

Ashley Rempel

From: Linda Brick
Sent: Monday, October 27, 2014 12:45 PM
To: Ashley Rempel
Subject: FW: Input to October 28, 2014 Public Hearing - Coach Houses

From: Grigor Cameron [<mailto:grig.cameron@shaw.ca>]
Sent: Sunday, October 26, 2014 10:36 PM
To: DNVCouncil
Subject: Input to October 28, 2014 Public Hearing - Coach Houses

Dear Mayor and Councillors,

I am submitting the following input on the proposed Coach House Policy to be considered as part of the Public Hearing Process:

In general, I am supportive of the policy as it meets several objectives in the 2011 OCP with respect to housing diversity, increased rental stock and relative affordability.

In terms of the maximum allowable size, the limit of 986 sq. ft. is a bit mystifying. Since the coach house is detached from the principal dwelling, there should be no need to limit the maximum size to that of a secondary suite defined in the Building Code. The maximum area should be increased to 1200 sq. ft. as in the CNV.

The 20 ft. setback from the principal dwelling seems excessive and could be unworkable for shorter lots. Given that adjacent houses on 33 ft. lots can be 8 ft. apart and those on 66 ft. lots 12 ft. apart, it would seem that 15-16 ft. spacing between coach house and main dwelling would provide adequate privacy.

Services to and from the coach house should have the option of being **extended** from the principal dwelling **or** run directly as **separate** services from the street mains or power lines to allow for the most feasible and economic solution.

It is important that neighbours should not have an absolute veto on the application. Rather, their input should be considered by Staff and the Applicant to influence the siting and design to mitigate any perceived impacts.

The implementation approach proposed is quite timid and somewhat cautious considering the level of community interest and the fact that this is not a "ground breaking" initiative, having been implemented successfully in many other lower mainland jurisdictions.

It is important that the approval and implementation process not be made unduly onerous so that we end up with a "failed policy" with very little uptake. The focus should be on facilitating the process to actually achieve the main goal of realizing an increase in housing diversity and rental stock.

Regards,
Grig Cameron

Ashley Rempel

From: DNV Input
Sent: Tuesday, October 28, 2014 11:14 AM
To: Ashley Rempel
Subject: FW: coach house bylaw amendment

For the public hearing package.

Louise Simkin
Administrative, Information & Privacy Coordinator District of North Vancouver
604-990-2413

-----Original Message-----

From: denmanc [<mailto:curtisandriley@telus.net>]
Sent: Tuesday, October 28, 2014 10:43 AM
To: DNV Input
Subject: coach house bylaw amendment

I am unable to attend the meeting tonight but wanted to comment on the proposed amendment to allow coach houses.

I just want to say YAY! I am in full support of this proposal. I have read the discussion paper from November 2013 and found it to be informative.

Thank you for considering coach houses in the district.

Colleen Denman
1343 West 23rd Street
North Vancouver, BC V7P 2H6
604-220-4722

Comments on Coach Houses in DNV – Corrie Kost, 2851 Colwood Dr. N. Vancouver

- **Public Hearing Notice:**

“**What Changes?:** Bylaw 8036 will amend the District’s Zoning Bylaw to enable coach houses in zones that permit single family residential buildings”

This would imply that every single family lot could have a coach house. IT DOES NOT!
~ 90% of the existing single family lots are **not** allowed to have coach houses. This is because a property requires one of the following:

- It be a corner lot 50 feet or wider
- The lot be 10,000 sq-ft or larger
- Lots 50 ft or wider with a lane

Thus, in my opinion, the primary public notification on coach houses is misleading and needs to be redone.

- Allowing Coach Houses establishes another step towards having more multifamily on a single family zoned lot. The reality is that, with this bylaw, people will build BOTH secondary suites AND coach houses on a single-family zoned lot. For example – Vancouver now allows up to three (3) residential units on single family zoned lots – primary, secondary suite, AND a coach house. Allowing coach houses will naturally lead to what is being allowed in Vancouver. Surrey underwent the same metamorphosis – which resulted in multiply secondary suites and carriage homes. Reports there indicate it would take more than 60 years to remedy - at the existing enforcement rate.
- The 2011 OCP, although making some allowance for possible coach houses, mandated that densification was to be concentrated in the Town Centres. The tidal movement of renewal to a large number of single family homes – including either a coach house or secondary suite may have significant negative consequences on single family neighbourhoods.
- Separate Strata ownership is currently not proposed/allowed. However, if one follows what has been happening in Vancouver and other jurisdictions, this step may not be far off. As well, pre-planning for separation of utilities is a simple matter for developers and would ease such separation requirements in the future (unlike for a secondary suite).
- From a simple physics point of view, all things being equal, a single structure building will produce significantly less green-house gas emission than two separated structures. That is, from an environmental point of view, a secondary suite is preferred over a coach house.

- The **removal of the prohibition of “licensed home occupation” in conjunction with “secondary suite”** in a single family residential building as noted on page 3 of the Sep 23 or 17/2014 staff report (reference # 2c,e,g) means that single family zoned lots could now have a licensed home occupation AND a secondary suite or coach house. This may come as a complete surprise to our residents who are not aware of the “fine print”.
- How can page 3 of the Sep 23-17/2014 staff report – referenced under the “Explanation” column in section “2c,d,e,g,h” *“Apply to all Single-Family Residential Zones, and Multi-Family Zones where secondary suites are permitted...”* when the “Description of Amendment” column states *“Location of Secondary Suites: secondary suites must be located within the single family residential building”!* Where then can coach houses go?
- It appears that Borders & Lodgers are no longer treated equitably for secondary suites compared to a coach house. For secondary suites no borders or lodgers are allowed. However, the option of a coach house now allows for two (2) boarders and lodgers in the primary residential building. This discrepancy must be resolved/clarified. For West Vancouver *“the keeping of lodgers, a personal care facility, a child care facility, or a bed and breakfast is not permitted on a lot containing a detached secondary suite”*
- Previously we had the rule that if one had boarders or lodgers (one or more ?) one could not have a secondary suite. Now the rule is “a single-family residential building containing MORE than one boarder or lodger may not have a secondary suite”. Reading this carefully, this would appear to allow boards or lodgers in the single-family residential building but still have a coach house (the secondary suite is just not allowed in the single-family residential building).

Note that when a garage is integrated with a coach house one WILL see that configuration all become living space (with no vehicle in the garage).

The total coach house living space then becoming $968+232 = 1200$ sq-ft (plus 50sq-ft as discussed below)

The result will be more on-street parking, and coach houses much larger than anticipated.

Note that in the report by DWV (<http://westvancouver.ca/sites/default/files/dwv/council-agendas/2014/may/05/14may05-5.pdf>) *“As garages in many of Vancouver's laneway houses have subsequently been converted to living space, it may be prudent to include the area of garages in floor area calculations...”*

- It is not clear if 50sq-ft of porches and verandas, although not counted as floor space, count towards the overall FSR allowed. This needs clarity.
- Since it is not actually written into the bylaw, it is not clear what legal limits are imposed for the second storey of the coach house (eg. say < 60% of first storey as described in the report).
- Since coach houses are more conducive to a small family, consideration should be given to requiring two (2) additional parking spaces instead of one (1) – the latter being the case for a secondary suite built into the principal residential unit.
- Massing and overlooking into neighbouring properties is a key issue. Appropriately tailored setbacks and site specific height restrictions are highly recommended.
- Clarification is needed on the overall height allowed – since 4ft above ground portion of a basement is allowed and would not be counted into the FSR or max coach house floor area. A two storey flat roofed structure, with a full basement, and integrated in the garage could be much bulkier than anticipated. Developers are not dummies. Not in Vancouver, not in Surrey, and not on the North Shore. I prefer no second storey, 15ft height limit.
- Since the allowance of coach houses has the potential to drastically alter the nature of single family neighbourhoods, my personal preference it that the DNV seek the assent of the electorate on this issue before adoption of such a bylaw.
- In the spirit of the above, it is suggested that each neighbourhood zone have the opportunity to accept or reject such a bylaw.
- So we are left with what I believe is a poorly crafted, vague, inequitable, bylaw that is in much need of a redraft.



PUBLIC HEARING

Coach Houses Zoning Bylaw Amendments

What: Public Hearing for proposed amendments to the Zoning Bylaw to enable implementation of a coach house policy.

When: 7 pm, Tuesday, October 28, 2014

Where: Council Chambers, District of North Vancouver, 355 West Queens Road

What changes? Bylaw 8036 will amend the District's Zoning Bylaw to enable coach housing in zones that permit single family residential buildings.

When can I speak? We welcome your input Tuesday, October 28, 2014 at 7 pm. You can speak in person by signing up at the Hearing or you can provide a written submission to the Municipal Clerk at input@dnv.org or by mail before the conclusion of the Hearing.

Need more info? Relevant background material and copies of the bylaw are available for review at the Municipal Clerk's Office or online at dnv.org/public_hearing. Office hours are Monday to Friday 8 am to 4:30 pm.

Who can I speak to? Darren Veres, Community Planner, at 604-990-2385 or veresd@dnv.org.



NOTICE OF PUBLIC HEARING

Proposed Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4771, 2014, AND Proposed Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4772, 2014

Notice is given that a **PUBLIC HEARING** will be held in the Council Chamber of the Municipal Hall of The Corporation of the District of West Vancouver at 750 17th Street, West Vancouver BC on Monday, June 16, 2014 at 7 p.m. for the purpose of allowing the public to make representations to Council respecting matters contained in the proposed bylaws as described below.

Applicant: The Corporation of the District of West Vancouver

Subject Lands: Lands zoned RS1, RS2, RS3, RS4, RS5, RS7, RS8, RS9 and RS10 and RD1 and RD2.

Purpose: The proposed bylaws would provide for the introduction of coach houses as a new housing type in West Vancouver.

Proposed Official Community Plan Bylaw Amendment: If adopted, proposed Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4771, 2014 would provide policy and guidelines for the development of coach houses in existing neighbourhoods. Specifically, the proposed bylaw would provide for:

- rental coach houses as a detached form of secondary suite in all residential zones where secondary suites are a permitted use;
- consideration of rental coach houses in other residential zones, subject to site specific rezoning;
- consideration of ownership coach houses: (i) on properties designated in the Official Community Plan for future infill housing development; and (ii) as an incentive for conservation of properties listed on the Community Heritage Register; and
- a new Development Permit Area Designation BF-B 3.1 and corresponding form and character guidelines to provide for the successful integration of coach houses with the built form and landscape character of existing neighbourhoods.

Proposed Zoning Bylaw Amendment: If adopted, proposed Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4772, 2014 would add regulations for Detached Secondary Suites, and would allow for Detached Secondary Suites as a permitted use in the RS1, RS2, RS3, RS4, RS5, RS7, RS8, RS9, RS10, RD1 and RD2 Zones.

Enquiries: All enquiries regarding the proposed Official Community Plan Bylaw and Zoning Bylaw amendments may be directed to the West Vancouver Planning Department at municipal hall or by calling 604-925-7055.

Copies of the proposed Official Community Plan Bylaw and Zoning Bylaw amendments and other relevant documents that the Council may consider in deciding whether to adopt the bylaws may be inspected from June 2, 2014 to June 16, 2014 at the municipal hall at 750 17th Street, West Vancouver BC on regular business days (Monday to Friday except for statutory holidays) between the hours of 8:30 a.m. and 4:30 p.m. Copies may also be inspected at the public hearing.

For convenience only, some of the documents may also be available for viewing on the District's website at westvancouver.ca or at the West Vancouver Memorial Library at 1950 Marine Drive, West Vancouver BC (phone 604-925-7400 for current information on library hours of operation).

All persons who believe that their interest in property is affected by the proposed Official Community Plan Bylaw and Zoning Bylaw amendments will be given an opportunity to be heard and to present written submissions at the public hearing on the above noted date.

Written submissions may, prior to the public hearing be:

- sent by mail to Mayor and Council, District of West Vancouver, 750 17th Street, West Vancouver BC V7V 3T3;
- sent by email to Mayor and Council at mayorandcouncil@westvancouver.ca; or
- delivered to the office of the Manager, Legislative Services/Municipal Clerk, at the District of West Vancouver Municipal Hall at 750 17th Street, West Vancouver BC;

and must be received no later than 4 p.m. on June 16, 2014. Technical issues affecting receipt of electronic submissions may occur so persons relying on this means of transmittal do so at their own risk.

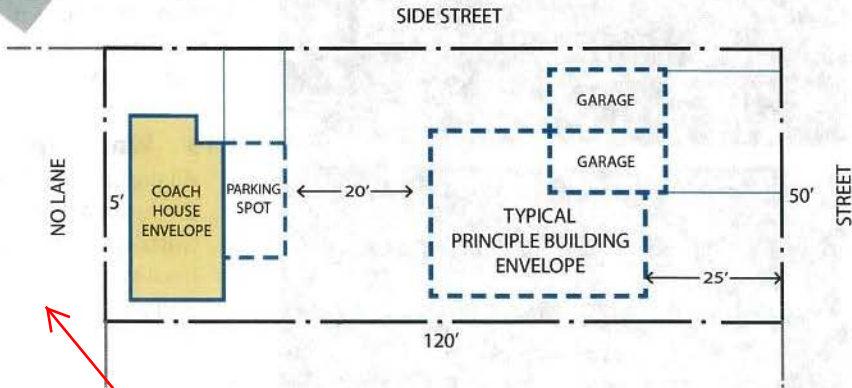
Written submissions received for the public hearing regarding the proposed Official Community Plan Bylaw and Zoning Bylaw amendments will be included in the public information package for Council's consideration and for the public record.

Submissions received after the close of the public hearing will not be considered by Council.

Proposed Official Community Plan Bylaw Amendment: If adopted, proposed Official Community Plan Bylaw No. 4360, 2004, Amendment Bylaw No. 4771, 2014 would provide policy and guidelines for the development of coach houses in existing neighbourhoods. Specifically, the proposed bylaw would provide for:

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Proposed Zoning Bylaw Amendment: If adopted, proposed Zoning Bylaw No. 4662, 2010, Amendment Bylaw No. 4772, 2014 would add regulations for Detached Secondary Suites, and would allow for Detached Secondary Suites as a permitted use in the RS1, RS2, RS3, RS4, RS5, RS7, RS8, RS9, RS10, RD1 and RD2 Zones.

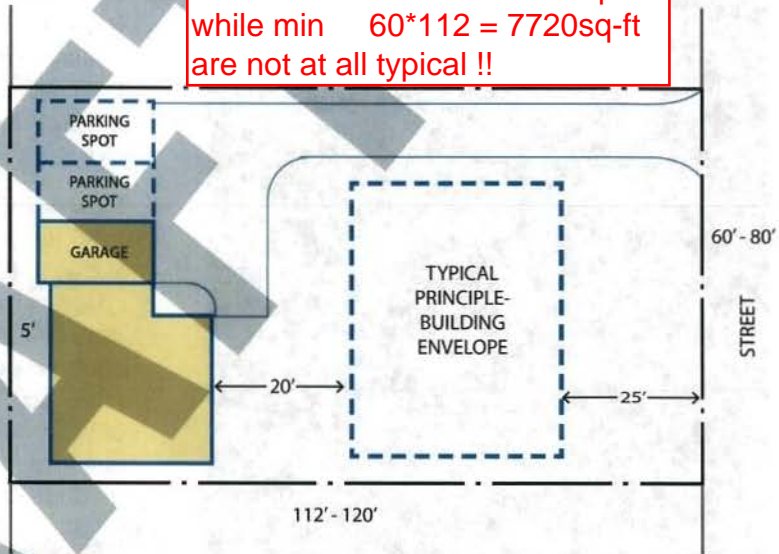


May be problematic for this home - especially if it fronts on the side street - where a living unit may be only 5ft from the common fence!

Large Lot - No Lane

- access from street at front of the lot via shared driveway
- one enclosed parking spot in CH
- two open stalls in rear of yard

Large lot means $> 10,000$ sq-ft
But max $80 \times 120 = 9600$ sq-ft
while min $60 \times 112 = 7720$ sq-ft
are not at all typical !!



Ashley Rempel

From: DNV Input
Sent: Wednesday, October 29, 2014 8:12 AM
To: Ashley Rempel
Cc: Darren Veres
Subject: FW: Zoning Bylaw to enable implementation of coach houses

For public hearing package.

Louise Simkin
Administrative, Information & Privacy Coordinator
District of North Vancouver
604-990-2413

From: Laura Diakiw [<mailto:diakiwlv@gmail.com>]
Sent: Tuesday, October 28, 2014 6:06 PM
To: DNV Input
Subject: Zoning Bylaw to enable implementation of coach houses

John Prebushewsky/Laura Diakiw
1090 West 21st Street, District of North Vancouver, V7P 2C5
778-773-1720

While we are in complete favour regarding the implementation of coach houses and I applaud the Mayor and Council for this; we absolutely not in favour of allowing it only for lots larger than 10,000 square feet. This size of lot is hardly affordable to the average family, and designating it only for lots larger than 10,000 square feet would discriminate against other income levels.

In addition to that, allowing coach houses for only lots larger than 10,000 square feet is contrary to good urban design and the triple bottom line of sustainable development. More specifically:

1. Social Well Being - rather than supporting social well being, the bylaw would cater to an elite income level group - only those people who can afford to buy a 10,000 square foot lot in today's market - and thus discriminate others - unintentionally discriminate, but discriminate nonetheless in that it will have minimal to no impact with respect to affordability for the income levels that actually need it.
2. Environmental Responsibility - allowing coach houses for only lots larger than 10,000 square feet is hardly environmentally friendly in that, it will cause home owners with lots under 10,000 square feet, who need a secondary suite for affordability purposes, but for whatever reason cannot put a secondary suite in the existing house due to its size or age, to tear down existing stock and build monstrous and environmentally unfriendly houses. Bylaws need to support and facilitate the will to maintain existing housing stock while also supporting affordability; and support the will to maintain the history of a community which is reflected in its housing stock.

For example - we live in a 1941 character home, foot print under 850 square feet (half story on upper level with about 600 square feet, with a basement whose height is under 8 feet so not conducive to a secondary suite. We are on an 8800 square foot lot (50 x 176). Even if we built a 600 square foot coach house we would be well under the allowed FSR on a lot, and yet this bylaw would not allow us to build a separate coach house. In that case, we would then tear the house down, build a monster home with a monster secondary suite to maintain our

privacy, and then when we retire, turn around and sell it to someone for likely over \$2 million. This formula hardly supports the middle income group. And, we know of two other households in this neighborhood who are facing the same dilemma.

3. Economic Viability - the diversity of a community is key to its economic viability. But the lot size designated does not support diversity of income levels since if income levels who require a separate secondary suite from the house will have no choice but to go to the City of North Vancouver, or other municipalities who do allow it for lots under 10,000 square feet.

This Bylaw needs to support true affordability - but only an elite group of income earners will be able to afford a 10,000 square foot lot in this area. The Bylaw needs to allow for coach houses on all single residential lots as long as the FSR can be respected and maintained.

Thank you for your consideration.

John and Laura

--

Laura V. Diakiw

email: diakiwlv@gmail.com

Ashley Rempel

From: DNV Input
Sent: Wednesday, October 29, 2014 8:14 AM
To: Ashley Rempel
Cc: Darren Veres
Subject: FW: Input to Public Hearing regarding Coach Houses, Zoning Bylaw Amendments
Attachments: Draft Coach House Policy 141028PH_AGN with comments.pdf; Letter to Council regarding proposed bylaw amendments to allow Coach Houses October 28 2014.doc

For the public hearing package.

Louise Simkin
Administrative, Information & Privacy Coordinator
District of North Vancouver
604-990-2413

From: ALAN BOREHAM [<mailto:alanboreham@yahoo.com>]
Sent: Tuesday, October 28, 2014 7:39 PM
To: DNV Input
Subject: Input to Public Hearing regarding Coach Houses, Zoning Bylaw Amendments

Municipal Clerk,

I am attaching a letter to Mayor Walton and members of Council with my views on the proposed amendments to zoning bylaws regarding coach houses, along with an annotated copy of the background documents with my comments.

If you need any other information, please do not hesitate to contact me at this email address, or by telephone at 604 990-9610.

Regards,
Alan Boreham
823 East 12th Street

AGENDA

PUBLIC HEARING

Tuesday, October 28, 2014

7:00 p.m.

Council Chamber, Municipal Hall

355 West Queens Road,

North Vancouver, BC

Council Members:

Mayor Richard Walton

Councillor Roger Bassam

Councillor Robin Hicks

Councillor Mike Little

Councillor Doug MacKay-Dunn

Councillor Lisa Muri

Councillor Alan Nixon



NORTH VANCOUVER
DISTRICT

www.dnv.org

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PUBLIC HEARING

7:00 p.m.
Tuesday, October 28, 2014
Municipal Hall, Council Chambers
355 West Queens Road, North Vancouver

1. OPENING BY THE MAYOR

2. INTRODUCTION OF BYLAW BY CLERK

The District of North Vancouver Rezoning Bylaw 1305 (Bylaw 8036)

Purpose of Bylaw:

The purpose of Bylaw 8036 is to amend the District's Zoning Bylaw to enable coach housing in zones that permit single family residential buildings.

3. PRESENTATION BY STAFF

Presentation: Darren Veres, Community Planner

4. REPRESENTATIONS FROM THE PUBLIC

5. QUESTIONS FROM COUNCIL

6. COUNCIL RESOLUTION

Recommendation:

THAT the October 28, 2014 Public Hearing be closed;

AND THAT "The District of North Vancouver Rezoning Bylaw 1305 (Bylaw 8036)" be returned to Council for further consideration.

7. CLOSING

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The Corporation of the District of North Vancouver

Bylaw 8036

A bylaw to amend the District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as “The District of North Vancouver Rezoning Bylaw 1305 (Bylaw 8036)”.

2. Amendments

The following amendments are made to the District of North Vancouver Zoning Bylaw 3210, 1965:

- a) Part 2, Interpretation, is amended by deleting the definition of “secondary suite” and replacing it with a new definition of “secondary suite” as follows:

“secondary suite” means an accessory dwelling unit on a lot in a zone that permits a single family residential building;

- b) Part 4, General Regulations, is amended by deleting subsection 410 (1)(e) in its entirety and replacing it with a new subsection 410 (1)(e) as follows:

“(e) except in the RSK and RSE zones, accessory buildings, other than parking structures and accessory buildings containing secondary suites, not exceeding 25m² (269 sq.ft.). In the RSE zone, accessory buildings, other than parking structures and accessory buildings containing secondary suites, not exceeding 19.5m² (210 sq.ft.); and”

- c) Section 4B172, “Uses”, of Comprehensive Development Zone 34 is amended by:

- i) deleting subsection (1)(b) in its entirety and replacing it with a new subsection (1)(b) as follows:

“(b) accommodation of not more than two boarders or lodgers in a single-family residential building;”

- ii) deleting subsection (1)(c)(i) in its entirety and replacing it with a new subsection (1)(c)(i) as follows:

“(i) only one secondary suite is permitted on a single-family residential lot;”

- iii) deleting subsection (1)(c)(ii);
- iv) deleting subsection (1)(c)(iv) in its entirety and replacing it with a new subsection (1)(c)(iv) as follows:
 - “(iv) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;”
- v) and renumbering subsection(1)(c) accordingly.
- d) Section 4B173, “Size, Shape and Siting Regulations”, of Comprehensive Development Zone 34 is amended by inserting the following new subsections:
 - “(3) Location of Secondary Suites: secondary suites must be located within the single family residential building.
 - (4) Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.”
- e) Section 501, “Uses in Single-Family Residential Zones (RS)”, is deleted in its entirety and replaced with a new Section 501, “Uses in Single-Family Residential Zones (RS)”, as follows:

“501 Uses in Single-Family Residential Zones (RS)”

All uses of land, buildings and structures in RS Zones are prohibited except:

501.1 (a) Principle Use:

(i) One single family residential building

(b) Accessory Uses:

(i) home occupations;

(ii) accommodation of not more than two boarders or lodgers in a single-family residential building;

(iii) secondary suites subject to the following regulations;

a) secondary suites are permitted only in single-family residential zones;

- b) only one secondary suite is permitted on a single-family residential lot;
 - c) the owner of a single-family residential building containing a secondary suite shall be a resident of either the secondary suite or the principal residential dwelling unit; and
 - d) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;
- (iv) bed and breakfast business subject to the regulations contained in Section 405A; and,
- (v) buildings and structures accessory to Subsection 501.1 a).”
- f) Section 502, “Size, Shape and Siting of Residential Buildings and Accessory Buildings and Structures in Single-Family Residential Zones (RS)”, is amended by inserting the new Subsections 502.3 and 502.4 as follows:
- “502.3 Location of Secondary Suites: secondary suites must be located within the single family residential building.
- 502.4 Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.”
- g) Section 551, “Uses in Multi-family Residential Zones (RM)”, is amended by:
- i) deleting subsection 551.2(a)(ii)(1) in its entirety and replacing it with a new subsection 551.2(a)(ii)(1) as follows:
 - “(1) accommodation of not more than two boarders or lodgers in a single-family residential building;”
 - ii) deleting subsection 551.2(a)(ii)(2)(a) in its entirety and replacing it with a new subsection 551.2(a)(ii)(2)(a) as follows:
 - “(a) only one secondary suite is permitted on a single-family residential lot;”
 - iii) deleting subsection 551.2(a)(ii)(2)(b);
 - iv) deleting subsection 551.2(a)(ii)(2)(d) in its entirety and replacing it with a new subsection 551.2(a)(ii)(2)(d) as follows:
 - “(d) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;”

- v) and renumbering subsection 551.2(a)(ii)(2) accordingly.
- h) Section 552, “Size, Shape and Siting of Residential Buildings in the RM1, RM2 and RM5 Zones”, is amended by inserting the new Subsections 552.3 and 552.4 as follows:

“552.3 Location of Secondary Suites: secondary suites must be located within the single family residential building.

552.4 Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.”

READ a first time October 6, 2014

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of Bylaw 8036 as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

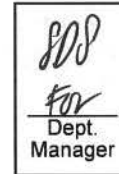
Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>OCT 6.14</u>
<input type="checkbox"/> Workshop (open to public)	Date: _____



The District of North Vancouver REPORT TO COUNCIL

September 23, 2014.
File: 13.6480.30/003.000

AUTHOR: Phil Chapman – Social Planner
Darren Veres – Community Planner
Kevin Zhang – Planning Assistant

SUBJECT: Coach Houses – Zoning Bylaw Amendments

RECOMMENDATION:

THAT Bylaw 8036, which amends the District of North Vancouver Zoning Bylaw 3210, 1965, to enable implementation of coach house policy, is given FIRST reading;

AND THAT Bylaw 8036 is referred to Public Hearing.

REASON FOR REPORT:

To obtain Council's authorization to proceed to Public Hearing with text amendments to the Zoning Bylaw to enable coach housing in single family zones. The draft Coach House "How To Guide" is provided to Council for information.

SUMMARY:

On September 8, 2014 Council directed staff to proceed with the development of Zoning Bylaw amendments and supporting materials needed to implement the proposed "gradual entry" approach to coach houses in the District. Zoning Amendment Bylaw 8036 is now ready for Council's consideration of first reading and referral to public hearing.

EXISTING POLICY:

The District's Official Community Plan (OCP) encourages a variety of housing choices across the full spectrum of housing needs. The *Detached Residential* land use designation in the OCP includes provision for secondary suites or coach houses in single family residential areas. Policy 7.1.2 directs staff to undertake Neighbourhood Infill plans and/or Housing Action Plans where appropriate to develop criteria and identify suitable areas to support detached accessory dwellings (such as coach houses).

The Zoning Bylaw currently allows secondary suites, but does not permit coach house forms of development in single family zones. Property owners interested in having a coach house

are required to rezone their property. This is a potentially expensive, lengthy and uncertain process.

BACKGROUND:

District staff first introduced the proposed gradual entry approach to coach houses to Council at the Committee of the Whole meeting on November 13, 2013. Following an update on the results of a successful community engagement program held in the spring of 2014, Council directed staff to proceed with the development of Zoning Bylaw amendments and supporting materials necessary to implement the proposed “gradual entry” approach to permit coach houses in the District.

Learning from Coach House Experiences Across the Region

Ten Metro Vancouver municipalities now have coach house programs. In each case the development considerations and approval mechanisms vary according to the housing goals and desired outcomes of those municipalities.

The City of North Vancouver (CNV) has had a two-tier approach to coach house development since 2010. Staff have authority to approve applications for coach houses under 800 square feet while Council retains approval authority for larger unit applications (1000 square feet maximum). To date approximately 40 coach houses have been built or are under application.

The District of West Vancouver Council approved bylaws permitting coach housing on July 21st, 2014. Staff are currently working to finalize this program and expects to be ready to accept applications by November 2014.

District staff has built on the experience of the CNV and other municipalities with coach housing policy, design and implementation to inform the development of our coach house Zoning Amendment Bylaw and “How To Guide”.

DISCUSSION:

Proposed Zoning Bylaw Amendments

Text amendments to the Zoning Bylaw to enable the approval of coach house development through the DVP process are presented as Zoning Amendment Bylaw 8036 (see Attachments 1 and 2). In particular, highlights of Amending Bylaw 8036 include the following changes:

Bylaw Amendment Reference #	Description of Amendment	Explanation
Change Definition of Secondary Suite		
2 a	<p>Amends the definition of <i>secondary suite</i> in Part 2: Interpretation to:</p> <p style="text-align: center;"><i>Means an accessory dwelling unit on a lot in a zone that permits a single family residential building.</i></p>	Ties the accessory dwelling unit to the lot and not the single-family residential building.
Prohibits FSR Exclusions		
2 b	Amends the regulation that permits FSR exclusions for accessory buildings up to 269 sq.ft.	Prohibits this exemption from being applied to the coach house.
Allows Suite to be Detached		
2 c, d, e, g, h	<p>Amends the regulation limiting the number of secondary suites allowed in a house to be applied to the residential lot instead.</p> <p>Moves the following text related to the size of secondary suites out of the <i>Uses</i> section and into the <i>Size, Shape and Siting</i> section of each zone:</p> <p style="text-align: center;"><i>Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family building.</i></p> <p>Adds the following text into the <i>Size, Shape and Siting</i> section of each zone:</p> <p style="text-align: center;"><i>Location of Secondary Suites: secondary suites must be located within the single family residential building.</i></p>	<p>Allows for the DVP process to be used (rather than rezoning) for coach house approvals.</p> <p>Applies to all Single-Family Residential Zones, and Multi-Family Zones where secondary suite are permitted, and also Comprehensive Development Zone 34. These RM and CD zones permit single family residential buildings and secondary suites.</p>
Allows Home Occupations with Suites		
2 c, e, g	<p>Removes the prohibition of licenced home occupation in conjunction with secondary suites in a single family residential building in Single Family Residential Zones (RS), Residential Multi-Family Zones (RM) and Comprehensive Development Zone 34 (CD by deleting reference to prohibiting <i>home occupation</i> as follows:</p> <p style="text-align: center;"><i>a single-family residential building containing one or more boarders or lodgers or in which there is a licenced home-occupation, may not have a secondary suite;</i></p>	<p>Allows a secondary suite in a home that contains a licenced home occupation. Applies to all RS and RM and CD zones that permit single family residential buildings and secondary suites.</p> <p>Secondary suites and home occupations have co-existed for many years with few conflicts or complaints. Potential impacts to neighbours can be managed through other regulatory tools.</p>

In summary, these amendments allow the Development Variance Permit process to be used to vary the location of the secondary suites from within the principal dwelling to an accessory building elsewhere on the lot. Secondary suite location will be processed as a variance similar to variances for height, siting, etc.

Pre-Application

Prior to making a coach house application the applicant will need to:

- obtain a copy of the “How To Guide” to ensure key development and design elements are included in the proposed application,
- determine the amount of square footage available for construction of the coach house, and
- discuss the coach house proposal with adjacent neighbours.

Development Variance Permit Process

While the proposed zoning bylaw amendments will enable coach houses to be considered as a secondary suite in single family zones, approval will be contingent on obtaining a Development Variance Permit (DVP) to vary the location of the suite on the lot. Applications that have demonstrated support from adjacent neighbours will be brought forward for Council consideration.

At the DVP Application stage, the Building Plan Checker will review the submission to identify the types of variances needed. Planning staff will notify neighbouring residents that a DVP application for a coach house has been received. Staff will prepare a report with recommendations for Council. Final approval of the DVP will be determined by Council.

Coach House “How To Guide”

To support implementation of coach houses through the Zoning Bylaw amendment and the development variance process staff have prepared a draft coach house “How To Guide” (see Attachment 3). This document guides prospective coach house builders through a process to self-assess the eligibility of their property, and provides a detailed set of development performance criteria to guide the review and evaluation of coach house DVP applications. This approach facilitates the controlled and gradual entry to coach housing in the District while providing an opportunity for monitoring, review and adjustment as needed after a period of implementation.

Key development and design criteria for coach houses include the following:

- Restricting coach houses to lots 10,000 sq. ft. or bigger, OR lots 50 feet or wider provided that they are on a lane, OR corner lots 50 feet or wider without a lane.
- Limiting coach house size to the amount of space that could otherwise be added to the existing house as a new addition to a maximum of what is already permitted under the existing zoning.
- Restricting the size of the coach house to the same size as permitted for a secondary suite (maximum 90m²/968 sq.ft.).
- Allowing either a secondary suite or a coach house, but not both.
- Prohibiting coach houses from being strata-titled.
- Requiring an additional parking space in a non-tandem configuration on the property

- Provision of development and design criteria to protect neighbourhood character and the privacy of neighbours

The draft coach house “How To Guide” is provided as Attachment 2. should be Attachment 3

Timing/Approval Process:

Should Council give 1st reading to Bylaw 8036 then a public hearing will be scheduled.

Public Input:

In March and early April of 2014, District staff co-hosted with West Vancouver staff, a series of meetings with coach house designers and builders and with planners from nine other local municipalities where coach housing is already permitted.

Subsequently in May and early June of 2014, District staff organized a series of open houses and public events at various locations throughout the District to gather community input on the proposed coach house approach. Approximately 240 people attended the first five events hosted throughout the District. An estimated 2,500 people passed by and had the opportunity to comment on coach house displays at the District libraries. Further, an estimated 6,000 people would have viewed the coach house display in the District Hall at tax time.

In total 192 feedback forms were received. Results of the community engagement showed that 85% of survey respondents *Strongly Agreed or Agreed*, “That Coach Houses should be considered to provide additional housing options in the District”.

Concurrence:

The proposed Zoning Bylaw amendments and the draft “Coach House How To Guide” were reviewed by interdepartmental staff from Development Planning, Building Services, Environment, Legal Services and Engineering.

Financial Impacts:

Any increase in development permit fees and tax revenues as a result of coach house development is expected to be very modest as the anticipated uptake for coach houses through the gradual entry program is only 5 to 25 applications per year.

Liability/Risk:

The proposed Zoning Bylaw amendment does not expose the District to any particular risk or liability.

Social Policy Implications:

Coach housing will provide opportunities for greater housing diversity; enable residents to age-in-place on their property; enable young families or young adults to live in single-family neighbourhoods that might otherwise be unaffordable; and provide young couples, seniors and renters an additional housing option beyond apartments, townhouses and larger single-family homes.

Environmental Impact:

Coach house development will lead to a more efficient use of existing land and infrastructure in existing neighbourhoods throughout the District. New developments would need to adhere to relevant Development Permit Area regulations.

Conclusion:

Given the strong community support for coach housing in the District and as coach houses support housing policies in the OCP and provide alternative housing choices for District residents, staff recommends that Council approve first reading and referral of Zoning Amendment Bylaw 8036 to public hearing.

Respectfully submitted,



Phil Chapman
Social Planner



Darren Veres
Community Planner



Kevin Zhang
Planning Assistant

Attachment 1: Zoning Amendment Bylaw No. 8036 (2014)

Attachment 2: Track Changes of Proposed Amendments to Zoning Bylaw

Attachment 3: Draft "Coach House How to Guide"

REVIEWED WITH:		
<input type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____

The Corporation of the District of North Vancouver

Bylaw 8036

A bylaw to amend the District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as "The District of North Vancouver Rezoning Bylaw 1305 (Bylaw 8036)".

2. Amendments

The following amendments are made to the District of North Vancouver Zoning Bylaw 3210, 1965:

- a) Part 2, Interpretation, is amended by deleting the definition of "secondary suite" and replacing it with a new definition of "secondary suite" as follows:

"secondary suite" means an accessory dwelling unit on a lot in a zone that permits a single family residential building;

- b) Part 4, General Regulations, is amended by deleting subsection 410 (1)(e) in its entirety and replacing it with a new subsection 410 (1)(e) as follows:

"(e) except in the RSK and RSE zones, accessory buildings, other than parking structures and accessory buildings containing secondary suites, not exceeding 25m² (269 sq.ft.). In the RSE zone, accessory buildings, other than parking structures and accessory buildings containing secondary suites, not exceeding 19.5m² (210 sq.ft.); and"

- c) Section 4B172, "Uses", of Comprehensive Development Zone 34 is amended by:

- i) deleting subsection (1)(b) in its entirety and replacing it with a new subsection (1)(b) as follows:

"(b) accommodation of not more than two boarders or lodgers in a single-family residential building;"

- ii) deleting subsection (1)(c)(i) in its entirety and replacing it with a new subsection (1)(c)(i) as follows:

"(i) only one secondary suite is permitted on a single-family residential lot;"

- iii) deleting subsection (1)(c)(ii);
 - iv) deleting subsection (1)(c)(iv) in its entirety and replacing it with a new subsection (1)(c)(iv) as follows:
 - “(iv) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;”
 - v) and renumbering subsection(1)(c) accordingly.
- d) Section 4B173, “Size, Shape and Siting Regulations”, of Comprehensive Development Zone 34 is amended by inserting the following new subsections:
- “(3) Location of Secondary Suites: secondary suites must be located within the single family residential building.
 - (4) Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.”
- e) Section 501, “Uses in Single-Family Residential Zones (RS)”, is deleted in its entirety and replaced with a new Section 501, “Uses in Single-Family Residential Zones (RS)”, as follows:

“501 Uses in Single-Family Residential Zones (RS)”

All uses of land, buildings and structures in RS Zones are prohibited except:

- 501.1 (a) **Principle Use:** should be Principal
- (i) One single family residential building
- (b) **Accessory Uses:**
- (i) home occupations;
 - (ii) accommodation of not more than two boarders or lodgers in a single-family residential building;
 - (iii) secondary suites subject to the following regulations; should be a colon
 - a) secondary suites are permitted only in single-family residential zones;

appears to preclude coach houses; perhaps "single-family residential lot on which there is a secondary suite"

- b) only one secondary suite is permitted on a single-family residential lot;
 - c) the owner of a **single-family residential building containing a secondary suite** shall be a resident of either the secondary suite or the principal residential dwelling unit; and
 - d) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;
- (iv) bed and breakfast business subject to the regulations contained in Section 405A; and,
- (v) buildings and structures accessory to **Subsection 501.1 a).** should be 501.1 (a)
- f) Section 502, "Size, Shape and Siting of Residential Buildings and Accessory Buildings and Structures in Single-Family Residential Zones (RS)", is amended by inserting the new Subsections 502.3 and 502.4 as follows:

"502.3 Location of Secondary Suites: secondary suites must be located within the single family residential building. does this not preclude coach houses?

502.4 Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building."

- g) Section 551, "Uses in Multi-family Residential Zones (RM)", is amended by:
- i) deleting subsection 551.2(a)(ii)(1) in its entirety and replacing it with a new subsection 551.2(a)(ii)(1) as follows:

"(1) accommodation of not more than two boarders or lodgers in a single-family residential building;"
 - ii) deleting subsection 551.2(a)(ii)(2)(a) in its entirety and replacing it with a new subsection 551.2(a)(ii)(2)(a) as follows:

"(a) only one secondary suite is permitted on a single-family residential lot;"
 - iii) deleting subsection 551.2(a)(ii)(2)(b);
 - iv) deleting subsection 551.2(a)(ii)(2)(d) in its entirety and replacing it with a new subsection 551.2(a)(ii)(2)(d) as follows:

"(d) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;"

v) and renumbering subsection 551.2(a)(ii)(2) accordingly.

h) Section 552, "Size, Shape and Siting of Residential Buildings in the RM1, RM2 and RM5 Zones", is amended by inserting the new Subsections 552.3 and 552.4 as follows:

"552.3 Location of Secondary Suites: secondary suites must be located within the single family residential building.

552.4 Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building."

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of Bylaw 8036 as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

Attachment 2: Track Changes of Proposed Amendments to Zoning Bylaw

Subsection	Proposed Amendments to the Zoning Bylaw Text	Existing Zoning Bylaw Text and Proposed Deletions
Part 2 "Interpretation"		
	"secondary suite" means an accessory dwelling unit on a lot in a zone that permits a single family residential building;	"secondary suite" means a designated area within a single family residential building, only in a single family residential zone, that is comprised of one or more habitable rooms and contains or provides for only one cooking facility;
Part 4 "General Regulations"		
410 (1)(e) "and" should also be highlighted as added in two places	(e) except in the RSK and RSE zones, accessory buildings, other than parking structures and accessory buildings containing secondary suites, not exceeding 25m ² (269 sq.ft.). In the RSE zone, accessory buildings, other than parking structures and accessory buildings containing secondary suites, not exceeding 19.5m ² (210 sq.ft.); and	(e) except in the RSK and RSE zones, accessory buildings, other than parking structures, not exceeding 25 m ² (269 sq.ft.). In the RSE zone, accessory buildings, other than parking structures, not exceeding 19.5 m ² (210 sq.ft.); and
4B172 "Uses" (Comprehensive Development Zone 34)		
(1)(b)	(b) accommodation of not more than two boarders or lodgers in a single-family residential building ;	(b) accommodation of not more than two boarders or lodgers in single-family residential buildings which do not contain a secondary suite ;
(1)(c)(i)	(i) only one secondary suite is permitted on a single-family residential lot ;	(i) only one secondary suite is permitted in a single family residential building ;
(1)(c)(ii)		ii) Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single family residential building.
(1)(c)(iv)	(iv) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;	(iv) a single-family residential building containing one or more boarders or lodgers or in which there is a licenced home occupation , may not have a secondary suite;

Subsection	Proposed Amendments to the Zoning Bylaw Text	Existing Zoning Bylaw Text and Proposed Deletions
4B173 "Size, Shape and Siting Regulations" (Comprehensive Development Zone 34)		
	<p>(3) Location of Secondary Suites: secondary suites must be located within the single family residential building.</p> <p>(4) Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.</p>	
501 "Uses in Single Family Residential Zones (RS)"		
	<p>501.1(a) Principle Use:</p> <p>(i) One single family residential building</p> <p>(b) Accessory Uses:</p> <p>(i) home occupations;</p> <p>(ii) accommodation of not more than two boarders or lodgers in a single-family residential building;</p> <p>(iii) secondary suites subject to the following regulations;</p> <p>a) secondary suites are permitted only in single-family residential zones;</p> <p>b) only one secondary suite is permitted on a single-family residential lot;</p> <p>c) the owner of a single-family residential building containing a secondary suite shall be a resident of either the secondary suite or the principal residential dwelling unit; and</p> <p>d) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;</p> <p>(iv) bed and breakfast business subject to the regulations contained in Section 405A; and,</p> <p>(v) buildings and structures accessory to Subsection 501.1 a).</p>	<p>501.1 the use of such land for a purpose related to a use of buildings and structures permitted in these zones;</p> <p>501.2 the use of such buildings and structures as</p> <p>(a) one single-family residential building per lot, which may contain one or more of the following uses:</p> <p>(i) home occupations;</p> <p>(ii) accommodation of not more than two boarders or lodgers in single-family residential buildings which do not contain a secondary suite;</p> <p>(iii) secondary suites subject to the following regulations:</p> <p>a) secondary suites are permitted only in single-family residential zones;</p> <p>b) only one secondary suite is permitted in a single-family residential building;</p> <p>c) a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the single-family residential building in which it is located;</p> <p>d) the owner of a single-family residential building containing a secondary suite shall be a resident of either the secondary suite or the principal residential dwelling unit; and</p> <p>e) a single-family residential building containing one or more boarders or lodgers or in which there is a licenced home occupation, may not have a secondary suite;</p> <p>(iv) bed and breakfast business subject to the regulations contained in Section 405A.</p> <p>(b) buildings and structures accessory to (a).</p>

In 501, above, the introductory sentence "All uses of land, buildings and structures in RS Zones are prohibited except" is omitted.

Please also note corrections marked on pages 16 & 17.

Subsection	Proposed Amendments to the Zoning Bylaw Text	Existing Zoning Bylaw Text and Proposed Deletions
502 “Size, Shape and Siting of Residential Buildings and Accessory Buildings and Structures in Single-Family Residential Zones (RS)”		
	<p>502.3 Location of Secondary Suites: secondary suites must be located within the single family residential building.</p> <p>502.4 Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.</p>	Please note comment on page 17
551 “Uses in Multi-family Residential Zones (RM)”		
551.2(a)(ii)(1)	1) accommodation of not more than two boarders or lodgers in a single-family residential building;	1) accommodation of not more than two boarders or lodgers in single-family residential buildings which do not contain a secondary suite;
551.2(a)(ii)(2)(a)	a) only one secondary suite is permitted on a single-family residential lot;	a) only one secondary suite is permitted in a single-family residential building;
551.2(a)(ii)(2)(b)		b) Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.
551.2(a)(ii)(2)(d)	d) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;	d) a single-family residential building containing one or more boarders or lodgers or in which there is a licensed home occupation may not have a secondary suite;
552 “Size, Shape and Siting of Residential Buildings in RM1, RM 2 and RM5 Zones”		
	<p>552.3 Location of Secondary Suites: secondary suites must be located within the single family residential building.</p> <p>552.4 Size of secondary suite: a secondary suite shall not exceed in total area the lesser of 90m² (968 sq.ft.) or 40% of the residential floor space of the principal single-family residential building.</p>	

ATTACHMENT 3



COACH HOUSING HOW TO GUIDE

DISTRICT OF NORTH VANCOUVER



New Housing Options for Changing Community Needs

COACH HOUSE HOW TO GUIDE

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What is a Coach House
Need for Coach Houses
Gradual Entry Approach
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Cost Consideration
- Step 2 Pre Application Stage
- Step 3 Development Application and
Approval Process
- Step 4 Building Permit and Next Steps

2 Coach House Design and Development Criteria

Detailed Criteria

- 2.1 Location on Lot
- 2.2 Setbacks
- 2.3 Maximum Size
- 2.4 Maximum Building Coverage
- 2.5 Maximum Building Height
- 2.6 Roof Design
- 2.7 Parking and Driveways
- 2.8 Identity, Access and Privacy
- 2.9 Architectural Style
- 2.10 Green Building Design
- 2.11 Outdoor Space
- 2.12 Landscaping
- 2.13 Accessibility / Adaptability
- 2.14 Servicing
- 2.15 Waste and Recycling
- 2.16 Tenancy

3 Potential Coach House Siting Scenarios

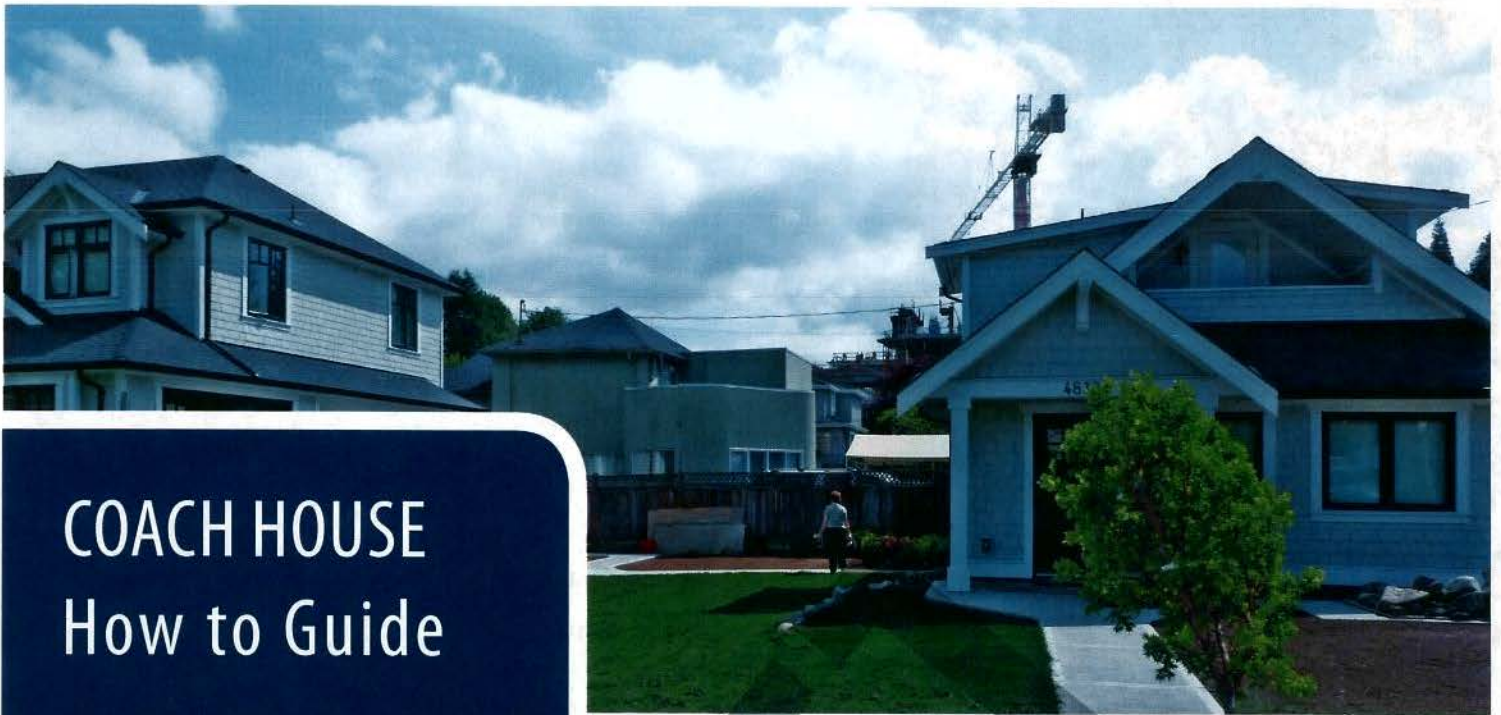
4 Frequently Asked Questions

5 Important Contacts and Resources

COACH HOUSE

How to Guide

INTRODUCTION



What is a Coach House?

Coach houses are compact homes, usually built in the rear-yard of a single-family residential lot, that are smaller than the principal dwelling and incorporate sensitive design features that complement and enhance neighbourhood character. Sometimes called “laneway housing”, “backyard cottages”, “carriage homes” or “garden suites”, coach houses help to increase the diversity of rental housing choices in single family neighbourhoods. Within the District of North Vancouver context, coach houses are detached secondary suites that may not be sold separately from the main house or placed under strata title.

Need for Coach Houses

Coach housing benefits a diverse group of residents including seniors looking to downsize, inter-generational and extended families, young couples looking for a starter home, and renters looking for above-ground and liveable detached rental housing. While coach houses are not inexpensive to build, they can provide more affordable detached, ground-oriented housing options as well as provide a source of rental income. Coach houses form part of the spectrum of available housing choices and they encourage a diverse mix of ages and incomes that contribute to community health and vitality. Land use designations and housing policies in the District’s Official Community Plan encourage consideration of coach houses. At the same time, current market and other forces including low rental vacancy rates, high land values, large single family lots, and a growing population of seniors have sparked increased interest in this form of housing for some residents.

Gradual Entry Approach

The District is taking a controlled and gradual entry into coach house development. This approach enables the small scale introduction of coach houses within the District while providing an opportunity for monitoring, review and adjustment, as needed, after several years of implementation. Under this approach, coach house applicants need to: satisfy a number of site eligibility requirements and development criteria, engage with and gather feedback from adjacent neighbours, and obtain a development variance permit (DVP). District staff will process inquiries and review development applications while final approval of the DVP rests with District Council.



Potential role for Coach Houses as part of the range of housing choices and needs in the District



How to Guide Overview

This Coach House How to Guide offers homeowners, designers and builders step-by-step assistance with: assessing site eligibility and evaluating potential costs for coach house development; understanding the development permit application process; and applying the coach house development and design criteria to ensure best management practices in building design. This document is organized as follows:

1 Step by Step Approach

Step 1: Site Eligibility and Cost Considerations – Provides measures to self-assess lot eligibility for coach housing as well as potential costs involved in coach house development.

Step 2: The Pre-application Stage – Outlines informal, pre-application procedures to begin early conversations with staff and adjacent neighbours about potential coach house development.

Step 3: The Application and Approvals Process – Outlines the steps involved in the Development Variance Permit application process including neighbourhood notification.

Step 4: Building Permit and Next Steps – Refers to the building permit stage and next steps

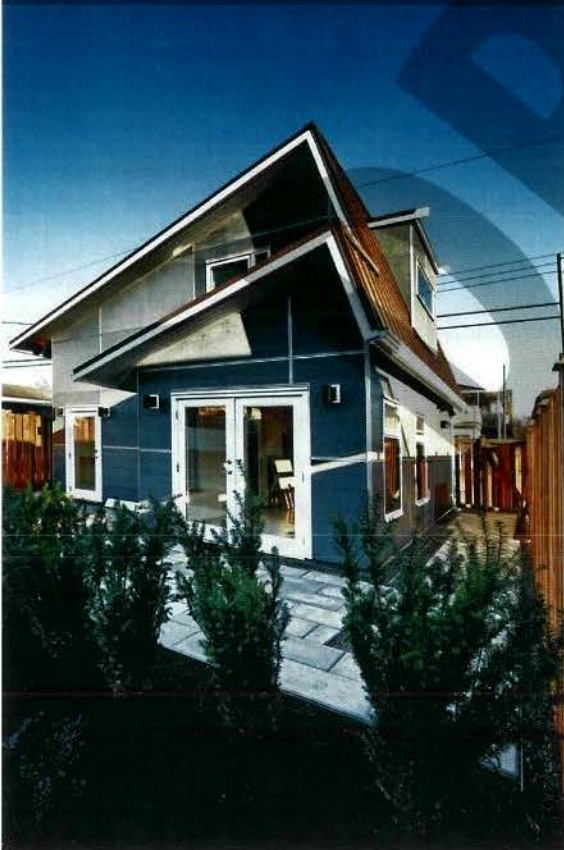
2 Coach House Development and Design Criteria – Provides an illustrated guide to detailed development and design criteria that must be integrated into coach house design.

3 Coach House Design/Siting Scenarios – Provides a sample of development scenarios that meet the coach house development criteria.

4 Frequently Asked Questions

5 Coach House Resources – Offers additional resources for designing and building coach houses, and relevant contacts.

1 STEP-BY-STEP APPROACH



STEP 1 Site Eligibility and Cost Consideration

Two key factors prospective applicants should consider before proceeding with a coach house project are site eligibility and cost.

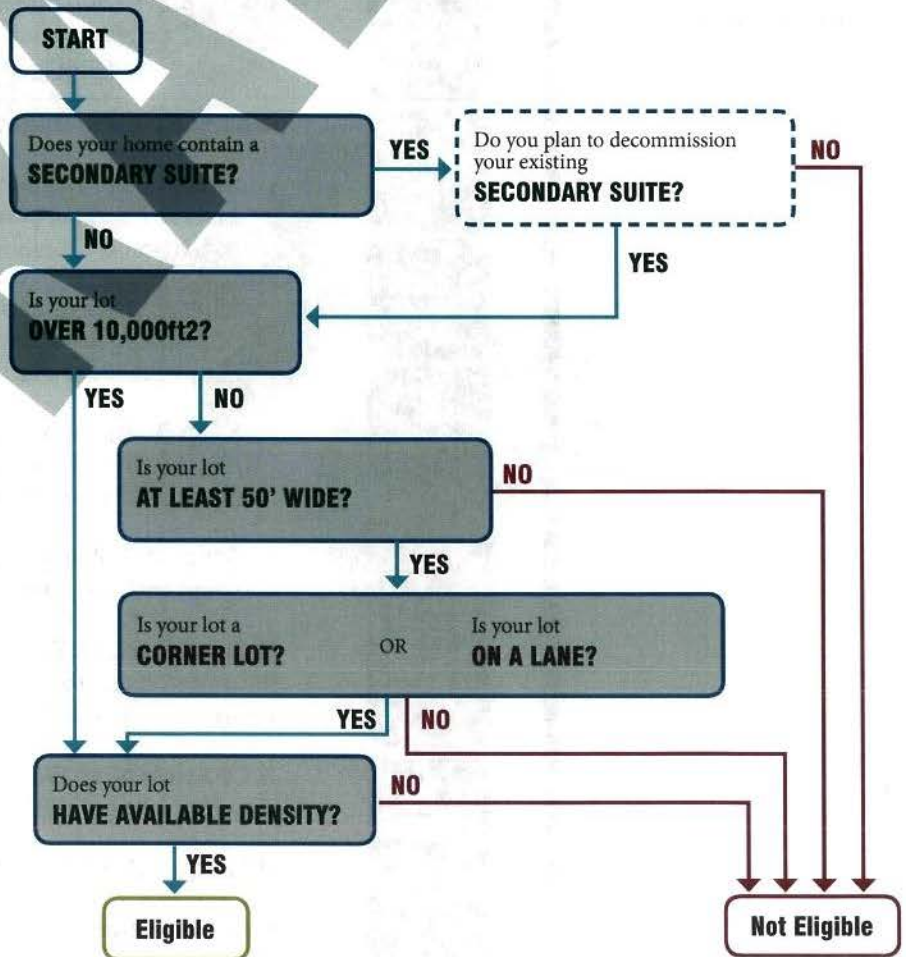
Site Eligibility

The “gradual entry approach” establishes minimum lot requirements in order to ensure there is adequate space on the lot for a coach house and parking without affecting the neighbouring properties.

To be eligible for a coach house, the lot must satisfy all the following property requirements:

1. The lot size must be greater than 929m² (10,000 square feet) in size OR be a minimum of 15m (50 feet) in width provided that the lot:
 - has access to an open lane or
 - is a corner lot.
2. There is available or unrealized density under the existing zoning to enable Coach House development, such that the combined density of the principal dwelling and the Coach House is not to exceed the maximum allowable density for that zone.
3. There is no existing secondary suite attached, or detached from the principal dwelling.

Site eligibility requirements are outlined in the following diagram:





Cost Consideration

Development application fees, servicing and construction costs can drive up the cost of coach house development. Potential applicants need to be aware of the costs associated with coach house development up front before pursuing an application. For example, an application that involves multiple variances, a building permit and environmental permits, if necessary, can range from \$2,900 to \$3,200. Site servicing costs, which can include installing new connections to the water, sanitary, storm, hydro, and gas networks are estimated to range between \$12,000 and \$30,000 (or more) depending on upgrading requirements, location of existing services and connection points, soil conditions and topography. Typical cost of construction for coach houses, including both hard and soft costs of permits, building plans, landscaping and construction, can vary between \$250 and \$300 per square foot depending on the types of materials and the peculiarities of the property involved. The following chart demonstrates the typical costs involved in building a coach house:

Development Variance Permits

\$ 620 - \$905¹

Building Permit²

\$ 2,270

Estimated Total District Fees and Charges

\$ 2,910 - \$ 3,175

should be \$2890

Site Servicing Costs

Water³ \$ 5,400

Sanitary⁴ \$ 1,945

Storm⁵ Variable

Hydro⁶ \$ 5,000 - 15,000

Gas⁷ \$ 25 and up

Estimated Total Site Servicing Cost

\$ 12,370 - \$ 22,370 or more

Estimated Total

Construction Cost at \$ 250 - \$ 300 per sqft

Construction Cost

\$ 229,630 - \$ 268,030

Estimated Total Cost (at maximum allowable size)

\$ 244,900 - \$ 293,300

Notes:

1. Varies based on number of variances needed
2. May also include environmental permits
3. Varies depending on upgrading requirements
4. Varies based on existing services (includes \$ 273 inspection fee)
5. Varies based on existing services
6. Varies based on location and whether lines are underground
7. \$25 connection fee applies on streets that have an existing gas main and where the cost to connect is \$1,535 or less (Fortis BC charges only \$25 for the first \$1,535 in construction costs). Additional fees apply where connection costs exceed \$1,535, or on streets without gas mains.

The Estimated Total Construction Costs and Estimated Total Cost (at maximum allowable size) do not appear to be correct



STEP 2 Pre-application Stage

1. **Planning Counter Inquiry:** Applicants are advised to discuss their coach house proposal with a development planner in the Community Planning department.
2. **Consult with Adjacent Neighbours:** Applicants are advised to discuss their coach house proposal with adjacent neighbours to identify potential concerns regarding privacy, sunlight, etc.
3. **Building Plans:** Applicants must obtain a copy of the building plans for their main house so that available density can be determined. Confirmation of plans by a survey might be required and if plans are unavailable, a land surveyor must be contracted to produce new building plans.
4. **Coach House Development Criteria:** The coach house proposal must be designed according to the good neighbour development criteria outlined in the Coach House Design and Development Criteria section at the end of this document.
5. **Plan Review:** Prior to making a Development Variance Process application, an applicant must make an appointment to have the plans checked by a Plans Reviewer in the Building Department.



STEP 3 Development Variance Application Permit and Approval Process

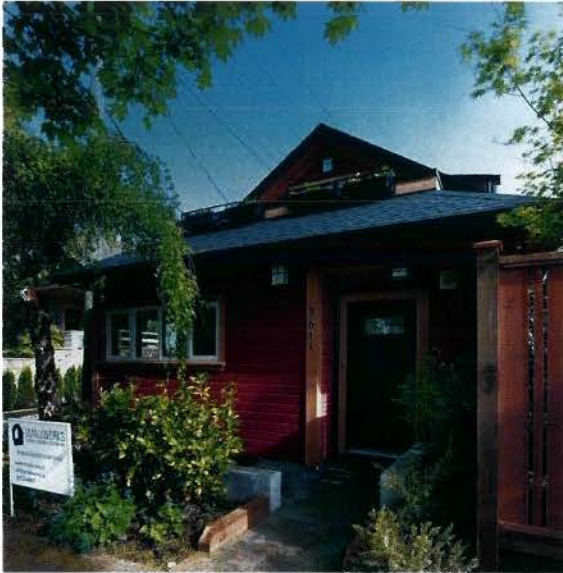
Once an applicant has determined that their lot is eligible for a coach house, they can proceed with a Development Variance Permit (DVP) application. A DVP is required because it enables the secondary suite to be located within an accessory building. It also enables District staff to work with applicants to ensure the proposal fits well within its context, is sensitive to the neighbouring properties and provides an opportunity for neighbours to comment on coach house applications.

All coach house applications will be evaluated using zoning regulations of the single family zone in which that the property is located (see the District of North Vancouver Zoning Bylaw).

The DVP approval process for coach houses is outlined below. This process takes approximately 14 weeks to complete, although this may vary depending upon the complexity of the application and whether the applicant is required to supply additional information or make changes to the application.

DVP Application

1. **Applicant submits application** for a Development Variance Permit (DVP) (see Development Variance Permit Information Brochure for more details).
2. The Building Department **Plan Checker reviews the application** to confirm the extent of variances required. Variances may include increases to building coverage, maximum permitted accessory building size, and height. It is recommended that applicants avoid unnecessary variances and design coach houses as close to the accessory building regulations to minimize the number and size of variances.
3. Community Planning will send a **notice to adjacent residents** advising



them that a development variance permit application for a coach house has been submitted. The same notice will be sent to the nearest Community Association for review and comment to the District within 14 days;

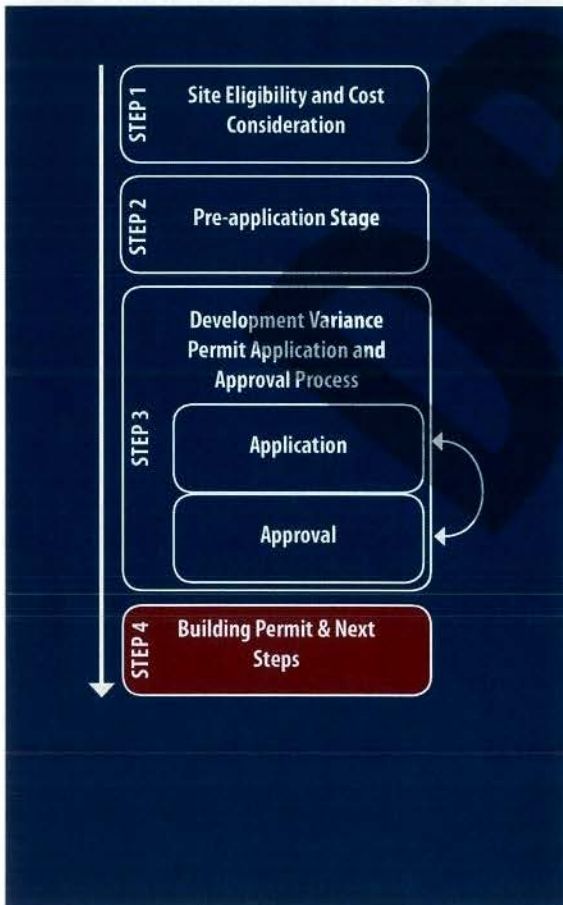
4. Applicant may be required to **revise the plans or provide additional information** to respond to staff or community concerns.
5. **A staff report to Council** is prepared by the Community Planning Department which outlines the coach house proposal and includes comments received from staff departments, neighbours, and the Community Association. The staff report also makes a recommendation on the application.
6. **Notices** are sent by the Clerk's Office **to the adjacent neighbours** and community associations advising them when Council will consider the development variance permit. The notice will include:
 - A copy of the staff report;
 - Reduced plans with required variances highlighted;
 - A brief description of how and when individuals can provide feedback.

Approval Process

Following notification and neighbour response, Council will consider both how the application complies with the Coach House Design and Development Criteria and how it addresses neighbourhood feedback. Council may approve the development variance permit, defer the item for further discussion or reject it.

STEP 4 Building Permit and Next Steps

Following issuance of a development variance permit, the applicant is required to obtain a building permit prior to commencement of construction. Applicants should be advised that compliance with the British Columbia Building Code 2012 is mandatory at the building permit stage. Engineering approval for site services will be required.





2 COACH HOUSE DESIGN AND DEVELOPMENT CRITERIA

Secondary suites are permitted in all single family residential neighbourhoods. Under certain conditions, as discussed in this guide, the location of the secondary suit may be varied to create a “coach house”. These variances are expected to take place on an incremental basis over many years. Development and design criteria in this How to Guide provide direction to respect and respond to the scale and character of neighbouring properties and the principal dwelling on the subject lot. They also provide a framework against which all coach house applications will be evaluated before issuance of a DVP.

Coach house general guiding principles:

- Provide a livable, above grade alternative form of rental housing in single family zones
- Be smaller than the principal dwelling
- Employ sensitive design features to respect neighbouring properties and to complement and enhance neighbourhood character
- Respect the natural environment and existing significant trees and landscape features
- Exhibit high quality design and green building practices that improve energy efficiency and reduce building-generated greenhouse gas emissions
- Enhance and improve the frontage to the adjacent laneway
- Provide sufficient useable onsite parking

Detailed Criteria

2.1 Location on the Lot

Coach house location is sensitive to site context, natural features on the property and existing development on adjacent properties.

- A. The coach house should generally be located in the rear yard except:

- on double fronting lots;
 - to address unique site conditions including the size, shape, and slope of the lot;
 - to address natural features such as significant trees, ecosystems and the District of North Vancouver Natural Hazard and Environmental Protection Development Permit Areas.
- B. The coach house should be sensitive to existing development on adjacent properties to minimize overlooking and shadowing.
- C. The coach house location should be directly accessible from a street or lane.

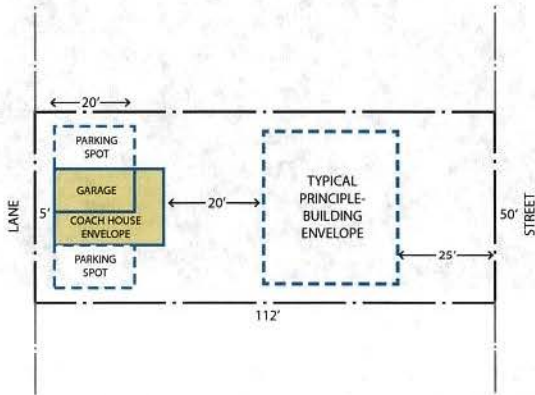


Fig. 2.0: Typical Coach house siting and setbacks ex. 50' x 120' lot with coach house in rear

2.2 Setbacks

Setbacks provide livability for coach house tenants, harmony with adjacent properties and the greater neighbourhood, and minimize the impact of new development (See Fig. 3.0).

- A. For one storey coach houses, there should be a minimum setback of 1.22m (4 ft.) between the coach house and the side lot lines and for two storey coach houses, there should be a minimum setback of 2.44m (8 ft.) between the coach and the side lot lines;
- B. There should be a minimum building separation of 6.07m (20 ft.) between the coach house and the principal house including porches and balconies;
- C. There must be a minimum setback of 1.52m (5 ft.) between the accessory coach house and the rear lot line;
- D. On corner lots, there should be a minimum setback of 3.05m (10 ft.) from the flanking street;
- E. For two storey coach houses, the upper storey building face fronting a lane or rear lot line should be set back minimum of 3.0m (10 ft.) from the rear property line;
- F. Bay windows of up to 0.46m (1.5 ft.) are allow to project into setback area, but can be no wider than 1.83m (6 ft.) in width.

Fig. 2.1: Example of a two-storey Coach House with one enclosed parking and two open stalls



The title of the box is illegible due to the choice of colours

It's not clear why the garage space is limited to 232 sq ft. This is roughly 12 x 19, which leaves too little space for storage of garden tools, bicycles, etc. Suggest limiting overall size of coach house instead.

2.3 Maximum Size

The maximum permitted coach house size ensures there is adequate living space for tenants and protects character of the neighbourhood.

- A. The coach house unit size is limited by the maximum floor space permitted in the Single-Family Residential Zone in which it is located less the amount of floor space of existing dwelling unit;
- B. The maximum floor space for a coach house, according to lot size, is:

Lot Size	Max Coach house size
557.4 – 650.3m ² (6000 – 7000 sq. ft.)	68.37m ² + 21.56m ² garage (736 sq. ft. + 232 sq. ft. garage)
650.3 – 743.2m ² (7000 - 8000 sq. ft.)	80.64m ² + 21.56m ² garage (868 sq. ft. + 232 sq. ft. garage)
743.2m ² (8000 sq. ft) and greater	90m ² + 21.56m ² garage (968 sq. ft. + 232 sq. ft. garage)

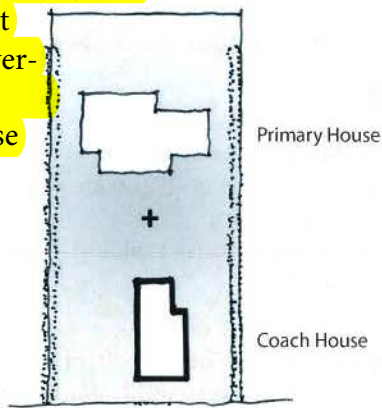


Fig. 2.2 Coach house position on lot

- C. In the case of rooms having ceilings greater than 3.66m (12 ft.) above the level of the floor below, that area above 3.66m (12 ft.) shall be counted as if it were an additional floor level for the purpose of determining the total floor area of a building to be included in the calculation of floor space ratio;
- D. Crawlspace under 1.22m (4 ft.) and areas under sloped ceilings up to 1.22m (4 ft.) in height are not counted as floor space;
- E. Porches and verandas of up to 4.6m² (50 sq. ft.) are not counted as floor space (additional floor space must be available within overall FSR of the property);
- F. Basements are not permitted.

2.4 Maximum Building Coverage

Maximum building coverage ensures that coach house designs maximize open space on the lot and reduce storm water runoff.

The total combined lot coverage for all buildings on the property should not exceed a maximum of 40%.

Note that the floor space ratio of the principal house and lot coverage may limit the potential size of the accessory coach house.

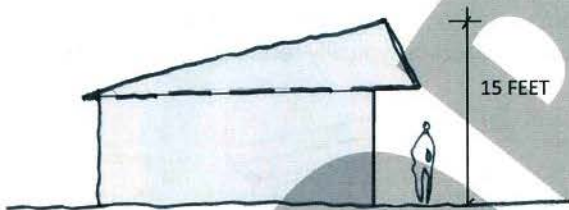


Fig. 2.3: 15 foot one storey coach house

2.5 Maximum Building Height

The maximum height provision provides for living space on the second floor of the coach house building and minimizes overlooking of the adjacent properties.

- A. A one storey coach house should not exceed a maximum height of 4.57m (15 ft) measured from the building height base line to the topmost part of the building; (See fig. 2.3)
- B. A two storey coach house should not exceed a maximum height of 6.71m (22 ft.) measured from the building height base line to the topmost part of the building; (See fig. 2.4)
- C. The upper storey is limited to 60% of the total floor area beneath it (including garages and carports) (See fig. 2.5).

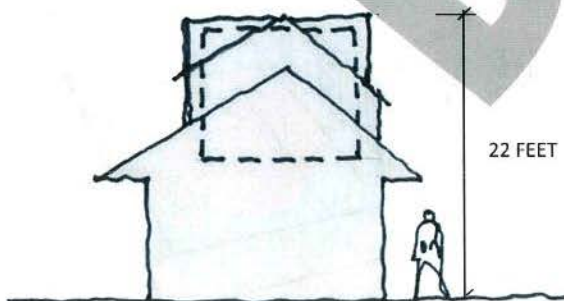


Fig. 2.4: 22 foot two storey coach house

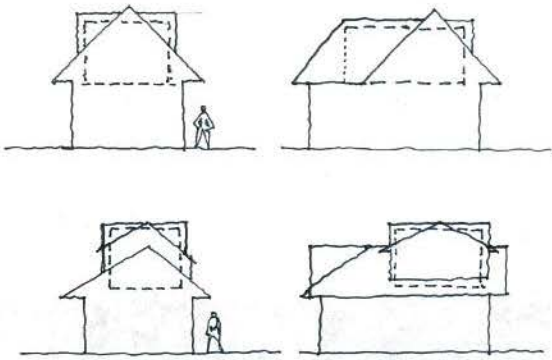


Fig. 2.5: Example of coach house with nested second floor

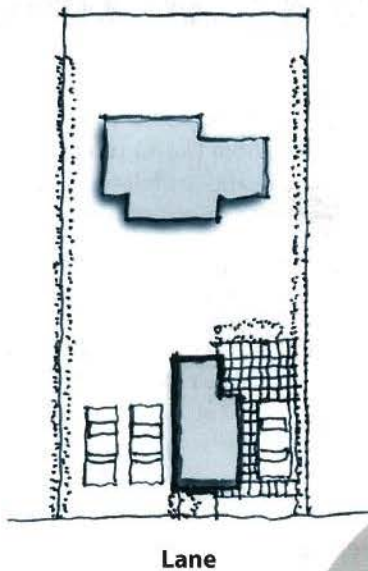


Fig. 2.6: Dedicated coach house parking separate from parking for principal dwelling

2.6 Roof Design

The roof design should diminish the apparent height and massing of the coach house, harmonize with the roof of principal dwelling and provide opportunities for natural light.

- A. Roof designs should be respectful and sympathetic to the roof of the principal dwelling on the lot;
- B. Floor space on the second storey (no more than 60% of the floor beneath it) should be contained within the massing of a sloped roof (see fig. 2.4);
- C. Flat roofs may require a lower height and should be designed to mitigate the appearance of a two storey building;
- D. Dormers and secondary roof components should be positioned and proportioned to remain secondary to the primary roof form (see fig. 2.5);
- E. Dormers on the upper storey should remain small in order to maintain building a roof proportions.

2.7 Parking and Driveways

Parking and driveway provisions ensure there is adequate and useable onsite parking and minimize storm water runoff.

Required Parking stalls

- A. Three onsite parking spaces are required (two for the principal dwelling and one for the exclusive use of the coach house unit) and are encouraged in open stalls and in a non-tandem configuration;
- B. **A maximum of one enclosed stall in the coach house building is permitted up to a maximum size of 21.6m² (232 sq. ft.).** 12 x 24 (288 sf) is more suitable

Parking Access and Location

- A. Parking must be provided in the rear yard of the lot with direct access from an open lane, where one exists (See fig. 2.6) (Streets and Traffic Bylaw);
- B. Where there is no lane, parking access from the street must be via a shared driveway with the principle dwelling;
- C. Where the lot is on a corner and is not served by a lane, direct vehicle access should be by a driveway from the lowest classification of street;
- D. A 0.46m (1.5 ft) landscaped setback is typically required adjacent the side

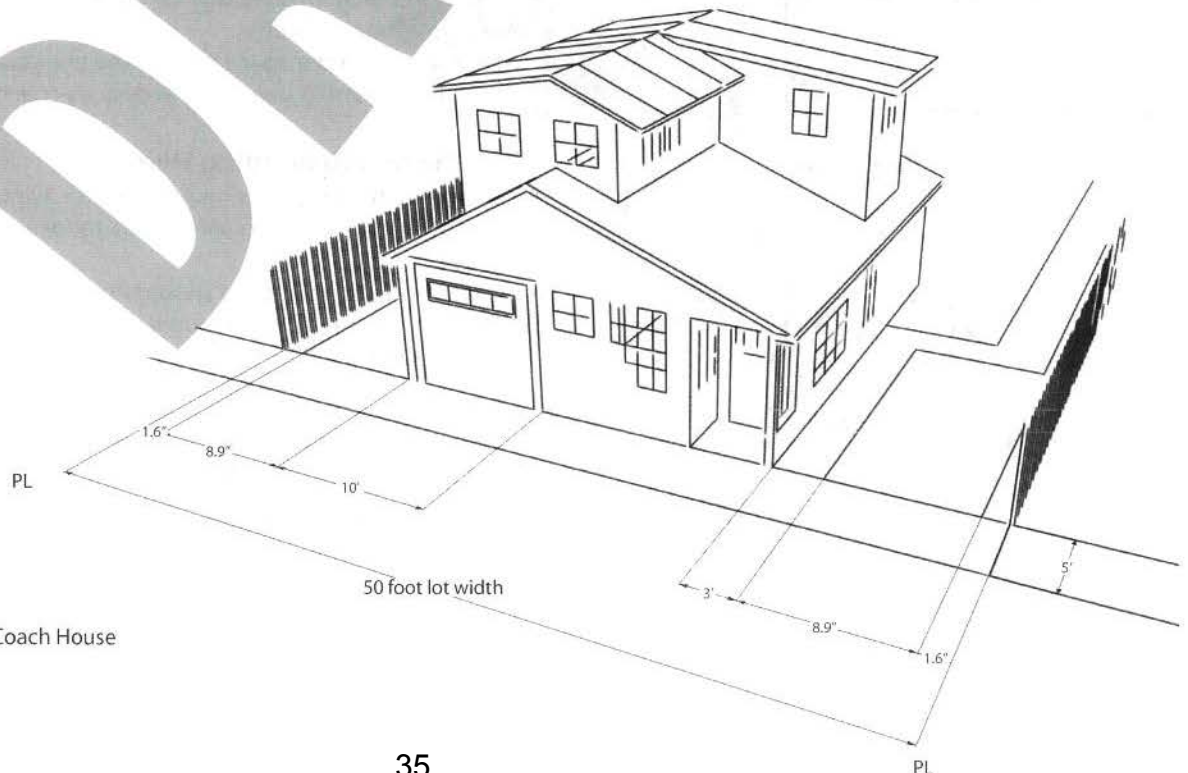


Fig. 2.7: Example of a two Story Coach House

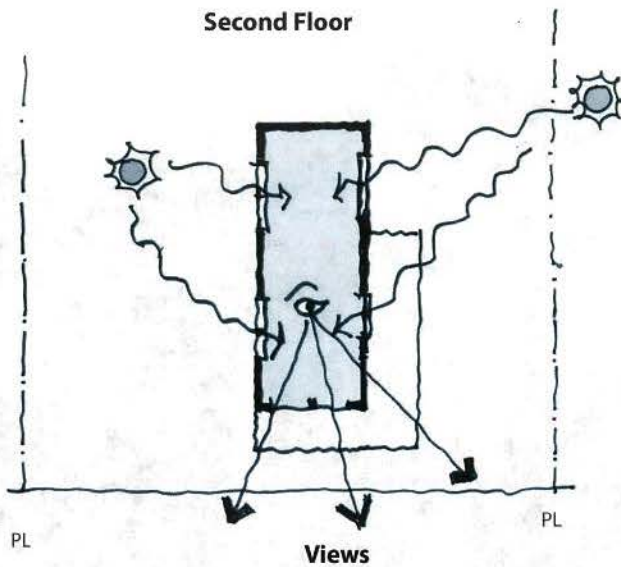


Fig. 2.8: Second floor views to lane and solar exposure

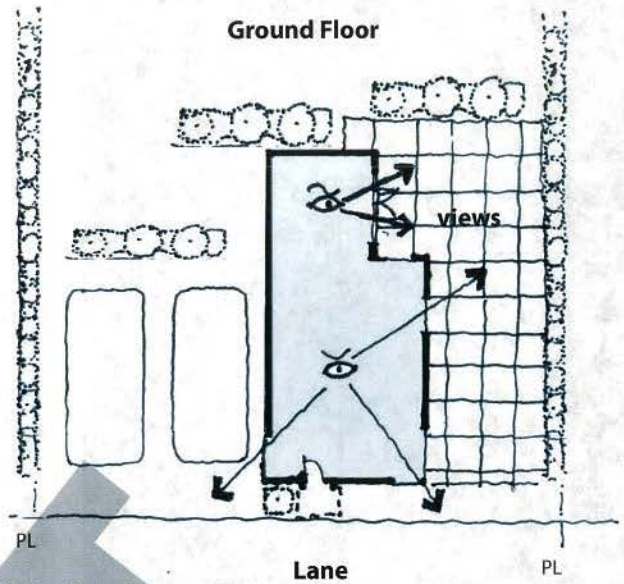


Fig. 2.9: First floor views to private space

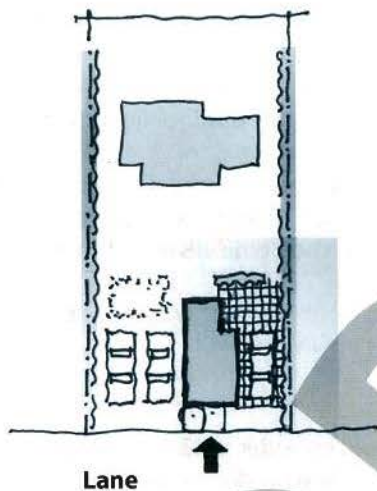


Fig. 2.10: Primary entrances oriented to street / lane

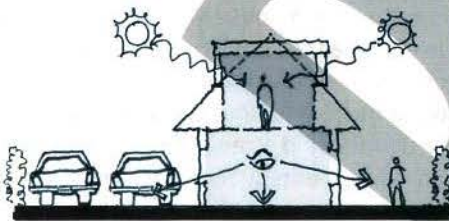


Fig. 2.11: Views and Solar exposure



Fig. 2.12: Outdoor private space

property line for unenclosed parking spaces. Non-invasive species of ground cover or grass should be considered.

2.8 Identity, Access and Privacy

To create a relationship to the street and to maximize surveillance of the public realm, the coach house should have good visibility and be easily accessible from a street or lane.

- The primary entrance should be oriented to a street or lane whenever possible and provide a generous amount of window openings to encourage a visual connection between the coach house unit and the street (see fig. 2.10);
- All entrances should be designed to provide weather protection and can include such features as recessed entries, front porches and verandas (see fig. 2.12);
- Secondary entrances should not be dominant, but should be easily accessible and convenient to access via adjacent parking areas;
- A minimum 1.0 metre (3.28 feet) clear pathway for emergency access must be provided from the sidewalk or roadway located at the front of the property and the rear lane, where they exist to the front door of the coach house.

To minimize overlooking and to protect the privacy of the coach house tenants, the size and placement of windows should be sensitive to adjacent neighbours and topography.

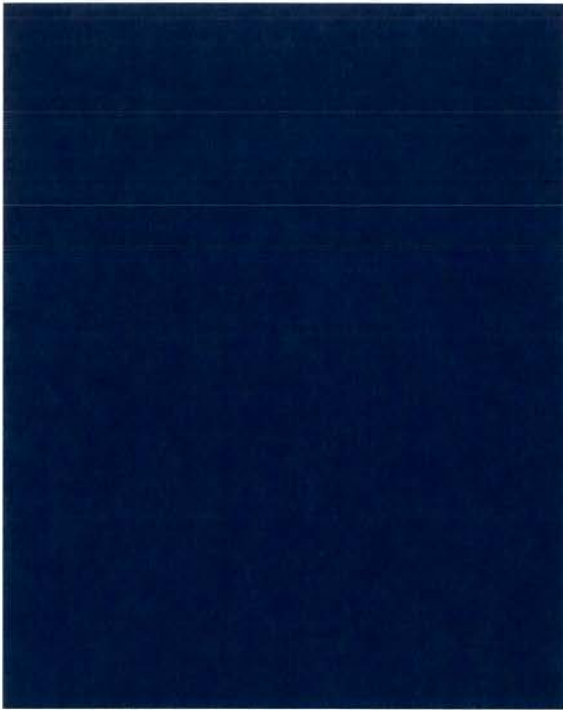
- The coach house orientation, and sizing and placement of windows should be sensitive to adjacent properties and topography (see fig. 2.9);
- Upper level windows facing side-yards and gardens should be limited to and/or designed to increase privacy and reduce overlook of neighbouring properties. The use of skylights, clerestory windows, or obscured glazing should also be considered (see fig. 2.8).

2.9 Architectural style

The design of the coach house should be respectful of and complementary in quality and character of detail to the principal dwelling.

2.10 Green Building Features

To foster the conservation and efficient use of energy and to reduce building-generated greenhouse gas emissions, coach house designs are encouraged



to incorporate green building features as outlined in the District of North Vancouver's Green Building Policy.

2.11 Outdoor Space

This provision aims to ensure adequate usable outdoor living space for each house tenants.

- A. Usable private outdoor space that is separate and distinct from the principal dwelling should be provided at grade to allow for outdoor seating. The minimum dimensions should be 1.8 m x 2.5 m with a minimum area of 4.5 m² (48 sq. ft.);
- B. Balconies and decks on the second floor will only be considered where the impact to adjacent properties is minimized.

2.12 Landscaping

Coach house landscape design should consider retaining mature vegetation and include new landscaping to maximize privacy, protect ecosystems, and reduce storm water run-off.

- A. Existing significant trees, vegetation and natural features should be protected and incorporated into the coach house development through innovative design and siting in accordance with District's Development Permit Areas and other environmental regulations;
- B. Landscaping is encouraged along the rear lot line facing the lane;
- C. Outdoor living areas should be defined and screened for privacy with hard and soft landscaping, architectural elements such as trellises and, where appropriate, changes in grade;
- D. External mechanical equipment and utility meters should be located on a side or back wall of the coach house, and any visual or noise impacts on adjacent properties should be avoided where possible.

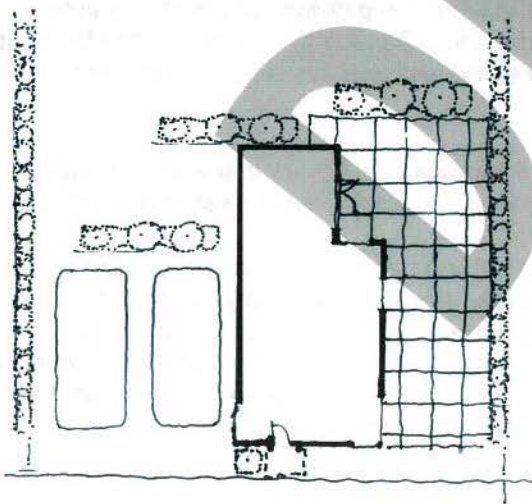
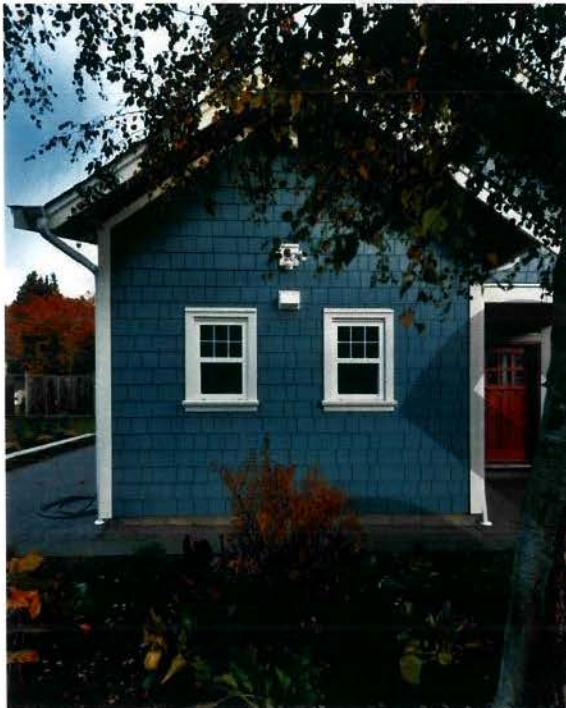


Fig. 3.13: Landscaping maximizes privacy

Designs for driveways, patios and parking stalls should minimize storm water run-off through the use of permeable paving materials that enable rainwater runoff to infiltrate into the ground. Rainwater runoff from roofs and other hard surface areas should be retained in rain gardens, bio-swales, or rock pits to facilitate natural rainwater filtration.



2.13 Accessibility/Adaptability

One storey coach house units are encouraged to follow the District of North Vancouver's Adaptable Design Guidelines to provide flexibility to enable aging in place and to make units more adaptable to the current and/or future needs of residents.

2.14 Servicing

Servicing and off-site improvements will be determined through the District of North Vancouver Development Servicing Bylaw No. 7388, 2005, the District of North Vancouver Waterworks Regulation Bylaw No. 2279, 1958, and the District of North Vancouver Sewer Bylaw No. 6656.

- A. Only one connection for sanitary, storm and water services will be permitted per lot;
- B. A water meter may be required;
- C. A new sanitary and storm inspection chamber is required on the property if one does not already exist;
- D. Site conditions may require additional works to conform to the District of North Vancouver Development Servicing Bylaw No. 7388, 2005;
- E. Off-site improvements might be required.

2.15 Waste and Recycling

- A. All garbage and recycling cans should be screened and secured within an enclosed and wildlife resistant structure;
- B. Garbage and recycling cans may be integrated into the design of the coach house building with no internal access up to maximum of 2.3m² (25 sq. ft.) and will not be counted towards floor space (additional floor space must be available within overall FSR of the property);
- C. A single location per lot for the pickup of garbage and recycling cans for principal house and coach house should be designated.

2.16 Tenancy

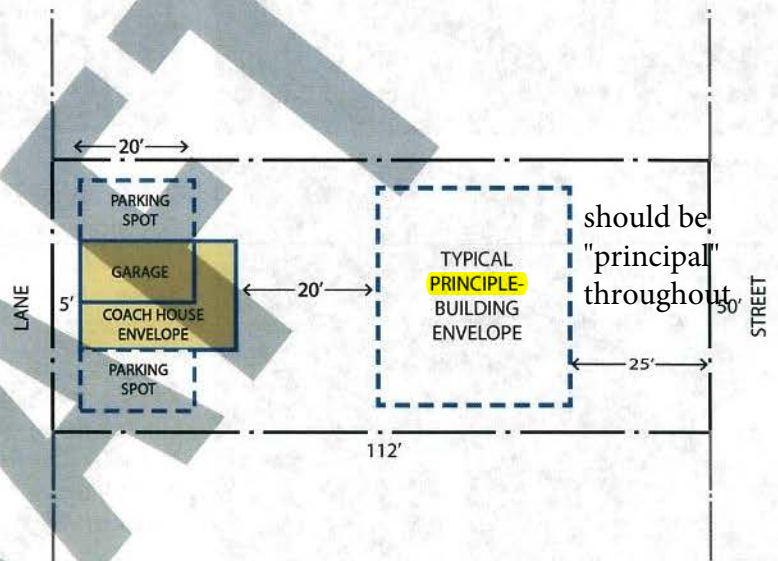
- A. The registered owner of the lot must occupy, as his/her principal place of residence, either the principal dwelling unit or the coach house unit;
- B. The coach house cannot be strata-titled.

3

POTENTIAL COACH HOUSE SITING SCENARIOS

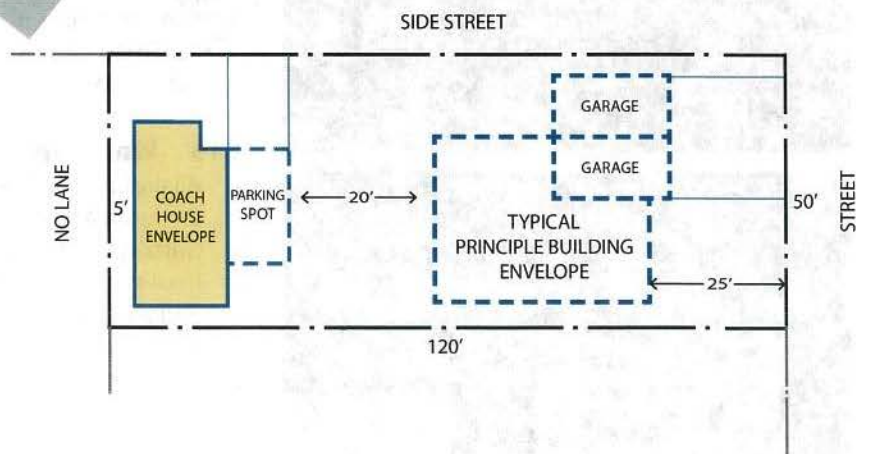
50' x 112' Lot

- access from lane
- two open parking stalls
- one enclosed parking stall
- open stalls straddle CH



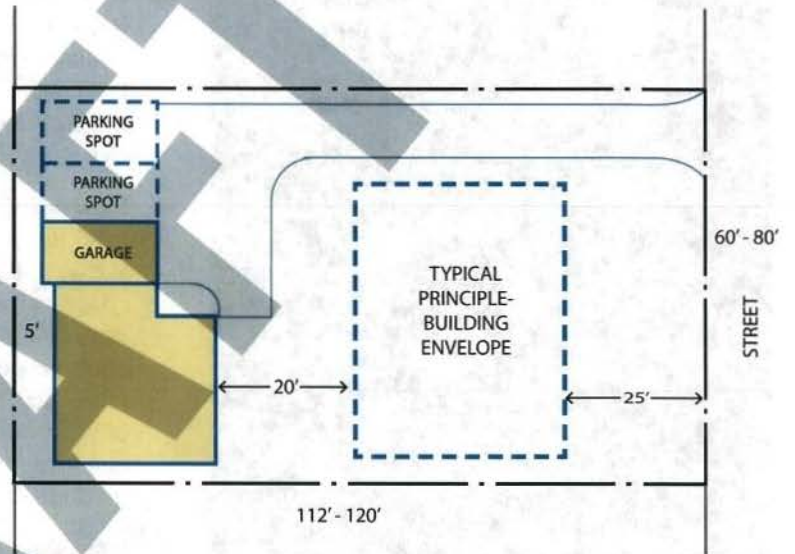
50' x 120' Lot

- two enclosed parking stalls in garage attached to principal dwelling unit
- one open parking stall with access from flanking street



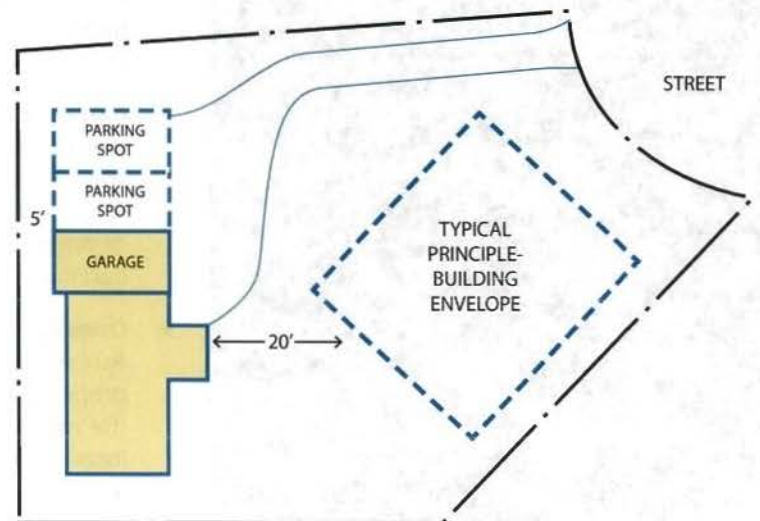
Large Lot - No Lane

- access from street at front of the lot via shared driveway
- one enclosed parking spot in CH
- two open stalls in rear of yard



Large Lot / No Lane/ Cul-de-sac Entrance

- access from street at front of the lot via shared driveway
- one enclosed parking spot in CH
- two open stalls in rear of yard



4

FREQUENTLY ASKED QUESTIONS

- 1. Can a secondary suite and a Coach House exist on the same property?** No. A property owner will have the option of either a secondary suite OR a Coach House, but not both.
- 2. Can the Coach House be sold as a separate strata lot?** No. Coach Houses are intended to be rental housing and may not be stratified.
- 3. Can both the principal dwelling and the Coach House be rented?** No. The property owner must live in either the principal dwelling or the Coach House.
- 4. What opportunity will there be for neighbours to provide feedback on a Coach House proposal?** As part of the District's development variance permit, neighbours will be notified of the proposal and provided an opportunity to submit comments on the Coach House application. This input will be considered by Council in deciding whether to approve or deny the application. Applicants are also encouraged to notify their neighbours and address any issues raised early in the development application process.
- 5. How will parking and traffic be managed to avoid neighbourhood impacts?** Each Coach House application will be required to provide one additional on-site parking space for use by Coach House residents. Under the proposed approach, the District anticipates a very small number of Coach House applications (approximately between 5 and 25 per year), and as such no noticeable increase in neighbourhood traffic is expected.
- 6. How will Coach Houses be designed to respect the privacy of adjacent lots?** Respecting privacy is an important design element that any Coach House application will be required to address. The District will outline specific criteria in a How-to Guide to ensure that all new Coach House proposals are sensitively designed to fit appropriately into their context and to avoid issues of overlook. For this reason, the District is proposing a maximum height of 22 ft for a 1.5-storey Coach House. Careful placement of windows and landscaping will also be reviewed. Applicants must also consult with neighbours on Coach House proposals and community feedback is considered as part of Council's decision-making.
- 7. How will Coach Houses fit within the character of my neighbourhood?** Low numbers of Coach House applications are anticipated and should result in little noticeable change in single family neighbourhoods. In some cases Coach Houses will offer an attractive alternative to building a very large single family home that may be out of character with surrounding homes. Detailed design criteria and neighbourhood consultation will guide Coach House design to maintain or enhance neighbourhood character.
- 8. Can a property owner convert their detached garage into a Coach House if it has access to a lane?** Converting an existing parking structure into a Coach House without District approval is considered illegal. Consideration of this conversion would need to be through the development approvals process to ensure that the lot has available density, parking and meets setback and other design and building criteria.
- 9. Does having a Coach Houses affect property taxes?** The British Columbia Assessment Authority is responsible for determining the value of your property for tax purposes. Property taxes are divided into two parts – the value of the land and the value of the improvements. Coach Houses increase the value of the improvements on the property and therefore may result in an increase in taxes for this part of the assessment.

5 IMPORTANT CONTACTS AND RESOURCES

6.1 Contacts

Planning Enquiries OCP, subdivisions, rezoning, variances, etc.	604-990-2387
Permits Enquiry Line Building permits, plumbing, electrical, gas permits, comfort letters, secondary suites, etc.	604-990-2480
Plans Review and Enquiries Plans submissions by appointment only. Enquiries on zoning, setbacks and other related questions during the day only.	604-990-2480
Engineering Service Request	604-990-2450
Tree Permits	604-990-2311
BC Hydro To apply for electrical service for your coach house contact BC Hydro:	1-877-520-1355
Fortis	1-800-474-6886

6.2 DNV Resources

Development Variance Permit Information Brochure

www.dnv.org/upload/pcdocsdocuments/vk9301!.pdf

The District of North Vancouver Zoning Bylaw 1965, Bylaw 3210

www.dnv.org/upload/documents/bylaws/3210.pdf

District of North Vancouver Development Servicing Bylaw No. 7388, 2005

www.dnv.org/upload/documents/bylaws/7388-2.pdf

District of North Vancouver Waterworks Regulation Bylaw No. 2279, 1958

www.dnv.org/upload/documents/bylaws/2279.pdf

District of North Vancouver Sewer Bylaw No. 6656

www.dnv.org/upload/documents/bylaws/6656-2.pdf

District of North Vancouver's Green Building Policy

www.dnv.org/article.asp?a=5222&c=1022

District of North Vancouver's Adaptable Design Guidelines

www.dnv.org/upload/pcdocsdocuments/6y3@01!.pdf

6.3 Professional Organizations

GREATER VANCOUVER HOME BUILDERS' ASSOCIATION

<http://www.gvhba.org>

ASSOCIATION OF BRITISH COLUMBIA CERTIFIED LAND SURVEYORS

<http://www.abcls.ca>

ARCHITECTURAL INSTITUTE OF BRITISH COLUMBIA

http://www.aibc.ca/pub_resources/aibc_outreach/ask_arch_faq.html

BC SOCIETY OF LANDSCAPE ARCHITECTS

<http://www.bcsla.org/consulting/roster.asp>

INTERNATIONAL SOCIETY OF ARBORICULTURE

<http://www.isa-arbor.com/home.aspx>



District of North Vancouver

355 West Queens Road

North Vancouver

V7N 4N5



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NORTH VANCOUVER
DISTRICT

PUBLIC HEARING

Coach Houses Zoning Bylaw Amendments

- What:** Public Hearing for proposed amendments to the Zoning Bylaw to enable implementation of a coach house policy.
- When:** 7 pm, Tuesday, October 28, 2014
- Where:** Council Chambers, District of North Vancouver, 355 West Queens Road
- What changes?** Bylaw 8036 will amend the District's Zoning Bylaw to enable coach housing in zones that permit single family residential buildings.
- When can I speak?** We welcome your input Tuesday, October 28, 2014 at 7 pm. You can speak in person by signing up at the Hearing or you can provide a written submission to the Municipal Clerk at input@dnv.org or by mail before the conclusion of the Hearing.
- Need more info?** Relevant background material and copies of the bylaw are available for review at the Municipal Clerk's Office or online at dnv.org/public_hearing. Office hours are Monday to Friday 8 am to 4:30 pm.
- Who can I speak to?** Darren Veres, Community Planner, at 604-990-2385 or veresd@dnv.org.



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October 28, 2014

District of North Vancouver
355 West Queens Road
North Vancouver, BC
Canada V7N 4N5

Mayor Walton and Members of Council:

Thank you for the opportunity to provide my input on the draft Bylaw 8036. I regret that I am not able to attend the public hearing in person to participate in the process. As an alternative, I have reviewed in detail the parts of the proposed changes pertaining to single family residential lots (RS), and have annotated the documents by highlighting in yellow the parts for which I have made suggestions for changes, and in some cases the suggestions themselves. A copy of this annotated document is attached here for your information and reference.

I am in general agreement with the concept of coach houses in the District of North Vancouver, and may wish to take advantage of this opportunity to “age in place” in my neighbourhood rather than move to a condominium or to another municipality when I am older. The attraction to me is to have a smaller, more energy-efficient home with no stairs. There are some parts of the coach house concept as it has been crafted to date, however, that trouble me.

One thing is that the proposed changes appear only to address the concept of building a small additional home on the site of a much larger home. It ignores entirely the possibility of having two small homes on one lot. My two-level bungalow, for example, sits on a 50 x 147 foot lot, and is only about 1800 square feet in size, with a footprint of about 950 square feet. The proposal to allow a coach house of 40% of that size would give me a one-level home of up to only 720 square feet, leaving lots of room for a bigger home without crowding the main house or the neighbours.

In the District you will also find one-level bungalows of about 800 to 1000 square feet. The proposed bylaw would limit the addition of a coach house on that lot to only 320 to 400 square feet. That makes no sense. A 7350 square foot lot could easily accommodate two or even three houses of that size within the RS site coverage and FSR regulations, depending on the location of the original house on the lot. I suggest revising the bylaw to account for these situations.

Another thing that troubles me is the size of the garage stipulated in the How-To Guide. It limits the garage to only 232 square feet, or approximately 12 ft x 19.3 ft (smaller, if that square footage is calculated on the outside dimensions of the building). That is just too small. A mid-sized car like a 2014 Toyota Camry, for example, is about 15 ft 9 in long. If you allow even two feet of space at the front and back to move around, you can see for yourself that the garage needs to be deeper, especially for an aging person who doesn't twist and bend as well as a younger person. Architectural design standards recommend minimum inside dimensions of 11 ft 3 in x 20 ft for a compact car or sports car, and a minimum of 21 ft 10 in depth for a standard car. This doesn't allow any space for garden tools, bicycles, or other storage that most of us need. A functional garage space is about 12 ft x 24 ft. Even this doesn't allow for accessibility needs of aging people.

It's a mystery to me why the Guide contemplates the size of the garage at all. In my opinion it would be better to stipulate the overall size of the coach house, and allow the homeowners to determine the appropriate size of the garage to meet their needs.

With respect to the Report to Council, it purports to provide the changes necessary to amend the District of North Vancouver Zoning Bylaw 3210, 1965, "to enable implementation of coach house policy." Given that purpose, I would have expected the amendments to incorporate all of the requirements that an applicant would need to have in order to develop the plans and designs for a coach house. The amendments contained in this report fail to do that.

Beyond the definition of a secondary suite and sundry associated details, the amendments make no substantive changes to the existing bylaw. I would have expected the proposed amendments to include changes to Section 502.2 General Regulations, subsection b) Attached and Detached Accessory Buildings and Structures. Those changes should indicate design parameters such as the setback, size, and height where they differ from those for Accessory Buildings, as well as access requirements, location with respect to existing structures, and privacy. Instead, these and other details are included in the Coach House How-To Guide, which was provided to council "for information."

The result of this approach is to advance little beyond the existing bylaw, and leave a potential applicant with too much uncertainty as to how to proceed. In order to reach the point of having an approved plan, an applicant has to go through a series of meetings and approvals, based in part on nebulous "design and development criteria," with no certainty of the outcome at any stage. For example, one of the design and development criteria is:

Exhibit high quality design and green building practices that improve energy efficiency and reduce building-generated greenhouse gas emissions

How is an applicant supposed to know how to design the building to these criteria, beyond the National Building Code and municipal bylaws and regulations? I predict that this process will result in frustration for an applicant.

Having a How-To guide is not enough. It is important to remember that good policy should lead to good regulation, since it is through regulation that the municipality governs. In this instance, too much is left to policy interpretation, and will ultimately lead to conflict between applicant and District staff.

Thank you for your kind consideration of my views.

Sincerely,
Alan Boreham

823 East 12th Street

Ashley Rempel

From: DNV Input
Sent: Wednesday, October 29, 2014 8:15 AM
To: Ashley Rempel
Cc: Darren Veres
Subject: FW: Coach Houses - public hearing

For the public hearing package.

Louise Simkin
Administrative, Information & Privacy Coordinator
District of North Vancouver
604-990-2413

From: ALAN BOREHAM [<mailto:alanboreham@yahoo.com>]
Sent: Tuesday, October 28, 2014 8:03 PM
To: DNV Input
Subject: Coach Houses - public hearing

Municipal Clerk,

I am watching the discussion on this topic on line, and have an observation. If I were to submit an application for a single level coach house that met all of the zoning requirements, without any variances, I would expect that it could be approved without having to seek input from my neighbours, just like the development of a new house.

Regards,
Alan Boreham
823 East 12th Street

EXAMPLE AREA : TOTAL PROPERTIES : 68

16 POTENTIAL SITES QUALIFY TO APPLY FOR A COACH HOUSE

52 PROPERTIES DO NOT QUALIFY

SUBMITTED AT THE

OCT 28 2014

PUBLIC HEARING

