

# The Potential for 'Coach Houses' in West Vancouver



*A Discussion Paper*

*December 2012*

*west vancouver*

## TABLE OF CONTENTS

1.0	OVERVIEW: WEST VANCOUVER’S ‘COACH HOUSE’ EXAMINATION .....	1
2.0	WHAT IS A ‘COACH HOUSE’? .....	1
3.0	UNDERSTANDING WEST VANCOUVER’S HOUSING ‘GAPS’ .....	2
4.0	THE ‘COACH HOUSE’ EXPERIENCE IN OTHER COMMUNITIES.....	5
4.1	COMMON OBJECTIVES.....	6
4.2	DIFFERENT COMMUNITY CONTEXTS .....	6
4.3	REGULATORY FRAMEWORK.....	7
4.4	COMMUNITY HIGHLIGHTS .....	7
5.0	ARE COACH HOUSES APPROPRIATE FOR WEST VANCOUVER? .....	11
6.0	POSSIBLE DIRECTIONS FOR WEST VANCOUVER .....	15

## APPENDIX: COMPARISON OF COACH HOUSE REGULATIONS IN OTHER COMMUNITIES

TABLE 1-A:	Metro Vancouver: Coquitlam, Delta, Langley Township and Maple Ridge
TABLE 1-B:	Metro Vancouver: North Vancouver City, Richmond and Vancouver
TABLE 2:	Other BC: Kelowna, Sidney and Victoria
TABLE 3:	Washington State: Kirkland and Seattle

*This Discussion Paper was produced by the District of West Vancouver Planning Department to provide a basis for informed discussion during community engagement on coach houses. This final version is dated December 2012, and incorporates minor edits made through December 11, 2012.*

## 1.0 OVERVIEW: WEST VANCOUVER'S 'COACH HOUSE' EXAMINATION

In June 2012, West Vancouver Council authorized an examination of 'coach houses' as the policy focus for the District's efforts in exploring new housing types in 2012-2013. This work is identified in the Draft Housing Action Plan (November 2012) as one of five key actions for addressing housing issues in West Vancouver; specifically, limited choice and affordability.

The work program for the coach house examination includes:

- This *Discussion Paper*, which provides an overview of policy, regulations and approval processes developed in other municipalities to support coach house development, and lessons learned from program implementation. It will provide the basis for an informed community discussion on coach house potential in West Vancouver.
- A *Community Engagement Program* which may include: public displays, presentations and special events, questionnaires, and tours.
- Should feedback from residents confirm sufficient community interest in coach houses as a new housing type for West Vancouver, the preparation of *Draft Coach House Policies and Regulations* for Council and community review.

## 2.0 WHAT IS A 'COACH HOUSE'?

Historically, a 'coach house' was an accessory building used for housing horse-drawn coaches, carriages and other vehicles (i.e., a precursor to the modern-day garage). Some coach houses included living quarters for drivers or servants. Today, the term 'coach house' refers primarily to a smaller detached dwelling, which is typically attached to a garage.

Even though coach houses are becoming more common in Metro Vancouver, there is still public misconception about what a 'coach house' is due to the common use of various terms to mean essentially the same thing. For example, all of the following terms are used within the Metro Vancouver region:

- Accessory Coach House
- Accessory Dwelling
- Backyard Cottage
- Carriage House
- Coach House
- Detached Garden Suite
- Garden Cottage
- Garden Suite
- Infill One-Family Dwelling
- Laneway House
- Secondary Dwelling Unit

Sometimes different terms are defined within municipal zoning bylaws to describe different types of coach houses (e.g., single v. two-level units, those built at grade level v. those built above a garage, etc.). In other instances, specific terms are used to connote differences between unit size, tenure, location on a lot, relationship to a principal dwelling, or lane orientation. The glossary to West Vancouver’s Official Community Plan (OCP) includes the following definition for a ‘carriage house’, which serves as a good working definition for the purposes of this coach house investigation:

*“a separate, smaller dwelling unit, often located above or attached to a garage, built on a residential lot occupied by a primary residence”*

### **3.0 UNDERSTANDING WEST VANCOUVER’S HOUSING ‘GAPS’**

Determining whether or not coach houses are an appropriate housing type for West Vancouver requires an understanding of the housing ‘gaps’ in this community, and what role coach houses could play in meeting the housing requirements of West Vancouver residents.

Between 2005 and 2008, the District undertook two initiatives to improve community understanding about housing issues in the community, and possible actions to address these: (1) the preparation of a series of background reports on demographic and housing trends in West Vancouver, now titled *“Facts and Stats: Our Community by the Numbers”*; and (2) a comprehensive public engagement program, called the *Community Dialogue on Neighbourhood Character and Housing*.

These initiatives have identified the following:

- West Vancouver has a greater proportion of older residents than the region as a whole – i.e., median age of 50 in 2011, compared to a median age of 40 in Metro Vancouver.
- 25% of West Vancouver residents were age 65 or older in 2011, compared to 13% in Metro Vancouver.

*The growing proportion of older residents in the community has significant implications for health and social services, recreation, transportation planning, and housing. Access to well-located, low-maintenance, and adaptable/accessible housing that is convenient to community support networks is important to the overall well being and quality of life for many of these residents.*

- In 2011, West Vancouver’s housing mix was 58% single-detached, 13% duplex<sup>1</sup>/townhouse, and 29% apartments. For most residents, however, the basic

<sup>1</sup> Note: The ‘duplex’ category includes single-detached houses with secondary suites.

housing choice in West Vancouver remains a detached house on its own fee simple lot or an apartment in a multi-family building.

- 79% of younger (age 15-34) and 86% of older (age 55+) residents moving from West Vancouver to elsewhere on the North Shore and Vancouver moved into attached multi-unit housing;
- 70% of residents aged 65+ who moved within West Vancouver moved into multi-unit housing.

*This suggests that the availability of multi-unit housing such as duplexes, townhouses, and apartments plays a significant role in determining whether young adults and seniors can be accommodated in the community, or must leave West Vancouver to find the right type of housing elsewhere.*

- 17% of West Vancouver's purpose-built rental stock is considered currently at risk of loss through redevelopment.<sup>2</sup>
- Given the region's growing attractiveness as a place to live, a highly constrained supply of land available for development, and high land values in places like West Vancouver, housing is simply not affordable for many residents, particularly in comparison to other Canadian cities.

*For West Vancouver, the question is what can be done to improve relative affordability? Part of the answer lies in increasing the supply and diversity of housing options available along the housing continuum, based on type, size and tenure of housing.*

### **The 'Right Type' and 'Right Size' of Housing**

Through the Community Dialogue, West Vancouver residents called for the right type and right size of housing for a diversity of needs in the community; specifically for:

- Older residents wishing to downsize into smaller, more manageable housing that will allow them to age in place in their own neighbourhoods;
- Younger families and young adults wishing to establish themselves in the community;
- Lower income residents wishing to find more affordable housing options, including rental housing;

---

<sup>2</sup> Source: "Metro Vancouver Purpose-Built Rental Housing: Inventory and Risk Analysis", Coriolis Consulting Corp., April 2012.

- People requiring accessible / adaptable housing, with special features to accommodate their unique requirements; and
- People requiring assisted living and other support to remain in the community.

Residents also identified the kinds of new housing they would like to see introduced in West Vancouver to begin to address some of these housing gaps. A community survey<sup>3</sup> conducted during Phase III of the Community Dialogue identified strong community interest in the following:

- More housing options for seniors and young families (71% and 54% respectively)
- More affordable housing (51%)
- Accessible / adaptable housing (61%)
- Housing units in the 1,000 to 1,500 sq.ft. range (62%)

On a District-wide basis, 74% supported the legalization of secondary suites, and 61% indicated support for introducing ‘infill’ units (such as coach houses) on existing single-family lots.

### ***Ongoing Public Interest in ‘Coach Houses’***

The District receives regular enquiries from residents in all areas of West Vancouver wishing to build a coach house on their properties. The common reasons provided by residents are that a coach house would provide them the opportunity to:

- downsize into a smaller housing unit on their own property;
- provide self-contained accommodation for an elderly parent, adult child, or on-site caregiver;
- design a custom housing unit for a family member with special needs (e.g., limited mobility); or
- create a detached secondary suite to maintain the privacy of the principal dwelling unit.

---

<sup>3</sup> This survey was undertaken during Phase III of the Community Dialogue (May-June 2008), and was administered by Synovate, a professional survey firm. The statistical confidence limits for a sample size of 654 are  $\pm 3.8\%$ , 19 times out of 20.

#### 4.0 THE 'COACH HOUSE' EXPERIENCE IN OTHER COMMUNITIES

While West Vancouver is now examining the potential for coach houses in this community, a number of other municipalities in Metro Vancouver, elsewhere in British Columbia, and in Washington State have implemented policies and regulations to provide for coach house development. Built coach houses in each of these communities provide readily-accessible examples of different unit types and sizes, and shed light on typical design issues related to coach houses and their 'fit' within new or established neighbourhoods.

The following municipalities provide a cross-section of communities in terms of size and location, and illustrate both common and unique regulatory approaches for coach house development.

##### **Metro Vancouver**

- *City of Coquitlam*
- *Corporation of Delta*
- *Township of Langley*
- *District of Maple Ridge*
- *City of North Vancouver*
- *City of Richmond*
- *City of Vancouver*

##### **British Columbia**

- *City of Kelowna*
- *City of Sidney*
- *City of Victoria*

##### **Washington State**

- *City of Kirkland*
- *City of Seattle*

In researching coach house policies and regulations adopted in these communities, key questions have included the following:

- What were the key objectives for introducing coach houses?
- How has coach house development been implemented (i.e., regulations, approval processes)?
- What are the outcomes? (e.g., issues that may have arisen, subsequent changes to regulations/processes, number of units built, etc.)

Understanding the experience of these communities provides:

- the basis for informed community discussion about coach houses as a potential new housing type in West Vancouver; and
- possible models for draft coach house regulations, should there be strong public support for introducing this type of housing in West Vancouver neighbourhoods.

The following discussion provides an overview of both common and unique approaches to coach house implementation, in terms of land use and housing policies, and zoning regulations.

## 4.1 COMMON OBJECTIVES

Communities in Metro Vancouver and further afield have primarily looked to coach houses as an opportunity to diversify existing housing choices in single-family neighbourhoods, and specifically, to provide a rental housing option. Coach houses are often described and perceived of as a form of ‘hidden’ or ‘invisible’ density:

- Coach houses are modest-sized dwellings typically located in the rear yard, and are not readily visible from behind the main (street-facing) house;
- They are typically sited on the portion of a lot that would otherwise be occupied by a detached garage, and do not reduce the area of the back yard.
- They are seen as a more sensitive approach for adding rental units and densifying established neighbourhoods – i.e., as compared to more intensive infill housing types.

## 4.2 DIFFERENT COMMUNITY CONTEXTS

### *Older, Established Communities*

In general, the introduction of coach houses in older, established communities must address issues related to neighbourhood character, resistance to land use intensification, and potential requirements for upgrading aging infrastructure to accommodate new development. Both the City of Vancouver and the City of North Vancouver undertake a comprehensive design review to ensure compatibility of coach houses with adjacent properties. Coach house regulations in these communities, as well as in Seattle and Kirkland in Washington State, apply to single-family neighbourhoods across the municipality, rather than any one neighbourhood.

Some communities have chosen to consider coach house proposals on a one-by-one basis through individual rezoning applications:

- Kelowna has provided for coach houses since 1998; and 167 units have been approved through rezoning. A further 500+ coach houses have been built within the RU6 (Two Dwelling House) Zone, where coach houses are a permitted use (rezoning not required). Rezoning applications have been denied in cases where there has been considerable neighbour opposition (typically in areas with very few coach houses).
- Victoria adopted its ‘Garden Suite’ policy in 2011. Since that time, two rezoning applications have been approved, one has been denied, and one is currently under review.



## ***New and Redeveloping Communities***

Newer, growing communities in more outlying areas have a greater opportunity to provide for housing diversity in the development of planned new neighbourhoods, rather than ‘retrofit’ existing neighbourhoods to meet changing housing needs. A good example of this is the Township of Langley, which has provided for coach house development within newly urbanizing areas in Willoughby, Fort Langley, and Murrayville.

Some older, suburban communities have identified coach houses as an appropriate housing form in specific areas or neighbourhoods – such as Southwest Coquitlam, Delta’s three urban centres (Ladner, North Delta and Tsawwassen), and Maple Ridge’s town centre area. The Town of Sidney has identified ‘detached secondary dwellings’ as an appropriate infill housing type in its established Orchard Avenue area.

### **4.3 REGULATORY FRAMEWORK**

Coach houses are commonly viewed as ‘detached’ secondary suites, as reflected in similar zoning requirements – e.g., maximum floor area, parking, etc. A comparative overview of zoning regulations in other communities is provided in Tables 1-A, 1-B, 2 and 3 in the Appendix. These tables also define the respective ‘coach house’ terms used in each community, and describe where coach houses are permitted, whether or not coach houses provide for additional density on a lot, maximum building height, and required development approvals.

The approval process for coach houses varies between local governments. Some municipalities require a building permit only. Others have implemented a process of design review, which is implemented through a Development Permit (Council approval or delegated to staff); or, in one case (Delta) a design covenant. As noted above, some municipalities require rezoning, so that coach house proposals can be considered on a one-by-one basis.

### **4.4 COMMUNITY HIGHLIGHTS**

#### ***Vancouver***

The City of Vancouver has played a lead role in coach house development, given its high profile ‘EcoDensity’ initiatives, and the public interest generated by its ‘Laneway Housing’ program. With over 700 laneway houses now approved, Vancouver provides a number of coach house examples within different neighbourhood contexts, and a laboratory for understanding various issues related to this type of housing.

The City of Vancouver’s ‘laneway housing’ regulations provide for an increase in number of units (i.e., a second legal suite) on a single lot, and an increase in density – i.e., an additional

0.15 Floor Area Ratio(FAR); whereas other communities provide for either a secondary suite or a coach house, but not both.

Most municipalities require that one parking space be provided for a ‘coach house’. In Vancouver, however, only one parking space is required when a laneway house is added to a property – for use by any one of three potential dwelling units<sup>4</sup> on the lot. Victoria requires a minimum one parking space for the principal dwelling only.

In monitoring the implementation of its Laneway Housing program, the City of Vancouver reported in October 2012 that rental rates for laneway houses ranged from \$1,000 to \$2,100 per month for 1 – 2 bedroom units in various locations across the city. Media reports in Vancouver have also cited typical construction costs for laneway house as ranging between \$200,000 and \$300,000.



*± 500 sq.ft. Laneway House on typical 33 ft. x 120 ft. lot (corner location)*



*± 750 sq.ft. Laneway House on a typical 50 ft. x 120 ft. lot (mid-block location)*



*As viewed from side street*



*As viewed from backyard of main house*

<sup>4</sup> Vancouver permits a laneway house in addition to a secondary suite in areas zoned RS-1 and RS-5 (the majority of the city’s single-family areas), which means up to three self-contained dwellings on a single lot.

## **North Vancouver**

The City of North Vancouver looks to rental coach houses as a ‘redistribution’ of permitted floor area (i.e., from the principal house to the coach house), which is common to other communities (e.g., Sidney). Something unique to North Vancouver is a two-tiered approval process:

- Both Level ‘A’ ( $\leq 800$  sq.ft., one storey) and Level ‘B’ ( $\leq 1,000$  sq.ft., 1.6 storeys) coach houses require a Development Permit (staff approval).
- Level ‘B’ units require a Development Variance Permit (Council approval) to allow for the additional height (above the 1 storey allowed for a Level ‘A’ units), and the ‘redistribution’ of additional floor area from the principal dwelling to the coach house.



*Level ‘A’ Coach House (occupied)*



*Level ‘B’ Coach House (nearing completion)*

## **Kelowna**

The City of Kelowna has provided for ‘carriage houses’ since 1998, and nearly 700 units have built in that community under different zoning approaches:

- Carriage houses are a permitted use in the RU6 Zone. Over 500 units have been developed without rezoning.
- 167 units have resulted from individual rezoning.
- In all cases, a Development Permit (delegated to staff) is required.

## **Richmond**

Coach houses were introduced in Richmond in 2004, and approximately 100 units have been built to date. They are provided for in a number of areas, and rezoning is required. In November 2012, Richmond amended zoning regulations for the ‘Edgemere’ area to permit both ‘coach houses’ and ‘granny flats’ (the latter a single-level unit, not attached to a garage) as outright uses (no rezoning required), but established a Development Permit requirement.

## ***Victoria***

Victoria’s Garden Suites policy was adopted in September 2011, and only a handful of garden suite applications have been considered to date. Given the age of this community, and the distinct heritage character of many of its neighbourhoods, the City may request heritage designation (for the principal dwelling) for applicable properties – as a condition for garden suite approval.

## ***Seattle and Kirkland***

Coach house policies in Seattle and Kirkland are, in part, an outcome of the Washington State Growth Management Act (1990), which directed local governments to focus future growth within established urban areas and contain suburban sprawl. Coach houses in Washington state communities have been introduced within a broader context of ground-oriented infill housing. Kirkland uses the term ‘accessory dwelling unit’ to describe any additional dwelling units on a single family lot, whereas ‘cottage’ and ‘carriage unit’ are two infill housing types that may be developed as either rental or ownership housing. Seattle’s rental coach houses are referred to as ‘backyard cottages’.



*Backyard Cottage, Seattle*



*‘Danielson Grove’ Cottage Community in Kirkland  
(developed by The Cottage Company)*

## 5.0 ARE COACH HOUSES APPROPRIATE FOR WEST VANCOUVER?

Determining whether or not coach houses are an appropriate housing type for West Vancouver requires a thorough understanding of the housing gaps in this community, and what role coach houses could play in fulfilling the housing requirements of West Vancouver residents. Specific objectives for housing choice and affordability have implications for unit size, building design, outdoor space, landscaping, parking, and other considerations such as fit with established neighbourhood character.

A primary objective of this Discussion Paper is to stimulate public debate on coach houses as a possible new housing type in West Vancouver, and to generate community input on specific issues related to coach houses:

### **1. *How Could Coach Houses Help to Improve Housing Choice and Affordability in West Vancouver?***

- A coach house, as rental housing, provides a potential mortgage-helper for supporting home ownership.
- A coach house provides an opportunity to house family members on-site in a detached, self-contained unit; perhaps enabling older individuals to ‘downsize’ from a traditional house elsewhere in the community. Coach houses are ‘smaller’ units (typically under 1,000 sq.ft.) and are considered appropriate for households of 1 to 2 adults, perhaps with a young child.
- Coach houses could be custom-designed to meet specific housing needs within a relatively small space:
  - *Accessibility / adaptable design features*
  - *Flexibility for live-work options*
  - *With or without attached parking*
  - *Manageable private outdoor space*

### **2. *What is the Right Size for a Coach House?***

- During the Community Dialogue, residents indicated a strong desire for smaller-sized housing units in the 1,000 – 1,500 sq.ft. range. The maximum size for a secondary suite in West Vancouver is just under 1,000 sq.ft.; this is also the maximum unit size among other Metro Vancouver municipalities that allow for coach houses as detached suites and is based upon provisions within the BC Building Code.



- Does this coincide with household expectations for down-sized living in West Vancouver, or should we be considering different-sized coach houses?

**3. *Should Coach Houses Provide Rental Accommodation Only? Or, Should the District Allow for Strata-Titled Ownership?***

- At the outset of research into other municipalities, no assumptions were made about unit size or tenure. However, the communities surveyed as part of this examination have looked to coach houses as a form of rental housing in single-family neighbourhoods and, in most cases, as a detached alternative to a secondary suite.
- Regulations for rental coach houses are typically based on secondary suite provisions, with maximum unit sizes under 1,000 sq.ft.
- Some communities do provide for ‘strata-titled’ coach houses within designated areas but this is a more intensive ‘infill’ housing type, with unit sizes typically ranging from 1,200 to 1,800 sq.ft.
- There are three examples of strata-titled coach houses currently under construction in West Vancouver; in the “Hollyburn Mews” development in the 2000-block Esquimalt Avenue (see artist’s rendering below). This project required an Official Community Plan amendment (which designated the block for future infill housing development) and a rezoning to permit a mix of duplexes and coaches houses (9 strata units).



*Strata-Titled Coach Houses at “Hollyburn Mews”, West Vancouver (under construction)*

**4. What are the Potential ‘Neighbour’ Impacts of Coach Houses, and How Might These be Mitigated?**

- Based on a review of other jurisdictions, common neighbour concerns relate to scale and massing of coach houses, privacy and view impacts on adjacent properties, and parking. These are addressed in part, through zoning regulations and, in some cases, through a formal design review process (see below).

**5. How Can We Ensure that Coach Houses ‘Fit’ With the Established Built Form Character of West Vancouver’s Neighbourhoods?**

- Form and character guidelines could be developed to ensure fit with neighbourhood context, and a design review process could be implemented. This may include a Development Permit requirement (approval by Council or delegated to staff). The Design Review Committee (DRC) may play a role in the development of form and character guidelines. The DRC could also potentially review coach house designs, though this would significantly alter its Terms of Reference and increase time and processing costs; an alternative may be to refer projects to the DRC that staff are unable to resolve.



*Example of a ‘Laneway House’ in Vancouver’s Mackenzie Heights neighbourhood, designed in the same style as the 1930s-era principal dwelling, and using the same exterior materials and colours.*

**6. Should Coach Houses be Allowed: District-Wide? Only in Certain Areas? Or, Only Under Certain Conditions?**

- Municipal approaches to coach house development vary between communities:
  - *Where there is an opportunity to introduce greater housing diversity through development of new neighbourhoods, coach house implementation tends to focus on those areas, rather than established neighbourhoods.*

- *In mature, built-out communities, greater efforts are made to increase the variety of housing options in existing neighbourhoods. Coach house policies are either implemented in single-family neighbourhoods across the municipality, or are focused on particular neighbourhoods, or allowed only on properties meeting certain criteria.*
- *Some municipalities limit coach house potential to only those lots with lane access or location on a corner. From a design perspective, corner lots provide an opportunity for coach houses to have a front door facing a street, and a stronger identity as a smaller private residence.*

### **7. Should Coach Houses Provide for Densification in Existing Neighbourhoods?**

- The City of Vancouver has provided for increased density in implementing its Laneway Housing program – i.e., an additional (third) dwelling unit on a lot, and a density of 0.15 Floor Area Ratio (FAR) for coach house units to a maximum of 750 sq.ft.<sup>5</sup>.
- Other communities have restricted coach houses to a detached suite option (i.e., one rental suite per property); in some cases, with an increase in permitted floor area (i.e., as compared to maximum floor area without a coach house).
- The City of North Vancouver looks to rental coach houses as a ‘redistribution’ of permitted floor area (i.e., from the principal house to the coach house).

---

<sup>5</sup> 750 sq.ft. is the maximum size of a laneway house on a 50 ft. x 120 ft. or larger lot; maximum unit size on a typical 33 ft. x 120 ft. lot is approximately 500 sq.ft.



## **6.0 POSSIBLE DIRECTIONS FOR WEST VANCOUVER**

If community engagement on coach houses indicates strong public support for this type of housing in West Vancouver, the following outlines some possible directions for moving forward on coach house implementation:

### ***Over the Shorter Term***

Based on the lessons learned from other jurisdictions, introduction of coach houses as detached secondary suites (without an increase in permitted density) could be implemented in West Vancouver over the shorter term. Required work would include the following:

- A Zoning Bylaw amendment (to allow for ‘detached suites’ as a permitted use, in zones that permit secondary suites). Alternatively, Development Variance Permits (DVPs) could be used to allow for suite ‘detachment’ on individual properties. However, this would be a more onerous process for property owner, and require more District resources to implement – given that each application would be considered on a one-by-one basis, and would be subject to Council approval.
- If a process of design review is implemented, an Official Community Plan amendment would be required to establish a Development Permit Area designation and guidelines for coach house development. Based on examples from other jurisdictions, delegation of Development Permit approval to staff would be appropriate (as is the case with Environmental Development Permits).

### ***Possible Over the Longer Term***

If West Vancouver residents wish to explore forms of ‘coach house’ development, which are more akin to infill housing, further work would be required to develop a policy framework for infill housing – e.g., locational considerations (area, neighbourhood, proximity to transit, community services and amenities), size and tenure of units, etc.

## APPENDIX:

### COMPARISON OF COACH HOUSE REGULATIONS

#### IN OTHER COMMUNITIES:

TABLE	REGION	MUNICIPALITIES
1 – A	Metro Vancouver	▪ Coquitlam, Delta, Langley Township and Maple Ridge
1 – B	Metro Vancouver	▪ North Vancouver City, Richmond and Vancouver
2	Other B.C.	▪ Kelowna, Sidney and Victoria
3	Washington State	▪ Washington State: Kirkland and Seattle

**TABLE 1-A: OVERVIEW OF COACH HOUSE ‘REGULATIONS’ IN SELECTED METRO VANCOUVER COMMUNITIES:  
COQUITLAM, DELTA, LANGLEY TOWNSHIP, AND MAPLE RIDGE**

	<b>COQUITLAM</b>	<b>DELTA</b>	<b>LANGLEY TOWNSHIP</b>	<b>MAPLE RIDGE</b>
<b>Term Used</b>	<p><b>Garden Cottage</b> <i>A one-storey, at-grade residential structure accessory to a one-family dwelling unit.</i></p> <p><b>Carriage House</b> <i>An accessory residential suite, located on the second storey above a garage</i></p>	<p><b>Secondary Dwelling Unit</b> <i>Term used in Zoning Bylaw but not specifically defined.</i></p> <p><b>Coach Housing</b> <i>(OCP definition)</i> <i>A second dwelling unit located in an accessory building on a lot. The accessory building is typically a separate garage with the dwelling unit situated on the 2<sup>nd</sup> storey or at ground level.</i></p>	<p><b>Coach House</b> <i>An accessory dwelling unit which is located within the second storey of the garage on the lot.</i></p>	<p><b>Detached Garden Suite</b> <i>A self-contained dwelling unit, accessory to, subordinate and detached from a one family residential use, limited to one dwelling unit on the same lot, located within the rear yard.</i></p>
<b>Where Allowed per OCP and Zoning Bylaw?</b>	<p>Properties designated in the SW Coquitlam Plan as “Neighbourhood Attached Residential” (NAR) can be developed with garden cottages or carriage houses, under RT-1 zoning.</p> <p>Approximately 1,100 of 1,500 NAR-designated lots are already zoned RT-1; the balance would require rezoning.</p> <p>RT-1 Zone establishes following requirements for garden cottages / carriage houses:</p> <ul style="list-style-type: none"> <li>- Min. 370 m<sup>2</sup> lot area and 10 m lot width if there is a lane; Min. 12m lot width without lane</li> <li>- Not permitted on a lot with a secondary suite or lots less than 740m<sup>2</sup></li> <li>- lots larger than 740m<sup>2</sup> can have both a secondary suite and a garden cottage/carriage house</li> </ul>	<p>OCP identifies coach houses as appropriate for urban areas close to community services and amenities in Ladner, North Delta and Tsawassen – i.e., in areas with a “Ground-Oriented Residential” designation</p> <p>Rezoning to RS 9 Zone - Single Family (330 m<sup>2</sup>) Infill Residential is required (considered on a site-by-site basis)</p>	<p>Primarily in new neighbourhoods in Willoughby, but also in newer developments in Fort Langley and Murrayville.</p> <p>Rear lane requirement</p> <p>Residential Compact Lot Zone R-CL(CH); and CD-4 Zone</p>	<p>Properties zoned RS-1b, RS-1, RS-1a, RS-1c, RS-1d, RS-2, RS-3, A-1, A-2, A-3 or A-4.</p> <p>Min. lot size 557 m<sup>2</sup> (5995sqf.t)</p> <p>Not permitted on a lot with a secondary suite.</p>
<b>Additional Density</b>	Yes. Floor area of garden cottage/carriage house is in addition to the max. floor area of for the principal dwelling.	No. Floor area of coach house is within the max. 0.65 FAR permitted for the lot.	No (see Unit Size below)	To be determined
<b>Unit Size</b>	Max. 50 m <sup>2</sup>	Min. 42 m <sup>2</sup> excluding garage; Max. 110 m <sup>2</sup> including garage	Unit size not specifically defined in Zoning Bylaw: R-CL(CH) Zone: Max density in accordance with density provisions outlined in community or neighbourhood plan;	Min. 37 m <sup>2</sup> / max. 90 m <sup>2</sup> or 10% of lot area, whichever is less.

**TABLE 1-A: OVERVIEW OF COACH HOUSE 'REGULATIONS' IN SELECTED METRO VANCOUVER COMMUNITIES:  
COQUITLAM, DELTA, LANGLEY TOWNSHIP, AND MAPLE RIDGE**

	<b>COQUITLAM</b>	<b>DELTA</b>	<b>LANGLEY TOWNSHIP</b>	<b>MAPLE RIDGE</b>
			CD-4 Zone: Max. FAR of all buildings and structures ≤ 0.65; Max. 2-person occupancy.	
<b>Max. Height</b>	Garden Cottage: <i>3.0 metres; or 4.3 metres for buildings with roof slope of ≥ 3:12 for an area of at least 80% of all roof surfaces.</i>  Carriage House: <i>5.0 metres; or 7.0 metres per above requirements.</i>	2 storeys  9.8 metres to ridge of pitched roof  7.3 metres to mid-roof (or to top of a flat roof)	R-CL(CH) Zone: Lesser of 9.0 metres or 2 storeys.  CD-4 Zone: Lesser of 3.75 metres or 1 storey; except where an accessory coach house is situated above a detached garage: 7.0 m.	(1) Lesser of 4.5m or 1 storey for lot sizes < 0.4 hectare, except: (a) 6.0 metres for properties zoned RS-2 or RS-3; and (b) on properties with lane access, detached garden suite above an accessory structure or garage: 6.0 metres; or ground level unit: 4.5 metres  (2) Lesser of 6 metres or 2 storeys for lot sizes of ≥ hectares, except: (a) on properties zoned A-1, A-2, A-3 & A-4, may build a detached garden suite above the detached residential structure or an off-street parking structure to a maximum height of 7.5 metres
<b>On-Site Parking</b>	1 space for accessory rental suite, plus two spaces for principal house	1 space for secondary dwelling unit	R-CL(CH) Zone: 1 space for coach house; CD-4 Zone: 2 additional spaces	1 (covenanted) space for detached garden suite
<b>Approval Process</b>	Building Permit only	No Development Permit required, but applicants must enter into a design covenant in accordance with Ladner Coach House Guidelines for single-family neighbourhoods	Building Permit only	Building Permit only. Prior to permit issuance, covenants are required for the following:  - Housing Agreement for provision of affordable rental housing and owner-occupancy  - Dedicated parking space for the detached garden suite
<b>Notes</b>	- Introduced January 2012 - 4 applications in process in Southwest Coquitlam - To date: 8 building permits issued in Somerton Development in East Coquitlam; 6 more in process	- 1999 – First coach house rezoning (in Ladner) - 2007 – Ladner Area Plan amended to include Design Guidelines for coach houses - To date: 30 coach houses built in Ladner; 4 in North Delta		- Introduced in 2008 - 15 approved or in process

**TABLE 1-B: OVERVIEW OF COACH HOUSE REGULATIONS IN SELECTED METRO VANCOUVER COMMUNITIES:  
NORTH VANCOUVER CITY, RICHMOND AND VANCOUVER**

	<b>NORTH VANCOUVER CITY</b>	<b>RICHMOND</b>	<b>RICHMOND (Edgemere)</b>	<b>VANCOUVER</b>
<b>Term Used</b>	<p><b>Accessory Coach House</b> <i>A detached unit that is subordinate in size to the principal home, and must be non-stratified. The owner must reside on the property.</i></p>	<p><b>Coach house</b> - a self-contained dwelling that: [Bylaw 8922, Nov 19/12] a) is accessory and either attached or detached to the single detached housing unit, except in Edgemere where it must be detached from the principal dwelling unit; b) has at least 75% of its floor area located above the garage, except in Edgemere where a maximum of 60% of its floor area must be located above a detached garage; c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the principal dwelling unit located on the lot; d) has an entrance separate from the entrance to the garage; and e) is a separate and distinct use from a secondary suite, and does not include its own secondary suite.</p>	<p><b>Granny flat</b> - a self-contained dwelling that: [Bylaw 8922, Nov 19/12] a) is accessory to and detached from the single detached housing unit; b) is located totally on the ground floor in the rear yard of a single detached housing lot; c) has cooking, food preparation, sleeping and bathing facilities that are separate from those of the principal dwelling unit located on the lot; d) has an entrance separate from the entrance to the garage; and e) is a separate and distinct use from a secondary suite, and does not include its own secondary suite.</p>	<p><b>Laneway House</b> <i>A small house at the rear of a lot near the lane which may include both a dwelling unit and parking/accessory uses.</i></p>
<b>Where Allowed per OCP and Zoning Bylaw?</b>	<p>OCP established Coach House Development Permit Area designation.</p> <p>Accessory Coach Houses are permitted in all single-family (RS-1) zones. Lane required. Rezoning may be required for some Level 'B' units.</p>	<p>Rezoning required on a site-by-site basis. Permitted use in the following zones:</p> <ul style="list-style-type: none"> <li>- Coach Houses (RCH)</li> <li>- Infill Residential (RI1, RI2)</li> <li>- R/9 (Hamilton)</li> <li>- ZS12 (Broadmoor)</li> <li>- ZS20 (Burkeville)</li> </ul> <p>Lane required in RCH, R/0 and ZS20 Zones</p>	<p>As an outcome of Richmond's current OCP review process, a portion of the Edgemere area was re-zoned to RE1 Zone (to permit granny flats and coach houses) in November 2012. The draft OCP includes Development Permit Area Guidelines for Granny Flats and Coach Houses in Edgemere.</p> <p>Lane required.</p>	<p>RS1 and RS5 zones city-wide.</p> <p>Min. lot width: 10 metres</p> <p>Lots must have access to an open lane, be located on a corner with an open or dedicated lane, or on a double-fronting lot.</p>
<b>Additional Density</b>	No	Yes: Additional 0.05 FAR in R/9 Zone; and additional 0.10 FAR in RI1, RI2, and ZS12 Zones	Yes: Additional 23.2 m <sup>2</sup> (0.05 FAR x 464.5 m <sup>2</sup> ) on lots with an accessory dwelling	Yes: Additional 0.125 FAR and laneway house in addition to secondary suite (3 units on one lot)
<b>Unit Size</b>	Lesser of 0.15 times lot area or 74.32 m <sup>2</sup> for Level 'A' units or 92.9 m <sup>2</sup> for Level 'B' units.	Min. 33 m <sup>2</sup> and max. 60 m <sup>2</sup> in the RCH and ZS20 Zones; Max. 60 m <sup>2</sup> in the R/9, RI1, RI2 and ZS12 Zones.	Granny Flat: min. 33 m <sup>2</sup> / max. 70 m <sup>2</sup> Coach House: min. 33m <sup>2</sup> / max. 60m <sup>2</sup> , of which at least 40% is on 1 <sup>st</sup> storey.	0.125 FAR to max. 70 m <sup>2</sup> , results in 46.5 m <sup>2</sup> on typical 33x120 lot and 70 m <sup>2</sup> on 50x120 or larger lot.

**TABLE 1-B: OVERVIEW OF COACH HOUSE REGULATIONS IN SELECTED METRO VANCOUVER COMMUNITIES:  
NORTH VANCOUVER CITY, RICHMOND AND VANCOUVER**

	<b>NORTH VANCOUVER CITY</b>	<b>RICHMOND</b>	<b>RICHMOND (Edgemere)</b>	<b>VANCOUVER</b>
<b>Max. Height</b>	Level 'A' Units: 1 storey, 4.57 metres  Level 'B' Units: 1.6 storeys, 6.7 metres	RCH, R/9 and ZS20 Zones: Lesser of 2 storeys or 7.4 meters  RI1, RI2 and ZS12 Zones: 9.0 metres.	Granny Flat: Lesser of 1 storey or 5 metres  Coach House: Lesser of 1.5 storeys or 6 metres	1-storey: 3.7 metres; 1.5-storey: 6.1 metres
<b>On-Site Parking</b>	2 spaces; 1 for main dwelling and 1 for coach house	RI1 and RI2 Zones: 1 space per dwelling or 0.5 space per bedroom, whichever is greater; max. 1.7 spaces per dwelling unit  R/9 and ZS20 Zones: 1 space for coach house  ZS12 Zone: 2 spaces per primary dwelling; 2 per additional smaller dwelling	1 space per granny flat or coach house.	Min. 1 parking space on the lot, for use by any of a potential three dwelling units on the lot (including the laneway house).  On lots up to 740 m <sup>2</sup> , max. 1 enclosed or covered parking space up to 21 m <sup>2</sup> . On larger lots, max.2 enclosed or covered spaces up to 42 m <sup>2</sup> .
<b>Approval Process</b>	Development Permit required (delegated to staff).  Development Variance Permit (DVP) or Rezoning required to permit Level 'B' Units.	Building permit only.	Development permit required (delegated to staff).	Applications subject to "Development Planner (staff) Review", which focuses on the massing and design of the partial upper storey, to reduce impacts on neighbouring properties.
<b>Notes</b>	Introduced in 2012. As of November 23, 2012: 12 units occupied or under construction; Development Permits for another 8 units issued or under review.	Introduced in 2004. Approximately 100 units built to date.	Introduced November 2012 n/a	Introduced July 2009. As of November 16, 2012: 739 applications approved (of these ±400 have had final inspections and are occupied)

**TABLE 2: OVERVIEW OF ‘COACH HOUSE’ REGULATIONS IN OTHER BC MUNICIPALITIES: KELOWNA, SIDNEY, VICTORIA**

	<b>KELOWNA</b>	<b>SIDNEY</b>	<b>VICTORIA</b>
<b>Term Used</b>	<b>Carriage House</b> <i>An additional dwelling unit located within an accessory building that is subordinate to the principle dwelling unit and is a single real estate entity.</i>	<b>Detached Secondary Dwelling</b> <i>A secondary dwelling located in an accessory building.</i>	<b>Garden Suite</b> <i>A building used or designated as a self-contained dwelling unit located on a lot with a single family dwelling and does not include a strata lot.</i>
<b>Where Allowed per OCP and Zoning Bylaw?</b>	Permitted use in the RU6 (Residential) Zone  Requires rezoning to the ‘c’ version of the following zones: (e.g., RU1 to RU1c) <ul style="list-style-type: none"> <li>▪ A1 (Agricultural) Zone</li> <li>▪ RR1, RR2, RR3 (Rural Residential) Zones</li> <li>▪ RU1, RU2, RU3,</li> </ul>	R1.3 and R3 Zones in the Orchard Avenue area. Owner occupancy required Only in conjunction with a single-family dwelling with no secondary suite  Min. lot area = 400 m <sup>2</sup> Min. lot width = 10 metres	OCP establishes Development Permit Area 15E – Intensive Residential Garden Suites  Rezoning on an individual site basis is required  Garden suites are permitted in the R1-B-GS and R1-B-GS2 Zones
<b>Additional Density</b>	Yes. Floor area of carriage house is in addition to that allowed for principal dwelling.	No. Size of building is regulated through lot coverage: max 35% for 2-storey; and 40% for 1-storey. Balance of site coverage not used for principal dwelling may be used for detached secondary dwelling.	Yes. Floor area of the garden suite is in addition to that of the principal dwelling.
<b>Unit Size</b>	Lesser of 90 m <sup>2</sup> or 75% of the total floor area of the principal building.  <u>Note:</u> A secondary suites is the lesser of 90 m <sup>2</sup> or 40%.	Min. 37 m <sup>2</sup> Max. 60 m <sup>2</sup>	Max 37 m <sup>2</sup> except: potential for larger unit size for conversion of existing garages (R1-B-GS); and Max. 56 m <sup>2</sup> on “plus sites” – i.e., on lots located on corner, with two street frontages, rear lane, and > 557 m <sup>2</sup> (R1-B-GS2).
<b>Max. Height</b>	The lesser of 4.5 metres or the height of the existing principal dwelling unit on the same property.	Max. 2 storeys. Lesser of 85% of height of principal dwelling or 6 metres	3.5 metres (R1-B-GS) 5.5 metres (R1-B-GS2)
<b>On-Site Parking</b>	1 space for carriage house.	1 space for detached secondary dwelling	No additional parking requirement for garden suite, but primary dwelling requires min. 1 space
<b>Approval Process</b>	Development Permit required (delegated to staff).	Building Permit only. DVP required to allow for detached secondary dwelling on properties that do not have sufficient unused lot coverage.	Development Permit (DP Area 15E) is processed concurrent with rezoning (Council approval). Heritage Designation requested if property is on Register.
<b>Notes</b>	Introduced circa 1998. To date: 167 carriage houses (from rezoning); and over 500 units in the RU6 (Two Dwelling Housing) Zone, where coach houses are a permitted use	Introduced June 2012. To date: 1 Building Permit approved, but project is not proceeding.	Garden Suite policy adopted in Sept 2011; OCP amended to establish Development Permit requirement for garden suites (as intensive residential development). To date: 2 approved rezoning; 1 denied; and 1 in process.

**TABLE 3: OVERVIEW OF ‘COACH HOUSE’ REGULATIONS IN WASHINGTON STATE COMMUNITIES**

	<b>KIRKLAND</b>	<b>SEATTLE</b>
<b>Term Used</b>	<p><b>Accessory Dwelling Unit (ADU)</b> – A subordinate dwelling unit added to, created within, or detached from a single-family structure, that provides basic requirements for living, sleeping, eating, cooking and sanitation.</p> <p>Related Terminology (for multi-unit development in low density zones):</p> <ol style="list-style-type: none"> <li>1. <b>Cottage</b> – A detached, single-family dwelling unit (<math>\leq 1500</math> sq.ft.).</li> <li>2. <b>Carriage Unit</b> – A single-family dwelling unit (<math>\leq 800</math> sq.ft.) located above a garage structure in a cottage housing development.</li> </ol>	<p><b>Backyard Cottage</b> – A small residential structure sharing the same lot as a house, but self-contained and physically separate from the primary house. Referred to in zoning terms as “Accessory Dwelling Unit, Detached”.</p>
<b>Where Allowed?</b>	In conjunction with any single-family dwelling, unless specifically excluded in Zoning Code – e.g., not permitted with cottage or carriage units.	SF 5000, SF 7200 and SF 9600 Zones Min. lot requirements: - Area = 371.6 m <sup>2</sup> - Width = 7.62 metres - Depth = 21.34 metres
<b>Additional Density</b>	No, but not counted as a “dwelling unit” in sections of the Zoning Ordinance which limit the number of detached dwelling units in a single-family zone to one.	No
<b>Unit Size</b>	The lesser of 74.32 m <sup>2</sup> of gross floor area or 40% of the of the primary residence and ADU combined.	Max. 74.32 m <sup>2</sup> (including garage or storage)
<b>Max. Height</b>	Must conform to the height restrictions for single-family dwellings in the applicable zone (usually 7.6 metres to 9.1 metres)	3.7 metres to 4.9 metres (varies depending on lot width)
<b>On-Site Parking</b>	One parking space for the accessory dwelling unit.	1 parking space for backyard cottage. No parking required if located in a designated urban village or urban centre.
<b>Approval Process</b>	Assumed to be building permit only.	Building permit only (Washington State equivalent). Owner occupancy covenant.
<b>Notes</b>	An ADU is a rental-only use, whereas cottages and carriage units may be developed as either ownership or rental housing.	Introduced in Southeast Seattle in 2006; expanded city-wide in 2009. Approximately 55 units approved through April 2011.