



To: Planning Committee **Date:** June 1, 2010
From: Brian J. Jackson, MCIP **File:** RZ 10-510756
 Director of Development
Re: **Application by Chris Stylianou and Michael Stylianou for Rezoning at
 9451 No. 1 Road from Single Detached (RS1/E) to Coach House (RCH)**

Staff Recommendation

1. That Bylaw No. 8624, to amend Section 8.3.4.2 of Richmond Zoning Bylaw 8500 to clarify the permitted density under the Coach House (RCH) zone, be introduced and given first reading; and
2. That Bylaw No. 8625, for the rezoning of 9451 No. 1 Road from "Single Detached (RS1/E)" to "Coach House (RCH)", be introduced and given first reading.

Brian J. Jackson, MCIP
 Director of Development

EL:blg
 Att.

FOR ORIGINATING DEPARTMENT USE ONLY		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Affordable Housing	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Staff Report

Origin

Chris Stylianou and Michael Stylianou have applied to the City of Richmond for permission to rezone 9451 No. 1 Road from "Single Detached (RS1/E)" to "Coach House (RCH)" to permit the property to be subdivided into two (2) single-family residential lots, each with a single-family residence on it and a second dwelling unit above a garage, with vehicle access from the existing rear lane (**Attachment 1**).

As part of the review process, it is determined that an amendment to Richmond Zoning Bylaw 8500 (Section 8.3.4.2) is warranted to clarify the total density permitted under the Coach House (RCH) zone and the minimum unit size for a coach house.

Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Surrounding Development

To the north and south, along the west side of No. 1 Road, a mix of older single-family dwellings on Single Detached (RS1/E) lots and recently developed compact lots zoned Single Detached (RS1/K) and Compact Single Detached (RC1);

To the east, across No. 1 Road, duplexes on lots zoned Single Detached (RS1/E) and Two-Unit Dwellings (RD1) as well as older dwellings fronting Peterson Drive on medium-sized lots under Land Use Contract 052; and

To the west, a mix of older and newer single-family dwellings fronting Desmond Road on lots zoned "Single Detached (RS1/E)".

Related Policies & Studies

Lane Establishment and Arterial Road Redevelopment Policy

The subject application is consistent with the City's Lane Establishment and Arterial Road Redevelopment Policy, which encourages single-family and coach house development with lane access along arterial roads. The rezoning application complies with this Policy, as it is a coach house residential development proposal with access to an operational lane.

Affordable Housing

The Richmond Affordable Housing Strategy requires a secondary suite or a coach house unit on 50% of new lots created through rezoning/subdivision or a cash-in-lieu contribution of \$1.00/ft² of total buildable area towards the City's Affordable Housing Reserve. This rezoning application complies with the Strategy, as it is a proposal to rezone the subject site to Coach House (RCH) zone, whereby a coach house unit is required to be built in conjunction with a single-family dwelling. A total of two (2) coach house units will be provided as part of this development.

Floodplain Management Implementation Strategy

The applicant is required to comply with the Flood Plain Designation and Protection Bylaw (No. 8204). In accordance with the Flood Management Strategy, a Flood Indemnity Restrictive Covenant specifying the minimum flood construction level is required prior to rezoning bylaw adoption.

Public Input

There have been no concerns expressed by the public about the development proposal in response to the placement of the rezoning sign on the property.

Staff Comments

Amendments to Coach House (RCH)

The intent of the Coach House (RCH) zone is to accommodate a coach house unit in conjunction with a single-family dwelling on a lot where vehicle access is to a rear lane. All developments under this zone must include a coach house unit. Under the current Lane Establishment and Arterial Road Redevelopment Policy, coach house developments are encouraged along arterial road with lane access, along side with compact single-family lots (i.e. Compact Single Detached (RC). The overall permitted density under both of the RCH and RC zones is 0.6 FAR.

However, the current "Permitted Density" provision of the RCH zone is unclear. It may be interpreted to allow a maximum density of 0.55 FAR, plus an additional 0.05 FAR for a coach house unit. Apparently, 0.05 FAR for a coach house unit is too small for a self-contained unit on a compact size lot. Using the standards set out for secondary suites, the minimum floor area for the coach house unit should be 33 m². Therefore, staff recommend that the maximum density under the Coach House (RCH) zone be amended to 0.6 FAR, with a new provision requiring the floor area of the coach house unit to be at least 33 m² and not exceed 60 m².

Housekeeping Amendments

It is noted that a number of housekeeping amendments to the Coach House (RCH) zone are warranted:

1. Amendment to the "Purpose" section to clarify that this coach house zone is only to be used where there is lane access. This amendment is in line with the Lane Establishment and Arterial Road Redevelopment Policy. For coach house developments on properties with no lane access, a "Site Specific" zone (i.e. ZS12) may be used.
2. Removal of the provision that allows an enclosed area linking the principal building and the detached accessory building of more than 10 m² located in the rear yard that is used exclusively for on-site parking purposes. This provision was designed for the Compact Single Detached (RC) zone but got inserted into this Coach House (RCH) zone as part of the Zoning Bylaw update. It is noted that this provision would not work with the form of coach house development.
3. Amendment to the provisions under permitted heights to clarify the maximum building height. The maximum building height for an accessory building containing a coach house is

two (2) storeys or 7.4 m, whichever is lesser. The maximum building height for accessory buildings not containing a coach house is 5.0 m, which is consistent with the provision under the Compact Single Detached (RC) zone.

Tree Preservation

A Tree Survey (**Attachment 3**) and a Certified Arborist's report have been submitted by the applicant in support of the application. The City's Tree Preservation Coordinator has reviewed the Arborist Report and confirmed that there are only two (2) bylaw-sized trees located on the development site. The Purple Leaf Plum (Tree tag# 126 - 47cm cal.) is in poor condition. This tree should be removed due to die-back in the upper crown and structural defects due to decay in the main trunk. The Paper Birch (Tree tag# 127 - 43cm cal.) is in very good condition; however it is located approximately 0.3 m from the permitted building envelope. In order to successfully retain the Birch tree, the proposed building would need to be set back an additional 4 m (beyond the current 6 m setback) to ensure existing grades are not altered within the tree drip line. In addition, the Flood Plain Designation and Protection Bylaw requires the finished floor of the building to be raised 1.15 m above the existing grade, resulting in a 1.15 m grade transition over a 0.3 m run. It is recommended that this tree be removed and replaced.

In order to compensate for the loss of this healthy Birch tree along a highly visible street frontage, it is recommended that a Tree Replacement Security in the amount of \$2,000 (beyond the typical Landscape Security) and a minimum 6 m high specimen replacement tree (species to be determined by the Landscape Architect and availability) be required. Based on the 2:1 tree replacement ratio goal stated in the Official Community Plan (OCP), the size requirements for replacement tree in the Tree Protection Bylaw No. 8057, and the City's Tree Preservation Coordinator recommendations, a total of (4) replacement trees with the following minimum calliper sizes are required:

- three (3) trees at 9 cm calliper or 5 m in height; and
- one (1) specimen tree at 6 m in height.

In order to ensure that the proposed replacement trees will be planted and that the front yards of the future lots will be enhanced, a Landscape Plan, prepared by a registered landscape architect, and a landscaping security, based on 100% of the cost estimates provided by the landscape architect, must be submitted prior to final adoption of the rezoning bylaw. The landscape plan should comply with the guidelines of the Official Community Plan's Arterial Road Redevelopment Policy.

There are seven (7) trees on the adjacent property to the north along the common property line. Any grade changes onsite within 2 m of the property line would impact these neighbouring trees. The applicants propose to construct an aeration system to mitigate the impacts and this proposal has been accepted by the City's Tree Preservation Coordinator. Prior to final adoption of the rezoning bylaw, the applicants are required to provide detailed (min ¼" or 1:50 scale) drawings based on existing site conditions illustrating (in section and plan) the proposed aeration system as it relates to this site. The site plan should include the seven (7) neighbouring trees to be protected, the proposed retaining wall, existing and proposed grades, specific fill materials to be used, required perimeter and storm-water drainage, proposed aeration tube materials (including layout), and other related construction specifications and supervision requirements. The applicants are also required to submit a proof of contract with a Certified Arborist for

supervision of on-site works, including the aeration system, conducted on the subject site, under the drip line of all trees to be retained on the adjacent property to the north (9431 No. 1 Road).

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning. Vehicular access to and from the subject site to No. 1 Road is not permitted in accordance with Bylaw No. 7222. Vehicle access to the site at future development stage is to be from the existing rear lane only.

Subdivision

At future subdivision stage, the developer will also be required to pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvements Charge (for existing lane improvements funded by NIC), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.

Analysis

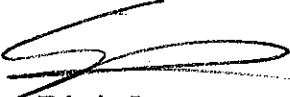
This is a relatively straightforward redevelopment proposal. This rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies, since it is a coach house development proposal with access to an existing operational rear lane. The future lots will have vehicle access to the existing operational rear lane, with no access being permitted to or from No. 1 Road.

Financial Impact or Economic Impact

None.

Conclusion

This rezoning application is to permit subdivision of an existing large lot into two (2) smaller lots (approximately 10.06 m wide), each with a single-family dwelling and coach house above a garage, with vehicle access to an existing back lane. This rezoning application complies with all applicable land use designations and policies contained within the Official Community Plan (OCP). The list of rezoning conditions is included as **Attachment 4**, which has been agreed to by the applicant (signed acceptance on file). On this basis, staff recommends support of the application.



Edwin Lee
Planning Technician – Design
(Local 4121)

EL:blg

Attachment 1: Location Map
Attachment 2: Development Application Data Sheet
Attachment 3: Tree Survey
Attachment 4: Rezoning Considerations



**SUBJECT
PROPERTY**



RZ 10-510756

Original Date: 02/11/10

Amended Date:

Note: Dimensions are in METRES



City of Richmond

6911 No. 3 Road
 Richmond, BC V6Y 2C1
 www.richmond.ca
 604-276-4000

**Development Application
 Data Sheet**

RZ 10-510756 **Attachment 2**

Address: 9451 No. 1 Road

Applicant: Chris Stylianou and Michael Stylianou

	Existing	Proposed
Owner:	Christopher S. Stylianou & Michael S. Stylianou	No change
Site Size (m²):	674 m ² (7,255 ft ²)	approximately 337 m ² (3,627 ft ²)
Land Uses:	One (1) single-family residential dwelling	Two (2) single-family residential dwellings with one (1) coach house unit per lot
OCP Designation:	Generalized Land Use Map – Neighbourhood Residential	No change
Area Plan Designation:	N/A	No change
702 Policy Designation:	N/A	No change
Zoning:	Single Detached (RS1/E)	Coach House (RCH)
Number of Units:	Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment along this arterial road	No change
Other Designations:	N/A	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	Max. 70%	Max. 70%	none
Lot Coverage – Landscaping	Min. 20%	Min. 20%	none
Setback – Front & Rear Yards (m):	6 m Min.	6 m Min.	none
Setback – Side Yards (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys	2.5 storeys Max.	none
Lot Size (min. dimensions):	270 m ²	337 m ²	none

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

Rezoning Considerations

9451 No. 1 Road

RZ 10-510756

Prior to final adoption of Zoning Amendment Bylaw 8625, the developer is required to complete the following:

1. Registration of a flood indemnity covenant on Title.
2. Submission of a Tree Replacement Security to the City of Richmond in the amount of \$2,000 for the replacement of the Paper Birch tree with a minimum 6 m high specimen tree.
3. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect. The landscape plan should comply with the guidelines of the OCP's Lane Establishment & Arterial Road Redevelopment Policies, and should include a mix of coniferous and deciduous trees, as well as the four (4) replacement trees [3 trees at 9 cm calliper or 5 m in height, and 1 specimen tree at 6 m in height].
4. Submission of detailed (min ¼" or 1:50 scale) drawings, to the satisfaction of the City's Tree Preservation Coordinator, based on existing site conditions illustrating (in section and plan) the proposed aeration system as it relates to this site. The site plan should include the seven (7) neighbouring trees to be protected, the proposed retaining wall, existing and proposed grades, specific fill materials to be used, required perimeter and storm-water drainage, proposed aeration tube materials (including layout), and other related construction specifications and supervision requirements.
5. Submission of a proof of contract with a Certified Arborist for supervision of on-site works to be conducted under the drip lines of all trees to be retained on the adjacent site (9431 No. 1 Road), within 2 m of the property line. The applicant understands that the future dwellings must be setback from the required tree protection zones on-site. If grades are proposed to be raised adjacent to neighbouring trees (within 2 m of the property line), the applicants' Arborist must demonstrate, to the satisfaction of the City's Tree Preservation Coordinator, how impacts of raising grades will be mitigated so as not to damage the neighbouring trees, prior to any site work or construction could be commenced.

At future subdivision stage, the developer will be required to:

1. Pay Development Cost Charges (City and GVS & DD), Neighbourhood Improvements Charge (for future roll curb & gutter), School Site Acquisition Charge, Address Assignment Fee, and Servicing costs.

[Signed original on file]

Signed

Date



**Richmond Zoning Bylaw 8500
Amendment Bylaw 8624**

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

1. Richmond Zoning Bylaw 8500 is amended:
 - i. by repealing Section 8.3.1 and replacing it with the following:

“Purpose

The **zone** provides for a **coach house** in conjunction with **single detached housing** where there is vehicle access to a rear **lane.**”
 - ii. by repealing Section 8.3.4.2 and replacing it with the following:

“The maximum floor area ratio is 0.6.”
 - iii. by repealing Section 8.3.6.6.
 - iv. at Section 8.3.6.8 by deleting “, except that an enclosed area, as described in Section 8.3.6.6, may be located within the **building separation space**”
 - v. by repealing Section 8.3.7.1 and replacing it with the following:

“The maximum height for principal buildings is 2 ½ storeys, but it shall not exceed the residential vertical lot width envelope and the residential lot depth vertical envelope.”
 - vi. by repealing Section 8.3.7.6 and replacing it with the following:

“The maximum height for accessory buildings is 5.0 m, except for the accessory building containing the coach house, the maximum height may be 2 storeys or 7.4 m, whichever is lesser.”
 - vii. by inserting the following new section directly after section 8.3.11.1

“The coach house must have a minimum floor area of at least 33.0 m² and must not exceed a total floor area of 60.0 m².”

- 2. This Bylaw may be cited as "Richmond Zoning Bylaw 8500, Amendment Bylaw 8624".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

ADOPTED

CITY OF RICHMOND
APPROVED by <i>hl</i>
APPROVED by Director of Solicitor <i>BOG</i>

MAYOR

CORPORATE OFFICER