



**Development Permit Panel  
Electronic Meeting**

**Council Chambers, City Hall  
6911 No. 3 Road**

**Wednesday, May 28, 2025  
3:30 p.m.**

**MINUTES**

*Motion to adopt the minutes of the Development Permit Panel meeting held on April 30, 2025.*



**1. DEVELOPMENT PERMIT 24-043129**  
(REDMS No. 8026491)

APPLICANT: Sharif Senbel

PROPERTY LOCATION: 8640 Alexandra Road

**Director's Recommendations**

*That a Development Permit be issued which would permit exterior renovations to the existing building at 8640 Alexandra Road on a site zoned "Auto-Oriented Commercial (CA)".*



**2. New Business**

**3. Date of Next Meeting: June 11, 2025**

**ADJOURNMENT**



**Development Permit Panel  
Wednesday, April 30, 2025**

Time: 3:30 p.m.

Place: Remote (Zoom) Meeting

Present: Wayne Craig, General Manager, Planning and Development, Chair  
Lloyd Bie, Acting General Manager, Engineering and Public Works  
Milton Chan, Director, Engineering

The meeting was called to order at 3:30 p.m.

**MINUTES**

It was moved and seconded

*That the minutes of the meeting of the Development Permit Panel held on April 16, 2025 be adopted.*

**CARRIED**

**1. DEVELOPMENT PERMIT 24-040880**  
(REDMS No. 8013405)

APPLICANT: Dream Casa Development

PROPERTY LOCATION: 2051 Anson Avenue

**INTENT OF PERMIT:**

1. Permit the construction of a rear yard infill building at 2051 Anson Avenue on a site zoned "Small-Scale Multi-Unit Housing (RSM/L)".
2. Vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior side yard along one of the side lot lines from 4.0 m to 1.5 m for the front principal building.

## Development Permit Panel

### Wednesday, April 30, 2025

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#### Applicant's Comments

Gurjot Punia, Dream Casa Development, with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 1), provided background information on the proposed development, highlighting the following:

- the project has been designed to provide an appropriate interface with existing neighbouring properties;
- an entry porch is proposed for the coach house in the rear yard to enhance the visual appearance of the front façade fronting onto the rear lane;
- a landscaped outdoor space is proposed at the back of the coach house;
- garbage and recycling bins are proposed to be located in the rear yard for shared use of residents of the coach house and the front principal building;
- on-site parking is provided for the proposed development, including two parking spaces in the garage for the front principal building and one surface parking stall for the coach house with all vehicles accessing the site from the lane;
- the proposed landscaping for the subject site includes, among others, planting of two new trees, shrubs and grasses;
- the proposed exterior cladding materials for the coach house and front principal dwelling include Hardie-board panels, asphalt shingles, fluted channels and stones, which are consistent with the character of the neighbourhood;
- the proposed coach house includes a living room and kitchen on the ground floor and two bedrooms on the second floor;
- windows are proposed on the north and south elevations of the coach house; however, no windows are proposed on the east and west elevations to avoid overlook into neighbouring properties; and
- on-site security cameras are proposed to be installed facing the rear lane for the residents' safety and security.

## **Development Permit Panel**

### **Wednesday, April 30, 2025**

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#### **Staff Comments**

Joshua Reis, Director, Development noted that (i) the subject property was rezoned in June 2024 to permit small-scale multi-unit housing (SSMUH) in accordance with the provincial legislation (Bill 44) along with approximately 27,000 other properties in the City including the Burkeville neighbourhood, (ii) the proposed rear yard infill unit is consistent with the “Small-Scale Multi-Unit Housing (RSM/L)” zoning of the subject property, (iii) registration of an aircraft noise sensitive covenant on Title is required as part of the Development Permit to ensure that aircraft noise mitigation measures are incorporated into the building design, (iv) the proposed variance for one of the interior side yard setbacks on lots 15.0 metres or wider to be reduced from 4 metres to 1.5 metres for the front principal building is supported by staff as the subject property is approximately 15.24 metres wide, the proposed setback is generally consistent with the setback requirement for other lots along Anson Avenue and in Burkeville that are less than 15.0 metres wide, and the proposed variance would provide

space for living areas for the proposed two-bedroom secondary suite on the ground floor in the front principal building, and (v) the principal building in the front yard does not form part of the subject development permit application aside from the proposed side yard setback variance.

#### **Panel Discussion**

In reply to queries from the Panel, the applicant noted that (i) on-site lighting will be downward-focused to avoid light spillover onto neighbouring properties, and (ii) the proposed surface paving material for the on-site pedestrian walkways and the surface parking stall for the proposed coach house is concrete; however, the applicant is willing to use permeable pavers.

In reply to queries from the Panel, staff confirmed that (i) the minimum side yard setback requirement for properties zoned “RSM/L” that are less than 15.0 metres wide is 1.2 metres on both sides; however, the subject property is approximately 15.24 metres wide and the minimum side yard requirement for this lot width is for one of those side yards to be 4 metres in width, hence the applicant is proposing a variance to 1.5 metres in width for both sides, and (ii) the proposed landscaping for the project is consistent with the City’s guidelines and includes the planting of native species.

#### **Correspondence**

None.

#### **Gallery Comments**

Richard Mayencourt, a Burkeville resident, spoke against the project’s proposed variance to reduce the minimum required interior side yard setback for one of the side yards from 4.0 metres to 1.5 metres, noting that it is unnecessary given the size of the proposed building and would set a precedent for future similar developments in the neighbourhood.



## Development Permit Panel

### Wednesday, April 30, 2025

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Lori Cockerill, a Burkeville resident, expressed concern about the potential increase of on-street parking in the neighbourhood as a result of the proposed development. Also, she queried about (i) the number of bedrooms in the proposed coach house and front principal building, (ii) the rezoning of properties in the Burkeville neighbourhood from single family to small-scale multi-unit housing use, and (iii) whether the proposed side yard setback variance for the proposed development would set a precedent for future similar developments in the neighbourhood.

In reply to the query regarding the number of bedrooms in the proposed development, the applicant confirmed that (i) two bedrooms are proposed for the coach house, and (ii) the front principal building includes a secondary suite with two bedrooms on the ground floor and four bedrooms on the second floor.

In reply to the concern about the potential increase in on-street parking in the neighbourhood, staff noted that the provision of three on-site parking stalls for the proposed development meets the City's "RSM/L" zoning requirements.

With regard to the query on the rezoning of properties in Burkeville neighbourhood from single-family to small-scale multi-unit housing use, staff noted that (i) in December 2023 the Provincial Government through Bill 44 required municipalities to rezone existing single-family lots to provide from three to six units on each lot depending on the lot size by June 30, 2024, (ii) the provincial legislation (Bill 44) meant that the City was required to rezone approximately 27,000 lots across the City, (iii) as a result of the provincial legislation, the City amended the zoning of lots greater than 280 metres in size including those in the Burkeville neighbourhood to allow the construction of up to four units for each lot, and the new "RSM/L" zoning took effect in June 2024, and (iv) the proposed development complies with the City's new "RSM/L" zoning requirements.

With regard to the query on the proposed interior side yard setback variance, staff noted that (i) lot widths of properties along Anson Avenue are between approximately 14.63 metres to 15.24 metres, and (ii) new principal dwellings that could be constructed in the Burkeville neighbourhood on lots with widths less than 15.0 metres would be able to have a setback of 1.2 metres on both side yards without a variance. In addition, the Chair advised that any proposed variance granted by the Panel is not precedent setting as every proposed variance is considered based on its own merits.

With regard to a further query regarding the applicability of Bill 44 to the Burkeville neighbourhood, the Chair advised that in addition to Bill 44, there was another piece of provincial legislation (Bill 47) that required municipalities to allow a certain minimum density within 800 metres of a transit station which would have covered eleven lots in Burkeville but was opposed by the City in the case of Burkeville area as it is separated from the Aberdeen Station by the Fraser River.

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Victoria MacCuish, a Burkeville resident, expressed concern regarding (i) garages being converted into habitable spaces, (ii) potential increase in demand for on-street parking in the neighbourhood, and (iii) flooding in some areas in the neighbourhood due to the higher elevation of newer homes relative to the older homes.

Also, she queried about (i) the size of the proposed coach house and whether it is adequate to avoid the conversion of the garage into habitable space, (ii) proposed measures to mitigate flooding in some parts of the area, and (iii) the City's requirements with respect to the required amount of permeable surface area for developments in the neighbourhood.

In reply, staff noted that (i) the size of the proposed coach house is 230 square feet, (ii) as per the City's "RSM/L" zoning, the maximum coverage for buildings on the lot is 45 percent, and the minimum requirement for live landscaping on the property is 20 percent, (iii) the project meets the zoning requirements for building coverage, percentage of non-porous surfaces and landscaping requirements, and (iv) the applicant is required to provide on-site perimeter drainage as part of the building permit process to ensure stormwater is managed on-site.

Margaret Robins, a Burkeville resident, expressed concern regarding (i) the number of units in the proposed development, (ii) the impact of the proposed development on on-street parking in the neighbourhood as it would create conflict among residents, (iii) the possibility of converting the garage into a habitable or storage space, and (iv) project's on-site drainage system and the occurrence of flooding in front of their property.

Also, she queried about the location of the proposed side yard setback variance and whether the front principal building is centered on the lot.

In reply, staff noted that (i) the proposed side yard setback variance is being applied to the east side yard of the subject property, and (ii) the front principal dwelling is centred on the lot and the setback on either side of the building is 1.5 metres.

Andy Baxter, a Burkeville resident, queried about the possibility of introducing an on-street residential parking program in the neighbourhood whereby residential parking passes are issued only to residents in the neighbourhood for on-street parking in the area.

In reply, the Chair advised that (i) the City's parking requirements for the "RSM/L" zone are higher than what the Province requires for small-scale multi-unit housing developments, (ii) the three parking spaces provided in the proposed development comply with the City's Zoning Bylaw, and (iii) the proposed resident permit parking pass program is outside the purview of the Panel but can be referred to the City's Transportation Department for review.

Mark Reid, a Burkeville resident, queried about the location of the proposed side yard setback variance in the subject property and sought clarification regarding information provided on the Notice of Development Permit mailed to neighbouring properties of the subject property.

## Development Permit Panel

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In reply, the Chair noted that the proposed side yard setback variance is for the front principal dwelling and advised that a member of Planning staff will be available at the Council Chambers after the meeting to provide further information and answer questions from members of the public.

Amanda Porcheron, a Burkeville resident, expressed concern about the impact of the proposed development to the neighbourhood's community feel.

#### Panel Discussion

The Panel directed staff to work with the applicant to (i) consider the use of permeable pavers in lieu of concrete for the surface paving treatment of the on-site pedestrian pathways and surface parking stall, and (ii) register an additional legal agreement as a condition of Development Permit issuance that would prohibit the conversion of the two-car garage into any habitable space.

Also, the Panel advised the applicant to engage with residents of neighbouring properties, inform them of the project's construction process and address their concerns.

#### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would:*

1. *permit the construction of a rear yard infill building at 2051 Anson Avenue on a site zoned "Small-Scale Multi-Unit Housing (RSM/L)"; and*
2. *vary the provisions of Richmond Zoning Bylaw 8500 to reduce the minimum interior side yard along one of the side lot lines from 4.0 m to 1.5 m for the front principal building.*

**CARRIED**

## 2. DEVELOPMENT PERMIT 25-008025

(REDMS No. 8013360)

APPLICANT: Dream Casa Development

PROPERTY LOCATION: 2211 Anson Avenue

INTENT OF PERMIT:

Permit the construction of a rear yard infill building at 2211 Anson Avenue on a site zoned "Small-Scale Multi-Unit Housing (RSM/L).

## Development Permit Panel

### Wednesday, April 30, 2025

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#### Applicant's Comments

Gurjot Punia, Dream Casa Development, with the aid of a visual presentation (attached to and forming part of these minutes as Schedule 2), provided background information on the proposed development, highlighting the following:

- two parking spaces are provided for the front principal building in a garage off the lane and one surface parking stall is provided for the coach house with access from the lane;
- through future tenancy agreements, the owner proposes to limit the number of vehicles allowed per unit;
- a front porch is proposed on the front façade of the coach house to enhance the appearance of the rear lane;
- shared garbage and recycling bins and air source heat pumps are proposed to be located in the rear yard;
- decorative fence is proposed along the east and west side yards of the subject property;
- proposed landscaping for the subject site includes, among others, planting of trees, shrubs and grasses;
- the proposed surface paving treatment for the on-site pedestrian pathway and surface parking stall will be changed from concrete to permeable pavers; and
- the proposed design for the coach house in the subject property is similar to the design of the coach house at 2051 Anson Avenue.

#### Staff Comments

Mr. Reis noted that (i) the subject property is zoned “Small-Scale Multi-Unit Housing (RSM/L)” which was applied to the property in June 2024 in accordance with the Province’s Bill 44, (ii) the proposed rear yard infill development is consistent with the City’s Zoning Bylaw, (iii) an aircraft noise sensitive use covenant will be registered on Title to ensure that aircraft noise mitigation measures are incorporated into the building design, (iv) there is no proposed variance associated with the project, and (v) the front principal building is not part of the subject development permit application.

In reply to queries from the Panel, staff confirmed that (i) the subject property is approximately 14.6 metres wide and the required side yard setback is 1.2 metres on either side as the lot is less than 15 metres in width, and (ii) the proposed placement of buildings on the subject property is virtually the same as on the property at 2051 Anson Avenue.

## **Development Permit Panel**

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#### **Panel Discussion**

In reply to a query from the Panel, staff noted that the size of the proposed surface parking stall for the coach house meets the City's Zoning Bylaw requirement for small car parking stall.

In reply to a query from the Panel, the applicant noted that they will consider variation in colours for buildings on the proposed development to differentiate them from the buildings on the property at 2051 Anson Avenue.

#### **Correspondence**

None.

#### **Gallery Comments**

Andy Baxter, a Burkeville resident, noted that laneway homes usually provide a single car garage and expressed concern regarding the proposed double car garage in the proposed development as it could potentially be converted into a habitable space due to the size of the living space in the proposed coach house.

In reply, staff noted that the size of the proposed double car garage complies with the City's Zoning Bylaw. In addition, the Chair advised that the Panel would recommend that a legal agreement be registered that would prohibit the conversion of the proposed double car garage into any form of habitable space.

Victoria MacCuish, a Burkeville resident, queried whether an entrance is provided for the front principal dwelling from the garage off the lane.

In reply, the Chair confirmed that a direct pedestrian door from the back of the garage and a pedestrian pathway between the garage and the front principal dwelling are provided in the proposed development.

Lori Cockerill, a Burkeville resident, queried whether all single-family homes in the Burkeville neighbourhood have been rezoned to small-scale multi-unit housing under Bill 44 and whether the City has considered increasing public transit in the area due to anticipated increase in housing density and number of cars in the area.

In reply, staff confirmed that the entire Burkeville neighbourhood has been rezoned from single-family to small-scale multi-unit housing in accordance with Bill 44.

With regard to increasing public transit in the Burkeville area, the Chair advised that transit services are outside the purview of the City as it is the mandate of Translink; however, Council is supportive of and advocates for the provision of additional transit services and other transportation amenities to address Bill 44's impacts to Richmond communities.

## Development Permit Panel

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A Burkeville resident expressed concern regarding the current on-street parking situation in Burkeville due to the area's proximity to the Vancouver International Airport and BCIT Campus and the lack of public transit in the area. She noted that non-residents often park their vehicles in the Burkeville area which conflict with the on-street parking needs of residents in the area.

A Burkeville resident queried about the possibility of installing a ride-sharing station in the neighbourhood to address the transportation needs of residents.

In reply, the Chair advised that ride-sharing is outside the purview of the Panel as it is operated by private entities; however, the City supports and advocates for the provision and increase of the availability of ride share and other transportation initiatives throughout the City.

#### Panel Discussion

The Panel directed staff to work with the applicant to (i) ensure that the proposed on-site pedestrian pathways and surface parking stall are constructed of permeable pavers in lieu of concrete, (ii) revise the landscape plan for the project to include a variety of species to be planted on-site in order to provide variation to the proposed landscaping for the property at 2051 Anson Avenue, (iii) introduce a different colour scheme for the buildings on the subject property to differentiate them from the buildings on the property at 2051 Anson Avenue, and (iv) register an additional legal agreement as a condition of Development Permit issuance that would prohibit the conversion of the double car garage into any form of habitable space.

#### Panel Decision

It was moved and seconded

*That a Development Permit be issued which would permit the construction of a rear yard infill building at 2211 Anson Avenue on a site zoned "Small-Scale Multi-Unit Housing (RSM/L)".*

**CARRIED**

#### 3. New Business

It was moved and seconded

*That the Development Permit Panel meeting tentatively scheduled on Wednesday, May 14, 2025 be cancelled.*

#### 4. Date of Next Meeting: May 28, 2025

**Development Permit Panel**  
**Wednesday, April 30, 2025**

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**ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:41 p.m.).*

**CARRIED**

Certified a true and correct copy of the  
Minutes of the meeting of the  
Development Permit Panel of the Council  
of the City of Richmond held on  
Wednesday, April 30, 2025.

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Wayne Craig  
Chair

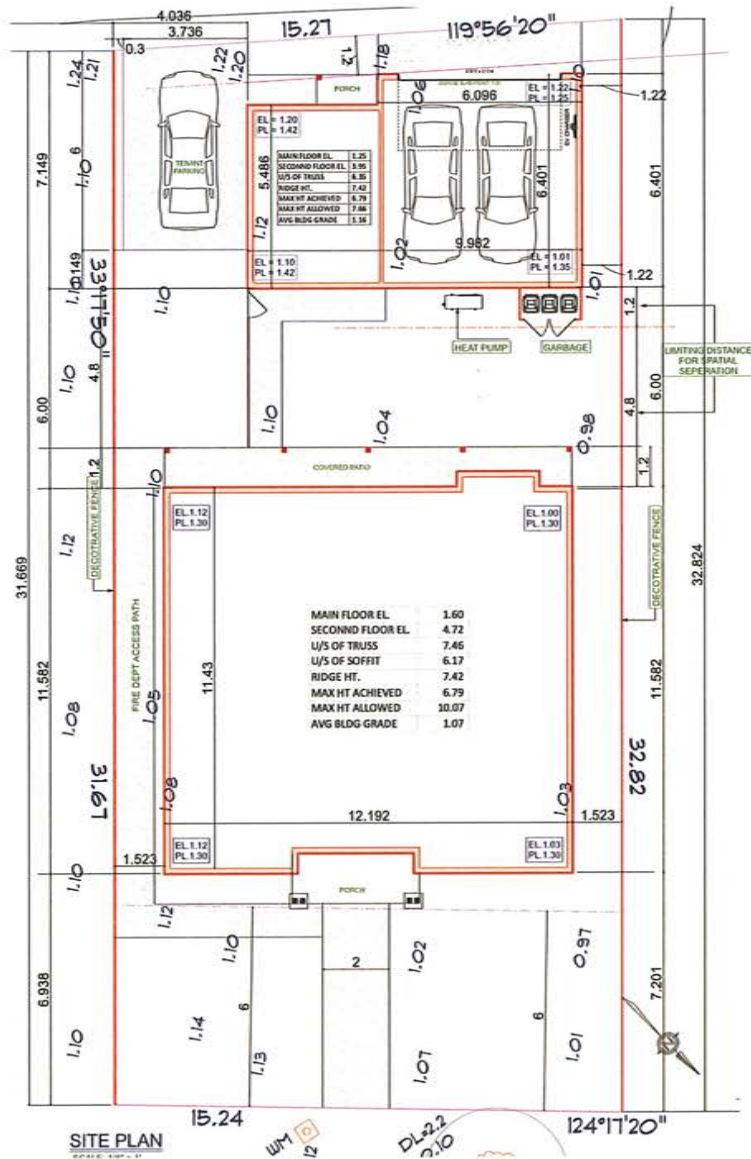
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Rustico Agawin  
Committee Clerk

## 2051 Anson Avenue

- 1.) Site Plan Review Combined
- 2.) Single Family Dwelling Review
- 3.) Second Dwelling Review
- 4.) Landscape Reveiw





**SITE PLAN**



RIGHT SIDE SPATIAL SEPERATION				
WALL AREA	8.40	Sq Ft	1/2	
WINDOW ALLOWED	7	%	1.2 MTR	
WINDOW PROPOSED	58.80	Sq Ft		
WINDOW PROPOSED	34.00	Sq Ft		
LEFT SIDE SPATIAL SEPERATION				
WALL AREA	8.40	Sq Ft	1/2	
WINDOW ALLOWED	7	%	4 MTR	
WINDOW PROPOSED	58.80	Sq Ft		
WINDOW PROPOSED	18.00	Sq Ft		
REAR SIDE SPATIAL SEPERATION				
WALL AREA	6.77	Sq Ft	1/2	
WINDOW ALLOWED	35.68	%	4.8 MTR	
WINDOW PROPOSED	241.55	Sq Ft		
WINDOW PROPOSED	206.00	Sq Ft		



HARDIE BOARD



FLUTED CHANNELS



ASPHALT SHINGLES ROOFING



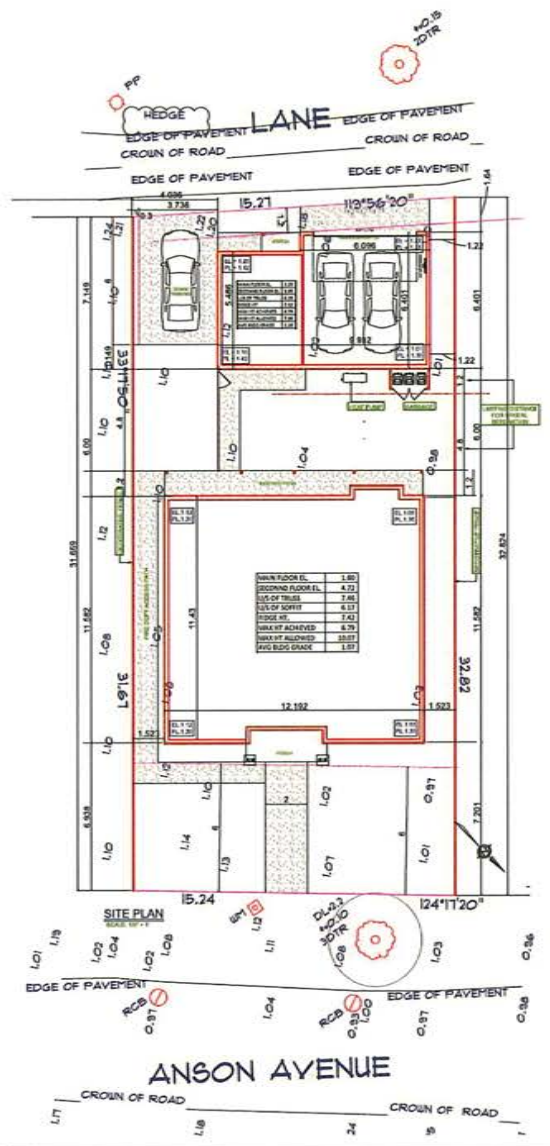
STONE

## Rendering Example: (Hardie Panels not shown on render)









# Second Dwelling Drawings



STONE



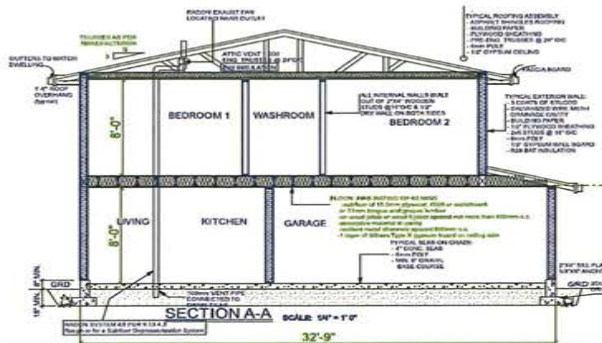
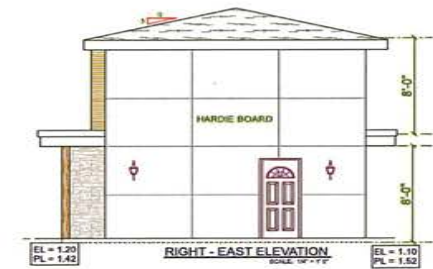
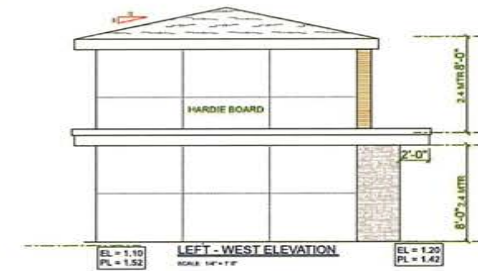
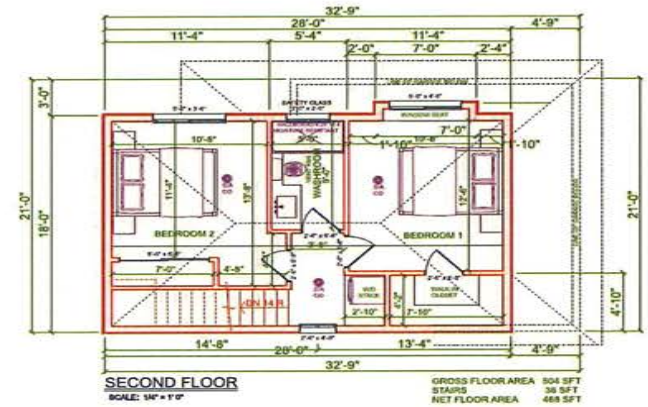
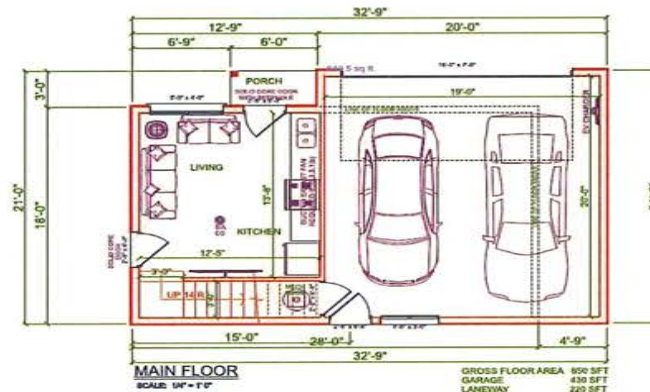
HARDIE BOARD



ASPHALT SHINGLES ROOFING



FLUTED CHANNELS

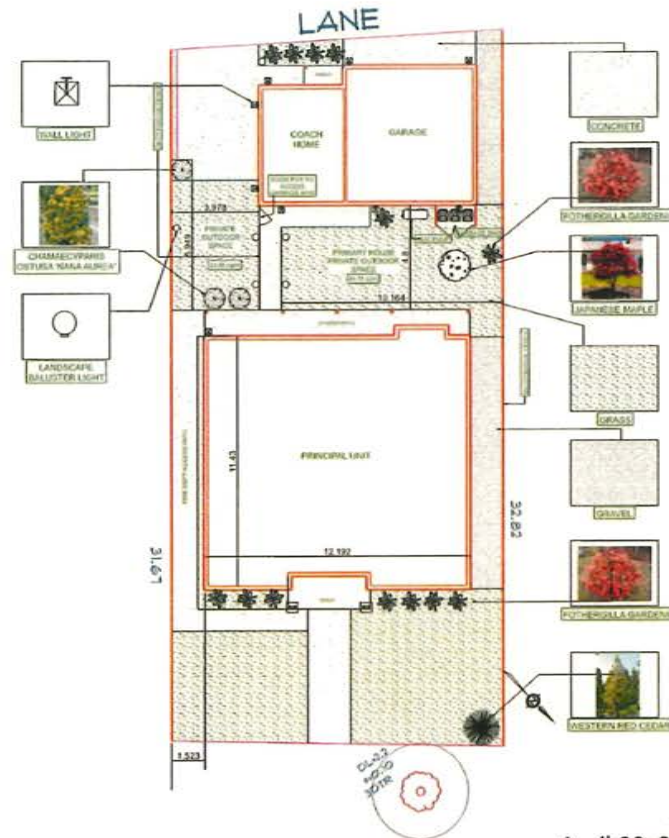


CLIENT:

SITE ADDRESS:

ALL PLANT MATERIAL SHALL BE IN ACCORDANCE WITH THE BCLSA AND BCLSA LANDSCAPE STANDARD LATEST EDITION  
 \*COMPLETE PROTECTION OF EXISTING STREET TREES IN ACCORDANCE WITH THE CITY OF RICHMOND'S TREE PROTECTION GUIDELINES  
 \*ALL LANDSCAPE AREAS WILL BE IRRIGATED WITH LOW-VOLUME AUTOMATIC IRRIGATION SYSTEM, GWW RAIN SENSOR  
 \*ALL UTILITY OR UNDERGROUND WORK TO BE CO-ORDINATED WITH A CERTIFIED ENGINEER TO ENSURE PROTECTION OF ALL EXISTING AND PROTECTED TREES

ALL INSTALLATION TO BE AS PER BCLSA - BCLSA STANDARDS ONLY  
 IRRIGATION STRATEGY NECESSARY



ANSON AVENUE

April 09, 2025  
 DP24-040880  
 Plan # 4

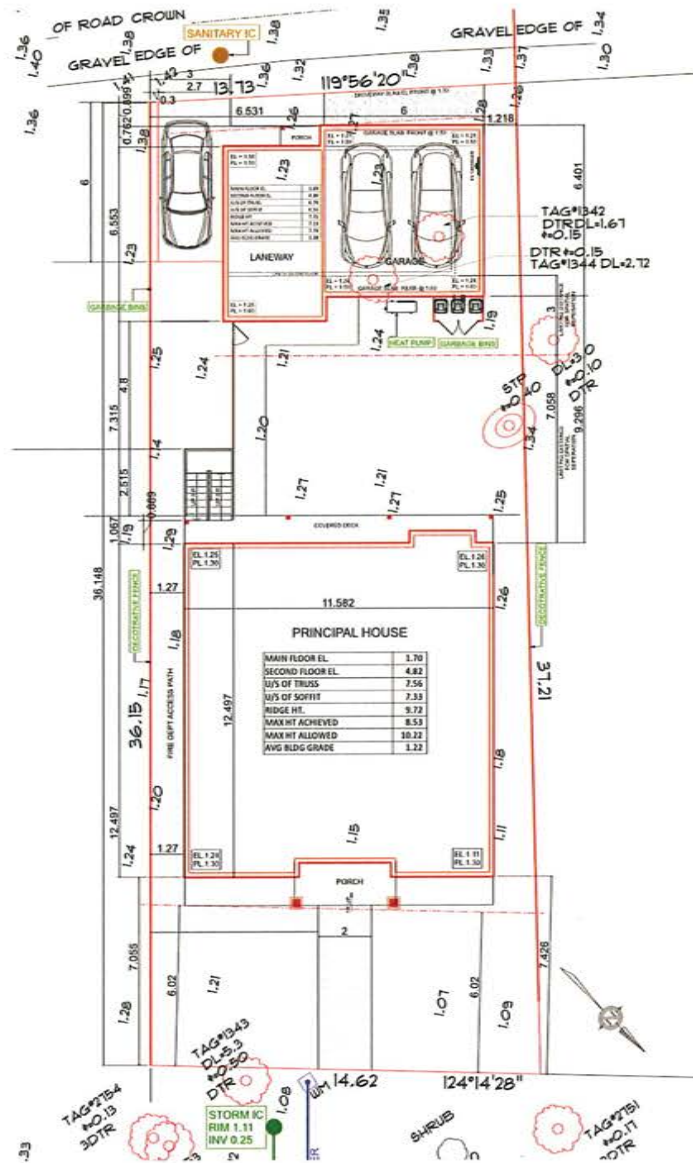
## 2211 Anson Avenue

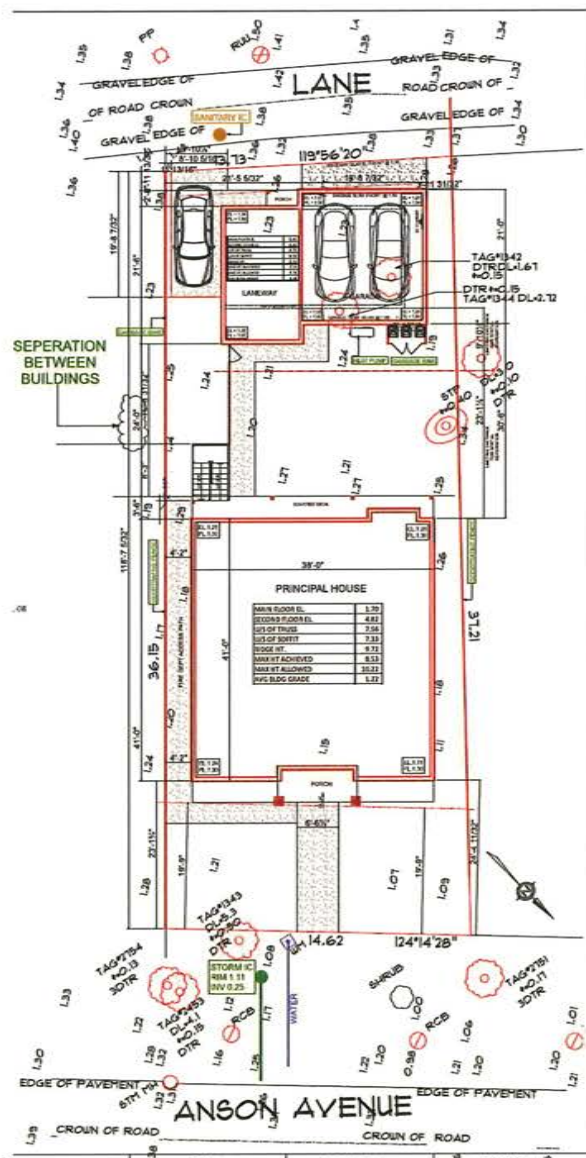
1.) Site Plan Review Combined

2.) Second Dwelling Review

3.)Landscape Review









HARDIE SIDING



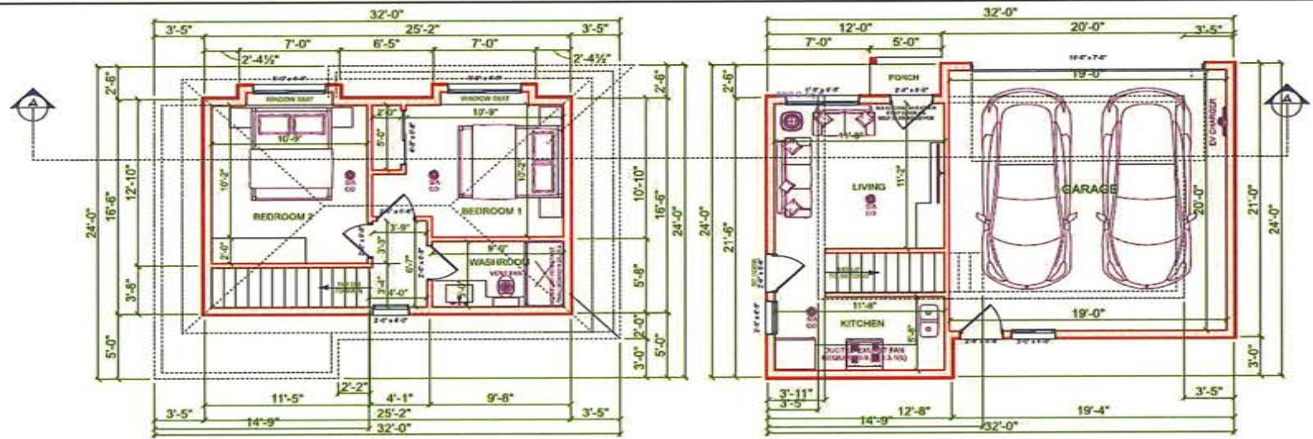
FLUTED CHANNELS



STONE



ASPHALT SHINGLES  
ROOFING



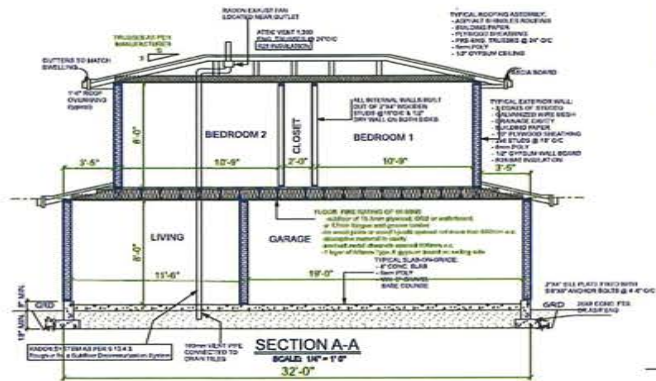
SECOND FLOOR  
SCALE: 1/4" = 1'-0"

GROSS FLOOR AREA 416 SFT  
STAIRS 35 SFT  
NET FLOOR AREA 381 SFT

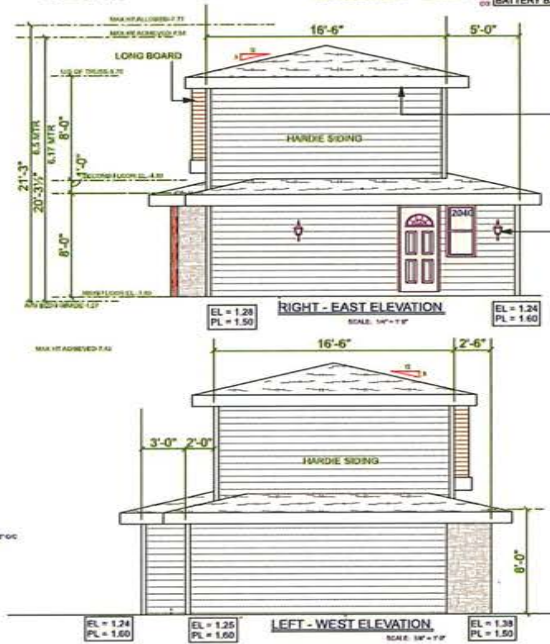
HEAT PUMP/AIR CONDITION  
SMOKE ALARM WITH  
BATTERY BACK-UP

MAIN FLOOR  
SCALE: 1/4" = 1'-0"

GARAGE AREA 420 SFT  
SUITE AREA 280 SFT  
GROSS FLOOR AREA 680 SFT

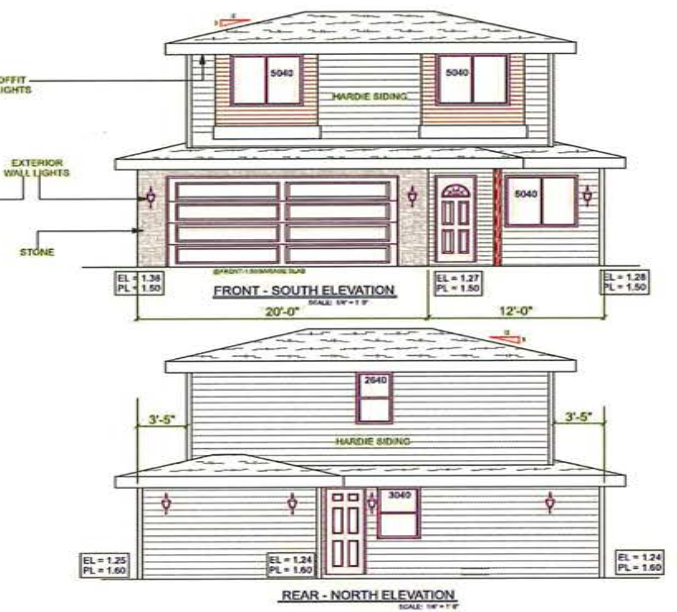


SECTION A-A  
SCALE: 1/4" = 1'-0"



RIGHT - EAST ELEVATION  
SCALE: 1/4" = 1'-0"

LEFT - WEST ELEVATION  
SCALE: 1/4" = 1'-0"



FRONT - SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"

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

IMPERIABLE AREA	70.00%
MAIN FLOOR	1,538
LANEWAY / GARAGE	687
FRONT DECK	63
REAR DECK	133
REAR STAIRS	51
REAR SIDEWALK TO GARAGE	69
FRONT SIDEWALK TO PORCH	136
REAR PARKING PAD	210
DRIVWAY TO GARAGE	80
AREA USED	2,967
AREA ALLOWED	3917.90
BUFFER	951

LIVE LANDSCAPE COVERAGE	20.000%
FRONT GRASS AREA	1,020
REAR YARD GRASS	810
REAR GRASS AT P.L.	88
SIDE YARD GRASS	360
COVERAGE PROPOSED	2,278
MIN COVERAGE REQUIRED	1119.40

FRONT LANDSCAPE COVERAGE	50.000%
FRONT AREA IN SFT	1,210
LEFT SIDE GREEN AREA	500
RIGHT SIDE GREEN AREA	520
COVERAGE PROPOSED	1,020
MIN COVERAGE REQUIRED	605.00

ALL PLANT MATERIAL SHALL BE IN ACCORDANCE WITH THE BCSLA AND BCSLA LANDSCAPE STANDARD LATEST EDITION

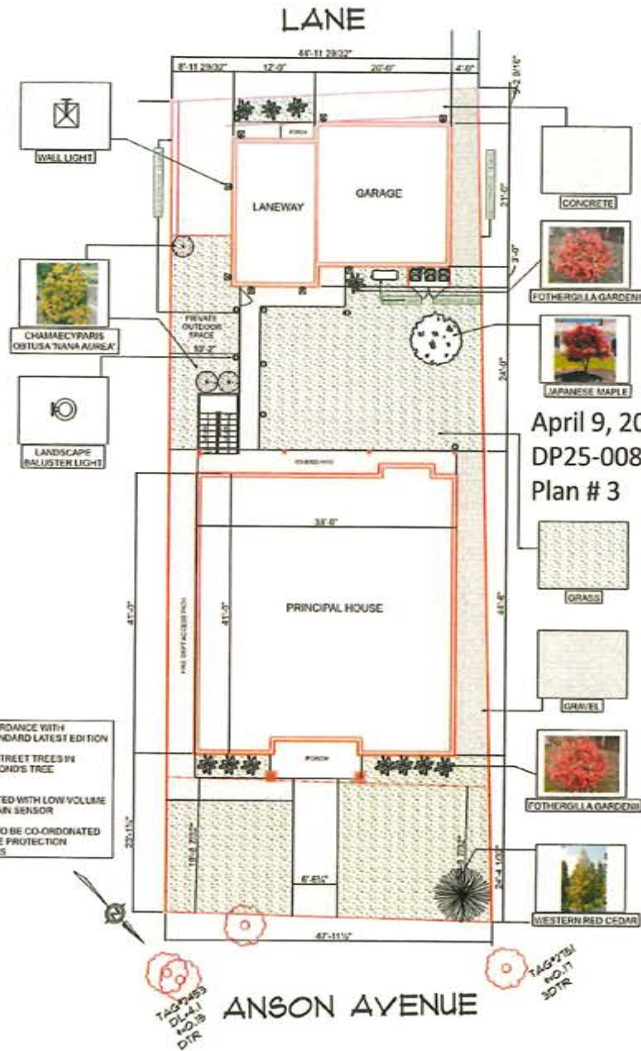
COMPLETE PROTECTION OF EXISTING STREET TREES IN ACCORDANCE WITH THE CITY OF RICHMOND'S TREE PROTECTION GUIDELINES

ALL LANDSCAPE AREAS WILL BE IRRIGATED WITH LOW VOLUME AUTOMATIC IRRIGATION SYSTEM, COW RAIN SENSOR

ALL UTILITY OR UNDERGROUND WORK TO BE CO-ORDINATED WITH A CERTIFIED ENGINEER TO ENSURE PROTECTION OF ALL SYSTEMS AND PROTECTED TREES

ALL INSTALLATION TO BE AS PER BCSLA / BCSLA STANDARDS ONLY

IRRIGATION STRATEGY NECESSARY



April 9, 2025  
DP25-008025  
Plan # 3





City of  
Richmond

## Report to Development Permit Panel

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**To:** Development Permit Panel

**Date:** May 8, 2025

**From:** Joshua Reis  
Director, Development

**File:** DP 24-043129

**Re:** Application by Sharif Senbel for a Development Permit at 8640 Alexandra Road

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### Staff Recommendation

That a Development Permit be issued which would permit exterior renovations to the existing building at 8640 Alexandra Road on a site zoned "Auto-Oriented Commercial (CA)".

Joshua Reis, MCIP, RPP, AICP  
Director, Development  
(604-247-4625)

JR:ac

Att. 2

## **Staff Report**

### **Origin**

Sharif Senbel, on behalf of Intercol Holdings Ltd. (Directors: Asphak J. Dada & Muhammad Y. Dada), has applied to the City of Richmond for permission to undertake renovations to the existing building at 8640 Alexandra Road on a site zoned “Auto-Oriented Commercial (CA)” (Attachment 1). The site currently contains a hotel building (Attachment 2). The hotel operator is undertaking an exterior renovation and brand refresh of the property to update the building’s design. The scope of work associated with this permit is limited to the update of exterior finishes and the improvement of landscaping across the site.

There is no servicing agreement associated with this Development Permit (DP) application, given the limited scope of works proposed.

### **Development Information**

The subject site is a 2,841 m<sup>2</sup> (30,580.27 ft<sup>2</sup>) property containing an existing hotel building and is located in Aberdeen Village within the City Centre Area Plan (CCAP) and has frontage on both Alexandra Street and Alderbridge Way. Access to the site is via Alexandra Street. The CCAP land use designation for the subject site is “Urban Centre (T5)”, which supports hotel use.

The existing development is comprised of a five-storey hotel building and a three-storey wing with a rooftop deck that was the subject of a previous Development Permit 2007 (DP 06-354860), which was issued in 2007. The applicant is proposing to renovate the exterior façade of the main hotel tower with new modern materials and provide improvements to on-site landscaping. Separate sign permits are required for any future signage proposed on-site.

### **Background**

Development surrounding the subject site is as follows:

- To the north: Across Alexandra Road, a two-storey commercial building on a lot zoned “Auto-Oriented Commercial (CA)”.
- To the east: A vacant lot zoned “Auto-Oriented Commercial (CA)” that is the subject of an active Development Permit application (DP 23-031545) that is under review and which would facilitate subdivision of the property and the a new commercial building consistent with the site’s zoning.
- To the south: Across Alderbridge Way, the Lansdowne Mall site zoned "Auto-Oriented Commercial (CA)". This site is the subject of a rezoning application (RZ 23-011557) which has received third reading and a Development Permit Application (DP 23-011558) which was endorsed by the Development Permit Panel for Phase 1A of a multi-phased redevelopment.
- To the west: A small shopping centre complex with roof-top parking, on a site zoned “Auto-Oriented Commercial (CA)”.

## **Staff Comments**

The proposed scheme attached to this report has satisfactorily addressed staff comments identified as part of the review of the subject DP application.

The limited scope of the proposed exterior renovation work will neither significantly impact the overall existing form or massing of the hotel nor result in an increase in net floor area. In addition, the proposed exterior alterations comply with the intent of the applicable sections of the Official Community Plan (OCP) and are generally consistent with the CCAP Development Permit Guidelines and are in compliance with the zoning bylaw.

## **Advisory Design Panel Comments**

The proposed exterior alterations are limited in scope and will not impact the overall form, massing, or site plan of the existing building. Given the limited scope of improvements, it was not presented to the Advisory Design Panel for review and comment.

## **Existing Legal Encumbrances**

There is an existing 1.5 m (5 ft.) wide utility Statutory Right-of-Way (SRW) located along the Alderbridge frontage of the property (BV236800). This utility SRW is no longer required as there are no City services on the Alderbridge Way frontage. Prior to issuance of the DP, the applicant shall modify or replace the existing SRW to allow for Public Right-of-Passage (PROP) to facilitate the construction of future pedestrian and cycling infrastructure by the City along the north side of Alderbridge Way..

There are also existing restrictive covenants registered on Title in favour of the City that were registered in association with the DP that allowed for the hotel expansion. These include a flood indemnity covenant (BB413527), an aircraft noise sensitive covenant (BB413521) and a covenant prohibiting tour/coaches from entering the site (BB413525). Prior to Council's issuance of the DP, the applicant shall replace the existing flood indemnity covenant (BB413527) to reflect current flood construction standards as outlined in the Richmond Flood Plain and Designation and Protection Bylaw 8204.

## **Analysis**

### ***Conditions of Adjacency***

- The subject site is located north of Lansdowne Mall and is a double fronting property with frontages on Alderbridge Way to the south and Alexandra Road to the north.
- There is an existing row of mature hedge and trees located along the shared east property line with the neighbouring site that provides a natural screen between the existing hotel building and the adjacent vacant parcel. Based on the scope of work proposed there will be no impact to these trees.
- The existing lighting in the parking area is non-glare and is screened from the adjacent parcels. No new lighting is proposed.
- There are no anticipated impacts to adjacent properties relating to the proposed upgrade as the side yard setbacks remain the same.

### ***Urban Design and Site Planning***

- The existing La Quinta Inn Vancouver Airport Hotel building is located and centred within the southern portion of the subject site, with its main entrance and porte cochère oriented north towards Alexandra Road.
- A secondary pedestrian entrance exists along Alderbridge Way on the south side of the building and will see enhancement with the introduction of a new weather protection awning.
- The hotel building consists of a primary five-storey east-west wing with a perpendicular three-storey south wing extending towards Alexandra Road.
- Surface parking and vehicle circulation are provided on the north side of the hotel building with landscaped areas at the site perimeter and within the internal drive aisles.
- The applicant is proposing to enhance pedestrian safety on site with the installation of vehicle wheel stops on all parking stalls adjacent to the pedestrian pathway.
- No changes to overall form, massing, siting, vehicle parking spaces, on-site vehicle circulation or pedestrian circulation are proposed as part of this application.

### ***Architectural Form and Character***

- The existing hotel building features a combination of painted stucco, split-face block and brick finishes.
- The cladding of the main hotel tower, porte cochère and site portal will be updated with large-format porcelain panels in a reddish-brown tone. These new materials will replace the towers' current painted stucco, giving the façade a more modern and refined look consistent with the hotel operators brand.
- The existing facades of the hotel wings will remain painted stucco in three tones, grey-beige, dark grey and soft white.
- The existing metal orange roofing and the buildings base brickwork are proposed to remain.
- The applicant is also proposing to add a sloped glass awning to provide weather protection at the building's secondary pedestrian entrance along Alderbridge Way.
- The proposed building alterations and building materials are generally consistent with the OCP guidelines.

### ***Landscape Design and Open Space Design***

- The survey submitted by the applicant shows a number of bylaw-sized trees on site and in the City boulevard. Preliminary tree assessment by City arborists has determined that all on-site and off-site trees can be retained and protected as there is no conflict with the proposed DP works. As a part of a future Building Permit (BP) application, further tree assessment will be conducted.
- Prior to BP, the applicant must obtain an arborist contract to supervise all on-site and off-site works within the tree protection zone of retained trees and ensure the installation of tree protection fencing around these trees.
- As part of the proposed exterior renovation and brand refresh, the applicant is proposing to make enhancements to the several landscaped areas on site.
- The existing planted areas adjacent to Alexandra Road, as well as the porte cochère landscaping island, are proposed to be enhanced with additional plantings including a mix of native and non-native shrubs and plantings. Existing trees within the planting islands will be retained. All landscaped areas on site are maintained with an automatic irrigation system.



- To ensure that the Landscape Plan is adhered to, the applicant is required to submit a Landscape Security in the amount of 100 per cent of a cost estimate prepared by the Landscape Architect (including all materials, installation, and a 10 per cent contingency) prior to DP issuance.

### ***Crime Prevention Through Environmental Design (CPTED)***

- Existing site lighting and natural surveillance opportunities are provided in the main parking area of the site as well as at the secondary pedestrian entrance along Alderbridge Way.
- Space differentiation has previously been established between public and semi-public outdoor spaces with landscape buffers.

### **Conclusion**

As the proposed development would meet the applicable policies and Development Permit Guidelines, staff recommend that the Development Permit be endorsed, and issuance by Council be recommended.



Alex Costin  
Planner 1  
(604)-276-4200

AC:js

Att. 1: Location Map  
2: Site Survey Plan

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

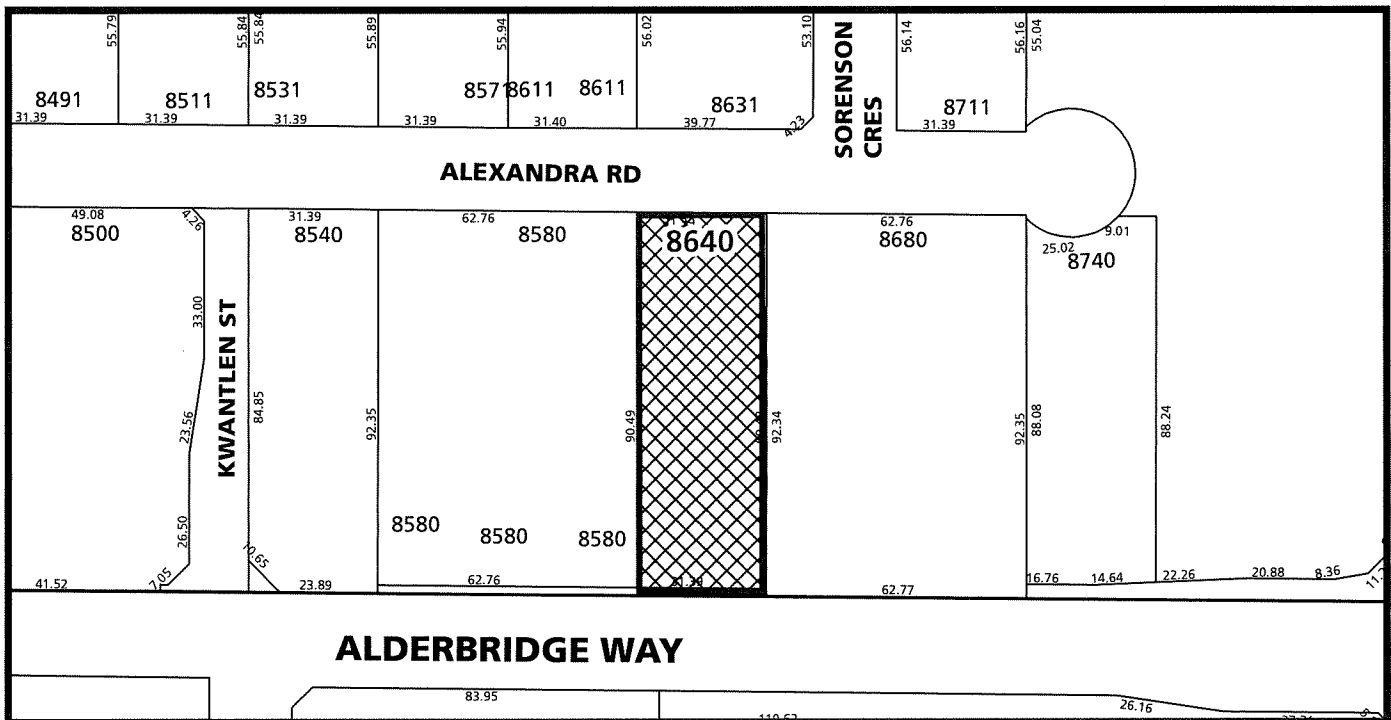
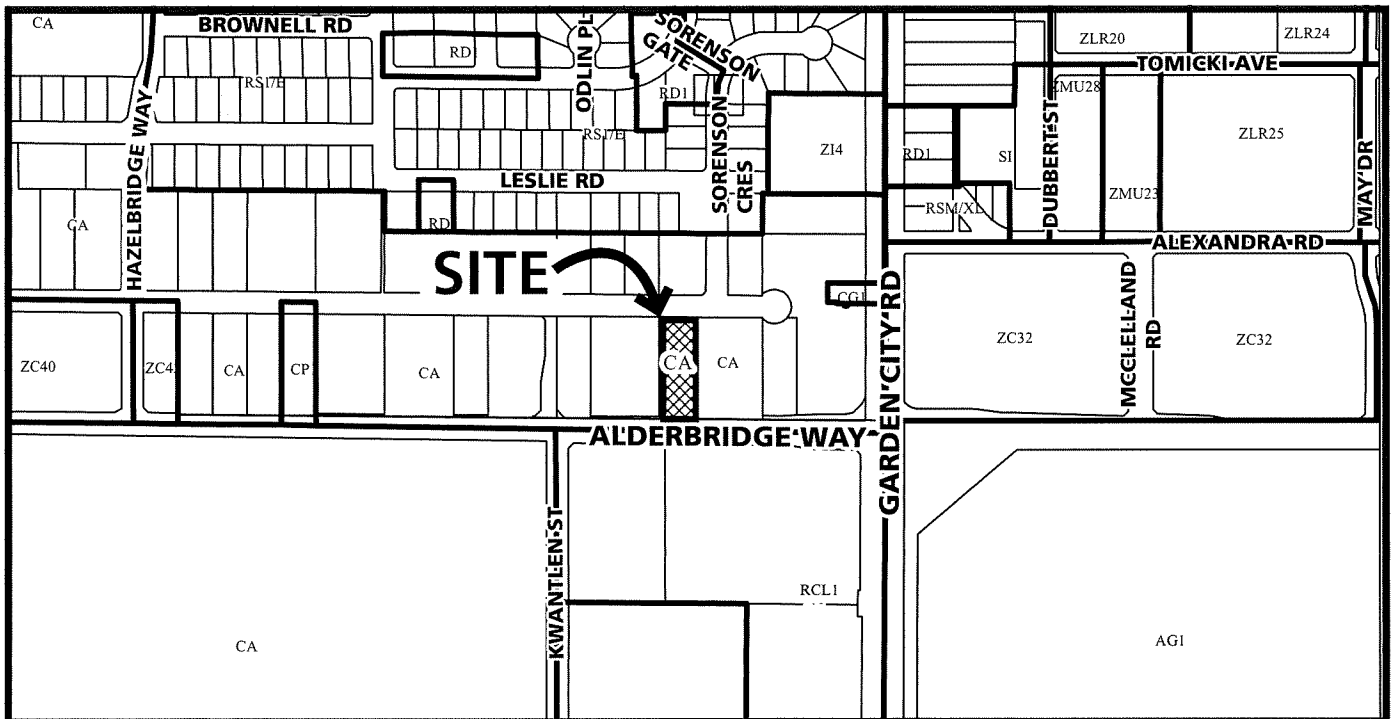
- Receipt of a Letter of Credit for landscaping based on 100% of the cost estimate provided by a Registered Landscape Architect, including installation costs and 10% contingency, to the satisfaction of the Director, Development.
- Amendment or replacement of the existing Flood Indemnity covenant (BB413527) on title consistent with the City's current Flood Indemnity covenant (2.9 m GSC - Area A).
- Amendment or replacement of the 1.5 m SRW BV236800 to the satisfaction of the Director of Development, to allow for Public Right-of-Passage for future road, sidewalk and cycling infrastructure works, in addition to the City's right to install and maintain utility works.
- Payment of all fees in full for costs associated with Public Notices.

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

- Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to any construction activities, including building demolition, occurring on-site.
- Submission of a Contract entered into between the applicant and a Certified Arborist for supervision of any on-site works conducted within the tree protection zone of the trees to be retained. The Contract should include the scope of work to be undertaken, including: the proposed number of site monitoring inspections, and a provision for the Arborist to submit a post-construction assessment report to the City for review.
- 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 Department at 604-276-4285.*
- Submission of a construction traffic and parking management plan to the satisfaction of the City's Transportation Department (<http://www.richmond.ca/services/ttp/special.htm>).



City of  
Richmond



DP 24-043129

Original Date: 09/13/24

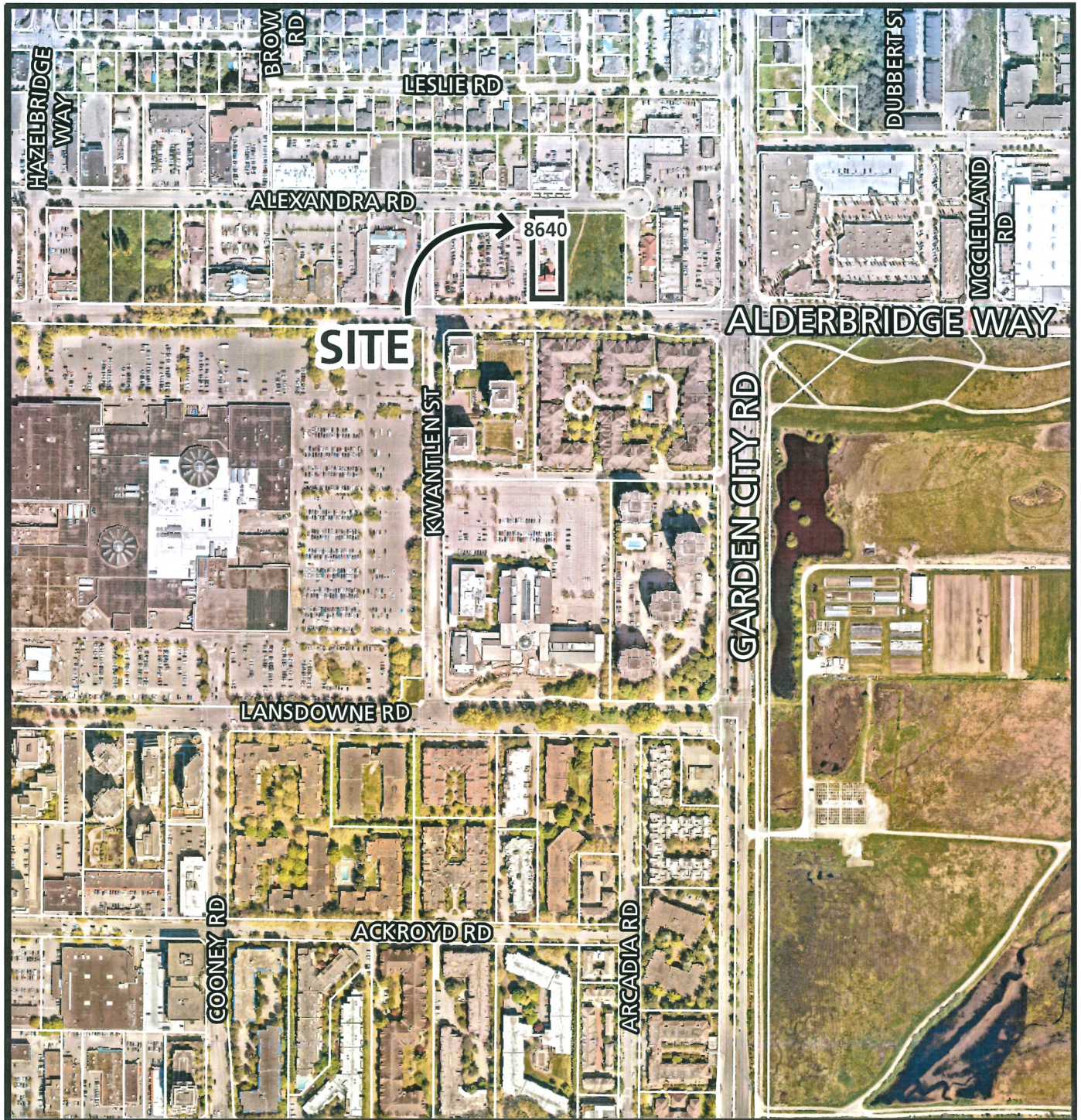
Revision Date:

Note: Dimensions are in METRES





# City of Richmond



DP 24-043129

Original Date: 05/08/25  
Revision Date:

Note: Dimensions are in METRES



TOPOGRAPHIC SURVEY PLAN OF LOT A  
SECTION 33, BLOCK 5 NORTH, RANGE 6 WEST  
NEW WESTMINSTER DISTRICT, PLAN BCP5916

SCALE 1 : 250  
5 2.5 0 5 10m  
All distances are in metres.



ALEXANDRA ROAD

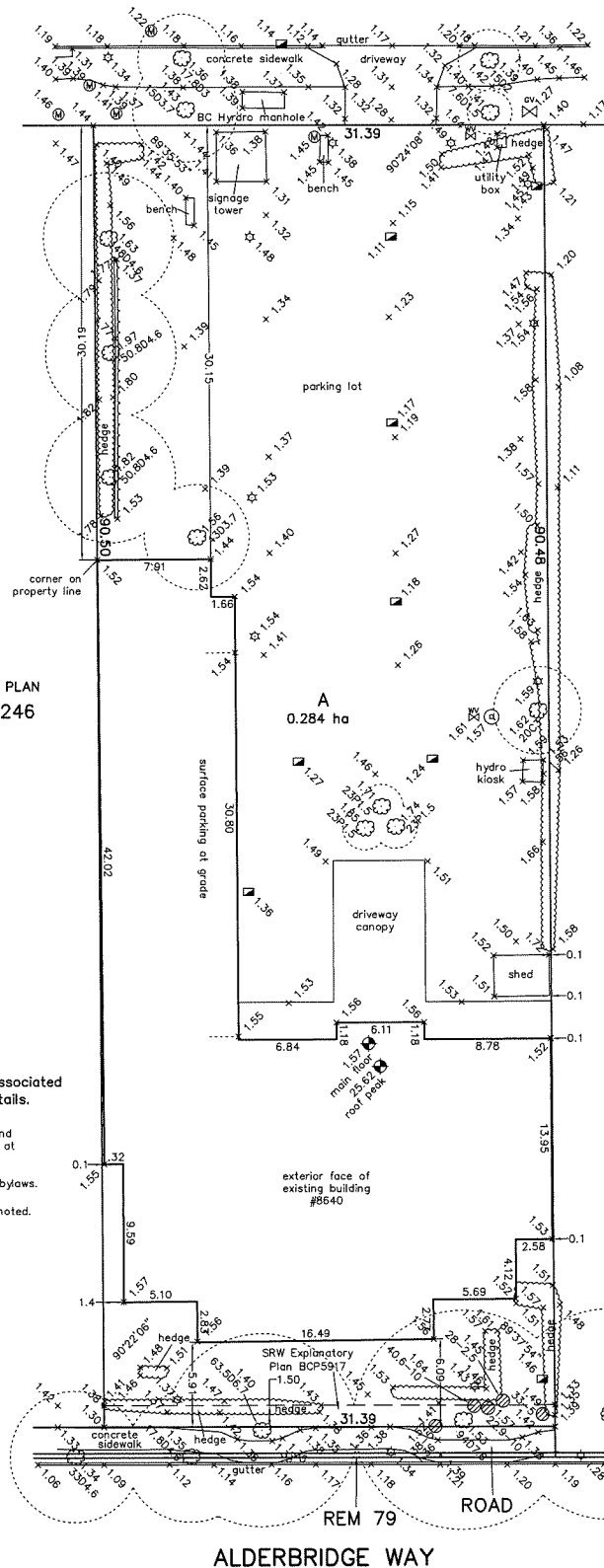
STRATA PLAN  
LMS3246

**NOTES:**

Property subject to additional SRWs with no associated Plan numbers and Covenants. See Title for details.

- Lot dimensions are derived from field survey.
- Elevations are based on the CVD28GVRD2018 datum and are derived from control monument 77H4970 situated at the intersection of Brown Road and Brown Gate Road. Elevation = 1.79 metres.
- All trees and stumps shown as required by municipal bylaws.
- All elevations along curb lines are gutter levels.
- All dimensions are to exterior faces unless otherwise noted.
- Symbols plotted are for illustrative purposes and are not representative of their true size.

- ⊙ denotes hydro pole
- ☆ denotes lamp standard
- tw denotes top of wall
- bw denotes bottom of wall
- ⊕ denotes manhole
- ⊙ denotes gas valve
- ⊙ denotes water valve
- ⊙ denotes hydrant
- ⊙ denotes catch basin
- ⊙ denotes tree stump
- 8-10 height (cm)
- 100 diameter (cm)
- ⊙ denotes tree
- BC10 drip line radius (m)
- C=coniferous
- D=deciduous
- diameter (cm)



**CIVIC ADDRESS**

8640 ALEXANDRA ROAD  
RICHMOND, B.C.

**ZONING:** CA

**CERTIFIED CORRECT:**  
DATED THIS 23RD DAY OF OCT., 2024



Digitally signed by Ivan Yu Shun Ngan - BCLS - ABCLS  
DN: c=CA, o=Certifio Pro, ou=Association of British Columbia Land Surveyors, 0.9.2342.19200300.100.1.1=849, cn=Ivan Yu Shun Ngan - BCLS - ABCLS  
Date: 2024.10.31 14:55:01 -07'00'

IVAN NGAN

B.C.L.S.

**LNLS** METRO VANCOUVER  
LAND SURVEYORS

PID: 025-691-627  
FILE: 3915\_09TP

1528 KINGSWAY, VANCOUVER, BC, V5N 2R9  
T 604.327.1535 WEB WWW.LNLS.CA



# City of Richmond

## Development Permit

**No. DP 24-043129**

To the Holder: Sharif Senbel

Property Address: 8640 Alexandra Road

Address: Unit 125 - 1085 East Kent Street, Vancouver, British Columbia,  
V5X 4V9

---

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 #6 attached hereto.
4. As a condition of the issuance of this Permit, the City is holding a security based on 100% of the cost estimate provided by a Registered Landscape Architect including installation costs and 10% contingency, 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.
5. 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 24-043129**

To the Holder: Sharif Senbel  
Property Address: 8640 Alexandra Road  
Address: Unit 125 - 1085 East Kent Street, Vancouver, British Columbia,  
V5X 4V9

---

6. 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.  
DAY OF , .

ISSUED BY THE COUNCIL THE

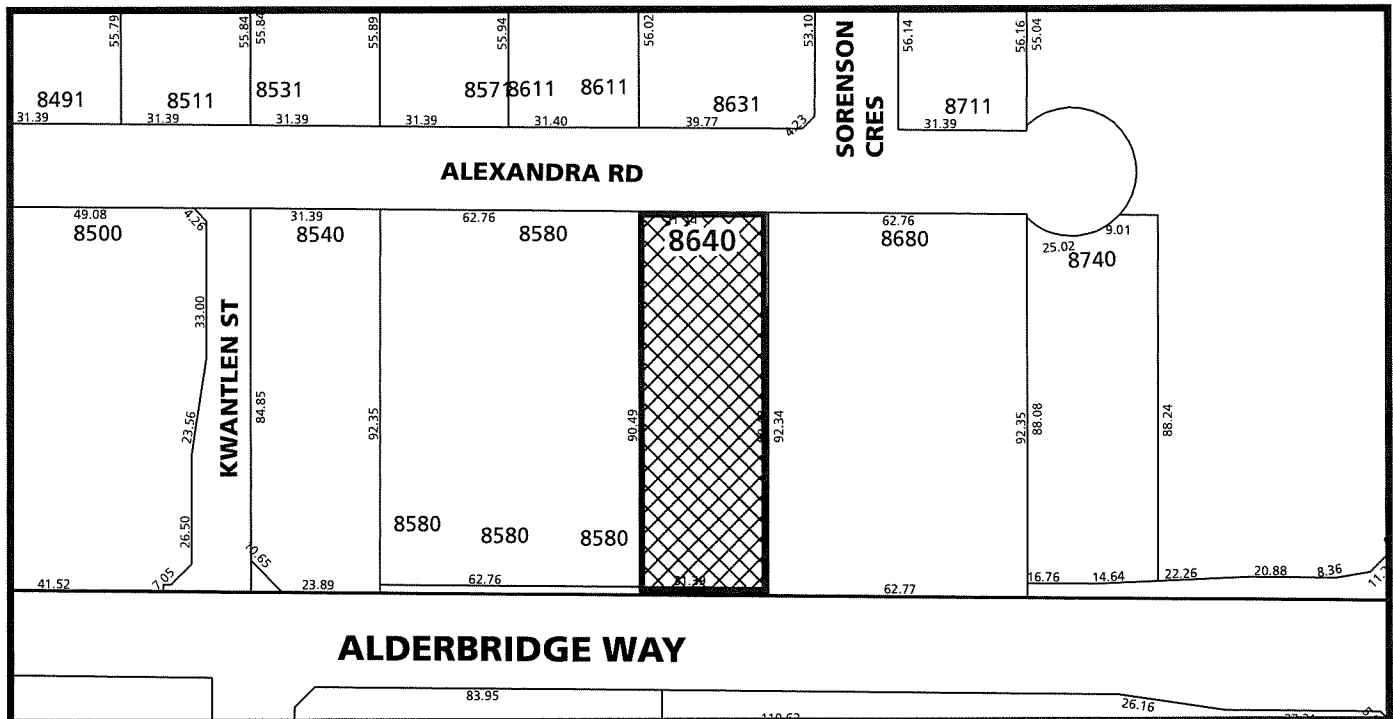
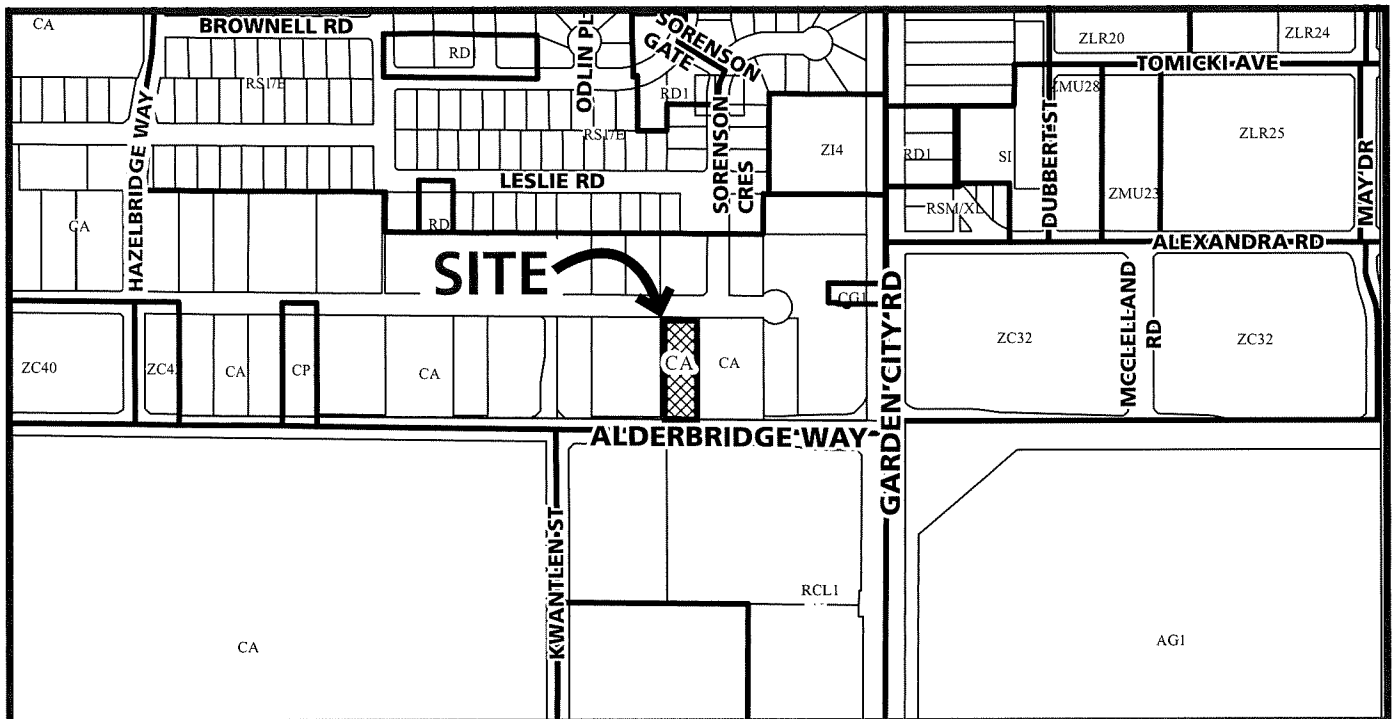
DELIVERED THIS DAY OF , .

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MAYOR



# City of Richmond



**DP 24-043129**  
**SCHEDULE "A"**

Original Date: 09/13/24

Revision Date:

Note: Dimensions are in METRES



Existing Exterior Building Finishes



Proposed Exterior Building Finishes



**Project Data:**

**Legal Description:**

Lot A, Block 5N, Plan BCP5916, Section 33, 34, Range 6W, New Westminster Land District

**Civic Address:**

8640 Alexandra Road, Richmond B.C. V6X 1C4

**Site / Lot Area:** 2,841sq.m. - Existing - NO CHANGE

**Building Area :** Existing - NO CHANGE

**Project Area:** -Existing - NO CHANGE

**Zoning:** CA - Auto Oriented Commercial

**Building Height, Lot Area, Density, Yards and Setbacks, Parking & Loading** - NO CHANGE

**Existing Use:** Hotel - NO CHANGE

**Site Plan Legend:**

Project Area

Existing Landscaping

Existing Paved Surface

Existing Trees

**Proposed Planting:**

Rhododendron Albiflorum

Arctostaphylos Uva-Ursi

Lavendula Augustifolia Munstead

Helictotrichon Sempervirens

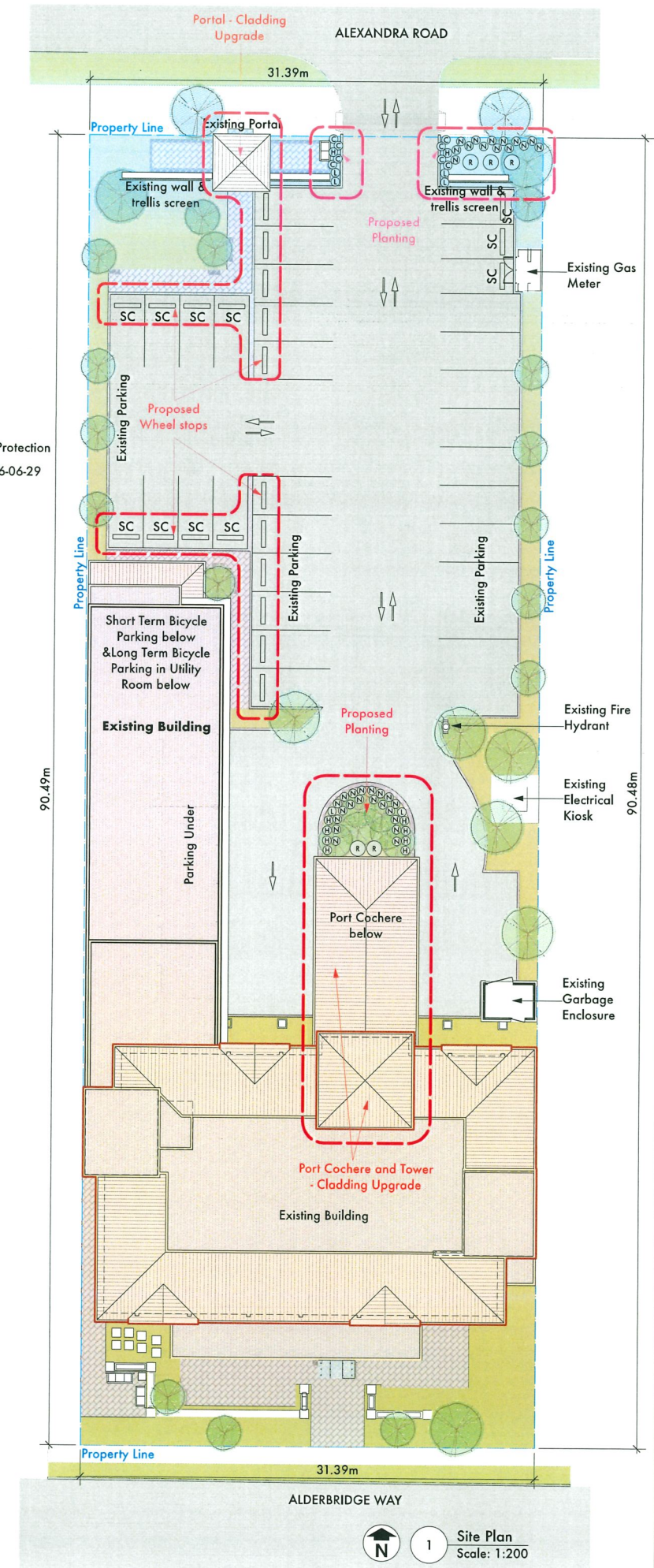
Calamagrostis X Acutiflora Karl Foerster

**Note:**

Provide tree protection as per City of Richmond's Tree Protection By Law, Tree Bylaw Section Bulletin No. TREE-03, 2006-06-29



Site Aerial  
Scale: NTS



Site Plan  
Scale: 1:200

**PROJECT:**

**EXTERIOR FINISHES UPGRADE**



LQUP @ La Quinta Vancouver Airport  
8640 Alexandra Rd, Richmond,  
BC V6X 1C4,

**ARCHITECTURAL  
CLADDING PANEL:**



**RSC DESIGNED BY:**



**S'thetics**

For All Premises

S'thetics Building Systems Inc.

#2 6201 Highway 7  
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L4H 0K7 CA



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sws@studiosenbel.com

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**ISSUE :**

- 21Aug'24 Issued for DP
- 13Feb'25 Issued for DPR1
- 19Mar'25 Issued for DPR2
- 03Apr'25 Issued for DPR3

**SHEET NAME:**

Site Plan/  
Landscape Plan

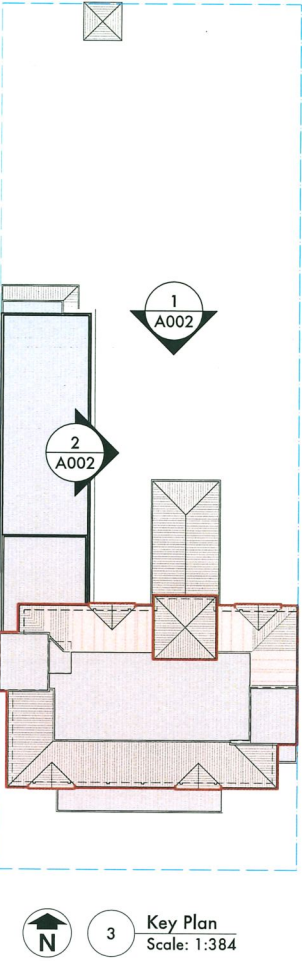
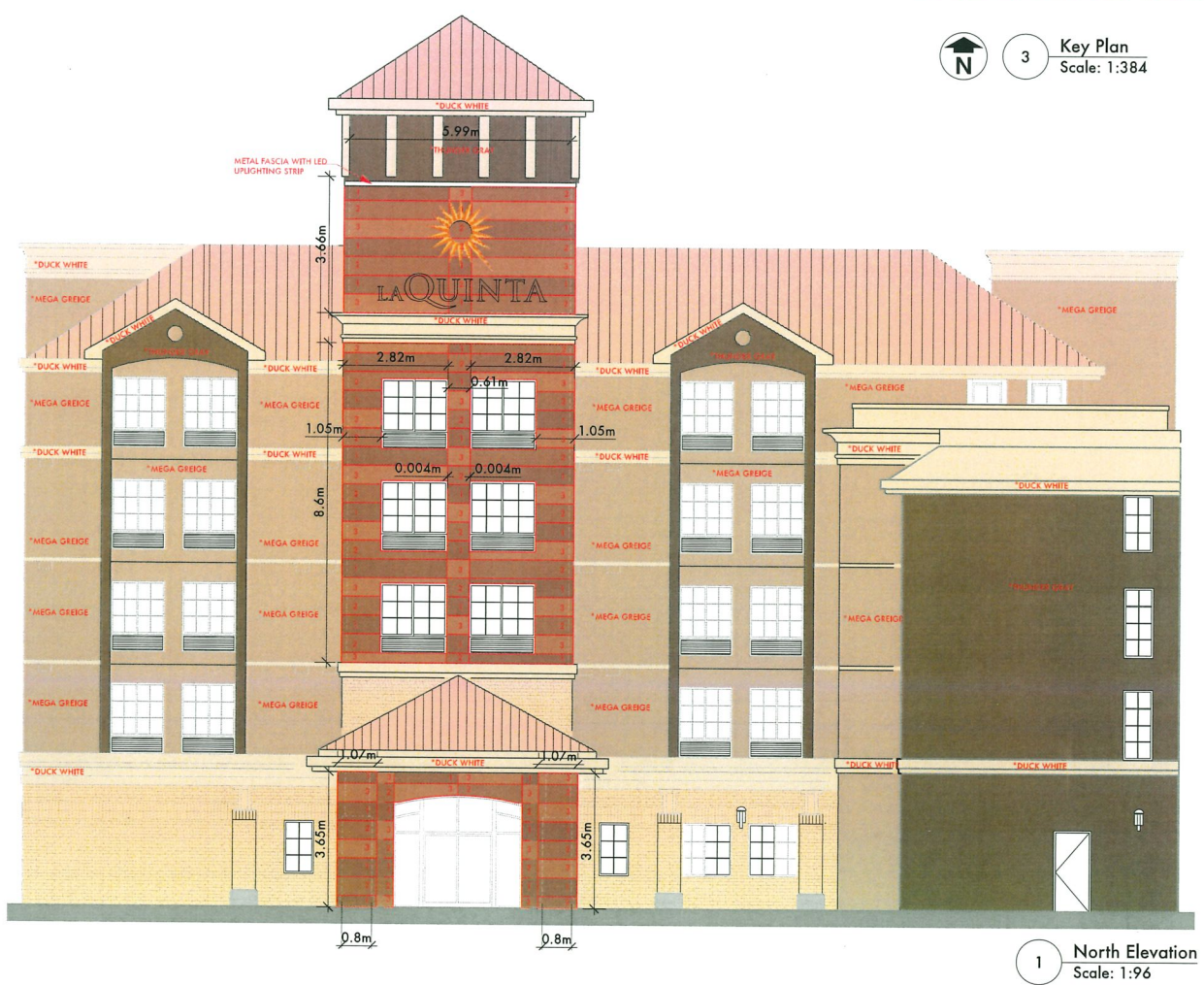
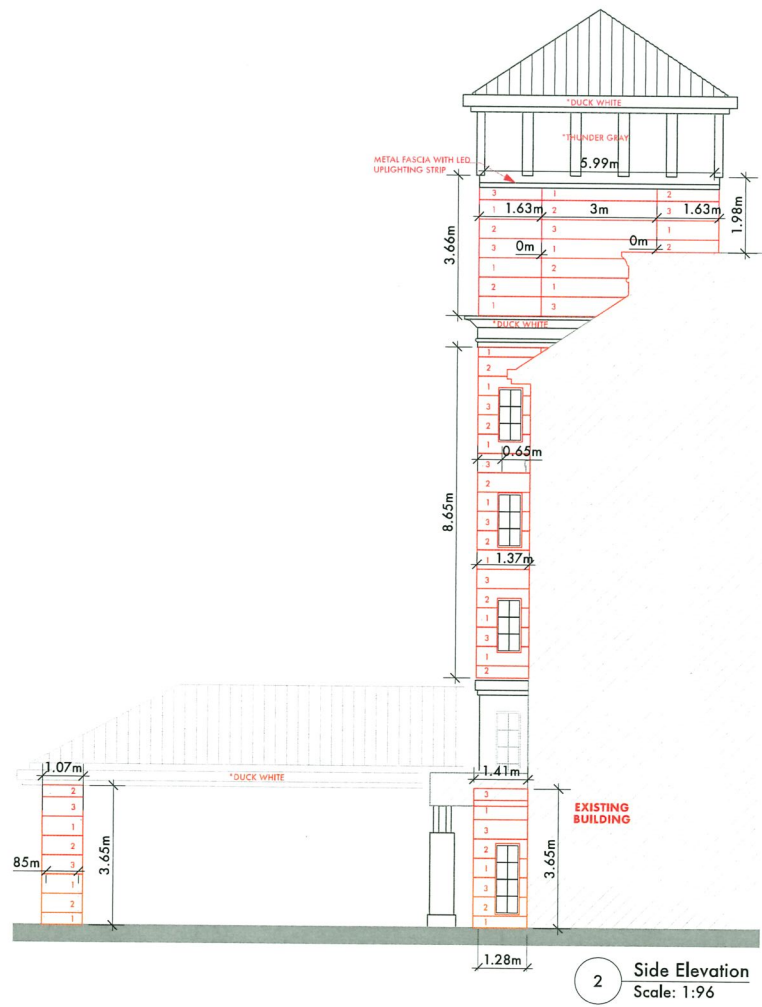
**SHEET NUMBER:**

**A-001**

DP 24-043129

May 7, 2025 Plan # 1





PROJECT:  
**EXTERIOR FINISHES UPGRADE**

**LA QUINTA**  
INNS & SUITES

LQUP @ La Quinta Vancouver Airport  
8640 Alexandra Rd, Richmond,  
BC V6X 1C4,

ARCHITECTURAL  
CLADDING PANEL:

**MSI**

Making Dream Surfaces Attainable

RSC DESIGNED BY:

**S'thetics**

For All Premises  
S'thetics Building Systems Inc.

#2 6201 Highway 7  
Woodbridge ON  
L4H 0K7 CA

**studio  
senbel**  
architecture  
+design

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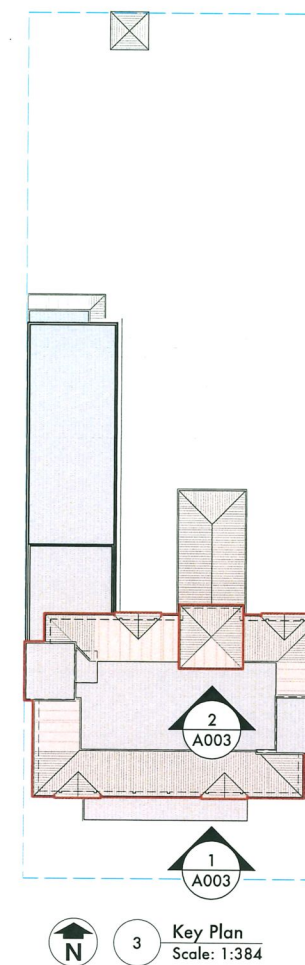
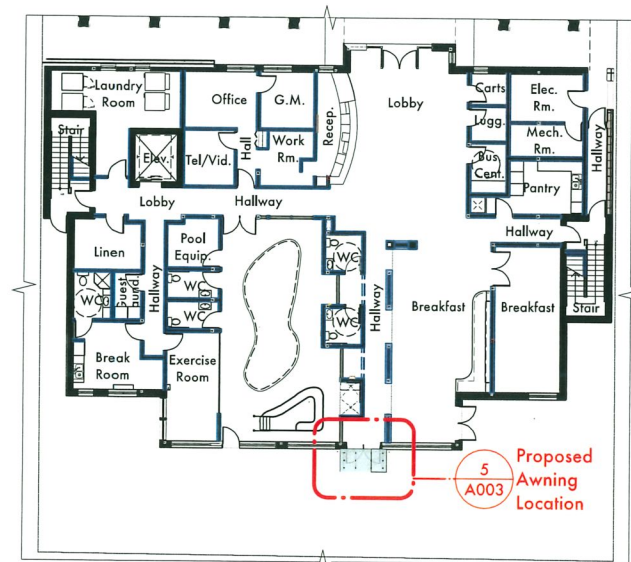
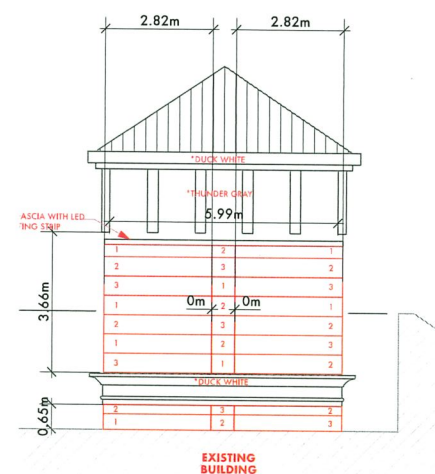
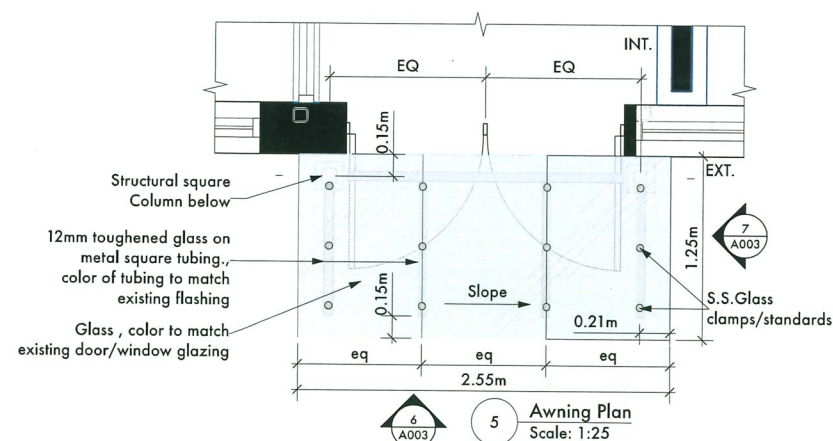
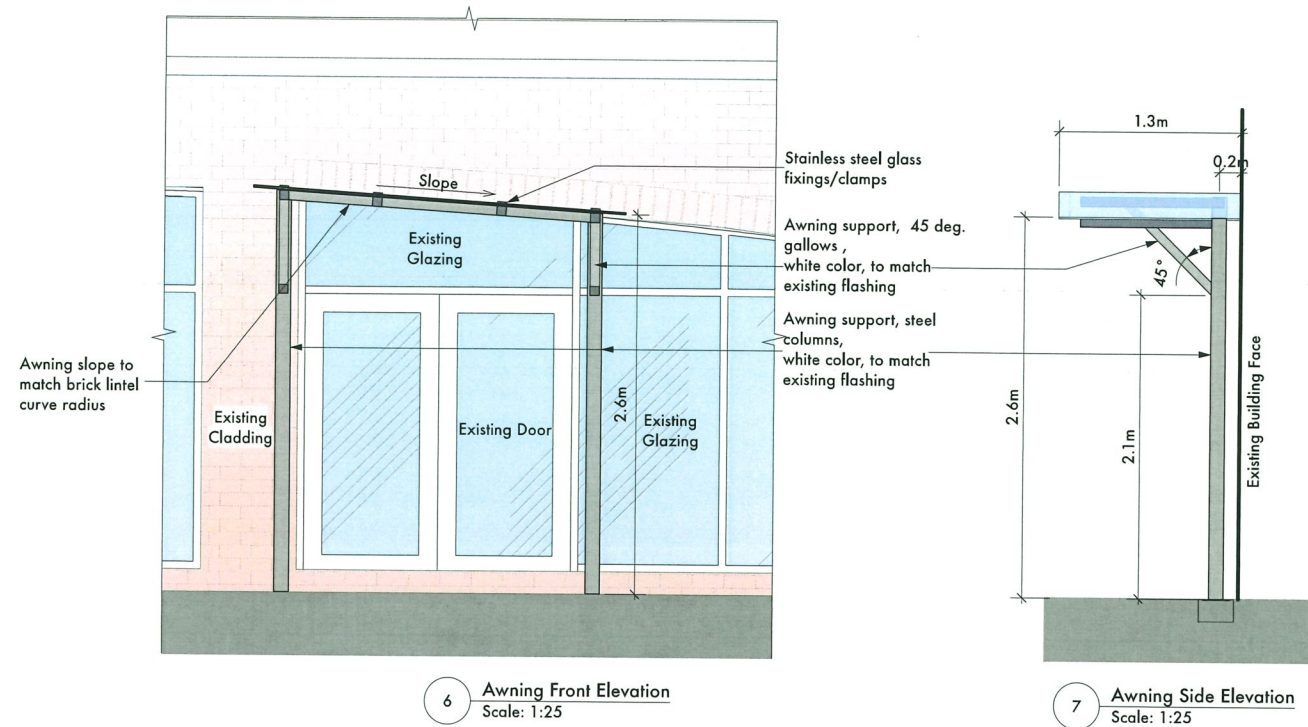
ISSUE :

- 14Aug'24 Issued for Planning Review
- 21Aug'24 Issued for DP
- 13Feb'25 Issued for DPR1
- 19Mar'25 Issued for DPR2

SHEET NAME:  
**North & Side  
Elevations**

SHEET NUMBER:  
**A-002**





**Materials Legend :**



PROJECT:  
**EXTERIOR FINISHES UPGRADE**



LQUP @ La Quinta Vancouver Airport  
8640 Alexandra Rd, Richmond,  
BC V6X 1C4,

ARCHITECTURAL  
CLADDING PANEL:

RSC DESIGNED BY:



## S'thetics

For All Premises  
S'thetics Building Systems Inc.

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ISSUE :

- 14Aug'24 Issued for Planning Review
- 21Aug'24 Issued for DP
- 13Feb'25 Issued for DPR1
- 19Mar'25 Issued for DPR2

SHEET NAME:  
**South & Side  
Elevations**

SHEET NUMBER:

**A-003**

DP 24-043129  
May 7, 2025

Plan # 3<sup>N</sup>





**Materials Legend :**

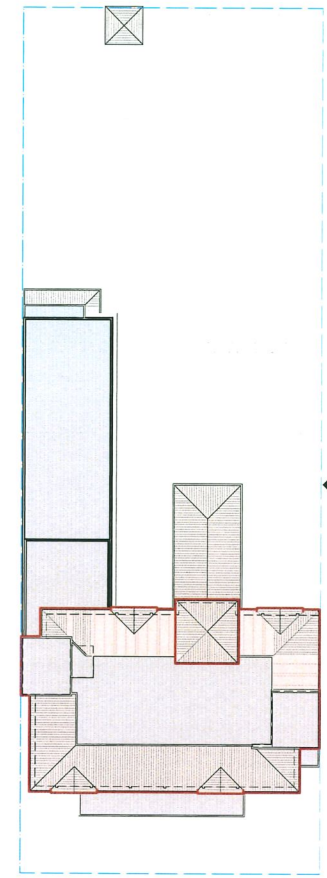
Large Format Porcelain Panels Size 118" x 20"

1 2 3

\*THUNDER GREY - PAINT COLOUR

\*MEGA GREIGE - PAINT COLOUR

\*DUCK WHITE - PAINT COLOUR



2 Key Plan  
Scale: 1:384

PROJECT:  
**EXTERIOR FINISHES UPGRADE**

LQUP @ La Quinta Vancouver Airport  
8640 Alexandra Rd, Richmond,  
BC V6X 1C4,

ARCHITECTURAL  
CLADDING PANEL:

Making Dream Surfaces Attainable

RSC DESIGNED BY:

For All Premises  
S'thetics Building Systems Inc.  
#2 6201 Highway 7  
Woodbridge ON  
L4H 0K7 CA

Studio Senbel, a+d inc.  
#125-1085 East Kent Ave. N.  
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t: 604.605.6995  
sws@studiosenbel.com

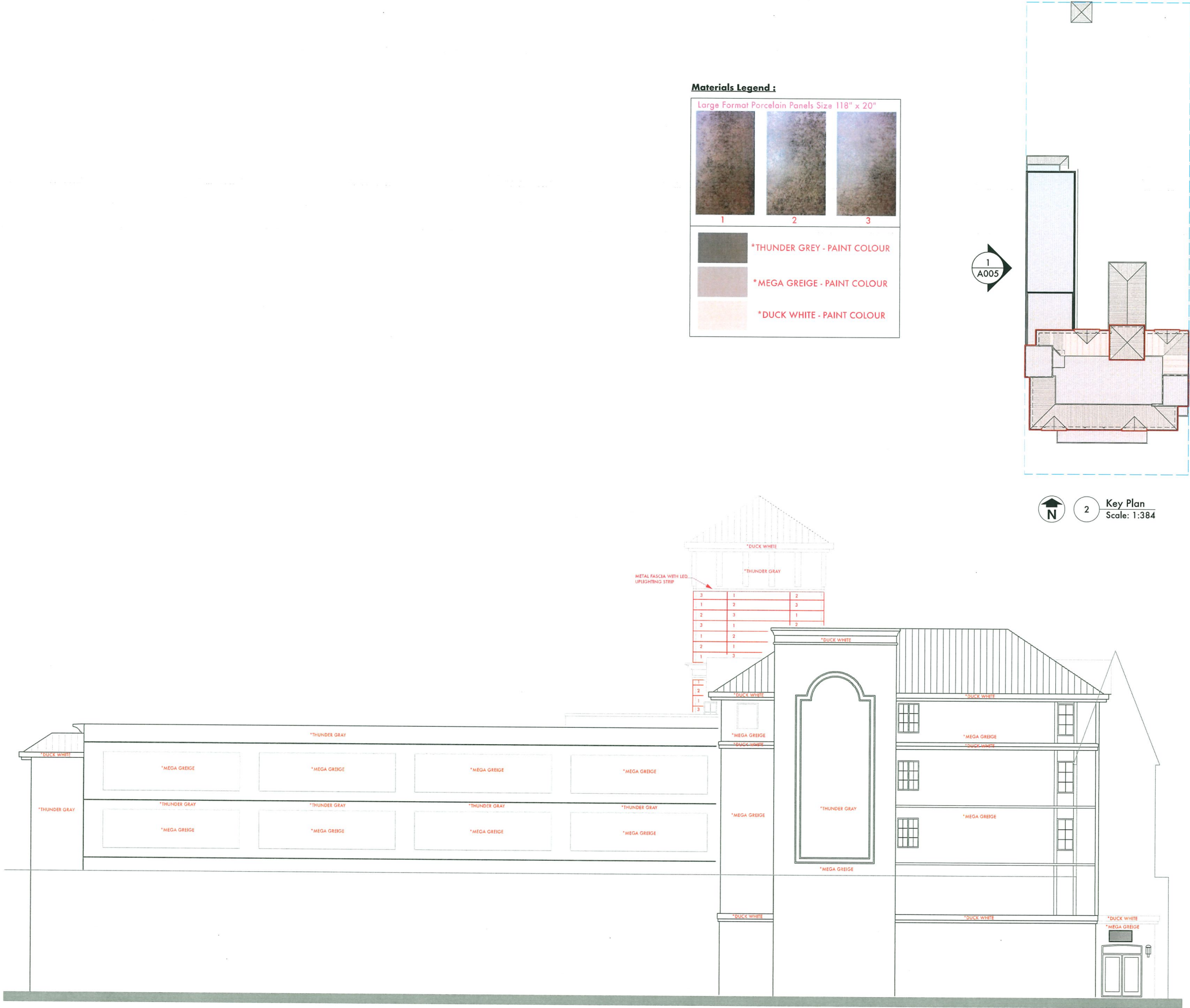
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- ISSUE :
- 14Aug'24 Issued for Planning Review
  - 21Aug'24 Issued for DP
  - 13Feb'25 Issued for DPR1
  - 19Mar'25 Issued for DPR2

SHEET NAME:  
**East  
Elevation**

SHEET NUMBER:  
**A-004**

1 East Elevation  
Scale: 1:96



PROJECT:

**EXTERIOR FINISHES UPGRADE**

  
LA QUINTA  
INNS & SUITES

LQUP @ La Quinta Vancouver Airport  
8640 Alexandra Rd, Richmond,  
BC V6X 1C4,

ARCHITECTURAL  
CLADDING PANEL:

  
MSI

Making Dream Surfaces Attainable

RSC DESIGNED BY:

  
**S'thetics**

For All Premises  
S'thetics Building Systems Inc.

#2 6201 Highway 7  
Woodbridge ON  
L4H 0K7 CA

  
studio  
senbel  
architecture  
+design

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ISSUE :

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- 13Feb'25 Issued for DPR1
- 19Mar'25 Issued for DPR2

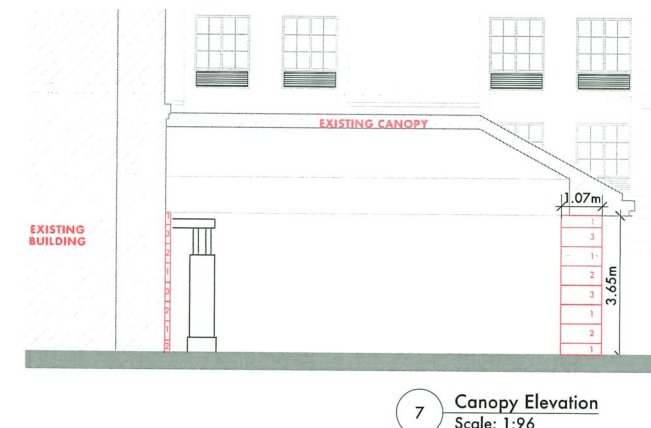
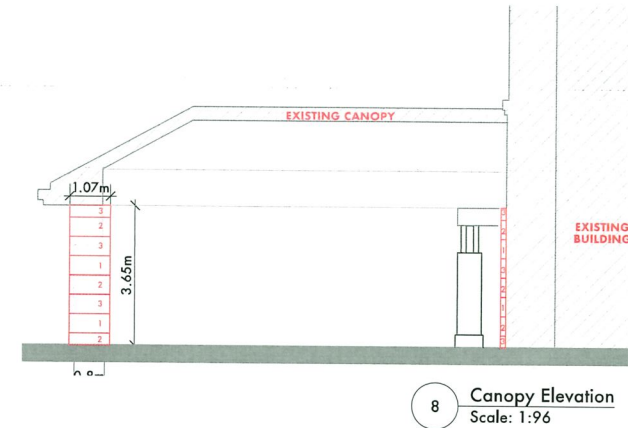
SHEET NAME:

**West  
Elevation**

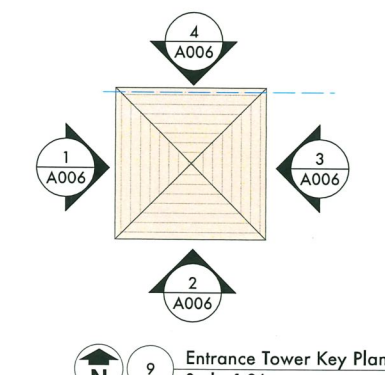
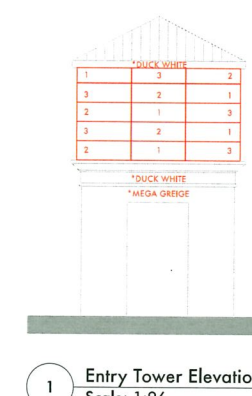
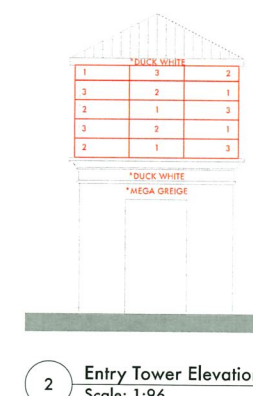
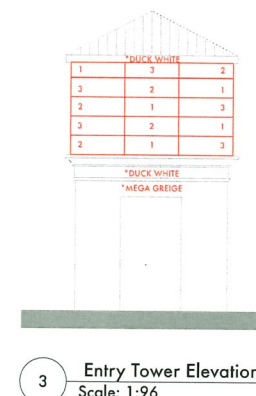
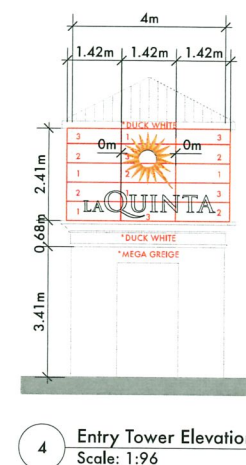
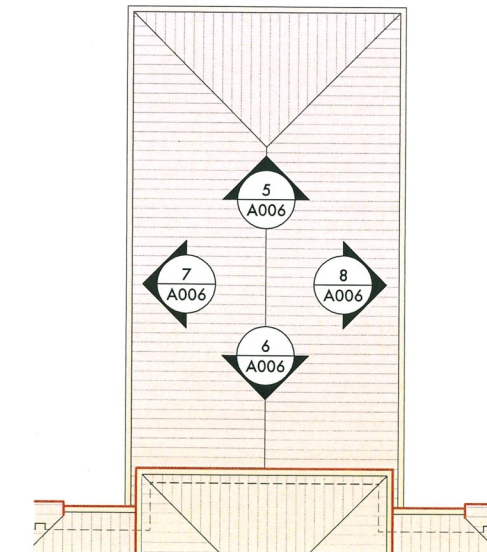
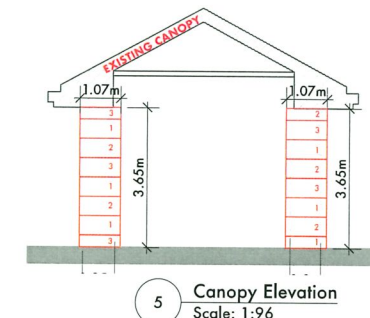
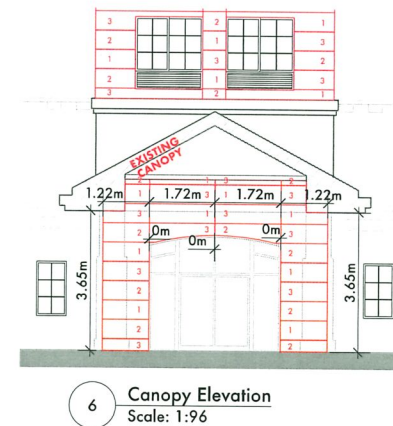
SHEET NUMBER:

**A-005**





#### Materials Legend :



PROJECT:  
EXTERIOR FINISHES UPGRADE



LQUP @ La Quinta Vancouver Airport  
8640 Alexandra Rd, Richmond,  
BC V6X 1C4,

ARCHITECTURAL  
CLADDING PANEL:



RSC DESIGNED BY:



**S'thetics**  
For All Premises

S'thetics Building Systems Inc.

#2 6201 Highway 7  
Woodbridge ON  
L4H 0K7 CA



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ISSUE :

- 14Aug'24 Issued for Planning Review
- 21Aug'24 Issued for DP
- 13Feb'25 Issued for DPR1
- 19Mar'25 Issued for DPR2

SHEET NAME:

**Entrance  
Tower & Canopy  
Elevations**

SHEET NUMBER:

**A-006**

DP 24-043129

May 7, 2025 Plan # 6