



City of Richmond

Report to Committee Planning and Development Department

To: Planning Committee
From: Wayne Craig
Director of Development

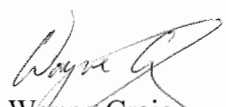
Date: August 19, 2015

File: RZ 13-643655

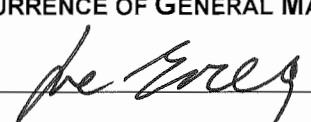
Re: Application by Yin P. Mui for Rezoning at 10491 No. 1 Road from Single Detached (RS1/E) to Coach Houses (RCH1)

Staff Recommendation

That Richmond Zoning Bylaw 8500, Amendment Bylaw 9213, for the rezoning of 10491 No. 1 Road from "Single Detached (RS1/E)" to "Coach Houses (RCH1)", be introduced and given first reading.


Wayne Craig
Director of Development

CL:blg
Att.

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	<input checked="" type="checkbox"/>	

Staff Report

Origin

Yin P. Mui has applied to the City of Richmond for permission to rezone the property at 10491 No. 1 Road from the “Single Detached (RS1/E)” zone to the “Coach Houses (RCH1)” zone, to permit the property to be subdivided to create two (2) lots, each with a principal single-detached dwelling and an accessory coach house above a detached garage, with vehicle access from the existing rear lane (Attachment 1). A survey of the subject site showing the proposed subdivision plan is included in Attachment 2.

Findings of Fact

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

Surrounding Development

The subject site currently contains an older character single-detached dwelling. Existing development immediately surrounding the subject site is as follows:

- To the North and South, are compact lots zoned “Coach Houses (RCH)”, each containing a principal single-detached dwelling and an accessory coach house building.
- To the East, directly across No. 1 Road, is Fundy Gate and older character single-detached dwellings on medium-sized lots under Land Use Contract 148.
- To the West, across the rear lane that parallels No. 1 Road, is an older character dwelling on a large lot zoned “Single Detached (RS1/E)” that fronts Sorrel Drive.

Related Policies & Studies

Official Community Plan (OCP) and Steveston Area Plan Designations

The OCP land use designation for the subject site is “Neighbourhood Residential”. The Steveston Area Plan designation for the subject site is “Single-Family” (Attachment 4). This redevelopment proposal is consistent with these designations.

Arterial Road Policy

The Arterial Road Policy identifies the subject site for redevelopment to compact lots or coach houses, with rear lane access.

Floodplain Management Implementation Strategy

The proposed redevelopment must meet the requirements of the Richmond Flood Plain Designation and Protection Bylaw 8204. Registration of a flood indemnity covenant on Title is required prior to final adoption of the rezoning bylaw.

Public Input

Staff has not received any comments from the public about the development proposal in response to the placement of the rezoning sign on the property.

Analysis**Site Planning, Transportation Requirements and Architectural Character**

The proposed plans included in Attachment 5 have satisfactorily addressed the staff comments identified as part of the rezoning application review process.

The proposed site plan involves a principal dwelling on the east side of the property and an accessory coach house above a detached garage on the west side of the property, with access from the rear lane. Private open space for use of the principal dwelling is adequately sized to comply with the Zoning requirements and is proposed in the rear yard in between the principal dwelling and the coach house on each lot proposed. Private open space for the exclusive use of the coach house is also proposed in the form of a balcony facing the rear lane, consistent with Zoning requirements.

Clearly defined pedestrian access and circulation on-site is proposed to both the main dwelling and the coach house via permeable pathways from No. 1 Road, as well as from the rear lane.

On-site parking is proposed in accordance with the Zoning Bylaw and consists of two (2) parking spaces in a tandem arrangement for the principal dwelling, and one (1) parking space for the coach house, with vehicle access to the site from the existing rear lane. All parking spaces are proposed to be enclosed within a garage. Prior to final adoption of the rezoning bylaw, the applicant must register a restrictive covenant on Title of the lot prohibiting the conversion of the parking area in the garage into habitable space.

The proposed architectural elevation plans show a hipped roof, along with a sloping skirt roof on all elevations to define each storey of the coach house. The proposed elevation facing the lane provides visual interest by incorporating a raised panel garage door, balcony and railing, and window openings. The exterior materials proposed for the coach house on each lot consist of horizontal siding.

On-site garbage and recycling is proposed within a screened enclosure in the rear yard, which is set back a minimum of 1.5 m from the rear lot line, consistent with the zoning requirements

Lot grading is proposed to transition from a higher elevation on the east portion of the subject site to a lower elevation on the west portion of the site through the provision of a retaining wall and steps mid-way through the site. The purpose of the proposed lot grading is to allow the principal dwelling to achieve the required minimum flood construction level while maintaining a lot grade in the rear yard that is consistent with the elevation of the rear lane, which effectively lowers the building height of the coach house.

Prior to final adoption of the Rezoning Bylaw, refinements must be made to the conceptual plans include in Attachment 5 with respect to: a) enhancing the entry to the coach house on each lot; b) clarifying the proposed fencing in the rear yard; and c) providing more variety in the proposed exterior cladding materials and colour scheme. Furthermore, the applicant must register restrictive covenants on Title of the lot to ensure that:

- The coach house cannot be stratified; and
- The Building Permit application and ensuing development at the site is generally consistent with the preliminary plans included in Attachment 5. The Building Permit application review process includes coordination between department staff to ensure that the conditions of the covenant are met.

Trees & Landscaping

Tree Retention, Removal, and Replacement

A Certified Arborist's Report was submitted by the applicant, which identifies on and off-site tree species, assesses their structure and condition, and provides recommendations on tree retention and removal relative to the proposed development. The Report assesses one (1) bylaw-sized tree on-site (Tree # 1).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report, conducted visual tree assessment, and indicates that Tree # 1 is not a good candidate for retention, as it has been historically topped and will be located too close to the dwelling within the front yard of the proposed south lot to be successfully retained. In addition, proposed lot grading to comply with the minimum flood construction level would further limit the viability of this tree. The City's Tree Preservation Coordinator recommends that the tree be removed and replaced at a ratio of 2:1.

The proposed Tree Retention Plan is included in Attachment 6.

To compensate for the removal of Tree # 1, the applicant is required to plant and maintain two (2) replacement trees (minimum 8 cm deciduous caliper or 4 m high conifer) on the proposed lots. In addition, the landscaping guidelines of the Arterial Road Policy require that one (1) additional tree be planted and maintained in the front yard of each lot proposed (minimum 6 cm deciduous caliper or 3.5 m high conifer).

To ensure that the required replacement trees are planted and maintained, and that the front and rear yards of the subject site are enhanced, the applicant is required to submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a security in the amount of 100% of a cost estimate for the works provided by the Registered Landscape Architect. The Landscape Plan must respond to the guidelines of the Arterial Road Policy and must comply with the landscaping requirements of the RCH1 zone. The Landscape Plan, Cost Estimate, and Security are required prior to final adoption of the Rezoning Bylaw. The Security will be reduced by 90% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 10% of the Security for a one-year maintenance period to ensure that the landscaping survives.

Existing Legal Encumbrances

There is an existing Statutory Right-of-Way (SRW) registered on Title of the subject site for utilities. The applicant is aware that no encroachment into the SRW is permitted.

Affordable Housing Strategy

The Affordable Housing Strategy requires a secondary suite or coach house on 50% of new lots, or a cash-in-lieu contribution of \$1.00/ft² of total building area toward the City's Affordable Housing Reserve Fund for single-family rezoning applications.

This proposal to permit a subdivision to create two (2) lots, each with a principal single detached dwelling and accessory coach house above a detached garage, conforms to the Affordable Housing Strategy.

Site Servicing and Frontage Improvements

There are no servicing concerns with rezoning. At subdivision and development stage, the applicant is required to:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs.
- Submit a cash-in-lieu contribution for future lane improvements (e.g. full lane width asphalt pavement, lane drainage, roll curb and gutter, and lighting).
- Complete the required servicing works and frontage improvements as described in Attachment 7.

Financial Impact or Economic Impact

The rezoning application results in an insignificant Operational Budget Impact (OBI) for off-site City infrastructure (such as road works, waterworks, storm sewers, sanitary sewers, street lights, street trees and traffic signals).

Conclusion

The purpose of this rezoning application is to rezone the property at 10491 No. 1 Road from the "Single Detached (RS1/E)" zone to the "Coach Houses (RCH1)" zone, to permit the property to be subdivided to create two (2) lots, each with a principal single-detached dwelling and accessory coach house over a detached garage, with vehicle access to the existing rear lane.

This rezoning application complies with the land use designations and applicable policies contained within the OCP for the subject site.

The list of rezoning considerations associated with this application is included in Attachment 7, which has been agreed to by the applicant (signed concurrence on file).

On this basis, it is recommended that Zoning Bylaw 8500, Amendment Bylaw 9213 be introduced and given first reading.



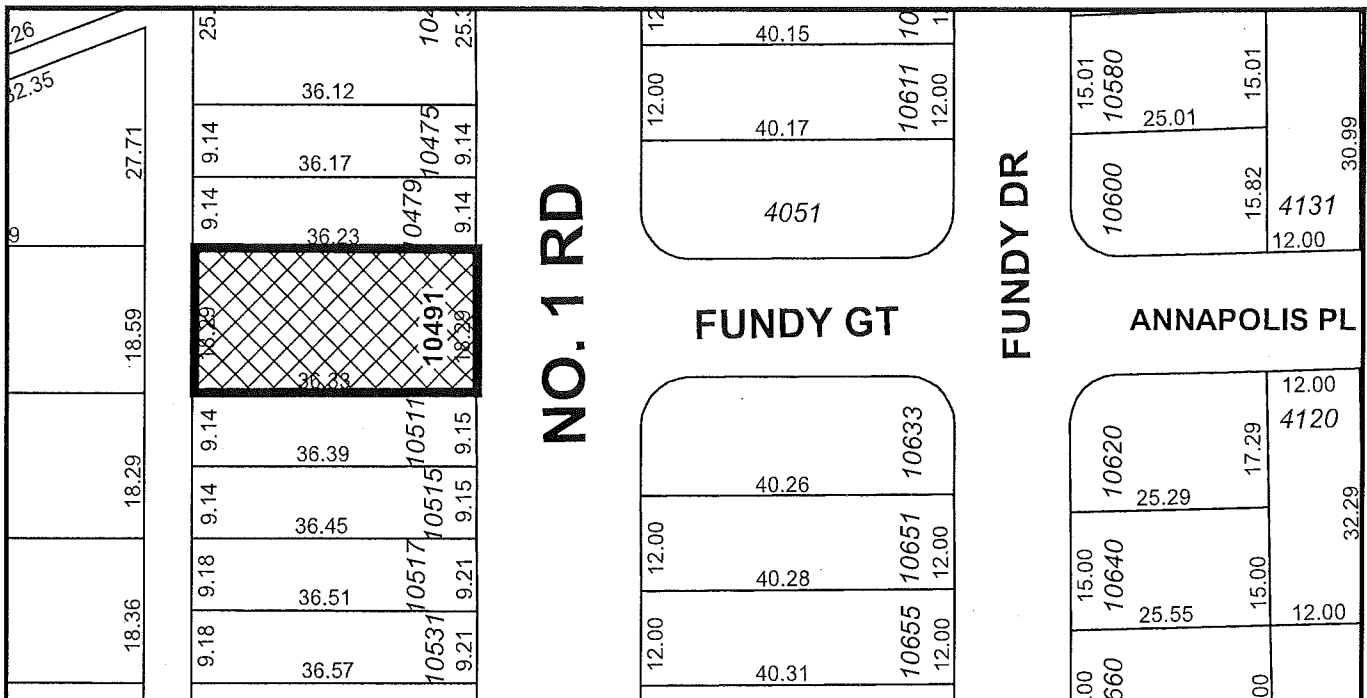
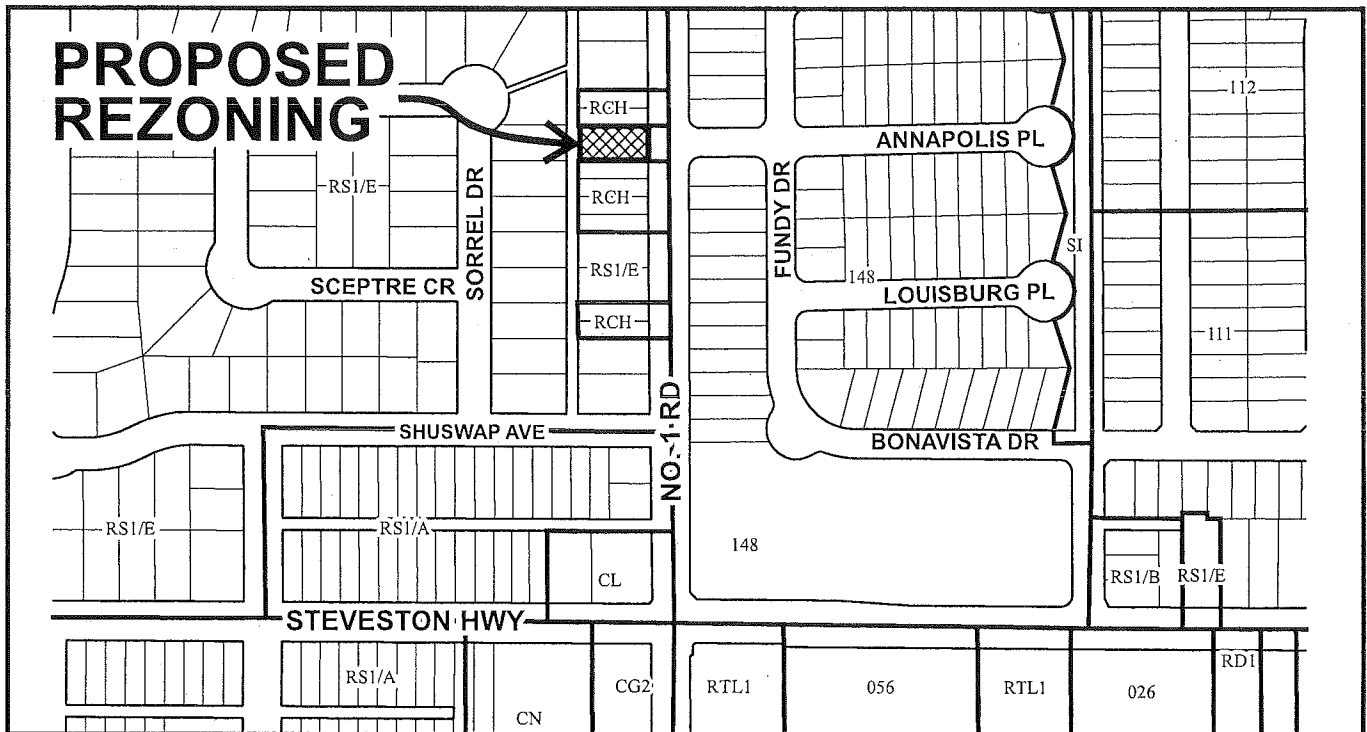
Cynthia Lussier
Planning Technician
(604-276-4108)

CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Site Survey and Proposed Subdivision Plan
- Attachment 3: Development Application Data Sheet
- Attachment 4: Steveston Area Plan Land Use Map
- Attachment 5: Conceptual Development Plans
- Attachment 6: Proposed Tree Retention & Removal Plan
- Attachment 7: Rezoning Considerations



City of
Richmond

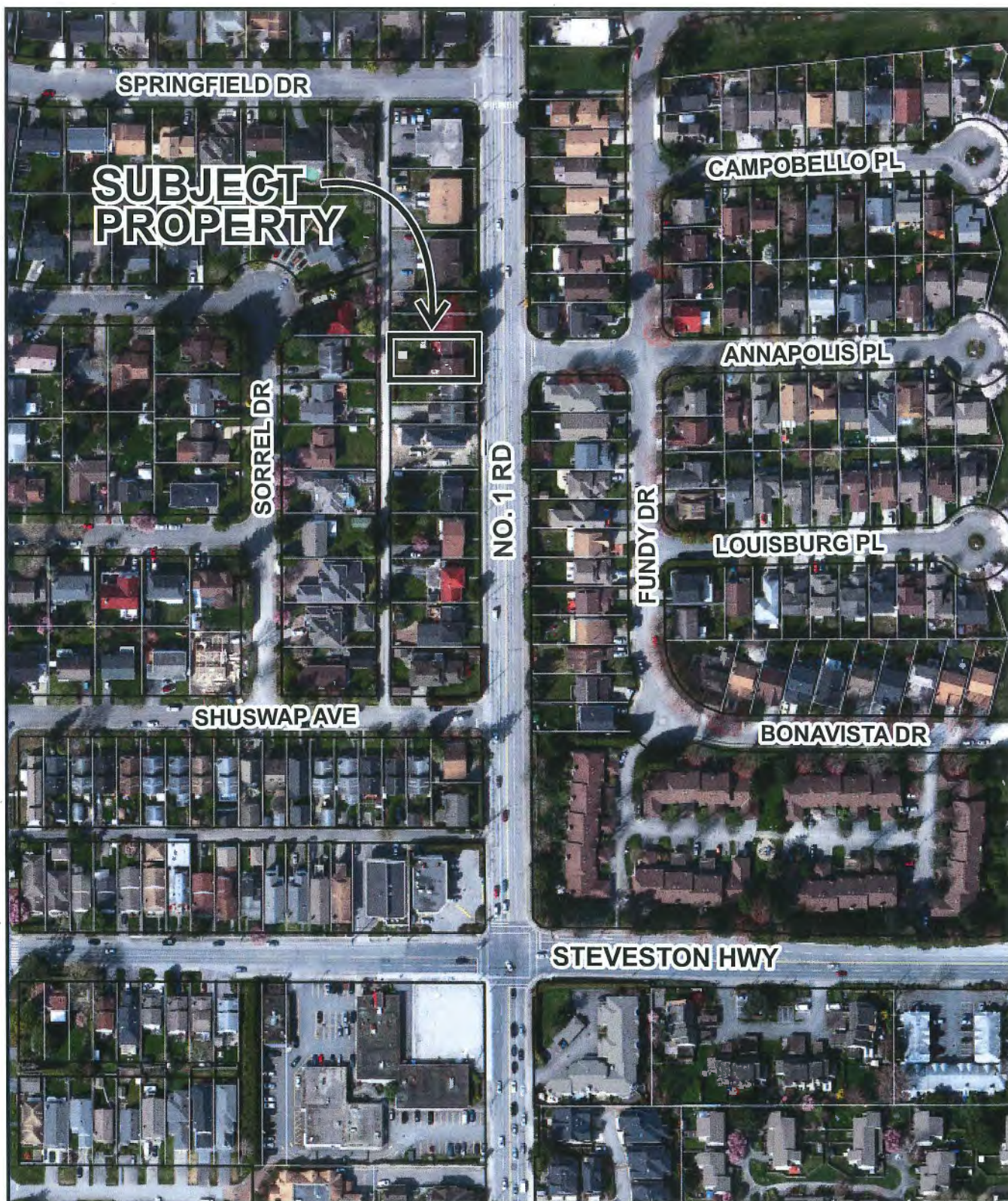


RZ 13-643655

Original Date: 09/03/13

Revision Date: 05/08/13

Note: Dimensions are in METRES



RZ 13-643655

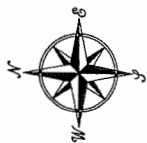
Original Date: 09/04/13

Amended Date: 05/08/15

Note: Dimensions are in METRES

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 478 SECTION 34 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 40616

#10491 NO. 1 ROAD,
RICHMOND, B.C.
P.I.D 003-641-228



PH - 13

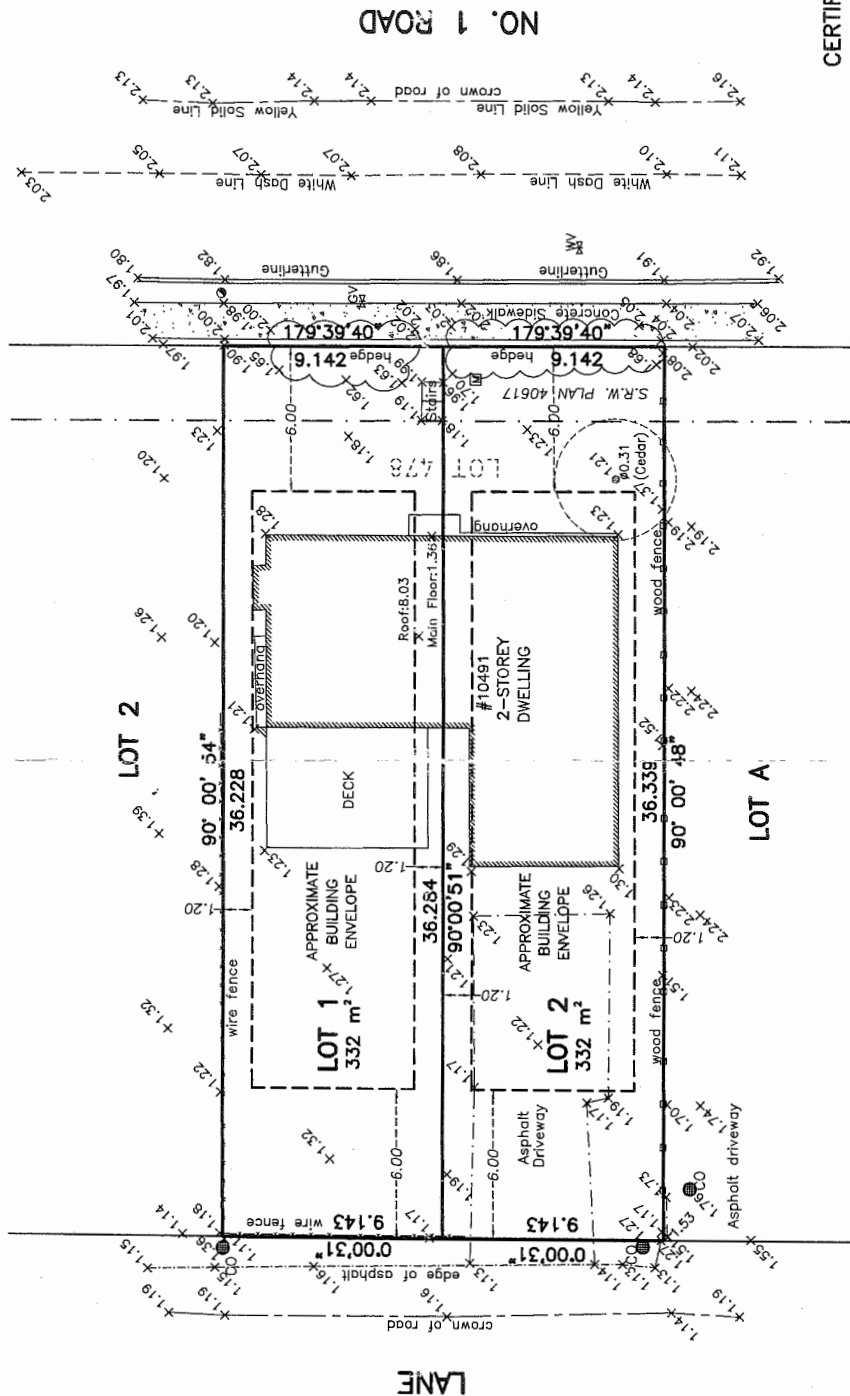
© copyright
J. C. Tam and Associates
Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5241
FB-235 P59-60
Drawn By: MY

DWG No. 5241-TOPO

SCALE: 1:200



ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



CERTIFIED CORRECT:
LOT DIMENSION ACCORDING TO
FIELD SURVEY.

JOHNSON C. TAM, B.C.L.S.
July 29th, 2013.

NOTE:
Elevations shown are based on City of Richmond HPN
Benchmark network.
Benchmark: HPN #231, Control Monument 19713
Located at E side Dyke, W side lagoon app. Mariner
Park. Prot. By 4x4 posts
Elevation = 3.419 metres

LEGEND:

- denotes power pole
- WPA denotes water valve
- CO denotes cleanout
- denotes water meter
- GVBA denotes gas valve



RZ 13-643655

Attachment 3

Address: 10491 No. 1 Road

Applicant: Yin P. Mui

Planning Area(s): Steveston

	Existing	Proposed
Owner:	Yin Ping Mui	To be determined
Site Size (m²):	664 m ²	Two (2) lots of 332 m ²
Land Uses:	Single detached housing	Two (2) residential lots
OCP Designation:	Neighbourhood Residential	No change
Area Plan Designation:	Single-Family	No change
Zoning:	Single Detached (RS1/E)	Coach Houses (RCH1)
Other Designations:	The Arterial Road Policy designates the subject site for redevelopment to coach houses with lane access.	No change

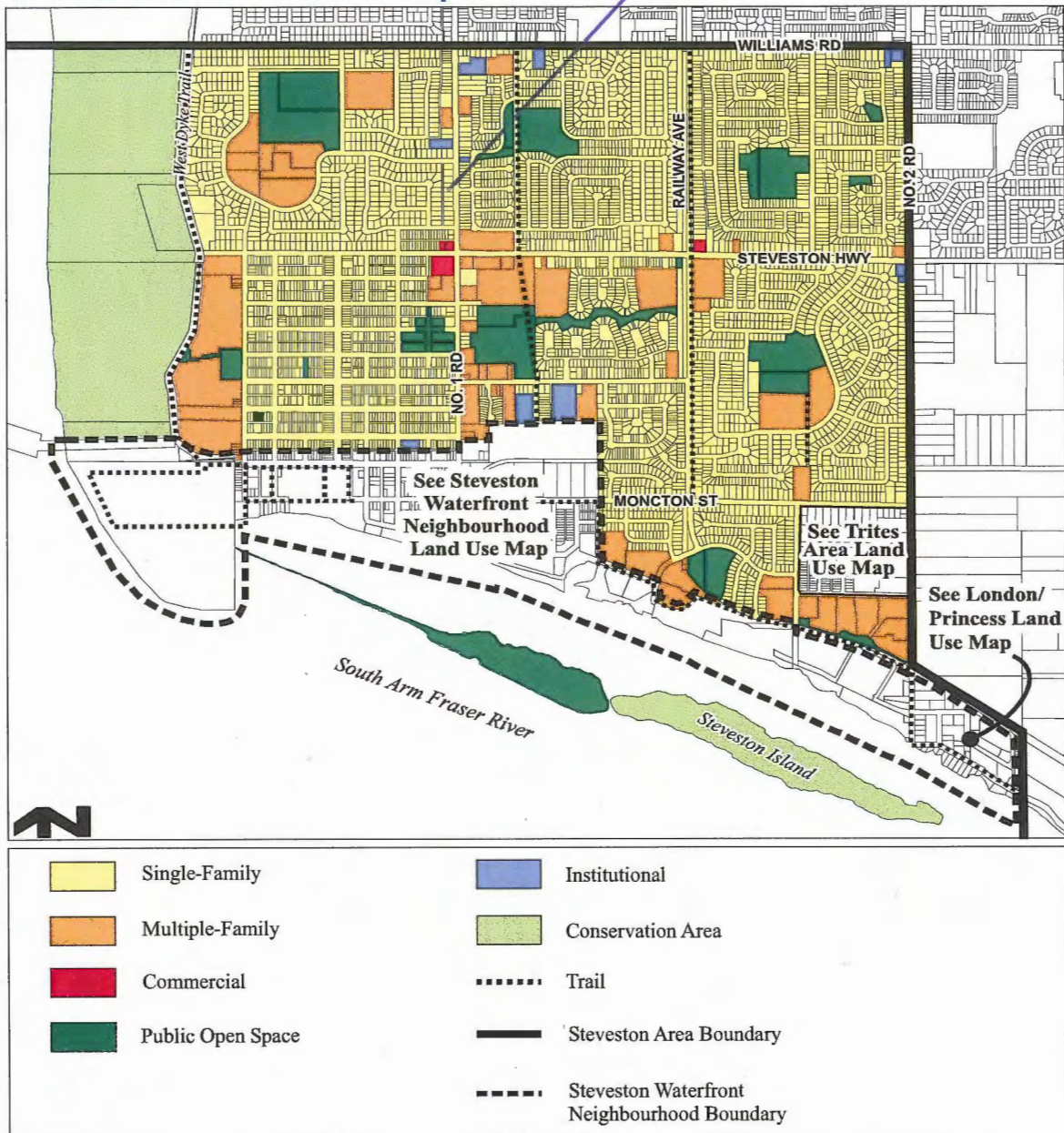
On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Floor Area Ratio:	Max. 0.60		Max. 0.60		none permitted
Lot Coverage – Building:	Max. 45%		Max. 45%		none
Lot Coverage – Buildings, Structures, and Non-Porous Surfaces:	Max. 70%		Max. 70%		none
Lot Coverage – Live Plant Material:	Min. 20%		Min. 20%		none
Lot Size (min. dimensions):	315 m ²		332 m ²		none
Principal Dwelling Setback – Front & Rear Yaos (m):	Min. 6 m		Min. 6 m		none
Principal Dwelling Setback – Side Yards (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Rear Yard (m):	Min. 1.2 m		Min. 1.2 m		none
Coach House Building Setback – Side Yards (m):	Ground floor	Min. 0.6 & 1.8 m	Ground floor	Min. 0.6 & 1.8 m	none
	Second floor	Min. 1.2 m & 1.8 m	Second floor	Min. 1.2 m & 1.8 m	none
Principal Dwelling Height (m):	Max. 2 ½ storeys		Max. 2 ½ storeys		none

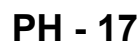
On Future Subdivided Lots	Bylaw Requirement		Proposed		Variance
Coach House Building Height (m):	Max. 2 storeys or 6.0 m, whichever is less, as measured from the highest elevation of the crown of the lane		Max. 2 storeys or 6.0 m, whichever is less, as measured from the highest elevation of the crown of the lane		none
On-Site Parking Spaces – Principal Dwelling:	2		2		none
On-Site Parking Spaces – Coach House:	1		1		none
Tandem Parking Spaces:	permitted		2 for Principal Dwelling		none
Amenity Space – Outdoor:	Principal Dwelling	Min. 30 m ²	Principal Dwelling	Min. 30 m ²	none
	Coach House	No minimum	Coach House	No minimum	


Other: Tree replacement compensation required for loss of bylaw-sized trees.

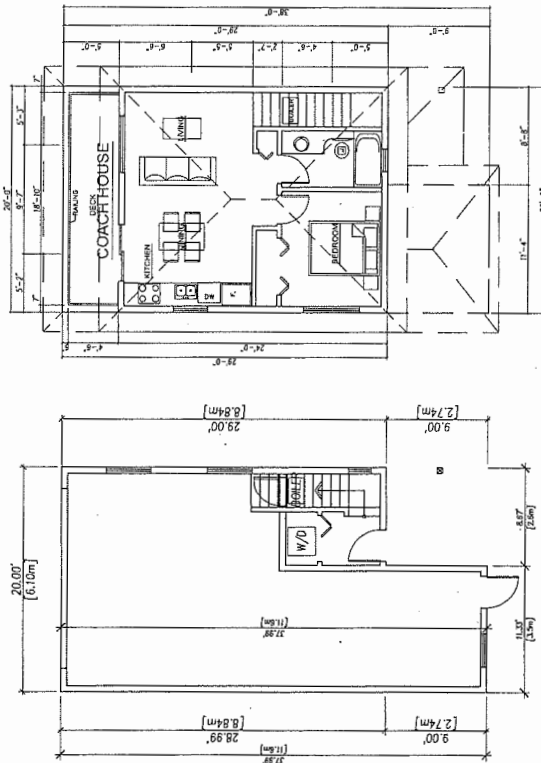
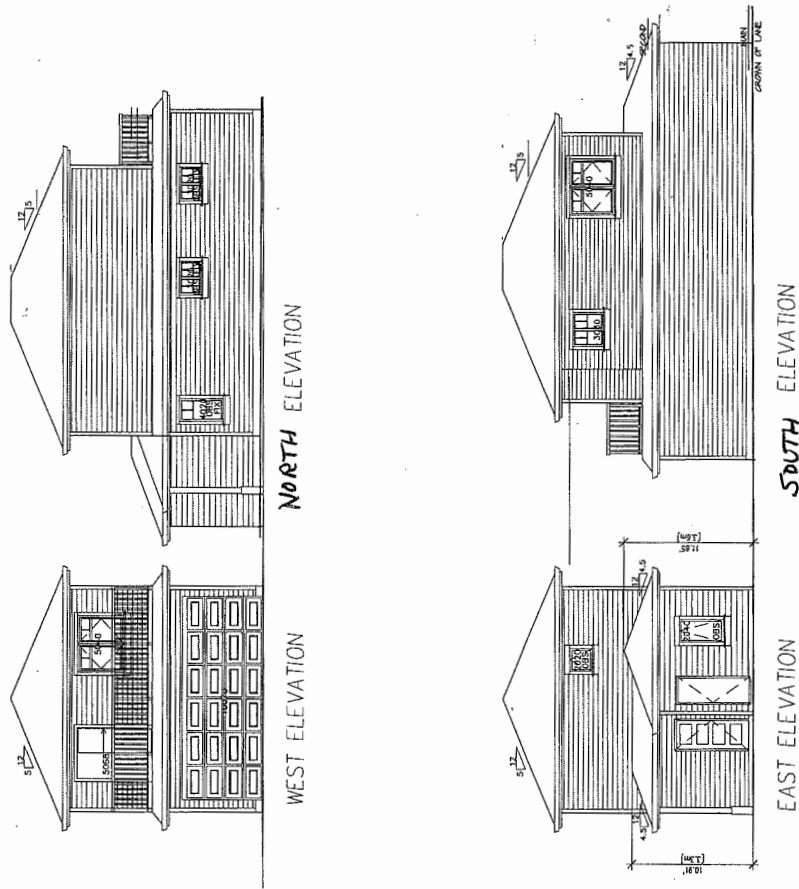
City of Richmond

Steveston Area Land Use Map


Bylaw 7783
2010/04/12



 <p>MATTHEW CHENG ARCHITECT INC.</p> <p>1000-1075 BAYVIEW AVE. VANCOUVER, BC V6A 2K9 TEL: (604) 681-1048 CELL: (604) 684-0469 Email: matthe@mcgma.ca</p>	<p>THIS DRAWING MUST NOT BE SCALED. THE GENERAL LEVELS PRIOR TO COMMENCEMENT OF WORK. ALL DIMENSIONS SHALL BE TO FACE UNLESS NOTED OTHERWISE. THE ARCHITECT'S COPYRIGHT IS RESERVED. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. ALL RIGHTS REMAINING IN THE EXCLUSIVE PROPERTY OF THE ARCHITECT.</p>	<p>10491 NO.1 RD. RICHMOND BC</p>	<p>PROPOSED SITE PLAN</p>	<table><tr><td>Drawn:</td><td></td><td>Original Date:</td><td></td></tr><tr><td>PW</td><td></td><td>REV. DATE</td><td></td></tr><tr><td>Checked:</td><td></td><td>Amendment Date:</td><td></td></tr><tr><td>MC</td><td></td><td></td><td></td></tr><tr><td>Scale:</td><td></td><td>Dwg. No.</td><td></td></tr><tr><td>1/32"=1'-0"</td><td></td><td></td><td></td></tr><tr><td>Project Number:</td><td></td><td></td><td></td></tr><tr><td>Project No.</td><td></td><td></td><td></td></tr></table>	Drawn:		Original Date:		PW		REV. DATE		Checked:		Amendment Date:		MC				Scale:		Dwg. No.		1/32"=1'-0"				Project Number:				Project No.			
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	Project Number:																																			
Project No.																																				



PH - 18

Original Date: REV DATE	Drawn: PW	PROPOSED COACH HOUSE	10491 NO1. RD, RICHMOND BC	 MATTHEW CHENG ARCHITECT INC. Unit 202 - 670 EVANS AVENUE VANCOUVER, BC V6A 2G0 Tel: (604) 645-6669 / Email: matthew@mca.ca
Amendment Date:	Checked: MC			
Dwg. No A8.8	Scale: 1/32"=1'-0"			
Project Number: PROJECT_NO				

NTS

Proposed Tree Retention Plan

ATTACHMENT 6

(Annotated survey)

TOPOGRAPHIC SURVEY AND PROPOSED SUBDIVISION OF LOT 478 SECTION 34 BLOCK 4 NORTH RANGE 7 WEST NEW WESTMINSTER DISTRICT PLAN 40616

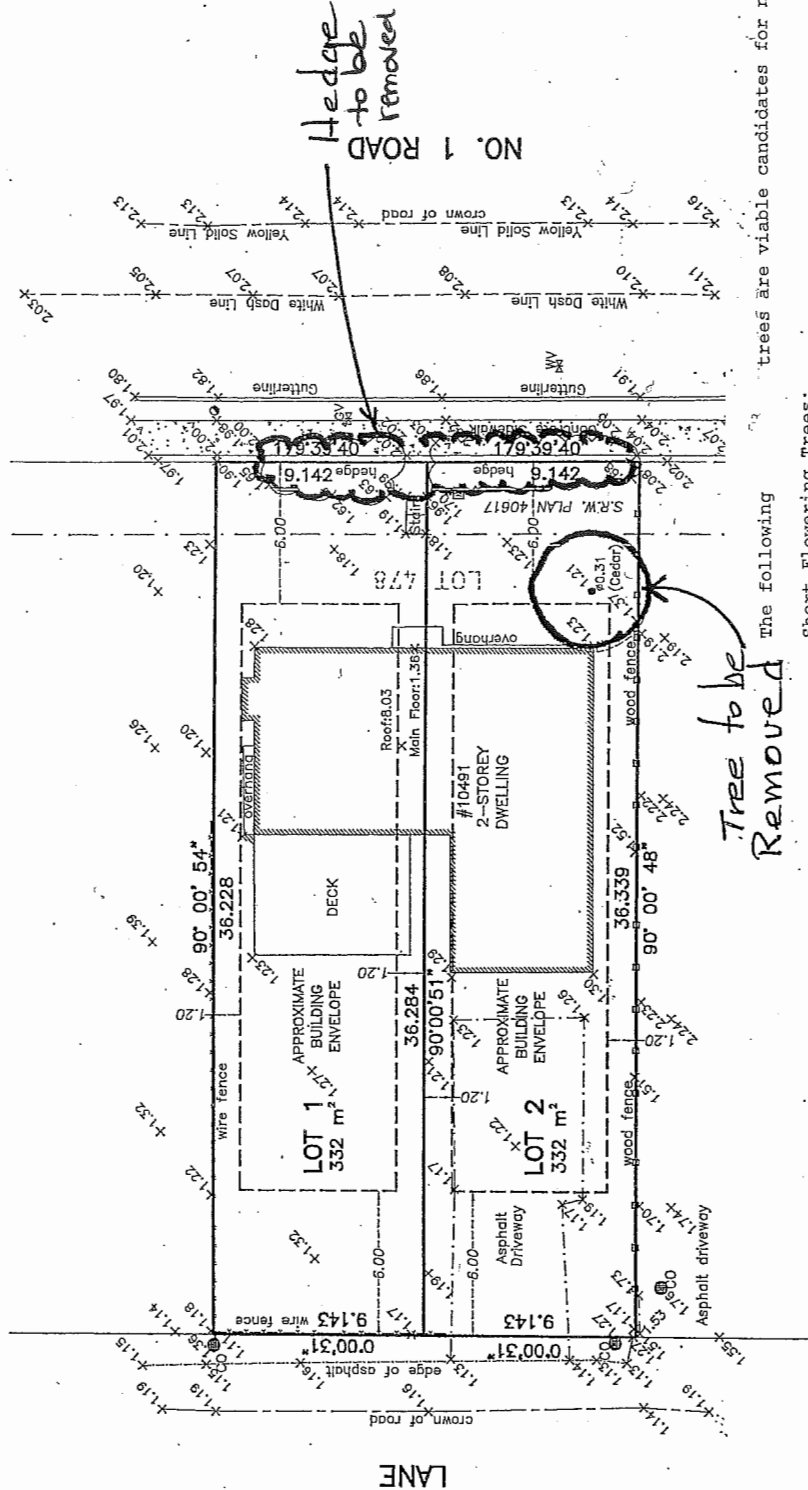
#10491 NO. 1 ROAD,
RICHMOND, B.C.
P.I.D 003-641-228



SCALE: 1:200

0 5 10 15

ALL DISTANCES ARE IN METRES AND DECIMALS
THEREOF UNLESS OTHERWISE INDICATED



The following trees are viable candidates for narrow lots:

Short Flowering Trees:

- 1/ Eastern redbud- Cercis canadensis - especially "Forest pansy",
- 2/ Japanese tree lilac- Syringa reticulata,
- 3/ Japanese snowbell- Styrax japonica

Short non-flowering

- 1/ One of the smaller Japanese maples- Acer palmatum
- 2/ Paper bark maple- Acer griseum,

Columnar deciduous trees

- 1/ Swedish Columnar aspen-Populus tremula 'erecta'.
- 2/ Columnar beech- Fagus sylvatica 'Dawyks'.
- 3/ Armstrong maple- Acer rubrum 'Armstrong'.

Columnar conifers

- 1/ De Groots Spire-Thuja occidentalis.
- 2/ Columnar Colorado Spruce Tree -Picea pungens 'Fastigiata'.
- 3/ Columnar Norway Spruce- Picea abies 'Cupressina'.

Table of Trees

Type	DBH (cm)	Approximate Dripline (from survey)	Recommendation
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Western Red Cedar	33	5 m	Remove
Cedar Hedge	N/A	N/A	Remove

DWG No. 5241-TOPO

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Canada and B.C. Land Surveyor
115 - 8833 Odlin Crescent
Richmond, B.C. V6X 3Z7
Telephone: 214-8928
Fax: 214-8929
E-mail: office@jctam.com
Website: www.jctam.com
Job No. 5241
FB-235 P59-60
Drawn By: MY



Rezoning Considerations

Development Applications Division
6911 No. 3 Road, Richmond, BC V6Y 2C1

Address: 10491 No. 1 Road

File No.: RZ 13-643655

Prior to final adoption of Richmond Zoning Bylaw 8500, Amendment Bylaw 9213, the following items are required to be completed:

1. Submission of revised conceptual plans for the coach houses as it relates to: a) enhancing the entry to the coach house on each lot; b) clarifying the proposed fencing in the rear yard; and c) providing more variety in the proposed exterior cladding materials and colour scheme.
2. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security based on 100% of a cost estimate for the works provided by the Landscape Architect (including 10% contingency, fencing, required trees, all hard and soft landscaping, and installation). The Landscape Plan must respond to the guidelines of the Arterial Road Policy and must comply with the landscaping requirements of the RCH1 zone. The Landscaping Security will be reduced by 90% after construction and landscaping on the proposed lots is completed and a landscaping inspection has been passed by City staff. The City will retain 10% of the Security for a one-year maintenance period to ensure that the landscaping survives.
3. Registration of a restrictive covenant on Title of the lot to ensure that the Building Permit application and ensuing development at the site is generally consistent with the preliminary plans included in Attachment 5 to the staff report dated August 19, 2015.
4. Registration of a flood indemnity covenant on Title.
5. Registration of a legal agreement on Title ensuring that the coach house cannot be stratified.
6. Registration of a legal agreement on title prohibiting the conversion of the parking area in the garage into habitable space.

At Subdivision* and Building Permit* Application stage, the applicant must complete the following requirements:

- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, Address Assignment Fees, and Servicing Costs.
- Submit a cash-in-lieu contribution for future lane improvements (e.g. full lane width asphalt pavement, lane drainage, roll curb and gutter, and lighting).
- Complete the following required servicing works and frontage improvements:

Water Works

- Using the OCP Model, there is 383.2L/s of water available at a 20 psi residual at the Schaeffer Ave frontage. Based on your proposed development, your site requires a minimum fire flow of 95.0 L/s. Once you have confirmed your building design at Building Permit stage, you must submit fire flow calculations signed and sealed by a Professional Engineer based on the Fire Underwriter Survey (FUS) or International Organization for Standardization (ISO) to confirm the development has adequate fire flow for on-site fire protection.
- At the applicant's cost, the City is to cut and cap the existing water service connection at the watermain, along No. 1 Road frontage, and install two (2) new 2 5mm water service connections complete with meters and meter boxes along the No. 1 Road frontage.

Storm Sewer Works

- At the applicant's cost, the City is to cut and cap the existing storm service at the main, remove the existing inspection chamber, and install a new inspection chamber at the adjoining property line along the rear lane, complete with dual storm service connections to service the proposed subdivided lots.

Sanitary Sewer Works

- At the applicant's cost, the City is to cap the existing sanitary service connection at the northeast corner of the subject site, and install a new inspection chamber at the adjoining property line along the rear lane, complete with dual sanitary service connections to service the proposed subdivided lots.

Frontage Improvements

- The developer is required to coordinate with BC Hydro, Telus and other private communication service providers:
 - For servicing requirements.
 - When relocating/modifying any of the existing power poles and/or guy wires within the property frontages.
 - To determine if above ground structures are required and to coordinate their locations (e.g. Vista, PMT, LPT, Shaw cabinets, Telus Kiosks, etc.).

General Items

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required, including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.
- Submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

Note:

- * This requires a separate application.
- Where the Director of Development deems appropriate, the preceding agreements are to be drawn not only as personal covenants of the property owner but also as covenants pursuant to Section 219 of the Land Title Act.

All agreements to be registered in the Land Title Office shall have priority over all such liens, charges and encumbrances as is considered advisable by the Director of Development. All agreements to be registered in the Land Title Office shall, unless the Director of Development determines otherwise, be fully registered in the Land Title Office prior to enactment of the appropriate bylaw.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable/rent charges, Letters of Credit and withholding permits, as deemed necessary or advisable by the Director of Development. All agreements shall be in a form and content satisfactory to the Director of Development.

- Additional legal agreements, as determined via the subject development's Servicing Agreement(s) and/or Development Permit(s), and/or Building Permit(s) to the satisfaction of the Director of Engineering may be required including, but not limited to, site investigation, testing, monitoring, site preparation, de-watering, drilling, underpinning, anchoring, shoring, piling, pre-loading, ground densification or other activities that may result in settlement, displacement, subsidence, damage or nuisance to City and private utility infrastructure.

- Applicants for all City Permits are required to comply at all times with the conditions of the Provincial *Wildlife Act* and Federal *Migratory Birds Convention Act*, which contain prohibitions on the removal or disturbance of both birds and their nests. Issuance of Municipal permits does not give an individual authority to contravene these legislations. The City of Richmond recommends that where significant trees or vegetation exists on site, the services of a Qualified Environmental Professional (QEP) be secured to perform a survey and ensure that development activities are in compliance with all relevant legislation.

(Signed original on file)

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 9213 (RZ 13-643655)
10491 No. 1 Road**

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

1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning Bylaw 8500, is amended by repealing the existing zoning designation of the following area and by designating it **"COACH HOUSES (RCH1)"**.

P.I.D. 003-641-228

Lot 478 Section 34 Block 4 North Range 7 West New Westminster District Plan 40616

2. This Bylaw may be cited as **"Richmond Zoning Bylaw 8500, Amendment Bylaw 9213"**.

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED

SEP 14 2015



MAYOR

CORPORATE OFFICER

MayorandCouncillors

To Public Hearing
Date: OCT 19 2015
Item # 1
Re: BYLAW 9213
R2 13-643655

From: Webgraphics
Sent: Tuesday, 6 October 2015 23:53
To: MayorandCouncillors
Subject: Send a Submission Online (response #883)

Categories: 12-8060-20-9213

Send a Submission Online (response #883)

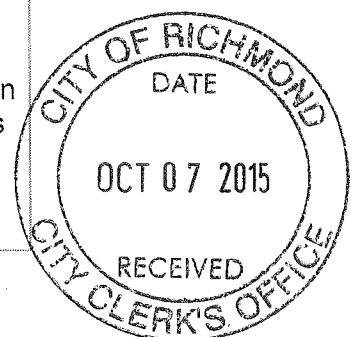
Survey Information

Site:	City Website
Page Title:	Send a Submission Online
URL:	http://cms.richmond.ca/Page1793.aspx
Submission Time/Date:	10/6/2015 11:52:26 PM

Survey Response

Your Name	Akbarali Manji
Your Address	10460 Sorrel Drive
Subject Property Address OR Bylaw Number	10491 No. 1 Road
Comments	<p>I received this notice of public hearing via mail and unfortunately I will not be able to participate in-person. I am writing to oppose the single detached to Coach House application. Since the city has been filling their pockets and allowing this, owners like us on the other side of a lane way or alley are losing all our privacy. We choose to purchase houses for privacy and now it feels like we are in a fish bowl with no where to go to enjoy privacy. The property application in question is directly behind my house. With a young family this is an issue of privacy and safety. If I wanted this type of living, I would have moved to an apartment or condo. We live in a house so we do get privacy. My other question is, why do you allow houses facing a main street to build these coach houses and not houses like mine on the inside sharing the same alley. It's the same sandbox, so why do you limit who plays in it? Really, being born and raised in Richmond, I</p>

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have seen a lot of decisions that make absolutely no sense whatsoever. So do you plan to change this rule, so houses on the inside can also build a coach house? The reason why I ask is I would love to have a mortgage helper for a young family trying to live a comfortable lifestyle. Also, I plan to look after my parents as they get old and would love the ability to build them something so I may look after them. So if you grant permission to Yin, P Mui, then why not grant me the same permission to build? If you give me and others permission to also build coach houses, then I would have no problem at all. But, if you continue playing unfair, then I would strongly oppose the application and say no. I know my neighbours strongly oppose this as well as many are planting bushes to regain privacy from coach house owners completely taking away their privacy. I mean a fence usually works, but to have a coach house above a garage is ineffective. So would you allow me at 10460 Sorrel Drive also build a coach house? I'm sure this email like many others will go unnoticed and ignored as you will probably accept Yin. P Mui's application, but I would also like the same treatment and have the chance to build a coach house as well. I look forward to your reply and would love to know how this public hearing goes and if I am also able to get the same treatment or option of building a coach house. Regards, Akbar Manji 604.617.5969 moshmanji@gmail.com