



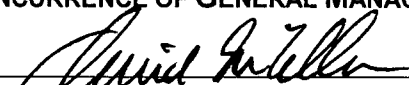
To: Planning Committee
From: Joe Erceg
Manager, Development Applications
Date: October 7, 2002
File: RZ 02-203809
Re: **APPLICATION BY AMAR SANDHU FOR REZONING AT 8411 STEVESTON HIGHWAY FROM SINGLE-FAMILY HOUSING DISTRICT, SUBDIVISION AREA E (R1/E) TO COACH HOUSE DISTRICT (R/9)**

Staff Recommendation

That Bylaw No. 7441 for the establishment of a new zone, "Coach House District (R/9)" and for the rezoning of 8411 Steveston Highway from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Coach House District (R/9)" be introduced and given first reading.


Joe Erceg
Manager, Development Applications

JE:jmb
Att. 5

FOR ORIGINATING DIVISION USE ONLY
CONCURRENCE OF GENERAL MANAGER


Staff Report

Origin

Amar Sandhu on behalf of J.A.B. Enterprises Ltd. and Majestic Developments Ltd. has applied to the City of Richmond for permission to rezone 8411 Steveston Highway (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to Coach House District (R/9) (**Attachment 2, 3 & 4**).

An earlier version of the application was viewed by Planning Committee on August 15th and September 4th and by Council on September 9th; However, the application was referred back to staff. For the applicant, the two main problems with the initial proposal were that he could not locate the garages at the front of the property and that he did not want to construct the lane now.

The application is now able to proceed as staff have agreed that requiring a constructed lane now appears impractical in this case and the applicant has agreed to locate the garages at the rear of the property in conjunction with a new Coach House zone.

Findings of Fact

Item	Existing	Proposed
Owner & Applicant	Amar Sandhu	To be determined
Site Size	861.3 m ² (9,271 ft ²)	Two lots - 366 m ² (3,944 ft ²) (after lane dedication)
Land Uses	Single Family	Single Family & Coach House
OCP Designation	Low Density Residential	No change
Zoning	R1/E	R/9

Surrounding Development

The subject property is along Steveston Highway with single family homes to the west, north and east. The property to the west has similar potential to the subject lot and the property to the east has a relatively new home. The Agricultural Land Reserve is located to the south. There are townhouses located two properties to the west for the rest of the block.

Related Policies & Studies

Arterial Road Redevelopment Policy

The proposed rezoning is consistent with the form of development envisioned in the Arterial Road Redevelopment Policy. Where properties are further than a ½ block of the Neighbourhood Service Centre, single family character housing, that is housing that looks like single family, but may contain more than one dwelling unit, is appropriate.

Lane Policy

Attachment 5 shows two potential future lane alignments for this neighbourhood. As there is a relatively new home to the east of the subject lot, implementation of the lane could be quite some time in the future. However, implementation of the Lane Policy is a long term endeavour.

Therefore, rather than constructing the lane now, the applicants will pay funds equivalent to the cost of constructing the lane. These funds will be deposited in the Neighbourhood Improvement Charge (NIC) account. The applicants will also construct the garage (at the rear of the property) and provide a driveway such that when the lane becomes functional, it will be very simple for the owners at the time to switch the access from Steveston Highway to the new lane. This change in lane implementation does not require a change to the Lane Policy.

Staff foresee that there may be other select cases whereby NIC funds will be accepted rather than the construction of the lane, however, this will only be permitted on a case by case basis in limited circumstances.

Staff Comments

Policy Planning

Lane Implementation

For this application, as the achievement of the lane will be hindered by the fact that there is a new home to the east and there are townhouses to the west. Rather than having the lane constructed now as part of this development, the applicant will pay a Neighbourhood Improvement Charge (NIC) for the full cost of constructing the lane in the future.

While staff always prefer to have the lane constructed immediately, and have made this a requirement for the 30 or so lots that have been created thus far under the policy, for this application, a NIC fee is acceptable. In addition, the City requires a covenant to ensure that the garages and driveways are constructed in such a way that when the lane does get built, it will be very easy for the owners to convert to the use of the lane for access and to locate the 3rd parking stall next to the main house.

The NIC fees that are paid are not “earmarked” specifically for the future construction of this lane as the intent of the NIC program is to enable flexible movement of funds between neighbourhoods in order to permit construction of infrastructure before full buildout of a neighbourhood. This flexibility is an important element of the NIC program.

New Coach House Zone

Recently, Council approved a Coach House zone for use on a specific site on Williams Road near No.3 Road. The zone that was used was specifically for that site (due to an unusually shallow lot) while the zone that is proposed as part of this application is one that will be able to be used along major roads in conjunction with lane development.

A new Coach House Zone would work hand in hand with the Arterial Road Redevelopment Policy and the Lane Policy. In terms of location, the Arterial Road Policy supports redevelopment for single family character housing where properties are located further than ½ block from neighbourhood service centres as defined in the OCP and City-run community centres. The proposed coach house zone provides single family character while at the same time increasing the density slightly. Therefore the density that is proposed is appropriate for the arterial roads, the zone integrates well with the existing dwellings and it provides a small amount of extra density which helps the applicant offset the cost of providing the lane.

This new zone also works directly with the Lane Policy in that it would be used in cases where access is provided or will be provided in the rear of the property from a lane. Therefore, the zone could be considered for those roads that are identified for lane development in the Lane Policy (**Attachment 6**).

The new zone has similar setbacks, heights and lot coverage to the single family zone, however in addition to the primary single family dwelling, the zone permits a separate suite of up to 60 m² (645 ft²) on top of the garage (only) and provides a small amount of additional density (0.05 FAR) if this additional dwelling unit is provided.

Highlights of the zone include:

- the ability for front porches and gables to project into the front and side yards for the primary dwelling (which is the same as what was used for the single family homes in the Odlinwood area);
- the garage and second dwelling unit are only permitted to be 2 storeys high, rather than the 2 ½ storeys permitted for the principal dwelling; and
- a third parking space will also be required for the additional unit.

In terms of the proposed development the following chart shows that it conforms to the specifics of the zone.

	Coach House Zone (R/9)	Proposed Development
Density	0.55 FAR + 0.05 FAR (second unit)	0.55 FAR + 0.05 FAR
Lot Coverage	Buildings: 45%	Buildings: 42%
Setbacks	Front: 6m (19.685 ft) + projections Side: 1.2m (3.94 ft) principal & .6m (1.97 ft) accessory building Rear: 6m (19.685 ft) principal & 1.2m (3.94 ft) accessory	Front: 6m (19.685 ft) + projections Side: 1.2m (3.94 ft) principal & .6m (1.97 ft) accessory building Rear: 6m (19.685 ft) principal & 1.2m (3.94 ft) accessory
Height	Building: 2 ½ storeys Accessory: 2 storeys	Building: 2 storeys Accessory: 2 storeys
Parking	3 stalls	3 stalls

Engineering

The requirements for the rezoning application include:

1. Dedication of a 6m lane across the entire north property line;
2. Payment of a NIC fee for the construction of the future lane complete with curb and gutter, post top lighting and storm sewer;
3. A Restrictive Covenant ensuring that only one temporary, single width driveway will be provided for the use of both future properties. Once lane becomes operational, the existing access to Steveston Highway will be closed; and
4. A covenant to ensure that the garages are located at the rear of the property on the future lane so that when the lane becomes operational, it is possible for the owners to have immediate use of the garages from the lane.

At time of subdivision the applicant will be required to:

- 1 Provide a 4m cross access agreement centred on the new property line for the driveway access; and
- 2 Pay a fee for the future re-instatement of the curb and sidewalk.

Analysis

Staff is now supportive of the application for the rezoning of the subject site as the two outstanding issues have been addressed. The applicant will construct the garages at the rear of the property now that there is the ability to provide two additional coach houses. In terms of the lane construction, in this case, the payment of NIC fees is deemed acceptable rather than requiring the lane to be constructed now. In select cases staff may support payment instead of construction, where it is shown that lane implementation is difficult in the near future because of new housing or other impediments.

Staff believe that the implementation of the proposed zone is appropriate because:

- it permits a small amount of additional density (between approximately 200 ft² and 400 ft²) in an appropriate location along arterial roads;
- the form of the coach house integrates well with the existing single family homes as the main difference is the additional space permitted above the garage;
- the housing form, whereby access is provided from the lane, allows for more density but does a good job of hiding it from view; and
- it helps to offset the cost of providing the lane, therefore, the development community will be more supportive of the lane policy and lane implementation will be more expedient.

As this zone will working hand in hand with the Lane and Arterial policies, it will be permitted to be located in areas targeted for single family character housing along arterial roads, and in areas identified for lane development.

The population that would result from this form of development is consistent with projections to 2021.

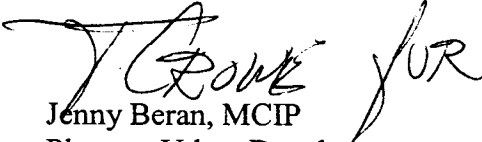
Financial Impact

None.

Conclusion

1. It is proposed that a new zone, that permits a coach house above the garage, be introduced with the subject application along Steveston Highway.
2. While the applicant will not be building the lane now, he is locating the garages in such a way that once the lane is built, it will be very easy for the owners to switch the access point from Steveston Highway to the lane.

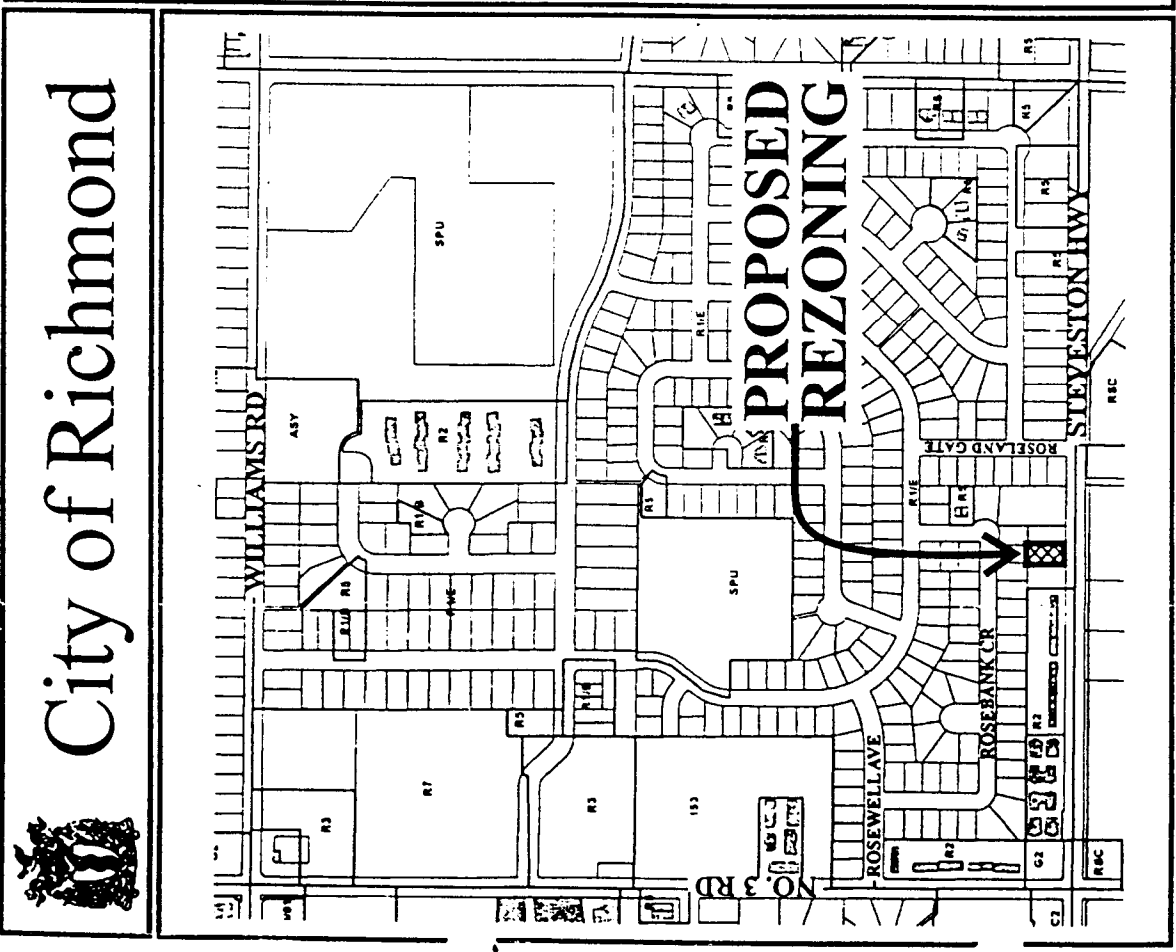
3. This is an appropriate location for this use, therefore, staff is supportive of the application.


Jenny Beran, MCIP
Planner, Urban Development

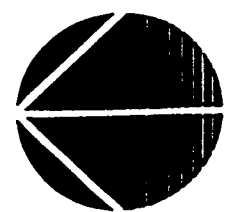
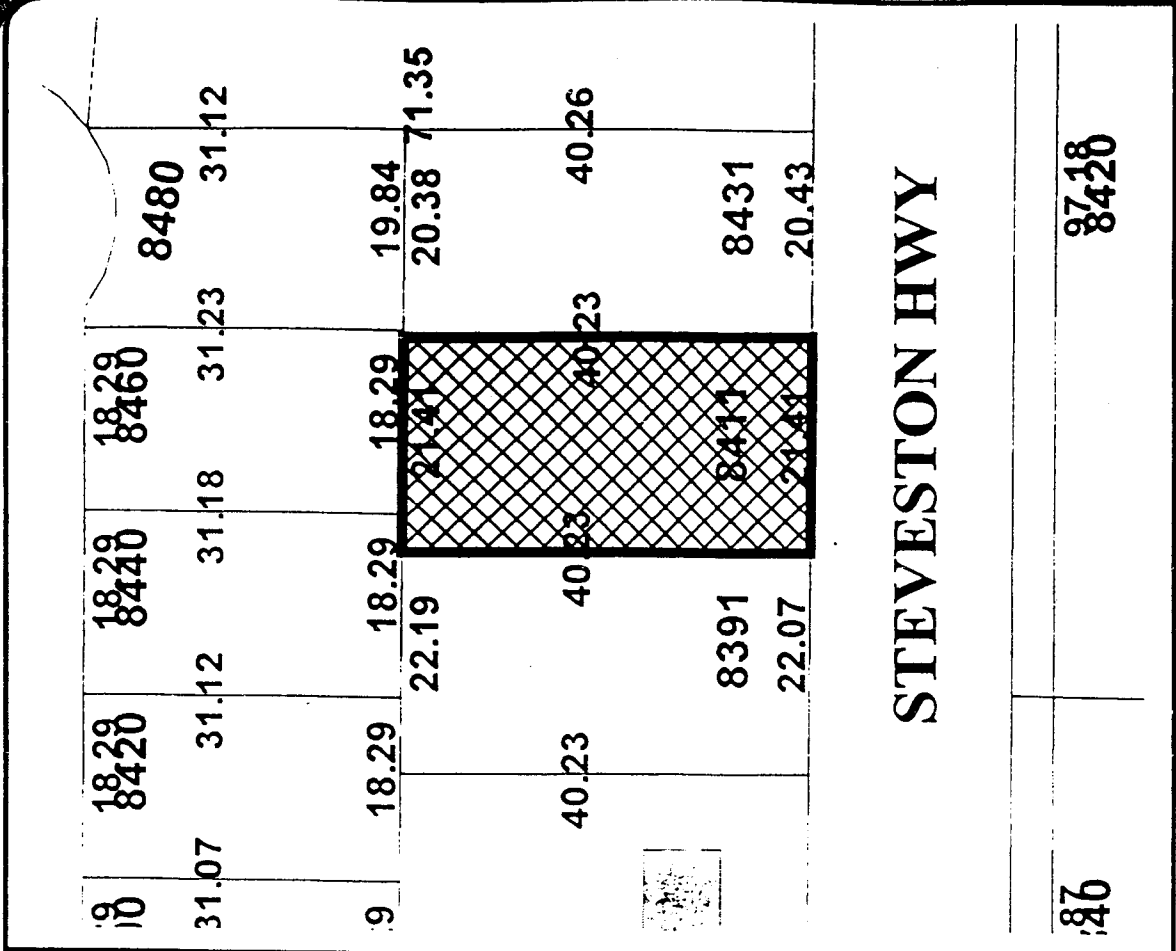
JMB:cas

There are requirements prior to final reading of the bylaw, specifically:

1. Dedication of a 6m lane across the entire north property line;
2. Payment of a NIC fee for the construction of the future lane complete with curb and gutter, post top lighting and storm sewer;
3. A Restrictive Covenant ensuring that only one temporary, single width driveway will be provided for the use of both future properties. Once lane becomes operational, the existing access to Steveston Highway will be closed; and
4. A covenant to ensure that the garages are located at the rear of the property on the future lane so that when the lane becomes operational, it is possible for the owners to have immediate use of the garages from the lane.



City of Richmond



RZ 02-203809

Original Date: 05/02/02

Revision Date:

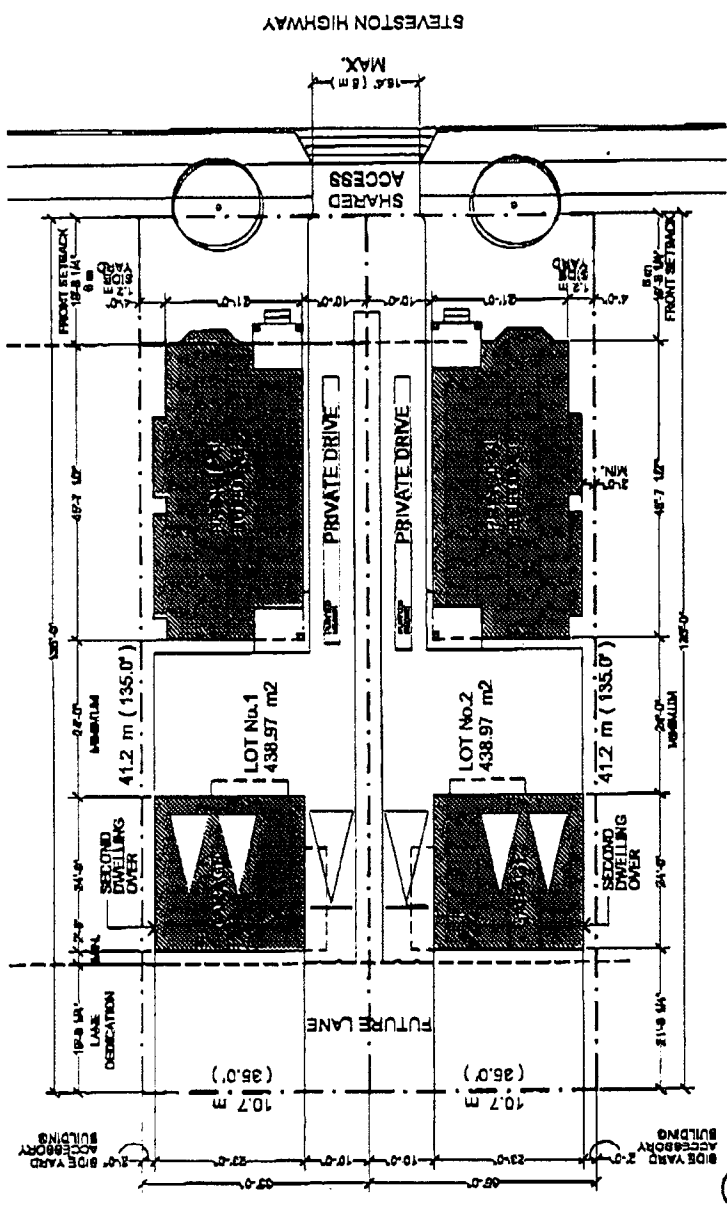
Note: Dimensions are in METRES



PATRICK COTTER ARCHITECTS
 1000 ...
 ...
PROPOSED RESIDENTIAL SUBDIVISION
 4111 Stevenson Highway
 Richmond, British Columbia
 VAN
 JOB ENTERPRISES LTD.
 ...
SITE PLAN & DEVELOPMENT DATA
 ...
 A-1



ATTACHMENT 2



1 SITE PLAN
SCALE: 1/8" = 1'-0"

FLOOR AREA RATIO:	0.95	0.95	PERMITTED
X 4.088 =	2,218.80		
X 4.088 =	201.80		
TOTAL:	2,420.60		2,420.60 SQ.FT.
COVERED AREA:	2,420.60	241.16	241.16 SQ.FT.

SUMMARY OF BLDG. AREAS		PROPOSED	MAXIMUM PERMITTED
PRINCIPAL DWELLERS			
MAIN FLOOR	84.00 SQ.FT.	84.00 SQ.FT.	84.00 SQ.FT.
SECOND FLOOR	1,820.00 SQ.FT.	1,820.00 SQ.FT.	1,820.00 SQ.FT.
SUB-TOTAL:			
SECOND DWELLING UNIT			
MAIN FLOOR	22.00 SQ.FT.	22.00 SQ.FT.	22.00 SQ.FT.
SECOND FLOOR	580.00 SQ.FT.	580.00 SQ.FT.	580.00 SQ.FT.
SUB-TOTAL:			
TOTAL:	2,420.00 SQ.FT.	2,420.00 SQ.FT.	2,420.00 SQ.FT.
GARAGE	58.00 SQ.FT.	58.00 SQ.FT.	58.00 SQ.FT.
TOTAL:	2,478.00 SQ.FT.	2,478.00 SQ.FT.	2,478.00 SQ.FT.
COVERED AREAS:			
TOTAL:	97.50 SQ.FT.	97.50 SQ.FT.	97.50 SQ.FT.

EXISTING SITE AREA:	8,250 SQ.FT.	777.50 m ²	
PROPOSED SUBDIVISION:			
LOT 1:	4,759.9 SQ.FT.	438.87 m ²	
LOT 2:	4,769.9 SQ.FT.	438.87 m ²	
INDIVIDUAL LOT AREA:	4,759.9 SQ.FT.	438.87 m ²	
LANE DEDICATION AREA:	88.9 SQ.FT.	8.10 m ²	
NET DEVELOPABLE AREA:	4,681.1 SQ.FT.	430.77 m ²	

DOVELAGES SUMMARY:		PROPOSED	MAX
PRINCIPAL DWELLING			
MAIN FLOOR	84.00 SQ.FT.	84.00 SQ.FT.	84.00 SQ.FT.
PORCHES / DECKS	165.00 SQ.FT.	165.00 SQ.FT.	165.00 SQ.FT.
GARAGE	58.00 SQ.FT.	58.00 SQ.FT.	58.00 SQ.FT.
PAVED DRIVEWAY	1,268.00 SQ.FT.	1,268.00 SQ.FT.	1,268.00 SQ.FT.
TOTAL:	2,443.00 SQ.FT.	2,443.00 SQ.FT.	2,443.00 SQ.FT.
CALC:	2,443.00	73.7 %	80.0 %

2 DEVELOPMENT STATISTICS

NOTES

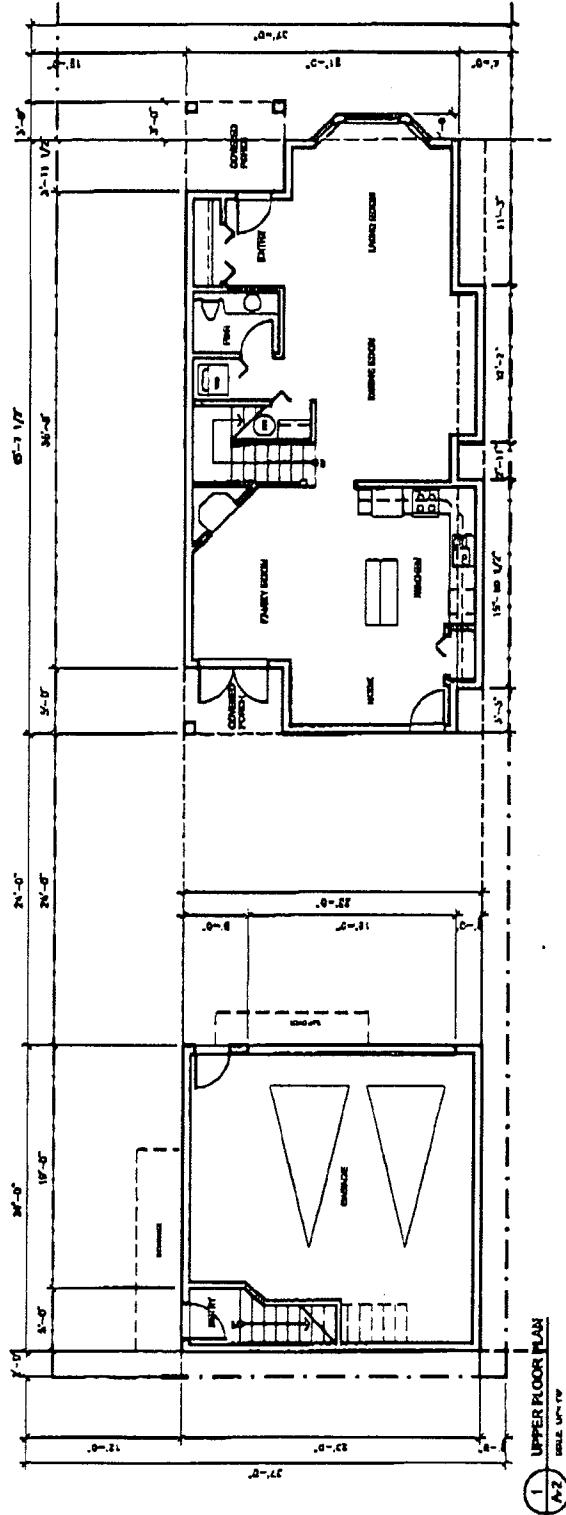
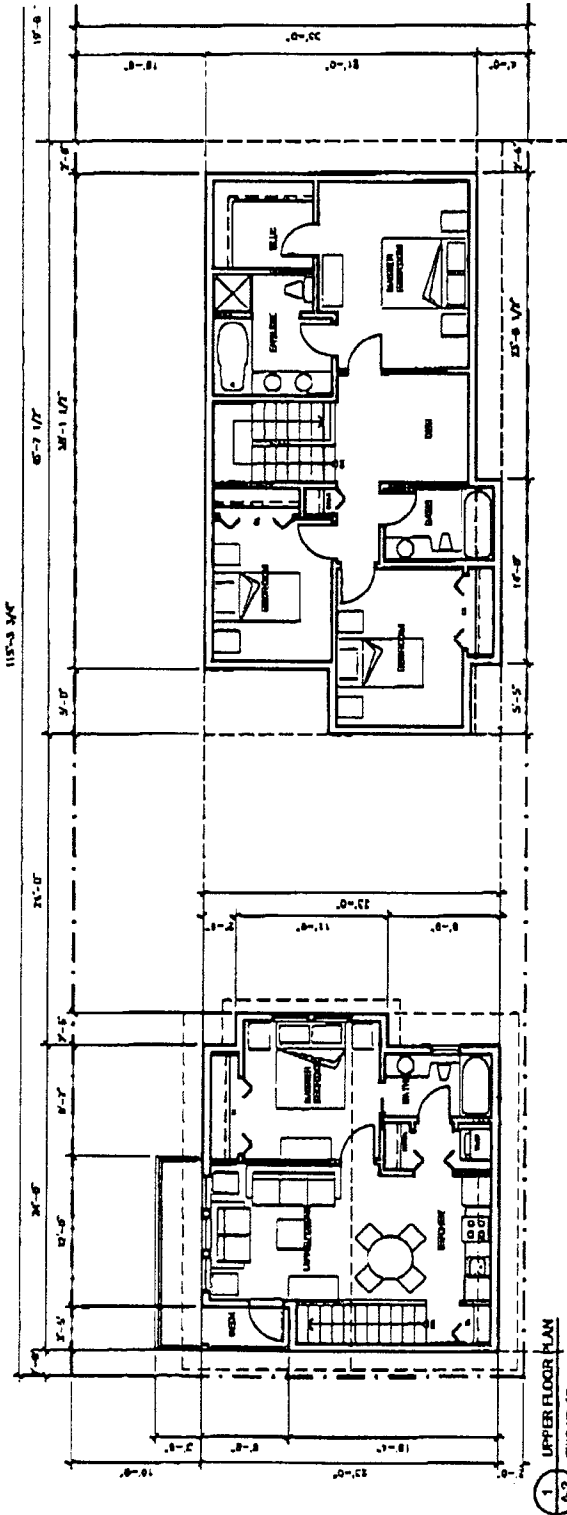
■ PATRICK COTTER ARCHITECTS
 1200 NORTH 16TH AVENUE
 SUITE 100
 DENVER, CO 80202
 TEL: 724-6556
 FAX: 724-6556
 WWW: WWW.PATRICKCOTTERARCHITECTS.COM

PROJECT: PROPOSED RESIDENTIAL SUBDIVISION
 1811 26th Avenue Parkway
 Thornton, CO 80132

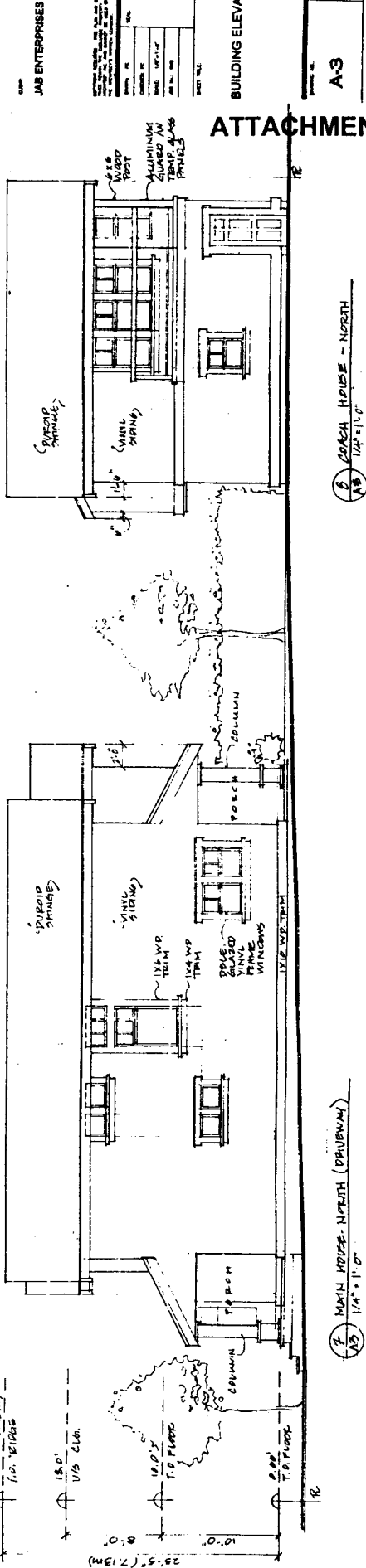
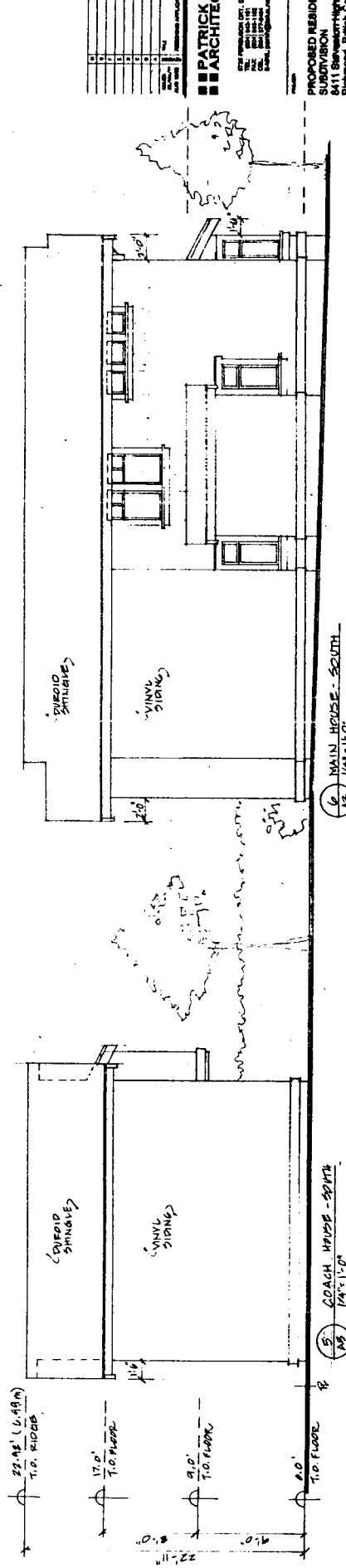
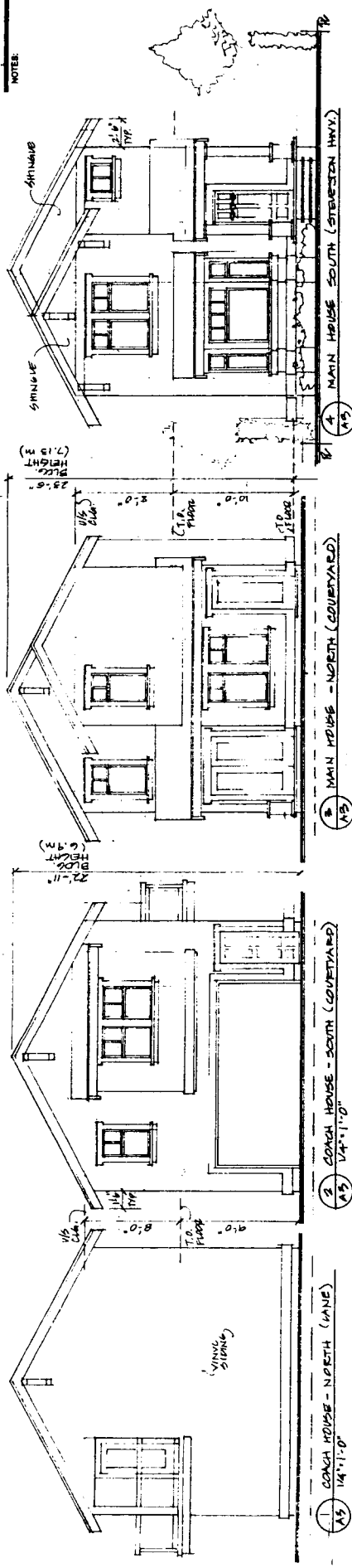
DATE	2002.07.08
BY	J.A.S. BATES/DMITRIY LITA
CHECKED	
APPROVED	
SCALE	AS SHOWN
TITLE	FLOOR PLANS

NO.	A
REV.	
A-2	

ATTACHMENT 3



NOTE:



PATRICK COTTER ARCHITECTING.
 4411 Steeles Highway
 Richmond, British Columbia

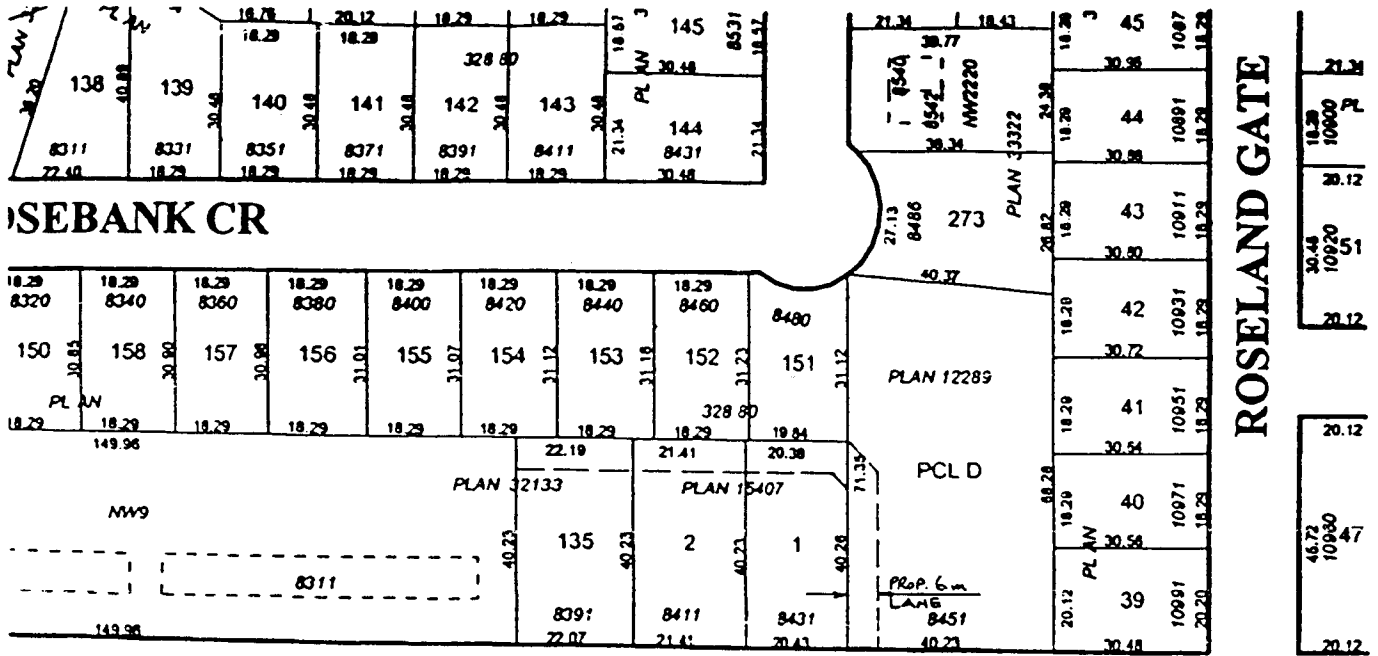
PROPOSED RESIDENTIAL
 SUBDIVISION
 4411 Steeles Highway
 Richmond, British Columbia

JAB ENTERPRISES LTD.

DATE:	NOV 2012
PROJECT NO.:	12-11-12
CLIENT:	JAB ENTERPRISES LTD.
DESIGNER:	PATRICK COTTER ARCHITECTING
DATE:	NOV 2012

BUILDING ELEVATIONS
 A3 A

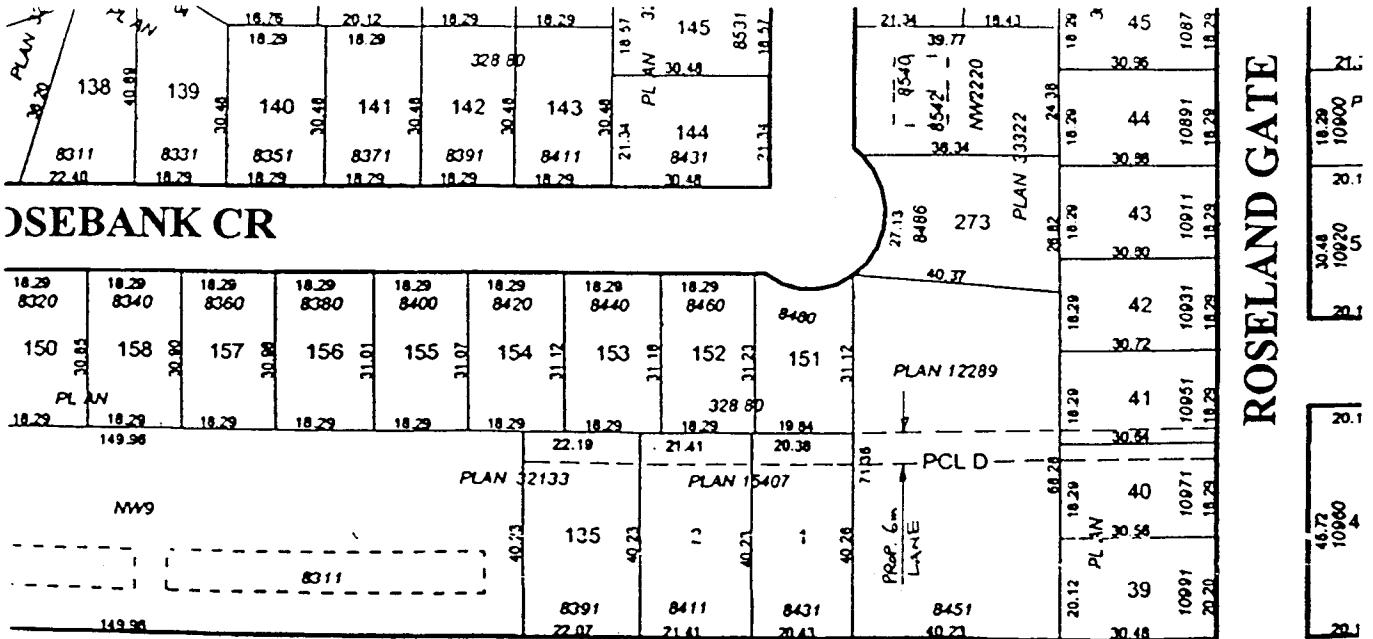
ATTACHMENT 4



PROPOSED LANE ALIGNMENT

OPTION 1

F	G
50.87	50.87
8200	8340



PROPOSED LANE ALIGNMENT

OPTION 2

F
50.87
8200

**POLICY 5038:**

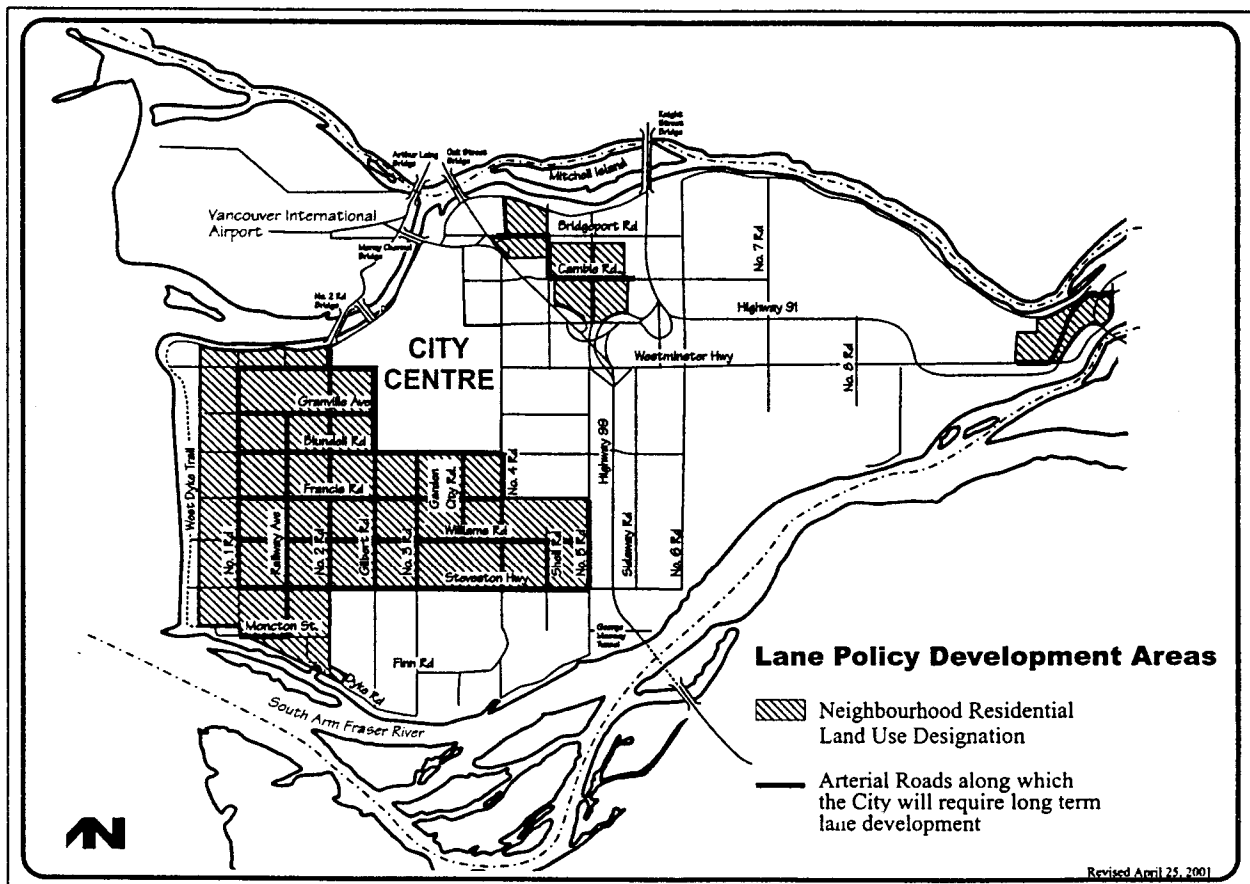
It is Council policy that:

1. Where the City approves Rezoning, Development Permit and/or Subdivision applications for properties which:
 - a) are outside the City Centre;
 - b) are designated by the Official Community Plan as "Neighbourhood Residential";
 - c) front a major arterial road, or local arterial road that is part of the Bike Network or Francis Road between No.1 and No.4 Roads; and
 - d) are illustrated generally on the attached map, "Lane Establishment Policy Development Areas";the City requires the applicant to:
 - e) provide land (eg, dedicate) at the rear and/or side of the properties for a lane and/or mid-block lane access; and
 - f) pay for construction, to City standards, of such lane and/or mid-block lane access.
2. A lane required under Section 1 must not exit directly onto a major arterial road, unless:
 - a) a mid-block vehicular access is approved by the City and constructed to current standards; or
 - b) land is dedicated and funding provided for the future construction of a lane and in the interim a temporary, single-width, shared access driveway is provided for use by vehicles accessing only those parcels located directly adjacent to the driveway on the understanding that any garage(s) is to be located at the rear of such property, to ensure that the access to the arterial road can be closed when the lane is operational.
3. In order to implement the provisions of Section 1, restrictive covenants may be required as part of a rezoning application in order to:
 - a) increase rear-yard setbacks;
 - b) ensure that where fill is added to raise the property, vehicular access to the lane is maintained;
 - c) ensure that garages, if any, are located at the rear of the property in question; and/or
 - d) ensure that when the lane is operational, access to the arterial road is closed.
4. Exceptions to the policy, which would be determined with each application, include where:
 - a) there is a lane already built to City standards;
 - b) the property is less than 30m in depth;
 - c) there is, or the City approves, an alternate access, such as a frontage road, shared access, or internal road;
 - d) Council authorizes an exemption through the rezoning or development permit process; or
 - e) the Subdivision Approving Officer authorizes an exemption through the subdivision process.



5. The main principles used by staff to determine the suitability of an alternate access referred to in clause c) of section 4 are that:
 - (i) there are to be no additional accesses created to residential lots along arterial roads;
 - (ii) the proposed access will not impede the intended function of the arterial road; and
 - (iii) the type of access is consistent with the existing and/or anticipated form of development.

6. Notwithstanding the provisions of this policy, the City will continue to examine development applications in terms of meeting OCP objectives, Lot Size Policies, the Residential Lot Vehicular Access Regulation Bylaw and other requirements, standards and factors.



CITY OF RICHMOND

BYLAW 7441

**RICHMOND ZONING AND DEVELOPMENT BYLAW 5300
AMENDMENT BYLAW 7441 (RZ 02-203809)
8411 Steveston Highway**

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

1. Richmond Zoning and Development Bylaw 5300, is amended by adding the following definition in alphabetical order in Section 104 as follows:

“COACH HOUSE

“Coach House” means a **dwelling unit** which has at least 75% of its floor area located above a garage, which may be detached or attached to a principle dwelling”.

2. Richmond Zoning and Development Bylaw 5300, is amended by inserting as Section 210 thereof the following:

“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 m² (645.856 ft²) 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 6m² (64.6 ft²), which are open on one or more sides; together with

50 m² (538.21 ft²) 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 m² (107.64 ft²) 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 m² (107.64 ft²) 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 m² (107.64 ft²) 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 m² (107.64 ft²) 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 m² (2,906.35 ft²)

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**."

- 3. 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 (R/9)**.

P.I.D. 018-513-395

Lot 2 Section 33 Block 4 North Range 6 West New Westminster District Plan LMP12834

- 4. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 7441**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

MAYOR

CITY CLERK

CITY OF RICHMOND
APPROVED
for content by originating dept.
<i>PS</i>
APPROVED for legality by Solicitor
<i>CD</i>