

AGENDA

COMMITTEE OF THE WHOLE

Tuesday, November 19, 2013

7:00 p.m.

Committee Room, 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

THIS PAGE LEFT BLANK INTENTIONALLY

COMMITTEE OF THE WHOLE

7:00 p.m.
Tuesday, November 19, 2013
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver

AGENDA

1. ADOPTION OF THE AGENDA

1.1. November 19, 2013 Committee of the Whole Agenda

Recommendation:

THAT the agenda for the November 19, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. November 5, 2013 Committee of the Whole p. 7-12

Recommendation:

THAT the minutes of the November 5, 2013 Committee of the Whole meeting be adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Coach House Discussion Paper p. 15-39 File No. 13.6410.01/000.000

Recommendation:

THAT it be recommended to Council:

THAT Council:

1. Receive the report of the Social Planner dated November 7, 2013 entitled Coach House Discussion Paper for information; and,
2. Direct staff to consult on the preferred approach to Coach Houses and report back to Council on the consultation and potential implementation steps.

4. PUBLIC INPUT

(maximum of ten minutes total)

5. RISE AND REPORT

Recommendation:

THAT the November 19, 2013 Committee of the Whole rise and report.

MINUTES

THIS PAGE LEFT BLANK INTENTIONALLY

**DISTRICT OF NORTH VANCOUVER
COMMITTEE OF THE WHOLE**

Minutes of the Committee of the Whole Meeting for the District of North Vancouver held at 5:01 p.m. on Tuesday, November 5, 2013 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor R. Walton
Councillor R. Bassam
Councillor R. Hicks (5:04 pm)
Councillor M. Little (6:02 pm)
Councillor L. Muri
Councillor A. Nixon

Absent: Councillor D. MacKay-Dunn

Staff: Mr. B. Bydwell, General Manager – Planning, Properties & Permits
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. B. Dwyer, Manager – Development Services
Ms. C. Grant, Manager – Corporate Planning & Projects
Ms. S. Haid, Manager – Sustainable Community Development
Ms. E. Geddes, Section Manager – Transportation
Ms. J. Paton, Section Manager – Development Planning
Ms. N. Letchford, Deputy Municipal Clerk
Ms. T. Smith, Transportation Planner
Ms. S. Berardo, Confidential Council Clerk

1. ADOPTION OF THE AGENDA

1.1. November 5, 2013 Committee of the Whole Agenda

MOVED by Councillor MURI

SECONDED by Councillor BASSAM

THAT the agenda for the November 5, 2013 Committee of the Whole be adopted as circulated, including the addition of any items listed in the agenda addendum.

CARRIED

2. ADOPTION OF MINUTES

2.1. June 17, 2013 Committee of the Whole

MOVED by Councillor BASSAM

SECONDED by Councillor NIXON

THAT the minutes of the June 17, 2013 Committee of the Whole meeting be adopted.

CARRIED

2.2. September 16, 2013 Committee of the Whole

This item was deferred to the next Committee of the Whole meeting.

2.3. September 30, 2013 Committee of the Whole

MOVED by Councillor BASSAM

SECONDED by Councillor NIXON

THAT the minutes of the September 30, 2013 Committee of the Whole meeting be adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Planning for Bus Shelters

File No.

Ms. Tegan Smith, Transportation Planner, advised Council that bus shelters, bus benches, and other road-related transit infrastructure are a municipal responsibility. The District has been contracting Pattison Outdoor to deliver bus shelters and Goodwill Advertising to deliver bus benches. However, the District's contract with Pattison Outdoor expires in March 2014 and staff seeks Council's feedback on a set of principles to be applied in establishing a new bus shelter contract.

Ms. Smith noted that the District received approximately \$58,000 in annual revenue in 2012 for the seventy-two shelters. Black coloured shelters are used throughout the District and distinct shelters are provided in Lynn Valley. Shelters provide high visibility advertising opportunities; therefore, Pattison installs shelters on corridors with significant drive-by-traffic. Pattison maintains the shelters by removing graffiti and replacing broken glass. Under the current contract, shelters are only placed in locations where both the District of North Vancouver and Pattison agree. The District's bus bench contract with Goodwill Advertising dates back to 1978 and has a three-month notice termination period. Since 1978, the District has been receiving about \$1200 in annual revenue for seventy-six advertising bus benches provided by Goodwill Advertising. Public feedback has been that advertising benches do not integrate well with the quality of District's streetscapes.

Currently, the District has access to ten percent of bus shelter advertising spaces. Increased use of this space could provide an effective way for the District to more strategically communicate with the public. Through redevelopment, more space will be available in the streetscape for shelters on busy transit corridors. There is also an opportunity to beautify streetscapes and improve community livability with the new contract.

Ms. Smith provided an overview of the following principles proposed to guide staff in negotiating a new bus shelter contract. These include:

- The primary purpose of bus shelters, benches, and associated amenities is to improve comfort for transit riders with weather protection, lighting, and seating;
- Improving comfort can support travellers in the District making the choice to use transit, a goal of the District Official Community Plan;
- All ages and abilities should be accommodated with weather protection and accessible furniture design;
- The shelters and associated amenities should enhance, and be consistent with, the surrounding streetscape;
- Revenue is a secondary goal, compared to improving streetscapes and comfort for transit users;
- The District may consider stand-alone advertising in appropriate locations, in compliance with bylaws;
- The District will not consider moving or electronic signs;
- Prompt cleaning, repair and maintenance of graffiti, broken glass, etc.; and,
- No objectionable, obscene or hateful advertising will be tolerated.

Council discussion:

- Commented on the importance of weather protection;
- Commented on the importance of including more shelters as the town centers develop;
- Suggested attaching bicycle racks to the shelters;
- Spoke in opposition to advertising throughout residential neighbourhoods;
- Stated that the number one objective is to serve our residents and encourage them to take public transportation;
- Requested an assessment to determine high traffic areas;
- Suggested negotiating a contract that would increase bus shelters;
- Commented that having a transit stop that is well lit and attractive makes taking transit more appealing; and,
- Stated that bus benches are not well used because they are not sheltered.

Mr. Corrie Kost:

- Commented that highly visible advertising is a distraction to drivers;
- Stated that replacement advertising should be done in a sensitive manner; and,
- Requested new bus shelters in Edgemont Village.

MOVED by Councillor NIXON

SECONDED by Councillor MURI

THAT it be recommended to Council:

THAT the report of the Transportation Planner dated October 22, 2013, is received.

CARRIED

Councillor BASSAM left the meeting at 5:54 pm and returned at 5:56 pm.

Councillor NIXON left the meeting at 5:54 pm and returned at 6:00 pm.

3.2. Subdivision Practices

File No.

Mr. Brian Bydwell, General Manager – Planning, Properties, and Permits, provided an overview of current small lot subdivision practices, highlighting key concerns raised, and recommending that Council affirm the additional measures recently developed to enhance the review of subdivision applications in the District.

Mr. Bydwell advised that subdivision is the process of altering property boundaries. It may include consolidation of two lots into one, splitting one property into two or more lots, or adjusting or re-aligning existing property lines. The majority of subdivisions in the District have occurred in existing residential neighbourhoods where they are permitted by zoning or where the new subdivision would be compatible with the pattern of the block. Two broad categories of subdivision applications are processed at the District:

- Subdivisions that meet zoning requirements, including designated small lot infill areas; and,
- Subdivisions that require Council approval to meet zoning requirements.

A subdivision includes a formal application process requiring approval from the District of North Vancouver Approving Officer and registration of the new subdivision at the Land Title Office. The Approving Officer considers many factors with respect to a subdivision proposal including:

- Conformity with District plans, policies, and regulations;
- Zoning (including proposed lot area, width, and depth);
- Community input and the public interest;
- Established lot pattern of block and neighbourhood character;
- Access and parking;
- Environmental impacts;
- Tree preservation;
- Slope, soil, and drainage;
- Municipal service requirements;
- Park dedication (more than 3 lots); and,
- Site design and compatibility.

Mr. Bydwell advised that there are currently twenty-three designated small lot infill areas in the District of North Vancouver Zoning Bylaw. These areas were identified in the Small Lot infill Report dated March 1987. There is no specific Small Lot Zone, rather these lots use the same zoning as the neighbouring larger lots with specific regulations built in to existing zoning. The criteria used to establish these areas included the majority (fifty percent or more) of residential lots within the area are already developed as small lots and have frontages less than 13.1875 metres (45 ft.) with no lot less than 10 metres (33 ft.) in width. These areas were also divided into sub-areas based on individual blocks or block faces. This permitted the designation of sub-areas which met the fifty percent small lot development criteria even though the areas as a whole may not have.

Mr. Bydwell noted that several issues have arisen with regards to proposed subdivision in established residential neighbourhoods. The majority of concerns relate to smaller lot subdivision where the width of the lots proposed are less than 13.875 metres (45 ft.) and includes:

- Parking and lack of on-street parking for lots created without a lane;
- Similarity or mirror images of house designs;
- Altering the existing lot pattern, where blocks contain a variety of lot widths, thereby changing the established neighbourhood character; and,
- Inclusion of secondary suites on small lots without a lane.

As a result of the above issues, the Approving Officer has augmented current subdivision best practices as following:

- For lots less than 13.875 metres (45 ft.) in width, secondary suites are prohibited if no lane access is provided;
- For all subdivisions to ensure unique design of dwellings, including no mirror image or identical house designs permitted, a unique design covenant is secured by way of restricted covenant;
- Sufficient off street parking in a non-tandem arrangement needs to be demonstrated for all subdivision where a secondary suite will be permitted; and,
- For areas outside designated Small Lot Infill Areas, generally more than fifty percent of the block face needs to be already developed as small lots to be given consideration.

Council discussion:

- Suggested using the term “predominant block face” instead of “fifty percent block face”;
- Commented on the negative impacts that mega-homes have on neighbourhoods;
- Spoke in support of the current best practices used by the Approving Officer;
- Commented on the importance of the unique design covenant;
- Requested having a meeting to discuss parking issues; and,
- Commented that it is hard to create a policy when every application is so different.

Public Input:

- Commented that mirror image housing significantly reduces costs creating more affordable housing;
- Commented that there are certain areas in the District of North Vancouver where 33 ft. lots should be retained;
- Commented that street restrictions will help alleviate parking problems; and,
- Stated that on-street parking needs to be addressed.

MOVED by Councillor MURI
SECONDED by Councillor LITTLE
THAT it be recommended to Council:

THAT the report of General Manager – Planning, Properties, and Permits is received.

CARRIED

4. RISE AND REPORT

MOVED by Councillor BASSAM

SECONDED by Councillor HICKS

THAT the November 5, 2013 Committee of the Whole rise and report.

CARRIED

(7:21 pm)




Mayor

Municipal Clerk

REPORTS

THIS PAGE LEFT BLANK INTENTIONALLY

AGENDA INFORMATION	
<input type="checkbox"/> Regular Meeting	Date: _____
<input checked="" type="checkbox"/> Workshop (open to public)	Date: <u>NOV. 19. '13</u>
<u>COMM OF WHOLE</u>	

 Dept. Manager	 GM/ Director	 CAO
---	--	--

The District of North Vancouver

REPORT TO COUNCIL COMMITTEE OF THE WHOLE

November 7th, 2013
File: 13.6410.01/000.000

AUTHOR: Phil Chapman- Social Planner

SUBJECT: Coach House Discussion Paper

RECOMMENDATION:

THAT the Committee of the Whole recommends Council:

- i. Receive the Coach House Discussion Paper for information; and
- ii. Direct staff to consult on the preferred approach to Coach Houses; and report back to Council on the consultation and potential implementation steps.

REASON FOR REPORT:

To present the Coach House Discussion Paper to Council's Committee of the Whole and to seek Council feedback on a recommended approach to enabling an initial step to consider development of Coach Houses in the District.

SUMMARY:

Staff have prepared a Coach House Discussion Paper as an action item to OCP direction (Policy 7.1.2) and also in response to considerable community interest in Coach Houses expressed during and following the OCP review process. In brief, this Discussion Paper (attached) describes what a coach house is; identifies relevant District policies; and examines potential costs, benefits and best practices. The Paper concludes with a recommended process that would be guided by a set of criteria to help screen and inform the review of potentially eligible coach house applications. Subject to Council feedback and interest in initiating a coach house program, next steps could include public information and engagement, check in with Council, process and criteria refinements, administration and monitoring of the coach house development applications. The proposed coach house program is a controlled and "gradual entry" approach that is estimated to see in the order of 5 to 25 applications per year and would be monitored and reviewed after 2 or 3 years of implementation.

EXISTING POLICY:

Under the District Official Community Plan (Bylaw 7090, 2011), the detached residential land use designation (Residential Level 2) includes the principle dwelling as well as provision for a secondary suite or coach house. In addition, Policy 7.1.2 directs staff to "Undertake

Neighbourhood Infill plans and/or Housing Action Plans where appropriate to: (c) develop criteria and identify suitable areas to support detached accessory dwellings (such as coach houses, backyard cottages and laneway housing)."

The Zoning Bylaw currently allows secondary suites but does not permit coach house forms of development in the single family zones. Property owners interested in having a coach house are currently limited to a potentially expensive, lengthy and uncertain process of seeking an individual rezoning for their property in the absence of a supporting implementation policy.

ANALYSIS:

Background

While the District OCP identifies a Network of Centres to accommodate 75 to 90% of our future growth, it also identifies the need to diversify our housing stock by introducing a range of sensitive infill housing options, including coach housing. Throughout the OCP process and since its adoption the community has expressed a strong interest in seeing coach housing permitted in the District. There is currently a list of over 75 interested property owners who have written, e-mailed or telephoned to inquire about a coach house program.

The Discussion Paper explores the issues and best practices for coach houses, and presents a preferred approach as an initial step to enabling the development of coach houses in the District. This measured approach retains Council as the approving authority by using a Development Variance Permit (DVP) and provides a way to consider coach houses, monitor uptake and adapt the process as necessary over time.

Opportunities and Benefits

The Discussion Paper identifies several benefits and opportunities for coach housing including:

- maintains neighbourhood character by encouraging the retention of existing housing,
- increases rental housing stock;
- enables existing residents, seniors, families and children to remain in their neighbourhoods by facilitating more diverse housing choices; and
- provides an additional source of income for first-time owners and seniors.

It is also noted that coach houses can be a less expensive form of housing when compared to other types of ground oriented housing in the District.

Best Practices

The Discussion Paper summarizes the experiences of seven other local municipalities that already allow coach houses and discusses, in some detail, the programs developed in the Cities of Vancouver and North Vancouver and the emerging program from West Vancouver. This section concludes with a "Lessons Learned" summary noting that lot configuration, parking, setbacks and access are often limiting factors; building height and orientation are important factors to ensure minimal impact on neighbours; coach housing can work without rear lanes; and that good design guidance helps maintain neighbourhood character.

In the City of Vancouver, some concerns have been raised by residents where both coach houses and secondary suites are permitted with the principal dwelling on lots as small as 33 feet by 120 feet, and where only one parking stall is required for all occupants. To prevent this concern in the District, the Coach House Discussion Paper suggests that the District only allow either the suite or the coach house (but not both) and require the provision of one additional on-site parking space for a minimum of 3 spaces in total.

Proposed Coach House Development Criteria

The Discussion Paper presents a list of criteria to be used to screen and review potentially eligible coach house projects. Primary criteria include (more complete list provided in the Discussion Paper):

- requiring a minimum lot size of 50 feet (15m) or greater in width;
- requiring access from an opened lane OR be a corner lot OR be greater than 10,000 square feet (929 m²) in size;
- limiting the size of the coach house to the amount of unrealized density under the existing zoning left on the lot - in no case should the coach house exceed 968 square feet (maximum size permitted for secondary suite);
- permitting either a secondary suite OR a coach house, but not both
- developing specific design guidance to shape the coach house to appropriately fit the site and be compatible with neighbouring properties (size, setbacks, height, window placement, outdoor space, landscaping, parking design, lane frontage, etc.)
- consulting with and demonstrating neighbour support.

It is anticipated that the application of these criteria will screen out a large number of lots which allows for a controlled and gradual entry of coach house development in the District. Coach houses would be subject to all Zoning, Development Permit Area and other applicable regulations.

Coach House Costs

The cost to build coach houses will vary from lot to lot based on the site context, project scale and servicing connection costs. Coach house builders estimate the hard and soft costs associated with this form of development to be between \$250 and \$300 per square foot in the City of North Vancouver. Cost estimates for District rezoning versus development variance processes for Coach Houses are compared in the Discussion Paper. As outlined, the recommended DVP process presents a sizable savings in both processing fees and timelines compared to a rezoning process.

Estimated Uptake

It is estimated that with the application of the above proposed Development Criteria, the number of lots that could be eligible for coach houses would be in the order of approximately 2,700 lots in the entire District. An application ratio borrowed from the experience in the City of North Vancouver was applied to estimate the number of Coach House applications that might be expected on an annual basis yielding an estimated 5 to 25 applications per year.

Recommended Approach

The Discussion Paper recommends that, if Council wishes to enable the initiation of a Coach House program, then as a first step, the definition of "Secondary Suite" in the Zoning Bylaw should be amended to include provision of a detached accessory suite. In this manner, the secondary suite is permitted to be located either within the principal dwelling or elsewhere within the lot provided that the accessory dwelling can be built within the permitted floor space of the zone. The amended definition would allow for coach house development in single family zones, however, approval would be contingent upon obtaining a Development Variance Permit (DVP) to vary the location of the secondary suite. This would require the compliance with the set of Coach House Development Criteria (outlined in the Discussion Paper) and design guidance. The DVP process would retain Council as the decision making authority.

Future Review

Once a sufficient number of applications have been processed (in approximately 2 or 3 years depending on the number of applications processed), the methodology and development criteria can be reviewed and consideration given to reducing or expanding the program accordingly.

Public Input:

Staff recommend seeking community feedback on the Coach House Discussion Paper and reporting the results of that consultation back to Council towards implementing a preferred approach in early 2014. Staff will work with Communications and the OCP Implementation Committee on an effective engagement strategy. Website, social media and several information meetings with feedback surveys are suggested.

Conclusion:

The OCP review process identified the need for a greater diversity in District housing stock. Many people who participated in the OCP process, or have talked to staff since, have expressed their desire to see coach houses available as a housing option in the District. The Coach House Discussion Paper examines programs employed by other local municipalities and identifies key development criteria that would guide coach house development and regulate the number of eligible properties. The Discussion Paper recommends a controlled and gradual entry approach to consider coach housing by implementing an amendment to the Zoning Bylaw to include accessory dwellings in the definition of secondary suites in single family zones, and using the existing Development Variance Permit process with a set of Coach House Development Criteria to screen projects and to retain Council control. At a later date, the program can be reviewed and refined as necessary. Based on Council feedback, a combination of public information meetings and online feedback can be used to gather public input in advance of reporting back to Council.

Options:

The Committee of the Whole could recommend Council:

- i. Receive the Coach House Discussion Paper for information; and
- ii. Direct staff to consult on the preferred approach to coach houses; and report back to Council on the consultation and potential implementation , or

Exploring Coach Houses in the District of North Vancouver

A DISCUSSION PAPER

November 2013



identity 


NORTH VANCOUVER
DISTRICT

Contents

1.0 Purpose	1
2.0 What is an Accessory Coach House?	2
3.0 Relevant District of North Vancouver Policies	3
4.0 Need for Coach Houses	4
5.0 Examples of Coach Houses and Best Practices Used in Other Municipalities	6
6.0 Costs of Coach Housing	10
7.0 Local Community Interests in The District of North Vancouver	11
8.0 Recommended Process and Development Criteria for Moving Forward with Coach Houses in The District of North Vancouver	12
APPENDIX A: Coach House Policies in Metro Vancouver	14
APPENDIX B: Coach House Cost Estimates	15
APPENDIX C: Coach House Uptake Demand	16
APPENDIX D: Coach House Examples	17
MAP 1: Location of Potential lots	18
Sources	19

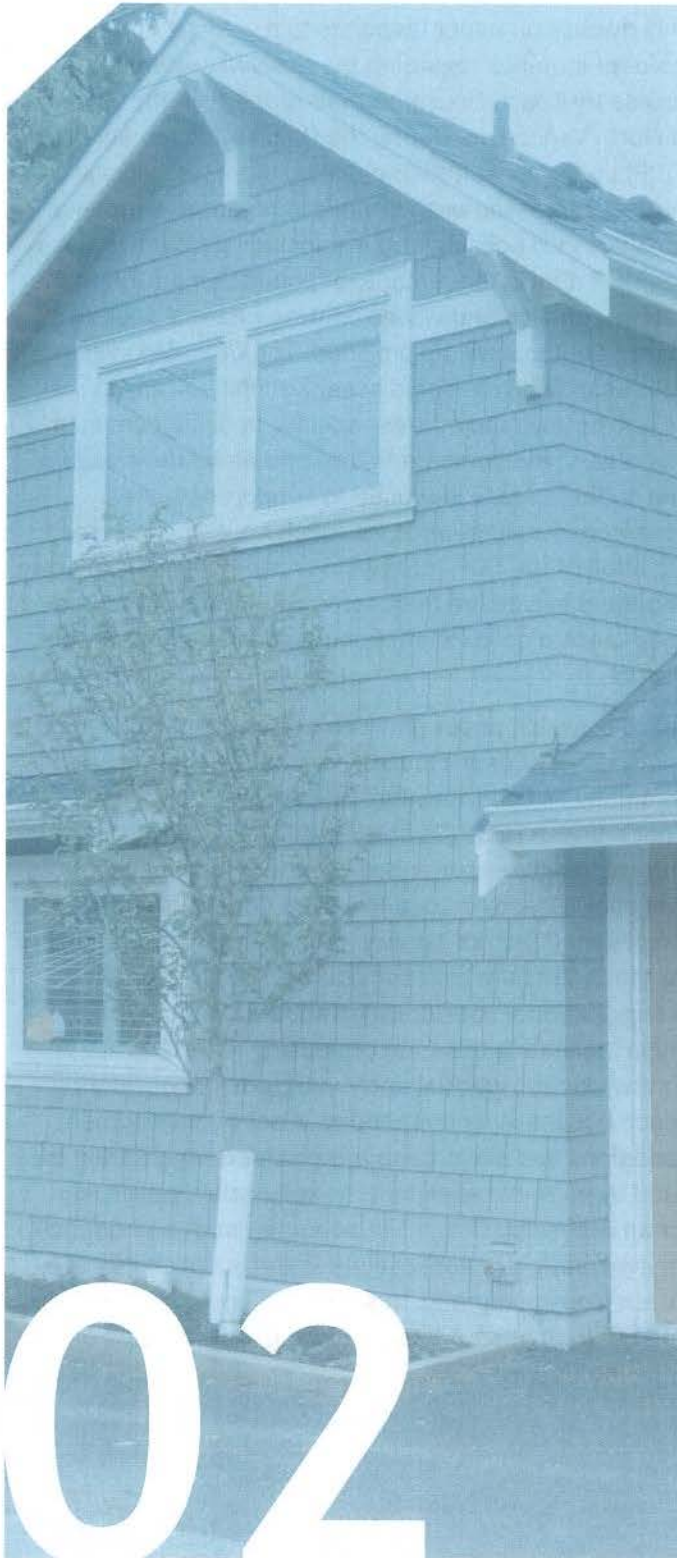
1.0 Purpose



This discussion paper responds to a growing number of resident inquiries regarding the possibility of building an Accessory Coach House on their property in the District of North Vancouver. During the Official Community Plan (OCP) public consultation process, there was significant interest expressed by the public in regard to a range of sensitive infill housing options, including Coach Houses. The OCP directs the majority of population growth to the network of town and village centres where a diversity of housing options will be provided. The OCP also includes policies to facilitate some sensitive infill housing in neighbourhoods to address specific housing needs. In this regard, it recommends that criteria be developed and suitable areas identified to support detached accessory dwellings such as coach houses. Since the adoption of the OCP, interest in coach housing has grown and there is a desire from some community members to advance a policy to implement coach housing in the District.

This discussion paper provides background information on Accessory Coach Houses, for Council and the community's consideration. Specifically, it outlines what a Coach House is and identifies successes and challenges experienced by other municipalities that allow Coach Houses. Relevant District of North Vancouver ("District") policy and potential implications for the District are also considered. Finally, a process is suggested for consideration should Council wish to begin facilitating this form of housing in the District. A controlled and 'gradual entry' program for considering coach houses is recommended. A set of development conditions and site criteria are provided which could be used by potential applicants to self-evaluate eligibility for an Accessory Coach House and by staff and Council for evaluating any applications in the initial stages of a Coach House program. This program could be monitored and adapted appropriately following several years of implementation.

2.0 What is an Accessory Coach House?



An Accessory Coach House can be defined as a detached secondary suite that is built in the rear yard of a detached single-family residential lot and includes some form of additional parking. Accessory Coach Houses are smaller in size than the principal dwelling and usually compliment the main residence by incorporating similar design features. They can range in square footage and height but normally have no more than two bedrooms. This type of development is also referred to as a backyard cottage, granny flat or laneway housing. Coach House Design Guidelines are often used to address design aspects such as: site planning, building size, and height, side yard setbacks, window placement, allocation of private outdoor space, landscaping and lane frontage treatment.



3.0 Relevant District of North Vancouver Policies

Under the District's Official Community Plans (Bylaw 7900) the detached residential land use designation (Residential Level 2) which is intended for predominantly detached housing within neighbourhoods, accommodates a principle dwelling as well as a secondary rental suite or coach house subject to the imposition and satisfaction of appropriate conditions. Other relevant OCP policies include the following:

- Section 2.3.5: *Prepare Housing Action Plan(s) to identify criteria for low intensity infill housing, such as coach and laneway housing and small lot subdivision as appropriate.*
- Section 7.1.2.c: *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, backyard cottages and laneway housing).*

Currently the Zoning Bylaw 3210:

- permits secondary suites
- requires secondary suites to be attached to the principal single family residential building
- allows a range of single family dwelling densities from 0.35 FSR + 350 sq. ft. (most common) to 0.45 FSR (on small lots) and 0.55 FSR (in Kilmer area)
- does not permit Coach Houses to be built in any existing residential zones.

The District's development variance permit process (DVP) may apply where specific site characteristics or other unique circumstances do not permit strict compliance with the existing regulations. The DVP process does not affect the use or density permitted in the appropriate zoning category.

Currently any property owner in the District could apply to rezone their individual property to request a Coach House to be built. However, there are no development criteria or design guidelines with which staff or Council could evaluate such an application thereby limiting the likelihood of this approach being successful at present.

Staff have reviewed the Coach House policies and procedures of other municipalities (Section 5 and Appendix A) in developing a proposed framework to consider advancing coach housing in the District as outlined in this discussion paper. The framework necessarily includes measures to protect neighbourhood character, facilitate development that is compatible with adjacent residential properties; ensure sufficient parking is provided and avoid or minimize environmental impacts. Additional design guidance measures would need to be developed prior to implementing a strategy for coach houses.

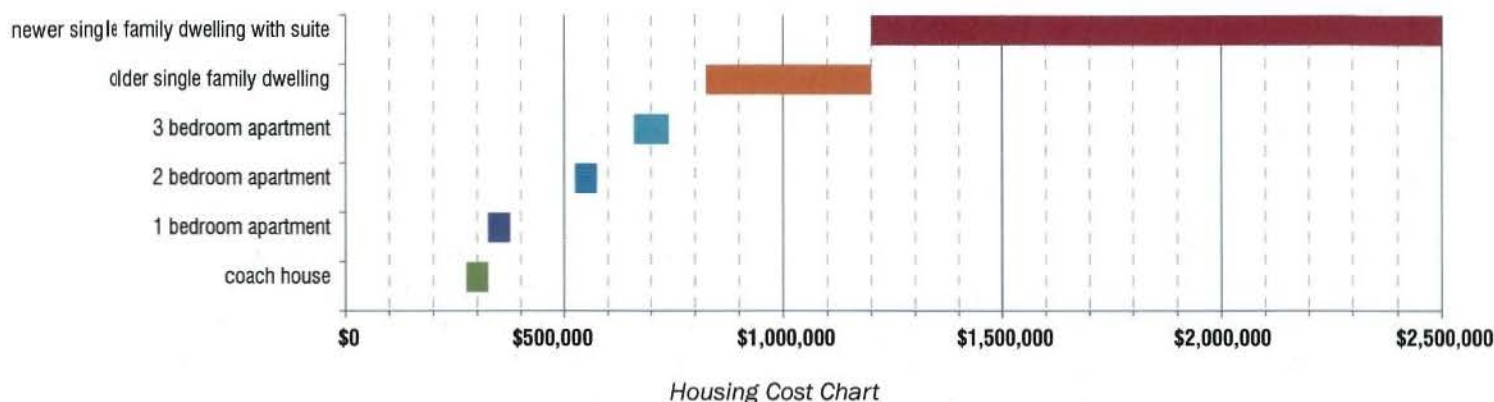


4.0 Need for Coach Houses

The following is a snapshot of current housing situation in the DNV:

- Apartment rental vacancy rate as of 2011 was 0.9%.
- 25% of all residents residing within the DNV are currently over the age of 55 and this percentage is projected to increase to almost 40% by 2020.
- 72% of all housing in the DNV is in the form of single-detached homes.
- Average single-detached home cost \$820,000 (June 2013, see Housing Cost Chart).

Coach housing may fill a specific housing niche in the community while being sensitive to single family neighbourhood character. A range of benefits are outlined in the following sections.



Coach Housing Benefits for the Community and Municipality:

1. Maintaining Neighbourhood Character

Coach Houses have the ability to preserve the overall and historic neighbourhood charm while adding both flexibility in the use of the property, adding to the available rental stock and to increasing housing diversity. By keeping Coach House designs similar to the main house (relative heights, colour, materials, etc.) and providing streetscape improvements to laneways, Coach Houses are able offer a unique solution to additional diversity in single-family neighbourhoods with little compromise to neighbourhood character. Coach housing may reduce the likelihood that a property with a smaller older home will be redeveloped with a much larger new home.



2. Growth Management

One key goal of the District of North Vancouver's Official Community Plan and Metro Vancouver's Regional Growth Strategy is to manage growth and encourage compact communities. While the majority of new residential growth will be accommodated with the District's Network of Centres, a sensitive infill policy such as facilitation of Coach Houses provides for greater housing diversity within existing neighbourhoods thereby using land and infrastructure more efficiently.

3. Increased Rental Stock

Creating a net increase in the percentage of rental housing units is an objective set out in the DNV's Official Community Plan. Offering rental Coach Houses in suitable single-family areas would increase rental housing and work towards achieving the 2030 target set out in the OCP.



Multigenerational Families



Ageing in Place/Downsizing



Maintaining Neighbourhood Character

Coach Housing Benefits to the Owner

1. Ageing in Place

Many residents who enjoy living in their current neighbourhood but find the need to downsize from their larger homes would have the option to live in a Coach House on their same property and still get help with financing and maintaining their larger house. It would also allow separate living space for a caregiver.

2. Multi-generational Families

Coach Houses are commonly used to keep relatives close by whether it is to take care for a parent as they age or as an opportunity for children to experience living on their own. Coach Houses can accommodate multiple grandparents, sons, daughters, and grandchildren living on one property.

3. Additional Income

New home owners have used Coach Houses as a mortgage-helper, allowing them to afford a house in the neighbourhood they wish to live in. Other common living situations include single income households who require Coach Houses in order to stay in their desired community.

4. Private Rental Option

Secondary suites require close living conditions and often decrease the level of privacy within the principle dwelling. Coach Houses are designed to maintain distance from the main house and landscaping or fencing can help ensure privacy. In some cases, it may be difficult to retrofit an existing house for a suite and a Coach House may fit better from a space and site planning perspective.

Coach Housing Benefits to the Tenant

1. Ground-Oriented Housing

Coach Housing provides ground-oriented housing in single family neighbourhoods that might otherwise be unaffordable to young families or single parents.

2. Increased Neighbourhood Options for Housing

Coach Houses give young couples, seniors and single occupancy renters an additional rental option outside of apartments, townhouses and larger single-family homes (each of which are in high demand in the DNV).

3. Better Use of Existing Infrastructure

Existing single-family residential neighbourhoods are commonly associated with transit services, parks and schools that have already been provided. Coach House residents will help to support these public facilities that are already paid for.



*Staff recognizes that Coach Houses should be considered as one component of the housing continuum within the District of North Vancouver.

HOUSING CONTINUUM

5.0 Examples of Coach Houses and Best Practices Used in Other Municipalities

A number of communities throughout Metro Vancouver have been gaining experience with Coach House development. Examples of Coach Houses can be found in the Cities of Vancouver, North Vancouver, Surrey, Coquitlam, Richmond and the District of Maple Ridge. Together, they demonstrate a range of successful Coach House initiatives. By examining Vancouver and North Vancouver's Coach House programs the District can learn about the various ways adjacent municipalities have implemented their Coach House initiatives. More details on other municipalities' policies and procedures can be found in Appendix A.



05

The City of Vancouver



750 sq. ft. laneway house
on 50 ft. x 120 ft. lot



Concept of 900 sq. ft., 1 storey LWH
on a 50 ft. wide lot



530 sq.ft. laneway house
on 33 ft. x 130 ft. lot

The City of Vancouver has played a central role in Coach House development through its 'Laneway Housing' program and has experienced initial community acceptance over the past decade. With over 90% of all single-family residential zones permitting laneway houses, there have been roughly 900 development applications approved by staff over the last 3 years based on approximately 59,000 single family lots. User-friendly design guidelines and the application processes have been developed in the form of a 'How-to-Guide' for anyone interested in building a laneway house (<http://vancouver.ca/files/cov/laneway-housing-howto-guide.pdf>). This document has been well received by construction companies hired to build laneway houses and anyone interested in understanding the application process in detail.

Some criteria unique to Vancouver's laneway house program is that they permit a property owner to have both a secondary suite and a laneway house as well as allowing for an increase in permitted floor area from 0.6FSR to 0.75 FSR. However, most municipalities within Metro Vancouver only allow either a secondary suite or a laneway house and require total floor space to remain the same as permitted in the zone. Additional individual property rezoning is not required and the approval authority is delegated to staff.

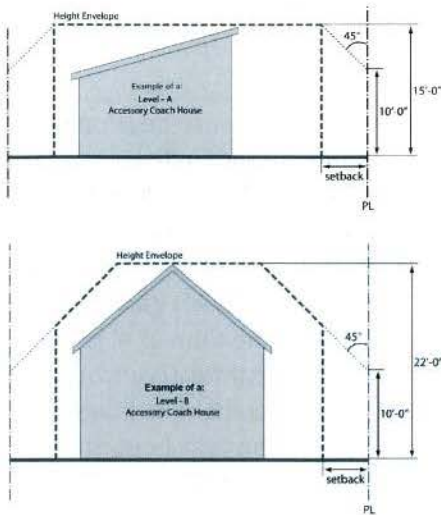
Parking requirements for Vancouver also differ significantly when compared to other municipalities. In Vancouver only 1 parking space is required per single family property which can include both a secondary suite and a coach house as well as the principal dwelling. In other municipalities it is more typical to require an additional parking space for either the suite or the coach house.

The application process begins with the property owner determining if their property is eligible for a laneway house. This requires them to contact Vancouver's Engineering Department to investigate sewer and water connections, BC Hydro to get an estimate of connection costs and Fortis BC for information on gas installation. The next step is a pre-application review with staff that will go over submission requirements. Finally the formal permit application is submitted to staff and undergoes the development permit process in which plans are considered based on laneway house design guidelines and eventually approved or rejected by staff.

The City of Vancouver has been receiving about 300 Coach House applications per year. This is 0.5% uptake based on 59,000 zoned lots.

Typical construction costs have been cited from laneway housing construction companies and range from \$290-\$320 per square foot in Vancouver. These costs include all application, connection and construction fees and may vary depending on the municipality and on the company chosen.

City of North Vancouver



Level A (top) and Level B Design Guidelines "Height Envelope"



Level B Coach House
2 Storey, 1,000 sq. ft.



Coach House under construction.
Frames are made off-site for faster
installation.

The City of North Vancouver's approach to coach housing depends on the size of dwelling to be built. Permitted floor area is 'redistributed' from the principal dwelling to the coach house, meaning that both the coach house and main house must comply with the total allowable floor size. In the City of North Vancouver that is the lesser of either 0.5FSR or 0.3FSR plus 800 sq. ft. for Level A Coach Houses or the lesser of 0.5 or 0.3FSR plus 1,000 sq. ft. for Level B Coach Houses. The single family zones were then identified as residential intensification areas requiring a Development Permit that controls the form and design of the Coach House and a Development Variance Permit is required if a larger unit is proposed. One additional off-street parking stall (for a total of 2 spaces per lot) is also required to service potential renters of the coach house. This is a common approach found in several other communities (Surrey, Richmond, Coquitlam and Maple Ridge).

The City of North Vancouver has also created an Application Checklist (www.cnv.org/~media/6E772166725D408598327AD42DEA382E.pdf) and corresponding Design Guidelines to help direct anyone interested in building a coach house. These helpful documents have led to the development of 28 Coach House applications being approved since the program started in 2010. This has resulted in a 0.3% uptake rate annually based on the 4,178 single family zoned lots.

An innovative aspect of the City's current Coach House policy is their two-tiered approval process:

- **Level A** allows for a coach house with a maximum of 1 storey (15 feet) in height and 800 sq. ft. A Development Permit is required (staff approve and issue). (www.cnv.org/~media/4304847816734030A05632A21F74334C.pdf). The application fee is \$500.
- **Level B** allows for a coach house with a maximum of 1.6 stories (22 feet) in height and 1,000 sq. ft. A Development Permit, a Development Variance Permit and a (depending on use) Rezoning are required (Council approval). www.cnv.org/~media/44140D123D99466EB5C82CBE4CB249CD.pdf. The application fee is \$1750.
- To date 12 Level A and 16 Level B applications have been approved or are in process.

It is interesting to note the City originally initiated an individual lot rezoning program for coach houses similar to what is discussed in Section 8.0 of this discussion paper. Between 2002 and 2010 only 2 applications were received under this Council approval process.

District of West Vancouver

West Vancouver is currently developing a Coach House program suitable for their municipality. This program grew out of a discussion paper and a public engagement process undertaken earlier this year. The Council recently directed their staff to prepare a draft bylaw that would allow Coach Houses in designated single family zones which is expected to be introduced in 2014. Their approach is also based on considering the Coach House as a form of a secondary suite and establishing a "Detached Secondary Suite Development Permit Area" to consider allowing Coach Houses under the following conditions:

- No density increase
- Rental or owner occupancy- no stratification
- Either a secondary suite or a coach house but not both
- Minimum of 3 parking spaces (2 for the principal unit and 1 for the secondary unit)

Approval authority is proposed to be delegated to staff and some program details such as the minimum lot sizes, yard and setback or separation requirements are yet to be finalized.

LESSONS LEARNED

- Lot size requirements tend to be less of a factor than lot configuration and siting requirements typically found in Design Guidelines. Parking, setbacks, lot size, and access are what usually limit the application process.
- Height is an important factor to ensure minimal impact of a Coach House in any neighbourhood.
- Although rear lanes are popular aspects of Coach Houses, they are not necessary and they can be just as successful without them.
- Clear, comprehensive and enforceable design guidelines do a lot to influence the look of Coach Houses and are a key factor in maintaining neighbourhood character.



Vancouver Laneway House
Lot size: 66' x 128'
Zoning: RS-5
1 bedroom
719 sq. ft.



Vancouver Laneway House
Lot size: 47' x 120'
Zoning: RS-1
2 bedrooms
826 sq. ft. inc. garage



Example of permeable parking treatment

6.0 Costs of Coach Housing

Coach Housing is not generally considered as “affordable housing”. The motivation of the homeowner seeking to develop this type of housing has been identified earlier in this discussion paper. The reasons why of this type of housing is expensive is generally related to the processing fees, servicing costs and construction costs.

Processing and Connection Considerations

The way in which the municipality chooses to process applications can greatly influence homeowner interest in these types of development. In the District the cost difference between an approval through an individual rezoning process versus a development variance permit process is estimated to be between \$6,300 and \$6,600 depending on how many variances are needed. Current District charges for these types of processes are provided in Appendix B. Of a lesser concern perhaps would be the cost incurred to connect to local sewer, water and storm water systems. In 2013 the District connection fees are \$647.

Site Servicing Costs

It may be difficult to service Coach Houses on some lots in the District using existing connections. This will likely be due to local topographic conditions. Additional piping may be required where service lines are located on the street and not on the lane or at the rear of a property through easements. Revisions to policy around permitting more than one sewer connection to a single-family property may have to be investigated and pumping could be a potential solution in some cases. These costs to the homeowner 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. Appendix B provides details of these estimated costs.

Coach House Construction Costs

Coach House industry representatives advise that the typical cost of construction, including both hard and soft costs of permits, building plans, landscaping and construction, vary between \$250 and \$300 per square foot depending on the owners personal tastes and the peculiarities of the property involved. This would translate into a minimum cost of approximately \$240,000 to \$290,000 for those lots where the maximum Coach House size could be built.



7.0 Local Community Interests in The District of North Vancouver

In addition to interest in coach housing expressed by a significant number of individuals during OCP workshops, there have been over 75 telephone and written inquiries from District residents seeking specific information about building a Coach House on their property. In addition, Centres Implementation Plan meetings for Lower Capilano-Marine Village Centre and other Town Centres generated additional interest in Coach Houses. These inquiries have been coming from a range of residents including those who are ageing and wanting to stay in their community but do not require a large home, to young couples looking for a starter home. Inquiries have been coming from areas around Carisbrooke Park, Pemberton Heights, the Keith-Lynn area, Lower Capilano and Marine Drive, Seymour and other areas throughout the District.

Uptake Expectations

Regardless of how the District were to proceed with a Coach House program (see Section 8.0) it is unlikely that a flood of applications for this type of development will be received. When we look at the uptake from the City of North Vancouver to compare the number of

applications received to the number of qualified lots (i.e. the number that meet specified conditions for approval) and apply this ratio to the District we would expect only between 8 and 25 individual Coach House applications per year. And that is including all the lots on lanes and corners over 50 feet wide and the lots between 10,000 and 20,000 sq. ft. in size. This is approximately 7430 lots and does not factor in the difference in cost and uncertainty of applying to rezone versus applying for a development variance permit which could be expected to deter many potential applicants if an individual rezoning approach is favoured.

Even under a Coach House program based on the staff recommended development variance permit approach, we do not estimate a flood of applications because as the other criteria necessary to support development are applied, the pool of qualified District lots is reduced even as the process becomes less costly and more timely. Considering the lots that a) have 500 sq. ft. or more of unrealized development potential; b) do not already have a secondary suite; and c) are not impacted by Development Permit restrictions, the pool of potentially qualified lots shrinks to approximately 2714. Applying the uptake multiplier from the City of North Vancouver, it is estimated that between 5 and 9 applications might be expected annually.

From the analysis, it is clear that by applying just 6 of the main Coach House Development Criteria listed in Section 8.0 (lot sizes, location and width, capacity to expand, secondary suite presence, and outside DP area), the majority of single family lots in the District will be eliminated from qualifying to apply for Coach House developments. Staff believe this gradual uptake of between 5 and 25 applications per year will allow both Council and staff to see which criteria are best suited for our unique geography and development pattern and which ones may need to be added, altered or eliminated after a 2 - 3 year trial period. Appendix C contains the details of this analysis.



8.0 Recommended Process and Development Criteria for Moving Forward with Coach Houses in The District of North Vancouver

Based on staff's awareness of key community interests and considerations for coach housing in the District as well as the review of best practices from other municipalities, the following criteria are proposed to determine eligibility for application to develop a coach house as an accessory detached secondary suite. A process to consider development applications for coach houses is also proposed. Design guidance measures to address site specific aspects of a coach house development, for example size, setbacks, height, window placement, separation from main dwelling, landscaping, parking design, lane frontage, etc. would also be prepared to support implementation. Together, these criteria, guidelines and the proposed process would support a controlled, gradual entry approach that could serve as an initial step to facilitate coach housing in the District of North Vancouver.

Proposed Coach House Development Criteria

The following list of initial criteria to support Coach House applications is to be applied in either optional processes and:

- Does not involve an increase in density from the existing zoning (which is typically 0.35 FSR + 350 sq. ft.)
- Limits the size of the Coach House to the amount of unrealized density left on the lot. Proposed Coach Houses are anticipated to range in size from 450 sq. ft. to a maximum of 968 sq. ft. (maximum size permitted for a secondary suite)
- Requires the owner:
 - to choose the option of having either a secondary suite or a coach house but not both (an existing suite could be removed)
 - to live in either the principal dwelling or the coach house
 - not to sell the coach house unit (i.e. no strata titling)
- Requires the property to:
 - be 50 feet (15m) or greater in width
 - have access from an opened lane or be a corner lot OR be greater than 10,000 sq. ft. (929m²) in size
- Requires the Coach House to:
 - include space for one additional, off-street parking spot (for a total of 3 on-site parking spots)
 - provide a minimum of 20 feet (6.1m) separation from the principal dwelling and a minimum 5 foot (1.5m) setback from the lane or rear property line



- be limited in height to 1.5 storeys (second floor development to be limited to 50% of the building footprint)
- address overview and privacy issues with neighbouring lots
- provide private outdoor space
- meet standard Zoning and Environmental setback requirements
- Retain trees and manage storm water runoff where possible
- demonstrate support from adjacent neighbours

Proposed Process to Consider Development Applications for Coach Houses

One approach to consider development applications for coach houses is through the rezoning process whereby an application would be made to allow a detached accessory dwelling to be built on the property. This approach keeps the approval process firmly within Council's control, however it requires considerable staff and Council review. This approach also adds time and expense to the owner/applicant as outlined in Appendix B. It is anticipated very few applications would come forward under such an approach for these reasons.

An alternate approach which achieves a similar level of Council control through a more cost and time efficient process, is to consider development applications for coach houses through a Development Variance Permit (DVP) process. This process would require amending the definition of Secondary Suite in the Zoning Bylaw to include provision of a detached accessory suite. In this manner the secondary suite is permitted to be located either within the principal dwelling or to be

located at a separate location within the lot. Such an amendment would allow Coach House development in all single family zones, however approval would be contingent upon obtaining a DVP to vary the location of the secondary suite, compliance with the Coach House Development Criteria outlined previously as well as design guidance measures yet to be prepared. As indicated in Section 7.0, the anticipated uptake and resulting development applications under the proposed criteria and process is estimated to be modest and reflective of a gradual process to facilitate coach house development.

As noted, the DVP process would still retain Council as the decision making authority but has the advantage whereby an application only need be considered once (vs. four times in the case of a rezoning application) by Council. The process is less costly and timelier for the owner/applicant as the fees are significantly reduced as is the processing time. This process is illustrated in Appendix B.

After an initial phase using the DVP process for 2 or 3 years, staff could report back to Council with recommendations on any adjustments necessary to the Coach House Development Criteria and design guidance measures as appropriate. Future considerations could include provisions for coach houses on smaller or irregularly shaped residential lots, those already with secondary suites or adjustments to size and height provisions. At that time Council may also wish to consider whether or not to convey some of the approval authority to staff as has been done in other jurisdictions.

RECOMMENDATIONS FOR COUNCIL CONSIDERATION

General recommendations for Council to consider are:

- to direct staff to consult with the community on the proposed approach and Coach Houses as outlined in this Discussion Paper;
- for staff to report back with the results of the public consultation and any recommended changes to the approach for considering an initial step to Coach House development;
- that based on the community consultation, initial steps to implement and monitor Coach House development be undertaken.

It is anticipated that community consultation and reporting back to Council will occur in early 2014.

APPENDIX A: Coach House Policies in Metro Vancouver

A Review of Coach House Policies and Procedures in Metro Vancouver

Jurisdiction & Zone	Approval	Min. Lot Area & Frontage	Max. Property FSR	Max. Coach House Floor Area	Storeys & Height	Lane Access	Parking Requirement Per Unit
CNV Level A	Staff (DP, BP)	3900 ft ² and 33 ft	Lesser of 0.3 FSR + 1000 ft ² or 0.5 FSR	Lesser of 0.15 FSR or 800 ft ²	1 storey, 15 ft	Not required	1
CNV Level B	Council (DVP or RZ)	3900 ft ² and 33 ft	Lesser of 0.3 FSR + 1000 ft ² or 0.5 FSR	Lesser of 0.15 FSR or 1000 ft ²	1.6 storey, 22 ft	Not required	1
Surrey RF-9C Zone	Staff (DP, BP)	2690 ft ² and 30 ft (int. lot) or 2960 ft ² and 35 ft (corner lot)	14.5 UPA excluding coach houses and suites	500 ft ² above garage or 430 ft ² at grade	16 ft, or 23 ft above garage	Required	1
Surrey RF-12C Zone	Staff (DP, BP)	3445 ft ² and 40/44 ft (int. lot) or 4037 ft ² and 46/51 ft ² (corner lot)	0.7 FSR excluding coach house	968 ft ²	16 ft, or 23 ft above garage	Required unless corner lot	1
Richmond R/9 Zone	Staff (DP, BP)	2906 ft ²	0.6 FSR with coach house	645.9 ft ² , above a garage	2 storeys, 24.3 ft	Required	1
Maple Ridge Garden Suites (various zones)	Staff (DP, BP)	5994 ft ²		Lesser of 0.1 FSR or 968 ft ²	1 storey, 14.8 ft if at grade, 19.7 ft if above garage	Not required	1
Coquitlam RS7 Zone	Staff (DP, BP)	3659 ft ² and 33 ft, 43 ft for corner lots	29 UPH	538 ft ² + 50 ft ² for storage	18 ft, or 23 ft if 3 in 12 pitch	Not required	1
*Vancouver RS1 and RS5 Zones	Staff (DP, BP)	3595 ft ² and 33 ft	0.60 FSR excluding laneway house	Lot area x 0.16, max 900 ft ²	1 storey, 12-15 ft. 1.5 storey, 18-20 ft	Required unless corner lot	1 per lot

*Laneway policy currently under review

APPENDIX B: Coach House Cost Estimates

Two Possible Processes					
24 - 40 weeks	Rezoning		OR	DVP	
	Rezoning	\$ 3,500		≤3 Variances	\$ 620
	Hearing	\$ 1,725		>4 Variances	\$ 905
	Preliminary	\$ 750			
	Detail	\$ 1,275			
		\$ 7,350		\$ 620 - \$ 905	
Building Permit ¹					
		\$ 2,270			
Connection Charges					
	Water		\$	69	
	Sewer		\$	289	
	Storm		\$	289	
				\$ 647	
Total District Fees and Charges		\$ 10,267		\$ 3,557 - \$ 3,822	
Site Servicing Costs					
	Water ²		\$	5,400	
	Sanitary ³		\$	1,945	
	Storm ⁴			Variable	
	Hydro ⁵		\$	5,000 - 15,000	
	Gas ⁶			\$ 25 and up	
Total Site Servicing Cost		\$ 12,370 - \$ 22,370 or more			
Total Construction Cost		Construction Cost at \$ 250 - \$ 300 per sf \$ 229,630 - \$ 268,030			
Total Cost		\$ 252,267 - \$ 299,667 With Rezoning Costs		\$ 245,547 - \$ 293,947 With DVP Costs	

Notes

- May require environmental review
- Variances may require upgrades
- Variances may require service inspection
- Variances may require service
- Variances may require and underground
- \$25 per linear foot street gas cost less than \$25 per linear foot construction fees cost street

Notes:

1. May also include environmental permits
2. Varies depending on upgrading requirements
3. Varies based on existing services (includes \$ 273 inspection fee)
4. Varies based on existing services
5. Varies based on location and whether lines are underground
6. \$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.

APPENDIX C: Coach House Uptake Demand

Two methods of analysis were used in order to estimate how many coach house applications might be received by Council if the program moves forward. The first method looked at the rate of uptake in two other municipalities – the City of Vancouver and the City of North Vancouver. In the City of Vancouver, 59,000 single family lots qualify for coach housing and approximately 300 applications are approved by staff annually. The uptake ratio is therefore, 0.0051. In the City of North Vancouver, 4178 single family lots qualify and fourteen applications have been approved annually. Of these applications, six have been staff decisions and eight have been Council decisions (involving the larger units). The combined uptake ratio is, therefore, 0.0034 for both types of applications but only 0.0019 for those applications requiring City Council approval. Applying these ratios to the proposed District of North Vancouver process, staff might expect:

- **Eight** coach house rezoning applications per year if the program includes lots 50 feet or wider on a lane or a corner lot 50 feet or wider (4,270 lots), **OR**,
- **Twenty five** coach house rezoning applications per year if the program also includes large lots between 10,000 and 20,000 ft². (3,161 lots).

The second method of analysis looks at the number of properties that meet the Lot Size criteria and then considers three additional criteria—the presence of secondary suite, the development capacity available under existing zoning and whether or not the property was in the Streamside Protection DPA. This capacity to build the Coach House is split into 2 categories of over or under 500 sq. ft. In this method all the lots meeting the minimum size criteria were included (7431) as only 657 do not have a suite and do have the surplus capacity to build a Coach House larger than 500 sq. ft. and were not in the DP area. There are an additional 4113 properties that met these additional conditions. Given the expense involved to build such small units staff do not believe many of these owners will be interested in applying for this form of development. However, because of the potential for error in estimating house sizes from existing information sources, there might be an additional 50 percent of these properties that could also be suitable candidates. This would bring the total number of qualifying lots to approximately 2714 qualified lots. When the City Council application ratio is applied to this number it could be expected that between 5 and 9 Coach House applications per year might be generated by the District's process.

Given the numbers of applications estimated above it is expected that the District of North Vancouver will see a very gradual uptake of the coach house development with the current approach and selection criteria. Process and potential utility hook-up and site servicing costs are expected to deter the individual property owners from building many of these types of dwellings. This gradual uptake will allow Council and staff to see which criteria are best suited for our unique topography and development pattern and which ones may need altering or eliminating all together.

TABLE 1. Potential lots meeting lot size, location, capacity, suite and DPA criteria

		500+ ft ² of buildout available		Estimate <500 ft ² of buildout available	
		No Suite	Existing Suite	No Suite	Existing Suite
5,000 - 10,000 ft ² on Lanes or Corners	On Lane	55	27	1057	603
	Corner Lots	59	12	1718	563
	Sub TOTAL	114	39	2775	1166
10,000 - 20,000 ft ² Lots		543	152	1338	383
TOTAL LOTS BY QUALIFIED POTENTIAL		657	Disqualified	4113*	Disqualified
GRAND TOTAL QUALIFIED LOTS		657 + 2057 = 2714			

*Estimate that 50% of these lots may qualify and be interested in Coach House development despite only being able to build less than 500 ft² units

See [Map 1](#) for locations of these Properties

APPENDIX D: Coach House Examples



Lot Dimensions: 60' x 120'
 Lot Location: Mid-block
 Lane: yes
 Floors: 1
 Living Space: 550 ft²
 Parking: 3 (2 enclosed)
 Principal Dwelling: 2320 ft²



Lot Dimensions: 60' x 120'
 Lot Location: Mid-block
 Lane: Yes
 Floors: 1
 Living Space: 968 ft²
 Parking: 3 (1 enclosed)
 Principal Dwelling: 1902 ft²



Lot Dimensions: 50' x 120'
 Lot Location: Mid-block
 Lane: Yes
 Floors: 1
 Living Space: 968 ft²
 Parking: 3 (1 enclosed)
 Principal Dwelling: 1482 ft²



Lot Dimensions: 50' x 120'
 Lot Location: Mid-block
 Lane: Yes
 Floors: 1.5
 Living Space: 550 ft²
 Parking: 3 (1 enclosed)
 Principal Dwelling: 1900 ft²



Lot Dimensions: 50' x 120'
 Lot Location: Corner
 Lane: No
 Floors: 1.5
 Living Space: 968 ft²
 Parking: 3 (2 enclosed)
 Principal Dwelling: 1482 ft²



Lot Dimensions: 60' x 120'
 Lot Location: Mid-block
 Lane: Yes
 Floors: 1.5
 Living Space: 968 ft²
 Parking: 3 (1 enclosed)
 Principal Dwelling: 1902 ft²



Coach House on Higher Side
 Lot Dimensions: 50' x 120'
 Lot Location: Mid-block
 Lane: Yes
 Floors: 1.5
 Living Space: 550 ft²
 Parking: 3 (1 enclosed)
 Principal Dwelling: 1900ft²



Coach House on Lower Side
 Lot Dimensions: 50' x 120'
 Lot Location: Mid-block
 Lane: Yes
 Floors: 1.5
 Living Space: 968 ft²
 Parking: 3 (2 enclosed)
 Principal Dwelling: 1482 ft²



Lot Size: 13,640 ft²
 Lot Location: Any
 Lane: No
 Floors: 1
 Living Space: 968 ft²
 Parking: 3 (3 enclosed)
 Principal Dwelling: 2888 ft²

*Principal dwelling sizes do not include basements in some cases.

WEST VANCOUVER

CITY of NORTH VANCOUVER

5,000-10,000 sq ft Lots, on Lanes with 500+ sq ft Remaining Buildout Capacity
Secondary Suite?
YES
NO

5,000-10,000 sq ft Lots on Lanes estimated to have <500 sq ft Remaining Buildout
Secondary Suite?
YES
NO

10,000-20,000 sq ft Lots with 500+ sq ft Remaining Buildout Capacity
Secondary Suite?
YES
NO

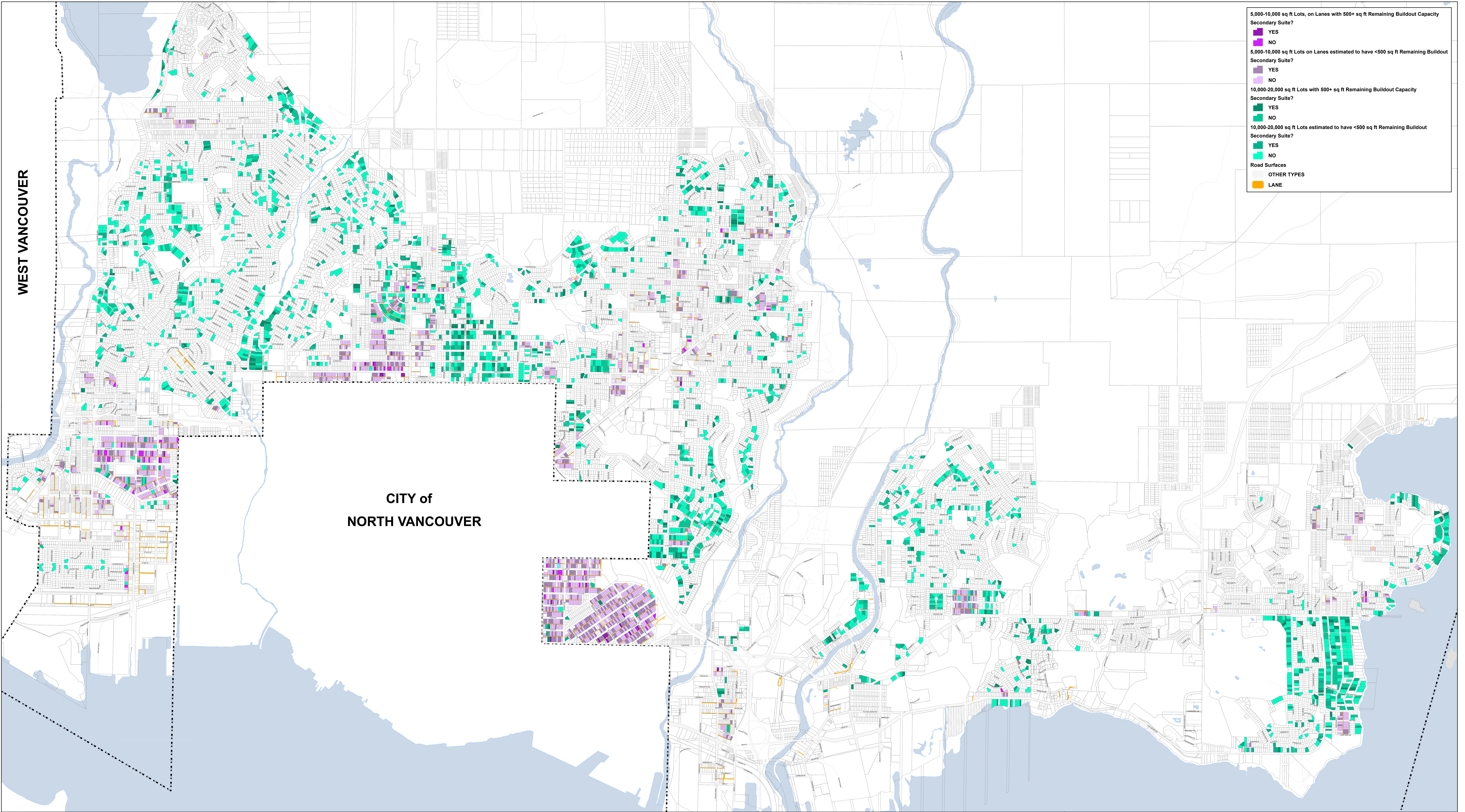
10,000-20,000 sq ft Lots estimated to have <500 sq ft Remaining Buildout
Secondary Suite?
YES
NO

Road Surfaces
OTHER TYPES
LANE

WEST VANCOUVER

CITY of
NORTH VANCOUVER

5,000-10,000 sq ft Lots, on Lanes with 500+ sq ft Remaining Buildout Capacity
Secondary Suite?
YES
NO
5,000-10,000 sq ft Lots on Lanes estimated to have <500 sq ft Remaining Buildout
Secondary Suite?
YES
NO
10,000-20,000 sq ft Lots with 500+ sq ft Remaining Buildout Capacity
Secondary Suite?
YES
NO
10,000-20,000 sq ft Lots estimated to have <500 sq ft Remaining Buildout
Secondary Suite?
YES
NO
Road Surfaces
OTHER TYPES
LANE



Sources

City of Richmond Coach House Committee Report

http://www.richmond.ca/__shared/assets/App_GrannyFlats_CNCL_07231233469.pdf

Vancouver Laneway Housing How-To-Guide

<http://vancouver.ca/files/cov/laneway-housing-howto-guide.pdf>

CNV Level A Coach Houses

http://www.cnv.org/CoachHouse/~/_media/City%20of%20North%20Vancouver/Documents/Development%20Applications/Level-A%20Accessory%20Coach%20House%20Development%20Permit%20Guidelines.ashx

CNV Level B Coach Houses

http://www.cnv.org/CoachHouse/~/_media/City%20of%20North%20Vancouver/Documents/Development%20Applications/Level-B%20Accessory%20Coach%20House%20Development%20Permit%20Guidelines.ashx

Maple Ridge Garden Suites Discussion Paper

http://www.mapleridge.ca/assets/Default/Planning/pdfs/garden_suites_discussion_paper.pdf

Cottage Housing White Paper- Bainbridge Island

http://www.ci.bainbridge-isl.wa.us/documents/pln/pcd_chc_finalrpt_dec2007_app3.pdf

Vancouver Review of Laneway Housing Report

<http://former.vancouver.ca/ctyclerk/cclerk/20130515/documents/p4.pdf>

Santa Cruz Accessory Dwelling Unit Manual

<http://www.cityofsantacruz.com/Modules/ShowDocument.aspx?documentid=8875>

2011 Census Data- District of North Vancouver

<http://www12.statcan.gc.ca/census-recensement/2011/as-sa/fogs-spg/Facts-csd-eng.cfm?LANG=Eng&GK=CSD&GC=5915046>

THIS PAGE LEFT BLANK INTENTIONALLY