



**To:** Planning Committee **Date:** December 23, 2002  
**From:** Joe Erceg **File:** RZ 02-218186  
Manager, Development Applications

**Re:** **APPLICATION BY PATRICK COTTER ARCHITECT FOR REZONING AT 7131 BRIDGE STREET FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA F (R1/F) TO COACH HOUSE DISTRICT (R9), AND TO AMEND THE INTENT STATEMENT AND SIDE YARD SETBACK REQUIREMENT UNDER COACH HOUSE DISTRICT (R9)**

**Staff Recommendation**

1. That Bylaw No. 7475 to amend the intent statement and side yard setback permitted under "Coach House District (R9)", be introduced and given first reading.
2. That Bylaw No. 7476, for the rezoning of 7131 Bridge Street from "Single-Family Housing District, Subdivision Area F (R1F)" to "Coach House District (R9)", be introduced and given first reading.

*for* Joe Erceg  
Manager, Development Applications

SPC:spc  
Att. 3

<b>FOR ORIGINATING DIVISION USE ONLY</b>
CONCURRENCE OF GENERAL MANAGER

## Staff Report

### Origin

Patrick Cotter Architect, on behalf of Amar Sandhu and J.A.B. Enterprises Ltd., has applied to the City of Richmond for permission to rezone 7131 Bridge Street (**Attachment 1**) from Single-Family Housing District, Subdivision Area F (R1/F) to Coach House District (R9) in order to create a 7-lot subdivision and construct a single-family home with a coach house on each.

(**Attachment 2**) Zoning District R9 was first created for another coach house project proposed by the same development team at 8411 Steveston Highway (RZ 02-203809). At the time of drafting R9, its application within the City Centre was not considered. This report proposes minor amendments to the zoning district to enable it to be applied to the subject site and similar properties concentrated within the McLennan North and South areas. Unfortunately, the Steveston Highway rezoning is not yet complete and, as such, R9 has not been adopted. Rezoning of the subject site will, therefore, wait for completion of that pending application before proceeding to Public Hearing.

### Findings Of Fact

Item	Existing	Proposed
Owner	Y & K Chuang	J.A.B. Enterprises Ltd.
Applicant	Patrick Cotter Architect	No change
Site Size	3,557.18 m <sup>2</sup> (0.88 ac)	2,540.34 m <sup>2</sup> (0.63 ac) <ul style="list-style-type: none"> <li>• 29% of the gross lot area is to be dedicated along the site's south edge for road</li> </ul>
Land Uses	Single family home	7 single family homes with coach houses
City Centre Area Plan Designation	Residential	No change
Sub-Area Plan Designation (McLennan South)	Residential, 2 ½ storeys, Triplex, Duplex, Single Family - 0.55 base F.A.R.	No change
Zoning	Single-Family Housing District, Subdivision Area F (R1/F)	Coach House District (R9) <ul style="list-style-type: none"> <li>• Permits 1 single-family home plus 1 coach house dwelling over a garage per lot</li> <li>• 0.6 floor area ratio (FAR) and 2½ storeys</li> <li>• Requires 2 parking stalls per principal dwelling and 1 stall per coach house unit</li> </ul> Amendments are proposed to: <ul style="list-style-type: none"> <li>• Expand the intended use of this zoning district beyond properties fronting along section line roads to include the City Centre; and</li> <li>• Increase the required side yard setback from a public road from 3 m (9.84 ft.) to 6 m (19.69 ft.) to better reflect development objectives in McLennan South (where the subject site is situated) and McLennan North (a possible future location for use of this zoning district).</li> </ul>

### ***Surrounding Development & Related Policies***

The McLennan South Sub-Area Plan encourages the development of townhouses and single-family homes, together with a neighbourhood park and school, within a lush, green environment. New roads are proposed to provide convenient access for both pedestrians and drivers, and to enable properties to redevelop in a pedestrian-friendly manner. The character of development is intended to be “traditional”, with building densities increasing moderately from east to west.

The subject site is situated along the western edge of Bridge Street near Granville Avenue in the least dense multiple-family area designated under the McLennan South Sub-Area Plan. The area around the subject site is characterized by a mix of older and newer homes and vacant lands. The plan generally intends that this part of McLennan South will be redeveloped with a mix of detached, duplex, and triplex dwellings, either as low density townhouse projects or as fee simple subdivisions.

The plan directs that a number of new roads be established in the vicinity of the subject site, including the northern leg of the “ring road”, an east-west road that will eventually link No. 4 Road with Garden City Road. Near the subject site, the sub-area plan utilizes this new road as the demarcation line between the neighbourhood’s proposed single-family area and low-density multiple-family area, with the former on its south and the latter on its north. The multiple-family area is designated as “Residential, 2 ½ storeys, Triplex, Duplex, Single Family - 0.55 base F.A.R.”. The area to the south is limited to single-family development, but has the same density designation (e.g. 0.55 “base” FAR). In both cases, projects may exceed the “base” density where the increase does not reduce the quality of development and helps to provide compensation/incentive for road construction and/or neighbourhood amenities. To date, most approved projects in McLennan South have exceeded their base density by 0.03 to 0.09 FAR. This is consistent with the subject development and a current application on No. 4 Road (RZ 02-213224, Porte Realty Ltd.), both of which propose to increase their allowed density from a “base” of 0.55 FAR to 0.6 FAR in recognition of significant road dedication requirements.

### ***Heritage Trees***

The subject property is the site of a stand of mature trees identified on the City’s heritage inventory. The trees are situated along the site’s Bridge Street frontage and are an attractive feature of the existing streetscape. In situations such as this, applicants are encouraged to make every effort to retain designated trees and ensure their long-term health based on the recommendations of an accredited arborist. Substantial building setbacks from the designated trees are usually critical. (The subject development takes the trees into account by situating them on a larger lot where the necessary building setbacks can be more readily accommodated. More detailed design in this regard will be addressed through the Development Permit process.)

### ***Coach House District (R9) (Attachment 3)***

The recently created R9 zoning district introduces a new housing form to Richmond – the coach house – which is defined as “a dwelling unit which has at least 75% of its floor area located above a garage, which may be detached or attached to a principal dwelling”. This form of housing is encouraged in the vicinity of the subject site in McLennan South’s low-density multiple-family area. Coach houses are not permitted, however, in the area of McLennan South designated for single-family development.

## **Staff Comments**

### ***Policy Planning***

The form and character of the proposed development is consistent with the intent of the McLennan South Sub-Area Plan, and the proposed leg of the “ring road” will help to make the subdivision and redevelopment of the backlands of properties to the south more practical and affordable. As a condition of rezoning, staff recommend that a Development Permit (DP) application be processed to a satisfactory level, as determined by the Manager of Development Applications. Through the DP review process, attention should be paid to:

- Ensure the long-term health of the heritage trees along the site’s Bridge Street frontage;
- Minimize the visual impact of the driveways along Bridge Street and the new road;
- Create a varied and interesting streetscape with a mix of “traditional”, “character” homes (i.e. varied porch designs, gable orientations, house and trim colours, etc.) complemented by a lush, green landscape (i.e. a mix of trees, shrubs, hedging, ground cover, low retaining walls, decorative fencing, decorative driveway paving, etc.); and
- Ensure that the design of the coach houses respects the privacy and livability of the lot to the north by varying their location (e.g. attached or detached), directing views away from the north where the units are set close to the property line, landscaping along the property line (i.e. with trees, hedging, etc.), and ensuring that the quality of building design achieved along the streetfront is extended to the rear portions of the site.

### ***Transportation***

As per the McLennan South Sub-Area Plan, the subject development will provide a “half” width of the proposed “ring road” along its south edge. The establishment of this road is important in order for lots to the south to subdivide and develop with single-family homes as per the plan, and so that traffic will disperse and, thus, have less impact on existing residents along the area’s existing north-south roads (i.e. Bridge Street). The applicant proposes that six of his project’s seven lots share driveways (in pairs) along the “ring road” and that one accesses Bridge Street. And, while this approach does not reduce the number of direct access points along the “ring road” to the level that would be possible with a rear lane, staff are supportive of this proposal as it is a practical compromise between the site’s relatively small size and very significant road requirements. On this basis, staff support the proposed rezoning and recommend that the necessary easements and covenants be registered on the proposed lots to control access as directed by Transportation staff.

### ***Engineering***

Prior to final reading of the pending rezoning, the following must be in place:

1. Dedication of an 11 m (36.09 ft.) wide strip of land along the site’s south property line for development of the “ring road”.
2. Registration of a 1 m (3.28 ft.) wide Public Rights of Passage right-of-way along the north edge of the dedicated road right-of-way for completion of the “ring road” sidewalk.

3. Enter into the City's standard Servicing Agreement for the design and construction of:
  - a) West side of Bridge Street along the subject site's entire frontage including, but not limited to, road widening, curb and gutter, 3.85 m (12.6 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") street trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a 1.5 m (4.92 ft.) wide concrete sidewalk; and
  - b) The "ring road" including, but not limited to peat removal and appropriate replacement material for the entire 12 m (39.37 ft.) wide combined right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, curb and gutter, a 3.8 m (12.47 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") street trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.92 ft.) wide. Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.
4. Processing of a Subdivision application to the satisfaction of the City's Approving Officer. As a condition of Subdivision approval, the developer will be required to register restrictive covenants stipulating approved driveway locations and widths for all lots, and to grant shared access easements for the three pairs of lots accessing the "ring road".

## Analysis

### *Conformance with the McLennan South Sub-Area Plan*

The subject development is consistent with city-wide and City Centre objectives for development and population growth, and appropriately interprets the intent of the McLennan South Sub-Area Plan with regard to land use and form of development. With regard to the latter, the plan designates part of the area around the subject site for single-family homes and part for a mix of low-density, multiple-family and single-family development. The demarcation line between the two land uses is a new east-west road (e.g. the "ring road") that is intended to connect Bridge Street, Ash Street, and a proposed north-south road that will access the backlands of the Bridge and Ash Street lots. The plan does not stipulate the exact location of this east-west road in order to remain open to opportunities for its establishment through residential development. The applicant has proposed to develop a "half" width of this new road along the subject site's south property line, thus, placing his proposed coach house project and properties to its north within the mixed multiple-/single-family area. Staff's review of the proposed road has concluded that it is far enough from Granville Avenue to be safe and close enough to help direct traffic out of the neighbourhood and onto Granville Avenue with minimal impact on existing residents along Bridge Street (and, in the future, Ash Street). In addition, there are a number of benefits associated with the proposed development, including:

- The proposed coach house form is highly desirable as it takes advantage of the area's multiple-family opportunities while adopting an appearance resembling its single-family neighbours;
- Lots north of the subject site have the flexibility of pursuing single-family and/or multiple-family development without the expense of having to provide a new road; and

- The proposed “half” road across the subject site will in actual fact be more than two-thirds of the ultimate road width and will be fully serviced (i.e. hydro, telephone, sanitary sewer, etc.), which will greatly reduce the cost of redeveloping backland properties to its south.

### ***Proposed Amendments to Coach House District (R9)***

R9 was recently drafted to facilitate the development of single-family homes with coach houses on lots that front section line roads and have provisions for vehicular access via a rear lane. Coach house development is, however, a very appropriate form of housing in the low-density multiple-family area of McLennan South (Section 15-4-6) and could also be used in similarly designated portions of McLennan North (Section 10-4-6). As such, it is proposed that the intent statement for R9 be amended to allow for its broader use. In addition, it is proposed that the minimum side yard setback adjacent to a public road be increased from 3 m (9.84 ft.) to 6 m (19.69 ft.) in McLennan South and North to avoid incompatible front yard/side yard relationships that could otherwise arise between adjacent properties. For example, the Bridge Street side yard of the subject development will be adjacent to the front yards of existing Bridge Street lots. If the subject development had a required side yard of only 3 m (9.84 ft.), its building(s) would stand far forward of the adjacent homes that front Bridge Street, which have a front yard requirement of 6 m (19.69 ft.). Furthermore, the larger setback will provide for a more generously landscaped streetscape and, in the case of the subject site, it will help to protect a stand of designated heritage trees.

### ***Subject Development***

The applicant proposes to subdivide the subject site into seven lots in order to develop a “traditional”, “character” home on each with a coach house dwelling to the rear. Six of the seven lots will be served by shared driveways along the new east-west road, while the seventh has its driveway on Bridge Street. To ensure that the development provides for a visually interesting streetscape, the lot widths will vary (e.g. +/-12 - 15 m/39.37 - 49.21 ft.), as will house designs and the form and location of the coach house/garage on each lot (e.g. attached or detached). Staff’s review indicates that:

- The proposed frequency of driveways along the new east-west road will be lower than the existing condition on Bridge Street and, thus, is consistent with the intent of the plan;
- The proposed “character” homes, landscaped front yards, and broad landscaped boulevard along the new road will result in an attractive, green streetscape that is consistent with sub-area plan objectives; and
- The variation in lot widths and coach house/garage locations will increase the livability of the proposed dwellings without unreasonably impacting the neighbouring lot to the north.

Overall, the proposed development appears to be consistent with the intent of the sub-area plan and a desirable addition to this evolving neighbourhood.

## Financial Impact

As a condition of rezoning, the developer will be eligible for Development Cost Charge (DCC) credits towards the cost of land and construction for the proposed east-west road.

## Conclusion

The subject development is in conformance with objectives for development and population growth within the McLennan South area of the City Centre and, through the establishment of a portion of the "ring road", will help facilitate future redevelopment of adjacent properties. The proposed zoning district amendments broadens the potential use of the recently created Coach House District (R9), making it applicable to the subject site and future development nearby. And, the proposed "character" homes will be an attractive addition to the neighbourhood. Overall, the subject application appears to be well thought out and to merit favourable consideration.

*Suzanne Carter-Huffman*

Suzanne Carter-Huffman  
Senior Planner/Urban Design

SPC:cas

There are requirements to be dealt with prior to final adoption of rezoning:

Legal requirements, specifically:

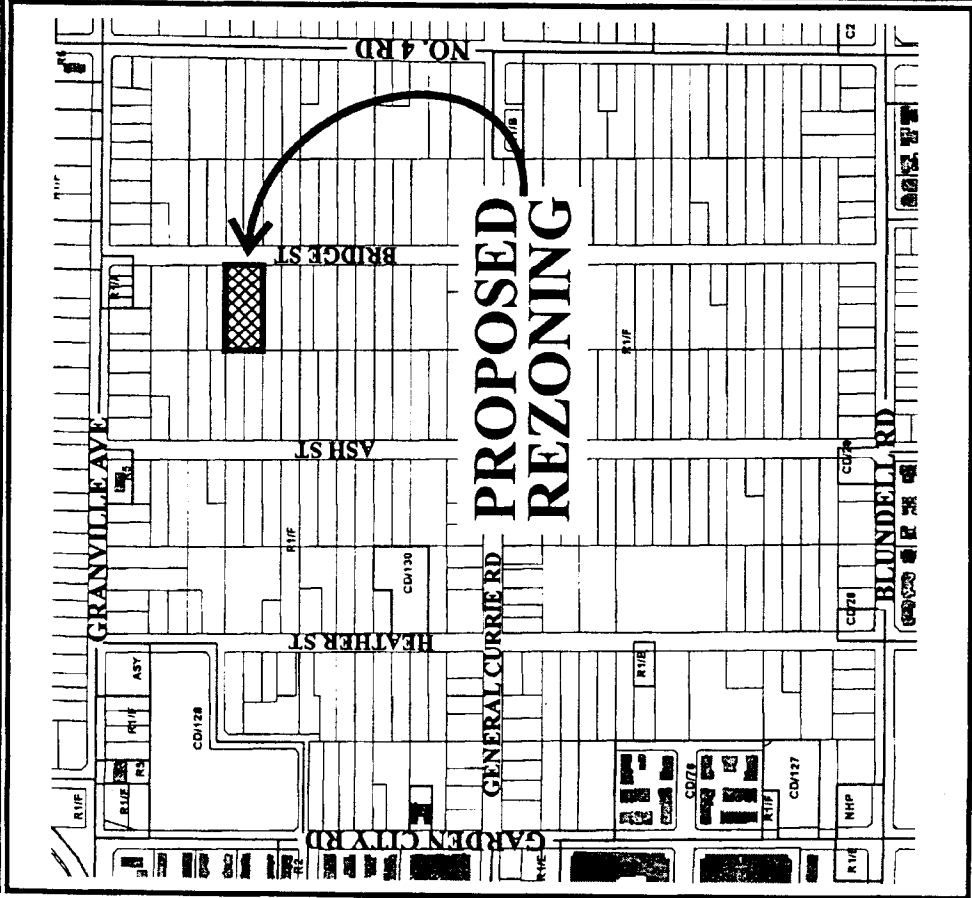
- Dedication of an 11 m (36.09 ft.) wide strip of land along the site's south property line for development of the "ring road".
- Registration of a 1 m (3.28 ft.) wide Public Rights of Passage right-of-way along the north edge of the dedicated road right-of-way for completion of the "ring road" sidewalk.

Development requirements, specifically:

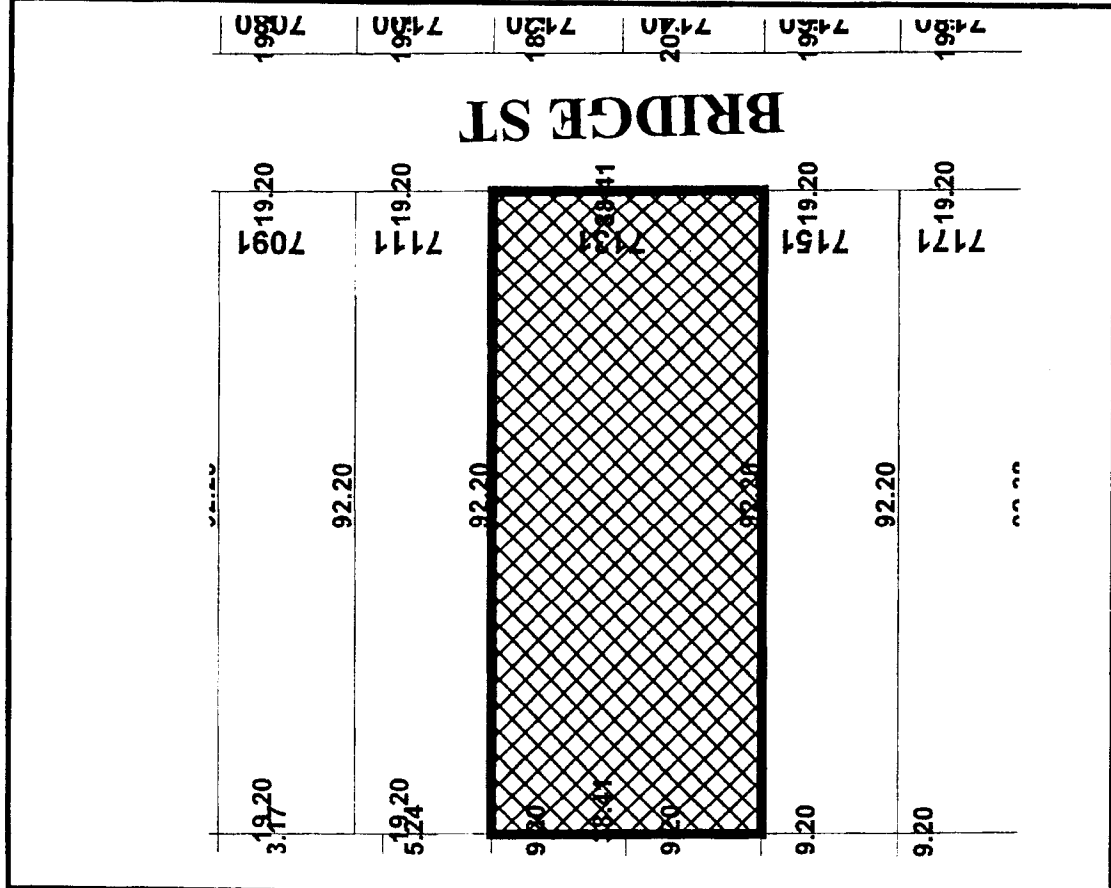
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  - b. The "ring road" including, but not limited to peat removal and appropriate replacement material for the entire 12 m (39.37 ft.) wide combined right-of-way, 6 m (19.69 ft.) width of full road construction, storm sewer, sanitary sewer, water, hydro, telephone, gas, curb and gutter, a 3.8 m (12.47 ft.) wide grass boulevard incorporating a 2.6 m (8.53 ft.) wide utility corridor, 7 cm (3") street trees at 9 m (29.53 ft.) on centre, decorative "Zed" street lights, and a concrete sidewalk a minimum of 1.5 m (4.92 ft.) wide. Note that at design stage it may be determined that the sanitary sewer cannot fit within the road right-of-way and may have to be located within its own utility right-of-way.
- Processing of a DP application to the satisfaction of the Manager of Development Applications.
- Processing of a Subdivision application to the satisfaction of the City's Approving Officer. As a condition of Subdivision approval, the developer will be required to register restrictive covenants stipulating approved driveway locations and widths for all lots, and to grant shared access easements for the three pairs of lots accessing the "ring road".



City of Richmond



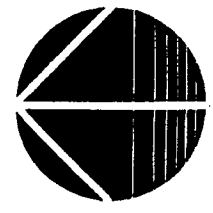
**PROPOSED  
REZONING**



**BRIDGE ST**

Original Date: 10/04/02  
 Revision Date:  
 Note: Dimensions are in METRES

RZ 02-218186





UNIT TYPE  
 DETAIL REFERENCE  
 A-1

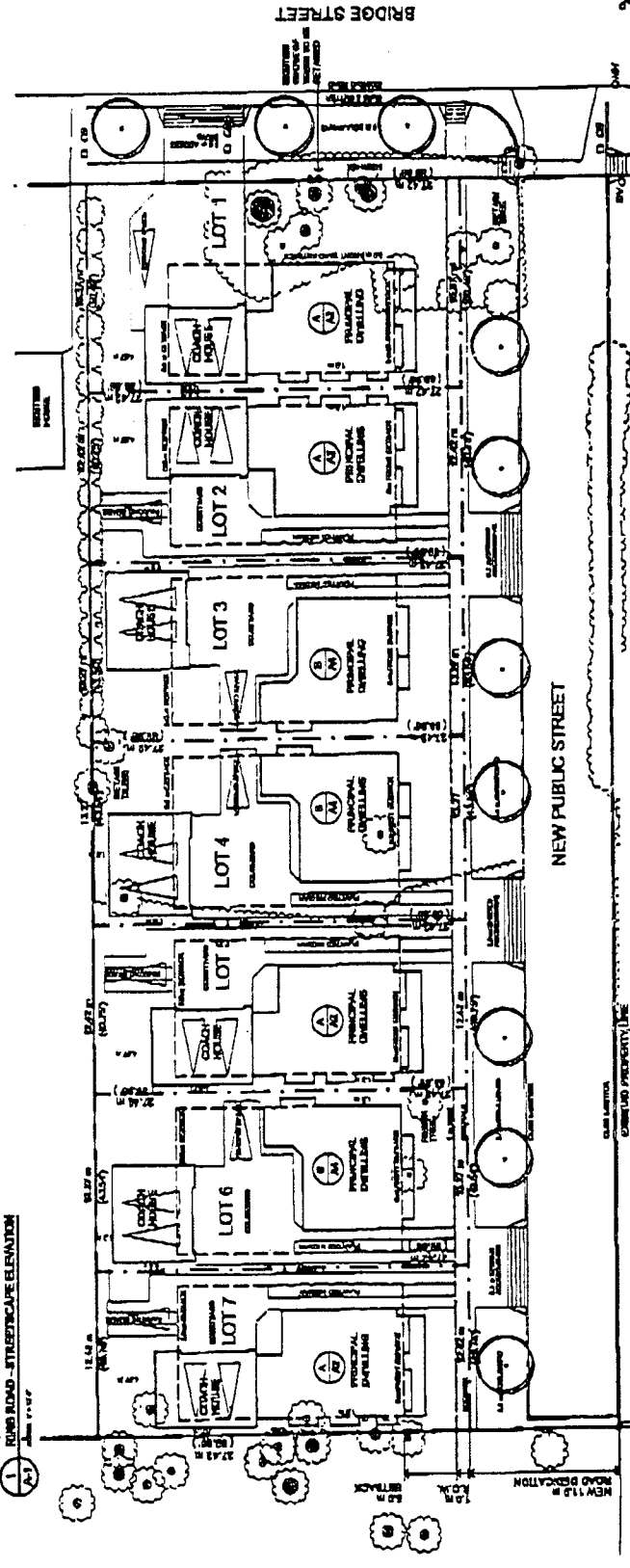
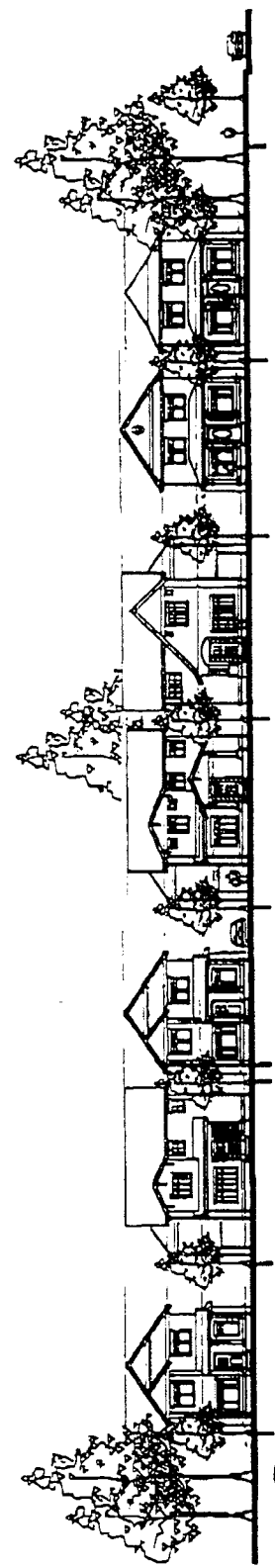
PATRICK COTTE  
 ARCHITECT INC.

PROPOSED SUBDIVISION  
 DEVELOPMENT  
 101 Bridge Street  
 Montreal, Quebec Canada

JAN 2014

PROPOSED SUBDIVISION  
 DEVELOPMENT PLAN  
 STATISTICS

A-1 D



DEVELOPMENT STATISTICS

LOT No.	WIDTH	DEPTH	AREA	NO. METERS	NO. METERS	NO. METERS	NO. METERS
LOT 1	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
LOT 2	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
LOT 3	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
LOT 4	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
LOT 5	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
LOT 6	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
LOT 7	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
<b>TOTAL</b>				<b>24.96</b>	<b>7.35</b>	<b>8.00</b>	<b>212.00</b>

DEVELOPMENT STATISTICS

LOT No.	WIDTH	DEPTH	AREA	NO. METERS	NO. METERS	NO. METERS	NO. METERS
LOT 1	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
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LOT 3	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
LOT 4	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
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LOT 7	13.41 m (44.01 ft)	27.42 m (90.10 ft)	366.8 m <sup>2</sup> (4,248.00 sq ft)	3.56	1.05	1.16	30.22
<b>TOTAL</b>				<b>24.96</b>	<b>7.35</b>	<b>8.00</b>	<b>212.00</b>

PROPOSED SUBDIVISION PLAN  
 101 BRIDGE STREET

DEVELOPMENT STATISTICS



## 210 COACH HOUSE DISTRICT (R/9)

The intent of this zoning district is to accommodate a single family dwelling with a second dwelling unit above a garage where lots front a section line road and provisions have been made for access to a lane.

### 210.1 PERMITTED USES

**RESIDENTIAL**, limited to one principle dwelling and one **Coach House**;  
**BOARDING AND LODGING**, limited to two persons per **dwelling unit**;  
**HOME OCCUPATION**;  
**ACCESSORY USES**.

### 210.2 PERMITTED DENSITY

.01 Maximum Number of **dwelling units**: Two.

.02 Maximum **Floor Area Ratio**:

0.55, together with an additional 0.05 provided that the lot in question contains one **coach house** with less than 60 m<sup>2</sup> (645.856 ft<sup>2</sup>) of gross floor area; plus

10% of the floor area total calculated above for the **lot** in question, which area must be **used** exclusively for covered areas of the principal or second **building**, with the maximum for the second unit being 6m<sup>2</sup> (64.6 ft<sup>2</sup>), which are open on one or more sides; together with

50 m<sup>2</sup> (538.21 ft<sup>2</sup>) which may be **used** only for off-street parking;

PROVIDED THAT any portion of floor area which exceeds 5 m (16.404 ft.) in height, save and except an area of up to 10 m<sup>2</sup> (107.64 ft<sup>2</sup>) **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such;

AND FURTHER PROVIDED THAT **floor area ratio** limitations shall not be deemed to be applicable to one **accessory building** which does not exceed 10 m<sup>2</sup> (107.64 ft<sup>2</sup>) in area.

### 210.3 MAXIMUM LOT COVERAGE

45% for **buildings** only, 80% for **buildings** and any non-porous surfaces or **structures** inclusive; and the remainder of the lot area restricted to landscaping with live plant material.

## 210.4 MINIMUM SETBACKS FROM PROPERTY LINES

.01 **Front Yard:** 6 m (19.685 ft.);

EXCEPT THAT portions of the principal **building** which are less than 5 m (16.404 ft.) in height and are open on those sides which face a **public road** may be located within the **front yard** setback, but shall be no closer to the **front property line** than 4.5 m (14.673 ft.);

AND FURTHER THAT bay windows may project into the required **front yard** for a distance of not more than 0.6 m (1.969 ft.);

AND FURTHER THAT the ridge line of a front roof dormers may project horizontally up to .91m (3 ft) beyond the **residential vertical envelope (lot depth)** but no further than the front yard setback;

AND FURTHER THAT accessory buildings, carports, parking pads and garages must be set back a minimum of 15 m (49.213 ft)

.02 **Side Yard:** 1.2 m (3.937 ft.) for a principal **building**, and 0.6 m (1.968 ft.) for an **accessory building**;

PROVIDED THAT where a **side property line** abuts a **public road** or public walkway, the minimum **side yard** to that property line shall be 3 m (9.843 ft.);

EXCEPT THAT cantilevered roofs and balconies, bay windows, enclosed and unenclosed fireplaces and chimneys may project into the **side yard** for a distance of not more than 0.6 m (1.969 ft.);

AND FURTHER THAT the ridge line of a side roof dormer may project horizontally up to .91m (3 ft) beyond the **residential vertical envelope (lot width)** but no further than the side yard setback;

.03 **Rear Yard:** 6 m (19.685 ft.); or in the case of a **corner lot** on which the **side yard** setback abutting a **public road** is maintained at a minimum of 6 m (19.685 ft.): 1.2 m (3.937 ft.).

Portions of the principal **building** which are less than 2 m (6.562 ft.) in height, an extension to the principal building which contains a second dwelling unit and **accessory buildings** of more than 10 m<sup>2</sup> (107.64 ft<sup>2</sup>) in area may be located within the **rear yard** setback area but no closer than:

- (i) 3.0 m (9.843 ft.) to a property line which abuts a **public road**, or
- (ii) 1.2 m (3.937 ft.).

There is no property line setback requirement for an **accessory building** which has an area of 10 m<sup>2</sup> (107.64 ft<sup>2</sup>) or less.

## 210.5 MAXIMUM HEIGHTS

- .01 **Buildings:** 2½ storeys, but in no case above the **residential vertical envelope (lot width)** or the **residential vertical envelope (lot depth)**;
- .02 **Structures:** 20 m (65.617 ft.).
- .03 **Accessory Buildings:** 2 storeys, or 7.4m (24.278 ft), whichever is lesser.

210.6 **MINIMUM BUILDING SEPARATION SPACE:** 1.2 m (3.937 ft.).

210.7 **COMMON WALL:** Only one wall of the **coach house** may be attached to the principle dwelling.

210.8 **MINIMUM LOT SIZE:** 270 m<sup>2</sup> (2,906.35 ft<sup>2</sup>)

## 210.9 OFF-STREET PARKING

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

The minimum number of parking spaces provided shall be 2 spaces for the principle **dwelling unit** and 1 space for the **coach house**.”



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7475 (RZ 02-218186)**

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

- 1. Richmond Zoning and Development Bylaw 5300 is amended by replacing the intent statement of Section 210, Coach House District (R9), and Section 210.4.02, Minimum Setbacks from Property Lines, Side Yard, with the following:

“The intent of this zoning district is to accommodate a single family dwelling with a second dwelling unit above a garage where lots are situated within the City Centre Area or front a section line road and, in the latter case, provisions have been made for access to a lane.

- .02 **Side Yard:** 1.2 m (3.937 ft.) for a principal **building**, and 0.6 (1.968 ft.) for an **accessory building**;

PROVIDED THAT where a **side property line** abuts a **public road**, the minimum **side yard** to that property line shall be 6 m (19.685 ft.) in Sections 10-4-6 and 15-4-6 and 3 m (9.843 ft.) elsewhere, and where a **side property line** abuts a public walkway, the minimum **side yard** to that property line shall be 3 m (9.843 ft.);

EXCEPT THAT cantilevered roofs and balconies, bay windows, enclosed and unenclosed fireplaces, and chimneys may project into the side yard for a distance of no more than 0.6 (1.969 ft.);

AND FURTHER THAT the ridgeline of a side roof dormer may project horizontally up to 0.91 m (3 ft.) beyond the residential vertical envelope (lot width), but no further than the side yard setback.”

- 2. This Bylaw may be cited as “**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7475**”.

FIRST READING

PUBLIC HEARING

SECOND READING

THIRD READING

ADOPTED

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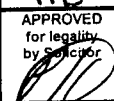
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CITY OF RICHMOND
APPROVED for content by originating dept.
<b>HB</b>
APPROVED for legality by Solicitor



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MAYOR

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CITY CLERK



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 7476 (RZ 02-218186)  
7131 BRIDGE STREET**

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 **COACH HOUSE DISTRICT (R9)**.

P.I.D. 012-031-887

Lot 17 Block "C" Section 15 Block 4 North Range 6 West New Westminster District Plan 1207

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7476**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED for content by originating dept.
<i>MB</i>
APPROVED for legality by Solicitor
<i>[Signature]</i>

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MAYOR

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CITY CLERK