

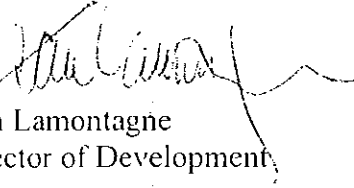


To: Planning Committee
 From: Jean Lamontagne
 Director of Development
 Re: Application by Matthew Cheng Architect for Rezoning at 9071 & 9091 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2 - 0.6)

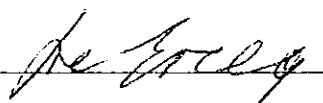
To Planning - Apr 17, 2007
 Date: March 30, 2007
 RZ 05-308086
 File: 12-8060-20-8233 /7777

Staff Recommendation

1. That Bylaw No. 7777, for the rezoning of 9071 Williams Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Coach House District (R9)", be abandoned.
2. That Bylaw No. 8233, for the rezoning of 9071 & 9091 Williams Road from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2 - 0.6)", be introduced and given first reading.


 Jean Lamontagne
 Director of Development

JL:ke
Att.

FOR ORIGINATING DEPARTMENT USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Matthew Cheng Architect has applied to the City of Richmond for permission to rezone 9071 and 9091 Williams Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2 – 0.6) in order to permit development of a 9-unit townhouse project.

A previous application (RZ 04-272320; 9071 Williams Road) had been submitted for the purpose of allowing a single-family subdivision in conjunction with a future lane, but was referred by Council due to the Arterial Road Redevelopment and Lane Establishment Policy Review initiated by Council in August 2004. This application has been replaced by the proposal to rezone the properties to allow for townhouses. Staff recommend that rezoning Bylaw No. 7777, which was associated with the previous application for 9071 Williams Road, be abandoned.

Project Description

The layout of the townhouse units is oriented around one driveway providing access to the site from Williams Road and an east-west drive aisle providing access to the unit garages. The amenity area is situated in a central open courtyard at the rear of the site. Buildings consist of a 5 unit building with 2 ½ storey massing fronting Williams Road. Duplex building typologies (each containing 2 units) are situated at the rear of the site with 2 storey massing.

Setbacks are maintained at 6m (19.68 ft.) for a majority of the Williams Road fronting units (except for the westerly two units) and 3m (9.84 ft.) along the side yards. The rear yard setback is maintained at 4.5m (refer to **Attachment 2** for a copy of preliminary site plan and building elevations).

Findings of Fact

A Development Application Data Sheet (**Attachment 3**) providing details about the development proposal is attached.

Surrounding Development

To the North: Existing single-family dwellings zoned R1/E.

To the East: Existing single-family dwellings zoned R1/E.

To the South: Existing single-family dwellings zoned R1/E. South Arm Park also fronts onto the opposite side of Williams Road

To the West: Existing single-family dwellings zoned R1/E.

Related Policies & Studies

Arterial Road Redevelopment Policy

The sites are located on a portion of Williams Road (local arterial) where residential development is guided by the relevant portions the Arterial Road Redevelopment Policy. This Policy identifies that multi-family residential development will only be considered on a local arterial where the site is in close proximity to a Neighbourhood Service Centre and/or a City

Community Centre. The application also involves two lots to be consolidated into one development parcel with a total width of 40.24 m (132 ft.), which meets the minimum 40 m (131 ft.) width required along a local arterial designated road to be considered for multi-family development. The north side of Williams Road between No. 3 Road and Ash Street meets these criteria and can be considered for multi-family townhouse applications. The application for townhouses at 9091 and 9071 Williams Road is being brought forward on these merits.

Richmond 2006-2031 Flood Protection Management Strategy

In accordance with the Richmond 2006-2031 Flood Protection Management Strategy, the registration of a Flood Indemnity Covenant with a minimum Building Elevation Requirement of 0.9 m geodetic is required as a condition of final adoption of the rezoning application.

Interim Affordable Housing Strategy

The applicant has voluntarily agreed to contribute cash-in-lieu in place of the provision of affordable housing on the subject site. Based on the guidelines of the Interim Affordable Housing Strategy, a fee of \$6,996 (\$0.60 per sq.ft. buildable area) is being contributed.

Consultation

From August 2004 to June 2006, staff undertook a review of the Arterial Road Redevelopment and Lane Establishment Policies. As part of the process, a number of “hotspot” areas were identified by staff and supported by Council to undertake more intensive consultation. Williams Road between No. 3 and No. 4 Road was designated a hotspot area. An open house was conducted for this portion of Williams Road, which presented a number of residential redevelopment options for the public to comment on. These options ranged from status quo (existing single-family lots), single-family subdivision in conjunction with a rear lane and multi-family on consolidated properties.

Single-family subdivision in conjunction with a new rear lane was difficult for a majority of Williams Road due to the newer houses, differences in lot depth and orientation of lots, which would be prohibitive to the actual long-term objective of securing a functioning lane. As a result, multi-family on consolidated lots was recommended by staff as the preferred land use option for a majority of Williams Road on the basis that multi-family projects could provide a sensitive adjacency to existing single-family residences. The revised Arterial Road Redevelopment Policy, contained in the OCP, identifies the north side of Williams Road between No. 3 Road and Ash Street as suitable for multi-family development. Criteria and guidelines were also adopted into the Official Community Plan (OCP) to ensure that adjacencies to existing residential dwellings were adequate (i.e., minimum setbacks; maximum building height).

Public Input

One letter from a nearby neighbour has been received in relation to the proposed townhouse project on the subject sites (A copy of the letter is contained in **Attachment 4**). The following is a summary of the comments made in the letter regarding redevelopment along this portion of Williams Road:

- The neighbours consider single-family subdivision in conjunction with lane development reasonable.

- Concerns about multi-family development for the subject site and other portions of Williams Road due to issues related to loss of privacy, significant increase in residential density and potential decrease in property values.

In order to mitigate impacts of the townhouse project on surrounding single-family houses, building massing along the rear property line is maintained at a maximum of 2 storeys with a rear yard setback of 4.5 m (15 ft.). Proposed massing and building setback comply with guidelines for multi-family development along an arterial road contained in the OCP. The neighbourhood resident also indicated a preference for a single-family land use in conjunction with a lane. Implementation of a lane along this portion of Williams is difficult due to varying rear lot lines and subdivision pattern. For this reason and based on the consultation undertaken during the review of the Arterial Road Redevelopment and Lane Establishment Policies, multi-family on consolidated sites was identified as the preferred option.

Staff Comments

No significant concerns have been identified through the technical review.

Servicing Capacity Analysis

The servicing capacity analysis to examine storm and sanitary systems has been completed and submitted to the City's Engineering Planning Department for review. Engineering Planning has confirmed that no upgrades are required to any City services based on the review of the analysis prepared by the developers consulting engineer.

Transportation

- As a measure to control vehicle access onto Williams Road, the access proposed for the subject site is to be shared by surrounding properties that may potentially consolidate and develop into multi-family sites in the future. As such, provisions for a shared vehicle access through the registration of a cross access easement over the subject sites is being requested as a condition of rezoning.
- The cross access easement will enable access to and from the subject site to the neighbouring properties to the east and west that may potentially consolidate and develop (9940 Garden City Road and 9031/9035 & 9051 Williams Road to the west along with 9111 Williams Road and any further land assembly to the east).
- A 2m (6.56 ft.) wide strip of land (measuring 15.74m (51.64 ft.) in length from the subject sites west property line) across a portion of the site's Williams Road frontage is being dedicated in order to enable the possibility of implementing future intersection improvements at Garden City Road and Williams Road.

Analysis

Density and Form

The project's overall density and form are similar to townhouse projects on smaller assembled lots along the city's arterial roads. Townhouse District (R2 – 0.6) is proposed which has a maximum density of 0.6 F.A.R. This buildable area for the project results in massing and setbacks that is able to address adjacency to single-family residential dwellings. A conceptual development plan has been prepared to exhibit how surrounding neighbouring lots may consolidate and develop (copy contained in file RZ 05-308086) for reference purposes.

Transportation and Vehicle Access

One driveway is proposed along the east edge of the site and is located to avoid potential conflicts arising from the close proximity to Garden City Road/Williams Road intersection. The long-term objective is for the driveway access established on Williams Road to be utilized by adjacent properties if they ultimately apply to redevelop. A cross access easement will be secured as a condition of rezoning to facilitate this.

Tree Replacement

The subject properties have been in the development application process since 2004 due to the review of the City's Arterial Road Redevelopment Policy and subsequent revised application for townhouses as a result of the review. Due to problems related to trespassing and vandalism, the applicant demolished all dwellings and structures in July 2005. Demolition occurred prior to the establishment of the City's Interim Tree Protection Bylaw.

Based on an examination of aerial photographs (taken in May, 2005), there appears to be some hedging and trees that were removed during demolition. However, size and type of trees removed cannot be determined. Staff recommend that the planting scheme be examined through the Development Permit application submission to determine an appropriate planting scheme. In general, the potential for replanting on the subject site appears to result in the implementation of more landscaping on the subject site than what was present prior to demolition and site clearing. Staff consider this reasonable, given the circumstances surrounding the demolition in 2005, which was prior to the establishment of the City's initial Interim Tree Protection Bylaw.

Amenity Space

Outdoor amenity space will be provided on-site and is adequately sized based on OCP guidelines. Detailed design of the outdoor amenity will occur through the review of the Development Permit. No indoor amenity is provided, but cash-in-lieu will be secured as a condition of rezoning adoption.

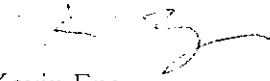
Preliminary Development Permit Comments

The following comments are to be addressed through the forthcoming development permit application:

- Articulation of building elevations through architectural refinement and cladding treatments.
- Implementation of appropriate number of replacement trees.
- Overall site landscaping, which is to include "hard" landscape treatments (i.e., permeable pavers, stamped concrete, walkways, benches and play structures).
- Conditions of adjacency to surrounding land uses (i.e., single-family dwellings).
- Review of requested variances (based on current drawings submitted at rezoning):
 - Reduce front yard setback from 6m (19.68 ft.) to 4.76m (15.62 ft.) for the west portion of the building due to the required 2m (6.56 ft.) dedication along Williams Road.
 - Increase the lot coverage from 40% to 43% - Requested as a result of predominant 2 storey massing over the site with limited half storey elements for the dwellings along Williams Road.

Conclusion

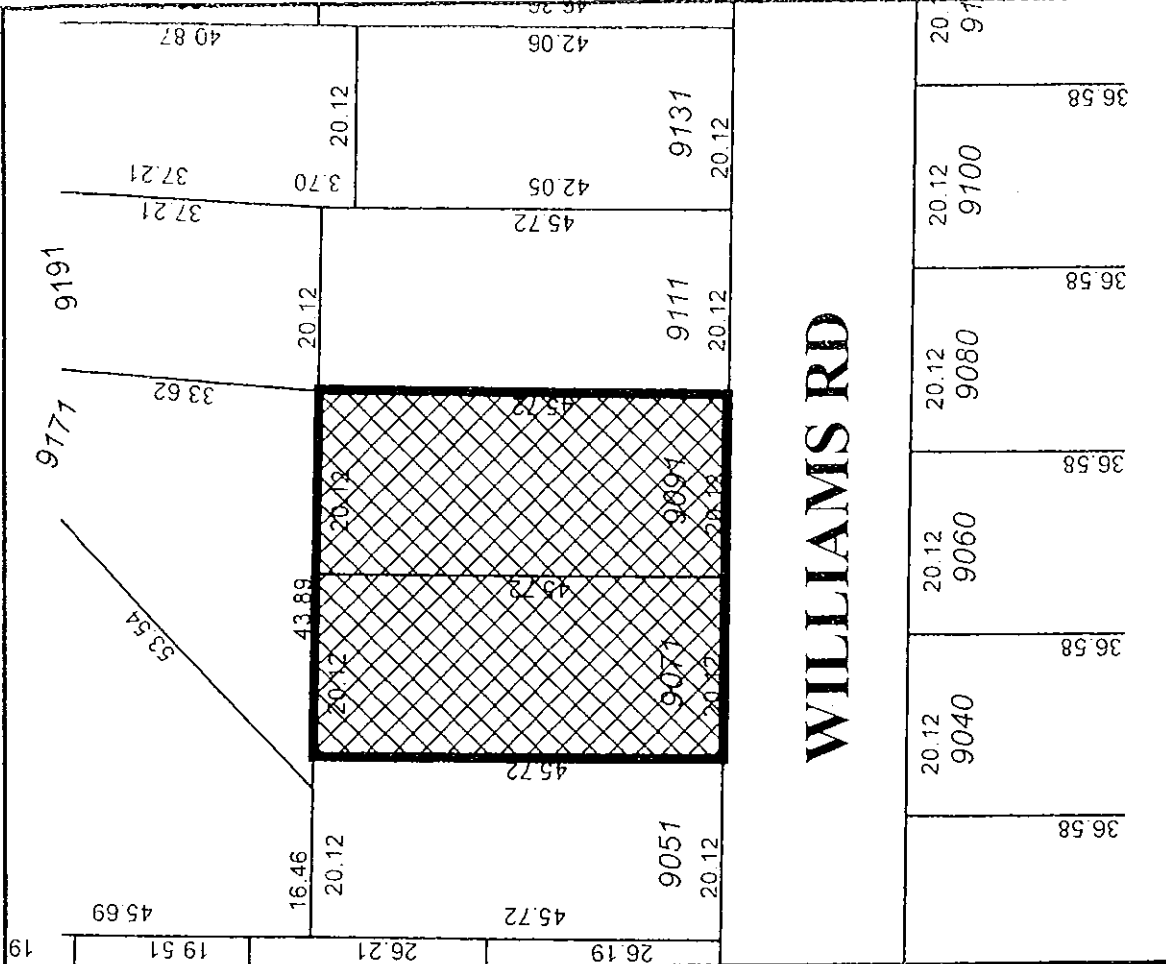
The application to rezone 9091 & 9071 Williams Road to Townhouse District (R2 – 0.6) complies with all applicable land use policies contained in the OCP regarding development along arterial roads. Staff recommend support of the rezoning and multi-family land use proposed.



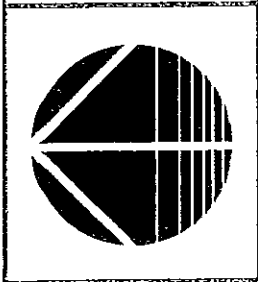
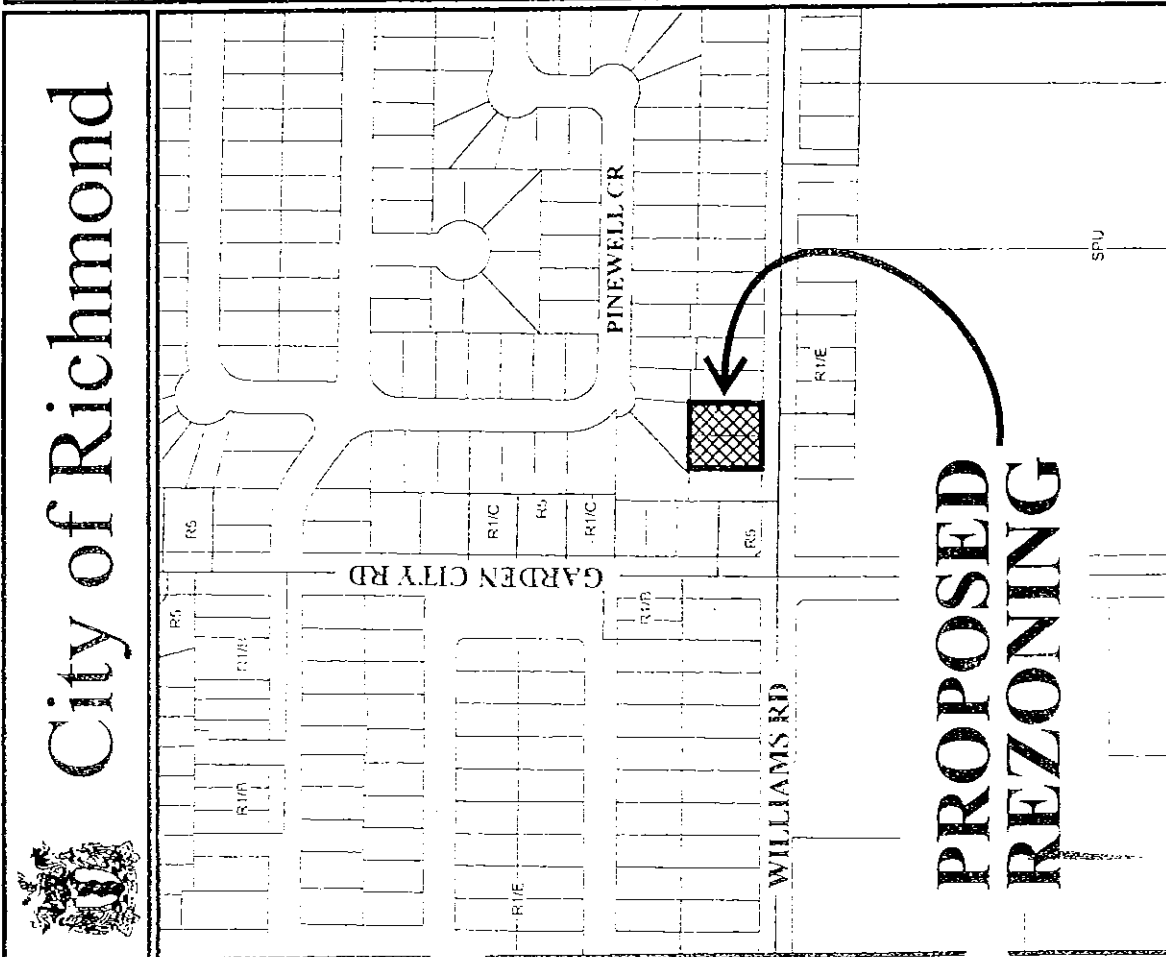
Kevin Eng
Planner 1

KE:cas

- Attachment 1: Location Map
- Attachment 2: Conceptual Development Plans
- Attachment 3: Development Application Data Sheet
- Attachment 4: Public Correspondence
- Attachment 5: Rezoning Considerations



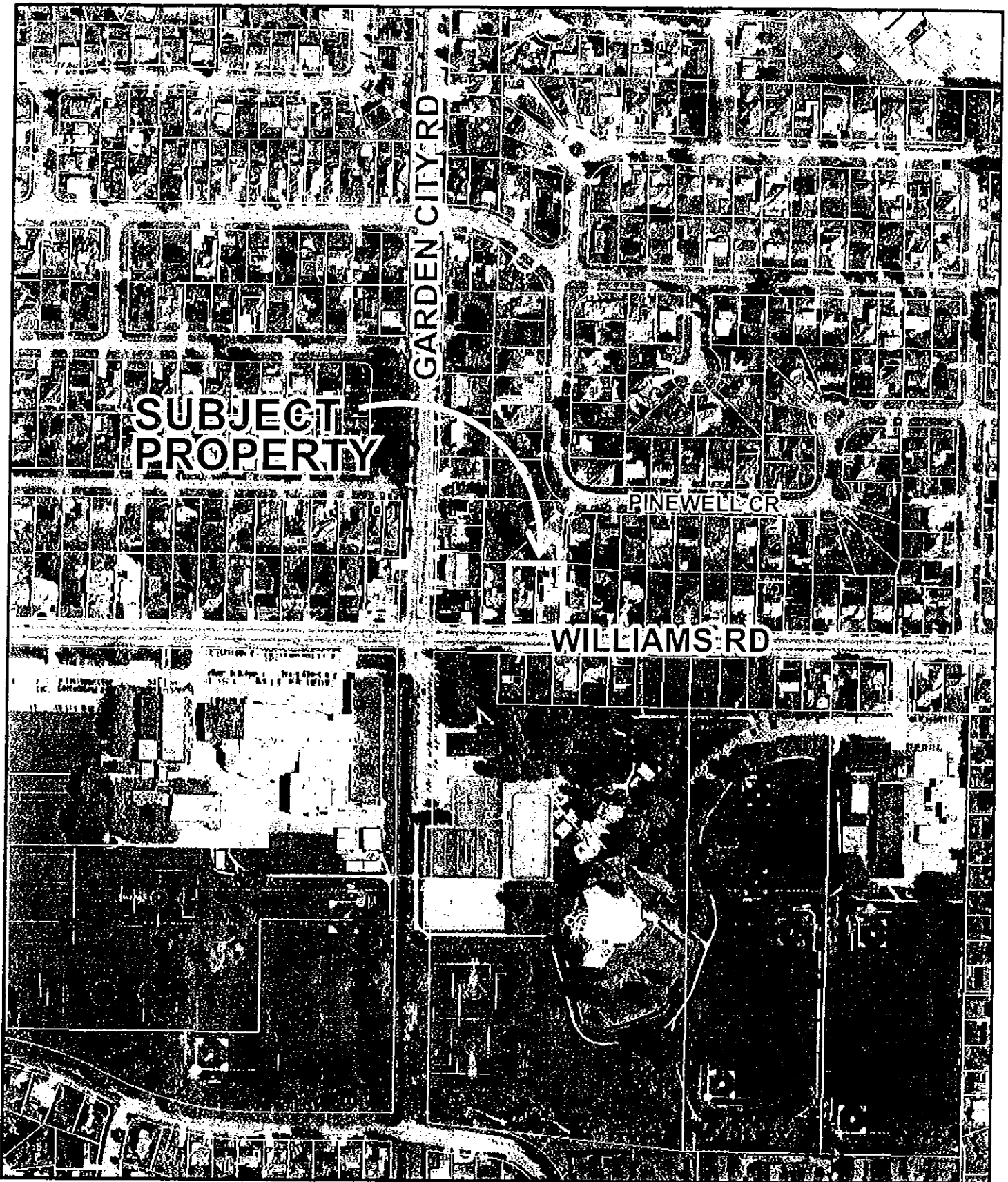
WILLIAMS RD



RZ 05-308086

Original Date: 08/05/05
 Revision Date:
 Note: Dimensions are in METERS

PLANNING
 [Signature]



RZ 05-308086

Original Date: 03/30/07

Amended Date:

Note: Dimensions are in METRES

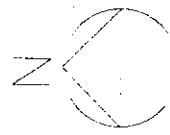
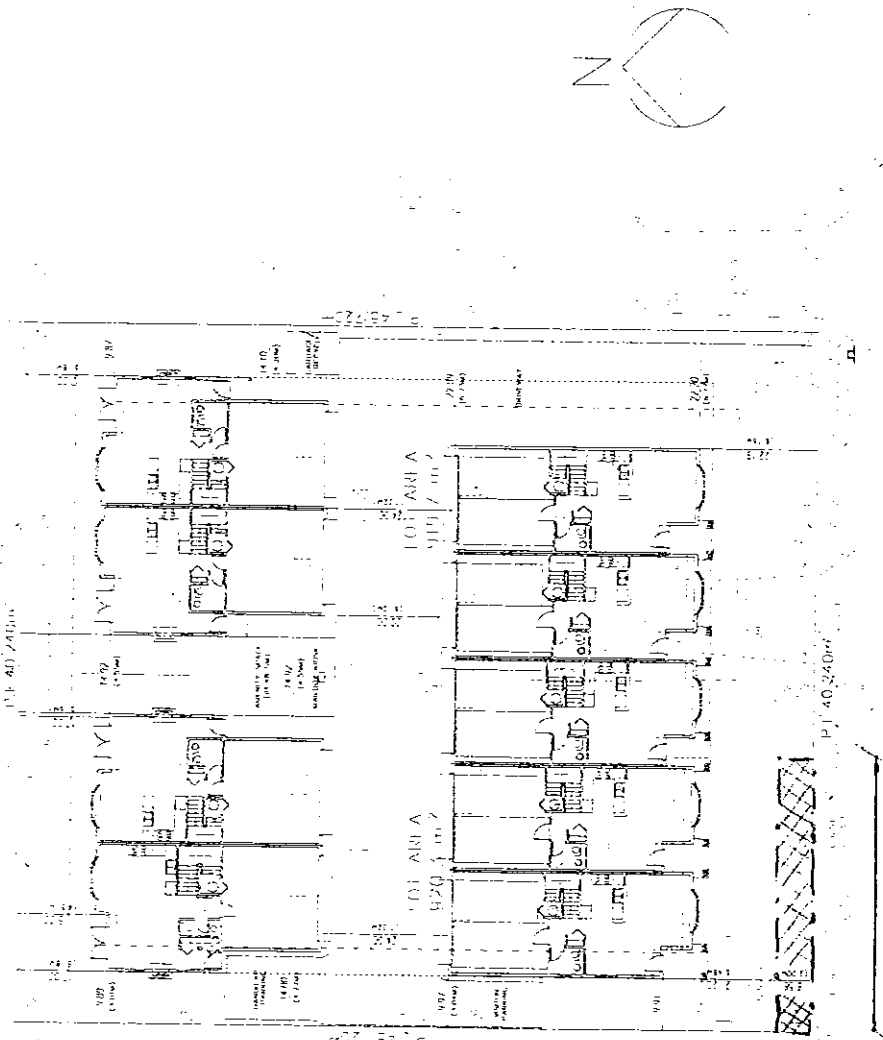


**MATTHEW CHUNG
ARCHITECT INC.**

110 EAST 10TH AVENUE, SUITE 200
DENVER, CO 80202
TEL: 303.733.8888
WWW.MATTHEWCHUNGARCHITECT.COM

PROJECT NO. 1001
DATE: 10/15/2012
SCALE: AS SHOWN
DRAWN BY: J. SMITH
CHECKED BY: M. CHUNG

NO.	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL
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2 M
DEDICATION

15.74 M

SITE PLAN

Project No. 1001
Date: 10/15/2012
Scale: AS SHOWN
Drawn By: J. SMITH
Checked By: M. CHUNG



**MATTHEW CHENG
ARCHITECT P.C.**

11100 W. NORTH AVENUE, SUITE 1000, DENVER, CO 80231
TEL: 303.733.8888 FAX: 303.733.8889
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Project No. 10-001
Date: 08/11/10

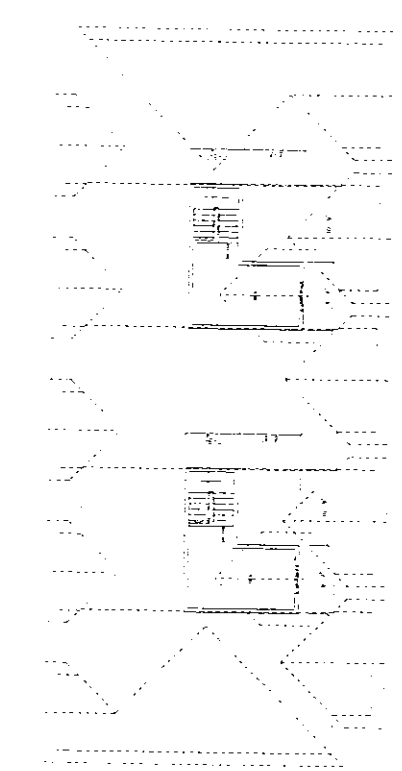
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3911 W. LAUREL
SUNNYVALE, CA

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GROUND FLOOR

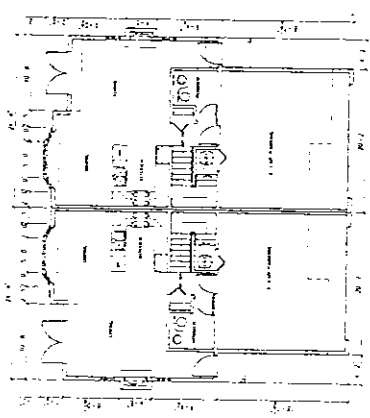
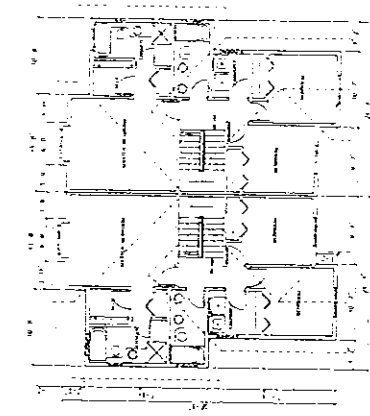
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Project No. 10-001

Revision No. 1
Date: 08/11/10
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Sheet No. 10-001-01

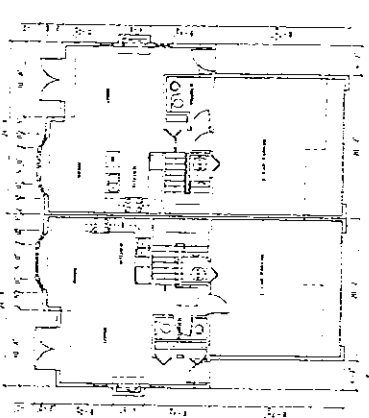
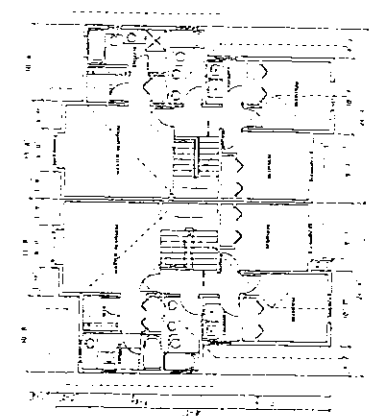
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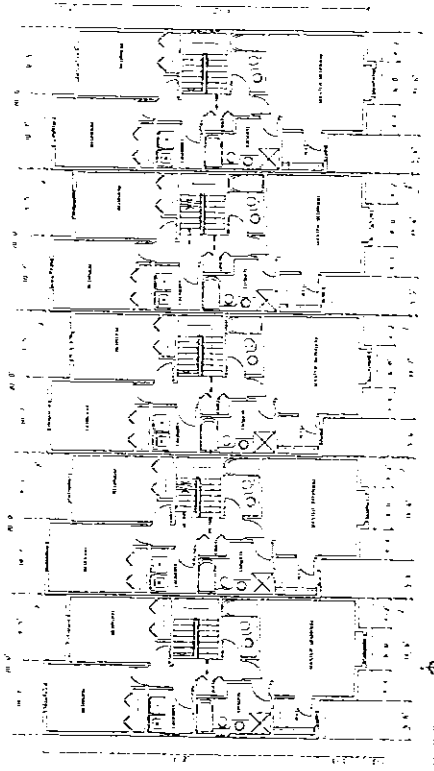
BUILDING A - GROUND FLOOR



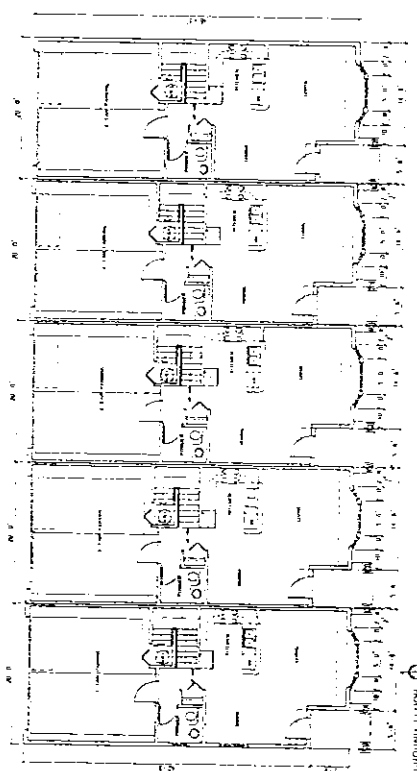
BUILDING B - GROUND FLOOR



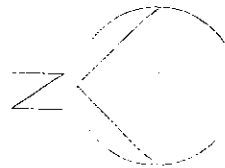
BUILDING C - GROUND FLOOR



BUILDING D - GROUND FLOOR



BUILDING E - GROUND FLOOR





MATTHEW CHENG'S
ARCHITECTURE INC.

1100 WEST 42ND AVENUE, SUITE 200, VANCOUVER, BC V6J 1K2
TEL: (604) 271-1111 FAX: (604) 271-1112
WWW.MATTHEWCHENG.COM

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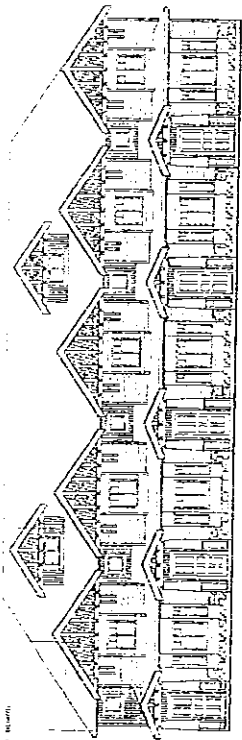
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1/8" = 1'-0"

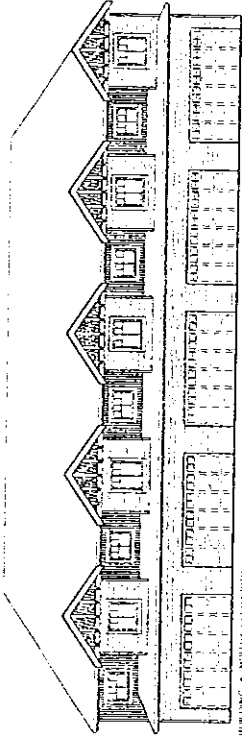
Project No.: 1100 WEST 42ND AVENUE
1100 WEST 42ND AVENUE
VANCOUVER, BC

Client: Mr. & Mrs. J. A. C.
1100 WEST 42ND AVENUE
VANCOUVER, BC

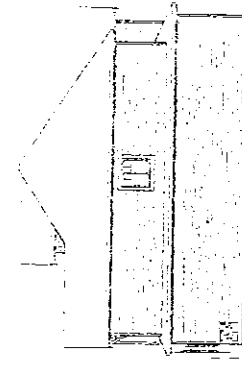
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Checked by: J. Cheng
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Date: 11/11/11
Project Name: 1100 WEST 42ND AVENUE
Revision No.: 01
Date: 11/11/11
Page No.: 1 of 1
Sheet No.: A3



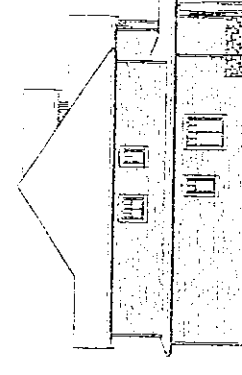
BUILDING A - SOUTH ELEVATION



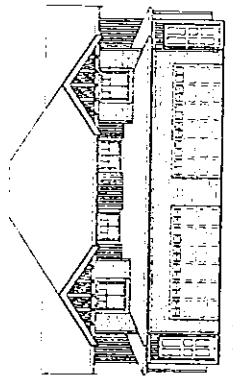
BUILDING A - NORTH ELEVATION



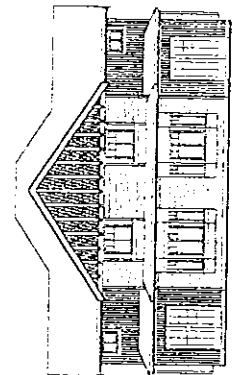
BUILDING A - EAST ELEVATION



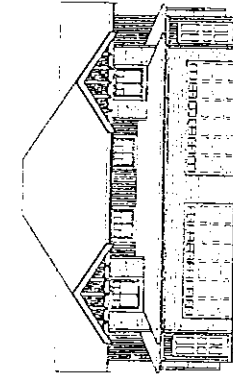
BUILDING A - WEST ELEVATION



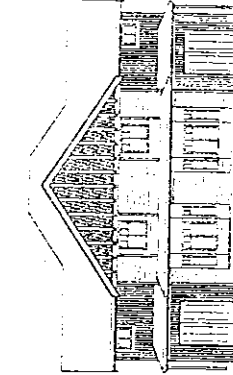
BUILDING B - SOUTH ELEVATION



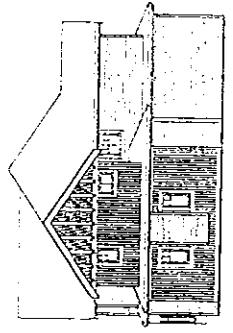
BUILDING B - NORTH ELEVATION



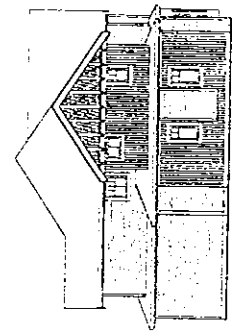
BUILDING C - SOUTH ELEVATION



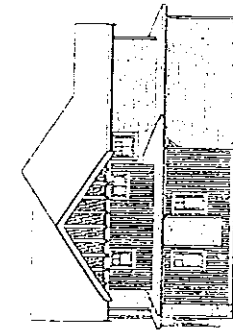
BUILDING C - NORTH ELEVATION



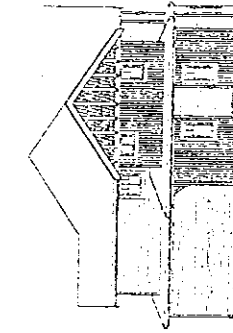
BUILDING D - WEST ELEVATION



BUILDING D - EAST ELEVATION



BUILDING E - WEST ELEVATION



BUILDING E - EAST ELEVATION



City of Richmond

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

**Development Application
 Data Sheet**

RZ 05-308086

Attachment 3

Address: 9071 & 9091 Williams Road

Applicant: Matthew Cheng Architect

	Existing	Proposed
Owner:	0718423 B.C. Ltd.	To be determined
Site Size (m ²):	1840 m ²	1809 m ² (after Williams Road dedication)
Land Uses:	Vacant lots	Townhouses (9 units)
OCP Generalized Land Use Map Designation:	Neighbourhood Residential	No change -- complies
OCP Specific Land Use Map Designation:	Low-Density Residential	No change - complies
Zoning:	R1/E	R2 - 0.6
Number of Units:	Vacant site	9 units

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.6 F.A.R	0.6 F.A.R	none permitted
Lot Coverage -- Building:	Max. 40%	43%	Variance requested
Lot Size (min. dimensions):	40 m minimum width	40.24 m	none
Setback -- Front Yard (m):	Min. 6 m	4.76 m Min.	Variance requested for westerly portion of building along Williams Road
Setback -- Rear Yards (m):	Min. 3 m	Min. 4.57 m	none
Setback -- Side Yards (m):	Min. 3 m	Min. 3 m	
Height (m):	12 m	10 m	none
Off-street Parking Spaces -- Residential	1.5 stalls per unit	2 stalls per unit	none
Off-street Parking Spaces -- Visitor	0.2 stalls per unit	2 stalls	none
Off-street Parking Spaces -- Total:	16	20	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Amenity Space – Indoor:	70 m ² or cash-in-lieu	Cash-in-lieu (\$9,000)	none
Amenity Space – Outdoor:	6 m ² per unit	81 m ²	none

Other: _____

Terry and Leona Friesen
9291 Pinewell Crescent
Richmond, BC V7A 2C5
December 28, 2006

Attn. Kevin Eng
Policy Planning Dept.
City of Richmond
6911 Number 3 Road,
Richmond, BC
V6Y 2C1

Dear Sir;

Re: Rezoning of nearby and adjacent properties on Williams Road.

We would like to communicate our concerns about changes proposed for the use of the above properties.

A few years ago, as part of our long term plan to stay in Richmond after retirement, we downsized to our present medium size home on a relatively standard sized lot. We have one neighbour behind us, living in a similar property which fronts on Williams Road. We are mostly satisfied with the present amount of traffic, activity, privacy, and noise that is part of our neighborhood. Any changes which occur to the development along Williams Road could affect us for many years to come.

We recognize and understand that higher density along Williams is a reasonable part of the evolution of the community. We are fairly confident that the plans to allow the density behind (south of) us to double are reasonable as we have been assured that a lane allowance will help to protect our quiet and privacy. However, this will also mean a doubling of adjacent activity and a possibility that such activity and associated noise and loss of privacy will extend over a longer portion of the day. We hope that this will prove to be a change with which we can live.

So far we have addressed the impact that doubling the adjacent densities will have upon our lives. We expect that many others will share these concerns. Recently, signs along Williams indicate the possibility of even higher densities and the loss of the lane allowance. To these we must object most strenuously. We believe that this would be unfair and unreasonable. As a principle, we would like to see gradual changes in density, rather than abrupt differences between adjacent properties. Putting four to five times as many people on adjacent properties will significantly deteriorate the quality of our lives. People will likely be coming and going over an even longer portion of the day, with an even greater loss of quiet and privacy. Additionally, the buffer of a lane allowance could be lost. We also expect it to harm our property values, making it difficult for us to relocate.

Please let us know what more we can do to protect ourselves and our investment.

Thank you.

Yours truly,

Terry and Leona Friesen

RECEIVED
JAN 02 2007

BY:

Rezoning Considerations

9071 & 9091 Williams Road
RZ 05-308086

Prior to final adoption of Zoning Amendment Bylaw 8233, the developer is required to complete the following:

1. Consolidation of 9091 & 9071 Williams Road into 1 development parcel.
2. 2m dedication along the Williams Road frontage for 9071 Williams Road. The 2m dedication is 15.74m in length measured from the subject sites west property line.
3. Registration of a cross access easement along the subject sites internal drive-aisle and driveway access to Williams Road enabling access to/from the site for neighbouring properties to the east and west and potentially consolidated lots. Cross access shall be granted in favour of 9940 Garden City Road and 9031/9035 & 9051 Williams Road (or any land assembly thereof) along with 9111 Williams Road (or any land assembly thereof) to the east.
4. Contribution of \$9,000 (\$1,000 per dwelling unit) in lieu of indoor amenity space.
5. The City's acceptance of the applicant's offer to provide a voluntary contribution of \$6,996 (\$0.60 per sq.ft. buildable area) towards the City's affordable housing reserve fund.
6. Registration of a Flood Indemnity Covenant (minimum Building Elevation Requirement of 0.9m).
7. Submission and processing of a Development Permit (separate application required) to the satisfaction of the Director of Development.

Please note that the following will be required at future Building Permit.

1. If any light standards, street trees or fire hydrants conflict with the location of the driveway access to Williams Road or any other works and services required by the project, these services must be relocated at the cost of the developer through a City Work Order.
2. Submission of a construction parking and traffic management plan to the Transportation Division including: location for parking services, deliveries, workers, loading, application for request of any lane closures (including dates, time and duration), and proper construction management controls as per Traffic Control Manual for Works on roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

[Signed original on file]

Signed

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8233 (RZ 05-308086)
9091 & 9071 WILLIAMS ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **TOWNHOUSE DISTRICT (R2 - 0.6)**.

P.I.D. 004-273-028

Lot 64 Section 27 Block 4 North Range 6 West New Westminster District Plan 27556

P.I.D. 003-523-292

Lot 2 Except: Firstly: Part Subdivided By Plan 34657 Secondly: Except Part Parcel "A" (Explanatory Plan 33904) Section 27 Block 4 North Range 6 West New Westminster District Plan 11802

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8233**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER