help ensure it remains an economic generator, to diversify non-aeronautical revenue bases and be a low-cost airport to attract new air services and retain existing ones to meet the needs of British Columbia

04

PLANT To build and operate outstanding facilities to ensure YVR can meet growing passenger demands, as well as connect British Columbians with the world

05

STRATEGIC PLANNING

To guide airport operations and development, the Airport Authority uses a five-tiered planning process. The Strategic Plan establishes the mission, vision and values for YVR, while the Master Plan (this document) looks forward 20 years to ensure the best use of YVR's fundamental resource — land. The Capital Plan and Financial Plan allocate funding over a 10-year span and identify what infrastructure will be built and when. The Detailed Strategic Plan looks five years out and provides the planning context for the Airport Authority's annual Business Plan, which outlines airport initiatives and objectives for a one-year period.

Recognizing the "certainty of uncertainty," the Airport Authority reviews plans regularly, monitors external events closely, favors conservative timing for capital expenditures, builds infrastructure incrementally whenever possible, and incorporates flexibility, transparency and open, honest stakeholder communications into its planning activities.

WELCOME TO YVR

Vancouver International Airport (YVR) is B.C.'s airport. It enables us, as British Columbians, to welcome the world, pursue our business goals and embrace family and friends. YVR is a premier gateway to the Pacific, a leading employer of many and, we hope, a source of pride for all.

During the past two years, Vancouver International Airport Authority has spoken with hundreds of British Columbians to understand your future aspirations for your communities and your country and to identify how YVR can best support your vision. What you told us formed the basis for this draft plan, which outlines our recommendations for achieving the future you've articulated for yourselves and for YVR.

This document is a gateway to the rigorous economic, social, environmental and governance considerations and analysis involved in ensuring YVR can meet the needs and aspirations of the communities it serves. It outlines many views – sometimes conflicting – about how best to plan for a future that is by definition uncertain.

The Airport Authority's mission is to serve all communities. This draft 20-Year Master Plan is meant to generate discussion around our recommendations and to find out: whether you think we're on the right path. To enable you to immerse yourself as deeply as you'd like in the master planning process, further information is provided on our website: www.yvr.ca.

We hope you will agree with our vision of how YVR can best meet your future needs and aspirations, but if we have not asked the right questions, or if we have arrived at answers that do not make sense to you, we hope you will tell us.

We encourage you to read this document and visit our website. You can provide your thoughts, comments, questions or concerns online or by emailing, writing, faxing or calling us at:



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan

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To enable the Airport Authority to meet the consultation goals outlined in chapter 3 of this document, please provide your comments by **August 31, 2006**.

YVR: YOUR AIRPORT 2027: 20-YEAR MASTER PLAN

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PLN - 179



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1. Your Airport 2027: An Overview

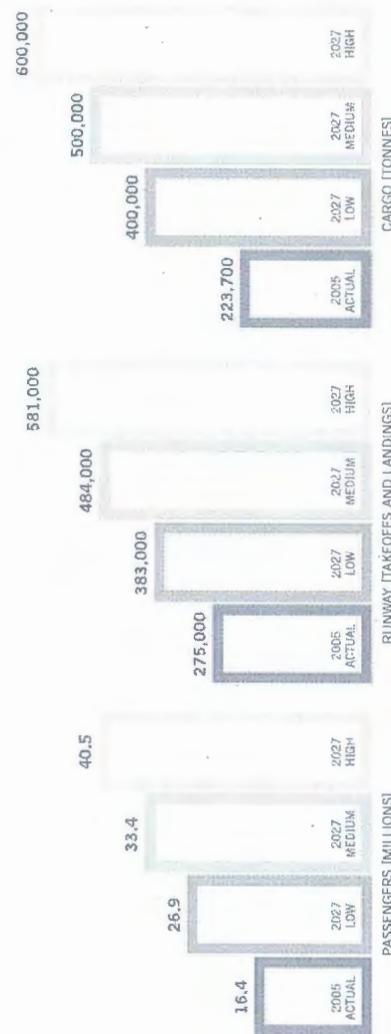
Vancouver International Airport (YVR) is Canada's second-busiest airport and the second-largest international passenger gateway on the West Coast of North America. In 2005, YVR served a record 16.4 million passengers, handled 275,000 aircraft takeoffs and landings on its runways and saw 223,700 tonnes of air cargo loaded on and off aircraft. YVR is a key economic contributor, creating 2.3% of total employment in Greater Vancouver and contributing \$6.8 billion to B.C.'s economy.

Forecasts from governments, companies and agencies suggest that the global, national and local demand for air travel will grow between 2007 and 2027. To ensure it can meet future passenger and cargo needs, the Airport Authority has considered a range of possible air travel scenarios out to 2027 and developed low-, medium- and high-growth scenarios. A low-growth scenario could result from slower than anticipated economic growth, external health or security concerns or increasing fuel costs while a high-growth future could occur if the demand for air travel to and from emerging Asian markets grows more rapidly than expected.

Under a medium-growth scenario for the 20-year planning horizon, passenger, aircraft and cargo demands on YVR will increase to an estimated 33.4 million passengers, 484,000 aircraft arrivals and departures, and 500,000 tonnes of cargo annually. As with all projections, there are risks and uncertainties associated with these forecasts and they will require frequent review, discussion and adjustment.

As the closest major West Coast airport to Asia, YVR enjoys a significant competitive advantage. The Airport Authority's vision is to be a premier global gateway of choice, connecting the Asia-Pacific Region and the Americas. As a gateway of choice, YVR offers, and can continue to offer, better service in terms of destinations, frequency and airlines than the local market could otherwise support. This provides, and will continue to provide, additional opportunities for local business to participate in the global economy, for tourists to visit B.C. and for British Columbians to travel overseas.

To accommodate future passenger needs, meet the aspirations of the communities it serves and achieve its gateway strategy, the Airport Authority must have an effective and flexible 20-year plan.



2027 Forecasts—Low, Medium, High Growth Scenarios
VANCOUVER INTERNATIONAL AIRPORT AUTHORITY

YOUR AIRPORT 2027: 20-YEAR MASTER PLAN

YVR's 20-Year Master Plan outlines how the Airport Authority will meet the needs of its stakeholders and the communities it serves over the medium-term (20-year period) while supporting YVR's longer-term viability and achieving key strategic objectives.

While the Airport Authority's lease with Transport Canada requires that the Master Plan be updated every 10 years, the plan can be updated more frequently if necessary to respond to unforeseen changes, challenges or opportunities.

Though the Master Plan covers a 20-year period, the Airport Authority must ensure that this medium-term strategy does not rule out or preclude options over the longer term (a 40-year horizon). In preparing this draft 20-Year Master Plan, the Airport Authority first consulted with business partners, stakeholders and young members of the community to understand their long-term visions and aspirations for British Columbia and the region.

These consultations took place in three forums "Flying 40 Years into B.C.'s Future" namely: Forum '44, Generation YVR and B.C. Communities. Input received through these forums indicated that air travel would continue to be vital over the long-term, that YVR will remain a key economic generator for B.C. and that the airport will continue to play a central role as a Pacific gateway to North America. These views contributed to a long-term development study that concluded YVR should continue to be the region's principal, full-service airport and that the airport should remain located on Sea Island.

With a clear long-term vision, the Airport Authority then looked at YVR's medium-term future using a variety of forecasting tools to project airport demand through to 2027. This work identified what steps will be needed over the next 20 years to support the longer-term vision. The Airport Authority conducted extensive consultations with business partners, municipal, provincial and federal governments. First Nations, technical experts, passengers, and local communities.

Having gathered information on the needs and aspirations of the communities it serves for the planning period, the Airport Authority identified a number of options to meet

those requirements, sought stakeholder feedback on the various options and measured each option against key sustainability criteria. Based on this analysis, the Airport Authority has created a list of recommendations for development at YVR to respond to British Columbia's growth to 2027.

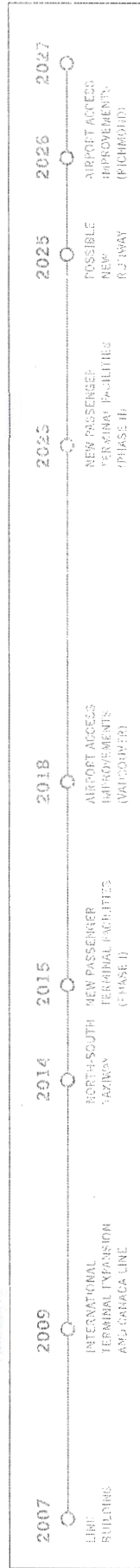
At a high level, the Airport Authority's recommendations for the 2007-2027 planning horizon include:

1. YVR continues to be the region's principal, full-service airport located on Sea Island;
2. Maximizing efficiency of the existing runway and taxiway system by extending the parallel runways and by building a North-South Taxiway;
3. Building new passenger terminal facilities and customs hall;
4. Ensuring convenient access to the airport by maximizing use of the Canada Line, implementing demand management initiatives, reclaiming bridge capacity for airport users and making smart land-use decisions;
5. Protecting options for a future runway, if and when required to meet future demand.

Timing for these recommendations will depend on demand. Using the medium-growth forecasts, development of new infrastructure is estimated to be required at various intervals during the next 20 years, as shown in the timeline below.

This draft 20-Year Master Plan identifies key changes and upgrades that will be required to meet YVR's needs to 2027 and provides the Airport Authority's recommendations for meeting these needs. It outlines the influences and forecasts that will shape the airport's medium-term future, and summarizes the master planning consultation process and stakeholder feedback received. This document includes a timeline and description of recommended gateway development projects as well as a draft of the proposed 2027 Airport Land Use Plan that must be submitted to the federal Minister of Transport for approval as part of the master planning process.

GATEWAY DEVELOPMENT TIMELINE



2. Your Airport 2027: Key Influences

YVR's future is shaped by a diverse range of factors including international, national, provincial and regional forecasts, aviation industry projections and the aspirations and expectations of stakeholders. The 20-Year Master Plan must align with the Airport Authority's mission, vision and corporate priorities and support its gateway strategy and sustainability objectives. This chapter outlines some of the many factors that have influenced and guided the development of this draft plan.

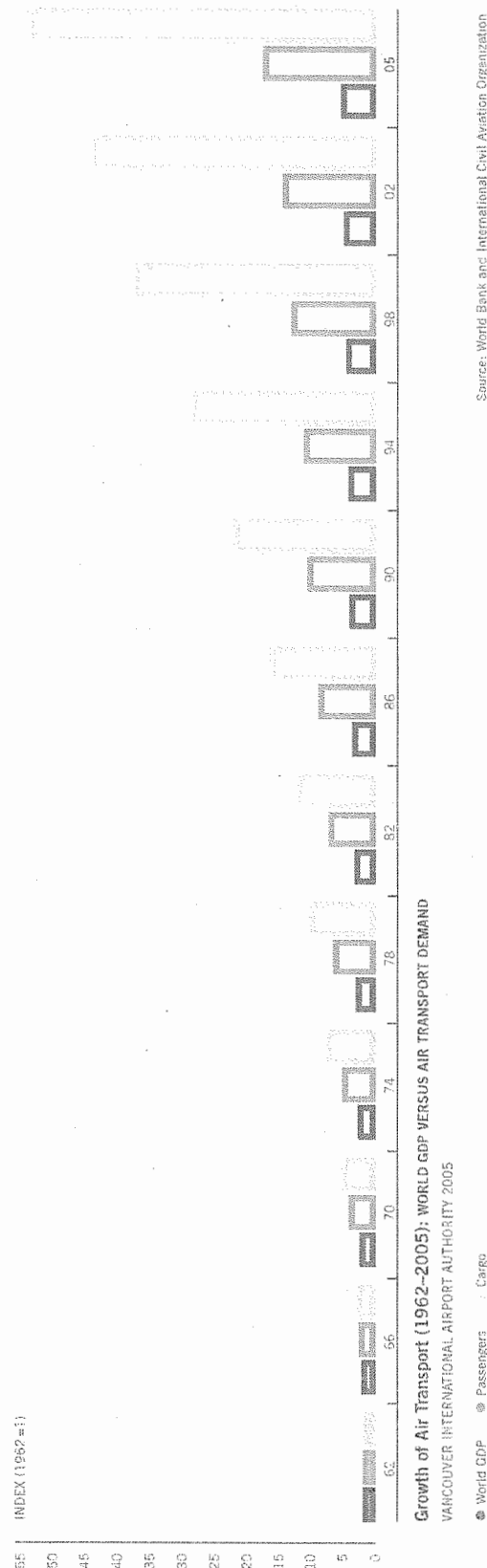
OUTLOOK 2027

In 2027, it is anticipated that eight billion people will inhabit the earth, that China will be the world's largest economy and that average temperatures will have risen due to projected increases in greenhouse gas concentrations.

In Canada, it is estimated that one in five Canadians will be over 65 years of age and the main source of population growth will have been immigration. Rates of growth in the aboriginal population are expected to be above average.

British Columbia will have a distinct culture embracing and reflecting a love of the land, cultural diversity, the province's geographic advantages and a resolution of relationships with First Nations people.

The Lower Mainland is expected to be home to 3.2 million people of diverse cultures, with proportionally more homes and jobs in the outer suburban areas.



AVIATION OUTLOOK 2027

While the world's gross domestic product (GDP) is expected to grow 2.9% annually between now and 2025, annual passenger growth will likely average 5.2% and annual cargo volumes, 6.2%. Increased worldwide travel will be stimulated by economic growth, lower fares, additional world trade and service improvements. Driven by declining costs and improved logistics systems, air cargo has grown at roughly three times the rate of the world economy (as seen in the graph on page 6) and cargo transport is expected to increase at an average of 6.2% annually over the next 20 years.

To accommodate this growth, the world airliner fleet will grow to approximately 35,000 passenger and cargo jets by 2023, according to Boeing's 2005 Current Market Outlook.

In 2004, the Airport Authority commissioned a study by InterVISTAS Consulting Inc. to identify long-term aviation industry trends. Trends identified for the 20- to 40-year planning horizon include:

- The demand for passenger and cargo air transport will grow faster than the population or the economy. Passenger air travel will become more affordable, enabling more people to travel by air. However, the demand for air transport may be negatively impacted by fuel costs and the impact of global climate change.
- Major new markets for air travel will emerge. China is expected to become one of the largest generators of tourists, growing from 12 million outbound tourists in 2001 to 100 million by 2020. Other emerging outbound tourism markets include India and Latin America.
- A growing demand for air transport will put pressure on local and regional transportation systems. Airports will need to be integrated into regional transportation systems that utilize high-capacity mass transit to move people.
- As a result of government and industry initiatives, the noise impacts of aircraft have been reduced. Using new technologies, the aviation industry will continue to work towards minimizing noise impacts.
- Smart technologies will help to reduce costs, improve customer service and expedite the movement of passengers through borders, security and health screening processes.

- While it is difficult to predict just how the airline industry will be structured 20 years from now, it is clear that fundamental change is underway. Airports must be flexible enough to accommodate a changing airline marketplace, which may include consolidation and increased services from low-cost carriers.

- Future passenger and cargo needs will be addressed with a range of aircraft types, ranging from the 555-seat Airbus A380 to the smaller, long-range Boeing 787 Dreamliner, from regional jets with between 50 and 100 seats to 4-6 seat Microjets.
- More and more, airports are exploring creative solutions for managing growth, including expanding their boundaries or using lands outside current boundaries (such as off-site check-ins and other processes, or secondary airports).



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Long-Term Planning > 12 Long-Term Trends in Aviation

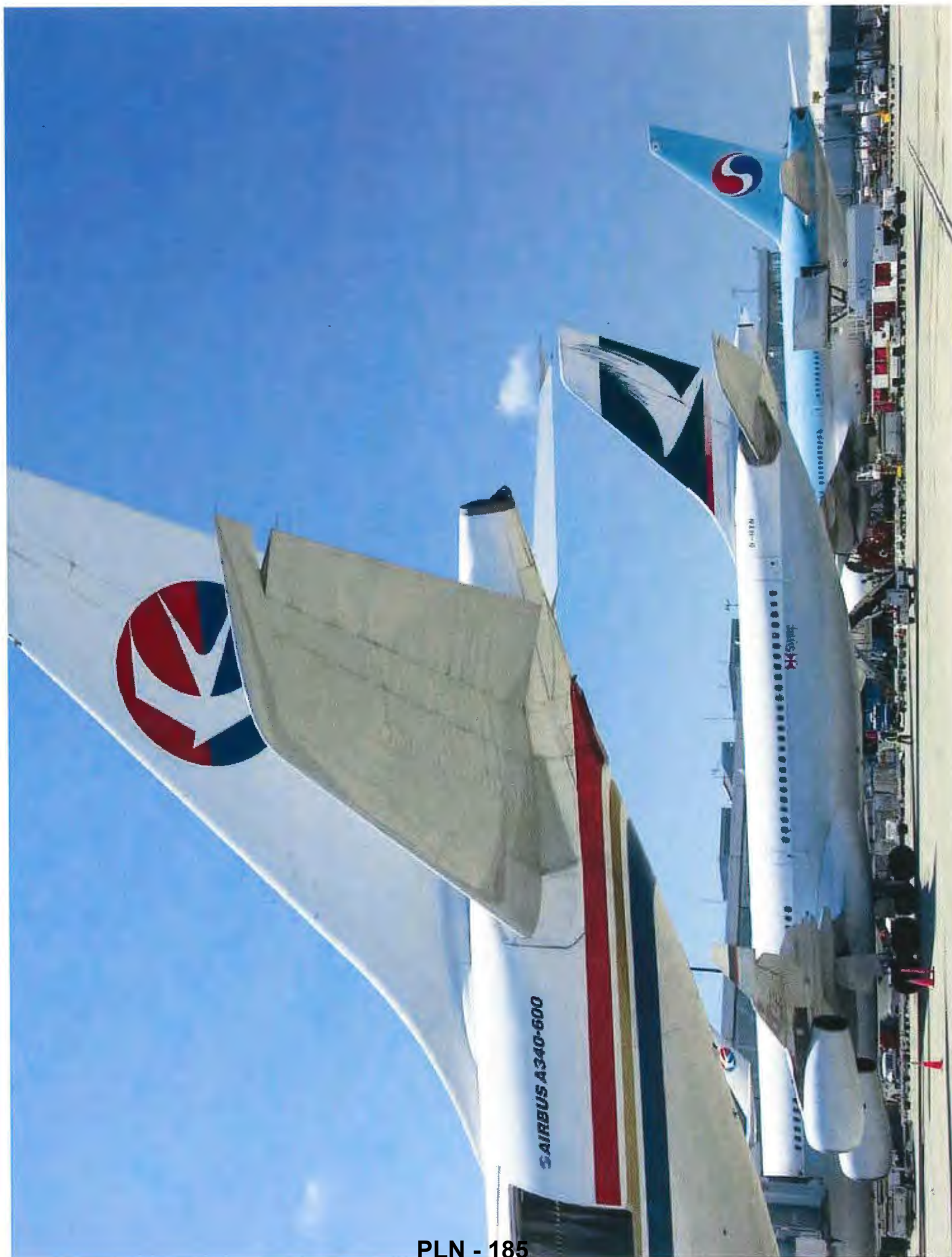
YVR GATEWAY STRATEGY AND ECONOMIC IMPACT

The Airport Authority's vision is to be a premier global gateway of choice, capitalizing on YVR's unique geographic location as the closest West Coast airport to Asia, and connecting the Asia-Pacific region and the Americas.

Being the international gateway of choice creates significant economic benefits along with opportunities for local business to participate in the global economy, tourists to visit B.C. and British Columbians to travel overseas. International flights create significantly more employment than domestic or transborder (U.S.) flights. According to the 2005 Economic Impact Study of the Vancouver International Airport distributed in March 2006, a twice-daily domestic flight generates 82 hours of employment per flight, or 38 person years annually. By comparison, a twice-daily international flight creates 795 hours of employment per flight. Over a year, this equals 369 person years of employment.



www.yvr.ca > Who We Are > YVR Economic Impact Study



A SUSTAINABILITY FRAMEWORK

Effective long-term planning is crucial to a successful future and the Airport Authority views good planning and sustainability as one and the same. Contributing to a sustainable and prosperous future while caring about the well-being of its surroundings, its people and its communities is fundamental to the Airport Authority's operating philosophy and central to its planning processes.

THE FOUR PILLARS OF SUSTAINABILITY

The Airport Authority's view is that there are four pillars to sustainability: economic, environmental, social and governance.

	<p>ECONOMIC: YVR is a major employment centre and economic generator. The Airport Authority's challenge is to sustain and promote economic growth while minimizing YVR's impact on its communities and the environment.</p>
	<p>ENVIRONMENT: The Airport Authority is committed to managing the airport in an environmentally sound manner and balancing potential environmental impacts with the need for safe and efficient air travel. To eliminate, reduce, mitigate or manage environmental impacts wherever possible, the Airport Authority has developed an Environmental Policy and implemented an Environmental Management Plan.</p>
	<p>SOCIAL: British Columbians frequently travel by air because of the unique geography of our province and our immigrant heritage. Affordable and accessible air travel allows people to stay connected and pursue personal interests. As an employer, the Airport Authority is committed to providing a quality work environment and the tools and resources to support a flexible, strong and capable team. Its commitment to accessibility recognizes the importance of meaningful access regardless of age or ability. The Airport Authority is also committed to engaging stakeholders, providing transparency in open, honest and timely communications to customers, business partners, the communities it serves and its employees.</p>
	<p>GOVERNANCE: The Airport Authority has added governance to its sustainability framework to recognize the importance of local accountability for economic, environmental and social issues, while meeting the business objectives of the Airport Authority and the communities it serves.</p>

< YVR's location as the closest major North American airport to Asia positions the airport as the ideal gateway connecting the Asia-Pacific Region and the Americas. In the coming years, the Airport Authority expects to add more Asian destinations and carriers as we continue to develop the YVR gateway.

EVALUATION CRITERIA

EVALUATION CRITERIA			GOVERNANCE										ECONOMIC										RISK																		
MISSION / VISION / VALUES / OBJECTIVES			STRATEGIC		OPERATIONS								FINANCE		RISK																										
			OPPORTUNITIES	PRECLUSIONS	CAPACITY	OPERATIONAL EFFICIENCY	REDUNDANCY	CUSTOMERS AND PARTNERS - PASSENGERS	CUSTOMER AND PARTNERS - BUSINESS PARTNERS	CUSTOMER AND PARTNERS - GOVERNMENT	CARGO	SECURITY / HEALTH	CAPITAL COST	REVENUE	DELIVERY TIME	TECHNOLOGY	FLEXIBILITY	FINANCIABILITY																							
OPTIONS																																									
AIRSIDE																																									
A1	FORESHORE RUNWAY (RWY)																																								
A2	SOUTH PARALLEL RWY (Short)																																								
A3	SOUTH PARALLEL RWY (Long)																																								
A4	NORTH PARALLEL RWY																																								
A5	EXTEND NTH RWY WEST																																								
A6	EXTEND NTH RWY EAST																																								
A7	NORTH-SOUTH TAXIWAY																																								
A8	DEMAND MANAGEMENT																																								
TERMINALS																																									
T1	TRANSBORDER SOUTH EAST																																								
T2	INTERNATIONAL WEST SATELLITE																																								
T3	TRANSBORDER WEST SATELLITE																																								
T4	TRANSBORDER NORTH EAST																																								
T5	INTERNATIONAL NORTH EAST																																								
T6	INTERNATIONAL "Y"																																								
T7	TRANSBORDER "Y"																																								
T8	DOMESTIC "Y"																																								
T9	TERMINALS "A" AND "B"																																								
GROUND ACCESS & PARKING																																									
G1	PARKING ON ISLAND																																								
G2	PARKING OFF ISLAND																																								
G3	DEDICATED ACCESS																																								
G4	INCREMENTAL IMPROVEMENTS																																								
G5	ONE-WAY COUPLER																																								
G6	TEMPLETON-ARBUTUS CONNECTOR																																								
G7	TEMPLETON-ALDERBRIDGE CONNECTOR																																								
G8	TWIN ARTHUR LAING BRIDGE																																								
G9	GRADE SEPARATED ACCESS TO HIGHWAY 99																																								
G10	DEMAND MANAGEMENT																																								
CARGO																																									
UTILITIES																																									
TELECOM / IT																																									

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SUSTAINABILITY MATRIX

Sustainability is not just an abstract goal – it's integrated into the Airport Authority's day-to-day decision making and planning processes. As part of the master planning process, a sustainability matrix was created to measure the performance of the options identified for meeting YVR's medium-term needs against the Airport Authority's sustainability objectives. The matrix includes 34 different criteria based on the four pillars of sustainability.

Economic criteria included operational factors (capacity, efficiency, safety and health considerations), financial implications (costs and revenue) and risk factors (delivery time, flexibility).

Environmental criteria considered how each option would affect habitat, air quality, energy and water consumption, and impact water quality and land-use efficiency.

Social considerations included the impact of airport operations on the local community, economic impacts, noise and community response or input.

Governance criteria considered how well an option achieved the mission, vision and objectives of the Airport Authority and identified whether the option presented business opportunities or precluded other future development options.

SUSTAINABILITY MATRIX EVALUATION PROCESS

During the sustainability matrix evaluation process, each option was reevaluated twice. The first evaluation measured an option's performance against each criterion in the matrix (Option A will cost \$10 million, or Option B will impact 10,000m² of aquatic habitat). The second evaluation scored the option's performance relative to other available options (Option A will cost \$10 million and Option B will cost \$12 million). Therefore, Option A is the most affordable option, while Option B is the second most affordable).

3. Your Airport 2027: Consultation Process

In developing this draft 20-Year Master Plan, the Airport Authority undertook its broadest-ever consultation program to promote open discussions about the multiple futures available to YVR. A diverse range of stakeholders was engaged, including Airport Authority staff, community-based interest groups, community associations, the Lower Mainland business community, Sea Island business partners, First Nations, managers from regional airports, the next generation of users, transportation authorities, municipal, regional, provincial and federal governments and the general public throughout B.C.'s Lower Mainland.

To reach the widest possible range of stakeholders, the Airport Authority utilized a variety of tools including presentations and meetings to gather information, technical expertise and forecasts, workshops, working groups, large forum events, a media kit, multi-media presentations, a 20-Year Master Plan section on the website, visual displays in shopping malls, public buildings and at the airport, open house events and printed materials.

CONSULTATION PRINCIPLES

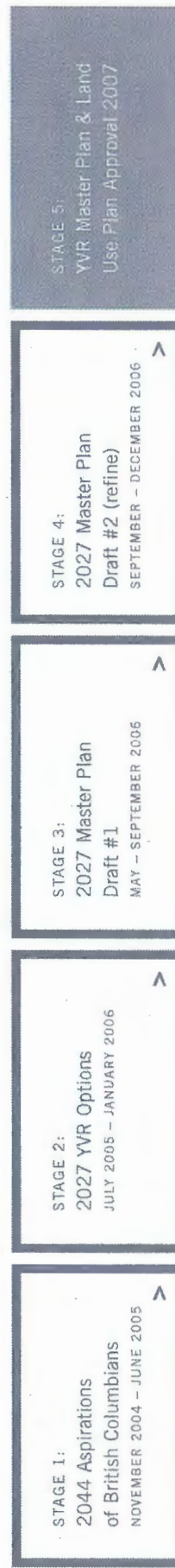
To promote stakeholder involvement and support, the Airport Authority was guided by a set of consultation principles, including:

- A commitment to transparency, involving open, honest and timely communications;
- A broad and inclusive consultation process;
- Remaining flexible and responsive, and regularly reviewing the consultation process to ensure it was meeting project objectives and that any concerns were addressed;
- Creating overall awareness and excitement within B.C. about YVR's future.

FIVE STAGES OF MASTER PLANNING

The 20-Year Master Plan is being developed in five stages. Stakeholder input gathered at each stage is being fed into the planning process to inform subsequent stages.

FIVE STAGES OF CONSULTATION FOR 20-YEAR MASTER PLAN



STAGE ONE: ASPIRATIONS OF BRITISH COLUMBIANS: LOOKING AHEAD 40 YEARS (NOVEMBER 2004 – JUNE 2005)

To ensure that recommendations in the 20-Year Master Plan did not preclude the vision and activities of YVR for future generations, the Airport Authority needed to understand the longer-term (40-year) aspirations and expectations of YVR's stakeholders.

Stage one of the 20-Year Master Plan process started off in 2004 by looking at potential futures for YVR and B.C. through to 2044. The Airport Authority held extensive meetings with municipal governments, business leaders, and industry experts to gain insight into the strategic planning and forecasting being undertaken by the aviation industry. YVR's business partners and B.C. communities. Stage one activities included:

- Forum '44 – Flying 40 Years into B.C.'s Future: A two-day event in November 2004 designed to launch the master planning consultation process, promote discussions and dialogue with a diverse range of stakeholders and key business leaders, gather information about how the community envisions its future and the role of YVR, and understand the trends, pressures and themes that will influence YVR's future. As part of Forum '44, a community session was held with local Sea Island businesses.
- Generation YVR and B.C. Communities 2045: Following the success of Forum '44, two subsequent forum events were held. Generation YVR – 30 and Under Flying 40 Years into B.C.'s Future, engaged younger British Columbians who will be the leaders of the future. A second forum, B.C. Communities 2045 – Flying 40 Years into B.C.'s Future, brought together community leaders and airport management from across B.C.

During stage one, the Airport Authority identified future airport facility requirements and potential expansion needs over a 40-year planning horizon. Studies were conducted to explore whether the existing lands leased by the Airport Authority provided sufficient space for the necessary systems and infrastructure.

Based on an examination of potential markets and growth patterns, the Airport Authority developed a scenario that suggested annual passenger traffic could be in the range of 45 million, and there could be as many as 600,000 aircraft takeoffs and landings each year by 2044.

STAGE ONE OUTCOMES:

Based on the studies and consultation conducted, the Airport Authority determined that:

- Stakeholders viewed YVR as a vital and growing part of their communities. YVR is B.C.'s airport and will need ongoing upgrades to support projected increases in passenger traffic, aircraft takeoffs and landings and air cargo.
- Sustainability was of vital concern to local and global stakeholders. The Airport Authority identified sustainability as a key goal of the master planning process and developed a sustainability matrix as a tool to measure options and inform decision-making.
- Sea Island could accommodate projected airport activity in 2044, and there was sufficient area for additional terminals and runways.
- All development strategies should incorporate demand management initiatives.
- Ground access to Sea Island would be an ongoing issue best addressed by rapid transit; vigorous demand management and initiatives to preserve bridge capacity for airport-related traffic.



STAGE TWO: YVR 2027 OPTIONS (JULY 2005 – JANUARY 2006)

Based on preliminary stakeholder input and the range of internal and external considerations outlined in chapter 2 of this document, the Airport Authority developed low-, medium- and high-growth forecasts for passenger, aircraft and air cargo traffic through to 2027.

To meet this forecast demand, runway, terminal, ground transportation and other infrastructure needs were identified and options formed to meet those needs while supporting the long-term development possibilities noted in stage one. Details about these options can be found in chapters 5 through 13 of this document.

In fall 2005, a second comprehensive round of consultations was held to seek stakeholder input on these options. The Airport Authority continued its conversations with industry partners, government agencies and other interested parties and held a series of public information sessions, open houses and community meetings as well as providing information and feedback opportunities on YVR's website.

A display of potential options toured Lower Mainland shopping malls, public buildings and the Union of B.C. Municipalities conference to gather public input, and a brief questionnaire was made available to the public to elicit their feedback. Approximately 20,000 people viewed the displays and 680 people provided completed questionnaires and written feedback.

The Airport Authority then analyzed each development option using the sustainability matrix to determine how well each option performed against the criteria. Stakeholder input was incorporated into the matrix evaluation, where it played an integral role in informing Airport Authority decisions and recommendations.

STAGE TWO ACHIEVEMENTS:

- The Airport Authority developed a range of options that met YVR's medium-term needs, without precluding the longer-term vision;
- The Airport Authority consulted with thousands of stakeholders to obtain their input on the various options being considered;
- Each option being considered was evaluated to identify how well it performed in relation to key economic, environmental, social and governance criteria.

< Forum '44 brought leaders in business, community and government together for some thought-provoking conversation about the future of YVR in the context of the local and global environment in 2044, and examined the airport's role in supporting a sustainable future for the Lower Mainland, B.C. and Canada.

STAGE THREE: DRAFT 20-YEAR MASTER PLAN (MAY – SEPTEMBER 2006)

Based on the feedback and information received during stages one and two and the results of the sustainability matrix evaluation, the Airport Authority prepared a Master Plan Technical Report, which outlines the infrastructure and development necessary to meet YVR's needs to 2027, documents the process used to analyze and evaluate each option and presents the Airport Authority's recommended options. The Technical Report is available on YVR's website and sections are referenced throughout this document. See the website for more detailed information.

Based on the Technical Report, this draft 20-Year Master Plan was prepared to facilitate further stakeholder consultation and seek stakeholders' review and comments on the Airport Authority's recommendations. Once feedback has been received from stakeholder groups, this draft will be refined to create a second draft.

STAGE FOUR: REFINE DRAFT 20-YEAR MASTER PLAN (SEPTEMBER – DECEMBER 2006)

Stage four of the master planning consultation process is designed to seek final comments on the second draft of the 20-Year Master Plan. The necessity for, and extent of, stage four consultation activities will be determined by stakeholder feedback received during stage three. If required, stage four will take place during late fall 2006.

STAGE FIVE: COMMUNICATION OF THE APPROVED AIRPORT LAND USE PLAN (2007)

The final draft of YVR: Your Airport 2027: 20-Year Master Plan, including the proposed 2027 Airport Land Use Plan, will be submitted to the federal Minister of Transport for approval in early 2007. Once the Minister has approved the 2027 Airport Land Use Plan, stage five of this consultation program will involve communicating the highlights of the final 20-Year Master Plan to British Columbians.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 2

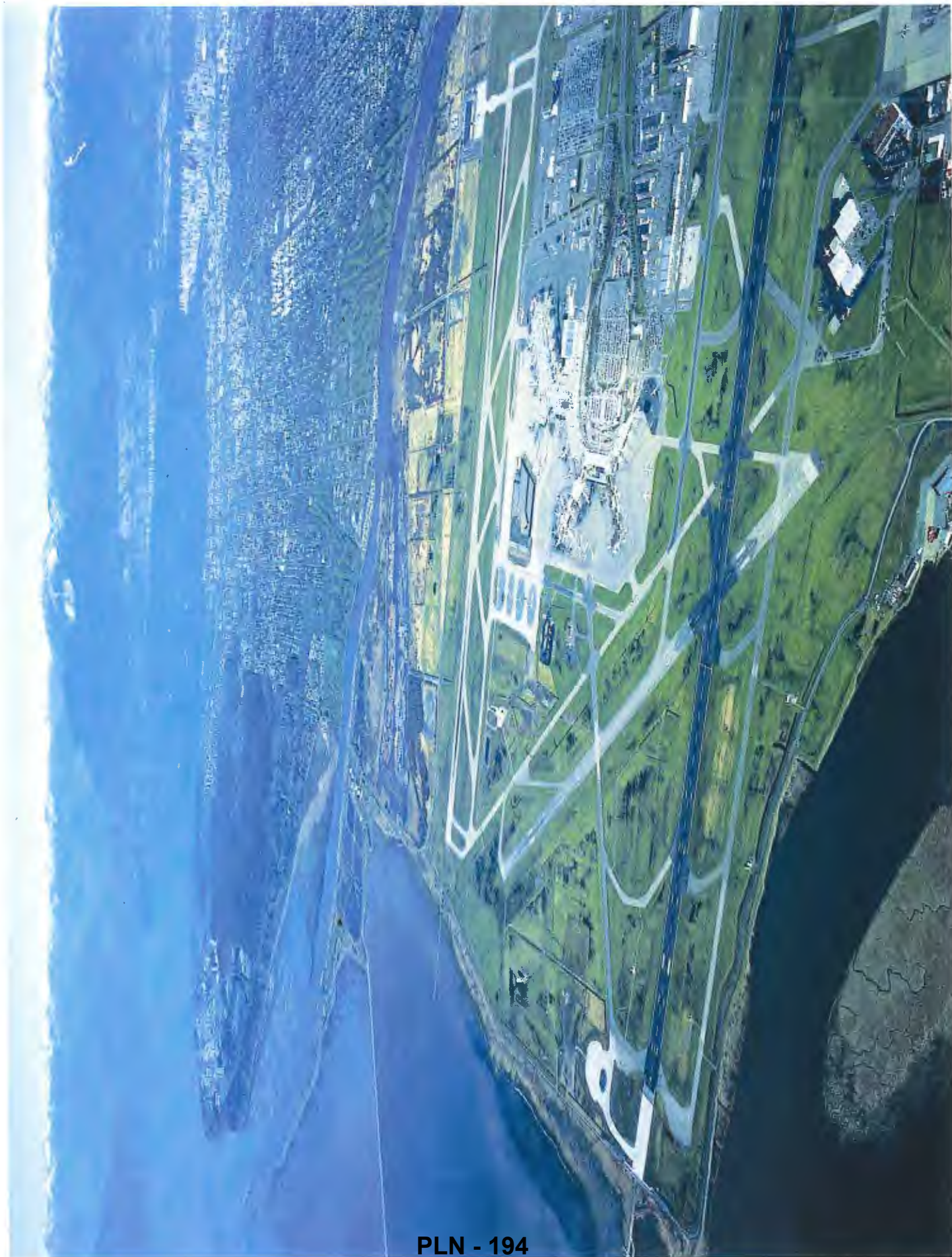
4. Your Airport 2027: Requirements and Recommendations

Increased numbers of passengers and cargo volumes at YVR will mean greater demand for airside capacity, terminals, cargo facilities and ground transportation access to Sea Island. Airport support services and utilities will also need to be upgraded to accommodate projected volumes through the planning horizon.

The following chapters outline key changes or upgrades that will be needed to meet requirements to 2027 based on demand scenarios and forecasts. Chapters include information about the forecasts and planning approach used, stakeholder feedback

received and the Airport Authority's recommendations as to how to proceed. A range of cost estimates for terminal and runway options is also included. It should be noted that these are order of magnitude cost estimates only.

Given the uncertainty inherent in forecasting and planning, the Airport Authority takes a conservative approach to development by building incrementally whenever possible, and only as demand for additional facilities is realized



PLN - 194

5. Airside System

YVR's existing airside system includes two parallel runways (the North and South runways), a Crosswind Runway and a network of connecting taxiways that enable aircraft to move between the runways, passenger terminals and other airport facilities.

In 2005, 275,000 aircraft used the runways at YVR, either arriving or departing. Current annual runway capacity at YVR is approximately 400,000 aircraft takeoffs and landings. Capacity could be increased to more than 450,000 takeoffs and landings by using each of the parallel runways simultaneously for arrivals and departures. This would require improvements to the taxiway system.

Projections indicate that by 2027, the airport will need to accommodate 484,000 takeoffs and landings annually. To accommodate this increase an additional runway will be required.

PLANNING APPROACH

The 20-Year Master Plan airside system analysis was preceded by long-term development studies that suggested approximately 600,000 runway movements would take place by 2044, and that a new runway would be required to accommodate the projected activity. The long-term study identified a number of options for meeting the forecasted long-term demand.

To identify airside needs to 2027, the Airport Authority created a projected fleet mix, using six broad categories of aircraft, to estimate the required number of

takeoffs and landings by passenger aircraft. This estimate was applied to runway capacity estimates developed using International Air Transport Association standards and benchmarks from selected airports. Both NAV CANADA and the Massachusetts Institute of Technology were consulted on projected gains in capacity that may result from future technologies.

The Airport Authority used the sustainability matrix to evaluate each runway option identified during the long-term development studies. Runway options were also evaluated for compatibility with the various passenger terminal options identified in chapter 6 of this document.

REQUIRED AIRSIDE IMPROVEMENTS FOR 2027

Above and beyond the airside projects specified in YVR's current 10-Year Capital Plan, improvements will be necessary to enhance the flow of traffic on taxiways and increase runway and taxiway capacity to 2027.

TAXIWAY IMPROVEMENTS

In order to derive maximum capacity from the runways, it is essential to have adequate taxiway capacity. The construction of a North-South Taxiway (NST) connecting the east ends of the parallel runways would add capacity while significantly reducing taxi distance, saving time, fuel and minimizing emissions.

RUNWAY CAPACITY

To defer the need for additional runways as long as possible, it is essential to maximize capacity of the existing runways.

MAXIMIZING EXISTING RUNWAY CAPACITY

Unlike the South Runway, which is used for both arrivals and departures, YVR's North Runway has been used primarily as an arrivals runway, other than when demand approaches capacity, such as during peak traffic periods. By using the North Runway for both departures and arrivals, YVR could increase runway capacity by 15%, double its departure capacity and better manage demand on both runways.

To enable both the North and South runways to be used efficiently for arrivals and departures, YVR's taxiway system must have sufficient capacity and flow paths to allow aircraft to move efficiently to and from the runways without congestion.

To realize the full capacity potential of YVR's existing runway system, the following options were identified and considered:

1. Build a North-South Taxiway to allow for simultaneous takeoffs and landings on both the North and South Runways.
2. Extend the North Runway by 600 m (2,000 ft) to enable long-range aircraft departures. This would improve efficiency, better balance departure demand between the parallel runways and reduce taxi distances.
3. Implement peak-hour demand management measures (such as pricing mechanisms, quotas, air traffic flow control) to shift arrivals and departures to off-peak periods and other airports.
4. In anticipation of future Transport Canada requirements for extended Runway End Safety Areas (RESA), extend the North and South runways accordingly. Anticipated extension range will be 150-300 m (500-1,000 ft).

ADDING RUNWAY CAPACITY

Depending on the success of demand management programs and the rate of passenger growth, capacity enhancement initiatives will provide relief to 2023-4 at best. At that time, a new runway may be needed to create additional capacity.

As part of its long-term development studies, the Airport Authority explored a range of new runway options, each providing sufficient capacity for YVR to accommodate up to

600,000 takeoffs and landings each year. After each option was assessed using the sustainability matrix, four possible runway options were retained.

1. The Foreshore Runway: This new 4,270 m (14,000 ft) runway, extending westward from the Sea Island dyke onto the foreshore of the ocean, would be used for arrivals and departures and would add capacity of approximately 210,000 takeoffs and landings to YVR's annual capacity at an estimated cost of \$1.2 billion. The Foreshore Runway would provide the required length for current and future aircraft. While it would impose a significant footprint into the foreshore with subsequent aquatic habitat impacts, it would also minimize aircraft noise impacts on the community.
2. The North Parallel Runway: A new, 2,740 m (9,000 ft) runway, parallel to and north of the existing North Runway, that would add capacity of approximately 148,000 additional takeoffs and landings at an estimated cost of \$310 million. This runway would be an arrivals only runway, with the existing runways serving departures. It would intrude into the Sea Island Conservation Area and Musqueam Lands, move noise closer to Vancouver residential areas and occupy lands previously designated for commercial development. The North Parallel Runway option would require changes to aircraft approach path zoning.
3. The South Parallel (Long) Runway: A new, 2,740 m (9,000 ft) runway, parallel to and south of the existing South Runway, that would add capacity of approximately 158,000 takeoffs and landings each year at an estimated cost of \$300 million. The South Parallel (Long) Runway would operate as an arrivals only runway, with the existing runway serving departures. It would intrude on, and create potential environmental impacts for, the Fraser River Middle Arm riparian area and increase noise exposure for Richmond residential areas. The runway would occupy land that is currently used for commercial activities and occupied by tenants at Airport South.
4. The South Parallel (Short) Runway: This modification of the South Parallel (Long) Runway option would be a new, 2,130 m (7,000 ft) parallel runway south of the existing South Runway. It would add capacity of approximately 158,000 annual takeoffs and landings at a cost of \$235 million. Although it would not penetrate the dyke or intrude on the Fraser River Middle Arm riparian area, this runway would operate as an arrivals only runway but could not accommodate all types of aircraft.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 5

STAKEHOLDER INPUT AND FEEDBACK

When asked for comments on the runway options, the public favored the Foreshore and South runways over the North Parallel Runway option. As expected, there was both positive and negative response to all options, although feedback on the Foreshore Runway option indicated greater support from respondents than the other options. Issues raised during consultation included cost, impact on the environment and existing facilities. There was, however, recognition that airspace capacity should be added to prevent congestion and delays.

AERONAUTICAL NOISE EVALUATION

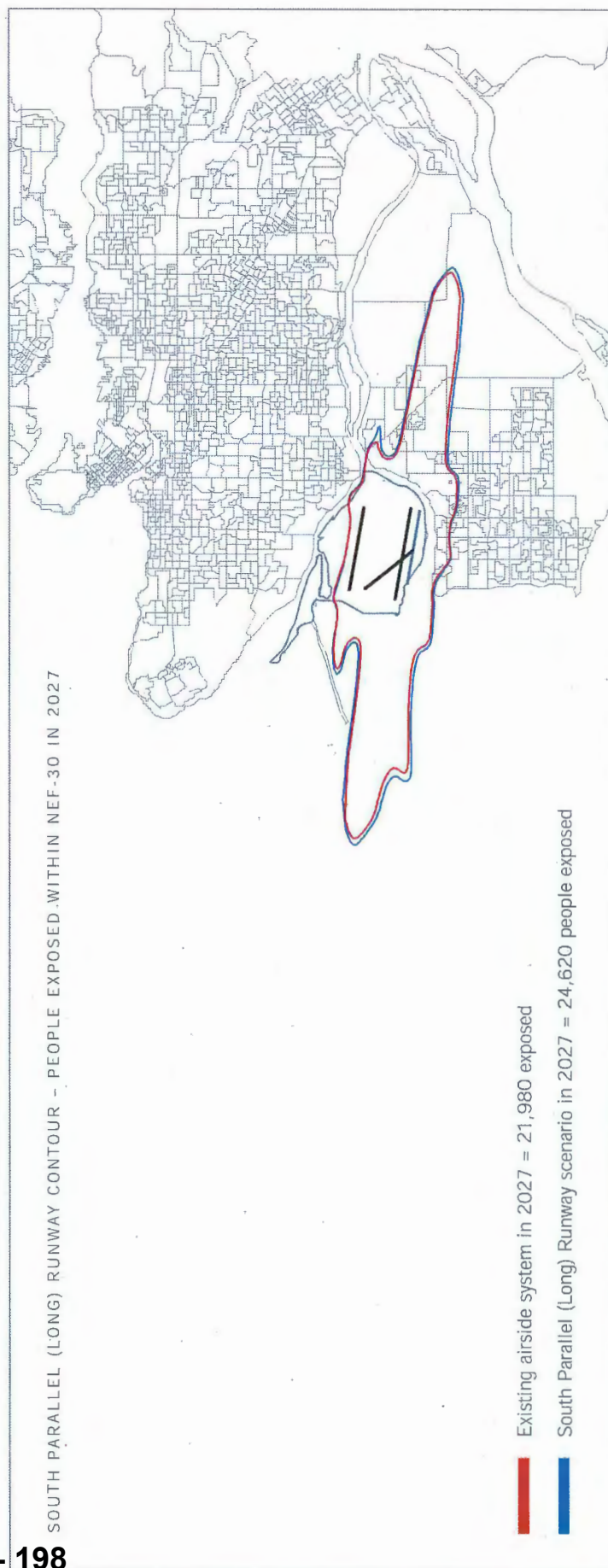
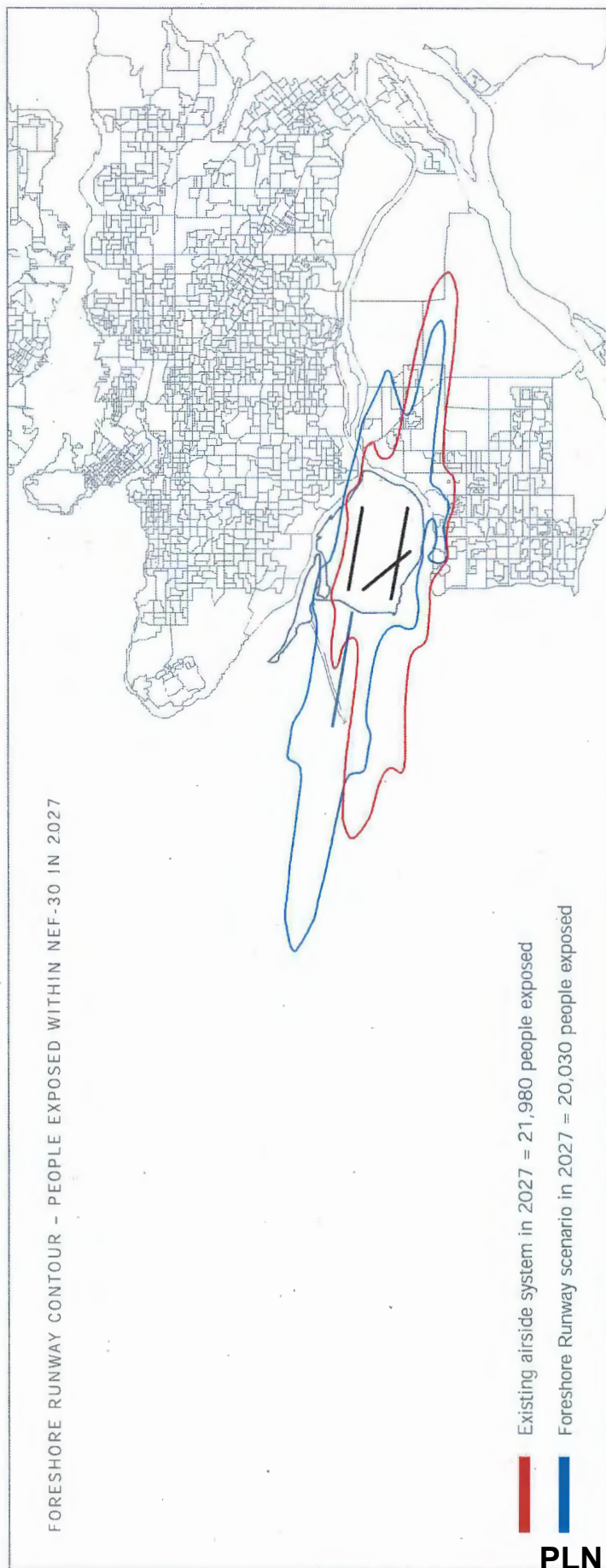
To compare noise impacts of the various runway options, the Airport Authority conducted an aeronautical noise management analysis. In Canada, the official metric for the assessment of aircraft noise is the noise exposure forecast (NEF). NEF contours are created using software developed by Transport Canada.

NEF contours are modeled by time-averaging the annual aircraft operations, with consideration given to the fleet mix, stage length, aircraft range, runway utilization, flight path and time of day.

Since Transport Canada guidelines prescribe that no new residential developments should occur in areas exposed to greater than 30-NEF, this 30-NEF benchmark was used in comparing master plan options. Forecasted populations of people living within the 30-NEF area for the years 2017 and 2027 were used to compare the NEF contours of the various runway options.

A base case forecast for 2027 population within the area of the existing runway system was used to measure the change in distribution of noise for each of the new runway options. The results of the new runway assessments indicate that only the Foreshore Runway decreased the number of people living inside the 30-NEF zone, achieving a 7.6% reduction. The North and South Parallel Runway options resulted in increases of those inside the 30-NEF zone ranging up to 12%.

Examples of NEF contours for the Foreshore and South Parallel (Long) runways are shown on page 21.



EVALUATION AND RECOMMENDATIONS

Based on sustainability matrix evaluation results, the Airport Authority recommends:

1. Implementing demand management measures to conserve YVR's airside capacity.
2. Proceeding with the North-South Taxiway (NST) to augment the existing taxiway system and improve system efficiency. The NST should be completed prior to the opening of phase 1 of a new passenger terminal in 2015 or sooner.
3. Proceed with extending the North Runway to the east, in combination with implementing the anticipated Runway End Safety Area (RESA) requirements on the North and South runways. The Airport Authority recommends extending the North Runway to the east, because a western extension would generate greater environmental impact.
4. When taxiway improvements are complete and both parallel runways are being used for arrivals and departures, the Crosswind Runway will contribute no additional capacity and should be closed.

5. Protecting for the Foreshore, South Parallel (Long) and South Parallel (Short) runway options by allocating these areas to airside operations use in the proposed 2027 Airport Land Use Plan, creating leasing policies that reserve the areas for future airside operations and implementing the necessary aeronautical zoning regulation applications required to protect the South Parallel and Foreshore Runway options.

Land reserved for the airside system is indicated in blue on the proposed 2027 Airport Land Use Plan on page 50.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Airside Reserve

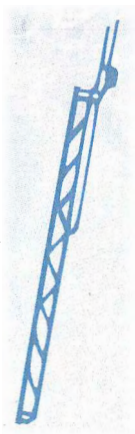
NORTH-SOUTH TAXIWAY



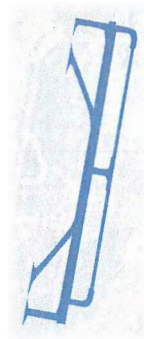
NORTH RUNWAY EXTENSION - EAST OPTION



FORESHORE RUNWAY



SOUTH PARALLEL (SHORT) RUNWAY



SOUTH RUNWAY - RUNWAY END SAFETY AREA (RFSa)



SOUTH PARALLEL (LONG) RUNWAY



6. Passenger Terminals

Terminals are central to passengers' experiences at YVR and key to the success of the Airport Authority and its business and government partners. YVR's terminals are highly regarded by passengers and the community for their amenity, efficiency and distinctive sense of place. A record 16.4 million passengers passed through YVR in 2005 and medium-growth projections indicate that YVR will need to accommodate approximately 33.4 million passengers by 2027.

Passenger terminal planning is influenced by numerous factors including border and security policies, air carrier business plans and operations, technology and retail opportunities, all of which are subject to change. After the September 11, 2001 terrorist attacks, for example, more rigorous border checks reduced the passenger processing rate by almost one-third, impacting the space required for that function. In the domestic and transborder (U.S.) sectors, the check-in process has largely shifted from counters to automated kiosks, and the average size of aircraft flying between YVR and Asia fell by 22% since 2001, impacting aircraft gate utilization. Some developments, such as the advent of off-site kiosk check-ins, tend to reduce the footprint of passenger terminals while others, such as baggage screening and new border regulations, necessitate larger passenger terminal spaces.

There are currently three main passenger terminals at YVR: the International Terminal Building (ITB), the Domestic Terminal Building (DTB) and the South Terminal Building (STB), which serves intra-B.C. airline traffic on the airport's south side. There is also a common-use floatplane dock at Airport South.

As of 2004, the ITB and DTB offered 51 bridged gates and 16 ramp loading positions for smaller aircraft with a further eight ramp loading positions

at the South Terminal Building. Medium-growth forecasts indicate that a total of 73 bridged gates will be required by 2017 and 87 gates by 2027 together with an estimated 32 ramp loading positions, distributed between the ITB, DTB and STB. While adjustments to airport operations may be able to squeeze additional capacity out of YVR's infrastructure for a time, passenger traffic will likely exceed terminal capacity sometime between 2013 and 2015. Additional terminal facilities, beyond those already planned for, will be required.

PLANNING APPROACH

The 20-Year Master Plan passenger terminal planning process was designed to exceed safety and customer service requirements, meet the operational efficiency needs of facility users, provide maximum flexibility for expansion and change, protect adequate land to meet terminal expansion needs, and utilize sustainable building design and operation practices. It balanced terminal and airside system development to achieve maximum efficiency and capacity of the combined systems.

The terminal planning process incorporated an analysis of demand and capacity. It considered the Airport Authority's strategy of providing common-use facilities (check-in counters, aircraft gates and baggage carousels) and creating infrastructure that supports an effective link between passengers and baggage and allows for incremental expansion. The process factored in the seasonality of some airport operations and the understanding that external changes will continue to affect terminal development and operations.



TERMINAL OPTIONS FOR CONSIDERATION

The Airport Authority identified three areas into which the existing terminal complex could be expanded: to the north east of the ITB, to the south east of the DTB and to the west of the existing terminal complex in either a satellite or a Y-shaped pier. Within each of these broad physical options were a number of alternatives for how the terminal would be utilized. For example, a north east expansion could accommodate transborder or international flights, both transborder and international flights, or flights of just one carrier or airline alliance. The terminal options evaluated were:

1. TRANSBORDER NORTH EAST: Expand the terminal complex to the north east of the ITB to accommodate transborder traffic.
2. INTERNATIONAL NORTH EAST: Expand the terminal complex to the north east of the ITB to accommodate international traffic.
3. INTERNATIONAL/TRANSBORDER NORTH EAST: This option is a variation of other north east terminal options, accommodating both international and transborder traffic.
4. TRANSBORDER SOUTH EAST: Expand the terminal complex to the south east of the DTB to accommodate transborder traffic.
5. INTERNATIONAL WEST SATELLITE: Construct an in-field satellite terminal west of the existing complex for international traffic, connected to the main terminals by a people mover.
6. TRANSBORDER WEST SATELLITE: Construct an in-field satellite terminal west of the existing complex for transborder traffic, connected to the main terminals by a people mover.
7. INTERNATIONAL Y: Construct a new international pier by western expansion of the existing Pier C.
8. TRANSBORDER Y: Construct a new transborder pier by western expansion of the existing Pier C.
9. DOMESTIC Y: Construct a new domestic pier by western expansion of the existing Pier C.
10. HUB CARRIER Y: Construct a new hub through incremental development and expansion of the existing Pier C complex.
11. TERMINALS A & B: Terminals allocated by airline carrier or alliance serving the necessary sectors.
12. CHARTER/LOW-COST CARRIER TERMINAL: This option reflects an emerging trend in terminal planning where terminals are organized by product type rather than by sector.

 www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report > Chapter 6

ACCESSIBILITY

The Airport Authority is a world leader in creating accessible air terminal facilities. This commitment to accessibility recognizes the importance of meaningful access, regardless of age or ability, as a fundamental aspect of good customer service. Along with a facility design policy that utilizes the highest applicable building code requirements for access for people with disabilities, the Airport Authority retains an independent access consultant to review all new construction and retail projects. These rigorous standards for providing quality access for all would be reflected in any new terminal facility.

PEOPLE MOVERS

As YVR expands, so do walking distances for passengers. Public input shows that minimizing walking distances within terminals is a priority. To continue to provide a high level of service, the Airport Authority recognizes that some form of people mover (shuttles, buses or Skytrain-type technologies) will be required to facilitate movement within the terminals and to respond to the needs of the changing demographics of travellers.

Most types of people movers can be integrated into a terminal complex, although some may be more difficult to incorporate than others. Future terminal expansion and renovation projects will consider walking distances and consider the appropriate people mover technologies to minimize them.

SOUTH AIRPORT

SOUTH TERMINAL BUILDING (STB)

As long as there is demand from passengers and air carriers serving small regional destinations in B.C., the STB will continue to operate. It is not anticipated that significant STB expansion will be required, and the terminal reserve set out in the 1995 Master Plan should be adequate to 2027. Should the Airport Authority pursue a South Parallel Runway option, the existing South Terminal Building would be impacted.

FLOATPLANE TERMINAL

In the middle arm of the Fraser River, the Airport Authority's common-use floatplane dock is operated by a third party. Harbour Air also has its own passenger terminal and dock on the river. Assuming the floatplane terminal continues to operate on a common-use basis, sufficient space will need to be set aside for adjacent vehicle parking and terminal facilities. There may be an opportunity to combine the floatplane terminal and parking facilities within the STB, especially if floatplane passengers are required to undergo pre-board screening.



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TERMINAL FACILITIES AT CANADA LINE YVR STATION 1

During stage two consultations, the possibility of locating select terminal facilities, such as passenger and baggage check-ins, at Canada Line YVR Station 1 was identified. Under this system, passengers could choose to check themselves and their baggage in before riding the Canada Line to the main terminal for pre-board screening. This would help address the significant public demand for additional curbside pick-up and drop-off space, reduce emissions by shortening vehicle trips, relieve congestion at DTB and ITB curbs and parking facilities and maximize the Airport Authority's investment in the Canada Line. The Airport Authority believes this option offers numerous benefits and will discuss it with stakeholders during stage three of the 20-Year Master Plan consultation process.

STAKEHOLDER INPUT AND FEEDBACK

During the consultation process, feedback on the various terminal options was solicited from air carriers, government agencies, passengers and the general public.

The public primarily favored the South East and North East terminal options and also supported the Western Y terminal options. The separated Western Satellite Terminal option was least favored.

Air carrier business partners were primarily interested in operational efficiency and minimizing capital costs and disruptions during construction. Carriers also indicated a preference for consolidated operations wherever possible.

The need for additional passenger pick-up and drop-off curb space at the DTB and ITB was a recurring theme during consultation. This challenge will likely persist until YVR's terminals are expanded, although locating terminal facilities at Canada Line YVR Station 1 may offer some interim relief.

EVALUATION AND RECOMMENDATIONS

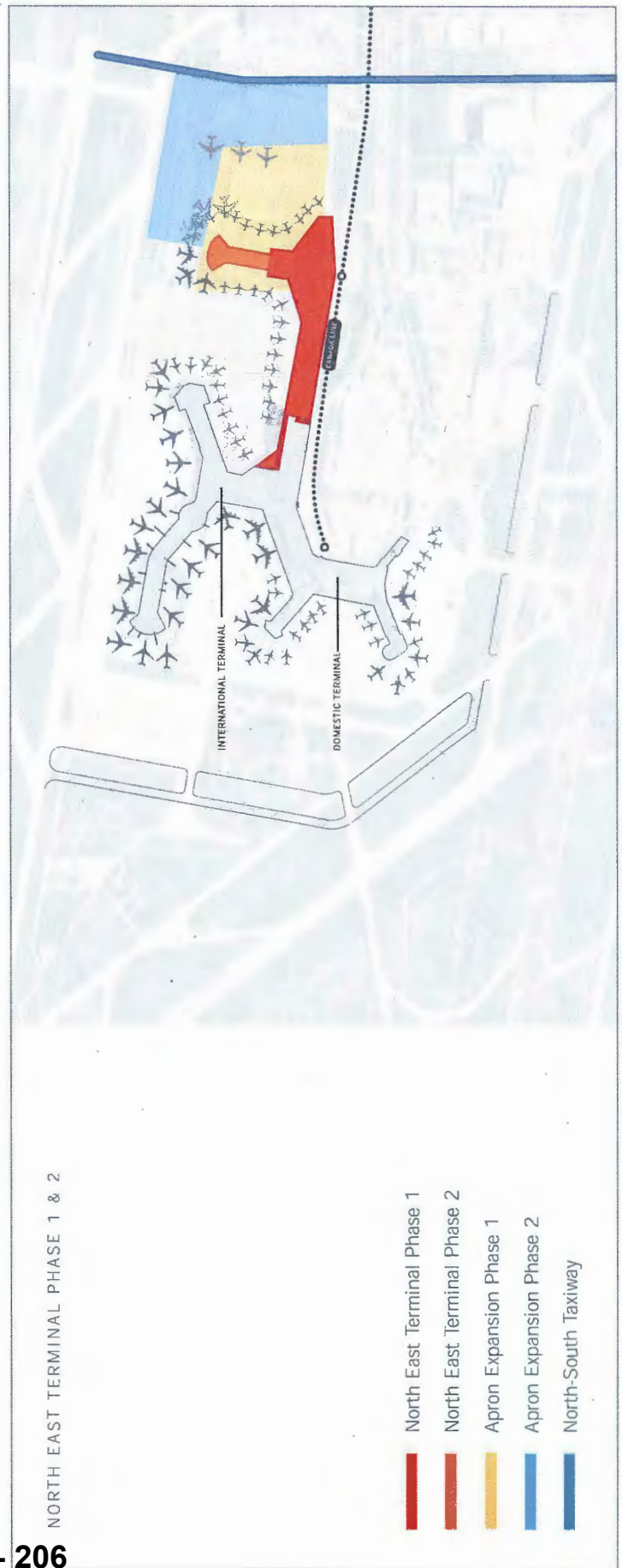
The Airport Authority evaluated the terminal options using the sustainability matrix. The West Satellite options were penalized because they were difficult to build incrementally, did not provide additional curb space and received negative public response. While the Western Y options performed strongly during analysis, their construction complexity and lack of curb space worked against their selection.

The Transborder South East option performed more strongly than western expansion options during evaluation, partly because of its location adjacent to the South Runway, which is used for transborder flights. This terminal option would require relocation of cargo operations on Miller Road, and Canada Line access would not be as direct or convenient as some other options.

The North East terminal options rely on the construction of the North-South Taxiway to provide an acceptable taxiing distance to the South Runway. Benefits of these options include ease of construction, short delivery times and the opportunity for incremental development. All reduce risk and financial exposure and provide adequate curb space and good access to Canada Line. Order of magnitude costs for the North East terminal options range from \$1.24 billion and \$1.34 billion.

To meet YVR's forecast terminal needs, the Airport Authority recommends:

1. Selecting the North East location for the next phase of terminal expansion, maintaining the flexibility to service the international, transborder and/or airline alliance sectors.
 2. Reserving land to the south east in the event that the passenger growth rate is high, or that terminal expansion to the south east is required for a discount/low-cost carrier terminal, or to accommodate special requirements associated with the 2010 Winter Olympics.
 3. Considering placing select terminal facilities at Canada Line YVR Station 1 and allocating land for this purpose.
4. Maintaining the South Terminal Building (STB) as long as it is required by air carriers and passengers and protecting sufficient land to accommodate STB growth or address impacts of the proposed South Parallel Runway.
 5. Protecting adequate land, including vehicle parking, for a floatplane terminal. Should implementation of the South Parallel Runway option mean a new STB is required, the Airport Authority should consider the feasibility of co-locating a floatplane terminal with a new STB.
- Lands allocated or reserved for current or future terminal use are indicated in red on the proposed 2027 Airport Land Use Plan on page 50.



7. Ground Access and Parking

The proposed development is located on a site that is currently used for agricultural purposes. The site is bounded by a road to the north and a road to the south. The site is currently used for agricultural purposes and is not zoned for residential development. The site is currently used for agricultural purposes and is not zoned for residential development. The site is currently used for agricultural purposes and is not zoned for residential development.

YVR GROUND TRANSPORTATION SYSTEM

Planning the future of YVR's ground transportation system is challenging, since many routes are shared by airport-related users such as passengers, employees, cargo vehicles and airport visitors as well as non-airport-related users such as commuters. For example, roughly two-thirds of the vehicles using the Arthur Laing Bridge (the main link to Vancouver) are not airport-related. Furthermore, different governments or authorities have jurisdiction over different bridges and road systems.

An estimated 20.2 million airport-related vehicle trips were made in 2005. Forecasts indicate that, even with a projected 15% of passengers and 18% of employees using the Canada Line, the number of airport-related vehicle trips will grow to 25.9 million in 2017 and 30.6 million in 2027.

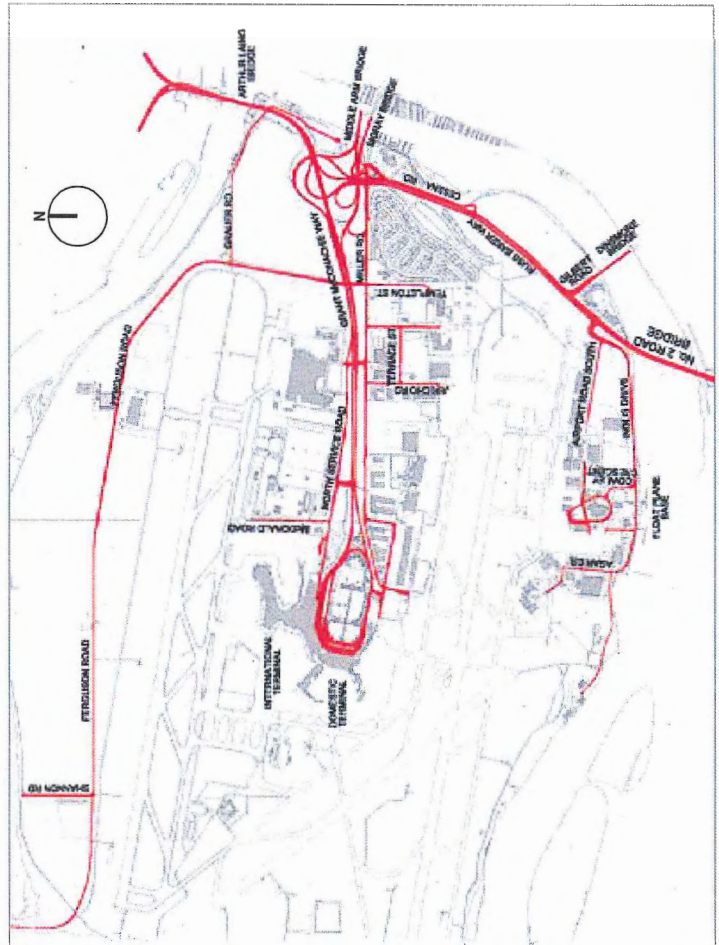
Detailed analysis shows the existing bridge infrastructure is adequate to serve airport-related demand to 2027 but this will displace non-airport-related traffic. Even with the implementation of the Canada Line, the Airport Authority will need to introduce measures to ensure easy access to the airport for passengers, businesses and employees.

PLANNING APPROACH

In developing and evaluating ground transportation solutions, the Airport Authority's objectives were to ensure a range of available access choices, to move people and goods safely and effectively, to ensure integration with the transportation plans of partner agencies and governments, to minimize environmental impacts (such as vehicle emissions) and to remain flexible to respond to changing demand over the planning horizon.

The Airport Authority's multi-agency planning approach included developing a transportation demand model for 2027 and integrating it into the regional transportation demand model, developing parking demand forecasts, conducting workshops with the cities of Vancouver and Richmond, the Greater Vancouver Transportation Authority and the Government of B.C. and consulting extensively with business partners, stakeholders and the general public.

GROUND TRANSPORTATION SYSTEM,
ACCESS TO AND FROM SEA ISLAND



OPTIONS FOR CONSIDERATION

The Airport Authority developed 10 ground access options for consultation with government agencies, stakeholders and the general public. Broadly speaking, the options fall into two groups – parking options and ground access. Ground access options are further divided into those that maximize existing capacity and those that add new capacity.

PARKING OPTIONS

1. Continue to provide parking for passengers and employees on Sea Island, with possible new long-term public and employee parking near Canada Line YVR Station 1.
2. Provide some public and employee parking off Sea Island (in Richmond and Vancouver) and bring passengers and employees to YVR using the Canada Line.

GROUND ACCESS OPTIONS ENHANCING EXISTING ROUTES

3. Dedicate a portion of existing routes and lanes to airport traffic only, or implement tolls for commuter traffic on routes such as the Arthur Laing Bridge.
4. Enhance the capacity of existing routes through improvements, such as building an overpass at the Templeton/Grant McConachie Way intersection, improving merge lanes at the south end of the Arthur Laing Bridge, or building a traffic bypass on SW Marine Drive.
5. Implement one-way systems, such as designating the Arthur Laing Bridge a southbound route and the Oak Street Bridge a northbound route exclusively.

ADDING NEW CAPACITY

6. Build a four-lane Templeton-Arbutus connector from the north end of Templeton Street on Sea Island to West Boulevard in Vancouver.
7. Create a Templeton-Alderbridge connector by extending Templeton Street south and twinning the Dinsmore Bridge to connect to Alderbridge and No. 3 Road.
8. Twin the Arthur Laing Bridge and dedicate the additional lanes exclusively to airport use.
9. Improve access between YVR and Highway 99 by replacing at-grade intersections with overpasses and replacing the existing Middle Arm Swing Bridge.

DEMAND MANAGEMENT

10. Maximize efficient use of existing routes and bridges with a combination of economic measures and traffic flow strategies. It should be noted that demand management alone will not be sufficient to satisfy traffic projections to 2027.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report > Chapter 11

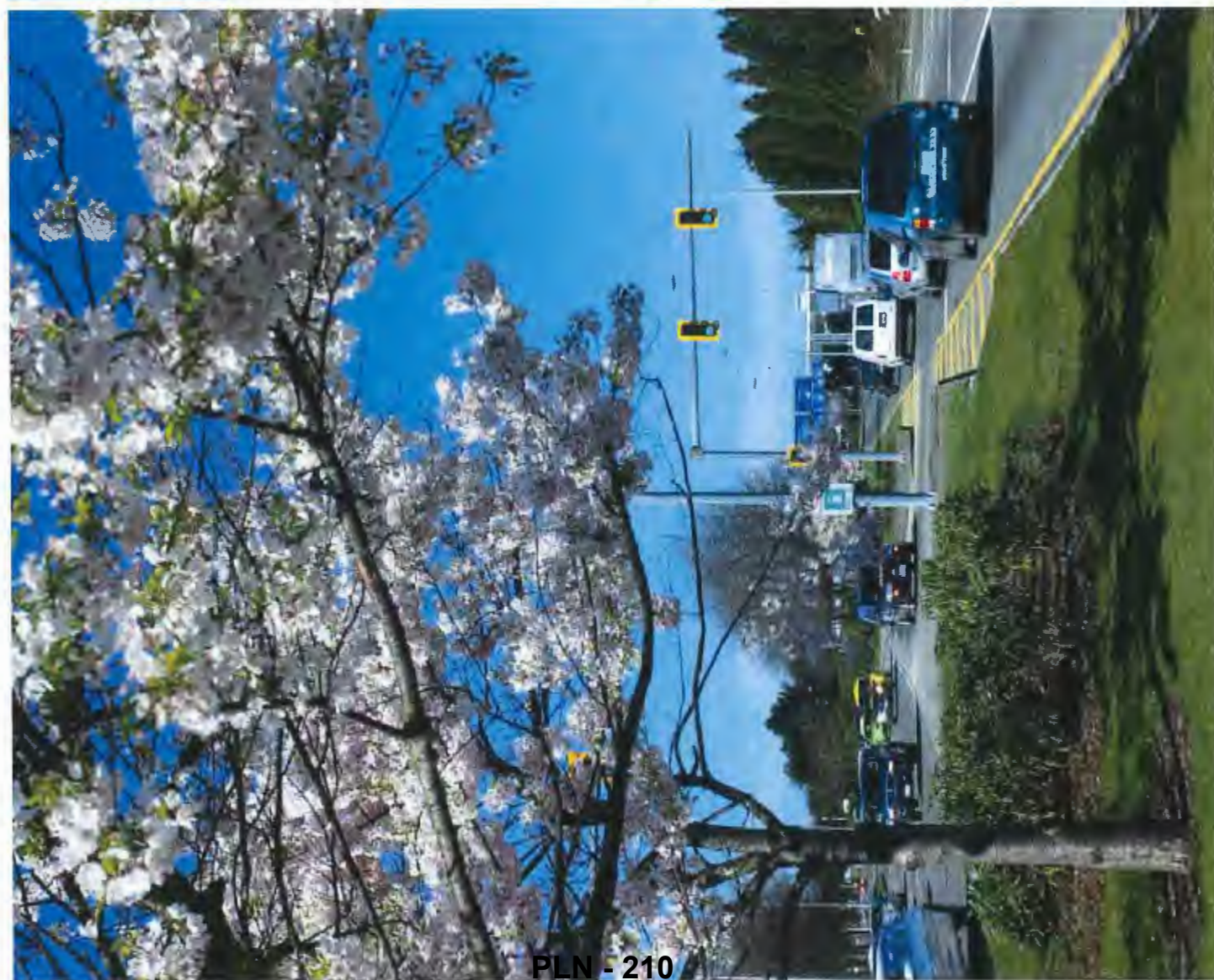
STAKEHOLDER INPUT AND FEEDBACK

Consistent with the feedback received from Airport Authority business partners, members of the public recognized that transportation on and off Sea Island posed a significant challenge in future planning. Business partners need access to a sufficient labour pool and, in the case of the cargo community, good access to Highway 99 is required. For the integrators (courier companies), timely access to downtown Vancouver and business parks is important.

The vast majority of stakeholders believe transportation demand management is a necessity. Many supported the idea of parking at facilities remote from the terminal (at a lower price) and riding the Canada Line to the airport, and some business partners pointed out that remote employee parking is common at other large airports. The City of Vancouver reiterated its policy that no new arterial road capacity into the city be added.

Most respondents supported building new roads and bridges, although they opposed some options, including the Templeton-Arbutus and Templeton-Alderbridge connectors. While dedicated airport access lanes received some support, some stakeholders had reservations.

Feedback from Lower Mainland residents and YVR passengers indicated substantial support for the Canada Line rapid transit link between the airport, downtown Vancouver and Richmond. Many also suggested encouraging alternative modes of transportation, such as adding bike lanes for airport access routes, particularly for airport employees.



EVALUATION AND RECOMMENDATIONS

In the sustainability matrix evaluation, options that utilized existing infrastructure performed better than those that added new capacity. Of the proposed new capacity options, an improved corridor between YVR and Highway 99 performed best.

The Airport Authority recommends:

- Pursuing a comprehensive demand management program which maximizes Canada Line rapid transit use, considers toll or dedicated access lanes and relocates some airport parking off of Sea Island;
- Working with partner agencies and governments to ensure priority for airport traffic as non-airport demands for bridge capacity intensify;
- Implementing a dedicated airport access lane northbound on Russ Baker Way;
- Not pursuing an extension of Templeton Street south to the Dinsmore Bridge;
- Protecting the Middle Arm Bridge access (Sea Island Connector/Moray Channel Bridge) from encroachment by non-airport traffic, working with government partners to replace the Moray Channel Swing Bridge and improving access to Highway 99;

- Offering an array of public parking products and accommodating the requirements of the car rental industry on Sea Island;
- Adding capacity to and improving Sea Island road system intersections;
- Reviewing commercial ground transportation policies to reduce unnecessary shuttling over bridges;
- Ensuring that the business case for any non-airport-related commercial development on Sea Island considers the impact of incremental vehicle traffic on bridge capacity.

The above recommendations are contingent on the Canada Line's actual impact on the demand for ground access to YVR, which will be closely monitored.

Lands allocated to YVR's ground transportation system are indicated in grey on the 2027 Airport Land Use Plan on page 50.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Ground Access and Parking



PLN - 212

8. Cargo

Although YVR is primarily a passenger facility, cargo is a major business at the airport. Most air cargo facilities at YVR are located in an area known as Cargo Village on Miller Road. Other cargo facilities are located in the Jericho Road subdivision and Airport North.

Cargo processed at YVR is carried in the belly of passenger aircraft (belly cargo), by all-cargo aircraft (freighters), or by companies such as UPS, FedEx and Purolator, known as integrators because their operations include integrated "door-to-door" shipping services.

In 2005, 223,700 tonnes of cargo were loaded and unloaded from aircraft at YVR. By 2027, the annual projected volume of cargo passing through YVR is 500,000 tonnes. The volume of cargo coming from international markets is forecast to increase significantly over the planning period, as is the percentage of cargo carried by freighters.

Due to the intermodal nature of cargo, significant volumes of cargo processed at YVR facilities arrive and depart by truck, and are therefore not factored into air cargo statistics. This cargo does affect the planning process, and it has been considered on the proposed 2027 Airport Land Use Plan (under Airside Commercial) and in chapter 7 of the Master Plan Technical Report.

A considerable amount of YVR land is devoted to processing relatively small volumes of cargo. Over the planning period, the Airport Authority will work with its business partners to increase the productivity of cargo facilities.

In planning the future of cargo processing at YVR, consideration must be given to potential mandatory pre-board screening of belly cargo and the possibility that inbound cargo will need to undergo security and health inspections. Furthermore, the implementation of the North-South Taxiway and any future South East terminal expansion will affect future cargo operations at YVR.

PLANNING APPROACH

In evaluating YVR's future cargo needs, the Airport Authority considered the projected land, facility and circulation demands of YVR's cargo operations, identified alternative locations to accommodate projected growth of air cargo facilities and worked to reserve the necessary lands for cargo facility expansion and operations growth.



PLN - 214

CARGO OPTIONS

To accommodate projected cargo operations over the 20-year planning horizon, the Airport Authority will need to reserve land for a belly cargo campus with good airside road access to the international passenger aircraft ramp, and an integrator campus with good access to airside as well as the regional highway system. Saving valuable minutes in the delivery of packages is especially important in Vancouver because of the long distances from, and time-zone differences with, the main sorting hubs of the integrators. It will likely be necessary to relocate the existing Cargo Village to make room for terminal expansions and/or related ground access and parking facilities.

Three areas are available for the proposed cargo campuses: the Northlands, the West Infield and the Jericho/Templeton area south of Miller Road. The Northlands offer good highway and airfield access, especially if the North-South Taxiway is built. The eastern end of the Northlands area is within acceptable, industry-standard distance of the international passenger ramp.

Should the Crosswind Runway be decommissioned as part of airside improvements, a substantial parcel of suitable land in the West Infield could be developed, subject to the feasibility of a road access tunnel under the approach to the North Runway. Airside vehicle access to the passenger terminal and airfield access for aircraft would be very good, so the West Infield could be well-suited for a belly cargo campus.

Developing the Jericho/Templeton area would mean relocating the Airport Authority departments that operate out of the Templeton Building and consolidating the land immediately to the north. Highway and airside access is good from this location making this area well-suited to accommodate integrator growth.

The Canadian Air Transport Security Authority (CATSA) is currently developing policies and procedures related to the screening of outbound air cargo. While the integrators will be able to meet the requirements individually, smaller cargo handling companies and freight forwarders may find it too expensive to do so and the Airport Authority may need to examine the feasibility of a centrally located, common-use cargo screening facility.

STAKEHOLDER INPUT AND FEEDBACK

Extensive consultations were undertaken with the principal integrators, freight forwarders and brokers, facility developers, air carriers and government agencies such as Transport Canada, CATSA, and the Canada Border Services Agency (CBSA).

Given the rapidly changing nature of the cargo industry, stakeholders stressed the need for flexibility. Business partners processing belly cargo need facilities located reasonably close to the passenger terminal, preferably no more than 2.5 kilometres away. Integrators require self-contained facilities but also have business partners in Cargo Village.

During public consultation, concerns were raised about the compatibility of cargo facility development adjacent to residential neighborhoods.

EVALUATION AND RECOMMENDATIONS

To meet YVR's projected cargo needs, the Airport Authority recommends:

1. In consultation with cargo business partners, increasing the production efficiency of existing cargo buildings.
2. Approximately 70 hectares of cargo processing lands will be required in 2027, assuming an increase in the efficiency of cargo buildings. Depending on the availability of suitable land, and in consultation with the industry, greater efficiency rates may need to be realized.
3. Reserving approximately 15 hectares of airport Northlands for a new Cargo Village, to be created if existing facilities are displaced by terminal expansion. The new facility should be located within a distance of the passenger aircraft ramp acceptable to the industry. Freight parking positions would need to be developed adjacent to the new Cargo Village, which should also provide for the development of a centrally located, common-use outbound cargo screening facility.
4. Incremental integrator land requirements, estimated at 55 hectares, should be accommodated in the Jericho Road subdivision (including the site of the existing Templeton Maintenance Building) and in Airport North subject to further discussion with integrator business partners.

Lands allocated for cargo operations at YVR are included in the Airside Commercial allocation, indicated in yellow on the proposed 2027 Airport Land Use Plan on page 50.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Airside Commercial

9. Airport Support Services

A variety of airport services support safe and efficient aircraft operations at YVR, and the 20-Year Master Plan must allocate sufficient lands to allow for the expansion of these services to meet projected growth in passengers, aircraft and cargo demands.

AIRPORT OPERATIONS CENTRE

Equipped with communications and visual monitoring equipment, YVR's Operations Centre is the nerve centre that coordinates all airport operations. Operations Centre staff constantly monitor the spectrum of airport operations including passenger terminals and baggage systems, airfield status, roads and bridges and assistance calls. The Operations Centre is equipped with a dedicated facility to oversee the response to emergency situations at the airport.

AIR TRAFFIC CONTROL

A number of the recommendations in this draft document may impact NAV CANADA's air traffic control system and air navigation aid requirements. The detailed design of future facilities must consider control tower sight lines and radar as well as the potential for interference with navigation aids.

AIRCRAFT DE-ICING

As aircraft operations at YVR increase, the airport's de-icing capacity will need to be expanded. The required capabilities for de-icing and the environmentally sound

containment, recovery and recycling or disposal of de-icing fluids will be designed into the taxiway system and apron layout at appropriate locations.

WILDLIFE CONTROL

Wildlife can pose a significant threat to safe aircraft operations, and YVR's wildlife control systems capabilities will be configured to address wildlife hazards associated with increased aircraft traffic and airside development.

AIRCRAFT RESCUE & FIRE FIGHTING (ARFF)

YVR maintains aircraft rescue and firefighting (ARFF) services to the standards required by Transport Canada for aircraft in all categories, including those for the Airbus A380. Relocation of the Firehall may be required to accommodate new facilities. This will be undertaken without compromise to operational capability.

AIRPORT MAINTENANCE

YVR's Templeton Road maintenance facility is reaching the end of its useful life and will need to be replaced over the 20-year horizon. Further study will be undertaken to identify a suitable location for the various Templeton facility functions.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 8

10. Commercial Operations

Commercial operations at YVR fall under two categories: airside (commercial operations with direct access to airside system) and groundside (commercial operations without direct access to the airside system). This chapter provides the Airport Authority's recommendations for accommodating commercial operations to 2021.

AIRSIDE COMMERCIAL

Over the last twenty years, the Airport Authority has leased an average of 1.6 hectares of airside commercial land per year, including facilities for cargo processing. Excluding cargo, average leased land has been 0.5 hectares per year. YVR has sufficient airside land to accommodate the likely demand from non-air cargo airside commercial uses such as aircraft maintenance and Fixed Base Operators over the planning period.

 [www.yvr.ca](#) > YVR: Your Airport 2027: 20-Year Master Plan > Map > Airside Commercial



GROUND-SIDE COMMERCIAL

Groundside commercial land can be sub-divided into airport-related uses and non-airport related uses. The average amount of groundside commercial land leased over the last 20 years has been 0.7 hectares per year, the vast majority of which has been for aviation-related purposes.

FLIGHT KITCHENS

Two companies – Gala Operations and GLS Catering Services – provide flight kitchen services at YVR. Combined, their facilities occupy 57.1 hectares in Airport Centre on Miller Road. Given the airline industry trend toward limiting complimentary food services, the number of airline meals required has decreased. Even with forecasted growth in longer-haul flights, there is sufficient unused capacity in the current flight kitchen facilities to meet demand over the planning horizon.

NON-AVIATION-RELATED COMMERCIAL

Historically, very little airport land has been used for non-aviation-related development. However, local commercial real estate trends suggest that demand for suburban office and industrial space will remain strong, and the Canada Line rapid transit enhances the accessibility of Sea Island, which may open up new commercial development possibilities.

As part of the master planning process, the Airport Authority examined regional commercial and industrial real estate trends, assessed the potential implications of the Canada Line, non-aviation-related commercial practices at other airports, and, at a high level, reviewed the financial implications of development. Subject to meeting the needs of aviation-related uses, it is recommended that the Airport Authority pursue value-added, non-aviation-related commercial developments that are compatible with airport operations, consistent with regional and municipal plans and that do not generate a significant amount of additional non-airport-related traffic. Lands allocated as Airside Commercial are indicated in yellow and lands allocated as Groundside Commercial are indicated in brown in the proposed 2027 Airport Land Use Plan on page 50.

 www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Groundside Commercial



11. Utilities

While not top-of-mind for most travellers, utilities such as electricity, heating, water, sanitation, telecommunications and information technology, dykes, storm water drainage and fuel services are vital to the safe, effective operation of YVR.

The master planning process sought to ensure continuity of service by estimating future demand for the various utilities, evaluating system capacities and identifying alternatives as necessary. A demand capacity analysis was prepared for each utility by Airport Authority staff, consultants and suppliers in a series of workshops that identified demand, deficiencies and proposed solutions. Detailed plans for these services have been developed to ensure that all systems have the required capacity to meet forecast demands.

RESOURCE EFFICIENCY PROGRAM

The resource efficiency program seeks to reduce overall energy consumption at the airport. Although the terminal buildings expanded in area by 44% between 1997 and 2003, total energy consumption increased by only 6% over the same period. The Airport Authority's Energy Reduction Team is a cross-departmental committee whose mandate is to identify and implement energy-reduction initiatives through energy-efficient work activities, purchasing choices and the design of future facilities.

UTILITY SYSTEM CORRIDORS

Major utility corridors have been established on the 2027 Airport Land Use Plan to ensure that right-of-ways are protected for future expansion. Areas allocated for utility corridors are indicated in orange on the proposed 2027 Airport Land Use Plan on page 50.

AVIATION FUEL SUPPLY AND STORAGE OPTIONS

Fuel for aircraft at YVR is provided by Vancouver Airport Fuel Facilities Corporation (VAFFC), a consortium of airline companies. By 2010, daily maximum aviation fuel consumption is forecast to exceed the daily capacity of the airport's fuel delivery system and Sea Island's existing fuel storage capacity will not be able to ensure the recommended four-day operational reserve.

The Airport Authority concurs with VAFFC's proposal that YVR's daily fuel supply capacity be doubled by 2017 and tripled by 2027, and that VAFFC's controlled storage capacity be increased to accommodate the corresponding four-day operational reserves.

VAFFC has been considering the options for increasing the supply of fuel to the airport. A list of possible options was developed for review and three options have been retained for further consideration. They are:

- Increasing pipeline capacity by replacing or twinning the existing pipeline;
- Delivering aviation fuel directly to Sea Island by ocean tanker or barge;
- Identifying a location on the main arm of the Fraser River for delivery by tanker or barge to a new on-site VAFFC tank facility with connecting VAFFC pipeline system to YVR.

The Airport Authority will continue to work with VAFFC to select a sustainable fuel-supply option that meets the needs of the airport and surrounding communities.

 www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Utility Corridor



PLN - 222

12. Recreational Areas

While Sea Island is home to YVR, it is also an area of recreational interest for local community residents; airport employees, airplane spotters, picnickers and wildlife enthusiasts. The Airport Authority will continue to work with the City of Richmond and local communities to ensure that, whenever possible, amenities such as bicycle paths, playing fields and public washrooms are provided to enhance the public's enjoyment of Sea Island.

Lands allocated for recreational areas are indicated in green on the proposed 2027 Airport Land Use Plan on page 50.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map > Recreational Area



PLN - 224

13. Regional Airport System

In addition to YVR, five other airports operate in B.C.'s Lower Mainland: Abbotsford International Airport, Boundary Bay Airport, Chilliwack Municipal Airport, Langley Regional Airport and Pitt Meadows Regional Airport. Each airport is operated by an independent body with a specific mandate and charter to cater to community needs.

While no formal structure unites the Lower Mainland airports into a defined airport system, it is widely recognized that growing populations and increasing aviation demands require a regional approach to airport planning. This view was frequently expressed at the Airport Authority's long-term planning forums and at various consultation events.

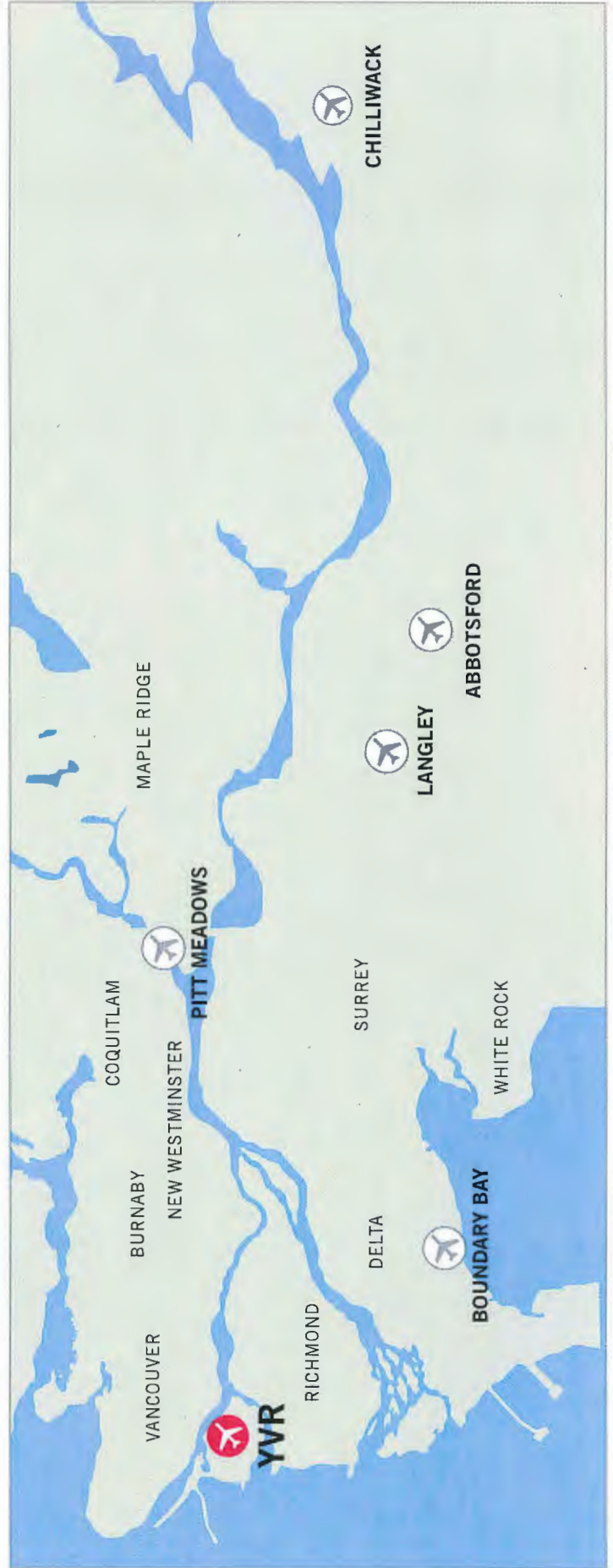
The Airport Authority has consulted with other airport operators in the Lower Mainland to work on consistency of plans for the future of the region.

To create the most effective and efficient airport system, the Airport Authority recommends establishing an ongoing mechanism for coordinating Lower Mainland airport activities and encouraging dialogue at both the operational and senior management/governance levels. The Airport Authority, perhaps in conjunction with the provincial government and Transport Canada, is prepared to play a key role in this initiative.



www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Technical Report, Chapter 13

AIRPORTS IN B.C.'S LOWER MAINLAND

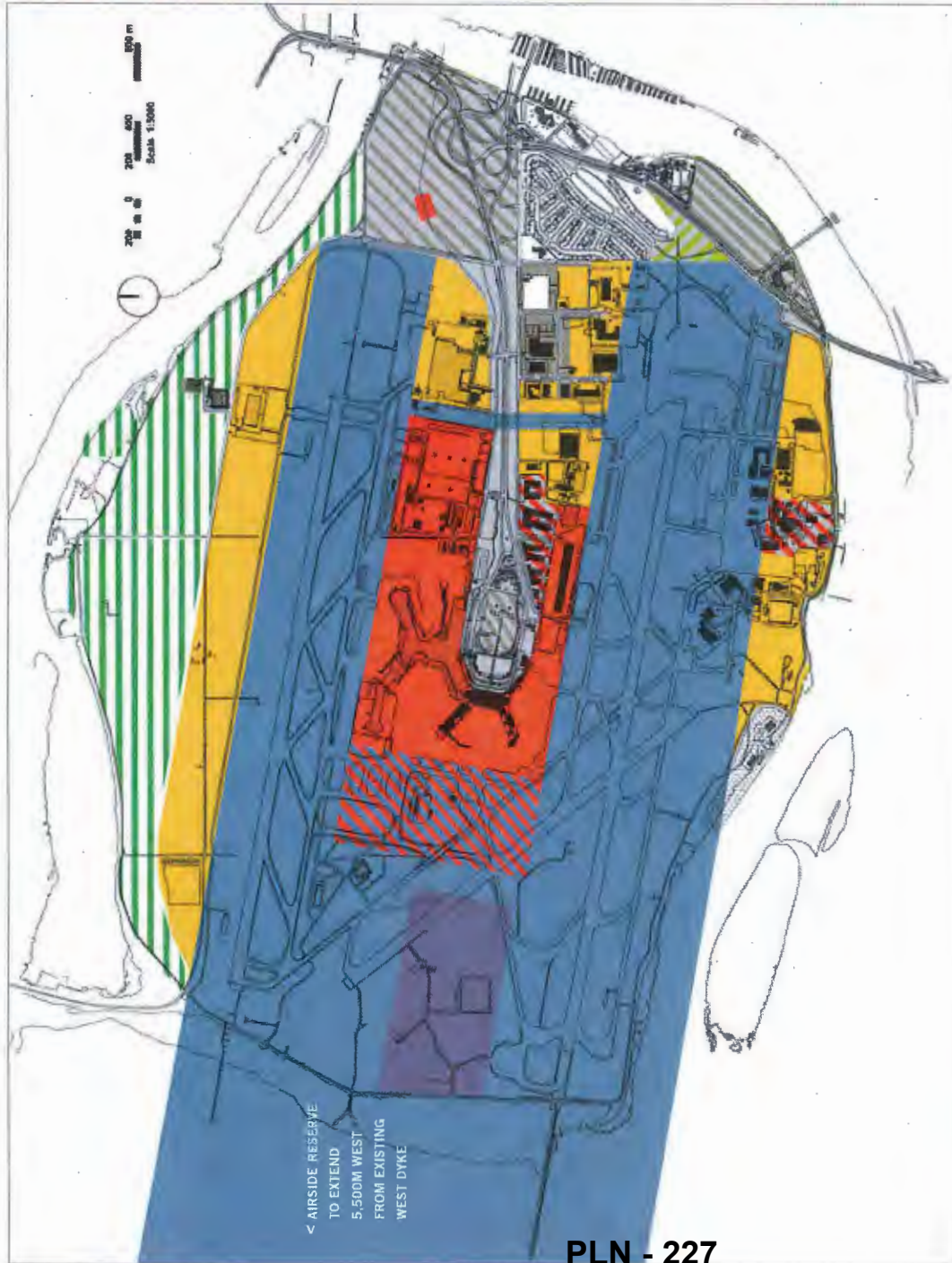


14. Proposed 2027 Airport Land Use Plan and Gateway Development Projects

2027 AIRPORT LAND USE PLAN

The Airport Authority must submit an Airport Land Use Plan to the federal Minister of Transport for approval. The 2027 Airport Land Use Plan protects existing operations areas and allocates sufficient land for the potential upgrades or expansions that may be required during the 20-year planning horizon.

To reflect changes to the current Airport Land Use Plan, necessitated by the gateway development recommendations outlined in this chapter, the Airport Authority has a proposed 2027 Airport Land Use Plan for consideration.



PLN - 227

PROPOSED 2027 AIRPORT LAND USE PLAN FOR YVR

Key land use areas allocated on the plan include:

- AIRSIDE RESERVE: includes YVR's runways and the lands required for airside operations, including taxiways, airside roads and navigation aids.
- PASSENGER TERMINAL RESERVE: includes land required for terminal expansion in both the medium and long terms.
- GROUND ACCESS & PARKING: includes bridges, roads, the Canada Line, public and employee parking, commercial transportation and car rental facilities.

- AIRSIDE COMMERCIAL: includes those commercial lands that have direct access to the airside system (such as air cargo facilities, aircraft maintenance facilities, commercial and business aviation operators and commercial helicopter and floatplane services) and Airport Authority operational needs.
- GROUND SIDE COMMERCIAL: includes designated commercial land uses without airside system access (such as, flight kitchens, car rental service facilities, fuel storage facilities and other non-airport related, but airport-compatible commercial development activities).

Hatched areas denote two options of land reserve.
Un-coloured areas denote private lands. Non-conforming interim uses may be permitted.



PLN - 228



Hatched areas denote two options of land reserve.
 Un-coloured areas denote private lands. Non-conforming
 Interim uses may be permitted. Concept drawings shown
 are for planning purposes only.

- INFIELD OPERATIONAL SUPPORT: refers to lands in the infield that may in future be required for various "back-of-house" functions.
- RECREATIONAL AREA: designates lands for recreational uses. The proposed 2027 Airport Land Use Plan shows the recreational area south of Burkeville is also designated for possible ground access and parking uses in the future.
- SEA ISLAND CONSERVATION AREA: This land is managed by Environment Canada, and is not addressed by this draft 20-Year Master Plan.

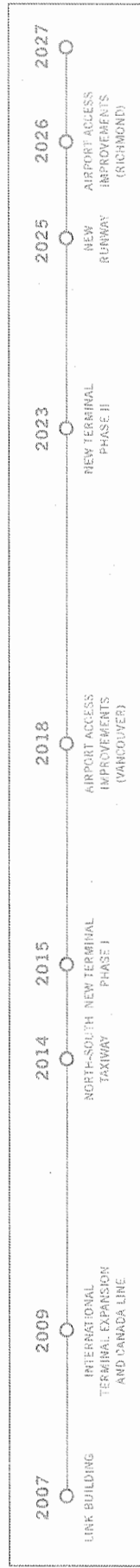
A conceptual drawing showing how key Airport Authority recommendations fit into the proposed 2027 Airport Land Use Plan is shown above. An interactive map is also available on the website.

www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan > Map

GATEWAY DEVELOPMENT AND TIMING

As outlined in this draft plan, a number of major development projects are needed to support YVR's growth over the 20-year planning period. Brief descriptions and timing estimates of the Airport Authority's major recommendations are provided below.

ESTIMATED TIMELINE FOR GATEWAY DEVELOPMENT REQUIREMENTS



The timing for all recommendations is based on a medium-growth scenario. Actual timing will be subject to actual growth in demand.

GATEWAY DEVELOPMENT

- 2007 LINK BUILDING AND RUNWAY END SAFETY AREA (RESA) REGULATION: Completion of the current Link Building project and expected regulation changes by Transport Canada to extend runway end safety areas to the North and South runways.
- 2009 INTERNATIONAL TERMINAL BUILDING EXPANSION: Completion of current expansion project providing an additional nine aircraft gates.
- 2009 CANADA LINE: Completion of rapid transit connection between the airport, downtown Vancouver and Richmond.
- 2010 AVIATION FUEL SUPPLY: Additional supply and storage capacity required to meet growing demand and restore operational reserve to the required four-day supply.
- 2010 SEA ISLAND ROAD SYSTEM: Reorganize the Sea Island road system to accommodate the Canada Line and proposed North-South Taxiway.
- 2010 - Ongoing ARTHUR LAING BRIDGE CONGESTION RELIEF (GROUND ACCESS, VANCOUVER): Once the Canada Line is in service, the Airport Authority's transportation demand management program will build progressively to reduce the vehicle demand on Arthur Laing Bridge and other Sea Island bridges. A dedicated "YVR Access" lane could be introduced.
- 2014 NORTH-SOUTH TAXIWAY: This taxiway is required to enhance aircraft flow on the airfield, increase efficiency and reduce costs and aircraft emissions.
- 2015 NORTH EAST TERMINAL - PHASE I: Phase I of the proposed North East Terminal will include a new customs hall, provide 11 additional aircraft gates, a Canada Line station and an additional parkade if required.
- 2015 - 2020 AIRSIDE ENHANCEMENT PROGRAM: Once the North-South Taxiway is complete and both parallel runways are used for simultaneous takeoffs and landings, airside capacity will increase by approximately 12% and allow the Crosswind Runway to be closed.
- 2023 NORTH EAST TERMINAL - PHASE II: An additional 14 gates, providing a total of 87 jet gates at YVR, is expected to be required to meet demand.
- 2025 NEW RUNWAY: Medium-growth forecasts indicate that YVR may require an additional runway around 2025. The requirement will depend upon actual passenger growth and the size of aircraft in use. Also, it is assumed that non-essential air traffic will be moved to other airports to preserve YVR capacity. The runway options will be protected by implementing aeronautical zoning in the appropriate areas following the Minister of Transport's approval of the proposed 2027 Airport Land Use Plan.
- 2026 MIDDLE ARM (MORAY BRIDGE) CROSSING (GROUND ACCESS - RICHMOND): Increasing congestion on this YVR-Highway 99 link will have serious implications for commercial traffic. Along with transportation demand management, access between YVR and Highway 99 will need to be improved.

2007-2027 - AVIATION AND NON-AVIATION RELATED LAND DEVELOPMENT

In addition to the specific requirements mentioned above, a number of land development issues need to be considered.

Grauer Lands development will be driven by the construction of Canada Line YVR Station 1 and the associated facilities and services, which could include Airport Authority offices as well as some terminal and parking facilities.

The Jericho/Templeton area, located in the vicinity of Jericho Road (Airport Centre), has been designated for airside commercial development should YVR's Templeton maintenance facility and offices be relocated. Expansion of the electrical power substation complex located in this area is expected to require some additional land during the planning period.

The Northlands area has been designated as airside commercial with an emphasis on cargo facilities, particularly at the eastern end to accommodate a new cargo facilities complex, once existing leases in Cargo Village expire.

Airport South lands have been designated to recognize the need to protect for the South Parallel Runway option together with an expanded terminal reserve. To assist implementation, tenant leasing policies should be introduced early in the planning period recognizing that the closure of the Crosswind Runway will open up additional lands west of the Airport South terminal reserve for commercial development.

ENVIRONMENTAL IMPACT STUDIES

Under Airport Authority policy, all major construction projects undergo an environmental review prior to approval. Some projects may require review under the Canadian Environmental Assessment Act, particularly those projects that involve work in the Fraser River or on Sturgeon Bank, where federal Fisheries Act authorizations will also be required.

As of the publishing of this document, detailed environmental impact assessment studies have not been completed for the recommended projects, as they are still in the conceptual planning stage. In several cases, multiple options have been proposed to fill a single need.

The Airport Authority recognizes the need for, and commits to, conducting detailed environmental impact assessment studies for all recommendations outlined in the draft 20-Year Master Plan. For some larger projects proposed in this document, such as the new runway, environmental studies will involve separate consultation processes that may take years to complete. The necessary studies will begin well before projects are implemented.

What do you think?

This draft 20-Year Master Plan was created to facilitate further discussion with all those who have an interest in the future of YVR. It is the draft plan for Your Airport in 2027.

WHAT DO YOU THINK?

- Has the Airport Authority considered the correct issues?
- Are there areas the Airport Authority should consider that it hasn't?
- Do the recommendations include enough flexibility to meet your expectations?
- Has your previous feedback been accurately reflected?
- Is the Airport Authority heading in the right direction?

Visit the YVR website for more information and provide your comments to the Airport Authority online or by email, fax, phone or mail:

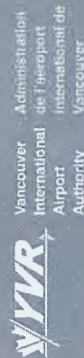


www.yvr.ca > YVR: Your Airport 2027: 20-Year Master Plan

master_plan@yvr.ca

FACSIMILE 604.276.6565 TELEPHONE 604.303.3438

To enable the Airport Authority to meet the consultation goals outlined in chapter 3 of this document, please provide your comments by **August 31, 2006**.



YVR: YOUR AIRPORT 2027: 20-YEAR MASTER PLAN

PO BOX 23750 AIRPORT POSTAL BUILDING
RICHMOND BRITISH COLUMBIA CANADA V7B 1V7

WWW.YVR.CA

MAY 2006

YVR responses provided in yellow highlighter, following review and clarification at meeting with City of Richmond on January 26, 2017

November 30, 2016

From: Terry Crowe, Manager Policy Planning, Richmond

To: Meg Comiskey, Manager, Policy and Research, Strategic Planning and Legal Services, YVR

Re: City of Richmond Staff Comments, YVR 2037 Master Plan

1. Purpose

The purpose of this report is to provide City of Richmond staff comments regarding YVR's upcoming 2017 - 2037 Master Plan (Master Plan) and request that it state how the following issues and concerns will be addressed.

The order of the comments reflects the structure of the YVR Master Plan's Phase 2 Discussion Guide.

2. Phase 2 Consultation Process

- As the host municipality to YVR, the success of the YVR Master Plan is important to the City and we appreciate your YVR's efforts to include Richmond in the planning process.
- As necessary, City staff will meet with YVR staff.
- Please provide Richmond specific comments on Phase 2 consultation findings when available.
 - *We will be providing a summary report but it should be noted that this report will not show a complete picture as the majority of consultation was conducted in person and therefore qualitative data was provided.*

3. Terminals

- City staff note that, based on YVR's current growth rate, the existing facilities will reach capacity by 2020.
- At this time, we have no concerns with the recommended airside terminal expansion Centre option.

4. Master Plan Forecasting Methodology and Airside and Airspace

- Methodology: We note that, for the Master Plan, YVR has switched, from traditional econometric forecasting, to risk-based forecasting methodology.

(1) An Additional Runway

- The updated YVR forecasts indicate that YVR will require additional runway capacity when 34 million annual passengers is reached.
 - *This is approximate and conceptual.*
- Page 19 of the YVR Discussion Guide states that, while the need for an additional runway before 2037 is unlikely, both runway options will be protected in the Master Plan.
- City staff request that the capacity of the existing runways be maximized before a new runway is added and the rationale for the proposed third runway be substantiated before pursuing it.

(2) A Regional Airport Strategy

- City staff understand that YVR has relocated some functions to other airports (e.g., flight training to Boundary Bay).
 - *Businesses have opted to move to other airports for their own reasons and the evolving business of YVR. YVR did not relocate them.*
- Page 19 of the Discussion Guide states, however, that relocating general aviation (e.g., corporate and private planes), to other airports, does not align with YVR's mission, vision and values, or with the aspirations of its business partners.
 - Correct, we support
- City staff request that the Master Plan state that YVR will lead (or assist, for example, having Metro Vancouver lead) the preparation of an Airport Strategy for the Metro Vancouver Region, in consultation with Richmond and other local governments and stakeholders, beginning in 2017.
 - *YVR meets regularly with regional airports and is also a member of the British Columbia Aviation Council*
- Some of the key issues which should, it is suggested, be considered as part of such a Strategy include clarifying:
 - YVR's role as the only airport the Region which accommodates all types of aircraft and routes, the impacts of its location within a growing urban region and the implications which this role may bring,
 - The future (e.g., 2037) cumulative regional and individual airport passenger / cargo splits, as they significantly affect cumulative regional and specific surrounding airport sustainability (social, economic, environmental) impacts (e.g., land use, development, public amenity, transportation, infrastructure [e.g., water, sanitary, drainage], parks, noise management and environmental matters).

- YVR will not be studying or providing this information for the other airports as they have their own master planning process. However, we will be addressing both YVR's role and addressing the regional airports role within the regional system. YVR is the hub airport and it is our business and most beneficial to maintain that hub as being within close proximity to a connecting flight is what airlines and passengers need and want. Abbotsford Airport will likely continue to support additional flights and this makes sense as that community continues to grow.

5. Ground Access

- The YVR 2037 Master Plan should complement Richmond's 2041 OCP, Chapter 8: Mobility and Access
 - (http://www.richmond.ca/_shared/assets/OCP_9000_mobility34182.pdf).
 - YVR has utilized this as a resource in our planning.
 - Staff do not support taking away existing transportation capacity for non-airport users on the Arthur Laing Bridge, Moray Channel Bridge, Airport Connector Bridge or Russ Baker Way, for the exclusive use of airport traffic.
 - YVR anticipates maintaining existing capacity for non-airport users on Sea Island roads and bridges.
- The Master Plan should address how airport growth can be accommodated, without the loss of the existing capacity and service for non-airport users.
 - YVR anticipates maintaining existing capacity for non-airport users on Sea Island roads and bridges.
- YVR activities and development should minimize traffic impacts on adjacent communities.
- The Master Plan should encourage off peak travel, as much as possible. For example, peak flight arrivals and departures is approximately between 10am and 2pm, meaning that with passengers arriving two hours prior to their flights, the peak coincides with the regional and City vehicular peak between 7 and 9 am.
 - YVR's current strategy is to be a connecting hub between Asia and the Americas and in order to grow as a hub and attract new services and carriers, YVR needs to be able to offer airlines the time of day for desired flights to land and take-off so they can connect to their global networks which takes into account different locations and time zones. Encouraging off peak travel does not fit within our current strategy.
- The Master Plan should indicate how YVR promotes and provides infrastructure, to support alternate modes of transportation (e.g., transit, carpooling, cycling and walking), as these modes will discourage the use of single occupant vehicles among employees and passengers. In particular, the Master Plan should provide details on how the following are or will be provided:
 - Pedestrian and cycling connections between Burkeville, BCIT and Templeton Station,
 - We are supportive of this and will be further discussed as part of a sub-area plan
 - End-of-trip cycling facilities (e.g. secure parking, showers and lockers), and
 - This is discussed in community amenities
 - Shared parking and electric vehicle charging stations.
 - We will continue to install electric vehicle charging stations
 - Car sharing, ride sharing and shared parking are considered in this Master Plan
- The Master Plan should include policies to encourage and maximize the use of the Canada Line in order to minimize road traffic which may include:
 - The Canada Line is free for anyone travelling to and from any of the Sea Island stations (Templeton, Sea Island and YVR Airport).
 - YVR employees are encouraged to take the Canada Line, cycle or carpool through our Green Commuter rebate program (this is separate of the Master Plan)
 - We will continue to advocate and work with regional transportation partners in support of more transit options within Sea Island and also regionally.
 - Improving bus service within Sea Island, to supplement the Canada Line,
 - Providing additional transit service, to support employees on Miller Road, and
 - Providing additional ground shuttles, to minimize passenger and employee traffic.
 - As demand supports this, it can be reviewed. The Master Plan allocates space for growth, but operation plans address plans for this
- The Master Plan should support connecting regional transit improvements to the Canada Line, to bring people in and out of Sea Island.
 - It will.

- City staff note that page 23 of the Discussion Guide raises the possibility of direct bus service between the South Surrey Park and YVR which is supported along with other routes.
-We have shared our concerns regarding regional transportation with Translink. At this point, a direct bus link between YVR and South Surrey Park and Ride would need to be funded by YVR. Further assessment and feasibility studies would need to take place if this were to continue as possibility.
- Any changes to Russ Baker Way should not adversely impact the existing and future commuting traffic to and from Richmond.
 - *Previously addressed above*
- City staff do not support extending Templeton Road, until a clear and valid rationale is provided.
 - If it is provided, the project benefits should be demonstrated to Burkeville and Sea Island residents.
- More studies would be conducted and additional consultation would occur as this is explored further
 - The separated pathway should be provided on the east side of Templeton Station and Burkeville, not the west side, as stated in the YVR Discussion Guide.
- The list of potential projects (page 23 of the Discussion Guide) should include a future Pedestrian / Bicycle Bridge across the Middle Arm of Fraser River, at the west end of Cambie Road, as per the City Centre Area Plan (CCAP); see page M-12 for the Specific Land Use Map: Aberdeen Village at http://www.richmond.ca/_shared/assets/city_centre556.pdf. This is also noted under Section 6, Amenities;
 - *YVR supports the possibility of a pedestrian/bicycle bridge across the Middle Arm of the Fraser River. YVR added this to the evaluation of potential amenities projects. This project can be discussed and considered as part of the development of a sub-area plan of the Sea Island East.*
- Richmond staff support cycling and pedestrian facilities on the Dinsmore Bridge, as noted in the list of future capital projects for ground access. We also request that the Master plan include cycling and pedestrian facilities.
- The Master Plan YVR should, it is suggested, also consider separated or off-road cycling infrastructure, particularly along high volume corridors such as the Grant McConachie Way.
 - *This is included in the amenities chapter. Many roadworks projects will take place through our capital infrastructure program.*
- The Master Plan should acknowledge the long term need to replace the Moray Channel Swing Bridge and make improvements to north-south waterfront trail connections on Lulu Island.
 - *We acknowledge the need to replace this bridge. It is under Provincial jurisdiction. The North-South trail connection has been included in the community amenities chapter.*
- It is noted that there is currently YVR – City work underway, to reconcile Sea Island roadway ownership and the results be factored into the Master Plan.

6. Amenities

- City staff support the inclusion of a specific chapter on Amenities in the Master Plan.
- Further to the Amenities meeting, Richmond staff attended on August 16, 2016 and the October 21, 2016 Local and Regional Stakeholders Meeting, and request the following:
 - The McArthurGlen Designer Outlet (as noted on page 26 of the Discussion Guide) should be included in the Land Use Section (as it is not an amenity in the usual sense of the word),
-The 2037 Land Use Plan will identify that the land that the designer outlet centre is on is designated for groundside and ground access and parking, but the McArthurGlen Designer Outlet Vancouver Airport is also a community amenity.
 - As Amenities, the following should be included:
 - The playground at the north side of the Outlet,
 - The YVR Chester Johnson Park, walking trails and parks,
 - Wildlife viewing and other ecological opportunities along the Middle Arm, to enhance Sea Island public access, amenities, recreation, public realm, and
 - Protecting the Middle Arm Estuary.
- *We will highlight current amenities but we will also highlight new opportunities in the Master Plan. We can provide educational opportunities about native species, but based on operational activity, wildlife viewing will not be promoted in and around the airfield. Ecological opportunities are supported.*

- Point 2 on page 27 of Discussion Guide: Note that 'SICA' in reference to the "Sea Island Conservation Authority" is also an acronym for the 'Sea Island Community Association'.
- Point 5 on page 27 of Discussion Guide: City staff recommend noting that jogging loops / pathways / cycling routes are also identified as Amenities for visitors using YVR.
- Proposed Pedestrian / Bicycle Bridge across the Middle Arm City
S
staff recommend including the future Pedestrian / Bicycle Bridge across the Middle Arm of Fraser River, at the west end of Cambie Road, as per the City Centre Area Plan (CCAP),
 - see page M-12 for the Specific Land Use Map: Aberdeen Village at http://www.richmond.ca/shared/assets/city_centre556.pdf.
 - *Noted above that this is something that we support and can be discussed as part of sub-area planning.*
- A City - YVR - Stakeholder - 360 Middle Arm Animated Area
 - For public benefit, Richmond wants to animate, with YVR and others stakeholders, the Middle Arm by preparing with them, a 360 Middle Arm Animated Area (i.e., both sides of the Middle Arm, between the No 2 Road and Sea Island Way Bridges).
 - The purpose of the Study would be to improve public, pedestrian and bicycle access and enjoyment, by providing a continuous 360 pedestrian, bicycle and rolling (wheel chair, scooter) access.
 - This initiative would include a new pedestrian / bicycle bridge over the Middle Arm, better connecting Burkeville to the City Centre, at Cambie Road and a range of public open spaces and placemaking activities (e.g., outlooks, storytelling and picnic spots),
 - City staff recommend that the Study jointly:
 - Identify objectives: for the location and development of future parks and public open spaces (e.g., the location at major nodes in the trails and cycling route system and at highly visible public locations), places that will serve the health and wellness of workers and the public, and which will contribute to the sense of place and cultural identity,
 - *YVR supports the opportunity for a joint study.*
 - Please provide a large copy of the Master Plan Potential Amenities Map for further review and discussion during the early stages of Phase 3.
 - *Potential amenities map provided in phase 2 was intended to facilitate discussion about what is possible for community amenities on Sea Island. We will share our amenities plan in Phase 4. Once a map is developed, we would be pleased to share with Richmond staff. Our amenities projects list includes developing universally accessible multi-use pathways. We welcome further discussions towards a study as part of our sub-area planning for that area.*

7. Environment

- GHG Targets:
City staff recommend that the Master Plan specify GHG emission reduction targets that are contained in the YVR Environmental Management Plan, for clarity and commitment,
-The Master Plan will not identify targets as the targets are updated every 5 years in our Environmental Management Plan which we consult with the Environmental Advisory Committee and is approved by our Board of Directors.
- Airport and Aircraft Noise:
 - Richmond staff support continued efforts by YVR to minimize airport and aircraft day and night time noise by encouraging newer aircrafts and discouraging an increase in night flights.
 - City staff understand that the current 2015 Noise Exposure Forecast (NEF) contours will be updated as part of the Master Plan.
 - City staff request that we review these contours with YVR, as soon as they are available, given the potential impacts on the quality of life and future development in Richmond.
 - *A meeting has been set up between CoR and YVR for February 16, 2017. YVR shared the N70 contour projections and flight path projections as part of phase 3. This is a more meaningful way to share noise to the public.*
 - City staff also recommend that the highlights and key directions of YVR's Five Year Noise Management Plan be appropriately referenced and noted in the Master Plan.
 - *Yes it will be.*
 - Richmond staff support continued efforts by YVR, to minimize airport and aircraft day and night time noise, by encouraging newer aircrafts and discouraging an increase in night flights.
- The Ecological Network
Please ensure that the YVR 2037 Master Plan considers the following:
 - Policies contained in 2041 Richmond OCP, Chapter 9, Island Natural Environment (an Ecological Network approach) - http://www.richmond.ca/shared/assets/OCP_9000_environment34172.pdf, and
 - The Richmond 2015 Ecological Network Management Strategy:

- http://www.richmond.ca/shared/assets/Ecological_Network_Management_Strategy42545.pdf.
- Existing and proposed wildlife viewing or other ecological opportunities should also be noted in the Master plan Amenities chapter.
- Invasive Species Management Plan: Please address how invasive species will be referenced in the Master Plan.
- Discussion between YVR and CoR environment teams took place on January 31 prior to Lesley Douglas' departure.
- Invasive species management was discussed at the recent joint environmental meeting between YVR and CoR. We have a draft Invasive Species Management Plan which can be discussed at the environment focused meeting. The YVR 2037 Master Plan will reference support of native species and drought resistant plants. Discussion between YVR and CoR environment teams took place on January 31 prior to Lesley Douglas' departure.
- Richmond will continue to coordinate efforts with YVR regarding the City's Invasive Species Management Plan.

8. Land Use

(1) 2037 Master Plan: Land Use

- Sustainability Theme: Staff support the Sustainability theme of the YVR Master Plan, as it will complement Richmond's 2041 OCP sustainability theme (e.g., accountability for social, economic, and environmental issues, while meeting the business objectives of the Airport and the communities it serves).
- Land Use Principles
City staff support:
 - Airport and airport related uses and avoiding non airport related uses.
 - Avoiding uses which generate non airport traffic (e.g., at the NE corner of the Dinsmore Bridge),
 - CoR will be included in consultation regarding a sub-area plan for this land
- Future YVR Sea Island land use should complement the following 2041 Richmond OCP Policy (page 6-12):
 - "Support YVR in promoting airport-related industrial and office development on Sea Island that enhances YVR as the Asia-Pacific Gateway hub of North America, minimizes City transportation and servicing costs, and expands Richmond's business tax base and employment growth" (see <http://www.richmond.ca/cityhall/bylaws/ocp/sched1.htm>)

(2) Master Plan Map Land Use Designations

- City staff recommend preparing a complete Plan map legend (e.g., include hatched areas).
- Page 35 of the Discussion Guide states that new Master Plan land use designations will remain the same (as the current plan); however, the colours (e.g., on page 34 of the Discussion Guide), are not the same, which makes cross referencing the 2027 Plan more time consuming.
 - The changes in colours were the graphic designer's artistic perspective for the 2027 land use plan. We have reverted back to the core colours of the 2027 land use plan with slight revisions for clarity.
- Also, some land use designation titles have been changed (e.g., "Groundside Commercial" is now referred to as "Groundside").
 - In the last Master Plan an incorrect version was shared (version control issue). The land use definition for groundside has been revised for further clarification.
- In keeping with standard municipal planning practice, City staff recommend that a series of map layers be created. These may include separate layers for Land Use, Amenities, Transportation ("ground access" components such as roads, trails, parking) and urban design framework.
 - We will consider this for a way of sharing our plan once finalized in Phase 4.
- These suggested layers are aimed at enhancing the legibility and 'friendliness' of the Master Plan.
- Also, City staff recommend that areas subject to future "area plans" be shown on the Land Use Plan.

(3) Future Area Plans

Two potential future Area Plans were identified at the October 21, 2016 Local and Regional Stakeholders Meeting: (1) one for the area south of Templeton Station and (2) one between BCIT and the Dinsmore Bridge. It was suggested by Mr. Craig Richmond, YVR, CEO, that these are the two most valuable airport groundside areas. He also noted that the area south of Templeton Station could be considered for high-tech, manufacturing, hotel, research and headquarter functions.

City staff recommend that:

- These and any other future Area Plan areas be clearly labelled in the Master Plan Land Use section,
- The Land Use section of the Master Plan include reasons why these areas would be subject to a future area planning process and what guiding principles would be in place (e.g., focus on airport and airport-related uses, minimize non-airport traffic, provide linkages to existing communities, create a strong urban design framework, address the Fraser River),
- The timing and development of the proposed YVR Templeton Business Park be clarified,
- YVR and the City of Richmond meet early in Phase 3 of the YVR 2037 Master Plan, to review desired land uses in these (and any other) sub areas,
- A strategic development framework be prepared which capitalizes on each area's assets and aligns with both YVR and City objectives,
- Metro Vancouver be involved in discussions related to land use.
- *Future sub-area plans will be addressed separately from the Master Plan, but the land uses are designated and shared as part of phase 3.*

(4) Urban Design

City staff recommend that an YVR Urban Design Framework be included as a chapter in the Master Plan which would:

- Build on YVR's Gateway role and established design vision,
- Establish desired YVR urban design standards, for both the public and private developments.
- Ensure an appropriate complementary design interface with adjacent municipalities (e.g., Richmond, Vancouver),
- Guide future development along the Fraser River (e.g., between BCIT and the Dinsmore Bridge), to require a high quality urban realm and capitalize on the proximity to Richmond City Centre,
- Incorporate wildlife viewing and other ecological opportunities along the Middle Arm.
- *The Master Plan does not delve into design standards but this work is being updated separately. Our permitting process includes design standards and recommendations and our RFP process for major projects includes specific design requirements. We maintain an objective of being universally accessible and to share our valued unique West Coast sense of place.*

9. Other (e.g., Engineering Concerns)

City staff recommend that the Master Plan contain an Engineering section to indicate how:

- YVR's water, sanitary, storm and drainage systems are compatible with Richmond's, and
- YVR will manage flood protection and dike plans, and how they are compatible with Richmond's.
- *Utilities will be addressed in the final plan and there is a technical report that has been developed. City of Richmond staff and Metro Vancouver staff were involved in a Sea Island Water and Sanitary Utility Planning Workshop.*
- *Where relevant, potential climate change risks and uncertainties, as they pertain to Sea Island infrastructure, are identified in the respective Master Plan technical chapters. In many cases the need for additional analysis is identified. The development of a Climate Change Adaptation and Risk Management Plan will enable climate change risks to be assessed and mitigated in a systematic manner, consistent with other jurisdictions in Metro Vancouver and in keeping with best practice guidance. Work on this plan is anticipated to begin in mid 2017.*

10. Related Master Plan Documents

Please clarify what matters will be addressed in separate documents from the Master Plan, for example the:

- Five-Year Airport Noise Management Plan (ANMP) which runs to the end of 2018 will subsequently be updated (for 2019 - 2023), regarding noise contours and more specific noise management strategies,
- *Correct, but Noise contours will be included in Master Plan documentation as well.*
- Five Year Airport Environmental Management Plan (AEMP) which runs to the end of 2019 will subsequently be updated (for 2020 - 2024), to include environmental targets and action plans to address greenhouse gas emissions, potable water, waste management and opportunities to improve ecosystem health,
- *Correct.*
- Airport Land Management Guidelines which will contain improved Building Urban Design Guidelines, and
- *Our land development manual will be updated with urban design guidelines*
- Airport Urban Design Guidelines which will incorporate Sustainable Design Guidelines (e.g., to address energy efficiencies, salmon safe practices).
- *Sustainable Design Guidelines is a separate document but will be referenced in our Land Management Guidelines and will be updated to be in alignment of current strategic objectives as well as to reference newer technology.*

11. Suggested Next Steps/ Phase 3

The following meetings or next steps are proposed:

- Section 1: Phase 2 Consultation Process:

- Please provide Richmond Phase 2 consultation findings;
 - o *Our consultants are working to put this together but because the majority of our consultation was in person and qualitative and summarized by group, the report will represent general themes.*
- Section 3: Master Plan Forecasting Methodology and Airside and Airspace:
 - Please convene a meeting with appropriate local and regional stakeholders to discuss a Regional Airport Strategy,
 - o *We meet with regional airports regularly for information sharing.*
- Section 5: Amenities:
 - Please provide a large copy of the Potential Amenities map for further review and discussion during the early stages of Phase 3,
 - o *Potential amenities in phase 2 were intended to facilitate discussion about what is possible for community amenities on Sea Island. We will share our amenities plan in Phase 4.*
- Section 6: Environment:
 - Please convene a meeting with YVR and City staff to further discuss the environmental items noted above, and
 - o *This is complete. Meeting occurred on January 31.*
- Section 7: Land Use:
 - YVR and the City of Richmond should meet early in Phase 3, to review proposed land uses in potential sub areas and prepare a strategic development framework that capitalizes on each area's assets.
 - o *YVR shared this at the meeting on January 26.*

We look forward to continue working with you on the Master Plan.

For clarification, please contact me at 604-276-4139.

Terry Crowe
Manager, Policy Planning



YVR 2037 Master Plan Phase 2 – Building A World Class Sustainable Airport

Consultation Summary Report of Richmond Residents' Feedback

September to November 2016



PREPARED
BY:





About this Report

Lucent Quay Consulting Inc. (Lucent Quay) prepared this report for Vancouver Airport Authority (YVR). Lucent Quay is a Vancouver-based communications firm specializing in community and stakeholder engagement. YVR retained Lucent Quay to develop, plan and implement YVR 2037, a multi-phase and multi-year consultation in support of YVR's new Master Plan.

As part of its scope of work, Lucent Quay develops consultation input tools and reports on findings, including analysis of all survey feedback and consultation input received. This consultation report summarizes survey input received from Phase 2 consultation participants who identified themselves as Richmond residents (as per question 33 of the feedback form). Phase 2 consultation took place from September 2 through to November 15, 2016.

The complete Phase 2 consultation summary report with feedback received from all members of the public and from stakeholders, including Richmond participants, is available at YVR2037.ca.

All feedback and input was sourced from YVR 2037's consultation website and its accompanying online survey. The website and online survey was hosted by EngagementHQ, a third-party online community engagement platform designed to help organizations connect with the public while protecting anonymity of responses. EngagementHQ, not YVR, stores personal information collected in connection with responses to the survey.

EngagementHQ stores all of its data in Canada and uses the latest firewall and encryption technology to protect private information. YVR's collection, use and disclosure of personal information is regulated by the Personal Information Protection and Electronic Documents Act (Canada), or similar privacy legislation applicable in the user's Province, as amended from time to time.



1 Consultation Summary Results

Vancouver International Airport (YVR) updates its Master Plan every 10 years as a requirement of the Airport Authority's Ground Lease with Transport Canada, and as a best practice for long-term planning for the future airport. The four-phase Master Plan consultation and engagement process develops a 20-year plan to guide land use decision-making while considering sustainability at each step of the planning process.

During Phase 1 in 2015, the Master Plan Team looked out 40 years (to 2057) and asked participants what their airport of the future looked like. The feedback received during Phase 1 consultation informed the Master Plan Team's review as it looked at the 20-year planning period (to 2037); all remaining phases of consultation will focus on the 20-year period to 2037.

Phase 2 consultation, which ran from September 2 to November 15, 2016, sought feedback on six key focus areas for discussion: Terminals, Airside and Airspace, Ground Access, Environment, Amenities, and Land Use.

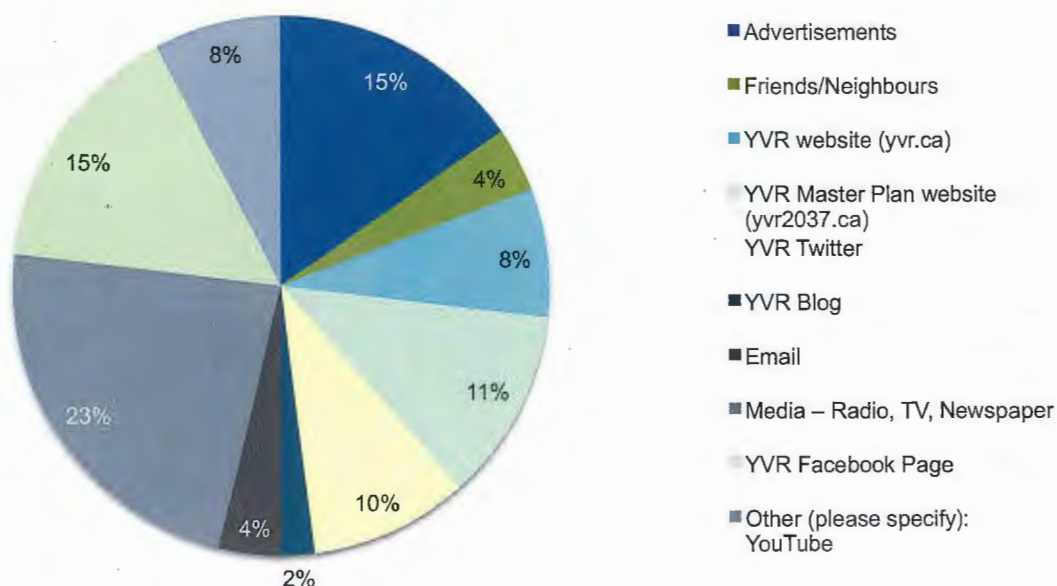
This report summarizes feedback from Richmond residents only during Phase 2 consultation. A comprehensive Phase 2 consultation summary report summarizing feedback received from all members of the public and from stakeholders is available under separate cover on the Master Plan website (YVR2037.ca).

A total of 162 feedback surveys were submitted for consideration during Phase 2, with 33 surveys representing Richmond residents. The reader is cautioned that the results presented reflect the views of a small sample of self-identified Richmond residents who opted to participate in the consultation, and may not be representative of the broader Richmond community.

1.1 FEEDBACK SURVEY RESULTS

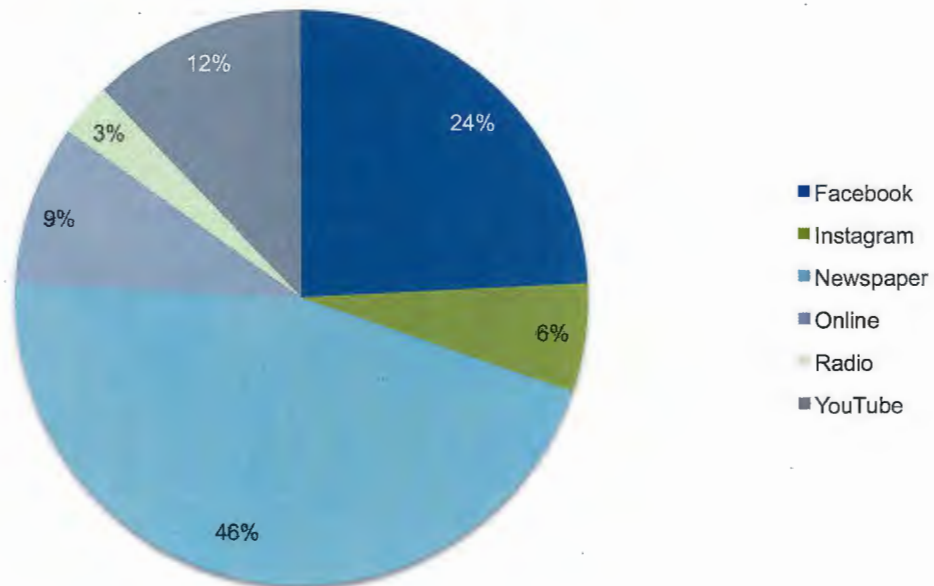
1. How did you learn about YVR 2037 Phase 2 consultation? Please check all that apply.
(N=33) Respondents could select more than one option.

Media and advertising played a significant role in informing Richmond residents about the consultation process.



2. Did you learn about the YVR 2037 consultation through any of the following advertisements? Please check all that apply. (N=28)

Respondents could select more than one option.



3. Did you participate in Phase 1 consultation for YVR 2037? (N=32)

Most Phase 2 participants (90 per cent) did not participate in Phase 1.



4. What comments, if any, do you have about the consultation process for YVR 2037 Master Plan? (N=19)

- Positive feedback on YVR's consultation process
- Suggestions for additional notification and advertising
- General comments on YVR's consultation process – request for more in-depth discussions and a desire for the public workshops to be longer in length
- General suggestions for sustainability initiatives, such as encouraging employees to use transit and more efficient aircraft
- Desire for designated areas for walking and electric carts in the terminal
- Comment about ground access congestion, such as on the Arthur Laing Bridge and Two Road Bridge
- General comment about consultation process
- Suggestion to include travelling public in consultation, such as those flying through YVR

“Very cool process to involve the community [in].”

“Well organized/ managed consultation process. Wish we had more time in the focus area discussions.”

5. How would you like to be engaged in future phases of consultation for YVR 2037? (N=24)

- Most respondents noted that they would like to be notified through email, social media or online engagement methods
- Many respondents noted a desire to participate at in-person meetings, workshops or community events
- Many commented that continued surveys are a good way to be engaged
- Some participants noted general positive comments about the consultation process
- Other engagement methods included traditional media advertisements and through the YVR newsletter

“Town hall meetings, especially for the residents of Northeast Richmond.”

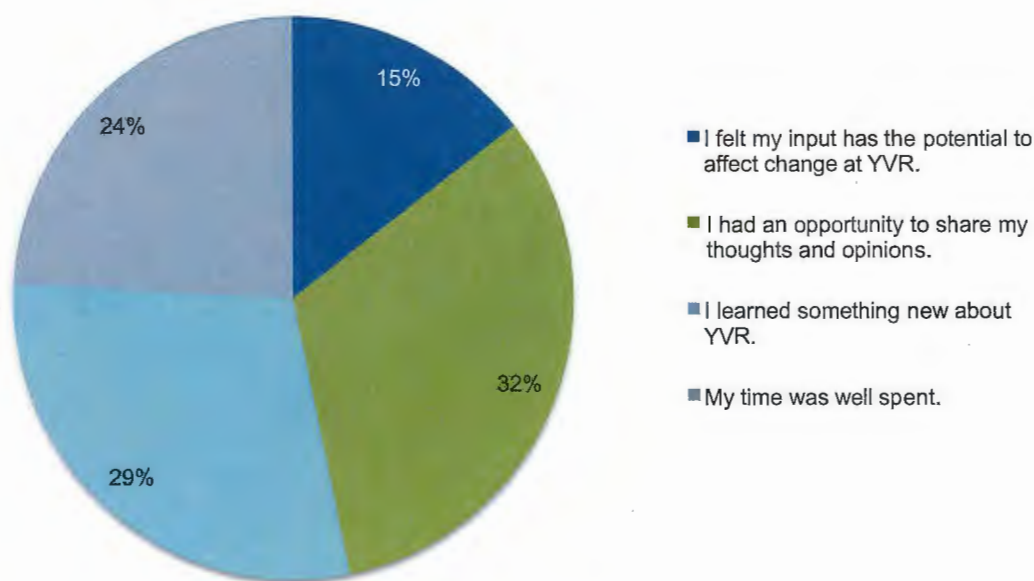
“[I] would be happy to participate in the future phases of Planning.”

Additional General Comments:

- Request to be engaged in future Master Plan consultation
- Suggestion to outline benefits to individual residents
- Suggestion to solve existing issues first
- Suggestion for increased capacity at YVR Canada Line station
- Request to consider impacts to nearby residents for future planning
- General comment about the consultation process

6. Please review the statements below and select the one(s) that best describe your experience with YVR 2037 consultation. Please check all that apply.
(N=26) Respondents could select more than one option.

Sixty-two per cent of all respondents selected more than one statement to describe their experience during the YVR 2037 consultation, with most noting the opportunity to share their views and to learn something new, as noted in the chart below.



7. Please provide your contact information if you would like to receive YVR 2037 Master Plan project updates. (N=31)

Almost three-quarters of respondents (74 per cent) expressed interest in receiving updates and provided contact information, as illustrated in the response detail below.



Terminals

8. What have you seen or experienced at other airport terminals that you would like to have at YVR? (N=29) Key theme responses include:

- Desire for activities, entertainment, play areas and quiet areas
- Positive support of existing YVR terminal
- Suggestions for arrivals and departures vehicle area
- Desire for layover accommodations such as showers and sleeping pods
- Desire for more shopping and restaurant options with mention of including cultural diversity that Vancouver is known for, and duty free shopping upon arrival, not at departures
- Comments about improving baggage services, queue management, and parking/shuttle service
- Desire for improved cycling access and bike storage
- Improved in-terminal amenities such as a passenger train, the number of moving walkways, and desire for improved viewing decks
- Desire for quieter nighttime operations, and related impacts on nearby residents
- Comments about streamlining airport security operations and reducing bottlenecks

“I think YVR is a worldwide leader.”

“I would love to see a sit down restaurant beyond Milestones, perhaps something that reflects Vancouver like dim sum.”

9. Please use the space provided below to share your comments or questions about the proposed centralized expansion plan for future terminal improvements at YVR. (N=14) Responses include:

- Desire for operational efficiency
- Suggestion for increased moving walkways
- Strong support for Centre terminal option and for a phased planning approach
- Support for status quo of terminals until change absolutely necessary
- Questions about runways, security area, and transportation between terminals
- Suggestion to improve International terminal

“The centralized expansion plan is good and practical. This will allow the normal operations to be smooth, even with the ongoing expansion.

[It is also] an opportunity to include more outlets for battery charging for mobile phones/computers and other gadgets, and virtual reality/interactive activities. YVR airport can double up as a tourist destination by showcasing art, cuisine and giving a glimpse of the rest of Canada.”

10. Please use this space to provide any additional comments you have about existing YVR terminals. (N=18) Key theme responses include:

- General positive comments on terminals
- Support for terminal expansion
- Desire for increased operational efficiency, including streamlined security and improved noise mitigation
- Suggestion for increased shopping, food options, and better value choices
- Desire for increased/improved seating
- Suggestions for terminal design, including support for terminal art
- General suggestion for improvement
- Comment about increased capacity at Arrivals greeting area

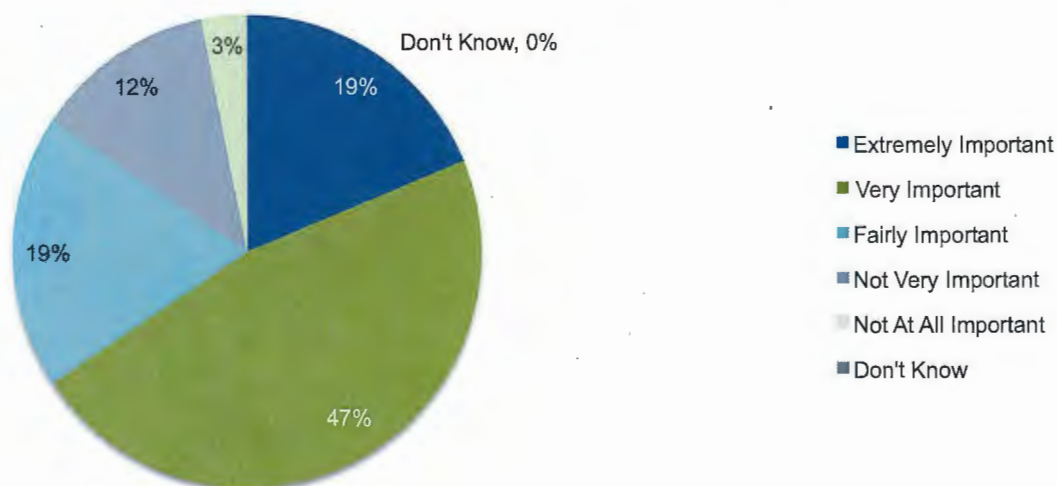
“The terminals are remarkably clean and well kept by North American standards. I believe the YVR team has much to be proud of.”

Airside/Airspace

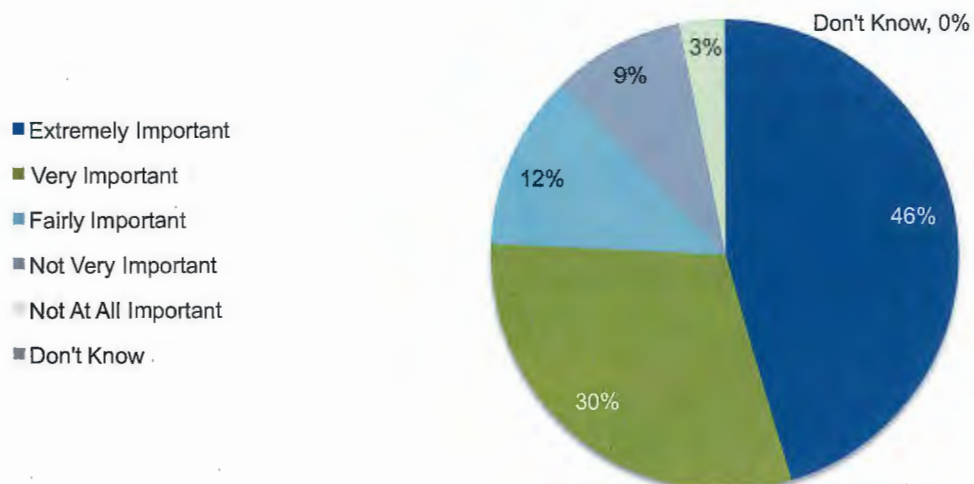
11. How important are each of the following airside activities to you, to achieve the vision of creating a world-class sustainable gateway between Asia and the Americas? Respondents could select more than one option.

Of the six airside activities, “Balancing the needs of the airport with those of the community environment and business” was seen as most important, while minimizing noise and expanding on existing environmental initiatives were seen as the most important overall. Results for each area are shown in the following charts.

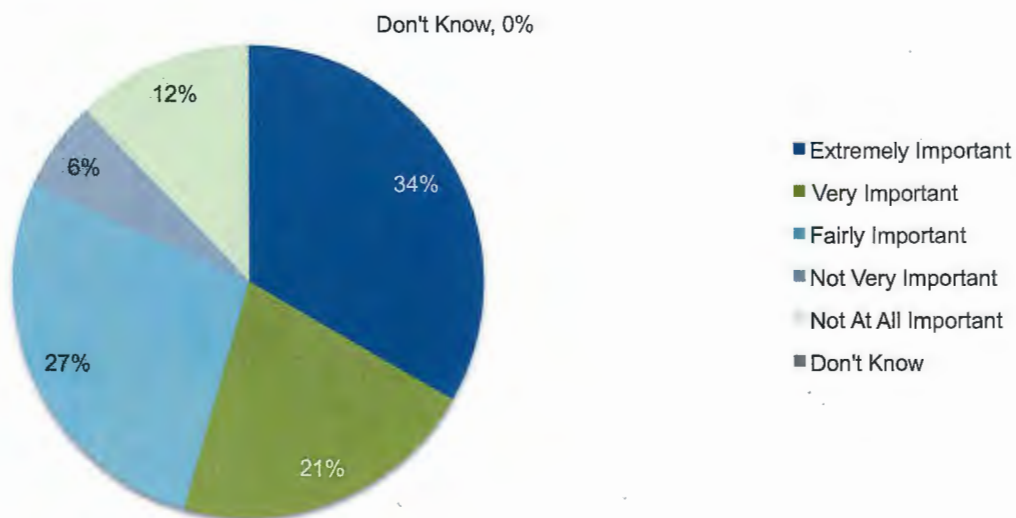
11.1 Reduce delay for airlines and passengers (N=32)



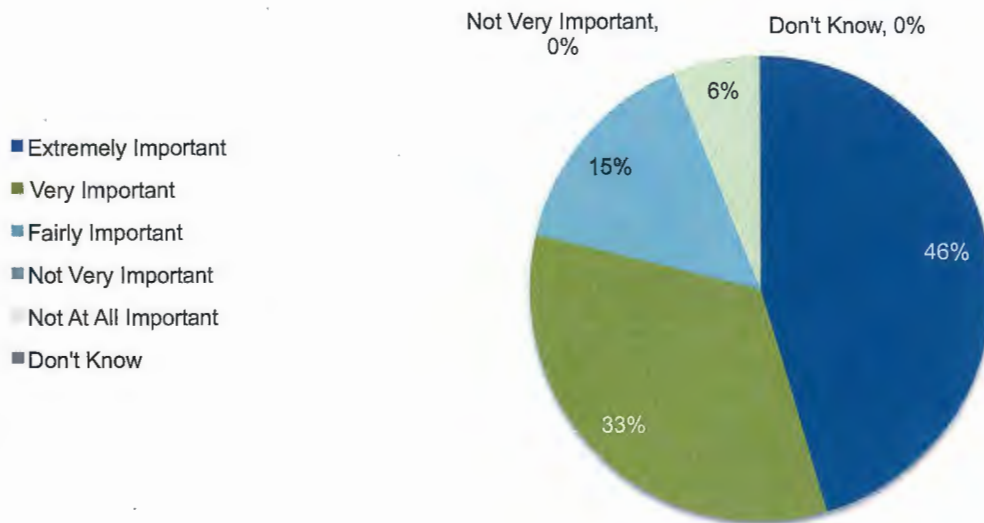
11.2 Minimize noise impacts to neighbouring communities (N=33)



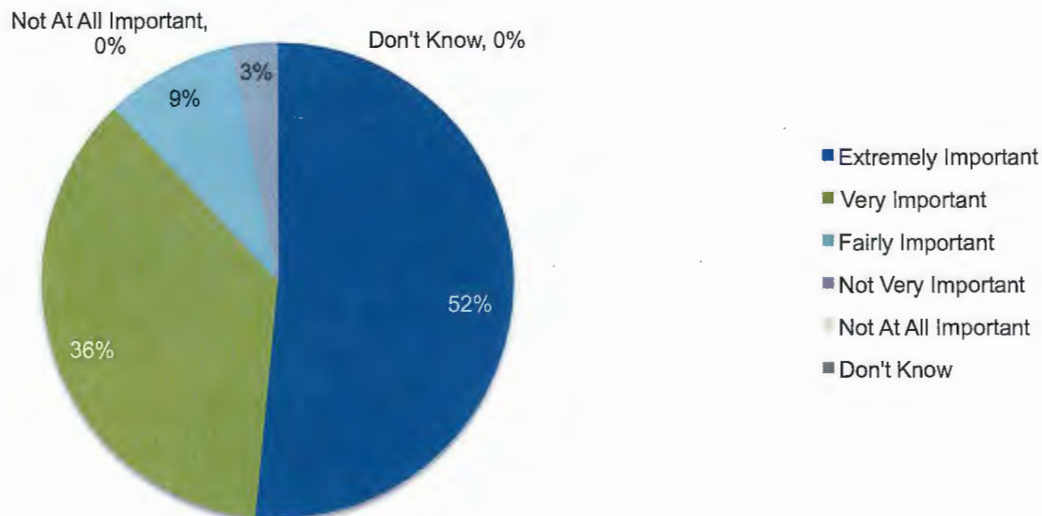
11.3 Expand airport operations to add more air service and connections to more destinations (N=33)



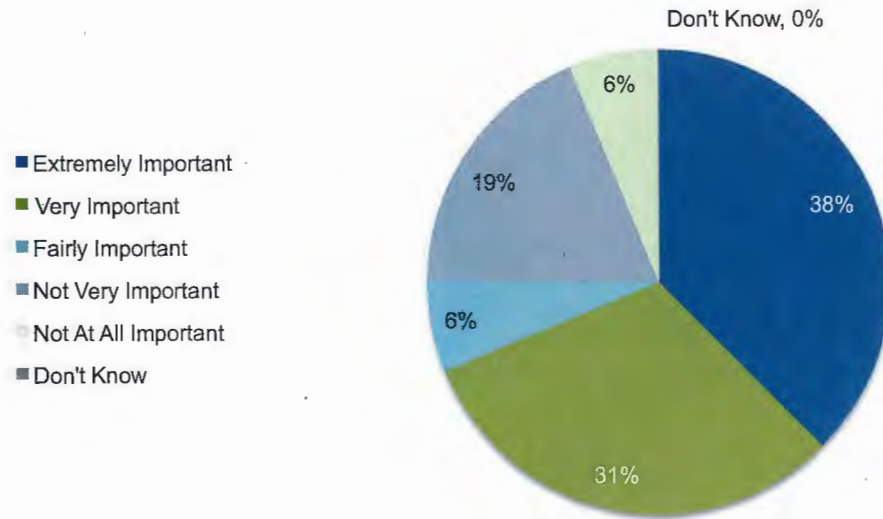
11.4 Build upon our existing environmental initiatives to reduce GHG emissions and conservation efforts (N=33)



11.5 Balance the needs of the airport with those of the community environment and business (N=33)



11.6 Improve our runways and other airside infrastructure to accommodate potential future growth (N=32)



12. Please use the space below to provide any comments or suggestions about airside operations at YVR (where aircraft operate on the ground, including runways, taxiways and aprons). (N=13) Responses include:

- Support for North-South Taxiway
- General support for improvements (e.g. taxiways, runway expansion)
- Concerns about noise impacts on nearby communities and residential areas, specifically related to seaplanes and nighttime operations
- Concerns about location of de-icing facilities
- Suggestion to maximize use of North Runway
- Suggestion for additional plane spotting platforms

“I generally travel internationally, so I know the proposed North-South Taxiway is long overdue. Time and fuel would be saved ...”

13. Please use the space below to provide any comments or suggestions about airspace operations at YVR (where aircraft fly when arriving and departing). (N=14) Responses include:

- Comments about noise impacts on nearby communities and residential areas, and recent improvements in this area
- General support for current airspace operations at YVR
- Comments about improved efficiency and safety
- Comment that consideration needs to be taken when designing flight paths over residential areas
- Comment that early morning and late night flights should follow flight paths with less noise
- Suggestion to maximize use of and expand North Runway
- Request for online radar tool showing incoming flights

“Noise abatement is a concern for parts of Richmond, however newer plane technology is helping here, plus people need to know living next to an international airport has drawbacks.”

“Flight plans and hours of operation need to be sensitive to the needs of neighbouring residential areas.”

14. Our growth forecasts indicate that the need for an additional runway before 2037 is unlikely, however, a new runway will require a long lead-time for planning, consultation, environmental assessment, approvals and construction, so it's important to think about it now. Please use the space provided below to provide your feedback about future runways at YVR. (N=18) Key theme responses include:

- General positive comments about an additional runway
- Concerns about noise impacts of a new runway on nearby communities and residential areas
- Suggestions to maximize existing runway capacity prior to building a new one
- Comments that a new runway is not yet needed
- Comments expressing opposition to a new runway
- Comments about the cost associated with building a new runway
- Concerns about environmental effects

"With the new runway not being needed before 2037, there is great importance to keep the existing runways being highly efficient."

15. Do you have a preference for either the Close-In South Parallel Runway or the Foreshore Runway? Please check only one. (N=27)



■ Prefer not to answer ■ Prefer the Close-in South Parallel Runway ■ Prefer the Foreshore Runway

Please explain your preference (N=18) Key theme responses for each include:

Foreshore Runway

- Suggestions that the Foreshore Runway would reduce noise for local communities, and reduce congestion
- Suggestions the Foreshore Runway will allow for future growth
- Concerns about environmental impacts associated with the Foreshore runway

Close-In South Parallel Runway

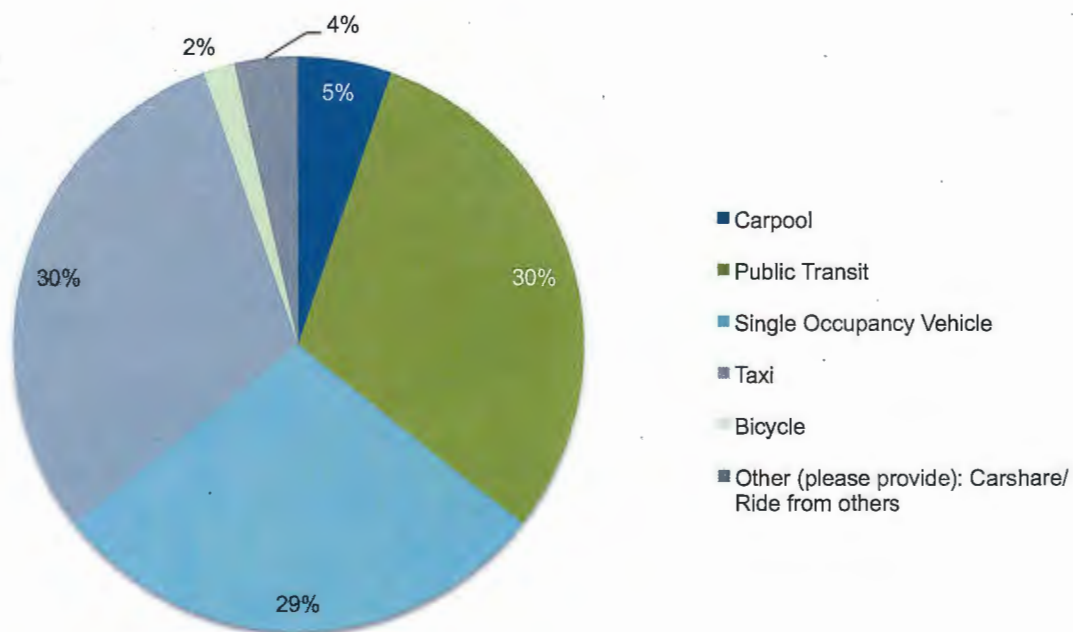
- Comment that Close-In South Parallel Runway would have safety risks due to crosswinds

General Comments

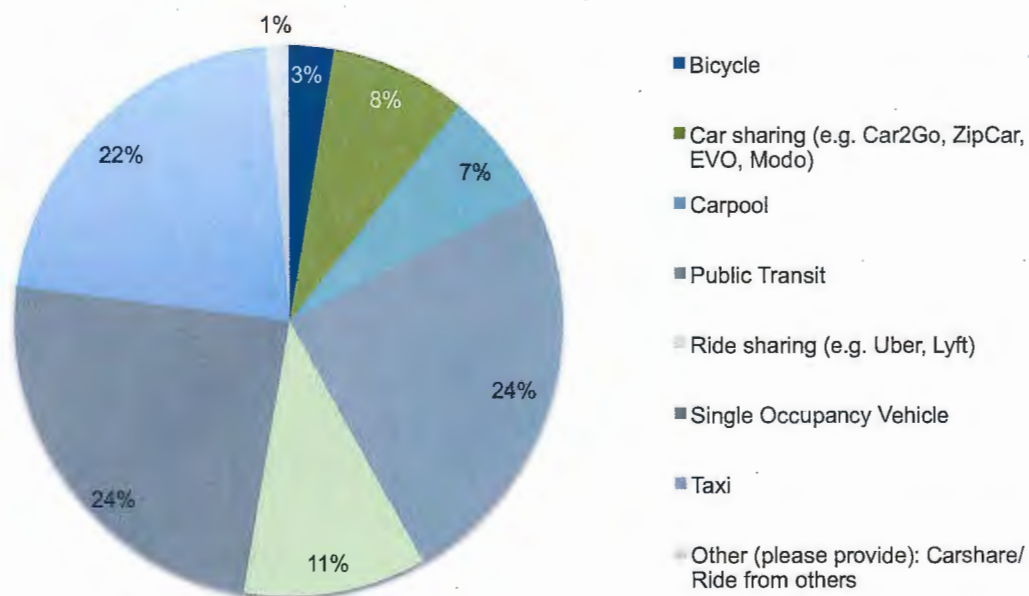
- Suggestion to maximize capacity on existing runways before building new ones
- The nearby community impacts should be considered
- Comment that there is not enough information to make a decision
- Comments that the preferred option is that which has least environmental impact

Ground Access

16. When travelling to YVR, currently which of the following modes are you most likely to choose? Please check all that apply. (N=33)



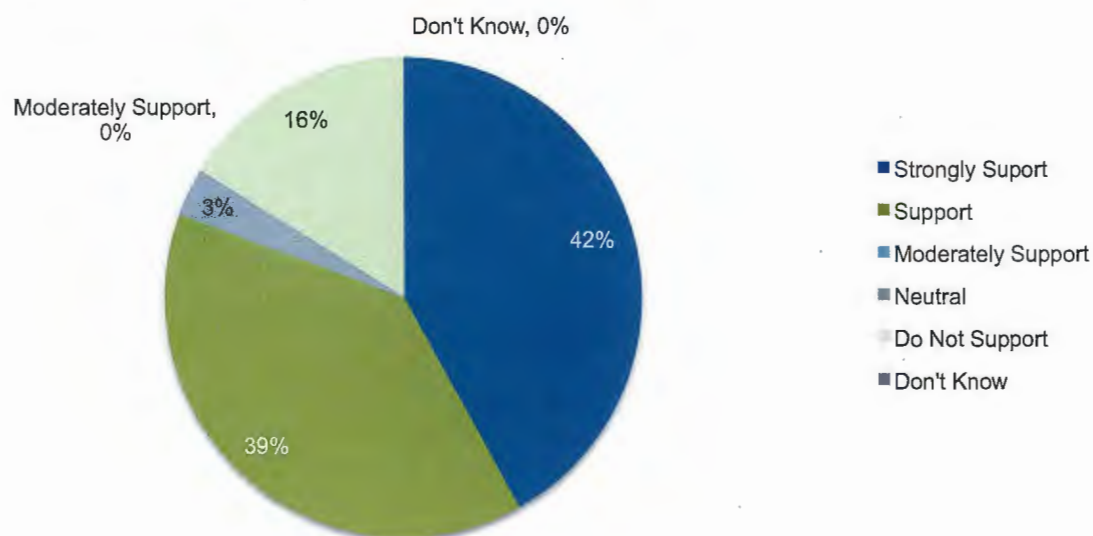
17. When travelling to YVR in the future, which of the following modes are you most likely to choose? Please check all that apply. (N=33)



18. YVR is considering a number of different projects to improve ground access to and from the airport in the future. How important to you are each of the following ground access considerations? Please select all that apply.

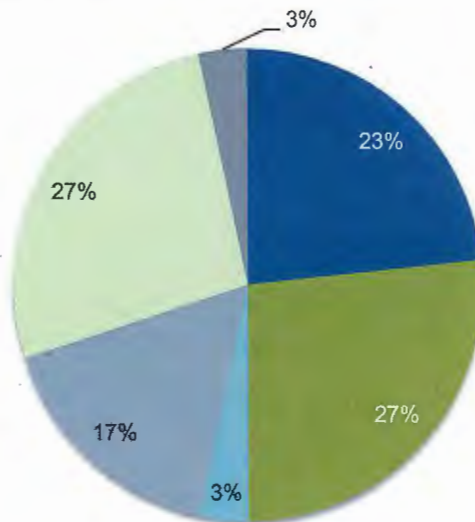
Of the four ground access considerations, a “priority lane on Russ Baker Way for airport bound traffic” was seen as most important consideration, followed closely by the other three, as illustrated in the charts below.

Provide a priority lane on Russ Baker Way for airport bound traffic to bypass Vancouver Richmond traffic (N=31)

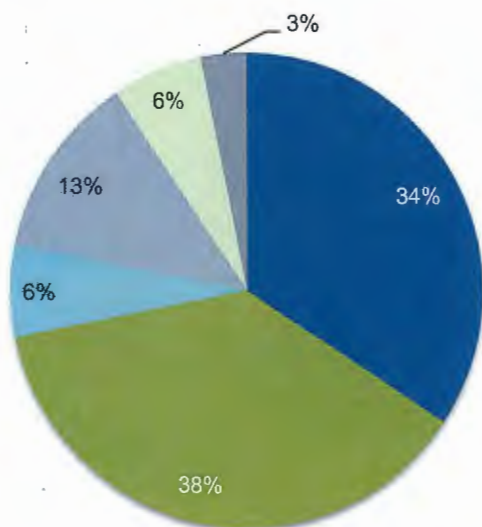


Construct a separated cycling lane on the Arthur Laing Bridge (N=30)

- Strongly Support
- Support
- Moderately Support
- Neutral
- Do Not Support
- Don't Know

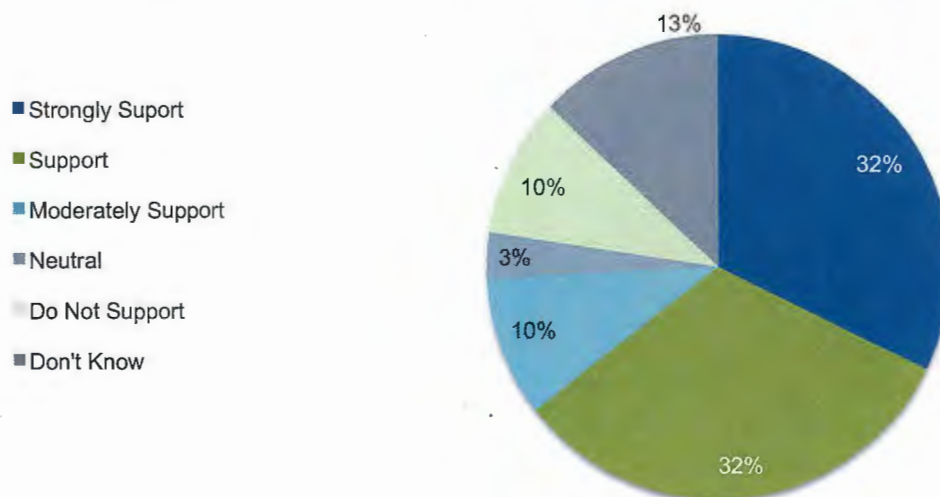


Extend Templeton Street between Grant McConachie Way and Russ Baker Way (N=32)



- Strongly Support
- Support
- Moderately Support
- Neutral
- Do Not Support
- Don't Know

Provide a fast bus service to and from the Surrey Park and Ride to YVR (N=31)



19. YVR has frequent rapid transit service (Canada Line). Please use the space below to comment on what, if anything, would make you more likely to take transit to and from the airport or other Sea Island destinations. (N=21) Key theme responses include:

- Remove TransLink addfare from Canada Line ticket cost
- Create connections to Canada Line from Fraser Valley (e.g. Surrey, Maple Ridge, etc.)
- Extended/24-hour Canada Line service times, and more frequent service
- Better transit connections to get to Canada Line from other areas of city
- Increase station size and accessibility for travellers
- Transit not convenient to use due to area of residence
- General positive comments about current Canada Line service
- Work with TransLink to add luggage racks and other related services to trains and buses
- Extension of Canada Line from Richmond Centre to Railway Avenue
- Add other Sea Island stations, such as McArthur Glen Outlet Mall, Delta Hotel, Harbour Air and the South Terminal

“YVR should consider working with TransLink to provide express bus service to YVR from areas that are not connected via the Canada line. Bus services are not designed currently for airport passengers.”

20. Please use the space provided below to share any comments or questions you have about ground access to and from YVR? (N=17) Key theme responses include:

- Improve infrastructure to local bridges, including Arthur Laing, Dinsmore and Moray bridges
- Add separated, paved bike lanes to improve cyclist accessibility to YVR
- General positive comments about current YVR ground access
- Support for Templeton extension to Russ Baker Way
- Improved design and safety of passenger pick-up area
- Suggestion to fine those who ignore signage and rules
- Comment that vehicles provide quicker access than transit
- Suggestion to maximize all roads on Sea Island prior to adding infrastructure

“A separated, paved cycling network already gets from Richmond to the Flight Path Park, then it dumps you onto the street again. Extend that along Templeton up to the Outlet Mall... and ideally bring it all the way up along the north end of Sea Island to Iona.”

Environment

21. Based on your experience, do you have any recommendations of innovative environmental management practices or initiatives that YVR should consider? (N=19) Key theme responses include:

- Support for alternate energy sources such as solar panels, wind turbines, kinetic energy collection
- Some noted energy conservation initiatives
- Recycling initiatives; reduce use of paper
- Some mentioned tree planting
- Support for rain water capture
- Positive comments on current environmental initiatives
- Comments about reduction noise and air pollution
- Suggestion to follow industry standards, such as Platinum LEED standard
- One respondent noted that they do not have enough information to comment
- Suggestion to install ground power for aircraft

“There is a huge roof area that could be used for solar panels. YVR should aim to be (as an airport terminal) a zero emission building through various initiatives in 20 years.”

22. We are considering several new projects for environmental planning in the future. Please use the space provided for any comments you have about these projects or environmental management at YVR. (N=13) Key theme responses include:

- Overall strong support for all new projects listed for YVR’s environmental planning
- Positive comments about environmental initiatives
- Support for in-terminal composting facility
- Support for increasing number of gates with pre-conditioned air units so that aircraft can turn off their engines and reduce idling
- Support for rainwater capture and reuse in the terminal
- Support for District Energy Geoexchange, if affordable
- Support for recycling initiatives, such as reducing paper use
- Solar panels, wind turbines, kinetic energy collection
- Suggestion for recycling awareness education, to help people learn how to properly recycle
- Suggestion to use shore power for RCMP vehicle at terminal to reduce idling

“All good. Let’s make YVR sustainable as much as possible.”

“I applaud your efforts to minimize any negative impact future expansion of the airport will have on the community at large. Some will be more practical than others.”

Amenities

23. What amenities on Sea Island do you use today? (N=17) Key theme responses include:

- Many indicated they visit the McArthur Glen Designer Outlet Mall
- Many indicated they use the food court and restaurants
- Many indicated they used plane spotting locations at YVR
- Some indicated they use Iona Beach and Park
- Some respondents noted that they primarily use the airport and parking facilities, without any specific amenities
- Some said they use the walking trails and bike paths
- Some respondents indicated they do not use Sea Island amenities
- Some respondents said they use Larry Berg Flight Path Park
- Other responses included: Flying Beaver, hotel restaurants and airport lounges

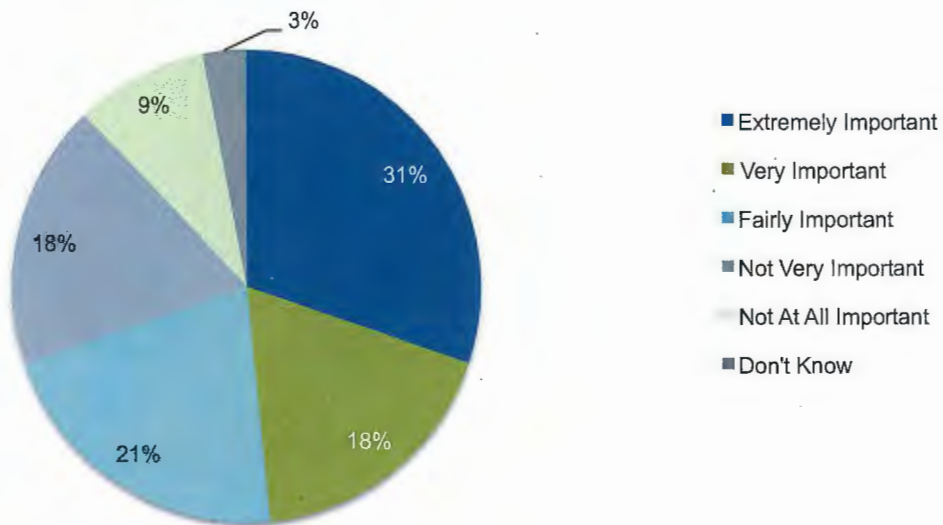
“I frequently cycle to Iona Beach. I would use the plane spotting area north of the runway, but there is limited parking there.”

“I take my son on the train to the terminal viewing platform and McArthur Glen. [I’m also a] frequent user of bike paths and Flight Path Park.”

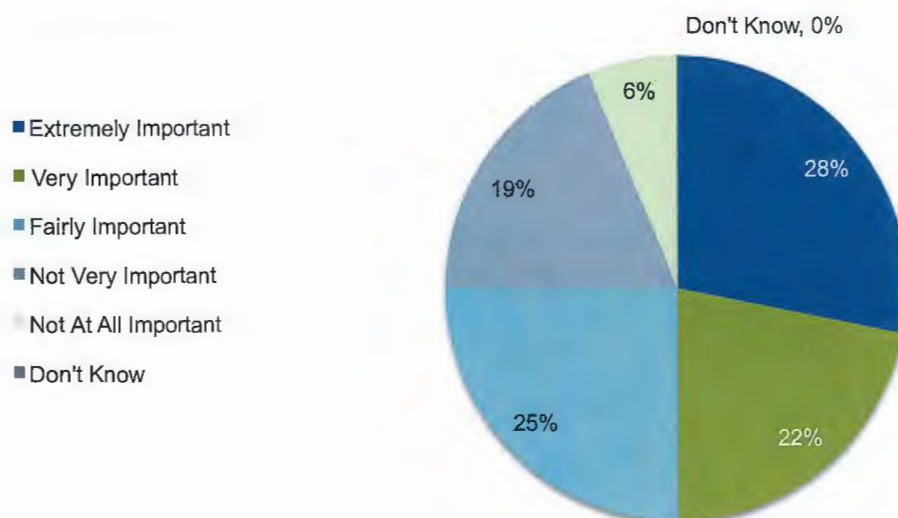
24. How important are each of the following amenities to you? Please select all that apply.

Of the six types of amenities, natural areas, a plane spotting platform and walking trails were seen as the top three priorities, as illustrated in the charts below.

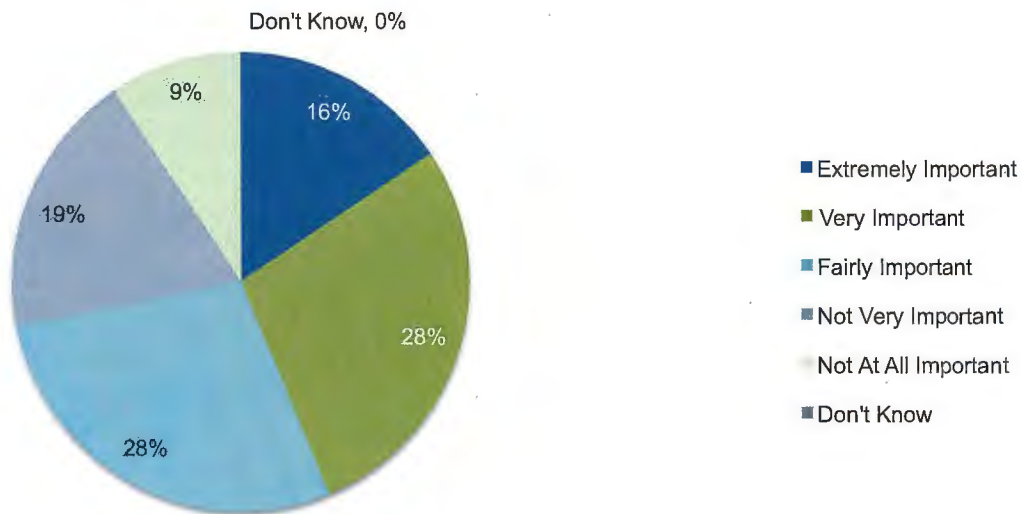
Plane Spotting Platform (N=33)



Walking Paths (N=32)

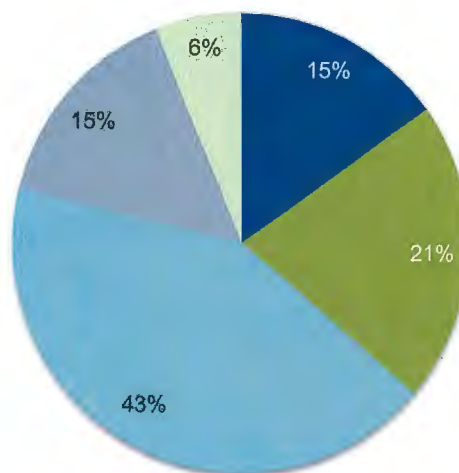


Road Improvements for Commuter Cycling (N=32)

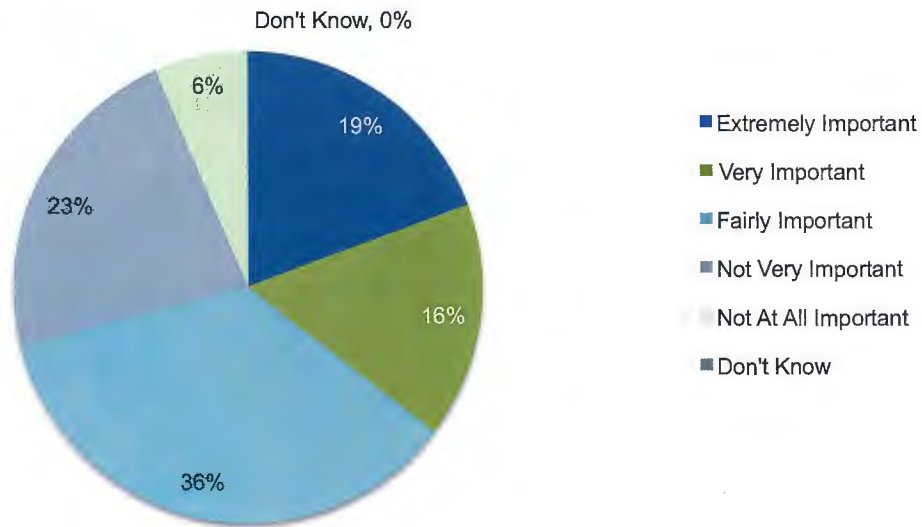


Recreational Cycling (N=33)

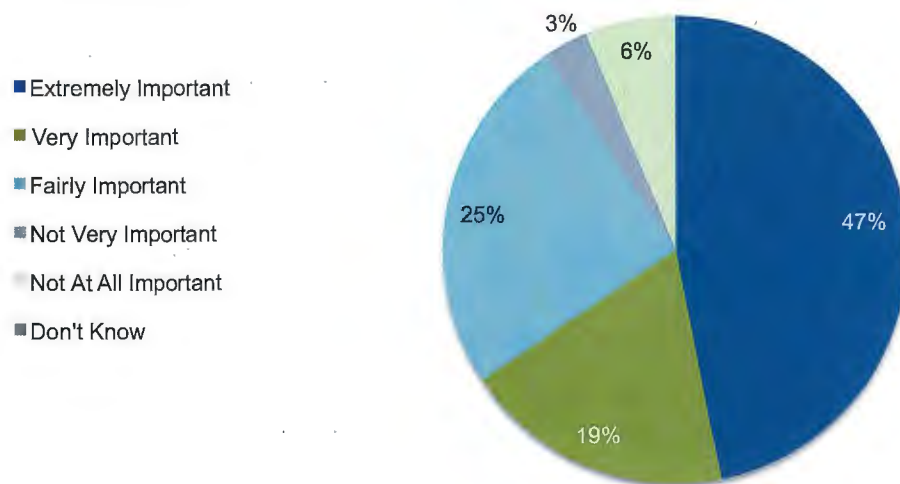
- Extremely Important
- Very Important
- Fairly Important
- Not Very Important
- Not At All Important
- Don't Know



Multiuse Pathways (N=31)



Natural Areas (N=32)



25. YVR offers a variety of amenities on Sea Island and at the airport and has plans to introduce new amenities in the future. What would increase your interest in using amenities at YVR? (N=18) Key theme responses include:

- Many indicated a desire for a separated cycling network
- Many people noted increasing accessibility
- Support for more plane spotting locations
- Some said YVR should focus on its operational efficiency instead
- Some noted food court and restaurant options, including food trucks at outdoor venues on Sea Island
- Desire for additional park and recreation areas on Sea Island, including more walking trails
- Other responses included: sports facilities, employee discounts and quiet areas.
- Comment noting unfamiliarity with existing amenities
- Suggestion to remove airport fee on Canada Line
- Suggestion to showcase B.C. and Canadian art and products in airport
- Suggestion to make airport feel like “community hub”

“Offer more local BC and Canadian products. Include nicely designed products that will showcase the creativity of people.”

26. In order to improve amenities at YVR, what other recreational opportunities should YVR consider? (N=15) Responses include:

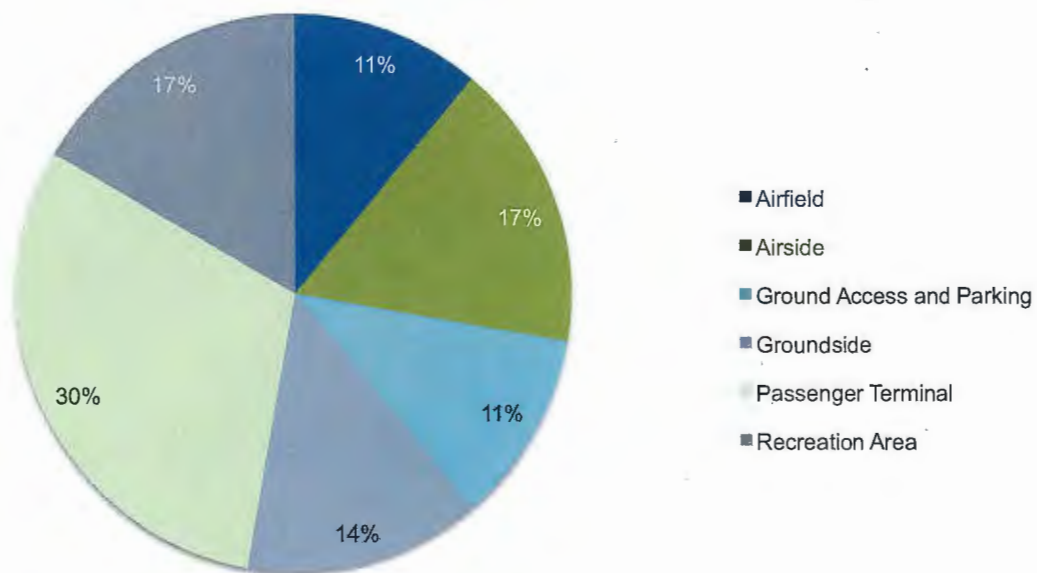
- Support for interactive and recreational activities for children
- Some suggested fitness facilities or sporting venues
- Some respondents said tree planting and park creation, including park benches and outdoor seating areas
- Some said to focus on operational efficiency instead
- Some focused on access, specifically to Iona Park
- Amenities mentioned included golf courses, gym, multi-use observation platform and grocery store
- Suggestion to improve/pave multi-use pathways around Sea Island

“Tree planting and park creation of lands south of BCIT to match Richmond’s future river-front park. Perhaps with a board and/or pedestrian and cyclist bridge connection.”

Land Use

27. We recommend maintaining the existing land use designations. Among the six land use designations, please indicate if you are interested in any of the areas, and if yes, why. Please check all that apply. (N=20)

Respondents could select more than one option.



28. As part of our work in the future, we will develop sub-area plans for each land use designation. What comments or questions, if any, do you have related to the development of sub-plans? (N=8) Responses include:

- Comments about improving ground access
- Comments indicating interest in public consultation for the area sub-plans
- Suggestion to work with community groups such as Richmond Active Transit Committee, HUB-YVR

“Airfield, ground access and recreational areas all interest the public and we should be consulted.”

29. How would you like to be informed and engaged as we develop these sub-area plans? (N=14) Key theme responses include:

- Majority indicated they would like to be informed by email and online
- Other respondents indicated a preference for public meetings and events and newspaper advertisements
- Suggestion to publish meeting minutes for public review and understanding of decision-making process
- Suggestion to notify through the Richmond Active Transit Committee

Additional general comments included:

- Increase staffing in security lines to move more efficiently
- Questions about changes to ground access for YVR

30. Please use the space provided below for any additional comments or questions you have about land use at YVR. (N=9) Responses include:

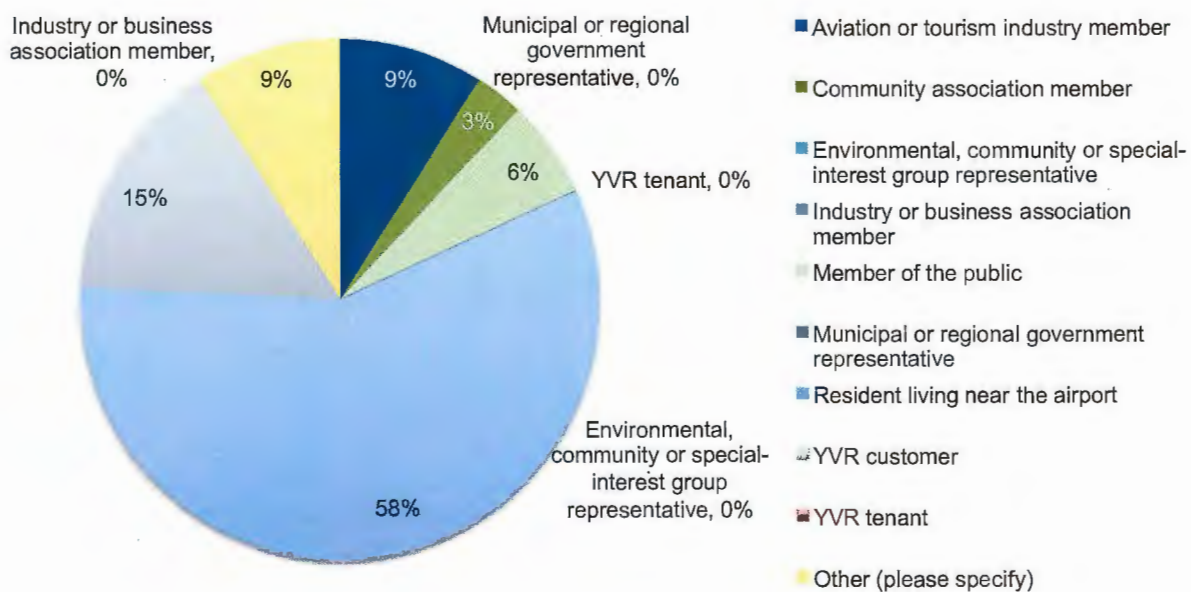
- Improving customer experience
- YVR is already too large for Richmond
- Introduce use of virtual reality technology to visualize proposed land use amendments/changes
- Improve/pave multi-use pathways around Sea Island
- Question about how far expansion plans extend into water

“Pave the path from
McArthur Glen to Iona.”

General

31. Which of the following best describes you? Please check only one. (N=33)

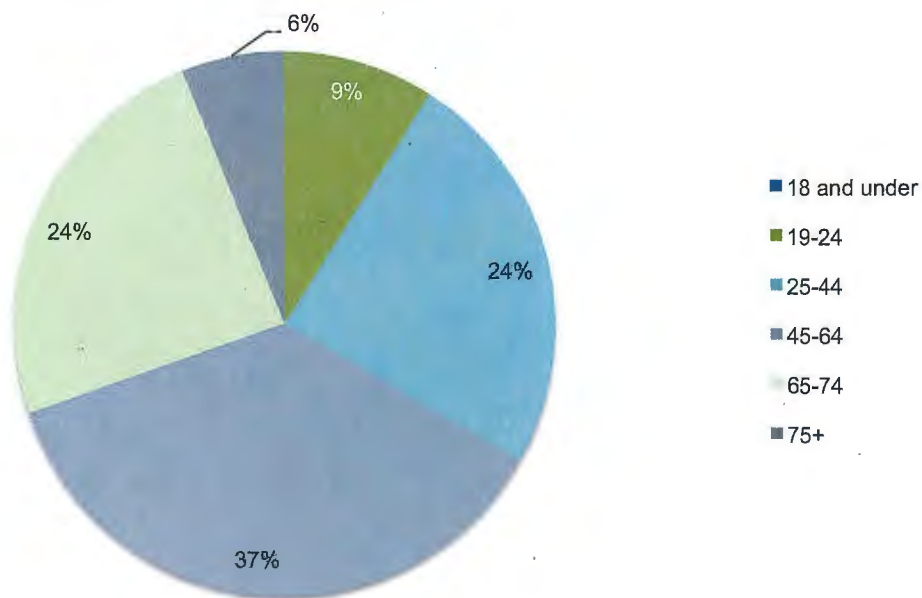
Residents living near the airport represented the majority of respondents (58 per cent), followed by YVR customers (15 per cent).



Other (please specify):

1. Canadian Voter
2. Very frequent flyer

32. Please indicate your age range. (N=33)

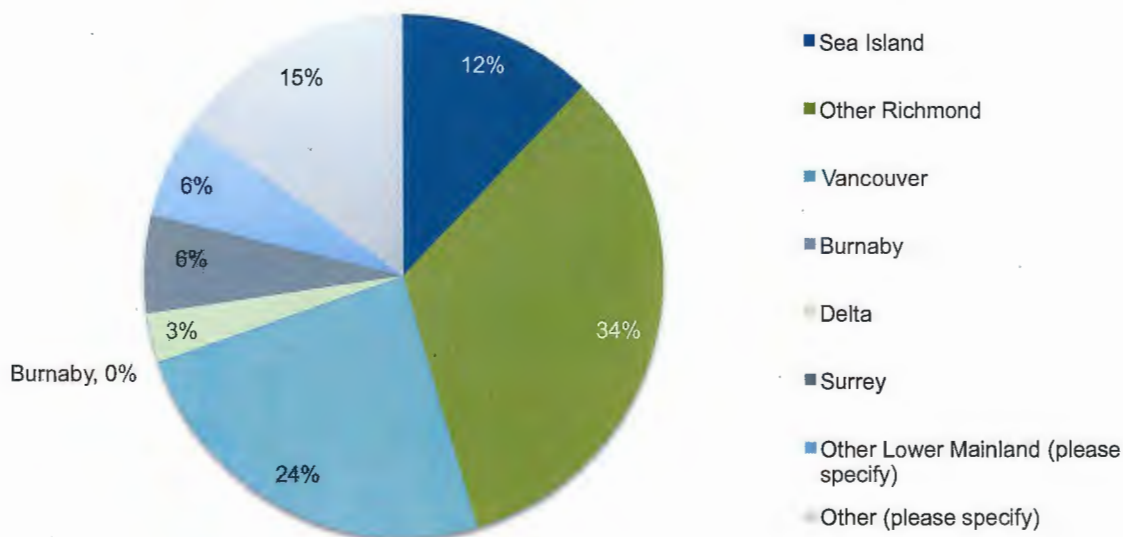


33. Where do you live? (N=33)

This report is based on feedback received from Richmond residents only.

34. Where do you primarily work/attend school? (N=33)

Majority of respondents indicated that they work on Sea Island (12 per cent), or elsewhere in Richmond (34 per cent), followed by Vancouver (24 per cent).

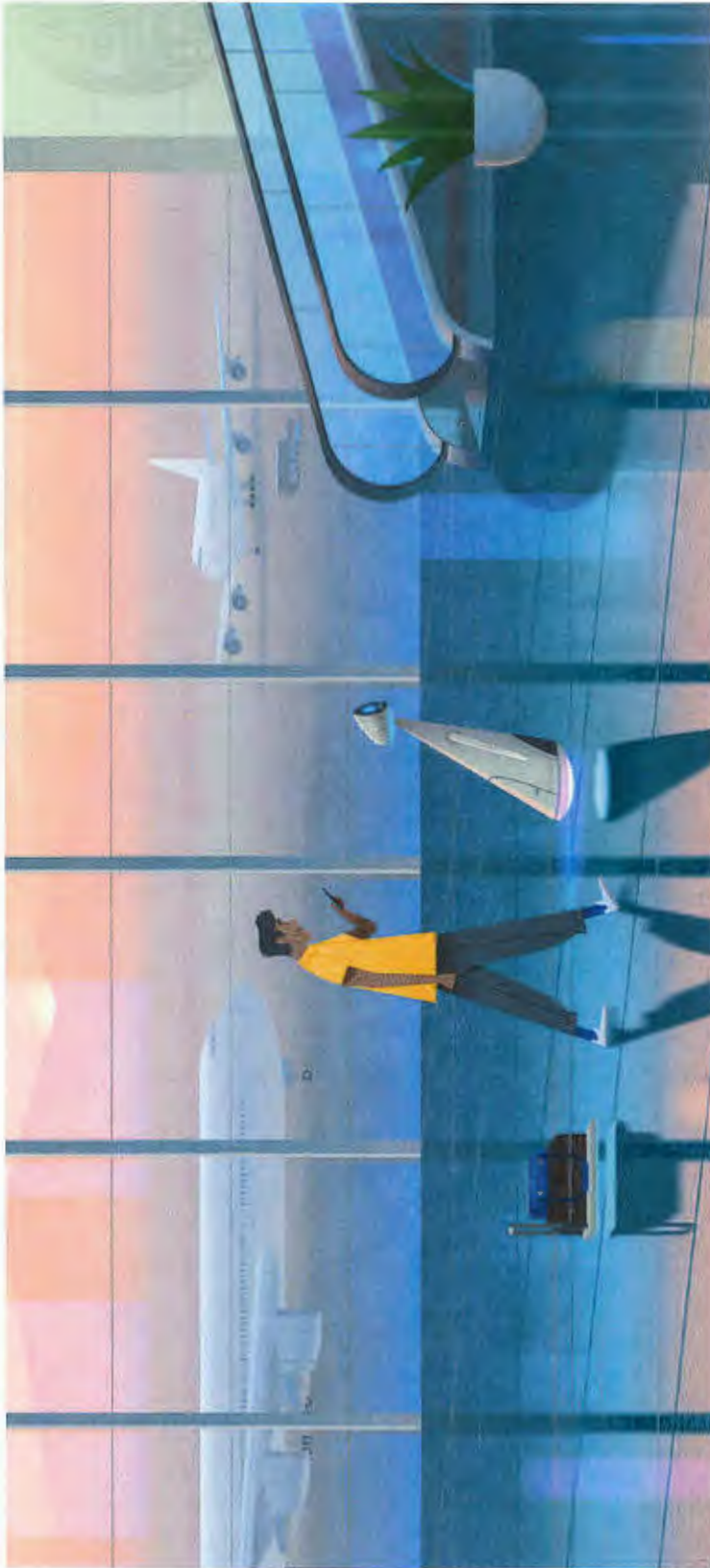


Other Lower Mainland (please specify)	
New Westminster	1
Retired	1

Other (please specify)	
Another city (work for airline and "commute")	1
Retired	3
Work from home (Steveston)	1



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MASTER
PLAN YVR
2037

YVR 2037 MASTER PLAN HIGHLIGHTS

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ABOUT VANCOUVER INTERNATIONAL AIRPORT (YVR)

Vancouver International Airport (YVR) is Canada's second busiest airport, managed by Vancouver Airport Authority—a community-based, not-for-profit organization. Our Board of Directors, nominated by municipalities and organizations in the community we serve, sets the strategic vision for the future and provides accountability and oversight for the management of the Airport Authority and YVR. As there are no shareholders, we reinvest all profits back into airport operations and development to maintain the highest level of safety and efficiency.

Between 2013 and 2015, YVR passenger numbers increased by over one million per year. In 2016, those numbers grew by another two million. By year's end, we served a record-setting 22.1 million travellers who arrived, departed and connected, via 55 airlines, to more than 122 destinations worldwide.

YVR is committed to being a leader in sustainability. We're also committed to creating an airport that British Columbia can be proud of—a premier global gateway, a local economic generator and a community contributor. We are your airport and we take pride in managing it for you.

CONSULTATION

CONSULTATION

YVR has developed Flight Plan 2037, a 20-year plan that ensures that Vancouver International Airport is prepared to meet anticipated growth, stay competitive and maintain our position as one of the world's leading airports.

Flight Plan 2037 includes a Capital Plan, Financial Plan and the YVR 2037 Master Plan—the plan that we are currently undertaking which helps guide land use decisions-making while considering sustainability at each step in the planning process. These plans will help us meet the needs of our communities, business partners and employees. We recognize that effective planning takes a range of views and options into consideration.

We implemented a consultation process for the YVR 2037 Master Plan that used a variety of tools and methods to gather information and facilitate meaningful engagement with business partners, employees, passengers and our community.

In **Phase 1** (2015), we sought feedback on your long-term vision for the future. You told us that you wanted YVR to maintain our excellent, personable customer experiences. You asked us to utilize technology for greater efficiency and increase travel connections and direct destinations. And you insisted on us retaining a focus on sustainability.

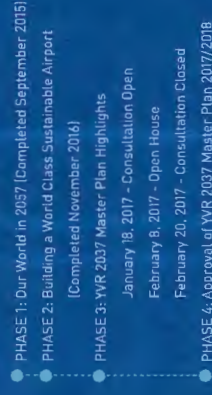
In **Phase 2** (2016), we shared some of the possibilities for key elements of the Master Plan. You provided insightful feedback which helped us prioritize and select a preferred state for each of the six focus areas.

We were encouraged by your supportive comments and constructive feedback. Key themes that emerged included significant interest in the terminal, specifically around amenities that would help make the travel process more streamlined and enjoyable. Environmental initiatives and accessibility were also themes that resonated with our stakeholders and the community.

Thank you for your involvement and sharing your insights, questions, opinions and vision for the future in **Phase 2**. We are pleased to share how your input has influenced our plan for the future. In **Phase 3** (2017), we are looking for you to confirm that our plan reflects the needs of our stakeholders, business partners and the community and identify any final elements for consideration.

PHASE 2 CONSULTATION

- 700 people engaged in person
- 16,900 visitors to our website
- 40 million impressions
- 22 stakeholder meetings
- 4 public meetings
- 5 roadshow stops across Metro Vancouver

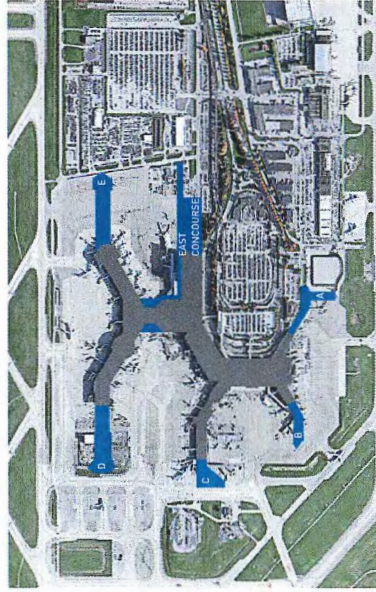


TERMINALS

PLN 277

During Phase 2 consultation for the Master Plan, we heard from participants about their support for our recommended centralized terminal expansion. Our proposed terminal configuration is designed to accommodate 35 million passengers and can be incrementally updated and adapted in response to our growth. We will maintain operations at the South Terminal Building and protect adequate land for the ongoing operation of the float plane terminal which supports our regional connectivity. Looking beyond our 35 million passenger movements, there is a potential need for another terminal. Therefore, we will protect land within our airfield for a satellite terminal.

We received many innovative ideas and suggestions from experiences at other airports around the world to incorporate into our terminal design. Participants spoke about more diverse food options and restaurant experiences, layover amenities such as sleeping pods and showers, opportunities for bringing the West Coast outdoors into the terminal—and the integration of a comprehensive mobility plan to ensure passengers move through our terminal safely and efficiently. We have shared this wealth of ideas with our terminal planning team and look forward to showing you how some of these ideas will be implemented as our terminal is expanded.



TERMINAL EXPANSION

Our current terminal can accommodate 25 million passengers. We have had exceptional growth, greeting a record-breaking 22 million passengers in 2016. We are already planning and designing our next expansions, starting with Pier D and the East Concourse.

AIRSIDE & AIRSPACE

As an international airport, VVR provides the infrastructure and operational services to meet evolving industry technology and standards while balancing the need for a sustainable airport for our community. In Phase 2, we heard that it was important to reduce delays for airlines and passengers and to improve runways and airside infrastructure for future growth. We will address these matters thoughtfully while maximizing our current resources to delay the need for an additional runway. A new runway requires extensive planning, consultation, environmental permitting and regulatory requirements which can take upwards of 10 years to complete. Given the long lead time, we anticipate that planning for an additional runway will occur during the timeframe of the 2037 Master Plan.

In Phase 2, we asked if there was a preference for the Foreshore or Close-In South Parallel Runway. The feedback we received was split down the middle, with one third of respondents undecided. We understand that this is a complicated and important decision, we acknowledge that there are concerns relating to noise impacts and the proximity to the City of Richmond for the Close-In South Parallel Runway and we recognize that there are environmental and cost concerns relating to the Foreshore Runway. This is an important issue for our community and stakeholders. We value your input and will consult with you as we explore options in the future.

Within the next 10 years, we will build the North-South Taxiway (NST)—an above-grade taxiway where planes will taxi over Grant McConachie Way and the Canada Line.

On the horizon since our 2027 Master Plan, this resulted in constructing the Canada Line at ground level at Templeton and Sea Island stations. Building the NST provides a direct link between the runway ends and the terminal, enabling a more balanced use of the parallel runways and an airport that is more efficient. It also means shorter taxiing distances for aircraft, thereby reducing greenhouse gases, cost and taxiing time for passengers and airlines.

In the near term, we will explore expanding the use of the North Runway for departures to delay the need for an additional runway. We will also begin planning for the

construction of the North Runway End Safety Areas and potential runway extension. We look forward to getting out and engaging the community, sharing information and discussing this aspect of the project in 2017.

Innovation in aviation has led to the development of planes that are quieter and more efficient. As we grow, we will continue to strive to minimize noise impacts for our neighbouring communities.



GROUND ACCESS



PLN - 280

Enabling safe, efficient, convenient and reliable ground access is a key priority of the Master Plan. We own and are responsible for the majority of the road network on Sea Island, as well as two main bridges that provide access to it—the Arthur Laing and Dinsmore bridges. We also invested \$300 million in the Canada Line extension to Sea Island and YVR now has some of the highest transit ridership of any airport in North America—about 25 per cent, an achievement that makes us proud.

In Phase 1 and 2, we heard that regional connectivity was of the utmost importance for municipalities and the public, with public transit being the most recurring theme in all of our meetings and feedback surveys. We are committed to being active in discussions and in collaboration with regional agencies and authorities in transit, transportation and policy development relating to transit access and mobility pricing.

Large numbers of people expressed a desire to travel to YVR on transit. TransLink is implementing their 10-Year Infrastructure Plan which includes initiatives to expand capacity on the Canada Line. We will monitor and proactively address YVR Airport Station capacity constraints in an effort to provide a seamless experience getting on and off the Canada Line.

We will work with TransLink and regional agencies to improve transit options for air passengers, employees and cargo. We will also work with the British Columbia Ministry of Transportation and Infrastructure and the City of Richmond to enhance the connection between Highway 99 and Sea Island, including the replacement of the Moray Channel Bridge and network improvements.

In Phase 2, we learned about your level of support and feedback on various ground access and road infrastructure options. There was strong support for the Russ Baker Way high priority vehicle lane and the extension of Templeton Street to Russ Baker Way. Both options will be explored further. We will also implement upgrades or replacement to various other infrastructure such as the Dinsmore Bridge, YVR's parkade, the Sea Island road network and include cycling and pedestrian infrastructure in upcoming road work projects.

We will prepare for ridesharing, carsharing, peer-to-peer car rental and autonomous vehicles at YVR and will consult with government and stakeholders, as appropriate, to develop the necessary regulations and permitting processes, ensuring that adequate curbside infrastructure and staging areas are allocated.



Sustainability is embedded in YVR's corporate culture and is intrinsic to our strategy and business practices. We strive to be a world class sustainable airport that values excellence in environmental management. We do this by reducing our impact on Sea Island and the surrounding environment through a variety of methods. These include the management of wildlife to keep birds and planes safe, management of storm water and protecting water quality, management of waste with diverse recycling and organics programs. We recently became the world's first Salmon-Safe certified airport which acknowledges our ongoing efforts and commitment to transform our land and water management practices. These practices and standards will guide our operation and development in the future as we strive to innovate and improve the way we manage our airport and Sea Island.

Feedback in Phase 1 consultation highlighted that we share a similar vision with our communities. We learned about the region's desire for sustainable travel options that reduce carbon emissions and for YVR to be a self-sustaining airport with a reduced environmental footprint. Phase 2 consultation built upon this foundation—here, you provided us with specific suggestions on potential infrastructure, projects and programs that could be implemented and that could help balance the diverse environmental aspects of managing an airport.

We received innovative ideas for initiatives to implement at the airport. The good news is that many of these suggestions are programs that we have well underway such as:

- Installation of additional electric vehicle charging stations.
- Increasing availability of pre-conditioned air for aircraft at gates. Planes plug-in to YVR's power.
- Rainwater capture and reuse in terminal.
- Increasing drought resistant plants in landscaping.
- More solar panels.
- Developing a coordinated strategy for waste management on Sea Island.
- Alternative energy sources such as a District Energy Geoechange System.

As our airport grows, we will continue to seek opportunities to integrate alternative energy sources, initiate the capture and reuse of rainwater, and minimize our waste. We will continue to update our Environmental Management Plan every 5 years which will identify specific programs and initiatives to achieve environmental sustainability. It includes a framework to guide sustainable environmental management of the airport, key strategic environmental priorities and goals, targets and actions to advance environmental performance and ecosystem health.

COMMUNITY AMENITIES

We are committed to being a good community steward—and that includes helping to provide recreational amenities on Sea Island. In Phase 2, we learned that Sea Island's history and public spaces are important to the local community. We respect this and will ensure that adequate green space and other amenities are incorporated into projects as we continue to grow. YVR 2037 will include a plane spotting location for the North Runway and develop a continuous pathway system from the Terminal to the Templeton Canada Line station and from the Designer Outlet to Flight Path Park along Templeton Street.

In coordination with other organizations responsible for land use on Sea Island, we will work to complete a continuous, universally accessible, multi-use pathway around the island on the dyke from the Sea Island Conservation Area to the Coast Guard facility. We will endeavor to communicate the various leisure opportunities on Sea Island to promote active recreation and access to nature so our community can enjoy the incredible, diverse offerings of Sea Island.



LAND USE

As infrastructure initiatives and developments will be guided by our 2037 Land Use Plan for the next 11 years, what we build and how we use airport lands in a way that respects our operations, our environment and our community, the land use plan provides clarity as to where and what types of development can take place.

We are required to update and submit our Land Use Plan every 10 years to the Federal Minister of Transport for approval.

In Phase 2, the majority of people we heard from wanted to remain informed and engaged as we developed our area plans. We are committed to sharing information and consulting with affected stakeholders and interested parties as we develop these plans.

The YVR 2037 Land Use Plan is based on the 2037 Land Use Plan and has been modified to incorporate consideration to potential uses and development beyond the 20-year planning horizon. When reviewing the Land Use Plan, the areas that are highlighted as two different colours represent land that is multi-use within the same area.

The airport is essential to the airport's core function of enabling aircraft to take off and land safely and efficiently. Therefore, establishing airport space takes precedence over all other land uses on Sea Island.

Allocating land required for terminal expansion is our next highest consideration. This Land Use Plan has been updated to identify a potential location for an infield terminal. The infield terminal is important for long-term

planning beyond the 20-year lifespan of this plan as the potential location will play a role when considering future airfield improvements that last beyond 2037.

Airside land is extremely valuable and is considered beach front property in the airport world. Suitable uses of these airside lands are for business and development with specific aircraft maintenance and cargo-related functions. Ground access and parking were common discussion points at our public meetings. Ground access is our fourth priority and includes roads, transit, parking, curbside and other supportive infrastructure that enables access for passengers, employees and cargo to and from the airport. In Phase 2, we discussed the importance of cycling and pedestrian infrastructure. As a result, we have revised our definition to support active transportation.

Groundside and recreational areas are areas of land use that support our core airport business. Our previous Master Plan called this designation Groundside Commercial. We have revised this for YVR 2037 to ensure that it reflects uses for the land that fit within the airport use framework but may not be specifically commercial. Although small amounts of recreational areas have been designated, it is our intention that recreational opportunities will be integrated throughout Sea Island.

LAND USE PLAN 2037 MAP

AIRFIELD

Land for existing and future airfield to support the safe movement of aircraft. Includes runways, runway end safety areas, taxiways, airside roads, navigational aids and other facilities. Interim uses are permitted.

TERMINAL

Land for existing and future passenger terminal facilities, airside, and ancillary commercial and operational uses. Interim uses are permitted.

AIRSIDE

Land for existing and future uses that require direct access to the airfield. Priority to be given to those uses requiring access to aircraft cargo buildings, aircraft maintenance, etc.) and then to those uses requiring vehicle access to the airfield. Interim uses are permitted.

GROUND SIDE

Land for uses not requiring direct access to the airfield. Uses can be:

1. Aviation Related: Uses that are directly related to ongoing airport operations.
2. Aviation Dependent: Uses that benefit from close access to aviation services.
3. Aviation Compatible: Uses that support the ongoing development of YR as a sustainable gateway and connecting hub.

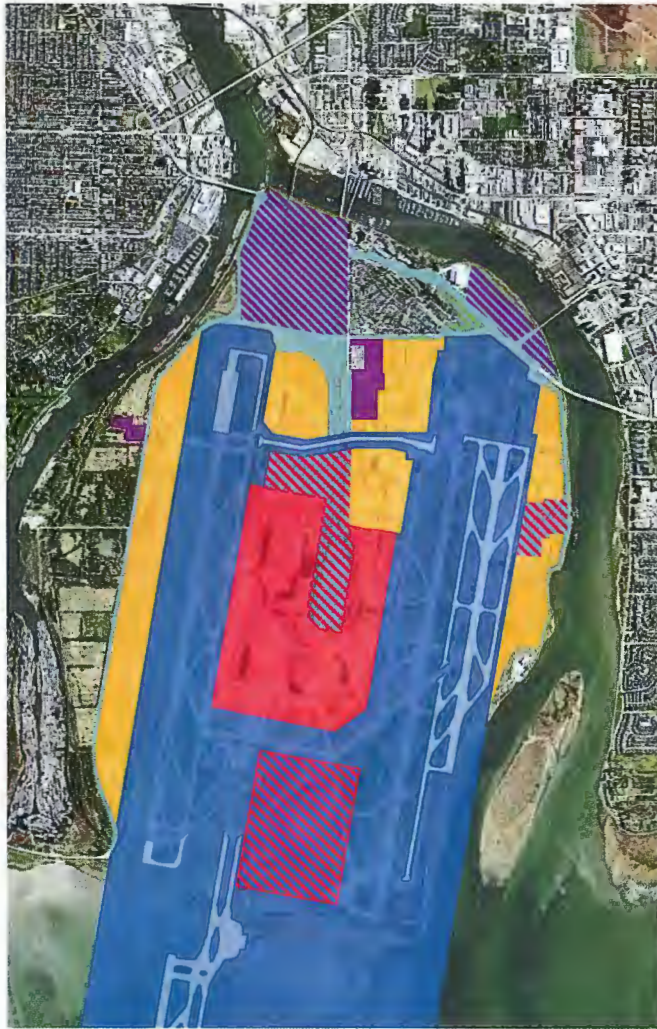
Interim uses are permitted.

GROUND ACCESS AND PARKING

Land that enables the flow of goods and people to, from and around Sea Island. Includes bridges, roads, the Canada Line, cycling and walking corridors, public and employee parking, commercial transportation and car rentals. Interim uses are permitted.

RECREATIONAL AREA

Designate lands for recreational uses.



PLN 285 NEXT STEPS

We want to ensure that our plan aligns with your vision of YVR 2037. Please provide your feedback online at www.YVR2037.ca.

You can also download a feedback form online and mail it to:

P.O. Box 23750
Airport Postal Outlet
Richmond, BC
Canada

Phase 3 consultation will be open from January 18 to February 20. We hope to see you at our Open House on Wednesday, February 8, 2017 from 5 p.m. to 7 p.m. at Vancouver International Airport.

At the culmination of this phase we will be sharing YVR 2037 with the Federal Minister of Transport for approval. We look forward to sharing our official plan with you once it is approved.



YVR's Planning Document Hierarchy

1. **Flight Path 2037** (released on January 18, 2017): YVR's overarching blueprint for the future includes a Capital Plan, Terminal Plan, Financial Plan and the YVR 2037 Master Plan;
2. **YVR Five Year Strategic Plan**
3. **YVR Annual operating Plan**
4. **YVR 2037 Master Plan (Current Focus)**
 - includes Utility chapter (e.g., utilities, water, sanitary, storm drainage)
5. **YVR Sub - Area Plans**
 - YVR anticipates that the 1st one will be the YVR Templeton Office Park, east of the Templeton Station, and the lands between BCIT and the Dinsmore Bridge.
6. **Sea Island Infrastructure Upgrade Plan (not public)**
 - addresses utilities, water, sanitary, storm drainage)
 - YVR will update it over the next couple of years
7. **YVR Airport Land Management Guidelines** which will:
 - A.) improve YVR's Airport Building Urban Design Guidelines (e.g., design standards, universal accessibility, West Coast uniqueness), and
 - B.) incorporate Sustainable Design Guidelines, to address energy efficiencies and salmon safe practices.
8. **YVR Five-Year Aeronautical Noise Management Plan (NMP)** which:
 - A.) YVR's latest 2037 Airport Noise Exposure Frequency (NEF) Study does not change its existing 2015 NEF contours or their noise impacts which the City uses to manage its 2041 Official Community Plan (OCP) Aircraft Noise Sensitive Development (ANSO) uses (e.g., residential, provincially approved K - 12 school and day care facilities, and hospitals);
 - B.) YVR's The Current Five-Year Aeronautical Noise Management Plan (NMP):
 - runs to the end of 2018, and
 - will subsequently be updated (for 2019 - 2023), as necessary regarding noise contours and more specific noise management strategies.
9. **YVR Five Year Environmental Management Plan (EMP)** which:
 - A.) runs to the end of 2019, and
 - B.) will subsequently be updated (for 2020 - 2024), to address:
 - environmental targets and action plans, and
 - greenhouse gas emissions,
 - potable water,
 - waste management and
 - opportunities to improve ecosystem health;
10. **YVR Invasive Species Management Plan.**
11. **YVR Climate Change Adaptation and Risk Management Plan,**



City of Richmond

Report to Committee

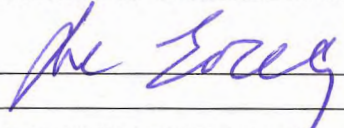

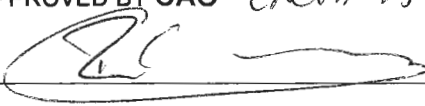
To: Planning Committee
From: Joe Erceg
General Manager, Planning and Development
Date: May 15, 2017
File: 01-0100-30-HCOM1-
01/2017-Vol 01
Re: **Richmond Heritage Commission 2016 Annual Report and 2017 Work Program**

Staff Recommendation

1. That the staff report, "Richmond Heritage Commission 2016 Annual Report and 2017 Work Program", dated May 15, 2017, from the General Manager, Planning and Development, be received for information; and
2. That the Richmond Heritage Commission 2017 Work Program, as presented in this staff report, be approved.


Joe Erceg
General Manager, Planning and Development

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Richmond Heritage Commission (RHC) was established on May 9, 2005 upon Council approval of Richmond Heritage Commission Bylaw No.7906. A primary role of the RHC is to provide advice from a heritage perspective to Council, City staff and other stakeholders on issues and projects that impact the heritage value and special character of historic places in Richmond.

In accordance with the Terms of Reference for the RHC, this report summarizes the activities of the Committee in 2016 and recommends a 2017 Work Program for consideration and approval by Council. The RHC developed the work plan in a series of meetings in early 2017.

Summary of 2016 Annual Report

The detailed 2016 Annual Report is contained in Attachment 1. Highlights are as follows:

- Reviewed and provided comments on a total of 3 development proposals affecting or related to the heritage value and special character of Steveston Village.
- Received regular updates on various City policies and initiatives (e.g., staff work on Steveston Area Plan amendments and the Heritage Inventory Update).
- Approved a design for the Richmond Heritage Commission logo and launched its use.
- Received four (4) nominations for the annual Richmond Heritage Awards and selected two (2) recipients.
- Participated in Open Doors Richmond for the first time and provided sponsorship to the event as well as Richmond Heritage Fairs.
- Provided assistance to Museum & Heritage Services, most notably with the successful nomination of the Chinese Bunkhouse at Britannia Shipyards National Historic Site for inclusion in the Provincial Heritage Register as part of the Province of British Columbia's Chinese Historic Places Recognition Project.

Summary of Proposed 2017 Work Program

The detailed 2017 Work Program is contained in Attachment 2. The following is a summary of highlights for the proposed work plan for 2017.

- Review and provide recommendations on planning, and other proposals (e.g., public art), in Steveston Village Development Permit Area and Heritage Conservation Area as forwarded to the RHC from staff and Council.
- Review and provide recommendations on proposed amendments to Steveston Area Plan as part of a community engagement process.
- Participate as a stakeholder in both the Heritage Inventory Update and the Museum Models Evaluation Study.
- Establish a nomination form and evaluation and selection criteria for the Richmond Heritage Awards with guidance from staff.
- Receive nominations for the Richmond Heritage Awards, and select and honour the winners.

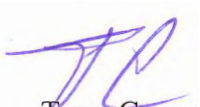
- Provide sponsorship to Doors Open Richmond and Richmond Heritage Fairs, as well as the Richmond Historical Society for their multi-year Oral Histories Project.
- Continue to participate in staff-led workshops to expand and enhance knowledge and expertise related to heritage, and pursue other educational opportunities as they arise.

Financial Impact

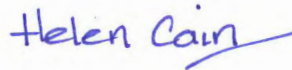
None.

Conclusion

The 2016 Annual Report for the RHC is submitted for information and the 2017 Work Program is recommended for Council approval.



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



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

HC:cas

Attachment 1: Richmond Heritage Commission 2016 Annual Report

Attachment 2: Richmond Heritage Commission 2017 Work Program

ATTACHMENT 1

2016 ANNUAL REPORT
RICHMOND HERITAGE COMMISSION

Richmond Heritage Commission 2016 Accomplishments		
Projects	Results Expected	Accomplishments and Comments
Development Proposals	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Reviewed and provided comments on a total of three (3) development applications forwarded by staff. Projects covered issues related to: the appearance of an enclosure of outdoor utility equipment at Steveston Museum; the form, massing and general character of a residential commercial mixed-use building on the Rod's Lumber site; and the final proposed design of a mixed-used building adjacent to the heritage-protected United and Methodist Church.
Heritage Policy	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Received information on progress on Council referrals related to Steveston Area Plan amendments. Received information on the pending Heritage Inventory Update to be co-led by Museum and Heritage Services and Policy Planning.
Richmond Heritage Awards	Receive nominations and select recipients	<ul style="list-style-type: none"> Received a total of four (4) nominations and selected two (2) winners including a teacher for years of service to Richmond Heritage Fairs, and a film company for a documentary series on Japanese-Canadians in Steveston.
Richmond Heritage Services and Sites	Receive information and help support and promote the City's services and sites	<ul style="list-style-type: none"> Received information from staff on programs, initiatives and projects related to City-owned historic places and museums. Contributed to the Annual Heritage Update publication and each issue of the <i>Mouth of the Fraser</i> newsletter. Nominated the Chinese Bunkhouse at Britannia Shipyards National Historic Site to the Province of BC Chinese Historic Places Recognition Project. This application was successful.
Community Heritage Partners and Projects	Sponsor and support community initiatives	<ul style="list-style-type: none"> Provided \$1,000 in sponsorship to Doors Open Richmond and participated in this event for the first time. Provided \$2,000 in sponsorship to Richmond Heritage Fairs.
Capacity Building	Raise profile of RHC and build knowledge	<ul style="list-style-type: none"> Approved the design of a logo for communications. Received an orientation binder for commissioners from staff. Attended a staff-led orientation to heritage policy in Richmond, Canada and internationally, and the BC legal toolkit for heritage. Attended a staff-led orientation to Museum & Heritage Services.

List of Proposals Reviewed in 2016		
Application No.	Address of property	Application Purpose
DP 16-723753 HA 16-723754	3811 Moncton Street	Addition of an enclosure for mechanical equipment in front of the Steveston Museum.
RZ 15-710852	3471 Moncton Street 12040/12060 3 rd Avenue, and 3560/3580/3600 Chatham Street	Rezone to permit a new "Commercial Mixed Use (ZMU33) – Steveston Village" zone to develop a mixed-use building with 2,358 m ² of commercial space and 35 apartment units (total of 4,459 m ²)
DP 16-740024 HA 16-744661	3735/3751/3755/3771 Chatham Street	Design of a commercial residential mixed-use building

ATTACHMENT 2

**2017 DRAFT WORK PROGRAM
RICHMOND HERITAGE COMMISSION**

Richmond Heritage Commission 2017 Draft Work Program		
Projects	Results Expected	Accomplishments and Comments
Development Proposals	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Continue to review and provide recommendations on planning, and other proposals (e.g., public art) in Steveston Village DPA and HCA.
Heritage Policy	Heritage perspective and advice to Council	<ul style="list-style-type: none"> Review and provide recommendations on amendments to the Steveston Area Plan as part of community engagement. Participate as a stakeholder in the Heritage Inventory Update to be co-led by Museum and Heritage Services and Policy Planning.
Richmond Heritage Awards	Receive nominations and select recipients	<ul style="list-style-type: none"> Establish a nomination form and evaluation and selection criteria under the guidance of staff. Receive award nominations, and select and honour the winners.
Richmond Heritage Services and Sites	Receive information and help support and promote the City's services and sites	<ul style="list-style-type: none"> Participate in the Museum Models Evaluation Study. Receive information from staff on programs, initiatives and projects related to City-owned historic places and museums. Contribute to each issue of the <i>Mouth of the Fraser</i> newsletter.
Community Heritage Partners and Projects	Sponsor and support community initiatives	<ul style="list-style-type: none"> Provide \$750 in sponsorship to the Oral Histories Project of Richmond Historical Society. Provide \$1,000 in sponsorship to Doors Open Richmond. Provide \$2,000 in sponsorship to Richmond Heritage Fairs.
Capacity Building	Raise profile of RHC and build knowledge	<ul style="list-style-type: none"> Attend Canada 150 events, as possible. Further develop the orientation binder for commissioners. Participate in staff-led workshops to expand and enhance knowledge and expertise related to heritage and pursue other educational opportunities.



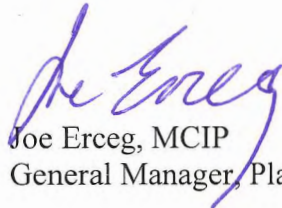
City of Richmond

Report to Committee

To: Planning Committee
From: Joe Erceg, MCIP
General Manager, Planning and Development
Date: May 3, 2017
File: 01-0100-30-ACEN1-01/2017-Vol 01
Re: **Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program**

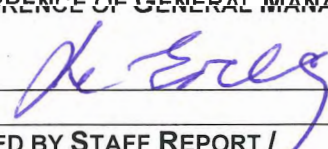

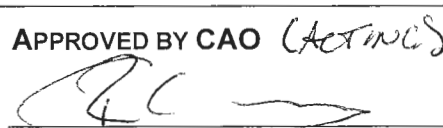
Staff Recommendation

1. That the staff report titled "Advisory Committee on the Environment 2016 Annual Report and 2017 Work Program", dated May 3, 2017 from the General Manager, Planning and Development, be received for information; and
2. That the Advisory Committee on the Environment 2017 Work Program, as presented in this staff report, be approved.



Joe Erceg, MCIP
General Manager, Planning and Development

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER	
	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Advisory Committee of the Environment (ACE) was originally formed by Council in 1993. The role of ACE is to advise Council on environmental issues of concern to the community, and to promote effective means to achieve a sustainable environment. In accordance with the Terms of Reference for ACE, this report summarizes the activities of the Committee in 2016 and recommends a 2017 Work Program for consideration and approval by Council. ACE reviewed and endorsed the proposed work program at its meeting held on February 15, 2017.

Summary of the 2016 Annual Report

The detailed 2016 Annual Report is contained in Attachment 1. Highlights are as follows:

- Reviewed and commented on the Metro Vancouver Food Action Plan.
- Regular updates from Parks Department staff about the status of the Garden City Lands Project.
- Presentation from Environmental Sustainability on energy programs and initiatives, and the status of Richmond Official Community Plan greenhouse gas reduction targets.
- George Massey Tunnel Replacement Project – Received regular updates on Council's position/comments on the project, and discussed Committee members opinions on the project and approval process underway.
- ACE members provided comments and recommendations to City Tree Protection and Parks staff on the importance of trees in the City.
- Received regular updates from the Council liaison (Councillor Day) to the Committee on various Council initiatives.
- Received regular updates on the Agricultural Advisory Committee (AAC) through the appointed ACE member to the AAC.

Summary of the Proposed ACE 2017 Work Program

The detailed 2017 Work Program is contained in Attachment 2. Highlights are as follows:

- Education and awareness – receive information and provide feedback on City initiatives and programs about local food production, sustainable energy practices and restricting cosmetic pesticide use/purchase.
- Projects – Presentations to ACE from City Engineering and Parks staff about upcoming works and plans in preparation for information and comment purposes (i.e., Updates on the Garden City Lands Project).

- Provincial Projects – Monitor and discuss the George Massey Tunnel Replacement project and progress, and continue to support Richmond City Council’s position on the matter.
- Trees in the City – Continued work by Committee members about education/awareness and regulations focused on tree preservation in the City, as well as tree retention during redevelopment.
- Information Sharing – Obtain regular updates from the Council and staff liaison to the Committee, the ACE member appointed to the AAC and representatives to the YVR Environmental Advisory Committee.

Financial Impact

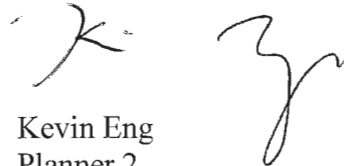
None.

Conclusion

The 2016 Annual Report for ACE is submitted for information and the 2017 Work Program is recommended for Council approval



Terry Crowe
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TTC/KE:cas

- Att. 1: Advisory Committee on the Environment 2016 Annual Report
2: Draft Advisory Committee on the Environment 2017 Work Program

**2016 ANNUAL REPORT
ADVISORY COMMITTEE ON THE ENVIRONMENT**

Advisory Committee on the Environment 2016 Accomplishments		
Projects/Initiatives	Results Expected	Accomplishments and Comments
Garden City Lands Project	Obtain information on the project through presentations, reports and tours (if applicable) and provide comments	<ul style="list-style-type: none"> • Parks presentation on the findings of the hydrological study of the site to inform the proposed concept and the arrangement of uses in the park plan. • Parks presentation on the proposed works to be undertaken on the Garden City Lands project in 2016 and feedback ACE provided. • Some members participated in a tour of the Garden City Lands organized and hosted by the Garden City Conservation Society.
Metro Vancouver Food Action Plan	Receive information and provide comments	<ul style="list-style-type: none"> • Parks staff presented information on the draft Metro Vancouver Food Action Plan. <ul style="list-style-type: none"> ◦ ACE provided comments on the overall regional action plan. ◦ ACE provided comments on local initiatives identified in the action plan that are most relevant to Richmond and how these initiatives can best be advanced.
Sustainable Energy Programs and Initiatives	Receive for information and comment on sustainable energy initiatives and practices	<ul style="list-style-type: none"> • Environmental Sustainability staff presented information on sustainable energy initiatives and practices in Richmond. • ACE provided comments and feedback on existing available programs and potential initiatives applicable to single-family home retrofits to improve energy efficiency gains.
George Massey Tunnel Replacement Project	Obtain project updates and Richmond City Council comments on the proposal and provide comments when necessary	<ul style="list-style-type: none"> • Received the following information/updates: <ul style="list-style-type: none"> ◦ Richmond City Council recommendations and reports on the George Massey Tunnel Replacement Project. ◦ Some members attended a Richmond Chamber of Commerce hosted luncheon event to obtain more information on the project directly from the Minister of Transportation and Infrastructure. ◦ Some members attended Ministry hosted public information sessions and reported out to ACE on activities and comments. • ACE supports Council's position, recommendations and comments to date on the George Massey Tunnel Replacement Project.
Ecological Importance of Trees in the City	Improved education and awareness about the importance of trees in the City and provide feedback on City regulations	<ul style="list-style-type: none"> • Formed a working sub-committee group of ACE to review and provide comments to the City regarding the importance of trees in the City (on private and public land), suggested revisions to City regulations (i.e., Tree Protection Bylaw) and the benefit of prioritizing the retention of trees when redevelopment occurs. • Parks and Tree Protection staff presented and provided information about how trees are managed, the process

Advisory Committee on the Environment 2016 Accomplishments		
Projects/Initiatives	Results Expected	Accomplishments and Comments
		<p>when considering trees for retention/removal and upcoming tree information sessions planned for late 2016 and early 2017.</p> <ul style="list-style-type: none"> Invited members of the community to provide additional resource information to ACE about the ecological importance of trees in an urban context.
Green House Gas Emission Targets	Receive updates from staff to understand current and future trends	<ul style="list-style-type: none"> Environmental Sustainability staff presented information on Green House Gas emission data and trends observed generally between 2005 and 2014.
Environmental Education and Awareness	Improved education and awareness on environmental issues identified by ACE	<ul style="list-style-type: none"> Concerns about the continued sale and application of pesticides in the City, despite an existing City bylaw that prohibits the use and application of "non-essential"/cosmetic pesticides in Richmond.
Information Sharing	Receive updates from the Council and City staff liaisons and other members of the Committee	<ul style="list-style-type: none"> Regular monthly updates provided by the ACE Council liaison (Councillor Carol Day) on related Richmond City Council activities/initiatives. Regular monthly updates provided by the ACE staff liaison on related Planning and Development initiatives and projects. The ACE member appointed to the Agricultural Advisory Committee (AAC) provided updates on AAC activities and initiatives. Information sharing on the activities and initiatives of the YVR Environmental Advisory Committee.

**DRAFT 2017 WORK PROGRAM
ADVISORY COMMITTEE ON THE ENVIRONMENT**

ADVISORY COMMITTEE ON THE ENVIRONMENT ROLE IN THE WORK PROGRAM

The following draft 2017 Work Program for the Advisory Committee on the Environment was developed by members of the Committee, with the support and guidance from City staff.

Advisory Committee on the Environment Draft 2017 Work Program	
Projects/Initiatives	Objectives and Deliverables
Food Action Plan – Local and Regional Initiatives	<ul style="list-style-type: none"> • Receive information and provide comments on local and regional food initiatives and plans. • Education and awareness – review and provide comments on existing and potential programs and initiatives. • Request information from Parks Dept. staff about programs and infrastructure oriented to local food awareness and production.
Sustainable energy policy and initiatives	<ul style="list-style-type: none"> • Provide comments on sustainable energy best practices. • Coordinate with Environmental Sustainability staff to provide feedback on existing/proposed energy initiatives.
Proposed City works and capital projects	<ul style="list-style-type: none"> • Provide comments, from an environmental perspective, on City works and capital projects presented to ACE as needed.
Parks Department – Projects and Plans	<ul style="list-style-type: none"> • Receive information about the Garden City Lands Project construction progress and provide comments as needed. • Provide comments on upcoming Park projects and plans when requested.
Environmental Sustainability – Projects and Plans	<ul style="list-style-type: none"> • Coordinate with staff about managing invasive plant species in the City. • Riparian Management Areas – Receive updates on the City's Riparian Compliance Strategy and provide feedback as needed. • Presentations from Environmental Sustainability staff about recent projects (i.e., Bath Slough revitalization plan; Pollinator Pasture) and how to have input.
Trees in the City	<ul style="list-style-type: none"> • Continued work by Committee members to provide information on the ecological and economic benefits of preserving trees in the City and work with Tree Protection and Parks staff to follow-up on initiatives and recommendations provided by ACE.
George Massey Tunnel Replacement Project	<ul style="list-style-type: none"> • Continue to monitor and discuss project updates and progress as they become available. • Continue to support Richmond City Council's position, recommendations and comments on the George Massey Tunnel Replacement Project.
Cosmetic Pesticides – Sale and Use	<ul style="list-style-type: none"> • Discuss the issue of cosmetic pesticides (application and sale of products) in Richmond. • Discuss the issue with Environmental Sustainability staff in the context of the City's existing regulations prohibiting the use of cosmetic pesticides and the City's Enhanced Pesticide Management Program.
Discuss the issue of light pollution	<ul style="list-style-type: none"> • Presentation of information by interested ACE members to the Committee on the issue, to determine key issues of environmental concern and impacts.
Information Sharing	<ul style="list-style-type: none"> • Receive regular updates from member and staff liaisons to the YVR Environmental Advisory Committee. • Receive regular updates at monthly ACE meetings from Council and Staff liaisons and the ACE member appointed to the AAC.



City of Richmond

Report to Committee

To: Planning Committee
From: Victor Wei
Director, Transportation
Terry Crowe
Manager, Policy Planning

Date: May 30, 2017
File: 08-4045-20-04/2016-
Vol 01

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

Staff Recommendation

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

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

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

Att: 46

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

Staff Report

Origin

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

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

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

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

Analysis

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

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

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

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

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

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

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

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

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

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

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

Part A - Land Use and Design-Related Issues

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

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

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

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

Option 1: Status Quo.

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

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

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

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

Option 1: Status Quo.

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

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

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

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

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

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

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

Option 1: Status Quo.

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

- For properties in the Steveston Village Core, north of Bayview Street, the higher elevation of 1.4 m GSC or an existing adjacent sidewalk. The proposed 1.4 m GSC baseline is the elevation at the intersection of 3rd Avenue and Moncton Street which is a unique, historic feature of the Village Core that should be retained. For comparison, for the redeveloping Rod's Building Supply site, the adjacent sidewalk GCS is between 1.4m - 1.8m.
- For properties located south of Bayview Street, the higher elevation of 3.2 m GSC or existing adjacent sidewalks (e.g., the sidewalk in front 3531 Bayview Street ranges from 3.2m to 3.4m).
- The recommendation is a clarification of the existing policy and does not change the maximum permitted heights of buildings.
- Attachment 5 illustrates the measurement of building height from geodetic points.
- Geodetic height may be different at every point along a sidewalk. The same is true for buildings. The height would be determined for each section of the sidewalk at the time of the application or the engineering works (by a certified land surveyor).

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

(d) On-Site Parking Requirements

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

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

Option 1: Status Quo.

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

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

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

(e) Exterior Cladding and Window Treatments

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

Issue: General

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

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

Existing Brick in Protected Heritage Buildings

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

Brick in New and Upgraded Non-Heritage Buildings:

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

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

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

Option 1: Status Quo.

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

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

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

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

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

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

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

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

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

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

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

Use of Metal Siding in the Village

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

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

Option 1: Status Quo.

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

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

- Amend SAP Steveston Village General Design Guidelines, Section 9.3.2.1(g) by removing that section and replacing it with new wording: "Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special character of the two sub-areas, the use of metal for exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Riverfront precinct except to replace any existing brick with similar brick."
- Amend SAP Core Area (north of Bayview) Design Guidelines Section 9.3.2.2(a) by adding the following bold wording: "High quality materials that weather gracefully. Preferred cladding materials to be **historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles**, 150mm wide by 19mm wood trim boards, or **contemporary** materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). **The use of brick is permitted as a secondary treatment for architectural elements and detailing in new buildings and new additions if that brick is clearly distinguishable from the Hepworth Building's brick in colour and texture. For façade improvements to existing buildings, any brick that is removed should be replaced with similar brick, or a different brick or materials that would improve the aesthetics of the building and the area character. Stucco is prohibited. The use of brick or metal for exterior cladding or architectural detailing is not permitted,**

except to replace existing brick or metal materials with suitable brick, or similar metal, finishes in any existing building.”

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

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

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

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

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

Option 1: Status Quo.

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

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

Option 4: RECOMMENDED: Staff propose to:

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

- Prohibit all structures for access stairs or elevator shafts for any communal (i.e., large shared) rooftop living spaces, unless all of the following criteria are met:
 - structures should not exceed 3.17 m (10'4") for access stairs and 2.20m² (7.2 ft.) for any elevator shaft as measured from the roof deck, and should be:
 - well-integrated with the overall architectural design of the building, and
 - set back from all roof edges both to a minimum distance of 1.0 m, and
 - to the extent necessary, ensure that each rooftop structure is not visible, as seen from streets and all other public vantage points (e.g., rear or side lanes) located within a 90 m radius of the site's boundaries.

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

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

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

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

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

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

Regarding New Buildings and the 73 Non-Heritage Buildings:

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

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

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

Option 1: Status Quo.

Option 2: RECOMMENDED: Staff propose:

- Changes to the existing SAP DPA/HCA guidelines (Attachment 16), to:
 - on new flat-roofed buildings, increase the height of false parapets from 1.05 m to 1.2 m, and tuck in and setback the infrastructure behind the false parapets from all the roof edges at a minimum distance of 1.0 m,
 - on existing flat-roofed buildings, tuck the infrastructure behind false parapets where these features are existing, and set back infrastructure from all the roof edges at a minimum distance of 1.0 m; and
 - on new and existing pitched roofs, affix them flush to the roof and not more than 0.2 m above the roof surface.
- Specifically, staff recommend removing “Section 9.3.2.2 Steveston Village Core Area Roofscapes, Exterior Walls, and Finishes” “(g)” and “(h)” and replacing them with the following sections:
 - (g) *Make use of roofs as outdoor living spaces, except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as water collection area or an inaccessible landscape area where no element or mature plant material is higher than 1.05 m above roof deck level.**
 - (h) *Building facades facing streets, or within 10 m (32.8 ft.) of a street, should have parapets at least 1.20 m above roof deck level.*
 - (i) *Solar panels may be affixed:*
 - *to flat roofs, up to a height of 1.20 m and placed in any section of the roof surface that is a minimum distance of 1.0 m back from the roof edge(s), and*
 - *on a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.*

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

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

Regarding the 17 Protected Heritage Properties:

- Currently, the Council has adopted the Park Canada, National Standards and Guidelines, and these include sustainability guidelines for the installation of renewable energy infrastructure (e.g., solar panels, air source heat pumps), as long as they are minimally visible from the street (Attachment 18).
- Issue:** Staff have assessed the potential visibility of solar panels on the flat and pitched roofs of the protected heritage properties, as detailed in Attachment 19.
- This analysis indicates that it may be possible to install solar panels on flat and front-gable roofed buildings, if the panels are tucked behind false parapets and away from roof edges for facades along the street or lanes.
 - It will be difficult to install solar panels that meet the Guidelines on the buildings with bellcast, hip or high-pitched roofs:
 - Steveston Courthouse (12011 3rd Avenue),
 - Richmond Hospital Society Thrift Shop /Methodist Church (3711 and 3731 Chatham Street), and
 - Steveston Museum (3811 Moncton Street).
 - It may, however, be possible to install alternate non-solar energy infrastructure (e.g., air source heat pumps) on rear facades where it would not be visible from the street.

Option 1: Status Quo.

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

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

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

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

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

(a) *Rooftop Structures – Barrier Railings*

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

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

Option 1: Status Quo.

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

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

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

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

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

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

Option 1: RECOMMENDED: Status Quo.

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

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

Waterfront Roof-scape – Flat Versus Pitched Roofs

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

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

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

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

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

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

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

“9.3.2.2.b. Settlement Patterns:

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

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

Option 1: RECOMMENDED: Status Quo.

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

The existing guidelines identify the desired outcomes that new development should achieve while allowing flexibility for designers to respond to the site-specific conditions and context.

Completion of the Waterfront Walkway – Developer Contributions and Design Principles

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

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

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

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

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

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

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

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

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

Highlights - Waterfront Walkway and Street and Lane Connections

- Highlights of the proposed Riverfront walkway include:
 - Pedestrian connections at road ends at the south foot of No. 1 Road, 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 are permitted into any building setback and should be detailed as per Steveston Development Permit Area Design Guidelines.
 - A minimum of 5.6 m of the above minimum 5.6 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
 - Accessible hard surfaces with materials should be compatible with "Steveston Village Riverfront" Development Permit Area design guidelines (see: Section 9.3.2.2.b).

- Connections at the lane ends between No 1 Road and 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 are permitted into any building setback and should be detailed as per Steveston Development Permit Area Design Guidelines.
 - A minimum of 4.5 m of the above minimum 4.5 m public right-of-passage must be free and clear of obstructions, including but not limited to: building projections (except for signage), doors, patios, store stalls.
 - Accessible hard surfaces with materials should be compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
- Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width.
 - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.
 - Float structures with heavy timber surfaces.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines.
 - Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
- Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width including projections toward the water’s edge at nodes (i.e., both street end and lane end connections).
 - Heavy timber boardwalk structures at the dike crest elevation.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines.
 - Lighting, seating and other site furnishings, as appropriate, at nodes.
- Walkway sections will be connected to existing structures as follows:
 - Piers at the south foot of No. 1 Road and 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.

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

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

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

South of Bayview - Lot Size – Large Versus Small Lots

Currently

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

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

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

Option 1: RECOMMENDED: Status Quo.

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

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

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

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

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

a. Sidewalk and Boulevard Surface Options

i. Sidewalk Surface Options

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

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

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

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

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

Option 1: Wood plank sidewalk.

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

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

ii. Boulevard Surface Options

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

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

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

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

b. Parking on Bayview Street

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

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

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

Conservation Strategy and Implementation Program¹ indicates that the future parking demand would exceed the future core parking supply by about 30 parking spaces. If the on-site parking requirement for residential use in Steveston Village is increased by lowering the proposed reduction from 33% to 13% from the City-wide Bylaw requirement as earlier recommended in Part A, this shortfall would be reduced to about 12 parking spaces.

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

Option 1: Retain on-street parking.

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

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

Revised Streetscape Options for Bayview Street

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

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

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

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

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

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

Revised Streetscape Options for Chatham Street

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

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

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

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

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

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

Streetscape Options for Moncton Street

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

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

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

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

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

Option 1: Status Quo.

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

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

i. Potential Timing of Streetscape Implementation

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

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

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

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

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

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

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

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

ii. Potential Funding Options for Streetscape Implementation

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

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

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

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

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

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

e. Parking Review on 4th Avenue

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

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

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

Option 2: Widen 4th Avenue to accommodate either angle or parallel on-street parking.

f. Long-term Off-street Parking Strategy

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

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

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

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

Option 1: Status Quo.

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

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

Consultation Process and Timeline

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

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

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

(1) Open Houses:

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

(2) Meetings:

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

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

Financial Impact

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

Conclusion

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

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

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Heritage, Policy Planning
(604-276-4193)

Joan Caravan
Transportation Planner
(604-276-4035)

Sonali Hingorani
Transportation Engineer
(604-276-4049)

TC/HC/JC/SH:cas

List of Attachments

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

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

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

1. Steveston Area Plan Amendment

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

It was moved and seconded

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

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

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

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

It was moved and seconded

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

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

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

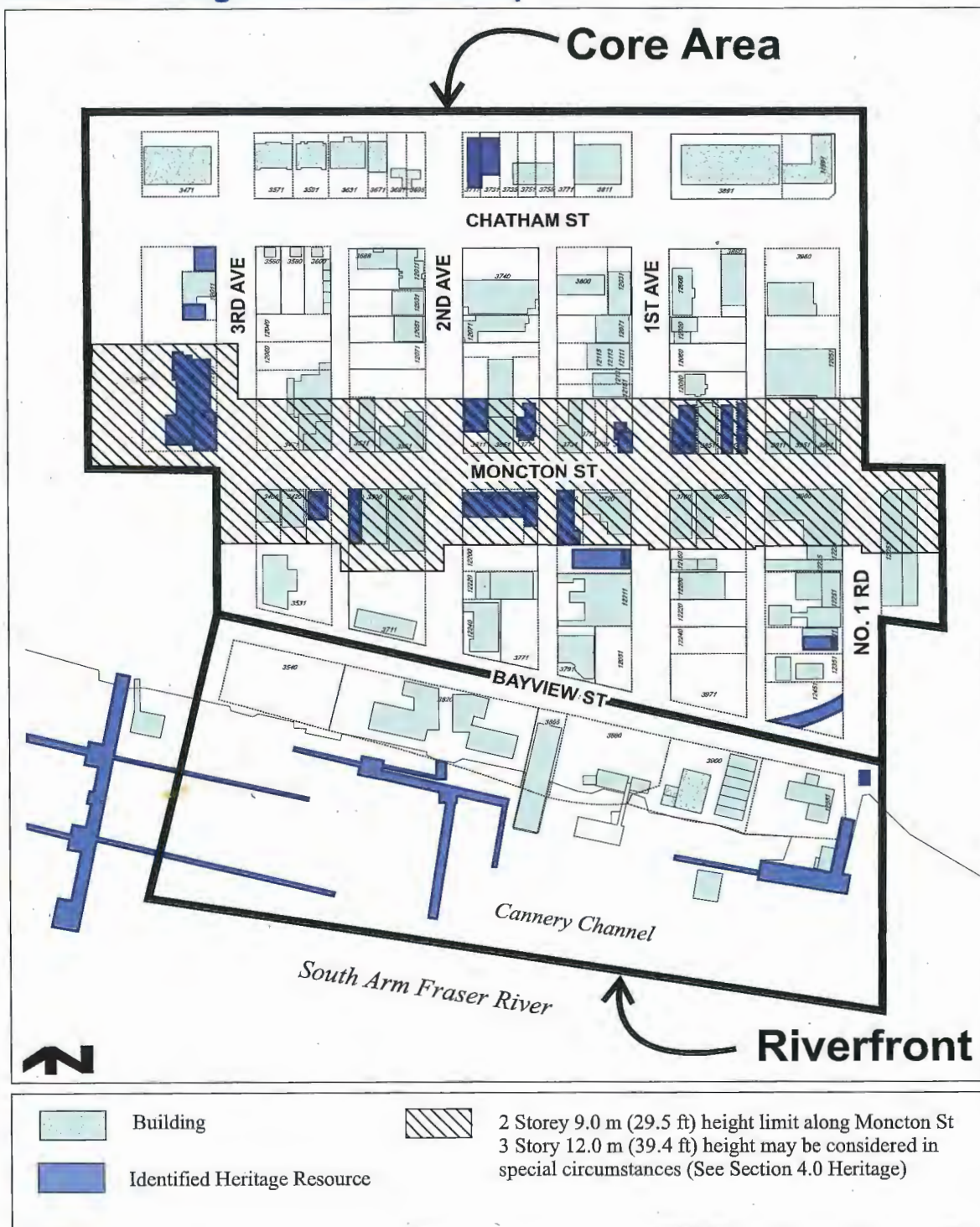
3. Planning Committee Referral - June 6, 2014

Item 16 - Sakamoto Guidelines

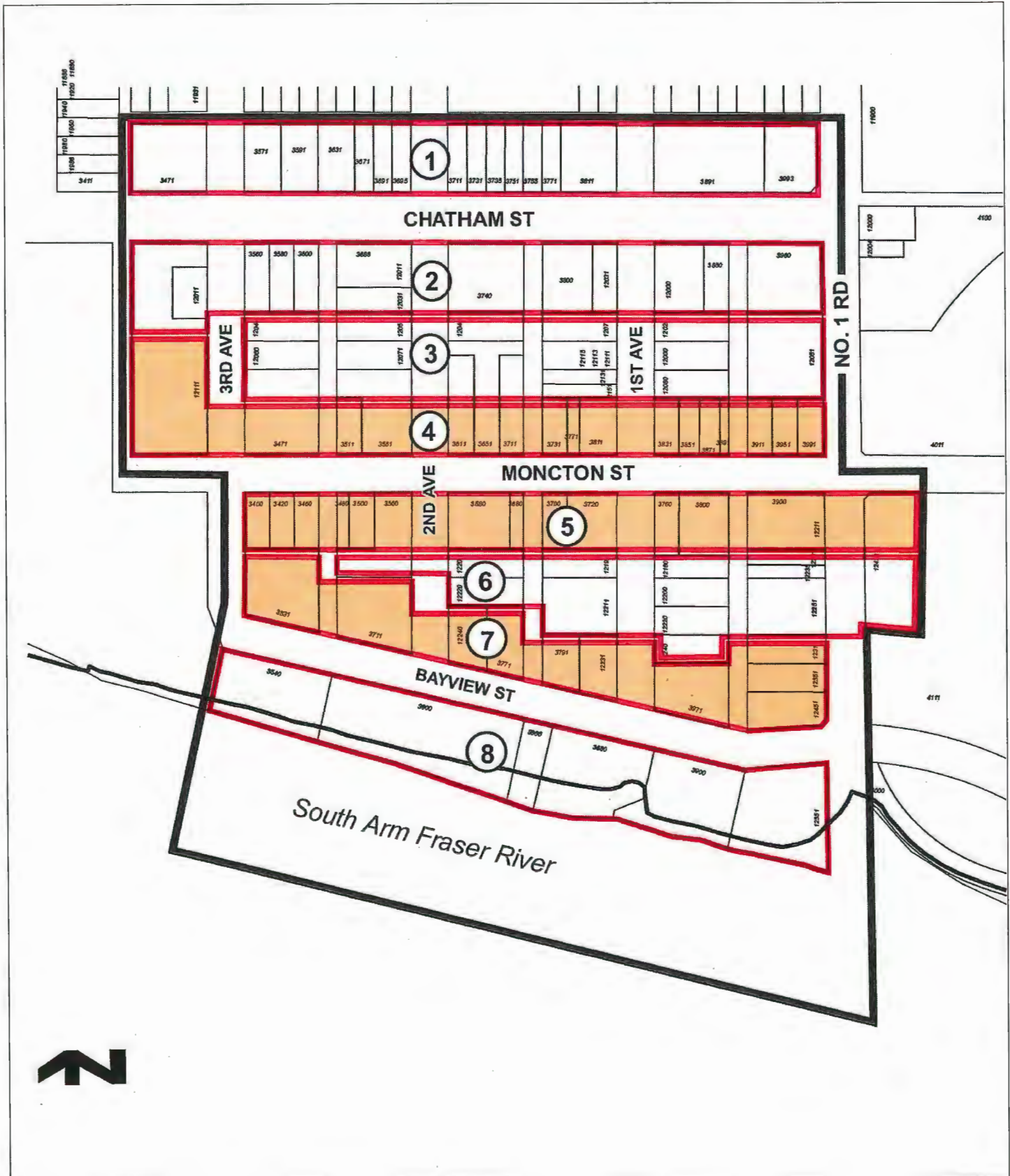
That staff examine ways to incorporate the Sakamoto Guidelines in the Steveston Area Plan and report back.

City of Richmond

Steveston Village Character Area Map



Proposed Review Concept - Steveston Village Conservation Strategy



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

Area 1 – North side of Chatham Street

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

Area 2 – South side of Chatham Street

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

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

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

Area 4 – North side of Moncton Street

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

Area 5 - South side of Moncton Street

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

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

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

Area 7 – North side of Bayview Avenue

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

Area 8 – South side of Bayview Avenue

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

Steveston Village Conservation Strategy—2013 Update

Proposed:

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

Public Open House, May 4, 2013

Purpose

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

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

What has Richmond City Council directed?

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

How are we engaging the community?

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

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

Two displays

There are two Open House displays to see, namely:

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

Get involved

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

Contacts

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

Your Opinions are Important to Us

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

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

PLN - 38

PLN - 336



Steveston Village Conservation Strategy—2013 Update

1

Purpose

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

Summary of proposed changes are:

1. Moncton Street

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

2. Bayview Street

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

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

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

What is the Steveston Village Conservation Strategy?

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

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

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



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

PLN - 337

PLN - 337



What is the Steveston Heritage Conservation Area?

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

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

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

Steveston Village Heritage Conservation Area



 Steveston Village Heritage Conservation Area

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

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

What are Development Permit Guidelines?

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

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



Two Types of Development Permits

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

1. Guidelines for New Development / Buildings

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

2. Guidelines for 17 Identified Existing Heritage Buildings

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

What is a Heritage Alteration Permit?

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

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

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



Proposed Changes to the Steveston Village Conservation Strategy

Four changes to the Conservation Strategy are proposed:

1. Maximum Building Height on Moncton Street

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

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

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

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

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



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

Please give us your comments on the blue survey form.

Steveston Village Conservation Strategy—2013 Update

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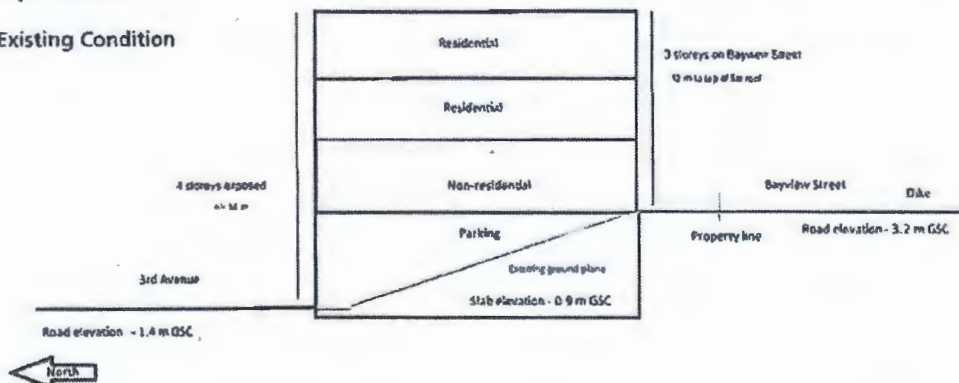
2. Maximum Building Height on the North side of Bayview Street

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



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

Existing Condition



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

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

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

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

Please give us your comments on the blue survey form.

PLN-43
Please fill out the Feedback form as you view the display boards.

PLN - 341



Steveston Village Conservation Strategy—2013 Update

5

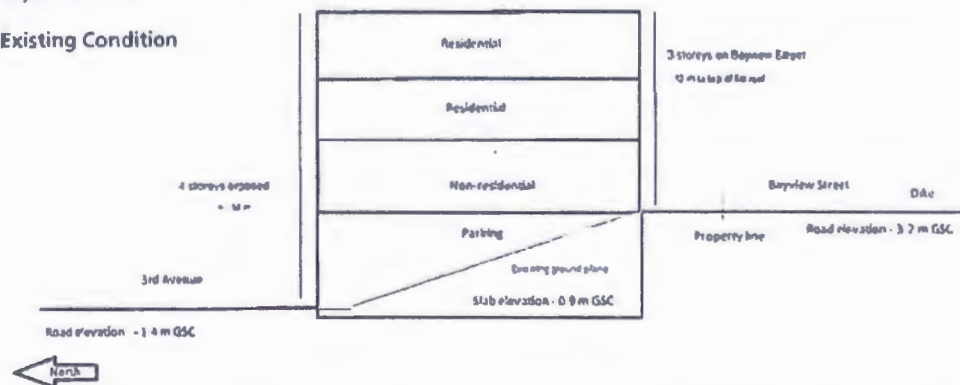
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Please give us your comments on the blue survey form.

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

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PLN - 342



Steveston Village Conservation Strategy—2013 Update

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3. Maximum Density on Moncton Street

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

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

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

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

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



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

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

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

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

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

Please give us your comments on the blue survey form.

PLN - 44
Please fill out the Feedback form as you view the display boards.

PLN - 343



Steveston Village Conservation Strategy—2013 Update

7

4. Parking Incentives

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

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

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

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

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

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

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

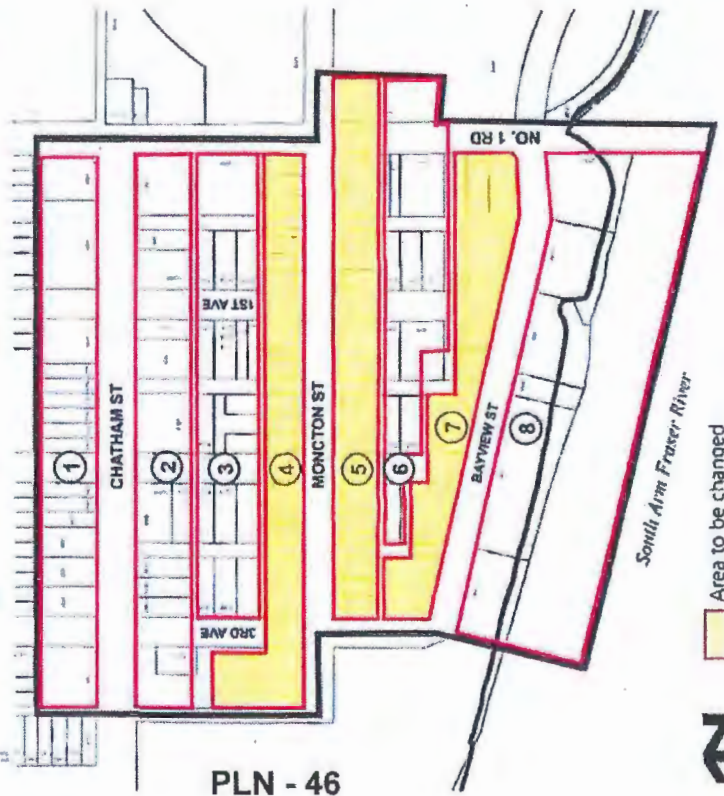
Please give us your comments on the blue survey form.

PLN - 45
Please fill out the Feedback form as you view the display boards.

PLN - 344



Summary Chart of Changes to the Steveston Village Conservation Strategy



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

Survey

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

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

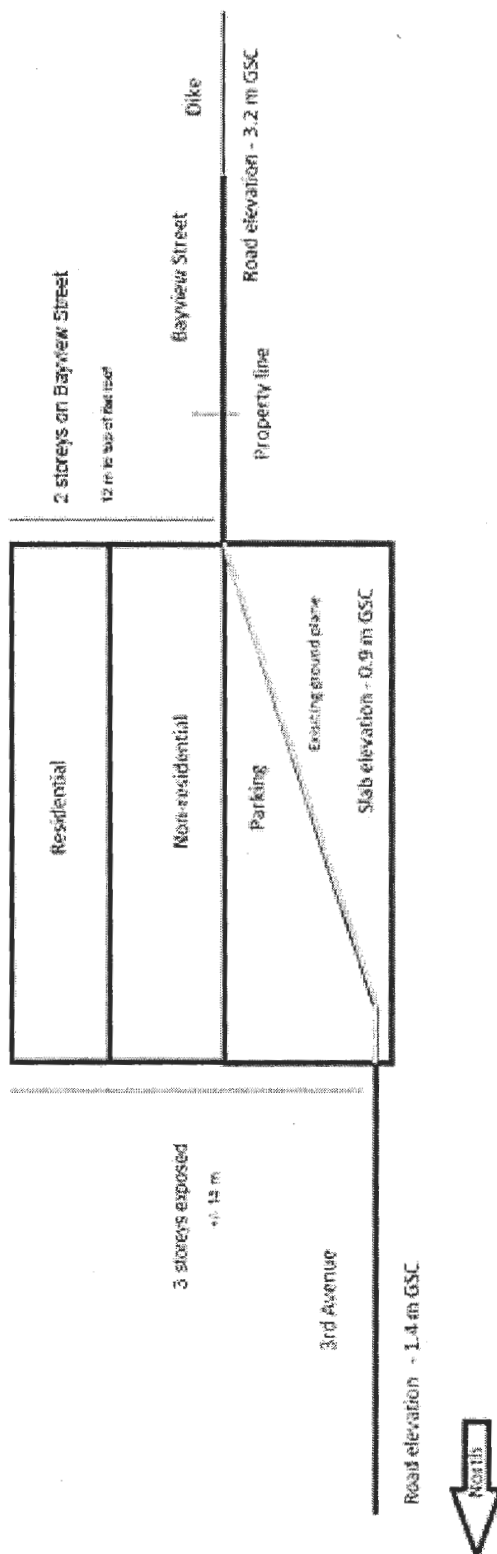
All Surveys must be submitted by **Friday, May 17, 2013** by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing the Heritage Conservation Survey to barry.konkin@richmond.ca at the City of Richmond; or
- Completing it online at LetsTalkRichmond.ca

Next Steps in the Process

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

Thank you.



Roofscapes, Exterior Walls, and Finishes

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

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

Weather Protection

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

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

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

Architectural Elements

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

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

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

ATTACHMENT 7

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

Mid 1980's to 1989

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

Mid 1989 to 2004

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

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

2004

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

2005 to 2009

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

2009 to 2014

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

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

Design Criteria for the STEVESTON REVITALIZATION AREA



Prepared by the Richmond Planning Department

Community Development -
Richmond

DES

PLN - 354

DESIGN CRITERIA FOR THE STEVESTON REVITALIZATION AREA

Prepared by the Richmond Planning Department

December, 1987

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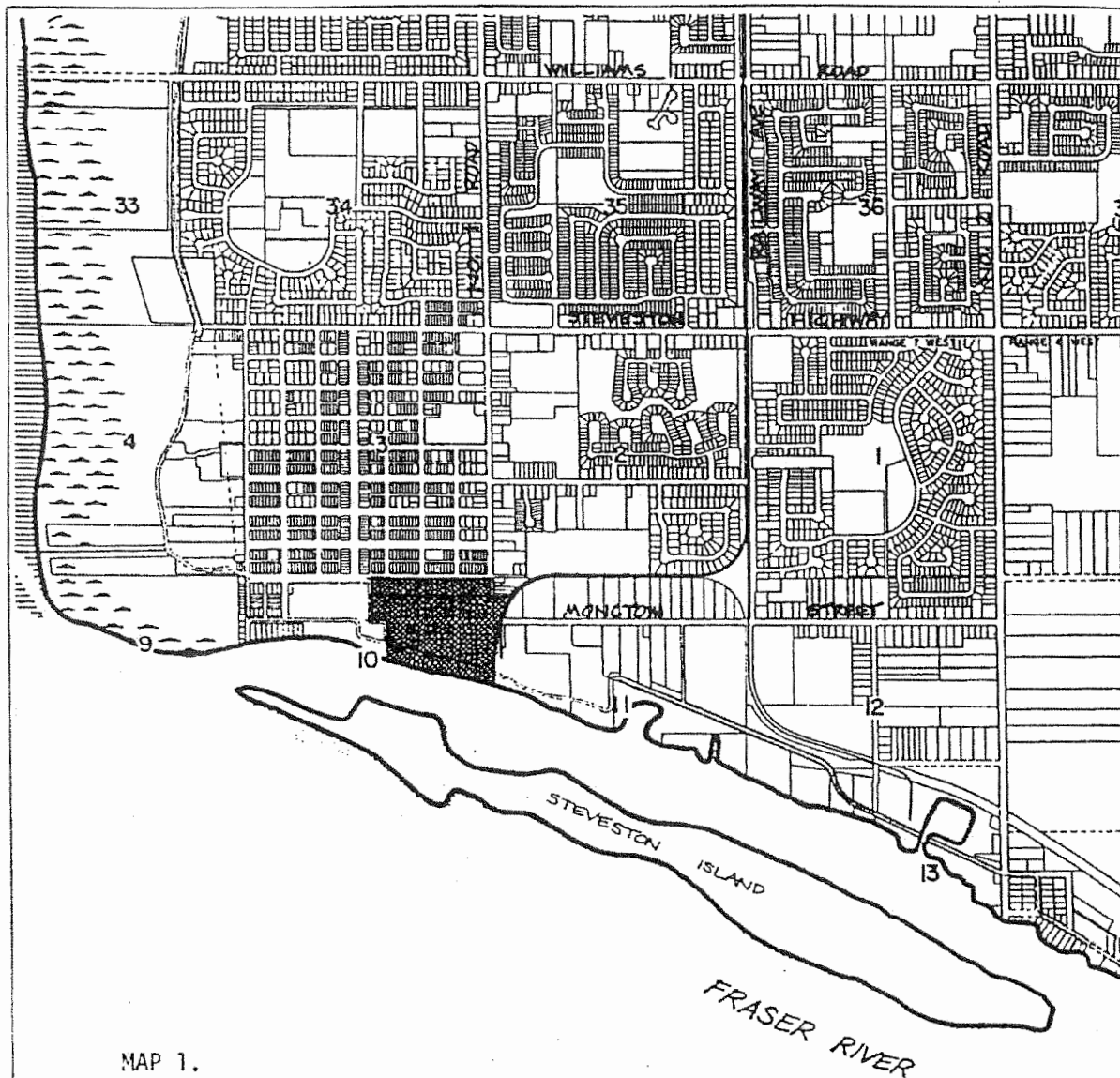
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MAP 1.

ATTACHMENT '2'
DEVELOPMENT
PERMIT
AREA MAP



REVITALIZATION
AREA

STEVESTON



0 250
METRES

JANUARY 1987

DESIGN CRITERIA FOR STEVESTON

INTRODUCTION

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

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

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

1. HERITAGE BUILDING VARIANCES

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

2. DOWNTOWN REVITALIZATION AND FACADE IMPROVEMENT GRANTS

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

* draft

** pursuant to the Heritage Conservation Act

3. ADMINISTRATIVE REQUIREMENTS

HOW TO APPLY FOR A DEVELOPMENT PERMIT

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

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

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

PLANS AND OTHER INFORMATION REQUIRED

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

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

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

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

HOW THE PROCESS WORKS

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

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

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

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

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

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

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

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

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

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

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

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

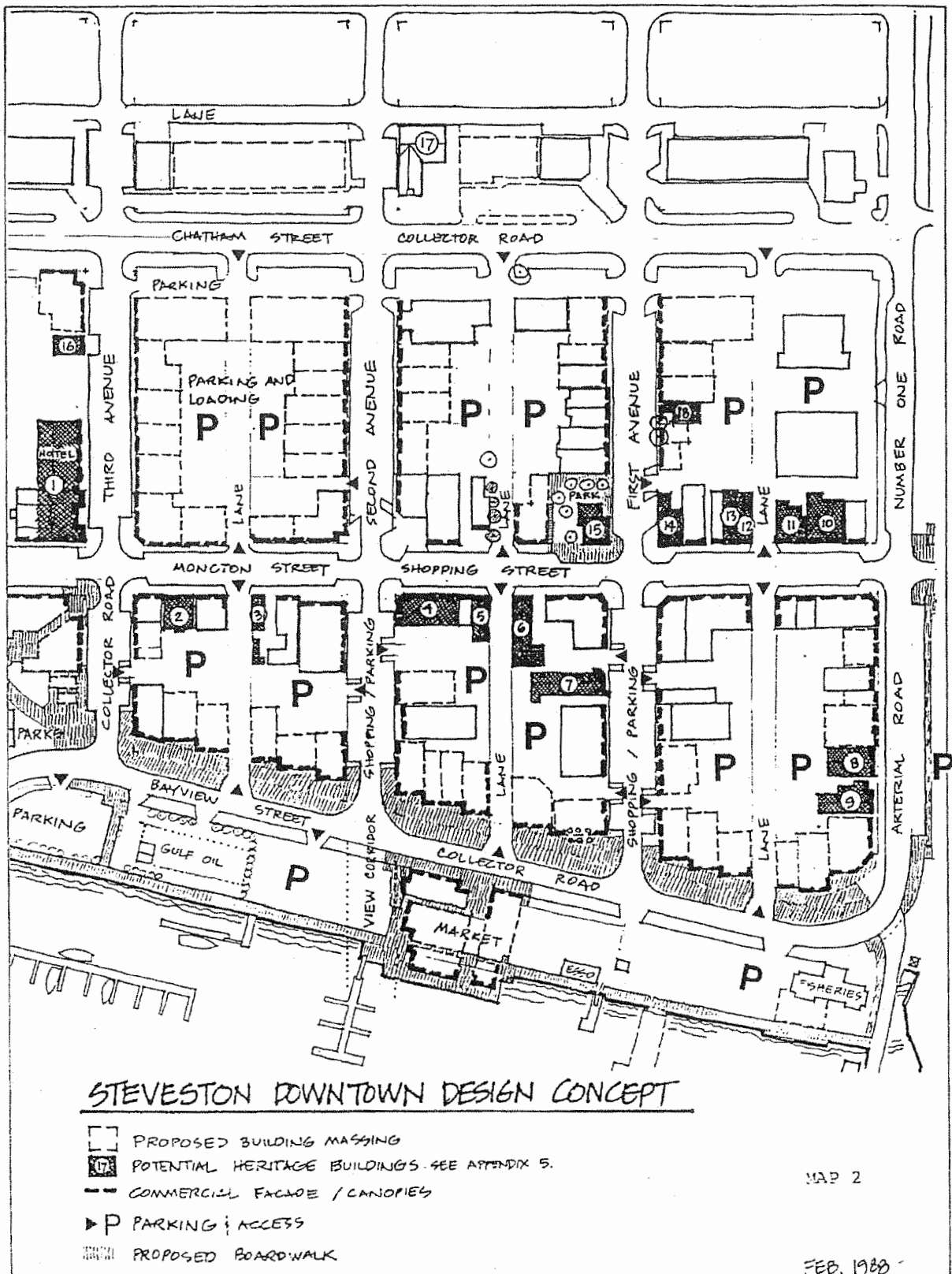
STEVESTON DOWNTOWN DESIGN CONCEPT

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

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

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

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

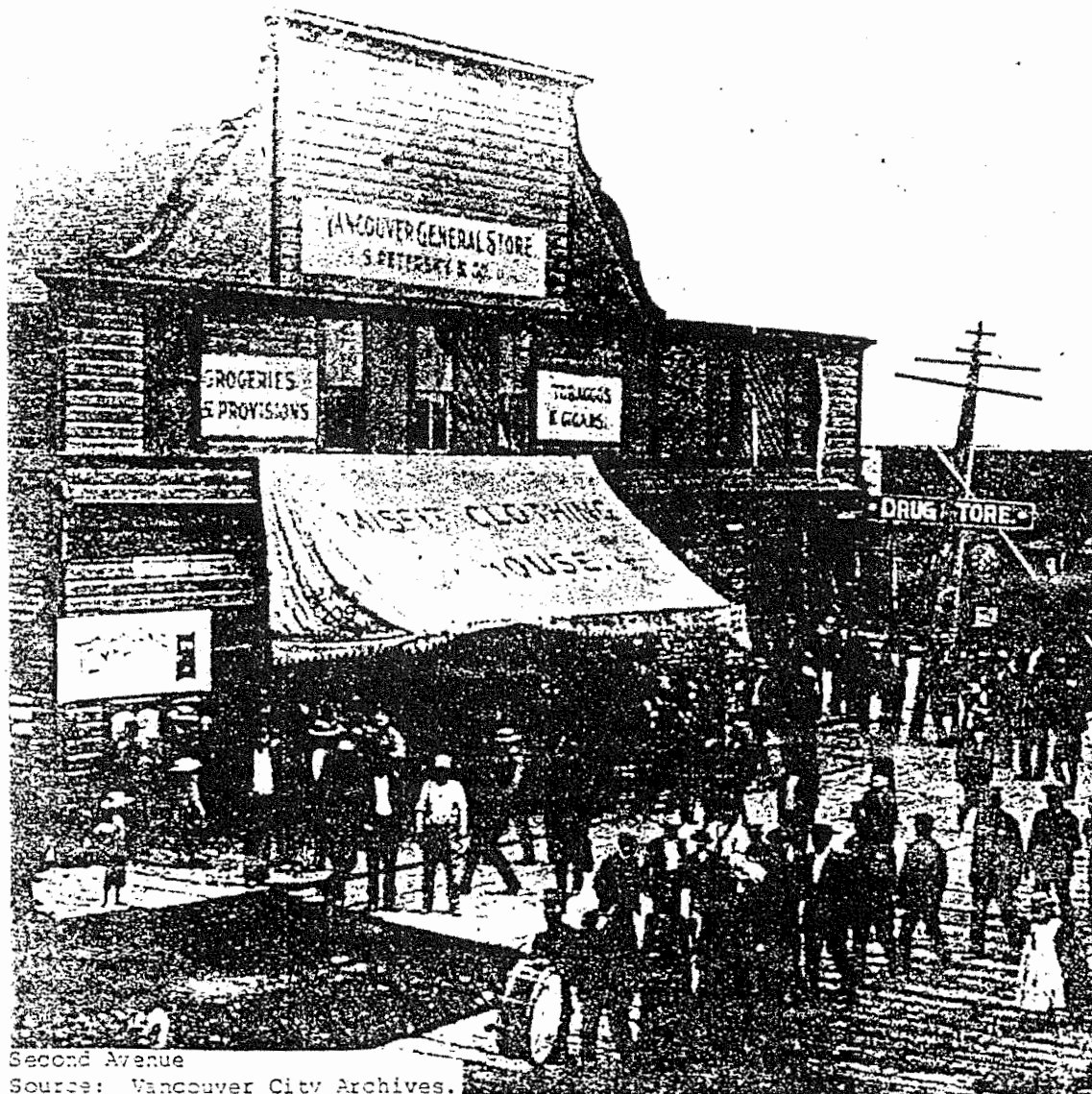


STEVESTON DOWNTOWN REVITALIZATION AREA

DESIGN GUIDELINES

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

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



Second Avenue

Source: Vancouver City Archives.

1.1 Traditional buildings on Moncton Street and vicinity

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

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

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



Moncton Street

Source: Ted Clark, Richmond Archives

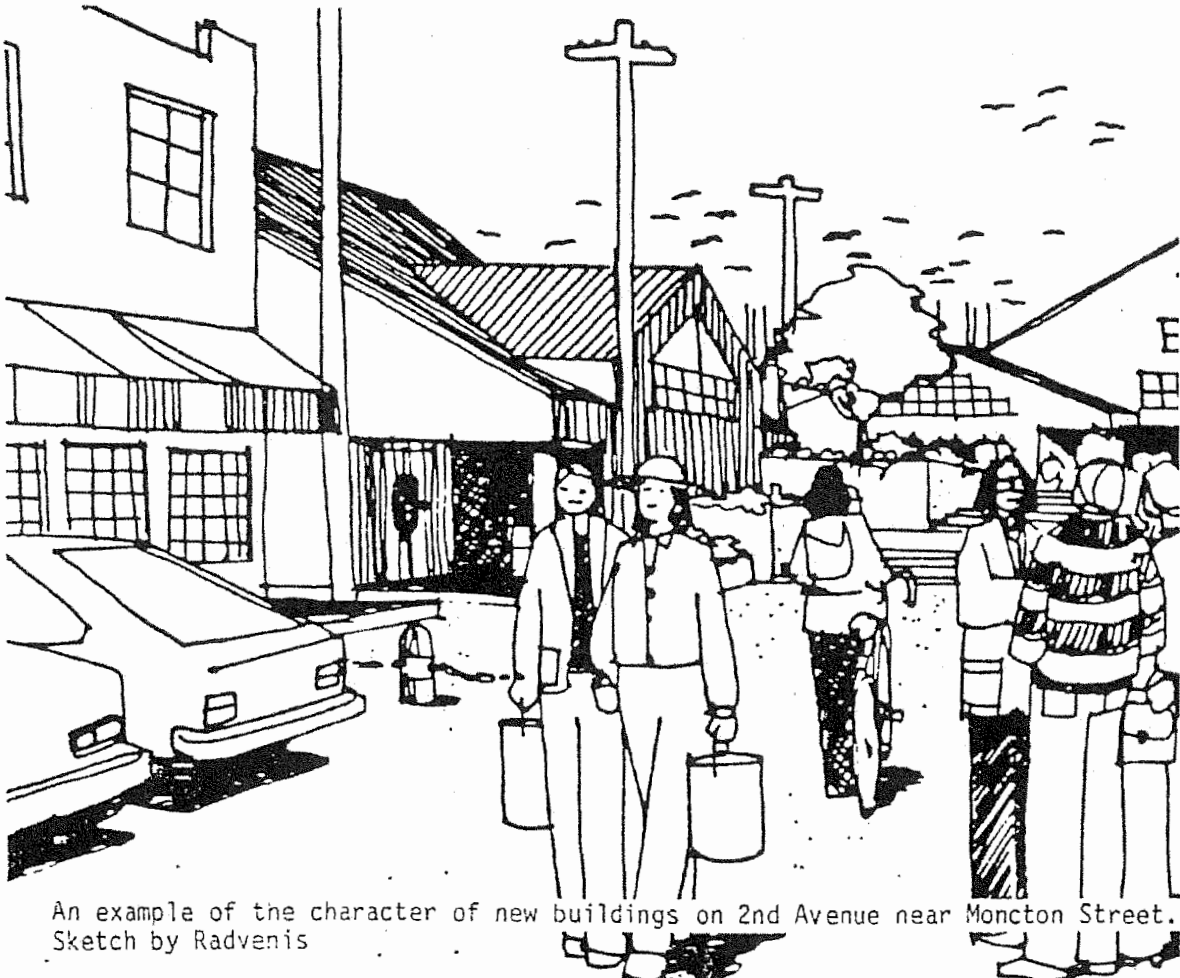
Existing buildings, if they are renovated or restored, should be based on traditions illustrated in this document. The community would like to see the following elements preserved or restored:

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

New buildings

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

For details of building style, refer to Appendix 2.



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

1.2 Traditional buildings on the Bayview Street waterfront

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

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

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



Sketch by Radvenis

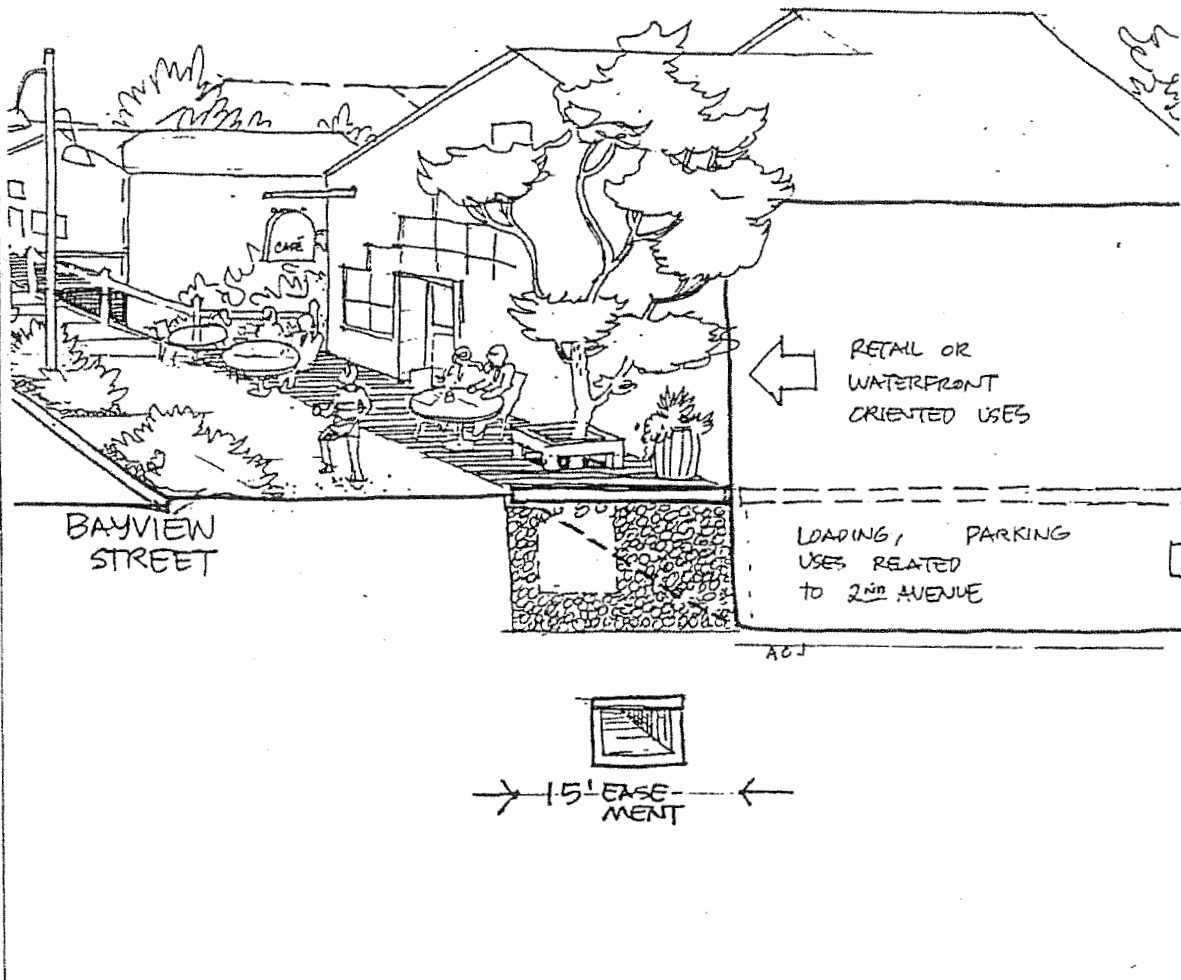
New buildings on Bayview Street

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

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

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

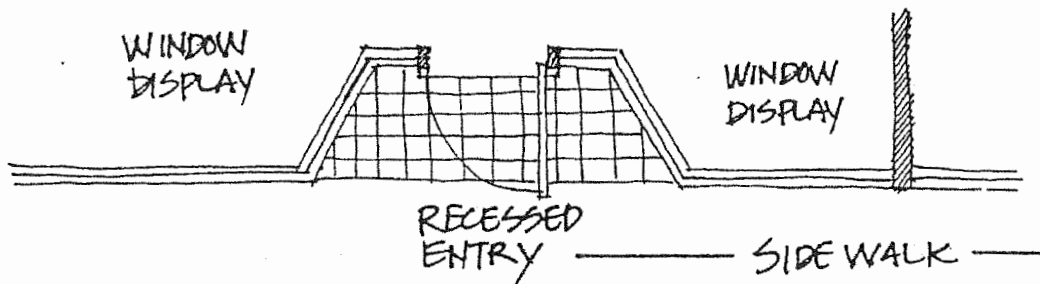
Traditionally, Bayview Street had a row of buildings facing a waterfront boardwalk. The buildings have long since been destroyed by fire. The ditch inside the dyke has been replaced by a buried culvert and a 15' easement inside the property line. Buildings cannot be built over these easements, however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



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

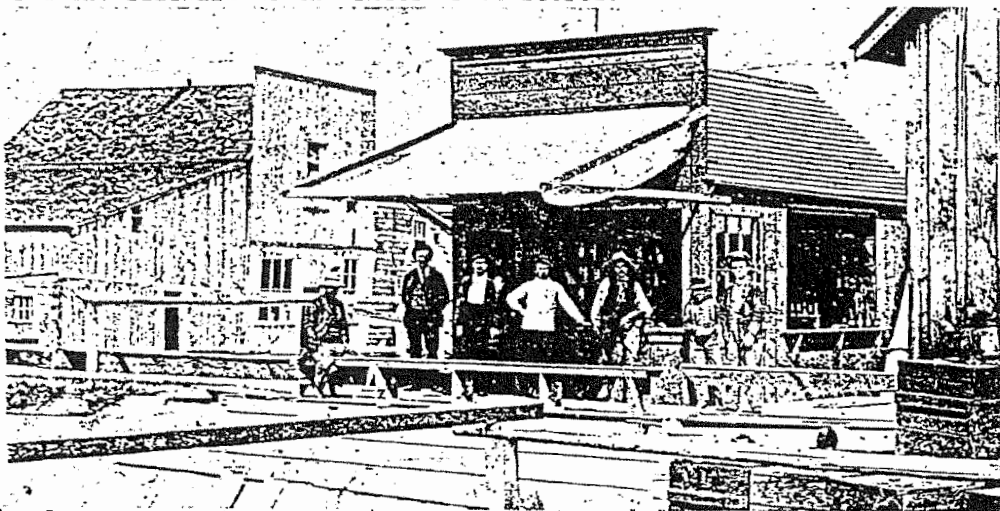
The intent of this guideline is to make it easier and more interesting for shoppers to move from store to store. The natural flow of pedestrians along the public sidewalk makes this an appropriate location for buildings. Extensive landscaping, parking, loading or storage should not be located next to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

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



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

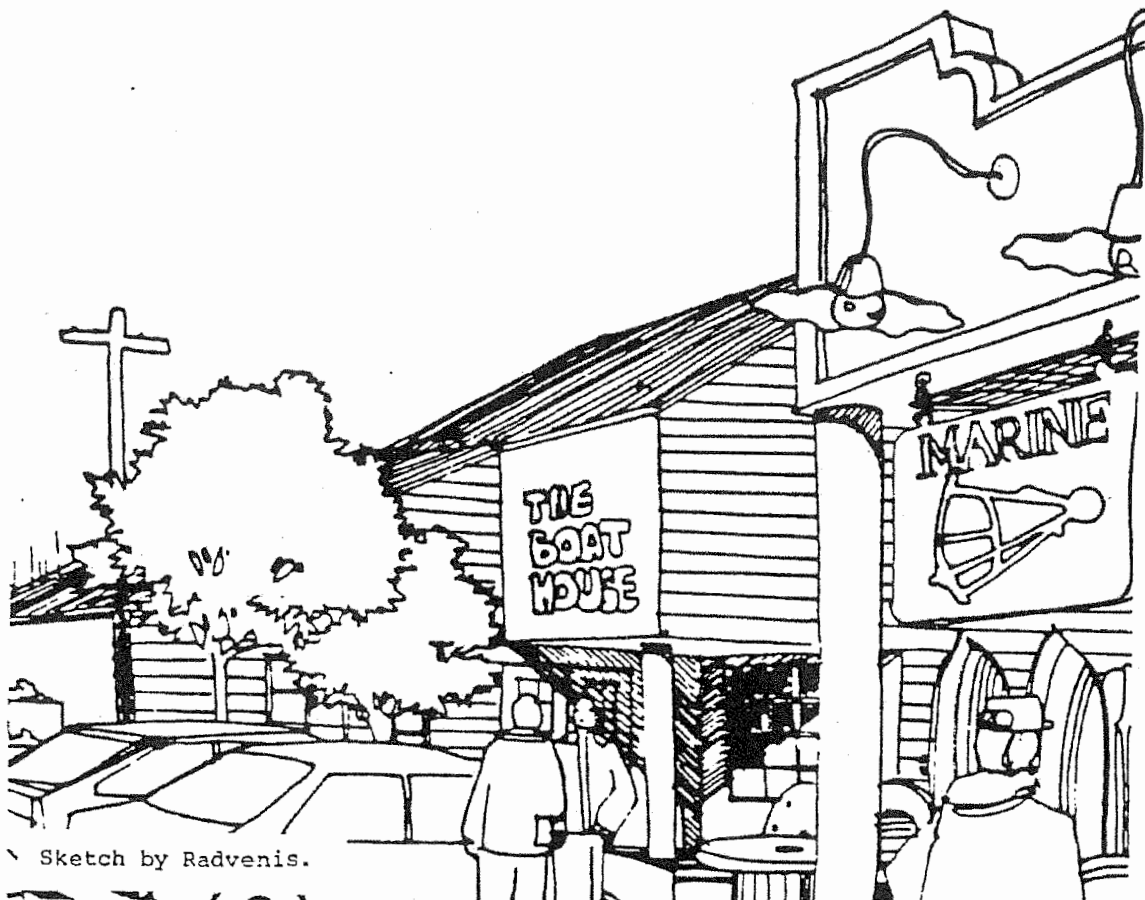
Because this is a shopping area and the guidelines encourage continuity of commercial frontage, it is important that all shops present an interesting facade to the street. Windows allow merchants to create displays which communicate the nature of the business to potential customers passing by on the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



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

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

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



Sketch by Radvenis.

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

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

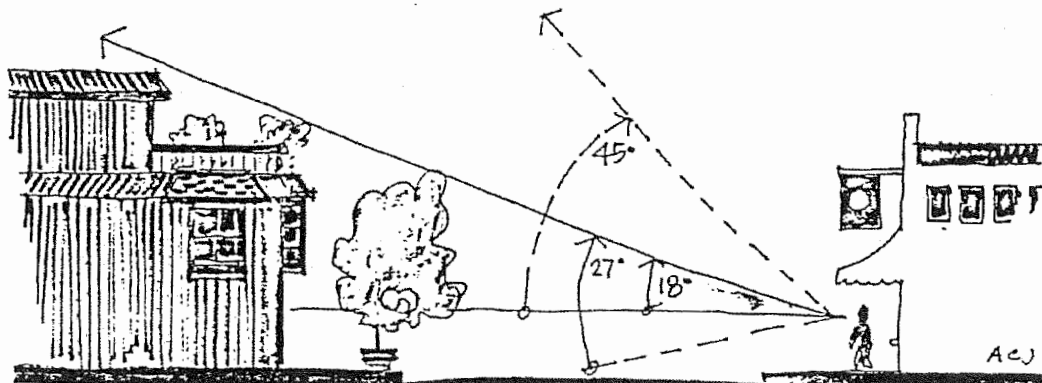
Buildings in Steveston have traditionally been one to three storeys in height. This situation was partly the result of wood frame building technology of the day, but coincidentally resulted in a pleasing relationship between buildings and the street.



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

Source: Cheverton, Richmond Archives.

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



Human eyes can normally perceive a vertical field of vision of about 27° , 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.

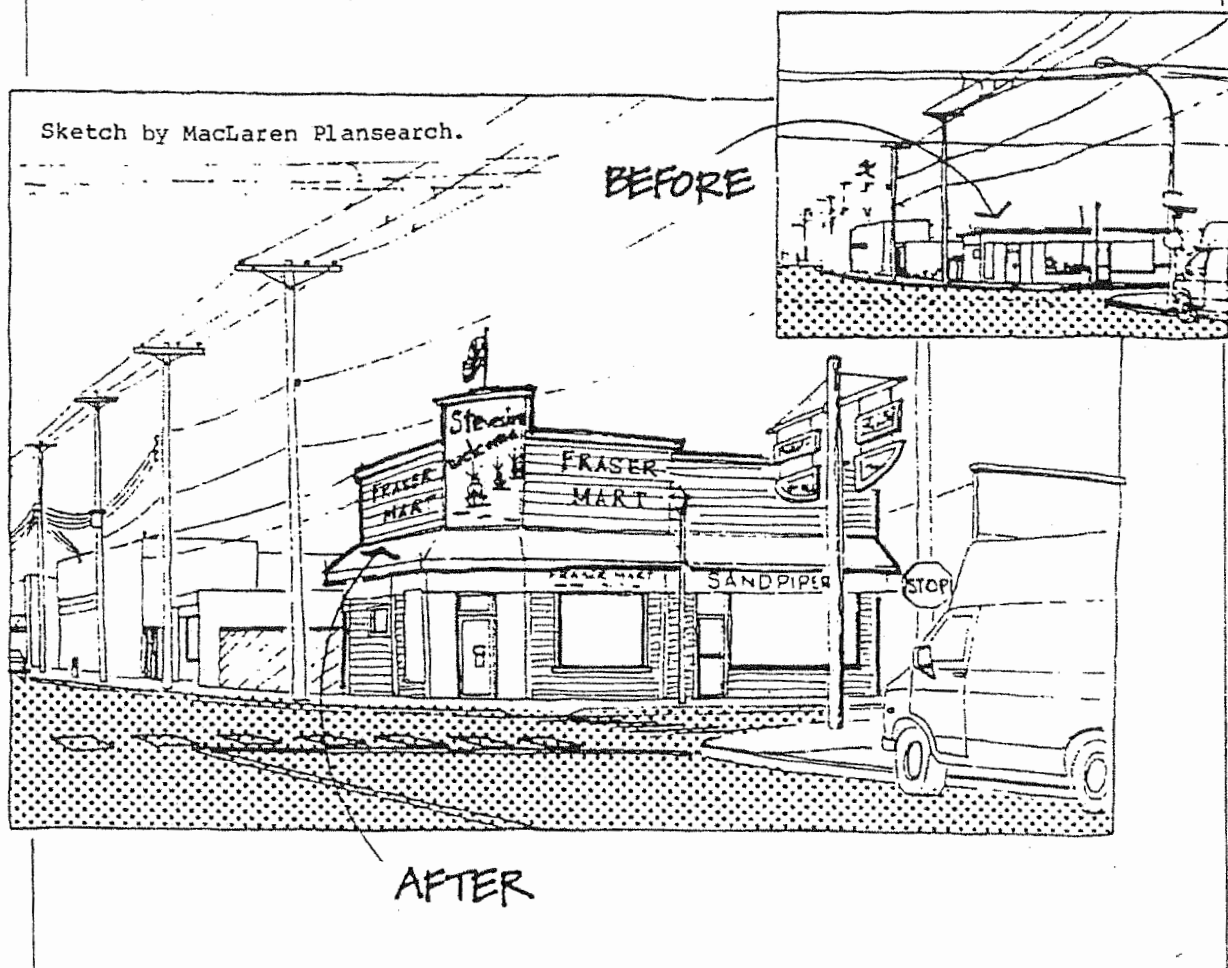
Conversely, in some cases spacing between buildings is too great, and there is no feeling of enclosure on the street. This is the opposite extreme of the "boxed in" feeling, and just as undesirable.

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

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

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

See Appendix 2 for examples of building finish and details.



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

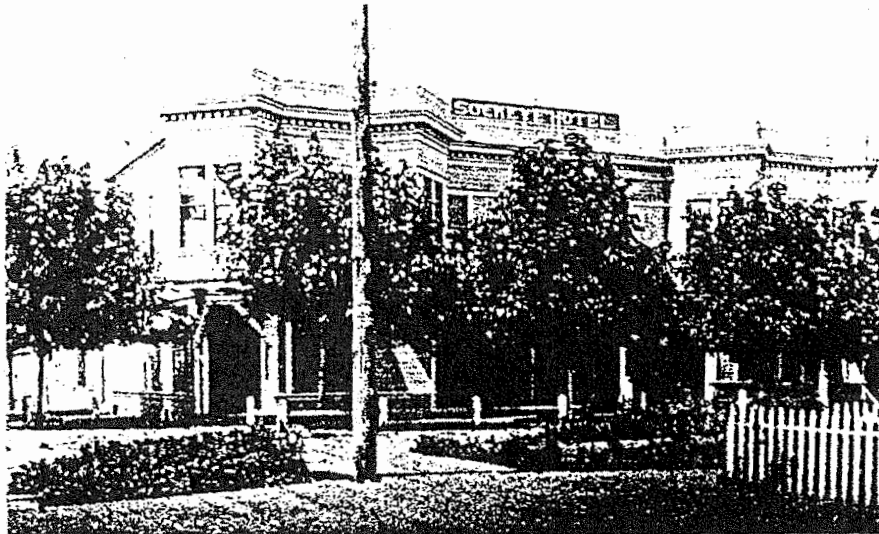
This guideline dovetails with other guidelines aimed at maintaining the vitality of the commercial street, while at the same time providing adequate customer and employee parking. There are three aspects to municipal parking policy for Steveston:

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

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

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

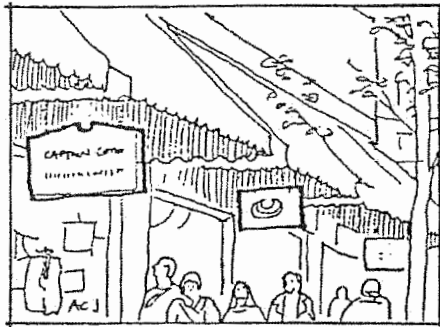
Signs in the early 1900's were usually painted on wood, either directly on the siding or on boards fastened to the fascia or suspended under a canopy. Occasionally a larger establishment, such as the Sockeye Hotel, would display a roof sign.



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

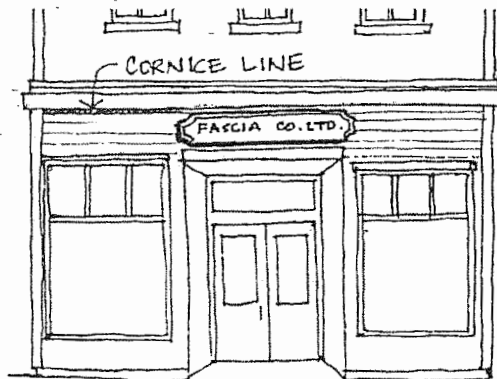
Signs should be made to be viewed mainly from the sidewalk. In some cases signs may also be designed to be viewed from the water, or from slow moving vehicles.

The following types of signs are recommended:



MARQUEE SIGNS

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



FASCIA SIGNS

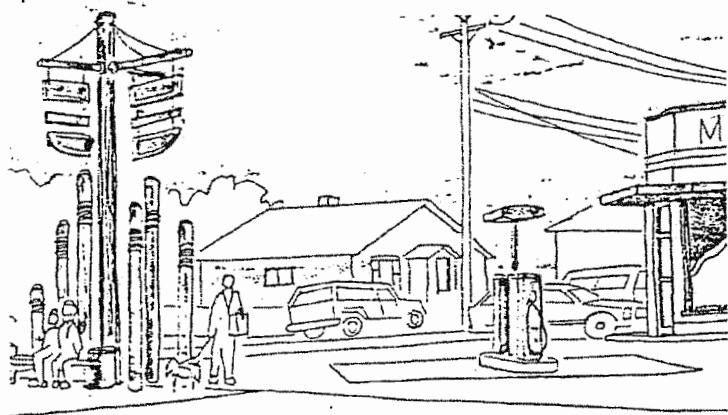
Are traditional signs in Steveston and are usually made of painted wood or metal. External illumination by spot light is most appropriate.

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



FREESTANDING SIGNS

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





CANOPY SIGNS

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



PROJECTING SIGNS

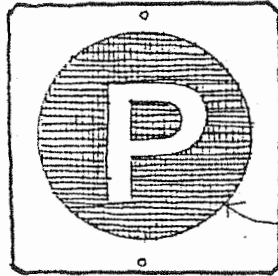
Are permitted on private property only. New signs will probably not be permitted to project over public sidewalks or lanes. Some existing projecting signs may remain, as long as they are in safe condition.



ROOF SIGNS

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

Source:
Richmond Archives



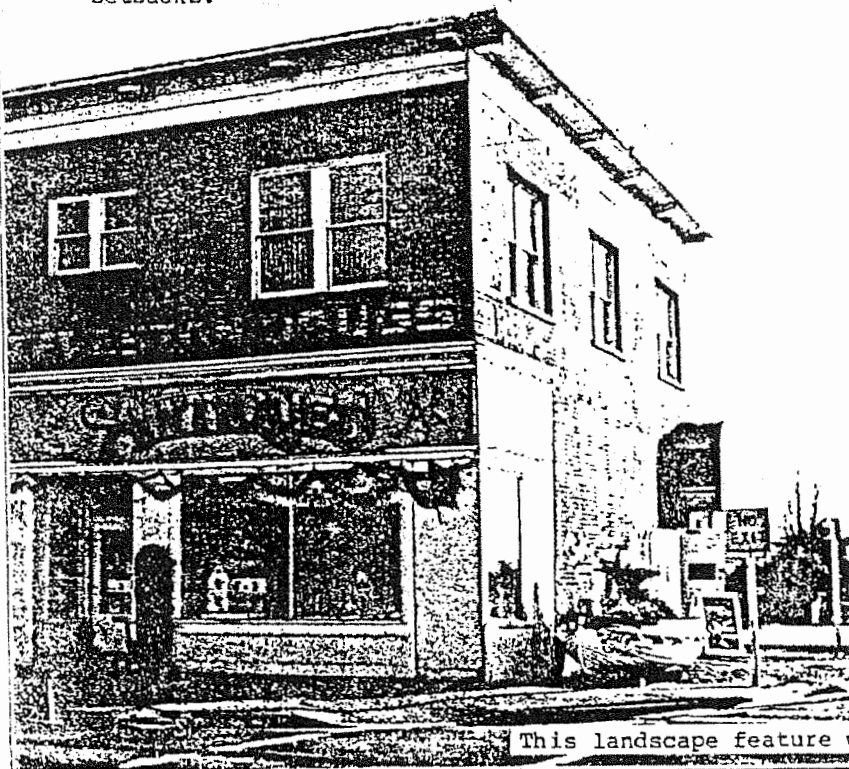
PARKING OR INFORMATION SIGNS

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

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

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

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



This landscape feature was a private initiative.

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

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

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

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

SOURCES

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

ACKNOWLEDGEMENTS

Photos: Richmond, Child of the Fraser by Leslie Ross

Richmond Archives

Vancouver Public Library

Mr. Ted Clark

Mrs. Jas Cheverton

Appendix 1

FACADE IMPROVEMENT GRANTS

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

Calculation of the Grant

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

Grant Administration

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

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

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

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

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

Final Approval

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

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

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

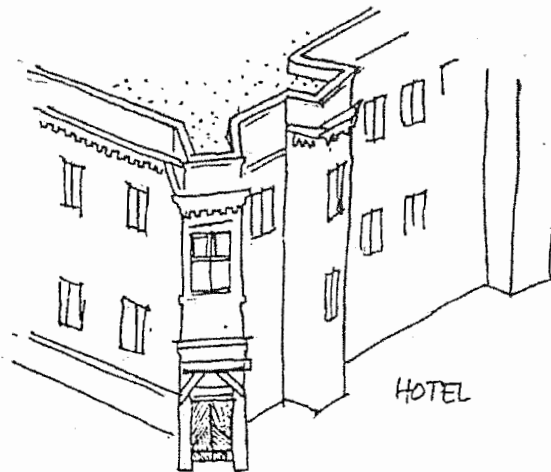
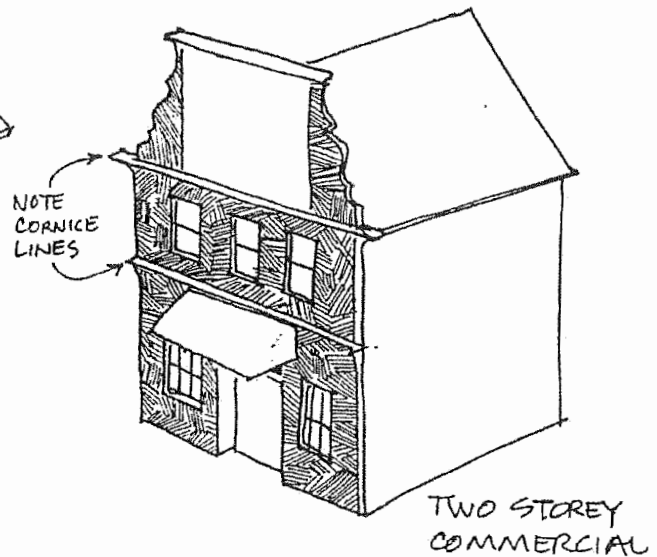
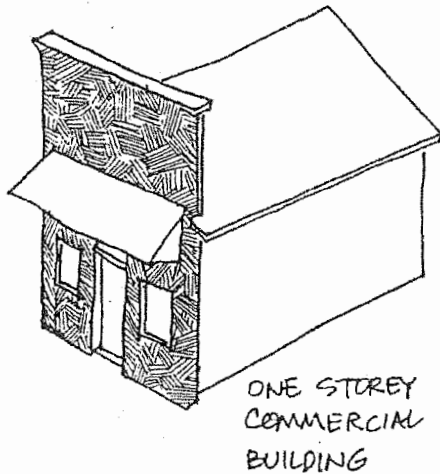
The Municipality, or an organization that it has approved for this purpose, may, if owners give their consent, undertake central contract administration for private facade improvements. This does not, however, affect the fact that grants are calculated on an individual basis.*

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

APPENDIX 2.

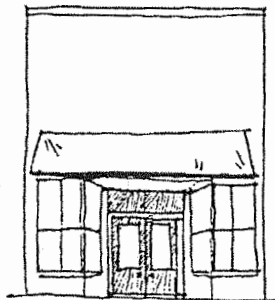
EXAMPLES OF TYPICAL BUILDING FORM AND TRADITIONAL FACADE DETAILS.

1. GENERAL FORM

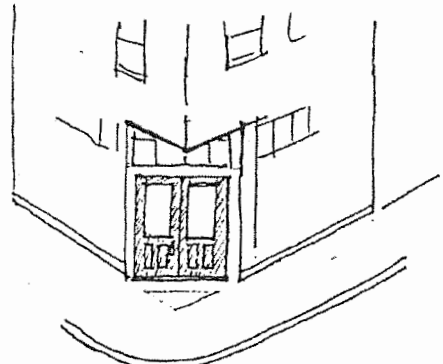


2. ENTRANCES

EARLY ENTRIES
WERE LOCATED
IN THE CENTRE
OF THE FACADE

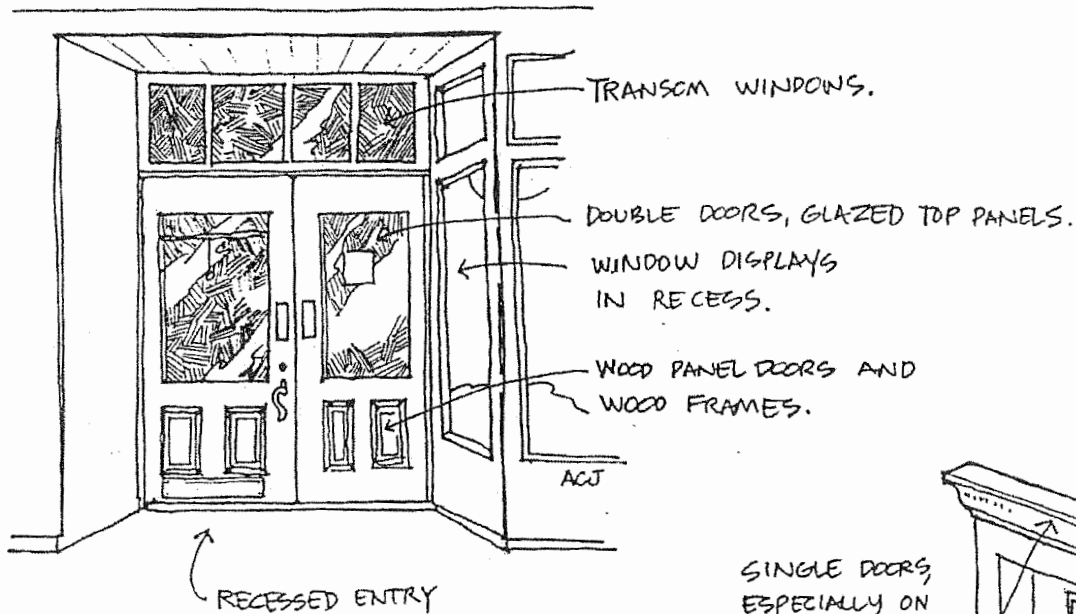


OR...
LATER ON,
SOME ENTRIES
WERE
LOCATED ON
THE STREET
CORNERS...

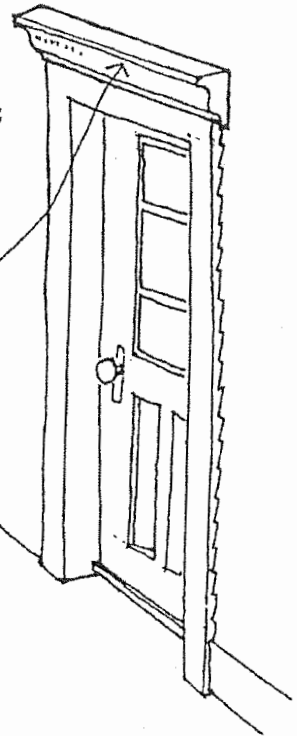


APPENDIX 2. CONT'D. EXAMPLES

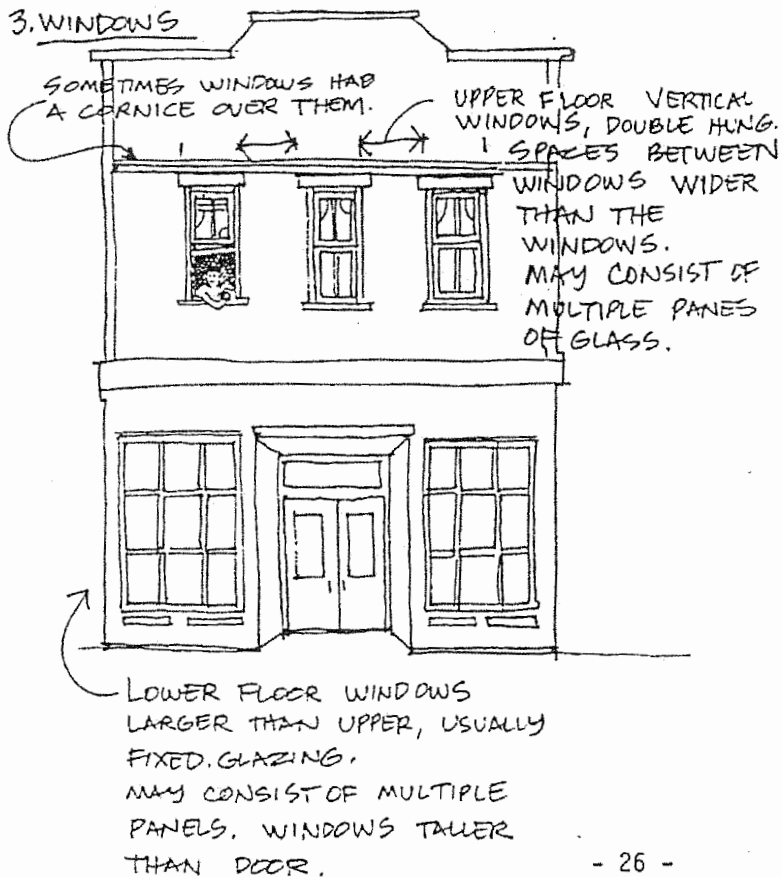
ENTRANCE DOORWAY DETAILS



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



3. WINDOWS

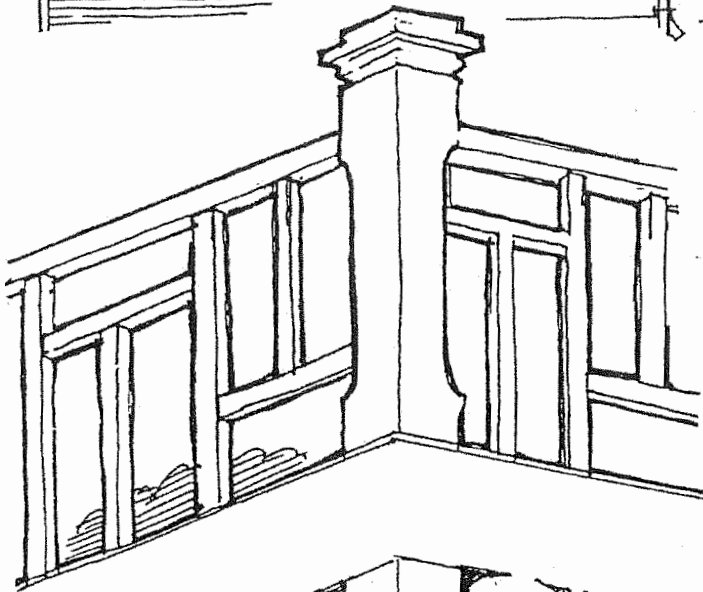
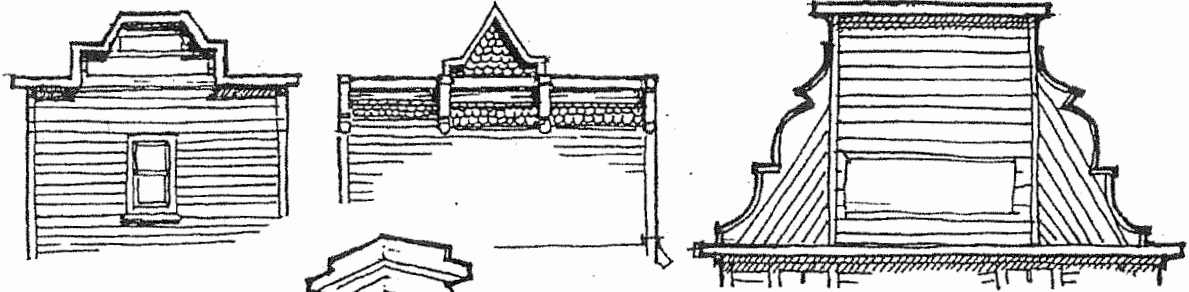


APPENDIX 2. CONT'D

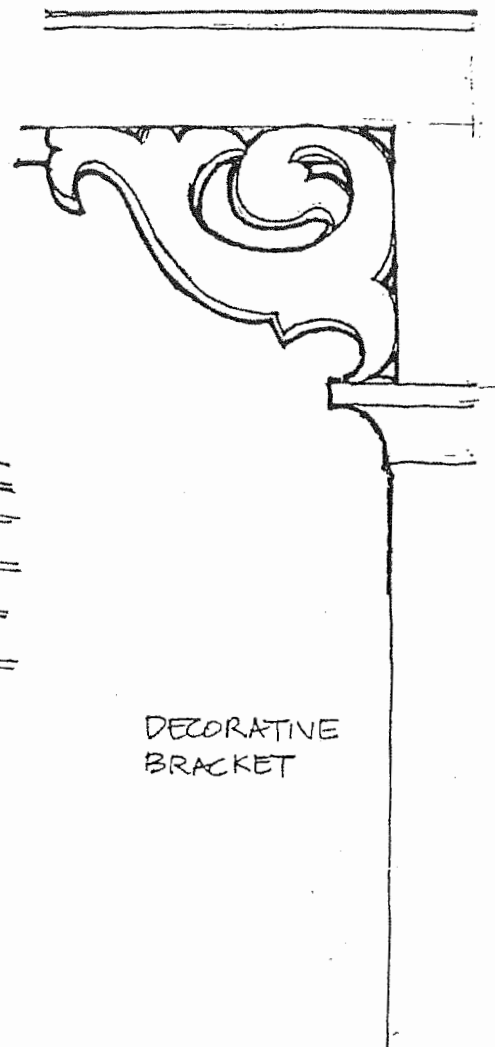
3. DETAILS

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

SOME EXAMPLES OF FALSE FRONTS OR PARAPETS:



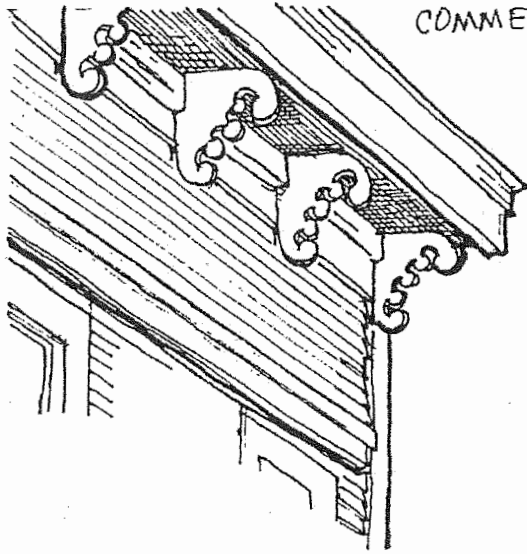
CORNER POST
BRACKET AND
HANDRAIL
DETAILS -



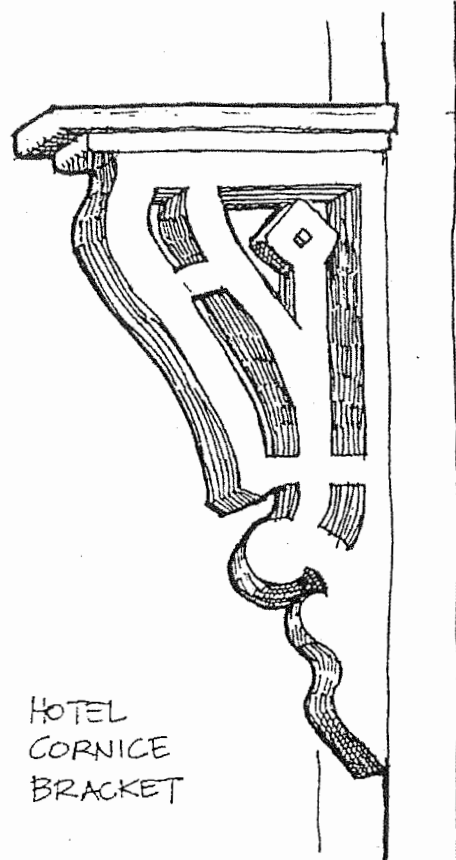
DECORATIVE
BRACKET

APPENDIX 2, CONT'D

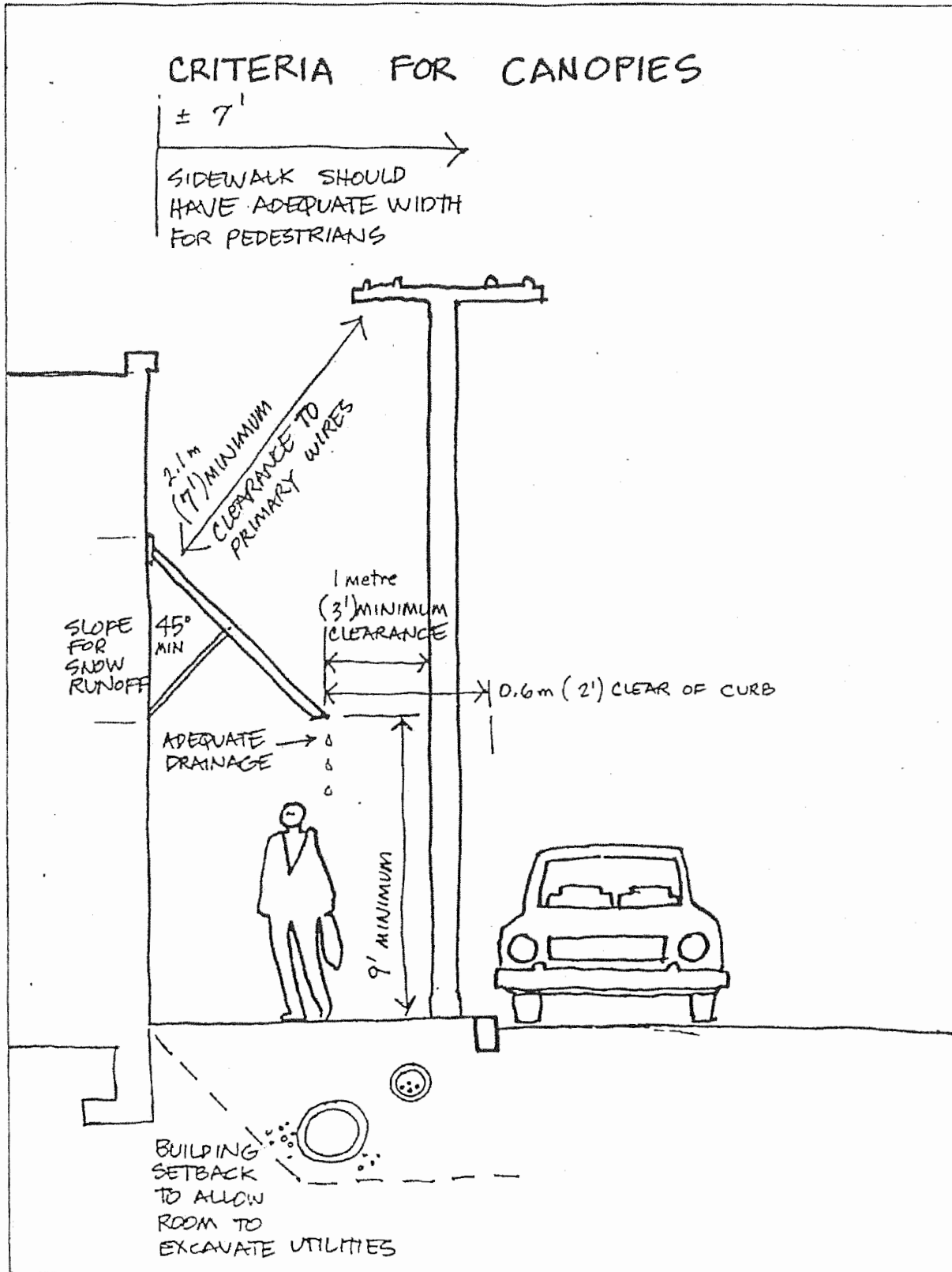
3. DETAILS
CORNICES



COMMERCIAL BUILDING



HOTEL
CORNICE
BRACKET



PERENNIAL FLOWERS

APPENDIX 4

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

Appendix 5

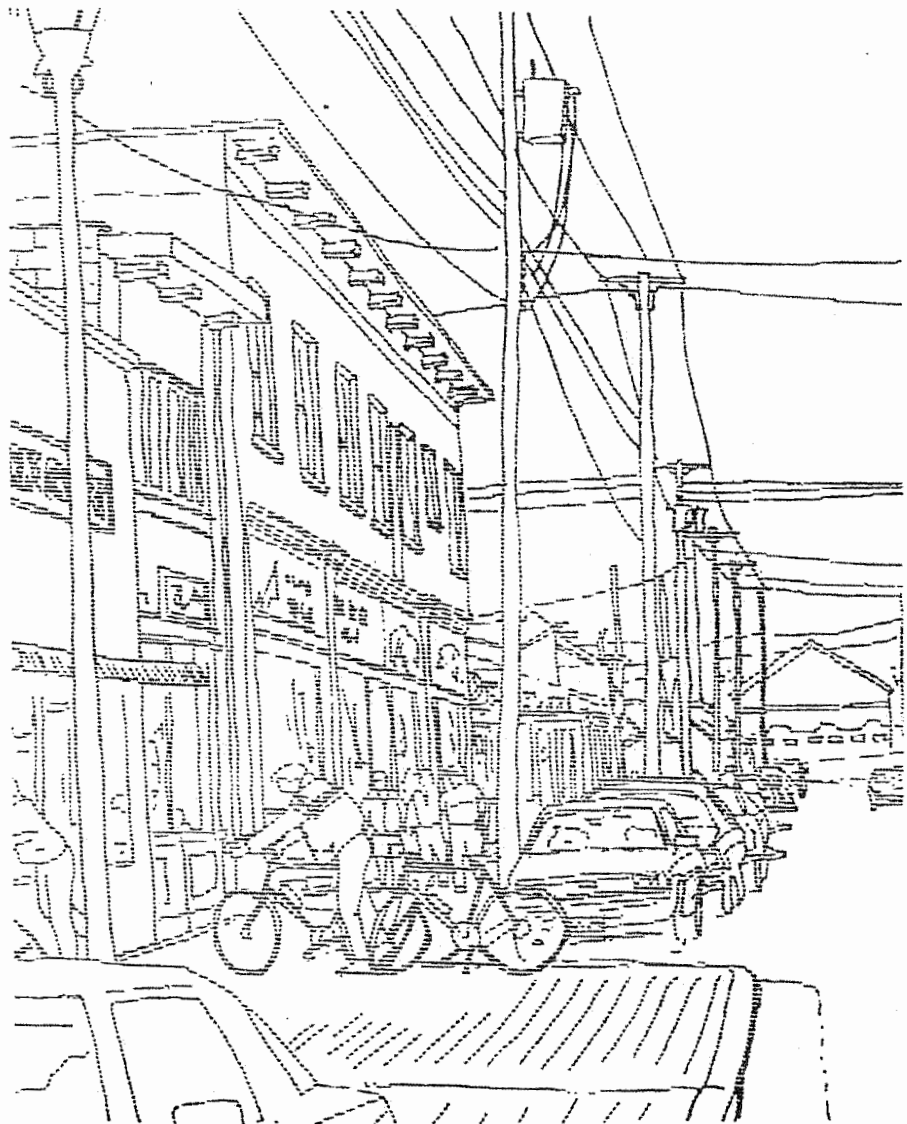
POTENTIAL HERITAGE BUILDINGS

MAP
KEY
NO.

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

Steveston Downtown Revitalization

Corporation of the
Township of Richmond



Facade Guidelines

PLN - 389

STEVESTON REVITALIZATION
AREA FACADE GUIDELINES

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

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(a) Steps to Facade Improvement	
(b) Facade Grant Administration	
(c) Application Form: Steveston Revitalization Facade Improvement Application	
5.2. Steveston Downtown Revitalization Plan	
5.3. Extract from Richmond Sign Bylaw	
5.4 General Criteria for Canopies Projecting Over Municipal Sidewalks	

1. INTRODUCTION

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

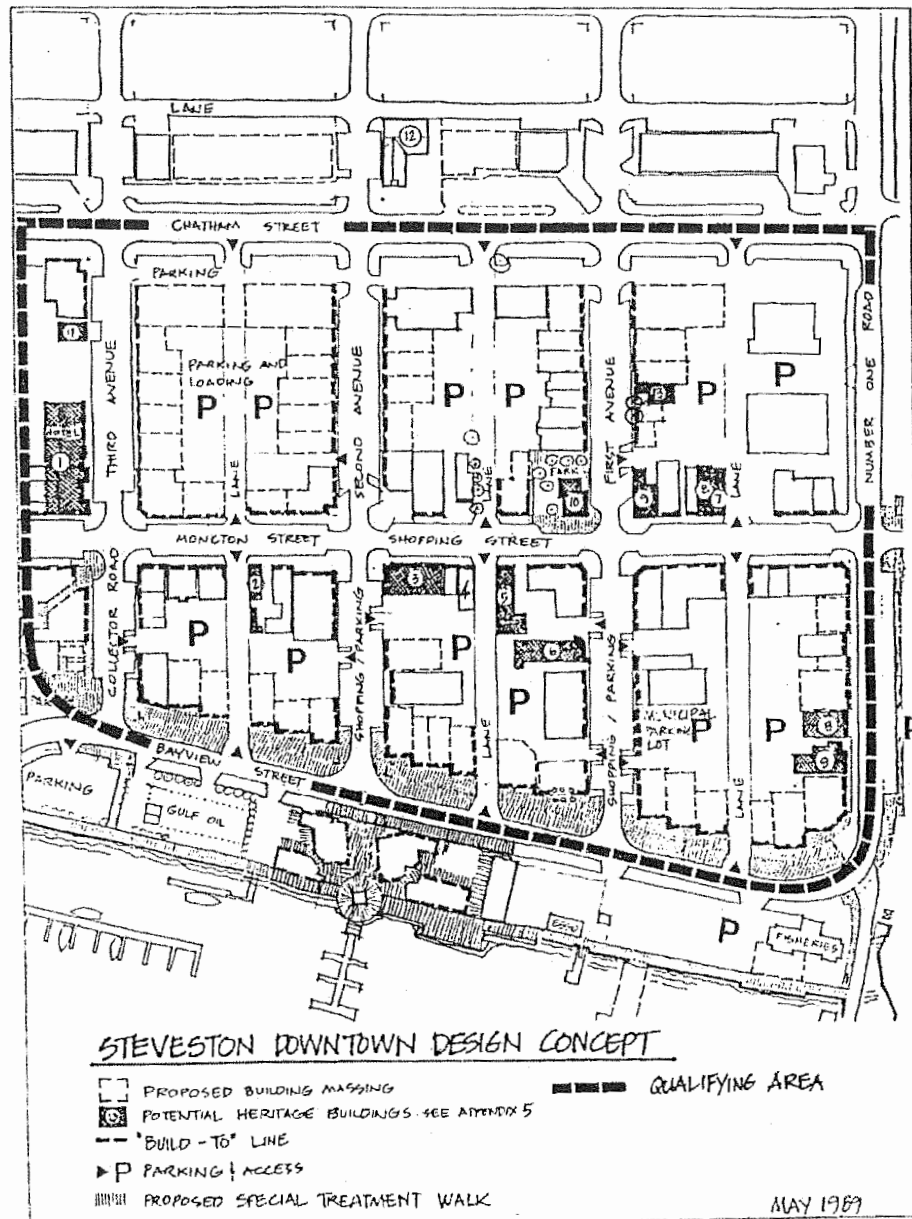
During the 1950's and 1960's, zoning bylaws encouraged demolition of older buildings and the construction of characterless concrete block structures. Steveston was then still an isolated area and the fishing industry dominated the area.

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

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

2. STORE FRONT FACADE GRANTS

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



STORE FRONT FACADE GRANTS (continued)

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

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

3. STORE FRONT FACADE GUIDELINES

3.1. Designated Heritage Buildings

Guideline: Restore designated heritage buildings.

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

3.2. Potential Heritage Buildings

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

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

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

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

3.3. Improvement of Infill Building

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.4. Sympathetic Design Overview

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

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

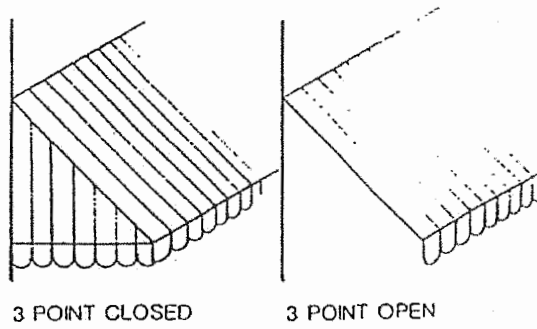
3.5. Canopies

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

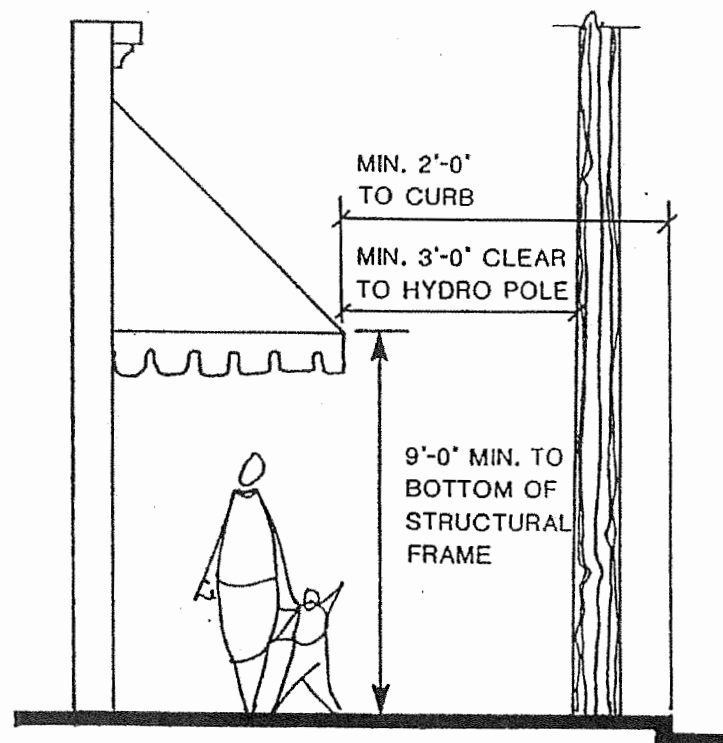
Canopies can be either an awning or a fixed structure. Awnings are fabric and frame which are attached to the face of the building. Canopies should extend out to protect pedestrians from inclement weather.

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

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



CANOPY-AWNING TYPES



CRITICAL DIMENSIONS FOR
AWNINGS AND CANOPIES

STORE FRONT FACADE GUIDELINES (continued)

3.5. Canopies (continued)

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

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

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

3.6. Windows

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

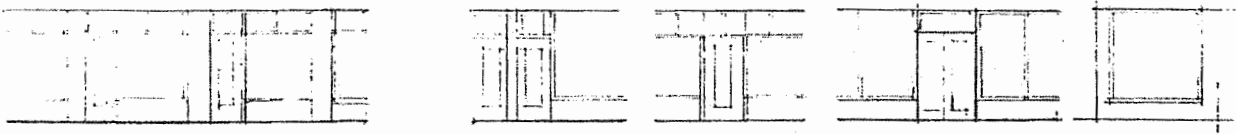
The store fronts are designed to display the business with the "picture" windows being an important feature. At street level, the windows of the store front shows the merchandise and allows visual access into the shop while at the same time forming the wall that separates the inside from the outside.

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

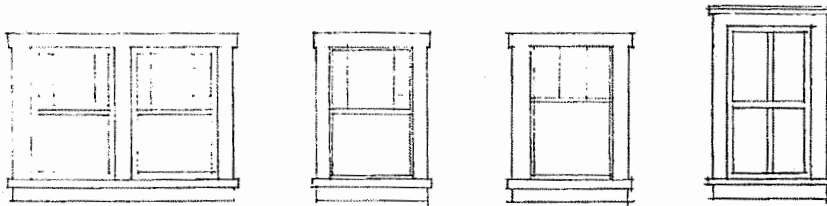
STORE FRONT FACADE GUIDELINES (continued)

3.6. Windows (continued)

Acceptable picture windows are as follows:



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

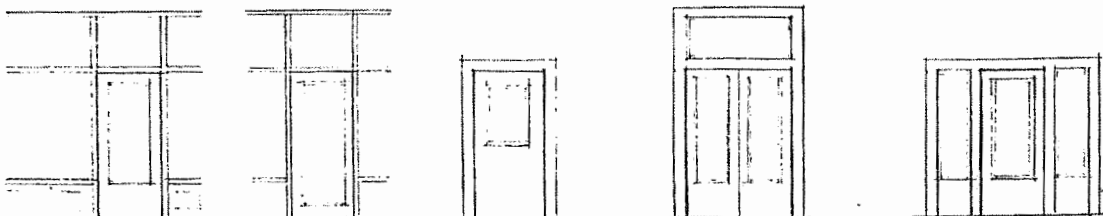


The window frames may be wood, white or coloured aluminum or steel and the glass may be clear or grey tinted. All other colored or mirror finish glass is unacceptable.

3.7. Doors

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

(b) Acceptable doors are as follows:



STORE FRONT FACADE GUIDELINES (continued)

3.7. Doors (continued)

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

3.8. Signage

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

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

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

Acceptable signage is as follows:

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

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.8. Signage (continued)

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

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

3.9. Building Materials and Finishes

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

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

(b) Acceptable finishes are as follows:

- natural weather
- transparent and opaque stains
- paint

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

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.10. Color Coordination

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

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

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

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

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

3.11. Lighting

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

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

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

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

STORE FRONT FACADE GUIDELINES (continued)

3.11. Lighting (continued)

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

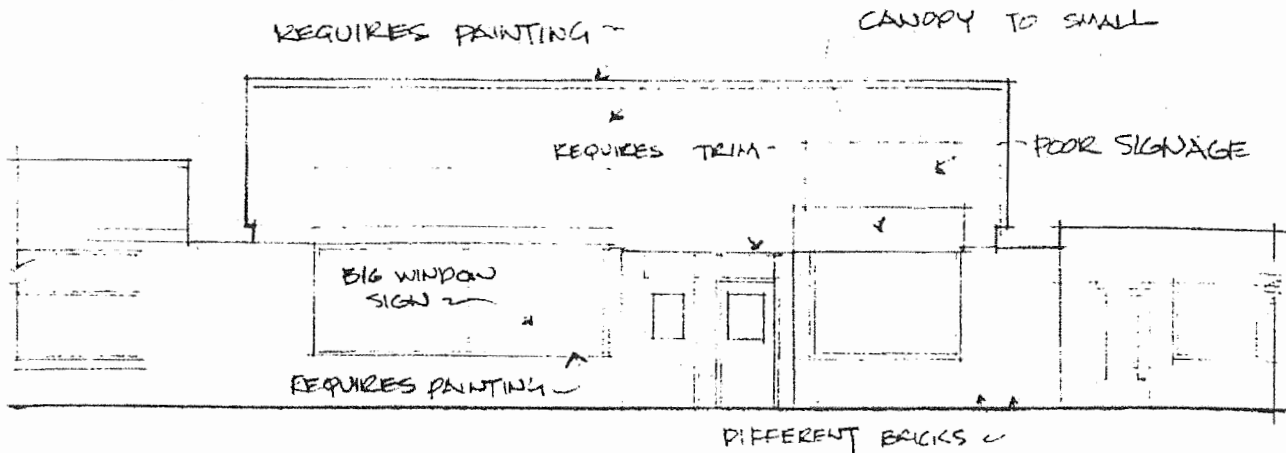
If neon is to be used, it should be for artistic design features and not for the purpose of signage.

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

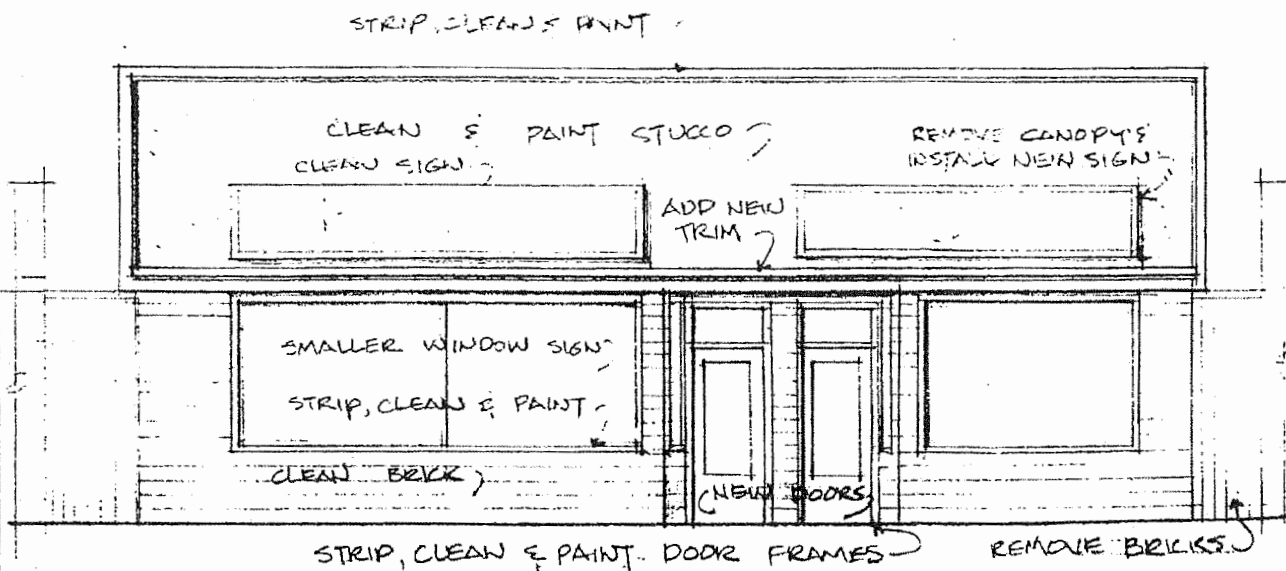
4. FACADE IMPROVEMENT EXAMPLES

The following pages provide examples of facade improvements in Steveston.

FACADE IMPROVEMENT EXAMPLE #4.1



ANALYSIS - EXISTING FACADE



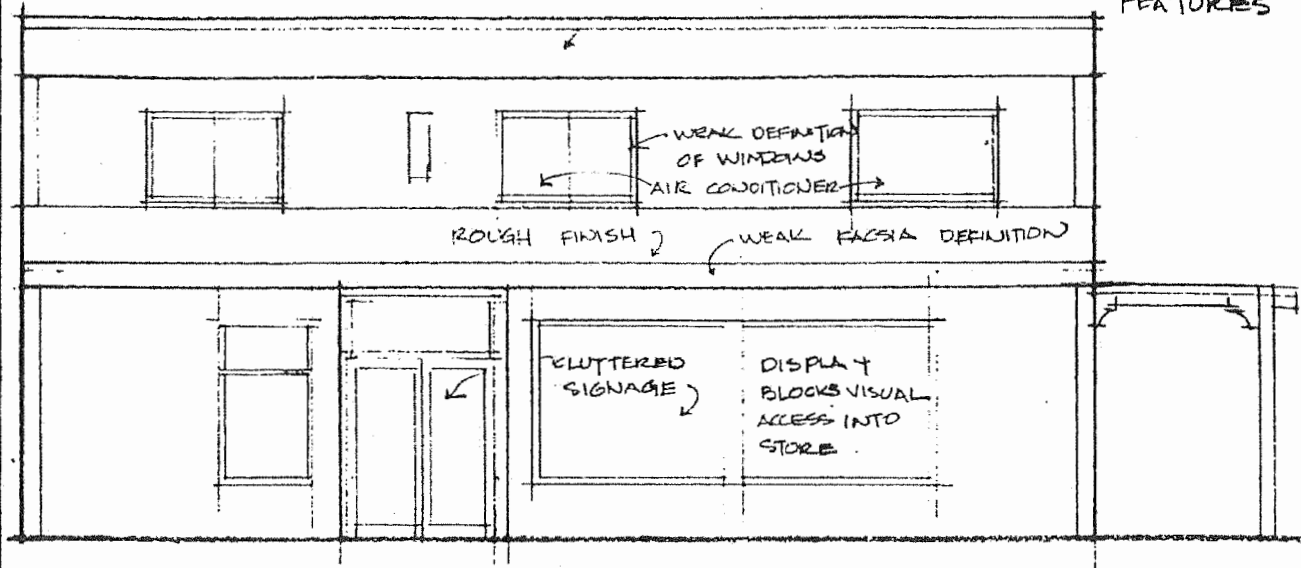
FACADE RECOMMENDATIONS

RICHMOND DINISH BAKERY
MONCTON ST. STEVESTON

FACADE IMPROVEMENT EXAMPLE #4.2

REQUIRES PAINTING -

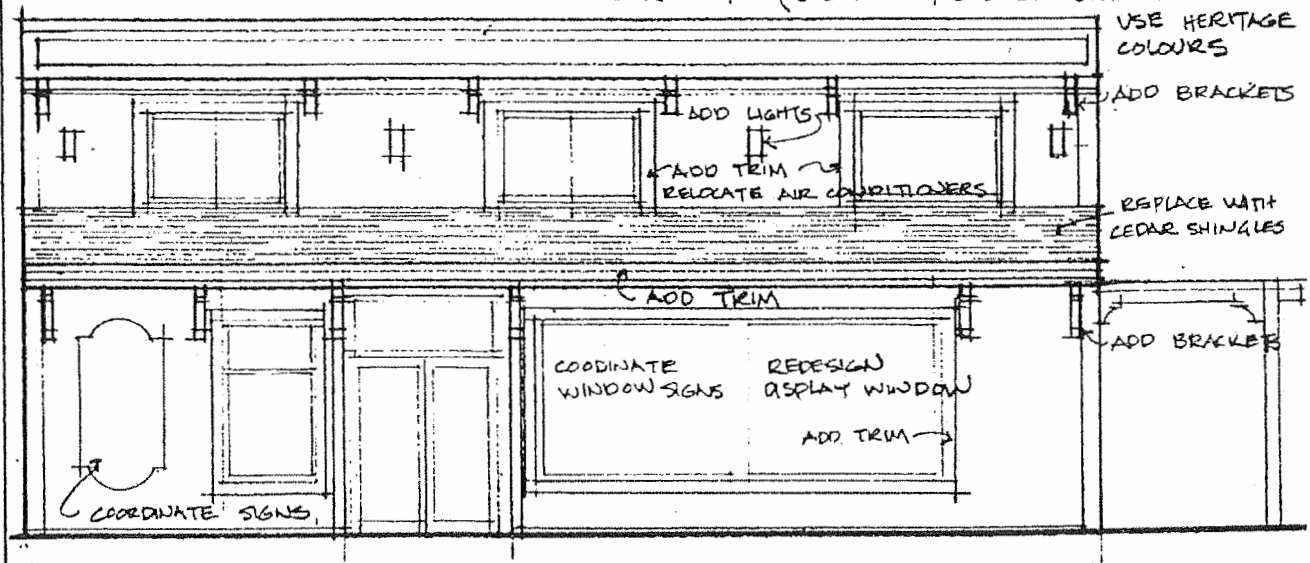
FACADE NEED DEFINITION & FEATURES



ANALYSIS - EXISTING FACADE

ADD TRIM

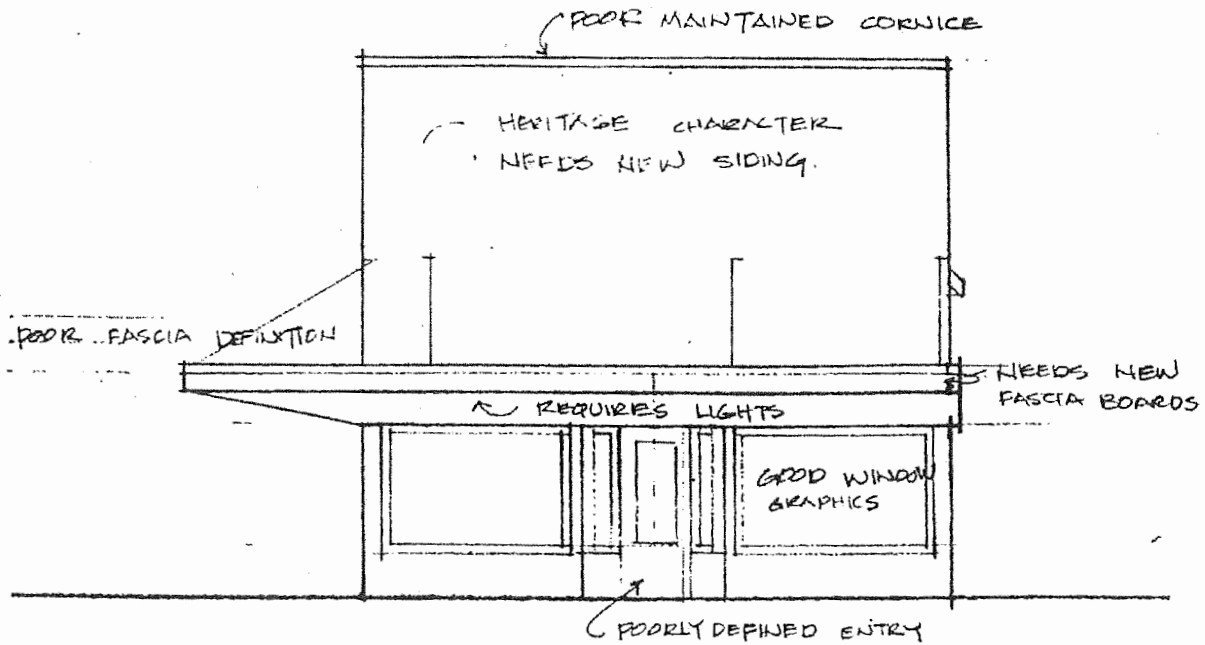
COORDINATE (3 COLOUR) COLOUR SCHEME



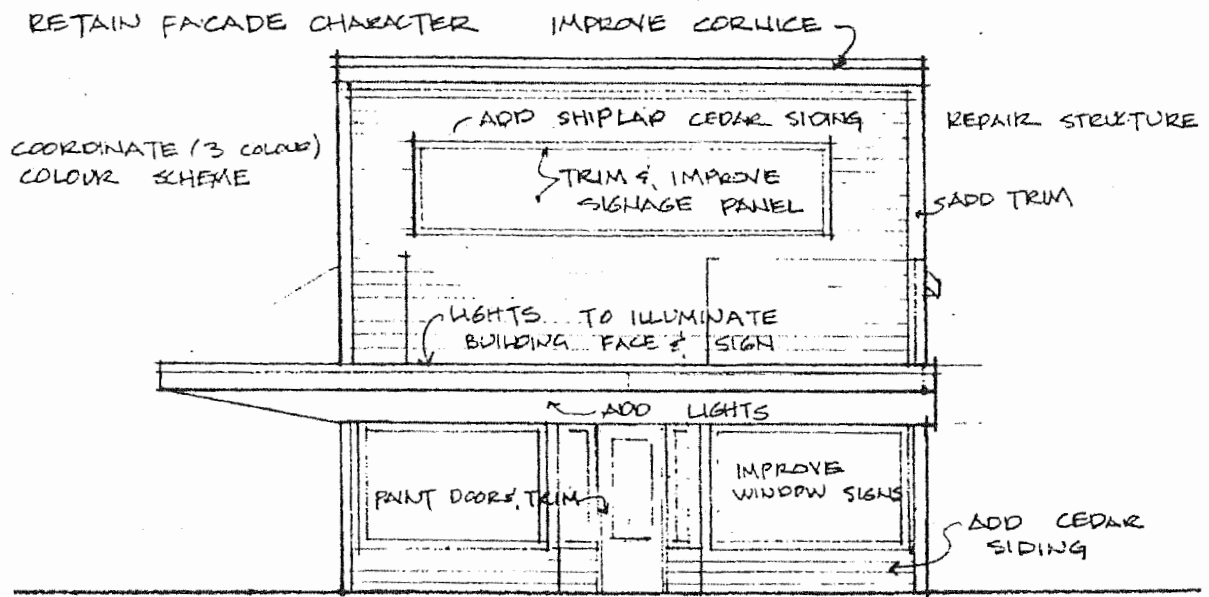
FACADE RECOMMENDATIONS

PACIFIC NET & TWINE
MONCTON STREET, STEVESTON

FACADE IMPROVEMENT EXAMPLE #4.3



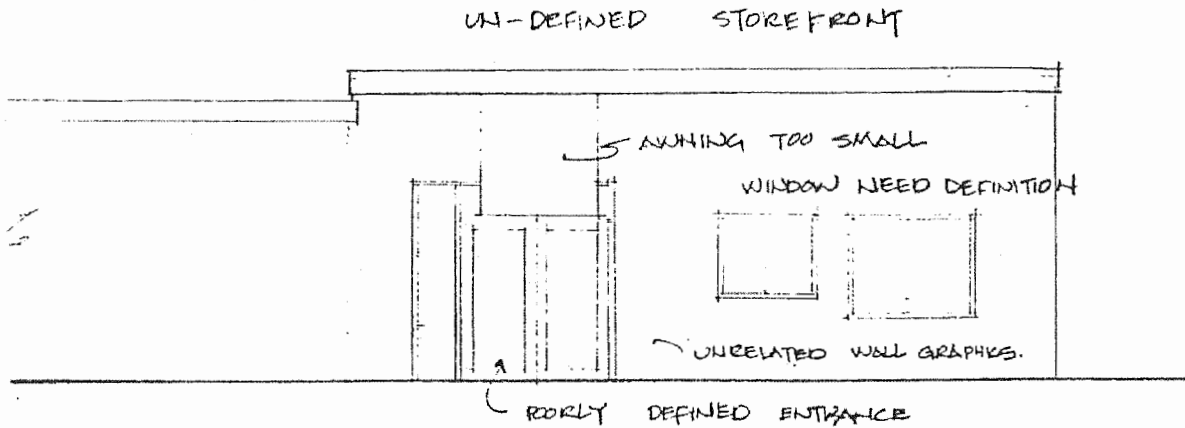
ANALYSIS - EXISTING FACADE



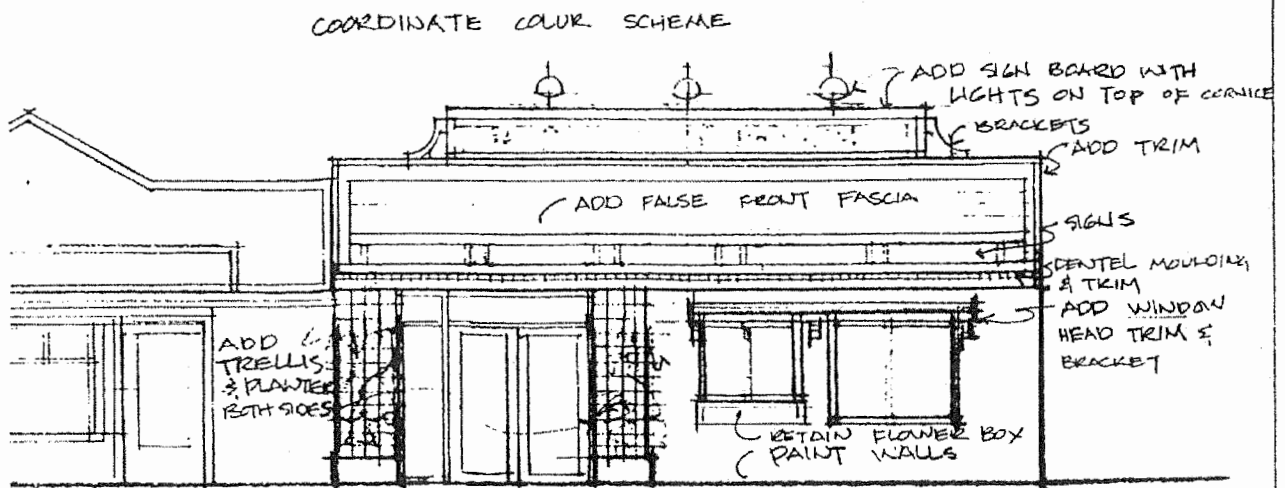
FACADE RECOMMENDATIONS

REDDEN NETS
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE # 44



ANALYSIS - EXISTING FACADE

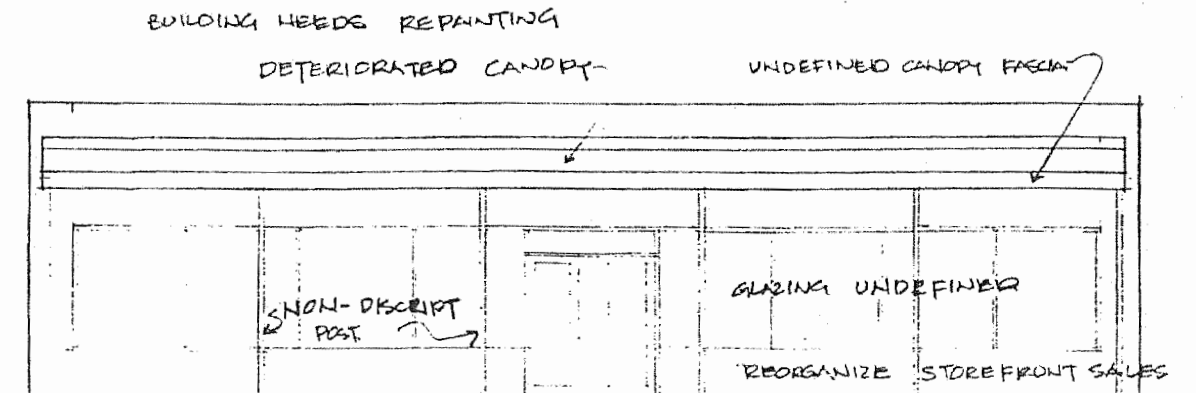


FACADE RECOMMENDATIONS

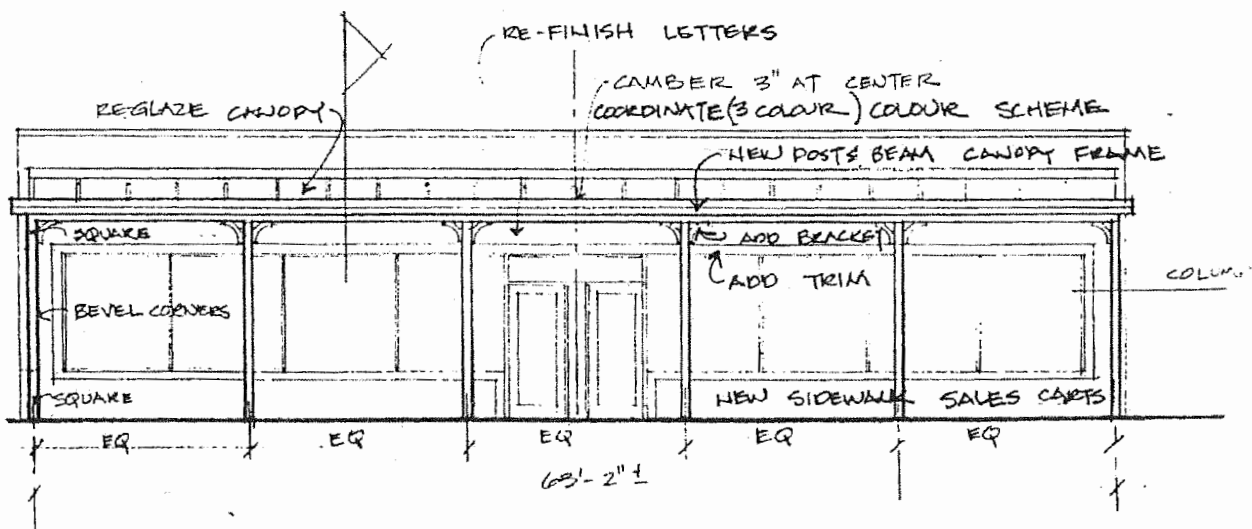
COUNTRY MOUSE

1ST AVENUE STEVESTON

FACADE IMPROVEMENT EXAMPLE # 4.5



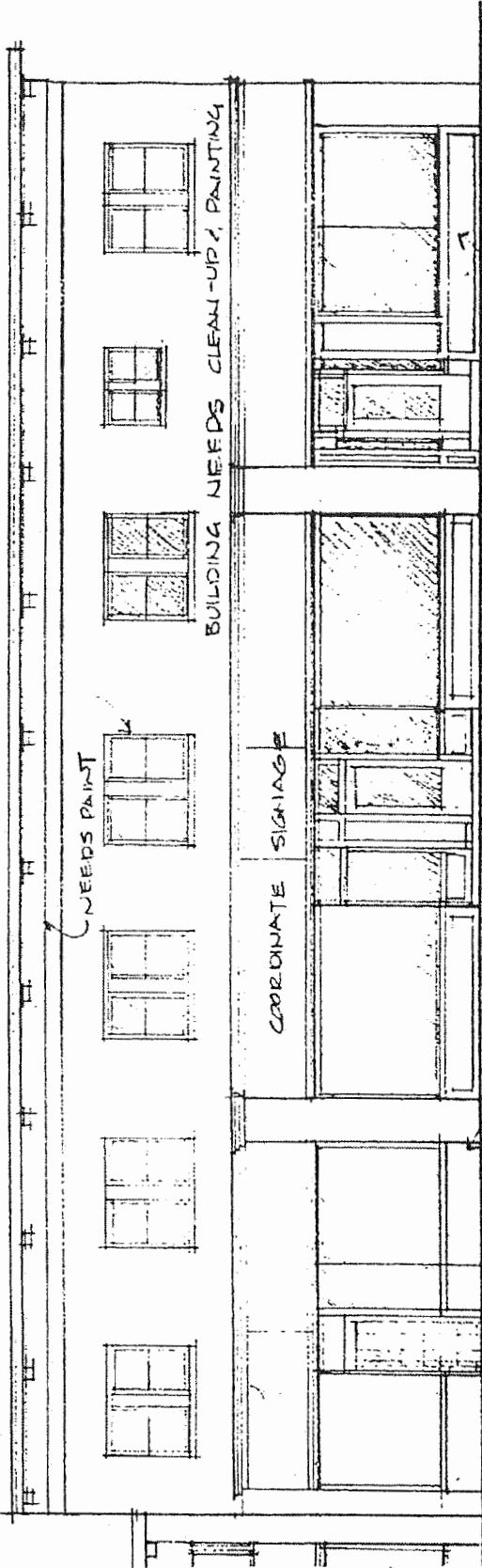
ANALYSIS - EXISTING FACADE



FACADE RECOMMENDATIONS

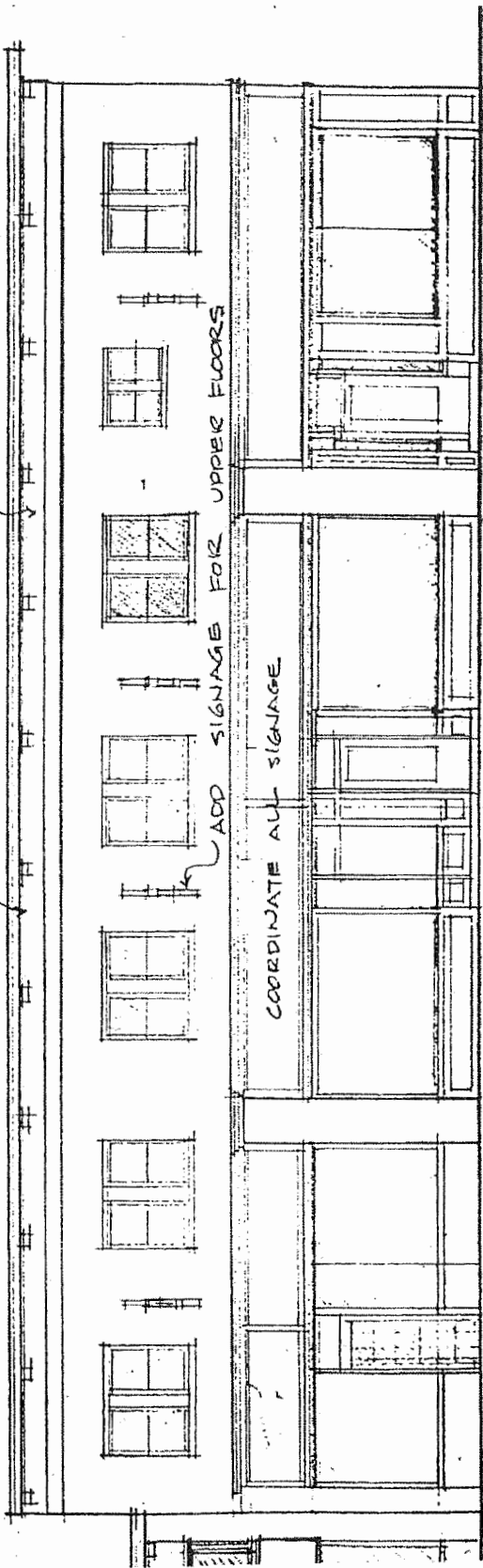
STEVESTON MARINE & HARDWARE
MONCTON STREET STEVESTON

FACADE IMPROVEMENT EXAMPLE 4.6



ANALYSIS - EXISTING FACADE

COORDINATE COLOURS — ENHANCE HERITAGE CHARACTER



FACADE RECOMMENDATION

HEPNORTH BUILDING
MONCTON STREET STEVESTON

APPENDIX 1

DESIGN REVIEW PROCEDURES

(a) Steps to Facade Improvement

The following steps should be followed for facade improvements:

- . Develop a clear idea of what image you want your business and store front to have. Write it down.
- . With the use of these guidelines, analyze your store front and with your business image in mind, select the features that are the most suited to your situation.
- . Translate your ideas into drawings which will be required for design approvals and for grant applications. It is strongly recommended that you hire an experienced professional designer. The drawings must show all proposed facade improvements to scale and include color chips, fabric samples and photographs or sketches of the building.
- . Present drawings to the Revitalization Review Committee. Store front improvements will be reviewed by the Revitalization Facade Review Committee. The committee may advise you on what other merchants and owners are doing with their store fronts in Steveston to help you coordinate plans and ideas. Please contact the Coordinator responsible for the Steveston area, or the designated Municipal Planner at 276-4082.
- . Make sure you follow the guidelines. You may be asked by the Revitalization Committee to revise and resubmit your drawings if the guidelines are not followed.
- . After the committee has given your submission design approval, fill out a special municipal Revitalization Development Permit Application and submit it along with your drawings and anticipated costs to the Planning Department at Municipal Hall. These documents will make up the grant application.

DESIGN REVIEW PROCEDURES (continued)

(b) Facade Grant Administration

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

STEVESTON REVITALIZATION FACADE IMPROVEMENT APPLICATION

TELEPHONE: 278-5575

1. APPLICATION FOR PLAN REVIEW

Date: _____

PLEASE PRINT (to be completed by applicant)

Property address: _____ Unit No: _____

Legal description: _____

Registered tenant/owner: _____ Tel. No: _____

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

Contractor's business name: _____

Architect/Engineer: _____

PROPOSED WORK - CHECK ONE:

New _____, Add/Alter _____, Interior Finish _____, Repair _____,

Other (specify) _____

Tenant/Owner: _____

Nature of business: _____

Telephone: _____ (H) _____ (O)

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

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

OFFICE USE ONLY

COMMENTS

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

APPENDIX 2

STEVESTON DOWNTOWN REVITALIZATION PLAN

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

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

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

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

APPENDIX 3

RICHMOND SIGNAGE BY-LAW (Extracts Only)

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

APPLICATION FOR SIGN PERMIT

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

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

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

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

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

Projecting Signs

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

Marquee Signs

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

APPENDIX 4

GENERAL CRITERIA FOR CANOPIES PROJECTING OVER MUNICIPAL SIDEWALKS

DEFINITION

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

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

INDEMNITY

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

PERMITS

Canopies shall be regulated by Development Permits and Building Permits.

LOCATIONS

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

CLEARANCES

(See sketch)

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

DRAINAGE/SNOW ACCUMULATION

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

APPENDIX 5

POTENTIAL HERITAGE BUILDINGS

MAP
KEY
NO.

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

9.0 Development Permit Guidelines

9.1 Application and Intent

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

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

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

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

9.2 General Development Permit Guidelines for Steveston

Development Permit Areas

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

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

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

Justification

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

9.2.1 Settlement Patterns

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

Cohesive Environment

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

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



A residential pedestrian walkway



Landscaped pedestrian walkways in downtown Steveston

Pedestrian-Oriented Development

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

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

Neighbourhood Identity

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

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

Views

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

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

Natural, Built and Human Heritage

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

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

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

9.2.2 Massing and Height

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

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

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

Cohesive Character Areas

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

9.2.3 Architectural Elements

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

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

Animated Streetscapes

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

- a) In retail areas, including shopping centres:
 - i) Shops should typically front streets, not parking lots;
 - ii) Small, individual store fronts should predominate, having an average frontage of 4.6 m (15.1 ft.);
 - iii) Where a large tenancy is planned, its retail frontage should be limited to a maximum of 15.2 m (50 ft.) and its additional floor area should be concealed behind smaller retail frontages;
 - iv) Frontages should predominantly be devoted to windows which can accommodate changing displays and provide views into shop interiors;
 - v) Main entries should open directly onto City sidewalks and/or public open spaces. Where entries are set back from the City sidewalk, they should be highly visible, clear-glazed, and easily recognizable and accessible from the street;
 - vi) Outdoor retail displays, restaurants, and related activities are encouraged either along the sidewalk adjacent to related businesses, space permitting, or in designated areas (e.g., as required by the Liquor Control Board opening onto the sidewalk). Where a designated area is provided, it should typically be no larger than 37 m² (398.3 ft²) and have an elevational difference of no more than 0.9 m (3 ft.) between its grade and that of the adjacent City sidewalk, except within the Steveston Village Character Area where ground floor areas be built generally at the level of the adjacent sidewalk (or if no sidewalk, the road). In the case of a designated outdoor dining area, if it must be enclosed, the fence or wall should be no higher than 0.9 m (3 ft.) (although a trellis or similar structure may be permitted overhead, supported on posts);

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

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

Roofscapes

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

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

Exterior Walls and Finishes

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

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

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

Weather Protection

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

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

9.2.4 Landscape Elements

Landscape Elements

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

Public Open Spaces

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

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

Street Edges

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

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

Private Open Spaces

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

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

Trees and Vegetation

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

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

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

9.2.5 Parking and Services

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

Lanes

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

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

Visual Impact

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

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

b) Surface parking lots should be:

- i) Located to the rear of buildings, where they can be concealed from public streets and open spaces;
 - ii) Limited in size to 0.13 ha (0.3 ac.) (as applied to a single lot or the aggregate total area of abutting lots defined by buildings or publicly-accessible streets landscaped to City standards);
 - iii) Landscaped, fenced, etc. around their perimeters to enhance their appearance from public streets and open spaces and reinforce continuity of the streetscape;
 - iv) Planted with sufficient trees so that within 10 years, 70% of the surface area of the lot will be shaded in summer;
 - v) Planned to minimize the extent of paved areas, and designed so that, wherever possible, the parking surface complements the surface treatment of adjacent pedestrian areas (i.e. heavy timber decking should be used where a parking lot is adjacent to a pedestrian boardwalk);
- c) In residential situations, especially townhouses and detached dwellings:
- i) Garage entries should not be located on the front façades of units (e.g. the same façade as the “front door”), especially where this situation is repeated on adjacent units;
 - ii) Garage entries should receive special architectural and landscape treatments to enhance their appearance (i.e. decorative doors, narrow door widths, overhead trellises with climbing plants, trees and planting between the garage and adjacent uses, decorative paving, and where no solid door is installed, the extension of the building’s exterior materials and level of finish into the areas of the garage visible to the public);
 - iii) Driveways and private roads should not be gated;
 - iv) Driveways and private roads should be kept as narrow as possible, paved and landscaped to enhance the appearance of the overall development, and designed to safely accommodate a variety of activities (i.e. basketball, road hockey, car washing, etc.);
 - v) In the case of townhouse and detached units, where a unit’s garage door is not adjacent to its front door, a “back door” should be provided so that residents may access the unit’s interior without using the garage door.

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

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

1. General Guidelines

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

"Using horizontal siding as the primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco and delicate timber details. Siding is encouraged to include historical treatments such as ship lap, flat lap horizontal wood, board-and-batten, and wood shingles. In keeping with the special character of the two sub-areas, the use of metal for exterior cladding or architectural detailing is not permitted in the Village Core except to replace existing metal materials with similar metal finishes in any existing building. The use of brick is not permitted in the Riverfront precinct except to replace any existing brick with similar brick."

2. Core Area Guidelines

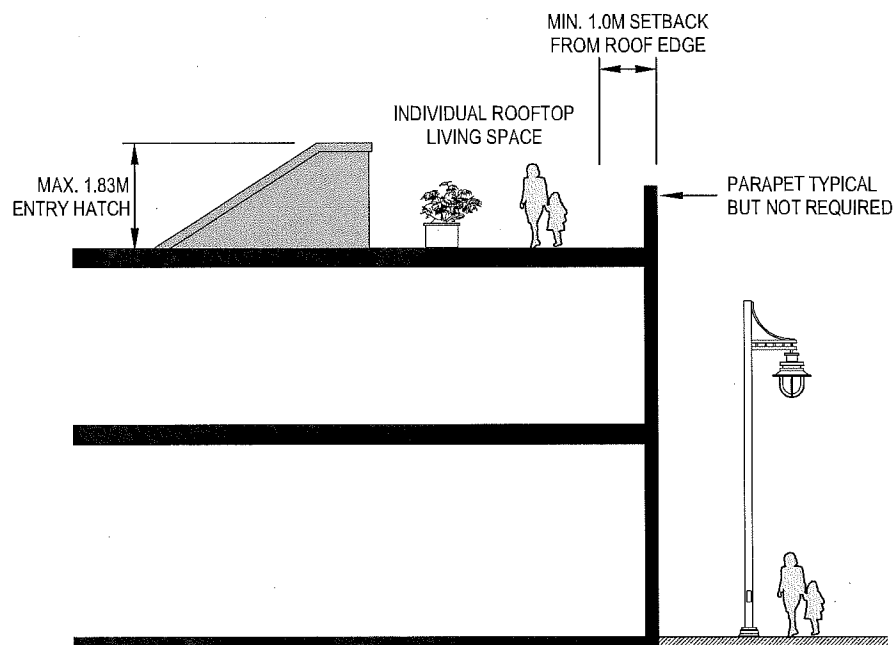
Revise "Steveston Village Core Area" Section 9.3.2.2(a) through rescinding the existing wording and addition of the following wording:

"High quality materials that weather gracefully. Preferred cladding materials to be historic materials such as horizontal wood siding, board and batten, vertical channel board, wood shingles, 150mm wide by 19mm wood trim boards, or contemporary materials that provide effect (e.g., cementitious beveled board that replaces the appearance of bevelled wood siding). The use of brick is permitted as a secondary treatment for architectural elements and detailing in new buildings and new additions if that brick is clearly distinguishable from the Hepworth Building's brick in colour and texture. For façade improvements to existing buildings, any brick that is removed should be replaced with similar brick, or a different brick or materials that would improve the aesthetics of the building and the area character. Stucco is prohibited. The use of brick or metal for exterior cladding or architectural detailing is not permitted, except to replace existing brick or metal materials with suitable brick, or similar metal, finishes in any existing building."

3. Riverfront Guidelines

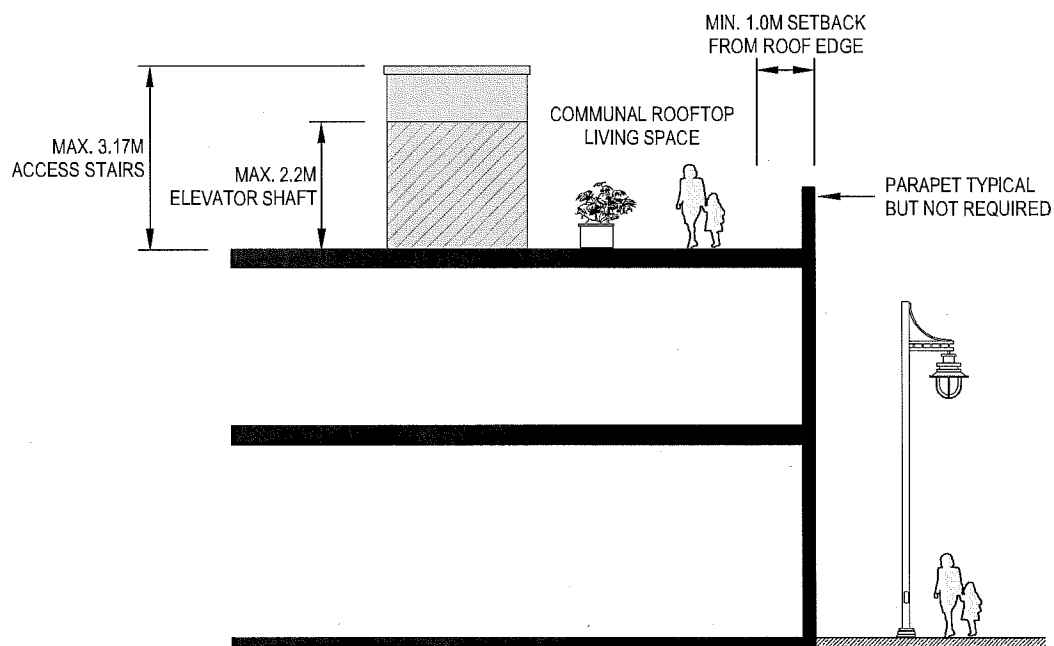
Revise "Steveston Village Riverfront" Section 9.3.2.2(b) through the addition of a new guideline with the following wording:

“Metal or wood frame windows are preferred, or contemporary materials that offer a compatible look, but not vinyl framed. Vinyl siding is not permitted. Cementitious boards may be considered. The use of brick for exterior cladding or architectural detailing is not permitted, except to replace existing brick materials with suitable brick finishes in any existing building.”



DESIGN GUIDELINE FOR ROOFTOP STRUCTURE ACCESS HATCH ENTRANCE

2



DESIGN GUIDELINE FOR
ROOFTOP STRUCTURE ACCESS
ELEVATOR SHAFT OR
ACCESS STAIRS

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

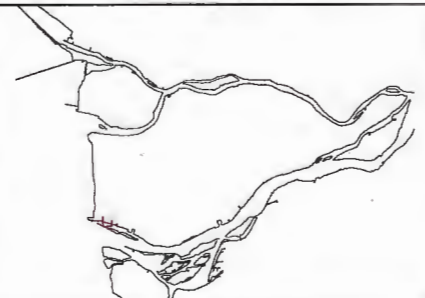
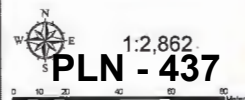


Legend

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

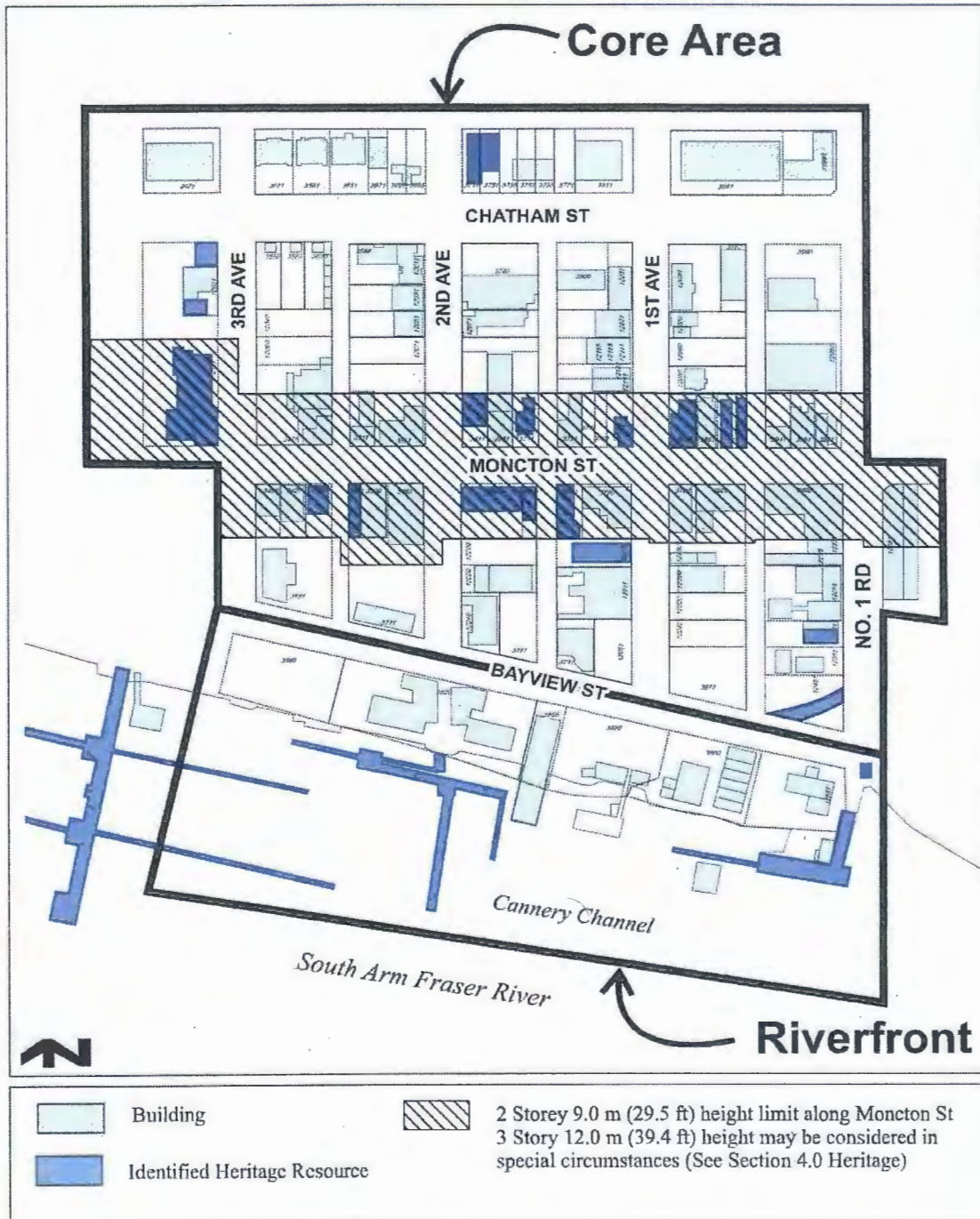
March 23, 2017
Prepared by Onkar Buttar

Note:
The information shown on this map is compiled from various sources and the City makes no warranties, expressed or implied, as to the accuracy or completeness of the information.
Users are reminded that lot sizes and legal description must be confirmed at the Land Title office in New Westminster.
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City of Richmond

Steveston Village Character Area Map



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

Architectural Elements

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

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

STEVESTON DEVELOPMENT PERMIT AREA
STEVESTON VILLAGE CHARACTER AREA

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

Core Area Guidelines

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

- (g) **Make use of roofs as outdoor living space except for the roof areas within 3.0 m of the street property line; use the 3.0 m zone as water collection area or inaccessible landscape area where no element or mature plant material is higher than 1.05m above roof deck level.***
- (h) Building facades facing streets, or within 10m (32.8 ft.) of a street, should have parapets at least **1.20 m** above roof deck level.
- (i) **Solar panels may be affixed to flat roofs up to a height of 1.20 m and placed in any section of the roof deck that is a minimum distance of 1.0 m back from the roof edge. On a sloped roof, panels must be affixed flush to the roof and may not be more than 0.2 m above the roof surface.**

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



PLN - 441

ADDITIONAL GUIDELINES FOR REHABILITATION PROJECTS

	Recommended	Not Recommended
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SUSTAINABILITY CONSIDERATIONS

- | | | |
|----|---|---|
| 20 | Adding new features to meet sustainability requirements, such as solar panels or a green roof, in a manner that respects the exterior form and minimizes impact on character-defining elements. | Adding a new feature to meet sustainability requirements in a location that obscures, damages or destroys character-defining elements. |
| 21 | Working with sustainability and conservation specialists to determine the most appropriate solution to sustainability requirements with the least impact on the character-defining elements and overall heritage value of the historic building. | Making changes to the exterior form, without first exploring alternative sustainability solutions that may be less damaging to the character-defining elements and overall heritage value of the historic building. |
| 22 | Complying with energy efficiency objectives in a manner that minimizes impact on the character-defining elements and overall heritage value of the historic building. | Damaging or destroying character-defining elements or undermining their heritage value, while making modifications to comply with energy efficiency objectives. |
| 23 | Accommodating functions requiring a controlled environment, such as artefact storage or exhibits in an addition, while using the historic building for functions that benefit from existing natural ventilation and/or daylight. | Introducing new mechanical systems based on airtight building envelope design in buildings that were designed to use natural ventilation. |

ADDITIONAL GUIDELINES FOR RESTORATION PROJECTS

	Recommended	Not Recommended
--	-------------	-----------------

- | | | |
|----|--|--|
| 24 | Reinstating the building's exterior form from the restoration period, based on documentary and physical evidence. | |
|----|--|--|

REMOVING EXISTING FEATURES FROM OTHER PERIODS

- | | | |
|----|---|--|
| 25 | Removing a non character-defining feature of the building's exterior form, such as an addition built after the restoration period. | <p>Failing to remove a non character-defining feature of the building's exterior form that confuses the depiction of the building's chosen restoration period.</p> <p>Removing a feature from a later period that serves an important function in the building's ongoing use, such as a fire escape.</p> |
|----|---|--|

RECREATING MISSING FEATURES FROM THE RESTORATION PERIOD

- | | | |
|----|--|---|
| 26 | Recreating missing features of the exterior form that existed during the restoration period, based on physical or documentary evidence; for example, duplicating a dormer or restoring a carport that was later enclosed. | Constructing a feature of the exterior form that was part of the building's original design but was never actually built, or a feature thought to have existed during the restoration period but for which there is insufficient documentation. |
|----|--|---|

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

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

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

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



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Settlement Patterns

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

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

Massing and Height

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

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

Architectural Elements

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

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

STEVESTON DEVELOPMENT PERMIT AREA
STEVESTON VILLAGE CHARACTER AREA

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

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

- (a) Typically be simple buildings blocks with broad gable roofs of approximately 12/12 pitch, augmented by subordinate portions with shed roofs having shallower pitches seamlessly connected to the main roof form. **Flat roofs are not permitted*.**

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

- (b) Contribute to an interesting and varied roofscape which combines extensive use of shed and gable forms with **very limited use of symmetrical hip, feature roofs, and dormers.**
- (e) Employment of architectural elements which enhance enjoyment of the river, the sun, and the view and provide opportunities for private open space, especially in the case of residential uses **where french balconies and similar features are encouraged. Roof decks are not permitted.**

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

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

3.2.3 Steveston Village Node

POLICIES

- h) Promote public access to the waterfront between 3rd Avenue and No. 1 Road through new pedestrian connections from Bayview Street and upgrades to the existing pedestrian paths.
- i) Work toward an uninterrupted connectivity along the waterfront between 3rd Avenue and No. 1 Road through extensions and improvements to walkway infrastructure and surfaces.

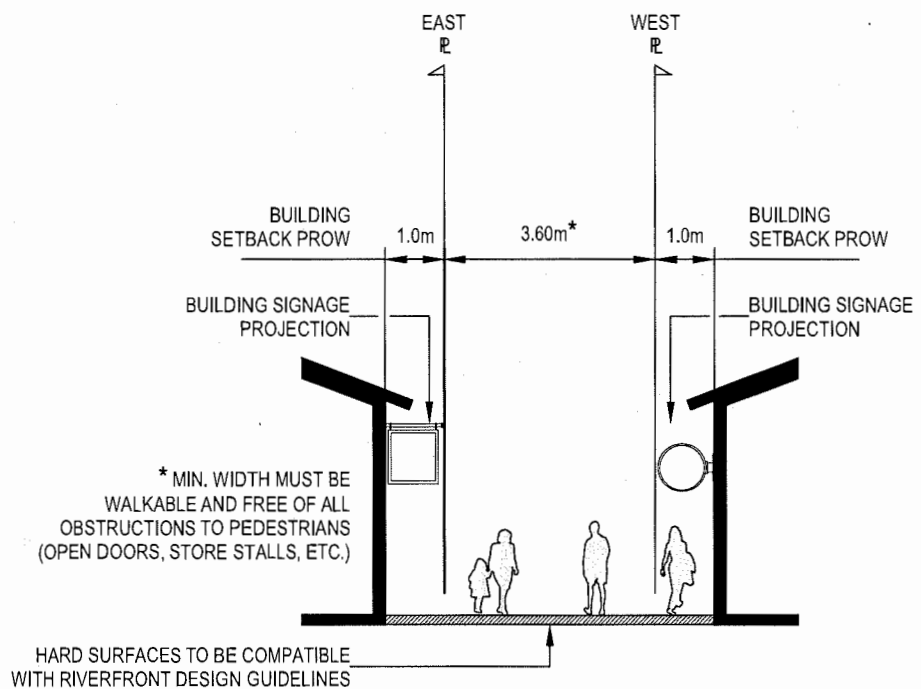
6.0 Natural & Human Environment

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

POLICIES

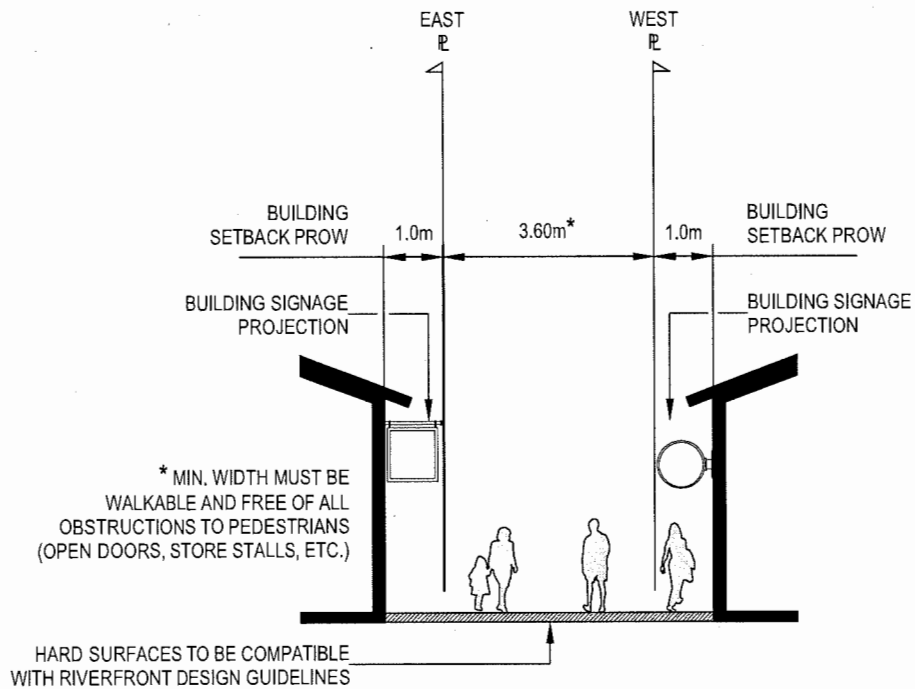
- a) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish new pedestrian connections at the following street and lane ends.
 - Pedestrian connections at road ends at the south foot of No. 1 Road, 1st Avenue and 3rd Avenue will meet the following guiding 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).
 - 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).
- b) Work with the Federal Government, Steveston Harbour Authority and other property owners to establish waterfront walkway connections at, and above, high water mark.
- Walkway sections that are situated at high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width.
 - Connected to walkways above, at the street end nodes, with gangways to create accessible access points.
 - Float structures with heavy timber surfaces.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
 - Lighting to enable nighttime use consistent with Steveston Harbour Authority floats.
 - Walkway sections that are situated above high water mark elevation will meet the following guiding principles for universal accessibility and urban design:
 - Minimum 6.0 m in width including projections toward the water’s edge at nodes (i.e. both street end and lane end connections).
 - Heavy timber boardwalk structures at the dike crest elevation.
 - Materials and details compatible with “Steveston Village Riverfront” Development Permit Area design guidelines (see: Section 9.3.2.2.b).
 - Lighting, seating and other site furnishings, as appropriate, at nodes.
- c) Work with Steveston Harbour Authority to connect the waterfront walkway to existing structures as follows:
- Piers at the south foot of No. 1 Road and 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.



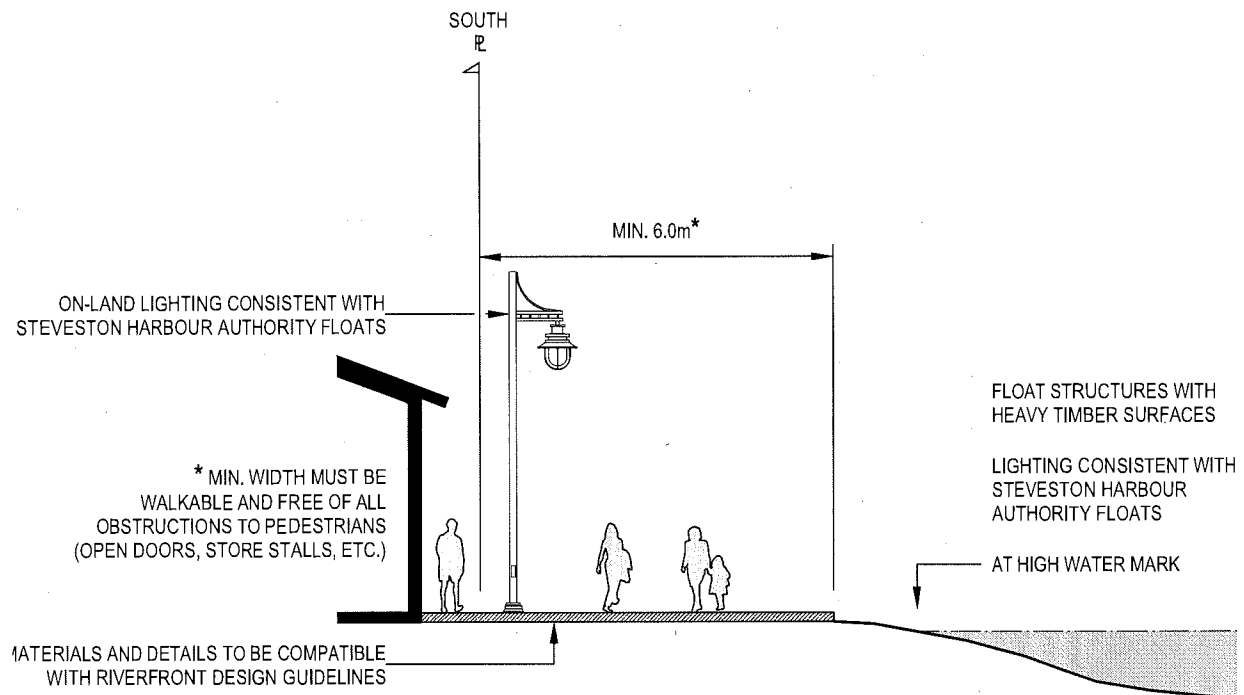
X-SECTION NORTH - SOUTH WALKWAYS

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

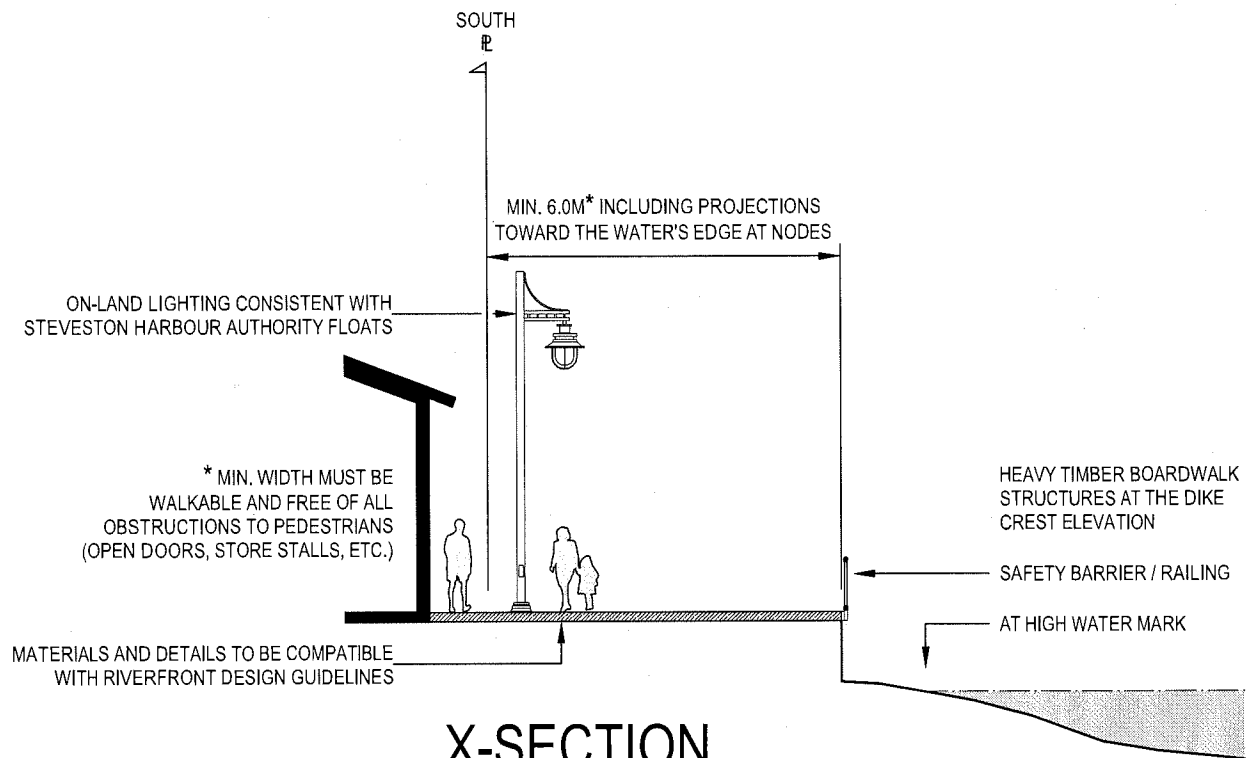


X-SECTION NORTH - SOUTH WALKWAYS

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



X-SECTION WATERFRONT WALKWAY AT HIGH WATER MARK



X-SECTION WATERFRONT WALKWAY ABOVE HIGH WATER MARK

Steveston Village Conservation Program

Conservation Strategy – Managing Change

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

Steveston Townsite

Description of Historic Place

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

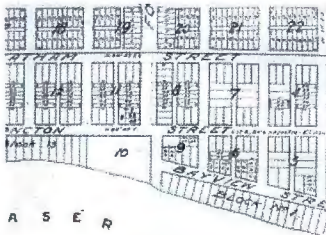
This specific area of the town comprises approximately nine blocks with commercial streets and service lanes, strong landscape features, and an immediate physical and economic relationship to the Fraser River.



Values

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

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



Steveston is valued as Richmond's earliest example of city planning.

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



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

Steveston Village Conservation Program

Conservation Strategy – Managing Change



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

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

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



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

Character-Defining Elements

The character-defining elements of the study area include:

Built/Planned Environment

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

Steveston Village Conservation Program

Conservation Strategy – Managing Change



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

Landscape

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



Waterfront

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

Uses

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

Steveston Village Conservation Program

Conservation Strategy – Managing Change



industry

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



3 (6) Summary of Individual Resources

.1 Criteria for identifying resources:

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

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

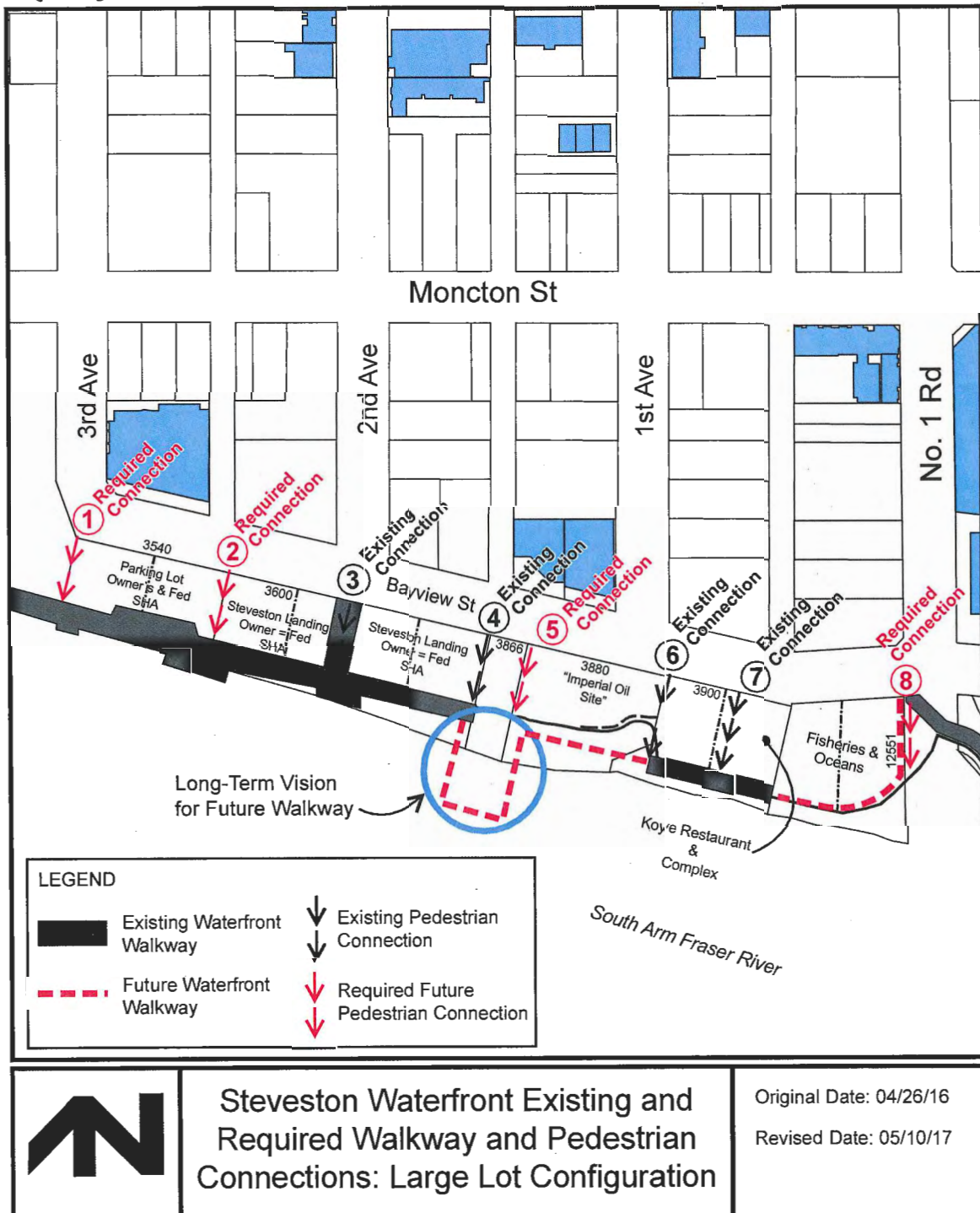
- Village-wide resources
- Moncton Street resources
- Chatham Street resources
- Bayview Street resources
- No.1 Road resources
- 1st Avenue resources
- 2nd Avenue resources
- 3rd Avenue resources
- East Lane resources
- Centre lane resources
- West Lane resources

3 (7) Location Maps for Identified Heritage Resources

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



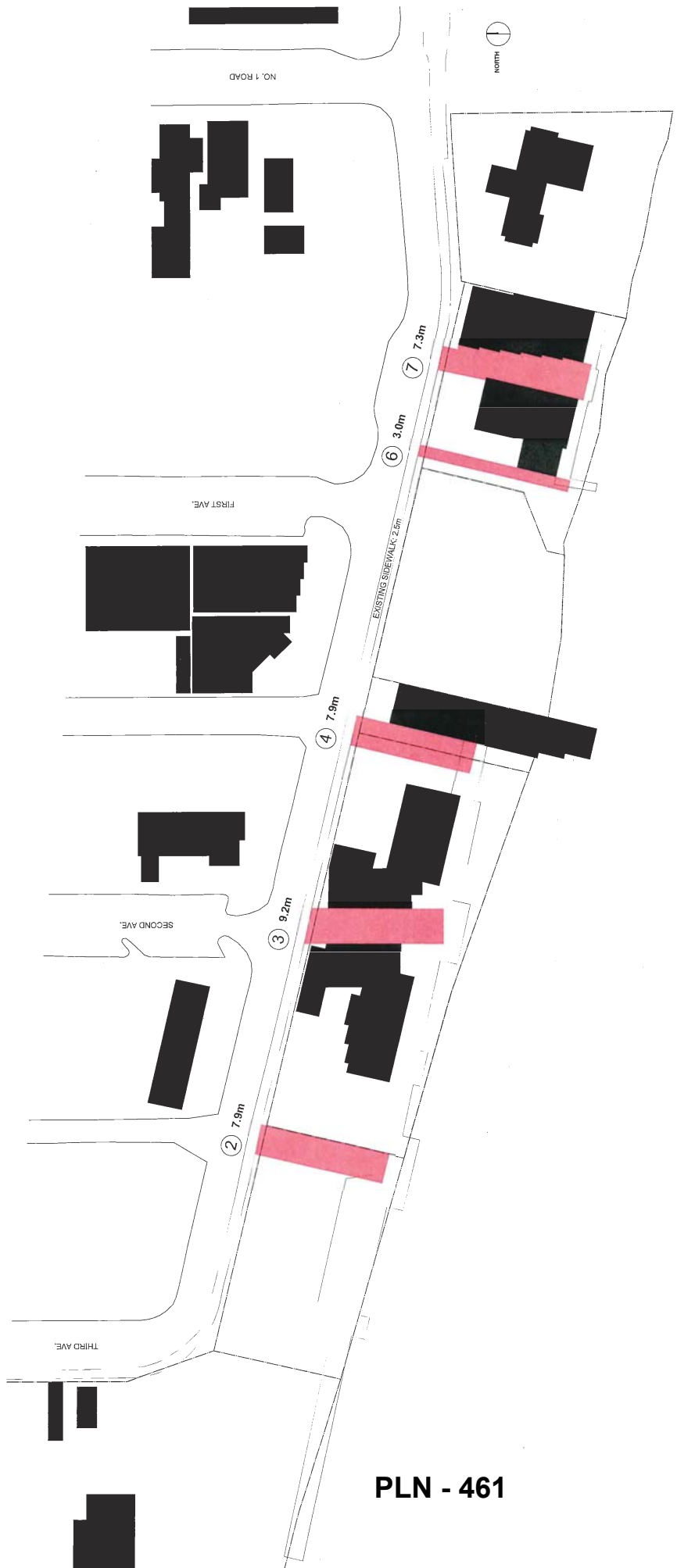
City of
Richmond



Steveston Waterfront Existing and
Required Walkway and Pedestrian
Connections: Large Lot Configuration

Original Date: 04/26/16

Revised Date: 05/10/17



SOUTH SIDE OF BAYVIEW: EXISTING

LEGEND

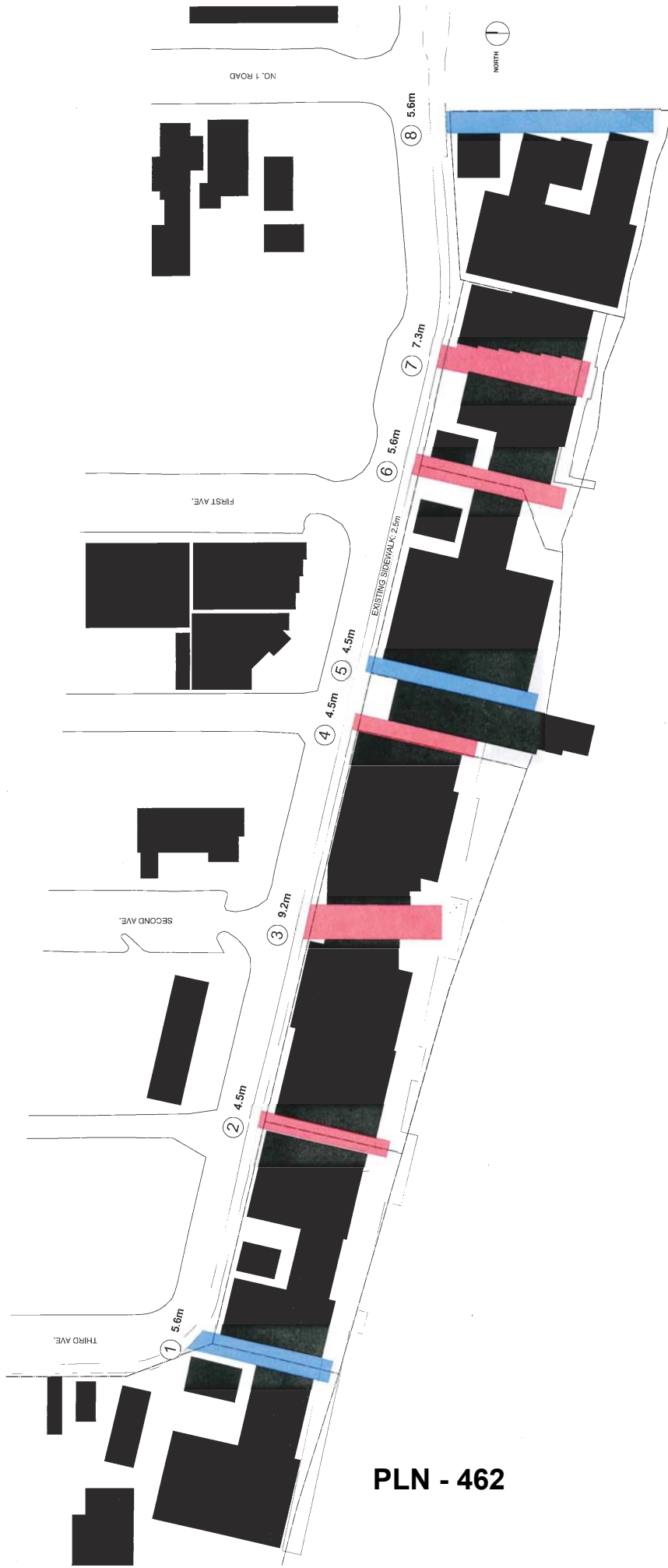
EXISTING CONNECTION AND EXISTING WIDTH

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

PROJECT Steveston Waterfront	DATE Nov. 16, 2016	SUBSET NO. 1
REVISIONS DRAWING TITLE EXISTING	DATE Nov. 16, 2016	SUBSET NO. 1

BIRMINGHAM & WOOD ARCHITECTS - PLANNERS	SCALE 1:500	REVISION

PREPARED BY: BIRMINGHAM & WOOD



PLN - 462

SOUTH SIDE OF BAYVIEW: "LARGE LOT" SCENARIO

LEGEND

EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM) *

FUTURE CONNECTION AND FUTURE WIDTH (MINIMUM) *

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

PROJECT Surrey Waterfront	LOCATION Richmond, BC
DRAWING TITLE "LARGE LOT" SCENARIO	DATE Nov. 18, 2018
SCALE 1:500	SHEET NO. 1

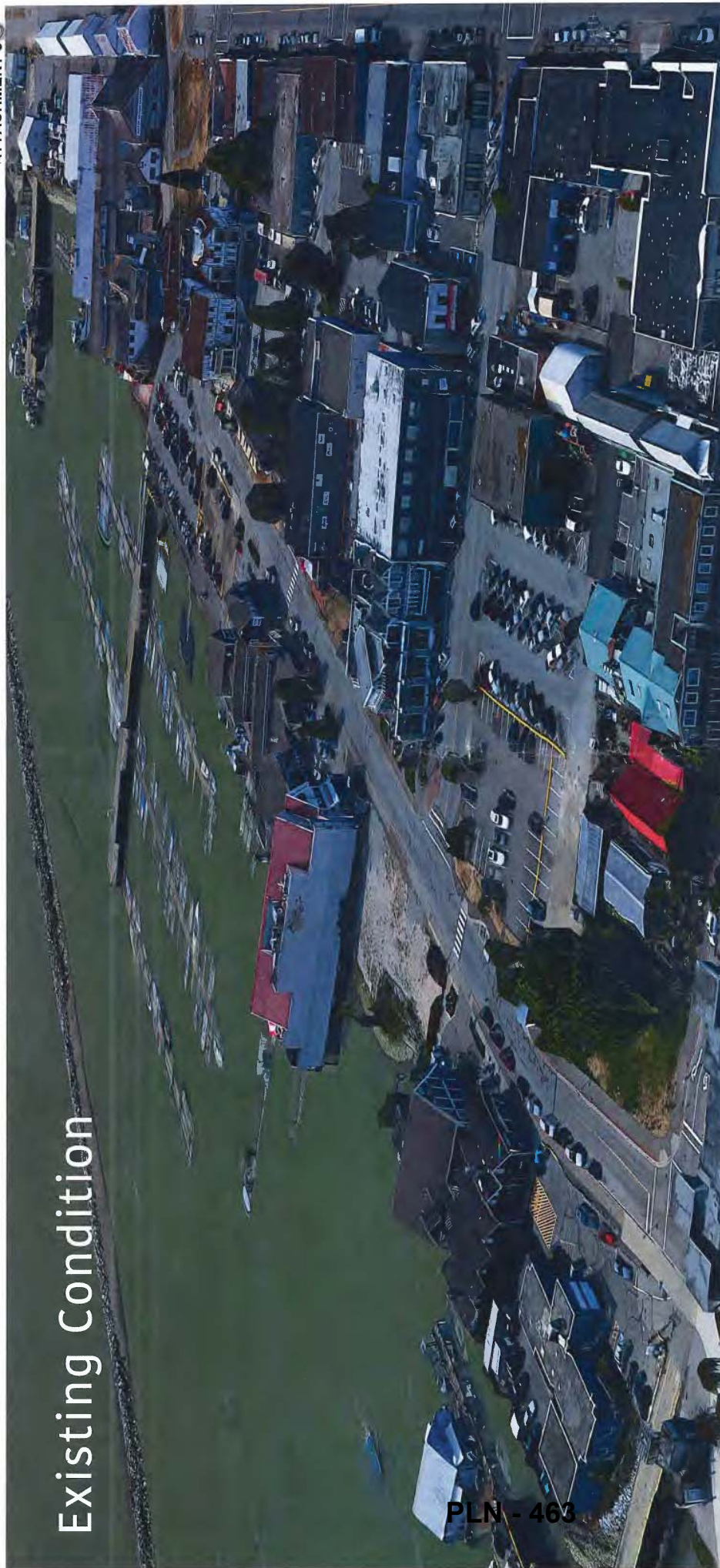
BIRMINGHAM & WOOD ARCHITECTS + PLANNERS	
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DATE	REVISION

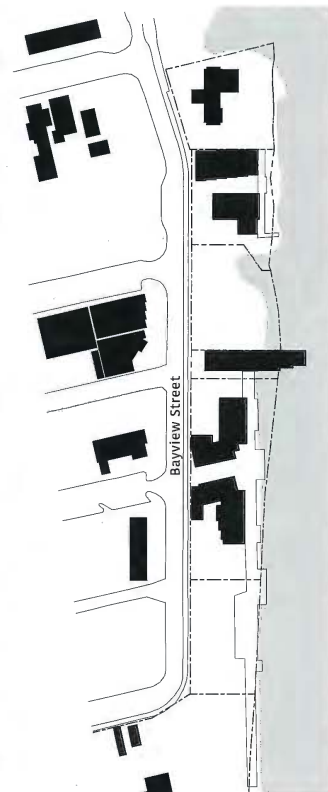
Prepared by: [Name]

Existing Condition

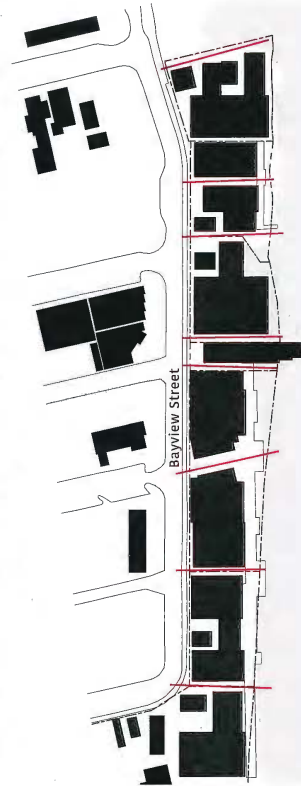
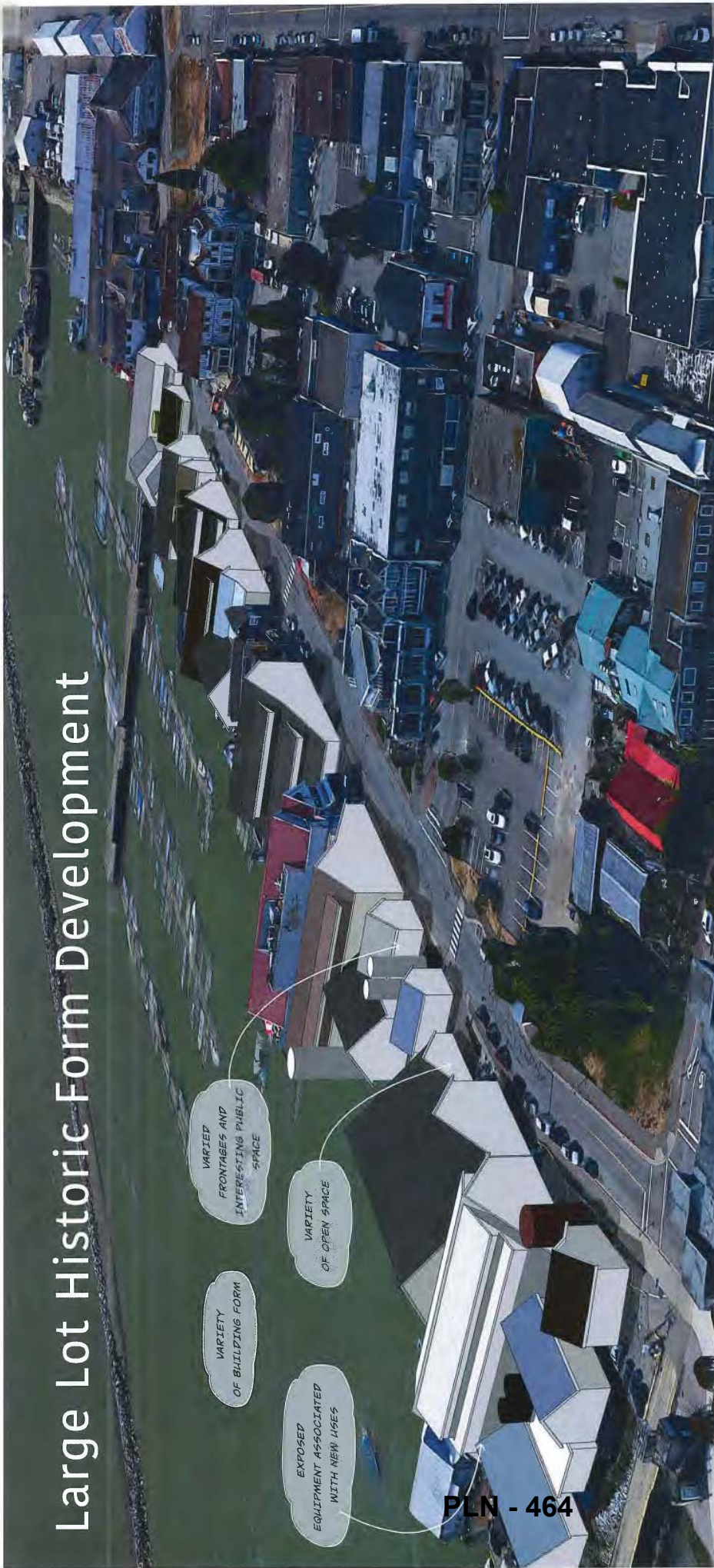
ATTACHMENT 30



PLN - 463



Large Lot Historic Form Development



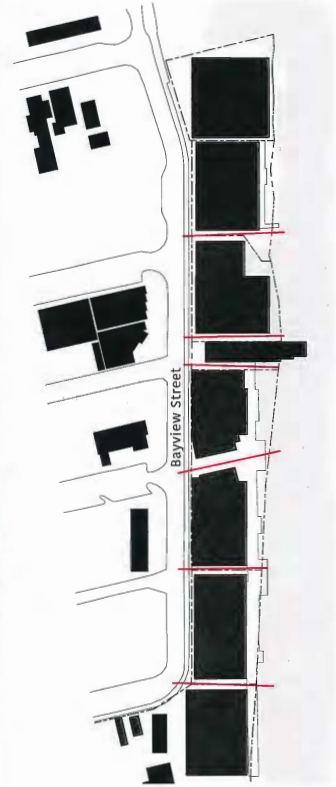
Historic Characteristics		Gulf of Georgia Cannery							
dominant gable roof	•	•	•	•	•	•	•	•	•
secondary cross-gable	•	•	•	•	•	•	•	•	•
asymmetric gable forms	•	•	•	•	•	•	•	•	•
shed dormers for windows	•	•	•	•	•	•	•	•	•
various sized ancillary bays	•	•	•	•	•	•	•	•	•
exposed equipment	•	•	•	•	•	•	•	•	•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

Large Lot Historic Form Development

Large Lot Full Site Coverage Development



PLN - 465



Historic Characteristics

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

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Development Stats

- FAR
- building height
- waterfront connections

1.6	46'	6
-----	-----	---

Gulf of Georgia Cannery
Large Lot Full Site Coverage Development



GEND

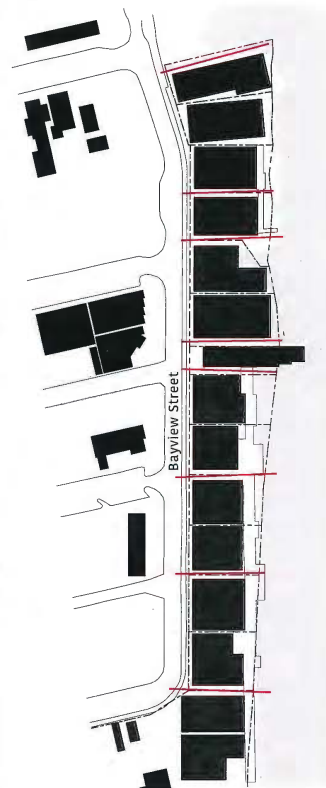
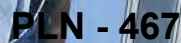
- EXISTING CONNECTION AND FUTURE WIDTH (MINIMUM) *

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

[illegible]

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PROJECT Seveston Waterfront Richmond, BC	DRAWING TITLE "SMALL LOT" SCENARIO		SHEET NO.	
	SCALE 1"=5'	DATE Nov. 18, 2006		



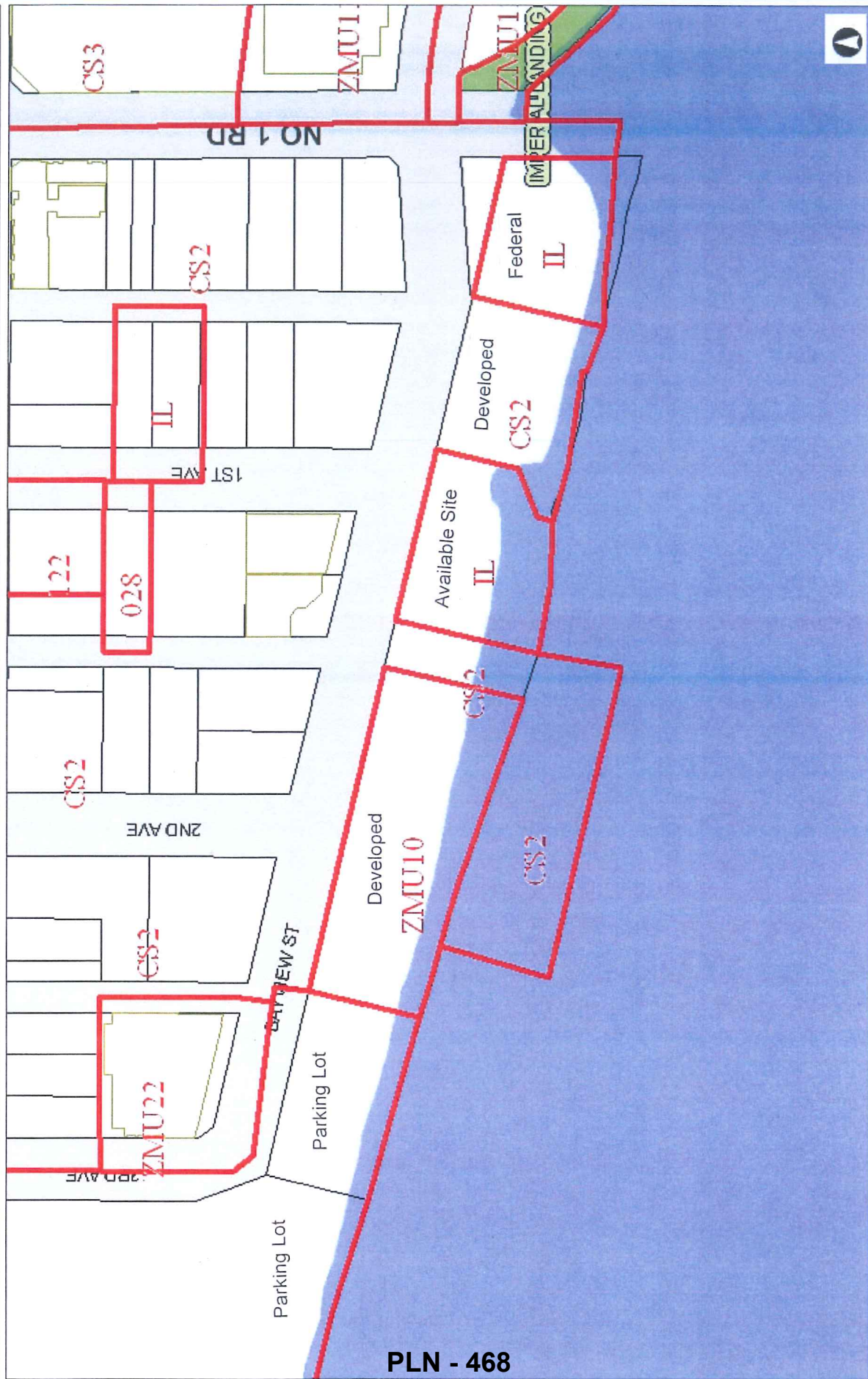
Development Stats

variety of open space

Small Lot Development

1.6	46'	8
-----	-----	---

South Side of Bayview Street: Zoning and Development Potential



PLN - 468

84.7 0 42.33 84.7 Meters

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

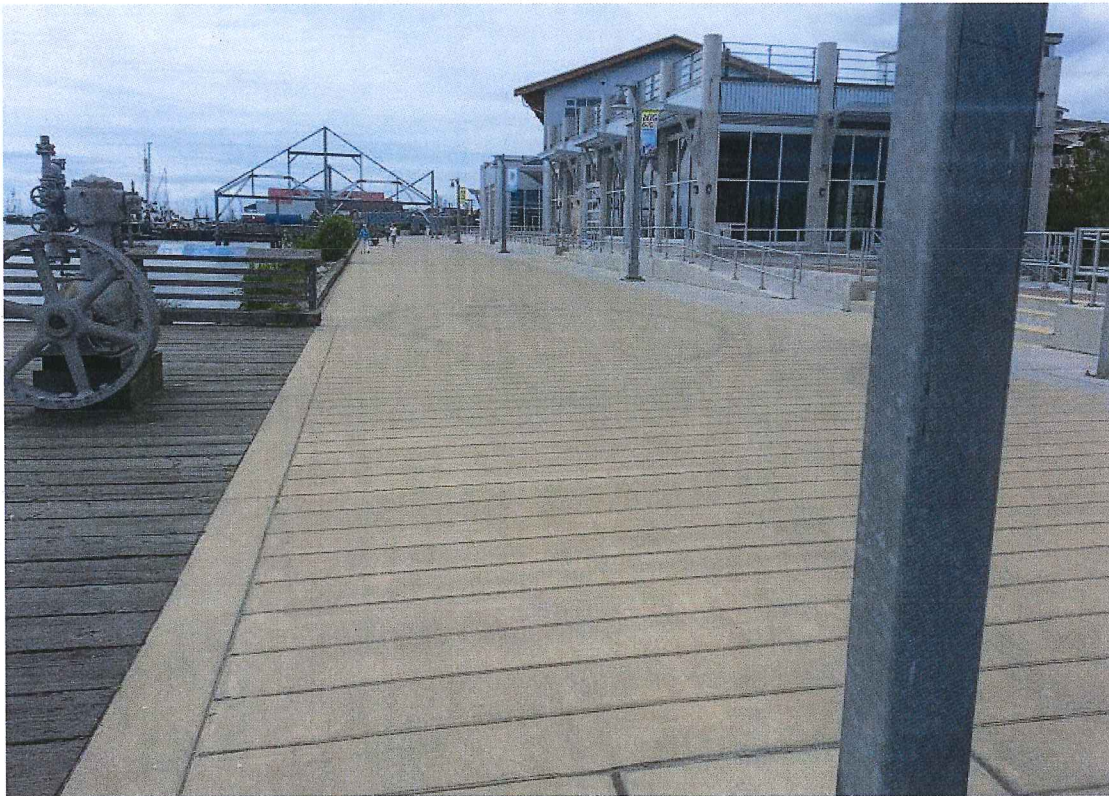


**Moncton Street: Existing Concrete
Boulevard and Wood Sidewalk**

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



Bayview Street: Concrete Sidewalk and Textured Concrete Boulevard

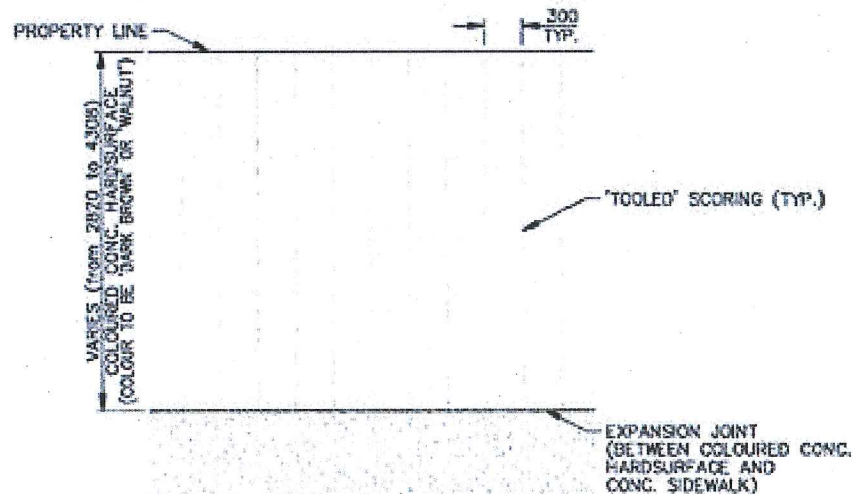


**Concrete Textured to Appear as Wood Planks:
Waterfront Boardwalk Parallel to Bayview Street East of No. 1 Road**

COLOURED CONG. HARDSURFACE NOTES:

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

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



**Technical Specifications
PLN - 470**



Concrete Textured to Appear as Wood Planks: Additional Examples



PLN - 471



Concrete Textured to Appear as Wood Planks: Additional Examples

PLN - 472

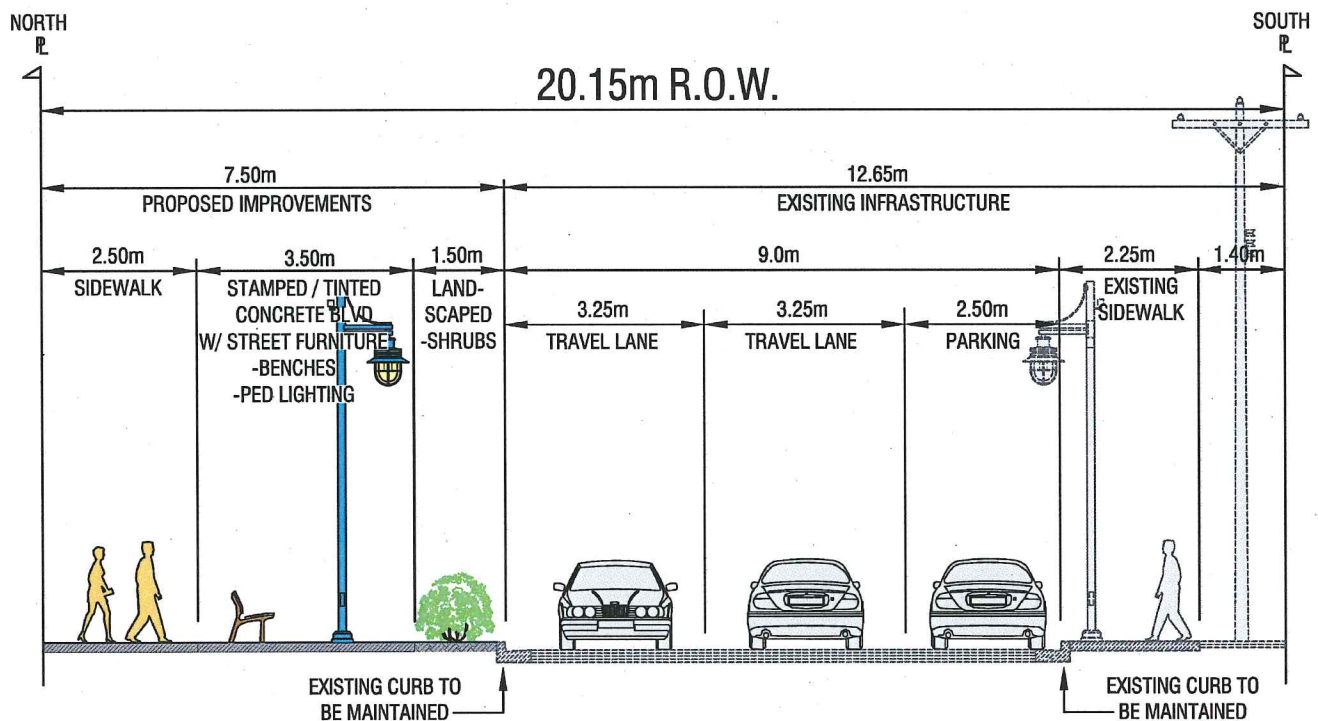
Long-Term Streetscape Visions for Bayview and Chatham Streets
Summary of Survey Results: April-May 2013

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

Note: GP = General Public
SH = Stakeholder



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

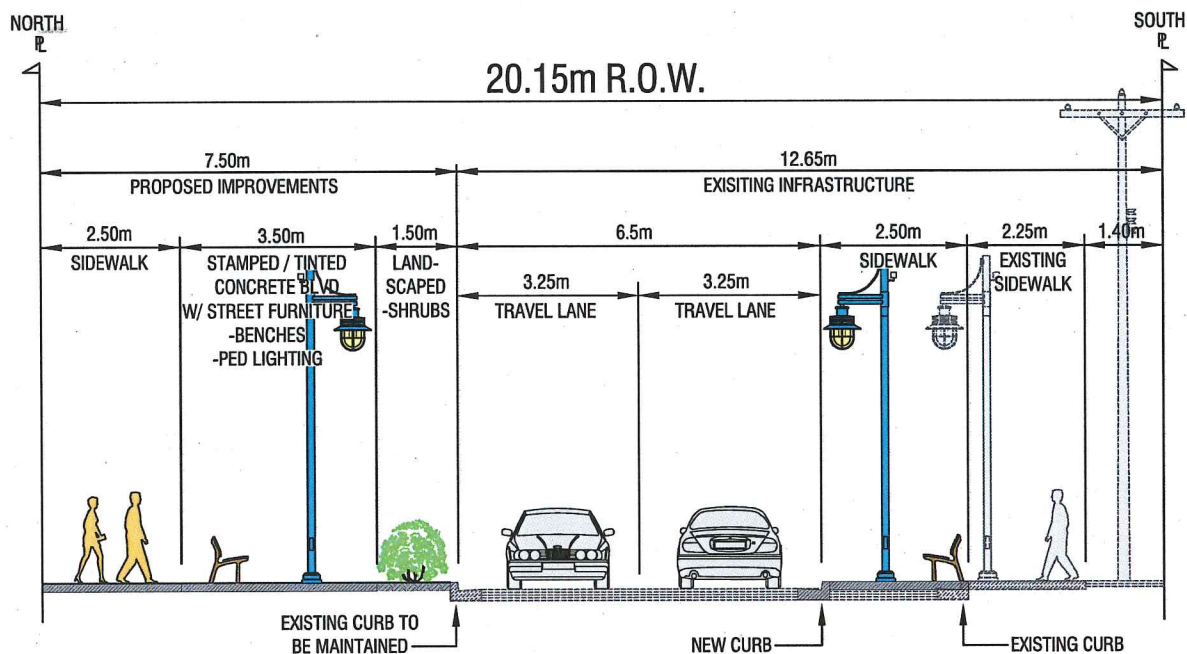


**OPTION 1 X-SECTION
BAYVIEW STREET
THIRD AVENUE TO NO 1 ROAD**

PLN - 474



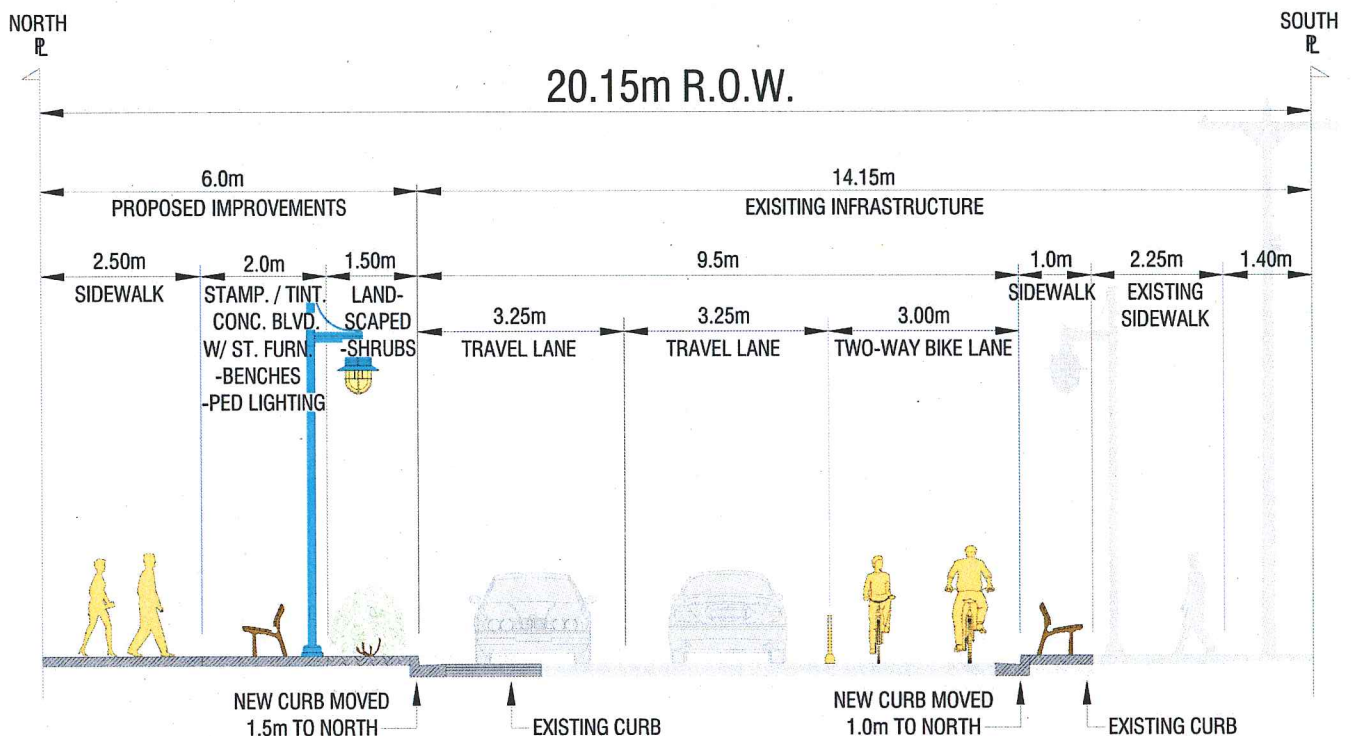
Option 2 - Bayview Street: Enhanced Pedestrian Realm on North & South Sides



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



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

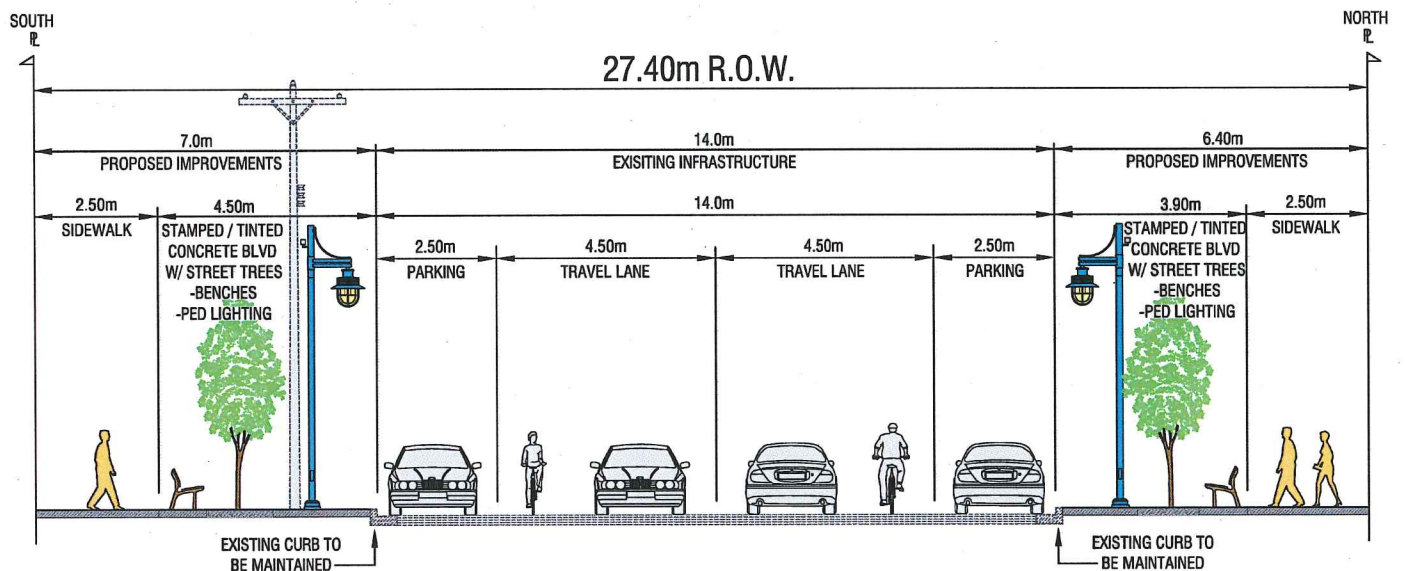


OPTION 3 X-SECTION BAYVIEW STREET THIRD AVENUE TO NO 1 ROAD

PLN - 476



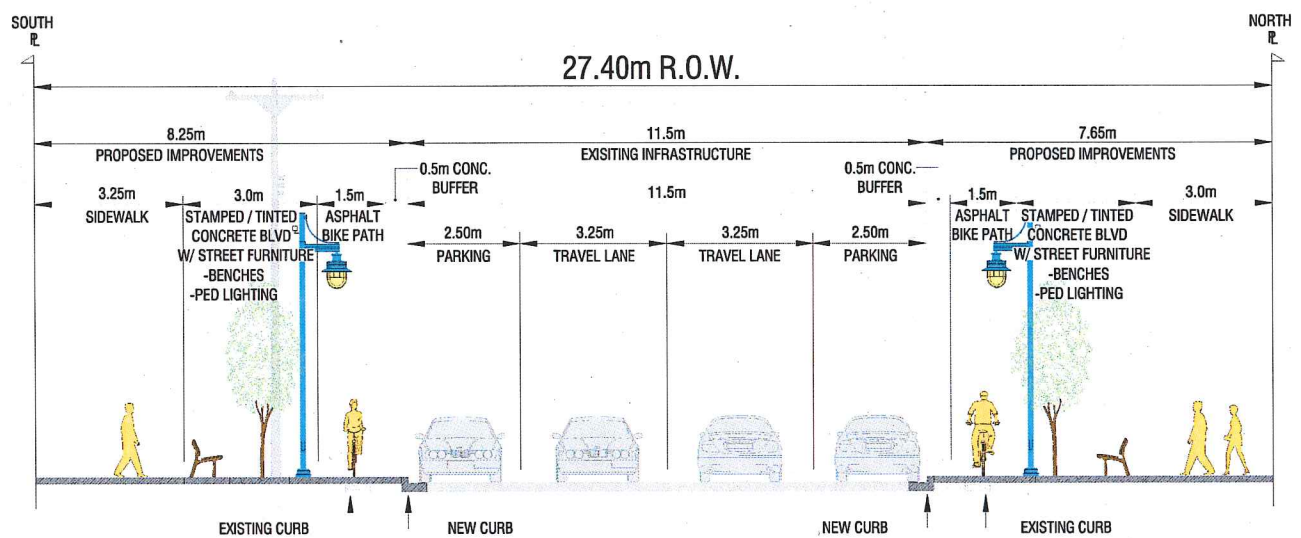
Option 1 - Chatham Street: Widened Pedestrian Realm on North & South Sides



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



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



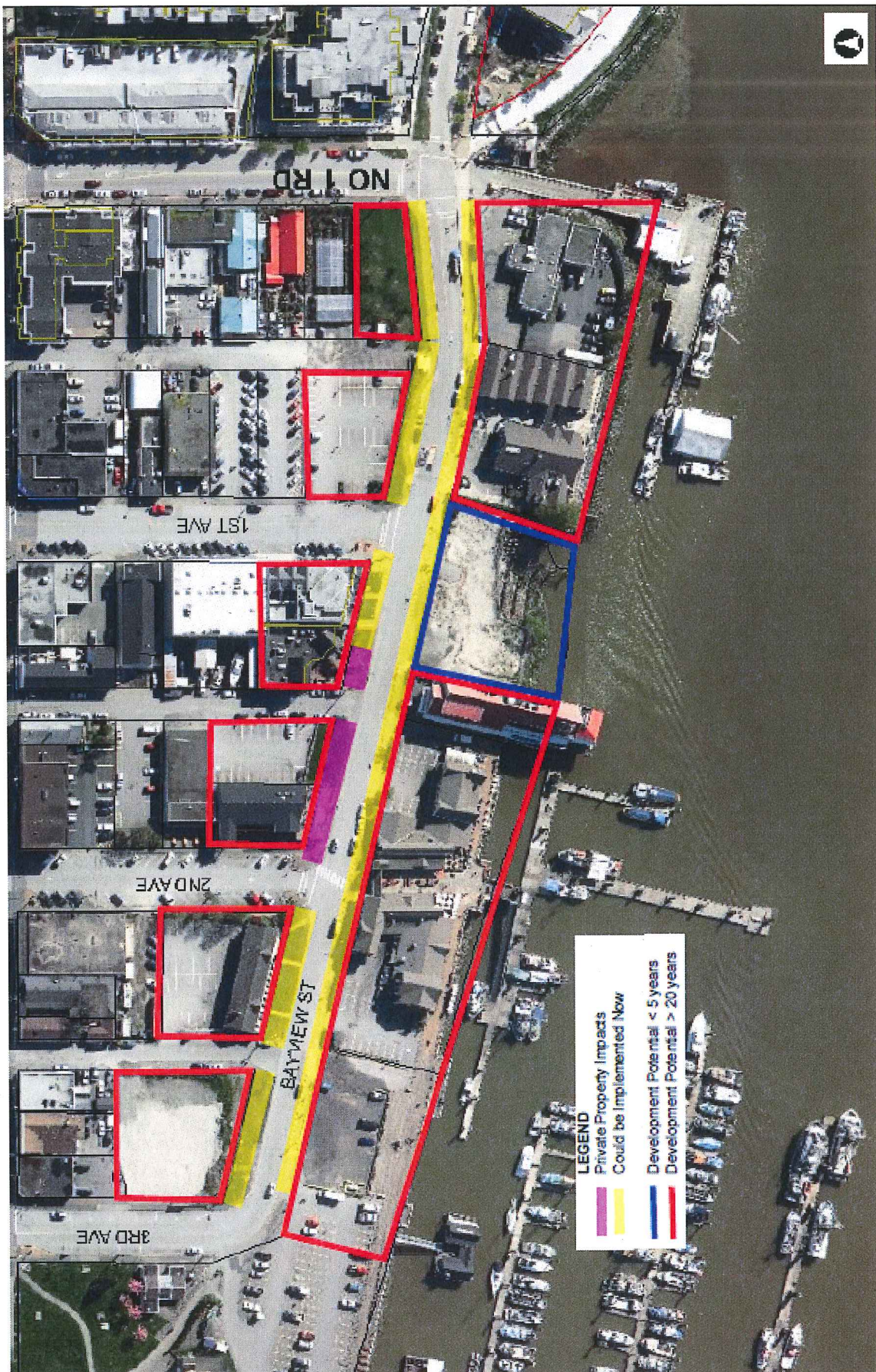
PLN - 478



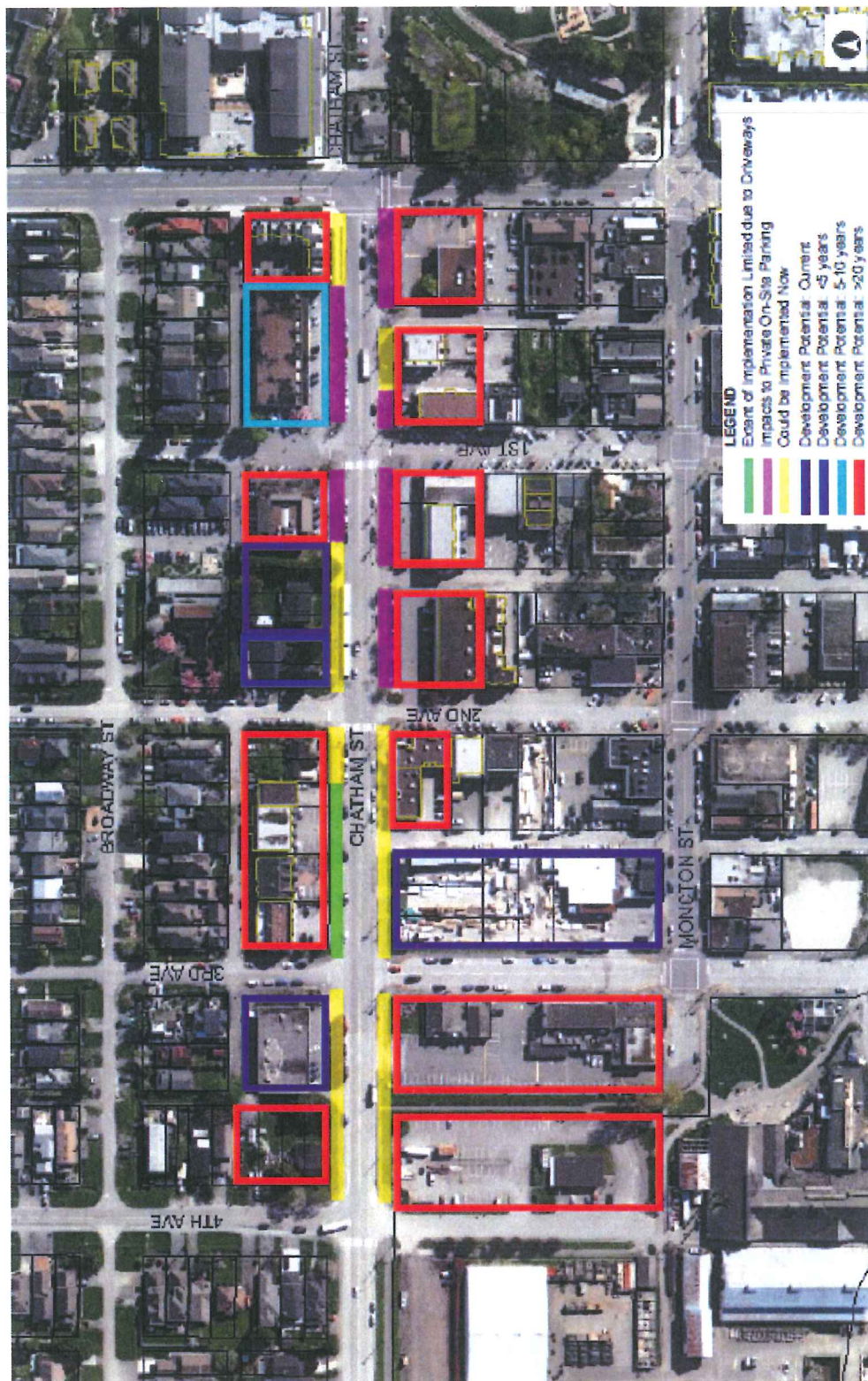
Moncton Street: Potential Modification of Curb Bulges



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



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



Chatham Street: Timing of Implementation of Potential Streetscape Improvements

PLN - 481