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**To:** Richmond City Council  
**From:** Joe Erceg, MCIP  
Chair, Development Permit Panel  
**Date:** February 3, 2010  
**File:** 0100-20-DPER1  
**Re:** **Development Permit Panel Meeting Held on January 27, 2010**

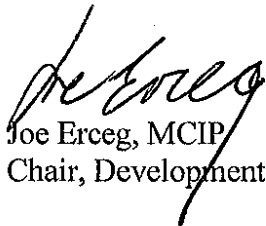
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**Panel Recommendation**

That the recommendations of the Panel to authorize the issuance of:

- i) a Development Permit (DP 07-399354) for the property at 8600 Park Road (Formerly 6760, 6780, and 6800 Eckersley Road, 8500, 8520, and 8540 Park Road, 6751, 6760, 6771, 6780, 6791, 6800, and 6831 Park Place, and the Park Place Road Right-of-Way); and
- ii) a Development Permit (DP 09-500638) for the property at 9888 Keefer Avenue;

be endorsed, and the Permits so issued.



Joe Erceg, MCIP  
Chair, Development Permit Panel

SB:blg

## Panel Report

The Development Permit Panel considered the following items at its meeting held on January 27, 2010.

DP 07-399354 – LEDINGHAM MCALLISTER COMMUNITIES LTD. – 8600 PARK ROAD (FORMERLY 6760, 6780, AND 6800 ECKERSLEY ROAD, 8500, 8520, AND 8540 PARK ROAD, 6751, 6760, 6771, 6780, 6791, 6800, AND 6831 PARK PLACE, AND THE PARK PLACE ROAD RIGHT-OF-WAY)  
(January 27, 2010)

The Panel considered an application to permit the construction of 296 units in three (3) four-storey apartment buildings over a one-storey parking structure on a site zoned “Low Rise Apartment (ZLR23)”. Variances are included in the proposal to reduce road setbacks for common entries and balconies, and to allow a loading space to encroach into the Park Road right-of-way (ROW), provided that it does not obstruct the public sidewalk.

Cameron Thorn, representing Ledingham McAllister Communities Ltd., Architect, Rob Ciccuzzi, and Landscape Architect, Senga Lindsay, provided brief descriptions of the project, including:

- Design refinement since the development went to the July, 2009 Public Hearing, and presentation to the Advisory Design Panel.
- Provision of over \$6 million dollars in amenities, 21 Affordable Housing units on-site.
- Features equivalent to Leadership in Education and Energy Design (LEED) certification.
- A transit pass implementation strategy that includes all 296 units being offered a 70% subsidy toward the purchase of a one-year, 2-zone transit pass.
- Contribution toward a bike lane along portions of Granville Avenue and Garden City Avenue.
- A green roof on the parkade and light coloured roof on the building’s flat roof portions.
- Duct work to facilitate connection to a future City precinct energy system.
- Measures for aging in place in all units, including (i) a bathroom with wall blocking for future grab bar installation, (ii) lever type faucet handles, (iii) low window sill height, and (iv) and entry intercom system.
- Building design includes material accents of shingles and brick; articulation with bays and balconies, varying set backs, communal entrances at the street edge, generous courtyard stairs, and terracing planters.
- The landscape design influence is European, specifically Parisian promenades and parkettes, with an abundance of plant material to provide a rich texture.
- The courtyard includes an internal promenade from the grand staircase on Eckersley Road to three (3) distinct outdoor amenity areas, a grassed childrens’ play area, and a fountain plaza.
- Streetscape edges are softened with generous planting beds and lawn areas.

In response to queries from the Chair, Ms. Lindsay advised that:

- There a one-storey grade difference between the street and the central courtyard.
- The existing two-storey multi family units to the east and BC Hydro Substation to the south are screened by an existing mature hedge, which would be maintained and enhanced.

Staff supports the Development Permit application and the variances. Staff stated that, at the July, 2009 Public Hearing, neighbours had expressed concerns about the noise generated from the electrical substation. Since that time, BC Transmission Corp. has advised the City that their strategic plan includes decommissioning the BC Hydro Substation by 2013.

Staff noted that the issue of adjacency arose at the Public Hearing and has been addressed in the following manner:

- the project has been shifted away from its east property line so that the parkade is setback a minimum of 3 metres;
- The east building setback exceeds the minimum 6 metres with 9.6 metres to the balconies and 12 metres to the building face;
- The south building setback exceeds the minimum 6 metres with 6.2 metres to the stair tower and 8.4 metres to the main building face.

Staff further advised that the plans before the Panel show that the parking structure is setback 3 metres from the property line, as per the subject zoning bylaw.

To ensure that plant material survives, the applicant will closely monitor the trees and shrubs to be planted along the parking structure at the property line.

In response to a concern expressed at the Public Hearing regarding traffic congestion, staff advised that the development included upgrading Park Road and funds for an eventual future extension of Park Road to the west, through to the next block. Staff reiterated that the applicant is also encouraging the use of public transit with the transit pass implementation strategy.

With regard to the variances, staff stated that (i) they are requested for design purposes; (ii) not all unenclosed balconies require a variance; and (iii) the request to permit one (1) loading space along the Park Road frontage is to allow one (1) garbage and recycling loading bay to encroach into the Park Road allowance.

In response to the Chair's query regarding the provision of adaptable units, Mr. Jackson responded that the applicant had opted to include aging in place features in all of the units, instead of selecting a number of units as adaptable units.

In response to a query regarding the permeability of the outdoor common amenity space, Ms. Lindsay advised that storm water would be collected on the parkade green roof and be redirected into the City's storm sewer.

In response to a Panel query regarding amenity provision and phasing, Mr. Thorn replied that they were included in the second phase, and that applicant hoped for a good market climate so that the construction would be continuous and not undertaken in separate phases.

Mr. Mark Harper, of 12222 Ewen Avenue, sought information regarding the value and cost of the project. In response, Mr. Thorn advised that the development was a multi-million dollar project.

Public correspondence was received regarding the application from Mike and Jian Bristol, of 8537 Citation Drive. Staff advised that the correspondents' concerns were: (i) sand blowing onto their property during the construction phase, and (ii) vehicle fumes being vented in the direction of their home through openings in the parking structure wall.

In response to the concerns, staff noted that the applicant must provide a construction plan to the City at the Building Permit stage, and indicate how they intend to proceed with pre-loading, and the possibility of blowing dry sand during the pre-load phase. Secondly, staff advised that the openings on the east side of the parking structure are intake openings, and that air is exhausted from a different location on the subject site, more than 50 ft. away from the residential units on Citation Drive.

The Panel recommends that the Permit be issued.

DP 09-500638 – INSPIRE GROUP DEVELOPMENT CORP. – 9888 KEEFER AVENUE  
(January 27, 2010)

The Panel considered an application to permit the construction of 12 townhouse units at 9888 Keefer Avenue on a site zoned "Low Density Townhouses District (RTL3)". Variances are included in the proposal to: reduce and allow porch projections into the Keefer Avenue setback, and for tandem parking.

Architect, Taizo Yamamoto, and Landscape Architect, Masa Ito, provided brief descriptions of the project including:

- The Development Permit was issued in June, 2007 and had expired.
- The outdoor amenity area is located in a central location with the retention of three (3) large trees, and their mature root systems. A fourth tree was being relocated on-site.
- The garbage and mail structure was relocated from Keefer Avenue to the amenity area.
- Building materials were upgraded to include horizontal Hardi-plank siding, Hardi-board and batten, wood trim, and the garage doors feature transom windows and wood shake appearance asphalt shingle roofing. No vinyl siding would be used. Cultured stone was added to the base of the buildings and to fence columns with metal fencing.
- The landscape design remains the same with a variety of shrubs, ground covers, vines, perennials, annuals, ferns, ornamental grasses and lawn planting.

Staff supports the Development Permit application and the variances. Staff stated that the variances had not changed from the approved Development Permit. Staff further stated that: (i) the differences in the architectural form and character between the two-storey and the three storey townhouse units provided pleasing and variable facades to the street frontage; (ii) the replacement retention strategy for four (4) on-site trees was beneficial; and had resulted in (iii) the variance for a maximum of 1.5 m to permit porch projections, which was reasonable.

In response to a Panel query regarding playground equipment, Mr. Ito stated that the grassed portion of the outdoor amenity area featured passive play equipment, and that active play equipment was a feature of the nearby neighbourhood park in the McLennan South neighbourhood. He added that the retention of the three (3) trees in the amenity area precluded the addition of active playground equipment due to the tree's mature root system.

There was no public correspondence regarding the application.

The Panel recommends that the Permit be issued.