

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: <u>Oct. 18, 2021</u>
<input type="checkbox"/> Other:	Date: _____

 Dept. Manager	 GM/ Director	 CAO
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The District of North Vancouver REPORT TO COUNCIL

September 21, 2021
Case: PLN2020-00040
File: 08.3060.20/040.20

AUTHOR: Holly Adams, Planning Assistant

**SUBJECT: DEVELOPMENT VARIANCE PERMIT 40.20 (Coach House) –
1061 Handsworth Road**

RECOMMENDATION:

THAT Development Variance Permit 40.20 (Attachment 1) to allow for a coach house at 1061 Handsworth Road, is ISSUED.

REASON FOR REPORT:

The proposed construction includes a variance to the Zoning Bylaw that requires Council's approval.

SUMMARY:

Mr. Dominic Sy, Architect, has applied on behalf of the owners of 1061 Handsworth Road for a Development Variance Permit to allow construction of a single-storey coach house on the property. The owner is also proposing to construct a new single-family dwelling on the property which will be processed under a Building Permit. The proposed principal dwelling is not part of the Development Variance Permit review. The site is not subject to any Development Permit Areas.



The proposed construction requires a variance to the Zoning Bylaw's vehicle access requirements as there is no lane located to the rear of the property and the lot is not a corner lot. There are no variances requested to the coach house structure or siting.

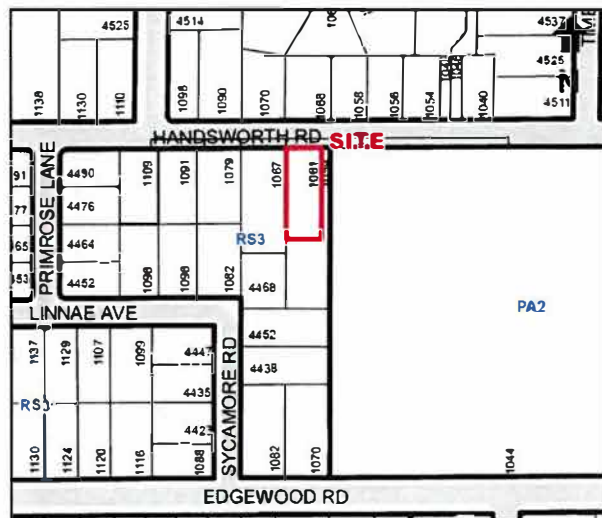
ANALYSIS:

Site and Surrounding Area:

The subject site is approximately 1016.3 m² (10,939.4 sq. ft.) and is currently occupied with a single-family home. The lot is approximately 19.7 m (64.6 ft.) in width and 50.5 m (1,657 ft.) in depth. The property has access from Handsworth Road and is located to the north of a panhandle lot as shown on the below aerial map. The subject and surrounding lots are zoned "Single-family Residential 7200 Zone" (RS3) as shown on the below zoning context map. Handsworth Elementary School is adjacent to the neighbouring property's driveway, to the east.



Aerial Map



Zoning Context Map

Zoning Bylaw Compliance:

The coach house construction requires the following variance:

Regulation	Required/ Permitted	New Work	Variance
Coach House Lot Vehicle Access	Where abutting an open lane or on a corner lot without open lane access	Vehicle access on lot with no lane or not on a corner lot	Vehicle Access

DISCUSSION:

Siting:

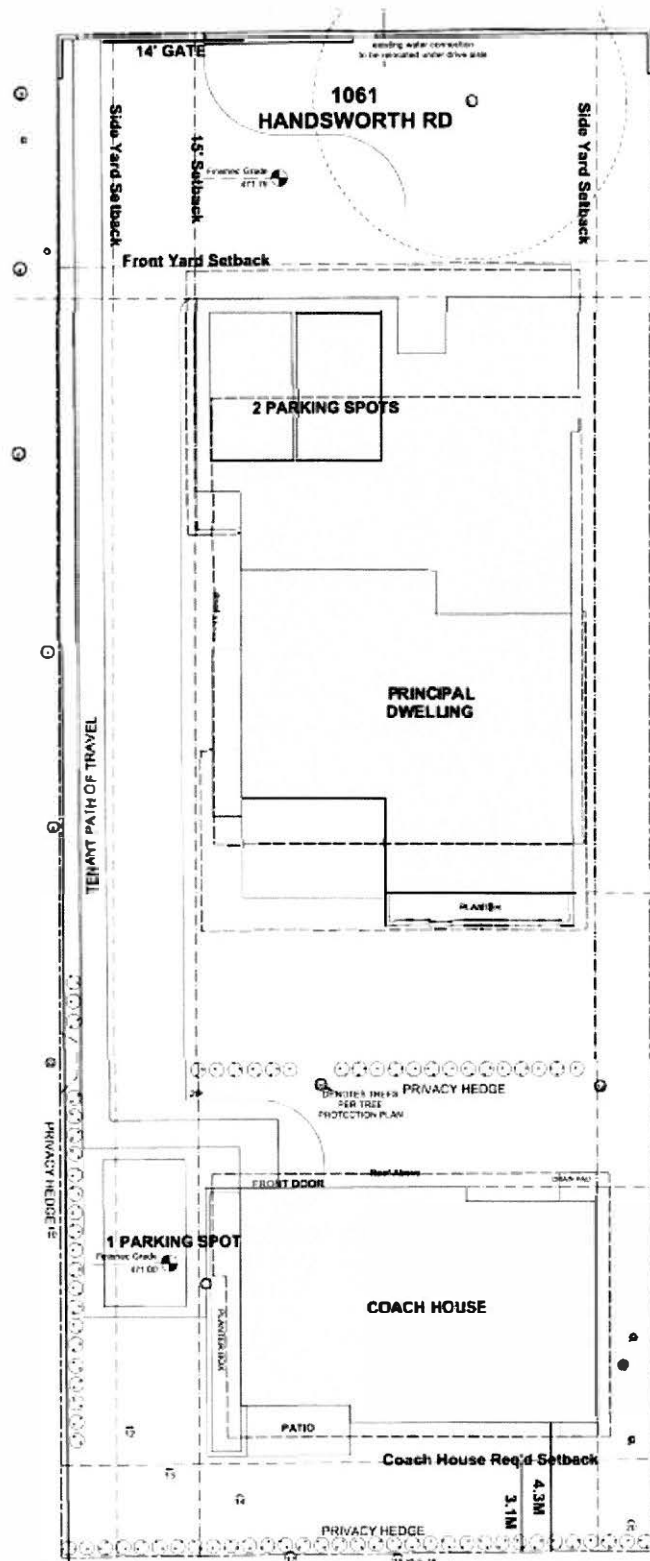
The single-storey coach house is proposed to the rear of the new principal dwelling to be constructed on the lot. The site layout provides for the coach house to be separated approximately 9.9 m (32.3 ft.) from the principal dwelling and is set back just over 4.3 m (14 ft.) from the rear lot line of the property. The outermost edge of the designated outdoor space (patio) sits just over 3 m (10 ft.) from the rear property line. All proposed setbacks comply with the District's Zoning Bylaw.

Design:

The architectural design of the proposed coach house matches that of the proposed principal dwelling. The principal dwelling is designed to a "passive house" standard while the coach house is designed to achieve Step Code 5 of the BC Building Code. These two standards are similar and will allow the coach house tenants a comparable quality of home as the occupants of the principal dwelling. The coach house has been designed with a two-bedroom layout and 86.6 m² (932 sq. ft.) of living space all on one level. The coach house also includes a 6.3 m² (68 sq. ft.) patio to the rear. A landscaped setback area of 3.1 m (10.2 ft.) will be provided between the edge of the patio and the south property line.

Coach House Design Guidelines:

The proposal has been reviewed by staff and generally meets the "Best Design Practises" of the current *Coach-House How-to Guide*. The coach house meets all Zoning Bylaw



regulations other than the vehicle access requirement. A summary of the project's compliance with the "Best Design Practises is outlined below.

6.1 Building Access

Although the Guide foresees the primary entrance being oriented toward a street or lane, the proposed coach house does not front a street or lane. The coach house will be located behind the principal dwelling and is not anticipated to be visible from the street. The main entrance for the coach house is directly accessible from the coach house parking space.

6.2 Views

The coach house is a single-storey which helps to prevent overlook onto neighbouring properties. In addition, the sizing and placement of windows are intended to maintain privacy for neighbouring properties and the principal dwelling while still allowing light for the coach house.



Coach house as viewed from driveway looking south. Rendering is for illustrative purposes only and does not accurately display other features on site such as trees.

6.3 Landscape Design

The applicant has included measures to reduce impacts on existing trees and several hedges are proposed to be added to assist in preserving privacy along existing fences. Further, the coach house's outdoor space is defined by hedges.

6.5 Architectural Style

The architectural style of the coach house matches that of the proposed principal dwelling. The coach house is not anticipated to be visible from the street.

Privacy:

The Zoning Bylaw requires the coach house to have private outdoor space in the form of a patio, deck or veranda with a minimum area of 4.5 m² (48 sq. ft.) for the use of coach house occupants. The private outdoor space is proposed to the south of the coach house which increases privacy for the tenants of the coach house. Additional measures have been taken to balance privacy concerns for neighbours, the owners, and the tenants of the coach house. These include:

- retention of trees in the rear yard of the property;
- installation of privacy hedges along the west side of the coach house's outdoor patio space;
- installation of privacy hedges along the existing fences shared between the neighbours to the south and west; and

- orienting the coach house primary entrance to the north side of the coach house to reduce activity on the west and south elevations.

Tree Removal and Retention:

The applicant has submitted an Arborist Report which inventories all on-site trees and provides recommendations on tree protection and retention. One on-site tree is proposed to be removed to facilitate the construction of the coach house. The applicant has designed the site plan to maximize tree retention through the following steps:



Coach house as viewed from rear of property looking north-east. Rendering is for illustrative purposes only and does not accurately display other features on site such as trees.

- re-alignment of services in front of yard and capping services in the road to avoid impacts to a large-diameter tree in the front yard;
- low-impact construction techniques for the new driveway;
- use of a screw-pylon foundation which elevates both the proposed principal dwelling and coach house to lessen impact to tree roots; and
- protection of the retained trees during construction.

The applicant will need to continue working with the District's Environment Department and Project Arborist through the Building Permit stage as the tree retention goals are ambitious and require several special construction techniques.

Parking:

The applicant has provided a total of three on-site parking spaces one of which will be available to occupants of the coach house. Parking proposed meets the requirements of the Zoning Bylaw.

Variances:

The Zoning Bylaw requires properties with coach houses to have access from an open rear lane, or in the case of no lane, to be on a corner lot. The subject property does not have access to a rear lane and is not a corner lot creating the need for the requested variance to vehicle access. The property is accessed from Handsworth Road and will have one long driveway providing access for the principal dwelling's two car garage and the single parking space for the occupants of the coach house. All other regulations in the Zoning Bylaw are proposed to be met.

Notification:

An information letter was sent out to the adjacent neighbours and the Edgemont and Upper Capilano Community Association to inform them of the application. The

Community Association had no concerns with the proposal as presented and indicated neither support nor opposition. One neighbour responded to the notice and expressed concern with potential impacts to their privacy. Neighbour comments are included as Attachment 2 to this report.

Staff provided the applicant the neighbour's initial comments in a redacted format in order to address their concerns. In response to the concerns, the applicant made the following changes to the proposed site plan and coach house design to assist in increasing privacy:

- installation of hedges along the existing fence across the rear property line;
- installation of hedges along the west property line and a planter box on the west side of the coach house patio area;
- retention of trees located at and near the rear and west property lines; and
- re-location of the coach house entrance to the north side of the coach house (previously this was on the west elevation).

Staff provided the applicant's revised plans to the neighbour who had commented and after reviewing the revised plans, the neighbour submitted a second response which maintained concerns with privacy. Staff responded to clarify that the private outdoor space (patio) is not within the required setback areas of the property nor is any proposed infrastructure. Staff advised the applicant of the continued concerns. The applicant has made no further changes to the coach house design as they note that several steps have already been taken to help address concerns.

As required by *The Local Government Act*, notification advising that Council will be considering whether to issue a Development Variance Permit will be sent to the adjacent property owners. The local Community Association will also be notified. Response to the notification will be provided to Council prior to consideration of this application.

Conclusion:

Staff are supportive of the variance for access as the design and siting of the proposed coach house generally meets the objectives of the *Coach House How-to Guide* and the applicant has taken steps to mitigate impact to existing trees and respond to neighbour concerns. Further, the coach house helps to add variety to the District's rental housing stock.

OPTIONS:

The following options are available for Council's consideration:

1. THAT Development Variance Permit 40.20 (Attachment 1) to allow for a coach house at 1061 Handsworth Road, is ISSUED (**staff recommendation**); or
2. THAT Development Variance Permit 40.20 is denied.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Holly Adams', with a stylized, cursive script.

Holly Adams
Planning Assistant

Attachments:

1. Development Variance Permit 40.20
2. Public Input (Redacted)

REVIEWED WITH:		
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office
<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services
<input type="checkbox"/> Review and Compliance	_____	<input checked="" type="checkbox"/> Planning
		External Agencies:
		<input type="checkbox"/> Library Board
		<input type="checkbox"/> NS Health
		<input type="checkbox"/> RCMP
		<input type="checkbox"/> NVRC
		<input type="checkbox"/> Museum & Arch.
		<input type="checkbox"/> Other:

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER

DEVELOPMENT VARIANCE PERMIT 40.20

This Development Variance Permit 40.20 is hereby issued by the Council for The Corporation of the District of North Vancouver to the registered owners to accommodate a coach house on the property located at 1061 Handsworth Road, legally described as Lot A Block 7 District Lot 596, Plan 22275 (PID: 014-077-957) subject to the following terms and conditions:

A. The following Zoning Bylaw regulations are varied under Part 14, Division 9, Subsection 498 (1) of the Local Government Act:

1. The coach house is permitted on a lot that does not have a rear lane and is not a corner lot;
2. The relaxations above apply only to the site as illustrated in the attached drawings (DVP 40.20 1-3).

B. The following requirement is imposed under Subsection 504 of the Local Government Act:

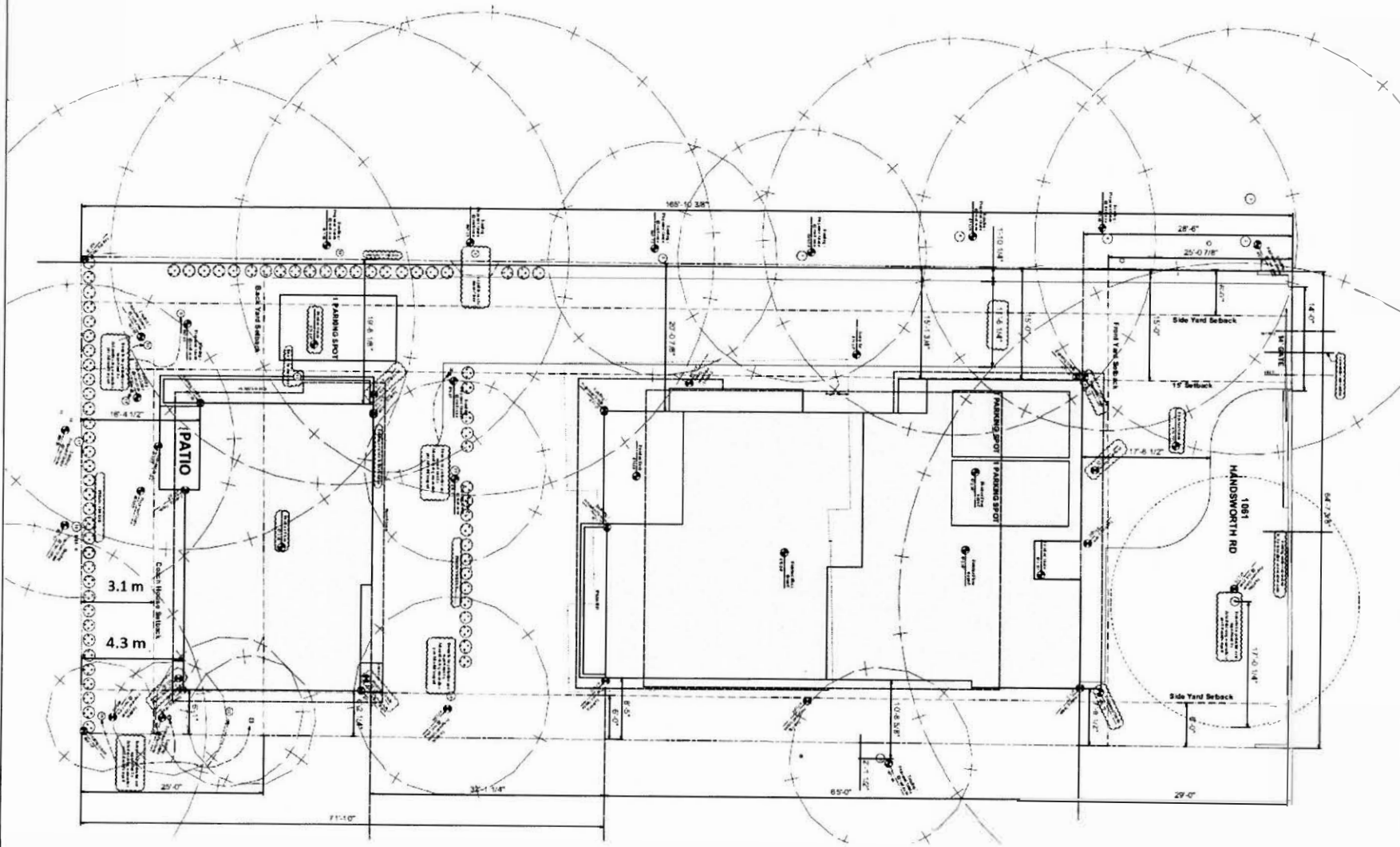
Substantial construction as determined by the Manager of Development Services shall commence within two years of the date of this permit or the permit shall lapse.

C. The site shall be developed in accordance with the recommendations of the Tree Protection and Impact Assessment Report prepared by Heartwood Tree Consulting dated July 10, 2021, and include the landscape installations shown on the attached drawing DVP 40.20 1.

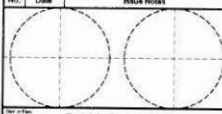
Mayor

Municipal Clerk

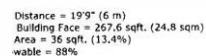
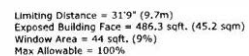
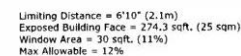
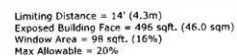
Dated this ____ day of _____, _____

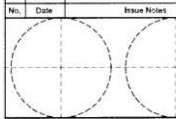


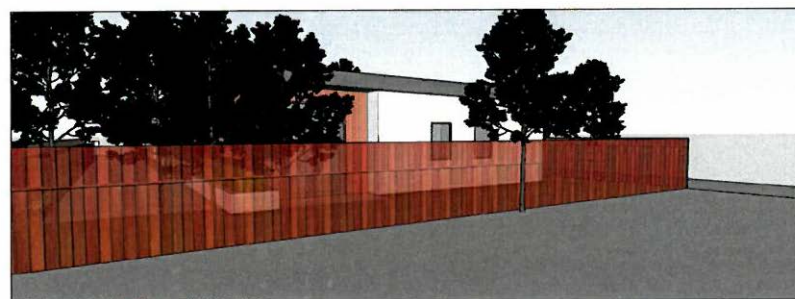
NORTH

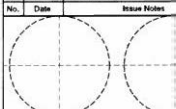
No.	Date	Appr.	Revision Notes
D	7/23/19		Issued for DVP Final Coordination
C	8/10/21		Road Overlaying Revision
A	4/10/21		Issued for DP Revision
No.	Date	Issue Notes	
			
Dominic Sy Architect 22 West 80th Ave Vancouver BC V5X 1Z4			
L1 Residence Passive House and Coach House 1081 Handsworth Rd			
Site Plan			
Drawn By:	DS	Project No.:	2002
Check By:	DS	Scale:	1" = 10'
Appr. By:	DS	Sheet No.:	1 of 1
DWG 10-2002-01			

VP 20-1



No.	Date	Appr.	Revision Notes
C	9/19/21		Roof Overhang Revision
B	7/27/21		Issued for DVP Update (Tree Protection)
A	6/18/21		Issued for DP Revisions
No.	Date	Issue Notes	
			
<p>Drawn by: Dominic Sy Architect 22 West 60th Ave Vancouver BC V5X 1Z4</p>			
<p>Prepared by: Dominic Sy</p>			
<p>Project Name: Li Residence Passive House and Coach House 1061 Handsworth Rd</p>			
<p>Sheet Title: Coach House Elevations</p>			
<p>Project Number: DS</p>		<p>Project ID: 2002</p>	
<p>Drawn by: DS</p>		<p>Title: Sheet Scales</p>	
<p>EC coordinate: DS</p>		<p>Sheet No: 7</p>	
<p>Date: 09/06/20</p>		<p>_____ of _____</p>	
<p>Architect's Name: _____</p>			



No.	Date	Appr.	Revision Notes
A	6/10/21		Issued for DP Revisions
No.	Date		Issue Notes
			
Drawn by: Dominic Sy Architect 22 West 60th Ave Vancouver BC V5X 1Z4 Dominic Sy			
Description: LI Residence Passive House and Coach House 1061 Handsworth Rd			
Sheet Title: Perspectives Main House Coach House			
Project Manager: DS		Sheet ID: 2002	
Designer: DS		Scale: Sheet Scale	
Reviewed by: DS		Sheet No.: 9	
Date: 03/06/20		_____ of _____	
Cell Title: Name			

From: [REDACTED]
To: [Holly Adams](#)
Subject: DVP for Coach House 1061 Handsworth Rd.
Date: March 21, 2021 7:06:52 PM

Dear Ms Adams- Thank you for the opportunity to comment on this coach house application. I am a supporter of this housing form in general as [REDACTED]
[REDACTED]

It is therefore with some regret that I offer you the following comments which I hope you will use to guide the review process so that a better quality product is ultimately built. My comments are:

1. Overall I find the information package sent for review is of insufficient quality for the general public to make informed comments on. For example the rear yard setback dimension is illegible, no dimensions are indicated at all for the east and west setbacks and the location of the existing landscaping to be removed is not indicated. I will assume that the rear yard setback is a minimum of 10 feet but I do worry that this distance will negatively impact the trees to be retained and the trees on my side of the existing fence. New landscaping is not indicated which also limits useful comment.
2. With respect to the design of the coach house I do not find it to be following the design guidelines provided. Specifically , the coach house entry/front door is not visible from the street as it should be. The current location would seem to indicate the intention to use the rear yard of the coach house as private space for the occupants. I do not believe this is within the spirit in which coach housing has generally been supported. It has been my observation from the several tours of coach housing I have been on in Vancouver, Burnaby, and City of North Van that the space between the coach house and the main house is to be divided up and shared so as to minimize the visual and noise impacts on the surrounding neighbours. Because of the poor quality of design and poor reproduction it is not possible to know exactly what is intended for sure but it seems pretty obvious that the intention is to establish 2 separate private yards. One for the main house and one for the coach house. This opinion is further supported by examining the number and location of windows in the coach house which presents a blank wall to the main house and puts larger windows facing my property to the south. The current design maximizes the loss of privacy not only to [REDACTED] [REDACTED] and maximizes the privacy for the owner and the tenant. Not really my understanding of the Guidelines.

I think the perfect design for this coach house is illustrated on page 8 of the Coach House Guidelines- the only thing that need to be changed is to reverse the front elevation so you can see the front door of the unit from the street.

Otherwise I recommend that the proposed front door be moved from the SW corner to the NW corner; the secondary door moved to the south elevation and the 2 windows on that elevation be changed to clerestory windows or to be shown with obscured glazing.

[REDACTED]

From: [REDACTED]
To: [Holly Adams](#)
Subject: RE: DVP for Coach House 1061 Handsworth Rd.
Date: September 13, 2021 11:45:50 PM

Hello Holly- thank you for providing the updated drawing which I have been pondering over to see if I can support [REDACTED] application. Ultimately I feel I cannot support the updated plan and will have to appear at Council to express my concerns directly as you have not been able to get the applicant to address my concerns adequately. Please advise the Clerk of my wish to address Council directly when your report is presented.

I state again the rear yard setback in any of the over 90 coach houses I have personally toured in the City of Vancouver, City of North Vancouver, Surrey and Seattle have never been used as private outdoor space for the coach house. In all cases that I have seen the area between the main house and the coach house is the area that is divided up and screened appropriately for the use by the owner and the tenant as personal spaces. I am not aware of any examples where this is not the case and believe this to be the "best practice" for this design element regardless of whether or not this is expressed in the current DNV design guidelines. Perhaps you can cite some examples otherwise?

While an exception may be made for an unusual circumstance neither you nor the applicant have made that case here. In fact, I note that of the 3 new coach houses that have been built or are under application (besides this one) in my immediate neighbourhood none use the rear yard setback as personal space- only for separation from the neighbours. So why is this, or should this application be any different?

I would like to see the door on the north elevation relocated to the northwest corner of the west elevation. In its current location on the north elevation it is obvious, even without seeing the landscape plan, that this setback area is intended to be used by the tenant to the benefit of the owner and the [REDACTED]. You note that having this outdoor space north of the coach house could create privacy issues between the tenant and the owner which I find a spurious argument. The owner is getting a huge benefit by being allowed to build the coach house and should not be able to transfer this loss of privacy to [REDACTED]. Again, I take exception to your use of section 6.3 to try and justify the use of the required setback area for private outdoor space. This guideline is clearly intended to reference the outdoor space shared by the owner and the tenant. Not the tenant and the neighbour. If the coach house has to move 4 feet closer the p/I so be it. But there should not be any recreational use made of the setback area by the occupants.

I really think this is a very poor design and certainly not up to the high standards the District demands of its developers. Really there should be an entry door to the coach house off the parking space and the double doors on the south elevation moved further east to open into the private outdoor space that shared with/divided up with the occupants of the main house. The proper door location would be made easier if the floor plan included room layouts but in that absence I believe this is the most appropriate locations for the doors.

Happy to continue this dialogue with you or speak directly to the applicant however I do not know how to contact [REDACTED]. Perhaps you could provide this information or ask [REDACTED] to call me at [REDACTED] so we can resolve these issues by our selves.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Holly Adams](#)
Subject: 1061 Hansworth Rd. - neighbour notification for new coach house
Date: February 26, 2021 3:19:02 PM

Hello Holly,

In response to your neighbour notification letter re: 1061 Handsworth Road, the Executive Committee of the *Edgemont & Upper Capilano Community Association* has no particular concerns with the requested Development Variance Permit. This is not to suggest that we support or oppose the application, but we recognize that coach houses provide a greater diversity of housing choice and affordability. But we also recognize that with all DVPs, the adjacent neighbours of 1061 Handsworth Road may have specific concerns of which we are not aware and that we trust will be addressed.

Regards,
Brian Platts
Edgemont & Upper Capilano Community Association

[REDACTED]