



To: Planning Committee  
From: Brian J. Jackson, MCIP  
Acting General Manager  
Planning and Development

*To: Planning Comm. July 17, 2012*

Date: June 28, 2012

File: 08-4045-00/Vol 01

Re: **Granny Flats and Coach Houses in Edgemere (2041 OCP Update)**

**Staff Recommendation**

- 1) That Richmond Zoning Bylaw 8500, Amendment Bylaw 8922 (**Attachment 1**), to create a new Single Detached with Granny Flat or Coach House (RE1) zone and rezone a portion of the Edgemere neighbourhood with lanes from Single Detached (RS1/E) to Single Detached with Granny Flat or Coach House (RE1):
  - a) be introduced and given 1<sup>st</sup> reading; and
  - b) be referred to the same Public Hearing as the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update for consideration and approval;
- 2) That the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update designate Edgemere as an intensive residential development permit area with guidelines (**Attachment 2**);
- 3) That Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923 (**Attachment 3**), to not require Development Permit signage in Edgemere for granny flat and coach house applications:
  - a) be introduced and given 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> reading; and
  - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted; and
- 4) That Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924 (**Attachment 4**), to introduce a \$1,000 development permit application fee for granny flats and coach houses in Edgemere:
  - a) be introduced and given 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> reading; and
  - b) be scheduled for adoption after the Richmond Official Community Plan Bylaw 7100, Amendment Bylaw for the 2041 OCP Update is adopted.

*Brian J. Jackson for*

Brian J. Jackson, MCIP  
Acting General Manager, Planning and Development  
(604-276-4138)  
Att. 9

REPORT CONCURRENCE			
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>	<b>CONCURRENCE OF GENERAL MANAGER</b>	
Law	<input checked="" type="checkbox"/>	<i>Brian Jackson for JE</i>	
Engineering	<input checked="" type="checkbox"/>		
Transportation	<input checked="" type="checkbox"/>		
Development Applications	<input checked="" type="checkbox"/>		
<b>REVIEWED BY SMT SUBCOMMITTEE</b>	<b>INITIALS:</b>	<b>REVIEWED BY CAO</b>	<b>INITIALS:</b>
	<i>[Signature]</i>		<i>[Signature]</i>

## Staff Report

### Origin

On February 27, 2012, Council endorsed a Draft Single Detached Housing Zone with Granny Flat or Coach House and proposed Form and Character Guidelines for public consultation in the Burkeville and Edgemere areas.

The purpose of this report is to outline the results of this public consultation and to have Council authorize City staff to proceed with the following as part of the 2041 OCP Update:

- 1) Create a new Single Detached with Granny Flat or Coach House (RE1) zone and to rezone a portion of the Edgemere neighbourhood to this new RE1 zone (**Attachment 1**);
- 2) Designate a portion of Edgemere as an intensive residential development permit area with guidelines in the 2041 OCP Update (**Attachment 2**);
- 3) Amend the Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw to not require signage for granny flat and coach house development permit applications (**Attachment 3**); and
- 4) Amend the Development Application Fees Bylaw to allow application fees for granny flat and coach house development permits to be a lower cost of \$1,000 rather than \$2,055 as an incentive (**Attachment 4**).

### Findings of Fact

The following is a summary of the March 2012 survey results from Burkeville and Edgemere (see **Attachment 5** for a copy of verbatim comments).

March 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	51	18%	48	12%
3	Support the Proposed Development Permit Guidelines (Yes)	29	57%	37	77%
4	Don't support the Proposed Development Permit Guidelines (No)	12	23%	8	17%
5	Don't know if support the Proposed Development Permit Guidelines (Unsure)	9	18%	3	6%
6	Support the City amending the Zoning Bylaw as per Draft New Zone (Yes)	31	61%	34	71%
7	Don't support the City amending the Zoning Bylaw (No)	15	29%	11	23%
8	Don't know if support the City amending the Zoning Bylaw (Unsure)	4	8%	3	6%
9	No answers (letter of concerns)	1	2%	0	0%

When combined with the June 2011 survey results (excluding any duplication), the following totals are reached.

Combined 2011 and 2012 Survey Results		Burkeville		Edgemere	
		#	%	#	%
1	Number of Households	284	100%	391	100%
2	Number of Surveys Submitted (by household)	87	31%	57	15%
3	Support for Granny Flats and Coach Houses	68	78%	45	79%
4	Don't support or Unsure if support Granny Flats and Coach Houses	19	22%	12	21%

Surveys were sent to every household (**Attachment 6**), advertisements were placed in both local newspapers (**Attachment 7**), and information was available on-line at [letstalkrichmond.ca](http://letstalkrichmond.ca) (**Attachment 8**). Based on the Survey findings, there is sufficient residents' support for granny flats and coach houses in Burkeville and Edgemere.

However, the Sea Island Community Association Board has taken the following position:

“Sea Island Community Association asks that the City of Richmond postpone its proposal for ‘Pre-Zoning and Guidelines’ to encourage coach houses and granny flats in Burkeville, for a period of at least 2 years.

Our Board has discussed the proposal at length, and while most of our directors view the Guidelines as beneficial, there is unanimous opposition to the linked prospect of Pre-Zoning. If a 2 year pause is acceptable to Council, we ask that the proposed Guidelines be applied or used as a guide with respect to any individual applications for coach house/granny flat re-zoning in Burkeville, during the two year period.

When the 2 year period has elapsed, the Association would be pleased to reconsider the proposal, and would ask that there be opportunity for further community input.

There are growing concerns in Burkeville regarding the impact of rental units that have already been added to homes here, as discussed when you met with our Board in May 2012. Vehicle traffic and parking in particular, are issues that have an immediate and important impact on quality of life in this community, and we have fought hard to keep our streets safe for children and pedestrians, our boulevards green, and our neighbours friendly. Because our transit options are very limited, each and every new adult resident in Burkeville means at least one additional vehicle in the neighbourhood, and sometimes more.

For these and other reasons, a sudden proliferation of suites/flats could be very damaging to this community, and with Pre-Zoning in place it would be more difficult to control those impacts.

Please let us know of any interim or final decision made with respect of this matter. We also respectfully ask that front-line City staff be made aware that Pre-Zoning is not a fait accompli for Burkeville. We are told that prospective home buyers who make enquiries to City Hall are being assured this is a “done deal”, which is not helping inspire community confidence in the consultation process, as you can imagine.

Thank you again ... for coming out to answer our questions, and for affording us the opportunity to provide additional input on this important issue.”

As detailed in **Attachment 9**, the infrastructure is adequate to proceed with granny flats and coach houses in Edgemere.

## Analysis

In order to control the form and character (e.g., design; appearance; neighbourhood fit) of granny flats and coach houses in Edgemere, it is necessary to designate this neighbourhood as an intensive residential development permit area. In doing so, appropriate guidelines would be put into the proposed new OCP.

Since a Development Permit would be required for granny flats and coach houses not located on an arterial road, it is proposed that the City rezone the portion of Edgemere with lanes as part of the 2041 OCP Update. The intent in doing so is to make the construction of these new forms of housing an attractive alternative to simply constructing a new house through the Building Permit process.

At the same time, it is proposed to amend other City bylaws to not require a Development Permit sign for granny flats and coach houses in Edgemere and to only charge \$1,000 (not \$2,055) for this Development Permit application. Again, the primary reason for these changes is to make this new form of housing an attractive option and to provide an incentive to simply building a new house. The plan is to expedite these applications whenever possible.

At the February 21, 2012 Planning Committee when this matter was previously discussed, two concerns were raised by Committee. The response of staff is noted below each concern.

1) Design harmonization between the primary residential structure and the coach house/granny flat

Specifically, concern was expressed that:

- a) *A coach house or granny flat could be located on a lot without a primary residence.*

The proposed new zone has been amended to make the coach house and granny flat a secondary use (i.e., a primary residence must be located on the lot).

2) Maximum footprint of a coach house/granny flat

Concern was expressed that:

- a) *40% of the floor area of a coach house is required to be on the ground floor.*

Staff believe this is a critical design requirement to prevent the full 60 m<sup>2</sup> or 645 ft<sup>2</sup> of the coach house being located on the second floor (which increases the bulkiness and intrusiveness of the coach house). If need be, this zoning provision could be varied through the Development Permit process in isolated cases (e.g., where a coach house is being located above an existing garage behind a 2 storey house).

- b) *A 1½ storey coach house consumes too much lot coverage at the expense of green space.*

It is estimated that on a typical Edgemere lot (which is 660 m<sup>2</sup> or 7,100 ft<sup>2</sup> in area), the proposed new coach house would cover approximately 4% of the lot area. This 25 m<sup>2</sup> or 270 ft<sup>2</sup> of green space is just larger than a handicapped parking space, which could be offset by ensuring a porous driveway.


## Financial Impact

None.

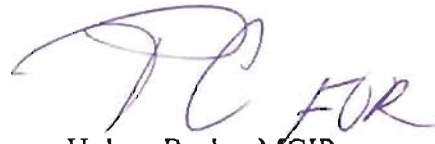
**Conclusion**

Should Council wish to proceed with permitting granny flats and coach houses in Edgemere, the following steps are suggested as part of the 2041 OCP Update:

- 1) Edgemere would be designated as an intensive residential development permit area with guidelines in the 2041 OCP Update (which is proposed to be presented to Planning Committee in September, 2012 and, if introduced and given first reading by Council, would be scheduled for the Public Hearing in October, 2012);
- 2) The portion of Edgemere with lanes (not including the arterial road lots along Williams Road and the portion of No. 4 Road north of Dennis Place) would be rezoned to a new Single Detached with Granny Flat or Coach House (RE1) zone by the City (this rezoning would be scheduled for the same Public Hearing as the 2041 OCP);
- 3) The Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw would be amended to not require Development Permit signage for granny flat and coach house applications that Council may approve in Edgemere (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw); and
- 4) The Development Application Fees Bylaw would be amended to introduce a new \$1,000 development permit application fee for granny flats and coach houses in Edgemere, down from the current minimum \$2,055 application fee for most other development permits to provide an incentive (this bylaw would not be considered for adoption until after the Public Hearing for the 2041 OCP and would be subject to the adoption of the 2041 OCP Bylaw).



Terry Crowe, Manager  
Policy Planning  
(604-276-4139)



Holger Burke, MCIP  
Development Coordinator  
(604-276-4164)

HB/TC:cas

**List of Attachments**

1. Richmond Zoning Bylaw 8500, Amendment Bylaw 8922
2. 2041 OCP Update Intensive Residential Development Permit Area and Guidelines for Granny Flats and Coach Houses in Edgemere
3. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923
4. Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924
5. Verbatim Comments from 2012 Surveys
6. 2012 Survey
7. Newspaper Advertisements
8. Public Open House Display Boards Available On-Line
9. Implementation Conditions



**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922  
(Single Detached with Granny Flat or Coach House Zone for Edgemere)**

The Council of the City of Richmond enacts as follows:

1. Richmond Zoning Bylaw 8500, as amended, is further amended by:

a) repealing the definition of “**coach house**” in Section 3.4 and replacing it with the following new definition:

“**Coach house** means a self-contained **dwelling** that:

- a) is accessory and either attached or detached to the **single detached housing** unit, except in Edgemere where it must be detached from the **principal dwelling unit**;
- b) has at least 75% of its **floor area** located above the **garage**, except in Edgemere where a maximum of 60% of its **floor area** must be located above a detached **garage**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”

b) adding the following to Section 3.4, in alphabetical order:

“**Granny flat** means a self-contained **dwelling** that:

- a) is accessory to and detached from the **single detached housing** unit;
- b) is located totally on the ground floor in the **rear yard** of a **single detached housing lot**;
- c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the **principal dwelling unit** located on the **lot**;
- d) has an entrance separate from the entrance to the **garage**; and
- e) is a separate and distinct **use** from a **secondary suite**, and does not include its own **secondary suite**.”



c) adding the following parking requirement at the end of Table 7.7.2.1 in Section 7.7:

**Table 7.7.2.1 Residential Use Parking Requirements**

Residential Use	Minimum number of Parking Spaces Required per Dwelling unit	
	Basic Requirement	Visitor Parking Requirement
Granny Flat	1.0	Not applicable

d) inserting the following after Section 8.13:

**“8.14 Single Detached with Granny Flat or Coach House – Edgemere (RE1)**

**8.14.1 Purpose**

The **zone** applies to the Edgemere (RE1) neighbourhood and provides for **single detached housing** and, where there is a **lane**, either a **granny flat** or a **coach house**.

**8.14.2 Permitted Uses**

- **housing, single detached**

**8.14.3 Secondary Uses**

- **bed and breakfast**
- **boarding and lodging**
- **coach house** where a **lot** abuts a **lane**
- **community care facility, minor**
- **granny flat** where a **lot** abuts a **lane**
- **home business**
- **secondary suite** in the RE1 **zone** (Edgemere) only

**8.14.4 Permitted Density**

1. The maximum **density** is limited to one **principal dwelling unit** and one detached **granny flat** or **coach house** per **lot**.
2. The maximum **floor area ratio (FAR)** for a **lot** containing:
  - a) **single detached housing** only is 0.55 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>; and
  - b) **single detached housing** and a **granny flat** or **coach house** is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the **lot area**, together with 0.30 applied to the balance of the **lot area** in excess of 464.5 m<sup>2</sup>;
3. The **granny flat** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 70.0 m<sup>2</sup>.
4. The **coach house** must have a minimum **gross floor area** of 33.0 m<sup>2</sup> and a maximum **gross floor area** of 60.0 m<sup>2</sup>, of which at least 40% of the **gross floor area** shall be located on the **first storey**.

5. For the purposes of this **zone** only, the following items are not included in the calculations of the maximum **floor area ratio**:
  - a) 10% of the **floor area** total calculated for the **lot** in question, which must be used exclusively for covered areas of the **single detached housing, granny flat** or **coach house**, which are open on one or more sides, with the maximum for the **granny flat** or **coach house** being 6.0 m<sup>2</sup>; and
  - b) 50.0 m<sup>2</sup> which may be used only for **enclosed parking**.
6. An unenclosed and uncovered **balcony** of a **coach house** shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the **lane** on a mid block **lot** and the **lane** or side street on a **corner lot**.
7. Stairs to the upper level of a **coach house** shall be enclosed within the allowable **building area**.

#### 8.14.5 Permitted Lot Coverage

1. The maximum **lot coverage** is 45% for **buildings**.
2. No more than 70% of a **lot** may be occupied by **buildings, structures** and **non-porous surfaces**.
3. 30% of the **lot area** is restricted to **landscaping** with live plant material.

#### 8.14.6 Yards & Setbacks

1. The minimum **front yard** is 6.0 m.
2. The minimum **interior side yard** is:
  - a) 2.0 m for a **coach house**;
  - b) 1.2 m for a **granny flat**;
  - c) 2.0 m for **single detached housing** on lots 20.0 m or more in width;
  - d) 1.8 m for **single detached housing** on lots of 18.0 m or more but less than 20.0 m in width; and
  - e) 1.2 m for **single detached housing** on lots less than 18.0 m wide.
3. A **granny flat** or **coach house** located on a **lot** with an east-west orientation shall be located 2.0 m from the northern interior **side lot line** to reduce shadowing on the **adjacent lot** to the south.
4. The minimum **exterior side yard** is 3.0 m.
5. The minimum **rear yard** is:
  - a) 6.0 m for the **single detached housing**, except for a **corner lot** where the **exterior side yard** is 6.0 m, in which case the **rear yard** is reduced to 1.2 m;
  - b) 1.2 m for no more than 65% of the rear façade of a **granny flat, coach house** and **garage**;

- c) 3.0 m for at least 35% of the rear façade of a **granny flat, coach house** and **garage**; and
  - d) 1.5 m for the **building** entry to a **granny flat** or **coach house** from the **rear lot line**.
6. A **granny flat** or **coach house** shall be located within 1.2 m and 8.0 m of the **rear lot line**.
  7. Portions of the **single detached housing** which are less than 2.0 m in **height** may be located in the **rear yard** but no closer than 1.2 m to any other **lot line**.
  8. The minimum **building separation space** between the principal **single detached housing** unit and the **accessory building** containing:
    - a) a **granny flat** is 3.0 m; and
    - b) a **coach house** is 4.5 m.
  9. **Granny flats, coach houses** and **accessory buildings** are not permitted in the **front yard**.
  10. Waste and recycling bins for a **granny flat** or **coach house** shall be located within a **screened structure** that is **setback** a minimum of 1.5 m from the **rear lot line**.
  11. **Building** elements in a **granny flat** or **coach house** that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the **side yard** and **rear yard**.

#### 8.14.7 Permitted Heights

1. The maximum **height** for **single detached housing** is 2½ storeys or 9.0 m, whichever is less, but it shall not exceed the **residential vertical lot width envelope** and the **residential lot depth vertical envelope**.
2. The maximum **height** for the **accessory building** containing a **granny flat** is 1 storey or 5.0 m above **grade**, whichever is less.
3. The maximum **height** for the **accessory building** containing a **coach house** is 1½ storeys or 6.0 m above **grade**, whichever is less. For the purposes of this **zone**, the **habitable space** in the ½ storey shall not exceed 60% of the **storey** situated immediately below.
4. The maximum **height** of the **eave** of the first **storey** of a **coach house** with a sloping roof shall be 3.7 m above **grade**.
5. The maximum **height** to the top of the roof facing the **building separation space** between the **single detached housing** and the **coach house** shall be 4.0 m above **grade**.
6. The maximum **height** for **accessory buildings** not containing a **granny flat** or **coach house** is 5.0 m.
7. The maximum **height** for **accessory structures** not containing a **granny flat** or **coach house** is 9.0 m.

#### 8.14.8 Subdivision Provisions/Minimum Lot Size

1. The minimum lot dimensions and areas are as follows, except that the minimum lot width for corner lots is an additional 2.0 m.

Minimum frontage	Minimum lot width	Minimum lot depth	Minimum lot area
7.5 m	18.0 m	24.0 m	550.0 m <sup>2</sup>

2. A **granny flat** or **coach house** may not be subdivided from the lot on which it is located.

#### 8.14.9 Landscaping & Screening

1. **Landscaping** and **screening** shall be provided in accordance with the provisions of Section 6.0.
2. A private outdoor space with a minimum area of 30.0 m<sup>2</sup> and a minimum width and depth of 3.0 m shall be provided on the lot where there is a **granny flat** or **coach house**. The private outdoor space:
  - a) shall be for the benefit of the **granny flat** or **coach house** only;
  - b) shall not be located in the **front yard**;
  - c) may include an open or covered deck, unenclosed **balcony**, **patio** pavers, **porch** or **fenced yard** space which is clearly defined and screened through the use of **landscaping**, planting or architectural features such as trellises, low **fencing** or planters, but not space used for parking purposes;
  - d) shall not be occupied or obstructed by any **buildings**, **structures**, projections and on-site parking, except for **cantilevered roofs** and **balconies** which may project into the private outdoor space for a distance of not more than 0.6 m; and
  - e) shall be accessed from the **rear yard**, **lane**, **granny flat** or **coach house**.
3. The **rear yard** between a **granny flat** or **coach house** and the **lane**, including the **building** entry to the **granny flat** or **coach house**, must incorporate the planting of appropriate trees and other attractive soft **landscaping**, but not low ground cover so as to enhance the visual appearance of the **lane**, and high quality permeable materials where there is a driveway to **parking spaces**.
4. High quality **screening** shall be located between the **lane** and any **parking spaces** parallel to the **lane** and along the **lot line** adjacent to the surface **parking spaces**. Where the space is constrained, a narrow area sufficient for the growth of the **screening** shall be provided at the base of the **screening**, **fence** or at the foot of the **granny flat** or **coach house**.

5. The **yard** between the **granny flat** or **coach house** and the **road** on a **corner lot** shall be designed and treated as the **front yard** of the **granny flat** or **coach house**, not be used as private outdoor space and have quality surface treatment, soft **landscaping** and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include **building** walls and/or the provision of **fences** and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for **screening** and **landscaping**.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the **road** to the **granny flat** or **coach house** shall be provided for emergency personnel, delivery agents and visitors.

#### 8.14.10 On-Site Parking and Loading

1. On-site **vehicle** parking shall be provided according to the standards set out in Section 7.0, except that:
  - a) all **parking spaces** for a lot that contains a new **single detached housing** unit and a **granny flat** or **coach house** must be **accessed** from the rear **lane** only;
  - b) a **coach house** may not be located above more than a maximum of 2 **parking spaces** in the **garage** for the **single detached housing**; and
  - c) the required **parking space** and driveway for a **granny flat** or a **coach house** must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

#### 8.14.11 Other Regulations

1. **Boarding and lodging** shall be located only in a **single detached housing** unit, and not in the **granny flat** or **coach house**.
  2. A **child care program** shall not be located in a **granny flat** or **coach house**.
  3. A **secondary suite** is not permitted in a **single detached housing** unit in Burkeville (RB1) if the **lot** contains either a **granny flat** or **coach house**.
  4. In addition to the regulations listed above, the General Development Regulations in Section 4.0 and Specific Use Regulations in Section 5.0 apply.”
- e) repealing the zoning designation of the following area and designating it **SINGLE DETACHED WITH GRANNY FLAT OR COACH HOUSE – EDGEMERE (RE1)** on the Zoning Map of the City of Richmond:

That area shown as shaded on “Schedule A attached to and forming part of Bylaw 8922”.

2. This Bylaw is cited as “**Richmond Zoning Bylaw 8500, Amendment Bylaw 8922**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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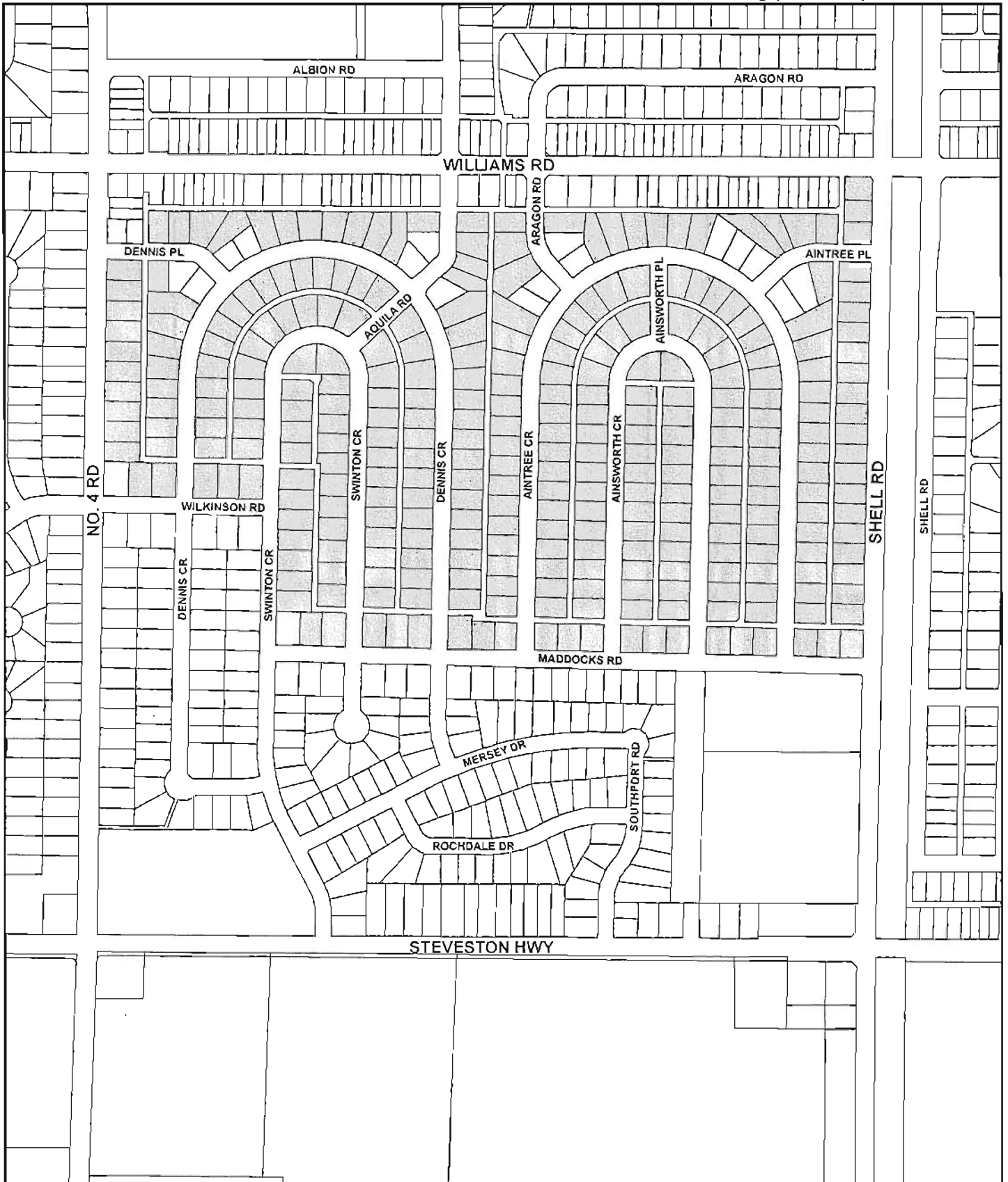
CITY OF RICHMOND
APPROVED for content by originating dept. <i>MB</i>
APPROVED for legality by Solicitor <i>M</i>

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MAYOR

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CORPORATE OFFICER



Single Detached with Granny Flats  
and Coach Houses - Edgemere  
(RE1) Zone

**CNCL - 323**

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES

## Intensive Residential Guidelines – Granny Flat and Coach Houses in Edgemere

Designation	Pursuant to the Local Government Act, the City of Richmond designates the following as Development Permit Areas: <ul style="list-style-type: none"> <li>• Intensive residential area in Edgemere (see map)</li> </ul>
Neighbourhood Fit	Granny flats and coach houses should demonstrate that they: <ul style="list-style-type: none"> <li>• respect the height and setback of neighbouring properties; and</li> <li>• recognize the unique character of the neighbourhood.</li> </ul>
<b>The intent is to ensure that granny flats and coach houses achieve high quality design, as well as integrate and blend into the form and character of existing neighbourhood.</b>	
Variety in Location	a) No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.
Variety in Design	a) Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block (Modular construction is allowed).
Scale and Massing	<p>a) The tallest element of granny flats and coach houses should be located adjacent to the lane.</p> <p>b) The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.</p>
Roofs	<p>a) A flat roof is not permitted on granny flats and coach houses, unless:</p> <ul style="list-style-type: none"> <li>- it is built and approved as a green roof that is an urban garden; or</li> <li>- it has a contemporary architectural expression that is uniquely designed.</li> </ul> <p>b) Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.</p>
Privacy of Neighbours	<p>a) Granny flats and coach houses should be:</p> <ul style="list-style-type: none"> <li>- oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent properties; and</li> <li>- screened from neighbouring yards by suitable landscaping.</li> </ul>
Corner Lots	<p>a) Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.</p> <p>b) Primary windows to living rooms and bedrooms may face the street and/or lane.</p>



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**Visibility**

- a) Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:
  - facing towards and accessible from the lane; and
  - illuminated at night.
- b) A secondary entrance and access may be from the street.

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**Appearance of the Lane**

- a) Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

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**Lighting along the Lane**

- a) Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

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**Building Materials and Colours**

- a) The exterior materials and colours of granny flats and coach houses should:
  - complement, but not replicate, the character of the principal residence;
  - complement the overall character of the existing neighbourhood; and
  - have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

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**Building Facades**

- a) The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:
  - articulated to create depth and architectural interest, and
  - visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

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**Building Faces, Projections and Dormers**

- a) Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

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**Windows**

- a) Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.
- b) The primary living room and bedroom windows on any upper floor should face the lane.
- c) Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.
- d) Side yard windows should also be modest in size and be recessed in that section of the building façade.
- e) Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.
- f) Skylights, clerestory windows or glass block should be installed where possible.

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**Garage Doors**

- a) Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

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**CNCL - 325**

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**Impact on Private Outdoor Space**

- a) Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.
- 

**Trees and Vegetation Retention**

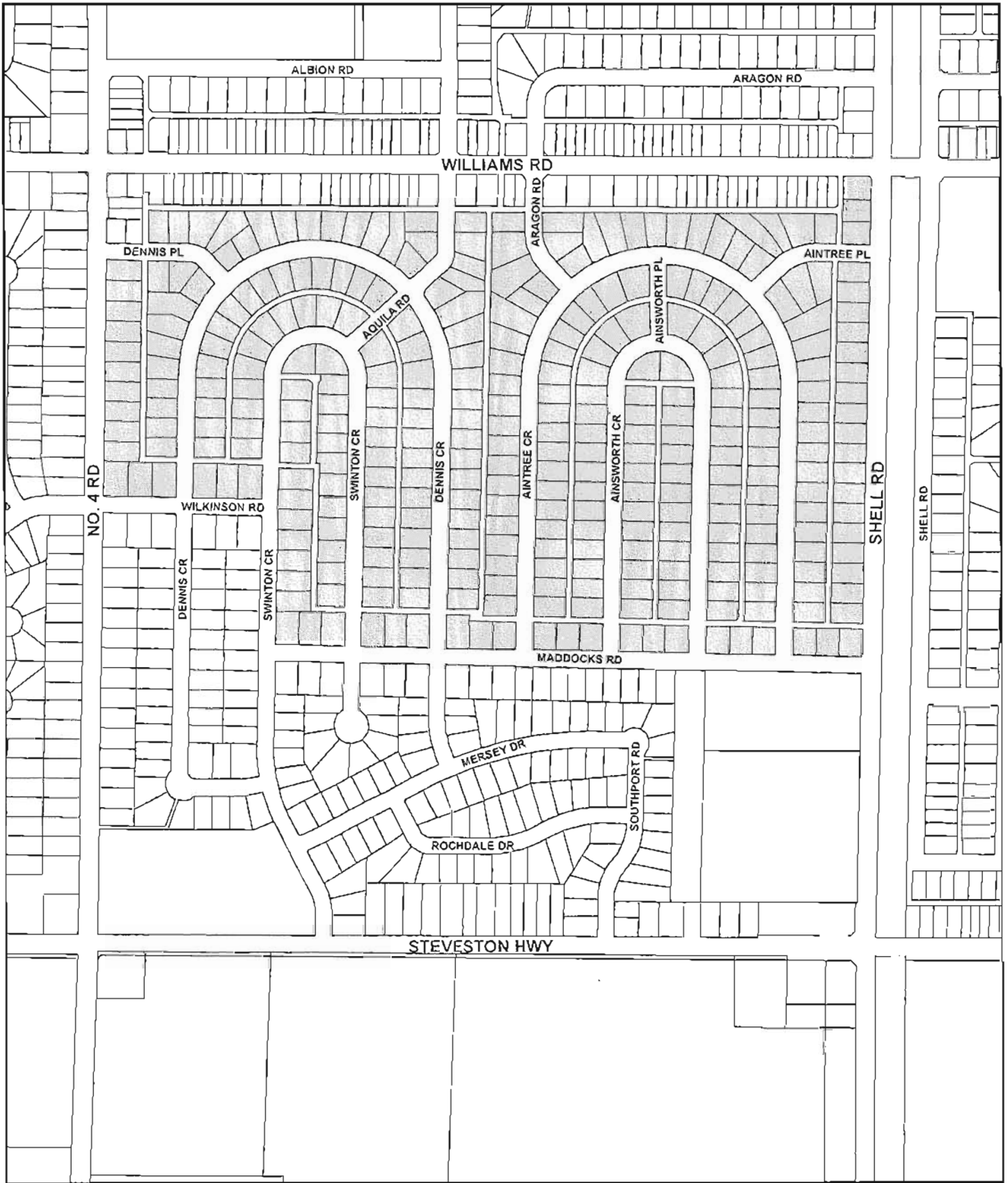
- a) Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:
- retained, unless proven to be diseased or in conflict with utilities and services; and
  - protected before land clearing, demolition or construction commences.
- 

**Underground Services**

- a) Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.
- 

**Sustainability Initiatives**

- a) Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:
- natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
  - solar power technology as an energy source;
  - energy star appliances and low water plumbing fixtures;
  - green technology building products; and
  - naturescaping and permeable materials on outdoor surfaces.
-



Intensive Residential Development Permit Area  
 For Granny Flats and Coach Houses in  
 Edgemere  
 ("2041 OCP Update Amendment Bylaw")  
**CNCL - 327**

Original Date: 06/08/12

Revision Date:

Note: Dimensions are in METRES



**Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923**

The Council of the City of Richmond enacts as follows:

1. Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, as amended, is further amended by:
  - a) repealing 1.2.2(b) and replacing it with the following:
 

“(b) does not apply to **temporary use** permit applications and **development permit** applications for a **granny flat** or a **coach house**.”
  - b) adding the following definitions to Section 12.1, in alphabetical order:
 

“**Coach House** means a detached or attached, self contained dwelling that is accessory to a principal dwelling unit and is located either entirely or partially above a garage used for parking purposes.”

“**Granny Flat** means a detached, self contained dwelling that is accessory to a principal dwelling unit and is located entirely on the ground floor.”
2. This Bylaw is cited as “**Development Permit, Development Variance Permit and Temporary Commercial and Industrial Use Permit Procedure Bylaw No. 7273, Amendment Bylaw 8923**”.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

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

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



City of Richmond

Bylaw 8924

Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924

The Council of the City of Richmond enacts as follows:

1. Development Application Fees Bylaw No. 7984, as amended, is further amended by inserting the following at the end of section 1.4.1:  
 "except for an application for a **Development Permit** for a granny flat or coach house, which must pay an application fee of \$1,000."
2. This Bylaw is cited as "**Development Application Fees Bylaw No. 7984, Amendment Bylaw 8924**".

FIRST READING

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SECOND READING

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THIRD READING

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ADOPTED

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CITY OF RICHMOND
APPROVED for content by originaling depy <i>MB</i>
APPROVED for legality by Solicitor <i>M</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

<b>Burkeville - Supportive Comments</b>	
1	Well presented documentation and Public Open House. Thank you.
2	This comes at a perfect time as my parents need a safe place to live and this option will fit our goals for them to a tee. I support the Building Permit over Rezoning to save on cost and time to build and the fairness of the process.
3	This old community needs development (including the road). I live in Burkeville community for over five years. My house number is 7240 Miller Road. My lot size is a very unique pie shape (corner lot). There is no parking space at the back. I'm thinking rebuild my house because it is too old (over 70 years old). Can I access from the front (Miller Road)?
4	As a home owner in Burkeville I have been wanting to put a Coach house on my property. I strongly support the regulation of the development of coach houses and granny flats. The proliferation of these style of developments and suites has already occurred.
5	Very much in support of densification. Always very concerned about the form and nature of structures in Richmond in general. We have enough ugly Chinese and east Indian palaces.
6	I think this is a great idea; we have a coach house that was built two houses down from me and it is MASSIVE does not fit in the area AT ALL. The new bylaw addresses several issues that this structure has, but I would like to see the city look at changing
7	No more big square boxes as lane way houses.
8	I do not support any additional 2 (two) storey coach house construction (such as Mr. MacDonald's on Douglas Crescent).
9	Needs regulation to ensure that people are not abusing the rules. Glad that the City is going to make people adhere to rules and regulations. Not supportive of no limit being placed on the number of coach houses/granny flats being allowed. There should be a maximum number allowed in Burkeville and once that number is reached no more should be allowed to be built. I want the integrity of Burkeville to be protected.
10	It would be great if they really paved the lane as it's really hard on the cars. The coach house is a very good idea.
11	I would like to see the alleyways paved at the same time.
12	I support the proposals re: Granny Flats & Coach Houses but only if the back lanes are paved.
13	Coach houses and granny flats will add additional traffic to our back lanes and more dust and pot holes for the City to deal with. The community was not advised that coach houses and granny flats were being included in new houses being built. No permit sign was posted. Why? When some are required to post a proper sign? What's the difference?
14	Need to consider parking in back as streets are already at full capacity.
15	The last and very important to all Burkeville residents is the street's traffic. How can City of Richmond solve that potential problem to our narrow streets and back lanes?
16	We oppose the installation of high-wattage street lighting in Burkeville, especially in back lanes.
17	Rezoning takes too long!!! I heard Development Permit takes too long as well!

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

Burkeville – Concerns	
1	Granny only.
2	I might support - on a case by case basis - a one (1) story Granny Flat with adjacent parking space on property owners property.
3	Privacy for neighbours must be maintained. Concerned about street parking (will "garage" part of coach house be drywalled and become part of dwelling as is happening in Vancouver?). Coach house must not affect sun/garden for neighbours. Granny flats are our first choice, but coach houses are acceptable if they are well-designed and well-situated on the lot.
4	I have much less of an issue with 1 storey structures – 2 storey structures, particularly those that have windows/balconies facing the lane could be quite intrusive on the privacy of the backyard of the property across the lane. Also concern that having 2 possible rentals on 1 property could affect the character of the neighbourhood.
5	I do not like the development permit guidelines as presented for numerous reasons. 1) I would like to see more green space, the proposed guidelines require a larger footprint for the same size coach house than if it were allowed to be 100% on the second floor.
6	My negative position is due to the coach house at 251 Douglas Crescent. It violates #6 guideline the porch and stairs overlook 211's backyard (zero privacy), permitted density, #6 porch covered, #7 stairs not enclosed, #7 permitted heights. This is a full two story structure with the eaves well above height (est. 7 metres). 291 has lost all afternoon sunlight to their back yard!
7	Regardless of the bylaws in place at the time I believe the size, shape and the fact that it be constructed at all be decided by the immediate neighbours.
8	<ol style="list-style-type: none"> <li>1. Our privacy is definitely going to be affected no matter how good your intentions are. It will ruin one of the unique qualities of Burkeville.</li> <li>2. "#11 Boarding and Lodging". I think this will be very difficult to control.</li> <li>3. Parking is already a problem in Burkeville in some places.</li> </ol>
9	I do not support the building and rezoning of either coach house or granny flats. Parking issues already exist, some "guidelines" are ambiguous and leave room for interpretation. Would consider in future if parking was better addressed.
10	The parking is bad in Burkeville now where will the extra people park? The roads and the lanes are narrow. Who will be paying for the extra services (garbage, etc.)?
11	Concerned about increased traffic on dirt lanes. No access to fire hydrants in opportune time. Loss of privacy from overhead windows overlooking back yards. Extra noise, dogs. Double parking if a party is occurring.
12	We feel granny flats and coach houses will bring too many more people, kids, cars and pets to Burkeville. We moved here because we liked it the way it is, most lots have more yard than house, which gives a spacious feel. Please leave Burkeville alone, we love it the way it is.
13	We live in this neighbourhood because of its charm. We have been here for 20 years and do not like the monster homes and garages and coach houses that are eating up every bit of green space and casting shadows onto our yards.
14	I support leaving the properties as single family residences, as they were intended.

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

15	<p>Concerned regarding the following:</p> <ul style="list-style-type: none"> <li>- Lack of parking available to Miller Road residents; will decrease with extra homes on Wellington Road using alley for parking.</li> <li>- Increase in traffic to area.</li> <li>- Increase in street parking – already very crowded streets.</li> <li>- Current lack of maintenance in alleyways &amp; sewer/water systems.</li> </ul>
16	<ol style="list-style-type: none"> <li>1. I am not in favour of granny flats or coach houses. It appears that there has been not consideration given to the additional traffic &amp; parking on our narrow streets they create now &amp; in the future.</li> <li>2. I would like to see all new construction design be regulated in order to maintain the character of our community. Monster houses do not fit in Burkeville.</li> <li>3. I do not agree with expediting a Development Permit nor do I agree with reducing the application fees.</li> </ol>
17	<p>Though we were unable to attend the 'open house', we are thankful for the additional opportunity to voice concerns.</p> <p>We do not support permitting 'granny flats' or 'coach houses' in Burkeville.</p> <p>While the idea sounds appealing (extra space for family members to have some independence while remaining close by) I think enforcement would be difficult, leading to a 'relaxation' of enforcement; leaving us with an unacceptable increase in density, population and traffic as numerous people seek to maximize the 'revenue potential' of their back yards.</p> <p>Granny flats and coach houses are popping up like mushrooms in the Dunbar area where I work: though many of them look very nice, I do not wish to see the same thing happen here.</p> <p>Burkeville already has one of the strangest collections of 'garages' or 'out-buildings' that I have ever seen. Many of them are ugly as sin, and would seem to be unsuitable for cars or tenants. How some got the 'ok' from City Hall is beyond me!</p> <p>While the Guidelines look like a major improvement, I still do not want to see 'mini-houses' popping up in half of the back yards.</p> <p>We have had three lots adjacent to us 'redeveloped' in the last year, with another house just sold, and likely to be 'redeveloped' as well.</p> <p>In the brand-new house next door we have a family with three vehicles renting the upstairs, and another tenant downstairs renting the 'in-law suite' with another vehicle. We are lucky the <u>current</u> tenants are very considerate and their vehicles are not a problem, but where are their friends or visitors supposed to park? What if we had less considerate tenants next door? We had more than enough trouble with people blocking our driveway when the old house (with <u>one</u> car) was still there. The neighbourhood has changed a lot in the twenty-five years we have lived here; if we actually have the 'option' to say 'yes' or 'no' to more density, more traffic, and more people,</p>
18	<p>My name is George Francis of 2660 Wellington Crescent, Richmond, BC. I have resided on Sea Island since 1967, mostly in Burkeville, with the exception of residing in the Cora Brown area for five years in the early 70s, followed by my current address. The reason I choose to reside in this neighbourhood is because of what it offers that no other neighbourhood in Richmond offers, i.e., minimal crime, safety, single family homes with friendly neighbours, absence of traffic congestion etc. It is disappointing to witness the transformation of our neighbourhood from a small town atmosphere giving way to large multi-family homes that are unaffordable for locals. Although I am not opposed to replacing old and small existing wartime houses with new ones, I am opposed to the sizes of the new ones being allowed that include three suites, one main living area plus one suite down and another up. Now let's assume that, under normal circumstances, the larger main living quarters occupied by the owner with four children, the adjacent downstairs suite occupied by a couple with two children and the upper suite, a couple with one or two children. This accounts for thirteen bodies in one house (<i>I am aware of the existence of such a home in Burkeville</i>). Now let's assume that, under normal circumstances, that the two adults in each suite own automobiles. That places eight autos in front of a fifty foot lot. As if that isn't bad enough, the City of Richmond and</p>



## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>some Burkeville residents now want to change the rules to allow granny-flats and/or coach-houses. A coach-house at the aforementioned three suite house puts another two or three bodies on the same piece of property, also adding a couple more autos. Now we have sixteen people residing on one property, and I assume there will be only one utility bill for the entire house, and 10 autos to park, keeping in mind that most Burkeville properties do not exceed fifty feet frontage. Furthermore, these people also have dinner guests or people dropping into watch a game or whatever. This would put a couple more autos at that location bringing the number to twelve. Now let's watch the property on either side do the same thing tripling the population density and their 36 autos, making the street impassable. It is this kind of density and congestions that will eventually force the locals out of what still is, at least to this point, the most liveable community in Richmond. The foregoing are my reasons for totally opposing both granny-flats and coach houses in Burkeville.</p> <p>I can only hope that other Burkeville homeowners realize that with each new coach-house or granny-flat the additional density only serves to lessen the quality of life in this community. Please prevent this from happening and vote both down.</p>
19	<p>When last polled about Coach Houses in Burkeville, I came out in favour of them. Having experienced one in my own laneway, I am not.</p> <p>The Coach House at 251 Douglas Crescent is over sized and imposing. Even the owners were surprised at the size of it when it was finally built. Windows look down on neighbours in all directions. I live three houses down, and without a privacy screen on my deck the Coach House's upstairs porch would look right onto it, even that far away. Fortunately, the Coach House is to the north and doesn't block any daylight, but neighbours on the other side of it aren't so lucky. In summary, it contravenes so many of your proposed development guidelines that it is laughable. This was not a good start to your campaign. It certainly changed my mind.</p> <p>The homeowner next door to it, at 211 Douglas Crescent, is having difficulty selling her house and her realtor tells me the feedback is that the Coach House next door is part of the problem Who wants to live next door to that? I have never blamed the owners of the Coach House; in fact I defend them to others, because it is the City who permitted them to build in the first place. While I have been extremely unwilling to pit neighbour against neighbour about this or any other issue, I have heard some pretty bitter comments about it from others.</p> <p>I find the process of public hearings to be very divisive, however I must come out and say that I do not wish to see any more Coach Houses permitted, especially one at 140 Wellington Crescent, which would be right across the lane from the one at 251 Douglas Crescent.</p> <p>The streets in Burkeville are narrow and crowded, and you are naive if you think Coach House residents will all park off the street all of the time and not contribute to congestion. We no longer have any bus service in here. Canada Line is a long hike because the closest station (Templeton) was purposely made inaccessible to local foot traffic, plus there is an airport fee for using it unless the fare is prepaid. There are no grocery stores, banks, churches or other services within walking distance, and a proposed outlet mall is hardly an adequate substitute for those kinds of things. Older school children need to be bussed to school. There is noise from the airport, and ground services are moving steadily closer. We have overhead power lines. We have an aging infrastructure. Is the fact that Burkeville has laneways the sole reason for this initiative? We don't seem to meet any other criteria.</p> <p>I have gone online and read your entire Report to Committee re Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere (2041 OCP Update) dated February 03, 2012, which the proposed guidelines provided are an attachment to. I feel it should have been distributed at the same time as it makes very insightful reading. Council doesn't want to just permit Coach Houses and Granny Flats, it wants wholesale building of them. The designation "intensive residential development permit areas", plus the proposal that the fee for a development permit should be reduced, confirms this. I do not want this for Burkeville</p> <p>Burkeville is a small, safe older neighbourhood, somewhat isolated, and I believe that is what attracts most people living here. We have a strong sense of community. I believe the Burkeville should be preserved as it is, and that allowing multiple Coach Houses to be built, with increased</p>

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

	<p>population density and urbanization, will destroy its unique character. I feel oversize houses area whole other issue. I don't believe the same demographic is building those as who are building Carriage Houses.</p> <p>In October 2010, it was noted that there were only 4 Burkeville respondents to the Round 1 question of permitting Coach Houses. Round 2 netted 46 respondents (perhaps 16% of households in Burkeville). In April 2011 it was decided that more consultation was needed. In May/June 2011, Round 3 netted 35 replies (12%). In September 2011 the Planning Committee moved to allow Coach Houses. Considering the extremely low turnout, I don't feel this was justified.</p> <p>In summary, I believe, a) any Coach Houses to be built elsewhere in Richmond certainly need guidelines, and b) very few, if any, Coach Houses should be built in Burkeville. Your questionnaire does not address this. I believe the community should be polled again, based on your latest report, and response to the one that has already been built.</p>
20	<p>Please accept our comments after the deadline date due to the Easter holidays.</p> <p>Out first comments are regarding point #1. <i>Do you support the proposed Development Permit Guidelines (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above ground floor (i.e., is a 1½ storey dwelling)</i></p> <ol style="list-style-type: none"> <li>a. We would like to answer yes, due to the appealing nature of the buildings and the requirements for the property around the buildings. We do approve of the height restrictions and the parking garages, privacy for neighbours, etc. However, the bylaws state "should" rather than must, which one of the department staff stated they had to put in due to the legal wording (couldn't put the words "must") but could enforce the "musts" once the residents put their proposals through. This is too vague for us as we have seen the results of those doing renovations or new builds in the neighbourhood that know the laws and the wording and are able to work their proposals around those rules to get what they want.</li> <li>b. If we answer No, then we feel that we would be supporting the bylaws as they exist now, which we do not. Those bylaws allowed for the monstrous coach house on Douglas Crescent, near our house that has encroached on others privacy, caused more build-up of parked cars on the streets and alleys and is an eyesore for the neighbourhood. So again, we cannot support the bylaws as they stand now.</li> <li>c. Answering Unsure, is not what we are. We are sure that these bylaw changes need more review before building is allowed in this neighbourhood.</li> </ol> <p>Our second comments are regarding point #2. <i>Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?</i></p> <p>Again, this is a difficult question to answer so we left it blank for the following reasons.</p> <ol style="list-style-type: none"> <li>a. If we answer No, then we feel that we would be supporting the bylaws regarding the zoning as they exist, which we do not.</li> <li>b. If we answer Yes, then we feel that we are supporting the new bylaws and proposed (no rezoning) suggested and outlined at the public meeting. This we cannot support either for the following reasons: <ol style="list-style-type: none"> <li>i) These bylaws do not address the infrastructure that needs to be addressed <b>before</b> said granny flats and coach houses can be built. <ol style="list-style-type: none"> <li>1<sup>st</sup> That being parking issues that would come with increased traffic in our neighbourhood. Our neighbourhood was not built with wide enough streets to allow for additional vehicle parking and has become an issue even without the extra population. Already emergency vehicles cannot get through on some streets. This is a serious concern.</li> <li>2<sup>nd</sup> Our alleys are all gravel, the increased traffic would further degrade the alleys and upkeep on our busiest alleys now falls short of what it should be. If you look at where coach houses are being built now, their cities have paved alleyways, sidewalks, and wider streets to allow for the extra traffic. Just look down Miller Road with their lack of parking shows you what an alley would look like with the flats adding to increased vehicles parking on properties.</li> </ol> </li> </ol> </li> </ol>

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

- 3<sup>rd</sup> Transit or lack of available transit in our neighbourhood is an issue now so when these flats are built there will be increased automobile traffic because of the lack of regular, convenient transit. The city already has stated their difficulty in communicating with Translink (re: B-line discontinued) to allow for better transit in our neighbourhood and the new Canada Line actually made transit access in our neighbourhood worse not better for our children, young people and elderly residents so we know that an argument that people will use transit is moot.
- 4<sup>th</sup> We do not live in the Edgemere neighbourhood but we feel that the City is not considering the long term affects that these additional structures are going to do to all our neighbourhoods. Do they allow for sustainability when they are again using up valuable green space? The City has continued to erode our green space to put in even more density and we are seeing traffic congestion, lack of privacy and multiple parking spaces in front of massive homes rather than green space due to the residents need for "more" objects rather than more nature. (Do we want to add a requirement here to have everyone "require" a driveway or garage to keep our streets clear and allow for emergency vehicles to pass on our streets?)
- 5<sup>th</sup> Burkeville was a neighbourhood built around small houses, ditches and little traffic and that has not changed. What has changed is the size of the houses in our neighbourhood, the traffic coming in and around our neighbourhood and traffic we will see increasing due to continued construction on the island. (The new outlet mall, BCIT and the parking issues it created in our neighbourhood, and the construction on the north side of the island. All creating increased traffic around us) The City is not considering this when they look to changing bylaws to respond to a few residents who respond to these surveys, not the majority who don't.

Although we do agree with regulations and controls to keep our neighbourhoods safe, friendly and appealing, we feel that there needs to be more improvements not only with the bylaws there needs to be regulations included from other departments as well. When we asked one staff member we spoke to about what improvements are included in these bylaws regarding the alleys and roads, he said he couldn't comment on the Public Works or Transportation department and what their bylaws plans are, it made us realize that this rezoning proposal still needs more thorough, planning and process in other areas before proceeding.

We thank you for taking our comments into consideration and we look forward to attending the public meeting to see how this decision develops.

## 2012 OCP Public Consultation Granny Flats and Coach Houses Burkeville and Edgemere

<b>Edgemere - Supportive Comments</b>	
1	Excellent idea.
2	Excellent idea. I am absolutely convinced that this proposal is very well thought out and will encourage more accommodation that we desperately need. We have a property at Aintree Crescent.
3	Great idea long overdue.
4	I think this will be great so some people will have affordable rent or housing in the community and a mortgage helper for the owner.
5	Good.
6	It is a good proposal. Owners will update their property and a lot of solid homes will not be demolished. Right now all builders want to do is demolish and rebuild. It is a good incentive to owners and also will create legitimate upgrading. Families and renters will definitely benefit.
7	This would allow someone like myself to have my, soon to be retired, parents downsize from their current home and support me with my young family. It will also allow for me to ensure I can care for them in their old age. Very positive Bylaw change.
8	I think this will benefit adult children starting out in life and elderly parents who need assistance close by.
9	It will help people looking for housing.
10	I agree that an amendment to the Zoning Bylaw for all of Edgemere is the most pragmatic approach. Any other internal changes at Richmond City Hall that would make the application process for a coach house or granny flat less cumbersome and time consuming would conceivably go a long way in making the entire process seamless. I would like to see this initiative get the traction this good idea deserves.
11	We agree with both points. Yes for #1 & Yes for #2.
12	1. Property Tax: It is fair that if the property remain as single family house then it should be taxed as single family house. 2. Parking: Designate permit parking on main street in front of each property.
13	Make sure no parking at back lane other than within the property line. Bylaw officers must enforce the bylaws of parking at front and back outside the property lines. No commercial or business trucks are parked within the property line or the residential areas overnight. Must enforce bylaws. How about existing lot with existing house, wants to add a granny flat?
14	Can we assume that with the additional traffic in the lanes, the lanes will be paved? Just with the current traffic it creates a dust trap and we have addressed ongoing problem many times to the City – no results thus far!
15	Trusting that the Arterial Road Policy of allowing 66' lots to be subdivided into two lots remain in place.
16	Why can't the granny suite or the coach house be rented out?
17	Unfortunately I wasn't able to attend the Open House at Kidd School. I have a few comments to offer: 1) Some of the DP Guidelines are open to interpretation, which could result in unintended/unfavourable designs if the DP or BP isn't adhered to.

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

18	Would prefer granny flats only. The provision to have illumination in the lane areas needs to be sensitive to the bedrooms in houses across the lane. What about mail/newspaper delivery to dwellings accessed from the lane?
19	We prefer allowing an attached double garage to the primary residence in the front of the house. This means moving the garage from the laneway to the front to ensure the greenspace requirement is met. Here is a drawing of my thoughts (see original survey in binder). Alternatively, leave the garage in the back and allow it to be attached to the primary residence.

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

<b>Edgemere - Concerns</b>	
1	We do not support any granny flats or coach houses in the Edgemere area.
2	I'm not in favour of these places at all. I lose my backyard privacy, pay more taxes on lot value, pay more taxes for alley improvement, sewage, etc. I put up with more noise 24 hours from the tenants next door. More cars in the alley 24/7. I got a 'single family' house and that's what I want!!
3	We have lived in Richmond over 50 years, it used to be a beautiful city, not anymore with monster houses and high rises, around us houses sold and rented, messy yards and not cleaned up lawns not kept up. All we need are more small houses in back yards and taxes going up every year.
4	I do not like the idea. It will bring too many cars and reduce green space. Too many developers are pushing the bylaws to the extreme limits already!
5	There is no room for extra parking. There are no sidewalks and curbs. There are already secondary suites. People park their cars 2/3 onto the road. The ones that do park on the grass boulevard end up chewing up the grass and turning it into mud in the winter. Some people park in the alley and you can't get your pickup past them. So much for green space!
6	I am "not" in favour of higher density in my neighbourhood!
7	Strongly opposed to more people density.
8	Will become too crowded. Parking will be difficult. Will increase violence.
9	Such buildings will only contribute to more congestion and less enjoyable and smaller/restricted views than we now have from our homes, particularly if they are one or more storey residences.
10	My biggest concern with adding new housing to existing footprint will cause significant parking issues. Currently our parking options have been removed from the front of our house due to bike lane. Where are these people supposed to park?
11	Back lanes are no main roads, the road is too narrow and congested with too many vehicles parked. It is totally unsafe and a hazard to those living around the areas.
12	In my opinion it is unacceptable to make a decision as compromising to a neighbourhood as this based on 36 respondents from 545 households. This should have raised flags that the information did not get out. I feel that there should be a re-vote on this development plan now that people are aware as residents received correspondence through the mail for the first time.
13	Do I have a say into which side of the property my neighbour builds a coach house on?

**2012 OCP Public Consultation  
Granny Flats and Coach Houses  
Burkeville and Edgemere**

<b>Other Areas – Comments or Concerns</b>	
1	My first choice on this is to subdivide into two lots. Because this area has more park by space than Williams and Steveston Highway. If not subdivide, I fully support this proposal.
2	There are too many potential variables allowed to not have the neighbourhood informed or allowed input into the process. The guidelines still appear too vague!
3	<p>I do not have any faith that this will be well executed/enforced given the development construction quality that has occurred in the last 25 years in Richmond. Other concerns include:</p> <ol style="list-style-type: none"> <li>1. I purchased into a single family neighbourhood for the privacy/quality of life.</li> <li>2. Increased property taxes on houses in an area allowing this (they gain, I pay!).</li> <li>3. Parking issues – In Edgemere there could be up to 3 families living on a lot.</li> <li>4. How these will be lit – enough already – with making houses look like flying saucers at night with the number of lights in the soffits (I counted 14 on one house). This is already ruining these neighbourhoods as light spills onto other properties (ever heard of light pollution?).</li> <li>5. Loss of privacy (yes, I know it has been addressed, but it will still happen when these are built).</li> <li>6. Concerns about wording that no development permit sign will be posted – how are neighbours to know this is happening? What say will they have in location of a coach house?</li> <li>7. Permit guideline 5(b) "Uniquely designed" is not necessarily "good". Who is passing judgement on this?</li> <li>8. Lots of vague wording in permit guidelines, "Should be encouraged", "should be", "preferred" = no min. standards</li> </ol>
4	I do not support this project at all.



City of  
Richmond

Public Survey – Granny Flats and Coach Houses  
Burkeville and Edgemere – 2041 OCP Update

6911 No. 3 Road, Richmond, BC V6Y 2C1

1. Do you support the proposed Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere?

*Note: A granny flat is located totally on the ground floor (i.e., is a 1 storey dwelling). A coach house is located on both the ground floor and a ½ storey above the ground floor (i.e., is a 1½ storey dwelling).*

Yes       No       Unsure

2. Do you support the proposal that the City of Richmond amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning)?

Yes       No       Unsure

Comments:

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Thank you for your feedback.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Neighbourhood:     Burkeville                       Edgemere                       Other

E-mail: \_\_\_\_\_ Phone: \_\_\_\_\_

**Request**

Please fill out the survey form and return it by **Thursday, April 5, 2012**.

- Mail it to the City of Richmond, 6911 No. 3 Road, Richmond, BC V6Y 2C1; or
- Fax it to the City of Richmond at 604-276-4052 (fax); or
- E-mail it to the City of Richmond to the attention of hburke@richmond.ca; or
- Fill it out online at the City's website at [www.letstalkrichmond.ca](http://www.letstalkrichmond.ca); or
- Leave it in the drop off boxes provided at the Public Open House.

Thank you very much. Please use the other side for any additional comments.

Your comments will be considered by Richmond City Council in preparing the 2041 Official Community Plan (2041 OCP Update).

**CNCL - 340**





# City Board

## Make your point – Richmond wants to hear from you

### Granny flats and coach houses in Burkeville and Edgemere

The City of Richmond is proposing to enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and the portion of Edgemere with rear lanes, located between Williams Road, Wilkinson/Maddocks Roads, No. 4 Road and Shell Road.

The City is also proposing to amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning) as part of its 2041 Official Community Plan update.

We want to hear from every household in both neighbourhoods about these proposals at a Public Open House.

#### Public Open Houses will be held:

##### Burkeville

Tuesday, March 27, 2012

6:00 – 8:00 p.m.

Sea Island Community Centre

7140 Miller Road, Multipurpose Room

##### Edgemere

Thursday, March 29, 2012

6:00 – 8:00 p.m.

Thomas Kidd Elementary School

10851 Shell Road, Gymnasium

If you are a property owner in one of these areas, you will receive:

- an invitation letter to the Public Open House
- a survey form to complete and a copy of the proposed Development Permit Guidelines
- highlights of the proposed Zoning Bylaw Amendment.

Residents in these areas are invited to learn more about granny flats and coach houses in Burkeville and Edgemere by:

- attending the Public Open House in your neighbourhood
- viewing information on the City of Richmond's website at [www.richmond.ca](http://www.richmond.ca) or at [www.letsTALKrichmond.ca](http://www.letsTALKrichmond.ca).

For more information, please email [hburke@richmond.ca](mailto:hburke@richmond.ca) or [jchristy@richmond.ca](mailto:jchristy@richmond.ca) or call 604-276-4164 or 604-276-4188.

# *Towards a sustainable community* Official Community Plan (OCP)–2041 Update



## *Welcome to the Burkeville and Edgemere Granny Flat and Coach House Public Open House*

### Purpose

The purpose of this Open House is to:

Determine if there is support for the City of Richmond's proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

### Request

Please fill out the survey form to let us know what you think by Thursday, April 5, 2012 by:

- leaving it in the drop box provided at the Public Open House; or
- mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- faxing it to the City of Richmond at 604-276-4052; or
- emailing it to hburke@richmond.ca at the City of Richmond; or
- filling it out online at [www.letstalkrichmond](http://www.letstalkrichmond).

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## Background

### What is an Official Community Plan (OCP)?

The Official Community Plan (OCP) is the City of Richmond's most important planning policy document that helps achieve the City's long-term vision, and what we want to be in the future as a community. The existing OCP was adopted in 1999 and helps the City manage to 2021. The City is in the process of updating its OCP to the year 2041.

### What are Development Permit Guidelines?

Under the Local Government Act, the City of Richmond can designate Burkeville and Edgemere as an "intensive residential development permit area". In doing so, the City would have greater control over the form and character of the granny flats and coach houses proposed to built in these neighbourhoods. In essence, these guidelines would address what the granny flats and coach houses look like—something that a rezoning application or Zoning Bylaw can not adequately do.

### What is a Zoning Bylaw?

Richmond Zoning Bylaw 8500 is the City's regulatory tool for implementing the OCP.

It specifies what uses are permitted in various zones and what the density, lot coverage, setbacks, heights, landscaping and parking requirements are for these uses. Both Burkeville and Edgemere are predominantly zoned Single Detached (RS1/E), which permits a single family house and a secondary suite.

### What is a granny flat and coach house?

A granny flat is a detached, self contained dwelling located totally on the ground floor in the rear yard of a single family residential lot with lane access.

A coach house is a detached, self contained dwelling located beside and above the garage accessed by a lane in the rear yard of a single family residential lot.

### What has Richmond City Council directed?

In February 2012, Richmond City Council directed that the:

1. Proposed Form and Character Guidelines for Granny Flats and Coach Houses in Burkeville and Edgemere; and
2. Draft Single Detached Housing Zone with Granny Flats and Coach Houses in Burkeville and Edgemere

be approved for public consultation in the Burkeville and Edgemere areas as part of the 2041 OCP Update.

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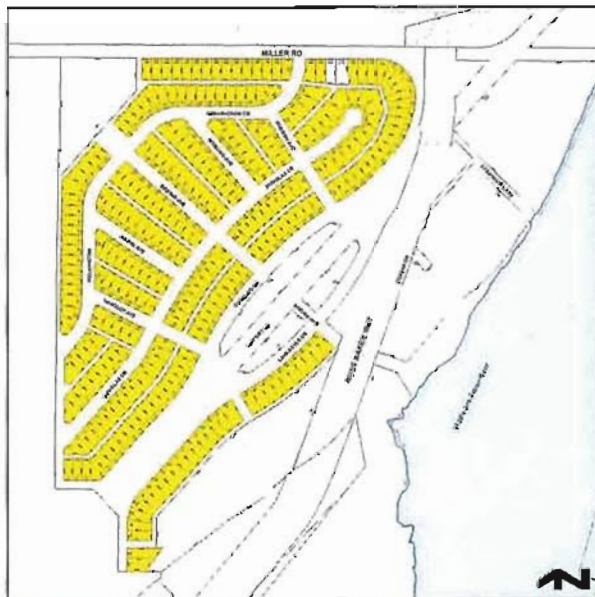


## Background continued . . .

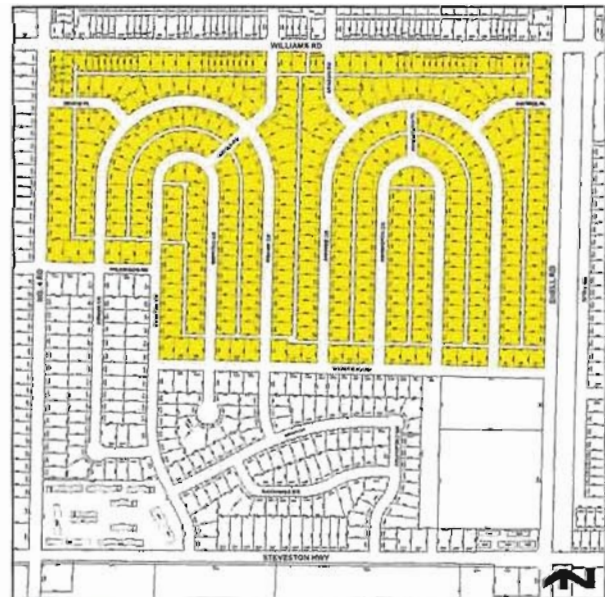
### What have Burkeville and Edgemere previously told the City?

Previous Survey Results	Burkeville	Edgemere
1 No. of Households Invited to the Previous Open House	277	545
2 Open House Attendance	36	65
3 # of Survey Responses (by household)	46	36
4 Support the idea of permitting granny flats in your neighbourhood	42	22
5 Don't support permitting granny flat flats in your neighbourhood	4	14
6 Support the idea of permitting coach houses in your neighbourhood	41	20
7 Don't support permitting coach houses in your neighbourhood	5	14
8 Prefer City amend the Zoning Bylaw to permit granny flats by Building Permit	41	19
9 Prefer each property owner amend the Zoning Bylaw to permit granny flats by rezoning application	2	5
10 Prefer City amend the Zoning Bylaw to permit coach houses by Building Permit	40	19
11 Prefer each property owner amend the Zoning Bylaw to permit coach houses by rezoning application	2	3

Conclusions	Burkeville	Edgemere
1 Support for granny flats and coach houses	89-91%	54-61%
2 Support for Building Permit option (not site specific rezoning)	95%	79-86%



Burkeville



Edgemere

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# Granny flats and coach houses



Granny flat



Granny flat



Coach house



Coach house

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# Proposed Development Permit Guidelines

*Note: It is proposed that Development Permit applications for a granny flat or coach house in Burkeville and Edgemere be expedited by not requiring a Development Permit sign on the property and by reducing the application fee for a Development Permit from \$2,055 to \$1,000.*

## 1. Neighbourhood fit

Granny flats and coach houses should demonstrate that they:

- a) respect the height and setbacks of neighbouring properties; and
- b) recognize the unique character of the neighbourhood in Burkeville (e.g., by retaining the existing house or the current, larger front yard setback).

## 2. Variety in location

No two similar granny flats and coach houses should be located in a row on neighbouring lots, and wherever possible the two granny flats and coach houses should be offset from each other so as not to be located side by side.

## 3. Variety in design

Variations in the design of granny flats and coach houses should be encouraged so as not to repeat the same architectural appearance, building form and elevations on the same lane in a City block. Modular construction is allowed.

## 4. Scale and massing

The tallest element of granny flats and coach houses should be located adjacent to the lane.

The upper level of coach houses should step back from the rear yard of the principal residence in order to enhance solar access to this yard and limit the sense of scale to adjacent neighbours.

## 5. Roofs

A flat roof is not permitted on granny flats and coach houses, unless:

- a) it is built and approved as a green roof that is an urban garden; or
- b) it has a contemporary architectural expression that is uniquely designed.

Cross gable, shed and roof lines that run across or perpendicular to the property are encouraged, with a roof pitch of between 6:12 to 8:12.

## 6. Privacy of neighbours

Granny flats and coach houses should be:

- a) oriented and sited to protect the privacy and minimize the overlook and shadowing of adjacent neighbours; and
- b) screened from neighbouring yards by suitable landscaping.

## 7. Corner lots

Granny flats and coach houses on a corner lot are not to be accessed by vehicles from the street but from the lane only.

Primary windows to living rooms and bedrooms may face the street and/or lane.

## 8. Visibility

Granny flats and coach houses should front onto and be clearly visible from the lane, with the primary entry and front door:

- a) facing towards and accessible from the lane; and
- b) illuminated at night.

A secondary entrance and access may be from the street.

## 9. Appearance of the lane

Granny flats and coach houses should be designed to enhance the lane as a public road or space since this is the primary entrance and access point to these forms of housing.

## 10. Lighting along the lane

Lighting on granny flats and coach houses should be designed to enhance the pedestrian experience of the lane at night by such means as eave lighting, porch lighting, and bollard or garden lights (not high-wattage, motion-activated security lights).

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## Proposed Development Permit Guidelines continued. . .

### 11. Building materials and colours

The exterior materials and colours of granny flats and coach houses should:

- complement, but not replicate, the character of the principal residence;
- complement the overall character of the existing neighbourhood; and
- have a high quality of architectural design and detailing (e.g., vinyl siding would only be permitted if finished with wood or other high quality detailing).

### 12. Building facades

The primary façade of granny flats and coach houses facing the lane, and the street on a corner lot, should be:

- articulated to create depth and architectural interest; and
- visually broken into smaller components or sections to discourage wide, flat and unbroken facades.

### 13. Building faces, projections and dormers

Granny flats and coach houses should be designed with consideration given to the relationship between window sizes and the placement and scale of building faces, projections and dormers.

### 14. Windows

Windows should be oriented toward the lane and be designed to maximize light penetration into the interior of granny flats and coach houses while mitigating overlook onto the principal residence and adjacent properties.

The primary living room and bedroom windows on any upper floor should face the lane.

Windows in the upper floor of coach houses facing the yard of the principal residence should be modest in size.

Side yard windows should also be modest in size and be recessed in that section of the building façade.

Building faces and dormers should not be windowless, and sidelight windows should be incorporated into bay projections.

Skylights, clerestory windows or glass block should be installed where possible.

### 15. Garage doors

Garage doors should be recessed behind the main façade where feasible and designed to minimize the visual impact to the lane through careful detailing and sensitive design, such as garage windows and narrower door width facing the lane.

### 16. Impact on private outdoor space

Granny flats and coach houses should be located so as to minimize the amount of shadow cast onto the private outdoor space of the granny flat or coach house and the principal residence.

### 17. Tree and vegetation retention

Existing trees and prominent landscape features located outside the building envelope of granny flats and coach houses should meet the Tree Bylaw, for example:

- retained, unless proven to be diseased or in conflict with utilities and services; and
- protected before land clearing, demolition or construction commences.

### 18. Underground services

Underground hydro and communication service lines should be utilized wherever possible to granny flats and coach houses.

### 19. Sustainability Initiatives

Granny flats and coach houses should incorporate sustainable design elements acceptable to the City into site and building design and construction, and exhibit design excellence through such means as:

- natural filtration of rainwater into a rain garden, rainwater collection system, bioswale or rock pit;
- solar power technology as an energy source;
- energy star appliance and low water plumbing fixtures;
- green technology building products; and
- naturescaping and permeable materials on outdoor surfaces.

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# Burkeville proposed granny flats and coach houses



BURKEVILLE NEIGHBOURHOOD WITH TYPICAL BLOCK OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



BURKEVILLE TYPICAL BLOCK WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEWS  
- 3 COACH HOUSES  
- 3 GRANNY FLATS

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# Edgemere proposed granny flats and coach houses



EDGEMERE NEIGHBOURHOOD WITH TYPICAL BLOCK OUTLINED



PROPOSED LANE VIEW 01



PROPOSED LANE VIEW 02



EDGEMERE TYPICAL BLOCK WITH TYPICAL LOT OUTLINED



PROPOSED LANE VIEWS

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# Highlights of proposed Zoning Bylaw Amendment

**Note:** It is proposed that the following items be added to a new zone for Burkeville and Edgemere. Everything else in the existing zoning would remain the same in these neighbourhoods.

## 1. Purpose

The new zone would only apply to Burkeville and Edgemere, and enable single detached housing and, where there is a lane, either a granny flat or a coach house.

## 2. Permitted uses

- No change, except a secondary suite would not be permitted in Burkeville if the lot contains a granny flat or coach house

## 3. Secondary uses

- coach house where a lot abuts a lane
- granny flat where a lot abuts a lane

## 4. Permitted density

1. The maximum density is limited to one detached granny flat or coach house per lot.
2. The maximum floor area ratio (FAR) for a lot containing single detached housing and a granny flat or coach house is 0.6 applied to a maximum of 464.5 m<sup>2</sup> of the lot area, together with 0.30 applied to the balance of the lot area in excess of 464.5 m<sup>2</sup>.
3. The granny flat must have a minimum gross floor area of 33.0 m<sup>2</sup> and a maximum gross floor area of 70.0 m<sup>2</sup>.
4. The coach house must have a minimum gross floor area of 33.0 m<sup>2</sup> and a maximum gross floor area of 60.0 m<sup>2</sup>, of which at least 40% of the gross floor area shall be located on the first storey.
5. For the purposes of this zone only, the following is not included in the calculation of the maximum floor area ratio: 10% of the floor area total calculated for the lot in question, which must be used exclusively for covered areas of the single detached housing, granny flat or coach house, which are open on one or more sides, with the maximum for the granny flat or coach house being 6.0 m<sup>2</sup>.
6. An unenclosed and uncovered balcony of a coach house shall have a maximum area of 8.0 m<sup>2</sup>, and shall be located so as to face the lane on a mid block lot and the lane or side street on a corner lot.
7. Stairs to the upper level of a coach house shall be enclosed within the allowable building area.

## 5. Permitted lot coverage

No change.

## 6. Yards and setbacks

1. The minimum interior side yard is:
  - a) 2.0 m for a coach house; and
  - b) 1.2 m for a granny flat;
2. A granny flat or coach house located on a lot with an east-west orientation shall be located 2.0 m from the northern interior side lot line to reduce shadowing on the adjacent lot to the south.
3. The minimum rear yard is:
  - a) 1.2 m for no more than 65% of the rear façade of a granny flat, coach house and garage;
  - b) 3.0 m for at least 35% of the rear façade of the granny flat, coach house and garage; and
  - c) 1.5 m for the building entry to a granny flat or coach house from the rear lot line.
4. A granny flat or coach house shall be located within 1.2 m and 8.0 m of the rear lot line.
5. The minimum building separation space between the principal single detached housing unit and the accessory building containing:
  - a) a granny flat is 3.0 m; and
  - b) a coach house is 4.5 m.
6. Granny flats, coach houses and accessory buildings are not permitted in the front yard.
7. Waste and recycling bins for a granny flat or coach house shall be located within a screened structure that is setback a minimum of 1.5 m from the rear lot line.
8. Building elements in a granny flat or coach house that promote sustainability objectives such as solar panels, solar hot water heating systems and rainwater collection systems may project 0.6 m into the side yard and rear yard.

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## Highlights of proposed Zoning Bylaw Amendment continued . . .

### 7. Permitted heights

1. The maximum height for the accessory building containing a granny flat is 1 storey or 5.0 m above grade, whichever is less.
2. The maximum height for the accessory building containing a coach house is 1½ storeys or 6.0 m above grade, whichever is less. For the purposes of this zone, the habitable space in the ½ storey shall not exceed 50% of the storey situated immediately below.
3. The maximum height to the eave of the first storey of a coach house with a sloping roof shall be 3.7 m above grade.
4. The maximum height to the top of the roof facing the building separation space between the single detached housing and the coach house shall be 4.0 m above grade.

### 8. Subdivision provisions/ minimum lot size

1. A granny flat or coach house may not be subdivided from the lot on which it is located.

### 9. Landscaping and screening

1. A private outdoor space with a minimum area of 30.0 m<sup>2</sup> and a minimum width and depth of 3.0 m shall be provided on the lot where there is a granny flat or coach house. The private outdoor space:
  - a) shall be for the benefit of the granny flat or coach house only;
  - b) shall not be located in the front yard;
  - c) may include an open or covered deck, unenclosed balcony, patio pavers, porch or fenced yard space which is clearly defined and screened through the use of landscaping, planting or architectural features such as trellises, low fencing or planters, but not space used for parking purposes;
  - d) shall not be occupied or obstructed by any buildings, structures, projections and on-site parking, except for cantilevered roofs and balconies which may project into the private outdoor space for a distance of not more than 0.6 m; and
  - e) shall be accessed from the rear yard, lane, granny flat or coach house.
3. The rear yard between a granny flat or coach house and the lane, including the building entry to the granny flat or coach house, must incorporate the planting of appropriate trees and other attractive soft landscaping, but not low ground cover so as to enhance the visual appearance of the lane, and high quality permeable materials where there is a driveway to parking spaces.

4. High quality screening shall be located between the lane and any parking spaces parallel to the lane and along the lot line adjacent to the surface parking spaces. Where the space is constrained, a narrow area sufficient for the growth of the screening shall be provided at the base of the screening, fence or at the foot of the granny flat or coach house.
5. The yard between the granny flat or coach house and the road on a corner lot shall be designed and treated as the front yard of the granny flat or coach house, not be used as private outdoor space and have quality surface treatment, soft landscaping and attractive plant materials.
6. Where vertical greening is used as a means to improve privacy, it may include building walls and/or the provision of fences and arbours as support structures for plants. In constrained areas, tall plantings may include varieties of bamboo for screening and landscaping.
7. A minimum 0.9 m wide, unobstructed, permeable pathway clearly leading from the road to the granny flat or coach house shall be provided for emergency personnel, delivery agents and visitors.

### 10. On-site parking and loading

1. On-site vehicle parking shall be provided according to the standards set out in Section 7.0 of the Zoning Bylaw, except that:
  - a) all parking spaces for a lot that contains a new single detached housing unit and a granny flat or coach house must be accessed from the rear lane only;
  - b) a coach house may not be located above more than a maximum of 2 parking spaces in the garage for the single detached housing; and
  - c) the required parking space and driveway for a granny flat or a coach house must be unenclosed or uncovered and must be made of porous surfaces such as permeable pavers, gravel, grasscrete or impermeable wheel paths surrounded by ground-cover planting.

### 11. Other regulations

1. Boarding and lodging is permitted only in a single detached housing unit, and not in the granny flat or coach house.
2. A child care program shall not be located in a granny flat or coach house.

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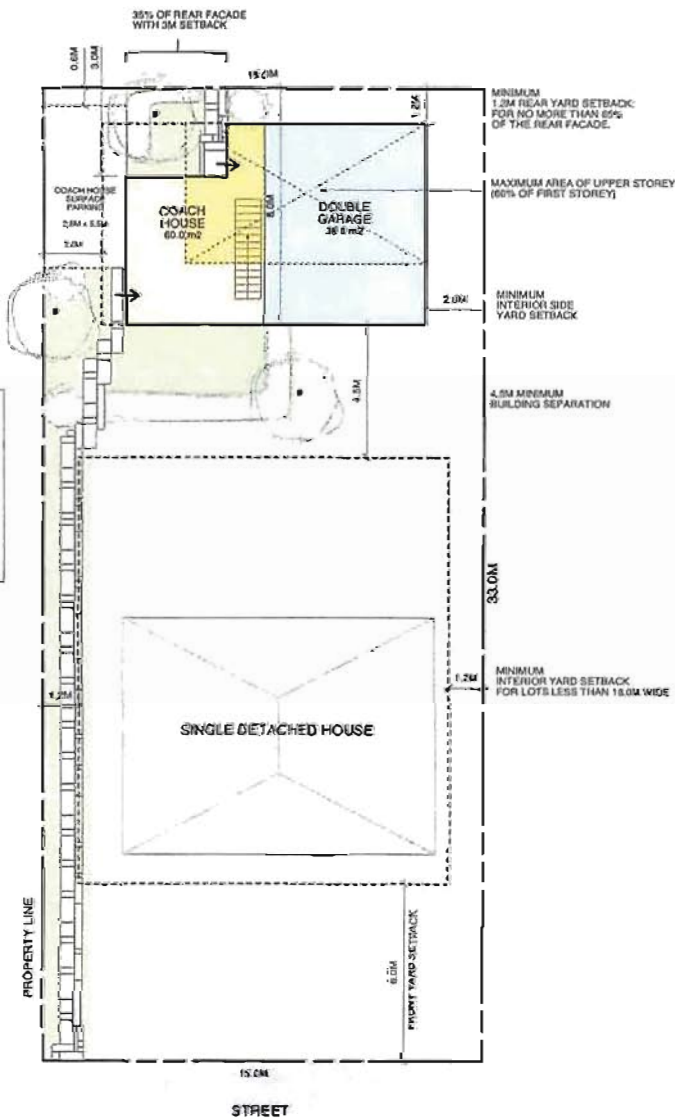


# Burkeville proposed coach house



LANE

COACH HOUSE STATISTICS	
MAIN FLOOR:	25.0 m <sup>2</sup> - 42% OF TOTAL FLOOR AREA (40% PERMITTED)
GARAGE:	38.0 m <sup>2</sup>
UPPER FLOOR:	35.0 m <sup>2</sup> - 58% OF TOTAL GROUND FLOOR AREA INCL. GARAGE (60% PERMITTED)
TOTAL FLOOR AREA:	60.0 m <sup>2</sup> + Garage (MAXIMUM PERMITTED)



TYPICAL COACH HOUSE SITE PLAN  
BURKEVILLE, RICHMOND BC  
SCALE: 1:200

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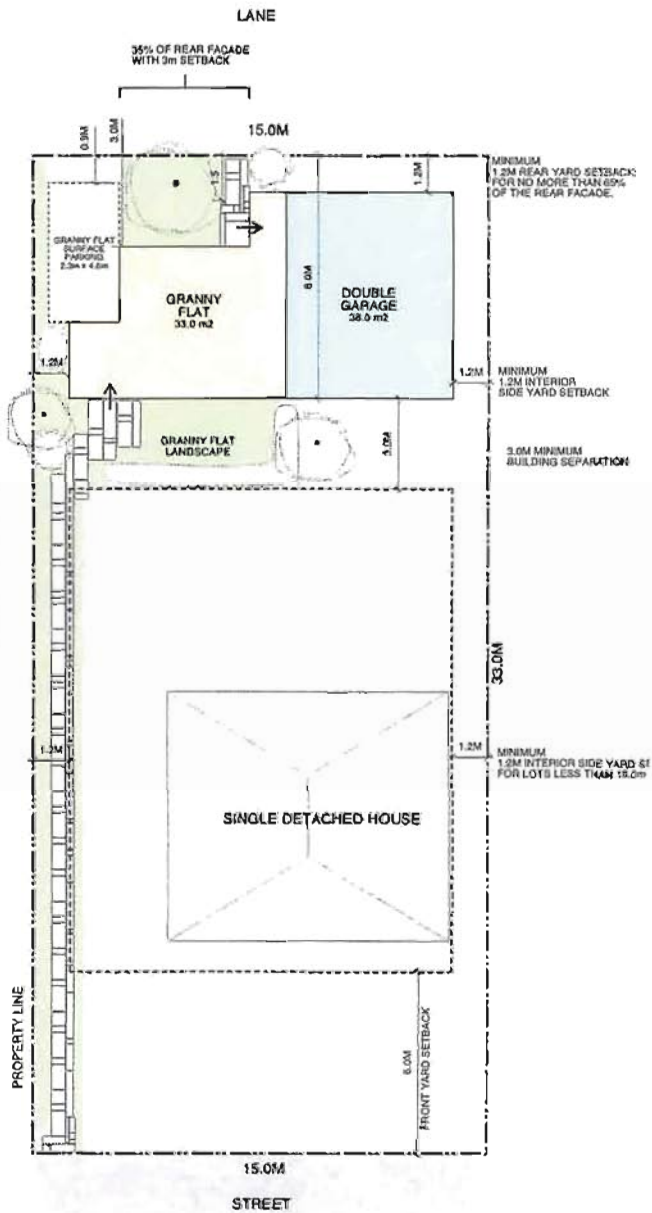
Towards a sustainable community  
Official Community Plan (OCP)–2041 Update

**CNCL - 352**





# Burkeville proposed granny flat



GRANNY FLAT STATISTICS	
MAIN FLOOR:	33.0 m <sup>2</sup> • MINIMUM PERMITTED FLOOR AREA
GARAGE:	38.0 m <sup>2</sup>
TOTAL FLOOR AREA:	33.0 m <sup>2</sup> • GARAGE

TYPICAL GRANNY FLAT SITE PLAN  
BURKEVILLE, RICHMOND BC  
SCALE 1:100

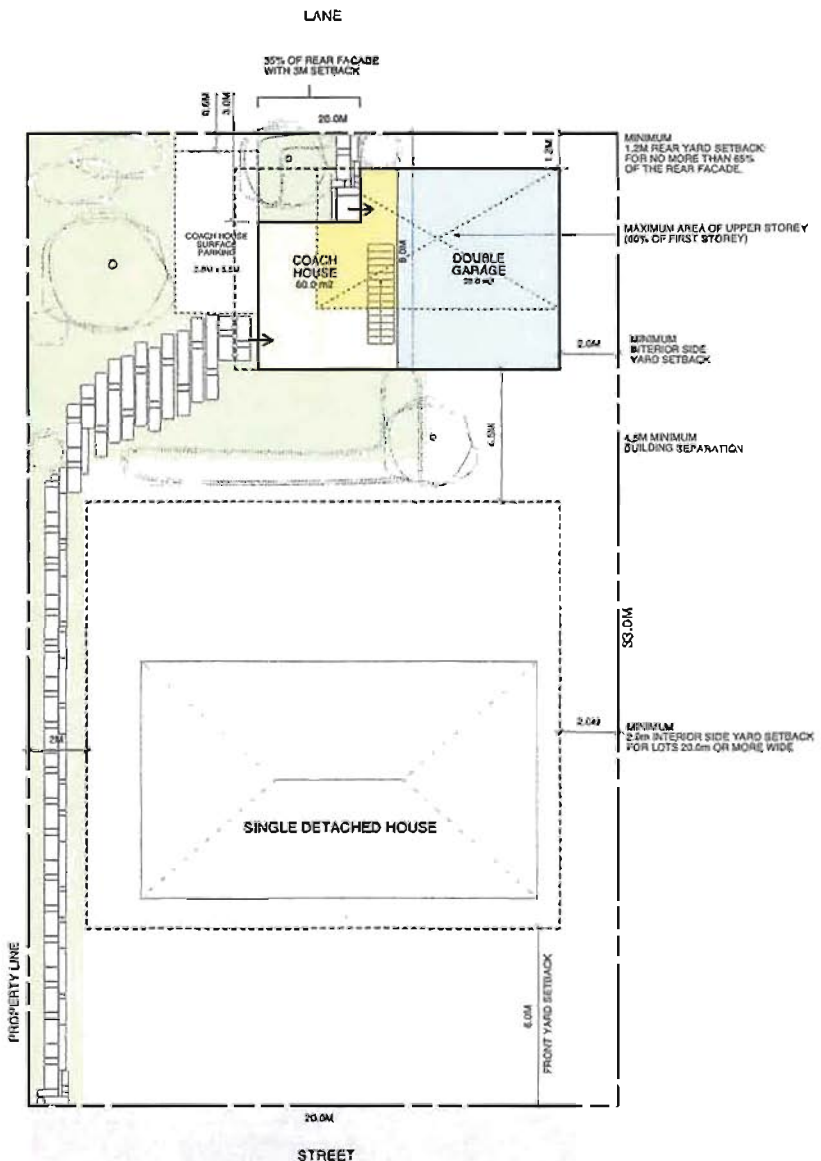
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# Edgemere proposed coach house



COACH HOUSE STATISTICS	
MAIN FLOOR:	25.0 m <sup>2</sup> • 42% OF TOTAL FLOOR AREA (40% PERMITTED)
GARAGE:	38.0 m <sup>2</sup>
UPPER FLOOR:	35.0 m <sup>2</sup> • 58% OF TOTAL GROUND FLOOR AREA INCL. GARAGE (60% PERMITTED)
TOTAL FLOOR AREA:	60.0 m <sup>2</sup> + GARAGE (MAXIMUM PERMITTED)

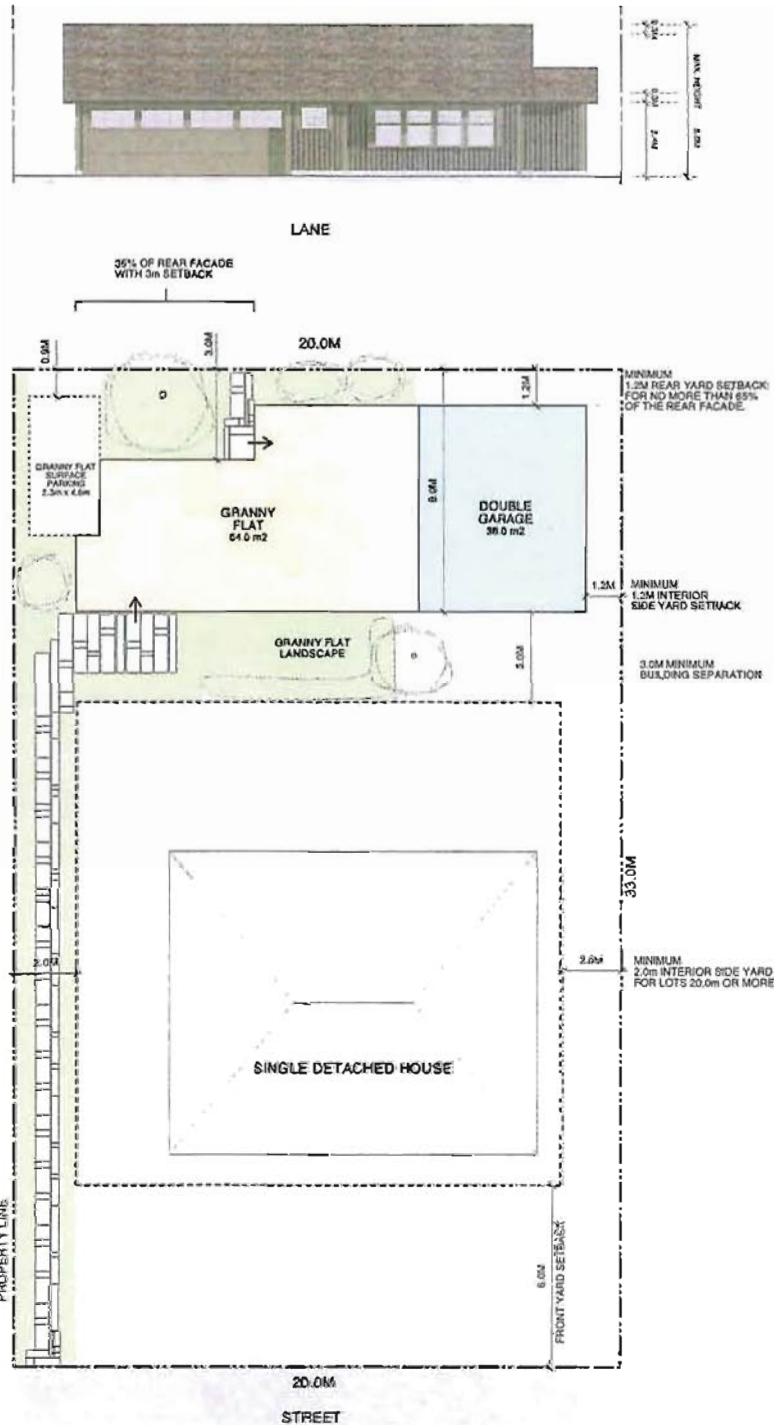


TYPICAL COACH HOUSE SITE PLAN  
EDGEMERE, RICHMOND BC  
SCALE 1:100

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# Edgemere proposed granny flat



GRANNY FLAT STATISTICS	
MAIN FLOOR:	64.0 m <sup>2</sup> - MAXIMUM PERMITTED FLOOR AREA IS 70.0 m <sup>2</sup>
GARAGE:	38.0 m <sup>2</sup>
TOTAL FLOOR AREA:	64.0 m <sup>2</sup> + GARAGE

TYPICAL GRANNY FLAT SITE PLAN  
EDGEMERE, RICHMOND BC  
SCALE 1:100

*Welcoming and diverse • Connected and accessible • Valued for its special places • Adaptable*



Please take a few minutes to fill out the Survey questions in order for City staff and Richmond City Council to determine if there is support for the proposals to:

- Enact Development Permit Guidelines to control the form and character of granny flats and coach houses in Burkeville and Edgemere; and
- Amend the Zoning Bylaw to permit and regulate granny flats and coach houses in Burkeville and Edgemere by Development Permit and Building Permit only (no rezoning).

All surveys must be submitted by Thursday, April 5, 2012 by:

- Leaving it in the drop box provided at the Public Open House; or
- Mailing it to the City of Richmond, 6911 No. 3 Road, Richmond, BC, V6Y 2C1; or
- Faxing it to the City of Richmond at 604-276-4052; or
- E-mailing it to [hburke@richmond.ca](mailto:hburke@richmond.ca) at the City of Richmond; or
- Filling it out online at [www.letstalkrichmond](http://www.letstalkrichmond).

*Thank you very much.*

## Process

The following process is envisioned (which may be subject to change):

1. Public consultation: Burkeville and Edgemere (March 2012)
2. Council decision: Whether or not to incorporate granny flats/coach houses and guidelines in the 2041 OCP Update (May 2012)

It should be stressed that the public will have other opportunities to review this matter as part of the bylaw adoption process before a final decision is rendered.

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## Implementation Conditions Granny Flats and Coach Houses Burkeville and Edgemere

### Engineering Conditions

#### Water

The City's water system is adequate for the expected increase caused by the potential for granny flats and coach houses.

#### Sanitary Sewer

The City's sanitary sewer system is adequate for the expected increase caused by the potential for granny flats and coach houses.

#### Storm Drainage

The City's storm drainage system is adequate for the expected increased caused by the potential for granny flats and coach houses in Edgemere.

Storm drainage will require analysis to determine the impact that granny flats and coach houses will have on the drainage system in Burkeville. Engineering will perform the analysis utilizing existing OCP Modelling funding should the residents determine they would like to proceed with granny flats and coach houses in their neighbourhood. In the event that drainage upgrades are required, staff will develop an implementation and funding strategy for Council's consideration.

### Transportation Conditions

Each Development Permit application will provide Transportation staff the opportunity to review and, if necessary, require the applicant to make changes to their design to address any parking related issues, especially for the Burkeville area, to ensure that there are no negative traffic impacts on adjacent narrow streets and laneways.