



**Planning Committee
Electronic Meeting**

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

**Tuesday, October 6, 2026
4:00 p.m.**

Pg. # ITEM

MINUTES

PLN-3 *Motion to adopt the **minutes** of the meeting of the Planning Committee held on September 22, 2026.*



NEXT COMMITTEE MEETING DATE

October 20, 2026, (tentative date) at 4:00 p.m. in the Anderson Room.

PLANNING AND DEVELOPMENT DIVISION

- 1. APPLICATION BY INTERFACE ARCHITECTURE INC. FOR REZONING AT 3691/3695 CHATHAM STREET FROM “STEVESTON COMMERCIAL (CS3)” ZONE TO “COMMERCIAL MIXED USE (ZMU65) – CHATHAM STREET (STEVESTON)” ZONE**
(File Ref. No. RZ 24-042233) (REDMS No. 8497547)

PLN-5

See Page PLN-5 for full report

Designated Speakers: Alex Costin and Andrew Norton

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10759 to create the “Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)” zone, and to rezone 3691/3695 Chatham Street from “Steveston Commercial (CS3)” to “Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)”, be introduced and given first, second and third reading.



2. **APPLICATION BY ECOWASTE INDUSTRIES LTD. FOR A ZONING TEXT AMENDMENT TO PERMIT A “CONSTRUCTION AND DEMOLITION WASTE LANDFILL” AND “RECYCLING OPERATION AND DROP-OFF” AT 15555 BLUNDELL ROAD AND PID 024-397-423**

(File Ref. No. ZT 21-922710) (REDMS No. 8521807)

PLN-99

See Page PLN-99 for full report

Designated Speakers: Joshua Reis and Chris Bishop

STAFF RECOMMENDATION

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10783, for a Zoning Text Amendment to the “Agriculture (AG1)” zone to add “construction and demolition waste landfill” and “recycling operation and drop-off” as permitted uses at 15555 Blundell Road and PID 024-397-423, be introduced and given first reading.



3. **MANAGER’S REPORT**

ADJOURNMENT





Planning Committee

Date: Tuesday, September 22, 2026

Place: Anderson Room
Richmond City Hall

Present: Councillor Bill McNulty, Chair
Councillor Alexa Loo
Councillor Carol Day
Councillor Andy Hobbs

Also Present: Councillor Michael Wolfe

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

MINUTES

It was moved and seconded

That the minutes of the meeting of the Planning Committee held on September 9, 2026, be adopted as circulated.

CARRIED

PLANNING AND DEVELOPMENT DIVISION

1. **APPLICATION BY VIVID GREEN ARCHITECTURE FOR A STRATA TITLE CONVERSION AT 10551/10571 AGASSIZ COURT**
(File Ref. No. SC 26-007371) (REDMS No. 8489770)

It was moved and seconded

- (1) *That the application for a Strata Title Conversion by Vivid Green Architecture be approved on fulfillment of the following conditions:*
 - (a) *Registration of a flood indemnity covenant on Title.*
 - (b) *Payment of all City utility charges and property taxes up to and including the year 2026.*
 - (c) *Submission of appropriate plans and documents for execution by the Approving Officer within 180 days of the date of this*

Planning Committee
Tuesday, September 22, 2026

resolution.

(d) Final inspection approval of Building Permits for previous construction without a permit at 10551/10571 Agassiz Court.

- (2) That the City, as the Approving Authority, delegates the Approving Officer the authority to execute the strata conversion plan on behalf of the City, on the basis that the conditions set out in Recommendation 1 have been satisfied.*

CARRIED

2. APPLICATION BY JASON LEVELTON FOR AN AGRICULTURAL LAND RESERVE NON-ADHERING RESIDENTIAL USE AT 18431 WESTMINSTER HIGHWAY

(File Ref. No. AG 26-012236) (REDMS No. 8485804)

It was moved and seconded

That the application by Jason Levelton for an Agricultural Land Reserve Non-Adhering Residential Use to allow seasonal farm labour accommodation at 18431 Westminster Highway be forwarded to the Agricultural Land Commission.

CARRIED

3. MANAGER'S REPORT

None.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (4:02 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the Planning Committee of the Council of the City of Richmond held on Tuesday, September 22, 2026.

Councillor Bill McNulty
Chair

Raman Grewal
Legislative Services Associate



To: Planning Committee **Date:** September 21, 2026
From: Wayne Craig **File:** RZ 24-042233
General Manager, Planning and Development
Re: **Application by Interface Architecture Inc. for Rezoning at
3691/3695 Chatham Street from “Steveston Commercial (CS3)” Zone to
“Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)” Zone**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10759 to create the “Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)” zone, and to rezone 3691/3695 Chatham Street from “Steveston Commercial (CS3)” to “Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)”, be introduced and given first, second and third reading.

Executive Summary

This application proposes to rezone 3691/3695 Chatham Street to a new site-specific mixed-use zone, ZMU65, to enable a three-storey mixed-use development comprised of two commercial units at grade and seven three-bedroom residential units above.

The site is located within the Steveston Village Heritage Conservation Area but does not contain an identified heritage resource. The proposal is consistent with the subject site’s Official Community Plan for the Steveston Area. The proposed development supports the City’s heritage policies and objectives in Steveston Village, secures contributions for affordable housing and heritage conservation, and required frontage improvements and transportation demand management measures. Further design refinement would be undertaken through the Development Permit process.

Staff Report

Origin

Interface Architecture Inc., on behalf of the property owner Okus Homes Inc. (Directors: Ajay Arora and Volodymyr Kovalyov), has applied to the City of Richmond for permission to rezone 3691/3695 Chatham Street from “Steveston Commercial (CS3)” to a new “Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)” zone in order to develop a three-storey mixed-use building with two commercial units at grade facing Chatham Street and seven residential units above. Vehicle access is from the existing lane to the north of the subject site. A location map and aerial photo are contained in Attachment 1.

The subject site is located in the Steveston Village Heritage Conservation Area but does not contain an identified heritage resource.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (Attachment 2).

Subject Site Existing Housing Profile

The subject site is currently vacant. The previous single-family dwelling on the site was demolished in October 2025 (D7 24-040233). It was not an identified heritage resource.

Surrounding Development

To the North: Across the lane, are existing single-detached residences at 3660 and 3680 Broadway Street zoned “Single Detached (RS1/A)”.

To the South: Across Chatham Street, is a one-storey, non-heritage commercial building at 12011 2nd Avenue zoned “Steveston Commercial (CS3)”.

To the East: Across 2nd Avenue at 3711/3731 Chatham Street is a one-storey building known as the Steveston Methodist Church, which is one of 17 protected heritage resources in the Steveston Village Heritage Conservation Area and is zoned “Steveston Commercial (CS3).” A Heritage Alteration Permit (HA 25-022376) was issued by Council on April 27, 2026, to permit landscaping alterations, a flagpole, new signage, and a new door and access ramp on the rear elevation.

To the West: Immediately to the west, is a stratified three-storey mixed-use building at 3671 Chatham Street zoned “Steveston Commercial (CS3)” with commercial uses at grade and residential units above.

Related Policies & Studies

Official Community Plan/Steveston Area Plan

The subject site is designated “Local Villages – Tier 1” in the Official Community Plan (OCP) and “Heritage Mixed-Use (Commercial-Industrial with Residential & Office Above)” in the Steveston Area Plan. The subject site is located in the Steveston Village Core Area. The proposed mixed-use development is consistent with these land use designations.

The Steveston Village Land Use Density and Building Height Map (Attachment 3) in the Steveston Area Plan allows for a maximum Floor Area Ratio (FAR) of 1.6 and a maximum building height of 12 m (39.4 ft.) and three storeys on the subject site. The proposed height and density are consistent with the OCP and Steveston Area Plan.

Steveston Village Heritage Conservation Area

Steveston Village is designated as a Heritage Conservation Area (HCA) in the Steveston Area Plan. Developments within the HCA are subject to the City’s applicable heritage policies and design guidelines to help retain and enhance the heritage values and special heritage character of Steveston Village, consistent with the Steveston Village Conservation Strategy (2009).

Recognizing the cumulative impact of new development on the overall heritage character of Steveston Village, an enhanced development review process, which requires engagement of a heritage consultant, is required for new construction or major renovations in Steveston Village to strengthen their role in conserving the heritage character. A Development Permit (DP) is also required for alterations and new construction on properties within the HCA that do not include an identified heritage resource.

The subject proposal is generally consistent with the heritage policies and DP Guidelines for Steveston Village HCA, including form, scale, character and materials. Further design refinement would be undertaken through the DP review process.

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 rezoning bylaw adoption.

Mixed-Use Noise

Registration of a covenant on Title is required prior to rezoning bylaw adoption that identifies that the building is a mixed-use building and indicates that the building is designed to avoid unwanted noise generated by internal use from penetrating into residential areas.

Public Consultation

In accordance with the City’s Early Public Notification Policy No. 1316, notice of the development proposal was provided to residents within 100 metres of the subject site. Two rezoning signs have also been installed on the subject site fronting Chatham Street and 2nd Avenue. In response, staff received a phone enquiry from a member of the public seeking further information about the rezoning application. No comments from the public have been received.

Bill 44 prohibits local governments from holding a Public Hearing on a mixed-use rezoning bylaw that is consistent with the OCP and where the residential component of the development accounts for at least half of the gross floor area of all buildings and other structures proposed as part of the development. The proposed rezoning meets the conditions established in Bill 44 and is consistent with the OCP. Accordingly, Council may not hold a Public Hearing on the proposed rezoning.

Richmond Heritage Commission

The rezoning application was reviewed by the Richmond Heritage Commission (RHC) on March 19, 2026. The RHC supported the application subject to the applicant giving consideration to the Commission's comments and further design review by the Commission at the DP stage. An excerpt from the meeting minutes is included in Attachment 4.

The Commission has recommended further design development of the character of the two-storey component of the proposed building fronting 2nd Avenue, which includes the residential entrance, lobby, vertical circulation and frontage of the second-floor courtyard. In response, the applicant proposes to further address the design of this part of the proposal during the DP application process, along with wider design refinement of the overall development.

Analysis

Built Form and Architectural Character

The proposed development is a three-storey, mixed-use building with two at-grade commercial units fronting Chatham Street and seven residential units on the upper levels. Vehicular access to the ground-level parkade is provided from the existing lane to the north. The residential lobby is located along 2nd Avenue and provides access to a common courtyard on the second level. Each residential unit is two storeys and is accessed from the courtyard. Each unit also includes a private rooftop deck which is accessed via stairs from each individual unit. The rooftop decks are well integrated into the overall design and setback from the building edges, consistent with the Steveston Area Plan and applicable development permit guidelines.

The proposed building design has been developed in accordance with the Steveston Area Plan DP Guidelines and is informed by the historic lot pattern of the subject properties. The applicant has engaged a heritage consultant to research the historical context of the site and provide input to the design development process, consistent with the enhanced development review process endorsed by Council in 2021. A heritage design rationale, prepared by the applicant's heritage consultant, is attached (see Attachment 5). Conceptual development plans are provided in Attachment 6.

The building façades are divided into smaller portions that reflect the historic lot lines fronting Chatham Street, with narrow commercial frontages and recessed commercial entries that reinforce the traditional rhythm and character of historic buildings in Steveston Village. Vertically proportioned window groupings, horizontal lap siding, modest roofline variation, cornices, fascia detailing and historically appropriate colours and materials further reference the character of historic mixed-use buildings in the area. The predominant cladding material proposed is Hardie lap siding, which is considered an appropriate material for the site's location within the HCA.

The building is generally sited at the property lines on both road frontages, consistent with the Steveston Area Plan DP Guidelines. The corner is emphasized through a distinct massing break and colour, with fabric awnings over retail entries along Chatham Street, and store windows facing both Chatham Street and Second Avenue. The recessed lower form and residential entry and lobby along Second Avenue further break the overall massing and reinforces the corner treatment.

The façade design responds to the site's public-facing edges and adjacent context, with retail storefronts and entries along Chatham Street, a residential entrance on 2nd Avenue, and vehicular access from the lane. The upper storeys maintain consistent architectural treatment. Although a portion of the west elevation will remain visible from the street and cannot accommodate openings, matching side and trim are proposed to ensure a cohesive appearance with the street-facing façades.

Additional design refinement of the architectural form and character, including consideration of comments from the RHC, will be addressed through the DP application.

Proposed Mixed Use Zone (ZMU65) – Chatham Street (Steveston) Zone

The proposed new zone allows for similar uses as other mixed-use zones in Steveston Village that include general commercial and residential (apartment) uses. The new proposed zone includes the following specific provisions:

- General base density of 1.6 FAR;
- A maximum building height of 12 m (3 storeys);
- Parking reductions in accordance with Steveston Area Plan policies; and
- Allowance of 50 per cent of the commercial parking spaces provided to be small car spaces.

As per the Steveston Area Plan, for sites designated within the Steveston Village Land Use Density and Building Height Map with a maximum possible density of 1.6 FAR, such as the subject site, the base density of 1.2 FAR may be increased to 1.6 FAR provided a contribution to the Steveston Village Heritage Conservation Grant (SVHCG) Program is provided.

In accordance with the Steveston Area Plan, the developer has agreed to provide a voluntary contribution to the SVHCG Program of \$100,476.28 (based on the current contribution rate of \$81.50 per square foot). This contribution amount is calculated based on the developable floor area of the subject site that exceeds the standard 1.2 FAR, (i.e. 0.4 FAR), minus any cash-in-lieu (CIL) contribution to the City's Affordable Housing Reserve Fund (AHRF) received under the City's Affordable Housing Strategy (AHS) for the development. This contribution is required prior to rezoning bylaw adoption.

Housing Type and Tenure

Consistent with OCP policy respecting multiple family housing development projects, and to maximize potential rental and housing opportunities throughout the City, the applicant has agreed to register a restrictive covenant on Title prior to rezoning bylaw adoption, prohibiting the imposition of any strata bylaw that would:

- prohibit any residential dwelling unit from being rented;
- place age-based restrictions on occupants of any residential dwelling unit.

All seven units (100 per cent of the residential units) are proposed to contain three bedrooms, exceeding the City's family-friendly (two-bedroom and above) target of 40 per cent. Aging-in-place features and accessible housing measures will be reviewed as part of the DP application process.

Affordable Housing Strategy

The City's AHS requires that all rezoning applications that propose 60 or fewer apartment units provide a voluntary CIL contribution to the AHRF. Consistent with the AHS, the applicant has agreed to submit a voluntary CIL contribution to the AHRF in the amount of \$15.00 per buildable square foot (excluding the proposed commercial floor area) for a total contribution of \$158,035.20 prior to rezoning bylaw adoption.

Market Rental Housing Strategy

The City's OCP establishes a policy framework for the provision of market rental housing. Projects including less than 60 residential units are not required to provide purpose-built market rental units, so long as a CIL contribution is provided. The applicant has agreed to provide a contribution of \$36,769.52 (\$3.49 per buildable square foot, excluding the proposed commercial floor area) prior to rezoning bylaw adoption.

Transportation and Site Access

Vehicle access to the ground-level parkade would be provided from the existing lane to the north of the subject site, which is accessed from 2nd Avenue and 3rd Avenue.

A total of 13 parking spaces are proposed, including four commercial spaces and nine residential spaces. Two of the commercial spaces would be shared with residential visitors. Commercial and shared commercial/residential visitor parking spaces are provided directly from the lane, while residential parking would be secured behind a gate. Prior to rezoning bylaw adoption, registration of a legal agreement on Title is required, ensuring the shared use of two commercial/residential visitor parking spaces and prohibiting assignment of either parking spaces to a particular unit or user.

Four commercial on-site parking spaces (i.e. 50 per cent) are proposed. Nine residential parking spaces, including one van-accessible residential parking space, are located on-site and secured by a security gate. No on-site accessible commercial parking space is proposed due to the site's spatial constraints. The proposed parking supply is consistent with the Steveston Area Plan and Zoning Bylaw 8500, which contemplate parking reductions of 33 per cent for commercial uses, and up to 20 per cent for residential uses respectively, where appropriate Transportation Demand Management (TDM) measures are provided. The applicant proposes to provide seven, one-year, two-zone transit passes (i.e. one per dwelling unit). A legal agreement is required to be registered on Title prior to rezoning bylaw adoption to secure the transit passes.

All residential parking spaces and two commercial parking spaces would be equipped with Level 2 energized outlets, and one shared commercial parking space would be equipped with Electric Vehicle (EV) opportunity charging in compliance with Zoning Bylaw 8500.

Bicycle parking is provided on site in compliance with Zoning Bylaw 8500.

Waste and recycling bins for commercial and residential uses are proposed in dedicated storage rooms in the parkade. All collection activities would occur from the existing lane to the north of the subject site.

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 two (Tag# 894 and 896) bylaw-sized trees 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:

- One tree (Tag# 894) located on the development site is an 18 cm calliper Japanese maple in good condition but cannot be retained due to conflict with the proposed development. The tree is recommended to be removed and replaced.
- One tree (Tag# 896) located on the development site is a 14 cm calliper apple tree in advanced decline with a very large cavity in its main stem. The tree is recommended to be removed and replaced.

Tree Replacement

The applicant wishes to remove two on-site trees (Tag# 894 and 896). Based on the 2:1 replacement ratio in the City's Tree Protection Bylaw No. 8057, a total of four replacement trees are required at the following minimum calliper and height:

No. of Replacement Trees	Minimum Caliper of Deciduous Replacement Tree	Minimum Height of Coniferous Replacement Tree
4	8 cm	4 m

Due to the constrained nature of the site and the proposed form of development, replacement trees cannot be accommodated at grade. Although private rooftop decks and a landscaped courtyard are proposed, opportunities for replacement tree planting in these areas are limited by the available soil depth and volume. The applicant proposes to maximize planting opportunities within the courtyard through a combination of shrubs, perennials and groundcover planting. Further development of a landscape plan will occur through the DP stage. As a condition of rezoning, the applicant will provide a cash-in-lieu contribution to the City's Tree Compensation Fund at a rate of \$750.00 for each of the four required replacement trees, for a total contribution of \$3,000.00.

Amenity Space

For each residential unit, private outdoor rooftop decks are provided that exceed the minimum size required (6 m²) for apartment units. In addition, an outdoor courtyard is proposed at the second-floor level which includes additional private amenity space.

A common outdoor amenity area is not provided given the small size of this development.

Landscaping of private amenity areas would be further reviewed as part of the DP review process.

Given the small size of this development, indoor common amenity space is not proposed. Accordingly, a CIL contribution of \$16,163.00 (\$2,309.00 per unit) is required prior to rezoning bylaw adoption.

Sustainability

Consistent with the City's Energy Step Code requirements, the project's architect has submitted a letter confirming that the applicable performance targets for each Code have been considered in the proposed design. Accordingly, Step 4 with Emission Level 1 (EL-1) or Step 3 with EL-2 for the residential portion and Step 3 with EL-1 or Step 2 with EL2 for the commercial units are being considered. Additional details on code compliance are required as part of the DP application review process.

Site Servicing and Frontage Improvements

Prior to rezoning bylaw adoption, the applicant is required to enter into a Servicing Agreement for the design and construction of the required site servicing and frontage works, which include, but are not limited to:

- Installation of a new water main and fire hydrant along 2nd Avenue;
- Installation of a new storm sewer along Chatham Street, upgrading of the existing rear lane drainage system, and new water, storm and sanitary service connections; and
- Upgrading of the Chatham Street frontage with new curb and gutter, a planted boulevard, sidewalk, and upgrades to the 2nd Avenue frontage with a new curb and gutter, boulevard, sidewalk and pavement widening to accommodate a travel lane and on-street parking, together with upgrades to the lane north of the site. Street lighting improvements are also required along the road frontages and rear lane.

Development Permit Application

A DP application is required to be processed to a satisfactory level prior to rezoning bylaw adoption. Further design refinements to the proposed form and character will be undertaken as part of the DP application review process, including, but not limited to:

- Compliance with OCP DP Guidelines and the Steveston Area Plan, including the Sakamoto Guidelines;
- On-site landscape design development, including for outdoor courtyard and roof decks;
- Further design development in response to the RHC's comments, particularly the two-storey connection along 2nd Avenue;
- Refinement of the proposed window and door treatments and signage design;
- Review of the acoustical and thermal report to verify that the interior noise levels and noise mitigation standards comply with the City's OCP and Noise Bylaw requirements;
- Review of the aging-in-place features and accessibility measures; and
- Review of the sustainability measures to ensure step code compliance.

Financial Impact or Economic Impact

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

Conclusion

Interface Architecture Inc. has applied to the City of Richmond for permission to rezone 3691/3695 Chatham Street from “Steveston Commercial (CS3)” to a new “Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)” zone in order to develop a three-storey mixed-use building with two commercial units at grade facing Chatham Street and seven residential units above.

The subject rezoning application is consistent with the land use designation and applicable policies for the subject site contained in the OCP and Steveston Area Plan. Further review of the project design will be undertaken as part of the DP application review process.

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 10759 be introduced and given first, second and third reading.

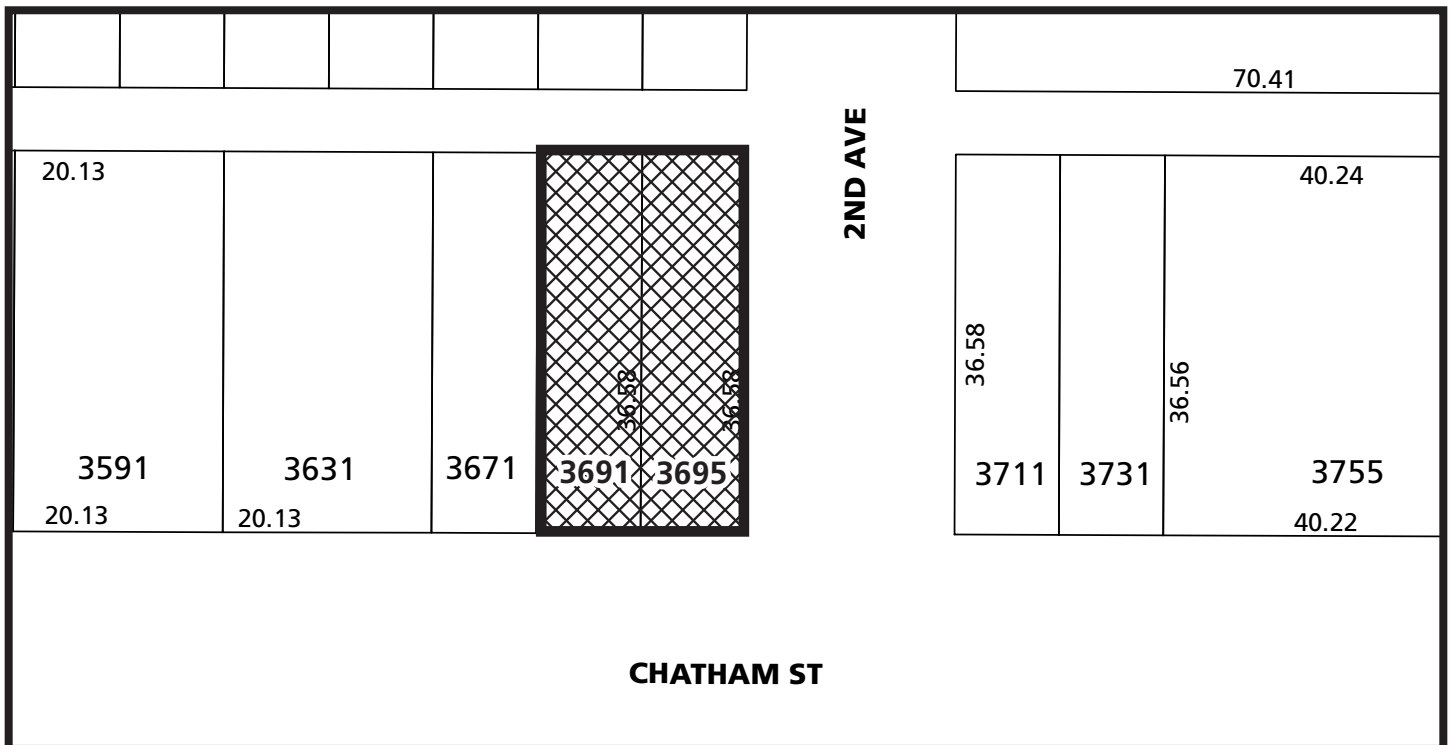
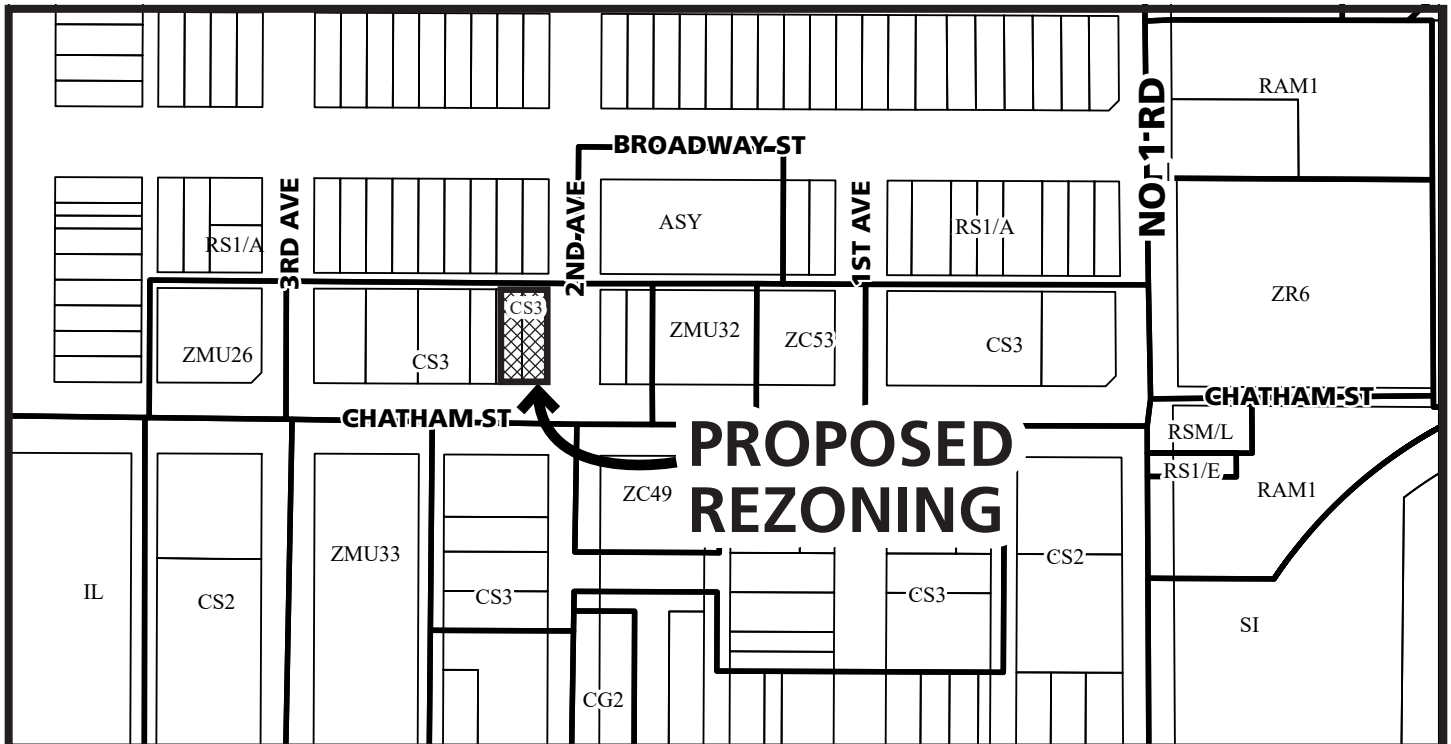
Respectfully submitted

Joshua Reis, Director, Development

Report Contributors

This report was prepared by Alex Costin, Planner 1 and reviewed by the Engineering, Housing, Policy Planning and Transportation Departments.

- Att. 1: Location Map
 2: Development Application Data Sheet
 3: Steveston Village Land Use Density and Building Height Map
 4: Excerpt from March 19, 2026, Richmond Heritage Commission Meeting Minutes
 5: Heritage Consultant Report
 6: Conceptual Development Plans
 7: Rezoning Considerations



RZ 24-042233

PLN - 14

Original Date: 09/09/24

Revision Date:

Note: Dimensions are in METRES



City of
Richmond



RZ 24-042233

PLN - 15

Original Date: 09/09/24

Revision Date:

Note: Dimensions are in METRES



RZ 24-042233

Attachment 2

Address: 3691/3695 Chatham Street

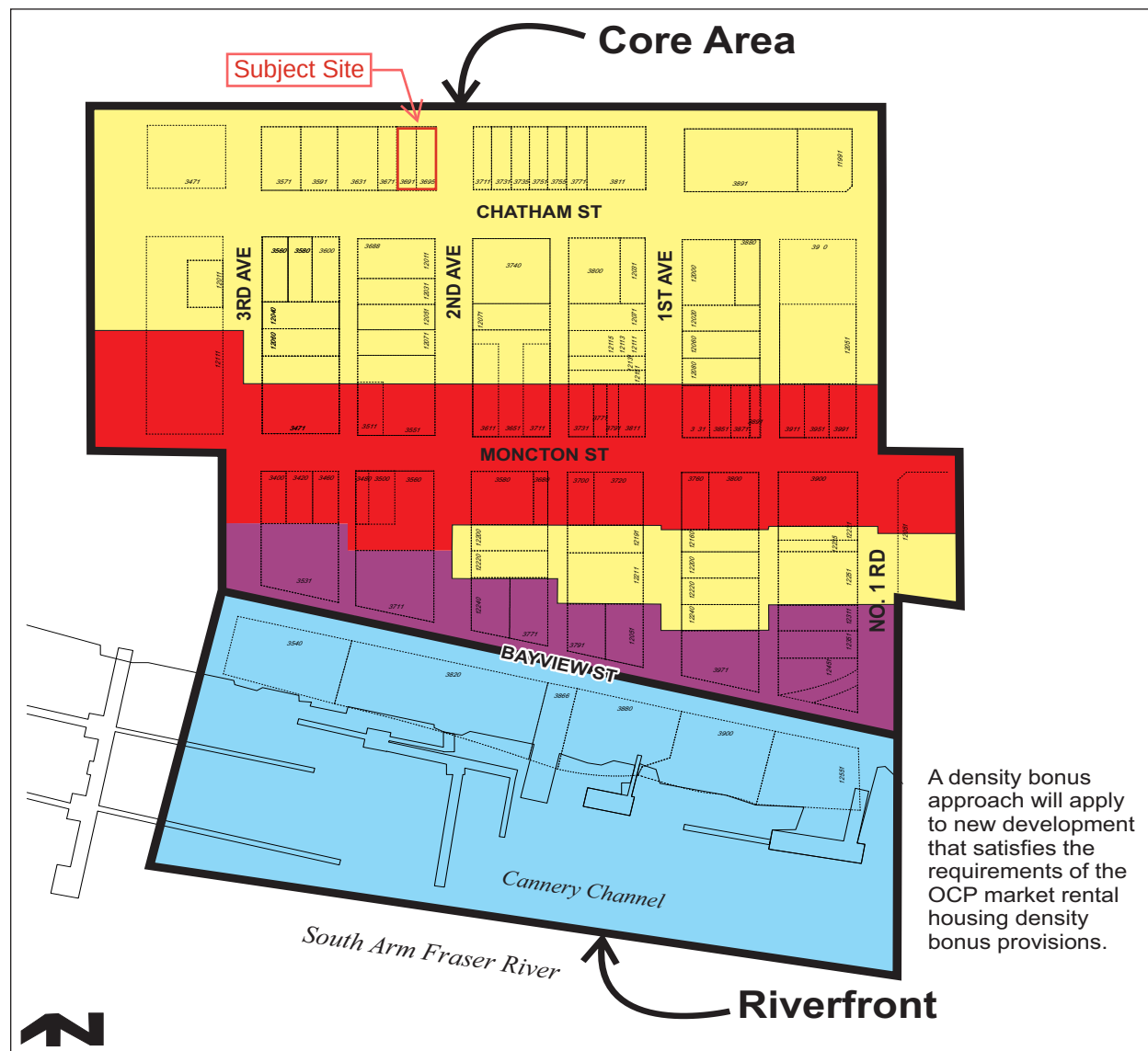
Applicant: Interface Architecture Inc.

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Okus Homes Inc	TBD
Site Size (m²):	737 m ² (7,929.8 ft ²)	No change
Land Uses:	Vacant	Mixed Use (commercial and residential)
OCP Designation:	Local Villages -Tier 1	No Change
Area Plan Designation:	Heritage Mixed-Use (Commercial-Industrial with Residential and Office above)	No Change
Zoning:	Steveston Commercial (CS3)	Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)
Number of Units:	Vacant	7

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.6	1.6	none permitted
Buildable Floor Area:	Max. 1,178.7 m ² (12,687.6 ft ²)	1,172 m ² (12,618 ft ²)	none permitted
Lot Coverage:	Max. 100%	82%	none
Setbacks (m):	No front, rear or side yard setback	No front, rear or side yard setback	none
Height (m):	Max. 12 m	12 m	none
Off-street Parking Spaces – Total	Commercial - 4 Residential - 9 Visitor - 2 (shared with Commercial)	Commercial - 4 Residential - 9 Visitor - 2 (shared with Commercial)	none
Off-street Parking Spaces – Small Car	Max 50% Permitted	Commercial - 2 Residential - 2	none
Class 1 Bicycle Parking Spaces - Residential	Residential - 9 Commercial - 1	Residential - 9 Commercial - 1	none
Class 2 Bicycle Parking Spaces - Residential	Residential - 2 Commercial - 1	Residential - 2 Commercial - 1	none

Steveston Village Land Use Density and Building Height Map

Bylaw 10392
2022/12/22

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

Bylaw 10392
2022/12/19

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

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

Bylaw 10392 2022/12/19 *** Maximum building height along the south side of Bayview Street shall not exceed two storeys above finished site grade.

**Excerpt from the Minutes to the
Richmond Heritage Commission Meeting**

**Wednesday, March 19, 2026 - 7:00 pm
Microsoft Teams Online Meeting**

Rezoning application for 3691 and 3695 Chatham Street – RZ 24-042233

Judith Mosley, Heritage Planner, introduced the rezoning application. The proposal is to rezone the site, which is located in the Steveston Village Heritage Conservation Area but is not a protected heritage property, from Steveston Commercial (CS3) to a site-specific zone to allow for development of a three-storey mixed use building with commercial at grade and seven residential units above.

Ken Chow, project architect, and Hugh McLean, heritage consultant, provided an overview of the proposal with reference to a PowerPoint presentation, including the context, history of the site, details of the development proposal and design rationale. This included the following information:

- The proposal is a three-storey mixed use development with commercial spaces and parking on the ground floor and seven residential units on the top two floors.
- The site fronts Chatham Street and 2nd Avenue and has lane access at the rear.
- The design is expressed as multiple buildings in response to the site's historic lot lines including two distinct facades facing Chatham Street and an additional building across the rear of the property linked to the corner Chatham Street "building" with a two-storey connection facing 2nd Avenue.
- Historic use of the property has been residential. A house was built on the property in 1913. Records indicate it was rebuilt in 1950. The one-storey, stucco-clad house was not identified as a heritage building.
- Stucco cladding on the two-storey connection was proposed to reference the house previously on the property.
- Windows on the Chatham Street façade are proposed to exceed the design guidelines maximum 40% of façade width on the upper floors, to provide more natural light to the residential units.
- The proposal features durable materials and colours in keeping with the character of Steveston Village.
- The project team has considered the development permit guidelines and context.

In response to the Commission's questions, the following additional information was provided by the project team and City staff:

- No photographic record of the original house on the property has been found to date.
- The demolition permit for the house on the property was issued in 2025.
- Materials from the house such as the stucco cladding were not identified for salvage for reference in the proposed development.
- A Development Permit process will follow once the rezoning application receives third reading of Council.
- Detailed design of off-site improvements will be addressed through a Servicing Agreement, including street trees and possible stormwater management measures.

The Commission provided the following comments:

- Overall, the character and massing of the proposed building will fit well within the context.
- Translucent windows to the parkade will provide natural light.
- As a rare example of a house remaining in Steveston Village, the history of the former dwelling could have been further established and documented and considered for inclusion as a protected heritage resource in the Heritage Conservation Area.
- Design development should be undertaken for the 2nd Avenue two-storey portion. Consideration of a more contemporary treatment of this element (including the residential entrance, lobby, vertical circulation and frontage of the second floor courtyard) is encouraged to complement and contrast with the development's heritage-inspired elements and enhance the sense of individual buildings.
- The proportion of windows on the Chatham Street façade is appropriate.
- The proposal is well planned for the constraints of the site.

Commissioners expressed concern that the development's large scale, heritage inspired facades did not reflect Steveston Village's historic formats but noted that the design approach was consistent with previously supported developments nearby. Commissioners further noted that it is important for new buildings to be respectful while also providing variety and attractive, interesting streetscapes.

The Commission thanked the project team for the presentation and indicated that further design development should be undertaken based on the comments provided. The Commission requested that the proposal be reviewed again by the Heritage Commission during the Development Permit process.

It was moved and seconded:

That the Richmond Heritage Commission supports the rezoning application for 3691 and 3695 Chatham Street (RZ 24-042233) subject to consideration of the Commission's comments and further design review by the Commission at the development permit stage.

CARRIED



Heritage Assessment and Design Consultation

3691-3695 Chatham Street, Richmond

September 2026





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1. INTRODUCTION

1.1. SITE INFORMATION

Primary Address: 3691-3695 Chatham Street, Richmond

Neighbourhood and Zoning: Steveston; CS2

Legal: Lot 1 and 2, Block 3N, Sub-block 21, Section 3, Range 7W, Plan NWP249

Zoning: CS3 (Existing); CD (Proposed)

Type of Resource: Building; Residential; Multiple unit dwelling

Historic Name: None

Original Owners: George and Margaret Jarvis (1950-1964) (City of Richmond Archives and 1944-1950 Tax Assessment Rolls)

Date of Construction: 1950 (Tax Assessment); demolished, 2025

Architect: Not known

Builder: Not known

Heritage Status: Not listed on Richmond Heritage Inventory, situated within Steveston Heritage Conservation Area

1.2. PROJECT SUMMARY

3691-3695 Chatham Street is situated in the southwest area of the City of Richmond, commonly known as Steveston (Figure 1). While the building is not formally registered as a historic resource, it is located within the Steveston Heritage Conservation Area (HCA), and does contribute, albeit in a limited way, to the historic context. The City's updated requirement is that such a development in the HCA no longer requires a Heritage Alteration Permit as part of any Development Permit.



Figure 1: 3691-3695 Chatham Street (outlined) in context to Steveston.

The project as presented in this report consists of a rezoning from CS3 to CD / site-specific ZMU Zone (Commercial mixed-use Steveston village) and a development permit as part of a redevelopment that would see the removal of the modest dwelling on site and construction of a three-storey mixed use building consisting of two ground-floor commercial units, seven residential units on the second and third floors, and surface parking accessed from the rear lane.

2. HISTORIC AND CURRENT CONTEXT

The properties on which the proposed development is located, at the northwest corner of Chatham Street and Second Avenue, is located on the northern fringe of what is defined as the “Core Area” of the Steveston Heritage Conservation Area, along a transitional-commercial street that is generally considered secondary to Moncton Street, which is the historic and primary commercial street (Figure 2).

3691-3695 Chatham Street, built in 1950, is now demolished: it was a single-family dwelling that straddled two parcels that defined the earliest subdivision of the community. With its demolition, the site is currently vacant. Records indicate that there was a previous residential building on this site.

Map 1 - Steveston Village Heritage Conservation Area (HCA):
Resources and Modified 1892 Historic Lot Lines Map



LEGEND

	Non Heritage Building		Identified Heritage Resource		Historic Lot Lines
①	3811 Moncton St.: "Japanese Doctors'/Hospital Office" relocated from 4091 Chatham St.	⑦	3580 Moncton Street "Hepworth Block"	⑬	3831 Moncton Street "Ray's Drygoods/Budget Appliance"
②	3711/3731 Chatham Street "Steveston Methodist Church"	⑧	3611 Moncton Street "Marine Garage"	⑭	3871 Moncton Street "Bare Basics"
③	12011 3 rd Avenue "Steveston Courthouse"	⑨	3680 Moncton Street "Wakita Grocery"	⑮	3891 Moncton Street "Tasaka Barbershop"
④	12111 3 rd Avenue "Sockeye/Steveston Hotel"	⑩	3700 Moncton Street "Redden Net/ Atagi Building"	⑯	12191 1 st Avenue "Japanese Buddhist Temple"
⑤	3460 Moncton Street "Dave's Fish & Chips"	⑪	3711 Moncton Street "Cannery Café"	⑰	12311 No 1 Road "Prickly Pear Garden Center"
⑥	3480 Moncton Street "Watsida Building/ Riverside Art Gallery"	⑫	3811 Moncton Street "Steveston Museum/Northern Bank"		

November 27, 2018

Figure 2: Steveston Heritage Conservation Area Map, City of Richmond, Planning Bulletin #3.
3691-3695 Chatham Street outlined.

2.1. STEVESTON HISTORIC AREA

The development of Steveston's historic core area through the late 1800s and into the early 1900s began as a result of the abundance of fish, primarily salmon, that passed into the mouth of the Fraser River, which resulted in construction of canneries to process the fish. It was new fish processing technology developed in the 1880s that allowed for canning, which required the fresh stocks to be as close as possible to the processing. Steveston also served as a service centre for Richmond's agricultural community as the area began to be settled and farmed. Its prosperity, driven in large part by the nearby canneries, was fueled in large part by labour which included First Nations, and those of Chinese and Japanese descent.

The original layout of the village, as illustrated by the 1892 survey plan (Figure 3), had a commercial core focused along Moncton Street and with some commercial running along the cross-roads, mostly between Moncton and Bayview Street. To the north of Chatham Street were urban-sized lots, intended to be developed as residential. This reflected the optimism of that time, led by W.H. Steves, who purchased the land that would become the townsite: his vision was for a town that would rival Vancouver.



Figure 3: Original 1892 Survey Plan, subject site outlined.
Source: City of Richmond Archives Map 1990 14 6.

As the village gradually began to develop in the mid to late 1890s, the focus of commercial development was along Moncton Street between Third Avenue and No. 1 Road, and to the docks located along the mouth of the Fraser River (Cannery Channel). The growth, prosperity and overall optimism, both economic and cultural, were evident in the construction of an Opera House in 1890.

However, despite W.H. Steve’s dream of rivaling Vancouver, the buildings that were developed in the 1890s and through the early 1900s along Moncton Street reflected more of a modest working-class community that was dependent on a cyclical industrial economy, servicing local agricultural areas and the canneries. The commercial buildings, while ornate in some cases, such as the 1894 Sockeye Hotel and London Hotel built around the same time, were otherwise mostly modest one or two-storey wood frame structures. Similarly, the residential design was, for the most part, of a simple style, located along Chatham Street and beyond, outwards to the farming area – consisting of single-family dwellings and farmhouses.

Telephone service was implemented as early as 1895. A further boost occurred around 1904, following the 1902 completion of a rail line to Steveston by the CPR. By 1905 that rail line was leased to the BCER and electrified, which allowed for the Interurban to use the route; this also provided electricity to the community. Known as the “Sockeye Express” (Figure 4), the interurban ran as frequently as every hour, “attaining 90 km/h on the flat lands of Richmond.”¹ It took 45 minutes to get to downtown Vancouver. The last run of the Marpole-Steveston tram took place in 1958.

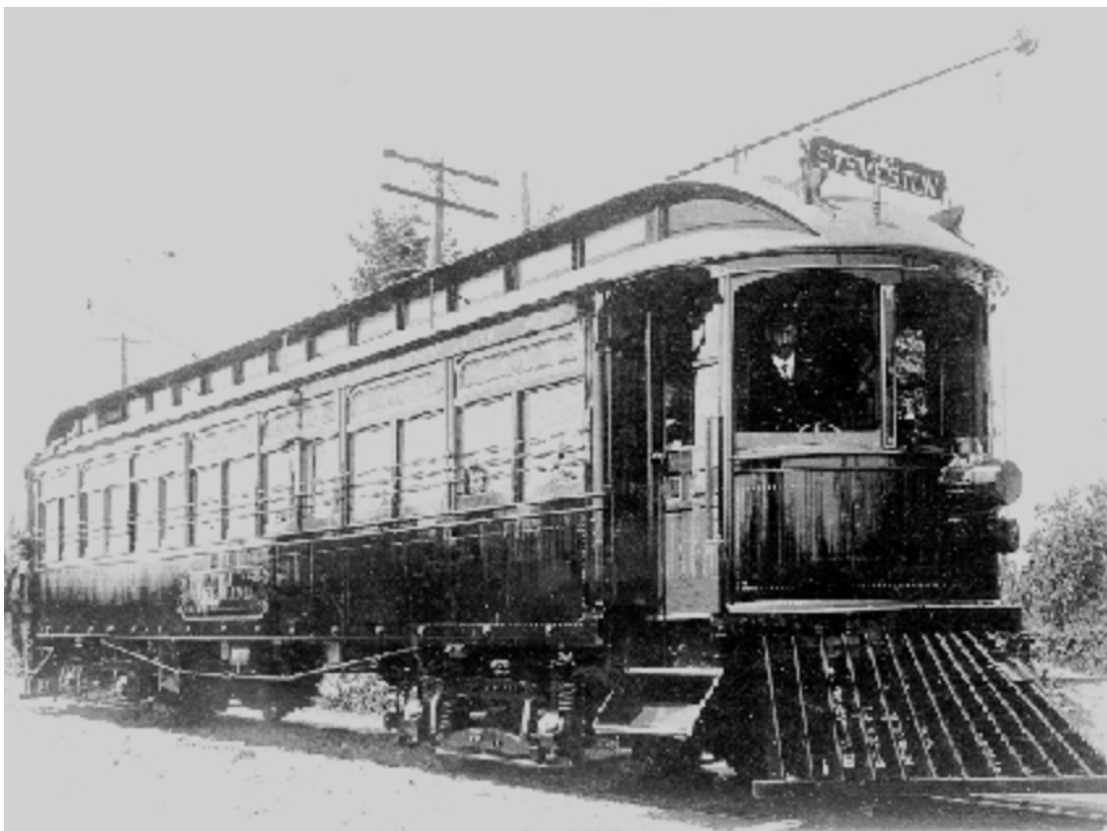


Figure 4: An Interurban Tram, 1906

¹ *Historical Atlas of Vancouver*, Derek Hayes, Douglas & McIntyre, 2005, p. 66.

Source: Source: Source: Community Stories – Steveston Recollections, The History of a Village, Steveston Museum.

https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=0000591&hs=0&rd=263624#

By 1906, there were 18 canneries set along the two miles of foreshore making up the Fraser River waterfront. Steveston became the largest centre of commercial fishing in Canada. The Northern Bank (which later became the Royal Bank) was in place on Moncton Street by that time. This economic growth continued into the early years of the second decade. By 1912, however, the growth was beginning to peak, similar to other areas of the Lower Mainland.

The decline in the salmon Industry starting in 1913, followed by a depression in world markets that had hit by 1914, had profound impacts on all communities on the west coast, including Steveston. The economic growth tied to the canneries along the river also led to major downturns.

Further devastation occurred with the fire of May 1918. The Star Cannery was the source of the fire, caused by accidental ignition from an oil lamp (Figure 5). This, combined with several bad fishing seasons, resulted in the closure and merging of several canneries.



Figure 5: Charred pilings of the Lighthouse, Steveston and Star Canneries after the fire of 1918. Source: City of Richmond Archives, 1971 1 242.

The fire's impact on the canneries and parts of the village was traumatic. It spread quickly, fueled by strong winds, and destroyed three canneries and three hotels and put roughly 600

workers – predominantly First Nations, Japanese-Canadian and Chinese-Canadian – out of work. It also destroyed many buildings on the south side of Moncton Street, as far east as First Avenue. However, it did not spread to the north and into Chatham Street.

Over the first several decades of the 20th century, Steveston became a focus of Japanese-Canadian settlement, second only to Powell Street in Vancouver. Similar to Powell Street, by the 1930s the commercial development along Moncton Street expanded. The success of Japanese-Canadians was reflected in the community over time, with business owners who were tenants acquiring ownership of many buildings. The prosperity and importance of that community was also evident with a separate Japanese School and Japanese hospital. The community endured until the forced relocation from the west coast and the internment beginning in 1942.

Japanese-Canadian fishermen were allowed to return to the west coast for the duration of the fishing season in 1949; the first evacuated Japanese-Canadian families were permitted to return to Steveston in 1951. Two years later, the Japanese United Church and Steveston United Church merged, and a new Buddhist temple opened on Gary Street in the 1960s to serve the growing Japanese-Canadian congregation. Nevertheless, Steveston's Japanese-Canadian community did not receive official restitution until 1988, which materialized in the official opening of the Japanese Canadian Cultural Centre in 1992.

Local examples of Canada's postwar general economic wealth and modernization were expressed in the upgrade of stores and the pavement of Moncton Street, including concrete sidewalks. In 1957, the Steveston Community Centre opened on Moncton Street, and in 1966, the expansion of the British Columbia Packers facilities was completed.

As was the case throughout Canada, demolition, preservation and development congruently characterized change occurring in Steveston starting in the 1970s. Merchants battled for the revitalization of Moncton Street, a court case settled a rezoning proposal dispute at Garry Point in favour of community groups, the Gulf of Georgia Cannery was declared a National Historic Site (Figure 6), and the 1895 landmark, Hong Wo store was demolished. A downtown Steveston revitalization program was initiated in the mid-1980s. Garry Point Park opened in 1989, and in 1992, the Britannia Shipyard was declared a National Historic Site. Various rezonings altered Steveston's small-scale and fishing industry character into denser residential areas and a mixed commercial-residential core.



Figure 6: Gulf of Georgia Cannery, Steveston, c. 1900. Source: City of Richmond Archives, Henning Wolf Fonds, 1996 13 45.

2.2. CHATHAM STREET – HISTORIC CONTEXT

The development of Chatham Street as the secondary commercial focus of Steveston was not until the flurry of post-war development took place, as it did throughout the Lower Mainland. It spilled over from Moncton Street, which by that time had reached full build-out. By the early 1900s, Moncton Street was the site of many businesses and services. (Figure 7).

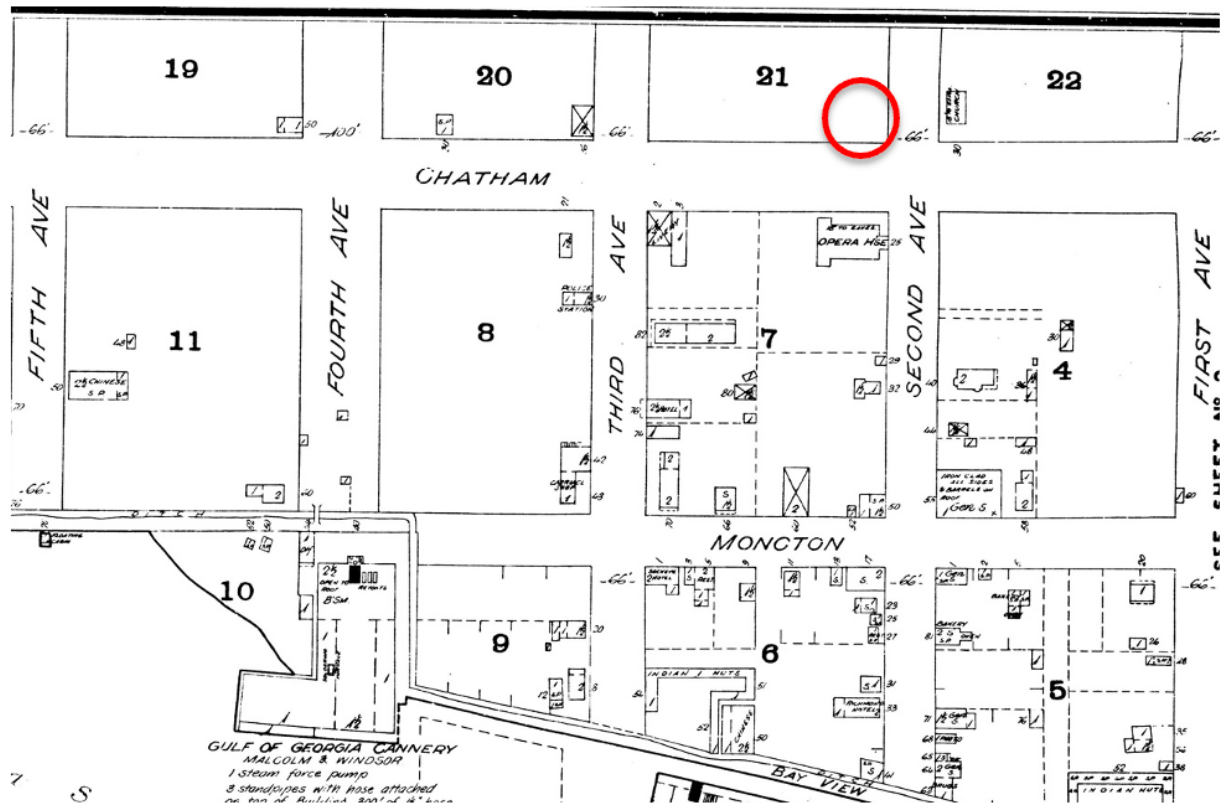


Figure 7: Map of Steveston, ca. 1895-1911. Subject site outlined (undeveloped). Located east of the subject site is the Methodist church. The Opera House is situated south of the subject site. Source: City of Richmond Archives, 1985 132 1.

Chatham Street, on the other hand, remained largely undeveloped. It comprised a scattering of houses and other buildings such as churches (Figures 8 and 9).



Figure 8: Steveston Methodist Church, Chatham Street (1894), 1914. Source: Community Stories – Steveston Recollections, The History of a Village, Steveston Museum.

https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=0000591&hs=0&rd=263594



Figure 9: Inside Steveston Methodist Church, Chatham Street, 1914.

Source: Community Stories – Steveston Recollections, The History of a Village, Steveston Museum.

https://www.communitystories.ca/v1/pm_v2.php?id=record_detail&fl=0&lg=English&ex=0000591&hs=0&rd=263595

Chatham Street retained its predominantly residential character until the late 20th century. Two important exceptions include the Opera House at the southwest corner of Chatham Street and Second Avenue, and the Methodist Church at this intersection's northeast corner. Development on either side of Chatham Street between First and Third Avenues was limited through the first half of the twentieth century. Commercial activity was focused along Moncton Street; other significant density was situated on the blocks between Moncton Street and Chatham Street, between Fourth and Fifth Avenues (Figure 10).

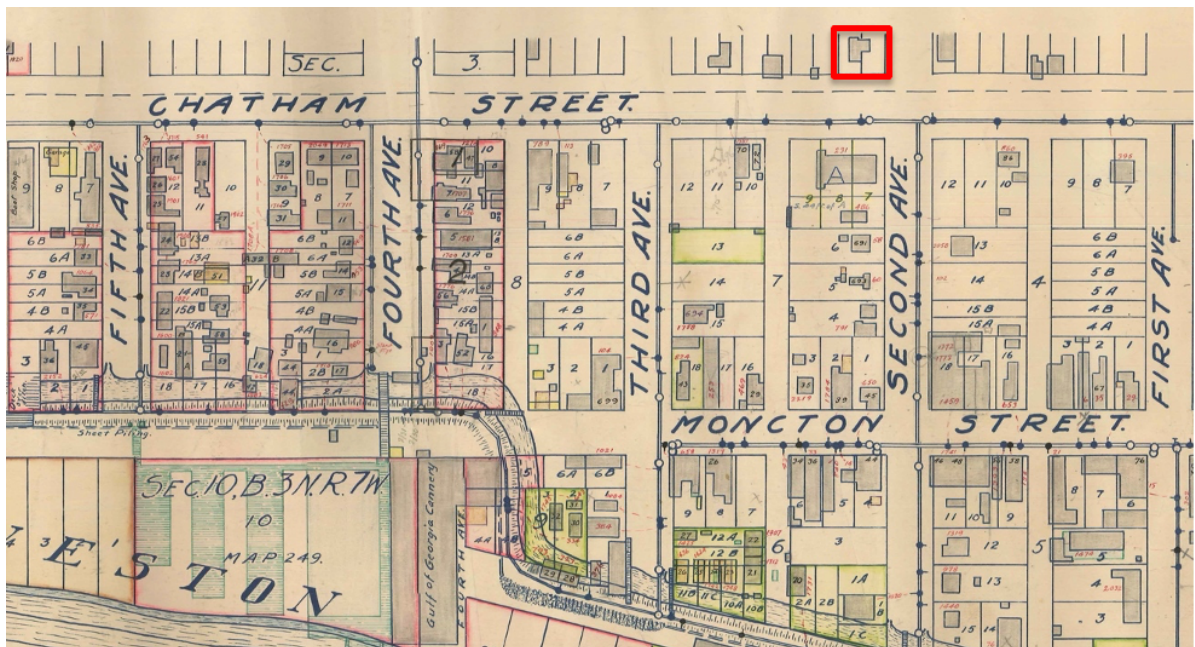


Figure 10: Water works map of Steveston, 1936. Subject site with early structure outlined. Source: City of Richmond Archives, 1991 40 18.

Chatham Street, particularly the north side, retained its low-scale density and predominantly residential character until the 1970s (Figures 11, 12 and 13).

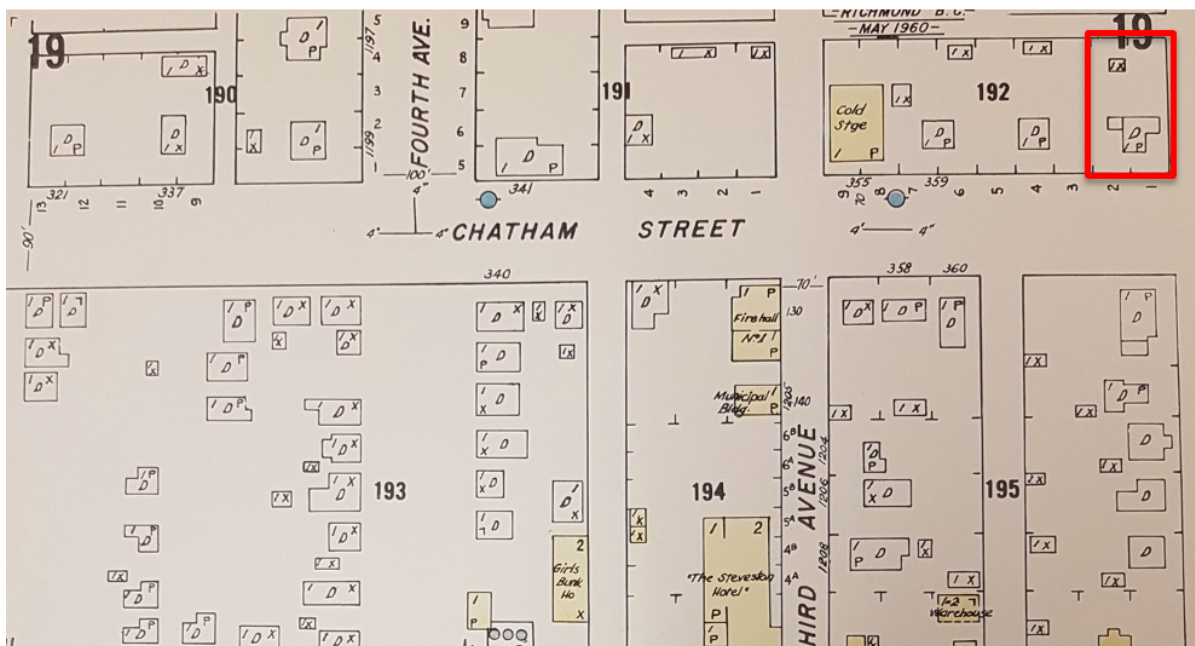


Figure 11: Fire Insurance Plan of the Townsite of Richmond, B.C., 1960. Subject site outlined. The subject house was built, and a shed was located at the rear of the property. The map illustrates Chatham Street's low-density, residential character (buildings marked with a 'D'). Source: City of Richmond Archives, 1985 146 1-38, #19.



Figure 12: Aerial view of Steveston, 1966. Subject site circled.

Source: City of Richmond Archives, 1985 4 210, via Ance Building Services.

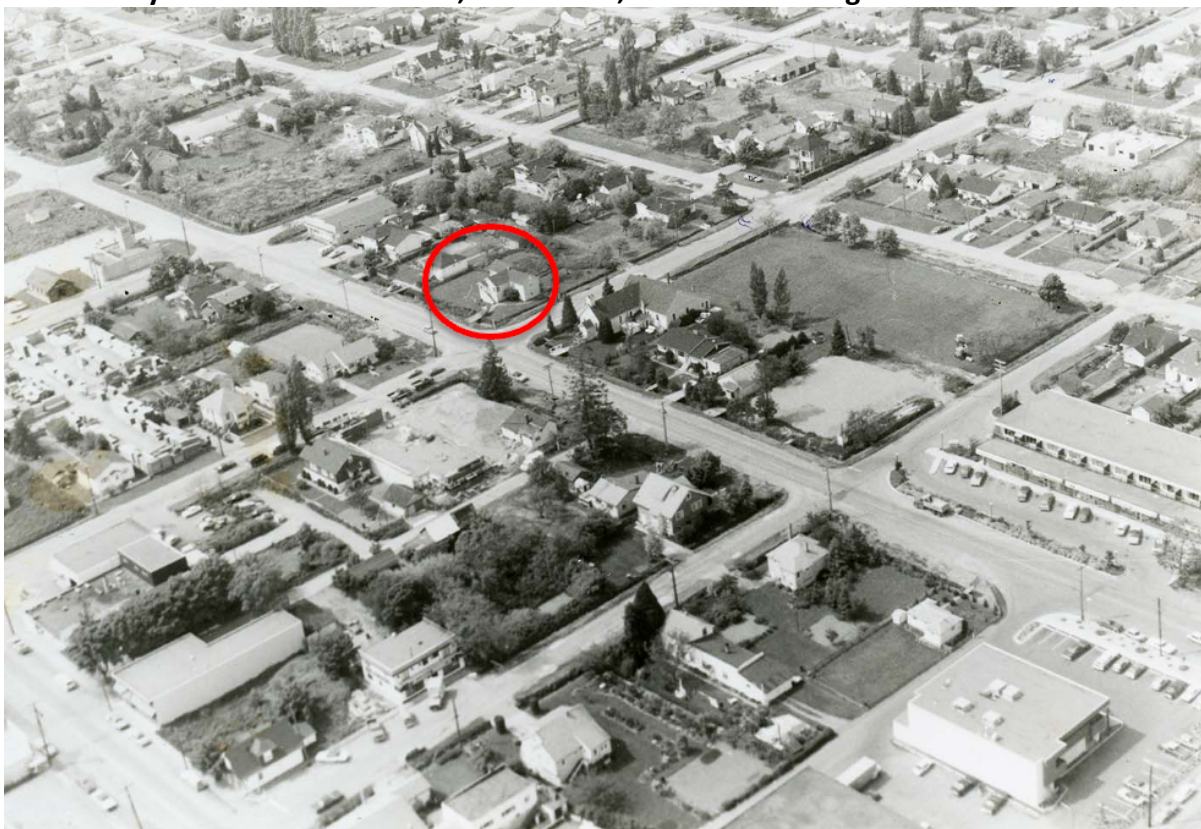


Figure 13: Aerial view of Steveston, 1977. Subject site circled.

Source: City of Richmond Archives, 1978 27 6.

However, as evident in Figure 13, by the 1970s Chatham Street was beginning to evolve from a solely residential street into a secondary commercial area, beginning at the eastern end, at No. 1 Road, with the construction of shopping plazas set back from the road with parking areas set in front.

From this point and well into the 1990s, multi-unit residential, commercial and mixed commercial-residential development took place on Chatham Street, moving westward and drastically altering the street's landscape. This made the subject house the last surviving dwelling on Chatham Street between No. 1 Road and Fourth Avenue (Figure 14). Further to the west, between Fourth and Seventh Avenues, low-rise modest dwellings survive along the north side of Chatham Street.



Figure 14: View of Steveston, 2023. Subject site outlined. Development around the subject site is dated as per available construction years. Source: City of Richmond Interactive Map.

The one listed (i.e. protected) heritage building fronting Chatham Street is illustrated as it compares to the concentration of listed buildings along Moncton Street (Figure 15).

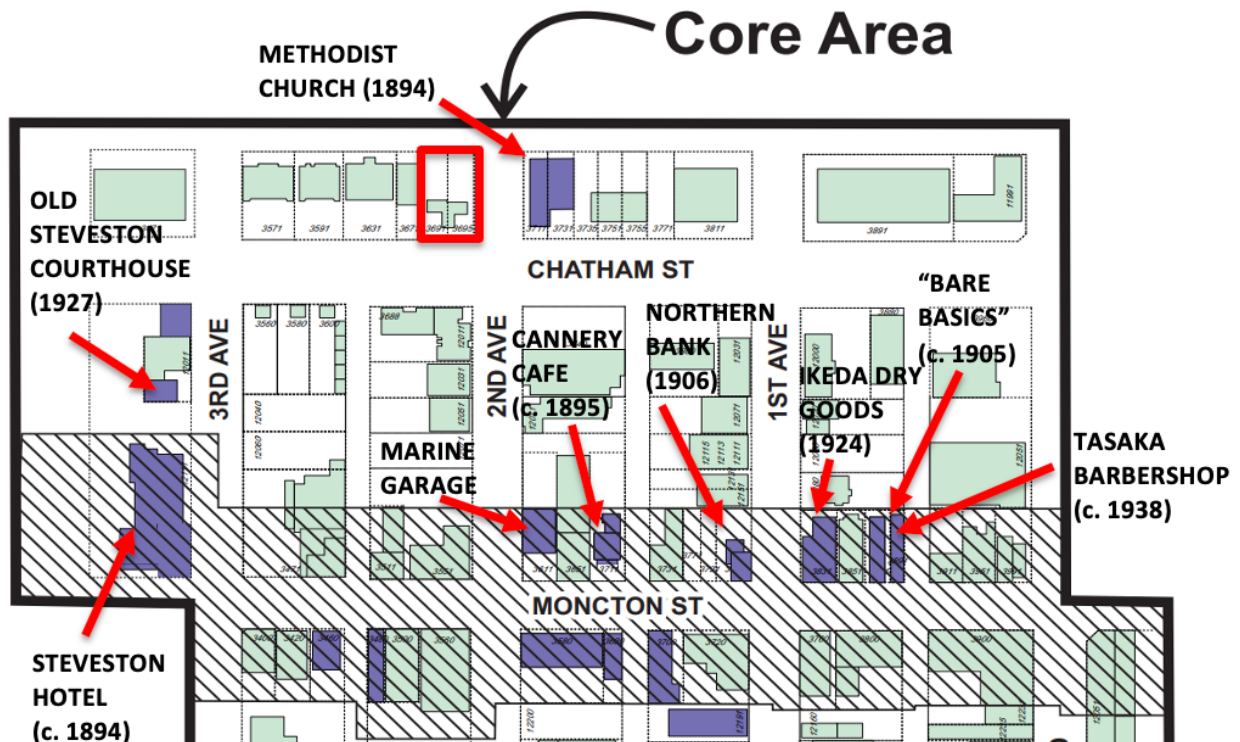


Figure 15: Historic context map outlining listed or protected historic sites along and adjacent to Moncton Street and Chatham Street. Source: Steveston Area Plan, 9-19.

The development pattern along the Moncton Street commercial core, particularly as affected by the 1918 fire, is evident in the ages of the listed buildings along this street. Those on the north side tend to date from the pre-fire era, as this side was saved by being slightly further away from the source of the fire. Chatham Street remained untouched by the fire and as such, as it did not rapidly lose its residential character in the same way that Moncton Street had its commercial character altered.

Collectively and individually, these buildings have become the basis for the creation of the Heritage Conservation Area and have informed the area's design guidelines.

2.3. SUBJECT SITE – 3691-3695 CHATHAM STREET

The first dwelling at the subject site was built in 1913-1920 by Merione and John D. O'Neill and was used as a rooming house. The O'Neills also owned the four lots to the west of the subject site, which all remained undeveloped until the 1930s.

The Jarvis Family purchased the property in the 1940s. For reasons unknown, they demolished the existing house and built the subject house in 1950 (Figures 16, 17 and 18). It remained here until its demolition in 2025.



Figure 16: Subject site, house built in 1950 (front and east side).



Figure 17: Subject site, house built in 1950 (east side).



Figure 18: Subject site, house built in 1950 (rear).

As outlined above, residential use on Chatham Street was common throughout the twentieth century, as this pattern only began to change in the 1970s. The subject building has been surrounded by larger developments and is the only example of mid-century architecture surviving in this part of Steveston. The development pattern for this site, though, does not have any connection to that commercial redevelopment that became common along Chatham Street in the 1960s and 1970s, as the subject site remained unchanged from its original residential use. The only notable characteristic pertaining to development pattern is the lack of activity on a street that underwent rapid change in form, use and pattern in the latter half of the 20th century.

Margaret and George Jarvis lived at the subject house – then listed as 369 Chatham Street – with their two sons, William and Stanley. When George died in 1958, Margaret continued to live at the house until she passed away in 1964.

Gwen and Paul Brentzen moved to 369 Chatham Street in 1965 and lived there with their four children, Paul, Richard, Joyce and Janice. During their residence in 1977, Richmond's addresses were changed (adding 0 or 1 to the existing house number), which meant that the subject site's new address became 3691 Chatham Street.

Residents changed more often in the 1980s, which is an indication of the dwelling being used as a rental home. To conclude, there is no known historical association with persons, events or other activities tied to this building.

City Directories for 3691 Chatham Street

YEAR	STREET ADDRESS, BUSINESS, INDIVIDUAL
1944-1964	Jarvis Family
1965-1978	Brentzen Family
1979	Unknown / no name listed
1981-1982	K.R. Clark
1983-1987	A. Calnek
1988	Unknown / no name listed

Common to many buildings of the mid-twentieth century, the architectural detailing and overall merit was minimal as it was designed at a time when newer simpler styles were being explored on the west coast. However, unlike West Coast Modern, this house demonstrated no innovative construction technologies, materials or style. It was a very simple vernacular style of the post-war era.

From purely an architectural assessment, there are aspects that correspond with a 1950 date of construction and apply to many houses that range from 1935 to 1955. This was a response to the winding-down of the “Craftsman” era in the Lower Mainland. In particular, the windows on this house, which at the time of its assessment were no longer visible (either removed or covered up) but were visible in recent streetview photographs, correspond with this era. This included a move away from solely double-hung windows, with or without muntins in the upper sash, to a more “modern” application of bold multipaned windows, placement of windows on a corner setting (i.e. “wrap-around”) rather than centred on a wall, bold horizontal muntins and the dominant use of stucco rather than lap siding or shingles, and much more modest front entry porches. This is illustrated in Figures 19 to 21.



Figure 19: Subject site, illustrating the historic wrap-around (corner) window as the dominant design element at the front



Figure 20: Subject site, seen from Second Avenue, illustrating the lack of other competing or dominant design elements on the exposed street sides of the house



Figure 21: Subject site, limited rear face seen from the lane, illustrating the tripartite window arrangement with bold horizontal muntins on the flanking windows

Its evolution is illustrated in a comparison between the previous house at this site and the subject house (Figure 22).

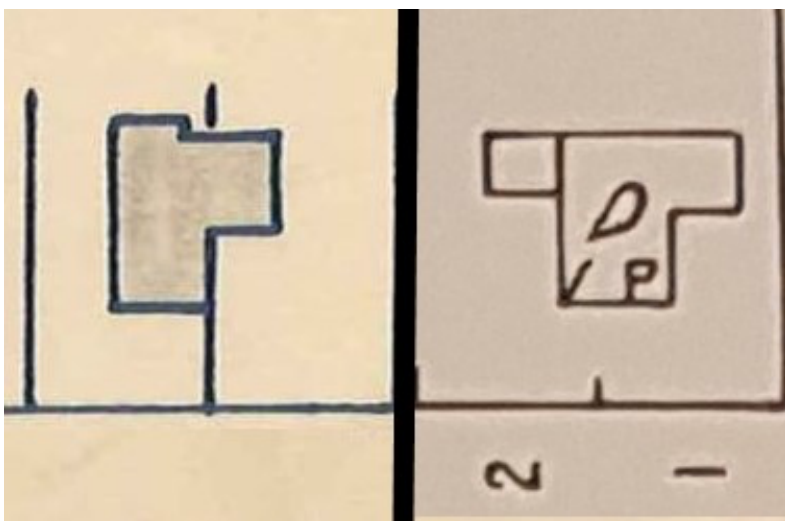


Figure 22: Comparison image of the previous house at the subject site in 1932 (left) and the subject house in 1960 (right) – noting that the house was built in 1950. Whereas the earlier house was mostly located on lot 2, the subject house is centered within the two lots. There are no archival photographs available of the older (c. 1920) dwelling. Sources: City of Richmond Archives, 1991 40 18 and 1985 146 1-38, #19.

2.4. CHATHAM STREET – CURRENT CONTEXT

The area's diversity stems from the historical and cultural components, visually expressed through a collection of buildings that range from the 1890s and well into the 20th century. Most of the earlier (i.e. historic) buildings are such a simple expression of commercial development at that time (i.e. Vernacular style) that their tangible value is as much in the collective streetscape as it is in the individual components; however, these are primarily centred along Moncton Street and are not found on Chatham Street.

The architectural Importance – the tangible heritage values – stem from the historic development (i.e. listed heritage resources) which is reinforced by intangible values that are present.

Along Chatham Street, some of the buildings, such as the subject site, do not integrate well into the community: this is not in a historic sense, but rather primarily because of the shifting uses and form of development along Chatham Street, namely evolving over the second half of the 20th century, from a primarily residential street to a ground-floor commercial use with residential above. Other sites on Chatham Street do not integrate well simply because of a rudimentary design and an early emphasis on the automobile, with parking set in front and the development being completed prior to any design guidelines being in place. However, particularly some newer developments on Chatham Street, achieve a better sense of place through the use of varied massing, simple Vernacular styles, materials, fenestration and signage that complements the surrounding historic resources – these would have been developments completed in the last 10-20 years, when there was some semblance of design guidelines.

These newer developments along Chatham Street have had variable success in drawing from the historic character of Steveston. Some, and primarily the newest developments, have drawn their inspiration from the older collection along Moncton Street – since there was no historic commercial precedent along Chatham Street – and follow designs that are respectful of the local area, following one of the key objectives of the Steveston Area Plan, and associated Guidelines.

Examples of both poor and good local area design along Chatham Street are illustrated below (Figures 23 and 24).

They involve a variation of forms, streetscape retail continuity with inviting storefronts, cladding, fenestration, circulation, viewpoints and signage. Wood is the predominant material and variation in colour provides additional visual interest.



Good corner presence with low massing but neighbouring development shows a weak street presence, using “heritage” components but set back notably to accommodate parking



Weak presence in attempt to recreate “heritage”



Cornice articulation, weaker in other respects.

Strong street presence and good articulation



Reasonable degree of street presence

Figure 23: South side of Chatham Street, examples of which do and do not follow the desired historic character (parapet/cornice, siting, cladding, façade articulation and window pattern)

Façade articulation and siting



Good corner presence and siting (left), desirable design elements and cladding (right) but siting is poor



Desirable design elements and cladding but siting is poor



Historic street presence (former church) and good presence with some articulation on adjacent low-rise

Figure 24: North side of Chatham Street, examples of which do and do not follow the desired historic character (any combination of siting, parapet/cornice, siting, cladding, façade articulation and window pattern).

2.5. SUMMARY

The subject site was first developed in the early 1900s and is as such immediately associated with the growth of Steveston. However, for reasons unknown, the original house was demolished – it may have been dilapidated or had a fire, or simply been too small for the new owners – and neither building material nor archival material (other than maps) survives that could enhance our knowledge of this early structure. Hence, this assessment only concerns the analysis of the current dwelling on the subject site.

The house at 3691-3695, demolished in 2025, was an example of typical post-war development. It was built as an affordable, one-storey model house and was clad in stucco. The house had some limited historic value for its association with the Jarvis Family, who built the house, as well as the Brentzen Family, who lived at the dwelling for thirteen years. However, the values do not extend beyond tenure of ownership and tenancy.

Although the dwelling, prior to its demolition, was the last surviving low-scale density building in this part of Chatham Street, it did not serve as a landmark within the Steveston Historic Area. Furthermore, it did not express any intangible value either as part of the development pattern or historical association (beyond tenure, in two cases). Its tangible elements were limited in scope and value and were predominantly the corner wrap-around window on the front, the tripartite window at the rear, and the stucco cladding.

The earliest development of Chatham Street, which initially was entirely residential, evolved in the last half of the 20th century to accommodate a growing commercial core of Steveston, with many sites consolidated into block-length commercial uses with residential above. Those that were developed prior to the introduction of design guidelines that attempted to respect the area's historic context, the developments were inappropriately designed for what was to become a heritage conservation area. Emphasis was placed on modern designs and provision of parking in front, thereby setting the buildings well back from the property lines. This created a poor sense of scale, a generally unattractive place to walk and shop and contrasted sharply with the form of development along Moncton Street.

3. DEVELOPMENT PROPOSAL – 3691-3695 CHATHAM STREET

A new rezoning application was submitted to the City of Richmond Planning Department for a site-specific rezoning to develop a new three-storey mixed-use project from a permitted FAR of 1.0 to a maximum density of 1.59 FAR. The goal is to improve the design and make it more compatible with, complementary to, and respectful of, the heritage character of Steveston. It is important to note that, with the update to the Heritage Procedures Bylaw in 2023, a Heritage Alteration Permit is no longer required in addition to a Development Permit for this proposal.

It is that application on which this design consultation report is based.

The site is located on a property in the Steveston Village Heritage Conservation Area. The site is currently vacant, and until 2025, contained a one-storey dwelling, which was not a listed heritage resource and had neither tangible nor intangible heritage value.

The purpose of the development is to:

1. Develop a new mixed-use building, comprising two commercial retail units fronting Chatham Street and seven residential units above, that respects the form, scale and character of the surrounding historic area, and streetscape, by way of massing and spatial separation, and detachment from the heritage resources with a use of appropriate design and other fenestration.
2. Use massing, fenestration and materials that are highly distinguishable yet complementary to the neighbouring heritage buildings and acknowledge the house that is presently on site through the use of certain elements and materials.
3. Apply a colour scheme that is appropriate to the historic character of the local area.
4. Achieve ground level street-oriented retail units along Chatham Street to activate the pedestrian realm.

The manner in which the guidelines have been covered, and successfully met, are outlined in the following sections.

3.1. DEVELOPMENT TIED TO LOCAL PLANNING OBJECTIVES

The development meets a number of local planning objectives. The site does present some limitations due to its size, and the use that is currently (and historically) been in place, particularly the single-family form, is no longer viable on Chatham Street. However, it also presents an excellent opportunity to integrate principles that will enhance the heritage character of Steveston Village. These include:

- Placement on the lot, at front lot lines
- Historic lot pattern – required to be reflected as per the Steveston Area Plan
- Strong corner orientation
- Rhythm of building form assisted by vertical division distinguished by use of materials, height, window patterns, cornices, etc.

The historic lot pattern, as defined in the 1892 survey plan of Steveston, reflects narrow lots fronting Chatham Street, including this site, and the Steveston Area Plan requires this to be integrated into the design of the new building on the subject site (Figure 25).

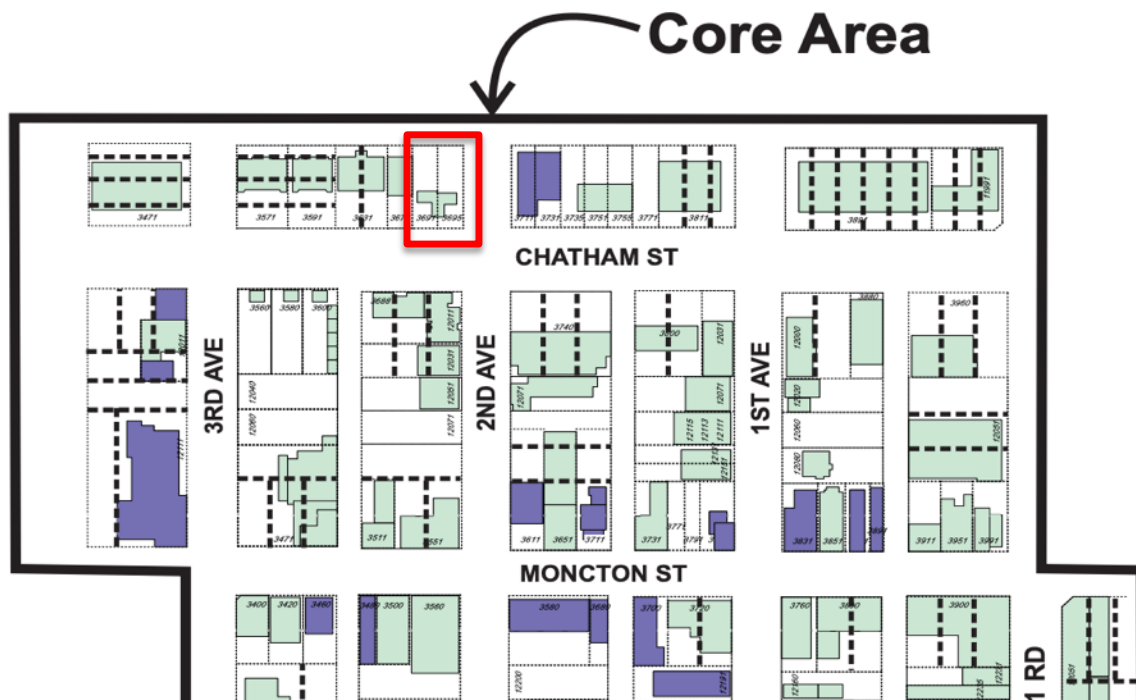


Figure 25: Subject site and historic lot lines map based on 1892 survey plan
Source: Steveston Area Plan, 9-29.

3.2. DEVELOPMENT DESIGN PRINCIPLES AND RATIONALE (PRECEDENT)

3.2.1. HISTORIC CONTEXT AND SITE CONSIDERATIONS

As noted above, although there are no bold dashed lines on Figure 25 that illustrate **historic lot lines** currently identified on the subject site; however, it is understood that the direction on the design approach, and the way in which any new development should be expressed vis a vis “historic lots” and follow this pattern in order to abide by current policy. In addition, further consideration has been given to the ways in which some of the history and context of this site can be captured in the new development, recognizing the design challenges that exist between its form changing from a modest, relatively unadorned, mid-20th century one storey single family dwelling to a low-rise multi-use development.

The rationale for the support of this development proposal, in its current form, is the historic development pattern of Steveston in general, and more relevant to those successful (newer) developments on and adjacent to Moncton Street. As noted in the following section as well, few “successful” designs have yet to be completed on Chatham Street, as most were completed prior to design guidelines for the historic area, and many gave priority to the automobile (i.e. parking with generous front setbacks).

The application of smaller-scale storefronts in a three-storey form can create a **rhythmic division of the streetscape** that reflects both the historic lot expression of the subject site, and the original subdivision layout of Steveston. This is the objective here.

The design should integrate **materials** and **window and door openings** that are compatible with, and historically represent, early Steveston. This includes wood or metal doors and large storefront (picture) windows at street level with minimal divisions (muntins), and with windows and doors featuring wood as the primary material (unless Building Code provisions tied to life safety or spatial separation dictate otherwise). The design should also draw from the current dwelling, acknowledging the historic single-family use of this site, and beyond, as Chatham Street was historically not commercial.

The rhythmic pattern of windows on the upper floors should be in either single-set, paired or tripartite windows, with strong divisions of mullions and trim. Double hung windows are the expected profile on the upper floors. Rectangular form for double-hung windows should be the norm. This also opens up the opportunity to integrate select components of fenestration, form and cladding into select components of the new design that recognize and acknowledge the current single-family form and use on site. This is further explained in detail in the following section.

The fact that this site will be entirely new and is not noted as one of the 17 resources that are to be protected and have a high level of conservation achieved, is the rationale for recommending that the upper floor windows (but not the storefronts) be considered for high quality vinyl with an appropriate colour (i.e. not white or beige). Because the storefronts are highly visible and, for the most part, better protected than the upper floors, wood frame is the recommended material for this project. In addition, while the recommended material for cladding is also wood, consideration could be made for non-combustible cladding, given that this appears to have been the approach for all the recently approved multi-use developments in Steveston.

Along with variable height, materials, roof form and fenestration patterns, the expression of “separate” buildings within the single one proposed can additionally be accomplished by **colour** application. Likewise, this is also outlined in the following section.

3.2.2. PLANS AND ELEVATIONS

The proposal is to develop a new three-storey mixed-use building that respects the form, scale and character of the wider heritage area, and the existing site, improving upon past developments along Chatham Street by achieving a more compatible yet distinguishable form of mixed-use development. Commercial uses are set at ground level along both the Chatham Street and Second Avenue sides, with residential use

above and parking set at the rear. The site plan is presented as Figure 26 (Source: Interface Architecture).

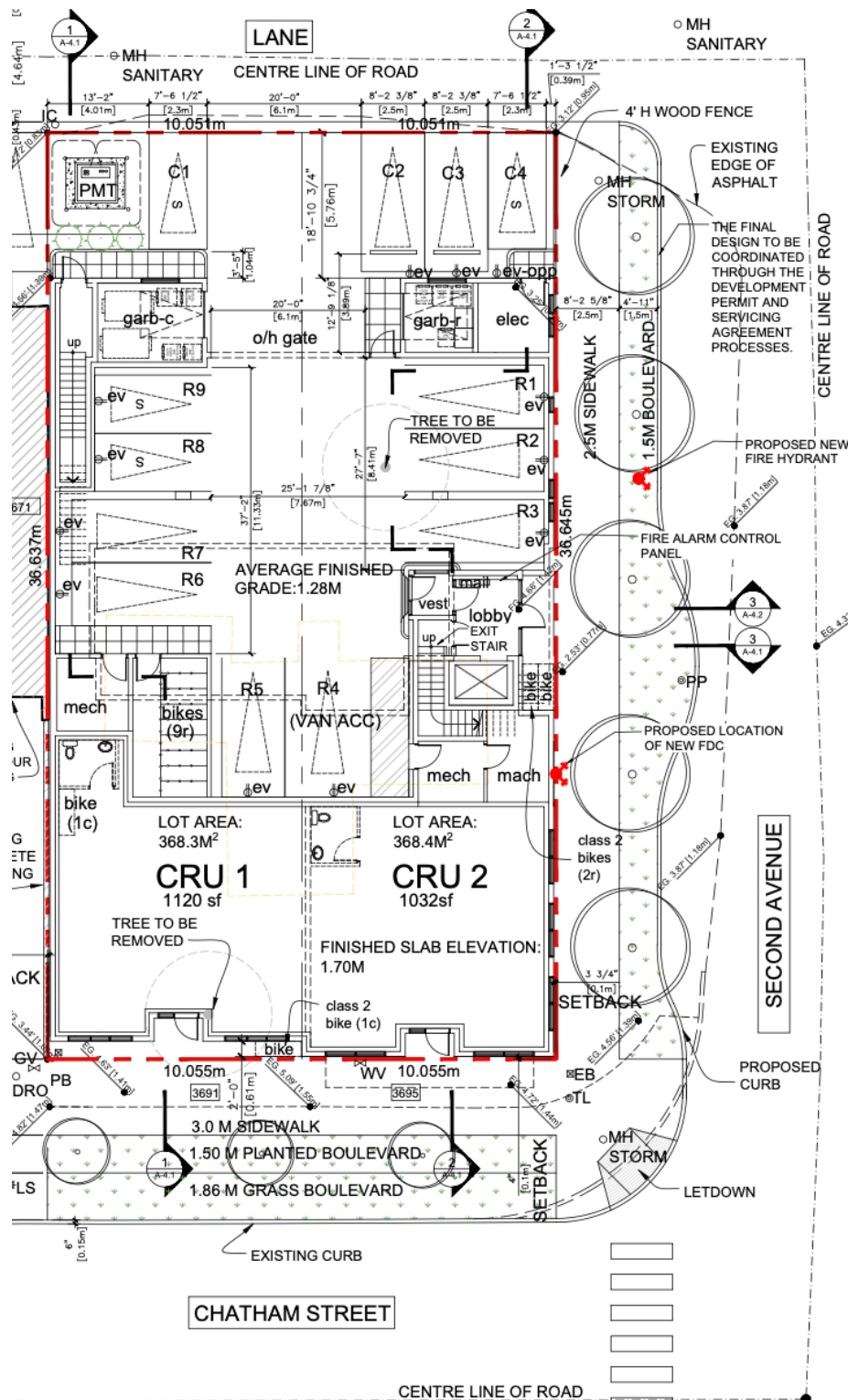


Figure 26: Proposed Site Plan

To achieve this, the proposed design presents a single building but “distinguished” as several smaller buildings grouped together. The design is strongly supported on all major components, with some adjustments to be considered as part of this report.

It is important to note that since there is no historic “precedent” on this site for commercial development – with a modest post-war house remaining – the precedent for establishing a respectful form of development must be drawn from other successful sites in Steveston (few of which exist on Chatham Street).

For the purposes of this report and noting that the overall form of development and its visual streetscape expression is presented in four components, for the purposes of this report, they will be described as follows:

1. The “west half,” namely the section fronting Chatham Street that is situated on the “historic” west lot of the site;
2. The “east half,” namely the section fronting Chatham Street that is situated on the “historic” east lot of the site, and with its side facing Second Avenue, but extending only up to the lobby;
3. The “connector,” comprising a distinctly designed two-storey section that is slightly recessed and connects the western and eastern half to the rear portion and serves as the lobby entry to the residential units;
4. The “rear,” fronting Second Avenue but situated to the north of the lobby entry and spanning the full width of the site at the rear.

This is illustrated in Figure 27 (Source: Interface Architecture).

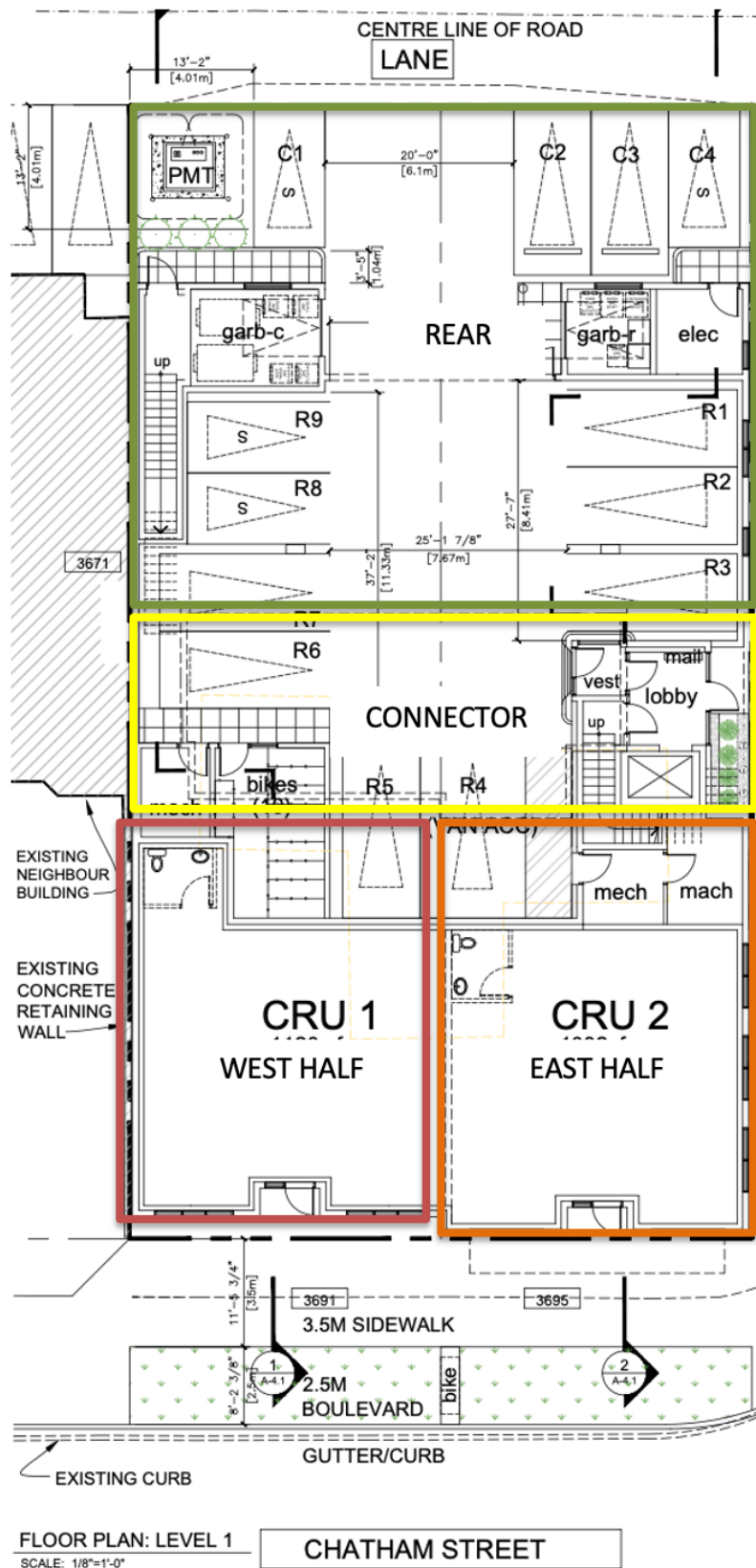


Figure 27: Visual Streetscape Expression - four major components as outlined

For the primary (Chatham Street) face, rather than designing one large, long building spanning the entire frontage, the architect has developed a design that works with the historic lot lines of the site – as illustrated on the map showing historic lot lines in the Area Plan – and has presented this as the “west half” and “east half”. As such, this reduces the visual massing and provides a more respectful form. It also creates a strong streetscape with the building set at the front and side lot lines and large fixed windows presented as commercial retail units (Figure 28 and 29, Source: Interface Architecture).

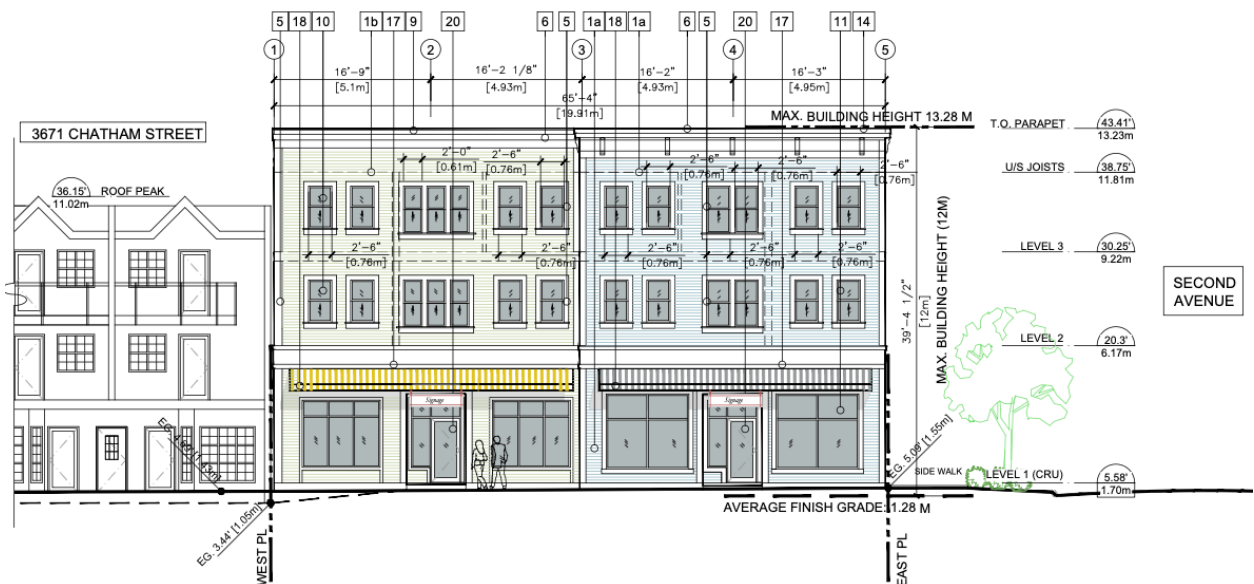


Figure 28: South Elevation (Chatham Street)

For the south elevation, the single building is presented in the form of dominant corner building (the “east half”), with a “separate” building abutting (the “west half”), distinguished by height, window pattern, and other design elements such as parapets (with a slight variation in height) and materials. The storefront, however, is continuous and complementary with a slight variation in its arrangement of picture windows, and with the “west half” set back slightly from the property line, while the “east half” is set on the property line. Components that have been amended from a previous design include removal of balconies on the “west half” and a more historically appropriate presentation of windows on the upper floors.

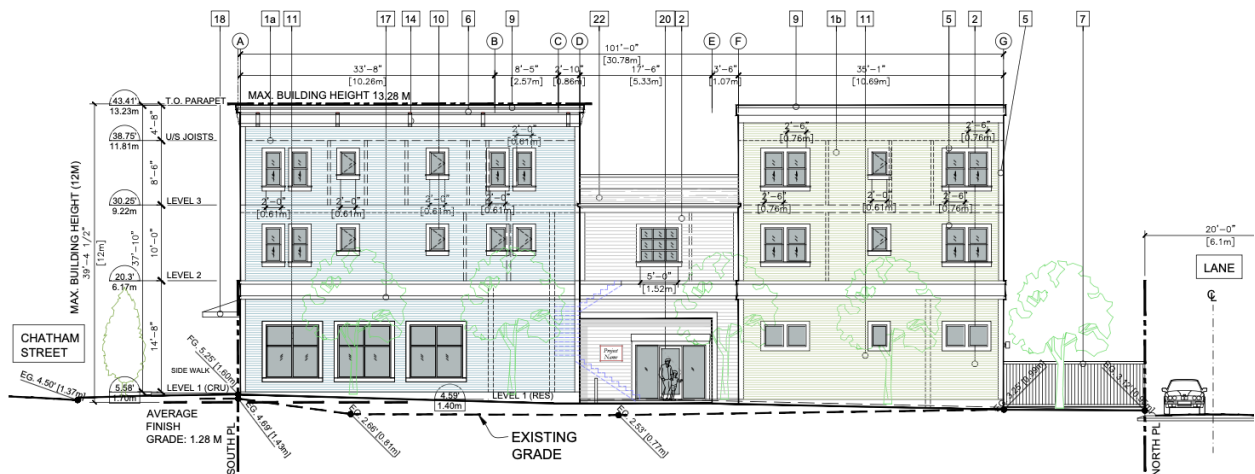


Figure 29: East Elevation (Second Avenue)

For the east elevation fronting Second Avenue, the building is presented in three parts: the wrap-around of the corner building (the “east half”) with its notable parapet and variation in upper floor window pattern, with a centre-set smaller and lower-set inset section of the building distinguished by height, window pattern, recessed placement and other design elements such as cladding material and colour, serving as the entry to the residential floors above (the “connector”) and the portion set at the rear (the “rear”) distinguished by main and upper floor window pattern and colour.

The front section (comprising the “east half”) retains a strong storefront presence as a “wrap-around” of the Chatham Street side, while the rear section facing Second Avenue is distinguishable. This rear does not have this same ground floor effect due to the requirement for enclosed parking. The ground floor windows at the rear are notably different, although the recommended approach should be to provide taller windows that have a lower sill, but with translucent glazing to maintain privacy and security of the enclosed parking area at the rear. This is the supported approach here, rather than creating a larger massing or one that prioritizes the automobile, as is found on many older commercial developments on Chatham Street.

Components that have been amended from a previous design include removal of balconies on the side facing Second Avenue (on the entire section of this elevation) and substitution of a more historically appropriate upper floor window pattern including single-set and paired windows, and the “connector” which is designed in a distinctly different manner.

While the north and west elevations are not as critical in their presentation, facing the lane and the abutting property respectively, they are illustrated in Figures 30 and 31 (Source: Interface Architecture).

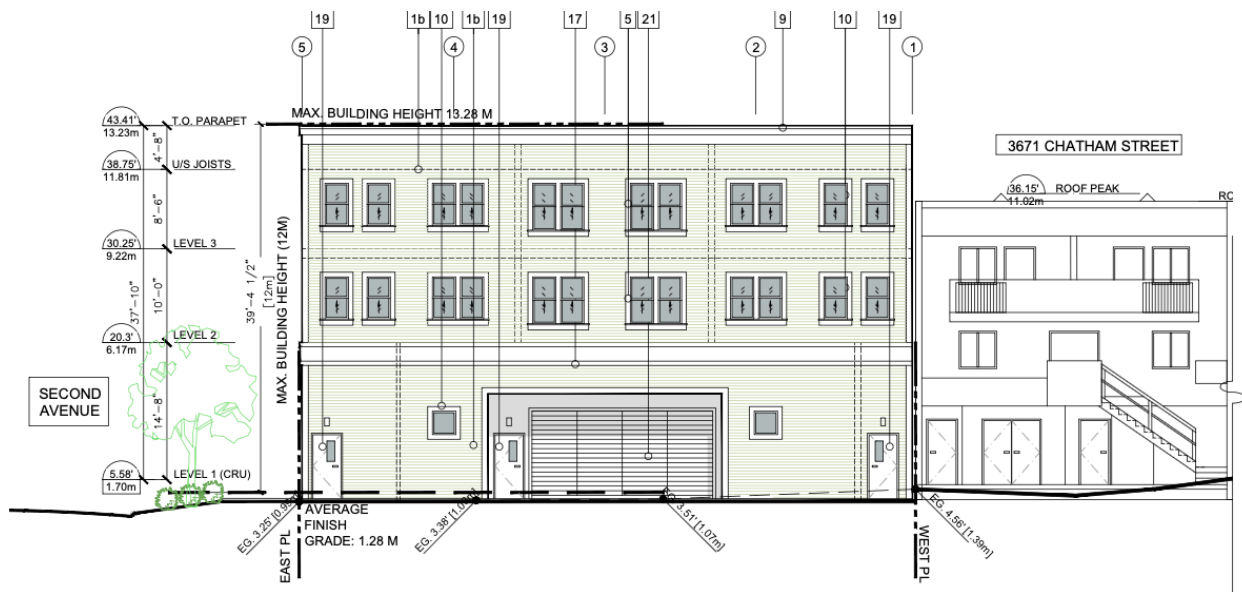


Figure 30: North Elevation (Lane)

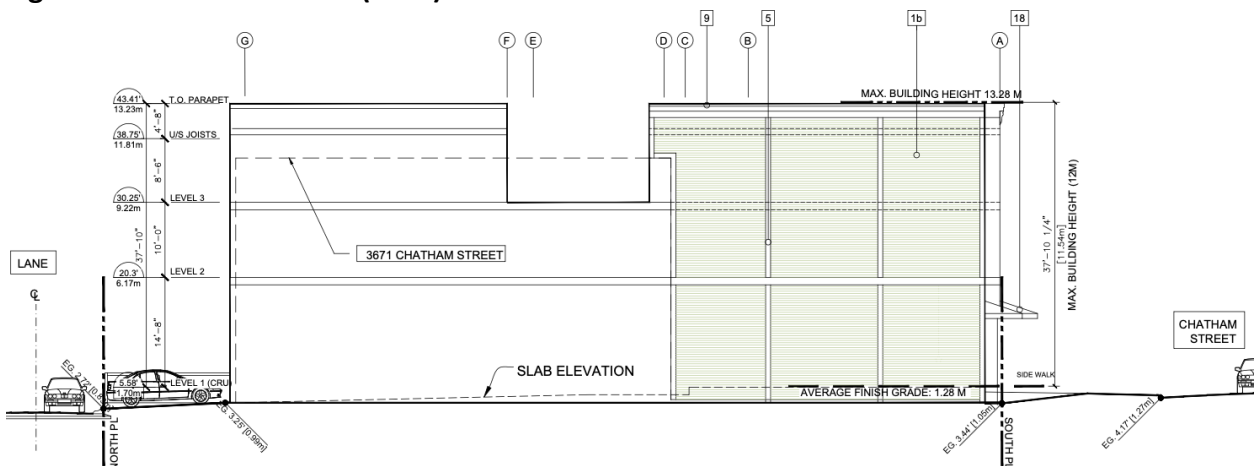


Figure 31: West Elevation abutting neighbouring property

It is important that the north elevation, facing the lane, still achieves much of the same positive effect with the design from the other front and side elevations carrying through.

Similar to the east side, the components on the north elevation that have been amended from a previous design include removal of balconies facing the lane and substitution of a more historically appropriate upper floor window pattern, comprising single-set and paired windows.

Colour renderings also provide a good context of the proposed development as seen from Chatham Street and Second Avenue (Figures 32 to 35, Source: Interface Architecture).



Figure 32: Rendering of site from above, looking northwest.



Figure 33: Rendering of front and east side of site, looking north along Second Avenue.



Figure 34: Rendering of front and west sides of site, looking northeast.



Figure 35: Rendering of rear and east side of site, looking southwest.

A more detailed assessment of design is presented as follows:

Streetscape massing:

As noted above, the massing along Chatham Street is softened by presenting the building in two sections along the frontage (the “west half” and “east half”), and similarly two sections along the side frontage (Second Avenue) with a slight variation in height, cornices and fenestration with a connector that creates a variable, visually interesting, “sawtooth” streetscape, and is a supported approach here.

Rooftop definition:

Continuity of cornices is important to express each section: the corner building has a bolder and more detailed cornice defining the entire two street frontages. The “west half” along Chatham Street is expressed slightly differently, with a simpler and wider cornice with less decorative elements, while the “east half” has a modest cornice. Likewise, the “connector” has a shed roof, acknowledging the house presently on site, while the rear portion facing Second Avenue has a simple flat-face “cornice.” Each of these is supportable.

Circulation:

The design does not incorporate a circulation in the same way that some developments on Moncton Street do, with the use of a breezeway along either Chatham Street or Second Avenue. This is appropriate, since there is no historic precedent here and there is no need for such circulation. This is supportable.

Storefront presentation:

The Chatham Street storefronts, which had previously been presented as inset significantly from the front property line to create a walkway or concourse, have been amended to bring them forward to the property line and eliminate this unnecessary walkway (or breezeway). It was felt that this would have created a “dead space” because it does not allow continuity of pedestrian flow between one property and another: blocking potential continuity of flow and in consideration of CPTED (public safety).² This is a significant improvement in the design.

For weather protection the ideal means is by adding fabric awnings, and this has been done here.

Cladding and Trim:

Each of the two “buildings” is presented at the streetscape with similar cladding, but using other design components such as height, balconies and fenestration to present a variation. This is fully supportable and creates visual interest. This works to break up the massing. While a conservation approach in Steveston would normally call for wood cladding, as introduced in Section 3.2, most or all recent multi-use developments in Steveston have been approved with non-combustible cladding on all sides. It is on that basis that the recommendation is that the cladding be non-combustible, which may be required by Building Code to be non-combustible in any case (i.e. “hardiplank”).

Other features:

The simplicity of avoiding excessive detail is strongly supported and in line with the area’s design guidelines and is also a supporting principle of Standards and Guidelines for the

² It has been proven in other historic areas, such as Gastown, where storefront setbacks and a concourse was used many decades ago, that it is not a redeeming design feature.

Conservation of Historic Places. As noted in the Rooftop Definition subsection above, the use of a modest cornice with simple, small brackets on the corner building is appropriate and supportable. In addition, the application of a bold, horizontal divide between the ground floor and the upper floors, one that is simple and unadorned, is a subtle and more modern approach to visually separating the two sections (commercial and residential) without adding excessive ornamentation. Also, as outlined in other parts of this section, the use of an accent material on the low-set “connector” along with a window that is unique to the facades and a shed roof above is an acknowledgement to the house that was previously on site.

Fenestration:

Entry doors are one of the key character-defining features and, on a “boomtown” Pioneer building, are most often centred and recessed on the façade. The DP Guidelines stipulate this provision. The proposed placement of doors is historically appropriate for the Chatham Street facade, as they are recessed slightly, but as recommended in an earlier report from this consultant, the storefront windows have now been pulled to the front property line. The Second Avenue side does not require entries to any side street CRUs; however, it does allow for a door to the residential lobby, elevator and mail room, that is inset and distinguishable.

All storefront entries have a transom window set above the door(s) which is also historically accurate and compatible.

The placement and pattern of windows for both the storefronts and upper floor is variable and visually interesting. The storefront windows of the corner CRU have been brought closer together – thereby reducing the wall surface on that face.

All storefront and upper floor windows have a bold horizontal and vertical division expressed using mullions which is similarly supportable. As introduced in Section 3.2, it is recommended that the storefront windows (but not the upper floors) be wood frame.

The articulation on the upper floors of the west and east half fronting Chatham Street allows for a variation in window types and configuration – set in singles, pairs and tripartite. This follows Section 9.3.2.1 of the General DP Guidelines, which calls for windows with traditionally dimensioned frames.

While the DP Guidelines do note that windows and other fenestration be wood, it is recommended that the option for upper floor windows be high quality vinyl. Additional consideration should be given to providing a door and window schedule as part of the final DP drawings.

Colour:

Further consideration was given to a colour pattern that is either historically compatible to the site and the surrounding area.³ The proposed light green building on the west half, and the light blue on the east half, combined with the off-white of the connector and the light green on the rear are considered respectful and appropriate. A deep, rich colour, often recommended on a development in this area, is not recommended here.

However, the window sashes should be a darker colour (they are often black) and should contrast with an off-white or cream tone for the window trim and sills. It is recommended that the Vancouver Heritage Foundation's *True Colours* pallet be considered when choosing a final colour scheme.

3.3. CONCLUSIONS

The proposed development is supported as one that works to respect the heritage character of the area, will ultimately strengthen Chatham Street as the secondary “high street” of the village and will improve upon past developments that have been, in some cases, poorly executed. It has taken direction from the *Steveston Area Plan*, the DP Guidelines, and uses certain principles for cultural landscapes (historic districts) from *Standards and Guidelines for the Conservation of Historic Places* (see Section 4).

This is a distinctive façade presentation of a single building, set in four sections in order to break up the massing, and is generally an acceptable form of development that respects the historic character of Steveston. Previous recommendations of this report, or overall design improvements that have now been implemented include following:

- Removal of upper floor balconies on the west half fronting Chatham Street and the balconies on the east side fronting Second Avenue;
- Storefronts on Chatham Street no longer recessed but set at the property line;
- Window profiles that are more historically accurate on the west half fronting Chatham Street – either double hung tripartite or singles;
- Colour variation for each of the parts that make up the single building and bolder contrasting window sash and trim colour, taking cues from the Vancouver Heritage Foundation's *True Colours* pallet;
- Clarification on the materials – cladding, windows, trim – ideally wood as per the DP Guidelines but to allow some consideration for variation.

³ There was no consideration for a “historically accurate colour scheme” since the building that exists now displays no evidence of any noteworthy colour pattern. Therefore, the approach taken here is to have a colour scheme that is historically compatible, and in the context of the centre section fronting Second Avenue, reflects the pale colour of the existing house.

The following recommendations remain in place:

- Window profiles on the ground floor, Second Avenue side toward the rear, that need to be more historically appropriate despite the fact that there is ground level parking behind that wall face;
- Provide a window and door schedule as part of the final DP drawings;
- Consider a Commemoration Plan for the site, and use the notably large wall sections facing Second Avenue, either the section to the left of the residential entry or the rear portion as the means to display this piece (see Section 5 for more comments on this).

Further commentary from both the public and the Richmond Heritage Advisory Committee will be necessary to work towards a positive outcome.

It is recommended that the proposed design for the rezoning of 3691-3695 Chatham Street proceed forward.

4. MUNICIPAL POLICY, STRATEGY, REGULATION AND GUIDELINES

There are a number of plans, policies, guidelines and a regulatory framework that sets the foundation for evaluating the work on the subject site.

The subject site has not been identified as a heritage resource within the Steveston Village Heritage Conservation Area (see Figure 15, page 15). Therefore, the Steveston Village Conservation Strategy and the *Standards and Guidelines for the Conservation of Historic Places in Canada* have limited application here, although the DP Guidelines remain paramount.

For new construction and/or major alterations affecting the exterior of buildings that are not identified heritage resources, a series of Development Permit guidelines in Richmond's Official Community Plan apply, specifically:

- the Development Permit Guidelines for all Development Permit areas in the City contained in Schedule 1 to Official Community Plan Bylaw No 9000;
- the Development Permit Guidelines contained in Schedule 2.4 to Official Community Plan Bylaw No. 7100, including:
 - the General Development Permit Guidelines for Steveston;
 - the Development Permit Guidelines for the Steveston Village Character Area;
 - the Development Permit Guidelines for the Steveston Village Core and Riverfront Sub-Areas; and
 - the Sakamoto Guidelines (particularly the portion entitled Design Criteria for the Steveston Revitalization Area).⁴

⁴ City of Richmond. A Guide to Development in the Steveston Village Heritage Conservation Area. Development Applications Department. v7 / August 2022

4.1. OFFICIAL COMMUNITY PLAN (OCP) – SCHEDULE 1 OF BY-LAW NO. 9000

The City of Richmond's *Official Community Plan* (OCP) is a legal community planning document for managing the City's social, economic, land use, servicing and environmental future. It sets out a vision, goals, objectives, and policies that reflect overall community values that have been determined through a public consultation process.⁵

The Development Permit Guidelines for the City of Richmond are articulated in section 14 of the OCP: Development Permit Guidelines.

The OCP designates Steveston as a Heritage Conservation Area as part of its long-range strategy. The OCP identifies 17 properties that are to be protected which significantly embody the strong heritage character of the area⁶. It is important to note that, however, that with the update to the Heritage Procedures Bylaw in 2023, a Heritage Alteration Permit is no longer required in addition to a Development Permit for this proposal. Nevertheless, it is critical to ensure that the development is respectful of the overall heritage character.

The strategic designation of Steveston as a Heritage Conservation Area (HCA) In 2009 was to recognize and protect its broader heritage character and the intrinsic values found in certain buildings, but equally as important, the cumulative historical significance of this cultural landscape. The rate of change was already evident then, and it was recognized that an HCA was the planning tool that could most effectively counteract the types of changes that were not in keeping with the historic character of the Village.

The HCA By-law protects the properties that are set within the boundaries, whether or not they have heritage value (i.e. they are not required to be formally listed in order to be protected). The subject site is one of those properties and as such any development must include a rigorous evaluation to ensure the design is in keeping with the heritage character. This is also the basis for the Heritage Alteration Permit that is necessary as part of many development permits (but not this one).

⁵ City of Richmond. Richmond Official Community Plan. Bylaw 9000 Schedule 1. 2041 OCP – Moving Towards Sustainability. Plan Adoption: November 19, 2012

⁶ City of Richmond, Planning Bulletin-04, 2009

4.1.1. DEVELOPMENT PERMIT GUIDELINES

A mixed-use residential/commercial building is proposed for the subject site. Relevant Guidelines for the subject proposal are articulated in section 14.5: Commercial and Commercial/Mixed Use Guidelines:

- 14.5.13: Site
- 14.5.14: Building Form

The proposal follows the guidelines by accommodating commercial uses at grade in the form of two CRUs and seven residential uses above, each self-contained and with a separate entrance for residential. The commercial units are oriented to, and have direct access from, the commercial frontage street; access to the upper level residential units is provided from the east elevation (Second Avenue). The entries to the commercial units are slightly recessed and maintain a continuous frontage with near identical design, except for the window openings, to allow for the experience at grade level of two distinct commercial units. Signage is restricted to two fascia signs, on Chatham Street one for each commercial unit, plus another one on Second Avenue to allow for maximum exposure to the corner CRU.

Residential parking is provided via an enclosed at-grade parkade, with access from the lane. Four outdoor commercial parking spaces are located at the rear, also accessed from the lane. Garbage and recycling containers storage is integrated as an extension of the building, enclosed and covered from view.

4.2. STEVESTON AREA PLAN – SCHEDULE 2.4 OF BY-LAW 7100

As part of the City of Richmond's Official Community Plan, this Area Plan sets out the City's intentions for the future development of the Steveston Area through sets of Council approved Goals, Objectives, Policies and Guidelines.⁷

The relevant sections from this Area Plan of the OCP for the subject site are:

- Section 9.2: General Development Permit Guidelines for Steveston
- Section 9.3: Additional DP Guidelines (Character Areas) and particularly Section 9.3.2: Area B: Steveston Village
 - 9.3.2.1: Steveston Village General Guidelines
 - 9.3.2.2: Area B: Steveston Village Sub-Area Guidelines
- Appendix 2: Sakamoto Guidelines for Design Criteria for the Steveston Revitalization Area

⁷ City of Richmond. Richmond Official Community Plan. Steveston Area Plan. Bylaw 7100 Schedule 2.4. Original Adoption: April 22, 1985; Plan Adoption: June 22, 2009

4.2.1. SECTIONS 9.2 AND 9.3 – DP GUIDELINES FOR STEVESTON

Section 9.2 of the *Steveston Area Plan* contains general guidelines for new development (the “DP Guidelines”). This is intended to preserve and enhance the valued elements of the village, supporting its heritage and special character, and recognizing the qualities and opportunities that exist there.

The proposed development is intended to achieve desired heritage streetscapes and architecture that is visual pleasing and functional and encourages a scale of development and intensity of use that is respectful of the historic building pattern. The following general principles are important and have been considered for the proposed development:

- Massing and height that reinforces a continuous streetwall of commercial uses, along with flat roofs, recessed entries and a varied street façade
- Architectural elements need to be complementary yet distinguishable and not mimic existing (recognizing that Steveston continues to evolve)
- Exterior walls and finishes should similarly complement and be of natural materials that display craftsmanship, historically accurate profiles and dimensions
- Weather protection
- Historically appropriate signage

The proposed development respects the traditionally modest scale and varied forms of commercial buildings in Steveston. The building’s entries at grade are recessed and the fronting is devoted to window display. The building is clad in narrow-board, wood lap siding , with stucco as an accent material, and further features modest facias, window trim and brackets.

4.2.2. SECTION 9.3.2, AREA B: STEVESTON VILLAGE

Section 9.3 of the *Steveston Area Plan* contains additional (more detailed) DP Guidelines for the character areas. The subject site is situated in Area “B”, known as the Steveston Village Character Area, with the Village Core focused on Moncton Street and extending as far north as the subject site.

This proposal is reflective of both historic and select examples of more recent developments in this area, including false fronts and individual commercial units with a focus on window display. It thereby provides a strong street and pedestrian presence along Chatham Street, similar to the relatively successful design of the development west of the subject site at the northwest corner of Chatham Street and Third Avenue

and also at the southeast corner of that same intersection, and on the north side of Chatham Street between First and Second Avenue.

The proposed development follows the old town's grid pattern layout (Steveston Village 1892 Historic Lot Lines Map) by projecting the building along Chatham Street as two "separate" buildings that follow the narrow lots. The three-storey building contributes to a continuous 'street wall', expressed through its siting located at the property line and continuity of commercial use frontage at grade, while including a minimal inset store entry. The streetwall, as it continues around Second Avenue, has a similar kind of division into three distinct facades and creates a much-needed "sawtooth" relief of massing. The building's flat roof form and use of false fronts is compatible with other older, false-fronted buildings within the Steveston Historic Area, while the limited application of a shed roof is an acknowledgement of the house currently on site.

More specific DP Guidelines, while more applicable to the Village Core Sub-area (i.e. Moncton Street) include:

- Development illustrating the pattern of small lots and small blocks – retaining or re-establishing the small historic lots and a varied street façade with select passageways where historically appropriate
- Architectural elements that are high quality and natural (i.e. wood)
- Windows on ground level to be large and consistent with retail, with recessed storefront entries and upper floor windows displaying a historically appropriate pattern, with a coordinated colour scheme

4.2.3. STEVESTON AREA PLAN, APPENDIX 2 – SAKAMOTO GUIDELINES

The Sakamoto Guidelines were developed 34 years ago and serve as a supplement to the Steveston Area Plan DP Guidelines.

It appears that the primary purpose at that time of the Sakamoto Guidelines was to encourage authentic restoration of heritage storefronts. While this approach was commendable for its era, the concept of restoration and rehabilitation has come a long way since that time and the tangible values found on any site are not necessarily the most important. Often, it is the intangible values, as expressed through select tangible character-defining elements, that are the most important. Their complexity requires careful assessment and expression, often through a Statement of Significance.

These guidelines were prepared to provide focus on how existing historic resources should be treated and how new development should be designed, however, the focus was on Moncton Street, while Chatham Street was largely ignored – or at least allowed to continue in a way that reflected past decades (i.e. block-wide developments set back

to accommodate parking) and its parameters included only the south side of Chatham Street.

The best that can be drawn from these guidelines is to have them used as an underlying principle of how new development should be designed on Chatham Street.

4.2.4. SUMMARY OF DEVELOPMENT AS IT PERTAINS TO GUIDELINES

CHARACTER OF BUILDINGS

Following the guidelines, the proposed building respects the scale and features of older buildings in the Steveston Historic Area as expressed through its three-storey height and materials compatible to traditional materials.

The building is not intended to be a replica of an either existing or demolished building in the historic area.

CONTINUITY OF COMMERCIAL FRONTAGE

The commercial units are set at, or extremely close to, the property line and have modest recessed entries and windows that face both the commercial street and the flanking street.

BUILDING HEIGHT

Buildings in Steveston have traditionally been one to three storeys in height. The proposed building does not exceed this standard and achieves a small section fronting Second Avenue as a two-storey height.

EXTERIOR FINISH

The proposed development is compatible with older buildings in Steveston in terms of its wood siding and trim.

PARKING LOCATION & TYPE

Following the guidelines, enclosed residential parking is provided at the rear of the building with access from the lane. Commercial parking is exposed at the rear, adjacent the lane.

SIGNS

The proposed development features fascia signs, traditional to Steveston's historic area.

LANDSCAPING

No significant consideration has been given to landscaping in this proposal.

4.3. STANDARDS AND GUIDELINES FOR THE CONSERVATION OF HISTORIC PLACES

3691-3695 Chatham Street is situated in the Steveston commercial district, in southwest Richmond, which is formally recognized by the City of Richmond as a Heritage Conservation Area. As elaborated further in Section 4 of this report, the subject site has minimal architectural, historical and cultural value. As such, conservation standards such as Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (hereafter referred to simply as "Standards and Guidelines"), as applied to the existing built form, is not relevant here. However, there are some select principles found in *Standards and Guidelines* as applied to cultural landscapes that are relevant. These can assist in assessing the approach taken here.

Heritage District

*"A heritage district is a cultural landscape. The Canadian Register of Historic Places defines a heritage district as a place comprising a group of buildings, structures, landscapes and/or archaeological sites and their spatial relationships where built forms are often the major defining features and where the collective identity has heritage value for a community, province, territory or the nation. Heritage districts can be urban or rural. Most heritage districts are governed by municipal by-laws that are complemented by guidelines to protect their heritage value."*⁸

This analysis of relevant guidelines is limited to the relevant **Section 4.1 Guidelines for Cultural Landscapes, Including Heritage Districts** are divided into 11 subsections: for the purpose of this report, only certain ones are highlighted, given that the existing building is not proposed to be retained, but the new construction is expected to be compatible and respect the character and values of the HCA.

Preservation: the action or process of protecting, maintaining, and/or stabilizing the existing materials, form and integrity of a historic place or of an individual component, while protecting its heritage value.

Restoration: the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.

Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.

⁸ *Standards and Guidelines for the Conservation of Historic Places*, Parks Canada, Section Ed., 2010, p. 50

Of the 11 subsections, those that apply in this case are: **spatial organization, visual relationships, and built features**. Although much of the guidelines apply to conservation, there are still some principles can still be extracted for a development such as 3691-3695 Chatham Street, where the proposed development is entirely new.

4.3.1. SPATIAL ORGANIZATION

Standards and Guidelines (Section 4.1.4) notes that in urban heritage districts, “land use, buildings, streets and topography often define or influence spatial organization. The buildings’ siting, the open spaces between them and the circulation corridors are often identified as character-defining elements in urban heritage districts.”

General Guidelines

Standard	Description
1	Understanding the spatial organization and how it contributes to the heritage value of the cultural landscape. Location, as one of its character-defining elements, is to be retained. <i>Comment: The historic relationship of the subject site to the main and flanking streets should be reflected in any new development.</i>

Standard	Description
3	Documenting the spatial organization of the cultural landscape, including the orientation, alignment, size, configuration and interrelationships of its component features, the relationship of features to the overall landscape, and its evolution and condition before beginning project work. <i>Comment: The historic lot lines should be the basis for developing individual components that make up the collective single building proposed for this site. Furthermore, the other developments that have occurred on the blocks of Chatham Street between No. 1 Road and Third Street should be assessed as to how well they create a harmonious and noteworthy streetscape (in some cases they do not) and how well they relate to each other and the proposed development on the subject site.</i>

Standard	Description
4	Assessing the overall condition of the spatial organization early in the planning process so that the scope of work is based on current conditions. <i>Comment: This is the fundamental standard expected of this development.</i>

4.3.2. VISUAL RELATIONSHIPS

Standards and Guidelines (Section 4.1.5) notes that “the visual relationships between elements of heritage districts can influence the user experience. For example, a tall building in a low-rise heritage district may be perceived as out of scale.”

General Guidelines

Standard	Description
1	Understanding the visual relationships and how they contribute to the heritage value of the cultural landscape. <i>Comment: The historic visual relationship of the subject site to the modest buildings along Chatham Street should be reflected in the massing and design elements and material. However, it is critical that the proposed development deviate from the older developments along Chatham Street which prioritized the automobile and pushed the storefronts well away from the street, creating a weak and uninviting pedestrian streetscape.</i>

Standard	Description
4	Understanding the evolution of visual relationships. This could include using historic photographs or artwork to understand how the visual relationships may have changed or been lost over time. <i>Comment: The evolution of visual relationships is expected to draw from the experience of Moncton Street as a historic and strong retail street presence and its application to Chatham Street.</i>

Additions or Alterations to a Cultural Landscape

15	Designing a new feature when required by a new use that respects the historic visual relationships in the cultural landscape. This can include matching established proportions and densities, such as maintaining the overall ratio of open space to building mass in an urban heritage district. <i>Comment: While the increased height is a reflection of the necessity for vertical expression of mixed use (as opposed to historic mixed uses that almost always were within the horizontal plane), the modest three-storey height expected of new developments along Chatham Street is respectful of, and sensitive toward, the area's character. It is also broken up with a two-storey section along Second Avenue.</i>
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4.3.3. BUILT FEATURES

Standards and Guidelines (Section 4.1.11) notes that built features such as commercial buildings and that “additions to recent cultural landscapes should be undertaken with the utmost respect and care and complement the heritage value of the historic place.”

General Guidelines

Standard	Description
1	Understanding the built features and how they contribute to the heritage value of the cultural landscape. <i>Comment: The building will keep its orientation facing Chatham Street.</i>
2	Understanding the evolution of built features over time. <i>Comment: The site's evolution over time should be documented and recognized as a historic expression. While it will not be part of the new development's design, there are select components that are proposed to be integrated into the new design, including windows, cladding and roof form.</i>

Standard	Description
3	Documenting the function, condition, materials and surroundings of built features and the relationship of those features to each other and to the historic place, before beginning project work. <i>Comment: Design elements are to recognize those of the surroundings in terms of profile, material and colour.</i>

Therefore, as noted above, while this is not a conservation project, it is located in a formally recognized Heritage Conservation Area and the principles of studying, understanding, documenting and respecting the values of that wider area are paramount. Elements of the existing house are proposed to be integrated into specific areas of the new design.

4.4. SUMMARY

The application of principles found in the *Steveston Area Plan*, using the thematic framework of the “*Steveston Village Conservation Program – Conservation Strategy, Managing Change*” is the starting point for review of the proposed development. The DP Guidelines are the most up-to-date and relevant source on the direction for new design and development and should be carefully followed. It can also draw from certain design principles of other historic areas. Limited principles from *Standards and Guidelines for the Conservation of Historic Places* should also be followed as they apply to new development in a cultural landscape such as the historic district of Steveston Village.

This is elaborated on further in the following section of this report, which assesses strengths of the most current design development and which aspects may still require some refinement to achieve an even stronger design that respects the historic character of Steveston Village.

5. COMMEMORATION PLAN

Normally a Commemoration Plan is prepared as a result of the demolition of a building that is either formally recognized (i.e. on a Heritage Register) or has known tangible and intangible heritage values. The purpose of a Commemoration Plan is public awareness and education. In this situation, a commemoration is recommended, even though this site does not have any formally recognized heritage value. This is in order to present, for public information and awareness, the historic use of the site and how it is the only remaining example of mid-century architecture surviving in this part of Steveston. Furthermore, in a broader sense, commemoration can also illustrate how the wider Chatham Street evolved in the post-war era from a quiet residential street to a busier, commercial focus that, while secondary to Moncton Street, became an important part of the area’s growth, prosperity and economic development.

To address City of Richmond staff comments, the wall portion of the rear facing Second Avenue presents an ideal opportunity for some kind of commemorative component reflecting the history of this site.

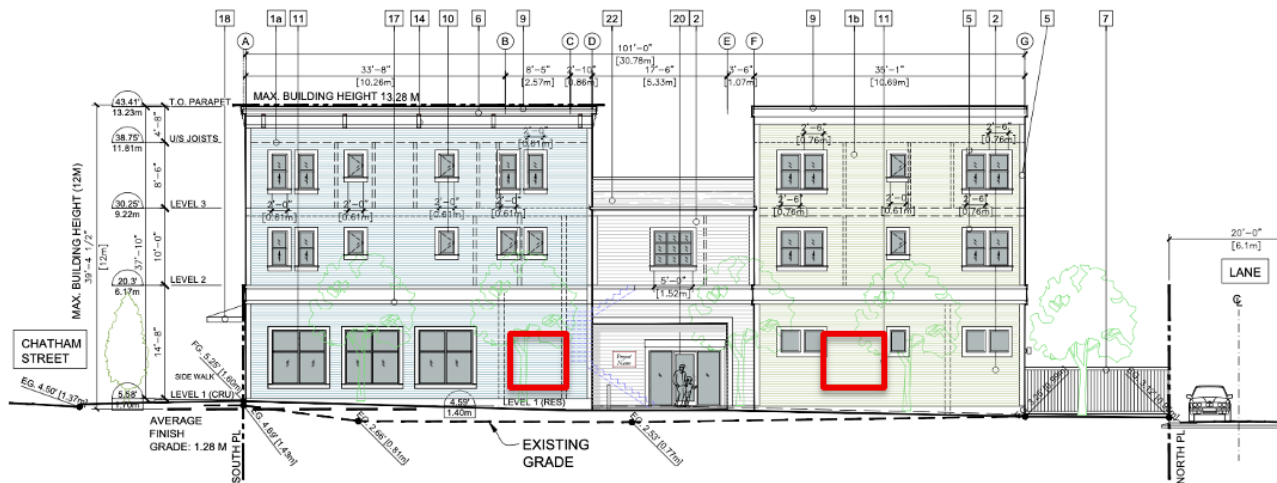


Figure 34: Recommended areas of wall facing Second Avenue on which a graphic commemoration display might be set.

6. APPENDICES

6.1. BIBLIOGRAPHY

Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada, Second Edition, 2010

Richmond's Suburban History, Denise Cook, written for City of Richmond, 2002

The Spirit of Steveston: A History of the Steveston Community Society, Richmond B.C. Steveston Community Society, 1986

Steveston Recollected: A Japanese-Canadian History. Daphne Marlatt, Victoria B.C., Provincial Archives of British Columbia, 1975.

Steveston: A Community History, 1859-2011. Bill McNulty, Richmond, B.C., 2011

6.2. VITAL STATISTICS, NEWSPAPER ARTICLES AND OTHER RECORDS

Obituaries:

- *Vancouver Province*, September 1, 1929 – John Dennis O'Neill
- *Vancouver Sun*, February 4, 1948 – William Smallwood
- *Vancouver Province*, January 25, 1958 – George Jarvis
- *Vancouver Sun*, December 13, 1965 – Margaret Jarvis
- *Richmond Review*, November 8, 1967 – Paul George Reid
- *Vancouver Sun*, September 9, 1992 – Paul George Brentzen

6.3. CITY DIRECTORIES AND ASSESSMENT RECORDS (1944-1950)

- 1944-1950 Tax Assessment Rolls: George and Margaret Jarvis (1950-1964) – original owners
- Criss-Cross City Directories, 1950-1964
 - 1944 (1950) – 1964: Jarvis family
 - 1965-1978: Brentzen family
 - 1979: Unknown
 - 1981-1982: K.R. Clark
 - 1983-1987: A. Calnek
 - 1988: Unknown

6.4. CONSULTANTS

6.4.1. MCLEAN HERITAGE PLANNING AND CONSULTING

Highlights of Qualifications

Drawing from 26 years of experience in public sector heritage planning and land development with the City of Surrey and City of Vancouver, Hugh McLean established his heritage consultancy in 2021. He serves clients in the public and private sector, and prepares reports covering a range of heritage scenarios: evaluating a building for addition to a heritage register, values-based historic research and architectural assessment as part of Statements of Significance, assessment of building condition and preservation strategies, restoration and rehabilitation as part of Conservation Plans, and higher-level strategies for potential incentives using an array of planning tools including legal protection and agreements. This requires interest-based negotiation to achieve heritage conservation, and familiarity with and application of, relevant legislative provisions, policy, zoning, guidelines and *Standards and Guidelines for the Conservation of Historic Places*.

Consultancy Project Summary (partial) – 2021-2025

Principal, McLean Heritage Planning and Consulting

- **1300 Oxford Street, Halifax:** Heritage Impact Statement to determine the conservation strategies for a church as part of a new residential development on an adjacent property
- **1489-1491 Carlton Street, Halifax:** Heritage Impact Statement to determine the conservation strategies for two residences as part of a new mixed-use development in a podium-tower form integrated into the same (consolidated) property
- **City of White Rock, Statements of Significance for P'Quals (White Rock), The Pier and the Train Station, 2023-2024**
- **5522 Russell Street, Halifax:** Heritage Impact Statement to determine the conservation strategies for a church as part of a new residential development on the same property

- **City of Chilliwack, Heritage Interest Inventory Review:** Assess current heritage buildings and update as a first step towards creating a Heritage Register
- **BC Housing SRO Buildings, 124 Powell Street, 303 Columbia Street, 311-319 Carrall Street, 1161-1163 Granville Street, Vancouver:** Statements of Significance for SRO buildings in the Downtown Eastside and Downtown South
- **203 Pembina Street, New Westminster:** Conservation Plan for a historic oak tree proposed to be retained as part of a new residential development
- **86 Ochterloney Street, Dartmouth, NS:** Heritage Impact Statement to assess the degree of retention for two historic buildings and rationale for removal of one other building as part of a multi-use commercial-residential tower development
- **3560 Moncton Street, Richmond:** Design Consultation for a new multi-use development situated in the Steveston Heritage Conservation Area
- **Duncan City Hall, 200 Craig Street, Duncan:** Conservation Plan and Roof Replacement Strategy as part of seismic upgrades, window restoration and slate roof replacement
- **Elmwood Hotel, 5185 South Street, Halifax, NS:** Heritage Impact Statement for the “best practices strategy” to determine the appropriate degree of higher-density redevelopment and conservation in the context of Halifax’s “Old South Suburb” Heritage Conservation District
- **Ray’s Dry Goods, 3831 Moncton Street, Richmond:** Conservation Plan including condition assessment for retaining a small commercial building with a boutique hotel addition, situated in the Steveston Heritage Conservation Area
- **Sandwick Manor, 276 Sandwick Road, Courtenay:** Heritage Strategy Report to assess potential incentives and planning tools to conserve a historic house within a commercially-zoned area
- **Frome Residence, 228 Thrift Street, Coquitlam:** Heritage Assessment for a single-family house situated in the historic area of Maillardville
- **Anglican Church of the Epiphany, 10553 148 Street, Surrey:** Heritage Assessment of a church including reincorporation of select character-defining elements into a new development
- **Mackenzie Residence, 5418 184 Street, Surrey:** Heritage Interiors Study, with recommendations to maximize the conservation of the interior elements of this legally-protected house
- **Dolman Residence, 1611 Cedar Crescent, Vancouver:** Heritage Assessment of proposed exterior rehabilitation to a legally-protected residence within the First Shaughnessy Heritage Conservation Area

Previous Experience

2001 to 2006; 2008 to 2020: Heritage Planner, Planning, Urban Design and Sustainability, City of Vancouver

- Negotiation of Heritage Revitalization Agreements and heritage designation as part of development applications, with incentives based on merits of restoration, adaptive re-use and financial analysis; presentation of reports to Council at Public Hearing
- Managing all aspects of Statements of Significance (SoS) with staff and heritage consultants, chair of the SoS/VHR Subcommittee; management of heritage SoS projects including RFP and contracts, securing provincial funding, coaching of consultants
- Oversee the upgrade to the City of Vancouver's Heritage Register Evaluation system
- Coordination with Province to place Statements of Significance on Canadian Register
- Management of Transfer of Density database, By-law updates and Heritage Register database
- Design of biennial Heritage Awards program
- Liaison to Heritage Commission, Gastown Planning Committee and Shaughnessy Design Panel
- Issuance of heritage alteration permits including conditions for heritage clearance
- Management of plaque program, updates to heritage website, administrative bulletins

2006 to 2008: Planner, Central Area Planning, City of Vancouver

- Design and implementation of a consultant's historical/cultural review of Paueru Gai (Powell Street) in the context of themes, community values, potential for zoning incentives, including community outreach and development of an interactive website
- Department representative to Oppenheimer Park planning process
- Policy and ODP review for Downtown Eastside and review and input on local initiatives such as the new Strathcona Library

1994 to 2001: Planner, City of Surrey

- Project management of rezoning and subdivision applications including negotiation of Heritage Revitalization Agreements as the staff member responsible for the heritage program
- Updated heritage, transportation and parks provisions of the Official Community Plan
- Established Surrey's Heritage Register: evaluation of buildings and owner consultation

Other Relevant Roles

Vancouver Heritage Foundation Granting Committee, 2013 to present

Collaborator – Landscapes of Injustice, University of Victoria, 2013 to 2020

Board Member, BC Association of Heritage Professionals, 2019 to present

President, BC and Yukon Chapter, Canadian Association of Heritage Professionals, 2023 to present

6.4.2. TER HORST RESEARCH

Highlights of Qualifications

Cultural historian Jurian ter Horst, MA, CAHP (Intern), established ter Horst Research in 2018. Jurian ter Horst provides services in historical research and heritage consultancy, including Statements of Significance, Heritage Assessments and Conservation Plans. Previous work includes site research and reports in B.C.'s Lower Mainland and on Vancouver Island.

Other Relevant Roles:

Community Heritage Representative, Gastown Historic Area Planning Committee, 2019-2022

Director, Heritage Vancouver Society, 2020 to present

Director, Vancouver Historical Society, 2020 to present



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REVISIONS
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SEPT 19, 2025 RZ Re-Submission
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www.interfacearchitecture.com

PROJECT
7-UNIT COMMERCIAL
MIXED-USE BUILDING

2 LOT ASSEMBLY
3691, 3695 Chatham Street
Richmond, B.C.

PROJECT NO.

SCALE

DATE
MARCH 5, 2024

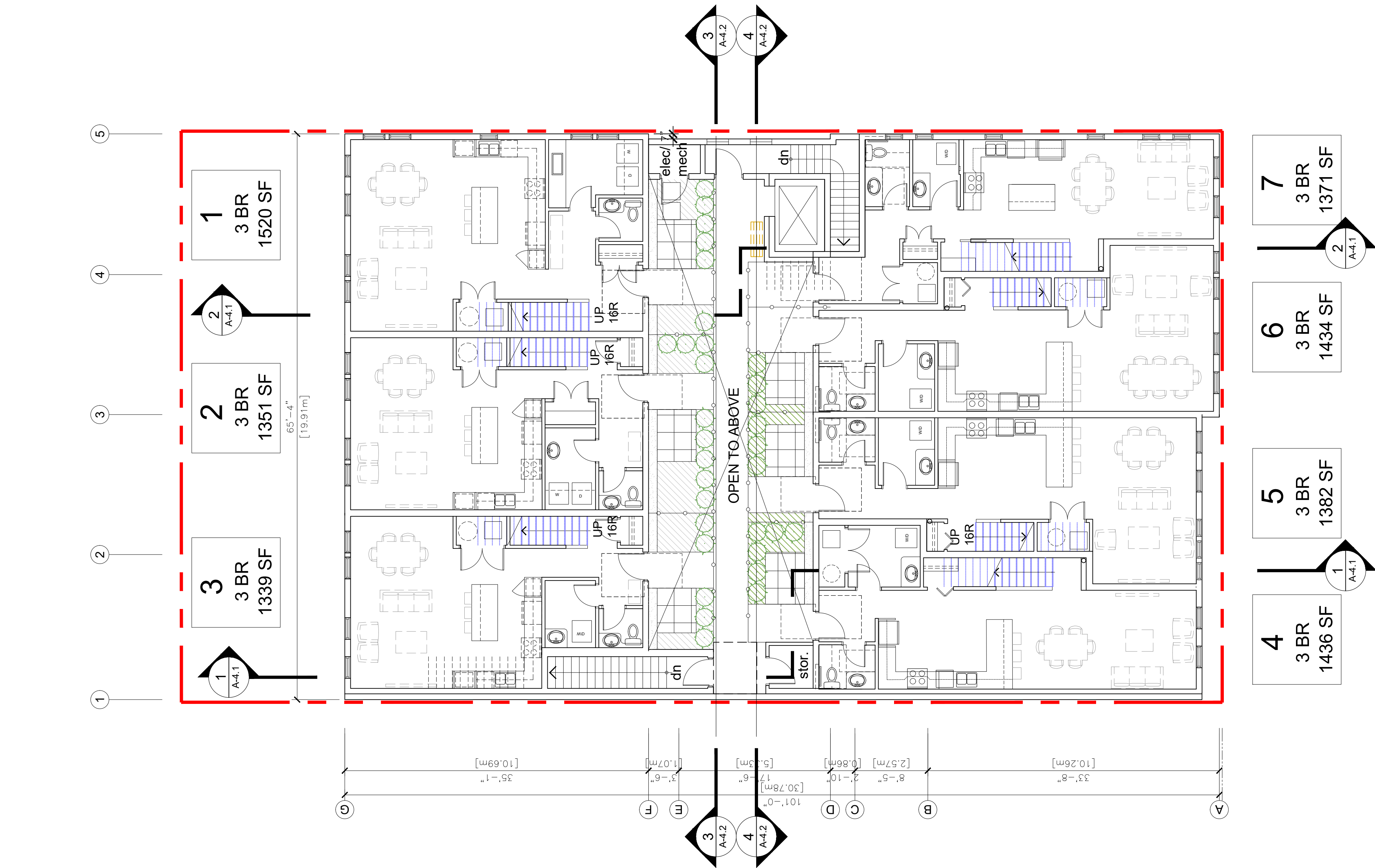
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KYC

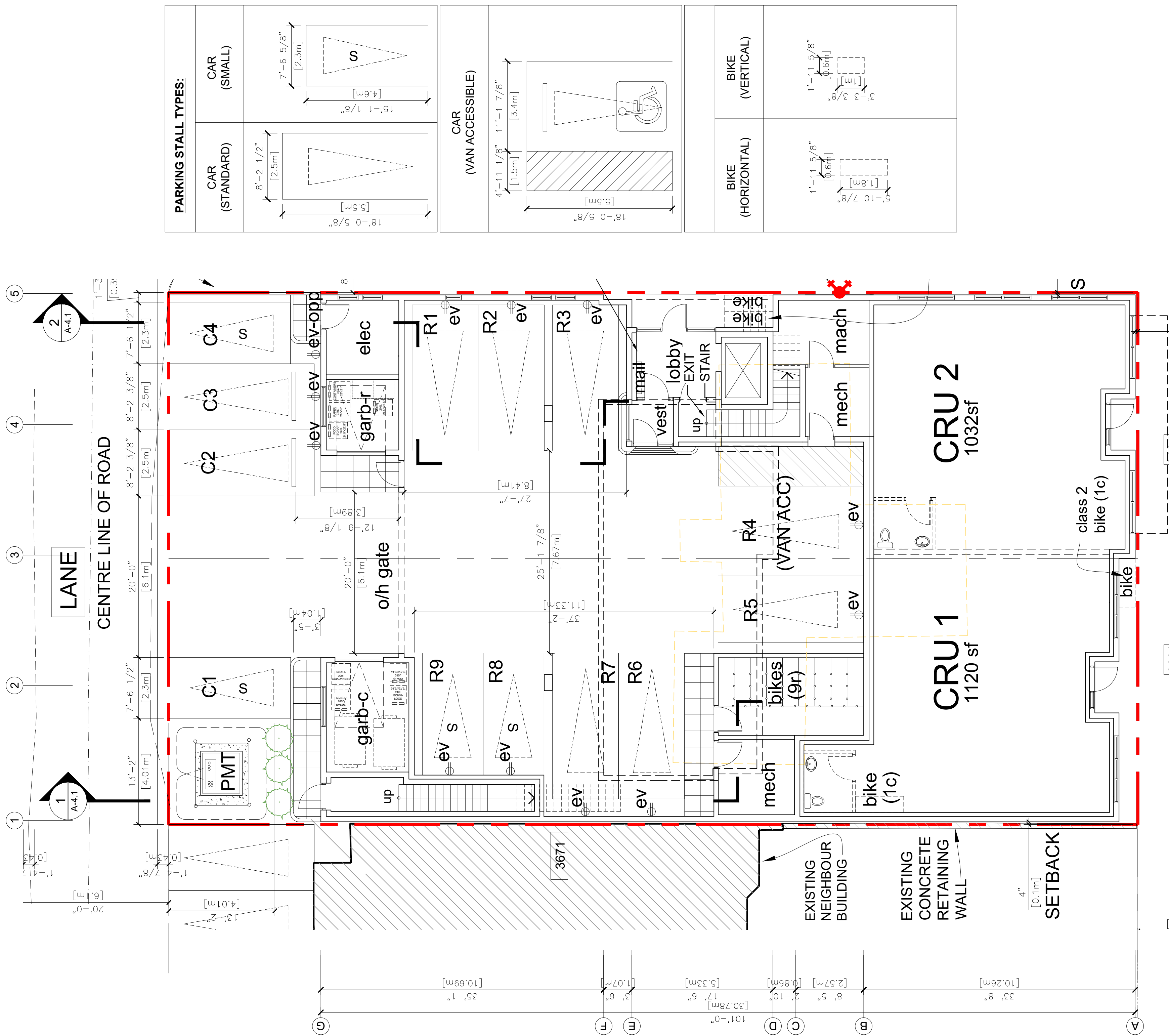
SHEET TITLE
FLOOR PLANS:
LEVEL 1 & 2

DRAWING

A2.1



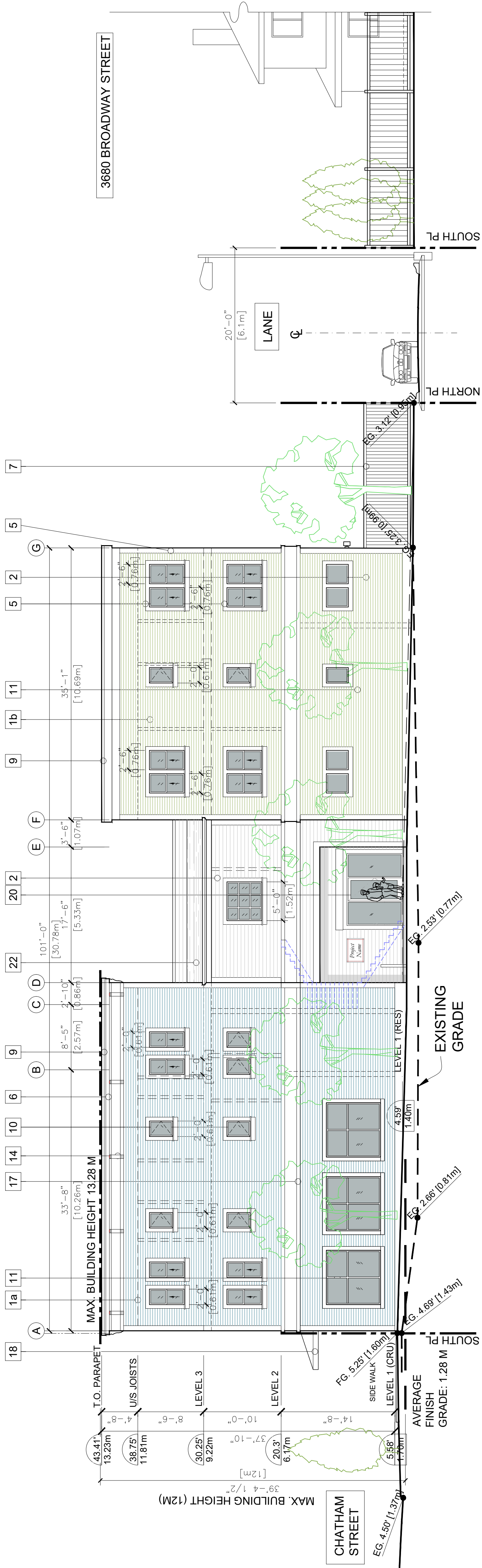
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SCALE: 1/8"=1'-0"



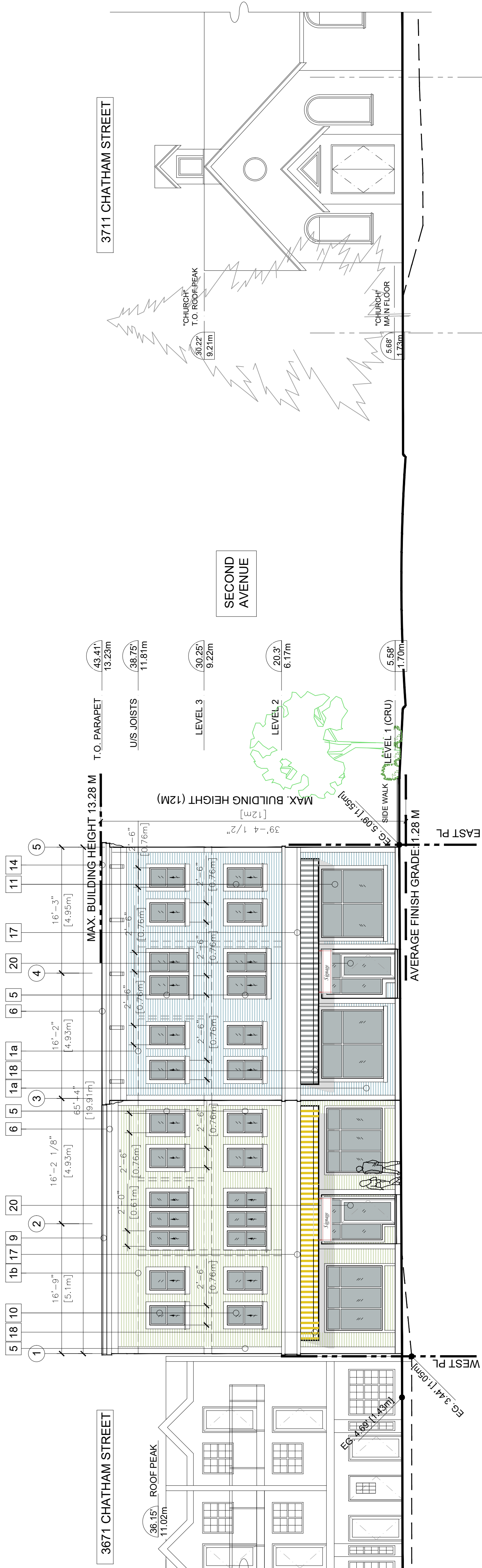
 FLOOR PLAN: LEVEL 1
SCALE: 1/8"=1'-0"

NOTE: ALL COLOURS TO BE VERIFIED WITH MATERIAL MANUFACTURER OR EQUIVALENT FOR APPROVAL.		REVISIONS
1	HARDIE LAP SIDING (4" EXP) a. COLOUR: LIGHT BLUE b. COLOUR: SAGE GREEN	
2	HARDIE LAP SIDING (6" EXP) -COLOUR: LIGHT GREY	
3	SBS ROOFING: COLOUR NEUTRAL	AUG 18, 2026 R23 Re-Submission
4	RESERVED	FEB 18, 2026 R22 Re-Submission
5	FIBRE CEMENT (OR WOOD) TRIM - COLOUR: OFF-WHITE	SEPT 19, 2025 RZ Re-Submission
6	BUILT UP WOOD / FOAM CORNICE TRIM COLOUR: OFF-WHITE	JULY 8, 2024 Rezonning Permit Application
7	1X6 VERTICAL WOOD BOARDS FENCE	CONSULTANTS
8	METAL PICKET GUARDRAIL AT ROOF DECK COLOUR: DARK GREY OR OFF-WHITE	
9	PREFINISHED METAL FLASHING COLOUR: OFF-WHITE	
10	PREFINISHED PVC FRAME WINDOWS C/W DOUBLE GLAZING COLOUR: CHARCOAL	
11	METAL FRAME WINDOWS C/W DOUBLE GLAZING COLOUR: CHARCOAL	All designs and other information shown hereon are for use on the specified project only and shall not be used for any other project without the prior written permission of the undersigned architect. This is not a contract. The contract is the agreement between the owner and the architect. The architect's permission from this office and unless the reproduction clearly carries the office name. Contractors shall verify and be responsible for all dimensions and conditions on the job and this office does not assume any responsibility for the accuracy and handling of field data. The dimensions and conditions shown on the drawing.
12	RESERVED	SEAL
13	RESERVED	
14	RESERVED	

15	CORNICE DETAIL - WOOD COLOUR: OFF-WHITE	Suite 230 11500 Cambie Road Richmond BC Canada V6X 3Z5
16	RESERVED	T 604 821 1162 F 604 821 1146 www.interfacearchitecture.com
17	WOOD MARQUEE OR FASCIA SIGN PER DEVELOPMENT PERMIT GUIDELINES. ILLUMINATED WITH CONCEALED OVERHEAD LIGHTING.	PROJECT 7-UNIT COMMERCIAL MIXED-USE BUILDING 2 LOT ASSEMBLY 3691,3695 Chatham Street Richmond, B.C.
18	CANOPY CANVAS AWNING (SIDEWALK ENCROACHMENT AGREEMENT WITH CITY)	PROJECT NO. 2408CHT2
19	HOLLOW METAL DOOR AND PRESSED STEEL FRAME COLOUR: DARK GREY	SCALE 1/8"=1'-0"
20	INSULATED HOLLOW METAL DOOR AND PRESSED STEEL FRAME COLOUR: CHARCOAL GLAZE PANEL: CLEAR	DATE MARCH 5, 2024 DRAWN BY KYC / AL CHECKED BY KYC
21	METAL SECURITY GATE OVERHEAD DOOR 3 OPEN GRILLE SECTIONS WITH 2"x3" FRAMEWORK & 5/8" PICKETS AT 4 1/2" O.C. COLOUR: DARK GREY	SHEET TITLE SOUTH & EAST ELEVATIONS
22	SHINGLE ROOF COLOUR: DARK GREY	DRAWING



EAST ELEVATION



SOUTH ELEVATION

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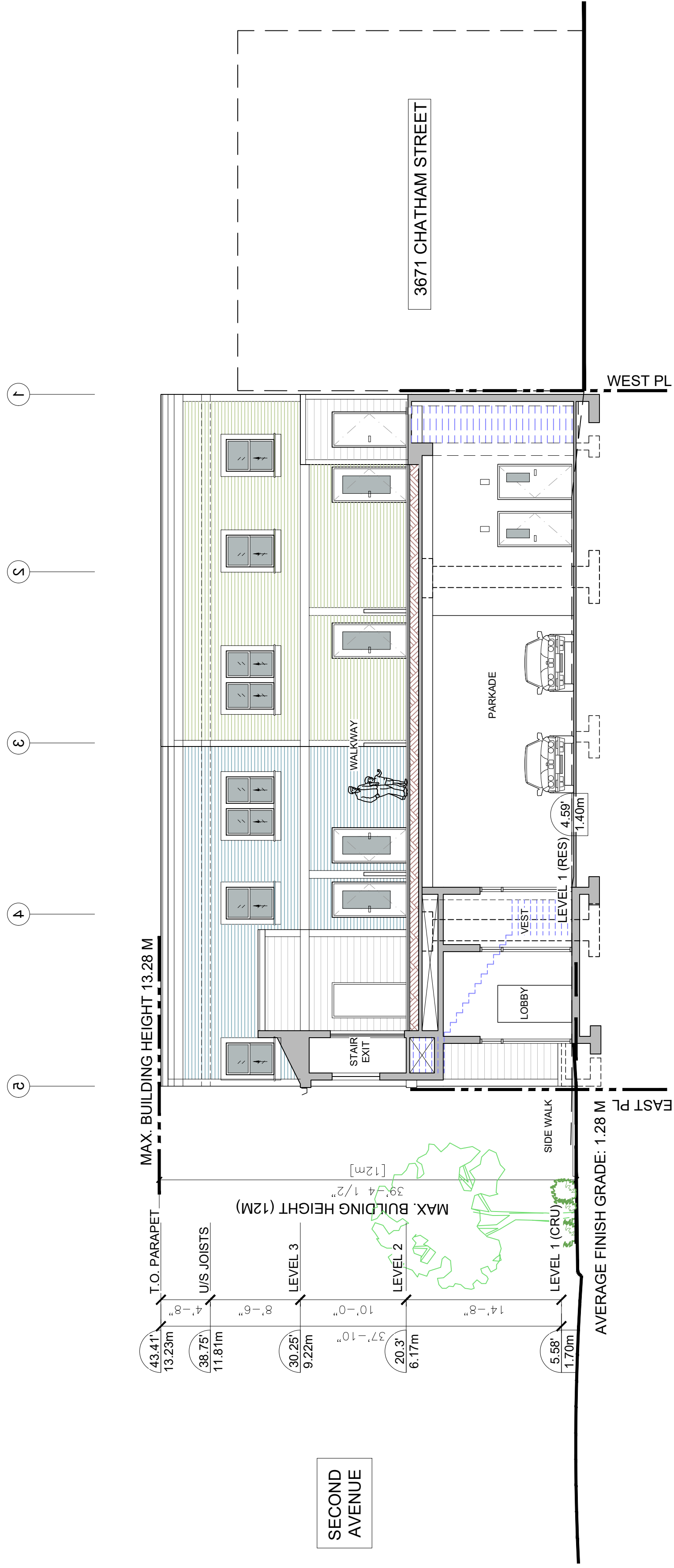
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PROJECT	7-UNIT COMMERCIAL MIXED-USE BUILDING
2. LOT ASSEMBLY	3691, 3695 Chatham Street Richmond, B.C.
PROJECT NO.	2408CHT2
SCALE	1/8" = 1'-0"
DATE	MARCH 5, 2024
DRAWN BY	KYC / AL
CHECKED BY	KYC
SHEET TITLE	SECTIONS

A4.2



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



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

REVISIONS
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PROJECT	7-UNIT COMMERCIAL MIXED-USE BUILDING
2 LOT ASSEMBLY	3691, 3695 Chatham Street Richmond, B.C.
PROJECT NO.	2408CHT2
SCALE	1/8"=1'-0"
DATE	MARCH 5, 2024
DRAWN BY	KYC / AL
CHECKED BY	KYC
SHEET TITLE	3D VIEWS

DRAWING

A5.2





City of
Richmond

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

Address: 3691/3695 Chatham Street

File No.: RZ 24-042233

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10759, the developer is required to complete the following:

1. **(Development Permit)** The submission and processing of a Development Permit* completed to a level deemed acceptable by the Director of Development.
2. **(Lot Consolidation)** Consolidation of all the lots into one development parcel.
3. **(Flood Indemnity Covenant)** Registration of a flood indemnity covenant on Title.
4. **(Contribution – Affordable Housing)** City acceptance of the developer's offer to voluntarily contribute \$15 per buildable square foot (\$158,035.20) to the City's Affordable Housing Fund.
5. **(Contribution – Market Rental)** City acceptance of the developer's offer to voluntarily contribute \$3.49 per buildable square foot (\$36,769.52) to the City's Affordable Housing Fund.
6. **(Contribution – Steveston Village Heritage Conservation Grant Program)** City acceptance of the developer's offer to voluntarily contribute \$81.50 per buildable square foot for 0.4 FAR of the site's density (\$258,511.48), minus the applicable affordable housing cash-in-lieu contribution (under consideration 4 above) for the development, in accordance with the Steveston Village Heritage Conservation Grant Program (Policy 5900). The total required amount is \$100,476.28.
7. **(Contribution – Indoor Amenity)** City acceptance of the developer's offer to voluntarily contribute \$2,309.00 per dwelling unit (e.g. \$16,163.00) in-lieu of on-site indoor amenity space. Where the contribution is not received within one year of the rezoning bylaw receiving third reading, the contribution shall be recalculated based on the rate in effect at the time of payment, as updated periodically and published in a City Bulletin.
8. **(Voluntary Tree Contribution)** City acceptance of the developer's offer to voluntarily contribute \$3,000 to the City's Tree Compensation Fund for the planting of replacement trees within the City.
9. **(Housing Tenure and Age Restriction)** Registration of a restrictive covenant prohibiting (a) the imposition of any strata bylaw that would prohibit any residential dwelling unit from being rented; and (b) the imposition of any strata bylaw that would place age-based restrictions on occupants of any residential dwelling unit.
10. **(Mixed Use Noise)** Registration of a legal agreement on Title that identifies the building as a mixed use building indicating that they 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 noise generated from rooftop HV AC units will comply with the City's Noise Bylaw.
11. **(Shared Commercial / Residential Visitor Vehicle Parking)** Registration of a legal agreement on Title ensuring the shared use of two commercial and residential visitor parking spaces and prohibiting assignment of either parking space to a particular unit or user.
12. **(Transportation Demand Management – Transit Passes)** Registration of a legal agreement on Title to ensure the execution and completion of a transit pass program, including the following method of administration and terms:
 - a) Provide seven (i.e. one per residential unit), one year, two zone monthly transit passes.
 - b) Provide a letter of credit to the City for 100% of transit pass program value.
 - c) If administered by TransLink or a management company, the owner is not responsible for the monitoring of transit pass use, only noting the number of "subscribed" users to the program until the full unit count is exhausted.
 - d) If the transit pass program is not fully subscribed within one year, the program is to be extended until the equivalence of the costs of the full one year transit pass program has been exhausted. Should all transit passes not be utilized by the end of the second year, the remaining funds equivalent to the value of the unsubscribed transit passes are to be transferred to the City of Richmond for alternate transportation demand management measures at the City's discretion.

e) The availability and method of accessing the two-zone transit passes is to be clearly explained in the tenancy and sales agreements.

13. **(Fees - Notices)** Payment of all fees in full for the cost associated with the public notices (e.g., Notice of First Reading), consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

14. **(Servicing Agreement)** Enter into a Servicing Agreement* for the design and construction of the following works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works may include, but are not limited to the following, to the satisfaction of the Director, Transportation:

Transportation Works

- a) Along the site's full frontage along 2nd Avenue:
 - 0.15m curb and gutter.
 - A minimum 1.5m planted boulevard.
 - A minimum 2.5m sidewalk/pathway clear of above-grade obstructions.
 - Pavement widening to 5.6m from new curb to centerline to accommodate one southbound travel lane and one parking lane.
 - Retention and protection of the existing utility pole within the 2nd Avenue road right-of-way, with the final design and appropriate treatment to be determined through detailed design.
- b) Along the site's full frontage on Chatham Street:
 - 0.15m curb and gutter.
 - 1.5 m grassed boulevard clear of trees and utilities, to allow for potential future road widening.
 - 1.5 m planted boulevard.
 - Sidewalk/Pathway clear of obstructions between boulevard and the PL.
- c) Along the sites full frontage of the Lane north of the property line, at the applicant's cost:
 - 0.15 m curb and gutter
 - 5.2 m paved roadway
 - 0.15 m curb and gutter
 - 0.6 m utility strip with street lighting
- d) Utility relocations as required to accommodate these frontage upgrades.
- e) Construction of curb bulges and letdowns at the intersection of Chatham Street and 2nd Avenue.

Water Works:

- a) Using the OCP Model, there is 600.0 L/s of water available at a 20 psi residual at the Chatham Street frontage. Based on your proposed development, your site requires a minimum fire flow of 220 L/s.
- b) The Developer is required to coordinate with Richmond Fire Rescue to confirm whether fire hydrants are required along the proposed development's lane frontage. If required by RFR, the necessary water main and hydrant installations shall be reviewed by Engineering and added to the servicing agreement scope.
- c) At Developer's cost, the Developer is required to:
 - i) Submit Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) fire flow calculations to confirm development has adequate fire flow for onsite fire protection. Calculations must be signed and sealed by a Professional Engineer and be based on Building Permit Stage building designs.
 - ii) Install approximately 55m of new water main along 2nd Avenue, from the existing water main at Chatham Street to the north property line of the development site. At the dead-end of the water main, provide a hydrant and blow-off assembly as per City's specifications. Alignment and details such as the diameter and fittings of the new water main shall be determined via the servicing agreement design.
 - iii) Review hydrant spacing on all road frontages and install new fire hydrants as required to meet City spacing requirements for the proposed land use. At minimum, one additional hydrant on the 2nd Avenue frontage is required. Fire department approval is required for all fire hydrant installations and relocations.
 - iv) Provide a right-of-way for the water meter. Minimum right-of-way dimensions to be the size of the meter box (from the City of Richmond supplementary specifications) + any appurtenances (for example, the bypass on W2n-SD) + 0.5 m on all sides. Exact right-of-way dimensions to be finalized via the servicing agreement process.

- d) At Developer's cost, the City will:
 - i) Cut and cap at the main the existing water service connection and remove meter servicing the development site.
 - ii) Install one new water service connection, complete with water meter and meter box in a right-of-way which will be provided by developer as per City's specifications. Location of the water meter shall be along 2nd Avenue frontage.
 - iii) Complete all tie-ins for the proposed works to existing City infrastructure.

Storm Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Provide an erosion and sediment control plan for all on-site and off-site works, to be reviewed as part of the servicing agreement design.
 - ii) Install approximately 25m of new storm sewer along Chatham Street frontage, complete with manholes. Connect the proposed storm sewer to the existing storm sewer at the north side of Chatham Street via new manholes. Alignment and details such as the slope and high point of the new storm sewer shall be determined via the servicing agreement design.
 - iii) Perform a capacity analysis to size the proposed new storm sewer in Chatham Street. The analysis shall consider both the existing condition and the 2041 OCP condition and include runoff from the future roads proposed in the OCP. The minimum diameter of the new storm sewer shall be 600mm as per City specifications.
 - iv) Upgrade approximately 25m of existing storm lane drainage at the north property line of the development site, complete with manholes and catch basins as required. Tie-in to the east shall be to the existing storm sewer along 2nd Avenue through a new manhole. West end of the new lane drainage shall terminate with a manhole. Alignment and details such as the slope and high point of the new storm lane drainage shall be determined via the servicing agreement design.
 - v) Install one new storm service connection, complete with inspection chamber in a right-of-way, off of the existing storm sewer at the 2nd Avenue frontage to service the development site.
- b) At Developer's cost, the City will:
 - i) Cut and cap at main, all existing storm service connections and remove associated inspection chambers servicing the development site.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

Sanitary Sewer Works:

- a) At Developer's cost, the Developer is required to:
 - i) Install one new sanitary service connection complete with inspection chamber in a right-of-way, off of the existing manhole SMH5500 at the 2nd Avenue and rear lane intersection to service the development site.
- b) At Developer's cost, the City will:
 - i) Cut and cap, at inspection chamber, the existing sanitary service connection located at the northwest corner of the development site. Retain the inspection chamber to serve adjacent properties.
 - ii) Complete all tie-ins for the proposed works to existing City infrastructure.

Street Lighting:

- a) At Developer's cost, the Developer is required to:
 - i) Provide street lighting along the development's frontages according to the following:
 - (1) Chatham Street (North side at intersection with 2nd Ave)
 - (a) Decorative Luminaire Pole and associated Luminaire.
 - (2) 2nd Avenue (West Side)

- (a) Standard Roadway Luminaire Pole and associated Luminaire.
- (3) Rear Lane
 - (a) Laneway Luminarie Pole and associated Luminaire
- ii) Provide roadway lighting calculations as per City of Richmond Standards.
- iii) Lowered streetlight conduits to provide adequate depth of cover.
- b) At Developer's Cost, the City will:
 - i) If required, coordinate with BC Hydro regarding the removal of leased BC Hydro Street lighting luminaries and associated items.

General Items:

- a) At Developer's cost, the Developer is required to:
 - i) Complete other frontage improvements as per Transportation requirements.
 - ii) Coordinate with BC Hydro, Telus and other private communication service providers:
 - (1) To pre-duct for future hydro, telephone and cable utilities along all road frontages.
 - (2) Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - (3) To underground overhead service lines.
 - iii) Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) 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 right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Street light kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iv) Provide, prior to start of site preparation works or within the first servicing agreement submission, whichever comes first, a preload plan and geotechnical assessment of preload, dewatering, and soil preparation impacts on the existing utilities fronting the development site and provide mitigation recommendations.
 - v) Provide a video inspection report of the existing sanitary sewer and storm sewer along the 2nd Avenue and rear lane frontages prior to start of site preparation works or within the first servicing agreement submission, whichever comes first. A follow-up video inspection, complete with a civil engineer's signed and sealed recommendation letter, is required after site preparation works are complete (i.e. pre-load removal, completion of dewatering, etc.) to assess the condition of the existing utilities and provide recommendations to retain, replace, or repair. Any utilities damaged by the pre-load, de-watering, or other ground preparation shall be replaced or repaired at the Developer's cost.
 - vi) Conduct pre- and post-preload elevation surveys of all surrounding roads, utilities, and structures. Any damage, nuisance, or other impact to be repaired at the developer's cost. The post-preload elevation survey shall be incorporated within the servicing agreement design.

- vii) Monitor the settlement at the adjacent utilities and structures during pre-loading, dewatering, and soil preparation works per a geotechnical engineer's recommendations, and report the settlement amounts to the City for approval.
- viii) Submit a proposed strategy at the building permit stage for managing excavation de-watering. Note that the City's preference is to manage groundwater onsite or by removing and disposing at an appropriate facility. If this is not feasible due to volume of de-watering, the Developer will be required to apply to Metro Vancouver for a permit to discharge into the sanitary sewer system. If the sanitary sewer does not have adequate capacity to receive the volume of groundwater, the Developer will be required to enter into a de-watering agreement with the City wherein the developer will be required to treat the groundwater before discharging it to the City's storm sewer system.
- ix) Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
- x) Coordinate the servicing agreement design for this development with the servicing agreement(s) for the adjacent development(s), both existing and in-stream. The developer's civil engineer shall submit a signed and sealed letter with each servicing agreement submission confirming that they have coordinated with civil engineer(s) of the adjacent project(s) and that the servicing agreement designs are consistent. The City will not accept the 1st submission if it is not coordinated with the adjacent developments. The coordination letter should cover, but not be limited to, the following:
 - (a) Corridors for City utilities (existing and proposed water, storm sewer, sanitary and DEU) and private utilities.
 - (b) Pipe sizes, material and slopes.
 - (c) Location of manholes and fire hydrants.
 - (d) Road grades, high points and low points.
 - (e) Alignment of ultimate and interim curbs.
 - (f) Proposed street lights design.
- xi) Enter into, if required, additional legal agreements, as determined through the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

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

1. **(Acoustic and Thermal Report)** Submission of an acoustical and thermal report with recommendations prepared by an appropriate registered professional, which demonstrates that the interior noise levels and noise mitigation standards comply with the City's Official Community Plan and Noise Bylaw requirements. The standard required for air conditioning systems and their alternatives (e.g. ground source heat pumps, heat exchangers and acoustic ducting) is the ASHRAE 55-2004 "Thermal Environmental Conditions for Human Occupancy" standard and subsequent updates as they may occur. Maximum interior noise levels (decibels) within the dwelling units must achieve CMHC standards follows:

Portions of Dwelling Units	Noise Levels (decibels)
Bedrooms	35 decibels
Living, dining, recreation rooms	40 decibels
Kitchen, bathrooms, hallways, and utility rooms	45 decibels

2. **(Landscape Plan and Security)** Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100 per cent of the cost estimate provided by the Landscape Architect, including installation costs.

3. **(Energy Efficiency Report)** Submission of an energy efficiency report and recommendations prepared by a Certified Energy Advisor which demonstrates how the proposed construction will meet or exceed the required BC Energy Step Code and/or Zero Carbon Code, in compliance with the City's Official Community Plan and Building Regulation Bylaw No. 7230.

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

1. **(Construction Parking and Traffic Management Plan)** Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. **(Accessibility Measures)** Incorporation of accessibility measures in Building Permit (BP) plans as determined via the Rezoning and/or Development Permit processes.
3. **(Construction Hoarding)** 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.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- 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 concurrence on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10759 (RZ 24-042233)
3691 and 3695 Chatham Street**

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

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:
 - a. Inserting the following into Section 20 – Site Specific Mixed Use Zones, in numerical order:

“20.65 Commercial Mixed Use (ZMU65) – Chatham Street (Steveston)

20.65.1 Purpose

The **zone** provides for a combination of commercial, industrial and residential **uses** in the Steveston Village Heritage Conservation Area.

20.65.2 Permitted Uses

- animal grooming
- broadcasting studio
- child care
- education
- education, commercial
- government service
- health service, minor
- housing, apartment
- industrial, general
- liquor primary establishment
- manufacturing, custom indoor
- microbrewery, winery and distillery
- office
- parking, non-accessory
- recreation, indoor
- recycling depot
- restaurant
- retail, convenience
- retail, general

20.58.3

Secondary Uses

- boarding and lodging
- community care facility, minor
- home business

- **retail, second hand**
- **service, business support**
- **service, financial**
- **service, household repair**
- **service, personal**
- **studio**
- **veterinary service**

20.65.4 Permitted Density

1. The maximum **floor area ratio** is 1.6.
2. There is no maximum **floor area ratio** for **non-accessory parking** as a principal use.

20.65.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 100% for **buildings**.

20.65.6 Yards & Setbacks

1. There is no minimum **front yard, rear yard** or **side yard setback**.

20.65.7 Permitted Heights

1. The maximum **building height** for the **site** is 12.0 m, containing not more than three **storeys**.

20.65.8 Subdivision Provisions/Minimum Lot Size

1. The minimum **lot area** is 700 m².

20.65.9 Landscaping & Screening

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

20.65.10 On-Site Parking

1. On-site **vehicle** and bicycle parking and loading shall be provided according to the standards set-out in Section 7.0 except that:
 - a) Required **parking spaces** for residential visitor and non-residential **uses** may be shared.
 - b) On-site **vehicle** parking shall be provided at the following rate:
 - i) Commercial **uses** - on-site parking requirements contained in Section 7.0 of this Bylaw are reduced by 33% with the

exception that a rate of 2 spaces per 100 m² of **gross leasable floor area** be applied to **retail convenience, retail general, retail second hand, service business support, service financial and service personal**.

- ii) Residential **uses** - on-site parking requirements contained in Section 7.0 of this Bylaw are reduced by 20%.
- c) A minimum of 50% of the commercial spaces provided shall be standard spaces.
- d) No accessible parking space is required for non-residential **uses**.

20.65.11 Other Regulations

1. For **apartment housing**, no portion of the **first storey** of a **building** within 9.0 m of the **lot line abutting a road** shall be used for residential purposes.
 2. For **apartment housing**, an entrance to the residential **use** or parking area above or behind the commercial space is permitted if the entrance does not exceed 5.3 m in width.
 3. 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 designation of the following area and by designating it **“COMMERCIAL MIXED USE (ZMU65) – CHATHAM STREET (STEVESON)” zone**.
- P.I.D. 010-899-081
Lot 1, Block 21, Section 3, Block 3 North, Range 7 West, New Westminster Land District, Plan 249
- P.I.D. 010-899-090
Lot 2, Block 21, Section 3, Block 3 North, Range 7 West, New Westminster Land District, Plan 249
3. This Bylaw may be cited as **“Richmond Zoning Bylaw 8500, Amendment Bylaw 10759”**.

FIRST READING

SECOND READING

THIRD READING

CITY OF RICHMOND
APPROVED by <i>AC</i>
APPROVED by Director or Solicitor <i>JS</i>

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER



To: Planning Committee

Date: September 24, 2026

From: Wayne Craig
General Manager, Planning and Development

File: ZT 21-922710

Re: **Application by Ecowaste Industries Ltd. for a Zoning Text Amendment to Permit a “Construction and Demolition Waste Landfill” and “Recycling Operation and Drop-Off” at 15555 Blundell Road and PID 024-397-423**

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 10783, for a Zoning Text Amendment to the “Agriculture (AG1)” zone to add “construction and demolition waste landfill” and “recycling operation and drop-off” as permitted uses at 15555 Blundell Road and PID 024-397-423, be introduced and given first reading.

Executive Summary

This application proposes to amend the “Agriculture (AG1)” zone to permit the operation of a construction and demolition waste landfill and recycling operation and drop-off at 15555 Blundell Road and PID 024-397-423. The proposed application would permit the existing non-conforming operation and facilitate the extension of landfill and recycling operations on-the site until December 31, 2060, and subject to a maximum fill height of 28.0 m.

The proposed amendment will retain AG1 zoning applicable to the site while permitting construction and demolition waste landfill and recycling operation, and drop-off uses on a time-limited basis, after which time these uses will cease to be permitted, and all structures and buildings associated with these uses are to be removed.

Staff Report

Origin

Ecowaste Industries Ltd., on behalf of Montrose Industries Ltd., has applied to the City of Richmond for permission to amend the “Agriculture (AG1)” zone to permit “construction and demolition waste landfill” and “recycling operation and drop-off” as site-specific uses at 15555 Blundell Road and PID 024-397-423. The subject site is currently occupied by a non-conforming active landfill and recycling operation operated by Ecowaste Industries Ltd. The proposed amendments would bring the current use of the site into zoning bylaw compliance. A location map and aerial photo of the subject site are included as Attachment 1.

Background

The subject site consists of two legal parcels of land bounded by Blundell Road, No. 7 Road, Granville Avenue and Savage Road allowances. A survey is attached (Attachment 2).

Since 1949, the City’s zoning of the site has been either ‘Rural’ or ‘Agricultural’ in nature. In 1973, the site was designated as Agricultural Land Reserve (ALR) by the Province. In 1976, Ecowaste Industries Ltd. (then known as Richmond Landfill Ltd.) purchased the site.

Starting in 1993, and as permitted in accordance with City and Agricultural Land Commission (ALC) non-farm use approvals, the site has operated as a landfill. Since starting landfill operations, several term extensions and operational amendments have been made and endorsed by both Council and the ALC.

In 1999, Council and the ALC approved a 10-year extension to the Soil Conservation Permit to allow the continued operation of the landfill (up to 2009).

Between 2009 and 2015, the landfill operations were focused on the site to the south of Blundell Road (outside the ALR and zoned industrial) in order to prepare that site for future industrial development (now the Richmond Industrial Centre, also owned by Montrose Industries Ltd.), and that landfill site is no longer operating.

In 2014, Ecowaste Industries Ltd. applied for a Non-Farm Use (NFU) application (AG 14-654361) for the subject site to permit the continued use of the site for a construction and demolition waste landfill and for the addition of four Material Recovery Facilities (MRFs) to the site in response to the Province’s repeal of the *Soil Conservation Act* and incorporation of soil removal and fill regulations into the *ALC Act*. In 2015, this was approved by Council and the ALC and allowed for the processing of demolition and construction waste and for continued operations of the existing landfill to an ultimate height of 18 m Geodetic Survey of Canada (GSC – a measure of height relative to the coastal mean sea level) and for a period of 20 years (for a term ending in 2035).

In 2019, Ecowaste applied to the ALC to extend their landfill tenure term for an additional 20 years (from 2035 to 2055) and to add two additional MRFs to the site (AG 19-863866). No additional landfill height was proposed as part of the 2019 application. Council endorsed this request on

February 10, 2020, and the resolution was forwarded to the ALC. The ALC approved the two additional MRFs but rejected the requested term extension to 2055 due to demolition and construction waste being a prohibited fill material within the ALR (Resolution #504/2020 - as a result of Provincial Bill 52 in 2019).

In March 2023, the Province removed the Ecowaste landfill site from the ALR through an Order in Council. The removal of these sites from the ALR was done without input from the City. Due to the removal of the site from the ALR, the previous non-farm use approvals for landfill use granted by the ALC ceased. The existing agricultural zoning (AG1) does not permit the current and active use of the site as a construction and demolition waste landfill and recycling operation and drop-off. Accordingly, the facility is currently operating in non-compliance with the City's Zoning Bylaw.

Findings of Fact

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

Surrounding Development

- To the North: Across the Granville Avenue unopened road allowance, properties zoned "Agriculture (AG1)", designated "Agriculture (AGR)" in the Official Community Plan (OCP) and located in the ALR, and a drainage canal designated Riparian Management Area (RMA).
- To the South: Across Blundell Road, a number of industrial buildings (known as the Richmond Industrial Centre, which is owned by Montrose) on lands zoned "Industrial (I)" and designated "Industrial (IND)" in the OCP.
- To the East: Across the No. 7 Road unopened road allowance, land designated "Industrial (IND)" in the OCP, and a drainage canal designated RMA. This area is under federal jurisdiction of the Vancouver Fraser Port Authority.
- To the West: Across the Savage Road unopened road allowance, properties zoned "Golf Course (GC)" and "Agriculture (AG1)", designated "Agriculture (AGR)" in the OCP and located in the ALR.

Related Policies & Studies

Official Community Plan

The OCP land use designation for the subject site is "Agriculture (AGR)", which comprises those areas of the City where the principal use is agriculture and food production. Notwithstanding this designation, land uses can include other uses as permitted under the *Agricultural Land Commission Act* (ALCA), including non-farm uses approved by Council and the ALC. As the Province removed the subject lands from the ALR, only those uses identified within the AG1 zone are permitted, and the construction and demolition waste landfill and recycling operation and drop-off uses are now nonconforming.

The proposed amendment to the Zoning Bylaw is generally consistent with the OCP as the site will retain the AG1 zoning while permitting construction and demolition waste landfill and recycling operation, and drop-off uses up to a maximum height of 28.0 m GSC and until December 31, 2060, after which time these uses will cease to be permitted, and all structures and buildings associated with this use are to be removed.

Metro Vancouver 2050

The properties are designated “Agricultural” in the 2050 Metro Vancouver Regional Growth Strategy (RGS) and located outside the Urban Containment Boundary. The proposed amendment maintains the subject lands agricultural zoning, and the proposed landfill operation is proposed only as a temporary use (to a maximum height of 28.0 m GSC and until December 31, 2060). Any long-term as-of-right use for non-agricultural use of the property would require an amendment to the City’s OCP and an application to Metro Vancouver to change the designation and urban containment boundary.

Riparian Management Area

A 15 m-wide RMA exists along the site’s north and east edges associated with the drainage canals along the Granville Avenue and No. 7 Road unopened road allowances. The proposed landfill and recycling drop-off uses material recovery facilities do not impact the areas designated as RMA and all active landfill operations occur outside of these areas.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the minimum flood construction level of 3.0 m as required by 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 Zoning Text Amendment bylaw.

Public Consultation

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

Should the Planning Committee endorse this application and Council grant first reading to the rezoning bylaw, the bylaw will be forwarded to a Public Hearing, where any area resident or interested party will have an opportunity to comment. Public notification for the Public Hearing will be provided as per the *Local Government Act* and the City’s Zoning Bylaw 8500.

Analysis

The purpose of this Zoning Text Amendment application is to amend the AG1 zone to add “construction and demolition waste landfill” and “recycling operation and drop-off”, on a site-specific basis, to permit the continued operation of the landfill and recycling activities (and including accessory structures to support these uses) on the subject site up to a maximum fill height of 28.0 m GSC and until December 31, 2060.

In addition to the City's Zoning Bylaw 8500, the operational requirements of the landfill are regulated by the Province and is required to operate in accordance with an Operational Certificate which is reviewed and issued by the Ministry of Environment (MOE). The ultimate closure of the landfill facilities is subject to a MOE approved Design, Operations and Closure Plan (DOCP).

The landfill operation is augmented with MRFs that seek to divert recyclable materials away from the landfill. MRFs are facilities used to receive, sort and process materials so they can be directed to reuse, recycling or other recovery pathways rather than disposal, where feasible. The MRFs are temporary facilities in that they would be removed no later than December 31, 2060.

The onsite MRFs include the conversion of yard waste into compost, clean wood into biofuels and waste concrete into aggregate. Additionally, the operation is providing space for recycling or repurposing materials for sale to other operations, including building deconstruction, wood, concrete/aggregate, plastic, metal and asphalt shingle recycling.

There is a public drop-off area which allows residents of Richmond and other Lower Mainland municipalities to properly and responsibly dispose of wood, metal, cardboard, yard waste and mixed construction and demolition waste. The public drop-off area is also part of the Extended Producer Responsibility Program. As part of this program, Ecowaste accepts materials including pesticides, paints, electronics and batteries from the public. These are then forwarded to facilities off-site for further recycling and processing by others.

The layout and arrangement of facilities on-site is anticipated to change over time as the landfill is built up, and in accordance with their Operational Certificate, and Design, Operations and Closure Plans. Plans of the site, including current operations (2026) as well as a 2031 proposed operations site plan are included as Attachment 4.

Proposed 28.0 m GSC Height

This application proposes to allow a maximum landfill height of 28.0 m GSC. This is an increase of 10 m (33 ft.) over Council's previously endorsed 18.0 m GSC height. The requested height (together with the proposed tenure to 2060) is proposed in order to permit Ecowaste to operate to the landfill to its maximum capacity.

Blundell Road has an elevation of approximately 15.0 m GSC (elevation varies slightly along the east-west length of the Blundell Road property frontage) and would be 13 m (42 ft.) lower than the top of the landfill at closure. The additional height proposed would result in a finished or 'capped' landfill height similar in height to that of the adjacent Richmond Industrial Centre buildings (approximately 30 m GSC). Representative cross sections (north-south and east-west) are attached as Attachment 5.

The grading of the site at closure is designed to be a gentle upward slope from the site boundaries. The top layer of the landfill at closure is required to be capped with approximately 1.0 m (3 ft.) of soil and planted with grasses and small vegetation. Representative renderings of the site post-closure are shown from the east and west ends of Blundell Road in Attachment 6.

Other portions of the site are predominantly flat in nature with some localized swales and contouring for storm water management.

Surface storm water is handled through seven existing storm water outfalls and is designed to control surface drainage in such a way as to not impact surrounding agricultural lands. On-site stormwater systems including open perimeter ditches, surface water diversion berms, swales and detention ponds with flow control infrastructure. These features are intended for surface water detention and eventual release to off-site infrastructure (i.e. No. 7 Road Canal).

Proposed 2060 Closure

The proposed application would permit the “construction and demolition waste landfill” and “recycling operation and drop-off” uses until no later than December 31, 2060. Council has previously endorsed and supported the use of the site for a landfill and MRFs through to 2055 as part of its consideration and endorsement of previous applications.

The proposed “construction and demolition waste landfill” and “recycling operation and drop-off” aligns with Richmond’s Circular City Strategy by extending the lifespan of the landfill through active diversion of materials into other consumer processes. The Strategy aims to prevent waste by preserving the value of products, components and raw materials in closed loops for as long as possible, resulting in a decrease in waste. The applicant indicates that, through the operation of the MRFs and other diversion programs, the operation redirects roughly one third of the materials received at the site (+/- 75,000 tonnes annually) from the landfill, producing products through recycling and diversion that contribute to the circular economy. This includes the recycling of materials such as wood, soils, ceramics, asphalt and concrete. In doing this, the operations at the site support the City’s Demolition Waste and Recyclable Materials Bylaw No. 9516, which aims to divert waste from disposal and promotes recycling of materials.

Currently, only two landfills in the region accept construction and demolition waste – the Vancouver Landfill in Delta and the Ecowaste operation at the Blundell Road site. Furthermore, the Ecowaste Landfill is the only dedicated landfill in the region focused on the handling of construction and demolition materials (i.e. they do not accept household and other waste streams). This zoning text amendment application has been made to bring their operations into compliance with the site zoning and to permit Ecowaste to operate to the maximum capacity of the landfill. Additionally, this will provide them the certainty they need to continue to invest in their operations, including the set up and operation of the MRFs through to the end of their term (2060).

At the conclusion of landfill operations, the facility is required to be closed and decommissioned in accordance with the requirements of their Operating Certificate and the Design, Operation and Closure Plan as issued by the MOE.

Transportation and Site Access

Primary access to the site is currently provided off Blundell Road at Zylmans Way and at the current temporary access point at the Blundell Road cul-de-sac west of Pierson Road. A future access point is proposed at Blundell and Pierson Road.

An existing access gate for the operation encroaches into the Blundell Road dedication at the western terminus of Blundell Road. The development is currently using this area to provide public access to their operations and provide access to their on-site service roads that run parallel to the Savage Road allowance. The applicant is required to enter into an encroachment agreement and obtain a license allowing the applicant formal use of parts of the Blundell Road allowance until such time that the encroachment is no longer required by the applicant or the City determines to terminate the encroachment. Any agreement and license, including terms and license fee, would be to the satisfaction of the Director of Real Estate. Upon termination of the agreement and license, the applicant is required to enter into a Servicing Agreement (SA) to remediate the encroachment area and return it to a condition to the satisfaction of the City.

Frontage improvements are required along the subject site's Blundell Road frontage and include the construction of a landscaped boulevard with multi-use pathway (MUP) and a special crosswalk with overhead flashing lights to enhance visibility of pedestrians and cyclists crossing Blundell Road at Pierson Way. To accommodate the required improvements, a Statutory Right-of-Way (SRW) providing Public-Right-Of-Passage (PROP) is required on-site adjacent to Blundell Road. The required frontage works are to be constructed by the applicant and secured through the City's standard Servicing Agreement process.

Internal Roads and Wayfinding

A covenant on Title will be registered to ensure that internal roads for public, operational and maintenance use located on the site must adhere to specific design criteria in the *BC Landfill Criteria for Municipal Solid Waste*, the Operating Certificate (OC) and the DOCP to ensure on-site roads meet relevant design guidelines. On-site roadways are to be designed by a registered professional civil engineer. The owner is also required to provide wayfinding for those areas of the site that are publicly accessible and implement a dust and mud control plan to mitigate any dust and mud emanating from the site and impacting surrounding properties and public roadways.

Landscaping

The site currently has naturally occurring vegetation in the areas between the property line and the site's perimeter service road. In addition, the applicant has previously planted a row of cottonwood trees near the property line on a portion of the north side that will continue to provide a visual barrier for neighbouring properties.

The north, west and east edges of the site contain existing landfill maintenance infrastructure and service roads, that are required to maintain and monitor the landfill. Landscaping and vegetation in this area is limited to grasses and low-lying shrubs which will not impact the operation and maintenance of the landfill.

The south side of the site (Blundell Road frontage) currently contains a curb and asphalt sidewalk condition, the current site access points, as well as common provider utilities including BC Hydro, Telus and Shaw underground infrastructure. The applicant will be required to make frontage improvements including a boulevard with a Multi-Use Pathway (MUP) and planting areas (to the extent possible with the current utility alignments). This detail will be finalized through the required Servicing Agreement.

Fire Prevention / Management

The landfill operation has a Landfill Fire Control and Risk Reduction Plan and a Fire Safety Plan in place for the site, outlining fire prevention and management activities for the site. These plans are continually updated to align with any operational changes that may occur, associated with adjustments to the landfill (as it is filled and operations are shifted around the site), as well as new tenants or activities that are added to the site. All firefighting protocols are managed as an ongoing activity as part of the applicant's operations in collaboration with the Richmond Fire Rescue.

Site Servicing and Frontage Improvements

Prior to rezoning bylaw adoption, the applicant is required to enter into a Servicing Agreement for the design and construction of the following services and improvements, including but not limited to:

- Intersection improvements (Blundell Road / Zylmans Way and Blundell Road / Pierson Road).
- Traffic signals and lighting as required.
- Pedestrian crosswalks as required (including a special pedestrian signal at Blundell Road / Pierson Road).
- Blundell Road frontage upgrades (north side) between No. 7 Road and Pierson Road including landscaped boulevard design including planting areas, a 3.0 m MUP and relocated security fence.
- Relocation of utilities outside of the clear path of the sidewalk/MUP or meandering of the pathway around utilities may be permitted provided transitions use generous back-to-back reverse curves and additional SRWs/Public Right of Passage are provided.
- Blundell Road landscaping (including trees, planting areas and any necessary street furniture) will be considered as part of the detailed design for the frontage under the servicing agreement. Final design and planting opportunities may be impacted by existing utilities.
- Registration of a 3.0 x 30.0 m SRW for the existing water main at the southeast corner of the site.
- Formalization and documentation of the existing six storm service connections on site. Assessing the existing storm service connections to ensure they convey only uncontaminated stormwater and to confirm there are no unauthorized connections or discharges.

The landfill buildings and accessory structures that exist and that are proposed as part of this application will not require any water, sanitary or storm connections to City infrastructure. Any water required on the site is currently provided through water trucks and is stored in tanks. Sanitary effluent is managed through portable toilets on the site or through black water storage tanks that are pumped out as needed. There will be no requirement for water or sanitary service connections in the final landfill closure condition in 2060. Ecowaste is currently permitted to discharge leachate into the sanitary system, as authorized by their Metro Vancouver Waste

Discharge Permit. The applicant is also required to enter into an Encroachment License Agreement for the existing sanitary leachate forcemain at the southeast corner of the site.

Budgetary Implications

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

Conclusion

The purpose of the Zoning Text Amendment application is to amend the “Agriculture (AG1)” zone to permit the use of construction and demolition waste landfill and recycling operations and drop-off as permitted uses at 15555 Blundell Road and PID 024-397-423 site only. It is recommended that Richmond Zoning Bylaw 8500, Amendment Bylaw 10783 be introduced and given first reading.

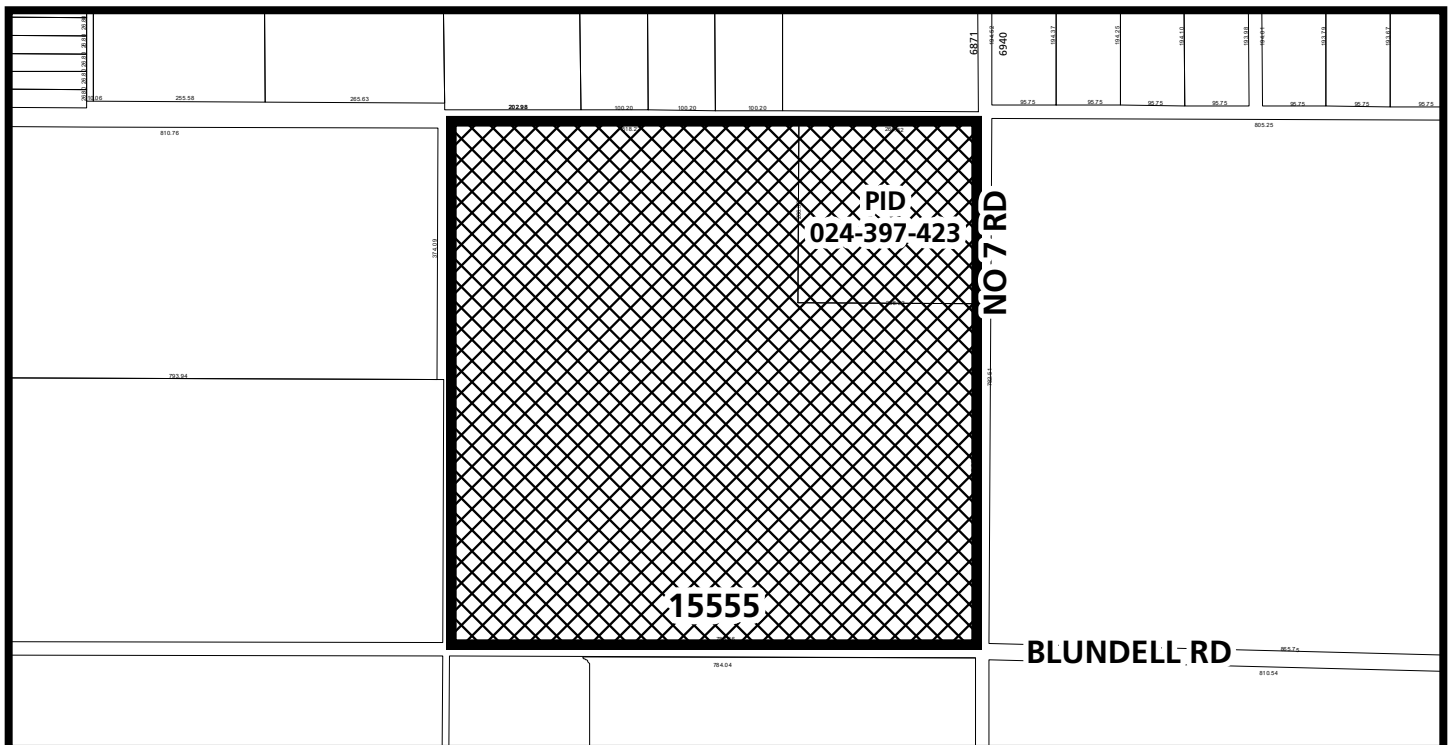
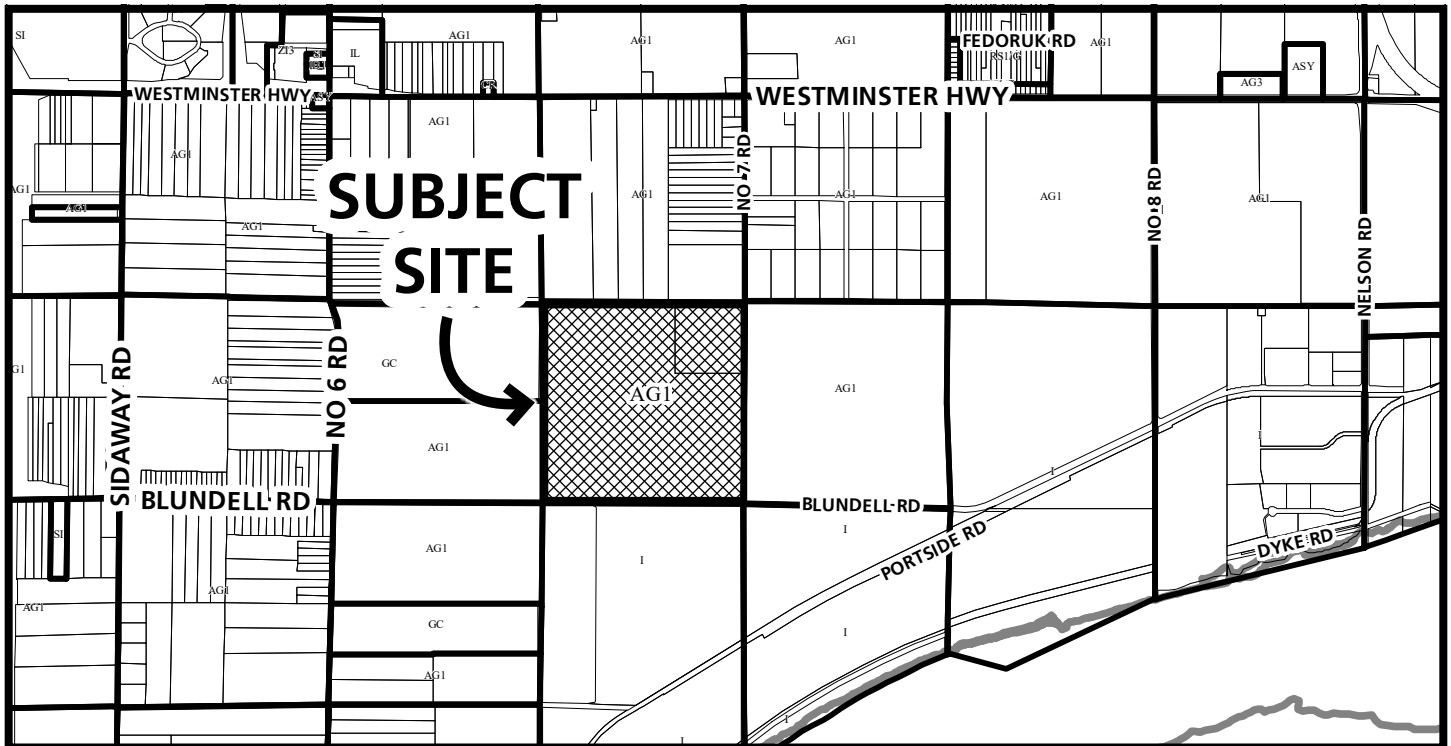
Respectfully submitted,

Joshua Reis, Director, Development

Report Contributors

This report was prepared by Chris Bishop, Manager, Development - East and reviewed by the Transportation, Engineering and Climate & Environment Departments.

- Att. 1: Location Map / Aerial Photo
 2: Surveyed Sketch Plan of Subject Site
 3: Development Application Data Sheet
 4: Current (2026) and Future (2031) Site Plans
 5: Representative Landfill Cross-Sections
 6: Representative Landscape Renderings
 7: Rezoning Considerations



ZT 21-922710

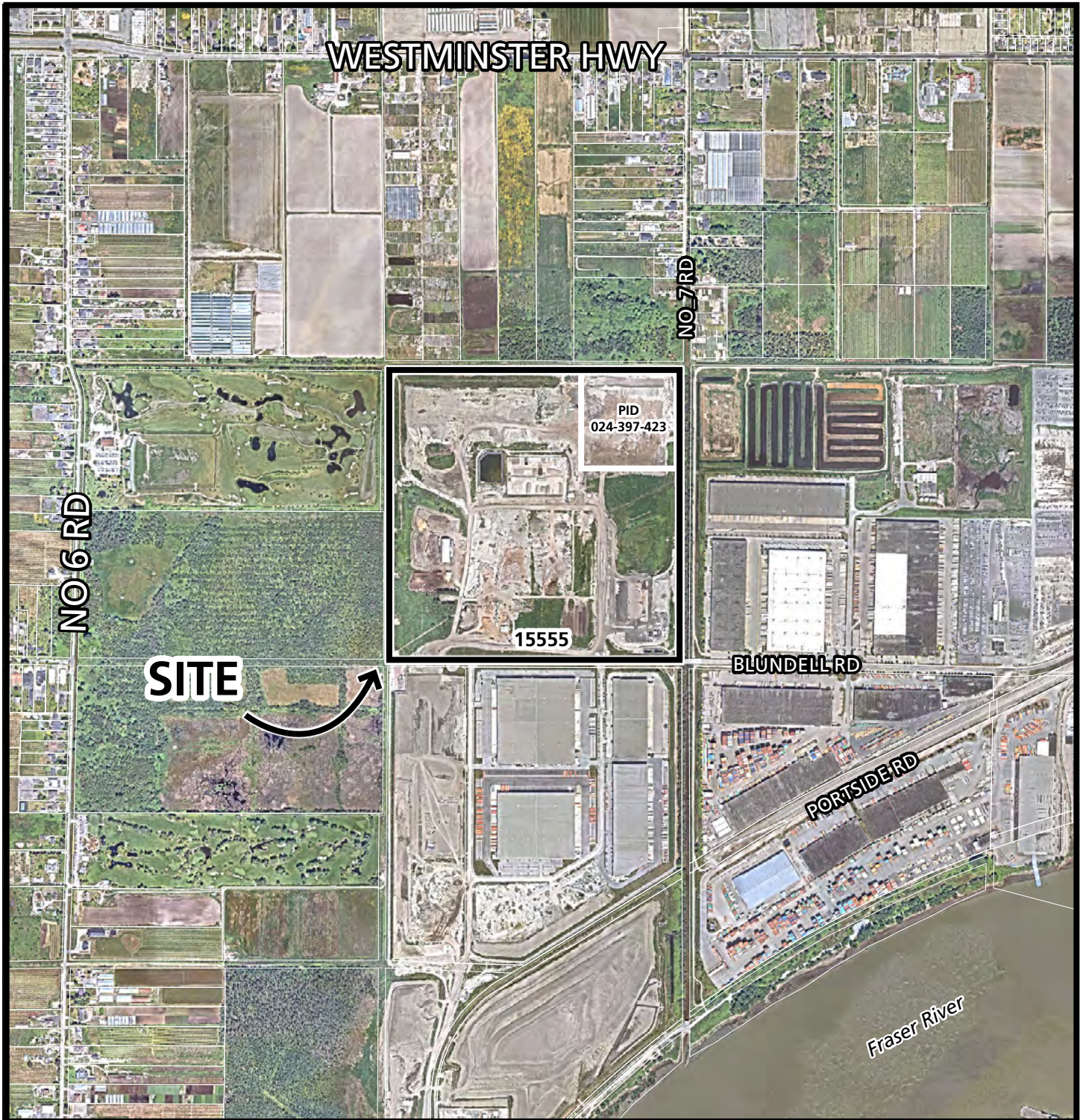
PLN – 108

Original Date: 01/28/21
Revision Date: 09/03/26

Note: Dimensions are in METRES



City of
Richmond



ZT 21-922710

PLN – 109

Original Date: 09/03/26
Revision Date: 09/03/26

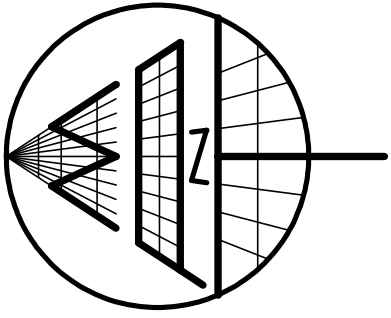
Note: Dimensions are in METRES

SKETCH PLAN SHOWING LOTS 1 AND 2 SECTION 15 BLOCK 4 NORTH RANGE 5 WEST NEW WESTMINSTER DISTRICT PLAN LMP40687
"ECOWASTE"

CITY OF RICHMOND

LEGEND
SCALE 1:2000
50 0 50
ALL HORIZONTAL GROUND-LEVEL
DISTANCES ARE IN METRES
P/L DENOTES PROPERTY LINE

- PROPERTY LINE DIMENSIONS ARE BASED ON FIELD
SURVEYS AND LAND TITLE OFFICE PLAN RECORDS.



PARCEL A
PLAN LMP22084

SAVAGE ROAD

S 1/2
Sec 16

GRANVILLE AVENUE

784.527
90° 15' 24"

2
PLAN LMP40687

1
PLAN LMP40687
SECTION 15
Bk4N R5W

774.858
0° 14' 21"

No. 7 ROAD

3
PLAN
74529

0° 18' 00"
774.405

SRW PLAN
EPP71629

SRW PLAN
EPP65853

SRW PLAN
EPP71629

SRW PLAN
EPP71629

SRW PLAN EPP65853

(P/L) 783.705 90° 13' 25"

BLUNDELL ROAD

SURVEYORS & ENGINEERS
#320 - 11120 HORSESHOE WAY
RICHMOND, B.C., V7A 5H7
PH: 604-270-9331
FAX: 604-270-4137
CADFILE: 16637-035-SKETCH-001.DWG

R-21-16637-SKETCH

2026-04-06



RZ 21-922710

Attachment 3

Address: 15555 Blundell Road (formerly 7011 No. 7 Road) and PID 024-397-423

Applicant: Montrose Industries Ltd. Inc. No. BC0556788 (on behalf of Ecowaste Industries Ltd.)

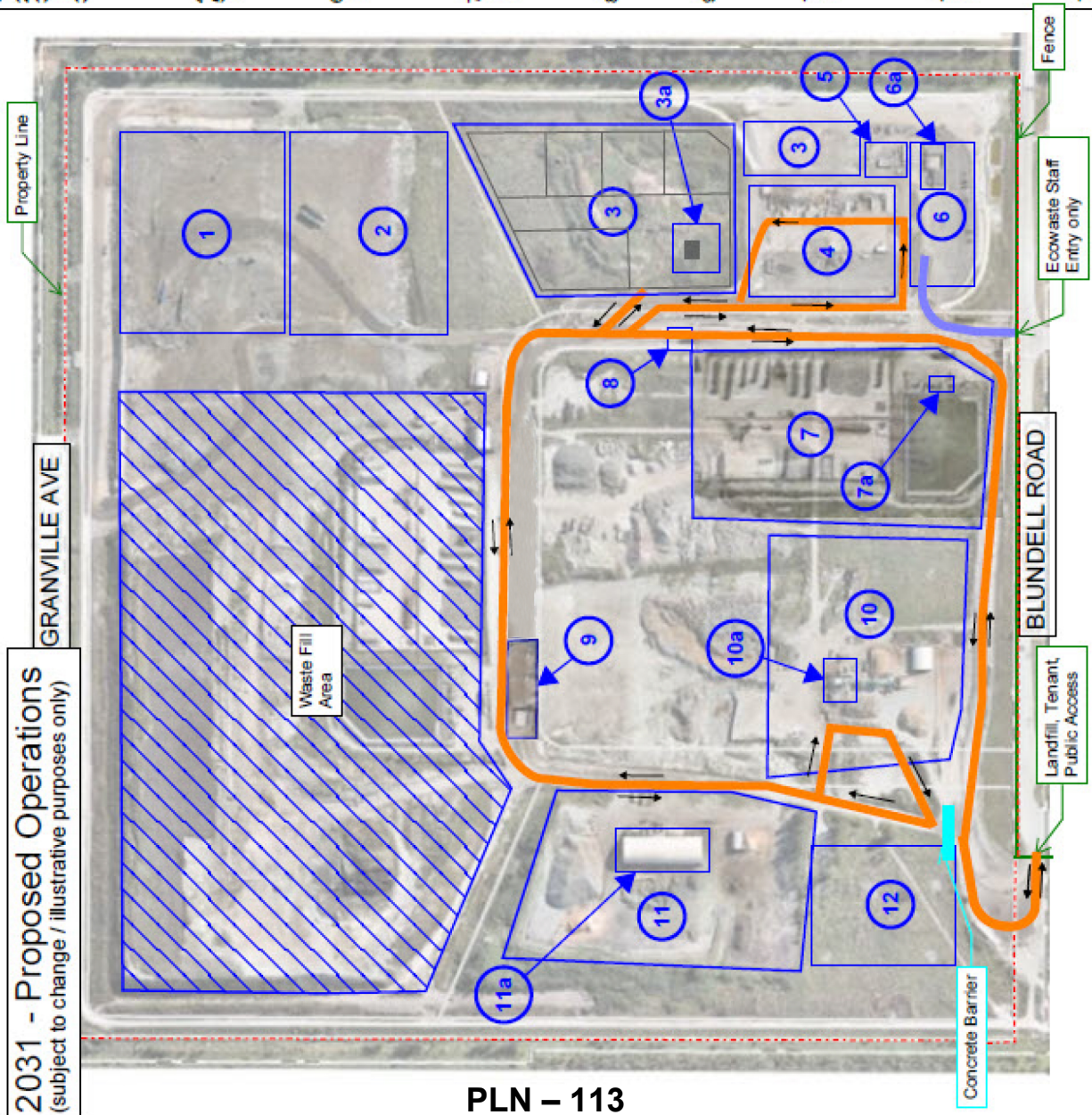
Planning Area(s): East Richmond

	Existing	Proposed
Owner:	Montrose Industries Ltd. Inc. No. BC0556788	No change
Site Size (m²):	53.5 ha + 7.1 ha = 60.6 ha combined	No change
OCP Designation:	Agriculture	No change
Zoning:	Agriculture (AG1)	No change

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio (FAR):	Max. 0.60	Max. 0.60	none
Lot Coverage (% of lot area):	Max. 35%	Max. 35%	none
Minimum Lot Size:	2.0 ha	606,000 m ²	none
Setbacks (m):	Minimum 15.0 m from all public roads	Minimum 15.0 m from all public roads	none
Max Building Height (m):	Max. 14.0 m	Max 14.0 m	none
On Site Parking Spaces	Min. 1 space per site employee and 1 space per visitor	Min. 1 space per site employee and 1 space per visitor	None

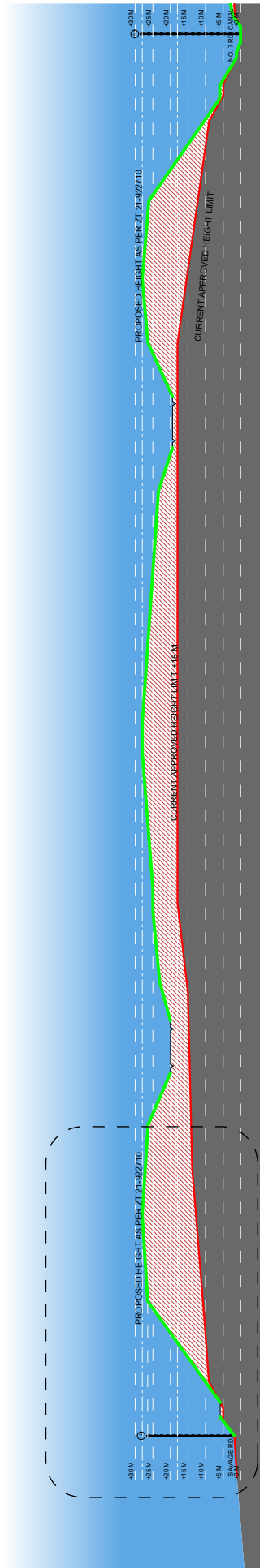


2031 - Proposed Operations (subject to change / illustrative purposes only)



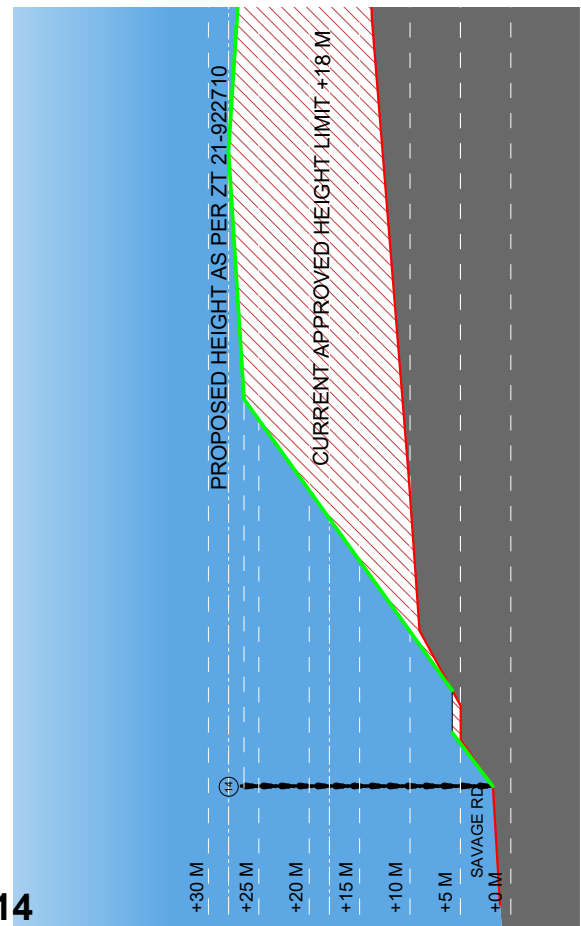
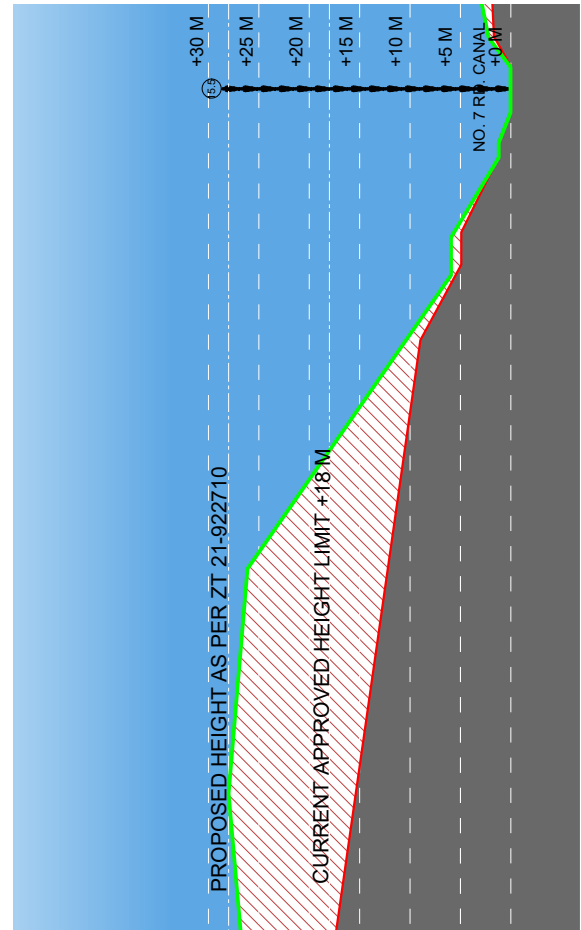
2031 - Proposed Operations

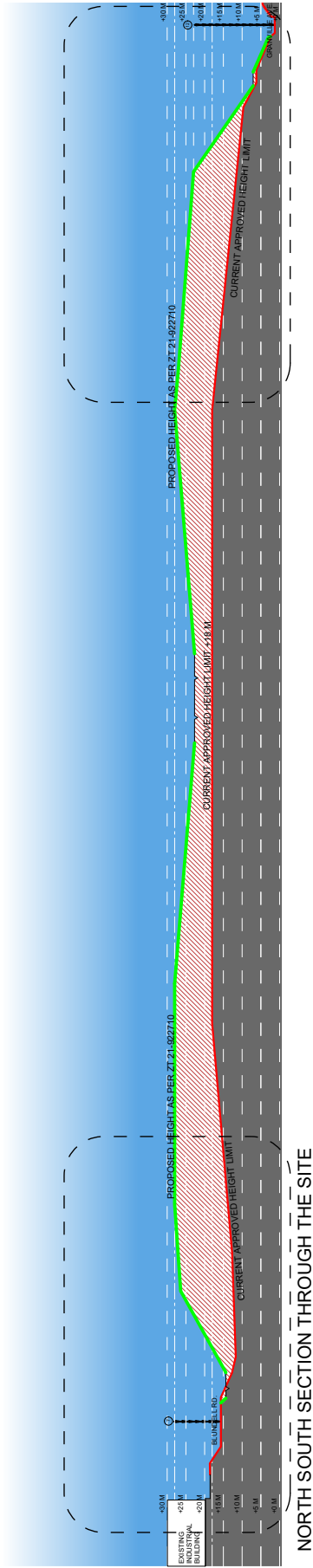
- 1 - Compost Operations Area
- 2 - Aggregate Processing Area
- 3 - Circular Economy Campus
- Use - Recycling and Resource Recovery
- 3a - Circular Economy Centre
- Use - Shared washroom/lunchroom/meeting room/office spaces
- Size: TBC (Approx. 3000sqft)
- Structure Type: Mobile Site Trailer or Building on Foundations.
- Hours of Operation: TBC (6:30am-5pm)
- No. of Staff: TBC
- 4 - Public Dropoff Area
- 5 - GNH (subcontractor)
- Use - Landfill Maintenance & Monitoring
- Structure Size: 20m x 15m
- Structure Type: Seacan on Wood Blocks
- Hours of Operation: As required
- No. of Staff: 1
- 6 - Ecowaste Site Office & Staff / Visitor Parking Lot
- Use - Landfill Operations
- 6a - Site office
- Size: 20m x 35m
- Structure Type: Mobile Office Trailers on Wood Blocks
- Hours of Operation: 6:30am-5pm
- No. of Staff: 10 in office / 15 onsite (only use lunchroom and washrooms)
- 7 - KBL (tenant)
- Use - Soil Bioremediation Facility
- 7a - Site office
- Structure Size: 13m x 5m
- Structure Type: Mobile Site Trailer
- Hours of Operation: 6:00am-3pm
- No. of Staff: 3
- 8 - Weigh Scale
- Size: 7m x 4m
- Structure Type:
- Hours of Operation: 6:30am-5pm
- No. of Staff: 2
- 9 - Ecowaste Maintenance Facilities
- Size: 17m x 20m, 13m x 15m
- Structure Type: 2 Quonset Huts
- Hours of Operation: As required
- No. of Staff: 4 when onsite
- 10 - Wood Material Recovery Facility (Wood MRF)
- Use - Resource Recovery of Wood Waste
- 10a - Staff Trailer and Covered Storage
- Structure Size: 13m x 3m, 15m x 20m
- Structure Type: Mobile Site Trailer & Tent on Lockblocks
- Hours of Operation: 6:30am-4pm
- No. of Staff: 4 in Trailer
- 11 - Arrow (tenant)
- Use - Soil Processing Facility
- 11a - Site Office and Covered Storage
- Size: 13m x 3m, 55m x 23m
- Structure Type: Mobile Site Trailer & Tent on Lockblocks
- Hours of Operation: 6:30am-4pm
- No. of Staff: 3 in Trailer
- 12 - Roll-off Bin Storage



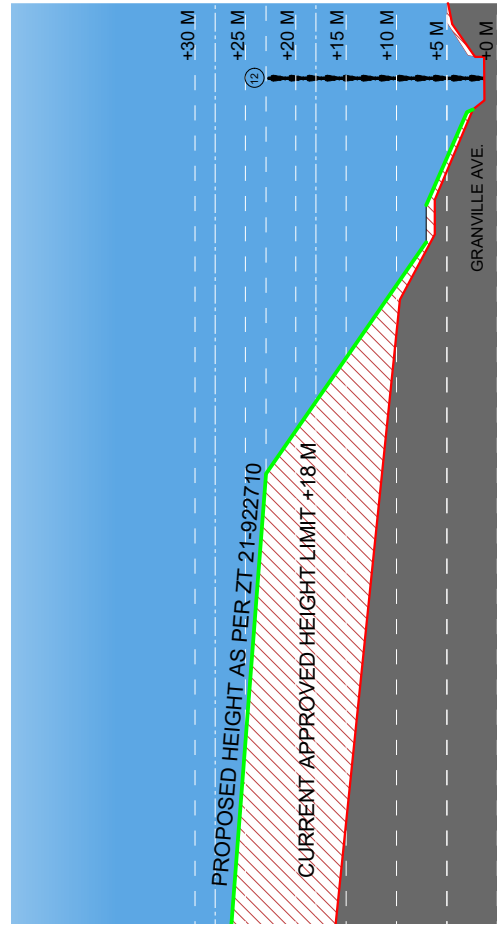
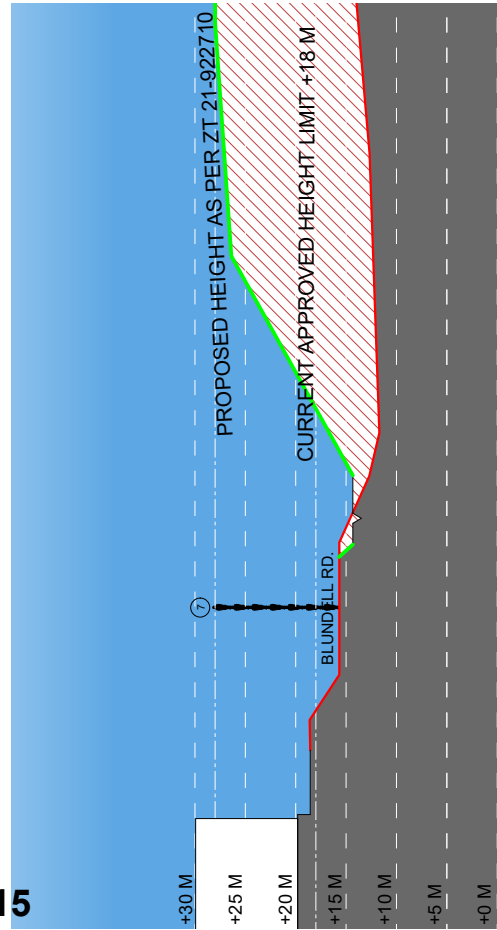
EAST WEST SECTION THROUGH THE SITE

PLN - 114





PLN - 115



Blundell Road at Savage ROW facing North

This rendering provides a view of the landfill looking westward along the property line, at the 28-metre landfill closure height, from the end of Blundell Road at the Savage ROW. The inset is a current photo of the same location. The photo and rendering are taken from the eye-level perspective of a person standing on Blundell ROW. The image shows Ecowaste's service road along the North property line, with the slope that will be in place at final closure, as well as the perspective facing East up Blundell Road showing the Richmond Industrial Centre development to the South of the landfill property. The rendering does not include stormwater management features that would be in place at the toe of the slope.



Blundell Road at No. 7 Road Canal Bridge facing West

This rendering provides a view of the landfill looking westward up Blundell Road, from a vantage point on the west side of the No. 7 Road Bridge, at the 28-metre landfill closure height. The inset is a current photo of the same location. The photo and rendering are taken from the eye-level perspective of someone travelling by foot or vehicle along Blundell Road. The image shows Ecowaste's fence along the South property line and service road along the East and South property lines, with the slope that will be in place at final closure, as well as, the Richmond Industrial Centre development to the South of the landfill property. The rendering does not include stormwater management features that would be in place at the toe of the slope.





Address: 15555 Blundell Road & PID 024-397-423

File No.: ZT 21-922710

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 10783, the developer is required to complete the following:

1. **(Statutory Rights-of-Way)** Registration of cross-access easement(s), Public Rights-of-Passage (PROP)/Statutory Right-of-Way(s) (SRW), and/or other legal agreement(s) to the satisfaction of the Director, Development, Director, Transportation, Director, Engineering as the case may be, to provide statutory right-of-way(s) outlined below. Right-of-Ways associated with roadway and active transportation infrastructure are subject to confirmation by the Transportation Impact Assessment (TIA), Functional Road Plans, with potential additions, modifications or eliminations at the discretion of the Director, Transportation in order to accommodate infrastructure as outlined in the Servicing Agreement.

Blundell Road:

- a) Between No.7 Road and Savage Road: Approximately 6.7m of SRW/PROP along the site's entire Blundell Road frontage (north) required to accommodate infrastructure required for vehicular travel along Blundell Road, boulevards or sidewalk/multi-use pathways
- b) The developer shall be responsible for obtaining all permits/approvals from Third Parties, including TransLink, related to design, construction and dedication of these lands, at no Cost to the City.
2. **(Flood Covenant)** Registration of a flood plain covenant on title identifying a minimum habitable elevation of 3.0 m GSC and prohibiting the conversion of any garage or ground floor area to habitable space.
3. **(Onsite Design)** Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on Title for the applicant to design onsite roadways to meet the British Columbia "*Landfill Criteria for Municipal Solid Waste*" design guide, or other design guides to the satisfaction of the Director, Transportation, to allow for safe public access and vehicle and equipment operations. On-site roadways shall have appropriate wayfinding, be designed to have adequate vehicle weight capacity and to have enough onsite storage length to not cause vehicle backup and spillover onto public roads. The owner is required to have and implement a dust, mud and other on-site material control management plan to mitigate dust, mud and other materials emanating from the site and impacting the surrounding areas and public roadways. Measures may include but are not limited to on site road watering, sweeping of public roadways impacted by mud and dust, wheel washes and any other dust and mud control measures necessary to the satisfaction of the City.
4. **(Site Access and Driveway Crossings)** Registration of a restrictive covenant(s) and/or alternative legal agreement(s) on Title to limit vehicle access to/from the subject site to only those accesses approved by the Director, Transportation. The accesses shall be confirmed and or modified as required to the satisfaction of the City and the entering into of a Servicing Agreement or work order at the discretion of the City at no cost to the City.

Vehicle Site Access:

- a) One (1) driveway crossing is to be permitted along Blundell Road at the Zylmans Way intersection.
- b) One (1) driveway crossing is to be permitted along Blundell Road at the Pierson Way intersection.
- c) Driveway crossings and intersection control are to be designed to prioritize public roadways and pedestrian and cyclist movements.
- d) No other driveways crossings are permitted without approval by Director, Transportation
- e) Any access control gate or fence for vehicles for any driveway on Blundell Road is to be setback a minimum 6.0 m from the back of the PROP SRW to prevent vehicles from blocking the roadway or sidewalk/multi-use path

when entering and exiting the property. Applicant's Transportation Consultant to confirm whether or not a larger setback is required to accommodate larger vehicles.

Encroachment Agreement:

- f) The applicant is required to enter into an Encroachment Agreement with the City for use of any part of the Blundell Road dedication area needed to service the site. General terms of the agreement include but is not limited to:
 - i. Responsibility of Applicant to secure the access
 - ii. Indemnify the City from any legal responsibilities on the area as identified in the Encroachment Agreement while the agreement is in place
 - iii. A licensing or lease fee for use of public land for private purposes to be determined by the City's Real Estate department to the satisfaction of the City.
 - iv. Agreement from the Applicant to maintain the area
 - v. Agreement from the Applicant to provide access to the City, Emergency Vehicles, etc.
 - vi. Encroachment Agreement Area will be determined as part of the required Servicing Agreement and will include fees and termination terms which includes a commitment to remediate the land, and construct infrastructure works within the Encroachment Agreement area to the Satisfaction of the City

Perimeter Service Road access:

- g) One (1) driveway crossing is to be permitted along the north side of Blundell Road east of Savage Road dedication.
 - h) One (1) driveway crossing is to be permitted along the south side of Blundell Road east of Savage Road dedication
 - i) No other driveways crossings are permitted without approval by Director, Transportation
 - j) Driveway crossings and intersection control are to be designed to prioritize public roadways and pedestrian and cyclist movements.
 - k) Any access control gate or fence for vehicles for any driveway on Blundell Road is to be setback a minimum 6.0 m from the back of the PROP SRW to prevent vehicles from blocking the roadway or sidewalk/multi-use path when entering and exiting the property. Applicant's Transportation Consultant to confirm whether or not a larger setback is required to accommodate larger vehicles.
5. **(Servicing Agreement*)** Enter into a Servicing Agreement* for the design and construction of the following works. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement. Works include, but may not be limited to:

Frontage Works:

- a) The development shall be responsible for the design, construction and delivery of the following frontage works generally described below, to the satisfaction of the Director, Transportation at no cost to the City. The works may include but are not limited to:

Blundell Road (Between No.7 Road and Pierson Road) from west to east:

- i. From existing north curb
- ii. Minimum 1.5m front boulevard
- iii. Minimum 3.0m sidewalk/multi-use pathway clear of any above ground utilities, streetlighting or other obstructions
- iv. 0.6m back boulevard
- v. Relocate security fence to the rear of the back boulevard area at the edge of the SRW/PROP
- vi. Note that relocation of utilities outside of the clear path of the sidewalk/MUP or meandering of the pathway around utilities may be permitted provided transitions use generous back-to-back reverse curves and additional SRWs/PROP are provided
- vii. Blundell Road landscaping including trees, planting areas and any street furniture will be considered as part of the detailed design for the frontage under the servicing agreement. Final design and planting opportunities may be impacted by existing utilities.

Frontage Intersection Improvements:

- b) The property owner is responsible for the design and construction of the following intersection improvements to be confirmed via Functional Road Plan to the satisfaction of the Director, Transportation:
 - i. General Intersection Upgrades: All intersection and mid-block pedestrian crosswalks are to be upgraded as necessary with universal accessibility features (e.g., tactile treatments or equivalent) installed on all wheelchair ramps including modifications to some or all of wheelchair ramps of the intersection to ensure proper crosswalk alignment and accessibility to the Satisfaction of the City.
 - ii. Blundell Road / Pierson Way: Provide a marked crosswalk on the east side of the intersection connecting the sidewalk/MUP on Blundell Road to Pierson Way. Adequate lighting levels are to be provided for as well as any special crosswalk treatment as determined by Director, Transportation.
 - iii. Blundell Road / Zylmans Way: Works to include pedestrian letdowns and pedestrian corner refuge improvements.

Traffic Signals

- c) General Traffic Signals Requirements:

The developer is solely responsible for all coordination, design, supply, installation and delivery of traffic signal infrastructure modifications, upgrades, improvements or removals that result from any roadway infrastructure improvements and alterations and for new traffic signal infrastructure required. Traffic signals scope may include but not be limited to those identified below to the satisfaction of Director, Transportation.

- d) Installation of New or Modified Traffic Signal Devices:

New or modified traffic signal devices (i.e., intersection pre-ducting, special crosswalk with downward lighting, pedestrian signals, or full traffic signals) required at the following locations:

- i. Blundell Road / Zylmans Way – Special Crosswalk modifications as required
- ii. Blundell Road / Pierson Way - New over-head Special Crosswalk includes new traffic poles and bases, controller, overhead illuminated signs with amber flashers, electrical cabling, service conductors, audible pedestrian signals and BC Hydro service. Complete set of traffic signal drawings as per City of Richmond drafting standards Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.
- iii. Complete set of traffic signal drawings as per City of Richmond drafting standards Signal upgrades include but are not limited to: upgrade and/or replace signal pole, controller, base and hardware, pole base, detection, conduits (electrical & communications), signal indications, communications cable, electrical wiring, service conductors, APS (Accessible Pedestrian Signals), traffic cameras, and illuminated street name sign(s), etc.

Waterworks

- e) At Developer's cost, the Developer is required to:
 - i. Register a statutory right-of-way for the existing water main at the southeast corner of the property. The right-of-way shall be 3.0 x 30.0 meters from the southeast corner of the property along the Blundell Road frontage. Registration of the right-of-way is required prior to adoption of the Zoning Text Amendment. The review and approval of this statutory right-of-way shall be completed via the Servicing Agreement design review process.

Storm Sewer Works

- f) At Developer's cost, the Developer is required to:
 - i. Formalize the six (6) existing storm service connections by completing the requirements outlined below, or alternatively, abandon and cap the existing connections and provide a new single service connection to the No. 7 Road canal. The six storm service connections noted exclude the connection at the southeast corner, which was approved via SA13-641028.
 - ii. Assess each existing storm service connection to confirm that it conveys only uncontaminated stormwater and that no unauthorized connections or discharges are present. Any identified contamination or unauthorized discharge shall be investigated and corrected at the Developer's cost. All discharges must comply with the City of Richmond Pollution Prevention and Clean-up Bylaw No. 8475, as amended, and any applicable City permitting requirements.

- iii. Conduct a video inspection for each of the existing storm service connections to confirm their diameter and current conditions. Existing storm service connections that are in poor condition shall be replaced or removed permanently.
- iv. Conduct a survey to determine the actual invert elevations of the storm service connections at the property lines and invert elevations at the tie-ins to the canal or ditch complete with the high-water mark in the canal or ditch.
- v. Prepare storm service connection drawings (e.g., plan and profile) for the existing storm service connections using the data from the video inspections and surveys.
- vi. Apply for a plumbing permit for the existing storm service connections, if required.
- vii. Upload the required storm service connection drawings to ePlan for formal City review and approval via the Servicing Agreement design review process.

Sanitary Sewer Works

- g) At Developer's cost, the Developer is required to:
 - i. Enter into an encroachment license agreement for the existing leachate forcemain that crosses beneath the west side of the Blundell Bridge and encroaches into City road dedication up to manhole SMH58348. An executed encroachment license agreement is required prior to adoption of the Zoning Text Amendment.
 - ii. Provide a plan view drawing of the leachate system from the sampling station/pump location, including the entire length of the forcemain crossing beneath the west side of the Blundell Bridge to its discharge point at SMH58348. The drawing shall also identify the location of the leachate detention chamber(s) and the alignment of the system relative to the east property line.

General Servicing

- h) At Developer's cost, the Developer is required to:
 - i. Coordinate with BC Hydro, Telus and other private communication service providers:
 - To pre-duct for future hydro, telephone and cable utilities along all road frontages, if required.
 - Before relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To underground overhead service lines, if required.
 - Subject to Transportation department frontage improvement requirements, relocation of the existing BC Hydro poles and overhead lines along the Blundell Road frontage is required.
 - ii. Locate/relocate all above ground utility cabinets and kiosks required to service the proposed development and proposed undergrounding works, and all above ground utility cabinets and kiosks located along the development's frontages, within the developments site (see list below for examples). A functional plan showing conceptual locations for such infrastructure shall be included in the development design review process. Please coordinate with the respective private utility companies and the project's lighting and traffic signal consultants to confirm the requirements (e.g., statutory right-of-way dimensions) 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 right-of-ways that shall be shown on the architectural plans/functional plan, the servicing agreement drawings, and registered prior to SA design approval:
 - BC Hydro PMT – 4.0 x 5.0 m
 - BC Hydro LPT – 3.5 x 3.5 m
 - Streetlight kiosk – 1.5 x 1.5 m
 - Traffic signal kiosk – 2.0 x 1.5 m
 - Traffic signal UPS – 1.0 x 1.0 m
 - Shaw cable kiosk – 1.0 x 1.0 m
 - Telus FDH cabinet – 1.1 x 1.0 m
 - iii. Review street lighting levels along all road and lane frontages, and upgrade as required.
 - iv. Complete other frontage improvements as per Transportation requirements.

- v. Not encroach into City rights-of-ways with any proposed trees, retaining walls, or other non-removable structures. Retaining walls proposed to encroach into rights-of-ways must be reviewed by the City's Engineering Department.
 - vi. Enter into, if required, additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
6. **(Building Permits*)** Enter into a Section 219 Restrictive Covenant to ensure the closure and removal of all buildings at the closure of the landfill (i.e. at the expiry of the Operating Certificate) or December 31, 2060, whichever is sooner.
7. **(Fees - Notices)** Payment of all fees in full for the cost associated with the Notice of First Reading mail outs, consistent with the City's Consolidated Fees Bylaw No 8636, as amended.

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

1. Submission of a Construction Parking and Traffic Management Plan to the Transportation Department. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.
2. Incorporation of accessibility measures in Building Permit (BP) plans as determined by City staff as identified via the Rezoning and/or Development Permit processes.
3. Enter into a Servicing Agreement* for the design and construction of engineering infrastructure improvements. A Letter of Credit or cash security for the value of the Service Agreement works, as determined by the City, will be required as part of entering into the Servicing Agreement.
4. 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.

Notes:

- * This requires a separate application.
- Fire-Rescue
 - Provide a summary review of their landfill transportation criteria guide related to site road designs and construction details.
 - Provide a current site layout including access routes and road standard information for emergency access routes (including any water supply locations). Any changes or alterations to these locations and standards during the life of the landfill shall be provided to Richmond Fire-Rescue in an updated site plan.
 - Provide clear description and details of the fire breaks, including location, construction materials, and dimensions.
 - Provide a framework agreement to meet Richmond Fire-Rescue's criteria for reporting of any fires at the site.
 - Engage in further discussion to develop fire fighter water supply points on the landfill site.
- Building Permits
 - Obtain all required building permits for buildings and structures related to the landfill and MRF operations, as identified by City staff.
 - Submit a site plan with a schedule outlining the various buildings, structures and storage containers used on the site, which also includes those buildings and structures not requiring building permits.
- 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.
- If the development will be constructed in phases and stratified, a [Phased Strata Subdivision Application](#) is required. Each phase of a phased strata plan should be treated as a separate parcel, each phase to comply with the Richmond Zoning Bylaw 8500 in terms of minimum lot area, building setback and parking requirements. Please arrange to have the City's Approving Officer review the proposed phased boundaries in the early DP stages. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- If the development intends to create one or more air space parcels, an [Air Space Parcel Subdivision Application](#) is required. To allow sufficient time for staff review and preparation of legal agreements, the application should be submitted at least 12 months prior to the expected occupancy of development.
- 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 copy on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 10783 (ZT 21-922710)
15555 Blundell Road and PID 024-397-423**

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

1. **Richmond Zoning Bylaw 8500**, as amended, is further amended at Section 14.1 [Agriculture (AG1; AG3; AG4)] as follows:

- a) by inserting the following as new subsection 14.1.3 C:

“14.1.3 C. **Additional Uses (Until December 31, 2060)**

- **construction and demolition waste landfill**
- **recycling operation and drop-off**

- b) by inserting the following as new subsection 14.1.11.19 and renumbering the remaining subsections accordingly:

“19. The following **uses**:

- **construction and demolition waste landfill**
- **recycling operation and drop-off**

are permitted on the following **sites** only:

15555 Blundell Road

P.I.D. 024-397-407

Lot 1 Section 15 Block 4 North Range 5 West New Westminster District Plan LMP 40687

P.I.D. 024-397-423

Lot 2 Section 15 Block 4 North Range 5 West New Westminster District Plan LMP 40687

and such **uses** are subject to the following conditions:

- a) The **sites** must not be used for **construction and demolition waste landfill** or **recycling operation and drop-off** after December 31, 2060.

- b) **Landfill** materials and any other materials associated with **construction and demolition waste landfill** or **recycling operation and drop-off** must not be deposited on the **sites** so as to cause the elevation of any part of the **sites** to exceed 28.0 m GSC (Geodetic Survey of Canada Datum). The minimum **setback** from a public **road** is 15.0 m, except for below-grade infrastructure including but not limited to landfill liners, leachate conveyance pipes, groundwater well standpipes and leachate cleanout access chambers, there is no minimum **setback**.
- c) There is no minimum **interior side yard**.
- d) The maximum **height** for **buildings** and **accessory structures** associated with a **construction and demolition waste landfill** or **recycling operation and drop-off** is 14.0 m as measured from the top of foundations or supports or is 14.0 m as measured from 28.0 m GSC, whichever is lower.
- e) **Subdivision** of the **sites** is not permitted.
- f) For the purposes of this **zone** only and in respect of these **sites only**, the following terms and definitions apply:
 - i. **construction and demolition waste landfill** means an indoor or outdoor facility allowing the storage, processing, sorting, recycling, recovery, disposal, and filing of **landfill**, and includes the recovery of reuseable resources. **Accessory uses to construction and demolition waste landfill** include offices for the administration of **construction and demolition waste landfill** operations, waste concrete and asphalt processing, landfill equipment wash facility, landfill equipment maintenance workshop, temporary empty waste bin storage, pump stations and other necessary landfill infrastructure that is customarily incidental and subordinate to the principal uses of **construction and demolition waste landfill** and **recycling operation and drop-off** located on the same **lot**.”
 - ii. **landfill** materials means soils, clay, yard waste, biosolids, dry waste, wood waste, waste concrete, waste asphalt, waste paving materials, construction waste, renovation waste, demolition waste, land clearing waste, scrap building materials, and similar non-hazardous wastes;
 - iii. **recycling operation and drop-off** means the collection, sorting, storage, recycling and disposal of recyclable and waste materials from residential and small commercial users, such as wood, cardboard, metal, soils, yard waste, appliances, boats, campers and construction and demolition debris, as well as collection and temporary storage of household hazardous waste and other Extended Producer Responsibility program items, including pesticides, paints, electronics and batteries.

2. This Bylaw may be cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 10783**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

OTHER CONDITIONS SATISFIED

ADOPTED

MAYOR

CORPORATE OFFICER

