



To: Development Permit Panel
From: Joe Erceg
Manager, Development Applications
Date: June 9, 2003
File: DP 02-222274
Re: **Application by Peter Fong for a Development Permit at 3591 and
3611 Chatham Street**

Manager's Recommendation

That a Development Permit be issued for 3591 and 3611 Chatham Street that would:

1. Permit the construction of a mixed-use development containing four (4) two-storey townhouses above four (4) commercial retail units on a site zoned Steveston Commercial (Three-Storey) District (C5); and
2. Vary the off street parking and loading provisions of Zoning and Development Bylaw No. 5300 to permit the following:
 - a) Reduce the setback along the south property line on Chatham Street from 3.0 m (9.843 ft.) to 1.7 m (5.577 ft.) for parking stall encroachments;
 - b) Reduce the setback along the east and west property lines on the south side of the proposed building from 1.5 m (4.921 ft.) to 1.2 m (3.937 ft.) for parking stall encroachments;
 - c) Reduce the setback along the east and west property lines on the north side of the proposed building from 1.5 m (4.921 ft.) to 0.0 m (0.0 ft.) for parking stall encroachments;
 - d) Reduce the setback along the north property line of the subject site from 1.5 m (4.921 ft.) to 0.51 m (1.673 ft.) for parking stall encroachments; and
 - e) Reduce the minimum area for a loading space from 28.0 m² (301.399 ft²) to 20.85 m² (224.43 ft²).

Joe Erceg
Manager, Development Applications

BFG:blg
Att.

Staff Report

Origin

Kevin C. Lee Architect, on behalf of Peter Fong, has applied to the City of Richmond for permission to develop a three-storey mixed-use (retail and residential) building at 3591 and 3611 Chatham Street. The Development Permit application also requests five (5) variances to the off-street parking and loading provisions of the Zoning and Development Bylaw No. 5300.

A copy of the development application filed with the Urban Development Division is appended to this report.

Development Information

Site Area:	735.80 m ² (7,920.344 ft ²)
Building Area:	735.78 m ² (7,920.129 ft ²)
Density:	54 du per ha 22 du per ac.
F.A.R.:	1.0 Allowed 0.99 Proposed
Parking:	14 Spaces Required 14 Spaces Proposed <ul style="list-style-type: none"> • 6 Residential Spaces; and • 8 Commercial Spaces

Development surrounding the subject site is as follows:

- To the north across the lane right-of-way are two (2) existing single-family residential dwellings that are fronting on and addressed as 3600 and 3606 Broadway Street. It is noted that the rear yards of these two (2) single-family residential lots encroach into the lane right-of-way;
- To the east and west are existing three-storey mixed-use, commercial and residential developments which are similar to the proposed development; and
- To the south, across Chatham Street are three (3) vacant lots currently used primarily for storage and zoned as Steveston Commercial (three-Storey) District (C5).

Findings of Fact

Criteria and policies for the issuance of Development Permits appear in the Steveston Area Plan, Schedule 2.4 of Bylaw 7100, the Official Community Plan. The detailed assessment of compliance to these guidelines is contained in Appendix 'A' attached to this report.

Staff Comments

Development Coordinator Comments

1. A detailed Code Analysis should be provided. *The applicant has submitted a preliminary code analysis that has been reviewed by Building Department staff.*
2. The potential for a pedestrian cross access agreement should be explored with the neighbouring properties. *The applicant has attempted to facilitate continuous pedestrian access to the shop fronts on the adjacent properties to the east and west. This connection has been achieved to the east however the property owner to the west does not wish to encourage pedestrian traffic between these sites because of the implied shared use of parking and the potential loss of parking for the tenants in their building.*
3. The laneway connection at the rear of the property (i.e. along the north property line) will need to be reinstated. Please identify the existing condition and whether the rear yards on the single-family residential properties to the north have encroached into the laneway. *This issue has been raised with the City Solicitor, who has sent letters dated May 28, 2003 to the two (2) affected residential property owners at 3600 and 3606 Broadway Street, which are located immediately to the north of the subject site. The letter of the City Solicitor indicates the intention of the City to complete the lane at the rear of their properties (i.e. along their south property line and requests the removal of their fences and other objects from the lane right-of-way by the end of June, 2003.*
4. Clarify the proposed lot grading around the perimeter of the site. How will the proposed grades interface with the existing grades of the rear yards of the single-family residential lots to the north? *The intention is to interpolate and extend the existing grades along the north side of the lane right-of-way to permit the City standard construction for the completion of the lane. It is proposed that there will be subsurface drainage and a laneway lamp standard and overhead luminare on the north side of the lane, however no curbs are required. It is understood that there will be minimal impact on the grades in the rear yards of the adjacent residential lots on the north of the lane.*
5. Provide spot elevations at critical locations along the east and west property lines to explain drainage and barrier free pedestrian access. *The applicant has complied.*
6. It is understood that no building setback variances are requested however it appears that setback variances will be required for the parking areas on the north and south sides of the building. *The applicant has requested five (5) variances to the off-street parking and loading provisions of the Zoning and Development Bylaw, specifically:*
 - a) *Reduce the setback along the south property line on Chatham Street from 3.0 m (9.843 ft.) to 1.7 m (5.577 ft.) for parking stall encroachments;*
 - b) *Reduce the setback along the east and west property lines on the south side of the proposed building from 1.5 m (4.921 ft.) to 1.2 m (3.937 ft.) for parking stall encroachments;*
 - c) *Reduce the setback along the east and west property lines on the north side of the proposed building from 1.5 m (4.921 ft.) to 0.0 m (0.0 ft.) for parking stall encroachments;*
 - d) *Reduce the setback along the north property line of the subject site from 1.5 m (4.921 ft.) to 0.51 m (1.673 ft.) for parking stall encroachments; and*
 - e) *Reduce the minimum area for a loading space from 28.0 m² (301.399 ft²) to 20.85 m² (224.43 ft²).*

Community Planning Comments

1. While not the best layout in terms of the overall streetscape design, the proposed form of development appears to be consistent with the existing developments along Chatham Street. Parking variances should be reviewed by Zoning staff. ***Acknowledged by the applicant.***

Building and Zoning Comments

1. The design appears to comply with Steveston Commercial (Three-Storey) District (C5) zoning. ***Acknowledged by the applicant.***
2. Has the architect considered part of the building being used for an 'Assembly Purpose' as the Steveston Commercial (Three-Storey) District (C5) zone would permit such a use. Code requirements to upgrade the building in the future maybe difficult to achieve. ***The applicant has indicated that there is no current or future intention to use any portion of this building for public assembly.***
3. Show the setback requirements as 'minimum' on the site plan. ***The applicant has complied.***
4. Ensure that a fire hydrant is within 90 m (295 ft.) of each entrance to all dwellings. ***The applicant will comply.***
5. Input from the Richmond Fire Department is required regarding emergency fire fighting access.
6. Are variances requested for the two parking areas (i.e. north and south of the building) and if so, clearly label and dimension the requested variances on the appropriate drawings? ***The applicant has requested five (5) variances regarding off-street parking and loading and has identified these on the drawings.***

Urban Design Comments

1. City of Richmond staff prefer the semi-transparent balcony railing design as currently proposed rather than the transparent design on the adjacent buildings. ***Acknowledged by the applicant.***
2. Ensure that barrier-free, continuous, pedestrian access is possible along the south face of the building to both adjoining lots. ***The applicant has cooperated to continuous pedestrian access along the south face of the building and to connect with the adjacent properties. Continuous pedestrian access has been achieved to the east but not the west. The owner of the building to the west of the subject site does not wish to encourage continuous pedestrian access between the two (2) lots because of the potential the tenants.***
3. The use of scored, concrete decorative paving in the parking area on the south side of the building is appreciated and strongly supported. ***Acknowledged by the applicant.***
4. Provide vehicle sweep paths to demonstrate that there is adequate vehicle manoeuvring room for access and egress from the northerly parking stalls in the south parking lot. ***The applicant has complied.***
5. Provide a wider, concrete walkway along the south side of the building. ***The applicant has complied.***
6. Show the proposed 'off-site improvements' in the laneway and ensure that these improvements are consistent with directions from Engineering Department and Works Yard staff regarding the Servicing Agreement. ***The applicant has complied.***

7. Indicate the existing landscape boulevard conditions complete with any proposed and appropriate supplemental planting. ***The applicant has complied.***
8. Provide a rationale from a landscape architect regarding the proposed removal of the existing Maple along the east property line. Increase the size of the proposed five (5) Red Maple trees in the front yard of the development to a minimum of 8 cm. (3 in.) in caliper size as compensation for the proposed tree removal along the east property line. ***The applicant has complied.***

Engineering and Public Works Comments

1. The City still has the rights of possession for the lane (i.e. the Province still owns these lane allowances) however the City is not aware of any agreement relating to this particular lane allowance. Therefore the City will advise the owners of the properties on Broadway Street to remove their trespass in order to use the lane allowance. ***A letter has been written to the affected property owners at 3600 and 3606 Broadway Street to remove their fences and other objects from the lane right-of-way to permit the completion of the laneway between Second and Third Avenues. The existing adjacent commercial neighbours will be advised that their dumpsters have to be moved onto the appropriate lots when the lane is opened.***
2. Prior to issuance of the Building Permit, the developer is to enter into the City's standard Servicing Agreement to complete the lane (i.e. connect the two existing ends). Match the existing standard of design and construction to existing standards including street lighting and storm sewer, etc. Any alterations to the driveway to Chatham Street must be done to the existing standard in place. All works are at the developer's sole cost with no Development Permit credits available. ***This work will be the subject of a separate Servicing Agreement.***

Transportation and Traffic Comments

1. The proposed driveway width is shown as 6 m and does not meet the City standard of at least 6.7 m, however Transportation Department staff prefer a driveway width of 7.5 m. ***The applicant has complied with the minimum 6.7m width for a driveway crossing.***
2. Provide a continuous sidewalk along Chatham Street and ensure that the vehicle entry is proposed as a driveway crossing of the sidewalk rather than curb returns. ***The applicant has complied.***
3. Parking spaces adjacent to fences, walls or obstructions need to be wider. Please refer to Division 4 of Zoning and Development Bylaw 5300 for more specific information. ***The applicant has complied.***

Garbage and Recycling Comments

1. This commercial development will require private garbage and recycling collection and it is assumed that since there are only four (4) townhouse units that the garbage and recycling collection for the residential units will be combined with the commercial garbage and recycling collection. If the applicant wishes City garbage and recycling collection for the residential units, then a special request should be made to the City Waste Management staff. For minimum service vehicle access requirements and other related information please check the City of Richmond, Waste Management Guidelines available on the City website at the following address: www.city.richmond.bc.ca/recycle. ***Acknowledged by the applicant.***

Advisory Design Panel Comments

The following text is taken from the Advisory Design Panel Minutes of Wednesday, April 23, 2003 and refers to agenda item #3. The Design Panel comments are followed by the applicant's response in ***bold italics***.

Item 3.

DP 02-222274

Townhouses designed by Kevin Lee Architect for Peter Fong located at 3591 and 3611 Chatham Street.

(Formal Presentation)

The questions/comments of the Panel were as follows:

1. An explanation of the existing decorative paving treatment for the sidewalk along Chatham Street was requested together with the suggestion that the developer continue this treatment. ***The drawings have been amended to indicate the boulevard paving treatment that currently exists and will continue to remain.***
2. The Panel would have appreciated more comprehensive visual aids regarding the surrounding context for the site. ***The applicant will provide a series of context photos at the Development Permit Panel Meeting.***
3. The Panel inquired about the type of proposed commercial signage. ***The applicant advised that the commercial signage consisted of small, wooden-shingle signs hung from the underside of the balcony.***
4. Concern was noted that if the walkway connection were not adequately addressed, these projects would eventually resemble a strip mall. ***The applicant advised that a walkway was feasible on the east side, however, there was a timber planter impeding access to the west.***
5. A suggestion was made that the City should get involved with discussions to achieve a connection between this site and the site to the west. It was noted that the handicapped parking could be flipped to provide a better linkage. ***The applicant has reconfigured the site plan in accordance with the suggestion of the Design Panel.***
6. A suggestion was also made that a variety of different species of landscape plants be introduced to add more season interest to the landscape. ***The applicant advised that Maple trees were proposed and intended to complement the existing maple trees around the site and that two or three different types of shrubs would be used for planting on the ground plane. He also advised that there would be planters on the balconies of the townhouse units.***

7. Another suggestion was that a raised curb or wheel stop should be installed to stop cars from encroaching into that area. ***The applicant indicated that concrete wheel stops would be provided.***
8. It was noted that the two (2) buildings on either side of this project were architecturally more transparent and the balconies on the upper storey of the proposed building were more solid and gave the appearance of different architectural character than the adjacent buildings. ***The applicant stated that a solid rail design was selected to provide better screening for the living rooms on the second floor. It was suggested that this was only necessary on the third floor where the bedrooms were located.***
9. There was some concern that the colour palette should be better developed, similar to the buildings on either side. ***The applicant indicated that the proposed colours are lighter in tone than indicated on the sample board.***

The Chair stated that the project appeared to be a reasonable solution for the neighbourhood and that the proposed design generally fits with the other adjacent buildings. It was acknowledged that the site organization was dictated by the layout of the adjacent developments. Architecturally, the gables could be a little steeper in pitch, similar to the buildings on either side and that the architectural details and trim could be more strongly emphasized. The colour palette should be revisited and a concentrated effort made to form a continuous pedestrian connection between the three (3) properties.

In response, the applicant stated that because of the closeness of the properties, the balconies were made solid for privacy. However, he advised that he would change the balconies on the second floor to make them similar (i.e. an open railing type with spindles) to the projects on either side for a more transparent appearance. However he would incorporate the spindle treatment with solid balconies on the third floor, to provide some privacy for bedrooms. He advised that he followed the Design Guidelines for this area and tried to avoid the use of white paint. He stated that the colour of the units would be much lighter than depicted on the sample provided. The applicant also indicated that a pedestrian connection to the east of the property would be provided and that an attempt would be made to accommodate a pedestrian connection to the west along the face of the proposed building.

The Panel approved the project subject to the above comments, noting that staff must ensure that these revisions were carried out.

Analysis

Assessment of Conditions of Adjacency

The applicant has made changes to the site plan that improves pedestrian access between the subject site and the two (2) flanking properties. Continuous pedestrian access to the west is blocked by a low concrete block, an existing gas meter, and a landscape planter on the adjacent property. The owner of the adjacent property to the west of the subject site does not wish to encourage pedestrian traffic between the two (2) properties for fear that parking stalls on their site will be used by customers of tenants in the proposed neighbouring building. Letters have been sent to the owners of the two (2) residential lots across the lane from the subject site (i.e. 3600 and 3606 Broadway Street) requesting they remove/relocate their fences in order to permit the completion of the laneway along the north property line of the subject site. In addition, letters will be sent to the adjacent commercial properties requesting that they relocate their dumpsters onto their respective lots.

Assessment of Site Planning and Urban Design

The proposed site planning is dictated by the zoning and in response to development on the adjacent lots. While this proposal does not create a link with the heritage character of Steveston it does respond the form of development on the flanking properties to the east and west.

Assessment of Architectural Form and Character

The proposed architectural character closely resembles the existing buildings on the flanking properties to the east and west.

Assessment of Landscape Design and Details

The applicant proposes buffering and screening that represents an improvement on the perimeter landscape treatment of the flanking commercial properties to the east and west of the subject site. In addition, acceptable compensation has been provided for the removal of a tree along the east property line.

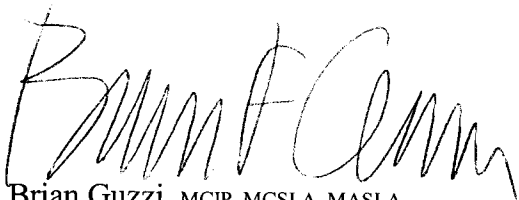
Assessment of Requested Variances

The applicant has requested five (5) variances regarding the off-street parking and loading provisions of Zoning and Development Bylaw No. 5300 as indicated below.

- a) Reduce the setback along the south property line on Chatham Street from 3.0 m (9.843 ft.) to 1.7 m (5.577 ft.) for parking stall encroachments;
- b) Reduce the setback along the east and west property lines on the south side of the proposed building from 1.5 m (4.921 ft.) to 1.2 m (3.937 ft.) for parking stall encroachments;
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- d) Reduce the setback along the north property line of the subject site from 1.5 m (4.921 ft.) to 0.51 m (1.673 ft.) for parking stall encroachments; and
- e) Reduce the minimum area for a loading space from 28.0 m² (301.399 ft²) to 20.85 m² (224.43 ft²).

Conclusions

City of Richmond staff support this proposal and recommend approval.



Brian Guzzi, MCIP, MCSLA, MASLA
Registered Planner/Landscape Architect
(loc. 4393)

BG:blg

Appendix 'A' - Detailed Assessment of Compliance to the Development Permit Guidelines

Criteria and policies for the issuance of Development Permits appear in the Steveston Area Plan, Schedule 2.4 of Bylaw 7100, the Official Community Plan. The relevant Development Permit Guidelines are followed by the applicant's response in **bold italics**.

8.0 Development Permit Guidelines

8.2 General Development Permit Guidelines for Steveston

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

1. Cohesive Environment: Integrate private and public road/pathways. Avoid 'insular neighbourhoods' and respect site context. Provide public waterfront views and access. **Not applicable.**
2. Pedestrian Oriented Development: Establish small blocks easy to walk, a cohesive public trail network, built form at a human scale plus improved access to local services and amenities. **Not applicable.**
3. Neighbourhood Identity: Enhance features such as edges, focal points, and nodes that make neighbourhoods distinct and improve linkages. Build on local character attributes and define links between neighbourhoods. **Not applicable.**
4. Views: Provide views to the river and Sturgeon Bank. Incorporate views of Steveston Village from the river and contribute to attractive public streets and public spaces. **Not applicable.**
5. Natural, Built, and Human Heritage: Retain, respect, reuse, and enhance public enjoyment of historic structures, sites and their contexts. Protect and enhance significant landscape features. Provide complementary amenities such as trails. Celebrate the heritage of Steveston through Public Art and other means. **Not applicable.**

8.2.2. Massing and Height: Steveston has traditionally been characterized by its single-family dwellings on smaller lots, the modest scale and varied forms of the commercial buildings in its historic village centre, and the massive fishing industry buildings that once dominated its riverfront. Recently, distinctive new images have been introduced in Steveston community. The form of new development should be firmly rooted in this vocabulary, and seek to refine and enrich it.

1. 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. **Complies.**
2. Shifts in Scale: Steveston is typically characterized by two-storey buildings, except along the riverfront where some cannery buildings stand as high as 18.3 m (60 ft.). While this change in scale is significant, the transition is typically softened by intervening service yards, smaller industrial buildings, park, or road. New development should:
 1. Generally ensure that a gradual transition in scale is maintained between larger riverfront structures and existing low-rise residential buildings. **Not applicable.**
 2. Ensure that larger structures do not unnecessarily block views from or impact the privacy of smaller ones. **Not applicable.**

3. Utilize changes in scale to reinforce the role or significance of specific areas or focal points. (For example, although it may be appropriate that a local commercial development adopt the scale and character of its low-rise residential neighbours, a taller element could be introduced as a focal point and landmark.) **Complies.**
- 8.2.3. Architectural Elements: The maritime heritage and historic buildings of Steveston 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.
1. Animated streetscapes provide visual diversity, human scale, and pedestrian orientation. Use architectural elements and special treatments to enhance special areas and distinguish public to private transitions.
 1. In retail areas including shopping centres:
 1. Shops should typically front streets, not parking lots. **Not applicable.**
 2. Small, individual store fronts should predominate, having an average frontage of 4.6 m (15.1 ft.). **Complies.**
 3. 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. **Not applicable.**
 4. Frontages should predominantly be devoted to windows, which can accommodate changing displays and provide views into shop interiors. **Complies.**
 5. 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. **Complies.**
 6. 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 elevation difference of no more than 0.9 m (3 ft.) between its grade and that of the adjacent City sidewalk. In the case of a designated outdoor dining area, if it must be enclosed, the fence or wall should be no higher than 0.9 m (3 ft.) (although a trellis or similar structure may be permitted overhead, supported on posts). **Not applicable.**
 2. In residential neighbourhoods including areas of townhouses, detached dwellings and/or apartments: **Not applicable.**
 1. 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.
 2. 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.
 3. 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).
 3. At industrial sites: **Not applicable.**

1. Site buildings to directly address the public street without intervening areas of parking and/or service yards.
 2. 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).
 3. 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.
 4. Parking should typically be kept away from public view (i.e. to the rear of or inside buildings or appropriately screened with vegetation).
 5. 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).
4. At marinas particular attention should be paid to the points where they connect with the upland. These points should be more than security gates, fences and ramps. Ideally they should contribute to the visual diversity of the riverfront. Where public access is intended, they should be designed as public 'pavilions': **Not applicable.**
1. Providing views of the water and riverfront activity.
 2. Inviting people to sit in the sun or get out of the rain.
 3. Incorporating special (or even playful) architectural features and/or Public Art, which make them distinctive landmarks on the waterfront.
 4. Offering interpretive material to enhance public appreciation of the area.
2. Roofscape: The Steveston roofscape is a key element affecting not only the area's character, but also its livability. New development should show an awareness of this by attending to the following:
1. Employ roof forms consistent with the traditional character of Steveston, including pitched roofs with gable ends and slopes of 8 in 12 or greater. **Complies.**
 2. Flat or other roof forms (i.e. dormers, turrets, etc.) may be used selectively in combination with simple pitched roofs to provide diversity and visual interest, where traditional character references can be demonstrated. **Complies.**
 3. Roofing materials should be selected on the basis of consistency with the area's local vernacular. **Complies.**
 4. Mechanical equipment must be concealed from view, and antennae, dishes, vents, etc. should be situated where least visible from public areas. **Complies.**
 5. 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. **Not applicable.**
3. 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. The historic buildings of Steveston 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:

1. Front facades of buildings should employ projecting and/or recessed features to better integrate structures with their landscapes/streetscapes, and to provide visual interest and clues to passers-by with regard to the uses contained within. For this reason, bay windows, recessed and projecting porches, and similar features are encouraged. **Complies.**
2. Materials should be of high quality, natural, and durable, and should avoid artificial 'heritage' looks (i.e. brick with excessive efflorescence) and misappropriated images (i.e. river rock facade treatments). The preferred material is wood in the form of narrow-board lap siding, board and batten, and shingles. Non-patterned stucco (e.g. preferably with a heavy texture, such as 'slop-dash') is an acceptable alternative to wood, while brick is suitable in the historic commercial centre and corrugated metal siding is appropriate in the 'maritime mixed use' and industrial areas. Typically, combinations of two or more materials on a single building should be avoided. **Complies.**
3. 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. **Complies.**
4. Building colours should be compatible with traditional character of Steveston. 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. **Complies.**
5. Exposed end/party walls, along with rear facades in areas of high pedestrian activity, should be treated in a manner, which is consistent with the level of finish and materials employed on each building's front facade. Cornices, recesses, signage, planters, trellises, decorative trim, climbing vines, and tall trees may all be employed to enhance party walls and rear facades. Painted or raw concrete block should typically be avoided, and contemporary materials, such as split-face concrete block, are discouraged in favour of brick, wood, and heavy stucco finishes (i.e. 'slop-dash'). **Complies.**
4. 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:
 1. Retail uses are encouraged at grade. **Complies.**
 2. Shared residential building entries front public sidewalks or open spaces. **Not applicable.**
 3. Pedestrian activity and local character is enhanced. **Complies.**
 4. Transit stops exist or are contemplated. **Not applicable.**
 5. Buildings are set far back from the public sidewalk. **Complies.**
 6. Places of public gathering exist or are nearby. **Not applicable.**
 7. Or a 'gap' in the continuity of existing weather protection can be filled. **Not applicable.**
- 8.2.4. Landscape Elements: Situated at the mouth of the Fraser River, the Steveston coastline is characterized by Garry Point Park's windswept meadows, inter-tidal marshes of Sturgeon Banks, 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 the public realm in Steveston and enhance it as a green and pedestrian-oriented environment reflective of both its riverfront setting and garden traditions.

1. 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, parks and trails should adopt a character, which reflects the diversity of landscape and built form in the area and be integrated visually and physically with adjacent development. For new development, this means it should: **Not applicable.**
 1. 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.
 2. Provide a varied open space environment along the riverfront reflective of existing and/or historic site features (i.e. piers, boardwalks, natural areas, etc.).
 3. Wherever possible, seek to enhance the physical and visual openness of City open spaces onto public roads.
 4. 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.
 5. 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.
 6. 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.
2. Street Edges: New development should contribute to a strongly public streetscape that is comfortable and attractive to pedestrians through:
 1. Provision of high quality, coordinated street improvements (i.e. finishes, landscaping, and furnishings) designed to complement local activities and character. **Complies.**
 2. 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. **Complies.**
 3. Concealment of utility wires and related equipment (e.g. underground) where the City has determined these elements are unsightly or undesirable. **Complies.**
 4. 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. **Not applicable.**
 5. Provision of public art. **Not applicable.**
3. 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:
 1. Design decks, patios, and other outdoor spaces as natural extensions of indoor spaces. **Complies.**
 2. Ensure that a grade difference of no more than one half-storey exists between usable outdoor spaces and associated primary indoor living areas. **Not applicable.**
 3. Along publicly-accessible streets and rights-of-ways, provide usable front yards, defined not by high fences, but by any combination of changes in grade, vegetation, and low, decorative fences/walls which serve to: **Not applicable.**
 1. Accommodate an area of privacy for residents;

2. Maintain some view to and from the street; and
 3. Create a series of landscape 'layers' between the street and the building.
 4. Ensure that where a unit's main living level is above the grade of the adjacent publicly-accessible sidewalk or path, the difference in elevation is no greater than 1.2 m (3.9 ft.), or where the grade difference is greater than 1.2 m (3.9 ft.), the yard between the sidewalk/path and the building should be raised to an elevation equal to approximately half the total difference in grade. Under no circumstance should a unit's main living level be more than 2.4 m (7.9 ft.) above the grade of the adjacent publicly accessible sidewalk/path. Furthermore, the ratio of total grade change to building setback from the sidewalk/path should typically be no steeper than 1 in 3. **Not applicable.**
 5. Explore opportunities to cluster shared open spaces with public trails, parks, and/or the shared open space of neighbouring development(s) to provide a larger, more usable and accessible space, and a focus for local neighbourhood activities. **Not applicable.**
4. 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:
1. Maintaining and incorporating existing trees and mature vegetation wherever possible. **Complies.**
 2. Tailoring the placement and selection of trees to enhance specific neighbourhood characteristics, focal points, features, etc. **Complies.**
 3. 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. **Complies.**
 4. Where possible, advocating the nurturing and refinement of the natural flora rather, than replacing it with typically suburban vegetation. **Complies.**
 5. 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. **Complies.**
- 8.2.5. Parking: While the original Steveston 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.
1. 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:
 1. Access should typically be from secondary streets. **Complies.**
 2. Driveway crossings of pedestrian routes should be minimized. **Complies.**
 3. Parking and service entrances should be consolidated and integrated into the development's building/landscape design. **Complies.**
 2. 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:
 1. 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. **Complies.**

2. Surface parking lots should be: **Not applicable.**
 1. Located to the rear of buildings, where they can be concealed from public streets and open spaces.
 2. 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.
 3. Landscaped and fenced around their perimeters to enhance their appearance from public streets and open spaces and reinforce continuity of the streetscape.
 4. Planted with sufficient trees so that within 10 years, 70% of the surface area of the lot will be shaded in summer.
 5. 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).
3. In residential situations, especially townhouses and detached dwellings:
 1. Garage entries should not be located on the front facades of units (e.g. the same facade as the 'front door') especially where this situation is repeated on adjacent units. **Not applicable.**
 2. 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). **Not applicable.**
 3. Driveways and private roads should not be gated. **Complies.**
 4. 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.) **Complies.**
 5. 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. **Not applicable.**

8.3 Steveston Character Area Guidelines:

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

8.3.1 Area A: Steveston Village

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

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

8.3.1.1 General Guidelines

1. Architectural Elements: Given the heritage of Steveston and the community appreciation of that architectural asset, it is tempting for new development to simply mimic the area's historic structures. Steveston has however, never been frozen in time. Whether as a result of fire, economic conditions or shifting values, Steveston has changed and so have its buildings. As Steveston continues to change, its architecture while rooted in the past, needs to keep pace.
 1. Roofscapes, Exterior Walls, and Finishes: The Village's historic buildings are humble structures. They are not characterized by ornate gingerbread details or grand architectural gestures, but by natural materials used in a simple, straightforward way. New development should aim to complement, rather than copy, the style of the Village's historic buildings by:
 1. Designing buildings that have clearly articulated bases, middle sections, and tops; **Complies.**
 2. Employing forms such as pitched roofs (with slopes of 8 in 12 or greater) with gable ends and false fronts, and flat or other roof forms where traditional character references can be demonstrated; **Complies.**
 3. Ensuring that the first storey reads on the outside of the building as approximately 5 m (16.4 ft.) high and provides continuity with adjacent buildings; **Complies**
 4. Providing first floor interiors, which are generally high, airy volumes with large windows onto the street; **Complies.**
 5. Typically using windows and doors with heavy wooden frames/sills and interesting door designs, and avoiding use of windows with imitation divided lights; **Complies**
 6. Providing larger windows on the ground floor than on the floors above, and not extending windows to floor level; **Complies.**
 7. Recessing building entries at least 1 m (3.3 ft.); **Not applicable.**
 8. Designing buildings, which focus attention on their high quality of materials and craftsmanship; **Complies.**
 9. Using wood and brick as the Village's primary exterior cladding materials, complemented by a judicious use of glass, concrete, stucco, and metal siding, along with timber and metal structural elements and details; **Complies.**
 10. 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; **Complies.**
 11. 'Personalizing' buildings with special architectural features and finishes (i.e. inseting building/business names, addresses, etc. into entry floors in ceramic tiles, pebbles, cut stone, brass characters, etc.) **Complies: hanging Marques wood signs.**

2. 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:
 1. Awnings and canopies are typically simple, flat planes (e.g. not curves, vaults, domes, etc.), with a slope of 6 in 12 or less (though a maximum slope of 12 in 12 is acceptable), and little or no valance (i.e. 0.15m maximum); **Complies.**
 2. Awnings, whether retractable or fixed, are made of durable fabric (not vinyl or plastic); **Not applicable.**
 3. Canopies are designed as permanent structures, exhibiting the same character and level of finish as the buildings, which support them; **Complies.**
 4. Where canopies are supported on posts, such posts are situated on private property and a clearance of at least 2.7 m (9 ft.) is maintained to the underside of the canopy; **Complies.**
 5. Any weather protection typically has a minimum clear depth of 1.2 m (3.9 ft.); **Complies.**
 6. Weather protection maintains minimum clearances to:
 1. Adjacent street curbs (measured horizontally): 0.6 m (2 ft.); **Complies.**
 2. Utility poles: 1 m (3.3 ft.); **Complies.**
 3. Utility wires: 2.1m (6.9 ft.). **Complies.**
3. Signage: Signs for the identification of businesses or activities should be in keeping with the historic nature of the town. Signs in the early 1900's were usually painted on wood, either directly on buildings or on boards fastened flush to the fascia ('fascia signs') or suspended beneath canopies ('marquee signs'). Occasionally, larger establishments displayed roof signs. New development should ensure signage is:
 1. An integral part of the building/landscape design, and that its form, materials, and the character of its copy complement the types of activities being advertised; **Complies.**
 2. Wood (painted, stained, sand blasted, or carved), metal (cast, painted, embossed, or enamelled), fabric, or painted/etched on windows or glazed door panels; **Complies.**
 3. Not plastic, internally illuminated, backlit awnings/canopies, electronic or moving signs or messages, or neon; **Complies.**
 4. Primarily oriented to pedestrians along the sidewalk; **Complies.**
 5. Not a navigational hazard when seen from the river; **Not application.**
 6. Illuminated externally by concealed, incandescent fixtures or fixtures with a nautical or industrial character; **Complies.**
 7. In compliance with the City of Richmond bylaws controlling signage, and with the following:
 1. Marquee (Under Canopy) Signs:
 1. 2.4 m (7.9 ft.) minimum clear distance above grade; **Complies.**
 2. 0.74 m² (8.0 ft²) maximum sign area per business; **Complies.**
 3. 0.15 m (0.5 ft.) maximum height of letters. **Complies.**

2. Fascia, Canopy, and Awning Signs:
 1. 0.14 m² (1.5 ft²) maximum sign area per linear metre of building frontage. **Complies.**
3. Projecting Signs:
 1. 3.2 m (10.5 ft.) minimum clear distance above grade; **Complies.**
 2. 0.28 m² (3 ft²) maximum sign area per linear metre of building frontage. **Complies.**
4. Free Standing Signs:
 1. Limited to sandwich boards or the equivalent. **Complies.**
2. Landscape Elements: The juxtaposition of the working waterfront in Steveston adjacent to the Village Centre greatly enriches its character. More than a 'small town', Steveston is a port. It is comfortable, but 'gritty'. It is urban, but not refined. It is old, but evolving. It is both intimate and open. To enhance this situation, the landscape of the 'Village' must strike a balance between 'small town Steveston' and 'working waterfront Steveston'. To accomplish this, new development should:
 1. Keep sidewalks narrow. **Complies.**
 2. Where possible, employ timber planks for walkways/sidewalks (especially near the waterfront), and planks, gravel or other special paving treatments for parking areas, rather than asphalt. **Complies.**
 3. Provide planters, window boxes and/or other types of container gardens to provide an abundance of year-round seasonal colour. **Complies.**
 4. Typically avoid manicured planting schemes and lawns in favour of wild flowers and indigenous vegetation. **Complies.**
 5. Selectively plant/retain a limited number of trees near the riverfront and from there increase the amount of tree planting towards the north culminating in significant tree planting along Chatham Street and Moncton Street east of No. 1 Road;
 1. Plant trees in surface parking lots: **Complies.**
 2. At a ratio of 1 tree for every 3 stalls; **Complies.**
 3. At the sides, not the heads, of stalls; **Complies.**
 4. Protect them with guards designed to take a high level of abuse. **Complies.**
 6. Wherever possible, incorporate industrial equipment and features (i.e. rail tracks) found on site, especially those of a large scale (i.e. cranes). **Not applicable.**
 7. Provide furnishings and finishes (i.e. seating, bike racks, drinking fountains, walkway/sidewalk paving, etc.) as specified under City standards for the 'Village' along major public routes (i.e. streets and the waterfront walkway), and provide coordinated furnishings and finishes expressive of individual businesses and developments along lanes, pedestrian arcades, and similar publicly-accessible spaces. **Not applicable.**

8.3.1.2.C. Chatham Street: Sub-Area Guidelines

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

1. Settlement Patterns: To support 'Chatham Street' for convenience commercial uses serving the local community, while creating a visually richer and more human-scaled environment enhancing the area's relationship with the 'Village', Garry Point Park, and Steveston Park, new development should:
 1. Provide retail continuity along Chatham Street at grade; **Complies.**
 2. Where commercial uses (retail, office, etc.) are to be provided above grade, access should be via open-air walkways; **Not applicable.**
 3. Situate any residential uses above grade and orient entries to north-south streets and lanes; **Complies.**
 4. Typically set buildings back from Chatham Street to align with their neighbours, approximately 19 m (62.3 ft.) on the south side of the street and 11 m (36.1 ft.) on the north side, and provide surface parking in front of them; **Complies**
 5. Selectively introduce built form elements (i.e. buildings or structures) close to the Chatham Street property line, with taller elements near street corners; **Not applicable.**
 6. Typically reinforce the image of a continuous building wall, built at or close to the property line along all north-south streets and lanes (to align with neighbouring buildings in the 'Moncton Street' area of the 'Village'). **Not applicable.**
2. Massing and Height: To help better 'define' the street and create a more interesting pedestrian-oriented environment, new development should:
 1. Ensure that buildings developed along Chatham form a 'continuous wall' which is at least two-stories and 9 m (29.5 ft.) high and acts as a 'visual backdrop' for the street; **Complies.**
 2. Where a building, a portion of a building, or a structure is introduced near the Chatham Street property line, ensure it is designed to be a:
 1. Visual focus for the surrounding development;
 2. Distinctive image helping to identify the project and the area;
 3. Human-scaled element that enhances pedestrian activity and amenity (i.e. a gazebo, pergola, open-air stair tower, weather protection, a single-storey retail unit with a small footprint, etc.); and
 4. Part of a coordinated streetscape composed of complementary forms.
3. Architectural Elements: To enhance recognition of retail units and complement the character of the 'Village', new development should:
 1. Where a 'background' building or its ground level retail units may be difficult to see from the street (due to setbacks, landscaping, etc.), employ 'focal' structure(s) near Chatham to enhance the development's identity and sensitively incorporate project signage; **Complies.**
 2. Ensure that each project's 'background' buildings and 'focal' structures express a unified character; **Complies.**
 3. Where a residential use is situated above grade, its character must be consistent with and complementary to the project's commercial image. **Complies.**
4. Landscape Elements: To help reinforce a strong sense of place through its landscape and create a more pedestrian-oriented environment, new development should:
 1. Extend the natural, almost rural, character of Garry Point Park eastward to meet and blend with the 'small town' ambience and pedestrian-friendly environment of the 'Village'. **Complies.**

2. Support a concept for Chatham Street, which would see it, lined with large scale, deciduous trees, and an enhanced form of it's existing recreational greenway extended to Steveston Park. **Complies.**
3. Coordinate landscape treatments along parking lot/street frontages with neighbouring properties to achieve a unified image for this portion of Chatham Street and convenient movement between neighbouring developments, including:
 1. A coordinated and connected parking layout; **Does not comply: existing neighbouring parking layouts not feasible to accommodate changes.**
 2. Trees and indigenous/naturalized shrubs, grasses, and wildflowers; **Complies.**
 3. Street furnishings (i.e. bollards, seating, lighting, decorative walls or fencing, etc.); **Complies.**
 4. Pedestrian walkways/sidewalks along both building and street fronts; **Complies.**
 5. Convenient, safe pedestrian routes from buildings to Chatham Street at street corners, lanes, and, where appropriate, mid-block; **Complies.**
4. Make special efforts to incorporate features which will differentiate this area from other convenience commercial areas, such as:
 1. Boardwalks, instead of concrete walkways; **Does not comply: concrete for durability and maintenance.**
 2. Attractively designed weather protection along shop fronts; **Complies**
 3. Abundant plant material providing seasonal colour in the form of flower baskets, planters, and climbing vines; **Complies.**
 4. Large scale tree(s) featured as project focal points; **Complies.**
 5. Comfortable, attractive seating areas designed to enhance both the use and appearance of a project; **Not applicable.**
 6. Large and small amenities, such as a clock, water feature, or drinking fountain; **Not applicable.**
 7. Public art. **Not applicable.**
5. Parking and Services: To ensure the area is convenient for shopping, new development should:
 1. Wherever possible, provide adequate parking on-site for shoppers; **Complies.**
 2. Typically situate shoppers' parking along Chatham Street in front of buildings; **Complies.**
 3. Where sites cannot accommodate adequate parking on-site; **Not applicable.**
 1. Typically provide only employee parking in a remote location; and
 2. Explore opportunities to coordinate development with increased on-street parking;
 4. Provide residential and employee parking to the rear of buildings; **Complies.**
 5. Restrict vehicular access to on-site parking to north-south streets and lanes. **Complies.**



No. DP 02-22274

To the Holder: PETER FONG

Property Address: 3591 AND 3611 CHATHAM STREET

Address: c/o KEVIN C. LEE ARCHITECT
 #209 – 1130 AUSTIN AVENUE
 COQUITLAM, BC V3K 3P5

1. This Development 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.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans # 1 and #2 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #2 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans # 1 and #2 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

Development Permit

No. DP 02-222274

To the Holder: PETER FONG
Property Address: 3591 AND 3611 CHATHAM STREET
Address: c/o KEVIN LEE ARCHITECT
#209 – 1130 AUSTIN AVENUE
COQUITLAM, BC V3K 3P5

There is filed accordingly:

An Irrevocable Letter of Credit in the amount of \$15,840.00.

5. The land described herein shall be developed generally in accordance with the terms and conditions and provisions of this Permit and any plans and specifications attached to this Permit which shall form a part hereof.
6. If the Holder does not commence the construction permitted by this Permit within 24 months of the date of this Permit, this Permit shall lapse and the security shall be returned in full.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO. _____
DAY OF _____, _____.

ISSUED BY THE COUNCIL THE

DELIVERED THIS _____ DAY OF _____, _____.

MAYOR



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

Development Permit Application
Development Applications Department

(604) 276-4000 Fax (604) 276-4052

Please submit this completed form to the Zoning counter located at City Hall. All materials submitted to the City for a *Development Permit Application* become public property, and therefore, available for public inquiry.

Please refer to the attached forms for details on application attachments and non-refundable application fees.

Property Address(es): 3591 CHATHAM ST. RICHMOND BC

Legal Description(s): LOT 6 BLOCK 21 SECTION 3 BLOCK 3 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 249

Applicant: PETER FONG

Correspondence/Calls to be directed to:

Name: KEVIN C. LEE ARCHITECT

Address: #209 1130 AUSTIN AVE

COQUITLAM B.C.

V3K 3P5

Postal Code

Te. No.: 604-936-2522

Business

Residence

kclee@architect@telus.net

604-936-2228

E-mail

Fax

Property Owner(s) Signature(s): 

PETER FONG

Please print name

or

Authorized Agent's Signature: _____

Attach Letter of Authorization

Please print name

For Office Use

Date Received: Dec 19/02

Application Fee: \$ 2,340.00

File No.: 02-222274

Receipt No.: _____

Only assign if application is complete



No. DP 02-222274

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Address: c/o KEVIN C. LEE ARCHITECT
#209 – 1130 AUSTIN AVENUE
COQUITLAM, BC V3K 3P5

1. This Development 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.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plan #1 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans # 1 and #2 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #2 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans # 1 and #2 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #1 to #4 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

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AUTHORIZING RESOLUTION NO. _____
DAY OF _____, _____.

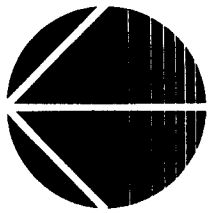
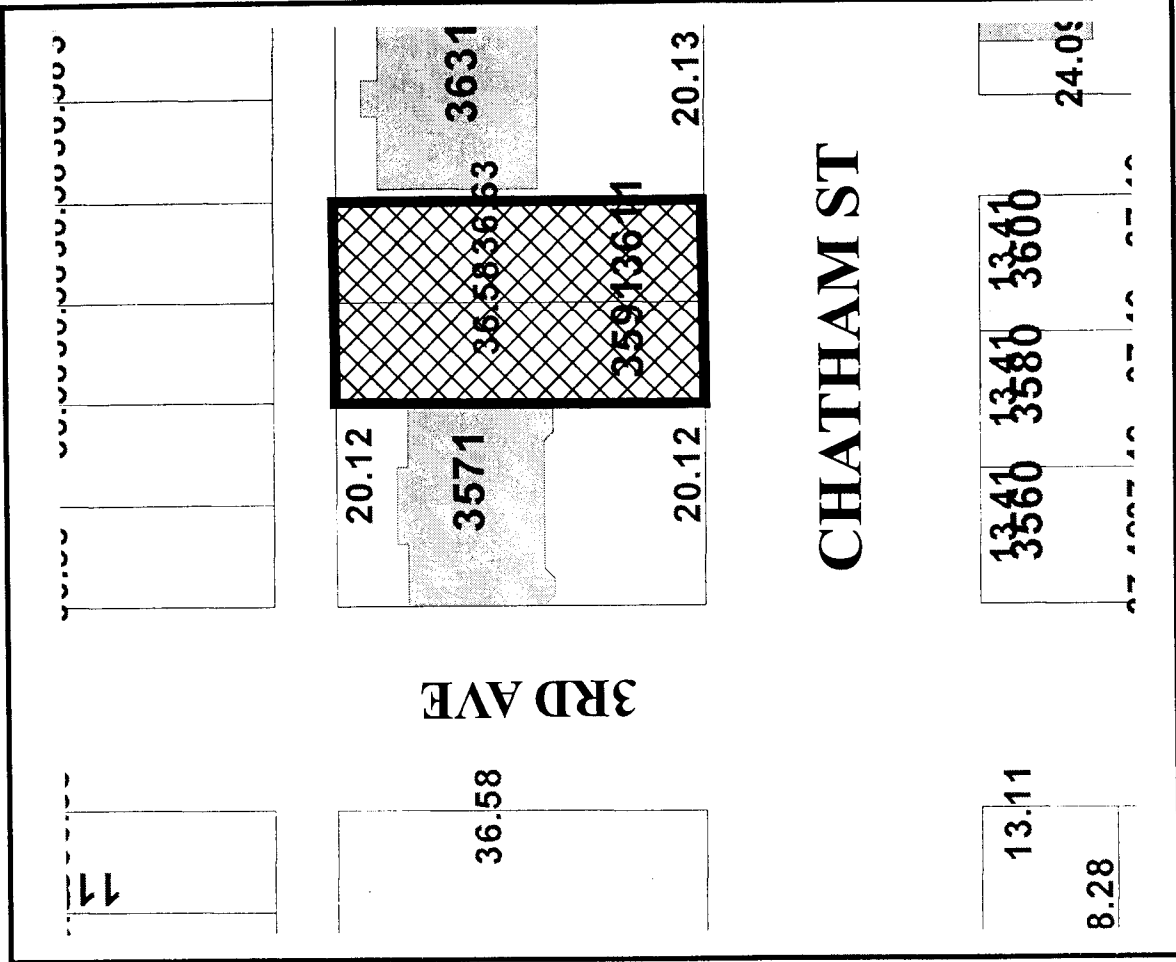
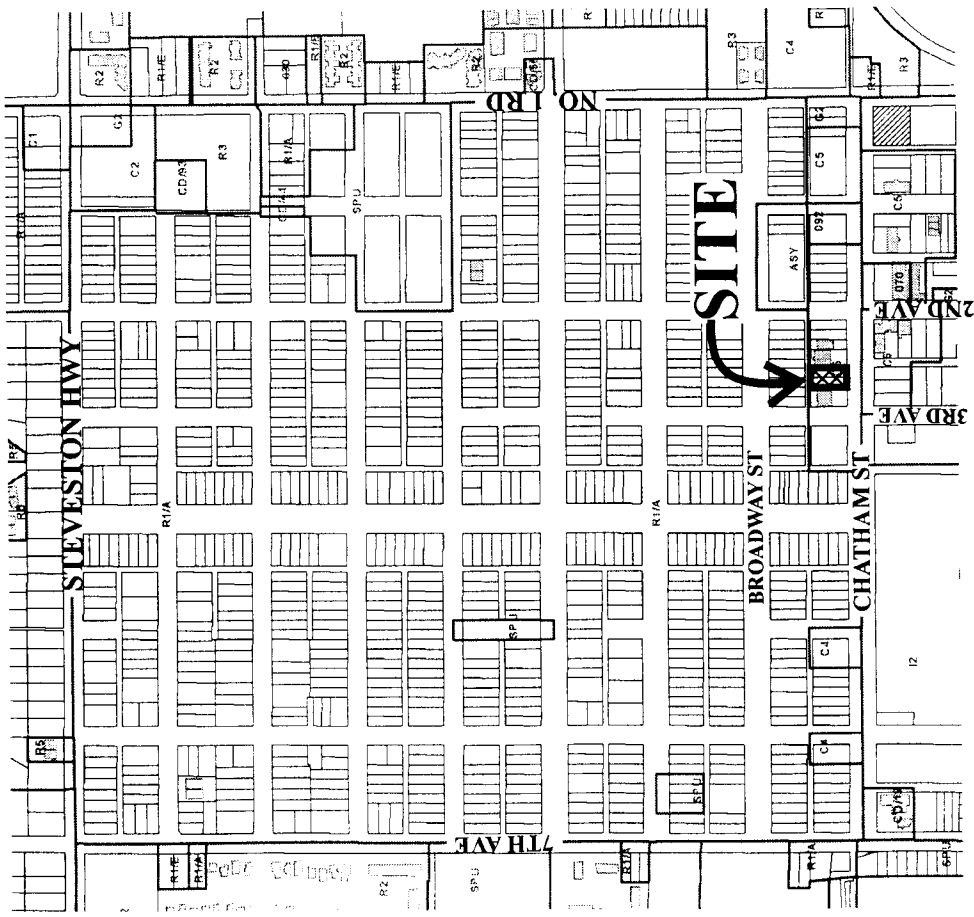
ISSUED BY THE COUNCIL THE

DELIVERED THIS _____ DAY OF _____, _____.

MAYOR



City of Richmond



DP 02-222274

SCHEDULE "A"

Original Date: 01/08/03

Revision Date: 01/29/03

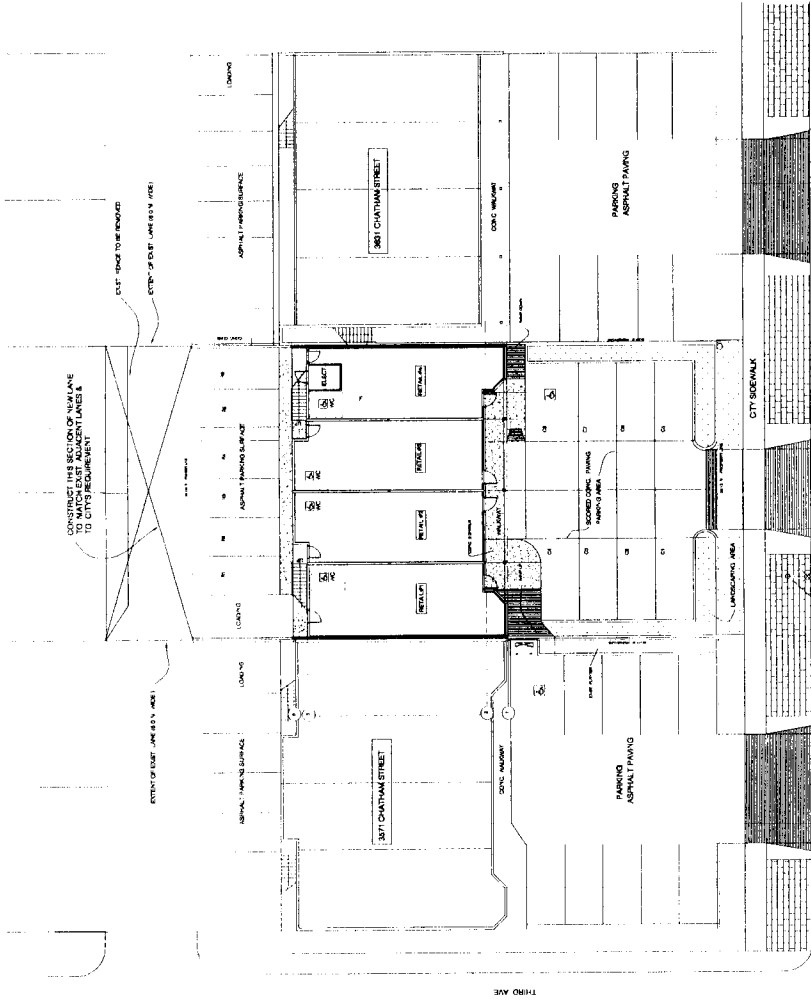
Note: Dimensions are in METRES



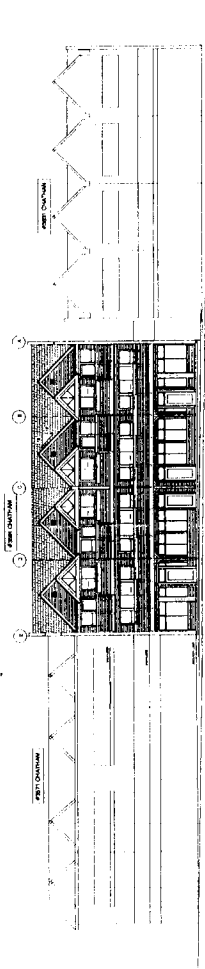
JUN 05 2003

DP 02-222274

#0



CONTEXT SITE PLAN
SCALE 1/8" = 1'-0"



CONTEXT PLAN - SOUTH ELEVATION
SCALE 1/8" = 1'-0"

NO.	DATE	REVISION
22-2629		SUBMITTED FOR DP NO.
18-1328		SUBMITTED FOR DP

NO. DATE REVISION

KEVIN C. LEE ARCHITECT
 NUMBER OF ARCHITECTURAL SERVICES PER \$1

4206 (138) AUSTIN AVENUE
 COOCHILAW, IL. 60635
 PHONE: (800) 526-2222
 FAX: (800) 526-2222

PROJECT:
 MIXED USE COMMERCIAL/RESIDENTIAL
 BUILDING
 FOR

CHATHAM 3381 INVESTMENTS INC

1381 CHATHAM STREET
 HOUSTON, TX

DRAWING TITLE:
 CONTEXT PLANS

DATE: JUN 05 2003

SCALE: 1/8" = 1'-0"

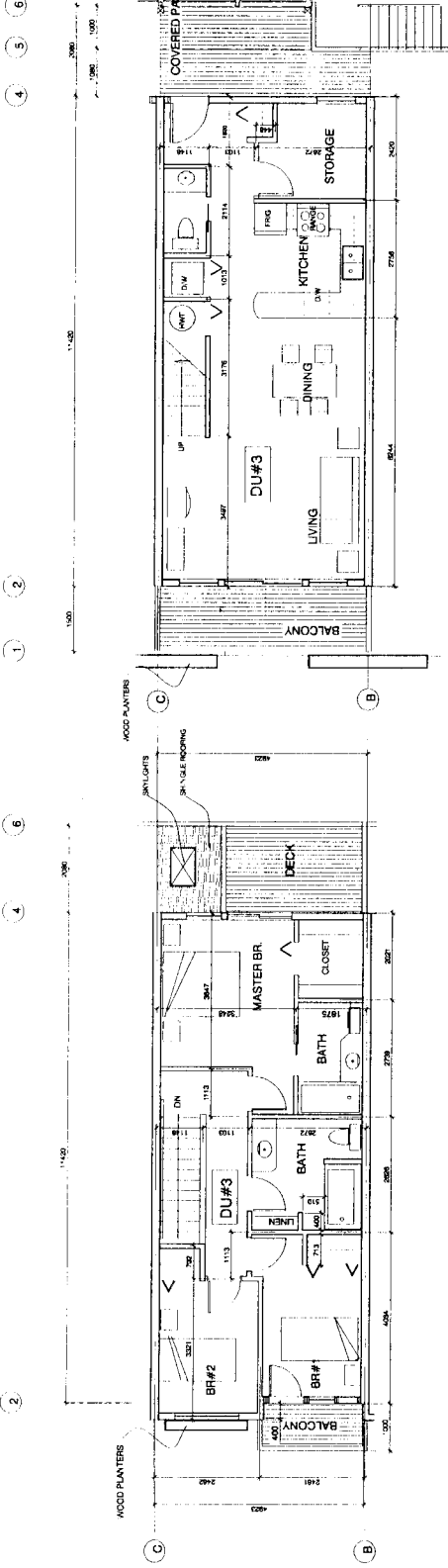
PROJECT NO. 0212

DRAWING NO. A-2 OF 5

JUN 05 2003

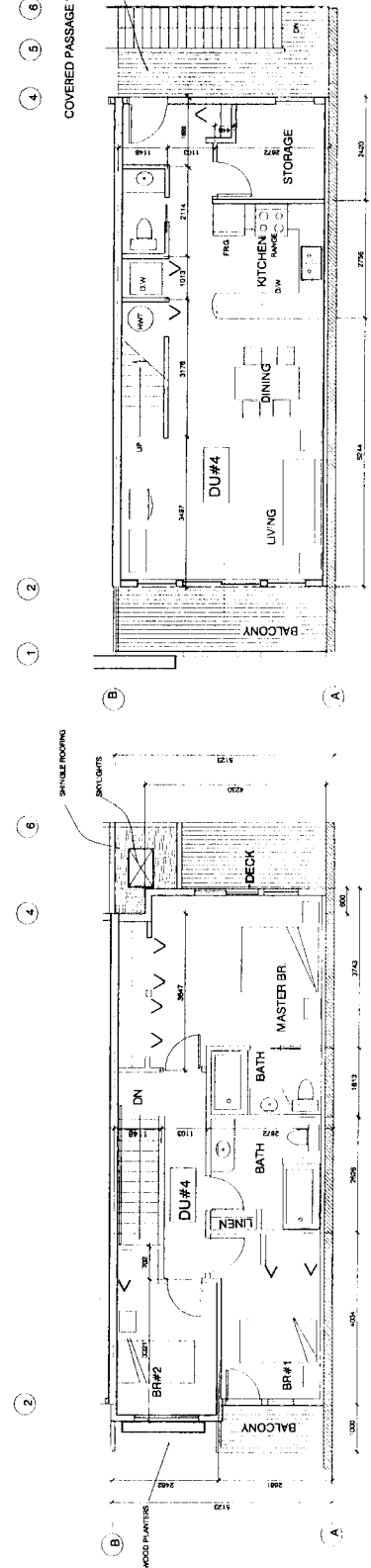
DP 02-222274

#36.



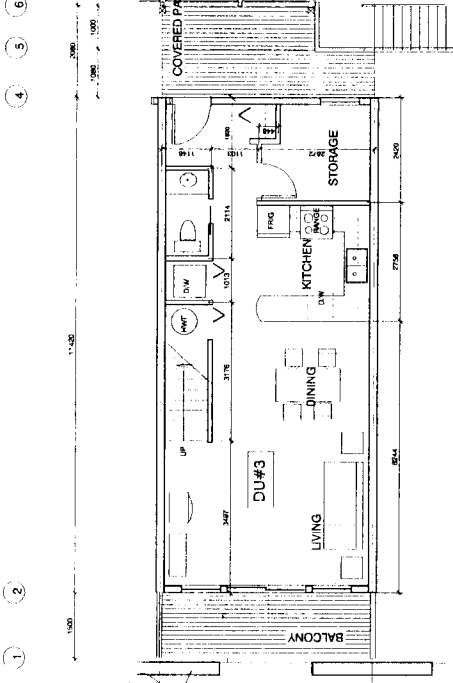
3RD FLOOR PLAN (UNIT : DU#3)
SCALE 1:50

NOTE: UNIT DU#2 MIRROR
IMAGE OF DU#3

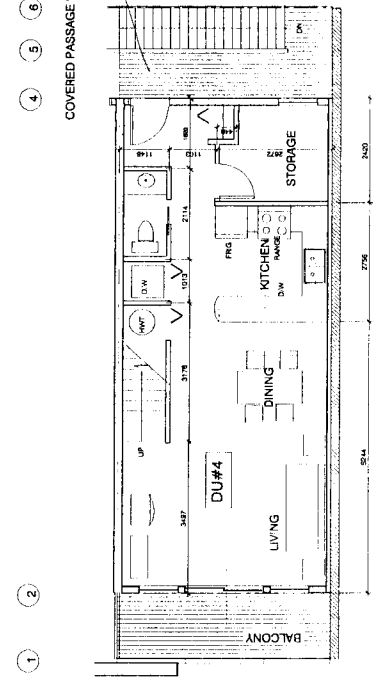


3RD FLOOR PLAN (UNIT : DU#4)
SCALE 1:50

NOTE: UNIT DU#1 MIRROR
IMAGE OF DU#4



2ND FLOOR PLAN (UNIT : DU#3)
SCALE 1:50



2ND FLOOR PLAN (UNIT : DU#4)
SCALE 1:50

NO.	DATE	REVISION
1	02/11/03	REVISED
2	02/11/03	REVISED
3	02/11/03	REVISED
4	02/11/03	REVISED
5	02/11/03	REVISED
6	02/11/03	REVISED

CEVIN C. LEE ARCHITECTS
 4000 N. 117th AVE. SUITE 100
 COVINGTON, LA 70022
 PHONE (504) 898-2022
 FAX (504) 898-2022

PROJECT:
 VARED - USE COMMERCIAL RESIDENTIAL
 BUILDING FOR
 CHARTAM 5581 INVESTMENTS INC.
 3800 JENNIFER STREET
 HOUSTON, TX

DRAWING TITLE
 DWELLING UNIT DETAILS

DATE: 02/11/03
 SCALE: 1:50
 DRAWING NO.: 0212
 DRAWING NO. 0212

