



**To:** Richmond City Council

**Date:** September 15, 2026

**From:** Wayne Craig  
Chair, Development Permit Panel

**File:** DP 25-017215

**Re:** Development Permit Panel Meeting Held on June 10, 2026

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**Staff Recommendation**

That the recommendation of the Panel to authorize the issuance of Development Permit (DP 25-017215) for the properties at 9291 Alexandra Road/9288 Tomicki Avenue, be endorsed and the Permit so issued.

Wayne Craig  
General Manager, Planning and Development

## Panel Report

The Development Permit Panel considered the following item at its meeting held on June 10, 2026.

DP 25-017215– RAGHAV GROVER – 9291 ALEXANDRA ROAD/9288 TOMICKI AVENUE  
(June 10, 2026)

The Panel considered a Development Permit (DP) application to permit the construction of two four-storey buildings with approximately 182 m<sup>2</sup> (1,958 ft<sup>2</sup>) of ground floor commercial retail space and 139 residential units at 9291 Alexandra Road/9288 Tomicki Avenue on a site zoned Residential/Limited Commercial (ZMU23) – Alexandra Neighbourhood (West Cambie).

The application includes variances to reduce the setback from Alexandra Road to the partially below-grade parking structure from 7.0 m to 3.0 m, and to reduce the side yard setback for non-residential uses along the east property line from 8.0 m to 7.14 m.

The applicant's architect, Karen Smith, of Engage Architecture, and the applicant's landscape architect, Jergus Oprsal, of Land Affairs, provided a brief visual presentation highlighting:

- The subject site is mid-block bounded by Tomicki Avenue to the north and Alexandra Road to the south in an existing multi-family residential neighbourhood.
- The proposed development includes two four-storey residential apartment buildings over a single-level parkade with one commercial unit located in the south building fronting Alexandra Road.
- The subject site will include 139 units, including nine affordable housing rental units and 29 units designed to meet the Basic Universal Housing (BUH) requirements.
- The form and character of the proposed buildings is West Coast transitional that includes traditional elements of punched windows, red brick, gray and white cladding, flat roofs and overhangs that incorporate well into the existing neighbourhood.
- The proposed commercial unit will incorporate design elements similar to those of the residential buildings, together with modern details such as large storefront windows, canopies and signage.
- The proposed development will complete the Alexandra Way pedestrian corridor on the east side of the subject site.
- The proposed development includes stepped retaining walls and plantings near both lobbies.
- The indoor amenity room is located in the north building with a south-facing orientation and direct access to the outdoor amenity spaces.
- The plaza located at the centre of Alexandra Way is the entrance to both the north and south courtyards.
- The north courtyard includes a mix of passive and active amenity spaces, including seating, plantings, an urban agricultural area and an open lawn, while the south courtyard includes a children's play area with raised buffers.
- Both courtyards will include perimeter plantings.

- Fencing and landscaping will provide privacy between the subject site and the existing multi-unit buildings fronting Dubbert Street to the west.
- Proposed plantings will include a mixture of native and adaptive plants that will provide texture and seasonal interest.

In reply to a query from Panel regarding the play equipment, the applicant noted that the children's play area is designed for different age groups in two zones, which includes a timber play structure with a slide and climbing net, stepping logs and balance boards for older children and a playhouse area with springers for younger children.

In reply to further query from Panel regarding the accessibility of the entry to the private courtyard from Alexandra Way, the applicant noted that all common entries to the proposed development, including the courtyard, are accessible.

Staff noted that (i) the proposed development will connect to the Alexandra District Energy Utility (ADEU) that services the area, (ii) the proposed development is designed to meet Canada Mortgage and Housing Corporation (CMHC) standards for interior noise and that an acoustic report confirming this is required prior to building permit issuance, (iii) two car share parking stalls and a bicycle maintenance workspace are included in the parkade of the development as part of the development's transportation demand management measures, (iv) the Alexandra Way pedestrian corridor will be widened and completed, and (v) a servicing agreement is required prior to building permit issuance that includes water, storm and sanitary service connections, frontage improvements, construction of the Alexandra Way pedestrian corridor and a pedestrian activated crosswalk at the east side of the property at the alignment of the pedestrian corridor and at the intersection of Alexandra Road and McClelland Road.

In reply to a query from Panel regarding the urban agricultural area, the applicant noted that the urban agricultural area in the north courtyard features raised garden timber plots that residents can use to grow vegetables and the Strata Council would be responsible for organizing the use of the plots.

In reply to further queries from Panel with regards to the lighting plan, the applicant noted that all exterior walkways, paths, exits and lobby entrances will be illuminated with downlit lighting that will also be used on the exterior patios, balconies and the commercial unit.

The Panel commented on the landscape proposal for the project site, suggesting more durable and low-maintenance materials for the fencing, garden plots and play structure as well as upgrading the gravel pathway to pavers to match the proposed development.

In reply to further query from Panel regarding the unique features along Alexandra Way, the applicant noted that the proposed development includes a central concrete pad for a future micromobility station as well as the installation of six bike racks and a bike repair station with tools on the southeast side.

Teresa Sun (Richmond resident) submitted correspondence communicating that she has no concerns about the development.

Louis (615-9311 Alexandra Road) submitted correspondence expressing concerns with traffic and parking management, acoustic buffering and privacy, and the increased use of the intersection of Alexandra Road and May Drive. In reply to the submission, staff noted that the intersection of Alexandra Road and May Drive are beyond the scope of the subject property site and improvements are not required as part of the development. The City's Transportation Department has been made aware of the comments for future consideration.

Graciela (Richmond resident) delegated to the panel, expressing concern regarding traffic at the intersection of Dubbert Street and Odlin Road. The Chair replied that the intersection is removed from the subject site and that staff would forward the comments to the Transportation Department to investigate if any improvements are required. Staff have followed up with the Transportation Department, and no improvements are recommended at this time.

The Panel expressed support for the application, noting the applicant's attention to detail within the design and the improvements along the Alexandra Way pedestrian corridor that will benefit the surrounding community.

The Panel also directed staff to work with the applicant to review the landscaping elements discussed in the meeting.

In response to the direction from the Panel, the applicant has revised the landscape plan to replace the granular pathway within the amenity area with pavers and provided additional information to staff confirming the durability and anticipated maintenance of the proposed cedar fencing, Robinia wood play structures and cedar garden planters. The applicant also confirmed that these elements will be maintained by the strata.

In response to the comments from the public regarding traffic at the intersection of Alexandra Road and May Drive, staff previously conducted traffic counts and completed a four-way stop warrant study during peak morning and evening hours last year (2025) in response to a similar public request. At that time, the observed traffic volumes did not meet the criteria for an all-way stop. However, the Transportation Department intends to undertake another warrant study of this intersection later this year and will collect fresh traffic data to see if conditions have changed.

The Panel recommends the Permit be issued.