



City of Richmond
Planning and Development Department

**Report to
Development Permit Panel**

To: Development Permit Panel
From: Brian J. Jackson, MCIP
Director of Development
Date: September 22, 2009
File: DP 08-433637
Re: Application by Harry Pargat Singh Tatla for a Development Permit at 9391
Alberta Road

Staff Recommendation

That a Development Permit be issued which would:

1. Permit the construction of 23 Townhouse units at 9391 Alberta Road on a site zoned Comprehensive Development District (CD/128); and
2. Vary the provisions of the Zoning and Development Bylaw 5300 to:
 - a) Reduce the front yard setback from 6.0 meters to 5.0 meters along Alberta Road;
 - b) Reduce east side yard setback from 3.0 meters to 0.3 meters to allow for a self-containing garbage/recycling enclosure; and
 - c) Reduce the front yard setback from 6.0 meters to 5.0 meters along Hemlock Drive.

Brian J. Jackson, MCIP
Director of Development

BJJ:dj
Att.

Staff Report

Origin

Harry Pargat Singh Tatla has applied to the City of Richmond for permission to develop a 23 unit Townhouse complex at 9391 Alberta Road on a site to be zoned Comprehensive Development District (CD/128). The site currently contains a Single-Family residence.

The site is being rezoned from Single-Family Housing District, Subdivision Area F (R1/F) to Comprehensive Development District (CD/128) under Bylaw 8046 (RZ 05-301844). The conditions for this rezoning application are nearing completion and final adoption.

The servicing agreement for this project is nearly complete at the time of writing this report. Staff feel that the current issues are nearing completion and that the process may proceed to Development Permit Panel.

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: Across from Hemlock Drive, an existing development by Ah Ten holdings Ltd as part of DP 05-302414 at 9371 Hemlock Drive, for two 5 storey apartment buildings with approximately 232 dwelling units;
- To the east: Three existing Single-Family Homes at 9431, 9451 and 9471 Alberta Road;
- To the south: Across from Alberta Road, a existing Single Family Home at 9400 Alberta Road, surrounded by area designated for Garden City Park; and
- To the west: A Multi-Family development on a site zoned for apartment and townhouse development in Residential Area 2, that includes a 4-storey apartment building fronting Alberta Road on the south 25% of the site and townhouses on the remainder of the site.

Rezoning and Public Hearing Results

The Public Hearing for the rezoning of this site was held on April 21, 2008 and there were no concerns expressed about the rezoning of this property.

During the rezoning process, staff identified the following design issues to be resolved at the Development Permit stage (staff comments are in ***bold italics***):

1. The design of the outdoor amenity area, to include a child play area;
 - ***The applicant has provided an outdoor amenity area that contains a children's play structure and lawn space. Located between building's 2 and 3, the entrance is flanked between two visitor parking stalls, identified by a trellis feature and is the location for the mailbox for the complex. The space is well landscaped along the property edge to provide screening to adjacent properties and it makes good use of an existing western red cedar on the adjacent property.***

2. Further review of the proposed variance to permit a 5 m setback to Hemlock Drive, to encourage streetscape compatibility with existing development on Hemlock Drive;
 - *The applicant is requesting a one meter variance to the road setback requirement of 6.0 meters for Building number Four, the four (4) units fronting Hemlock Drive at the north end of the property. Staff feel the variance is justified as the adjacent development to the west (Magusta – RZ 96-175) at 9339 Hemlock Drive has staircases fronting onto Hemlock which encroach closer to the street than what the applicant is proposing with this application. As well, the extent of the landscaping along the northern end of the subject property is extensive and will provide adequate screening of the building along the sidewalk to help soften the encroachment to passers by.*
3. Attention to landscape design along internal driveway, to provide a high quality landscaped pedestrian route along this route, from Alberta Road to Hemlock Drive;
 - *The applicant has worked toward creating a well landscaped edge along the internal drive-aisle on the eastern side of the property. Due to the narrow width of the lot, attention was given to avoid the visual impression of looking down a long corridor by proposing gentle curves of the drive aisle and by projecting both the landscaping to the east and by staggering the townhouse units to the west help not only the visual component of looking down the site but also to slow vehicle traffic down while on the property. A pedestrian lane is proposed by having a concrete path at the same level as the drive aisle to provide pedestrians an identifiable space to walk, yet also functions as an extra space for vehicles when needed.*
4. Design development to the driveway, to be 7.5-metre wide for a minimum length of 15 metres measured from the south property line into the site;
 - *The applicant has confirmed that the width of the driveway for the first 15 meters from the south property line will be 7.5 meters wide.*
5. Conform to City's Parking Bylaw on the number and dimensions of the off-street parking;
 - *As indicated on the Development Data Sheet in Attachment 1, the applicant has provided sufficient parking in accordance to the number of stalls and required size indicated in Division 400 (Off-Street Parking and Loading) of the Zoning and Development Bylaw. The applicant is proposing 2 stalls in each of the units in a tandem configuration on ground level garages. In addition, the applicant is supplying five (5) visitor stalls on the site. Overall, the applicant is supplying a total of 51 off-site parking stalls where the requirement is 40 stalls.*
6. Indication on the Development Permit drawing to demonstrate how a loading truck (i.e. SU 9) would be accommodated on site;
 - *The applicant has provided confirmation that a SU 9 vehicle can manoeuvre within the site.*
7. Location of garbage and recycling facilities, site signage etc. are to be considered.
 - *The location of the garbage and recycling enclosure is approximately twenty meters (20) meters off the south property line along Alberta Road to provide room for the drive-aisle width requirement and to provide adequate landscaping to help screen the structure from the entrance of the complex. Site signage to act as a gateway feature to the complex is located on the eastern side of the driveway off Alberta Road.*

Staff Comments

The proposed development scheme has satisfactorily addressed the 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 and is generally in compliance with the Comprehensive Development District (CD/128), except for the variances noted below.

Zoning Compliance/Variations (staff comments are in ***bold italics***)

The applicant requests to vary the provisions of the Zoning and Development Bylaw No. 5300 to:

- 1) Reduce the front yard setback from 6.0 meters to 5.0 meters along Alberta Road.

Staff supports a one meter variance off Alberta Road to allow for a entry feature to Building One. The proposed variance is relatively minor and it improves the street presence of the unit without the addition to square footage of the unit.

- 2) Reduce east side yard setback from 3.0 meters to 0.3 meters to allow for a self-containing garbage/recycling enclosure.

The variance is required to allow for a garbage and recycling enclosure. Staff supports the proposed variance as it is a logical location to the enclosure from a servicing point of view. Located on the east side of the site separates the garbage location from the units.

- 3) Reduce the front yard setback from 6.0 meters to 5.0 meters along Hemlock Drive.

The variance is to allow a setback encroachment of Building Four from 6.0 meters to 5.0 meters. Staff supports the proposed location as a minor variance to the setback while maintaining a stronger street presence. The existing complex to the west has staircases leading to the units that has a similar projection to what is being proposed on the subject site.

Advisory Design Panel Comments

The application was first submitted to the Advisory Design Panel on March 18, 2009 where the Panel requested that the proposal be brought back when they identified concerns over the orientation of the drive aisle and the location of the building footprint to building number three, as well as the elevations overlooking the outdoor amenity area. The applicant addressed these concerns.

A second appearance to the Panel was held on May 6, 2009 where the Panel supported the proposed development. A copy of the relevant excerpt from the Advisory Design Panel Minutes from the March 18 and May 6, 2009 meetings are 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***'.

1. appreciative of improvements to the massing, color scheme, outdoor amenity space, and changes to the adaptable unit configuration;
2. strongly consider the unit layout to provide a better integration from the interiors to the patios/exterior decks;

added second floor balconies in recessed areas of the interior units to provide

additional private outdoor space to the centre units in the townhouse cluster

3. consider other options to the seasonal planting at the front of the project;
landscaping plan has been modified to provide a greater variety of year-round vegetation
4. consider street trees along the east of the site in order to respond to linear character of the drive aisle;
provided
5. consider complete coverage of the mailbox area; and
cover provided over mailbox area
6. consider textured pavers between Buildings one and two.
permeable paving system provided

Analysis

Context

- This single, double-frontage site is located mid-block between Garden City Road and No. 4 Road in the North McLennan sub-area with Alberta Road to the south and Hemlock Drive to the north. The 23 unit townhouse proposal presents a good transition from the recent four storey apartment developments to the west to the less dense developments planned to the east while still maintaining an acceptable density of 0.76 FAR (0.65 FAR base with allowance due to road dedication and affordable housing contribution).
- The applicant is dedicating ten meters of land at the northern edge of the site for the continuation of Hemlock Drive. The frontage improvements required by the applicant at the rezoning stage will fit into the overall design of Hemlock Drive is outlined in their Servicing Agreement with the City.
- The apartment complex to the west fronting onto Alberta Road contains an underground parking structure that has made it difficult to physically extend a drive aisle to this site. A Western Red Cedar on its eastern boundary has been retained and provides a positive amenity to both this site and the subject site. The landscape architect of the proposed development has used this opportunity to incorporate this cedar tree as a feature of the outdoor amenity space in the landscaping plan.
- The provision of landscaping features along both street frontages of the site provide separation between public and private space. The vehicle and pedestrian entrance off Alberta Road is identified through permeable paving. Metal fencing with brick finished posts and gates are used in combination with the landscaped edge in front of the units that face both Alberta Road and Hemlock Drive.
- In accordance with the Aircraft Noise Sensitive Development Policy, the site is located within Area 4 which requires an acoustic report to be submitted at the time of applying for a Building Permit. A noise sensitive covenant requirement is secured at the rezoning stage.

Urban Design and Site Planning

- Vehicle access to the site is off Alberta Road, connecting to the gently curving internal drive-aisle along the eastern side of the site to provide access to the row of townhouse units along the west. The drive-aisle continues to the northern part of the site before where it turns left to access the four units at the north end of the site that front Hemlock Drive.

- Access points to the adjacent property to the east (9431 Alberta Road) have been identified for any future development of that site. Access easements are secured through the rezoning stage.
- Pedestrian access to the site is provided at each end of the property. Pedestrian access off Alberta Road is shared with the vehicular drive-aisle and eventually connects to the pedestrian pathway to Hemlock Drive. The pathway has a different pavement type and is flush to the surface of the drive aisle so not to affect the function and drainage of the drive aisle and yet provide a sense of territory for pedestrians.
- Pedestrians have direct access from the public sidewalk to each of the four units that face Hemlock Drive through their own gate and unit entry.
- As supplemented by the data contained in **Attachment 1**, there is sufficient off-street parking on the site with each unit supplying a two-stall garage for each unit in a tandem configuration. Sufficient visitor parking is provided and easily identifiable through the use of a permeable paving system.
- Most of the residential units are located along the western part of the site in building clusters of six (6) and seven (7) units with the remaining four (4) unit cluster fronting on Hemlock Drive at the northern edge of the property. The end unit of Building One that faces Alberta Road provides good adjustment treatment of the façade which includes an entry feature. All units have private patio and lawn space along the perimeter of the site in addition to the outdoor amenity area for the complex.
- The outdoor amenity area is located in a central location of the site and between Buildings 2 and 3 and provides a children's play area, benches and lawn area. The size of the area is adequate and access is provided between two visitor parking stalls and the landscaped entry feature just off the internal drive-aisle.
- The garbage and recycling containers are located in their own enclosure along the eastern edge of the site. The enclosure is set back from the drive aisle to allow for landscaping to help screen it from the street.
- Unit type B1a at the north end of Building One will be framed to allow conversion for universal access.

Architectural Form and Character

- The overall appearance of the buildings in this proposal is of conventional design for a local townhouse development and staff feel that it will fit in well with the surrounding area.
- The applicant has provided sufficient articulation to generate interest in the buildings through projections and recesses. The private balconies in the central units are recessed so they do not project too far out from the building and impacts on the privacy of the existing development to the west. The railings for the balcony are metal to provide a degree of transparency.
- Material choices are satisfactory with the use of horizontal hardi-board along the lower parts of the building as well as a vertical board-and-batten arrangement on the upper levels.
- The arrangement of façade material and colour provide a subtle base-middle-top feature by using darker colours along the bottom with lighter tones on the upper levels. The pitched roof uses charcoal coloured asphalt.
- Wood finished vinyl is used horizontally on the upper levels along with wood shake accents on the projected sections of the upper floor of the building and at the tips of gable ends. Decorative elements finish off the gable ends with the use of wooden brackets and a truss feature.

- Wood trim is used to separate the material types, patterns and colours.
- Entry signage faces Alberta Road and is incorporated into the landscaping design.

Landscape Design and Open Space Design

- A arborist report was submitted at the rezoning application stage and was reviewed by City staff. The report called for the removal of nineteen (19) on-site trees. In accordance to City policy, the applicant must supply at least thirty-eight (38) trees to meet the 2:1 replacement ratio. The applicant is proposing to more than meet this requirement with the planting of forty-eight (48) trees in accordance to the submitted landscaping plan. The trees are to be planted throughout the site.

Number of trees to be removed	Required number of trees to be replaced (2:1)	Proposed number of trees to be planted	Surplus/Deficit
19	38	48	10 (surplus)

- The applicant is to provide security for landscaping and is secured through the rezoning process.
- The submitted landscape plan identifies a mixture of soft and hard landscaping to help identify edge treatments throughout the site, and in particular the eastern edge of the site to soften the length of the drive-aisle.
- A mixture of plantings are shown along both front yards of the site to provide pleasant sight lines.
- The applicant has taken advantage of the outdoor amenity space and mailbox kiosk to provide a welcoming vision through hard and soft landscaping features such as a permeable paving system, trees, shrubs, a trellis feature to identify the entrance, metal fencing with a gate leading to the open space that contains benches and the children's play structure. The existing Western Red Cedar that was retained on the apartment complex to the west (9333 Alberta Road) is well utilized into this landscaping proposal.
- The applicant has chosen to provide cash-in-lieu of an indoor amenity facility and that is secured through the rezoning process.
- Permeable paving along the internal drive-aisle help break up the asphalt pavement and helps identify locations of interest (visitor parking, outdoor amenity etc.).
- The applicant has submitted a lighting plan to illustrate how the site will be illuminated during evening hours. The light fixtures themselves will provide downward casting illumination to help avoid unnecessary illumination onto adjacent properties.

Affordable Housing

- The applicant is making a voluntary contribution to affordable housing in accordance to the Affordable Housing Strategy. It is payable prior to the formal adoption of the rezoning application.

Universal Access

- A unit in Building 1 is to be framed to be enable easy conversion for wheelchair access.

Sustainability Indicators

- The proposed plan is reusing an existing site to increase living density that will serve the neighbourhood for the long term.


- The applicant is proposing a pedestrian scale streetscape to both Alberta Road and Hemlock Drive add value to the neighbourhood by extensive landscaping that will improve over time as the vegetation matures.
- The proposed lighting plan will focus on illuminating the subject site and not add unnecessary illumination to adjacent properties and reduce light pollution.
- The residential units will provide energy efficient appliances and water saving faucets.
- The applicant is proposing a permeable paving instead of a conventional paving system to help improve the on-site drainage system.

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.
- The submitted lighting plan should provide good night-time illumination as well as not extending unwanted illumination onto adjacent properties.
- Building orientation and landscaping features provide good sight lines and view angles throughout the site.
- The units adjacent to the amenity area have windows on the ground and upper levels to help provide natural surveillance to the space.

Conclusion

Harry Pargat Singh Tatla has applied to develop a 23 unit townhouse complex at 9391 Alberta Road. This long and narrow site provided some design challenges and the design has gone through a number of modifications with staff and has come up with a design that is satisfactory with the site design, form and character and landscaping requirements of the North McLennan area. Staff supports the recommendation of approving this Development Permit application as the proposed design will fit well with the streetscape and the rest of the neighbourhood.



David Johnson
Planner

DJ:cas

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 \$31,958.41 (based on a quotation of landscaping costs provided by ITO & Associates Landscape Architect minus the tree removal deposit of 19,500.00); and
- Discharge of Restrictive Covenant AB141357 (Deferred Demolition).

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>).



City of Richmond

6911 No. 3 Road
Richmond, BC V6Y 2C1
www.richmond.ca
604-276-4000

Development Application Data Sheet Development Applications Division

DP 08-433637

Attachment 1

Address: 9391 Alberta Road

Applicant: Harry Pargat Singh Tatla

Owner: Harry Pargat Singh Tatla

Planning Area(s): McLennan North Sub-Area Plan

	Existing	Proposed
Site Area:	3,944m ²	3,683m ²
Land Uses:	Single Family House	23 Unit Townhouse
OCP Designation:	Residential Area 2 (0.95 base FAR)	no change
Zoning:	Single-Family Housing District Subdivision Area F (R1/F)	Comprehensive Development District (CD/128)
Number of Units:	1 Single-Family Dwelling	23 Unit Townhouses

	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	0.8 FAR	0.76 FAR	none permitted
Lot Coverage:	Max. 40%	38%	none
Setback – Front Yard: Alberta Road	Min. 6.0m	6.0m	none
Setback – West Side Yard:	Min. 3.0m	3.3m	none
Setback – East Side Yard:	Min. 3.0m	0.0m (garbage/recycling enclosure)	3.0m
Setback – Front Yard: Hemlock Drive	Min. 6.0m	5.0m	1.0m
Height (m):	Max. 12.0m	11.38m	none
Lot Size:	4,050m ²	3,683m ²	367m ²
Off-street Parking Spaces:	35 resident stalls 5 visitor stalls	46 resident stalls 5 visitor stalls	none
Off-street Parking Spaces – Accessible:	1	1 (included in visitor parking)	none
Total off-street Spaces:	40 stalls	51 stalls	none
Tandem Parking Spaces	not permitted	46 resident stalls	46 stalls
Amenity Space – Indoor:	Min. 70 m ²	Cash-in-Lieu	none
Amenity Space – Outdoor:	Min. 138m ²	186m ²	none

**Excerpt from the Minutes from
The Design Panel Meeting**

**Wednesday, March 18 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

1. DEVELOPMENT PERMIT 08-433637 – 23 UNIT TOWNHOUSE

APPLICANT: Harry Pargat Singh Tatla

PROPERTY LOCATION: 9391 Alberta Road

David Johnson, Planner, presented the site context and provided background information related to the subject site.

Panel Discussion

Comments from the Panel were as follows:

- consider increasing the number of species in the tree canopy; increase the diversity; consider planting the small lawn area next to the accessible parking space; reconsider the use of upright cedars at the front entrances of the units, which may conflict with the canopies as they grow;
- further design development of the buildings fronting Hemlock and Alberta to increase articulation, and building articulation along the driveways; develop entries to establish a sense of individuality between dwellings, address repetition; reconsider project site planning as the switch in the drive aisle underutilizes much of the lot; consider a main drive aisle on one side of the buildings in order to utilize the current drive aisle switch as an amenity space or for further landscaping/improvements to site permeability; CPTED concerns related to the walkway at the back of the fenced patios; strongly encouraged that the walkway be relocated to the front of the building, along the driveways; consider the citing of the drive aisle in relation to future development as there may be an opportunity for a covenant; check the Fire Code or with the Fire Chief in regards to site access;
- concerned with rational behind drive aisle bending as it reduces the opportunity for more greenery or an enhanced amenity space; further development of form and character, particularly the north face of Building 2, and the south face of Building 3 (consider glazing and fenestration); design development of the recycling and garbage shelter as it requires more thought to complement the buildings better; consider the location of the bedroom windows between Building 1 and 2 to address privacy concerns;

- consider including adaptable provisions in the C1 unit; consider angling the doorway to the washroom to improve accessibility; consider extending the mail area's overhang in order to provide shelter to those retrieving mail;
- the neighbourhood already has a number of pieces of public art and the development is quite tight for space; there may be opportunity to incorporate public art into fences/signage;
- not concerned with the lighting due to the form of existing surrounding development; encouraged continuous efforts to preserve the large tree on the adjacent site; and
- echoed the Panel's comments regarding the rational for the switch in drive aisle and the aesthetic appearance of the units; the mail and garbage area need to be integrated into the design of the project; the seating area near the amenity space can act as point of interaction; consider signage as an independent element at the front of the site.

Panel Decision

It was moved and seconded

That DP 08-433637 move forward to the Development Permit Panel taking into consideration the following comments of the Advisory Design Panel:

1. *serious consideration and design development of (i) the basic organization of the site layout, with particular attention to the kink in the drive aisle, and (ii) the massing of the buildings, particularly along Alberta Road;*
2. *consider improvement to the vehicle access, pedestrian access to and through the site, and amenity area;*
3. *design develop of the form and character of the buildings, in particular the north elevation of Building 2 and south elevation of Building 1 to be less broad and more articulate;*
4. *design develop the locations of windows that are adjacent to facing units, particularly between Building 1 and Building 2;*
5. *consider design development of the mailbox area to include weather protection and a more cohesive collection of amenities;*
6. *consider modification of unit C1 to provide for adaptable provisions, and minor modifications to the washroom layout of the adaptable floor plan; and*
7. *increase the species diversification, eliminate lawn where possible by planting, and reconsider cedar trees at unit entrances.*

DEFEATED

Opposed: Joe Fry
Norm Chin
Gary Fields
Dean Gregory

As a result of the **defeated** motion, the following motion was introduced:

It was moved and seconded

That DP 08-433637 return to the Advisory Design Panel and address the Panel's primary concerns as cited in the Panel's comments, in particular regarding site planning and form and character of the buildings.

CARRIED

**Wednesday, May 6 – 4:00 p.m.
Rm. M.1.003
Richmond City Hall**

2. Development Permit 08-433637 – 23 UNIT TOWNHOUSE

APPLICANT: Harry Pargat Singh Tatla

PROPERTY LOCATION: 9391 Alberta Road

Planner David Johnson presented the site context and provided background information related to the subject site. Mr. Johnson also commented that the applicant did provide a synopsis of the changes to the proposal since being brought before the Panel on March 18, 2009.

Panel Discussion

Comments from the Panel were as follows:

- reconsider the seasonal annuals between the recycling box and Alberta Road as screening in that area is most important and colour can be achieved on both sides of the driveway;

Suggestion provided.

- the applicant has addressed the Panel's comment well, particularly in relation to improvement of the amenity space, reduction in hard surface treatment by realigning the drive aisle, and improvement of pedestrian access/circulation; the east edge of the property appears to have a hedge treatment, applicant to consider columnar trees to introduce a street-like vs. solid fence-like hedge treatment, minimize the 'straight' feeling of the drive aisle; the mailbox area should be completely covered or not at all, however the trellis should have complete weather protection;

Provided additional trees to the drive aisle and a cover has been provided to shelter the mailbox area.

- traditional town home unit layouts provide private entrances and the opportunity for residents to access decks/patios via the main floor; the project's current floor plans do not allow for this as patios are accessed through the garage and this is not practical as it does not support town home lifestyle, but instead reflects condominium lifestyle; consider stairs to the patio and/or decks at the second level;

Centre units provided with balconies for additional private space.

- improved site planning and amenity space functionality; appreciate street traffic calming elements; consider additional textured unit pavers at the break between Building one and two; improvements to the buildings' form and elevations are appreciated, and the colour scheme is also done well;
Additional pavers added.
- appreciate the modification of unit B1; the door swing could easily be modified to swing out in order to provide a little more space to the resident;
Door swing modified for Master Bedroom to swing outward.
- concern related to the 'bowling alley' character of the drive aisle; and
Modified the drive aisle to curve more and added trees to the eastern edge to lessen the visual impact of the alley.
- it is difficult to minimize the project's 'bowling alley' character due to the long linear path; however, the applicant has addressed the Panel's concerns well; pleased to hear that the walkway is flush with the drive aisle.

Francisco Molina, Senior Urban Design Planner, noted that the kink in the drive aisle (presented on March 18, 2009) was requested from the applicant in response to concern associated with a linear site layout. Mr. Molina was of the opinion that the project requires further design development and cited concerns with the location of the garbage/recycling and transformers on the front yards. He noted that the garbage/recycling could be set back and landscaping provided in front to screen it. Mr. Molina also mentioned that the linear character of the drive aisle could be reduced with the relocation of the shallower Type D units at the centre of the site with B units in Building two in order to create a stronger bend in the aisle and reduce the depth of the visual tunnel. It was noted that planting could be increased on the east side of the project, and one visitor stall could be eliminated/relocated in order to introduce a specimen tree and that staff would work with the applicant to facilitate these changes.

Panel Decision

It was moved and seconded

That Development Permit 08-433637 move forward to the Development Permit Panel taking into consideration the following comments of the Advisory Design Panel:

1. *appreciative of improvements to the massing, color scheme, outdoor amenity space, and changes to the adaptable unit configuration;*
2. *strongly consider the unit layout to provide a better integration from the interiors to the patios/exterior decks;*
3. *consider other options to the seasonal planting at the front of the project;*
4. *consider street trees along the east of the site in order to respond to linear character of the drive aisle;*
5. *consider complete coverage of the mailbox area; and*
6. *consider textured pavers between Buildings one and two.*

CARRIED



City of Richmond
Planning and Development Department

Development Permit

No. DP 08-433637

To the Holder: HARRY TATLA
Property Address: 9391 ALBERTA ROAD
Address: 9191 BAKERVIEW DRIVE
RICHMOND, BC V7A 1Z7

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 to:
 - a) Reduce the front yard setback from 6.0 meters to 5.0 meters along Alberta Road;
 - b) Reduce east side yard setback from 3.0 meters to 0.3 meters; and
 - c) Reduce the front yard setback from 6.0 meters to 5.0 meters along Hemlock Drive.
4. 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 #12 attached hereto.
5. Sanitary sewers, water, drainage, highways, street lighting, underground wiring, and sidewalks, shall be provided as required. As a condition of the issuance of this Permit, the City is holding the security in the amount of \$51,458.41 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

C. H. H. H. H.

To the Holder: HARRY TATLA
Property Address: 9391 ALBERTA ROAD
Address: 9191 BAKerview DRIVE
RICHMOND, BC V7A 1Z7

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.

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.
7. 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.

This Permit is not a Building Permit.

AUTHORIZING RESOLUTION NO.

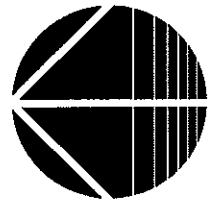
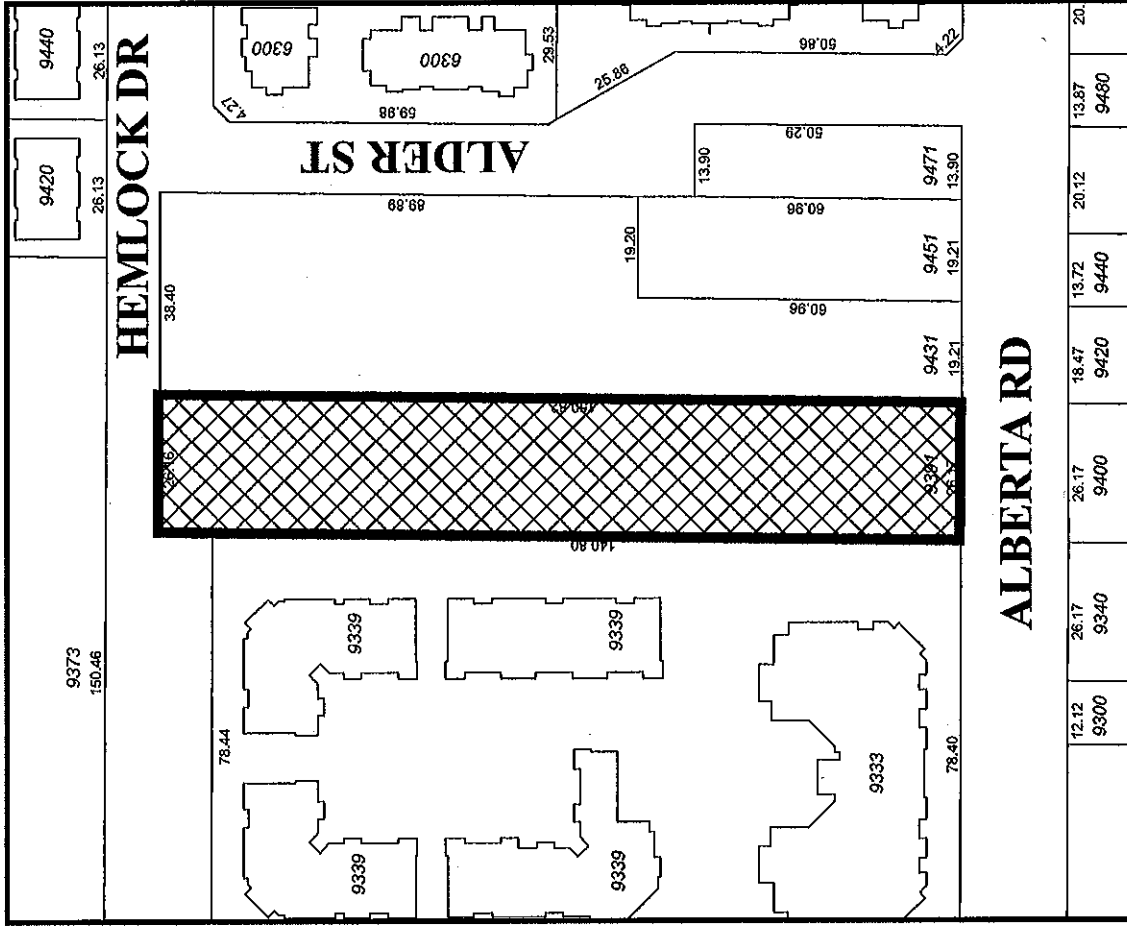
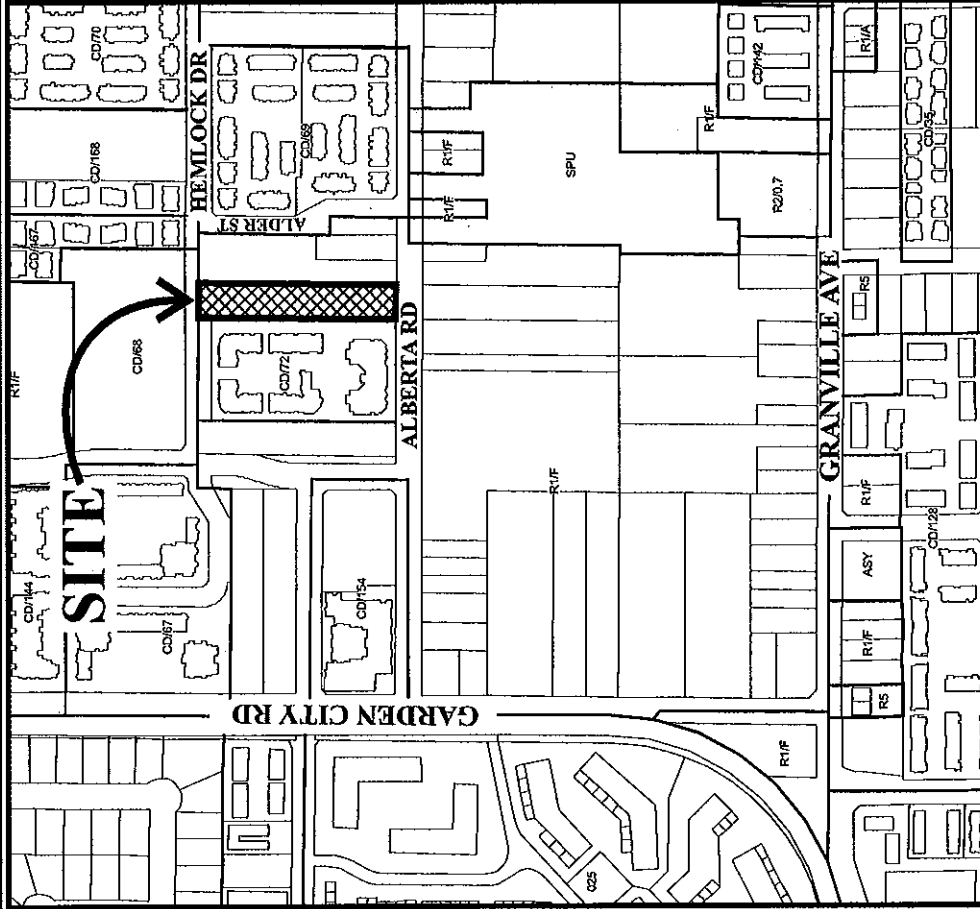
ISSUED BY THE COUNCIL THE DAY OF , .

DELIVERED THIS DAY OF , .

MAYOR



City of Richmond

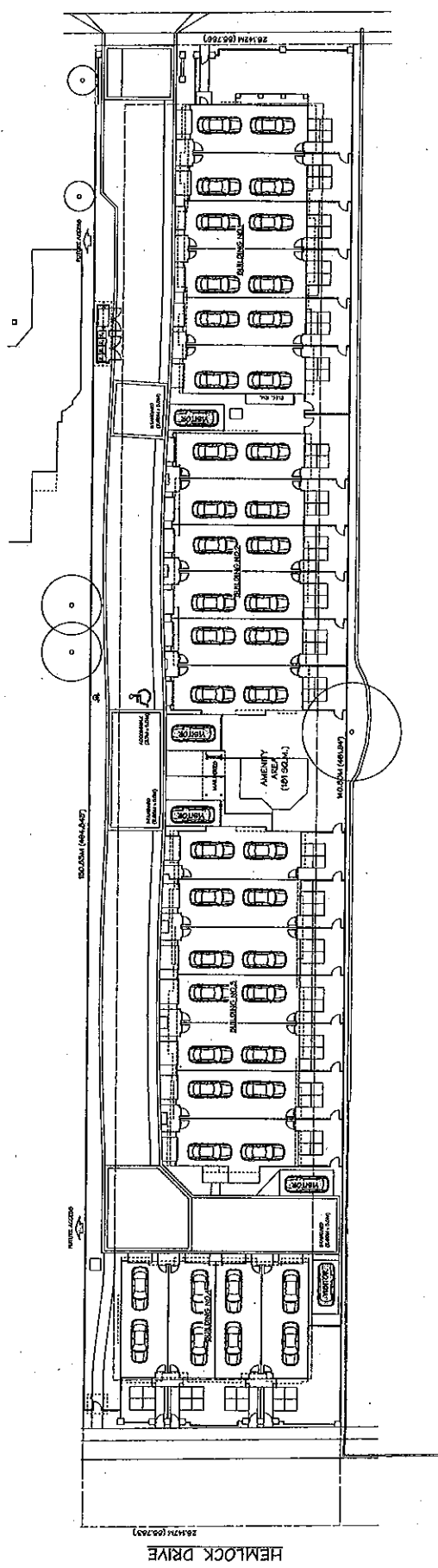


DP 08-433637 SCHEDULE "A"

Original Date: 08/06/08

Revision Date:

Note: Dimensions are in METRES

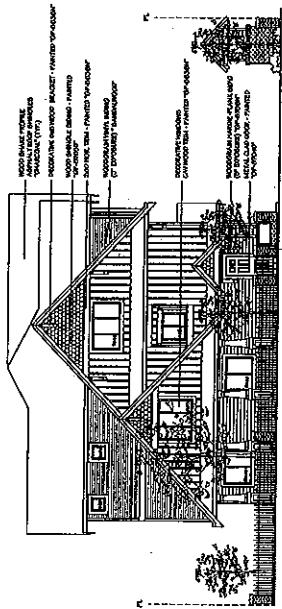


PARKING PLAN
SCALE: 1/8" = 1'-0"

PARKING REQUIRED	15 SPACES x 22 UNITS	33 SPACES (RESIDENTS)
	22 SPACES x 22 UNITS	48 SPACES (VISITORS)
PROVIDED	2 CAR TANDER GARAGE x 22 UNITS	46 SPACES (RESIDENTS)
	OPEN VISITOR PARKING	5 SPACES (VISITORS)
	TOTAL	51 SPACES

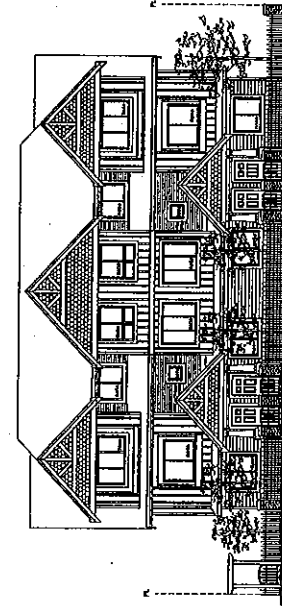
NOTE: 1 ACCESSIBLE PARKING SPACE IS PROVIDED.

PROJECT	23 UNIT TOWNHOUSE DEVELOPMENT
DATE	REVISIONS
NO.	DATE
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2	11/10/2009
3	12/10/2009
4	01/10/2010
5	02/10/2010
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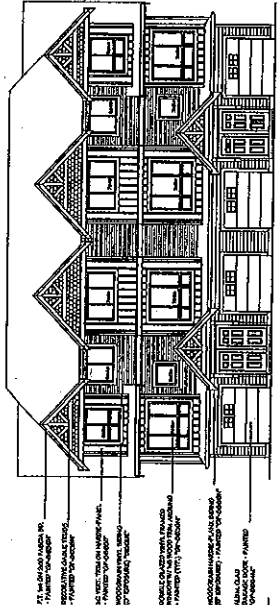
BUILDING NO. 1
(SOURCE: 304-64-1)

SOUTH ELEVATION (ALBERTA ROAD)



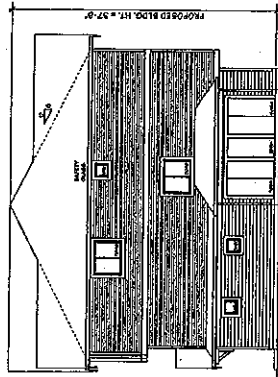
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(SOURCE: 304-64-2)

NORTH ELEVATION (HEMLOCK DRIVE)



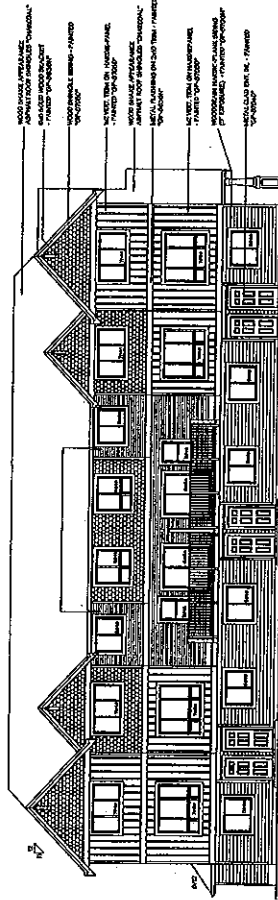
BUILDING NO. 3
(SOURCE: 304-64-3)

SOUTH ELEVATION



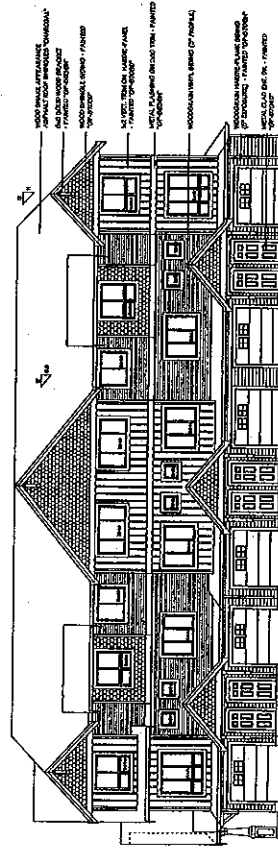
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NORTH ELEVATION



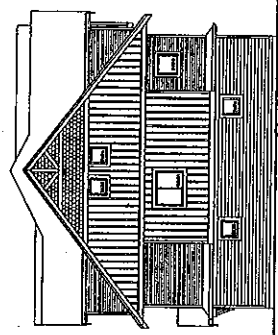
BUILDING NO. 2
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WEST ELEVATION



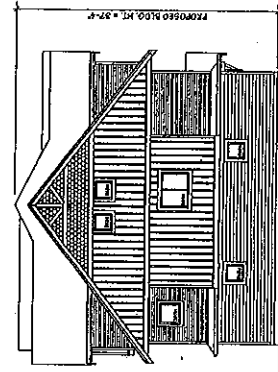
BUILDING NO. 1
(SOURCE: 304-64-1)

EAST ELEVATION



BUILDING NO. 2
(SOURCE: 304-64-2)

EAST ELEVATION



BUILDING NO. 3
(SOURCE: 304-64-3)

WEST ELEVATION

NO.	DATE	REVISIONS
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2	10/10/00	ISSUED FOR PERMIT
3	10/10/00	ISSUED FOR PERMIT
4	10/10/00	ISSUED FOR PERMIT
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100	10/10/00	ISSUED FOR PERMIT

23 UNIT TOWNHOUSE DEVELOPMENT

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23 UNIT TOWNHOUSE DEVELOPMENT

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23 UNIT TOWNHOUSE DEVELOPMENT

23 UNIT TOWNHOUSE DEVELOPMENT

23 UNIT TOWNHOUSE DEVELOPMENT

23 UNIT TOWNHOUSE DEVELOPMENT

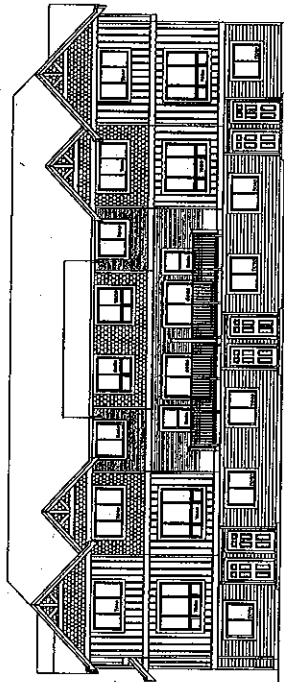
23 UNIT TOWNHOUSE DEVELOPMENT

23 UNIT TOWNHOUSE DEVELOPMENT

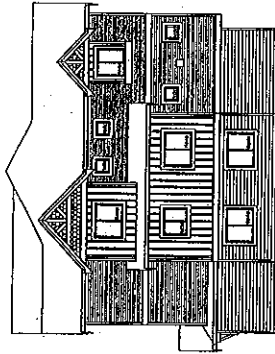
23 UNIT TOWNHOUSE DEVELOPMENT

23 UNIT TOWNHOUSE DEVELOPMENT

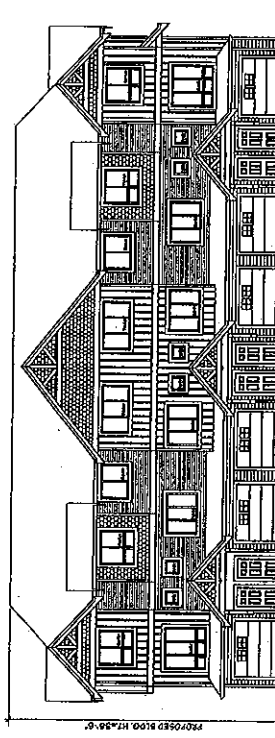
23 UNIT TOWNHOUSE DEVELOPMENT



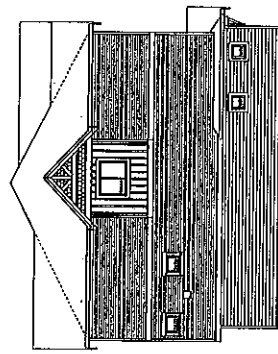
BUILDING NO. 2
(SCALE: 1/8"=1'-0")
WEST ELEVATION



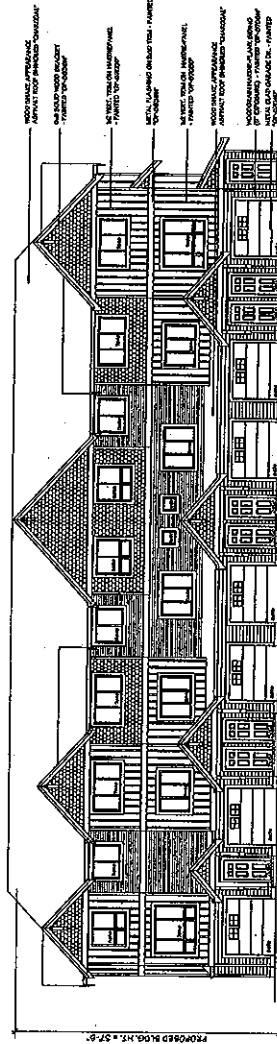
BUILDING NO. 2
(SCALE: 1/8"=1'-0")
NORTH ELEVATION



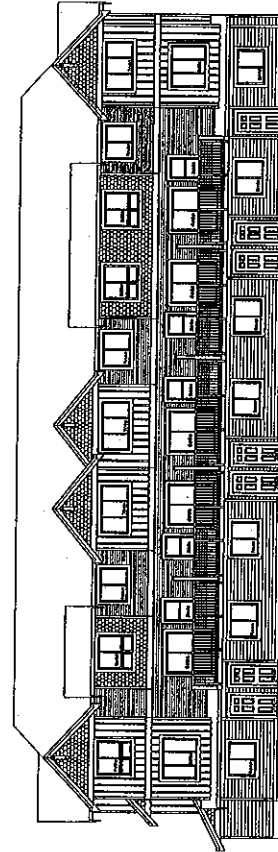
BUILDING NO. 2
(SCALE: 1/8"=1'-0")
EAST ELEVATION



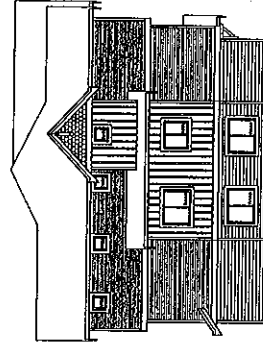
BUILDING NO. 3
(SCALE: 1/8"=1'-0")
SOUTH ELEVATION



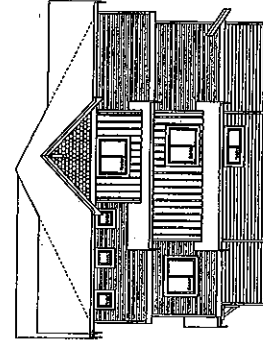
BUILDING NO. 3
(SCALE: 1/8"=1'-0")
EAST ELEVATION



BUILDING NO. 3
(SCALE: 1/8"=1'-0")
WEST ELEVATION



BUILDING NO. 3
(SCALE: 1/8"=1'-0")
SOUTH ELEVATION



BUILDING NO. 3
(SCALE: 1/8"=1'-0")
NORTH ELEVATION

ARCHITECT	YAMAMOTO ARCHITECTURE INC.
DATE	APRIL 15, 2008
PROJECT	28 UNIT TOWNHOUSE DEVELOPMENT
NO. 1	DATE
NO. 2	DATE
NO. 3	DATE
NO. 4	DATE
NO. 5	DATE
NO. 6	DATE
NO. 7	DATE
NO. 8	DATE
NO. 9	DATE
NO. 10	DATE
NO. 11	DATE
NO. 12	DATE
NO. 13	DATE
NO. 14	DATE
NO. 15	DATE
NO. 16	DATE
NO. 17	DATE
NO. 18	DATE
NO. 19	DATE
NO. 20	DATE
NO. 21	DATE
NO. 22	DATE
NO. 23	DATE
NO. 24	DATE
NO. 25	DATE
NO. 26	DATE
NO. 27	DATE
NO. 28	DATE

28 UNIT TOWNHOUSE DEVELOPMENT

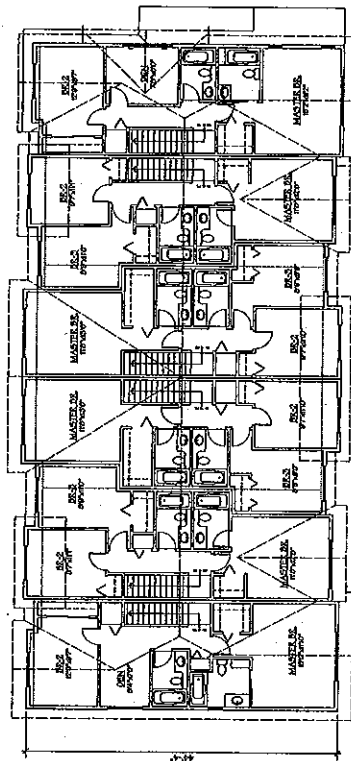
Yamamoto Architecture Inc.

Yamamoto Architecture Inc.

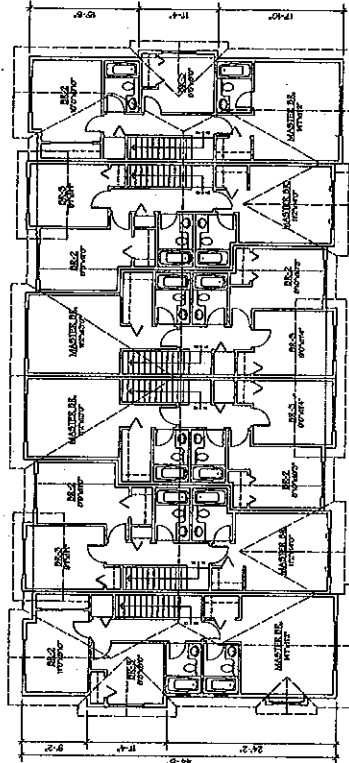
DATE: APRIL 15, 2008
DRAWING TITLE: ELEVATIONS

08433637
Pg. 4

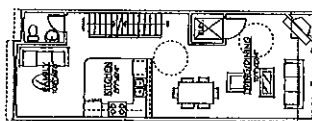
THIRD FLOOR PLAN



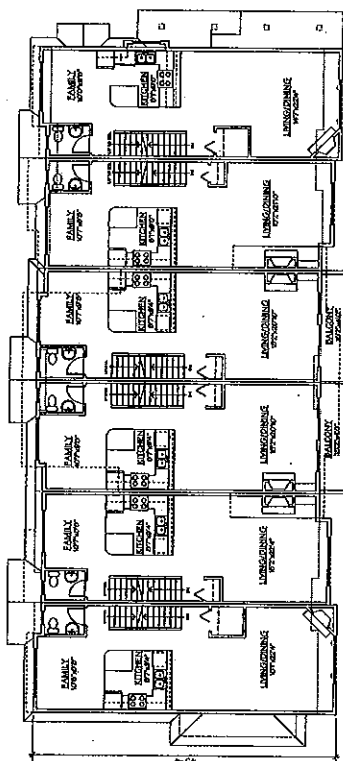
THIRD FLOOR PLAN (BUILDING NO.1)



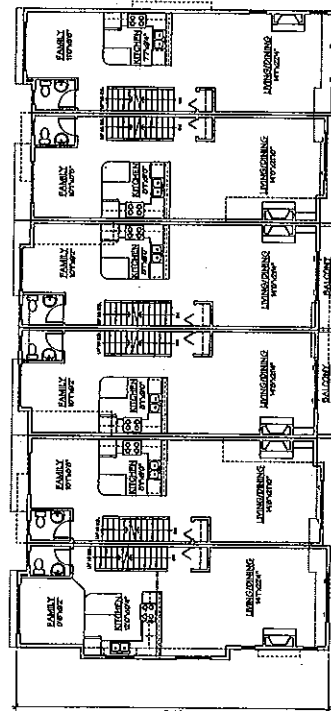
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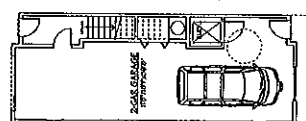
SECOND FLOOR PLAN



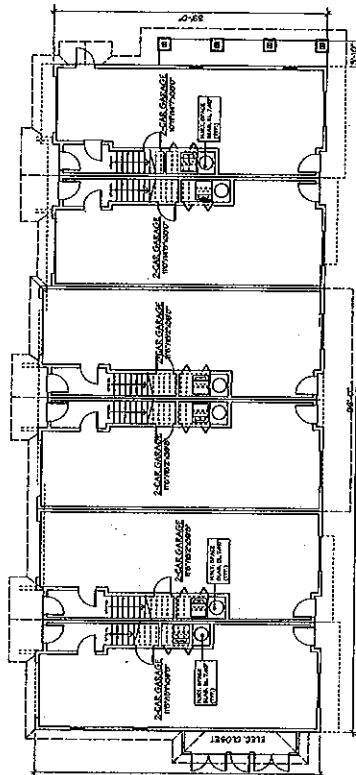
UNCLASSIFIED
UNCLASSIFIED
SECOND FLOOR PLAN (BUILDING NO.1)



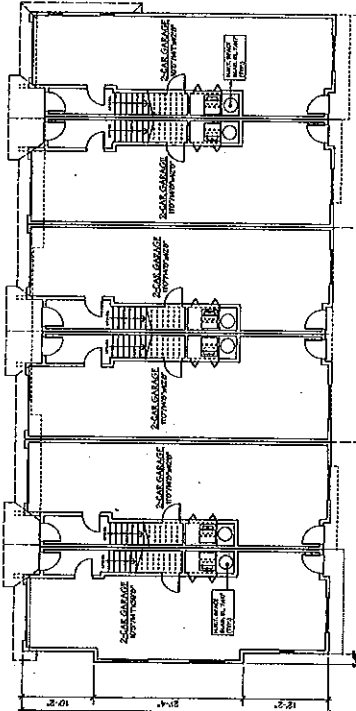
SECOND FLOOR PLAN (BUILDING NO.2)



GROUND FLOOR PLAN



GROUND FLOOR PLAN (BUILDING NO.1)
SCALE: 1/8" = 1'-0"



UNIT 1-56 UNIT 1-55
GROUND FLOOR PLAN (BUILDING NO.2)
SCALE: 1/1000 = 1/1" 1/4"

[illegible]

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23 UNIT TOWNHOUSE
DEVELOPMENT

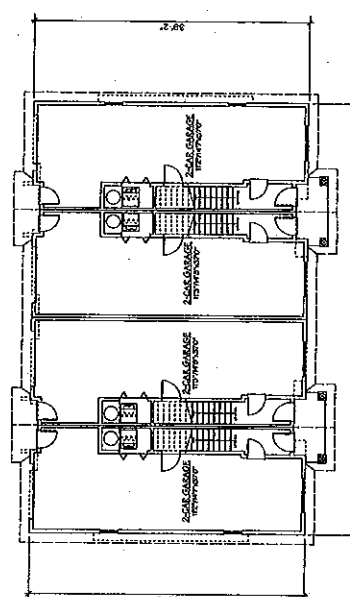
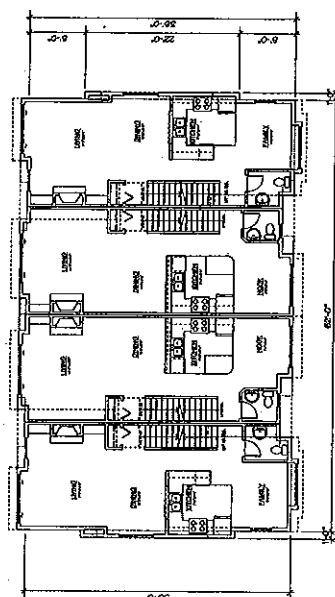
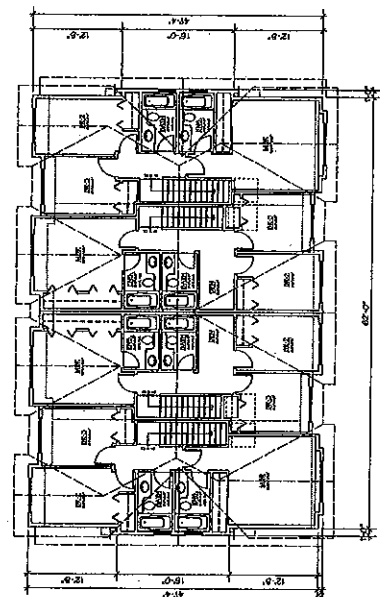
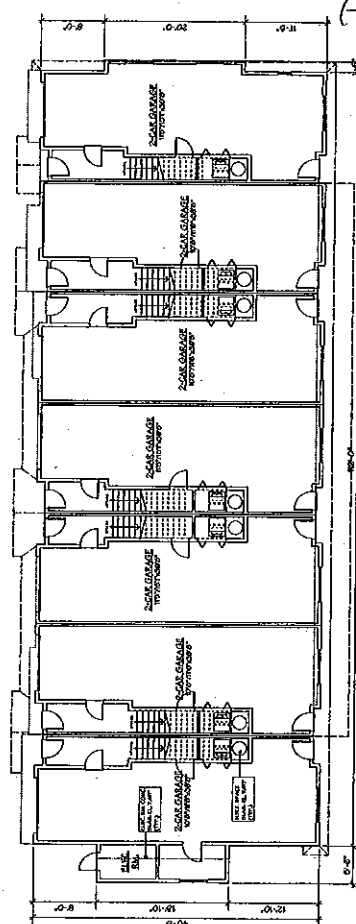
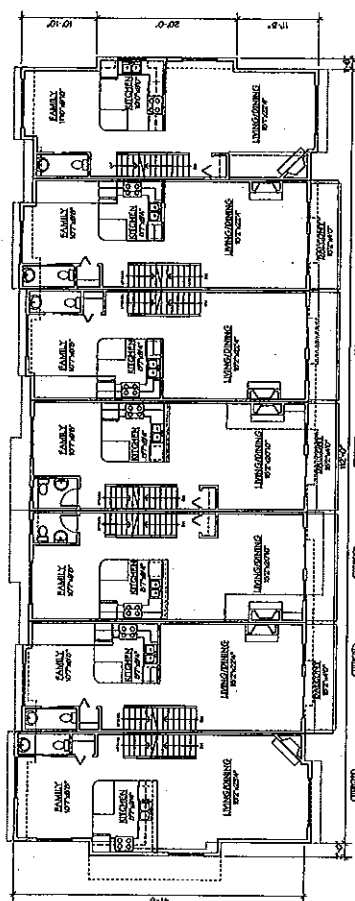
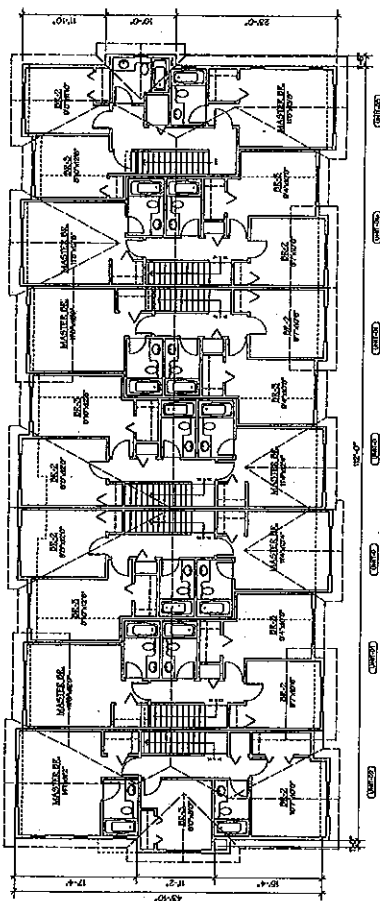
9324 ALBERTA ROAD
RICHMOND B.C.

**Yamamoto
Architecture Inc.**

2305 oak street, van., b.c.
v6t 1a7; tel: 757-1227 fax: 751-1227

DATE	12/14/04	DATE	NOV. 21, 2005	PLAN #	5a
CHECKED		REASON	PR	PRJ. NO.	5502

DATE	NOV. 21, 2006	Plan # 5a
DRAWN BY	JR	
CHECKED		



NO.	DATE	REVISIONS
ADD. BY 8008		FORWARD COUNCIL
		REVISIONS FOR 8008
APRIL 31 / 2008		FORWARD COUNCIL
		REVISIONS FOR 8008
DEC. 16 / 2007		FORWARD COUNCIL
		REVISIONS FOR 8008
JULY 26 / 2004		BY APPLICATION

PROPERTY

23 UNIT TOWNHOUSE
DEVELOPMENT

1031 ALBERTA ROAD
BIRMINGHAM, AL

**Yamamoto
Architecture Inc.**

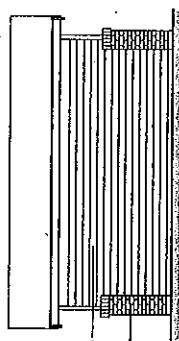
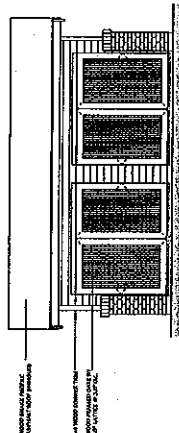
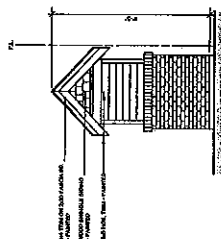
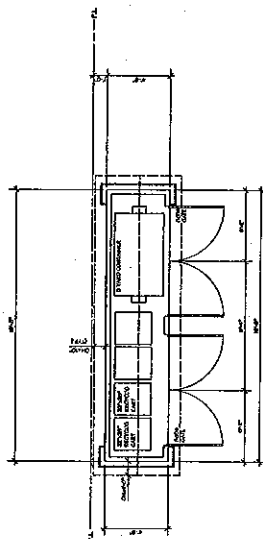
100 Oak Street, No. 24
 Boston, MA 02114
 Tel: 617-552-1234

SHEET NO.	DATE
NO. OF SHEETS	
PLAN #	
DATE	
SCALE	

Pl. Co.

A hand-drawn diagram of a cell. On the left is a large, irregular oval representing the cell membrane. Inside this oval is a smaller, roughly circular nucleus. To the right of the nucleus are two mitochondria, each depicted as an oval with internal folds (cristae). The entire diagram is drawn with simple black lines on a white background.

9



GARBAGE/RECYC. CART ENCLOSURE PLAN
SCALE: 1/4" = 1'-0"

NORTH / SOUTH ELEY.
SCALE: 1" = 1'-0"

WEST ELEY,
SCALE: 1/4" = 1'-0"

EAST ELEV.
SCALE: 1/4" = 1'-0"

MO.	DATE	REMARKS
APR 20 / 2000		RECEIVED FROM THE CONTRACTOR FOR THE CONSTRUCTION OF THE CONCRETE PAVEMENT FOR THE CONCRETE PAVEMENT FOR THE
APR 27 / 2000		RECEIVED FROM THE CONTRACTOR FOR THE CONSTRUCTION OF THE CONCRETE PAVEMENT FOR THE
MAY 10 / 2000		RECEIVED FROM THE CONTRACTOR FOR THE CONSTRUCTION OF THE CONCRETE PAVEMENT FOR THE
MAY 20 / 2000		RECEIVED FROM THE CONTRACTOR FOR THE CONSTRUCTION OF THE CONCRETE PAVEMENT FOR THE

PROJECT
23 UNIT TOWNHOUSE
DEVELOPMENT

2001 ALBERTA ROAD

**Yamamoto
Architecture Inc.**

338 04th Street, NW, N.E.
 Box 471 Tel: 733-1327 Fax: 733-1327

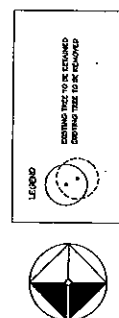
DRAWING TITLE

DETAILS

DATE	AS NOTED	SHEET NO.
DATE	JULY 2008	Plan # 5c
DESIGN	TIME	
PROCESSED		PROJ. NO. 0002

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PG. 7



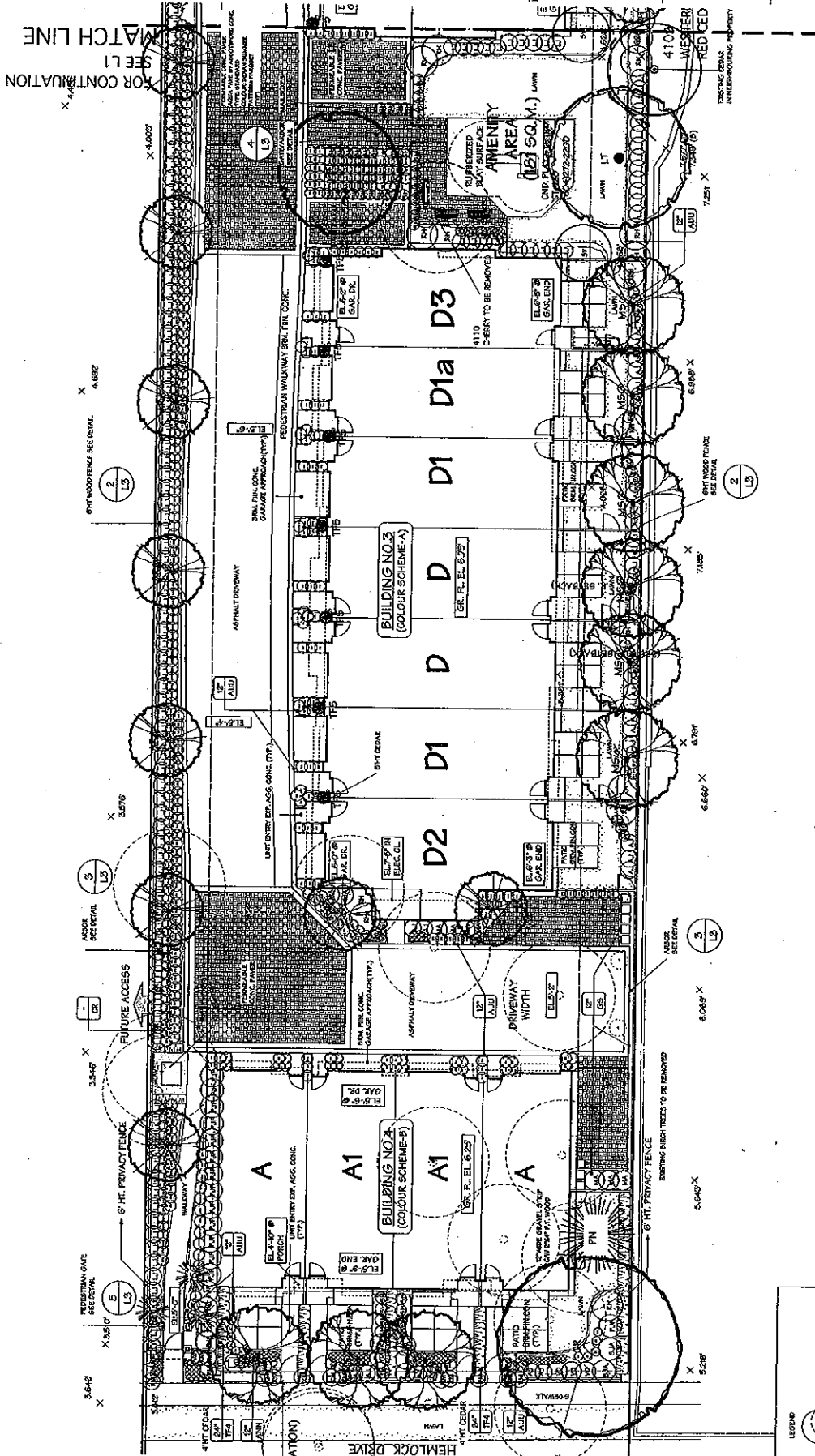
COPIES TO BE RETAINED

LEONARD

DP 08433637

L1 $\propto 6$

pg. 8

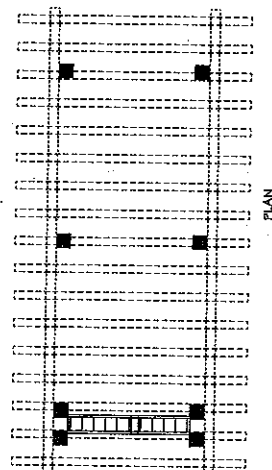


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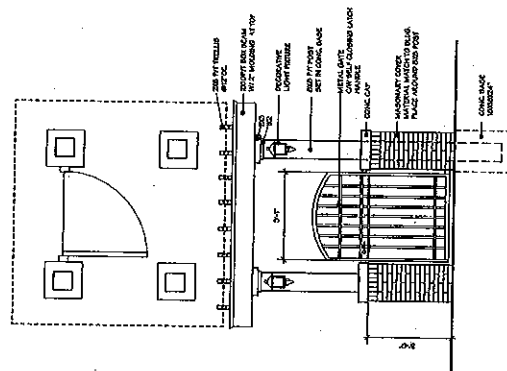
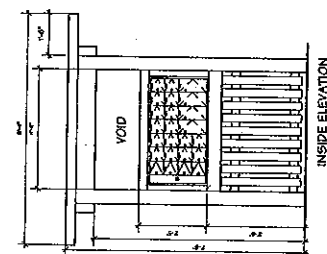
LEGEND

CROSSING TREE TO BE ESTIMATED
CROSSING TREE TO BE REMOVED

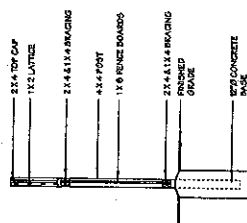
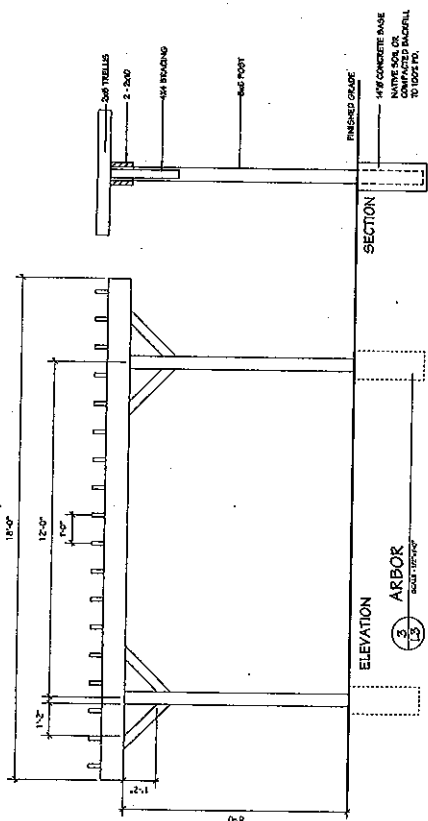
1 METAL FENCE/POST DETAIL

 $\frac{2}{3}$ 

4 AMENITY GATE STRUCTURE



5 PEDESTRIAN ENTRY
L3 SCALE 1" = 10'



NOTES:

ALL WOOD USED FOR DETAILS IN THIS DRAWING SET SHALL BE S.A.S. PRESERVATIVE TREATED PULP STAINED WITH 2 COATS SOLID STAIN WITH COLOURS TO BE DETERMINED AT A LATER DATE.

SUPPLY DECORATIVE METAL LATCH ASSEMBLIES FOR ALL GATES.

ALL NAILS AND OTHER METAL COMPONENTS SHALL BE GALVANIZED.

ITC & ASSOCIATES
Landscaping Architects
3100 East Street
Fresno, CA 93724
Phone: (559) 277-6638
Fax: (559) 277-6638
Email: ray@itc.ca

PETERSON & PETERSON
Project
93391 ALBERTA RD.
RICHMOND, B.C.

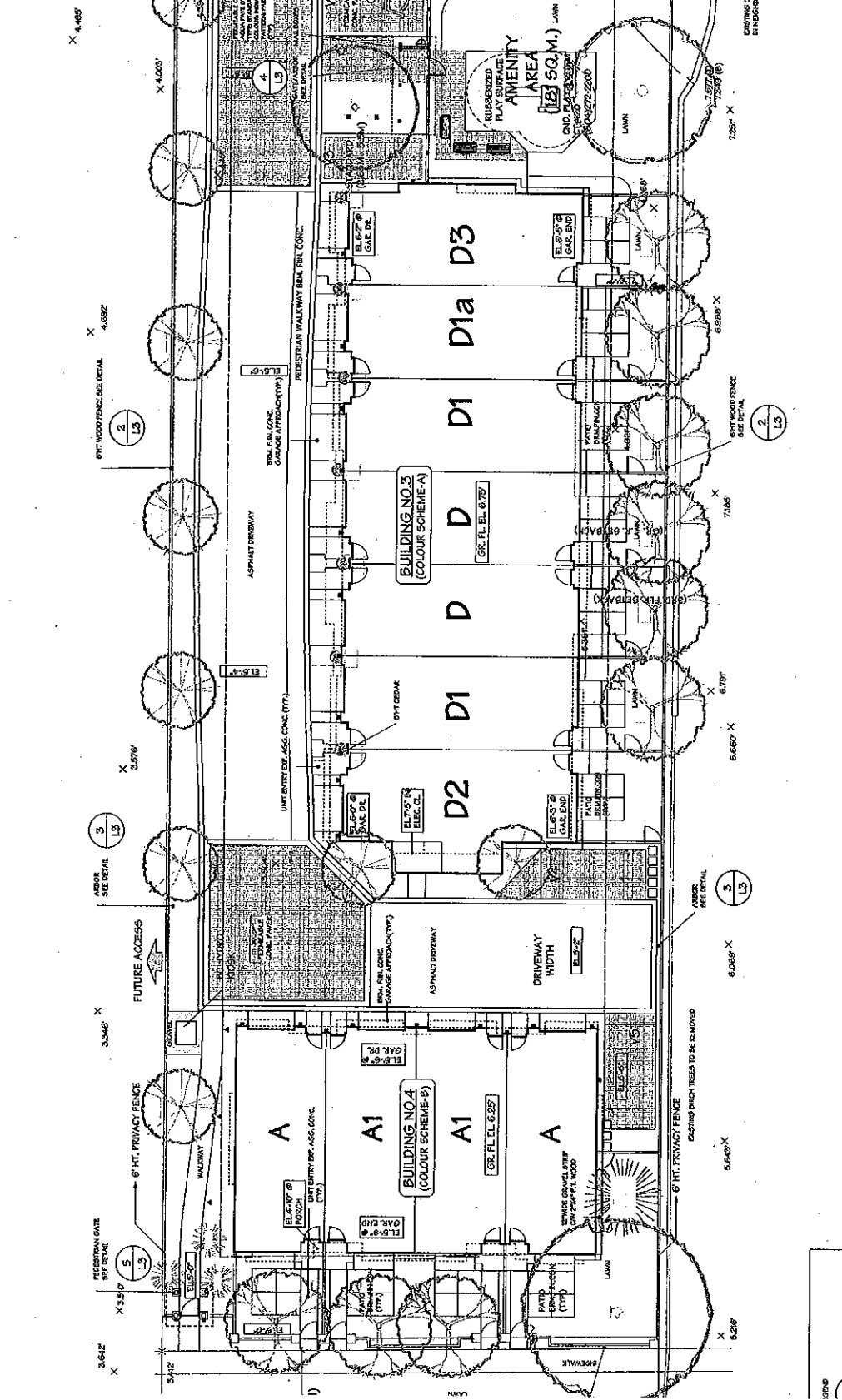
DETAIL
Drawing Title

Pg. 10

L3 OF 6

[illegible]

MATCH LINE
FOR CONTINUATION
SEE L5



ITO
E. ASSOCIATES
Landscape Architects
1300 West Street
Richmond, B.C. V6E 2A4
Phone: (604) 272-2812
Fax: (604) 272-4605
Email: info@ito.ca
Website: www.ito.ca

LIGHTING CONCEPT PLAN

Client	1000000000
Project	1000000000
Location	1000000000
Scale	1/8" = 1'-0"
Drawn	11
Check	11
Date	11/11/2009
Sheet	001

L6 of 6

0808433637

Pg. 13

EXISTING TREES TO BE REMOVED

EXISTING TREES TO BE REMOVED

EXISTING TREES TO BE REMOVED

EXISTING TREES TO BE REMOVED