



**CITY OF RICHMOND**  
URBAN DEVELOPMENT DIVISION

**REPORT TO COMMITTEE**

**TO:** Planning Committee  
**FROM:** Joe Erceg  
Manager, Development Applications  
**DATE:** April 3, 2000  
**FILE:** RZ 99-172844  
**RE:** **Application by Suncor Development Corporation for Rezoning at 4771 and 4791 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) and a portion of 9711 Geal Road from Assembly District (ASY) to Comprehensive Development District (CD/114)**

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**STAFF RECOMMENDATION**

That Bylaw No. 7127, for the rezoning of 4771 and 4791 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) and a portion of 9711 Geal Road from Assembly District (ASY) to Comprehensive Development District (CD/114)", be introduced and given first reading.

Joe Erceg  
Manager, Development Applications

JE:jmb  
Att. 3

**FOR ORIGINATING DIVISION USE ONLY**

**CONCURRENCE OF GENERAL MANAGER**

**STAFF REPORT**

**ORIGIN**

Suncor Development Corporation, on behalf of Beth Tikvah Synagogue, the Greater Vancouver Housing Corporation and the City of Richmond, has applied to rezone 4771 and 4791 Williams Road from Single-Family Housing District, Subdivision Area E (R1/E) and a portion of 9711 Geal Road from Assembly District (ASY) to Comprehensive Development District 114 for the purpose of providing assisted housing.

The subject application follows an earlier report to Council where support was provided in principle for the City to purchase the site and then lease the site to the Greater Vancouver Housing Corporation. The project would be financed through the Affordable Housing Statutory Reserve Fund and the 1999 BC Housing funding allocation.

**FINDINGS OF FACT**

The development proposes 26 units to be built on the rear portion of the Beth Tikvah synagogue site on Geal road and on two single family properties which front Williams Road (see Attachment 1). The three-storey townhouses are configured in clusters of three to five units. The proposal also includes one accessible unit which is located at the entrance to the site on the west side.

The following attachments illustrate the proposal:

- Attachment 2 shows the Site Plan;
- Attachment 3 shows a typical floor plan;
- Attachment 4 shows a typical elevation;
- Attachment 5 shows the two elevations that front Williams Road;
- Attachment 6 shows the parking lot of the Beth Tikvah Synagogue which is reconfigured to provide the same number of spaces that currently exist on the site; and
- Attachment 7 shows the landscape plan for the site.

ITEM	EXISTING	PROPOSED
Owner	4791 Williams – Suncor Development Corporation 4771 Williams & 9711 Geal Road – Beth Tikvah Congregation and Centre Association	City of Richmond (with 60 year lease to BC Housing)
Applicant	Suncor Development Corporation	Not applicable
Site Size	4320 m <sup>2</sup> (46,501 ft <sup>2</sup> )	No change
Land Uses	Single Family Housing & Parking Lot for Synagogue	Townhouses
OCP Designation	Community Institutional and Low-Density Residential	No change
Zoning	ASY and R1/E	CD/114

The subject property is located on the north side of Williams Road between Railway and No.1 Roads. St. Joseph the Worker parish is to the west and the Beth Tikvah Synagogue is to the east. Single family homes are located to the north and east.

### Design Panel Comments

The Design Panel viewed the proposed development as part of the Development Permit. They voted to support the design of the project but the applicants were asked to consider a number of comments (see Attachment 8 for complete list of comments). While some of the comments are more detailed and pertain to the Development Permit, the following suggestions were made that have some bearing on the rezoning of the site:

- enhance the Williams Road elevation;
- change the posts supporting doorway overhangs in the private rear yards so they don't appear flimsy;
- change the location of the garbage area;
- break the intermediate roof line along the fronts of the buildings;
- look into making the development less compact – provide more spaces between buildings;
- mitigate edge conditions to ensure liveability; and
- look at the driveway width in terms of providing trees.

### Public Input

A public information meeting was held by the applicants on Wednesday, January 19<sup>th</sup>, 2000. The attached summary explains the details of the meeting (Attachment 9). The primary concerns expressed by the residents, as summarised in the applicants letter, included:

- insufficient site parking;
- access to the proposed development from the synagogue;
- social housing element; and
- access to the site and the interface of the proposed access with the access to St. Joseph's Church.

Comment sheets were also provided at the meeting together with envelopes with the City's mailing address. Attachment 10 shows the location of those neighbours that provided written comments and the submissions are attached (Attachment 11). In summary they are as follows with the primary concerns relating to the density, lack of parking and height:

- proposal is too dense;
- 6 visitor parking stalls are not enough;
- 1 parking stall per unit is not enough;
- little common play area;
- number of units;
- increase in traffic;
- decrease in property values;
- three storey towering over neighbouring homes; and
- schools are full.

## **STAFF COMMENTS**

### Land Use Designation

The land use designation "Community Institutional" in the OCP does not need to be amended to permit the subject proposal as the definition allows for "adjunct residential development which results in a community benefit". The Low-Density Residential designation allows for housing up to 0.7 FAR.

Engineering

Prior to final reading of the bylaw, the following is required:

- 1) Consolidation of the parcels into one.

Prior to registration of the subdivision or building permit the following is required:

- 1) Release a portion of the existing sanitary sewer right-of-way and grant a new 6m (19.685 ft) right-of-way to accommodate the relocated sanitary sewer;
- 2) Approval of design for the relocation of the existing sanitary sewer line;
- 3) Approval of design for a new 1.5m concrete sidewalk, a 1.5m grass boulevard and street trees at 9m on centre along the entire frontage on Williams Road; and
- 4) a standard Servicing Agreement for the construction of the above works.

Parking for Proposed Development

Parking requirements for townhouses are 2.2 spaces per unit. The applicant proposes only 1.9 spaces per unit. However, in past cases with assisted housing projects, the City generally applies a lower parking standard of 1.2 spaces per unit. Additionally, the number of proposed stalls is greater than the number provided in other townhouse assisted housing projects in Richmond (1.76 average).

Parking for Beth Tikvah Synagogue Site

The parking lot at the Beth Tikvah synagogue, after subdivision of the subject property, will provide 96 parking stalls (26 in the front and 70 in the rear). The number of stalls provided is less than what would be required if the synagogue was built today (138 spaces). However, it is more than the number that is required (91) based on the approved building permits for the property.

Schools

The catchment school in the area is Diefenbaker Elementary which, after the renovation that is currently underway is completed, will have additional classroom space.

Zoning

The proposal is based on the Townhouse District zone (R2) but is not able to meet the density, height and parking requirements as follows:

	<b>R2</b>	<b>Proposed CD 114</b>
<b>Density</b>	0.55 FAR	0.58 FAR
<b>Lot Coverage</b>	40%	34%
<b>Setbacks</b>	front: 6m (19.685 ft) side and rear: 3m (9.843 ft)	front: 6.096m (20 ft) side: 3.048 m (10 ft) rear: 6.096 m (20 ft)
<b>Height</b>	Building: 9m (29.528 ft)	Building: 9.7m (31.83 ft)
<b>Parking</b>	2.2 per unit	1.9 per unit

## ANALYSIS

There are a number of neighbourhood concerns with the subject proposal mainly regarding parking, density and height of the townhomes. Parking concerns were addressed by increasing the parking ratio from 1.2 spaces per unit, which was originally shown at the Public Information Meeting, to 1.9 spaces per unit. In terms of density, while the actual amount of built form remains the same, the site was opened up by increasing distances between buildings and providing a larger central open space area.

To mitigate the three storey nature of the proposal:

- building setbacks on north property line were doubled next to the single family properties. Shadow studies show that, at the spring and fall equinoxes, the shadows will stretch 20 feet onto the neighbours properties. The three houses on these properties are set back between 29 and 54 feet and will therefore not be impacted;
- intermediate and secondary roof elements were used to provide the impression of a two-storey building with an attic;
- a two-storey building is located at the entrance to the project; and
- a one-storey amenity building was positioned at the centre of the development to break the continuity of the mostly three story development.

It is noted that the maximum height proposed within Comprehensive Development District (CD/114) is only marginally higher (approximately 2 ft.) than the R2 Townhouse District zone.

Additionally the following was provided/addressed:

- the landscape plan was altered to address concerns about the visibility of the access for the church site, which is located directly west of the subject property;
- the Williams Road elevation was enhanced by wrapping around a secondary roof element and enhancing a window feature;
- after clarification with the fire department, street trees were placed on both sides of the internal driveway; and
- in response to concerns by the neighbourhood residents about a site contact, the GVHC has stated that a 24 hour-a-day emergency number will be posted on the amenity room/office door which will have GVHC staff on call to deal with project concerns.

Staff believe that the applicant has made significant amendments to the project to address neighbours' concerns. However, even though the church and synagogue properties both have taller structures on them and only four single-family properties adjoin the subject site, the three-storey nature of the proposal, the number of units and the density proposed is of concern to the neighbourhood.

However, it would not be possible for the GVHC to fund the project if a certain minimum unit price is not achieved. Dropping one unit compromises this unit price formula.

There is some concern that this may be the last year the provincial funding under which this project is being developed may be available. Therefore, it would be important to add to Richmond's stock of assisted rental housing while the funds are available.

## FINANCIAL IMPACT

The project would be financed through the Affordable Housing Statutory Reserve Fund and the 1999 BC Housing funding allocation.

## **CONCLUSION**

1. Assisted housing is good for the City as it provides housing options for those not well served by the private market.
2. The three-storey nature of the development and the proposed density is of concern to the neighbourhood. Some attempts have been made to lessen these impacts.
3. Overall, this project provides needed housing for the residents of Richmond and is supported by staff.

Jenny Beran, MCIP  
Planner 1

JMB:cam

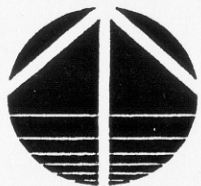
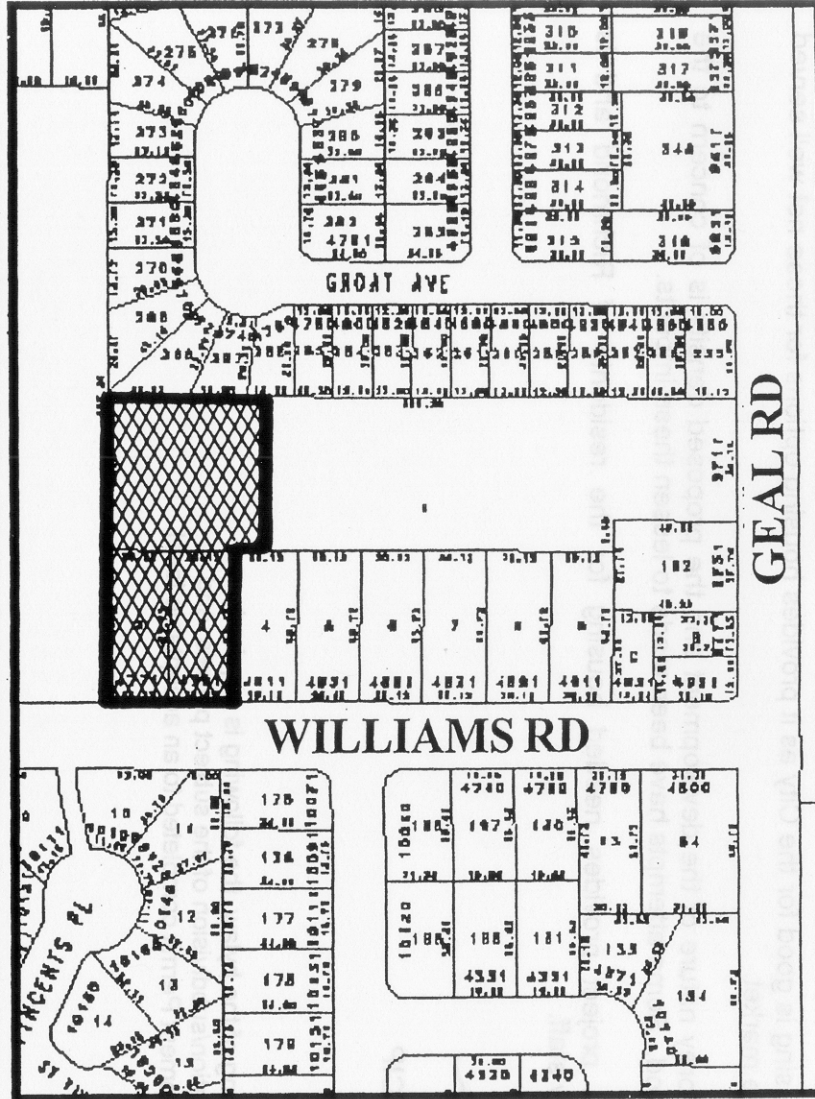
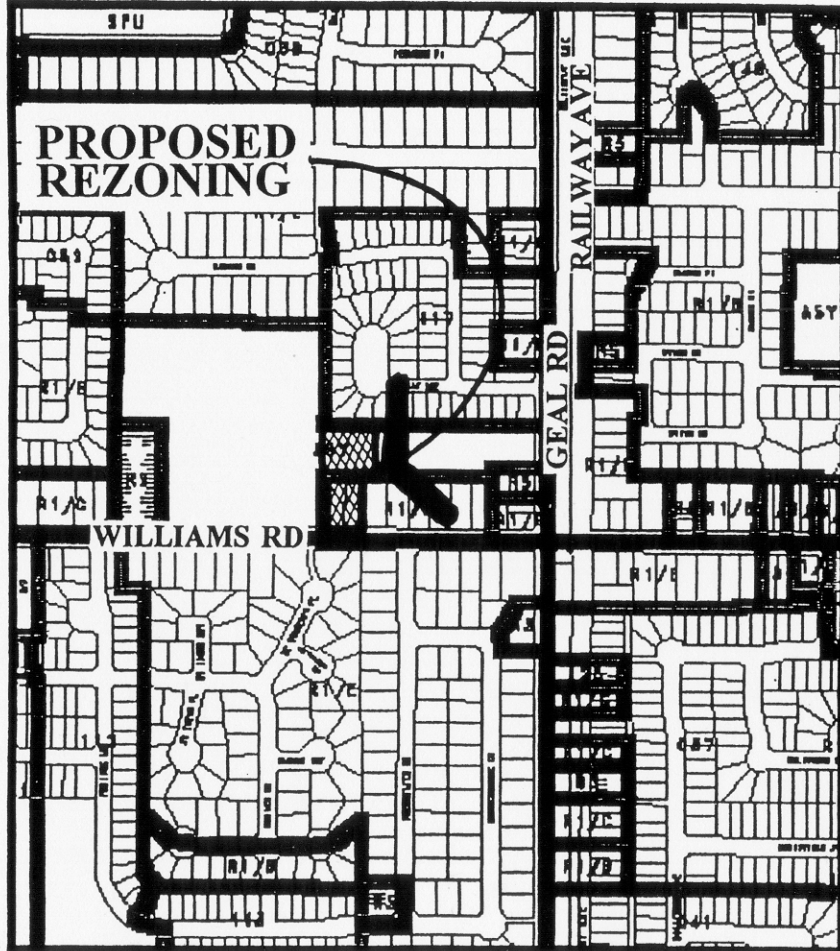
Prior to final reading of the bylaw, the following is required:

1. Consolidation/subdivision of the subject parcels; and
2. A Development Permit completed to an acceptable level.



# City of Richmond

136

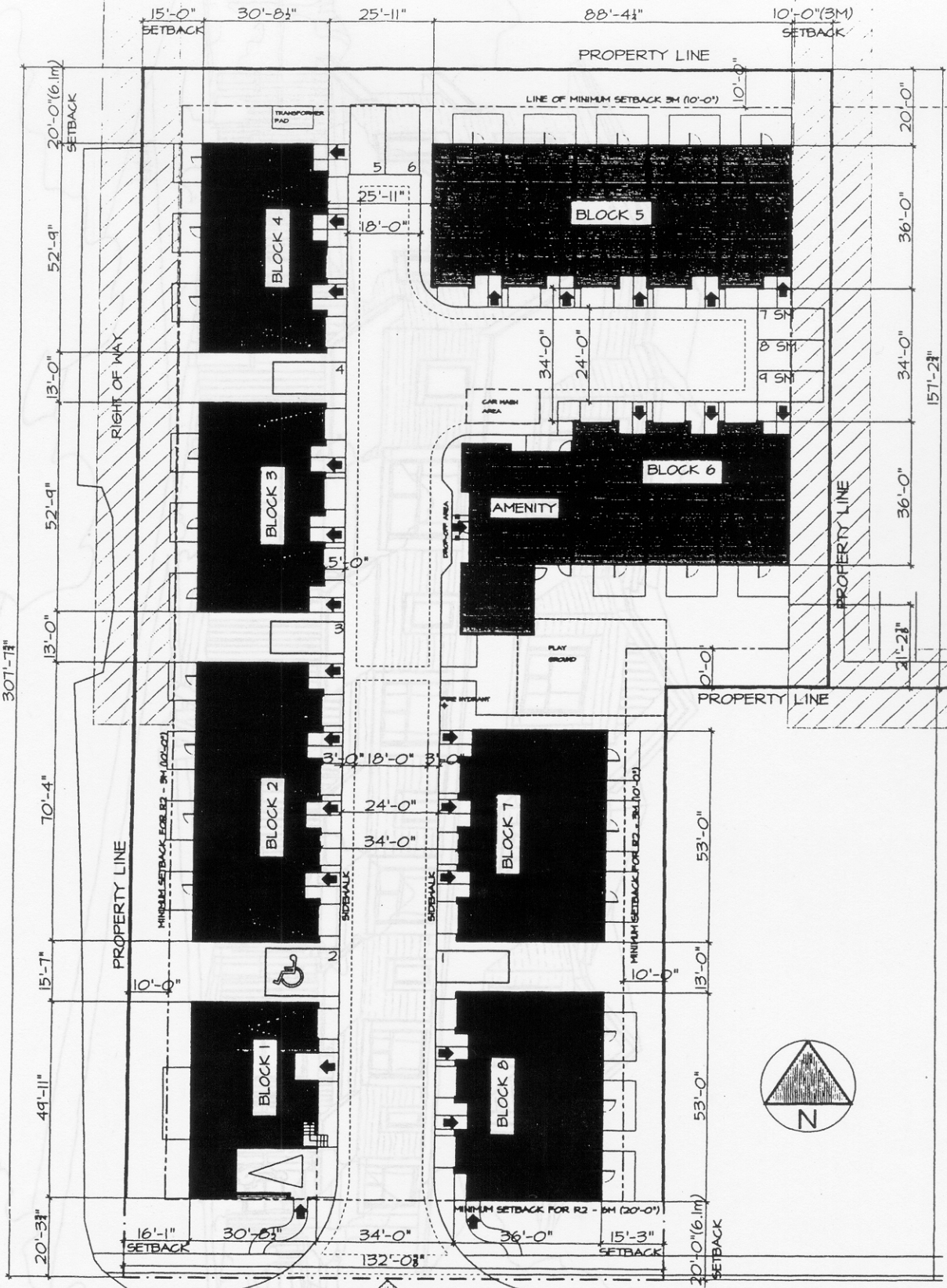


## RZ 99-172844

Original Date: 01/11/00

Revision Date:

Note: Dimensions are in METRES



137

WILLIAMS ROAD  
SITE PLAN



138



DAOR 2 M 2 00 D  
MILFILLIM 2 00 D

3 NORTHWEST

138

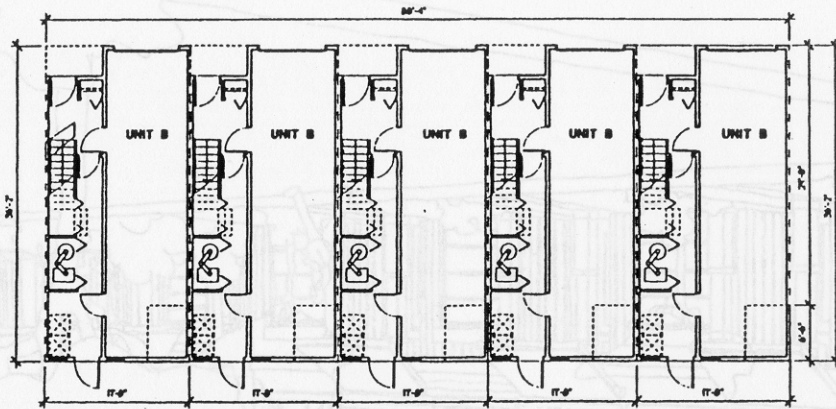
MAIN FLOOR  
BLOCK 1

ROOF  
BLOCK 1

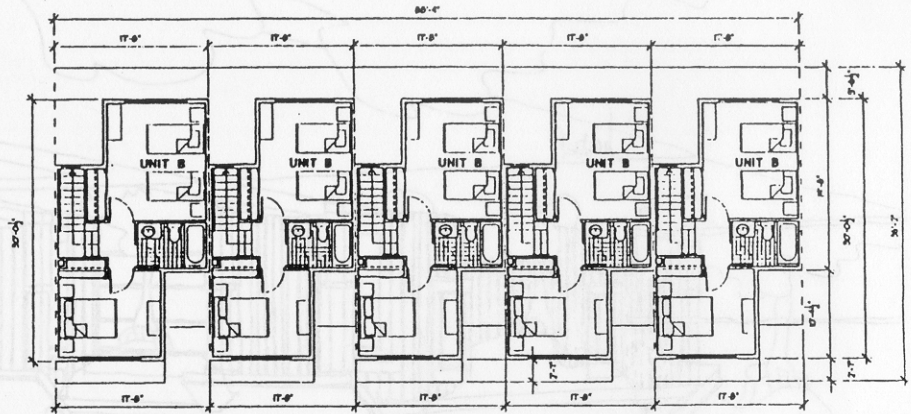
Architectural

139

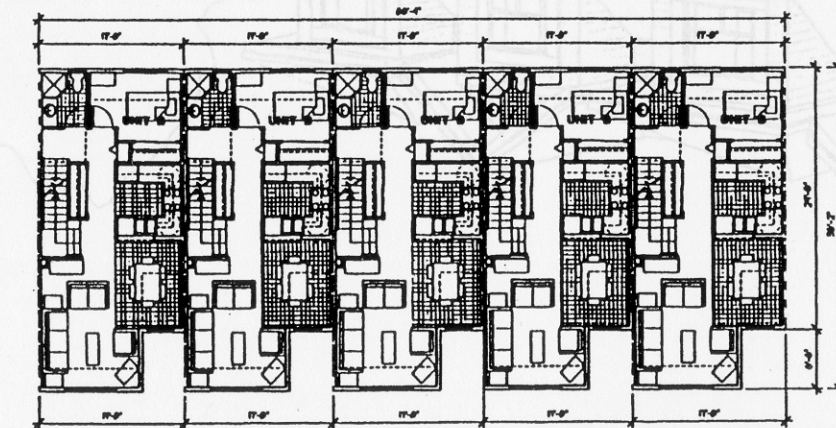




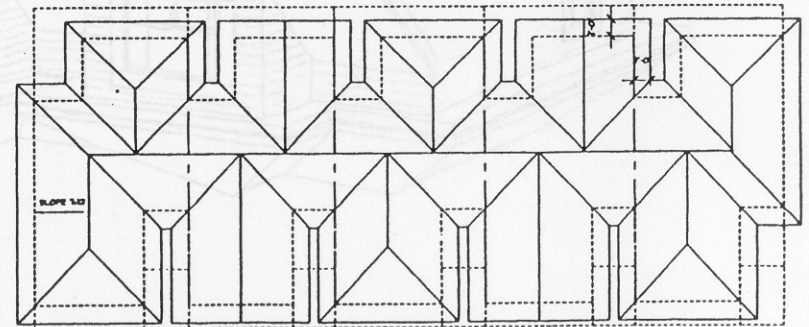
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LOWER FLOOR**



**BLOCK 5  
UPPER FLOOR**



**BLOCK 5  
MAIN FLOOR**



**BLOCK 5  
ROOF**

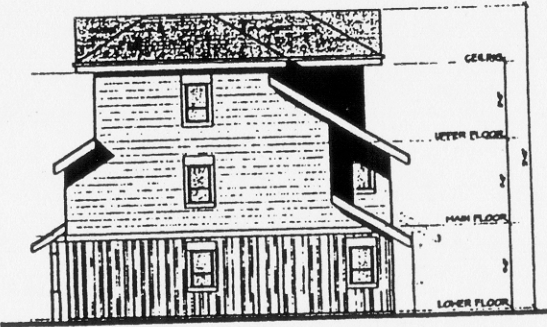
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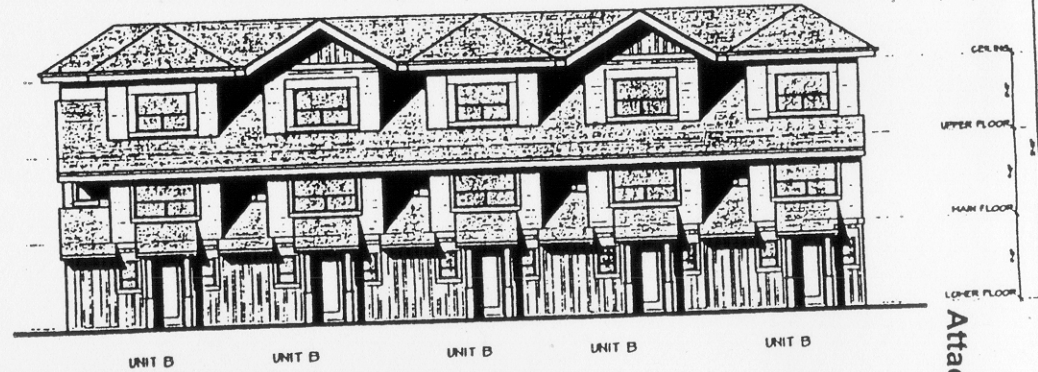
UNIT B  
BLOCK: 8888  
SIDE ELEVATION



BLOCK: 8888  
FRONT ELEVATION



UNIT B  
BLOCK: 8888  
SIDE ELEVATION



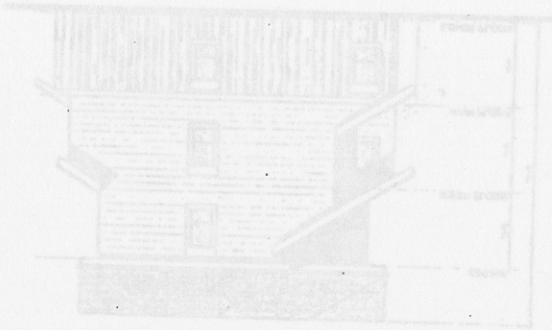
BLOCK: 8888  
REAR ELEVATION

141

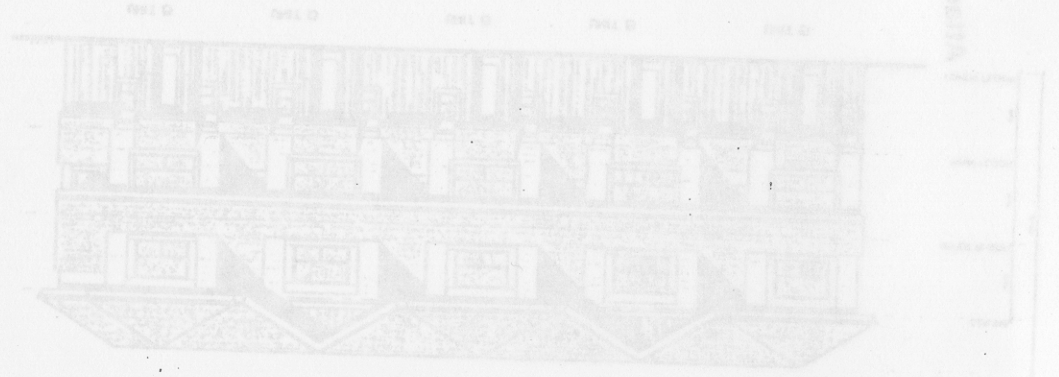
Attachment 4

142

SIDE ELEVATION  
WOOD SHAKES  
WALL D



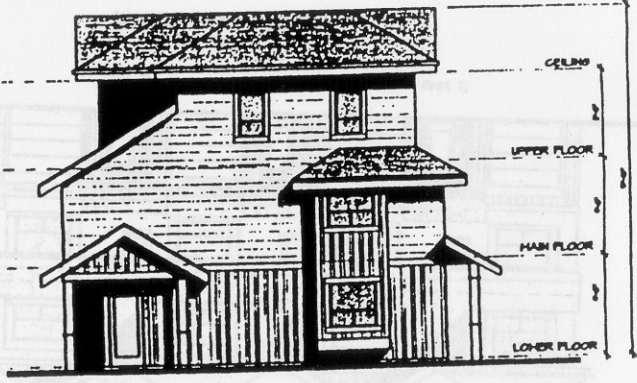
SEVERAL ELEVATION  
WOOD SHAKES  
WALL D WALL D WALL D WALL D WALL D



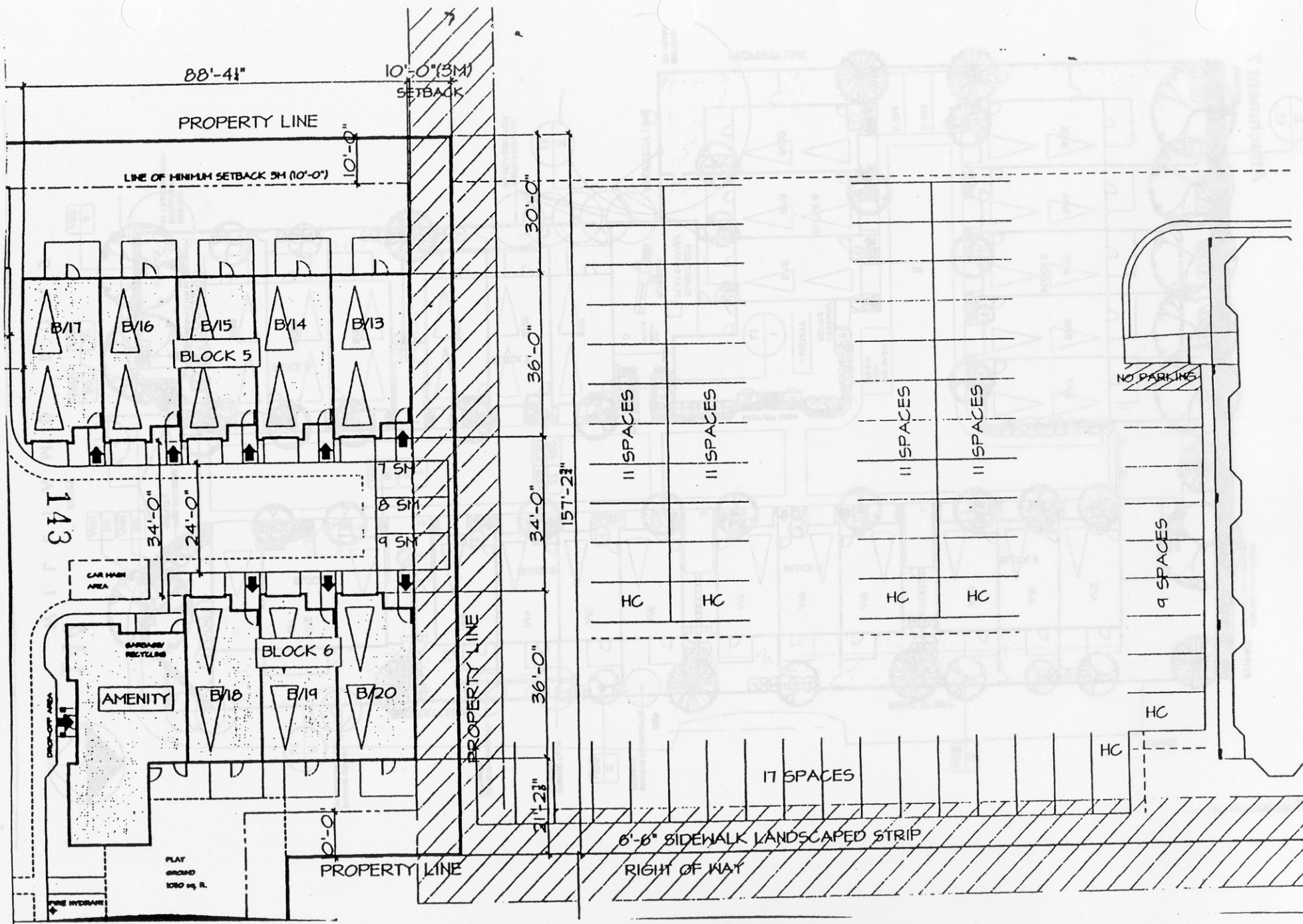
SIDE ELEVATION  
WOOD SHAKES  
WALL D



UNIT C/D  
BLOCK: 1  
SOUTH ELEVATION



UNIT B1 (END UNIT)  
BLOCK: B88  
LEFT SIDE ELEVATION





Minutes of Design Panel Meeting  
Wednesday, March 8, 2000  
Meeting Room 115, 1<sup>st</sup> Floor, Richmond City Hall

ITEM	MINUTE	SUBJECT	FILE
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1. Adoption of the Minutes of the January 19<sup>th</sup>, February 9<sup>th</sup> & 23<sup>rd</sup>, 2000 Meeting

It was agreed that the adoption of the minutes will be done at the next meeting.

2. 2000/07 Beth Tikvah Townhouse Project DP 00-085462  
*Gomberoff Bell Lyon Group of Architects Inc.*  
Geal/Williams Roads  
(formal)

Mr. Ken Chow, Acting Chair, advised the applicant re: the new procedure for projects that are under review as a formal presentation. He indicated that towards the end of the meeting, the applicant will be allowed to stay to listen to the deliberation and voting by Panel members.

In the overview provided by Mr. Alex Jamieson, staff, he indicated that this social housing project involves both a rezoning and a development permit application.

Ms. Jenny Beran, city planner for the project, advised that the proposed development is at the rezoning stage (to a CD zone). It would be useful for her to get feedback from the Panel with respect to issues related to setbacks, building heights, density, etc. Two specific areas, for which comments/suggestions from the Panel would be appreciated, include the following:

- ◆ There appears to be a need to enhance the Williams Road elevation as this is the public face to the project site;
- ◆ In addition, it appears that the applicant needs to look at reducing the impact of the project being a three-storey development in light of the fact that the most of the neighbouring structures are two-storey in height. Building heights could perhaps be lowered at the ends of the buildings. This concern has been expressed by residents from the neighbourhood.

Presentation

Mr. Julio Gomberoff introduced the delegation.

With the aid of drawings, Mr. Gomberoff, architect, provided the following information:

- a) The proposal is to construct 26 townhouse units for the Greater Vancouver Housing Corporation. The units will be rental units. Notwithstanding the fact that the project is being rezoned to a CD zone, the plan is generally consistent with R2 zoning guidelines.
- b) Responding to the two issues raised by Ms. Beran:



Minutes of Design Panel Meeting  
Wednesday, March 8, 2000  
Meeting Room 115, 1<sup>st</sup> Floor, Richmond City Hall

ITEM	MINUTE	SUBJECT	FILE
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- ◆ This social housing project will not be feasible unless it is a three-storey development. The building height should not cause that much negative impact to the neighbourhood considering the fact that the townhouses will be below the height of the church and if the synagogue was to expand, they can build up to its current building height. In addition, it should be noted that the setback along the north property line is 30 ft., which is way beyond the 10 ft. setback requirement. An additional constraint is the fact that the driveway is 34 ft. wide as per requirement of the Fire Department.
- ◆ The Williams Road elevation has been enhanced. Front entries to the C1 and B 26 units will be along the street.
- c) In terms of site context: to the north is an existing single-family subdivision; to the south, across Williams Road is an existing single-family subdivision; to the east is the parking of the synagogue and a single-family lot containing a transition home; and immediately to the west is the parking lot of St. Joseph's Church.
- d) There will be 14 three-bedroom units and 12 two-bedroom units. One of the two-bedroom units (C1 in Block 1) will be handicap accessible. The two- and three-storey townhouses will be configured in clusters of two, three, four, and five-plexes, with hipped and gable roofs.
- e) Except for the one apartment unit that is stacked over the handicap accessible unit, all other units will have a private rear yard.
- f) The amenity building will be centrally located, north of Block 7 and west of Block 6. To the south/east of this building will be protected children's play area.
- g) The garbage/recycling area will be located to the south of the amenity building.
- h) Exterior materials will include: vinyl siding, asphalt shingle roofs, natural wood stained fascias, etc.
- i) The number of parking to be provided has been increased to 49 (from an original 32). Tandem parking in 14 of the 26 units has allowed the project to increase its parking count.

Re: the landscape plan, Mr. Masa Ito, landscape architect, provided the following information:

- a) Responding to the comments raised by the neighbourhood:
  - ◆ Landscaping at the south/west corner of the site has been adjusted so as not to obstruct the view of the entry to the church.
  - ◆ Maple trees, which will grow to about 25-30 ft., will be planted along the north property line.
- b) There will be picket fences along Williams Road. Signage will be provided as well.
- c) Some trees and shrubs will be planted along the rear yards.

Minutes of Design Panel Meeting  
Wednesday, March 8, 2000  
Meeting Room 115, 1<sup>st</sup> Floor, Richmond City Hall

ITEM	MINUTE	SUBJECT	FILE
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Critique/Decision

The Panel voted to support the design of the project. However, the applicant is asked to consider the following comments/suggestions, incorporate the necessary changes to the plan, and present the revised plan to staff for review.

Architectural comments/suggestions include the following:

- a) The Williams Road elevation requires further enhancement, particularly the treatment of the building component to the east. In this regard, the applicant is asked to look into the possibility of bringing the intermediate roof feature around the front of the building.
- b) The posts that support the overhang to the private rear yards appear flimsy and should be reinforced.
- c) The garbage/recycling area should be moved to the north side of the amenity building.
- d) The windows in the amenity building should be lowered for a better view of the playground.
- e) Handicap accessibility issues include the following:
  - ◆ The applicant is asked to investigate the feasibility of a curbside garbage pick-up for the resident of the C1 unit as the garbage/recycling area is quite distant.
  - ◆ Re: C1 unit, access to the storage should be from the inside, not from the outside.
  - ◆ The door to the bathroom in Unit D should be handicap accessible.
  - ◆ The washroom in the amenity building should be handicap accessible.
- f) It is suggested that there be a break in the intermediate roofline along the fronts of the buildings so that the entries to the units become more distinct and correspond with the look of entries to single-family homes.
- g) The applicant is asked to investigate the provision of tandem parking vis-à-vis its impact on the FAR.
- h) Wherever possible, the applicant is asked to look into making the development less compact. For example, an attempt should be made to provide space between the amenity building and Blocks 6 & 7.
- i) Overall, the applicant must make every effort to mitigate the edge conditions to ensure livability of the project site.

Comments/suggestions related to the proposed landscaping include the following:

- a) There is a need to revisit the issue of the driveway width (at 34') in order to accommodate trees along this driveway.
- b) Overall, there is a need to review the landscape plan. It appears that there is more planting in the smaller yards and less planting in yards

Minutes of Design Panel Meeting  
Wednesday, March 8, 2000  
Meeting Room 115, 1<sup>st</sup> Floor, Richmond City Hall

ITEM	MINUTE	SUBJECT	FILE
		that are larger. Smaller yards should have less shrubbery or evergreen vines could be introduced on the lattice.	
		c) Bollard lighting is suggested in front of the amenity building.	
		d) Consideration should be given to converting the 6 ft. sideyards into nice-looking passageways.	
		e) Larger trees should be planted between townhouse blocks where there is no overhang problem.	
		f) Pavers should be used on the driveway entry area.	
		g) The applicant is asked to ensure that there is appropriate signage with addresses at the entry to the site.	
		h) Existing trees should be shown on the plans (including nearby on the adjacent sites).	

***“Certified a true and correct copy of the minutes of the meeting of the Advisory Design Panel, held on Wednesday, March 8th, 2000.”***

\_\_\_\_\_  
Ken Chow  
Chair

\_\_\_\_\_  
Aida Sayson  
Recording Secretary

ACS: March 9th, 2000

# SUNCOR

SUNCOR DEVELOPMENT CORPORATION

Attachment 9

Suite #206 - 5631 No. 3 Road, Richmond, BC V6X 2C7 Telephone: (604) 271-5556 Fax: (604) 271-5557 Email: Suncor@axion.net

January 24, 2000

Jenny Beran  
City of Richmond  
7577 Elmbridge Way  
Richmond B.C.  
V6X 2Z8

**Re: Proposed 26 unit townhouse project at the Beth Tikvah Synagogue, 9711 Geal Road, Richmond. (RZ 99-172844)**

On Wednesday, January 19th we held a public information meeting to present our proposed project to the neighbouring residents and seek their comments. Following is a brief synopsis of the results.

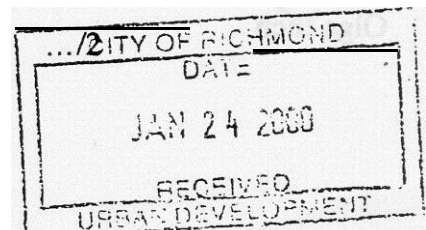
Approximately 10 days before the meeting date we sent out 55 invitation notices to all of the property owners who resided within 100 m of the proposed project (see attached notice). We also had our rezoning signs erected on site the Friday before the public information meeting.

The meeting was held for approximately two and a half hours at the Synagogue in the evening of the 19th. In attendance were Julio Gomberoff and Tom Bell from the firm of Gomberoff, Policzer, Bell Lyon architects. Also in attendance were Perry Staniscia from the Greater Vancouver Housing Corporation, Masa Ito, the landscape architect, Morris Harowitz and David Ail from the Beth Tikvah Synagogue and ourselves from Suncor Development Corp. Approximately 17-20 residents came by, reviewed the project and asked questions. (A copy of the sign in sheet is attached, note that quite a few of the people attending were couples and only one of them signed in) A number of the visitors took the surveys that we provided and will be forwarding them to you with their comments and observations.

The primary concerns expressed by the residents included

- Insufficient on site parking
- Access to the proposed development from the Synagogue
- Social Housing Element
- Access to the site and the interface of the proposed access with the access to St Joseph's Church

We are making a number of changes to the plan in order to address these concerns which are briefly outlined below:



*Insufficient on site parking*

The residents were concerned about parking at the proposed development and that there would not be enough visitor parking. The current plan has 6 visitor parking stalls, we are adjusting the plan in an attempt to double the number of visitor parking spaces. We are also changing the plans for the 3 bedroom units to give them 2 stall tandem parking. Parking will go from 1.2 spaces per unit to 1.8 spaces per unit.

*Access to the proposed development from the Synagogue*

The current site plan has an emergency access to the rear parking lot of the Synagogue – this is a requirement of the fire department. We were planning to simply place some bollards in the emergency access to prohibit vehicle traffic from using this as a secondary access and egress point to the site. The residents are concerned that visitors or residents will park at the back of the synagogue and walk to and from the housing units. The residents asked to have a gate constructed to minimize pedestrian access between the sites. We are revamping our plans to include a gate that will remain closed unless emergency access is required.

*Social Housing Element*

Perry Stancia explained to the various residents how the GVHC administers their program and eligibility requirements for people who will ultimately reside at the project once it is completed. The residents were concerned that residents of the project were low income people. Perry also provided some literature about their programs that residents could take with them and read – which many did.

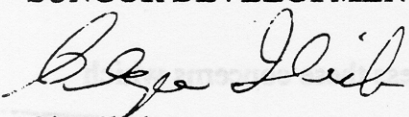
*Access to the site and the interface of the proposed access with the access to St Joseph's Church*

A few of the residents had some minor concerns about access to Williams Road and the traffic impacts associated therewith. In general, however, they seemed pleased with the arrangement as they were not in favor of any access to the site through the rear parking lot of the synagogue. Father Dennis Polaner of St Joseph's the Worker Catholic Church wanted to ensure that there were good sight lines between the entrance to St Joseph's parking lot and the entrance to our proposed development. We are modifying our landscape plan to accommodate this.

There were various questions and minor concerns which are currently being addressed by our architects.

Please feel free to contact the undersigned if you have any further questions.

Sincerely,  
**SUNCOR DEVELOPMENT CORPORATION**

  
Olga Ilch

January 19, 2000

Location: Beth Tikvah Synagogue  
9711 Geal Road  
7:00 - 9:30 PM

### Public Information Meeting

### Sign in sheets

Please sign in below:

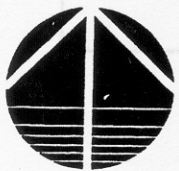
Name	Address:
Shelley Ail	7391 PETS RD
Jim d Ail	7391 Pette Pl.
Jderblowin	4720 GREAT AVE.
Mike Pauer	5100 Holgeropt Dr.
R. Allan	4820 Great Ave.
A. Richards	4968 Mahood Dr.
C. Hallman	41800 Great Ave
A. HUERMANN	4871 WILLIAMS ROAD
W. Mumbert	4500 Williams Rd.
P. Lewis	4700 Shoal Ave.
Dr. Davis Pofauer	ST. JOSEPH THE WORKER 4451 WILLIAMS RD.



Subject Site (RZ 99-172844)



Written Responses



# Location of Written Responses 152

Original Date: 04/04/00

Revision Date:

Note: Dimensions are in METRES

**COMMENTS REGARDING PROPOSED TOWNHOUSE DEVELOPMENT AT  
4771, 4791 WILLIAMS ROAD AND 9711 GEAL ROAD**

**St. Joseph the Worker Parish  
4451 Williams Road  
Richmond, BC V7E 1J9**

**Reverend Dennis L. Polanco, S.A. (Pastor)**

St. Joseph the Worker is supportive of social housing. We are also supportive to the values of safety and quality of life in our neighbourhood. The church moved from Steveston to 4451 Williams Road in 1967. As long time residents of Steveston/Richmond, please take note of our concerns:

1. In the title to the proposed development – or any other – at 4771, 4791 Williams Road and 9711 Geal Road the owners must ensure there is no access from that property to St. Joseph the Worker property in perpetuity.
2. Preserve adequate drainage between both properties.
3. No building, tree, plant, hedge or any other obstruction block the view of incoming traffic to our property as indicated by both our sign and arrows. (The current obstruction – the hedge – is a serious safety hazard – especially when folks ignore our “entrance” indicators. Also hazardous if children walk out in that direction.
4. Many of us at the Public Hearing on January 19<sup>th</sup> raised concerns about the density of the planned units – 26 – as well as the limited visitor parking of 6 spaces. A good number of us were unconvinced that 2 more spaces added would be sufficient. We are concerned about resident (2 cars +) and visitor parking on our property which raise the issues of liability and would definitely involve the owners: Archdiocese of Vancouver.
5. An updated/ongoing list of persons to contact who can speedily resolve any problems with residents or guests.



**W & E Murdoch  
4500 Williams Road  
Richmond, BC V7E 1J9**

1. 26 units on the equivalent of 4 single family lots is too dense.
2. Car parking allowance is one stall per unit, plus only 6 visitor stalls; completely inadequate when some units will have 2 vehicles, and visitor stalls should be at least 50% of the housing units.
3. With only one access to Williams Road for both entering and exiting, this will be dangerous and congested since it is right alongside a very busy (at peak church and school times) entrance to St. Joseph School/Parish.
4. No parking on Williams Road, since it has designated bicycle lanes on both sides, and a turning lane in the centre, so another good reason why the complex must have adequate parking within its own boundaries.
5. Very little common playground area – since this is “subsidized” housing, no doubt the occupants will be mostly families with young children, so why not provide a reasonable area for their activities? Even a grouping of parking stalls could be used as a part-time activity area.
6. On the proposed form, it is not suitable for the area that I live in.

**Sam Ha Hui**  
**4740 Groat Avenue**  
**Richmond, BC V7E 5E3**

Townhouse Develop "Object"

1. Too much traffic.
2. This is a very quiet neighbourhood, the townhouse project would have an impact on the area (i.e., increase in population)
3. Development of project would decrease the value and popularity of this area due to the increase traffic and inconveniences.
4. The real estate market is rather slow, developing this area would only be a waste of time and money. There are still many vacant townhouses around the Burnette area that have not been sold with such a low demand in housing why are you still considering about developing more homes.
5. Increase population also has an affect on our local schools. There is already an overcrowding situation in the schools around the area, this would have a detrimental impact on the current children's education.

**Shannon R. Dublanca**  
**4720 Groat Avenue**  
**Richmond, BC V7E 5E3**

I have a few major concerns regarding the proposed low income housing.

1. The high density – 26 townhomes in an area that would normally contain 6 family homes.
2. All the present single family homes in the neighbourhood are 2 storeys – the new complex will be 3 levels – is it really necessary to have the new buildings tower over the present homes.
3. It is unreasonable to think that there will be 1.3 cars per family – more parking on the complex should also be considered.

When bringing this type of complex into a single family area compromises must be made.

Please consider the tax payers of Groat Avenue and Williams Road.

Comments :

Craig and Charlene Hallman  
4800 Shroat Ave Richmond BC

Dear Sir/Madam:

On Jan.19 we received the information about the non-market townhouse development that is being proposed near our home. After we went through the public information meeting, we found that we really disagree a lot with the proposal for the site in question:

- 1) Presently we understand that the local Elementry School is full, children new to this area are being forced to another school farther away. Is the school board ready to handle the influx of new children before the project comes on stream?
- 2) It is such a small piece of land, but the GVHC plans to build 26 high-density townhouses right there. The proposal shows each townhouse only having one parking spot, obviously one parking spot is not enough for each family. The future residents and their visitors are going to park their cars in the surrounding neighborhood, it definitely will bring lots of congestion and noise to our existing neighborhood.
- 3) The project's buildings are going to be three stories tall; all present single family homes nearby are only two stories. This does not allow the project to blend in with the surrounding area, it will also cause a very unpleasant view in our neighborhood.
- 4) When we purchased our property, this area was zoned for single family housing, right now the GVHC is trying to rezone this area to become a high-density townhouse development, for sure this fact will devalue our property investment and also effect it's future selling. Is that fair to us? Can we get the compensation for these bad influences?
- 5) Another fault we see with this project is that the secondary emergency exit is facing east towards a small parking lot. This will cause the emergency vehicles to drive through a very narrow lane, instead the exit should be built on the west site of the project which has a very large open parking lot with multiple exits to the main road of Williams. Does it make any sense to have the exit facing east?

9-21  
1510  
Comments: Craig and Sharon Hollman  
According to these concerns above, we really don't understand why the GVHC chose that small land for a 26 high-density townhouse proposal, we hope the city can do more investigation on it.

- On Jan 13 we received the information about the non-market townhouse development that is being proposed near our home. After we went through the public information meeting, we found that we really disagree a lot with the proposal for the site in question.
- 1) Presently we understand that the local Elementary School is full, children new to this area are being forced to another school farther away. Is the school board ready to handle the influx of new children before the project comes on stream?
  - 2) It is such a small piece of land, but the GVHC plans to build 26 high-density townhouses right there. The proposal shows each townhouse only having one parking spot, obviously one parking spot is not enough for each family. The future residents and their visitors are going to park their cars in the surrounding neighborhood, it definitely will bring lots of congestion and noise to our existing neighborhood.
  - 3) The project's buildings are going to be three stories tall; all present single family homes nearby are only two stories. This does not allow the project to blend in with the surrounding area, it will also cause a very unpleasant view in our neighborhood.
  - 4) When we purchased our property, this area was zoned for single family housing, right now the GVHC is trying to rezone this area to become a high-density townhouse development, for sure this fact will devalue our property investment and also affect its future selling. Is that fair to us? Can we get the compensation for these bad influences?
  - 5) Another fault we see with this project is that the secondary emergency exit is facing east towards a small parking lot. This will cause the emergency vehicles to drive through a very narrow lane, instead the exit should be built on the west side of the project which has a very large open parking lot with multiple exits to the main road of Williams. Does it make any sense to have the exit facing east?

**COMMENTS:**

FL-TOWN HOUSE DEVELOPMENT-4771-4791 WILLIAMS RD & 9711 GREAT RD.

FULL CONSIDERATION SHOULD BE GIVEN TO ALL PEOPLE REQUIRING HOUSING BEARING IN MIND THE NEIGHBOURHOOD IN WHICH THE SUBSIDISED HOUSING IS TO BE SITUATED, SO THAT THE LEAST INTERRUPTION IN THE NORMAL WAY OF LIFE IN THE AREA IS ACHIEVED. THE PROJECT ANTICIPATED IS OBJECTIONABLE ON TWO MAJOR GROUNDS; BOTH OF WHICH CAN BE RECTIFIED, THEREBY MAKING IT MORE ACCEPTABLE, AS FOLLOWS:

(A) THE DENSITY IS FAR TOO HIGH FOR THE LIMITED AREA AT 26 UNITS OF TWO & THREE BEDROOMS EACH. THE QUALITY OF LIFE WOULD BE AKIN TO SLUM CONDITIONS AS THERE IS NO ROOM FOR EACH FAMILY TO HAVE ANY PRIVACY- BEING JAMMED UP SO TIGHTLY. OPEN WINDOWS JUST MERE FEET FROM EACH NEIGHBOUR WILL ALLOW VOICES, T.V.'S, STEREO'S & OTHER NOISES INTO EACH OTHERS' SPACES.

ALSO, BEING FAMILY ORIENTED UNITS THE PARKING ARRANGEMENTS ARE INADEQUATE, AND THE OVERFLOW OF VEHICLES WILL FIND THEIR WAY TO THE PARKING ON Groat AVE, DISTURBING Groat AVE RESIDENTS' PARKING.

(B) THE HEIGHT OF THE UNITS AT THREE STOREYS (TWO LEVELS OVER A PARKING LEVEL) IS TOO HIGH. ALL SURROUNDING DWELLINGS ARE NOT OVER TWO STOREYS, AND THE ADDITIONAL THIRD STOREY CUTS DOWN ON THE PRIVACY OF NEIGHBOURS.

(C) THEREFORE TO BRING THIS PROJECT TO A SATISFACTION LEVEL WE STRONGLY RECOMMEND THAT THE NUMBER OF UNITS BE REDUCED FROM 26 TO A MAXIMUM OF 12 TO 14. THIS WILL GIVE ALL TENANTS A DECENT SPACE AREA AND ADEQUATE PARKING- FOR THEMSELVES AND FOR THEIR VISITORS.

WITH THE NUMBER OF UNITS BEING REDUCED THE HEIGHT COULD BE REDUCED TO TWO STOREYS WITH PARKING PUT ALONGSIDE RATHER THAN UNDER THE UNITS. REDUCING THE HEIGHT OF THIS PROJECT WILL GO A LONG WAY TO MAKING IT ACCEPTABLE TO ALL IN THE AREA.

WITH THE REDUCTION IN UNITS, THEREBY REDUCING THE COSTS, YOU MIGHT INCREASE THE CORE OCCUPANTS FROM 30% TO A MUCH HIGHER- PERHAPS 100%, AS ALL FUNDING FOR THIS PROJECT EVENTUALLY WILL BE FOUND VIA US TAXPAYERS.

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YOURS SINCERELY,

*Netta A. Lewis*

4700 Groat Ave  
VTE 5E3

COMMENTS:

My main objection <sup>to</sup> the proposed development at 4771, 4791 Williams Road and 9711 Great Road is the height of the buildings. In an area of 2-storey houses it would be far more acceptable to have a development of the same height and it would fit into the local landscape much better. This development will have the same impact on the immediate area as the "monster" houses so loathed by their neighbours.

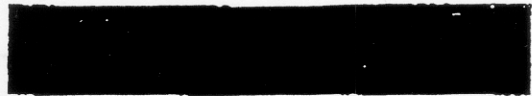
The density of the housing on such a small piece of land is also a concern in that there are going to be at least 80 people living there (40 of them children and teenagers) with a minimum of 26 vehicles. I see noise pollution from cars, radios & TVs as a consequence - and a major irritation for neighbours. This problem could be alleviated to some degree by much lower density.

I have no objection to integrated housing, but does the problem of housing for the poor have to be solved in one small area - wouldn't integration be more successful if the groups were smaller?

A lower density should resolve both of the above problems - you would not need to build to 3 storeys and the noise pollution would be very much reduced.

Margie Lewis  
4700 Great Avenue.  
Richmond BC  
V7E 5E3

Beat+Caroline Kurmann  
4371 Williams Road  
Richmond B.C. V7E 1J7 604 272 3136



# Fax

To: City of Richmond / 276 4177 From: Kurmann Beat+Caroline (4371 Williams Rd  
Richmond BC  
V7E 1J7 )  
Fax: 272 3136 Pages: 2  
Phone: 272 3136 Date: 01/20/00  
Re: Townhouse Development CC: Jenny Beran

Urgent  For Review  Please Comment  Please Reply  Please Recycle

● **Comments:** We strongly oppose against the proposed townhouse development at 4771,4791 Williams Road and 9711 Geal Road, Richmond.

This is a single family surrounding which does not suit townhouse development with such high density. We can foresee multiple problems arising by having it as a "low income" project on top of the high density. Close by are two churches (Jewish and Catholic) with large parking lots which are already used for small gatherings of 'young' people. Having a development with such high density and little space build will not improve the situation. We feel strongly that this land should not be rezoned for multiple family housing.

Yours truly,

Beat Kurmann

Caroline Kurmann



CITY OF RICHMOND

BYLAW 7127

**RICHMOND ZONING AND DEVELOPMENT BYLAW 5300  
AMENDMENT BYLAW 7127 (99-172844)  
4771 AND 4791 WILLIAMS ROAD AND  
A PORTION OF 9711 GEAL ROAD**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.114 thereof the following:

**"291.114 COMPREHENSIVE DEVELOPMENT DISTRICT (CD/114)"**

The intent of this zoning district is to accommodate a Provincial Government funded non-profit housing project.

**291.114.1 PERMITTED USES**

**RESIDENTIAL**, limited to **One-Family Dwelling** and **Townhouses**;  
**BOARDING & LODGING**, limited to two persons per **dwelling unit**;  
**HOME OCCUPATION**;  
**COMMUNITY USE**;  
**ACCESSORY USES**, but excluding **secondary suites**.

**291.114.2 PERMITTED DENSITY**

.01 Maximum **Floor Area Ratio**: 0.58, together with an additional 50 m<sup>2</sup> (538.21 ft<sup>2</sup>) per **dwelling unit** (either for the exclusive use of individual units or for the total development) for use as **accessory buildings** and off-street parking; AND FURTHER an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate **Amenity Space**.

**291.114.3 MAXIMUM LOT COVERAGE: 34%**

**291.114.4 MINIMUM SETBACKS FROM PROPERTY LINES**

.01 **Front Yard**: 6.096m (20 ft)  
.02 **Side Yards**: 3.048 m (10 ft)  
.03 **Rear Yards**: 6.096 m (20 ft)

**291.114.5 MAXIMUM HEIGHTS**

.01 **Buildings**: 9.7 m (31.824 ft.).  
.02 **Structures**: 20 m (65.617 ft.).  
.03 **Accessory Buildings**: 5 m (16.404 ft.).

**291.114.6 MINIMUM LOT SIZE**

.01 A **building** shall not be constructed on a **lot** which is less than 4,200 m<sup>2</sup> (45,210 ft<sup>2</sup>) in area."

**291.114.7 OFF-STREET PARKING**

.01 Off-street parking shall be provided and maintained in accordance with Division 400 of this bylaw, EXCEPT that:

The minimum number of parking spaces provided per **dwelling unit** shall be 1.9 spaces for a combination of residents and visitor parking.”

2. 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 for the following area and by designating it **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/114)**:

That area shown cross hatched on “Schedule A” attached to and forming part of Bylaw.

3. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7127”**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

_____
_____
_____
_____
_____
_____

CITY OF RICHMOND
APPROVED for content by originating dept.
APPROVED for legality by Solicitor

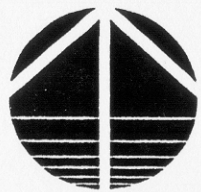
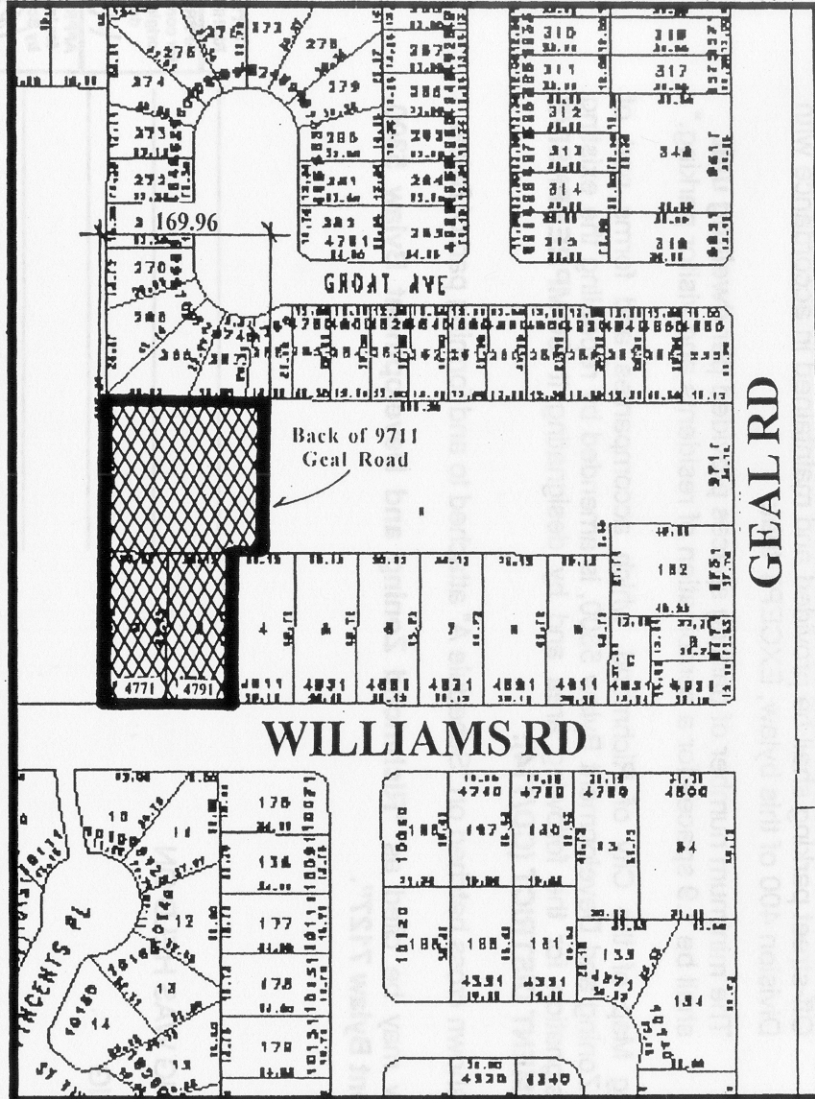
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CITY CLERK



# City of Richmond

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## RZ 99-172844

Original Date: 01/11/00

Revision Date: 04/04/00

Note: Dimensions are in METRES