

Report to Development Permit Panel

To:

Development Permit Panel

Date:

January 15, 2010

From:

Brian J. Jackson, MCIP

File:

DP 09-472862

Re:

Director of Development

Application by 797460 B.C. LTD. for a Development Permit at 9371 and 9411

Alexandra Road

Staff Recommendation

That a Development Permit be issued which would permit the construction of mixed-use residential/commercial development that consists of two – four storey buildings to accommodate a 139 unit residential apartment complex which includes eight (8) affordable housing units and a 369m² commercial space at 9371 and 9411 Alexandra Road on a site zoned "Residential / Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)".

Brian J. Jackson, MCIP Director of Development

BJJ:dj Att.

Staff Report

Origin

797460 B.C. LTD. has applied to the City of Richmond for permission to develop 9371 and 9411 Alexandra Road for a 139 unit apartment complex which include 8 affordable housing units, above one level of parking and a small commercial retail space that fronts onto Alexandra Road. The site is being rezoned for the proposed development that currently contains a single family home on each property.

The site is being rezoned from "Residential – Single Detached, Subdivision F (RS1/F)" to "Residential / Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)" for this project under Bylaw 8494 (RZ 08-410760). The Bylaw has received third reading.

As a condition of rezoning, a separate Servicing Agreement (SA 09-486465) is required for road upgrades and frontage improvements to Alexandra Road and Tomicki Avenue, service connections, water and storm upgrades and sanitary sewer.

Development Information

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

Background

Development surrounding the subject site is as follows:

• To the North: Future Tomicki Avenue and existing single-family lots currently zoned

"Residential – Single Detached, Subdivision F (RS1/F)". The area north of the site is designated "Residential Area 1" (townhouse, low-rise apartments) in the West Cambie Area Plan - Alexandra Neighbourhood. The City is currently reviewing a rezoning application for a 186 unit

apartment condominium complex as part of RZ 09-453123.

• To the East: An existing single-family house on a site currently zoned "Residential –

Single Detached, Subdivision F (RS1/F)". The parcel is designated "Residential Area 1" (townhouse, low-rise apartments) in the West

Cambie Area Plan - Alexandra Neighbourhood.

• To the South: Alexandra Road and existing single-family lots zoned "Residential –

Single Detached, Subdivision F (RS1/F)". The site is designated "Mixed-Use" (hotel, office and street front retail commercial) in the West Cambie Area Plan - Alexandra Neighbourhood. The City has received a rezoning application for a retail mall that will house a Wal-Mart store as part of RZ

03-235259.

• To the West: A vacant parcel zoned "Residential – Single Detached, Subdivision F

(RS1/F)". The site is designated "Mixed-Use" (housing over small floor plate retail) in the West Cambie Area Plan - Alexandra Neighbourhood.

Rezoning and Public Hearing Results

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage. The applicant and staff have worked together on these items and the applicant's responses are listed in *italics*:

- Design development of the parkade wall along the west and east property lines to minimize the impact on adjacent properties. The applicant will investigate the feasibility of lowering the nose of the parking stalls at the perimeter of the parking structure level to soften the slope and improve transition between grades;
 - O Given the current grade levels in the area, achieving the desired floor elevation for the residential units would result in a grade difference of approximately 3.0 meters (approximately 10 feet) above the existing grades on the adjacent properties, leaving a tall and blank looking concrete wall along the length of the property. To mitigate the appearance of a blank wall on these properties until they redevelop to their potential, the applicant has lowered the height of the parkade along the edge by 0.3 meters. The remaining face of the wall is to have chain-link fencing material attached to the face for the purpose of growing vines. The natural appearance of the vines will help mitigate the visibility of the wall and will not impede the development potential when these properties are ready for redevelopment.
- Consider opportunities for plant areas proposed to be treated with sod and further development of the landscape plan including hard surface treatment;
 - the applicant has provided an outdoor amenity area that has an abundance of open lawn area as shown in the attached landscaping plan.
- Consider design improvements to address privacy concerns between interior corner units and overlook impacts between balconies;
 - the applicant has adjusted view angles to heighten privacy concerns and many of the balconies have been recessed into the unit to provide additional privacy.
- Consider incorporation of weather protection for bicycle storage areas;
 - Short term bike storage is provided underneath a glass-covered trellis as shown on the submitted landscaped drawings as well as between the two residential buildings.
- Demonstrate SU-9 turning movements to the satisfaction of Engineering Transportation;
 - The applicant has provided information to allow for vehicles such as a SU-9 type vehicle to manoeuvre within the site to and from the loading dock along the eastern edge of the site.
- Investigate opportunities to narrow the drive aisle access to Alexandra Road.
 - The applicant has narrowed the access which offered space to provide a pick-up area for recycling bins.

The Public Hearing for the rezoning of this site was held on July 20, 2009. At the Public Hearing, there were no written submissions from the public and no submissions from the floor about the rezoning application.

Staff Comments

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. In addition, it complies with the intent of the applicable sections of the Official Community Plan (OCP) and is in compliance with the ZMU16.

Zoning Compliance/Variances

No variances have been requested nor required. Submitted information in compliance with ZMU16 zoning requirements as shown in the Development Application Data Sheet (Attachment 1).

Advisory Design Panel Comments

The Advisory Design Panel reviewed the submitted design and landscaping drawings at the September 23, 2009 meeting where it supported the proposal to proceed to Development Permit Panel. A copy of the relevant excerpt from the Advisory Design Panel Minutes from September 23, 2009 is attached for reference (Attachment 2). The design response from the applicant has been included immediately following the specific Design Panel comments and is identified in 'bold italics'.

Analysis

Conditions of Adjacency

- The West Cambie Area Plan Alexandra Neighbourhood Development Permit Guidelines, identifies the subject site is located within two neighbourhood character areas, "Character Area 3 The High Street" on the western half of the site and "Character Area 4 Medium Density Housing" along the eastern half.
- The intent of the High Street is to be the heart of the Alexandra neighbourhood by providing a variety of uses for people to shop, work and socialize. The applicant has responded with the provision of a small retail component fronting Alexandra Road with residential units above.
- In keeping with the animated street frontage of the High Street, the zoning allows for the orientation of the commercial space to be located at the zero lot line at the front property line on Alexandra Road and the western property line to provide little or no break in the continuation of the frontage. As the sites to the east are intended for medium density residential, a break for pedestrian and vehicle access borders between the east property line and the commercial frontage.
- The commercial frontage will have canopies that extend beyond the property line. While the City supports covered sections along store frontages, an encroachment agreement will need to be signed and registered prior to the issuance of the Development Permit.
- In accordance with the West Cambie Area Plan Alexandra Neighbourhood, the first level units along Tomicki Avenue establish an uninterrupted, outward orientated interface with the street frontages by introducing communal entry features, entry features associated with private patios, building recesses and a range of building materials. With the desired residential floor elevation 1.9 meters (6'-3") above Tomicki Avenue it was difficult and visually awkward to provide direct pedestrian access to the four units and emergency exit to the street. The applicant has improved the situation by providing planting areas in terraced planters.

- A minimum required 2.6 m GSC elevation for habitable areas requires that existing grade of Alexandra Road must be increased to achieve the proper grade to the commercial frontage. Grading details for the Alexandra Road and the new Tomicki Avenue is part of the Servicing Agreement that is applicant is making with the City as one of the rezoning conditions associated with this project.
- To mitigate the visual impact of the east and west walls of the parkade level, these walls will be finished with hanging vines that will be supported by a chain link fence attached to the wall. The vines will remain until the adjacent sites are redeveloped to their potential.

Urban Design and Site Planning

- The proposal is a four level plus mezzanine residential/commercial complex consisting of 139 units of residential apartments and a 369m² (3,970 ft.²) of commercial space on the ground floor. The commercial space fronts Alexandra Road and contributes to the planned neighbourhood "High Street". The proposal also provides indoor and outdoor amenities for the residents and a end-of-trip shower facility for bike users in the commercial section of the development. The complex is divided into two separate buildings over a single-level parkade. Building 1 fronts Alexandra Road and contains the commercial component of the project with residential units above and the indoor amenity space for the complex. Building 2 contains residential units that fronts the future Tomicki Avenue, and houses the bulk of the units that will overlook the outdoor amenity area.
- As mentioned earlier, the commercial component of this development on Alexandra Road is
 on the western part of the site, leaving vehicular and pedestrian access along the eastern edge
 of the property as a break between the commercial frontage along the High Street and the
 residential development that is to occur east of the subject site.
- The Indoor Amenity Area is located on the ground level of Building 1. It allows for multiple uses and because of its location at the northern end of the building, has access to an outdoor patio and further into the outdoor amenity area.
- Vehicular access off Alexandra Road leads up a ramp, directing traffic to either the
 residential drop-off loop straight ahead, or, by turning left at the top of the ramp, leading
 residents through the commercial and visitor parking stalls to the underground resident
 parking. Visitor parking is also provided in the drive aisle loop in close proximity to the
 entry to the residential units. Additional visitor parking is supplied through the shared use of
 the commercial stalls between Building 1 and the commercial space.
- To provide the correct amount of space in the underground parkade, the applicant will be providing tandem parking stalls. A tandem parking covenant will need to be registered prior to the issuance of the Development Permit to ensure the tandem stalls are assigned to the same unit.
- Pedestrian access off Alexandra Road is located directly east of Building 1. Pedestrians are led to the residential entries through the trellis entry feature and up a sloping incline that leads them to the main entries of the residential buildings. The common entry is accented by a translucent canopy from the drop-off loop, directing people to the two buildings on either side of the canopy. Heading straight through the canopy, space opens up to introduce the outdoor amenity area which consists of lawn space, a play area, landscaped area and places for seating.
- Pedestrian access is also provided along the future Tomicki Avenue is provided via well
 identified access points that lead the to the individual ground level units and the sides of the
 complex.

- Long term bike parking is supplied in the underground parkade in secure areas. Short term bike parking is on the ground level with racks located along the eastern edge of the driveaisle loop, on each side of the buildings entry area and the east side of the commercial space.
- The applicant has provided a additional separation to address ADP concerns to the closeness of Buildings 1 and 2 as outlined in their comments (Attachment 2). They have responded well to creating a wider opening between the buildings by folding back the south end of Building 2. The additional landscaping provided in front of the ground level end unit contribute to address the privacy concerns raised by ADP and staff.

Architectural Form and Character

- Overall, the proposal is of contemporary design with the addition of some vertical massing at the centre and corners of the buildings that add to the interest of the proposal.
- The residential units have private outdoor space in the form of balconies and ground level patio space and an internal courtyard. The ground level patio space in Building 2 have direct access to the outdoor amenity space in the central court yard.
- The two buildings have good articulation in both the form of the building itself as well as the exterior façade materials and colour choices to help add interest and value to the project. The choice of brick finishing and glazing along the commercial frontage help differentiate it from the residential uses above.
- The roof-line follows the building perimeter which adds to the interest. Accents on the vertical massing at the centre and endings of the building provides additional interest.
- Brick is used along the lower perimeter of the building and provides a good visual base for the structure. It is also used to accent the vertical articulation, in particular the vertical projections at the centre and corners of the frontages of both streets.
- Hardi-board siding is used on the upper levels and on the outside perimeter of the buildings. They are in a horizontal pattern for the most part, combined with vertical panels in portions of the building that project above the main roof line.
- Vinyl siding is used in the interior of the complex in a horizontal and shake pattern. The horizontal pattern is also found in recessed areas on the outdoor perimeter of the buildings.
- Colour choices conform to the area design guidelines and consist of bright and warm colours. This will give a positive image on grey days.

Landscape Design and Open Space Design

- The applicant has addressed the landscaping comments made by the Advisory Design Panel (ADP) contained in **Attachment 2**. An important change is the provision of lawn in the amenity area as well as along the east side of the site both of which are above the parkade.
- The applicant retained an Arborist to provide a report at the rezoning stage to establish the number and quality of existing trees on the site. The report outlined the need to remove a total of 35 trees on the site to accommodate the development. Detailed information is provided in the Tree Management section of this report.
- The submitted landscaping plan provides information on the types and arrangement of planting as well as providing information to the arrangement of pedestrian movement within the site.
 - The new off site street trees will be confirmed by the Parks Department when determining the type and arrangement of trees that will be planted along the commercial frontage of Alexandra Road and Tomicki Avenue.
 - O Pedestrian access to the site off Alexandra Road is through a trellis feature leading up an incline to face a water feature that separates access to the commercial parking to the left

- and the residential buildings to the right. Pedestrian routes leading to the residential buildings will be easily identified as pavers bordering the pathway that cross the internal drive aisle. The applicant has addressed comments by the ADP to make the pedestrian movement easier by providing a more direct path to the entry of the buildings.
- O Some of the ground floor units in Building 1 will have direct access to the outdoor ground space from their outdoor patios. All the ground floor units in Building 2 will have direct access to the ground floor amenities.
- o There is a transition from the semi-private space at the front entry to the buildings to the outdoor amenity area. The four foot high open metal fence that allows viewing from the front entry area to the buildings to the outdoor amenity space.
- Landscaping is provided in landscaped terraces along Tomicki Avenue that provide a gradual grade transition from the sidewalk to the individual patio of the units that front onto that street.
- The applicant has changed the landscape terrace design that is shown on the last page of the submitted landscape drawings and will form as part of the submitted drawings.

Tree Management

• The applicant submitted an Arborist Report and tree plan as part of the rezoning process and has bee reviewed by the City's Tree Preservation Coordinator and the Parks Department. The following chart outlines the synopsis of the report:

Tree Location	# of trees	Retention/Removal	Compensation
On-site	35	Removal as a result of the building form proposed, which is residential units above a level of parking, and commercial space at grade resulting in trees within the building envelope.	Replacement planting at a ratio of 2:1 for the removal of on-site trees in accordance with the OCP.
Joint ownership	4	Removal of three (3) trees located along the western property line, and one (1) tree located along the eastern property line, which are not able to survive impacts associated with the proposed development.	Written confirmation from the adjacent property owners is required in order to remove these trees.
Neighbouring property	10	Removal of these trees, which are within close proximity of the property line and will be impacted by the form of development proposed on the subject site.	Written confirmation from the adjacent property owners is required in order to remove these trees.
City property	10	Two (2) of the ten (10) City trees identified for removal along the Alexandra frontage are located in front of the western adjacent property (9331 Alexandra Road). Removal of the ten (10) trees is necessitated by the proposed increase in road elevation to 2.6 m geodetic and development proposed along the Alexandra Road frontage.	The individual trees were assessed by the Parks Department and an appropriate replacement value associated with each tree. The total compensation required as a condition of rezoning is \$5,500. New street trees will be required in association with the Servicing Agreement.

• The submitted landscape plans identified the number of new tree plantings to be done on-site. The following chart identifies the numbers provided compared to the required in accordance with policy.

Number of on-site trees to be removed	Required number of trees to be replaced	Proposed number of trees to be planted	Surplus/Deficit
35	70	43	27 (deficit)

• Given the deficit, the applicant will make a voluntary contribution of \$13,500.00 to the City's Tree compensation fund as part of the Development Permit consideration.

Public Art

• The applicant has initiated contact with the City's Public Art coordinator to install a water feature inside the complex (on private property) between the access points to the front lobbies of the residential buildings and the commercial parking. As well, the applicant will be providing a voluntary contribution toward the public art fund of \$75,840.00, as per Alexandra Neighbourhood Guidelines. This contribution has been secured through the rezoning.

Affordable Housing

- The applicant has supplied eight (8) units to be secured for affordable housing. The units are located on the first two floors of Building 1 and Building 2, and are identified on the Development Permit Plans. The provision of affordable housing allows the applicant to achieve a density bonus of 0.2 Floor Area Ratio (FAR) to achieve the proposed development FAR of 1.6 as permitted in the ZMU 16 zone.
- The affordable housing units will be secured through a Housing Agreement as a condition of rezoning.

Crime Prevention Through Environmental Design

- The proposed plan provides good edge features along the site to separate public and private space, giving the site a good sense of territoriality to residents and visitors.
- The submitted lighting plan should provide good illumination while ensuring that no unwanted light spills onto adjacent properties.
- The location and orientation of the indoor amenity space creates opportunity for passive surveillance of the outdoor amenity area in addition to the entry loop.
- The commercial space along the Alexandra Road frontage is designed to establish visual interest at the pedestrian scale and to encourage pedestrian activity along the street.
- First level units along the Tomicki Avenue frontage include individual patios and street level access via staircases integrated into the terraced landscaped planters, which establish a visual relationship with the street and increase casual surveillance.

Aircraft Noise Mitigation

• As per the Aircraft Noise Sensitive Development policy (ANSD), an acoustical report was submitted which provided information to achieve the policy standard noise levels (with windows and doors closed):

Bedrooms	35 dB
Living, dining, and recreation rooms	40 dB
Kitchen, bath, hallways and utility rooms	45 dB

- The report provides an outline to help the architect design and select appropriate building materials and methods of installation that would achieve the required noise levels listed above.
- The report concludes that the use of mechanical ventilation and central air conditioning be incorporated in the construction.

Barrier-Free Access

• The proposed development has taken advantage of the provisions of the Zoning Bylaw that allows for the exemption of 1.86m² (20 ft²) per dwelling unit, provided the unit incorporates all the basic universal housing features described in Section 4.16 of Zoning Bylaw 8500 (Basic Universal Housing Features). The intent is to facilitate ready access, use and occupancy of a dwelling unit by a person with a disability.

• The location of the units that incorporate these basic features are identified on the submitted architectural floor plans by the unit type followed by a "HC". Out of the 139 residential units in this proposal, 61 of these units are identified as meeting the basic universal housing features in the Zoning Bylaw and 113.3m² (1,220 ft²) is exempted from the total floor area calculation.

Sustainability

- The application is supporting alternative modes of transportation by providing an end-of-trip facility in the commercial area.
- The applicant is proposing a pedestrian-scale streetscape along both Alexandra Road and Tomicki Avenue to add not only animation to the streetscape but value to neighbourhood.
- The residential units will provide energy efficient appliances and water saving appliances and faucets.
- The site is close to a major transit corridor and is close to bus stops for convenient use.

Floodplain Management and Implementation Strategy

• The applicant is required to comply with the Flood Plain Designation and Protection Bylaw No. 8204. In accordance with the Flood Management Strategy, a Flood Plain restrictive covenant, specifying the minimum flood construction level is secured through as a condition of rezoning.

Conclusions

The proposed development responds well to the West Cambie Area plan – Alexandra Neighbourhood guidelines and to the two Character Area Neighbourhood Guidelines in particular. The proposal responds well to creating a strong, street orientated frontage, particularly along the commercial High Street. The applicant has adequately resolved staff comments identified during the rezoning phase as well as the staff and Advisory Design Panel comments. Staff recommend approval of this Development Permit application.

David Johnson

Planner

DJ:cas

Attachment 1: Development Application Data Sheet

Attachment 2: Advisory Design Panel Minutes with Applicant's Response (September 23, 2009)

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

- Receipt of a Letter-of-Credit for landscaping in the amount of \$271,673.40 (based on total floor area of 135,836.7 ft²).
- The City receiving a voluntary contribution to the tree compensation fund in the amount of \$13,500.00.
- Registration of an encroachment agreement for the canopies extending beyond the front property line for the commercial units fronting Alexandra Road.
- Legal agreement on title requiring the tandem parking stalls to be assigned to the same dwelling unit.
- An encroachment agreement be registered on title for the canopies fronting the commercial space.

Prior to future Building Permit issuance, the developer is required to complete the following:

- The applicant is required to obtain a Building Permit* for any construction hoarding associated with the proposed development. If construction hoarding is required to temporarily occupy a street, or any part thereof, or occupy the air space above a street or any part thereof, additional City approvals and associated fees may be required as part of the Building Permit. For further information on the Building Permit, please contact Building Approvals Division at 604-276-4285.
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Division (http://www.richmond.ca/services/ttp/special.htm).

Note:

(*) This requires a separate application



Development Application Data Sheet

Development Applications Division

DP 09-472862 Attachment 1

Address: 9371 and 9411 Alexandra Road

Applicant: 797460 B.C. LTD. Owner: 797460 B.C. LTD.

Planning Area(s): West Cambie Area Plan (OCP Schedule 2.11A)

	Existing	Proposed
Site Area:	8103.6m ²	7567.0m ²
Land Uses:	Single Family Residential	Mixed use Residential with small Commercial
OCP Designation:	Character Area 3 – The High Street Neighbourhood Residential and Character Area 4 – Medium Density Housing	No change
Zoning:	Residential – Single Family / Subdivision F (RS1/F)	Residential/Limited Commercial (ZMU16) – Alexandra Neighbourhood (West Cambie)
Number of Units:	One Single-Family Dwelling	139 residential units (includes 8 units for affordable housing) and 325.2m² of commercial

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	1.6 FAR	1.6 FAR	none permitted
Lot Coverage:	Max. 45%	42.5%	none
Setback – Alexandra Road:	Min. 0.0m for non- residential Min. 1.2m for residential Min. 8.5m for the parking structure	0.0m for non-residential 1.2m for residential 8.5 for the parking structure	none
Setback – West Side Yard:	Min. 0.0m for non- residential Min. 1.2m for residential	0.0m for non-residential 1.2m for residential	none
Setback – East Side Yard	Min. 12.0m for non- residential Min. 5.1m for residential	12.0m for non-residential 5.1m for residential	none
Setback – Tomicki Avenue:	Min.5.6 m	5.6m	none
Height (m):	Max.20.0m	15.8m	none
Lot Size:	N/A	N/A	N/A
Off-street Parking Spaces – Market Residential:	197 spaces	196 spaces	see total
Off-street Parking Spaces – Affordable Residential Units	8 spaces	8 spaces	none

	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Commercial:	15 spaces	27 spaces	none
Residential Visitor Parking Spaces	28 spaces	27 spaces to be shared with commercial parking (not included in the total).	see total
Total off-street Spaces:	248 spaces (minus 10% allowable TDM reduction) = 224 spaces	231 spaces	none
Small Car spaces	Max. 33% 231 spaces x 0.33 = 77	77 spaces	none
Tandem Parking Spaces	Permitted	25 stalls	none
Amenity Space - Indoor:	Min. 70m ²	105.9m²	none
Amenity Space – Outdoor:	Min. 834.0m ²	866.0m²	none

Excerpt from the Minutes from The Design Panel Meeting

Wednesday, September 23, 2009 – 4:00 p.m. Rm. M.1.003 Richmond City Hall

3. DP 09-472862 -- MIXED-USE DEVELOPMENT WITH 139 RESIDENTIAL UNITS AND APPROXIMATELY 369 SQ. M. OF COMMECIAL SPACE

ARCHITECT:

Marco Ciriello, F. Adab Architects Inc.

PROPERTY LOCATION:

9371/9411 Alexandra Road

(At this juncture, Thomas Leung left the meeting)

Panel Discussion

Comments from the Panel were as follows:

- In general, the project is successful, however Buildings 1 and 2 are too close to each other and have an uncomfortable relationship, vehicle loop seems to be redundant; if addressed, will reduce the mount of hard landscaping and add more common open space; side access seems circuitous; a lot of drive aisle and does not seem efficient; articulation of buildings is good; materials and colour palette, window proportions and parapets are nice and successful; agree with staff's comment that commercial frontage could use some weight by widening the columns; parkade walls should be treated as a landscape piece as suggested by staff and not just sheer concrete alls; agree with staff's comments that entry points to the buildings may benefit from allowing soft landscaping;
- Spatial separation between the two buildings is inadequate; looks very close; ground plane lacks some green; very excessive use of pavers; concern on interface of west property line with the entry ramp and adjacent property; massing of the buildings is nice; articulation of the various volumes on top and bricks on long buildings may not wok out well; retail component of the project is fine; ground stock is nice, however consider using a different colour of brick to articulate it further; notice some differences between the plans and the model; conflicting information on the floor plans in the area behind the commercial space; concern on the bedroom space in affordable unit in Building 1 that faces the turnaround loop; buffer between the turnaround loop ad walkway is minimal; increase walkway with, add more landscaping or consider other treatments; a very good project;
- different viewpoint on the proximity of the two buildings; like the cozy feel; affordable units contain some adaptable and accessible features; consider adding adaptable features

in each type of units (affordable and upscale) to serve the adaptability needs of families with older family members;

- pleased to see that project is considering public art; choice of site which is near a water feature is appropriate; consider ideas on public are from the City Centre Public Art Plan which is being finalized; youth prefers pop art and interactive park;
- very well-designed project considering the long and narrow site; appreciate that the Panel's concerns in the last meeting have been addressed; further articulation needed in the façade of the buildings along Alexandra Road; sides have long wall-like design; review internal design of parkade; parking spaces are far and difficult to get into; provision of signage and other methods of identifying the drive aisle are important.
- agree with staff's comments regarding the narrow buffer between the driveway and some of the units; explore possibilities of enhancing the buffer; consider assign small ornamental trees if planting are cannot be expanded; a lot of paving in the project; reduce paving and ass more greenery; conflicting geometries of trellis structures need to be reconciled; should have more relationship with each other; reduce the paving in the area between the exits of the two buildings and the recreation area;

Panel Discussion

It was moved and seconded

That DP 09-472860 move forward to the Development Permit Panel taking into consideration the following comments of the Advisory Design Panel:

- ❖ (comment from F. Adab Architect Inc.)
- ➤ (comment from Van der Zalm + Associates Inc. Landscape Architects)
- 1. Consider the relationship between the buildings that are perceived to be too close together;
- The spatial relationship between the two buildings have been reviewed and found that it is important to maintain the present proposed configuration. This becomes particularly evident if the spatial relationship is considered in the context of the sequence of the other spaces, their function and form. In fact, the semi-public area represented by the access driveway as well as by the turn around and the semi-private spaces that constitute the amenity areas are all defined by the contraction of the space between the two buildings. Furthermore, the latter identifies the functions of the building entrances creating a void that is of a scale that relates appropriately with the interior spaces. The sense of discovery and the modulation of the emotions induced into the observer are also qualities that this space expresses through its scale and the play of light. To change the above characteristics would mean to diminish the richness of the experience derived by the relationship between the observer and the articulation of the space in the form in which if has been proposed.
- * The south end of Building 2 has been adjusted to add to the wider image between the buildings.
- > The building relationship has been considered. Open space that is shared commonly between the two foyers that are close to each other now has a large planter with a

- feature tree for increased green space. Refer to architectural plans for building relationship.
- 2. Consider requirements for vehicle loop for the purpose of adding more green space;
- The driveway and the turnaround have been redesigned in order to introduce more landscape area (see also comments from the Landscape Architect).
- > The vehicle loop was reduced and parking spaces relocated to maximize green space and arrival space. Please refer to updated site plan.
- 3. Design development to improve efficiency of vehicular circulation on site;
- * The present layout is the result of an analysis through which this office, in association with the traffic consultant, has reviewed many alternatives. The advantages of the proposed solutions are as follows:
 - a) Screening from the street the ramp to the underground parking.
 - b) Maximizing the presence of the building along the street.
 - c) Emphasizing the continuity of the commercial functions avoiding traffic interference.
 - d) Reducing the paved area since the access to the ramp is combined with the drive aisle of the surface parking. In addition this surface is mostly developed under the building, which is a part of the site that has a limited value as an amenity.
 - e) Increasing the length of the driveway before the car reaches the crossing of Alexandra Road. In this way the staging of the cars become more effective.
 - f) Consolidation of the entrance to the site.
- > Vehicular circulation improved in drop off area as per new site plan. Please refer to architectural drawings.
- 4. Consider possibility of creating heavier columns of the retail frontage to distinguish it from the residential facades;
- * The depth of the columns has been increased, versus widening them This has allowed the maintaining of the glazing while, at the same time, the massing of the supports has been emphasized.
- > Column details as per architectural drawings.
- 5. Consider developing the exposed parking lot wall;
- The treatment of the concrete wall has been accomplished through the use of planting material that achieves a more natural appearance. This has been considered more appropriate given the natural state of the surroundings (which will remain as such until the development of the adjacent areas will eliminate the visual presence of he east and west walls). See also comments from the Landscape Architect.
- Exposed parking wall has a "step" at the edge to reduce the visual impact. Cascading vines are provided wherever possible (along eastern wall and majority of western wall). In areas where there is not enough room for a planter to cascade vines; additional trellis will be provided along the wall and vines will be planted at the base for green coverage until adjacent properties are developed. Additional vines will be planted on west parkade roof cascading.

- 6. Consider enhancing the privacy of the bedroom units from the driveway;
- The redesigning of the access driveway and the turn around has increased the distance from the patios and the residential units.
- > Refer to architectural comments.
- 7. Consider reducing the extent of paved area on the ground plane;
- The paved area has been reduced and the landscape area have been increased. See also comments from the Landscape Architect.
- > New site plan increases green space.
- 8. Consider giving further design consideration to the wall of the west parking lot on relationship to the property line at the west parking wall;
- ❖ See comments in response to Item 5 above.
- Exposed parking wall has a "step" at the edge to reduce the visual impact. Cascading vines are provided wherever possible (along eastern wall and majority of western wall). In areas where there is not enough room for a planter to cascade vines; additional trellis will be provided along the wall and vines will be planted at the base for green coverage until adjacent properties are developed. Additional vines will be planted on west parkade roof cascading.
- 9. Consider the use of a different colour of brick to articulate the difference between the residential and retail proportions of the building;
- The building is already very articulated with definite shifting of planes between the commercial and the residential portions of the development. Furthermore the vocabulary of the use of different materials and various types of components is very rich to the point than an element like the same type of bricks helps in maintaining the formal architectural identity of the building.
- > Refer to architectural comments.
- 10. Consider increased landscape buffer between the walkway and the driveway and more bedroom spacing along the driveway;
- See comments in response to Item 5 above.
- > Landscape area has been substantially increased and appropriate screening plantings have been provided. Please refer to updated landscape plan.
- 11. Consider offering the adaptability features into each type of units in the project;
- The number of adaptable units has been increased from 6 to 61, which include different unit types.
- > Refer to architectural comments.
- 12. Consider familiarizing with the City Centre Public Art Plan (even though the project is not covered under the Plan);
- * This is noted. The developer intends to include in the project program the artist selection process and work closely with the City of Richmond towards the installation of an art piece on the site.

- > Refer to architectural comments.
- 13. Consider the taste of various ages in the selection of public art and ensure that it is visible and noticeable;
- Noted. See also comments in response to Item 12 above.
- > Refer to architectural comments.
- 14. Consider the internal design of the parking lot and placement of signage and identification of drive aisles for efficiency;
- Some parking stalls have been relocated against the wall of the ramp in order to facilitate the manoeuvring of cars and access to the underground parkade.
- > Refer to architectural comments.
- 15. Consider reducing the paving to enhance the softscape area and enhance the screening of the units from the driveway;
- See comments in response to item 5 above.
- > Landscape area has been substantially increased and appropriate screening plantings have been provided. Please refer to updated landscape plan.
- 16. Consider reconciling the various conflicting geometries of the trellis structures;
- ❖ See comments from the Landscape Architect.
- > Trellis structure now has rectangular geometry to cohesively match landscape design (instead of the original curved trellis).
- 17. Considering enhancing the entry to the plaza created for the entry into the buildings and reduce the importance of the plaza which is the exit from the buildings;
- * The introduction of a large planter has redefined effectively the scale and the hierarchy of the different spaces in relation to their functions. See comments from the Landscape Architect.
- > The entry has been improved through paving materials; lighting; and paving pattern. Please refer to updated landscape plan.

and

- 18. Consider adding taller evergreen plant materials to the north to reduce the impact of the parking lot walls.
- See comments in response to Item 5 above.
- Materials are tall in a mixture of ever green and perennial grasses.

CARRIED



Development Permit

No. DP 09-472862

To the Holder:

797460 B.C. LTD.

Property Address:

9371 AND 9411 ALEXANDRA ROAD

Address:

3 – 1680 LLOYD AVENUE NORTH VANCOUVER, BC

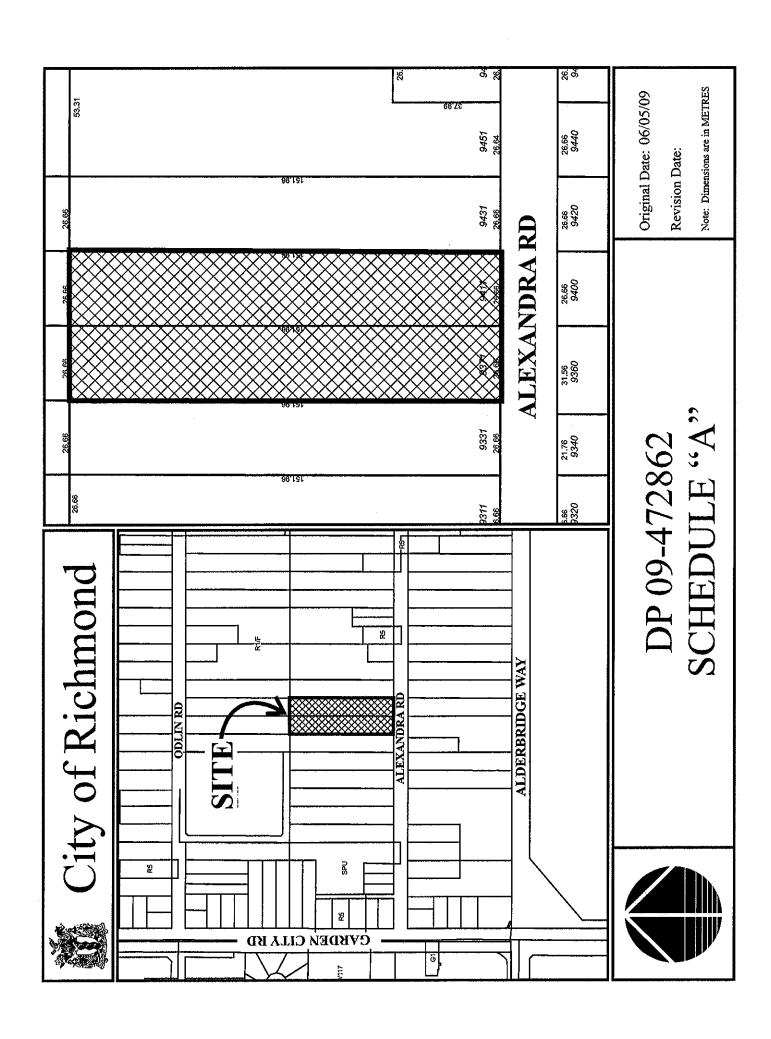
V7P 2N6

- 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. Subject to Section 692 of the Local Government Act, R.S.B.C.: buildings and structures; off-street parking and loading facilities; roads and parking areas; and landscaping and screening shall be constructed generally in accordance with Plans #1 to #30 attached hereto.
- 4. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required.
- 5. The City receiving a voluntary contribution to the tree compensation fund in the amount of \$13,500.00.
- 6. Registration of an encroachment agreement for the canopies extending beyond the front property line for the commercial units fronting Alexandra Road.
- 7. Legal agreement on title requiring the tandem parking stalls to be assigned to the same dwelling unit.
- 8. An encroachment agreement be registered on title for the canopies fronting the commercial space.
- 9. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$271,673.40. 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. 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.
- 10. 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.

Development Permit

No. DP 09-472862

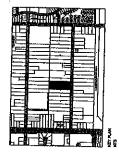
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Dr 09472862

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Tel; 604, 873, 1788 Fac: 604, 673, 9978

Tet: 604, 439, 0822 Fex: 604, 439, 9129

Tel: 504, 525, 4551 Fee: 504, 525, 5715

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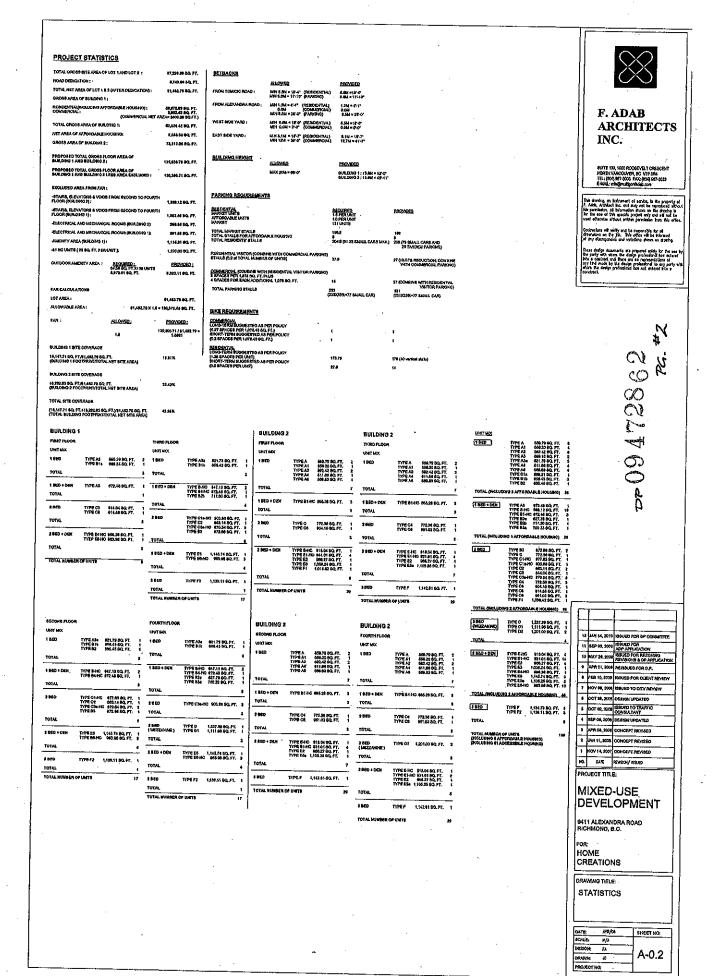
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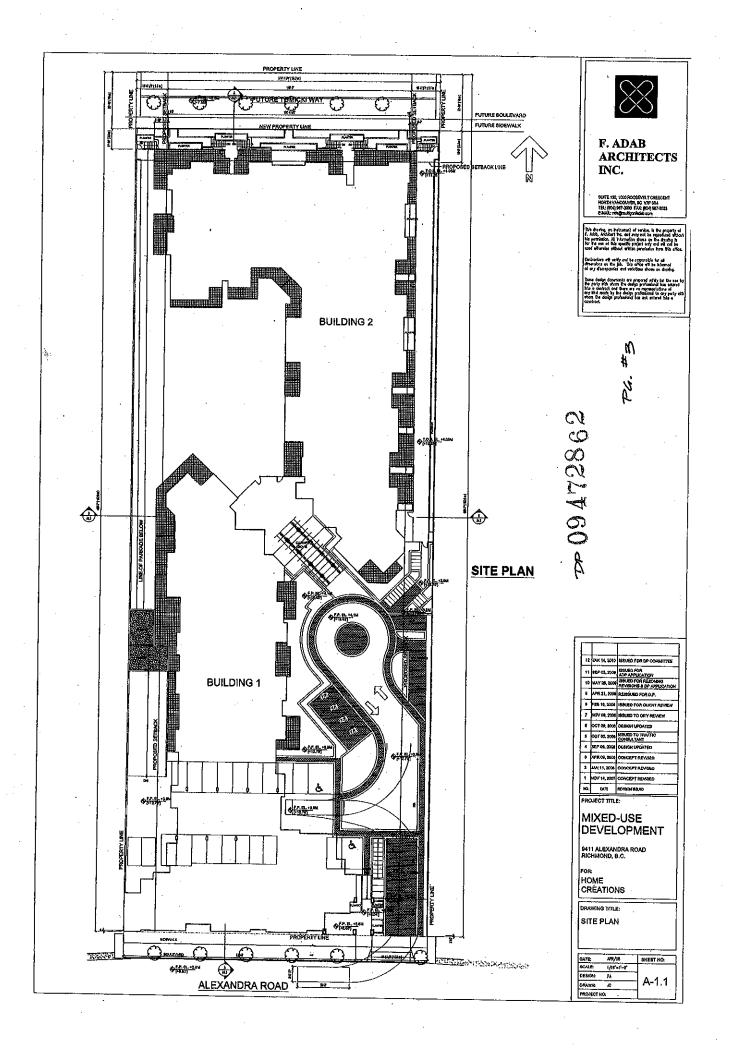
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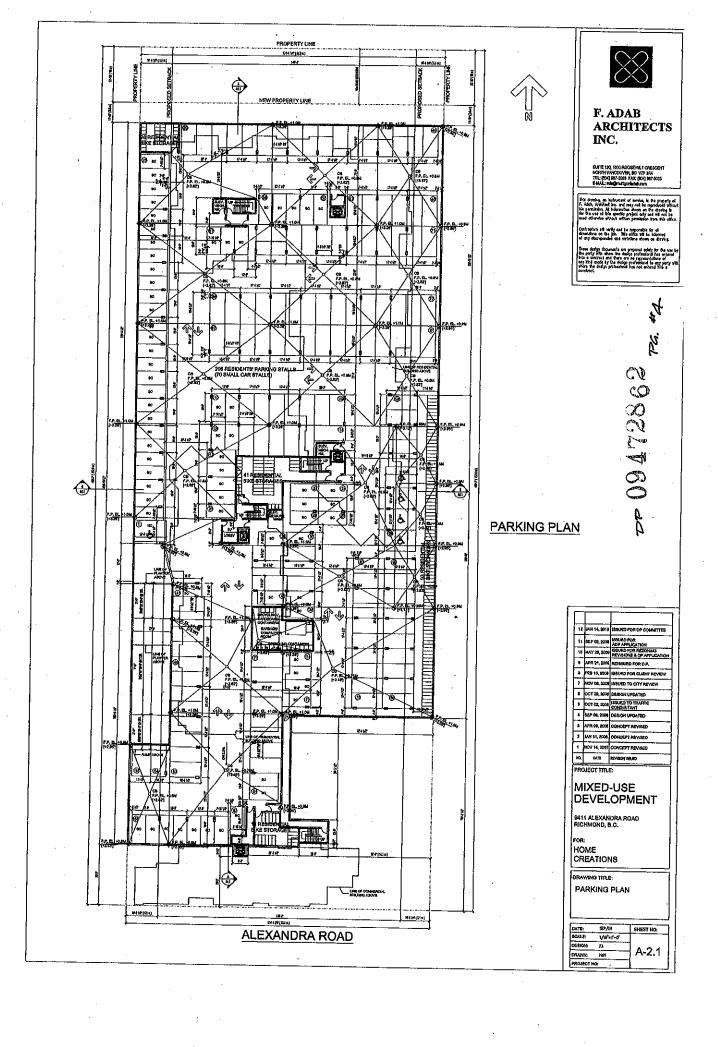
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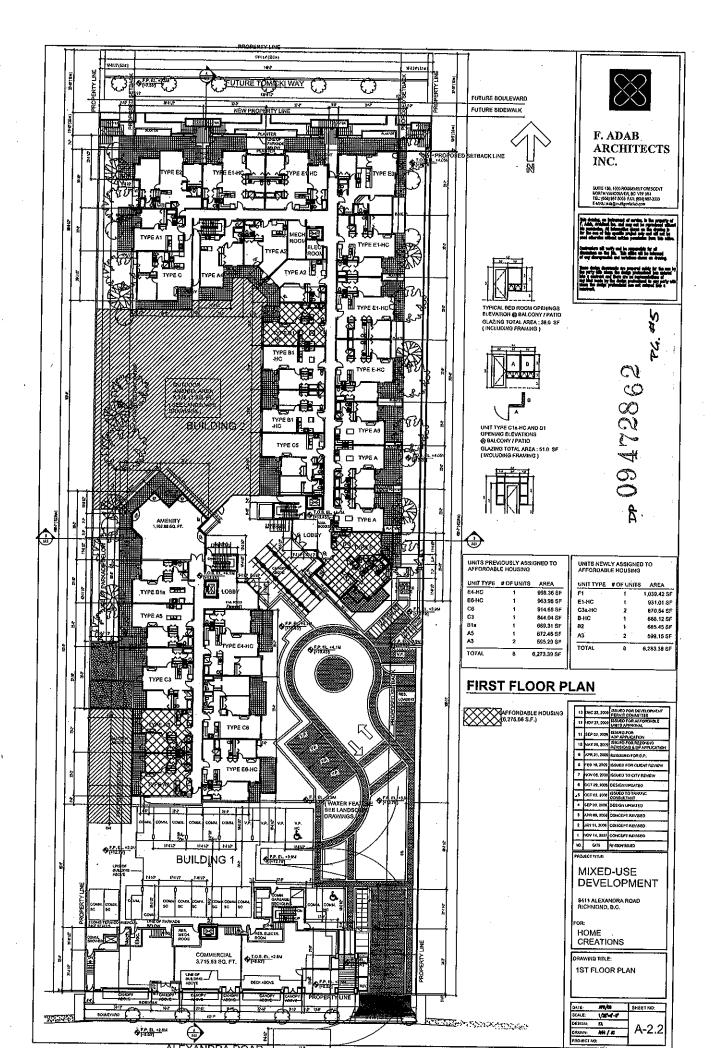
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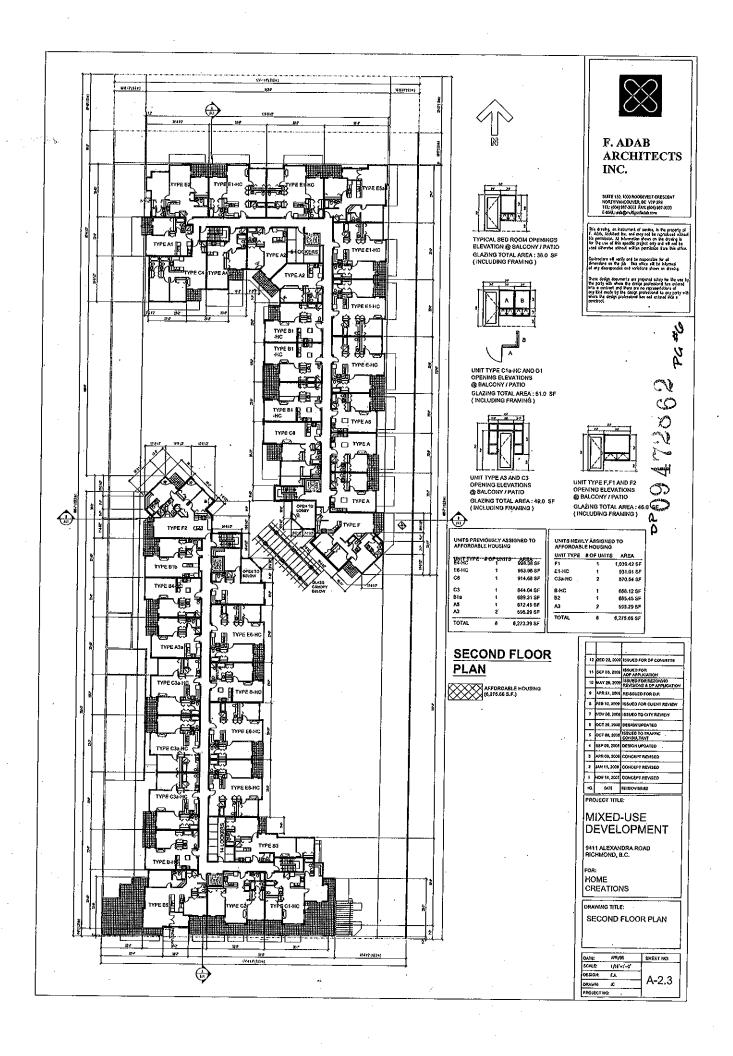
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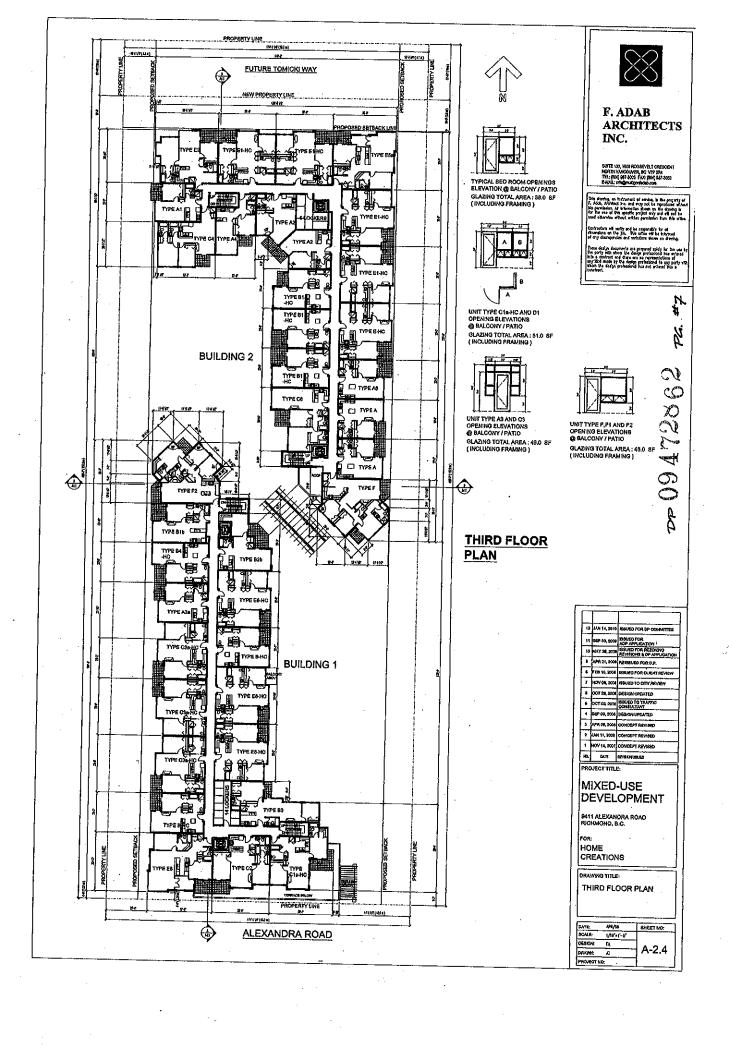


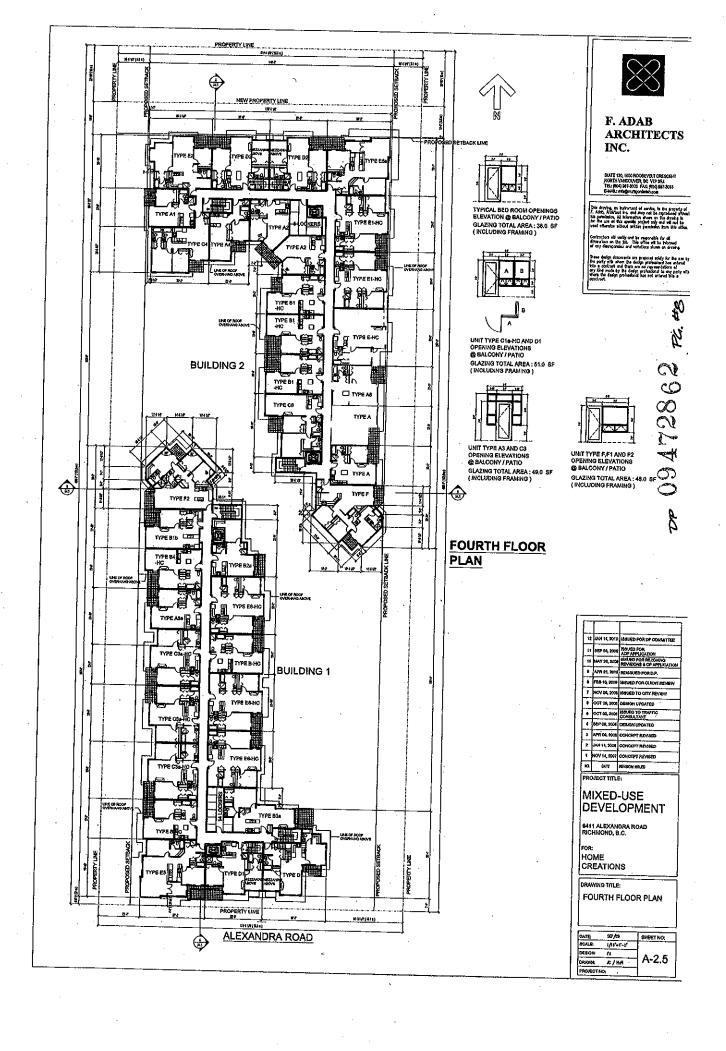


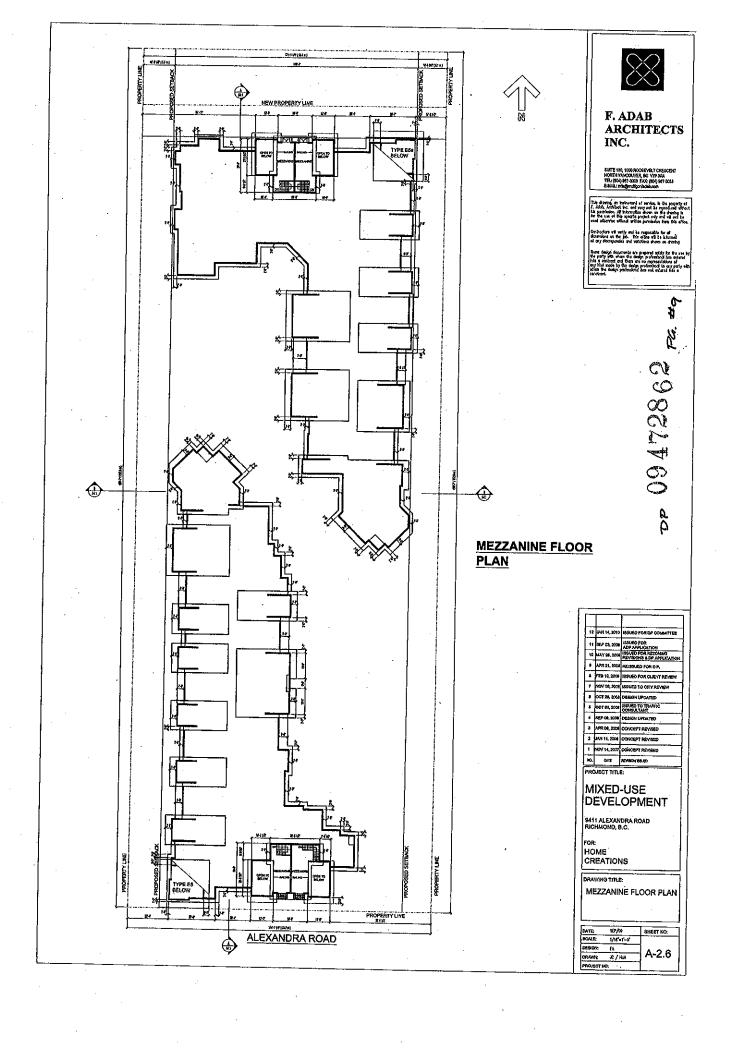


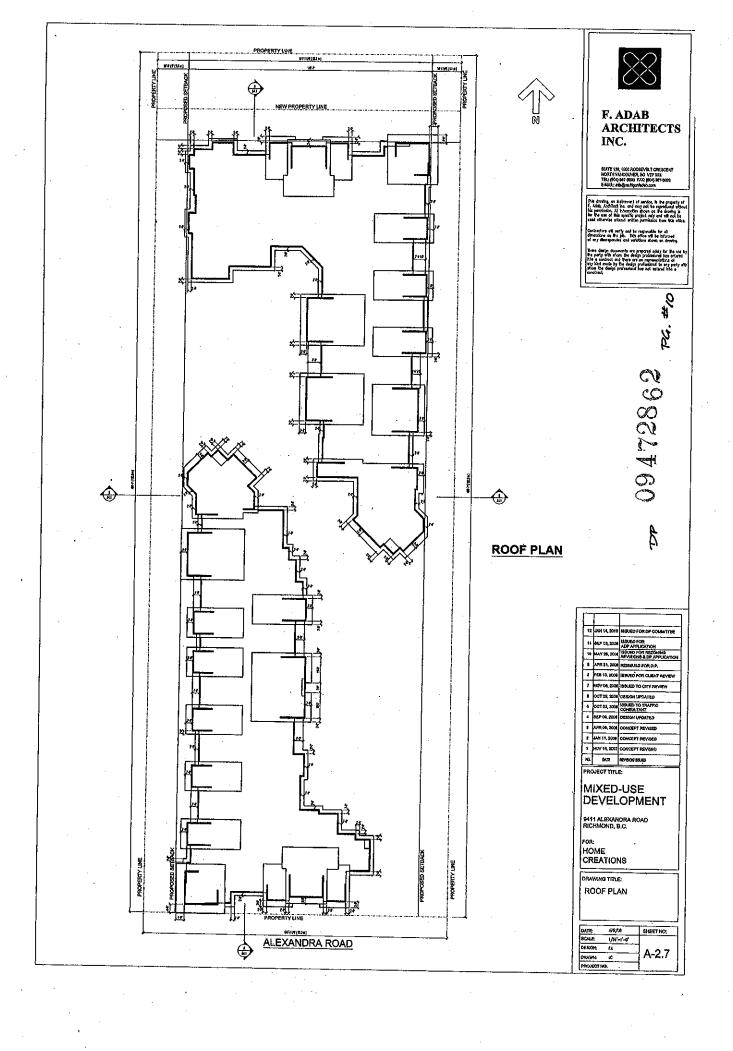


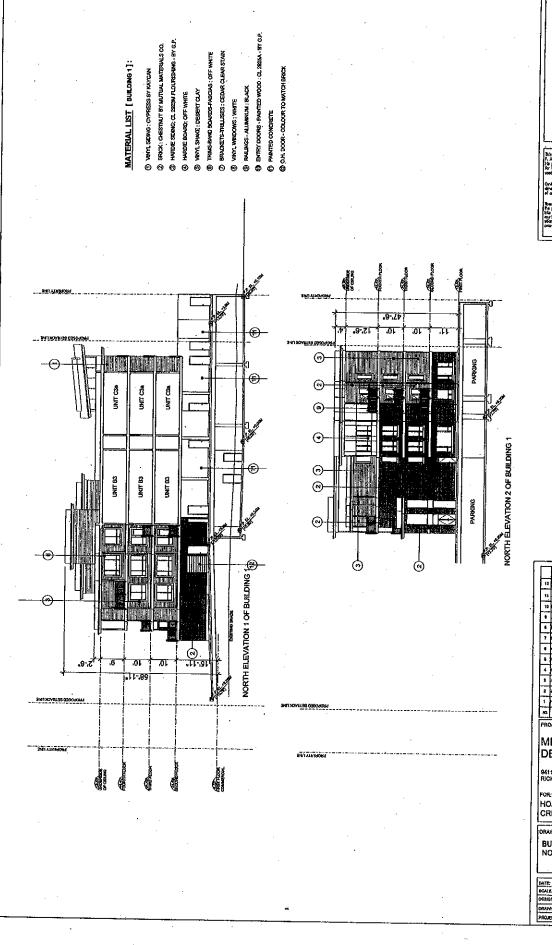














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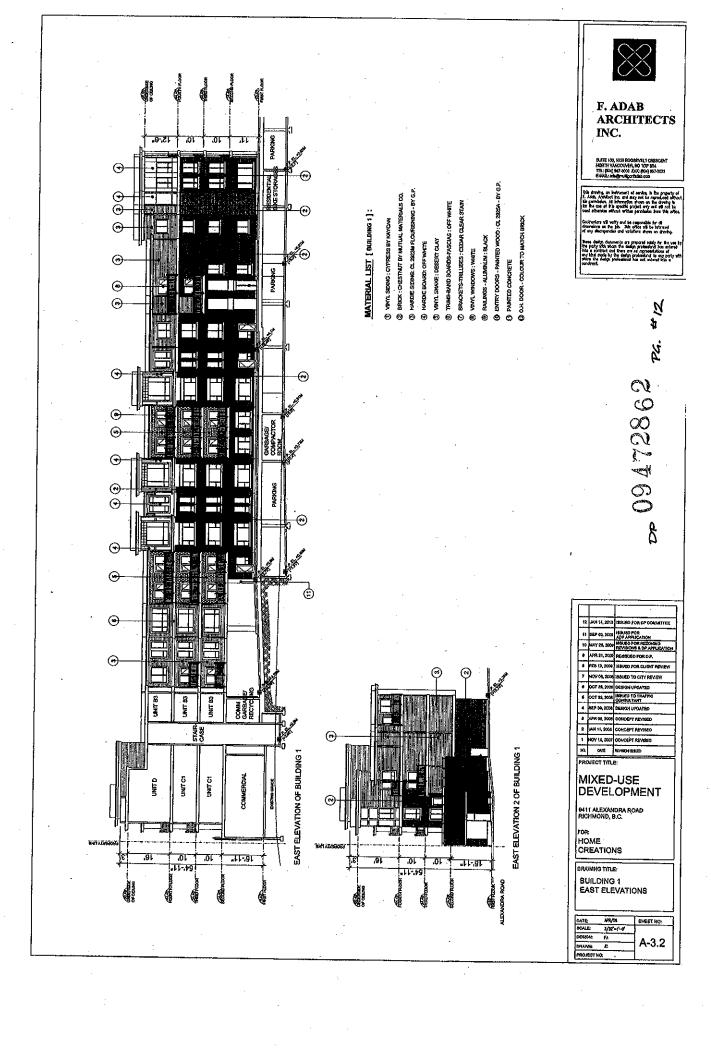
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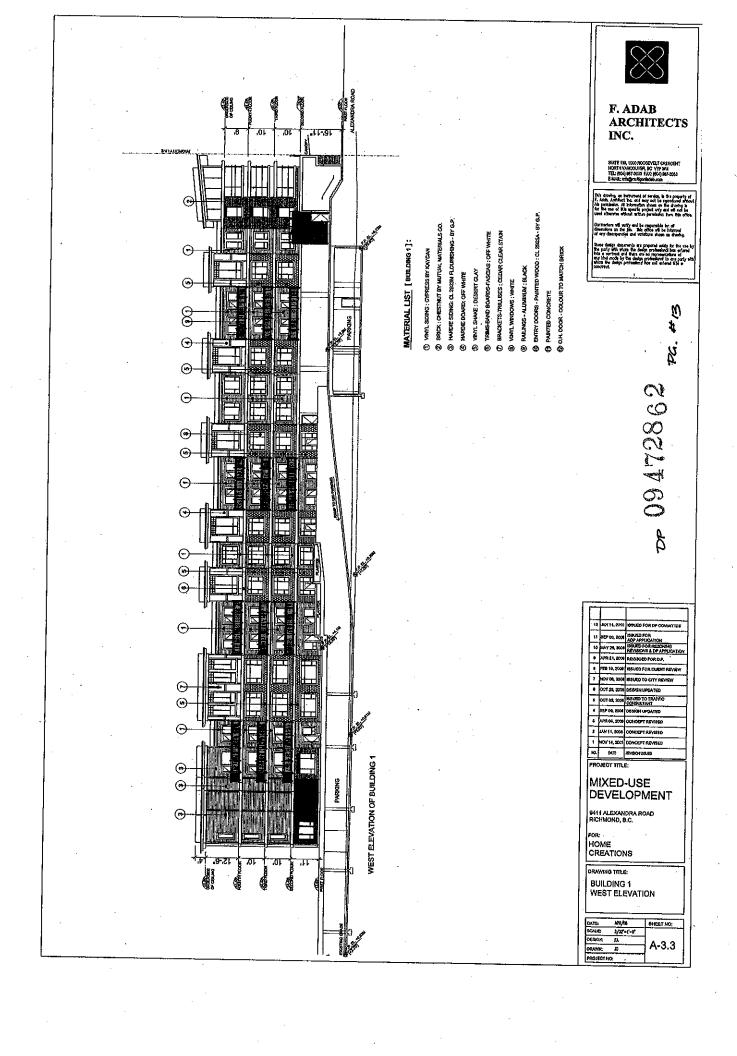
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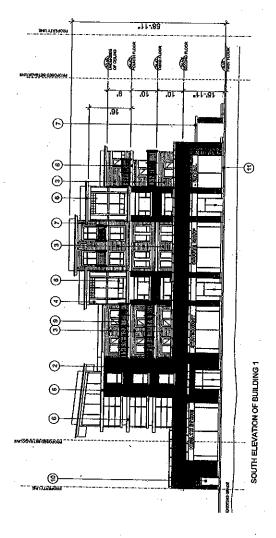
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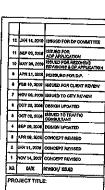
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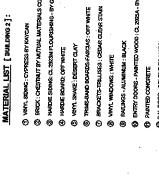
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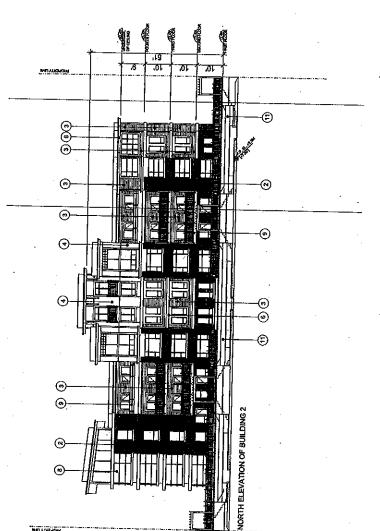
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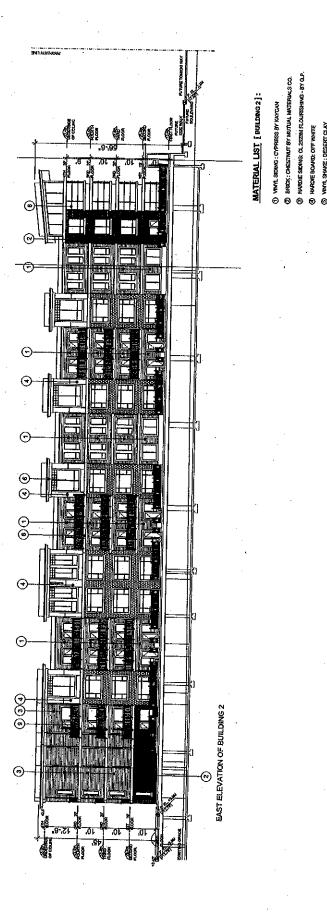
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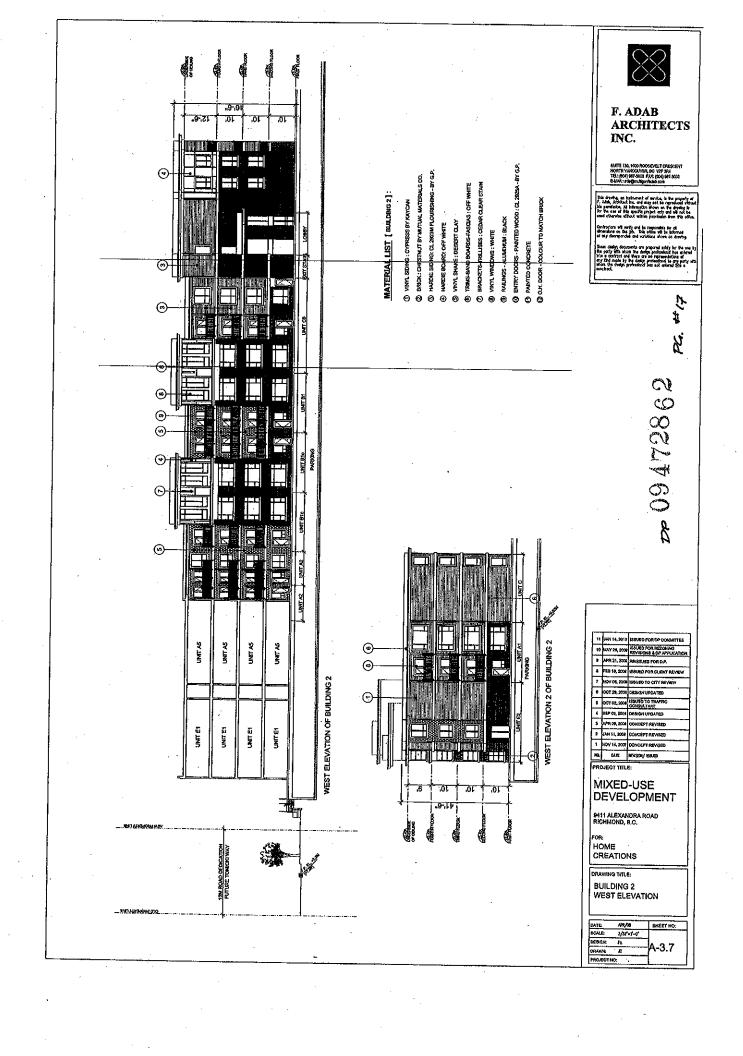
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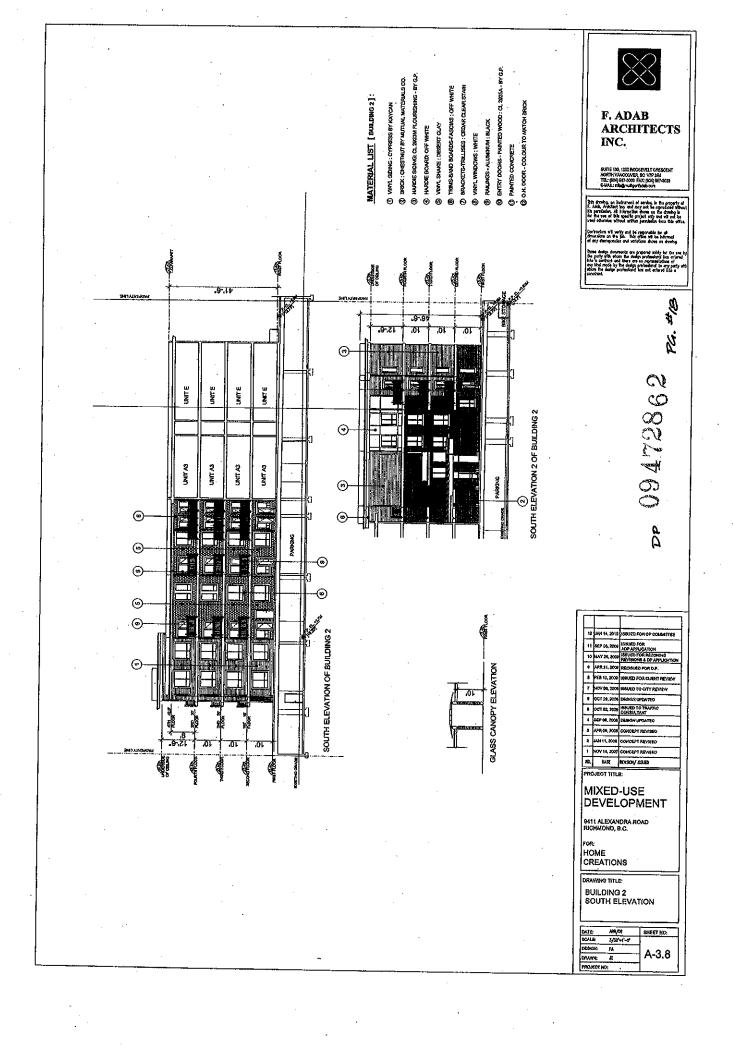
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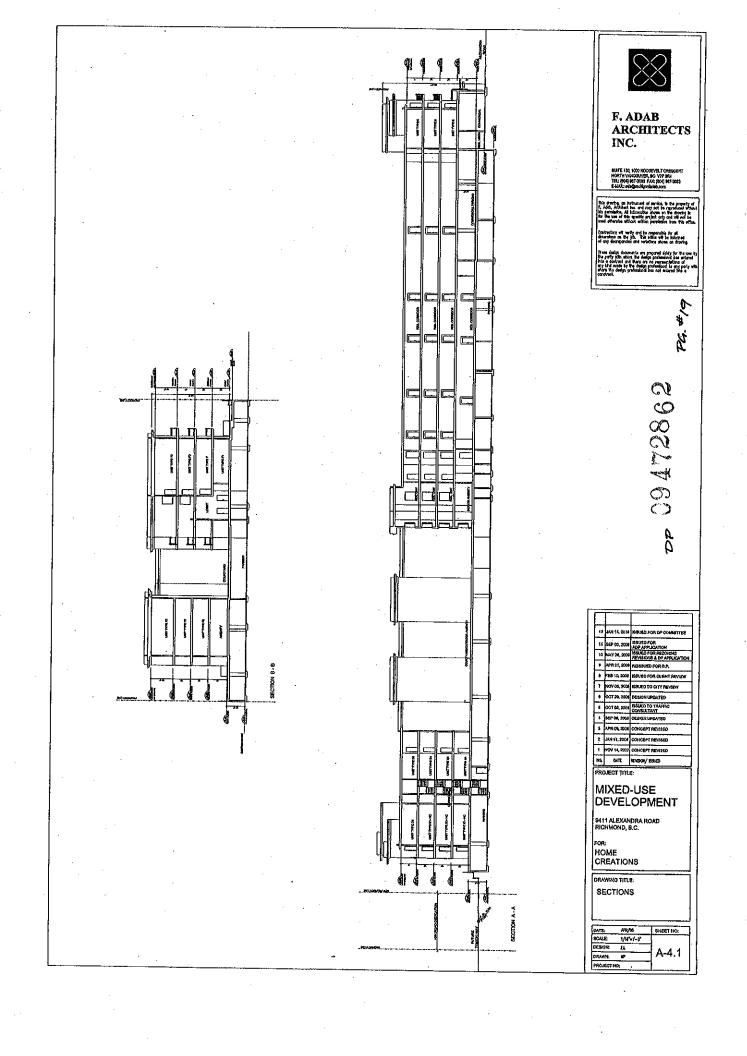
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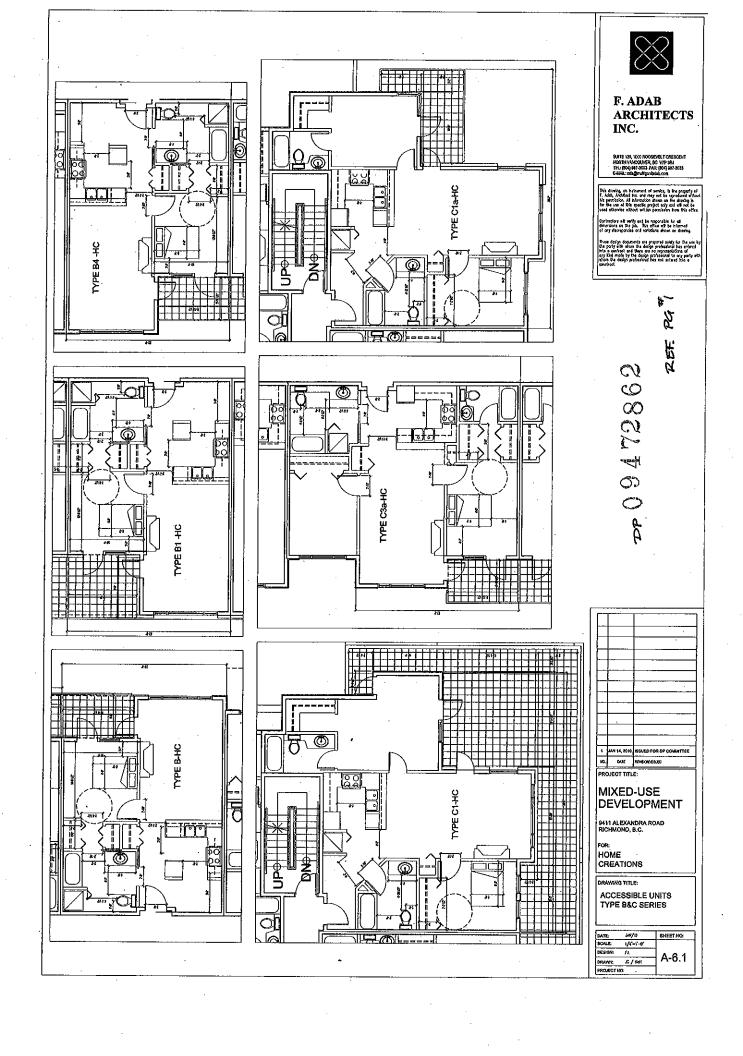
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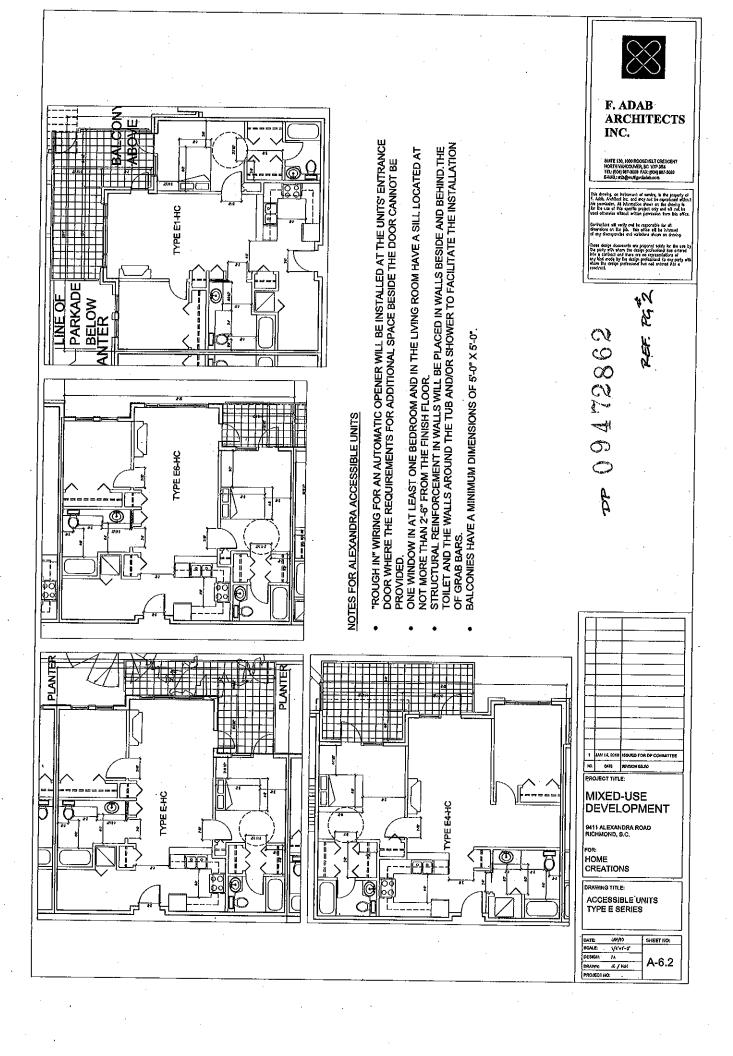
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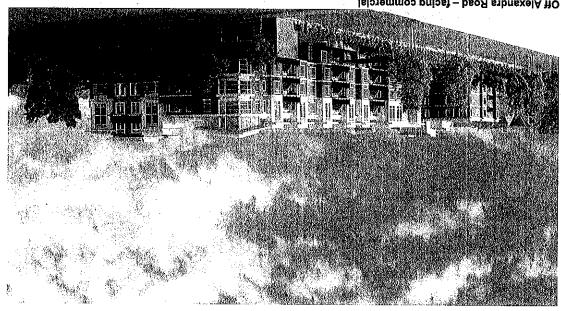


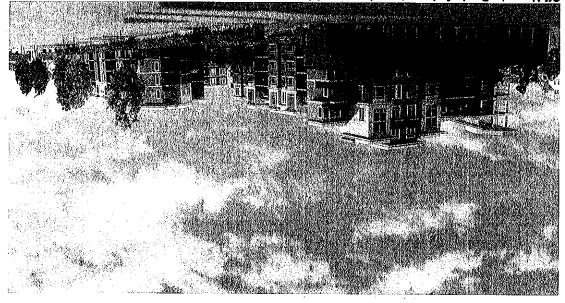












Off Alexandra Road - facing entry and commercial



