



City of Richmond
Urban Development Division

Report to Development Permit Panel

To: Development Permit Panel
From: Raul Allueva
Director of Development
Date: November 17, 2004
File: DP 03-248226
Re: **Application by Patrick Cotter Architect Inc. for a Development Permit at
3880 Chatham Street**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 116.2 m² (1,251 ft²) of commercial space at grade and four (4) dwelling units above at 3880 Chatham Street on a site zoned Steveston Commercial (Three-Storey) District (C5); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit six (6) tandem parking spaces.

Raul Allueva
Director of Development

SB:blg
Att.

Staff Report

Origin

Patrick Cotter Architect Inc. has applied to the City of Richmond for permission to develop a three-storey building with 116.2 m² (1,251 ft²) of commercial space on the ground floor and a total of four (4) two-storey dwelling units above. The site contains a single-family residence which will be demolished for this project.

The Steveston Commercial (Three-Storey) District (C5) zoning for the site is in place.

Background

The subject application and associated staff report (**Appendix C**) were considered by the Development Permit Panel on September 29, 2004. Two local area businessmen submitted letters and attended the meeting to raise concerns with the proposal and the adjacent lane. The application was considered by Council on October 12, 2004.

Council referred the application back to the Development Permit Panel with the following recommendation:

That DP 03-248226 be "referred to the Development Permit Panel to address and find a solution to resolve the residential tandem parking issue and all of the other parking issues which relate to this proposal, including:

- i) the possible elimination of the commercial retail parking spaces from the subject property with the developer making a contribution to the off-street parking fund; and***
- ii) the side street and narrow lane located adjacent to the subject property and the resulting traffic congestion referred to by two adjacent property owners.***

Analysis

The purpose of this report is to outline the measures taken by the applicant to respond to the concerns listed in the referral motion. The site has the required zoning which permits the proposed **Mixed Commercial/Residential Use**. There is no rezoning application associated with this Development Permit application.

Residential Tandem Parking:

- The proposal satisfies the bylaw requirements for the number of on-site residential and commercial parking spaces provided. However, from a practical perspective, the requirement for 1.5 spaces per dwelling unit and the use of a tandem arrangement results in three (3) of the residential units having an extra half space each and the remaining residential unit left without a parking space. To ensure that each residential unit has at least one (1) parking space available, the applicant has revised the plans to provide one (1) parking space for the fourth residential unit; and
- As discussed in the staff report, a variance was previously requested and continues to be supported by staff for the tandem arrangement of six (6) residential parking spaces. Tandem spaces will be utilized only for the residential units and will be assigned to the same units to ensure no operational conflict.

Commercial Parking:

- The commercial unit is located on Chatham Street adjacent to the lane between No. 1 Road and 1st Avenue, with lane frontage which is visible from No. 1 Road. Due to the dual frontages, although the entry faces Chatham Street, inviting frontages have been incorporated on both Chatham Street and the front portion of the lane elevation which is highly visible to No. 1 Road. These frontages include glazing, awnings, signage, a sidewalk in the lane and boulevard treatments;
- As discussed above, to ensure that each residential unit has at least one (1) parking space available, the applicant has revised the plans to provide a parking space for the fourth residential unit. This is accommodated through reducing the number of commercial parking spaces provided onsite from four (4) to three (3). The applicant is therefore required to make a cash contribution to the off-street parking fund in the amount of \$10,500 in lieu of the required commercial parking space in accordance with section 408 (Provision of Parking in Steveston) of the Zoning & Development Bylaw No. 5300;
- Although this may result in customer parking being displaced from the on-site surface parking lot, there is public street parking available throughout Steveston Village (**Appendix A**). Public street parking is available proximate to the subject site on both sides of Chatham Street and around the corner on 1st Avenue. To maximize customer parking opportunities, the owner has agreed to advise future owners and staff to make alternate arrangements for transportation or off-site parking;
- The proposal satisfies the bylaw requirements for on-site residential and commercial parking spaces and cash payment. On-site parking is located off the lane, behind the building, which minimizes its visual impact on No. 1 Road and Chatham Street; and
- A customer, who parks in one (1) of the three (3) surface commercial spaces provided at the rear of the building, would walk in front of commercial glazing along the sidewalk in the lane to the front entry of the building on Chatham Street.

Impact on Lane:

- Local area businessmen have expressed concerns regarding the functionality of the lane adjacent to the subject site. As this site is located on Chatham Street at the lane entrance, the travel portion of the lane for this development is minimal;
- The operational lane is located in a wide right-of-way adjacent to the subject property which links to Chatham and Moncton Streets (**Appendix B**). The lane sits in an existing 10 m wide lane right of-way. This is wider than both residential lanes (typically 6 m) and commercial lanes in the City Centre. The City Centre lane standard calls for a 9 m wide lane right-of-way with a paved lane and a 1.5 m sidewalk and lamp standards on one side. A similar design is proposed with this development in a wider right-of-way. Adjacent to the subject site, a sidewalk would be introduced with lamp standards behind a curb and next to 8.5 m of lane pavement. The lane would be narrowed to 6 m at the Chatham Street mouth;
- The frontage works associated with this development will complete the traffic calming measures at the Chatham Street end of the lane (under a Servicing Agreement). There is an existing traffic calming narrowing of the lane at Moncton Street. There is also an existing bulb across the lane at Chatham Street associated with the credit union boulevard works;
- At present, the lane is somewhat ambiguous due to an operational lane which is considerably narrower than its right-of-way; an associated lack of definition at the edges of either the driving surface or the right-of-way; and a historic building encroachment into the right-of-way. The proposed sidewalk along the lane frontage of the subject property will

remove some of the ambiguity and aid the functionality of the lane through formalizing an edge of the lane at the entry from Chatham Street;

- Local area businessmen have raised concern that the functionality of the lane is presently impacted by parked delivery trucks obstructing vehicle movement through the lane. Parking is not permitted in the laneways in Steveston. Furthermore, although commercial vehicles are permitted to park in lanes for up to 30 minutes while loading or unloading materials, no vehicle is permitted to stop or stand a vehicle in a lane so as to obstruct traffic. If the laneways are congested to the point of restricting vehicle movement, then their efficiency in providing access for delivery and service vehicles which support the businesses in Steveston is impacted. These concerns have been forwarded to the Bylaw Enforcement and Transportation Departments to follow up on enforcement. The key concern appears to be the loading activities of the Super Grocer. The Super Grocer does not have on-site loading facilities. The overall situation would be alleviated with sensitive scheduling of loading and adherence to the regulations to ensure the lane is not blocked. Bylaw Enforcement staff will be meeting with store management to discuss these concerns and possible solutions;
- While there is parking enforcement in the Steveston area, there are operational issues relating to continuous enforcement and the Steveston area has a very busy Summer season. Concerned visitors, business owners and residents with concerns about parking bylaw enforcement issues are being encouraged to contact Bylaw Enforcement staff;
- The Transportation Department reviewed the traffic concerns raised including the use of the subject lane to access the development in question, which may lead to traffic congestion and safety (visibility) issues in the lane at Chatham Street. While it may be true that using the lane to serve the development could introduce additional traffic in the lane, it is still preferred over creating a separate driveway off Chatham Street; which is a much busier street. Consolidating the number of access points and driveways is one of the strategies that the City undertakes in improving the safety and operation of traffic along arterial/collector roads, such as the subject section of Chatham Street;
- As for the visibility issue identified, the City has bylaws that regulate the clearance requirements to ensure adequate visibility. The deep Chatham Street boulevard will ensure adequate visibility. The issue of visibility, along with other issues related to loading operation, access, and safety, were addressed by the applicant;
- Vehicle access to Chatham Street is not supported by staff from both a transportation and urban design perspective. It is preferable for vehicle access to be located off of the existing lane to: minimize the traffic impact on Chatham Street; minimize the visual impact of surface parking on Chatham Street; narrow the expansive width of Chatham Street to a more pedestrian scale; and maximize the opportunity to animate the Chatham Street streetscape in a pedestrian oriented manner; and
- The City will monitor the lane situation and re-assess the need for further improvements as required.

Building Location:

- Concern was raised by local businessmen regarding the location of the proposed building at the front edge of the property. It was noted that this will be the first such development on Chatham Street. There was concern expressed that the reduced front setback would detract from the uniqueness of Steveston frontages and flowers;
- Among other things, Steveston is renown for the historic feel of Moncton Street. The existing character of Moncton Street is that of a historic small town main street with small commercial storefronts engaging the pedestrian and two-lane street with parallel street

parking. This is achieved by a continuous wall of commercial units, pedestrian activity, parallel parking and street trees;

- The proposed building design brings this treatment over to Chatham Street. It includes several historical references including the emphasis of continuous store frontage along a pedestrian oriented front façade. With the corner condition on the lane, the store frontage has been pulled around the corner to extend the pedestrian oriented streetscape on the lane. The building is built to the Chatham Street property line with the storefront windows and residential entry set back 0.6 m (2 ft). There is a two inch setback to the lane and west property lines to accommodate variation in façade materials. The storefront windows facing the lane are setback 0.3 m (1 ft). There is a rear yard setback of 16.9 m (55 ft) to accommodate parking in the rear;
- The Design guidelines for the Chatham Street sub-area of the Steveston Village character area begins with an acknowledgement that Chatham Street “lacks a strong sense of character, and is made to feel almost highway-like by its broad building setbacks, parking lots, lack of trees, and wide road right-of-way.” The intention is stated that “New Development should seek to enhance the role of this areas as part of “Steveston Village” and the “gateway” to Garry Point Park. The guidelines state that built form elements are to be selectively introduced close to the Chatham Street property line, with taller elements near street corners. These should be a visual focus for the surrounding development providing a distinctive image to help identify the area and should support pedestrian animation;
- The introduction of a building close to the Chatham Street property line on the subject site is appropriate. The corner-like nature of the site lends prominence and a high degree of visibility to the site to the set the tone of Chatham Street at it’s east end. There are also opportunities to continue the redevelopment on the opposite side of Chatham Street on the Nobby’s Service Station site lot(s) and older strip mall site.

Party Wall Facing West:

- The adjacent building, built in 1988, is located along their 1st Avenue frontage and is set back from Chatham Street. The Chatham Street frontage consists of tree planting at the intersection with 1st Avenue and a surface parking lot accessed from Chatham Street. The result is that a surface parking lot is adjacent to the subject development and the west party wall façade will be visible to Chatham Street for some time. Due to provincial building code requirements, this party wall is required to be non-combustible as it is located at the interface between two private properties. Glazing or wood siding treatments are not permitted;
- Several options were explored for the treatment of the party wall. These ranged from planting trees or vines on the adjacent property for screening, exposed concrete block, brick veneer tile façade, painted mural to a natural landscape sculpted wall made with two tones and two textures of concrete veneer tile;
- The planting of screening landscaping in the adjacent surface parking lot has many merits, but was abandoned as it pertains to work on the neighbouring private property and the applicant was unable to secure an agreement with the adjacent strata lot;
- A painted mural treatment was explored and abandoned due to staff concern regarding the susceptibility of a painted mural to deterioration through weathering and vandalism through graffiti;
- A natural landscape sculpted wall was explored and abandoned. This may be a viable public art contribution but will depend greatly on the ability of the artist, the design chosen and the materials used. The concept would require further exploration which the project was unable

to offer due to schedule concerns. The applicant was unable to readily find examples of such artwork; and

- Although an entirely brick veneer tile façade with detailing was determined to be too costly for such a small-scale development, the applicant agreed to wrap the brick façade around the corner and along the base of the building. This is an improvement over concrete block and an acceptable compromise from a historical brick façade. This is also an improvement over the historical treatment of commercial building side elevations. Historically commercial buildings had highly articulated facades and 'false fronts' with much less consideration given to side and rear elevations.

Conclusions

The applicant has satisfactorily addressed Council's comments regarding parking issues related to this development including: residential tandem parking; the elimination of commercial retail parking spaces from the subject property with the developer making a contribution to the off-street parking fund; and the impact onto the existing operational lane.

The applicant has presented a development that will improve the Chatham streetscape and Steveston Village through a development that incorporates quality design, materials, historical references and presents a favourable relationship of commercial space to the street. Therefore, staff recommend support of this Development Permit application.



Sara Badyal, M.Arch.
Planner 1
(Local 4282)

SB:blg

A Letter of Credit for landscaping in the amount of \$14,684.61 has been received. The following condition is to be met prior to forwarding this application to Council for approval:

- Payment in the amount of \$10,500 in lieu of one (1) required commercial parking space.

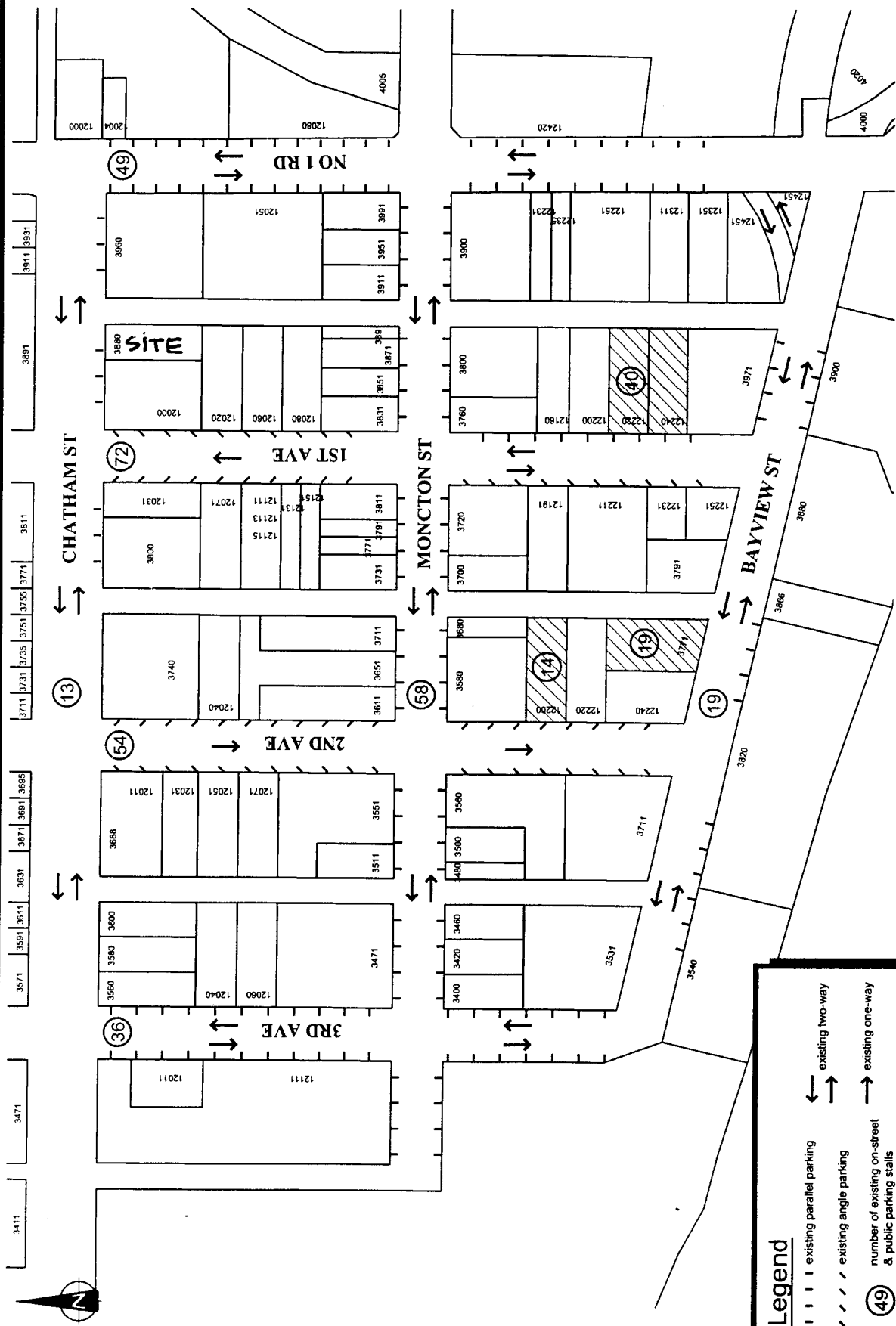
The following condition is to be met prior to building permit issuance:

- Registration of a restrictive covenant to permit the projecting canopies.

List of Appendices

- | | |
|------------|---|
| Appendix A | Steveston Village On-Street Parking Map |
| Appendix B | Lane Diagram |
| Appendix C | Staff Report of September 8, 2004 to the Development Permit Panel Meeting of September 29, 2004 |

Steveston Village On-Street Parking - Existing



Legend

- existing parallel parking
- ←→ existing two-way
- existing angle parking
- number of existing on-street & public parking stalls



City of Richmond
Urban Development Division

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Raul Allueva
Director of Development
Date: September 8, 2004
File: DP 03-248226
Re: **Application by Patrick Cotter Architect Inc. for a Development Permit at
3880 Chatham Street**

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 116.2 m² (1,251 ft²) of commercial space at grade and four (4) dwelling units above at 3880 Chatham Street on a site zoned Steveston Commercial (Three-Storey) District (C5); and
2. Vary the provisions of the Zoning and Development Bylaw No. 5300 to permit six (6) tandem parking spaces.

A handwritten signature in black ink, appearing to read "Raul Allueva", with a long horizontal line extending to the right.

Raul Allueva
Director of Development

SB:blg
Att. 5

Staff Report

Origin

Patrick Cotter Architect Inc. has applied to the City of Richmond for permission to develop a three-storey building with 116.2 m² (1,251 ft²) of commercial space on the ground floor and a total of four (4) two-storey dwelling units above. The site contained a single-family residence which will be demolished for this project.

The Steveston Commercial (Three-Storey) District (C5) zoning for the site is in place. A previous Development Permit Application (DP 99-162417) was withdrawn. The previous scheme proposed a three-storey building with two (2) commercial units at grade and two (2) two-storey dwelling units above.

Development Information

Please refer to the attached Development Application Data Sheet (**Attachment 1**) for a comparison of the proposed development data with the relevant Bylaw requirements.

Background

The subject site is located on Chatham Street adjacent to the lane between No. 1 Road and 1st Avenue. The subject site is in the Chatham Street Character Sub-Area of the Steveston Village Character Area in the Steveston Area.

Development surrounding the site includes the following:

- to the north, across Chatham Street, is a surface parking lot and commercial strip mall;
- to the east, across the lane, is a surface parking lot and Credit Union;
- to the south, is a privately-owned surface parking lot; and
- to the west, is a surface parking lot and three-storey development with commercial at grade.

Staff Comments

Two letters were received from Mr. Dominique Jarry, neighbouring resident and business owner, and Mr. Leo Hop, local area businessman. The following concerns were raised:

- use of lane for access to parking;
- conflict of lane traffic with delivery trucks;
- traffic sightlines in lane; and
- adequate provision of parking.

In response, both letters have been referred to Transportation and Bylaw enforcement staff. Some of the concerns may be addressed through the Steveston Area Parking Study currently underway. Staff have contacted the two individuals and have indicated that a follow-up response will be provided as soon as possible to the issues noted in relation to traffic and parking enforcement.

The zoning is in effect on the property. The use is appropriate for the zoning district and Chatham Street Character Sub-Area of the Steveston Village Character Area. Access to parking for the development through the lane is encouraged. This minimizes the impact of surface parking on Chatham Street. The applicant has worked cooperatively with staff to maximize

loading and parking opportunities onsite. No sightline issues have been identified on this wide 10 m lane. The proposed development is providing the required number of parking spaces. The proposed scheme attached to this report has satisfactorily addressed the significant urban design issues and other staff comments identified as part of the review of the subject Development Permit application. There are conditions which are required to be met prior to the issuance of Building Permits (**Attachment 2**). In addition, it complies with the intent of the applicable Development Permit sections of the Official Community Plan (OCP) including the Chatham Street Character Sub-Area guidelines and is generally in compliance with the Steveston Commercial (Three-Storey) District (C5) Schedule except for the zoning variance noted below.

Zoning Compliance/Variiances (staff comments in *bold*)

The applicant requests a variance to the Steveston Commercial (Three-Storey) District (C5) Schedule of the Zoning and Development Bylaw No. 5300 to vary the provisions of Division 400 (Off-Street Parking & Loading) to permit six tandem parking spaces.

(Staff supports the proposed variance as it is considered minor and allows for parking spaces to be provided in an area with demonstrated parking issues. Tandem spaces will be utilized only for the residential units and will be assigned to the same units to ensure no operational conflict. Were the variance not considered, the applicant has the ability to reduce the number of parking spaces and provide a cash payment in lieu. The provision of parking on-site is preferred by both the applicant and staff).

Analysis

Criteria and policies for the issuance of Development Permits appear in Bylaw 7100, the Official Community Plan:

- Schedule 1: 9.2 General Guidelines
 9.3 Multiple-Family Residential Development Permit Guidelines (Townhouses)
- Schedule 2: 2.4 Steveston Area Plan (Chatham Street Character Sub-Area)

Conditions of Adjacency:

- The proposed three-storey height, siting and orientation of the building respects the massing of the surrounding existing development; and
- The impact of the development on the adjacent mixed-use development to the west is mitigated by the party wall historical reference partial brick treatment and the siting of the adjacent development's surface parking lot.

Site Planning and Urban Design:

- The siting of the building, the mix of commercial and residential uses and the relationship between the indoor spaces and the outdoor areas allow for adequate surveillance to meet safety and crime prevention objectives;
- The development offers streetscapes on Chatham Street and the lane (prominent to No. 1 Road) animated with commercial space; and
- The parking has been located off the lane behind the building to minimize its visual impact on Chatham Street.

Architectural Form and Character:

- The building form is well articulated; and
- The proposed building materials (brick, metal, glass, Hardi-plank siding, wood trellis structures and painted wood trim) are generally consistent with the Official Community Plan (OCP) Guidelines.

Landscape Design:

- The landscape design includes two (2) new trees onsite, shrub and vine planting, permeable paving, and a trellis structure at grade and planted pots on the roof decks;
- The landscape design also includes benches, special paving treatment, ground cover planting, tree planting, as well as boulevard treatments through a future Servicing Agreement;
- A landscape buffer and high quality metal fencing are located along the south, southwest and southeast property lines which separate the surface parking for the development from adjacent surface parking lots and the lane;
- The garbage for the commercial unit is located inside the building with access off the existing lane, screened with security gates; and
- The use of permeable paving improves the permeability of the site.

Advisory Design Panel Comments

The Advisory Design Panel was generally supportive of the proposed development and decided that the project should proceed. A copy of the relevant excerpt from the Advisory Design Panel Minutes from June 9, 2004 is attached for reference (**Attachment 3**). In response to the issues raised by the Panel, the security gate is located at the building face to avoid a possible area of concealment. The issues relating to works beyond the property lines and therefore beyond the scope of the DP will be addressed through the future Servicing Agreement.

Conclusions

The applicant has satisfactorily addressed staff and the Advisory Design Panel's comments regarding conditions of adjacency, site planning and urban design, architectural form and character, and landscape design. The applicant has presented an improvement to the Chatham streetscape and Steveston Village in a development that incorporates quality design, materials, historical references and presents a favourable relationship of commercial space to the street. Therefore, staff recommend support of this Development Permit application.



Sara Badyal, M.Arch.
Planner 1
(Local 4282)

SB:blg

The following condition is to be met prior to forwarding this application to Council for approval:

- Receipt of a Letter of Credit for landscaping in the amount of \$14,684.61 (based on a total floor area of 7,342 ft²).

List of Attachments

Attachment 1	Development Application Data Sheet
Attachment 2	Staff Comments
Attachment 3	Excerpt from Advisory Design Panel Minutes
Attachment 4	Letter from Mr. Dominique Jarry of February 16, 2004
Attachment 5	Letter from Mr. Leo Hop of February 20, 2004



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

**Development Application
Data Sheet**
Development Applications Department

DP 03-248226

Attachment 1

Address: 3880 Chatham Street

Owner: Money Penny Holdings Ltd. Applicant: Patrick Cotter Architect Inc.

Planning Area(s): Chatham Street Character Sub-Area in Steveston Area

Site Area Gross: 504 m² Net: no change

Floor Area Gross: 682.1 m² Net: 503.1 m²

Zoning Steveston Commercial (Two-Storey) District (C4)

	Existing	Proposed
Land Uses	Residential	Mixed Commercial-Residential Use
OCP Designation	Commercial	no change
Number of Units	1 dwelling unit	2 CRU & 4 dwelling units

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 1.0	1.0	none permitted
Lot Coverage:	n/a	48%	n/a
Setback – Chatham St:	n/a	0 m	n/a
Setback – Side Yard:	n/a	0.05 m	n/a
Setback – Rear Yard:	n/a	18.7 m	n/a
Height (m):	9 m & 3 storeys	11 m & 3 storeys	none
Off-street Parking Spaces – Resident/Commercial:	4 and 6	4 and 6	none
Off-street Parking Spaces – Accessible:	n/a	0	none
Off-street Parking Spaces – Total:	10	10	none
Off-street Tandem Parking Spaces*:	Not permitted	6	6 tandem spaces

*A variance has been requested to permit 6 tandem parking spaces.

Staff Comments

Engineering Design

The following condition is to be met prior to issuance of Building Permit:

- A Servicing Agreement* for design and construction of frontage and lane improvements. Works include, but are not limited to:
 - Chatham Street: planted and treed boulevard with at least one ornamental tree, low scale planting area surrounding tree, and two (2) benches (spec still to be determined);
 - Lane works: lane widening from the existing edge, to create a 8 m wide lane (5.5 m travel portion and 2.5 m portion sloped down to the new barrier curb and gutter with catch basins as required for surface drainage, decorative Steveston laneway street lighting (exact specification to be determined) and concrete sidewalk; and
 - All works are at the developer's sole cost with no credits available.

* Note: This requires a separate application.

**EXCERPT FROM THE DRAFT MINUTES FROM
THE DESIGN PANEL MEETING**

Wednesday March 3rd, 2004 – 4:00 p.m.

Rm. M.1.003

RICHMOND CITY HALL

3. 2004-26 **Residential/Over Commercial**

Patrick Cotter, Architect
3880 Chatham Street
(Formal)

DP 03-248226

The comments of the Panel included:

- the project was well handled. The upper element was articulated with trellis elements and looked fussy compared to the reserved nature of the rest of the building. The lane conversion was supported. The massing was good;
- a good project. Although sidewalks in lanes are the standard in City Centre the same might not be applicable in Steveston. A bench unique to the Steveston Village would be perfect;
- the refuse area juts out (*Mr. Cotter responded that the area was flush to the sidewalk and would be gated*). The residential over commercial was appreciated. The security gate should be closer to the sidewalk to provide natural surveillance to the garage;
- a likeable project if not accessible;
- the idea of the sidewalk and a lane was appreciated and could be enhanced by squeezing in a tree (grated) just beyond the parking;
- a delightful project that should fit in well. Tandem parking stalls should not be of issue. The introduction of sidewalks along the lanes as presented was applaudable and it was hoped that the City would do more of this;

The Chair acknowledged the positive support indicated by the Panel, and asked that the applicant address the points brought forward i.e. the trellis, the bench, the addition of a tree just beyond the parking area and shifting the security gate closer to the sidewalk.

The vote in support of the project moving forward, subject to the above comments, was unanimous.

Date: February 16, 2004

To: Sarah
Urban Development Division,
City Hall, Richmond
Fax: 604.276.4177

From: Dominique Jarry
Tel/Fax: 604.271.8803

Re: File #DP 03-248226
Address: 3880 Chatham St. Steveston Village, Richmond

I speak for the owners of units 110, 150, 160, 210, 250, and 260 at 12000 1st Ave. Steveston Village, Richmond in expressing concerns regarding the above mentioned proposed development which is adjacent to our property. As well as living at 12000 1st Ave, I have also been operating my business ("Sugar Art") from this location for nearly nine years and am able to observe the local flow of traffic on a daily basis.

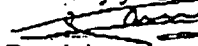
Over the last few years, there have been dramatic development changes in Steveston. Once the "Imperial Landing" is completed, there is bound to be a significant increase in traffic in Steveston Village since residents living even as close as two or three blocks will still probable use their cars to come into the Village for grocery shopping trips. The "Riversong" development on Bayview St. is not yet fully occupied and is sure to cause an impact on the traffic. On Chatham Street itself, there are presently four redevelopment proposals all involving rezoning to commercial/residential development which will bring more traffic congestion to the area.

Of all these changes, the proposal for the property adjacent to ours, causes us the greatest concern. Replacing a small single family dwelling, (approx. 700 sq. ft), plus yard, with a three story, eight unit, commercial/residential building, will not only significantly change the look of the area, but most importantly is a recipe for serious traffic problems for the following reasons:

- 1) the alley, which will be the sole access for the building's tenants and customers, is already a major access route for customers frequenting the credit union (Coast Capital) and supermarket (Super Grocer).
- 2) the alley is already, often congested on a daily basis, with large delivery trucks (including semi-trailers) doing pickups and deliveries to Super Grocer.
- 3) the alley entrance on Chatham is situated less than half a block from the intersection of No. 1 Rd and Chatham and there is often serious congestion when traffic is lined up on Chatham to turn onto No. 1 Rd, and traffic coming from No. 1 Rd is lined up on Chatham, trying to turn into the alley.
- 4) having a large building bordering the corner of Chatham St. and the alley will also reduce the visibility of that corner, increasing the risk of traffic accidents.
- 5) Chatham St. is a significant bus and car route, and parked buses along the street, directly across from the alley, (while drivers take their breaks), as well as cars parked on both sides of the street, also contribute to the present congestion, and already reduce visibility for motorists entering Chatham from side streets and alleys.

Before consideration is given to this proposed development, I believe that a serious study is needed to determine the appropriateness of such a structure on that corner.

Sincerely yours


Dominique Jarry

MR LEO HOP.
4860 BONA VISTA DRIVE
RICHMOND. B.C.

DATE : FEBRUARY 20 2004

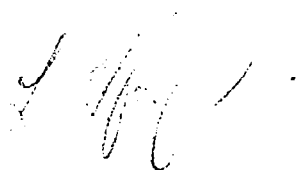
RE: FILE # D.P. 03248226

SIR, I WOULD LIKE TO VOICE MY OBJECTIONS TO THE PROPOSED CHANGES ON THE ABOVE FILE. I AM THE OWNER OF THE PROPERTY AT 3871 MONCTON STREET. THERE IS A LANE RUNNING FROM CHATHAM STREET, SOUTH TO MONCTON STREET AND IS ALONG THE EAST SIDE OF 3871 CHATHAM STREET. THIS LANE IS OFTEN OBSTRUCTED WITH PARKED CARS AND TRUCKS SOME TRUCKS ARE EVEN DOUBLED PARKED. SUPERVALUE STORE HAS TRIED MANY TIMES TO GET TRUCKS NOT TO BLOCK THE LANE, ALL TO OF NO AVAIL, BECAUSE TRUCK DRIVERS ARE ON A TIGHT SCHEDULE AND IF SOME ONE IS ALREADY AT THE LOADING DOOR THEY JUST DOUBLE PARK RATHER THAN WAIT IN LINE. SHOULD THE SUPER VALE STORE STAFF TELL DRIVERS NOT TO "DOUBLE PARK", IT JUST FALLS ON DEAF EARS.

YOUR PROPOSED CHANGES ON THE ABOVE FILE DOES NOT ADDRESS THE LANE ACCESS AT ALL, IF ANYTHING IT ONLY COMPOUNDS THE PROBLEM. DOES COUNCIL REALLY THINK THAT NO ONE WILL BE DELIVERING TO THE ABOVE PROPERTY AND WHERE ARE THEY SUPPOSE TO PARK ? IN THE CREDIT UNION'S PARKING LOT?. IF SO I HOPE COUNCIL HAS INFORMED THE CREDIT UNION ABOUT SHARING THEIR PARKING WITH THE NEW NEIGHBOURS.

NOW IF COUNCIL COULD SOMEHOW ENFORCE ALL DELIVERY VEHICLES TO LOAD/UNLOAD WITHIN THE PROPERTY LOT OR IN A DESIGNATED LOADING ZONE, THEN I COULD QUITE POSSIBLY GO ALONG WITH THEIR PROPOSALS. LANES ARE FOR VEHICLE ACCESS NOT FOR PARKING LOTS, ALSO MAY I SUGGEST THAT COUNCIL REVIEW ALL FILES REGARDING THIS LANE BEFORE REACHING A DECISION ??????????

RESPECTFULLY,
YOURS SINCERELY,
L. HOP.



RECEIVED
FEB 26 2004

BY:.....



No. DP 03-248226

To the Holder: PATRICK COTTER ARCHITECT INC.
Property Address: 3880 CHATHAM STREET
Address: C/O 1338 - 56TH STREET
 DELTA, BC V4L 2A4

1. This Development Permit is issued subject to compliance with all of the Bylaws of the City applicable thereto, except as specifically varied or supplemented by this Permit.
2. This Development Permit applies to and only to those lands shown cross-hatched on the attached Schedule "A" and any and all buildings, structures and other development thereon.
3. The "Richmond Zoning and Development Bylaw No. 5300" is hereby varied or supplemented as follows:
 - a) The dimension and siting of buildings and structures on the land shall be generally in accordance with Plans #1 and #2 attached hereto.
 - b) The siting and design of off-street parking and loading facilities shall be generally in accordance with Plans #2 and #3 attached hereto.
 - c) Landscaping and screening shall be provided around the different uses generally in accordance with the standards shown on Plan #3 attached hereto.
 - d) Roads and parking areas shall be paved in accordance with the standards shown on Plans #2 to #3 attached hereto.
 - e) Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
 - f) Subject to Section 692 of the Local Government Act, R.S.B.C., the building shall be constructed generally in accordance with Plans #4 through #6 attached hereto.
4. As a condition of the issuance of this Permit, Council is holding the security set out below to ensure that development is carried out in accordance with the terms and conditions of this Permit. Should any interest be earned upon the security, it shall accrue to the Holder if the security is returned. The condition of the posting of the security is that should the Holder fail to carry out the development hereby authorized, according to the terms and conditions of this Permit within the time provided, the City may use the security to carry out the work by its servants, agents or contractors, and any surplus shall be paid over to the Holder, or should the Holder carry out the development permitted by this permit within the time set out herein, the security shall be returned to the Holder. The City may retain the security for up to one year after inspection of the completed landscaping in order to ensure that plant material has survived.

Development Permit

No. DP 03-248226

To the Holder: PATRICK COTTER ARCHITECT INC.
Property Address: 3880 CHATHAM STREET
Address: C/O 1338 - 56TH STREET
 DELTA, BC V4L 2A4

There is filed accordingly:

 An Irrevocable Letter of Credit in the amount of \$14,684.61.

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

 This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.
DAY OF , .

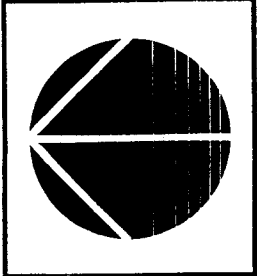
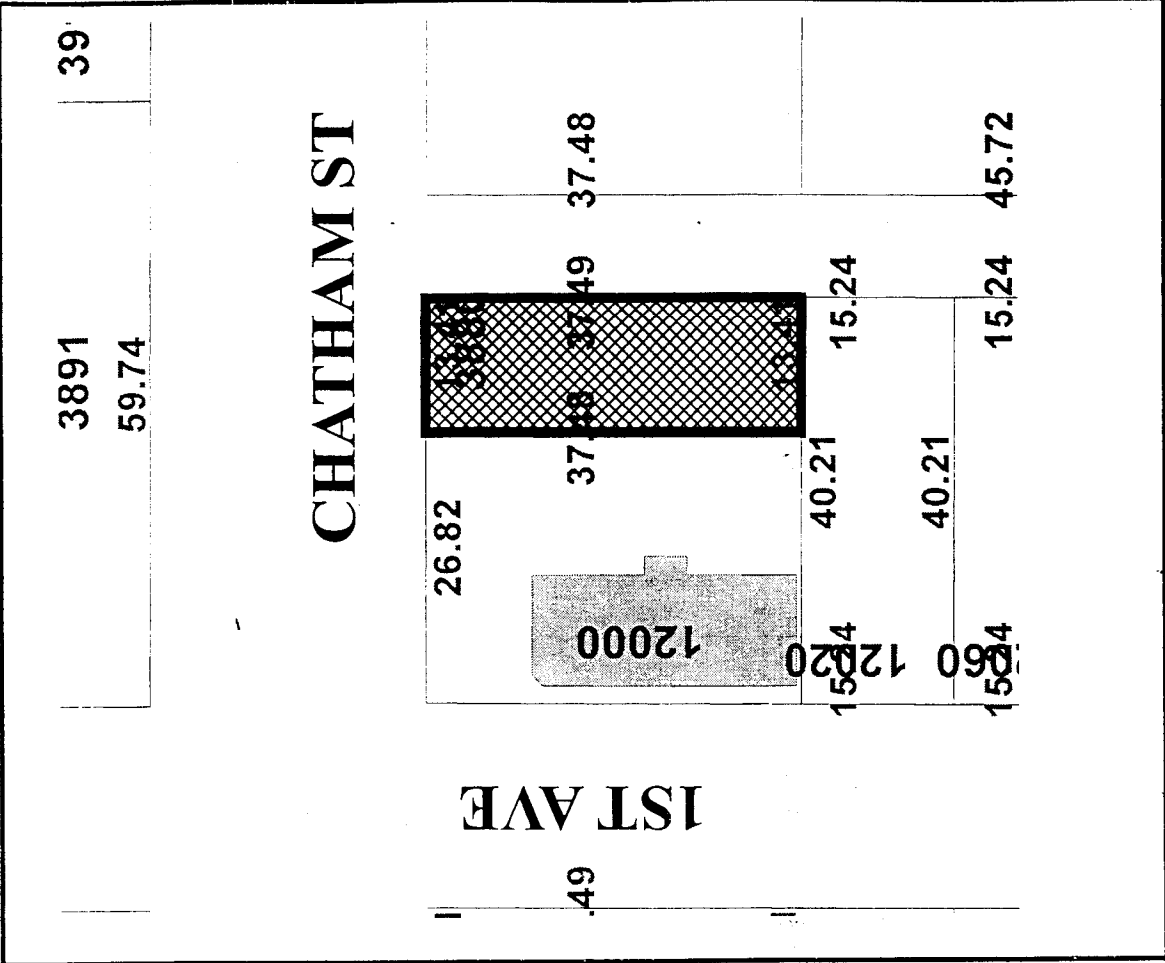
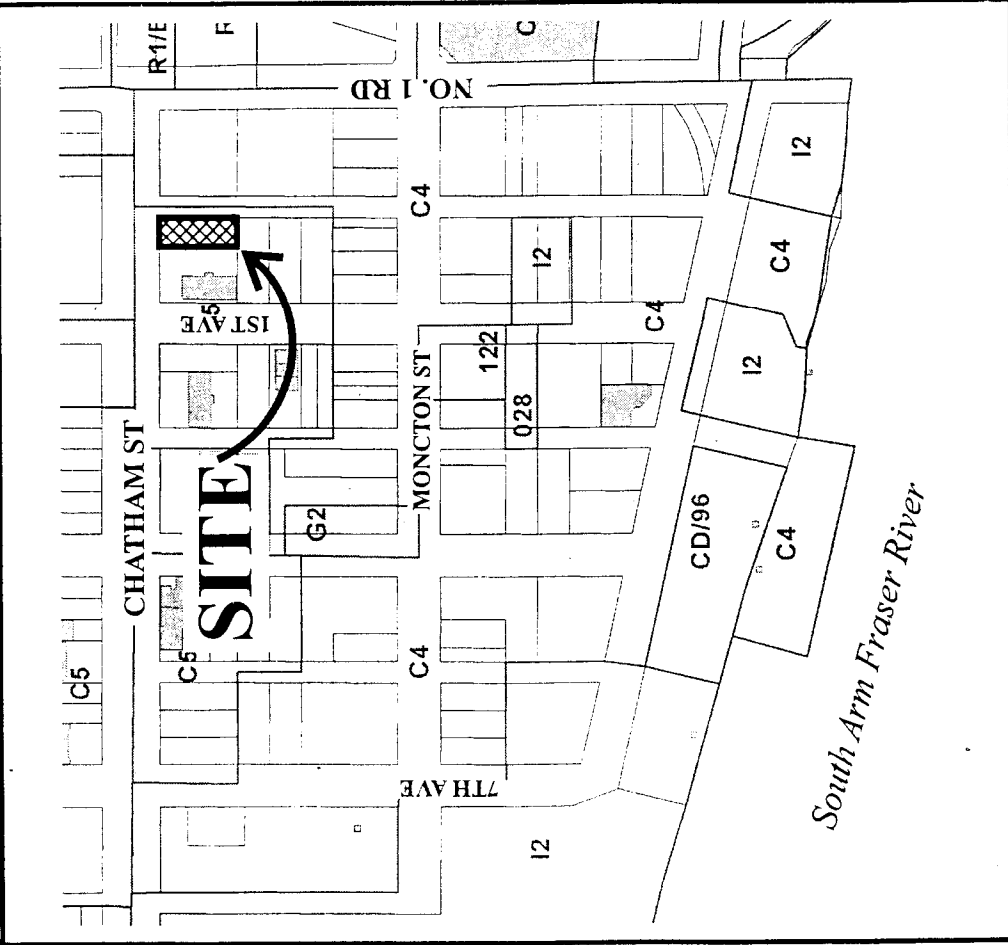
ISSUED BY THE COUNCIL THE

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond



DP 03-248226 SCHEDULE "A"

Original Date: 10/09/03
Revision Date:
Note: Dimensions are in METRES

3891
59.74
39

CHATHAM STREET COMM./ RESIDENTIAL DEVELOPMENT

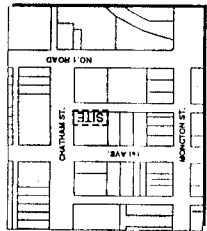
3880 CHATHAM STREET RICHMOND, BRITISH COLUMBIA

ISSUED FOR DEVELOPMENT PERMIT APPLICATION
 24 SEPTEMBER 2003
 REISSUED FOR DEVELOPMENT PERMIT APPLICATION
 23 DECEMBER 2003
 ISSUED FOR REVISION TO DEVELOPMENT PERMIT APPLICATION
 14 MAY 2004
 ISSUED FOR ADVISORY DESIGN PANEL
 28 MAY 2004
 ISSUED FOR DEVELOPMENT PERMIT PANEL
 20 JULY 2004
 RE-ISSUED FOR DEVELOPMENT PERMIT PANEL
 31 AUGUST 2004

PROJECT DATA:

3880 CHATHAM STREET
 RICHMOND, BRITISH COLUMBIA
 LOT 10 SEC 10 BLK3N RG7W
 PLAN 249 SUBURBAN BLOCK 3
 PARCEL IDENTIFIER: 011-480-416
 APPLICANT: PATRICK COTTER ARCHITECT INC.
 ZONING: C5

LOCATION PLAN:



DEVELOPMENT DATA:

GROUND FLOOR:	
COMMERCIAL RETAIL UNIT	1,251 SQ.FT.
STAIR TO 2nd FLOOR	256 SQ.FT.
TOTAL GROUND FLOOR	2,957 SQ.FT.
SECOND FLOOR:	
RESIDENTIAL UNIT (1)	520 SQ.FT.
RESIDENTIAL UNIT (2)	489 SQ.FT.
RESIDENTIAL UNIT (3)	531 SQ.FT.
RESIDENTIAL UNIT (4)	479 SQ.FT.
SUB-TOTAL	2,019 SQ.FT.
HALLWAY COMMON AREA	179 SQ.FT.
TOTAL SECOND FLOOR	2,198 SQ.FT.
THIRD FLOOR:	
RESIDENTIAL UNIT (1)	412 SQ.FT.
RESIDENTIAL UNIT (2)	415 SQ.FT.
RESIDENTIAL UNIT (3)	330 SQ.FT.
RESIDENTIAL UNIT (4)	258 SQ.FT.
TOTAL THIRD FLOOR	1,415 SQ.FT.
TOTAL (PROPOSED):	5,415 SQ.FT.
TOTAL	

DRAWING LIST:

- COVER
- A-201 GROUND FLOOR & SITE PLAN
- A-202 SECOND FLOOR PLAN
- A-203 THIRD FLOOR PLAN
- A-204 AREA CALCULATIONS
- A-301 NORTH & SOUTH ELEVATIONS
- A-302 EAST & WEST ELEVATIONS
- A-303 STREET CONTEXT
- A-401 BUILDING SECTIONS
- L1 LANDSCAPE PLAN

GROSS SITE AREA: 5,425 SQ.FT.

BUILDING AREA SUMMARY:

	RESIDENTIAL	COMMERCIAL	TOTAL
GRND FLOOR	551 SQ.FT.	1,263 SQ.FT.	1,814 SQ.FT.
2nd FLOOR	2,198 SQ.FT.	- SQ.FT.	2,198 SQ.FT.
3rd FLOOR	1,415 SQ.FT.	- SQ.FT.	1,415 SQ.FT.
TOTAL:	4,164 SQ.FT.	1,263 SQ.FT.	5,427 SQ.FT.

DENSITY: 1.00 PROPOSED F.A.R.

COVERAGE: 2,597 SQ.FT. (48%) PROPOSED SITE COVERAGE

PARKING SUMMARY:

	REQUIRED	PROPOSED
RESIDENT: 1.5 UNITS	6 SPACES	7 SPACES
COMMERCIAL: 3.0/100 SF	3 SPACES	3 SPACES
TOTAL:	10 SPACES	10 SPACES

REQUESTED VARIANCE:

- 1. VARIANCE REQUESTED TO PERMIT 6 TANDEM PARKING SPACES.

NOTE:
 1. GARAGE SPACE (573 SQ.FT.) NOT INCLUDED IN F.A.R.
 2. DECK SPACE (1,163 SQ.FT.) NOT INCLUDED IN F.A.R.

* CASH IN LIEU OF ONE REQUESTED COMMERCIAL PARKING SPACE TO BE PAID BY DEVELOPER

PATRICK COTTER ARCHITECT INC.

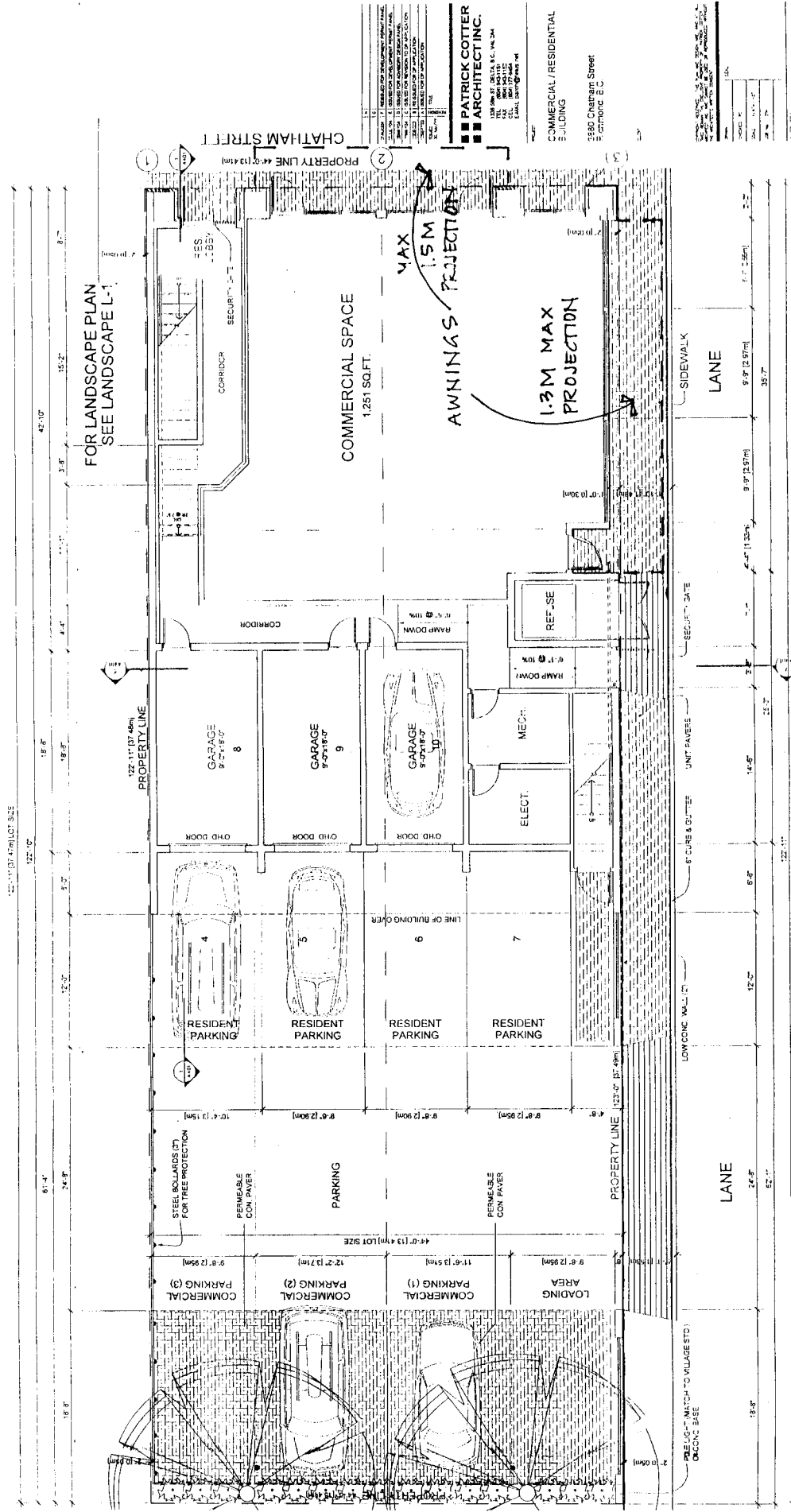
1328 - 654 STREET DELTA, BRITISH COLUMBIA V4L 2A4
 TEL: (604) 243-1151
 FAX: (604) 243-1152
 CEL: (604) 243-1154
 E-MAIL: PATC@PATCNET

NOV 24 2004

DP 03248226 PLAN # 1

NOTES

(L) (C) (B)



1230 CHATHAM STREET
 BOSTON, MA 02111
 TEL: 617-552-1111
 FAX: 617-552-1112
 WWW.PATRICKCOTTERARCHITECT.COM

COMMERCIAL / RESIDENTIAL BUILDING
 1230 Chatham Street
 Boston, MA 02111

GROUND FLOOR & SITE PLAN
 PLAN # 2

NOV 24 2004
 DP 03248226

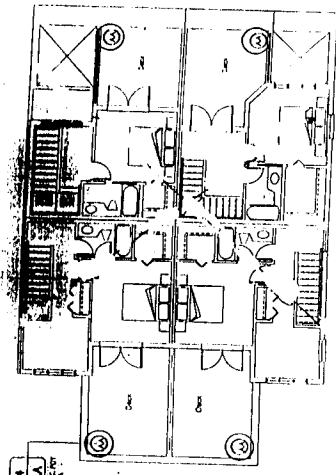
SCALE 1/8" = 1'-0"

1 GROUND FLOOR & SITE PLAN
 A201

A-201 F

ALL WORKS BEYOND THE PROPERTY LINES IN THE LANE AND BOULEVARD ARE BEYOND THE SCOPE OF THE DESIGN. PERMIT AND WILL BE FINALIZED THROUGH A SERVICING AGREEMENT.

1230 CHATHAM STREET
 BOSTON, MA 02111
 TEL: 617-552-1111
 FAX: 617-552-1112
 WWW.PATRICKCOTTERARCHITECT.COM



THIRD FLOOR LEVEL

ITC
 ILLINOIS TOOL WORKS
 3800 CANTON ST.
 RICHMOND, B.C.
 604-271-1111
 www.itc.com

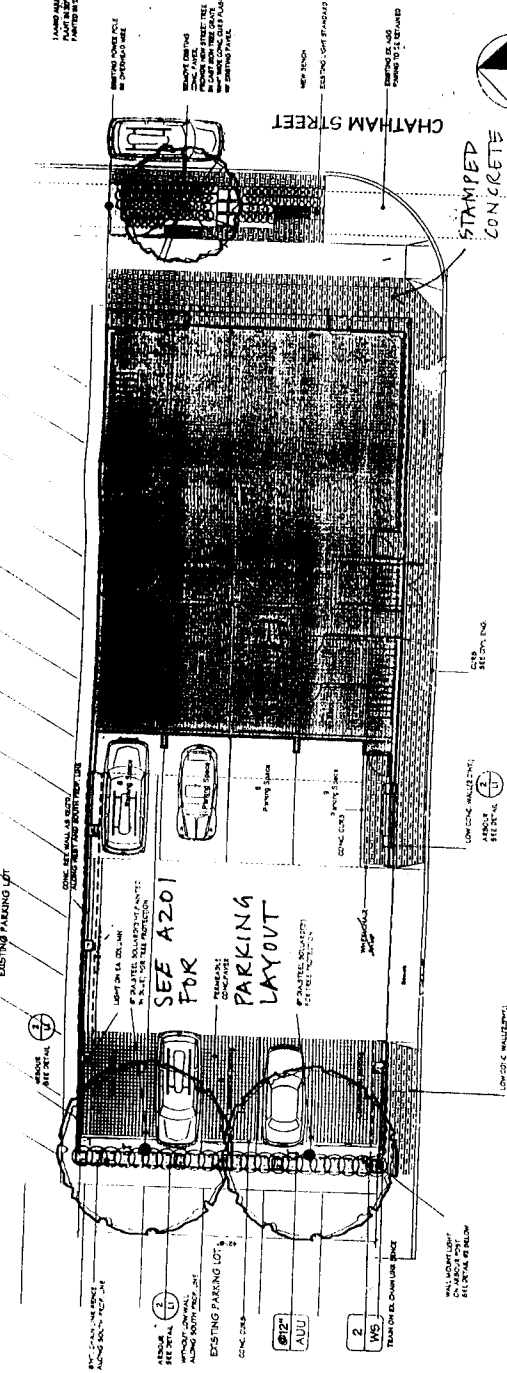
ALL WORKS BEYOND PROPERTY LINES
 ARE BEYOND SCOPE OF DP AND
 WILL BE FINALISED THROUGH
 A SERVICING AGREEMENT

LANDSCAPE PLAN

DATE	2004 SEP 29
PROJECT	PLAN #3
CLIENT	DP 03248226
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
DATE	...

PLAN #3 SEP 29 2004
 DP 03248226

L1

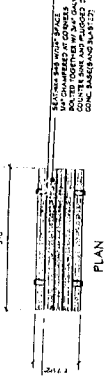


LANE

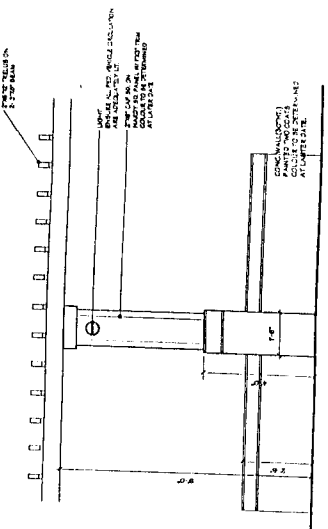
PLANT LIST

1:12 CHATHAM STREET, RICHMOND

NO.	QTY	SYMBOL	COMMON NAME	REMARKS
1	1	(Symbol)	PLANTER BOX	...
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100	1	(Symbol)	PLANTER BOX	...



BENCH
 SCALE 1:10



ARBOUR/GATE
 SCALE 1:10

NOTES:
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. ALL MATERIALS TO BE SUPPLIED BY THE LANDSCAPE ARCHITECT.
 3. ALL MATERIALS TO BE INSTALLED IN ACCORDANCE TO THE MANUFACTURER'S INSTRUCTIONS.
 4. ALL MATERIALS TO BE INSTALLED IN ACCORDANCE TO THE MANUFACTURER'S INSTRUCTIONS.
 5. ALL MATERIALS TO BE INSTALLED IN ACCORDANCE TO THE MANUFACTURER'S INSTRUCTIONS.
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 9. ALL MATERIALS TO BE INSTALLED IN ACCORDANCE TO THE MANUFACTURER'S INSTRUCTIONS.
 10. ALL MATERIALS TO BE INSTALLED IN ACCORDANCE TO THE MANUFACTURER'S INSTRUCTIONS.

- 1 TOP CONCRETE UPSTAIR
- 2 NATURAL GRAY

- 3 1/4 CORNER BOARDS MOORE FCC-250, SLAGGRAY
- 4 1/4 CORNER BOARDS COLOUR: BENJAMIN MOORE FCC-280, BUTTER CREAM
- 5 8" HORIZONTAL SING. COLOUR: BENJAMIN MOORE FCC-101, HAMPSHIRE GRAY
- 6 8" HORIZONTAL SING. COLOUR: BENJAMIN MOORE FCC-250, SLAGGRAY
- 7 MASONRY VENEER KITSILAND HERITAGE
- 8 CONCRETE BLOCK COLOUR: BENJAMIN MOORE
- 9 REFINISHED METAL MOORE #2132-10, BLACK
- 10 STUCCO COLOUR: BENJAMIN MOORE FCC-101, HAMPSHIRE GRAY

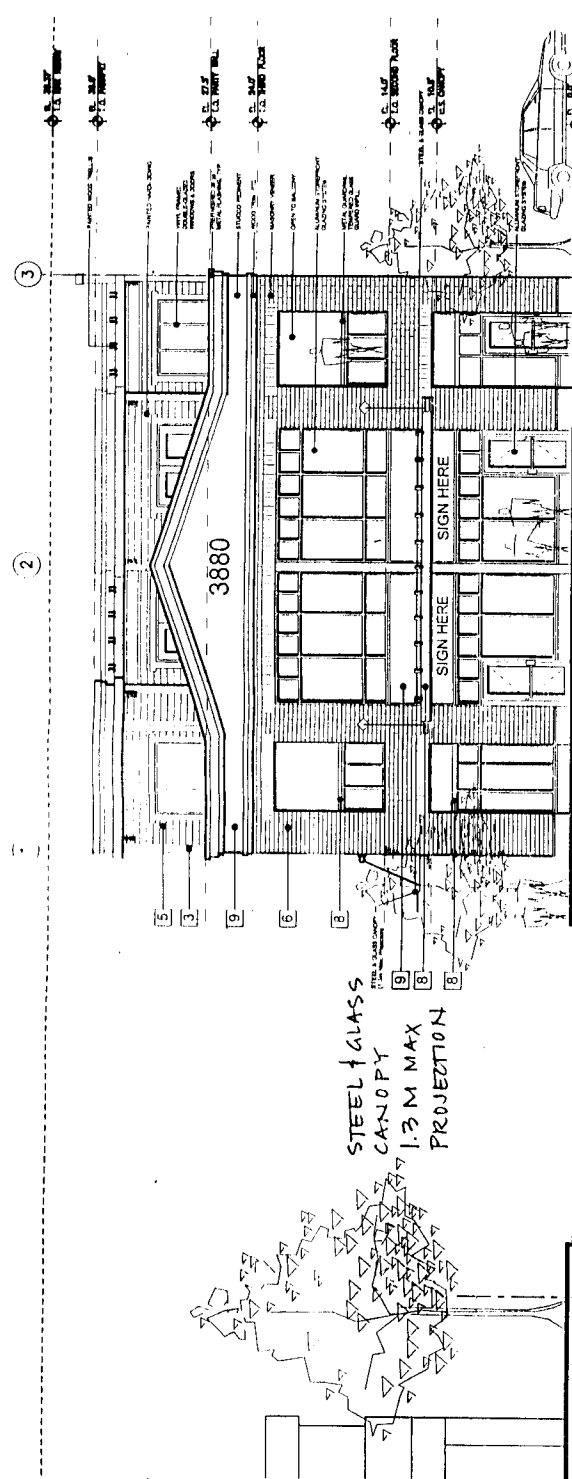
NO.	DESCRIPTION
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2	NATURAL GRAY
3	1/4 CORNER BOARDS MOORE FCC-250, SLAGGRAY
4	1/4 CORNER BOARDS COLOUR: BENJAMIN MOORE FCC-280, BUTTER CREAM
5	8" HORIZONTAL SING. COLOUR: BENJAMIN MOORE FCC-101, HAMPSHIRE GRAY
6	8" HORIZONTAL SING. COLOUR: BENJAMIN MOORE FCC-250, SLAGGRAY
7	MASONRY VENEER KITSILAND HERITAGE
8	CONCRETE BLOCK COLOUR: BENJAMIN MOORE
9	REFINISHED METAL MOORE #2132-10, BLACK
10	STUCCO COLOUR: BENJAMIN MOORE FCC-101, HAMPSHIRE GRAY

PATRICK COTTER ARCHITECT INC.
 2000 WEST 10TH AVENUE, SUITE 204
 VANCOUVER, BC V6M 2K6
 TEL: 604-271-1111
 FAX: 604-271-1112
 WWW.PATRICKCOTTERARCHITECT.COM

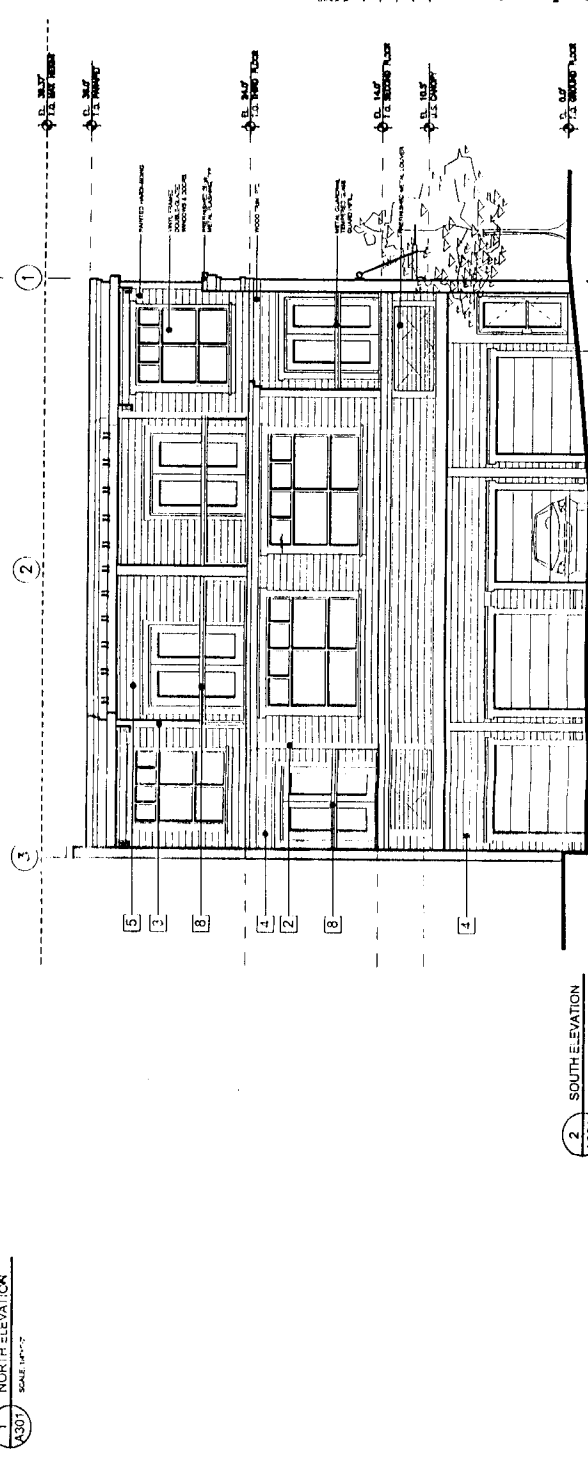
COMMERCIAL / RESIDENTIAL
 ELEVATIONS
 3880 Chatham Street
 Richmond, B.C.

DATE	NO.	DESCRIPTION
SEP 29 2004	1	ISSUED FOR PERMIT
SEP 29 2004	2	ISSUED FOR PERMIT
SEP 29 2004	3	ISSUED FOR PERMIT
SEP 29 2004	4	ISSUED FOR PERMIT
SEP 29 2004	5	ISSUED FOR PERMIT
SEP 29 2004	6	ISSUED FOR PERMIT
SEP 29 2004	7	ISSUED FOR PERMIT
SEP 29 2004	8	ISSUED FOR PERMIT
SEP 29 2004	9	ISSUED FOR PERMIT
SEP 29 2004	10	ISSUED FOR PERMIT

NORTH & SOUTH ELEVATIONS
 SEP 29 2004
 PLAN # 4
 A-301 F



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



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

PP 03248226

- NOTES:
- 1 GF CONCRETE UPSTAND
NATURAL GREY
 - 2 1/8 CORNER BOARDS
COLOUR: BENJAMIN MOORE
FCC-250, SEASPRAY
 - 3 1/8 CORNER BOARDS
COLOUR: BENJAMIN MOORE
FCC-250, BUTTER CREAM
 - 4 8" HORIZONTAL SIDING
COLOUR: BENJAMIN MOORE
FHC-101, HAMPSHIRE GRAY
 - 5 8" HORIZONTAL SIDING
COLOUR: BENJAMIN MOORE
FCC-250, SEASPRAY
 - 6 MASONRY VENEER
ATISLAND HERITAGE
COLOUR: RL
 - 7 CONCRETE BLOCK
COLOUR: BENJAMIN MOORE
 - 8 FLECKED CONCRETE BLOCK
COLOUR: BENJAMIN MOORE
 - 9 PRESFINISHED METAL
F2132-10, BLACK
 - 9 STUCCO
COLOUR: BENJAMIN MOORE
FHC-101, HAMPSHIRE GRAY

1. ALL WORK TO BE ACCORDANCE WITH THE NATIONAL BUILDING CODE OF CANADA (NBC) AND THE NATIONAL FIRE CODE OF CANADA (NFCC).

2. ALL MATERIALS TO BE APPROVED BY THE ARCHITECT.

3. ALL MATERIALS TO BE MATCHED TO THE SAMPLES PROVIDED.

4. ALL MATERIALS TO BE MATCHED TO THE SAMPLES PROVIDED.

5. ALL MATERIALS TO BE MATCHED TO THE SAMPLES PROVIDED.

6. ALL MATERIALS TO BE MATCHED TO THE SAMPLES PROVIDED.

7. ALL MATERIALS TO BE MATCHED TO THE SAMPLES PROVIDED.

8. ALL MATERIALS TO BE MATCHED TO THE SAMPLES PROVIDED.

9. ALL MATERIALS TO BE MATCHED TO THE SAMPLES PROVIDED.

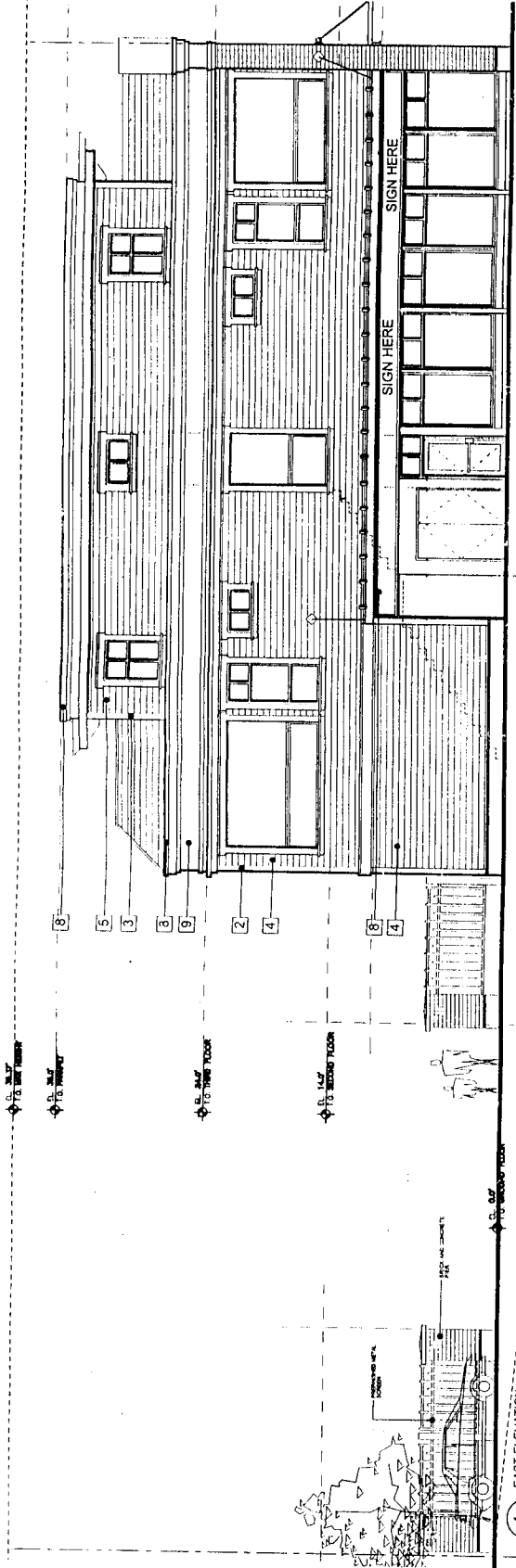
**PATRICK COTTER
ARCHITECT INC.**

1000 ST. JAMES ST. 2ND FL.
OTTAWA, ONT. K1N 8N2
TEL: 461-1111
FAX: 461-1112
WWW.PATRICKCOTTER.COM

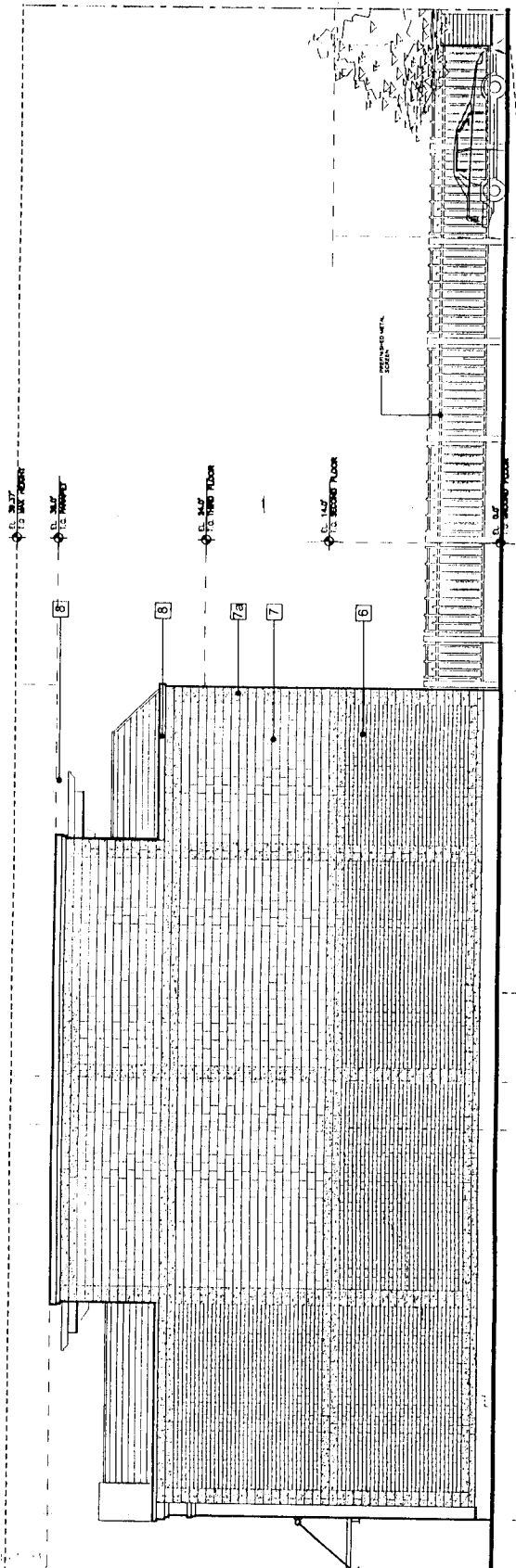
COMMERCIAL / RESIDENTIAL
BUILDING

2880 Chisholm Street
Richmond, B.C.

EAST & WEST
ELEVATIONS
SEP 29 2004
PLAN # S
A-302 F



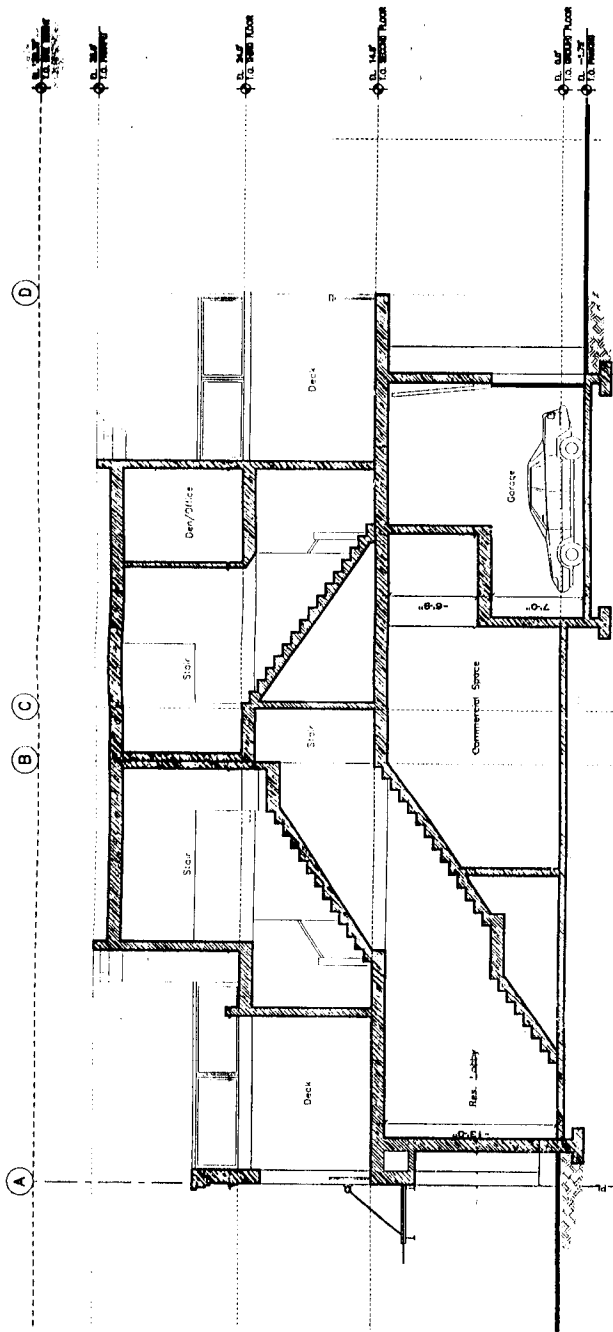
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SCALE 1/8" = 1'-0"



2 WEST ELEVATION
SCALE 1/8" = 1'-0"

DP 03248226

NOTES



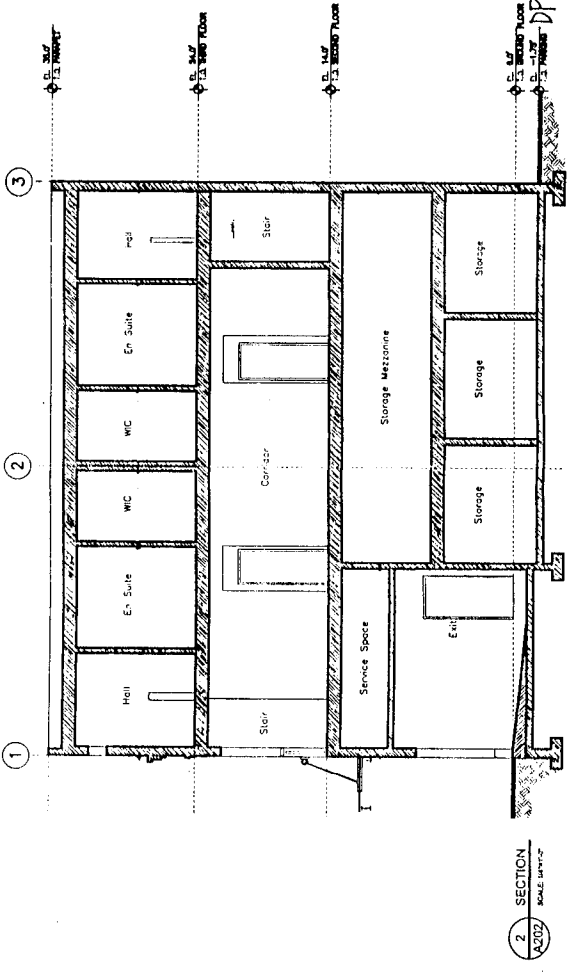
1 SECTION
A202
SCALE: 1/8" = 1'-0"

**PATRICK COITIER
ARCHITECT INC.**
1000 BROADWAY, S.W., SUITE 200
ATLANTA, GA 30334
TEL: 404.525.1100
FAX: 404.525.1101
WWW.PATRICKCOITIER.COM

**COMMERCIAL / RESIDENTIAL
BUILDING**
3880 Chatham Street
Richmond, B.C.

DATE	REV	BY	CHK

BUILDING
SECTIONS
SEP 29 2004
PLAN # 6
A-401 F



2 SECTION
A202
SCALE: 1/8" = 1'-0"

DP03248226

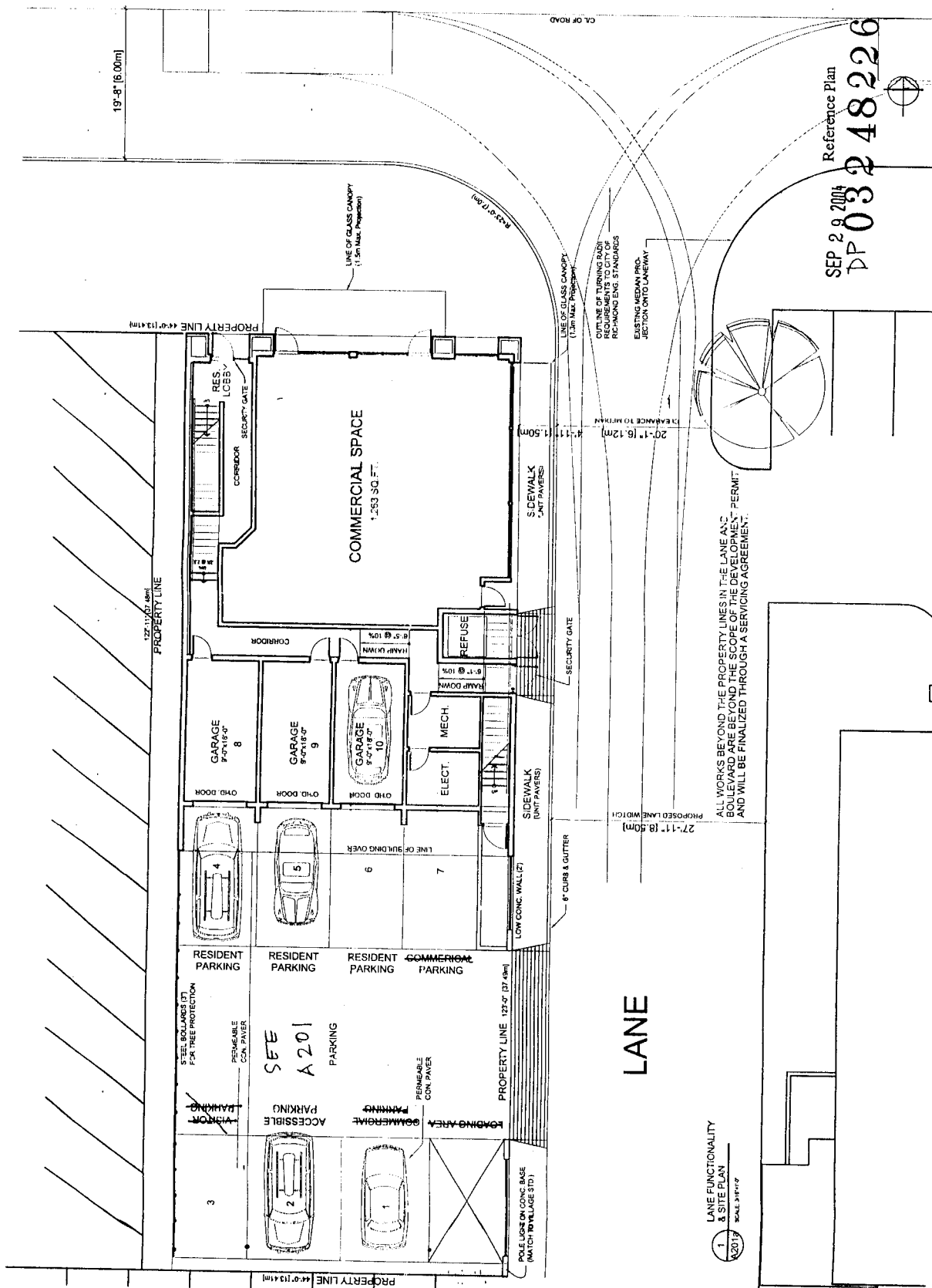
NOTES

1. ALL WORKS SHALL BE IN ACCORDANCE WITH THE CITY OF RICHMOND ENGINEERING STANDARDS AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITIONS.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE CITY OF RICHMOND AND THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT).
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE WIDENING.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE FUNCTIONALITY AND CANOPY PROJECTION.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE WIDENING AND CANOPY PROJECTION.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE WIDENING AND CANOPY PROJECTION.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE WIDENING AND CANOPY PROJECTION.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE WIDENING AND CANOPY PROJECTION.
 9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE WIDENING AND CANOPY PROJECTION.
 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) FOR THE PROPOSED LANE WIDENING AND CANOPY PROJECTION.

PATRICK COTTER ARCHITECT INC.
 3880 Chatham Street
 Richmond, B.C.

COMMERCIAL / RESIDENTIAL BUILDING
 3880 Chatham Street
 Richmond, B.C.

LANE FUNCTIONALITY & CANOPY PROJECTION
 A-201A F



Reference Plan
 SEP 29 2014
 DP 03248226

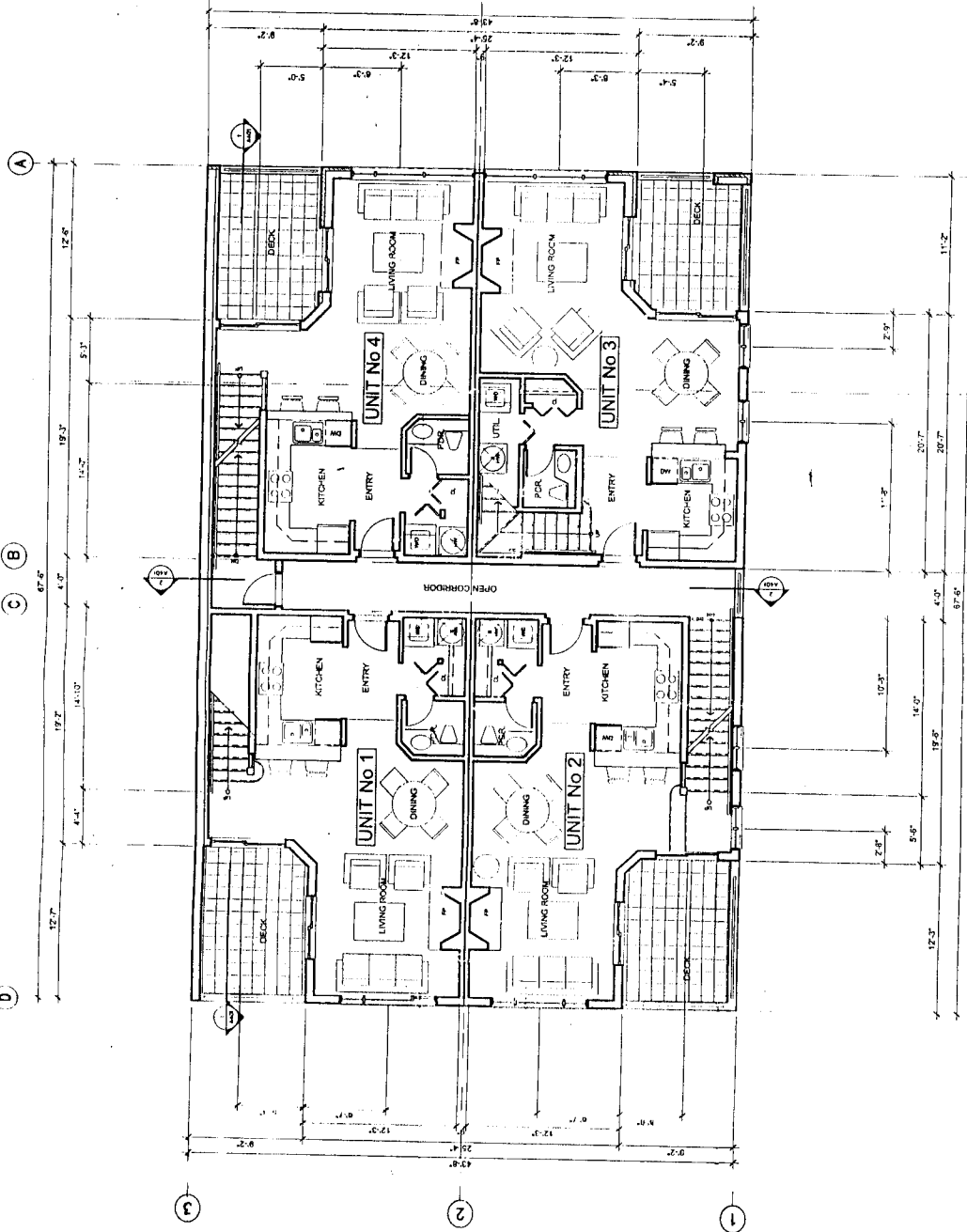
ALL WORKS BEYOND THE PROPERTY LINES IN THE LANE AND BOULEVARD ARE BEYOND THE SCOPE OF THE DEVELOPMENT PERMIT AND WILL BE FINALIZED THROUGH A SERVICING AGREEMENT.

LANE

1 LANE FUNCTIONALITY & SITE PLAN
 2014 SCALE 1/8" = 1'-0"

10 M LANE

NOTES



1 SECOND FLOOR PLAN
A202 SCALE: 1/8"=1'-0"

SECOND FLOOR PLAN

SEP 2 9 2004 Reference Plan

DP 03248226



A-202 F

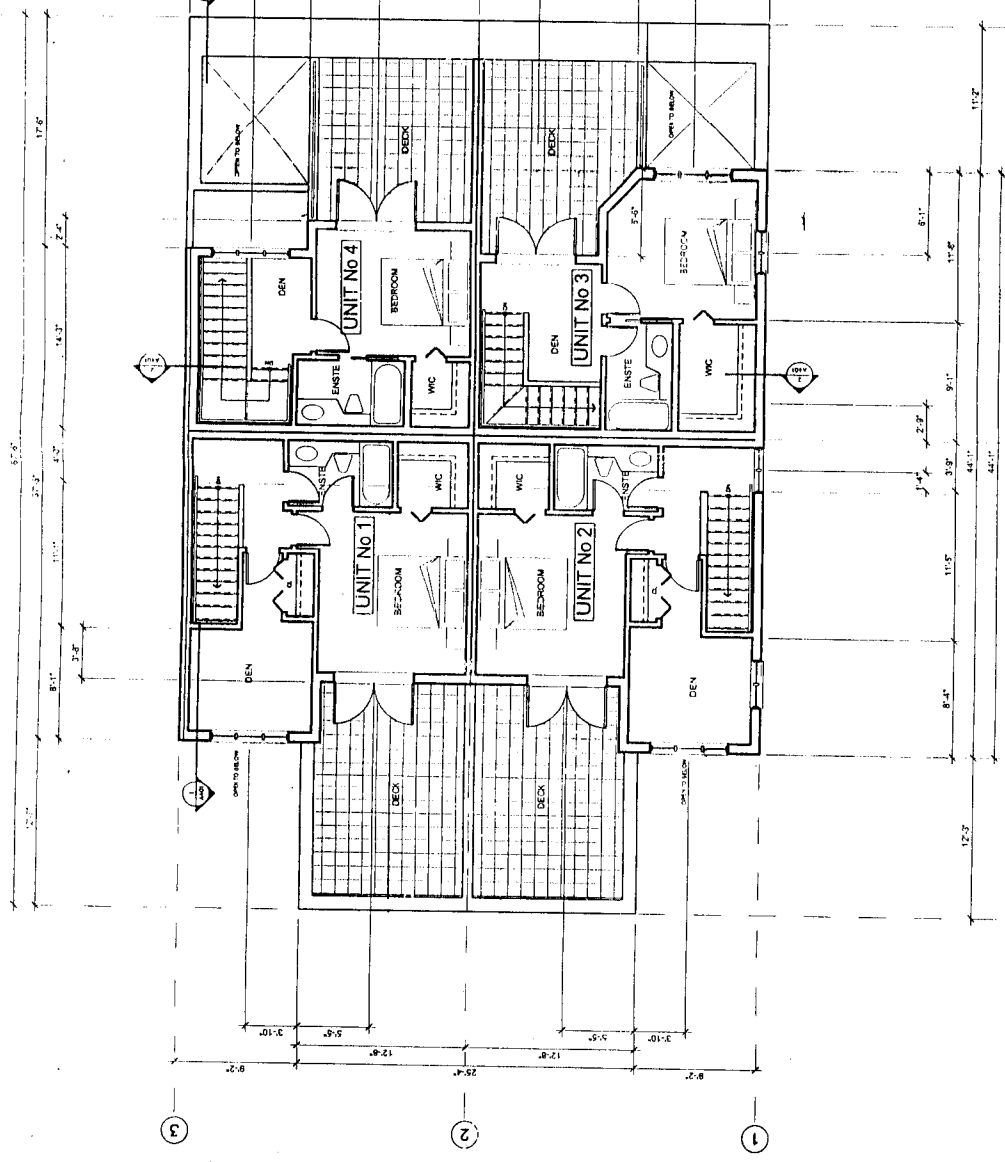
PATRICK COTTER ARCHITECT INC.
1000 N. W. 34th St., Suite 100
Fort Lauderdale, FL 33309
Phone: (954) 337-1111
Fax: (954) 337-1112
E-mail: pcotter@pcotter.com

COMMERCIAL / RESIDENTIAL BUILDING
3880 Chatham Street
Richmond, BC

NO.	REVISION	DATE
1	ISSUED FOR PERMIT	09/02/04
2	REVISED FOR PERMIT	09/02/04
3	REVISED FOR PERMIT	09/02/04
4	REVISED FOR PERMIT	09/02/04
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50	REVISED FOR PERMIT	09/02/04

NOTES

(A) (B) (C) (D)



1. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE IN FEET AND INCHES.
 2. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO FACE UNLESS NOTED OTHERWISE.
 3. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO CENTERLINE UNLESS NOTED OTHERWISE.
 4. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO CENTERLINE UNLESS NOTED OTHERWISE.
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 10. ALL DIMENSIONS UNLESS OTHERWISE NOTED ARE TO CENTERLINE UNLESS NOTED OTHERWISE.

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 FORT LAUDERDALE, FL 33304
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 FAX: (954) 575-1112
 WWW.PATRICKCOTTER.COM

COMMERCIAL / RESIDENTIAL BUILDING
 3980 Chatham Street
 Pompano, FL

DATE	09/29/04
PROJECT	3980 CHATHAM STREET
OWNER	TRISTAR DEVELOPMENT
DESIGNED BY	PATRICK COTTER ARCHITECT INC.
DRAWN BY	TRISTAR DEVELOPMENT
CHECKED BY	TRISTAR DEVELOPMENT
SCALE	AS SHOWN
DATE PLOTTED	09/29/04
PLotted BY	TRISTAR DEVELOPMENT

THIRD FLOOR PLAN

SEP 29 2004 Reference Plan

DP 03248226

1 THIRD FLOOR PLAN
A-203 SCALE: 1/4"=1'-0"

A-203 F