

LANEWAY HOMES | FINAL PROGRAM FOR PHASE 1A

Zoning Districts:

- Permitted in R1, R2, R3, R4, R5, R6, R9, R10, R11, R12, and RM6 Districts

Eligible Lots Properties must have:

- a single-family home; and
- vehicular access to the rear yard from the side or rear of the property, via an open lane or residential street.

Additional considerations:

- Corner lots or double-fronted lots ("through lots") that do not have access to an open lane will require access approval from the Engineering Department.
- If a lot is near a stream, Streamside Protection and Enhancement Area regulations may limit the ability to construct a laneway home. (See Section 6.23 of the Zoning Bylaw).

Units per Lot:

- Eligible lots may have up to 3 units.

Tenure:

- A lot with a laneway home must remain under a single title. This means that a laneway home cannot be stratified or otherwise subdivided, and cannot be sold separately from the main home.
- A laneway home may be rented out as a long-term rental unit. Short-term rentals will not be permitted in laneway homes.
- The owner will not be required to live on the property. However, if the owner lives off-site, an annual house rental business license will be required.

Floor Area:

- Maximum floor area for a laneway home:
 - Up to 20% of the lot area, but no larger than 140 m² (1,507 sq. ft.).
- Minimum floor area for a laneway home:
 - 32.52 m² (350 sq. ft.).

Floor area calculation for a laneway home will exclude:

- Floor area of the principal dwelling
- Floor area of carports that are attached to the laneway home
- Floor area of any accessory buildings that are not attached to the laneway home (e.g. garages, sheds, workshops, bike sheds/lockers)

Height:

- Maximum height for a laneway home:
 - No more than 2 storeys; and
 - Up to 7.6 m (24.93 ft.) for a sloping roof; or
 - Up to 6.7 m (21.98 ft.) for a flat roof.

Additional considerations:

- The height of a laneway home will be measured from the lowest point (lower of the natural or finished grade) on the perimeter of the laneway home.

- A laneway home cannot exceed the maximum height permitted for the principal dwelling, as permitted in the Zoning Bylaw.
- Basements are permitted in laneway homes and will count as one storey.

Housing Choices Laneway Homes

City of Burnaby Planning and Development Department
Burnaby.ca/HousingChoices | housingchoices@burnaby.ca

Location on a Lot:

- Minimum setbacks for a laneway home:
 - 2.4 m (7.87 ft.) from the main house, a detached garage, or other accessory building
 - 1.2 m (3.94 ft.) from the rear lot line and side lot line

Additional considerations:

- On a corner lot, the rear yard is the area furthest from the front lot line. The front lot line is usually the narrowest street frontage.
- On a corner lot, the side yard setback from the flanking street will be the same as for the main house.
- On a double-fronted lot ("through lot"), there is technically no rear yard, so a laneway home should be located behind the main residence.
- If a lot is near a street/lane intersection, the regulations to maintain vision clearance at intersections may impact the siting of a laneway home (Zoning Bylaw section 6.13).
- An unsprinklered laneway home may not be located further than 45 m (147.64 ft.) from a lot line abutting a road.

Lot Coverage:

- 45% maximum for buildings/structures
- 70% maximum for impervious surfaces

Parking:

- Required parking:
 - 1 parking space will be required on the property. This must be uncovered or in a carport and meet the City standard for a van accessible parking space (Zoning Bylaw Section 800.3.1).

Additional considerations:

- The parking space may be located within the side yard setback, subject to vision clearance at intersection regulations (Zoning Bylaw section 6.13).
- The parking area must include an energized outlet capable of providing Level 2 charging for an electric vehicle.
- Additional parking spaces may be provided on the property but will not be required. These may be uncovered, in a carport, or in a garage.
- Parking/storage for bikes, strollers, etc. may be provided in detached accessory buildings, attached "bikeports," or bike lockers.

Environmental Design:

- Laneway homes must meet BC Energy Step Code Level 3.
- An additional 0.5 m (1.64 ft.) in height may be permitted to support BC Energy Step Code 5 or BC Zero Carbon Step Code buildings.

Outdoor Space:

- Trees must be retained or replaced as per the Burnaby Tree Bylaw.
- Private outdoor space for the laneway home will be encouraged: a minimum 4 m² (43.06 sq. ft.) private patio or minimum 3 m² (32.29 sq. ft.) deck or balcony.

Access/Addressing:

- A minimum 0.9 m (3 ft.) wide pathway is required from the street to the laneway home.
- "L" suffixes will be added to the main address to identify laneway homes (e.g. L1-1234 Main Street).

Servicing & Utilities:

- Separate sewer, water, and power services will be required for the laneway home.
- An annual supplementary utility fee will be charged for a laneway home.

Application Process:

- A building permit will be required to construct a laneway home.
- A "How-To" guide will be provided to assist with the application process.
- A pre-approved design library will be created to accompany the program.

Heritage:

- Exceptions to these regulations may be considered to preserve heritage buildings, through the Heritage Revitalization Agreement process.

SECONDARY SUITES IN SEMI-DETACHED HOMES | FINAL PROGRAM FOR PHASE 1A

Zoning Districts:

- Permitted in R4, R5, R6, R12, and RM6 Districts
- Due to fire separation requirements, secondary suites will not be permitted in up/down duplexes, where dwelling units are above or below other dwelling units.

Eligible Lots:

To add a semi-detached home in the R4, R5, R6, or RM6 Districts, a lot must be at least:

- 557.4 m² (6,000 sq. ft.) and 15.0 m (49.2 ft.) wide.

To add a semi-detached home in the R12 District, a lot must be at least:

- 306.57 m² (3,300 sq. ft.) and 9.15 m (30 ft.) wide on lots with lanes, or
- 306.57 m² (3,300 sq. ft.) and 13.7 m (45 ft.) wide on lots without lanes.

To add secondary suites to a semi-detached home, an eligible lot must have:

- A semi-detached home (two attached units placed side-by-side or front-to-back).
- Vehicular access to the rear yard from the side or rear of the property, via an open lane or residential street.

Units per Lot:

- Eligible lots may have up to 4 units.

Ownership:

- A semi-detached home may be stratified into two "primary" units (each side may be sold separately). However, a secondary suite may not be separately stratified (sold separately) from a primary unit.
- A secondary suite may be rented out as a long-term rental unit. Short-term rentals will not be permitted in secondary suites.
- The owner will not be required to live on the property. If the owner lives off-site, an annual house rental business license will be required.

Floor Area:

- Maximum floor area for a secondary suite:
 - There is no maximum floor area for a secondary suite, subject to the following:
 - the secondary suite must be contained within a semi-detached unit; and
 - a floor containing a secondary suite can be no greater in area than the storey next above or below it.
- The floor area of a secondary suite will not count toward the total floor area permitted for the semi-detached home.
- Ground level suites and basements containing secondary suites may be added to a two-storey semi-detached home.
- Minimum floor area for a secondary suite:
 - 32.52 m² (350 sq. ft.)

Additional Considerations:

- A "ground level suite" means a suite at or below ground level with an accessible path to the front door that is certified as meeting universal design standards.
- The top floor of a semi-detached home has no maximum size but must be at least one third of the permitted above grade floor area.

Height:

- Maximum height for a semi-detached home with a secondary suite other than a ground level suite:
 - Two storeys plus basement; and
 - Up to 9.0 m (29.5 ft.) for a sloping roof or 7.4 m (24.3 ft.) for a flat roof.
- Maximum height for a semi-detached home with a ground level suite:
 - Two storeys plus ground level suite; and
 - Up to 10.5m (34.4 ft.) for a sloping roof, or 8.9m (29.2 ft.) for a flat roof.

Setbacks:

- Setbacks for semi-detached homes will be as per existing Zoning Bylaw regulations.

Lot Coverage:

- Lot coverage for semi-detached homes will be as per existing Zoning Bylaw regulations.
- 70% maximum for impervious surfaces.

Parking:

Required parking:

- 2 parking spaces will be required on the property (one per side of the semi-detached home). These must be uncovered or in a carport.

- Parking spaces for suites must meet the City standard for an accessible parking space.
- Parking spaces for ground level suites should meet the City standard for a van accessible parking space.

Additional considerations:

- Each parking space must include an energized outlet capable of providing Level 2 charging for an electric vehicle.
- Additional (unrequired) parking spaces may be included on the site and may be uncovered, in a carport, or in a garage.

Environmental Design:

- Step 3 of the BC Energy Step Code will need to be met for newly constructed semi-detached homes with secondary suites.

Outdoor Space:

- A minimum 4 m² (43.06 sq. ft.) of private outdoor space per suite is encouraged.
- The protection and/or provision of trees as per the Burnaby Tree Bylaw.

Access/Addressing:

- "S" suffixes will be added to the main address to identify secondary suites (e.g. S1-1234 Main Street).

Servicing & Utilities:

- Servicing for secondary suites in semi-detached homes will be as per secondary suites in single-family homes.
- An annual supplementary utility fee will be charged for each secondary suite that is rented out.

Application Process:

- A building permit will be required to construct a suite in a semi-detached home.
- A "How-To" guide will be provided to assist with the application process.
- A pre-approved design library will be created to accompany the program.

Required parking must be accessed from a lane or, subject to the approval of the General Manager Engineering, a side or rear street.

NOTES:

- Housing Choices Phase 1b is launching summer 2023 and may result in updates to the requirements described above once implemented in 2024.
- Laneway homes in Agricultural (A) zoning districts are being considered separately as part of an agricultural lands review starting in 2023.
- Additional information is available on the project website: Burnaby.ca/HousingChoices

Meeting june 19, 2023

file: 41500 20

council report

to: mayor & council

from: general manager planning and development

subject: housing choices final program for phase 1a and

scope for phase 1b

purpose: to obtain council approval for the final program for housing choices

phase 1a, and the scope and schedule for phase 1b.

Recommendations

1. That the final program for housing choices phase 1a, to permit laneway homes

and secondary suites in semi-detached homes on properties with lanes, and on

corner lots and through lots, in burnabys single and two family neighbourhoods, be

approved;

that staff is directed to bring forward a report outlining the bylaw amendments

required to implement the final program for housing choices phase 1a, concurrently

with the necessary amendment bylaw.

2. That the proposed scope and schedule for housing choices phase 1b, to permit

laneway homes and secondary suites in semi-detached homes on properties without

lanes, and additional housing types with three or four units on all properties in single

and two family neighbourhoods, be approved; and

that staff be authorized to prepare a report outlining tools for retention of heritage

resources in single and two family neighbourhoods.

Chief administrative officers comments

i concur with the recommendation of the general manager planning and development.

Executive summary

this report seeks council approval for the final program for laneway homes and suites

in semi-detached homes on properties with lanes. It also seeks council approval on the

scope and schedule for the next phase of the housing choices program, to expand lot

eligibility to properties without lanes, as well as introducing other forms of housing to

single and two family neighbourhoods.

1.0 policy section

the housing choices program generally aligns with the following council adopted

plans, reports and policies: corporate strategic plan (2022), official community plan

(1998), home: burnabys housing and homelessness strategy (2021), burnabys attachment 2

subject: housing choices final program for phase 1a and scope for phase 1b

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housing needs report (2021), and the mayors task force on community housing

final report (2019).

2.0 background

housing choices is a city program to introduce more housing variety to burnabys

single and two-family neighbourhoods. The program was set up to implement one of the

actions from burnabys 10-year housing action plan (home: burnabys housing and

homelessness strategy), adopted by council on december 6, 2021.

On february 27, 2023, council approved the draft program for phase 1a of housing

choices. Phase 1a focuses on permitting laneway homes and suites in semi-detached

homes on single and two-family properties with lanes. In march and april 2023, staff

shared the draft program with the public. The feedback received has been considered in

preparing the recommended final program for phase 1a, which is presented in section

3.1 of this report.

When the housing choices program was first launched in february 2022, council

requested that staff expand phase 1 to include additional small-scale housing types in

advance of the official community plan update. These additional housing types will be

introduced in phase 1b. A proposed scope of work and schedule for phase 1b of

housing choices is presented in section 3.2 of this report.

3.0 general information

3.1 phase 1a: laneway homes and suites in semi-detached homes

phase 1a: program update

the draft program for phase 1a was approved by council on february 27, 2023, and

presented to the public in open houses in march 2023. Following public consultation,

several changes are being recommended to the draft program, to improve livability

and make it easier to build these types of housing. These changes are outlined

below.

Changes to the draft program:

lot eligibility: reducing the minimum lot width and area required to build a semidetached home or duplex in the r4 and r5 zoning districts.

This will enable

more properties in two-family zones to build semi-detached and duplex homes.

Semi-detached floor area: removing the restrictions on floor area that were

previously applied to the top storey of a two-storey semi-detached home. This will

make it easier to provide upstairs bedrooms in semi-detached homes.

Semi-detached ground level suites: changing accessible basement suites in semi-detached homes to ground level suites that meet the saferhomes

universal design standard. The elevation of these suites to ground level will allow for greater accessibility and livability. Universal design focuses on creating barrier-free living spaces for all ages and abilities.

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removing cellars: prohibiting cellars in laneway homes and semi-detached homes. Basements will be permitted (as shown in the draft program) but cellars

will not be permitted. The difference between a cellar and a basement is that a

basement has more of its height above ground (a basement has more than 50%

of its height above ground whereas a cellar has more than 50% of its height

below ground). Basements are preferred over cellars as they provide more light

and livable space for occupants.

Laneway home minimum size: increasing the minimum size of a laneway home to 32.52 m2 (350 sq. Ft.). This change is to increase livability and align with

concurrent proposed changes to minimum unit sizes in burnaby.

Laneway home height: changing the building height calculation method. The height of a laneway home will be measured from the lowest point on the perimeter of the laneway home. The lowest point will be the lower of the natural

or finished grade. This will reduce the potential height of a laneway home on

sloping lots and will help to protect views.

Laneway home fire access: adding a maximum distance from a street for siting laneway homes without sprinkler systems. Laneway homes without sprinkler systems must be located within 45 metres of a street. This will better

support fire safety and access, as fire hoses have a limited reach from the fire truck.

Bike storage: removing the proposed below-height bike locker floor area exemption. Instead, bike storage sheds may be added under the current regulations as an accessory building. The floor area of an accessory building will

not count towards the floor area of the laneway home or the principal home. Bike

storage within a carport or a smaller bikeport will also be encouraged and will

not be counted as floor area.

Phase 1a: final program

the final program for phase 1a is presented in (attachment 1). This includes all of

the recommended changes outlined above.

Phase 1a: next steps

if the final program for phase 1a, as presented in (attachment 1), is approved by council, the bylaw amendments required to support the program will be advanced to council in july, with the opportunity for final adoption at the subsequent council meeting in late august. Shortly after final adoption, eligible property owners will be able to apply for a building permit to build laneway homes and suites in semidetached homes.

3.2 phase 1b: additional housing types for all single and two family lots
phase 1b: program update

phase 1b will expand eligibility for laneway homes and suites in semi-detached

homes to properties without lanes, as well as permit additional housing forms with

three or four units on single and two family lots.

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in april 2023, the bc government announced a homes for people (hfp) plan that

includes proposals to loosen zoning restrictions in single and two family lots across

the province. This may mean permitting up to three or four dwelling units on all

single and two family lots, depending on the lot type, and potentially more units in

locations that are close to transit. These proposals have the potential to align well

with phase 1b of the housing choices program. Additional details are anticipated

from the province in the fall. At that time, where feasible, provincial legislation will be

incorporated into the planning process for phase 1b.

Phase 1b: scope

the proposed scope for phase 1b includes the following items:

permitting laneway homes on properties without lanes;

permitting suites in semi-detached homes on properties without lanes;

permitting additional configurations for three or four units on single and twofamily lots, with or without lanes. These may include permitting:

- o single-family homes with two suites;

- o duplexes and semi-detached homes in more zone districts and on smaller lots;

- o triplexes;

- o fourplexes;

- o cottage courts (3 or 4 detached units on a lot);

- o duplex and semi-detached laneway homes; and

- o secondary suites in the above housing forms.

Considering the appropriate mix of strata and rental housing units;

considering new incentives for properties on the heritage inventory to encourage

retention of heritage buildings;

responding to anticipated provincial legislation which may require permitting additional units on eligible properties near frequent transit; and making minor revisions to phase 1a regulations, if required. These will respond to feedback from the initial intake of building permits for laneway homes and suites in semi-detached homes.

Phase 1b: schedule

the proposed schedule for phase 1b is as follows:

june 2023 seek council approval of phase 1b scope and schedule (this report)

july/aug 2023 conduct a public survey on housing types for phase 1b

sept 2023 incorporate provincial housing legislation (if available)

oct/nov 2023 set out the draft program for phase 1b

dec/jan 2023 consult with the public on the draft program for phase 1b

feb 2024 seek council approval on the final program for phase 1b

march 2024 amend city bylaws to implement the final program for phase 1b

phase 1b: next steps

subject: housing choices final program for phase 1a and scope for phase 1b

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if the scope and schedule for phase 1b are approved by council as recommended

in this report, staff will immediately start this work. The first step will be to launch a

public survey on the housing types for phase 1b. This survey will be made available

to the public over the summer.

3.3 housing choices: retention of heritage resources

the final program recommended for phase 1a, and introduction of additional

housing options in phase 1b, has implications for the retention of heritage homes.

Local governments in bc can provide incentives to property owners to protect a

heritage resource, including entering into heritage revitalization agreements

(hras). Hras provide for variances to the zoning bylaw in consideration of

retention, conservation, and designation of heritage building. The city maintains an

inventory of heritage resources considered to have heritage value and potential

eligibility for an hra. This heritage inventory is updated as resources are protected

or demolished.

Excluding city-owned properties, there are currently 90 heritage resources listed in

the inventory. Of those, 61 are buildings located in r residential zone districts. 25 of

those 61 buildings are located in r4 and r5 districts and do not meet the current

zoning bylaw requirements for a two-family home. However, with the reduction in minimum lot size for two-family homes, which is recommended for the phase 1a program, these 25 lots could redevelop with a semi-detached home with two secondary suites. The proposed change would provide an incentive for the owners of these 25 properties to redevelop their lot to maximize the permitted density. The city is currently losing more homes on the heritage inventory to demolition than are being retained through hras. Since January 2021, three privately owned residential heritage resources have received demolition permits. Only two applications for retention of residential heritage resources through an hra were advanced to council during the same period. Staff are currently completing a review of the city's heritage policies and programs, including the city's use of tools available under the local government act for retention of heritage resources. The intent of the review is to inform the policy recommendations of the official community plan (ocp) update. However, as housing policy updates are being made in advance of the ocp update, it is recommended that council authorize staff to prepare a report outlining tools that the city could implement to retain heritage resources in residential neighbourhoods concurrent to advancing the housing choices program.

4.0 communication and community engagement

community engagement for the housing choices program began in spring 2022. A dedicated project webpage was established at that time. As of May 15, 2023, the project webpage has been accessed 27,220 times, by a total of 17,402 users. Subject: housing choices final program for phase 1a and scope for phase 1b

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phase 1a included three rounds of community engagement and directly involved over 4,000 people. Events included two public surveys, three virtual workshops, one in-person workshop and three open houses. A summary of what we heard was provided in reports to council on May 30, 2022 and February 27, 2023. A final round of engagement was held in spring 2023 to present the draft program to the public before finalizing the details. A summary of what we heard is presented in (attachment 2). Engagement for phase 1b will begin with a survey on the housing types and forms that

are being considered for this phase. Information collected from this survey will be considered in conjunction with the anticipated provincial housing legislation to develop a draft program for phase 1b.

5.0 financial considerations

as more housing units are introduced to burnabys neighbourhoods through the

housing choices program, there will be costs to upgrade lane infrastructure and provide

ongoing servicing. Supplementary annual utility fees will be levied to pay for annual

sewer, water and garbage collection services. Additional information on servicing

upgrade costs and utility fees is provided in (attachment 1).

Funding for infrastructure and policy development to support new housing units created

through the housing choices program may be available through the canada mortgage

and housing corporation (cmhc) housing accelerator fund (haf). Cmhc has identified burnaby as a growth leader within the large/urban stream and the city will be

submitting its haf application in advance of the summer intake.

Respectfully submitted,

e. W. Kozak, general manager planning and development

attachments

attachment 1 housing choices phase 1a: final program

attachment 2 housing choices phase 1a: summary of feedback on the draft program

report contributors

this report was prepared by sarah crawford, planner 2, and reviewed by lily ford,

planner 3, carl isaak, director community planning, and lee-ann garnett, deputy

general manager planning and development.

Attachment 1. Phase 1a: final program

this attachment provides details of the final program for housing choices: phase 1a, to

introduce laneway homes and suites in semi-detached homes to single and two family

properties on lanes in burnaby.

A how-to guide will be prepared to assist residents in understanding these

regulations. A frequently asked questions (faq) section is also available on the housing

choices website ([www. Burnaby. Ca/housingchoices](http://www.Burnaby.Ca/housingchoices)). Any questions may be directed to

housingchoices@burnaby. Ca.

Details of the final program are provided in the following sections:

1.0 laneway homes

2.0 suites in semi-detached homes

3.0 additional information

1.0 laneway homes

final program for phase 1a: laneway homes

zoning

districts

r1, r2, r3, r4, r5, r6, r9, r10, r11, r12 and rm6.

Eligible lots eligible lots must have:

a single-family home; and

vehicular access to the rear yard from the side or rear of the property,
via an open lane or

residential street.

Notes:

1. Corner lots or double frontage lots (through lots) that do not have
access to an open

lane will require access approval from the engineering department.

2. If a lot is near a stream, streamside protection and enhancement area
regulations may

limit the ability to construct a laneway home. (see section 6.23 of the
zoning bylaw)

units per lot eligible lots may have up to 3 units. These may include a
single family home with a

secondary suite, and a laneway home.

Tenure a lot with a laneway home must remain under a single title. This
means that a laneway

home cannot be stratified or otherwise subdivided, and cannot be sold
separately from

the main home.

A laneway home may be rented out as a long term rental unit. Short term
rentals will not

be permitted in laneway homes.

The owner will not be required to live on the property. If the owner
lives off-site, an annual

house rental business license will be required. Only one license will be
required per lot.

Floor area maximum floor area for a laneway home:

up to 20% of the lot area, but no larger than 140 m² (1,507 sq. Ft.).

Minimum floor area for a laneway home:

32.52 m² (350 sq. Ft.)

notes:

1. The floor area calculation for a laneway home will exclude:

floor area of the principal dwelling

floor area of carports that are attached to the laneway home

floor area of any accessory buildings that are not attached to the
laneway home (e. G.

Garages, sheds, workshops, bike sheds/lockers)

height maximum height for a laneway home:

no more than 2 storeys; and

up to 7.6 m (24.9 ft.) for a sloping roof; or

up to 6.7 m (22 ft.) for a flat roof.

Notes:

1. The height of a laneway home will be measured from the lowest point on
the perimeter of

the laneway home. The lowest point will be the lower of the natural or
finished grade.

2. A laneway home cannot exceed the maximum height permitted for the
principal dwelling,

as provided in the zoning bylaw.

3. Basements are permitted in laneway homes and will count as one storey.

Location on
the lot

a laneway home must be located in the rear yard.

Minimum setbacks for the laneway home:

2.4 m (7.87 ft.) from the main house

2.4 m (7.87 ft.) from a detached garage or other accessory building

1.2 m (3.94 ft.) from the rear lot line

1.2 m (3.94 ft.) from the side lot line

notes:

1. On a corner lot, the rear yard is the area furthest from the front lot line. The front lot line is

usually the narrowest street frontage.

2. On a corner lot, the side yard setback from the flanking street will be the same as for the

main house.

3. On a double-fronted lot (also called a through lot) there is technically no rear yard, so a laneway home should be located behind the main residence.

4. If a lot is near a street/lane intersection, the regulations to maintain vision clearance at intersections may impact the siting of a laneway home (zoning bylaw section 6.13).

5. An unsprinklered laneway home may not be located further than 45m (147.64 ft.) from a lot line abutting a road.

Lot coverage 45% maximum for buildings/structures

70% maximum for impervious surfaces

parking 1 parking space will be required on the property. This must be uncovered or in a carport, and meet the city standard for a van accessible parking space.

Notes:

1. The parking space may be located within the side yard setback, subject to vision

clearance at intersection regulations (zoning bylaw section 6.13).

2. The parking area must include an energized outlet capable of providing level 2 charging for an electric vehicle.

3. Additional parking spaces may be provided on the property but will not be required.

These may be uncovered, in a carport, or in a garage.

4. Parking/storage for bikes, strollers etc. May be provided in detached accessory buildings, attached bikeports or bike lockers.

Environmental

design

laneway homes must meet bc energy step code level 3

notes:

1. Laneway homes are considered part 9 residential buildings under the bc building code.

As of may 1, 2023, step code level 3 is the new provincial standard for all part 9 buildings.

2. An additional 0.5 m (1.64 ft.) in height may be permitted to support passive house, net zero, or bc energy step code 5 buildings.

Outdoor
space

trees must be retained or replaced as per the burnaby tree bylaw.

Additional

information is provided in section 3.0 of this attachment.

Private outdoor space for the laneway home will be encouraged: a minimum 4 m² (43.06

sq. Ft.) private patio or minimum 3 m² (32.29 sq. Ft.) deck or balcony.

Access/

addressing

a minimum 0.9m (3 ft.) wide pathway is required from the street to the laneway home.

An apartment-style address will be added to the main address to identify laneway homes

(e. G. L1-1234 main street).

Servicing and

utilities

separate sewer, water and power services.

An annual supplementary utility fee will be charged for a laneway home.

Additional

information is provided in section 3.0 of this attachment.

Application

process

building permit

a how-to guide will be provided to assist with building permit applications.

A preapproved design library will be set up to accompany the program.

Additional

information is provided in section 3.0 of this attachment.

Heritage exceptions to these regulations may be considered to preserve heritage buildings, through

the heritage revitalization agreement process.

2.0 suites in semi-detached homes

final program for phase 1a: suites in semi-detached homes

zoning districts r4, r5, r6, r12 and rm6.

Eligible lots to add a semi-detached home in the r4, r5, r6 or rm6

districts a lot must be at least:

557.4 m² (6,000 sq. Ft.) and 15.0 m (49.2 ft.) wide.

To add a semi-detached home in the r12 district a lot must be at least:

306.57 m² (3,300 sq. Ft.) and 9.15 m (30 ft.) wide on lots with lanes,

or

306.57 m² (3,300 sq. Ft.) and 13.7 m (45 ft.) wide on lot without

lanes.

To add secondary suites to a semi-detached home, an eligible lot must have:

a semi-detached home (two attached units placed side-by-side or front-to-back).

Vehicular access to the rear yard from the side or rear of the property, via an open lane

or residential street.

Maximum

dwelling units

per property

eligible lots may have up to 4 units: two semi-detached units, each with one secondary suite

per unit.

Ownership a semi-detached home may be stratified into two primary units (each side may be sold

separately). However, a secondary suite may not be separately stratified (sold

separately) from a primary unit.

A secondary suite may be rented out as a long term rental unit. Short term rentals will

not be permitted in secondary suites.

The owner will not be required to live on the property. If the owner lives off-site, an

annual house rental business license will be required.

Floor area maximum floor area for a secondary suite:

there will be no maximum floor area for a secondary suite, but it must be contained

within a semi-detached unit.

Ground level suites, and basements containing secondary suites, may be added to a

two-storey semi-detached home. The floor area of the secondary suite will not count

toward the total floor area permitted for the semi-detached home.

Minimum floor area for a secondary suite:

32.52 m² (350 sq. Ft.)

notes:

1. A ground level suite means a suite at or below ground level with an accessible path to

the front door that is certified as meeting universal design standards.

See additional

details in section 3.0.

2. The floor area of a basement or ground level suite must be no greater than the floor area

of the storey above.

3. The top floor of a semi-detached home has no maximum size, but must be at least one

third of the permitted above grade floor area.

Maximum

height

semi-detached homes that include a suite:

two storeys plus basement; and

up to 9.0 m (29.5 ft.) for a sloping roof or 7.4 m (24.3 ft.) for a flat roof.

Semi-detached homes that include a ground level suite:

two storeys plus ground level suite; and

up to 10.5m (34.4 ft.) for a sloping roof, or 8.9m (29.2 ft.) for a flat roof.

Setbacks setbacks for semi-detached homes will be as per existing zoning bylaw regulations.

Lot coverage as per existing zoning bylaw regulations

70% maximum for impervious surfaces

parking 2 parking spaces will be required on the property (one per side of the semi-detached home). These must be uncovered or in a carport. Parking spaces for suites must meet the city standard for an accessible parking space. Parking spaces for ground level suites should meet the city standard for a van accessible parking space.

Environmental
design

step code level 3
outdoor space as per the burnaby tree bylaw. Additional information is provided in section 3.0 of this attachment.

Private outdoor space for each suite will be encouraged: minimum 4 m² (43.06 sq. Ft.).

Access/

addressing

s suffixes will be added to the main address to identify secondary suites. (e. G. S1- 1234 main street).

Servicing and
utilities

servicing for secondary suites in semi-detached homes will be as per secondary suites in single-family homes.

An annual supplementary utility fee will be charged for each secondary suite that is rented out. Additional information is provided in section 3 of this attachment.

Application

process

building permit

a how-to guide will be provided to assist with the application process. A pre-approved design library will be set up to accompany the program.

Additional

information is provided in section 3.0 of this attachment.

3.0 additional information

this section provides additional details for implementing phase 1a of the housing

choices program. This includes:

1. Infrastructure upgrades
2. Trees and green space
3. Universal design standards
4. Pre-approved designs
5. Supplementary utility fees

1. Infrastructure upgrades

as laneway homes have their main access facing the back lane of the property, careful

assessment of lane conditions and standards must be incorporated to ensure the

infrastructure associated with these housing types meet the appropriate levels of service.

Lane infrastructure may include upgrading to formal drainage systems (storm sewers, catch basins, etc.) rather than ditches with driveway culverts, pavement rehabilitation and surface works such as full width lane paving, curbs, as well concrete letdowns on either side of the lane. Consideration must also be given to proper lighting, garbage collection, and pedestrian and vehicular movements in the lane. Based on historical construction costs, it is estimated that lane upgrades would be in the range of \$2,000 to \$3,000 per linear metre. It is important to note that these costs do not include other features to address site specific conditions such as fencing, steepness and grade differentials requiring structural walls between the property and the lane, and/or other environmental factors.

2. Protecting trees and green space

as the housing choices program progresses, protection of burnaby trees will be challenging. The tree bylaw is currently being reviewed and this is expected to be completed by the end of this year. However, under current legislation (bc community charter) the tree bylaw cannot prevent development of a lot in accordance with the density allowed under the zoning bylaw. The final program for phase 1a includes minimal setbacks and lowered parking requirements to maximize the options for locating buildings, and make it easier to retain existing trees. Reductions to front setbacks are also being considered for phase 1b which will provide additional options for building placement. The existing maximum lot coverage requirement of 45% has been retained to try to protect greenspace, tree roots and manage stormwater runoff. The impervious surface maximum of 70% is also retained.

The tree bylaw can be used to require fees, tree-cutting permits and replacement trees or contributions to the civic tree reserve fund for planting new trees on public lands.

As part of the review, options are being considered to maintain the goal of no net loss of trees, and if possible, net gain, via replacement tree planting.

3. Universal design standard

semi-detached homes containing suites that meet a universal design standard will be provided with additional height to elevate these suites to ground level. This will result in

a three-level home where all of the living space is fully above ground. The objective is to encourage the development of more rental suites in the city that can be used to the greatest extent possible, regardless of age, size, ability or disability. Universal design is a set of features, principles and strategies that can be incorporated into the design and construction of a home, to allow it to be adapted easily and costeffectively to keep pace with changing needs. Universally designed houses allow their occupants to live safely, comfortably and independently in their home as they age, without the need for any costly upgrades or renovations. (cmhc information on the saferhome standard, 2017). To demonstrate that a suite has been built to a universal design standard, applicants will be asked to provide certification from the saferhome standards society as part of the building permit process. This standard is used by bc housing and has been recommended by the rick hansen foundation. The saferhome standards society keeps a registry of all of the units that have been certified as meeting the universal design standard in bc, including laneway homes and secondary suites. This will be useful in tracking rental units in burnaby that have been built to a universal design standards. See [www. Saferhomestandards. Com](http://www.Saferhomestandards.Com) for additional details on this standard.

4. Pre-approved designs

a pre-approved design library will be set up to accompany the program. Plans for laneway homes or semi-detached homes with suites that have been permitted by the city, and that meet key city policy objectives, and/or demonstrate best practices will be added to a public design library following occupancy, and be available for purchase from the designer. Examples of key objectives are universal design standards, or higher levels of the bc energy step code or zero carbon step code. Building permit applications that use designs from the preapproved design library may receive faster approval than other designs.

5. Supplementary utility fees

i) laneway homes

utility charges for laneway homes will be levied as follows:
if there is an existing flat rate service for the primary residential property, waterworks and sanitary sewer utility fees will be levied for the laneway home upon receipt of an occupancy permit for the laneway home:

o utility fees for the laneway home will be charged for the calendar year,
less the portion of the year before the laneway home occupancy permit was issued;
o an additional utility notice will be issued to the property owner to reflect the laneway home;
o ongoing fees will be applied annually, and issued each january to the property owner on the annual utility notice;
o service disconnection: no adjustment will be made to utility fees for a period of 28 days following receipt of the disconnection request or notice of issuance of a demolition permit.

If there is no existing flat rate service for the property, waterworks and sanitary

sewer utility charges will be levied for the property in two parts:

o utility fees for the main house will be charged for the calendar year, less the portion of the year before the building permit for the main house was issued;
o utility fees for the laneway home will be charged for the calendar year, less the portion of the year before the laneway home occupancy permit home was issued;
o additional utility notices will be issued to the property owner to reflect each change in status;
o ongoing fees are applied annually, and issued each january to the property owner on the annual utility notice;
o service disconnection: no adjustment will be made to utility fees for a period of 28 days following receipt of the disconnection request or notice of issuance of a demolition permit.

Utility rates water and sewer:

utility rates for a laneway home will match the rates listed in the citys consolidated fees bylaw for single family dwellings with a rental suite. Charges will be levied on a per unit basis

single family dwelling laneway

home example based on

current 2023 rental suite rates

paid by march 15 paid after march

15

laneway home water \$309.86 \$326.17

laneway home - sewer \$293.80 \$308.45

combined \$602.89 \$634.62

utility rates garbage

property owners will not be required to add a new container;

however, owners will be asked to upsize to a 360 litre receptacle before obtaining an additional container for the laneway home;

standard residential garbage rates will apply, based on the size of container

provided;

garbage will be billed annually to the property owner in january as part of the

utility notice;

garbage fees are not pro-rated during the year. Any changes will be in effect

from january 1 of the next calendar year.

Ii) suites in semi-detached homes

utility charges for suites in semi-detached homes will follow the process that is

currently in place for suites in single-family homes.

Property owners will only be charged supplementary utility fees if their suite(s)

are rented;

owners will be required to submit a supplementary utility fees declaration form to

declare the rental status of each suite.

Utility rates for water and sewer:

rates for suites in semi-detached homes are currently listed in the city's consolidated fees bylaw, under rented suite in a two family dwelling.

Charges will be levied on a per unit basis.

Suite in a two family dwelling

example based on current 2023

rental suite rates

paid by march 15 paid after march

15

suite water \$232.37 \$244.60

suite - sewer \$219.22 \$230.76

combined \$451.59 \$475.36

utility rates for garbage:

property owners will not be required to add a new container;

property owners may have one tote per side of a semi-detached home, to a maximum of 360 litres;

standard residential garbage rates will apply, based on the size of container

provided;

garbage is billed annually to the property owner in january as part of the utility

notice;

garbage fees are not pro-rated during the year. Any changes will be in effect

from january 1 of the next calendar year.

Attachment 2:

housing choices phase 1a: summary of feedback on the draft

program

1.0 introduction

this report provides a summary of feedback from engagement on the draft program for housing

choices phase 1a. This phase focuses on introducing laneway homes and secondary suites in

semi-detached homes to burnaby's single and two family properties on lanes.

This was the third and final round of public engagement for phase 1a of the housing choices

program. The objectives of this engagement were to check in with the public on the draft

regulations, to raise awareness of the draft regulations, and to provide an opportunity to collect any final feedback before the program was finalized.

2.0 engagement summary

feedback on the draft program was collected through a public survey and two open houses.

Public survey: a public survey was available on the city of burnaby website from march 27

until april 10, , 2023. The survey was advertised through newspaper advertisements, social

media (facebook, twitter, instagram), at the open houses and via email to residents who had

signed up to receive updates on the project. There were a total of 276 responses to the survey.

Respondents were able to answer sections on the proposed regulations for laneway homes,

suites in semi-detached homes, or both. 91 respondents only answered the section on laneway

homes, 7 respondents only answered the section on suites in semi-detached homes, and 177

respondents answered both sections.

Open houses: the city hosted two open houses on the draft program. The first was held on

march 28, 2023 at the confederation senior centre. The second was held at the bonsor

recreation centre on march 29, 2023. Presentation boards explaining the draft program were

displayed and city staff were available to answer questions. The presentation boards were also

made available on the housing choices website. Over 900 people attended the open houses.

Attendees at the open houses were invited to submit written comments after reviewing the

presentation boards and discussing the program with staff. Dropboxes were provided for private

comments. Public comments could be added to the boards using sticky notes. There were 56

dropbox comments and 73 sticky notes comments received.

3.0 what we heard

feedback received on the draft program has been organized into three categories: laneway

homes, suites in semi-detached homes, and written comments on the draft program.

3.1 laneway homes

laneway homes: feedback from the survey

there were 268 responses to the laneway homes section of the survey.

Respondents were

provided with information on the draft program regulations and asked to indicate their level of

support for key aspects of the draft program. The chart below summarizes the level of support

for the overall draft program, in addition to specific regulations on tenure, parking, height, size

and lot eligibility.

*note: there were 265 individuals that chose to answer these questions in the survey. This chart only includes those who answered these questions. There was a majority of support for all of the key elements of the draft program. The highest level of support was for the regulations regarding lot eligibility for phase 1a housing types, with 78% either strongly supporting or somewhat supporting this regulation. The lowest level of support was for the regulations for parking, with 63% either strongly supporting or somewhat supporting the draft program regulations. Support for height, size and tenure regulations for laneway homes received 74%, 73% and 69% respectively. Respondents were also asked to indicate their level of overall support for the draft program for laneway homes. 77% of respondents stated that they strongly supported or somewhat supported the overall program.

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

eligible lots

size

height

parking

tenure

overall

laneway homes draft program*

strongly support somewhat support neutral somewhat oppose strongly oppose

3.2 suites in semi-detached homes

suites in semi-detached homes: feedback from the survey

there were 184 responses to the suites in semi-detached homes section of the survey.

Respondents were asked to indicate their level of support for key aspects of the draft program.

The chart below summarizes the level of support for the overall draft program, in addition to

specific regulations on tenure, parking, suite size and lot eligibility.

*note: there were 180 individuals that chose to answer these questions in the survey. The chart

only includes those who answered these questions.

There was a majority of support for all of the key elements of the draft program. The highest

level of support was for the regulations regarding the size of secondary suites, with 79% either

strongly supporting or somewhat supporting this regulation. The lowest level of support was for

the regulations for parking, with 60% either strongly supporting or somewhat supporting the

draft program. Support for regulations on tenure and lot eligibility for suites in semi-detached

homes received 78% and 76% respectively.

Respondents were also asked to indicate their overall level of support for the draft program for

suites in semi-detached homes. 74% of respondents stated that they strongly supported or somewhat supported the overall program.

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%

eligible lots

size

parking

tenure

overall

suites in semis draft program*

strongly support somewhat support neutral somewhat oppose strongly oppose

3.3 written comments

survey respondents were invited to provide additional comments on the draft program for

laneway homes. Comments were not mandatory. Comments from the survey were combined

with written comments that were posted in drop boxes at the open houses, or added to the presentation boards.

Some people submitted multiple comments, or single comments referencing different aspects of

the program. Many of the comments were general in nature, relating to the overall program and

process. These comments are reflected in the quantitative data. Comments on the regulations

were summarized and categorized by subject matter, and then analyzed by frequency. There

were 428 comments in total. Comments on the regulations that were received four or more

times are shown in the table below.

summary of comments on program elements frequency

1 more parking should be required on the property 45

2 less/no parking should be required on the property 24

3 allow on lots without rear lanes 22

4 homes should be bigger 18

5 stratification should be allowed 15

6 costs/housing is too expensive 14

7 allow duplexes on smaller lots 13

8 living space should be above ground 13

9 attached garages should not count in size calculation 9

10 do not allow short term rentals 6

11 homes should be taller 6

12 more lot coverage should be allowed 6

13 owners should live on-site 6

14 views should be protected 6

15 homes should be lower in height 5

16 minimum suite size is too small 5

17 allow laneway homes on duplex lots 4

18 allow short term rentals 4

19 homes should be smaller 4

20 support for pre-approved plans 4

parking was one of the most common topics, with mixed opinions over how much parking

should be required on a property. Some people mentioned that lower parking should be required near transit. Others asked that attached garages be excluded from the laneway home floor area calculation. Other common topics were the size and height of homes and suites, with some commenters stating that they should be bigger and others concerned about the size and height and potential impact on views. Some commenters suggested permitting more lot coverage to allow a larger building footprint. Some commented that the minimum suite size was too small. Others noted that more above ground living space was desirable. There were also comments about lot eligibility, with many commenting that duplexes/semidetached homes should be allowed on smaller lots. Others commented that laneway homes should be allowed on lots without lanes and on duplex lots. Comments were received in support of stratification. Some people were concerned about the high cost of housing in the city. There was mixed support for short term rentals, with some respondents noting that owners should be required to live on site. Finally there was some support for pre-approved plans to assist with the development process.

Next steps

the feedback received from this final check-in on phase 1a has been considered in conjunction with the program recommendations and policy objectives, and where feasible, amendments have been made to the draft program. This feedback will also inform future phases of the housing choices program.

Meeting 2023 february 8

committee report

to: chair and members date: 2023 january 30

planning and development

committee

from: general manager file: 41500 20

planning and development

subject: housing choices phase 1a: draft program

purpose: to provide a draft program with respect to laneway homes and suites in semi

detached homes.

Recommendations:

1. That the committee receive the report entitled: housing choices program:

financial analysisfor laneway units and suites in semis (see attachment #1) and

forward it to council for information.

2. That the committee receive the report entitled: laneway homes andsuites in semi

detached homes program recommendations report (see attachment #2) and

forward it to council for information.

3. That the committee recommend that council approve the draft program for laneway homes and suites in semi-detached homes, as described in section 6.0 and

appendix a and appendix j5, as a basis for public consultation.

Report

1.0 introduction

on 2021 december 06, council adopted home: burnaby's housing and homelessness strategy

(the homestrategy), a ten yearaction plan for housingin bumaby. The home strategyincluded

a priorityactionfor the city to launchan infillhousingprogramto introducemore housingchoices

to burnaby's single and two family neighbourhoods.

Toimplement this action, the city launchedhousingchoices, a multi-year, multi-phased program

to expand 'missing middle' housing in bumaby. Missingmiddle, in this context, refers to housing

types that fit between a single-family home and a mid-rise building in terms of building form.

Examples of these types of housing include duplexes, triplexes, fourplexes, sixplexes, cottage

courts, rowhomes, townhomes and low-rise apartments. The term also refers to properties with

accessory units such as flex suites, secondary suites and laneway homes.

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to: planning and developmentcommittee

from: generalmanager planning and development

re: housingchoicesphase 1a: draft program

2023january 30. Page 2

the housing choices program is being introduced in phases. The current phase (phase 1a) is

focusing on introducing laneway homes, and secondary suites insemi-detached homes. Phase 1b

will focus on other options for adding three imits to a single-family lot, or four units to a twofamily lot. These may include single-family homes with two suites, triplexes, fourplexes orcottage

courts (agroup ofsmall homes around a shared courtyard). Phase 2 will focus on additional types

ofmissing middle housing such as rowhomes, townhomes and low-rise apartments. Phase 2 will

take place in conjunction with the official conmiunity plan update.

Thisreport provides an update on the progress ofphase 1a {section 3.0) and summarizesthe results

oftwo key reports, the financial analysis report {section 4.0) and the program recommendations

report {section 5.0). Italso presents the draft program for laneway homes and secondary suites in

semi-detached homes {section 6.0 andappendices a and b). Subject to council approvd, the

draft program will be presented to the public at open houses in the spring to gather additional

feedback before the program is brought backto council forfinal approval.

2.0 policy context

the housing choices program generally aligns with the following council adopted plans, reports and policies: corporate strategic plan (2022), official community plan (1998), home:

burnaby's housing and homelessness strategy (2021), burnaby's housing needs report (2021), and the mayor's task force on community housing final report (2019).

3.0 progress update

on 2022 february 14, council approved a process for phase 1a of the housing choices program, to introduce laneway homes and suites in semi-detached homes. The tasks from this process are shown in appendix c, along with columns showing the current status and anticipated schedule to complete this work.

4.0 financial analysis report

in april 2022, at the request of council, the city retained a consultant to undertake a financial analysis for phase 1a, to determine the impact that laneway homes and suites in semi-detached homes might have on property values in single and two-family neighbourhoods.

In the report entitled "housing choices program: financial analysis for laneway units and suites in semi-detached" ("financial analysis report"), the key findings from this analysis are as follows:

rental laneway homes

allowing rental laneway homes is unlikely to have any material impact on the value of single family lots, as the laneway unit value will be largely offset by the cost of creating the new unit.

Market rents are likely required in order to make laneway home development financially attractive to most homeowners and builders. Laneway home development is unlikely to be viable if rents are required to be set below market rent.

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to: planning and development committee

from: general manager planning and development

re: housing choices phase 1a: draft program

2023 january 30. Page 3

rental laneway homes do not have the financial ability to support any significant contributions toward community amenities.

Suites in semi-detached homes

allowing rental suites in semi-detached homes will create a potential income stream that

prospective purchasers can use to help them finance a portion of the purchase price. This

will likely help some prospective purchasers who would not currently be able to afford a

semi-detached home.

Allowing rental suites in semi-detached homes will not lead to any significant increase in semi-detached homes sales prices or increased lot values, as the value created by the rental suite will be offset by any reduction in the living area available to the unit owner and the cost to create the rental suite.

The consultant was also asked to consider the impact on property values if laneway homes were stratified, and sold separately from the main house. Key findings from this analysis were:

stratified laneway homes

strata laneway homes would be very profitable and attractive from a financial perspective.

If permitted, it is expected that there would be interest from homeowners and builders in this option.

Allowing strata laneway homes would likely create significant upward pressure on single

family lot values, unless the city:

requires a significant amenity contribution as part of the approval for a strata

laneway home. However, the supportable contribution would vary widely depending on the size of the unit and the location of the property. In addition, many

single family homeowners may not be able to provide a significant amenity contribution until after the strata laneway home is built and sold which would create

an obstacle to creating new homes.

Requires the new laneway home to be sold at a below market price. The supportable

price discount would vary depending on the size of the laneway home and the

location of the property. This approach would require the creation of an affordable

homeownership program as well as ongoing administration and monitoring by city

staff. In addition, it would be difficult to determine "market price" if all strata

laneway homes are required to be sold at below market prices.

Stratification of laneway homes is not being considered for phase 1a of the housing choices

program. However, it could be considered in future phases, in conjunction with an affordable home

ownership program. This would support strategy #6 of Burnaby's housing and homelessness

strategy to "explore ways to make home ownership more attainable".

A copy of the financial analysis report, providing details on the methodology and findings from this work, is as attachment #1.

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to: planning and development committee

from: general manager planning and development

re: housingchoicesphase 1a: draft program

2023january 30. Page 4

5.0 program recommendations report

the report entitled "laneway homes and suites in semi-detached homes program

recommendations report ("program recommendations report") provides 108 recommendations and 10 future considerations for the regulation of laneway homes and suites in

semi-detached homes. Recommendations address a range of factors, including:

zoning and lot eligibility;

building size, height and siting;

parking;

environmental design;

outdoor spaces;

servicing and utilities; and

the application process.

The program recommendations report reflects the results of a best practices review, planning and

policy review, financial analysis, and technical design and modelling, together with feedback

gathered from a survey and workshops undertaken with residents, small housing developers and

other housing industry professionals.

The key themes that emerged throughout this process, and that have been used as principles to

guide the program recommendations are as follows:

flexibility- no one approach fits all;

optimization - make the best use of space and resources;

suitability - diverse needs require diverse solutions; and

expediency - make the development process easy and keep it simple.

As discussed in section 6.0 below, the program recommendations report was a key input into the

development of the proposed draft program.

The program recommendations report is provided as attachment #2.

6.0 draft program

during the fall, the program recommendations report was reviewed by staff from across the city,

whose feedback has been used to develop the draft program. The draft program generally reflects

the program recommendations and is designed to ensure that it will meet the needs expressed by

the community while supporting good design practices and achieving the city's long-term

planning objectives.

A summary of the draft program is shown in table 1 and table 2.

Additional information is

provided in appendix a and appendix b, further details and rationale is provided in the program

recommendations report in attachment #2.

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to: planning and development committee

from: general manager planning and development

re: housingchoicesphase 1a: draft program

2023 january 30. Page 5

the proposals for the program are still in draft form. If approved by council they will be presented to the public at open houses in early spring 2023. Feedback received will be used to develop a final

program to be brought back to council for approval.

Table 1: summary of draft program for laneway homes

program elements laneway homes

zoning districts all zoning districts that permit single-family homes. ' eligible properties

properties with a single-family home and vehicular access to the rear yard

from the side or rear of the property, via an open lane or residential street.

Subject to streamside protection and enhancement area regulations, traffic

safety review, and other requirements.

Maximum dwelling

units per property

3 (single family home with secondary suite and laneway home).

Ownership single title for the property.

Maximum floor

area

the lesser of:

20% of lot area (0.2 far); and

140m² (1,506.95 sq. Ft.).

Subject to meeting other regulations such as setbacks and lot coverage.

Minimum floor

area

30 m² (322.93 sq. Ft.)

maximum height two storeys and

no higher than the lower of:

o 7.6 m (24.93 ft.) for a sloping roof or 6.7 m (21.98 ft.) for a flat roof;

and

o the highest point of the principal dwelling.

Cellars and basements will be permitted and will count as one storey.

Setbacks 1.2m (3.94 ft.) minimum from lane

2.4 m (7.87 ft.) minimum from house

side setbacks as per existing zoning bylaw regulations for the main dwelling.

Lot coverage 45% maximum for buildings/structures

70% maximum for impervious surfaces

minimum number

of parking stalls for

the whole property

1 van accessible parking pad or carport space.

(1 space for up to 3 units)

environmental

design

step code level 3

outdoor space 2 trees per site (or as per burnaby tree bylaw which is anticipated to be

updated later in 2023).

Private outdoor space for the laneway home will be encouraged: minimum

4m² (43.06 sq. Ft.) private patio or minimum 3m² (32.29 sq. Ft.) deck or balcony.

'see appendix regarding a1, a2 and a3 zoning districts.

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to: planning and development committee

from: general manager planning and development

re: housing choices phase ia: draft program

2023 january 30. Page 6

program element : laiew²; homes

access/addressing a clear unobstructed pedestrian access path from the street will be required:

minimum 0.91m (3 ft.) wide and clear to sky.

L suffix will be added to the main address to identify laneway home (e. G.

Li-5044 main street).

Servicing and

utilities

separate sewer, water and power.

Supplementary utility charges (being the rental suite in a single family dwelling- supplementary utility fee in the bumaby consolidated fees and charges bylaw).

Supplementary utility charges will be charged regardless of whether the laneway home is rented or not. Fees are subject to further analysis and consultation.

No additional garbage receptacle required.

Application process building permit

this approach is subject to change pending results from the development approvals process (dap) project.

Heritage exceptions to these regulations may be considered to preserve heritage

buildings, through the heritage revitalisation agreement process.

Table 2: summary of draft program for secondary suites in semi-detached homes

program element suite is² semi-detached homes

zoning districts all zoning districts that permit two-family homes.

Eligible properties properties v²th a two-family semi-detached home and vehicular access to the

rear yard from the side or rear of the property, via an open lane or residential

street.

Maximum

dwelling units per

property

4 (two semi-detached units, each with one secondary suite per unit).

Ownership suite may not be separately strata-titled if from the semi-detached unit.

Maximum floor

area

no maximum floor area for the secondary suite but it must be contained within the semi-detached unit.

A secondary suite located in a cellar or in a fully accessible basement may be

added to a semi-detached home and will not count as floor area. Floor area of cellar secondary suites and fully accessible basement secondary suites must be no greater than the floor area of the main storey.

Minimum floor area
30 m² (322.93 sq. Ft.)
maximum height two storeys and
9.0 m (29.5 ft.) for a sloping roof or 7.4 m (24.3 ft.) for a flat roof; or
for a semi-detached home with a fully-accessible basement secondary suite: 10.5m (34.4 ft) for a sloping roof, or 8.9m (29.2 ft.) for a flat roof.

Cellars and fully accessible basements constructed as secondary suites will be permitted and will not count as a storey.

Setbacks setbacks for semi-detached homes will be as per existing zoning bylaw regulations.

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to: planning and development committee
from: general manager planning and development
re: housing choices phase 1a: draft program
2023 january 30. 7

program element suites in semi-detached homes:
lot coverage 45% maximum for buildings/structures.
70% maximum for impervious surfaces.

Minimum number
of parking stalls
for the whole
property
2 accessible parking pads or carport spaces.
(2 spaces for up to 4 units)

environmental
design
step code level 3
outdoor space as per burnaby tree bylaw
private outdoor space for each suite will be encouraged: minimum 4m² (43.06 sq. Ft.).

Access/addressing suffixes will be added to the main address to identify secondary suites, (e. G. Si- 5049 main street).

Servicing and
utilities

servicing as per secondary suites in single-family homes.
Supplementary utility charges (being the rental suite in a two family dwelling-supplementary utility fee in the burnaby consolidated fees and charges bylaw).
Supplementary utility charges for suites will only be charged if a suite is rented out.

Fees are subject to further analysis and consultation.

No additional garbage receptacle required.

Application

process
building permit
this approach is subject to change pending results from the development approvals process (dap) project.
7.0 transportation impacts
the underlying premise for residential off-street parking requirements are that residents need a place to 'store' their vehicle(s) on their property. The regulation of parking for vehicles within residential properties is regulated by the bumaby zoning bylaw schedule no. V11 offstreet parking. It is standard to provide parking on the property to meet most demands and to minimize spill-over onto the public streets. Providing more compact housing forms and multiple units on a single site will generate more parking demands on-site. There are concerns from the engineering perspective that the reduced parking provisions as presented in the draft program (appendices a and b) will increase pressure for on-street parking where there is currently inadequate supply in many neighbourhoods. The proposed program recommendation will reduce the current bylaw parking requirements on-site by approximately 60%.
The demand for parking, which can change over time, is affected by a number of factors including proximity to transit, cycling infrastructure, and other alternative modes available including carshare vehicles. However, without the technical review of actual vehicle ownership, on-street utilization and market conditions, there is minimal data to support the parking rationale in the draft program. As part of the city's transportation goals and the climate action framework, residents are encouraged to use more sustainable modes; however, they will continue to rely on the automobile (i. e. Electric vehicles) in some capacity for the

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to: planning and development committee
from: general manager planning and development
re: housing choices phase 1a: draft program
2023 january 30. Page 8
foreseeable future. Therefore, limiting parking supply on-site will impact the neighbourhood balance for on-street parking.
A review of comparable municipal parking bylaw rates (refer to appendix d) in the lower mainland including city of north vancouver, new westminster, richmond, coquitlam, surrey, and vancouver confirms the number of parking spaces required per unit varies between 1 and 3, with the exception of vancouver which allows for 1 space for up to 3 units (0.33 spaces)

per unit, for single detached houses with both a secondary suite and laneway house).

8.0 next steps

subject to council approval, the draft program will be shared with the public through the city website and a series of open houses to be held in spring 2023. A survey will also be distributed to collect feedback from the public. All of the open house materials, including the survey, will also be available online. Feedback will be used to refine the draft program and to prepare a final program for council consideration and adoption.

9.0 recommendations

this report provides an update on the housing choices program, presents the financial analysis report and the program recommendations report, and presents the draft program for laneway homes and suites in semi-detached homes.

It is recommended that the committee request that council approve the draft program, outlined in section 6.0, appendix a, and appendix b of this report, as the basis for public consultation to be held in early spring 2023. It is also recommended that the committee receive the financial analysis report and program recommendations report, and forward them to council for their information.

E. W. K

pl

sc/lf/kh: sa

attachments

general manager

and development

copied to: chief administrative officer

deputy chief administrative officer and chief financial officer

general manager engineering

chief building inspector

city solicitor

director legislative services

r: \long range clerical\docs\sc\committee reports\2023\housing choices phase 1a-draft program (2023.02.08). Docx

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appendix a

draft program for laneway homes

the table below describes the draft program for laneway homes. It includes the following topics:

1. Zoning districts
2. Eligible properties
3. Maximum dwelling units per property
4. Tenure
5. Floor area
6. Height
7. Setbacks
8. Lot coverage

- 9. Parking
 - 10. Environmental design
 - 11. Outdoor space
 - 12. Access/addressing
 - 13. Servicing and utilities
 - 14. Application process
 - 15. Heritage
 - 16. Additional program elements
- topic draft program additional information

1. Zoning

districts

laneway homes will be permitted on eligible properties in all zoning districts that permit single family dwellings.

This includes the r1, r2, r3, r4, r5, r6, r8, r9, rio, rl 1, rl2, rml, rm2, rm3, rm6, al, a2 and a3 zoning districts.

Zone districts al, a2 and a3 are agricultural zoning districts. Laneway home regulations in these zones are being considered separately as part of an agricultural lands review, which will examine provincial regulations for laneway homes on agricultural properties. This report will be brought to this committee in spring 2023.

2. Eligible

properties

properties must have:

a single family home; and.

Vehicular access to the laneway home from the side or rear of the property, via an open lane or residential street.

Properties must be able to provide direct vehicular access to the laneway home from the side or rear of the property. If this access is from a residential street (for example, on corner or double frontage lots) it will be subject to approval from the engineering department to ensure that the driveway meets traffic safety standards.

Properties containing a stream or located adjacent to a stream must comply with the streamside protection and enhancement area regulations under the zoning bylaw, which may limit the laneway home potential of those properties.

Properties within 30 metres of the top of bank of a stream or ravine are subject to

the streamside protection and enhancement area regulations under the zoning bylaw. If all or a portion of the rear yard of the property is located within a streamside protection and enhancement area, then this could limit the ability to construct a laneway home.

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laneway homes must be located

in the rear yard of a property.

There will be no minimum lot area for eligible properties. However, properties will need to have enough room in the rear yard to meet bylaw requirements for setbacks, lot coverage, tree provision and parking provision in order to build a laneway home.

3. Maximum

dwelling units

per property

single-family properties may include a principal dwelling with a secondary suite, and a laneway home, for a total of three units.

Secondary suites will not have to be removed in order to add a laneway home to a property. This will ensure that existing tenants aren't impacted by the addition of a laneway home.

4. Tenure a property with a laneway home

must remain under a single title.

This means that the laneway home cannot be stratified or subdivided and sold separately from the main house.

Stratification may be considered in later phases of the housing choices program, in conjunction with additional financial analysis to support an attainable home ownership program.

A laneway home may be used by the owner and their family/guests or rented out as a long term rental unit.

In order to protect the long term rental stock in bumaby, laneway homes will not be permitted as short term rentals.

The owner will not be required to live on the property. However, if the owner lives off-site, they will be required to apply for an annual

home rental business license.

This is the city's current practice for house rental businesses where a single family dwelling is rented or offered for rent, and is not occupied by the owner. The purpose of this license is to obtain the contact information for the owner or their designate so that they may be contacted in the event that there are any issues with the property.

Owners will only be required to apply for one home rental business license per property.

5. Floor area maximum floor area for a laneway home:

the maximum floor area for a laneway home will be the lesser of:

20% of the lot area; or

140 m² (1,506.95 sq. Ft.).

The maximum floor area for a laneway home will be calculated separately from, and unaffected by, the size of the principal dwelling.

20% of lot area is equivalent to a floor area ratio of 0.2. This means that a 4,000 square foot lot could have a laneway home of up to 800 square feet, and a 6,000 square foot lot could have a laneway home of up to 1,200 square feet. However, in no event may a laneway home be more than 1,506 square feet regardless of the lot size. Many properties will not be able to achieve the maximum floor area due to other restrictions such as lot coverage, setbacks and maximum height.

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topic draft program additional information

minimum floor area for a

laneway home:

the minimum floor area for all laneway homes, regardless of the size of the lot, will be 30 m² (322.93 sq. Ft.).

The minimum floor area (323 square feet) reflects Burnaby's current minimum unit size for a secondary suite. If the city's minimum unit size for a secondary suite is changed, minimum laneway home sizes may be reviewed.

6. Height maximum height for a

laneway home:

no more than 2 storeys; and

no higher than the lower of:

- o 7.6 m (24.93 ft.) for a sloping roof, or 6.7 m

- (21.98 ft.) for a flat roof;

and

- o the height of the principal

dwelling on the property,

provided the principal

dwelling complies with the

maximum height permitted

under the zoning bylaw for

the applicable zoning

district.

The proposed maximum heights are high

enough to permit a two-storey laneway

home without compromising ceiling

height.

Two-storey laneway homes received the

highest level of support in the housing

choices survey (40%) followed by 2.5

storeys (33%). There were 2,319 responses

to this survey question.

An additional 0.5 m (1.64 ft.)

may be permitted to support

passive house, net zero, or bc

energy step code 5 buildings,

provided that the laneway home

must in any event be lower than

the height of the principal

dwelling.

The total height, with permitted additions

must still be lower than the maximum

height for a principal dwelling in the zone

district.

Basements and cellars will be

permitted in laneway homes and

will count as one storey. They

will also count towards the total

floor area.

Crawl spaces will not be

permitted.

Unlike in the principal building of single

family dwellings, it is recommended that

cellars count as one storey when in a

laneway home. This is to prevent 'two

storey with cellar' forms in the smaller

building envelope of a laneway home.

These forms typically have low ceilings on

each level, as the building height of a

laneway home is lower than a single

family home. This would reduce livability

for occupants.

Crawl spaces are not permitted to encourage at grade construction and to reduce overall building height for the laneway home.

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7. Setbacks side yard setbacks: a laneway home will be required to have the same side yard setbacks that are set out for a principal building in the zoning bylaw.

Rear setback: the laneway home should be set back a minimum of 1.2 m (3.94 ft.) from the rear property line. This is subject to any additional requirements for lane intersections, as specified in the zoning bylaw.

Separation from the principal dwelling: there should be at least 2.4m (7.87 ft.) between a laneway home and the main house.

These building setbacks are based on bc building code requirements. They are put in place to provide adequate light and space between buildings, reduce impacts on neighbouring properties, and to meet fire and safety standards.

8. Lot coverage lot coverage: the laneway home, main house and any other structures may not cover more than 45% of the lot area.

Impervious surfaces: no more than 70% of the lot area may be covered by impervious surfaces (e. G. Buildings, hardscaped patios and pathways).

Lot coverage and impervious surface restrictions are put in place to support stormwater drainage, and prevent downstream drain overflows and flooding.

These maximums reflect the existing standards that are used in the city's models for stormwater runoff. These standards have also been used to model different laneway home design scenarios for bumaby lots.

Properties with homes with a large existing building and/or pavement footprint

(relative to the lot size) may not have sufficient space remaining to build a laneway home.

The city is currently reviewing best practices for stormwater management. These restrictions may be relaxed in the future, if runoff can be reduced by including innovative onsite stormwater management practices.

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9. Parking 1 parking space will be required on the property. This must be uncovered or in a carport, and meet the city standard for a van accessible parking space

(5.5m (18.04 ft.) 1 x 3.4 m (11.15 ft.) wx 2.3 m (7.55 ft.) h).

The parking area must include an energized outlet capable of providing level 2 charging for an electric vehicle.

Additional parking spaces may be provided but will not be required.

These may be uncovered, in a carport, or in a garage. Existing detached garages can remain on the property subject to building separation requirements. Garages attached to a laneway home, or attached to a laneway home carport, will be counted as laneway floor area.

This parking requirement is lower than the city's current standard for off-street parking.

Current standards would require homeowners to provide a minimum of 3 off-street parking spaces for properties with a laneway home and a secondary suite.

Outdoor parking spaces are recommended, as studies have shown that interior garages are often not used for parking. The outdoor parking space required for a laneway home will be in addition to any indoor parking spaces on the property. This means that in many cases homes with indoor parking will be providing more than one parking space.

Van accessible parking is preferred, to accommodate residents with a wide range of needs and prevent congestion in the

lane.

This parking requirement is being recommended for the following reasons: lower parking requirements support more flexible design options, and will make it easier to build one-storey, fully accessible laneway homes that are less intrusive to neighbouring properties.

Lower parking requirements do not prevent residents from adding more parking spaces. Having a lower minimum requirement will give people flexibility to choose how much parking to provide on their property, according to their needs and the characteristics of their site.

Lower parking requirements reflect the directions of the bumaby transportation plan and climate action framework by discouraging driving and providing more room for trees and green space.

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topic draft program

bike lockers up to 6m² (64.58 sq. Ft.) and no higher than 1.2m (3.94 ft.) will be excluded from floor area calculations.

Additional information

in the housing choices survey, conducted in spring 2022, over two thirds of respondents indicated that they would support lower parking requirements. (total respondents; 2,320).

Bumaby is well served by transit. It has two skytrain lines, three rapid bus routes, and additional higher order transit planned for the future.

Currently, 98% of single and two family properties are located within a 10 minute walk of a transit stop or a skytrain station.

Bike lockers provide a secure location for storing bikes and electric bikes.

10. Environmental

design

laneway homes must be built to a minimum of step 3 of the energy step code.

This requirement is based on anticipated

revisions to part 9 of the bc building code, which regulates residential buildings with 3 storeys or less, having a building area not exceeding 600 m², including laneway homes.

Anticipated revisions to the bc building code in 2023 will support different pathways for energy modeling and air tightness testing, as well as for carbon emissions. The additional pathways are in part to support different sizes of part 9 homes, which would include laneway homes. The additional pathways aim to mitigate the difficulty for smaller homes, like laneway homes, to meet the current step code, carbon emission and air tightness testing requirements.

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11. Outdoor space it is proposed that a minimum of two trees be required on the property. This proposal is subject to the results of the upcoming review of the bumaby tree bylaw.

The urban forest is of key importance to climate action and adaptation to hotter summers and wetter winters. Although it may be necessary to remove some trees to support laneway home development, the city's goal is to have no net loss of trees and, if possible, net gain via replacement tree planting. Staff are currently reviewing the bumaby tree bylaw with a climate action/adaptation lens and finalizing the urban forest management strategy. It is anticipated that this work will be complete before the implementation of the laneway homes program, and will be used to guide tree requirements for laneway home development.

An outdoor patio with minimum area of 4 m² (43.06 sq. Ft.) or deck/balcony minimum 3 m²; (32.29 sq. Ft.) will be encouraged to provide open space for occupants of the laneway home.

A design guide to planning outdoor spaces will be provided as part of the program implementation. Plans should consider privacy and overlook to neighbouring properties. Non-invasive and droughtresistant plants will be encouraged.

12. Access/

addressing

a clear unobstructed pedestrian access path from the street will be required, with a minimum width of 0.91 m (3 ft.) and clear to sky. This is to provide safe pedestrian access to the laneway home for emergency services. The laneway home address number must be clearly visible from the street.

Each property will continue to have one legal address. Laneway homes and suites will be allocated the suffixes l and s in the city's property databases, (e. G. Li-2600 port street). For city-wide mail-outs, separate notices will be sent to laneway homes and suites.

Additional guidelines for access and addressing, such as the location of address numbers, entrances and mailboxes, will be provided in a design guide for the program.

Accessibility features such as stairlifts and ground-floor bathrooms will be encouraged.

These will be encouraged through a floor area exclusion in support of stairlifts and a design guide that will accompany the program.

13. Servicing and

utilities

separate sewer, water and power servicing will be required.

Separate services have been recommended to ensure that laneway home tenants are not dependent on the principal dwelling to access their services. This approach would also support stratification if this is introduced in the future.

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topic draft program additional information
the city will charge an annual
supplementary utility fee for
providing water and sewer
services to a laneway home
regardless of whether it is rented
or not.

Supplementary utility fees are updated
annually and published on the city
website.

It is proposed that the fee for a laneway

home will be set to the same rate as the fee for a rental suite in a single family dwelling - supplementary utility fee in the bumaby consolidated fees and charges bylaw.

This fee will apply to laneway homes, regardless of whether it is rented to a tenant or not.

Fees are subject to further analysis and consultation.

There will be no additional garbage disposal fee unless a larger receptacle is requested.

If there are two dwelling units on the property (house and laneway home, or house and secondary suite) a maximum of one garbage receptacle (up to 360l) will be permitted.

If there are three dwelling units on the property (house and secondary suite and laneway home), a larger receptacle (up to 360l) can be requested. If, after upsizing to 360l, this is insufficient, a second small (120l) receptacle will also be permitted.

The city's goal is to support waste reduction and diversion, so a larger garbage receptacle is not required for properties with a laneway home, but can be requested.

For efficiency, it is preferred that there is only one garbage receptacle per property.

There is no limit to the number of recycling bins that can be picked up.

A dedicated area for storing garbage and recycling bins will be encouraged.

Guidelines for the size and location of this area will be provided in a design guide that will accompany the program.

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appendix a - draft program for laneway homes
topic draft program additional information

14. Application

process

construction of a laneway home will require a building permit.

The application process will be similar to building a single family home.

Applications with variance requests may take additional time to process.

This approach is subject to change pending results from the development approvals process (dap) project.

A design guide will be developed to assist with the application process. This will include information on site planning to support neighbourly, accessible and sustainable designs.

15. Heritage exceptions to these regulations will be considered to preserve heritage buildings, through the heritage revitalization agreement process.

Measures considered may include:

siting relaxations

allowing construction of laneway homes on properties without lane or street access.

16. Additional

program

elements

other design considerations given

in the program recommendations

report (attachment #2), such as

placement of windows and decks,

landscaping and entranceways)

may also be included in the

program.

These design considerations do not require

bylaw amendments but will be encouraged

through a design guide that will

accompany the program.

Additional program elements that the city

will explore in the years following

program activation include;

setting up a portal to store and share

preapproved designs that meet or

exceed the city's policies and best

practices.

Opportunities to support

improvements to the lane (e. G. To make

it safer, more accessible and pedestrian

friendly).

The viability of implementing a

laneway naming program to contribute

to the identity and character of lanes.

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appendix b

draft program for secondary suites in semi-detached homes

the table below describes the draft program for secondary suites in semi-detached homes. This includes:

1. Zoning districts

2. Eligible properties

3. Maximum dwelling units per property

4. Tenure
5. Floor area
6. Height
7. Setbacks and lot coverage
8. Parking
9. Environmental design
10. Outdoor space
11. Access/addressing
12. Servicing and utilities
13. Application process
14. Additional program elements

topic draft program additional information

1. Zoning

districts

secondary suites in semi-detached homes will be permitted on eligible properties in all zoning districts that permit two-family dwellings.

This includes the r4, r5, r6, r8, r12 and rm6 zoning districts.

Secondary suites will be permitted in semi-detached homes where the units are placed side-by-side, or front-to-back on a lot.

As per the bc building code, suites will not be permitted in up/down duplexes, where dwelling units are above or below other dwelling units, due to fire separation requirements.

2. Eligible

properties

eligible properties must have:

a semi-detached home; and
vehicular access to the property from the side or rear of the property, via an open lane or residential street.

Properties must be able to provide direct vehicular access to the side or rear of the property. If this access is from a residential street (for example, on corner or double fronted properties) it will be subject to approval from the engineering department to ensure the driveway meets traffic safety standards.

3. Maximum

dwelling

units per

property

properties may include a secondary suite in each side of the semi detached home, for a total of four dwelling units.

4. Tenure secondary suites will be rental

tenure only.

Secondary suites cannot be sold separately from the semi-detached home.

Secondary suites may be used by the owner and their family/guests or rented out as a long-term rental unit.

Secondary suites cannot be rented out as short term rentals. This is to help protect the long-term rental supply.

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appendix b - draft program for secondary suites in semi-detached homes
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topic draft program additional information

the owner will not be required to live on the property. However, if the owner lives off-site, they will be required to apply for an annual home rental business license.

The requirement for a home rental business license reflects the city's current practice for secondary suites in single-family homes where the property owner rents out both the principal dwelling unit and the secondary suite. The purpose of this license is to obtain the contact information for the owner or their designate so that they may be contacted in the event that there are any issues with the property.

Owners will only be required to apply for one home rental business license per property.

5. Floor area there will be no restrictions on the maximum floor area of a secondary suite, but it must fit within the floor area permitted for the semi detached home.

This reflects changes to the bc building code that were introduced in 2018 to remove size limits for secondary suites.

This supports the provision of 2 and 3 bedroom secondary suites, which are currently in short supply in Burnaby.

Secondary suites will have a minimum floor area of 30 m² (322.93 sq. Ft.).

This is the city's minimum floor area requirement for secondary suites.

Floor area minimums are put in place to maintain livability standards.

Full cellars will be permitted in two-storey semi-detached homes with secondary suites. Cellar floor

area will not count towards the overall floor area calculation. The floor area of the cellar may not exceed the floor area of the main storey.

Fully-accessible basements^ will be permitted in two-storey semi detached homes with secondary suites. They will not count towards the overall floor area calculation. The floor area of fully accessible basements may not exceed the floor area of the main storey.

Full cellars are currently not permitted in two-storey semi-detached homes. It is proposed that full cellars now be permitted to support the addition of secondary suites.

Basements differ from cellars in that they must have over 50% of their height above grade. There is a preference for basements over cellars as they generally provide more light and livability for tenants. Fully accessible basements are being encouraged as they will accommodate people with a wide range of needs.

' k fully accessible basement means a basement that meets accessibility requirements, as described in the bc building code. Guidance is provided in the 2020 building accessibility handbook available on w\nv. Bccodes. Ca

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appendix b - draft program for secondary suites in semi-dctached homes
topic draft program additional information

6. Height maximum height for semi detached homes with a secondary suite: two storeys, and 9.0m (29.5 ft.) for a sloping roof, or

7.4m (24.3 ft.) for a flat roof.

This is the same maximum height as permitted for a single-detached home in the r4, r5, r6, r8, r12, and rm6 districts. Heights for semi-detached homes were originally reduced in these zoning districts to prevent the addition of secondary suites.

Cellars and fully accessible basements constructed as a secondary suite will not count as an additional storey.

The maximum height for a semi detached home with a fully accessible basement suite will be

10.5m (34.4 ft.) for a sloping roof,
or

8.9m (29.2 ft.) for a flat roof.

Basements in bumaby typically count as one storey. To encourage more housing suitable for a range of mobility needs, fully accessible basements constructed as a secondary suite will not count as a storey and will be permitted a height relaxation.

7. Setbacks and

lot coverage

as per the zoning bylaw for semi detached buildings.

Setbacks and lot coverage for newly constructed semi-detached homes will not change from existing zoning regulations.

8. Parking 2 parking spaces will be required on the property. These must be uncovered or in a carport, and meet accessibility standards. Each parking space must include an energized outlet capable of providing level 2 charging for an electric vehicle.

Additional parking spaces may be included on the site but they will not be required. Additional parking spaces may be located outside or in garages. Garages will count towards the maximum total floor area allowed for the semi-detached home.

This parking requirement is lower than the current city standard. Current standards would require homeowners to provide a minimum of 4 off-street parking spaces for properties with a semi-detached home and two secondary suites.

Outdoor parking spaces are preferred, as studies have shown that interior garages are often not used for parking. The outdoor parking spaces required for a semi-detached home with a secondary suite will be in addition to any indoor parking spaces on the property. This means that in many cases homes with indoor parking will be providing more than two parking spaces.

Reduced parking requirements for secondary suites in semi-detached homes will help to support owners in legalising

existing secondary suites, making them safer and protecting existing tenants. Additional rationale for proposing lower parking minimums are given in appendix a, section 9).

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appendix b - draft program for secondary suites in semi-detached homes
page 4

topic draft program additional information

9. Environmental
design

bc energy step code 3 for newly
constructed semi-detached homes
with secondary suites.

Semi-detached homes are included in part 9 of the bc building code. Any newly constructed semi-detached homes (with or without suites) will need to meet step 3 of the bc energy step code. For additional details on the energy step code see; www.Energystedcode.ca

10. Outdoor
space

an outdoor patio with minimum area of 4 m² (43.06 sq. Ft.) will be encouraged to provide open space for occupants of the secondary guidelines for outdoor space will be provided in a design guide for the program.

Suite.

11. Access/
addressing

a clear unobstructed pedestrian access path from the street will be required, with a minimum width of 0.91 m (3 ft.) and clear to sky.

The secondary suite address number must be clearly visible from the street.

Secondary suites will be allocated the suffix "s" in the city's property databases, (e. G. Si-2600 main street). For city-wide mail-outs, separate notices will be sent to each secondary suite. Additional guidelines for access and addressing, such as the location of address numbers, entrances and mailboxes, will be provided in a design guide for the program.

12. Utilities the city will charge an annual supplementary utility fee for providing water and sewer services to each rented secondary suite in a

semi-detached home.

Supplementary utility fees are updated annually and published on the city website.

It is proposed that the fee for each rented secondary suite in a semi-detached home will be the same as the fees for a rental suite in a two family dwellingsupplementary utility fee in the bumaby consolidated fees and charges bylaw.

These fees will only be charged if a secondary suite is rented out. Owners will be required to submit a supplementary utility fees declaration form to inform the city of the rental status of their secondary suite(s). Fees are subject to further analysis and consultation.

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topic draft program additional information
there will be no additional garbage disposal fee unless a larger receptacle is requested.

A maximum of one garbage receptacle (up to 360l) will be permitted for each side of the semi detached home.

The city's goal is to support waste reduction and diversion, so large garbage receptacles are not required for semi detached homes with secondary suites, but they can be requested.

For efficient solid waste collection, it is proposed that there be no more than one garbage receptacle for each side of the semi-detached home (two in total).

There is no limit to the number of recycling bins that can be picked up.

13. Application

process

construction of secondary suites will require a building permit.

The application process to construct a semi-detached home with secondary suites, or to add a secondary suite to an existing semi-detached home, will be similar to the existing process for suites in single-family homes. A guide explaining the building code requirements will be developed to assist owners and builders with this process. This approach is subject to change pending

results from the development approvals
process (dap) project.

14. Additional
program
elements

other design considerations given
in the program recommendations
report (attachment #2), such as
placement of doors and windows,
landscaping and entranceways) may
also be included in the program.
These elements do not require bylaw
amendments but will be encouraged
through a design guide that will
accompany the program.

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appendix c

housing choices phase 1a: progress update
task description current status schedule

1. Public

consultation

launch survey to

raise awareness and

collect public input

on key design

elements (e. G. , offstreet parking,

height, size, outdoor

space).

Complete

a housing choices survey was launched

in march 2022 and received 2,550

responses.

Results from this survey were presented

to council on 2022 may 30 and are

available on the housing choices

website, [www. Bumaby. Ca/housingchoices](http://www.Bumaby.Ca/housingchoices)

winter

2022

notify and seek

engagement with

local first nations.

Complete

referrals were sent to local first nations

in march 2022. These included the tsleilwaututh nation, squamish nation,

musqueam indian band and kwikwetlem

first nation.

2. Technical

review

undertake technical

reviews to develop

recommendations

for program

elements such as

servicing, building

height and size, offstreet parking and requirements for outdoor space.

Complete

a technical review was undertaken in april, may and june 2022. This included a best practices review, a planning and policy review, and design/modelling analysis of housing forms on bumaby lots.

Spring

2022

review the financial implications of different policy approaches.

Complete

a consultant was retained in march 2022 to undertake a financial analysis for phase 1a.

Results from this analysis are presented in the financial analysis report (see section 4.0 and attachment #1 of this report).

3. Public

consultation #2

host design

workshops to gather

input from the

public, the

development

community, staff,

and other housing

stakeholders.

Complete

the city hosted a series of design workshops in june 2022. These included an industry workshop, two virtual public workshops, an in-person public workshop and an in-person open house. A summary of what we heard is available on the housing choices website.

Spring/

summer

2022

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appendix c housing choices phase 1a: progress update

':2

4. Draft program develop draft

regulations and

circulate internally

for review and

input.

Results from tasks 1-3 were used to

develop recommendations for the program (see section 5.0 and attachment #2 of this report). These form the basis of the draft program, presented in section 6.0 of this report.

Fall/

winter

2022/3

****we are here****

5.0cp

amendments

amend the official

community plan

(ocp) to support the

introduction of

laneway homes and

secondary suites in

semi-detached

homes.

An initial report to introduce the ocp

amendments is included as a separate

item on this committee meeting agenda.

This report will be followed by a 60 day

consultation period.

A second ocp amendment report will

provide the results of the ocp

consultation and request a public hearing.

It is anticipated that this will be brought

to this committee in summer 2023.

February

2023

6. Public

consultation

host open houses to

present the draft

program, seek

feedback, and

answer questions.

Subject to council approval, the draft

program will be presented to the public at

open houses in spring 2023.

Dates for these open houses will be

published on the housing choices

website as soon as they have been

confirmed.

Spring

2023

7. Final program present the final

program to council.

The draft program will be refined and

updated following public consultation

#3.

The final program will then be presented

to council for approval.

Spring/
summer
2023

8. Bylaw
amendments
amend the zoning
bylaw and other
city bylaws, as
needed, to support
the program.

This work will commence following
council approval of the final program.
It is anticipated that the bylaw
amendments will be brought to the
planning and development committee in
fall 2023.

Summer/
fall 2023

9. Implementation develop
communications
materials and
launch the
development
approvals process.

Communications materials will be
developed to support the program.
Subject to approval of the final program
and associated bylaw amendments, the
development approvals process will be
established in fall 2023.

Fall 2023

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appendix c - housing choices phase 1a: progress update

page 3

10. Monitoring monitor progress. Following the program launch, data on
progress and any emerging issues will be
collected to support program monitoring
and review.

Ongoing

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appendix d

housing choices phase 1a: comparable municipal off-street parking
requirements

municipality type

city of north

vancouver

one-unit use or two-unit

accessory secondary suite/coach house use

1.0

1.0

city of richmond

single detached housing

two-unit housing

coach houses

2.0
2.0
1.0
city ofcoquitlam
one-family residential
duplex residential
secondary suites/accessory one-family
residential/carriage house or garden cottage
2.0
2.0
1.0
city of surrey single family dwelling 3.0
city ofvancouver
single detached house
single detached house with secondary suite
single detached house with secondary suite and
laneway house
1.0
0.5 (1 total)
0.33 (1 total)
city of bumaby
(current)
single family, two family, and row house
single familv with secondary suite
1.0
1.0
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October 2022
laneway homes and suites in semi-detached homes
program recommendations report
city of burnaby
housing choices

2
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executive summary
introduction
1. What we heard
2. What we learned
3. What we are trying to achieve
4. How we are going to achieve it
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7. Future considerations

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burnaby housing choices program recommendations report 3

the above rendering illustrates a future vision for laneways in burnaby, where diverse housing choices foster a vibrant public realm and support the community's broader goals.

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burnaby housing choices program recommendations report 5
executive summary

the city of burnaby has launched a housing choices program to introduce new housing options into the city, bridging the gap between single-family homes and apartments or condos. The first options being prioritized are laneway homes and secondary suites in semi-detached homes.

Since there are many ways in which these two housing choices can look, function, and be implemented, a process was undertaken to: gather public input; collect information from city staff; undertake a scan of similar programs in other jurisdictions; and review relevant city policies, plans, and strategies. This work culminated in a series of recommendations for the implementation of laneway homes and suites in semi-detached homes in burnaby.

Emerging themes from public and stakeholder input included the desire for flexibility (recognizing that no one approach fits all), optimization (making the best use of space and resources), suitability (providing diverse solutions for diverse needs), and expediency (making the development process easy and simple). Detailed input was also provided on topics ranging from parking and setbacks, to landscape design and livability.

City staff from diverse departments also provided insights on these topics, plus additional realms such as engineering, servicing, and permitting. Community and staff input built on previous city-led community engagement and planning processes, including home: burnaby's housing and homelessness strategy, burnaby housing needs report, mayors task force on community housing, burnaby transportation plan, climate action framework, community safety plan, and more.

The resulting recommendations aim to support goals for housing diversity, accessibility, transportation choices, climate action, open space and rainwater management, livability, heritage and character, privacy and safety, and public life. To bring these goals to life, the recommendations provide direction on zoning and lot suitability, tenure, laneway and public realm, siting, parking, access and identification, landscaping and permeability, trees, servicing, waste and recycling, topography, form, interface with lane/street, privacy and overlook, lighting, accessibility, and building

size, coverage, height, and performance. Further recommendations are offered for quick and efficient implementation.

These recommendations will be used as a foundation for the city of burnabys zoning bylaw amendments for laneway homes and suites in semi-detached homes, and may inform future phases of the housing choices program.

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burnaby housing choices program recommendations report 7
introduction

the city of burnaby is introducing new residential unit types that respond to the growing need for more housing choices across the city. The mayors task force on community housing (2019) identified the need for new housing forms in local neighbourhoods, while the citys housing needs report (2021) specifically noted the need for more missing middle housing options across burnaby. In response, home: burnabys housing and homelessness strategy (2021) prioritizes an infill housing program that begins with the introduction of laneway homes and suites in semidetached homes in the citys residential (r) district neighbourhoods.

The housing choices program is intended to facilitate the development of residential infill that: is compatible with neighbourhood character; is livable, safe, and accessible; has adequate outdoor space; offers privacy for residents and neighbours; meets storage and parking needs; and supports a myriad of other city plans/policies with topics ranging from transportation to climate action. In order to determine how to best implement this first phase of the housing choices program, a process was undertaken to:

phase 1a of the housing choices program will introduce laneway homes and suites in semi-detached homes across burnaby. This will be followed by more dense forms of missing middle housing in phases 1b and 2.

Phase 1a phase 1b
laneway homes and suites in
semi-detached homes
homes with two suites and
fourplexes

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gather public input from residents, the development community and other stakeholders to understand preferences and priorities;
collect information from city staff related to considerations for planning, design, and implementation;
undertake a review of similar programs and

policies in other jurisdictions, in order to glean insights from applications in other municipalities; and

review relevant city policies, plans, strategies, and bylaws to ensure alignment and find opportunities to meet diverse goals. This report synthesizes and summarizes the outcomes of community and staff engagement, and scan of pertinent city directions. Taken together, these elements shaped the recommendations outlined in this report, which aim to optimize the effectiveness of introducing laneway homes and suites in semi-detached suites in neighbourhoods across burnaby.

Phase 2 mid-rise buildings
full range of "missing middle"
housing types

burnaby housing choices program recommendations report 9
1

what we
heard
10
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extensive public engagement on housing has been undertaken in burnaby in recent years, shedding light on community needs and priorities related to housing affordability, diversity, tenure, accessibility supports, partnerships, programs, and more. The engagement undertaken for this process specifically focused on the planning, design, and implementation of laneway homes and suites in semi-detached homes, and included a public online survey, a virtual workshop targeting industry partners, in-person and virtual public workshops, and a drop-in public open house. This section offers a snapshot of those activities, and the input themes that emerged.

What we heard

how we engaged

in-person community workshop and drop-in
public open house

an in-person community workshop was hosted on june 22nd, 2022 at the bonsor recreation complex. A total of 105 participants registered for this event. This workshop was facilitated using smaller group discussions, with tables of 10 participants offering input on preliminary design options as well as their preferences related to precedent projects. This input was captured using interactive worksheets, which prompted participants to share what was working well, what needed to be improved, and what required further exploration.

The facilitated portion of the workshop was complemented by a drop-in open house event at

the same venue, where panels offered background information, a summary of results from the online survey, and preliminary design options and a sample of precedent projects. The general public was encouraged to provide input on the boards and city of burnaby staff were available to answer any questions.

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virtual workshops

to complement the in-person workshop, three virtual sessions were hosted using zoom and miro, an online collaboration platform.

Community workshops

similar to that of the in-person workshop, two virtual workshops (june 27th and 29th, 2022) offered an opportunity for residents to learn about the housing choices program, provide input on preliminary design options, and share their preferences related to various precedent projects. A total of 100 participants registered across the two workshops.

Development industry workshop

to ensure that preliminary design options were implementable, a development industry specific workshop was hosted on june 20th, 2022, which focused on opportunities and challenges related to designing, planning, and building housing in the lower mainland. A total of 50 participants registered for the event, and offered a range of experience in the areas of architecture, planning, finance, real estate and development, and others. Participants shared their experiences working in burnaby as well as in other municipalities in the region.

Burnaby housing choices email

throughout this process, residents were able to contact the city directly through the burnaby housing choices project email (housingchoices@burnaby.ca). Approximately 120 items of correspondence from residents were received since the housing choices program was launched in february 2022, which ranged from preferences related to site coverage, to questions on timing of program implementation.

Online survey

the city hosted an online survey that asked residents to share their preferences related to laneway homes and suites in semi-detached homes. There were 2,550 respondents. The outcomes from this survey provided a foundation for the exploration of design options and informed the project teams approach to engaging residents through the various workshops. A summary of this engagement activity is available for review on the project website at: burnaby.ca/housingchoices.

Burnaby housing choices program recommendations report 13

who we reached

over 250 people registered across the four workshops, with an estimated additional 100 participants attending the drop-in open house component of the in-person workshop and 2,550 survey respondents. Although demographic information was not collected, the engagement process involved conversations with a diversity of residents, including renters and homeowners, ranging in ages, family structures, and lived experiences.

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what we heard

overall emerging themes

input was plentiful and diverse, however several themes emerged across the various engagement activities. The most prominent themes are as follows:

flexibility no one approach fits all.

Participants supported a diversity of options for laneway homes including number of storeys, building heights, parking, setbacks, forms, rooflines, outdoor spaces, landscaping, entrances, and more. Participants often highlighted the need to respond to site constraints, including topography, neighbouring properties, and lot configurations. For both laneway homes and secondary suites, there was support to provide some guidelines and regulations to help achieve city and community priorities, with enough flexibility to allow for creative solutions and designs that meet the needs of residents.

Optimization make the best use of space and resources.

Participants supported efficient approaches that considered both maximizing living space and advancing other community priorities. Potential solutions included cantilevered designs, providing floor space above open parking, taking advantage of sloped properties, and using flat roofs as private outdoor spaces. There was general support for higher building heights (2-3 storeys), to allow for more open space particularly on smaller lots, while encouraging larger one storey accessible units on larger lots. Participants highlighted the importance of balancing housing people with retaining and restoring green spaces, as well as ensuring buildings are efficient and adopt a holistic approach to climate action.

Suitability diverse needs require diverse solutions.

Similar to the theme around flexibility, participants voiced a desire to have specific solutions for their unique needs for both laneway homes and

secondary suites. For example, multi-generational homes may have different considerations for privacy and shared outdoor spaces, including approaches to the placement of windows and setbacks between units. Another example is the suitability of spaces to meet people's unique accessibility needs, in which (for example) the bedroom and kitchen could all be located on the same floor and accessed at grade with a no-step entrance. Expediency make the development process easy and keep it simple.

Participants shared a sense of urgency to ensure more diverse housing options are implemented in Burnaby as soon as possible. Participants would like to see a streamlined approvals process such as pre-approved designs and reduced development process requirements in order to increase certainty, improve efficiency, and decrease the likelihood of delays and rising costs.

In addition to the emerging themes shared here, a detailed community engagement summary will be provided on the project website.

Burnaby housing choices program recommendations report 15 emerging themes specific to laneway homes

in addition to these overarching themes, several more specific themes related to laneway homes emerged:

parking

general support for reduced parking requirements, particularly if close to transit.

Minimum parking should not be a ratio at least one parking space per lot was often viewed as sufficient.

Broad understanding that shifting demand in vehicle ownership (due to carsharing, emerging mobility technologies, working from home trends) may reduce the need for parking in the future.

General appreciation for carports ensuring that this space is used for cars, with additional opportunities for living space or outdoor space above.

Interest in exploring opportunities for parking in the front of the principal dwelling.

Landscape design

support for green roofs, permeable pavers, and low maintenance xeriscaping.

Appreciation for green spaces and private outdoor spaces, however homeowners should have the option to decide the amount and type of landscaping.

Setbacks

variable feedback around minimum setbacks

from the laneway, neighbouring properties, and principal dwelling.

Zero lot line / no set back will require further analysis of servicing needs and impacts on neighbouring properties, however there is general support at a discretionary level.

The above diagram illustrates one of the many laneway home design options that were presented through community engagement, exploring opportunities for reduced setbacks and cantilevered forms.

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storage

general support for storage in cellar and basement spaces.

General support for providing bike storage and exempting this from the allowable floor area.

Livable design

support for opportunities such as overhangs to protect from rain/sun, ensuring enough natural light, and providing private outdoor spaces such as balconies or patios.

Presence in the lane

desire for laneway homes to be designed as welcoming spaces, including considerations for windows facing the lane, diversity of forms, and material selection.

Privacy and safety

concerns around windows facing neighbouring yards with support for the use of clerestory windows for natural light.

Balconies are supported, with consideration given to overlook.

Participants often supported designs that include some consideration for privacy through landscaping or fencing.

Concerns around existing traffic and safety related to entrances from the lane, with considerations for future improvements such as lighting and traffic calming.

Addressing

general interest in exploring addressing off the lane.

Existing neighbourhood context

laneway homes should consider and complement their surrounding context, including the height, form, and materials of the principal dwelling and neighbouring properties.

Potential exemptions

interest in exploring different rules for different lot types, including larger lots or corner lots.

Interest in stratification of laneway including potential implications for affordability and future land development.

Connections to broader city processes

regarding future phases of the housing choices

program, there was general interest in two laneway homes on larger lots, prefabricated laneway homes that could be moved in the future, and laneway homes on duplex lots.

Support for provision of additional amenities, including more parks, with increased densities.

Recognition that the front setback of a main dwelling can influence the siting and feasibility of the laneway home.

Burnaby housing choices program recommendations report 17
emerging themes specific to

suites in semi-detached homes

although many of the themes related to laneway homes are applicable to suites in semi-detached homes, some themes emerged related to this specific form of housing:

general interest in encouraging accessible options wherever possible.

Support for encouraging private outdoor spaces.

Desire for access to both semi-detached homes and secondary suites to be identifiable from the street, with highly visible pathways or entrances informed by design and site constraints.

Support for spaces that are livable, including adequate natural light into units.

Preference for flexibility for homeowners to provide solutions that meet their needs.

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burnaby housing choices program recommendations report 19

2

what we

learned

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existing city plans, policies, and reports

the following city of burnaby plans and other documents provide context or direction for the housing choices program, and/or include goals that could be further advanced by the effective rollout of laneway homes and suites in semidetached homes.

Home: burnabys housing and homelessness strategy (2021)

this action-oriented roadmap for addressing housing opportunities over the next 10 years has a vision in which burnaby is a place where people can find a home, afford a home, and feel at home. Key areas of local need range from more accessible housing options to more affordable larger units suitable for families.

The most relevant goals include: building inclusive, livable neighbourhoods by increasing housing choices and supporting housing for diverse needs; and supporting a renter-friendly community by

protecting and growing rental housing stock. Informing these goals was extensive community input from the your voice, your home engagement process, including a key emergent theme of gently densifying neighbourhoods to increase supply and diversity housing types.

Strategy #1 is to increase housing choices, including new options such as laneway homes and suites in semi-detached homes, including in lower-scale neighbourhoods. This strategy addresses the needs of:

- multi-generation families (including those sharing their homes with parents, adult children, or other relatives);

- families that are downsizing;

the city of burnaby is in the good position of being able to learn what has worked well and what has not from other municipalities that have been regulating laneway homes and suites in semidetached homes for several years.

At the same time, burnaby is a unique place with its own policy landscape and distinct opportunities and constraints. This section summarizes key considerations shared by diverse city departments relating to engineering and servicing, urban design and livability, heritage and character, parking and transportation, environment and landscape, accessibility, and zoning, building, permitting, and fire protection.

Likewise, this section summarizes the city's pertinent policies, plans, strategies, and bylaws, recognizing that the introduction of missing middle housing choices help support a myriad of city goals and planning imperatives.

What we learned

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- renters wanting to live in lower density neighbourhoods;

- first-time homebuyers and homeowners seeking a mortgage helper, as neighbourhoods that are designated for single family homes and duplexes 73% of burnaby's land area are home to property values that have increased significantly in recent years and are unattainable for many households

an action for this strategy is to identify ways to streamline the approval process for housing applications.

Burnaby housing needs report (2021)

this report presents data and analysis of housing issues specific to burnaby, and notes some important needs that are directly pertinent to laneway homes and suites in semi-detached homes. These needs include:

an additional ~15,000 residential units to keep up with population growth in the next 10 years, including ~5,700 rental units;

a greater diversity of housing stock through ground-oriented multi-family housing, given that most of the existing housing stock is apartment buildings and single detached homes;

addressing the gap between anticipated rental need and the number of rental units currently in development;

improved affordability for renters, as most renter households earning the median income in burnaby experience moderate or extreme housing unaffordability;

more 2-bedroom units (1,160) and 3-bedroom units (2,330) between 2021 and 2025 for families with children and other families; and

addressing the secondary market, which comprises almost two thirds of renter households, of which two-thirds is estimated to be unauthorized.

Mayors task force on community housing (2019)
the mayors task force was assembled to urgently address affordable housing concerns by providing recommendations to council on innovative policies, directions, and initiatives to increase the supply, diversity, and affordability of housing in burnaby.

The task forces recommendations include the relevant themes of: create livable neighbourhoods (e. G. Develop a plan for introducing new housing forms and family-oriented housing in a variety of neighbourhoods); and support rental housing and tenants (e. G. Increase the supply of affordable rental housing). It also identifies a quick start action of making it easier to build small-scale multiple family homes in a wider variety of neighbourhoods to serve renters and homebuyers wanting to live in modest sized, ground-oriented housing.

Burnaby housing choices program recommendations report 23
connecting burnaby: burnaby transportation plan (2021)

connecting burnaby is a 30-year plan that will guide transportation planning and policy decisions in the city. Relevant to the housing choices program, the plan integrates land use and transportation, in which a diverse mix of housing and other uses meet daily needs.

There is direction to ensure that streets are for everyone and all modes, and the incorporation of place-making in the design of transportation networks, accounting for public and social spaces. This includes focusing on creating safe and inclusive streets in part through the application of universal design principles: accessible, participatory,

comfortable, ecological, multi-sensory, walkable, and predictable. There is further direction to provide social spaces in streets for people to enjoy, contributing to a community's vibrancy, safety, and sense of place. These directions are pertinent to the housing choices program as they account for access, as well as the relationships between infill housing and the adjacent public realm (including potentially laneways).

Climate action framework (2020)

the city of Burnaby's climate action framework responds to the climate emergency through adoption of carbon reduction targets and seven big moves. The resilient neighbourhoods big move envisions medium-density development being strategically added to single and two-family neighbourhoods in order to increase compact growth and the efficient use of land for housing, supporting transportation shifts away from car dependency as well as alignment with net zero

carbon buildings (big move 6). Identified co-benefits include householder diversity, housing affordability, public health and equity, and climate adaptation through clean and cool indoor air, and stormwater mitigation.

Community safety plan (2020)

this high-level strategic safety plan aims to enhance community safety and well-being. Directions that are relevant to this first phase of the housing choices program include support for many of the housing improvements identified in the plans above, ranging from increased rental housing and aging in place. Other relevant directions include: more developments that apply safety measures that focus on built form and public realm; increased responsiveness of emergency services (e. G. Improved call response times); and safe street design (i. E. Also covered in Burnaby's transportation plan).

Environmental sustainability strategy (2016)

this strategy encompasses many of the topics covered in more recent plans such as connecting Burnaby and climate action framework. However it also focuses on other goals such as healthy and resilient watersheds, in which rainwater restores and mimics natural flows and quality. This involves strategies such as encouraging on-site rainwater management and reducing the volume and quality of water flowing off impermeable surfaces through systems like rain gardens and permeable pavement.

Social sustainability strategy (2011)

while older than the more recently adopted housing-oriented reports and plans, this strategy

contains directions that nonetheless support affordable and suitable housing. Other directions that are relevant to the housing choices program include promotion of adaptable housing for people with different abilities, and providing opportunities for the protection of privately owned heritage resources.

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official community plan (adopted 1998; updated 2014)

burnabys official community plan (ocp) provides a long-term vision for managing the citys growth, and is currently being reviewed. The current ocp envisions a more complete community, an environmentally aware community, a community of economic opportunity, a community with increased transportation choice, an involved community, and a community within a livable region.

Burnaby housing choices program recommendations report 25
city department sessions

as part of this engagement process, the project team hosted a series of internal workshops with diverse city departments to discuss potential challenges and opportunities related to laneway homes and suites in semi-detached homes in burnaby. The majority of input received was related to laneway homes and the summary of workshop outcomes below reflects this.

Engineering and servicing

the citys existing infrastructure capacity is generally able to accommodate additional infill opportunities, including laneway homes and suites in semi-detached homes.

There are multiple options to provide water, sanitary, and storm services to laneway homes.

If providing one connection, it should be designed and planned to easily separate or reroute in the future.

On some properties, services might come from both sides for example, water on the streetside and sewer on the laneway, depending on the slope of the site.

If the city implements a water metering program, one meter will be provided per lot.

Designs should prioritize opportunities to capture, store, and slow down rainwater on-site.

Urban design and livability

to support laneway activation, front doors should face the lane where feasible, and windows should be provided on the facade facing the lane.

Landscape designs should seek opportunities for green edges, including vertical hedges or vines on structures.

Laneway homes on corner lots should be allowed to orient to the side street, contributing to the streetscape.

Setbacks should be flexible and responsive to the surrounding context.

One parking space in the rear yard is preferred to reduce the impact of parking on Burnaby's urban fabric.

Units should include a provision for bike storage, including a floor area exception.

There is support for larger sized laneway homes with floorplans that allow for two-bedroom and den options.

Designs should prioritize high ceilings that allow natural light into living spaces.

Heritage and character

It is important to incentivize the preservation of Burnaby's heritage houses.

Stratification/subdivision should continue to be allowed only for heritage revitalization agreements (HRAs).

Construction of laneway homes should be permitted on lots that do not have access to a lane or rear street if the development includes retention of a heritage house through a heritage revitalization agreement (HRA)

If retaining rather than demolishing a character home, allowances should be permitted to enable retention of the existing home and development of a laneway home, such as relaxation of parking requirements, setbacks, density, height, and lot coverage; incentives should be provided for projects that preserve a heritage house through an HRA, such as such as permitting larger laneway homes or reducing parking requirements.

Heritage policies should be inclusive and flexible, supporting people to stay in their communities.

The city should provide a consistent and clearly defined set of incentives for property owners with a heritage or character home to participate in infill development opportunities.

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parking and transportation

Primary access to laneway homes should be off the laneway, with consideration of exceptions for properties eligible for a heritage revitalization agreement

Off-street parking requirements should consider what is currently required under existing zoning and what the additional expected parking demand will be, based on tenure and number of bedrooms.

It may be possible to have different parking requirements for applicants depending on a property's lot size, surrounding uses, proximity to transit, and heritage status.

Parking requirements should reflect ongoing city transportation studies and processes.

Building and permitting

the city of burnaby is currently exploring a development permit process.

There is interest in both pre-approved plans and opportunities to include basic requirements through the zoning bylaw.

There is preference for some flexibility in the approvals process to ensure that plans can be modified without additional lengthy review processes.

There is a preference to avoid discretionary processes, prioritizing prescriptive baseline requirements such as setbacks, building heights, and floor areas, to reduce review time for building permitting staff.

Environment and landscape

the city of burnaby currently requires step 1 of the bc energy step code and is aiming to require step 3 for part 9 buildings this year. There is support to incentivize designs that exceed step 3 of the bc energy step code.

Burnaby's zoning bylaw requires a maximum of 70% impervious surfaces, introduced in 2005. Houses built before this do not need to adhere to this requirement.

Burnaby's zoning bylaw requires a maximum lot coverage of 40% (+5% for separate garages in some zones). There is broad support to maintain existing permeable surfaces wherever possible.

Accessibility

opportunities for single-storey, accessible laneway homes should be explored on lots that are sufficiently large.

For multi-story accessible or supportive housing options, designs with at least one bedroom on the ground floor should be explored, with the possibility of upstairs living spaces used by a caregiver.

For internal layouts, more open concepts with reduced walls and posts are preferred.

Designs should be adaptable, with consideration for future tenants and occupants.

Access to the units should be in the form of a clear path from the laneway, with preference for a smooth ramp instead of stairs.

Opportunities should be sought to create a more uniform edge along the lane, with careful consideration for the placement of waste and

recycling receptacles.

Burnaby housing choices program recommendations report 27

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what we
are trying
to achieve

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what we are trying to
achieve

there are many ways in which laneway homes
and secondary suites in semi-detached homes
can look and function in burnaby. This process
takes an outcomes-based approach to the
recommendations presented in part 4, in which
proposed directions aim to deliver on community
priorities identified through the public and
stakeholder engagement process (refer to part 1)
and in existing city plans and strategies (refer to
part 2). These include:

housing diversity

laneway homes and suites in semi-detached
homes provide the opportunity to increase
housing diversity in neighbourhoods across
burnaby, particularly in areas that are comprised
predominantly of single family homes.

These new housing choices should contribute to
local rental supply, including for families requiring
two or three bedrooms, and in areas where there
are currently not many rental options. They also
should provide more choice for multi-generational
households, which can also serve to be more
inclusive of cultures and communities in which
multi-generational living is more commonplace.
Ideally laneway homes and suites in semi-detached
homes should also increase affordability for families
and others either seeking to live in them, or to use
them as mortgage helpers.

The above diagram visualizes a 'family-friendly' unit that offers
multiple bedrooms as well as bicycle storage. 30

accessibility

laneway homes and suites in semi-detached
homes provide the opportunity to offer more
accessible, visitable, and adaptable housing
choices in burnaby. Not only should this increase
the inclusivity of neighbourhoods for all ages
and abilities, these new housing choices also
should help residents to age in place. Accessibility
considerations should be made for both internal
layouts and broader site designs.

Transportation choices

a cornerstone of burnabys transportation plan
is the integration of land use and transportation
systems. By increasing the efficient use of land,

particularly in lower density areas, laneway homes and suites in semi-detached homes support a shift away from car-dependency. This not only provides more transportation choices including healthy/active modes of travel and transit it reduces the need for private vehicle parking, freeing up space for other uses.

The above diagram highlights an opportunity for one-storey laneway homes to offer accessible housing options.

Burnaby housing choices program recommendations report 31
open space and rainwater
management

neighbourhood intensification brings opportunities to think creatively about the management of open space and rainwater infiltration. Site design should be an important consideration in ensuring that residents of laneway homes and suites in semidetached homes have access to private outdoor

space. It should also ensure that permeable spaces sufficiently support healthy and resilient watersheds, and help adapt to the impacts of climate change.

Climate action

the climate emergency demands that all municipal projects contribute to significant greenhouse gas emissions reductions. Consistent with burnabys climate action framework, laneway homes and suites in semi-detached homes support compact growth, which encourages more trips taken by active modes and transit (as noted above). These new housing choices should also incorporate measures that enable them to be net zero carbon buildings.

The above diagram visualizes the relationship between permeable green spaces that allow for rainwater infiltration and impermeable surfaces, such as standard roofs and streets.

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livability

laneway homes and suites in semi-detached homes should be livable: appropriate, comfortable, and dignified. Considerations such as generous ceiling heights and access to natural light and green space form an important part of making these new housing choices highly livable for residents from all walks of life.

This illustration was inspired by conversations overheard at the in-person community

workshop, summarizing the role of laneway homes in supporting livability in burnaby.

Burnaby housing choices program recommendations report 33
heritage and character

cities are continually changing in the face of new challenges and opportunities, and laneway homes and suites in semi-detached homes will be part of

the evolution of local neighbourhood character. At the same time, development of these new housing choices should leverage opportunities to protect and revitalize burnabys heritage buildings.

Privacy and safety

the design of laneway homes and suites in semidetached homes should consider privacy needs

both within their sites and to/from neighbouring sites. At the same time, the addition of more residents in a given area provides opportunities for eyes on the lane/street, increasing sense of safety. Likewise, the design of these new housing choices should also account for emergency service access.

Public space and public life

with more people living in burnabys neighbourhoods and specifically along lanes there are exciting new opportunities to activate these lanes in new ways. Increased opportunities for public life and social interaction, for example, should be considered as laneway homes and suites in semi-detached homes are brought to life in burnaby.

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photo credit: smallworks.

Burnaby housing choices program recommendations report 35

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how we are
going to
achieve it

36

photo credit: lanefab.

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zoning and lot suitability

intent

to enable laneway homes to be a viable option on as many residential lots as possible.

Recommendations

allow laneway homes in conjunction with a single family home in all zoning districts that permit single family residential use.

Locate laneway homes on lots with driveway access to the rear or side of the lot via a lane or street.

Permit both a secondary suite and laneway home on a single family lot.

Allow construction of laneway homes on properties without lane or street access to the rear property through heritage revitalization agreements (hras).

Consider laneway homes for a district lots in conjunction with the agricultural land review currently underway and, where applicable, consistent with agricultural land reserve (alr) regulations.

The input, learnings, and considerations summarized in parts 1, 2, and 3 of this report have been synthesized into a set of recommendations for the housing choices program for laneway homes and suites in semi-detached homes.

The recommendations encompass zoning and lot suitability, laneway and public realm, siting, identification and access, parking, landscaping (including rainwater permeability and private open space), trees, servicing and waste/recycling, topography, building size and height, building site coverage, building form, interface with the lane or street, privacy and overlook, lighting, and adaptability and accessibility.

These recommendations are intended to provide high level direction, with the understanding that a deeper review will be undertaken by the city that will include more detailed directions for zoning and other means of implementation.

How we are going to achieve it laneway homes

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tenure

intent

to ensure laneway homes help increase the supply of rental housing in neighbourhoods across burnaby.

Recommendations

require laneway home occupancy to be rental only.

Align laneway home implementation with the city of burnaby's regulations for short term rentals.

Owner would not be required to live on the property.

Explore alternative tenure options in future program phases, including stratification/subdivision with provisions for below-market ownership.

Continue to allow stratification/subdivision through heritage revitalization agreements (hras).

Photo credit: lanefab.

Burnaby housing choices program recommendations report 39
laneway and public realm

intent

to explore opportunities for public realm upgrades in areas where there is significant uptake of laneway homes.

Recommendations

where construction of multiple laneway homes may occur at the same time on the same block, pursue opportunities for larger off-site improvements. These could include

but are not necessarily limited to permeable paving, expanded landscape planting, rainwater management features, and traffic calming measures such as speed humps, ground murals, reduced road widths.

Explore the creation of a laneway partnership program to support residents in the stewardship of lanes. For example, this may be in the form of an adopt a lane volunteer program, through which residents could apply for city grants for public realm improvements, such as landscaping or public art.

Consider implementing a laneway naming program to contribute to the identity and character of lanes.

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burnaby housing choices program recommendations report 41
siting
intent

to optimize housing choices on as many lots as possible by: allowing laneway homes to coexist with a wide variety of existing homes; and by providing additional housing options for total site redevelopment.

Recommendations

locate the laneway home in the rear yard as defined by the zoning bylaw.

Require a minimum 0.91m (3) setback to the rear property line.

Require the side yard to be same as that of the principal dwelling, as per the zoning bylaw.

Do not require additional separation between the laneway home and principal dwelling, or any other structures such as garages or accessory buildings, beyond what is required by the bc building code.

Consider siting relaxations, including reduced side yard setbacks, through board of variance (bov) (in case of hardship) or future development variance permit (dvp) processes. Siting relaxations could also be considered when retaining an existing heritage or character home.

Site

the above diagram illustrates one design option for laneway homes that responds to the existing context.

42

this illustration highlights the various relationships to consider when siting a laneway home on a property.

Burnaby housing choices program recommendations report 43
parking
intent

to provide sufficient infrastructure to accommodate a range of mobility needs, including a personal

vehicle.

Recommendations

require one on-site vehicle parking pad for three residential units (minimum 2.74m (9) x 6.1m (20) each, in an open pad or carport) perpendicular to the lane, with electric vehicle charging infrastructure roughed in.

This requirement may be reviewed following completion of burnabys citywide parking review.

Considerations for a future review of parking requirements include, but are not necessarily limited to, tree preservation and supporting fully accessible one-storey laneway homes.

Rationale

residential sites with a lane have the opportunity for vehicle parking on private property as well as street parking at the front. On a 30 lot, which is the smallest lot width in burnaby, there is potentially space for up to two parking spaces at the curb, and one to three parking spaces off the lane.

As shown in the diagram at right, having more parking may be feasible but limits the floor

area and green space available. One off-street parking space is recommended in order to

promote livability with more floor area and green space.

Allow new or existing garages to count toward meeting the minimum parking requirement. If the garage is attached to the laneway home, the floor area of the garage will be included in the laneway homes floor area ratio (far).

Continue to exclude the floor area of new or existing detached garages (up to 42m² (452sf)

from the overall far for the site.

Allow an far exemption for a bike garage. (refer to building size recommendations on the following pages).

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these illustrations demonstrate how varying levels of parking can influence a laneway home's form and site design.

Burnaby housing choices program recommendations report 45
identification and access

intent

to provide necessary fire and emergency access, and clear addressing from the street.

Recommendations

require a continuous fire access path that is a minimum of 0.91m (3) wide, with a minimum 1.98m (6-6) overhead clearance. The surface of the access path should be concrete or interlocking pavers, with no flagstones or

intermittent pavers that might provide a tripping hazard. Specifications to be verified with the city's fire department.

Provide an address number that is a minimum of 152.4mm (6) high and visible from the street. Also provide an address number that is visible from the lane.

Provide a mailbox, visible from the street, adjacent to the address numbers or with numbers on the mailbox.

Photo credit: lanefab.

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these illustrations demonstrate how laneway homes may be accessed from either the lane, or fronting street via the sideyard. Burnaby housing choices program recommendations report 47 landscaping, permeability, and private open space

intent

to provide open space, private outdoor space, and landscaping suitable for the number of residential units on site. To improve environmental factors such as increased biodiversity, decreased urban heat island effect, and increased stormwater infiltration.

Recommendations

allow a maximum of 70% impermeable area, including all buildings, patios/decks, impermeable driveways, and pavers.

This requirement aligns with the city's zoning bylaw. Consider reducing maximum impermeable area to 60% during future phases of the laneway home program.

Require private outdoor space for the laneway home in the form of either a minimum 4m² (43sf) patio with a minimum dimension of 1.5m (5), or a minimum 3m² (32.3sf) balcony with a minimum dimension of 0.9m (3).

Trees

intent

to maintain or increase the amount of trees and canopy by retaining existing healthy trees and providing new plantings.

Recommendations

require retention of all trees that are greater than 203.2mm (8) diameter at breast height (dbh) whose root zones do not intersect the footprint of the new laneway home, proposed excavation path for sewer / water servicing, or pathway to the rear lot from the street.

Provide a minimum of two trees on the site, which can be either a retained existing tree(s) or a new one(s).

Replace any removed trees as per the requirements of the city's tree bylaw.

Where trees are to be retained, provide tree barriers proportional to tree diameter as defined by city of burnaby.

Photo credit: lanefab.

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servicing, waste, and recycling

intent

to ensure that laneway homes are efficiently serviced and respect the citys infrastructure capacity, while reducing development costs and minimizing impacts on existing neighbourhoods.

Recommendations

require separate sewer, water, and power servicing.

Enable garbage and recycling totes to be shared or separate as per the citys bylaws and/or at the owners discretion.

Require a dedicated outdoor area in the rear yard for garbage and recycling bins that is a minimum of 0.61m (2) x 1.83m (6), and to be shown on site plans as part of the approvals process. Locate this area away from bedroom windows.

Rationale

separate servicing ensures sufficient capacity for both the principal dwelling and laneway home, as well as offering flexibility for potential future redevelopment configurations.

Topography

intent

to utilize the sites topography to optimize both indoor living space and private outdoor space.

Where there is significant slope, to minimize excavation, site dewatering, and exposed foundation walls, and to ensure views from adjacent properties are respected.

Recommendations

discourage retaining walls at the property line.

Minimize exposed foundations for laneway homes on uphill lots.

Encourage the siting of usable outdoor space that aligns with the sites slope. For example, provide patios that are accessed from upper floors.

Ensure that maximum building height calculations are equally applicable to sloped sites.

Burnaby housing choices program recommendations report 49 size

intent

to allow a wide range of sizes, from studios to family sized, with additional floor area beyond what is currently allowed for the primary dwelling.

Recommendations

allow up to an additional 0.2 far based on

existing zoning if all other requirements such as lot coverage and setbacks are met.

Count attached or enclosed garage space for the laneway home toward the sites total far.

Provide an underheight (3.9') floor area exclusion for bike garages: 6m²

(65sf), which

should include a door to the exterior that has a minimum width of 2m (6-6).

Do not count carports that are open on two or more sides toward the sites total far. Open may include a fence, gate, or wall that is a maximum of 1.2m (4').

Building

rationale

110 to 140m²

(1200 to 1500sf) can provide a family sized three bedroom, two bathroom laneway home. To support larger laneway homes, an additional 0.2 far is recommended

on all lot sizes, subject to the maximum allowable laneway home size.

Allow laneway homes to be a minimum size of 30m²

(323 sf).

This requirement aligns with the citys zoning bylaw and may be updated during future phases of the laneway home program, with opportunities to reduce the minimum size via a development variance process (dvp).

Allow laneways homes to be a maximum size of 140m²

(1506 sf).

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photo credit: smallworks.

Burnaby housing choices program recommendations report 51

coverage

intent

to maintain open space while allowing laneway homes on as many existing sites as possible.

Recommendations

allow a maximum 45% site coverage.

Rationale

currently lot coverage in burnaby is 40% plus 5% for accessory buildings in many zones. For most principal dwellings, lot coverage is substantially less than 40%, allowing room for development of accessory buildings without exceeding the 45% standard.

The above diagram illustrates the relationship between buildings and open space on a lot.

52

height

intent

allow a wide range of styles, comfortable ceiling heights, livable upper floors, and well insulated roofs.

Recommendations

- allow a maximum height of 7.6m (25)

- allow a maximum average / flat height of 6.7m (22)

- to allow for thicker roof insulation, enable additional allowable height for homes achieving passive house, net zero, or bc energy code step 5: 0.5m (1-7)

- require that the laneway home height not exceed the height of the principal dwelling.

Rationale

generous height requirements improve livability of the upper floor, provide headroom clearance at stairs, and encourage well insulated roof assemblies.

For a gable roof design with a 25 peak height, and 22 average height, the eave height would be 19. This is high enough for the second floor to have an internal spring point for the ceiling that is ~7 above the finished floor. This allows for stairs, windows, and usable headroom throughout the upper floor.

Burnaby housing choices program recommendations report 53
form, foundation, and roof
design building performance
intent

allow a wide range of styles and shapes, while setting minimum standards for life safety, accessibility, and environmental performance, while minimizing massing and shadowing impacts on adjacent properties.

Recommendations

- require a permanent foundation.

- Require that butterfly roofs, flat roofs, or other similar roof forms where the eave height is also the maximum height, stay below the average roof height.

- Allow mixed roof forms if they fit underneath a height envelope defined by the peak and average heights.

- Permit basements and count them toward the sites total far.

- Require basements to have a minimum 2.44m (8) ceiling height.

- Permit crawl spaces in alignment with the citys zoning bylaw.

- Allow a maximum depth below adjacent grade of 1.83m (6).

Intent

to ensure that design and construction practices reflect a commitment to climate action and help meet the citys greenhouse gas emissions reduction targets.

Recommendations

require laneway homes to meet the city's energy step code targets.

Heritage

intent

to ensure the implementation of the laneway housing program supports protection of the city's heritage buildings.

Recommendations

do not provide additional floor area if the principal dwelling is listed on the heritage registry and demolished as part of a site-wide redevelopment.

54

interface with lane or street lighting

intent

to create an inviting lanescape that improves the beauty, safety, and environmental quality of the lane.

Recommendations

where an entry door faces the lane, provide a minimum 1.52m (5) setback.

Provide glazing on a minimum of 10% of the lane elevation.

Provide lane plantings in areas not utilized for parking or pathways.

For corner lots, require the laneway home to have a door or highly visible entrance path from the flanking street.

Intent

to minimize excessive lighting of exterior facades to reduce impacts on neighbours and the environment at night, while providing for safety and security.

Recommendations

require exterior lights more than 2.44m (8) above grade to be down-lights only.

Privacy and overlook

intent

to minimize opportunities for direct overlook from upper floor windows and balconies into adjacent rear yards.

Recommendations

face balconies toward the lane.

For upper floor windows oriented toward adjacent residential yards, require a sill height greater than 1.52m (5) or to be translucent glazed.

Adaptable/accessible units

intent

to incentivize the creation of homes that are fully accessible, adaptable / visitable, or able to be occupied on just one level in a two-storey configuration.

Recommendations

provide a three-piece bathroom on the main floor of the laneway home.

Encourage the provision of a clear, smooth path of access to the laneway. Use a ramp rather than stairs.

Encourage diverse accessible and adaptable design strategies, including more open concept layouts that reduce the number of walls and posts, and include 863.6mm (34) clear interior doors, lever handles, powered entry door openers and gates, and interior lifts.

Consider excluding space for interior elevators or lifts from the sites total far.

Burnaby housing choices program recommendations report 55
identification and access
intent

to provide fire and emergency access and clear addressing from the street.

Recommendations

require a continuous fire access path that is a minimum of 0.91m (3) wide, with minimum 1.98m (6-6) overhead clearance. The surface of the access path should be concrete or interlocking pavers, with no flagstones or intermittent pavers that might provide a tripping hazard. Specifications to be verified with the city's fire department.

Provide an address number that is a minimum of 152.4mm (6) high and visible from the street. Provide a mailbox, visible from the street, adjacent to the address numbers or with numbers on the mailbox.

Provide a dedicated exterior door to the secondary suite. Entrances should be welcoming and weather protected.

Suites in semi-detached
homes

zoning and lot suitability
intent

to enable secondary suites in semi-detached homes to be a viable option on as many residential lots as possible.

Recommendations

allow secondary suites in conjunction with a semi-detached home in all zoning districts that permit two-family residential use.

Lots should have driveway access to the rear or side of the property via a lane or street.

Tenure
intent

to ensure secondary suites in semi-detached homes help increase the supply of rental housing in neighbourhoods across burnaby.

Recommendations

require secondary suite occupancy to be rental only.

Align secondary suites in semi-detached homes implementation with the city of burnabys regulations for short term rentals.

Owner would not be required to live on the property.

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the above rendering highlights various design considerations for suites in semi-detached homes, including parking requirements, private outdoor spaces, waste and recycling, and rainwater infiltration.

Burnaby housing choices program recommendations report 57

parking

intent

to provide sufficient infrastructure to accommodate a range of mobility needs, including a personal vehicle.

Recommendations

require two on-site vehicle parking pads for four residential units (minimum 2.74m (9) x 6.1m (20) each, in an open pad or carport) perpendicular to the lane, with electric vehicle charging infrastructure roughed in.

This requirement may be reviewed following completion of burnabys citywide parking review.

Rationale

residential sites with a lane have the opportunity for vehicle parking on private property as well as street parking at the front. On a 30 lot, which is the smallest lot width in burnaby, there is space for approximately two parking spaces at the curb, and one to three parking spaces at the lane. Renters have relatively lower rates of personal vehicle ownership so will have lower parking requirements.

Intent

to provide open space, private outdoor space, and landscaping suitable for the number of residential units on site. To improve environmental factors such as increased biodiversity, decreased urban heat island effect, and increased rainwater infiltration.

Recommendations

allow a maximum of 70% impermeable area, including all buildings, patios/decks, impermeable driveways, and pavers.

This requirement aligns with the citys zoning bylaw. Consider reducing maximum impermeable area to 60% during future phases of the housing choices program.

Require private outdoor space for the secondary suite in the form of a minimum 4m² (43sf) patio with a minimum dimension of 1.5m (5).

Landscaping, permeability, and
private outdoor space
intent

to allow a wide range of sizes, from studio to family
sized, with additional floor area beyond what is
currently allowed for the principal dwelling.

Recommendations

count all habitable space toward the sites total
far.

Do not require a maximum secondary suite size,
as per the bc building code.

Consider offering additional density for semidetached units with
secondary suites. An
additional 0.10-0.15 far would support this form
of housing in all neighbourhoods.

Size

58

the above rendering explores how access and dedicated outdoor spaces can
contribute to the identity and livability of suites in semi-detached
homes.

Burnaby housing choices program recommendations report 59

intent

to ensure secondary suites are as livable as
possible, with access to natural light and views to
the outdoors.

Recommendations

allow a maximum depth below adjacent grade
to be 1.5m (5)

consider guidelines for minimum ceiling heights.

Require that each room has at least one window
that receives direct natural light.

Encourage the use of window wells and patio
areas to enhance access to direct natural light.

Height / depth

intent

to ensure that design and construction practices
reflect a commitment to climate action and help
meet the citys greenhouse gas emissions reduction
targets.

Recommendations

require secondary suites in semi-detached
homes to meet the citys energy step code
targets.

Building performance

intent

to create an inviting streetscape that improves the
beauty, safety, and environmental quality of the
street.

Recommendations

require that the suite entry be visible from the
street.

Require that the suite entry is no more than 5
below grade.

Encourage decorative landscaping, walkway

lighting, and a dedicated pathway.

Interface with the street

the above diagram represents some of the suites in semidetached home design options that were used to inform and inspire discussions in community workshops.

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photo credit: lanefab.

Burnaby housing choices program recommendations report 61

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implementation

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photo credit: lanefab.

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in addition to the planning and design recommendations outlined in the previous section, there are a number of actions that the city can undertake to support successful implementation of the housing choices program for laneway homes and suites in semi-detached homes. Informed by insights gleaned from stakeholders who design, build, and develop these housing types, additional recommended actions are outlined to the right.

Implementation city of burnaby actions

we heard in the engagement process with industry experts and residents that there is a strong desire for quick and efficient implementation of laneway homes and suites in semi-detached homes across burnaby. This section outlines some recommendations that aim to increase the success of implementation.

Program implementation

immediately implement the program for laneway homes and secondary suites in semidetached homes.

After a period of two years or after a certain number of laneway homes and suites in semidetached homes are constructed undertake

a review of its performance. Account for new directions in the city's new official community plan, which is currently under review.

Approve laneway homes and secondary suites in semi-detached homes through a standard building permitting process, with limited opportunities to vary requirements through development variance permit (dvp) processes. The city should develop clear guidelines for relaxations that would be supported.

The city should create clear guidelines for owners of character and heritage homes to access incentives and relaxations.

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pre-approved designs

if a project has been permitted under the standard building permit path, make it available as a quicker approval option.

Explore the creation of an online portal with preapproved designs that could be obtained and approved through a quicker permitting process.

Simplified development requirements

limit the need for applications to be approved by council or through the board of variance, or to have to undertake neighbour notification processes.

Limit requirements to produce a landscape plan as part the permitting process.

Develop a simplified tree removal process that is predictable and comprehensive.

For servicing costs for laneway homes, consider a similar approach as the citys secondary suite requirements.

Construction practices

to reduce embodied emissions (emissions associated with materials and construction processes), ensure that it is easier to build above grade than below grade.

Explore opportunities to design and build laneway homes converted from garages or existing structures.

Other policies with potential broader application explore opportunities to develop policies for laneway homes and suites in semi-detached homes that could also be applied more broadly to all residential building types across the city. For example:

energy efficiency

support additional floor area ratio (far) or financial incentives for high performance buildings for all low-rise residential forms. This includes homes achieving passive house, net zero, or bc energy code step 5.

Rainwater management

ensure that all future residential development meet minimum rainwater infiltration and capture requirements.

If considerable rainwater storage tanks (1000 gallons or more) are provided, offer a reduction on storm connection fees or a rebate on permitting.

Accessibility

develop detailed criteria for building design relaxations that demonstrate accessibility criteria.

Identify minimum design guidelines for all residential buildings, including considerations for entranceways, space requirements, and adaptable features.

Include exemptions for buildings with a main floor below 600ft2

.

Burnaby housing choices program recommendations report 65
next steps

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photo credit: lanefab.

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this program recommendations report is intended to inform development of more detailed regulations for laneway homes and suites in semi-detached homes.

City staff will provide this report to burnaby city council for their review, and will also provide the results of a financial analysis that is currently underway. Based on council direction, staff may undertake further technical reviews to develop a draft program for laneway homes and suites in semi-detached homes. Upon completion of a draft program, staff anticipate hosting a series of open houses to get feedback on the program, prior to finalization of the program and necessary bylaws.

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burnaby housing choices program recommendations report 69
future

considerations

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as noted in part 5, there are limited opportunities to vary requirements for laneway homes and suites in semi-detached homes. Should the city of burnaby choose to develop clear guidelines for relaxations that would be supported through the development variance permit (dvp) process, the following considerations could be made and/or adapted:

future considerations

laneway homes

sites without lanes laneway homes may be located on a lot without a lane following a more comprehensive review by the city and provided other intents are met.

Siting laneway home may be located in a side yard or front yard, provided all other intents are met.

Parking for corner sites and sites adjacent to parks, the minimum parking requirement may be reduced to zero due to the availability of more parking in those locations (compared to mid-block sites). Likewise, parking requirements may be reduced to zero if the site is within 400m of frequent transit.

Private outdoor space private outdoor space requirements may be relaxed provided the intent is met via other means on site. For

example, accessible green roofs or larger shared outdoor spaces could contribute to the sites approach to open space.

Coverage site coverage may be relaxed to 50% with supporting strategies that demonstrate an acceptable level of rainwater infiltration on site (e. G. Green roof) or otherwise reduce site runoff (e. G. Low-flow toilets).

Trees where possible, existing large trees could be retained by granting conditional relaxations to setbacks and site coverage. If the canopy/root zone of trees being retained intersect with the building footprint, sewer excavation, or access path from the front property to the laneway home, an arborist should be retained to provide a retention plan and to supervise the excavation.

Privacy and overlook balcony locations and window details may be relaxed if meeting the intent.

Lighting lighting details may be relaxed if meeting the intent.

Accessibility bathroom requirements may be relaxed for small unit sizes (600 ft² or less) or where site conditions would make a main floor bathroom untenable.

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suites in semi-detached homes

parking for corner sites and sites adjacent to parks, the minimum parking requirement may be reduced to zero due to the availability of more parking in those locations (compared to mid-block sites). Likewise, parking requirements may be reduced to zero if the site is within 400m of frequent transit.

Burnaby housing choices program recommendations report 73

thank you

September 2022

laneway homes and suites in semi-detached homes

engagement summary report

city of burnaby

housing choices

2

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burnaby housing choices program engagement summary report 3

the above rendering illustrates a future vision for laneways in burnaby, where diverse housing choices

foster a vibrant public realm and support the community's broader goals.

This vision was inspired by

conversations with community members through a variety of engagement activities.

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burnaby housing choices program engagement summary report 5

executive summary

since 2019, the city of burnaby has conducted extensive public engagement on housing, shedding

light on our community's needs and priorities.

Building on these community conversations, the city

launched an engagement campaign for its housing

choices program that specifically focused on the

planning, design, and implementation of laneway

homes and suites in semi-detached homes. It

included a public online survey, a virtual workshop

targeting industry partners, in-person and virtual public

workshops, and a drop-in public open house.

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who we reached

over 250 people registered across 4 workshops, with

an estimated additional 100 participants attending

the drop-in open house component of the in-person

workshop. In addition, a total of 2,550 respondents

completed the public housing choices survey. The

engagement process involved conversations with a

diverse group of residents from a wide range of ages,

family structures, and lived experiences.

Burnaby housing choices program engagement summary report 7

what we heard -

overall emerging themes

during public engagement, we received a diverse

range of perspectives and insights on the challenges

and opportunities of housing in burnaby. The most

prominent themes we heard from residents were as

follows:

flexibility no one approach fits all

participants supported a diversity of options for

laneway homes including number of storeys,

building heights, parking, setbacks, forms, rooflines,

outdoor spaces, landscaping, entrances, and more.

Participants often highlighted the need to respond to

site constraints, including topography, neighbouring

properties, and lot configurations. For both laneway

homes and secondary suites, there was support to provide some guidelines and regulations to help achieve city and community priorities, with enough flexibility to allow for creative solutions and designs that meet the needs of residents.

Optimization make the best use of space and resources participants supported efficient approaches that considered both maximizing living space and advancing other community priorities. Potential solutions included cantilevered designs that provide floor space above open parking, take advantage of sloped properties, and use flat roofs as private outdoor spaces. There was general support for higher building heights (2-3 storeys), to allow for more open space particularly on smaller lots, while encouraging larger one-storey accessible units on larger lots. Participants highlighted the importance of balancing the provision of new housing with retaining and restoring green spaces, as well as ensuring buildings are efficient and adopt a holistic approach to climate action.

Suitability diverse needs require diverse solutions similar to the theme around flexibility, participants voiced a desire to have specific solutions for their unique needs for both laneway homes and secondary suites. For example, multi-generational homes may have different considerations for privacy and shared outdoor spaces, including approaches to the placement of windows and setbacks between units. Another example is the suitability of spaces to meet peoples unique accessibility needs, in which (for example) the bedroom and kitchen could all be located on the same floor and accessed at grade with a no-step entrance.

Expediency make the development process easy and keep it simple participants shared a sense of urgency to ensure more diverse housing options are implemented in burnaby as soon as possible. Participants would like to see a streamlined approvals process such as preapproved designs and reduced development process requirements in order to increase certainty, improve efficiency, and decrease the likelihood of delays and rising costs.

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burnaby housing choices program engagement summary report 9
engagement objectives
the overarching objectives for this engagement were to:

- launch the housing choices engagement process;
- refine the specific program recommendations for laneway homes and suites in semi-detached homes to be presented to council; and
- establish a foundation for future phases of the housing choices program.

Phase 1a of the housing choices program will introduce laneway homes and suites in semi-detached homes across burnaby. This will be followed by more dense forms of missing middle housing in phases 1b and 2.

Introduction

phase 1a phase 1b

laneway homes and suites

in semi-detached homes

homes with two suites and

fourplexes

to foster a shared understanding for the future of infill housing in burnaby, this process gathered input from residents, the development industry, and other stakeholders to develop program recommendations.

The engagement process was designed in a way that acknowledges that: people deserve to be part of the planning processes that affect their lives; people are experts in their own lived experiences and therefore have inherent expertise to share; and peoples input strengthens the plan and planning process.

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engagement activities

the design and planning of engagement activities

were informed by outcomes from the housing choices

public survey on preferences related to laneway

homes and suites in semi-detached homes, research

on best practices from other municipalities, and

engagement with various city of burnaby departments.

To support diverse forms of participation, both inperson and virtual workshops were facilitated, with 3

workshops open to the general public and 1 workshop

hosted specifically with members of the development industry.

Phase 2 mid-rise buildings

full range of missing middle

housing

"missing middle housing" provides

multiple units on the same lot, either

clustered, stacked, in a row, or in a

single building. The scale of missing

middle housing is smaller than mid-rise

or high-rise apartment developments,

and is compatible with single family

neighbourhoods. Examples of missing

middle housing may include duplexes,

triplexes, fourplexes, sixplexes, courtyard

clusters, rowhomes, and low-rise

apartments, and accessory units such as

flex suites, secondary suites and laneway

homes.

Burnaby housing choices program engagement summary report 11

1

community

workshop

community workshop

overview

in-person community workshop and drop-in public

open house

an in-person community workshop was hosted on

june 22nd, 2022 at the bonson recreation complex.

A total of 105 participants registered for this event.

This workshop was facilitated using smaller group discussions, with tables of 10 participants offering input on preliminary design options as well as their preferences related to example projects. This input was captured using interactive worksheets, which prompted participants to share what was working well, what needed to be improved, and what required further exploration.

The facilitated portion of the workshop was complemented by a drop-in open house at the same venue, where panels offered background information, a summary of results from the online survey, preliminary design options, and a selection of project examples. The general public was encouraged to provide input on the boards and city of burnaby staff were available to answer any questions.

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an example workshop activity sheet, which presented a range of potential design options including key

considerations. Participants reviewed and responded to each design option, noting which elements were working

well, which needed improvement, and what required further exploration.

All completed worksheets from the workshop can be found in appendix a.

Burnaby housing choices program engagement summary report 15

what we heard - overall

implementation of the housing choices program

many workshop participants shared either a personal interest in building a laneway home, or a desire to live in one in the future. Residents often communicated a sense of immediacy in wanting to see laneway homes built in the near future, including through an efficient approvals process. They offered various strategies to achieve this, including limiting public consultation for every project, providing pre-approved designs for laneway homes, supporting pre-fabricated options, and reducing the length and complexity of the permitting process.

Affordability and feasibility

related to program implementation, participants

shared a desire for laneway homes and suites in semi-detached homes to address affordability. Ideas

that were shared included reduced permitting and servicing costs, as well as flexible design options

depending on homeowner preference and lot constraints. Participants also highlighted a desire for

clarity through the approvals process, ensuring welldefined parameters and predictable expectations for

what is permitted..

Future program phases

to ensure an engaged discussion, the workshop focused on the first phase of the housing choices program; however, through these conversations, participants often shared an interest in housing options beyond laneway homes and secondary suites, including fourplexes and opportunities to build two laneway homes, particularly on larger lots.

Simple design approaches

participants often favoured design options and example projects that were simple in nature, with a recognition that all options should be allowed if they meet certain program requirements. Some participants shared an interest in laneway home design options that complement existing dwellings, while others recognized the importance of allowing flexibility and creativity in the design process.

Livable design

in sharing their input on design options and example projects, residents often favoured design features that supported livability, including but not limited to: access to natural daylight; generous windows; private green spaces; and high ceiling heights. Residents also highlighted a broader support for livability, including multi-generational homes, diverse and inclusive communities, and social and resilient neighbourhoods.

Accessibility

residents often identified the importance of accessible options for diverse and aging populations. Participants particularly valued at grade, no-step entrances, with a general appreciation for one-storey laneway home options and above grade suites in semi-detached homes. Some participants shared concerns about onestorey laneway homes having too large of a footprint and over-contributing to lot coverage on smaller lots..

Permeability and green space

participants often favoured examples that included more green space and disliked options that showed too much paved area. Trees, shrubs, and plantings were often identified as positive design elements, and design options that preserved open space and supported rainwater infiltration were also favoured.

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the above graphic was created with input from diverse conversations with residents during the in-person workshop. Burnaby housing choices program engagement summary report 17
what we heard -

laneway homes

flexibility

participants often shared an interest in allowing a range of design options, depending on the size and configuration of the lot, and the preferences of the homeowner. Participants recognized that each option

will likely include trade-offs, with an appreciation for a variety of diverse configurations. Some residents shared that there should be different rules for different lot types, including corner lots where side entrances and private outdoor spaces may be more appropriate. Further, multiple participants indicated that one storey larger footprint laneway homes should be encouraged on larger lots.

Parking

residents shared mixed responses to the number of on-site parking spaces being shown within design options. There was general support to not include parking ratios, with multiple groups identifying at least one covered parking space as an appropriate amount, and multiple comments that design options showing three parking spaces were too many. There was strong support for carports and cantilevered designs that provide covered parking spaces with the opportunity to use the second floor for living or outdoor space. Some residents also shared that the number of parking spaces should depend on proximity to transit, where areas better served by transit could reduce parking requirements.

Outdoor space

there were mixed comments related to the siting of a laneway home's outdoor space. Some identified a preference for side and rear yard spaces, while others appreciated options that showed a setback yard facing the lane. Some shared concern around the impact of this configuration on the principal dwelling's outdoor space and privacy. There was strong interest in utilizing rooftops for private outdoor space. Separation, privacy, and orientation of open areas were highlighted as important qualities to consider when planning and designing these spaces.

The above diagram illustrates one design option that included a patio set back from the lane.

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size and form

there was general support for more living space and design options that maximized the amount of livable floor area. Examples included cantilevered designs or options that had larger footprints. There was general support for options that included a second storey that was the same size as the first. Some participants shared a preference for the allowable size of a laneway home to not be tied to the area of the existing building. Participants also expressed approval for allowing laneway homes on heritage home lots to have additional floor area allowances. Participants appreciated the character of dormer windows and sloped roofs, however also recognized that simpler forms could be more efficient for interior living space. There was general appreciation for flat roofs for their

ability to provide additional usable outdoor space. Participants often appreciated examples where the laneway home looked 'like a home' or had enough presence to be perceived as a primary residence.

Height

overall, there was general support for laneway homes with more than one storey. Participants recognized the importance of understanding neighbourhood context, with an appreciation for thoughtful and creative design considerations that mitigate overlook and privacy concerns. For example, partially below grade first floors could allow for higher ceiling heights and two storeys, while limiting the overall impact of the laneway home. Related, some participants shared a preference to limit the amount of below grade living space so as to avoid residents living in spaces with limited natural light.

In reviewing visual preferences, some participants shared that three storey options were potentially too tall, while some participants were concerned about the height of the laneway home in proportion to the principal dwelling. Overall, there was a general preference to preserve open space and maximize livable area, which may require taller laneway homes.

Setbacks and siting of laneway home

residents shared a wide range of opinions around minimum setbacks from the laneway, neighbouring properties, and principal dwelling. Some participants appreciated maximizing the available living space by reducing setbacks, while others shared a preference to not have the laneway home be as wide as the lot itself. Participants often highlighted the opportunity to reduce the front yard setback of the principal dwelling to optimize a site's overall open space. Reduced setbacks were also viewed as more appropriate in urban areas with smaller lots, and less appropriate in less urban areas with larger lots. Many participants preferred to locate the laneway home along one edge of the property (particularly on larger lots) to maximize outdoor green space and reduce the visual impact of the building. Zero lot line / no setback conditions will require further analysis of servicing needs and impacts on neighbouring properties; however, there is general support at a discretionary level.

Windows

there was some support for options that allow the placement of windows on all sides of the home, while others shared concerns around privacy for balconies and windows facing the lane and neighbouring properties.

Servicing

some participants shared an interest in the opportunity to connect services such as water to the main house to reduce the cost of building a laneway home. There

were questions regarding the placement of waste and recycling facilities, with a general interest in seeing dedicated spaces for waste bins. There were also multiple comments in support for requiring electric vehicle charging.

Burnaby housing choices program engagement summary report 19
storage

there was general support for storage in cellar and basement spaces as well as for providing bike storage, with the option to exempt this space from the allowable floor area.

Landscape design and permeability

there was strong support for green roofs, permeable pavers, and low maintenance xeriscaping. Many participants appreciated laneway home concepts which featured green areas and private outdoor spaces, but recognized that homeowners should ultimately decide on the amount and type of landscaping.. The provision of green space between laneway homes was viewed as important, as well as plantings along the lane many examples were 'loved' for their inclusion of landscaping that softens this edge. Several participants mentioned including minimum tree requirements especially if any existing trees are removed through the construction process. Participants also often liked laneway home examples that included fencing and screening for privacy.

Presence in the lane

many residents shared a desire for laneway homes to be designed as welcoming spaces, including considerations for windows facing the lane, diversity of forms, and material selection. Through reviewing example projects, participants often shared a visual preference for options that do not look like garages, minimizing the visual presence of space dedicated to vehicles. Participant also shared an interest in seeing social spaces facing the laneway to activate the public realm.

The following pages highlight some of the representative input received from the community workshop.

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these illustrations were created to visually represent the ideas, experiences, and preferences of workshop participants.

Burnaby housing choices program engagement summary report 21
participants often loved this example, highlighting the visual appeal of the laneway home's height and size, the subtle location of parking, use of natural materials, provision of big windows and spaciousness of form.

This example was often identified as potentially too tall and out of character with the main house. Participants also appreciated the amount of living space that a three-storey

laneway home could provide.

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this laneway home was often favoured for its visual appeal, including the site's landscape design, outdoor spaces, and form. Solar panels were also often identified as a positive design feature. Some participants disliked the lack of privacy and noted that this example would likely include a higher construction cost.

This example was often loved for its efficient use of an existing slope and many desirable features, such as a second floor patio, integrated parking, and generous living space..

Burnaby housing choices program engagement summary report 23 one-storey laneway homes were often appreciated for their potential to provide accessible housing to diverse residents. This example was also favoured for its style and inner yard green space,

laneway home examples above garages were often disliked for their use of stairs to access the unit, however some participants appreciated the simplicity of this design configuration.

24

this laneway home was often favoured by participants for its balance of privacy and openness, as well as approach to parking,

this example was often favoured for its compact form and height, attractive roofline, and potential for accessibility. Some participants disliked the limited green space and smaller living space provided.

Burnaby housing choices program engagement summary report 25 these examples were often disliked for their garage-like appearances, with participants noting how the dominance of the garage door and limited windows can create uninspiring and potentially uninviting laneway spaces.

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what we heard - suites in semidetached homes although many of the themes related to laneway homes are applicable to suites in semi-detached homes, some themes emerged related to this specific form of housing:

access

there was general support for entrances to the various units to be staggered or in separate locations where the suite entrance would be in the side or rear of the home. This would also apply to secondary suite entrances that step down to a private patio.

Participants recognized that the way suites are accessed should be informed by design and site constraints, where each entrance should have their own identity. Participants described this quality as cohesive but separate - where a secondary suite entrance is blended into the design of the semidetached home. There was a general desire for access to both semi-detached homes and secondary

suites to be identifiable from the street, with highly visible pathways.

Outdoor space

there was general support to encourage private outdoor spaces, with input ranging from minimum outdoor space requirements, to enabling the homeowner to decide the amount and location of dedicated outdoor space.

Some participants identified the opportunity for outdoor space to be designed to offer privacy for the secondary suite, supporting visual interest and personal space. Multiple participants suggested ideas to include an accessible rooftop patio or garden, where a ground floor or below grade option is not feasible.

Other considerations

beyond access and outdoor space, participants shared preferences related to suites, including general interest in encouraging accessible options wherever possible, support for spaces that are livable, including adequate natural light into units, and a general preference for flexibility for homeowners to provide solutions that meet their needs.

The above diagram represents some of the suites in semidetached home design options that were used to inform and inspire discussions in community workshops.

The following pages highlight some of the representative input received from the community workshop.

This example was appreciated for its defined side entrance that is easily visible from the street, cohesive and welcoming design approach, efficient use of green space, and accessible pathway.

This example was often valued for its "home-like" qualities, including warm and natural materials, interesting architectural design, generous greenery, as well as designated front entrances for both units.

28

this example was often disliked for its institutional or commercial quality, lack of greenery, and partially below grade unit. Some participants appreciated this example for its simple, modern, and functional design.

This example was valued for its private patio, simple design, and blending of the secondary suite with the main dwelling. Some participants disliked the limited accessibility due to the staircase entry, as well as limited green space.

Burnaby housing choices program engagement summary report 29
this example was often loved for its greenery, dedicated outdoor space with seating area, and size of windows.

Participants also noted an appreciation for well defined entrances that blend in with the main building.

This secondary suite was often loved for its dedicated private, outdoor covered patio, and variety of planters, some participants noted concerns around the space being shaded

by the above staircase while others shared a preference for more green space and materials that allow rainwater infiltration.

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the above graphic was informed by input from workshop participants, illustrating a semidetached home with dedicated private outdoor spaces for secondary suites.

Burnaby housing choices program engagement summary report 31

2

virtual

workshops

virtual workshops

overview

to complement the in-person workshop, 3 virtual sessions were hosted using zoom and miro, an online collaboration platform.

Community workshops

two virtual workshops (june 27 and 29, 2022) offered an opportunity for residents to learn about the housing choices program, provide input on preliminary design options, and share their preferences related to various example projects. A total of 100 participants registered across the 2 workshops.

Development industry workshop

to ensure that preliminary design options are implementable and reflective of industry realities, a workshop for development industry participants was hosted on june 20th, 2022, which focused on opportunities and challenges related to designing, planning, and building housing in the lower mainland. A total of 50 participants registered for the event, and offered a range of experience in the areas of architecture, planning, finance, real estate and development, and others. Participants shared their experiences working in burnaby as well as in other municipalities in the region.

34

the above graphic summarizes some of the input shared by participants during the workshops, highlighting the role of housing in supporting the community's broader goals.

Burnaby housing choices program engagement summary report 35

what we heard - overall

virtual workshops presented the same information, including design options and example projects, as the in-person community workshop. The following themes emerged through input received from the 3 online workshops:

flexible solutions

participants often shared a desire for flexibility in designing and planning both laneway homes and suites in semi-detached homes. This included considerations for unit sizes, heights, forms, and configurations. Residents also valued different options

for diverse tenure situations - for example, a shared property between family members may benefit from proportionately more shared space. The development community reinforced that all design options should be allowed in order to support diverse housing choices within burnaby.

Diverse lot options

participants often shared a desire for different regulations for different lot types. There was a general interest in seeing more units on larger lots, including more than 1 secondary suite, multiple laneway homes, larger units, more than 4 units, and semi-detached housing with laneway homes. In addition, there was general interest in providing different access points and orientation for laneway homes on corner lots.

Livable spaces

participants often valued design options and example projects that demonstrated elements of a livable space. These included natural features such as gardens, shrubs, planters, trees, and green roofs, which all contribute to the outdoor experience of laneway homes and suites in semi-detached homes. Participants also identified with projects that supported privacy, including plantings, screening, fencing, and orientation of the laneway home's main facade. Other important design elements included generous access to natural daylight, such as skylights and windows that run along the top of walls, as well as access to private outdoor spaces, such as balconies, patios, and green roofs. Some participants shared a preference for consistency between the various units on a lot, while others valued the opportunity for creative design solutions.

Development process

participants often highlighted the importance of providing a simple development process that ensures efficient approvals.

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what we heard -

laneway homes

parking

in both design options and example laneway homes, participants shared mixed preferences for the number of parking spaces required on each lot. Many participants viewed a minimum of 1 parking space as appropriate. Participants highlighted the potential to reduce parking requirements if the property is located close to transit. Participants also noted that larger lots which can accommodate more parking spaces also tend to be further from rapid transit stations. There was a broad understanding that shifting demand in vehicle ownership (due to car-sharing, emerging mobility technologies, working from home trends) may reduce the need for parking in the future. Some participants

were interested in the opportunity of providing parking spaces in the front of the principal dwelling. The development community highlighted that many interior garages are not being used for parking and should likely count toward the allowable floor area of the laneway home. Further, there was a general recognition that parking spaces interior to the laneway home would likely limit the ability to share between the homeowner and tenant.

There was broad support for carports, with the opportunity to use the roof for green space or private outdoor space, as well as flexibility for additional storage if not used for parking vehicles.

Form and size

there was general support for cantilevered design options that allow for both parking and living space, or additional parking spaces. Many participants were interested in maximizing interior living spaces with general support to explore higher building heights and allow for more flexible configurations. Some participants identified the need to build larger units wherever possible, as smaller units tend to be more feasible on a range of lot sizes and configurations. One-storey design options on smaller lots were viewed as potentially bulky, with some hesitation around laneway homes on smaller lots and taller laneway homes. Participants appreciated design options and example projects that utilized existing slopes where possible, particularly with the opportunity to access private outdoor space from upper storeys.

Setbacks

some participants shared concerns around zero lot line setbacks in terms of servicing and potential impact on neighbouring properties, while also recognizing that this would maximize the amount of living space for the laneway home. Some participants shared the idea to locate 2 zero lot line laneway homes adjacent to each other, with private outdoor space on the opposing side yards. This condition of alternating or varying setbacks could contribute to a visually engaging laneway. Participants often shared that setbacks should be used for green space, access, or parking.

Height

there was general support for laneway homes with more than 1 storey, particularly as a cost-effective way to provide housing. Some participants identified the significance of views to the north as an important consideration when designing and planning laneway homes.

Burnaby housing choices program engagement summary report 37 servicing

participants shared an interest in servicing options that reduced the cost of constructing laneway homes, such as allowing connections to the principal dwelling.

Participants often identified the importance of planning for waste management, including dedicated spaces and thoughtful locations for garbage and recycling bins.

Accessibility

participants communicated a desire to encourage accessible design features, such as no step, wide entrances, living spaces on the main floor (kitchen, bathroom, bedroom), and accessible paths of entry; however, there was general support to allow the homeowner or developer to decide what to provide in terms of accessibility. Many participants supported the idea of encouraging accessible, one-storey laneway homes on larger lots and to explore additional accessibility considerations such as including a second bedroom for a care provider.

Addressing and access

there was general interest to explore addressing from the lane, with the potential opportunity to provide efficient emergency service access. There was variable support for accessing the laneway home from either the lane or side yard, some participants noted that many lanes are busy with vehicle traffic, in which case a side yard entrance may be more appropriate, or pedestrian safety improvements would be needed in the lane. Participants recognized that orienting the main entrance and facade of the laneway home toward the lane could improve neighbourhood character, improving safety and fostering vibrant public spaces.

Livable design

there was general support for opportunities that embed livable design options, such as overhangs to protect residents from rain and sun, ensuring enough natural light within units, and providing private outdoor spaces such as balconies or patios.

Outdoor space

similar to other design considerations, there was general interest in flexible requirements around outdoor space requirements for laneway homes, including how much private outdoor space should be provided and where. There was some support to locate private outdoor space abutting the lane rather than shared with the rear or side yard, to balance living space, privacy, and personal space. This condition could potentially require additional height considerations, including impact on views, shadowing, and overlook.

There was some interest in opportunities to provide shared garden space between the laneway home and principal dwelling. There was strong support for green roofs, which offer the benefit of cooling in the summer, rainwater infiltration, and usable private outdoor space. Overall, there was general interest in retaining natural ecosystems and supporting biodiversity as a

complement to housing people.

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what we heard - suites in semidetached homes
access

there was general support to ensure that both semi-detached homes and secondary suites are accessed with equal status, including a clearly visible and accessible path from the street or lane. Some participants highlighted that if the semi-detached home is located on a busy road, then access to the secondary suite should be from the rear of the lot. There was a desire to build units at grade, where the secondary suite could be accessed without the use of stairs. This preference was shared in support of both accessibility as well as livability. Some residents shared the importance of considering the existing grade of the lot, where suites should still provide natural daylight in to the unit and a general preference for opportunities to include ramped pathways rather than stairs where the unit is partially below grade.

Outdoor space

participants shared mixed support for requiring dedicated outdoor spaces for secondary suites. Some participants shared the idea to locate the building closer to the fronting street to maximize outdoor space in the rear of the lot, which could be shared between units.

Other considerations

there was general interest from some residents to be able to build a laneway home on lots that feature a semi-detached home with a suite.

Privacy and safety

example projects were often appreciated for the privacy they offered through various design features, such as careful setbacks and orientation, privacy screening, or fencing. Some participants shared concerns regarding windows facing neighbouring yards, with support for the use of windows that run along the top of walls, offering access to natural daylight and limiting overlook. Some participants shared concerns around existing traffic and safety related to entrances from the lane, with considerations for future improvements such as lighting and traffic calming.

Flexible future development

there was general support for exploring opportunities to ensure flexible development in the future, such as prefabricated, modular laneway homes that could be moved to a different lot, if an area is consolidated or upzoned to greater allowable densities. There were various comments and questions regarding the stratification of laneway homes, including how it would impact housing affordability and future land development

storage

there was general support for storage in cellar and basement spaces, as well as support for providing bike storage and exempting this from the allowable floor area.

Burnaby housing choices program engagement summary report 39

3

other input

photo credit: lanefab.

Online survey

the city hosted an online survey that asked residents to share their preferences related to laneway homes and suites in semi-detached homes. There were 2,550 respondents. The outcomes from this survey provided a foundation for the exploration of design options and informed the project teams approach to engaging residents through the various workshops. A summary of this engagement activity is available for review on the project website at: burnaby.ca/housingchoices.

Burnaby housing choices project email

throughout this process, residents were able to contact the city directly through the burnaby housing choices project email (housingchoices@burnaby.ca). Approximately 120 items of correspondence from residents were received since the housing choices program launched in february 2022, which ranged from preferences related to site coverage, to questions on timing of program implementation.

A summary of these correspondence can be found in appendix c.

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burnaby housing choices program engagement summary report 43

4

next steps

photo credit: lanefab.

Next steps

with the plentiful, diverse, and informed input from residents of burnaby, the development community, and city of burnaby staff, the housing choices project team is developing a series of program recommendations for laneway homes and suites in semi-detached homes. These program recommendations will reflect the ideas, experiences, and preferences that were shared by participants and will be informed by additional technical input from the project team, city staff, and lessons learned from other municipalities. These recommendations will be used as a foundation for the city of burnabys zoning bylaw amendments for laneway homes and suites in semi-detached homes, and may inform future phases of the housing choices program.

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financial analysis for laneway units and suites in	
semis	
26 september 2022	
prepared for:	
city of burnaby	
by:	
housing choices program: financial analysis for laneway units and suites	
in semis	
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1.1 background	
the city of burnabys housing choices program is a multi-phased program to	
introduce missing middle	
housing types to burnabys single and two family neighbourhoods. Missing	
middle housing can include	

ground-oriented forms of housing such as laneway homes, duplexes, houseplexes, townhouses and lowrise apartment buildings. These infill housing forms can often be introduced into existing single family neighbourhoods without impacts on neighbourhood character and can provide a variety of significant benefits, including housing options that are more affordable than new single detached houses, the potential for rental units, options for existing neighbourhood residents to downsize (freeing up existing housing stock), more efficient use of land and infrastructure, reduction in energy use, improved public realm, and more walkable urban areas.

The first phase of burnabys program focuses on laneway homes and secondary suites in semi-detached homes (suites in semis):

laneway homes are smaller homes built in the backyard of a main house, facing the lane. Laneway homes can provide additional space for families or serve as a new source of rental housing while also providing income for the homeowner.

Suites in semis are secondary suites in semi-detached (duplex) homes. A semi-detached home could potentially have two secondary suites, one in each unit. Secondary suites will not be allowed in stacked duplexes.

A key driver for this program is to increase rental housing and to help address housing affordability by creating new more affordable housing options. Therefore, where possible, the program is intended to include measures to support rental housing and minimize any upward pressure on existing property values.

As input to this planning program, the city of burnaby retained coriolis consulting corp. To

1. Analyze the likely financial performance of constructing new laneway units in existing single family zoning districts in burnaby.
2. Analyze the likely financial performance of constructing suites in semis in existing duplex zoning districts in burnaby.
3. Determine whether laneway homes on single family lots and suites in semis are likely financially viable for construction by builders and/or home owners.
4. Evaluate whether these new forms of missing middle housing will likely have impacts on existing property values in single family and duplex locations in burnaby.
5. Evaluate the financial ability of each type of housing to provide amenity contributions or incorporate below market housing.

This report provides a summary of our analysis and identifies the key findings and implications.

1.2 professional disclaimer

this document may contain estimates and forecasts of future growth and urban development prospects,

estimates of the financial performance of possible future urban development projects, opinions regarding the housing choices program: financial analysis for laneway units and suites in semis

page 2

likelihood of approval of development projects, and recommendations regarding development strategy or municipal policy. All such estimates, forecasts, opinions, and recommendations are based in part on forecasts and assumptions regarding population change, economic growth, policy, market conditions, development costs and other variables. The assumptions, estimates, forecasts, opinions, and recommendations are based on interpreting past trends, gauging current conditions, and making judgments about the future. As with all judgments concerning future trends and events, however, there is uncertainty and risk that conditions change or unanticipated circumstances occur such that actual events turn out differently than as anticipated in this document, which is intended to be used as a reasonable indicator of potential outcomes rather than as a precise prediction of future events.

Nothing contained in this report, express or implied, shall confer rights or remedies upon, or create any contractual relationship with, or cause of action in favor of, any third party relying upon this document.

In no event shall coriolis consulting corp. Be liable to the city of burnaby or any third party for any indirect, incidental, special, or consequential damages whatsoever, including lost revenues or profits.

Housing choices program: financial analysis for laneway units and suites in semis

page 3

2.0 concepts and scenarios analyzed

2.1 laneway homes

the city completed architectural testing for different laneway home concepts on a variety of different lot sizes.

The concepts considered different design approaches, including single level homes, multi-level homes and homes with basements. For this analysis, the city asked us to analyze four different assumed laneway home sizes on different lot sizes ranging from about 4,000 square feet up to about 10,700 square feet. The assumed laneway home size increase as the lot size increases.

Because market values (rents and sales prices) vary by location, we examined these concepts in different neighbourhoods to model the potential financial impact of differing market values by location. So, in total we analyzed seven different case studies that varied by lot size, laneway home size and location, including:

case study 1 is a 650 square foot laneway home on a 4,359 square foot lot in the 5000 block of norfolk street. This represents a lower value location for burnaby.

Case study 2 is a 650 square foot laneway home on a 4,026 square foot lot in the 4100 block of pandora street. This represents a higher value location for burnaby.

Case study 3 is a 1,000 square foot laneway home on a 5,550 square foot lot in the 6700 block of fulton avenue. This represents a lower value location for burnaby.

Case study 4 is a 1,000 square foot laneway home on a 6,100 square foot lot in the 4000 block of trinity street. This represents a higher value location for burnaby.

Case study 5 is a 1,200 square foot laneway home on an 8,052 square foot lot in the 9200 block of 10th avenue. This represents a lower value location for burnaby.

Case study 6 is a 1,200 square foot laneway home on a 7,500 square foot lot in the 7200 block of braeside drive. This represents a higher value location for burnaby.

Case study 7 is a 1,400 square foot laneway home on a 10,737 square foot lot in the 7500 block of colleen street. This represents a higher value location for burnaby.

For each of the seven case studies, we analyzed four different scenarios:

scenario 1 assumes that the new laneway unit is a market rental unit and is built as an infill unit without any changes to the existing single family home on the lot (infill scenario).

Scenario 2 assumes that the new laneway unit is a market rental unit and it is built as part of the redevelopment of the entire lot (i. E. A new single family home and laneway unit are built simultaneously).

Scenario 3 assumes that the new laneway unit is a market strata (ownership) unit and is built as an infill unit without any changes to the existing single family home on the lot (infill scenario).

Scenario 4 assumes that the new laneway unit is a market strata (ownership) unit and it is built as part of the redevelopment of the entire lot (i. E. A new single family home and laneway unit are built simultaneously).

Therefore, we analyzed 28 different laneway unit scenarios in total.

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2.2 secondary suites in semi-detached units

for our analysis of secondary suites in semi-detached or duplex projects, we analyzed two different scenarios1

that varied based on the assumed size of the secondary suite:

a scenario that assumes a smaller 600 square foot 1 bedroom secondary suite in a new duplex unit.

A scenario that assumes a larger 900 square foot 2 bedroom secondary suite in a new duplex unit.

1 our analysis focuses on building a suite as part of a new semi-detached project. The financial performance of building a new suite inside an existing semi-detached unit would vary from property to property depending on a variety of factors such as the age of the

existing building, the extent to which code upgrades are required, and the existing design/layout of the unit.

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3.0 laneway housing analysis

3.1 approach

our analysis is designed to test the incremental costs and revenues associated with building a new laneway unit. So our financial analysis excludes the revenues and costs associated with the new single detached home (and secondary suite) which is already permitted under current zoning.

The cost of creating the laneway unit, achievable sales prices, and achievable rents are based on market conditions as of mid-2022.

3.1.1 approach to rental laneway housing analysis

for the rental laneway housing scenarios, we completed the following steps:

1. Estimated the likely total costs of creating the new laneway unit (municipal fees, demolition, site prep, servicing, hard costs, landscaping, professional fees, soft costs, financing, gst, and other project costs).
2. Estimated the achievable monthly market rent for the new unit.
3. Estimated the net annual income that would be generated by the new unit (rent less operating costs and property taxes).
4. Compared the annual net income with the total estimated cost to determine the annual yield (return on costs). We would expect an annual yield of about 4.5% to 5.0% to be the minimum required from an investment perspective for this type and scale of project.
5. Estimated the potential additional lot value created by the new laneway housing opportunity, assuming a builder would accept a profit in the range of 10% to 15% of total costs.
6. Compared the monthly mortgage payment that would be required to finance the entire laneway cost (under current mortgage rates) with the likely net monthly income.

3.1.2 approach to strata laneway housing analysis

for the strata laneway housing scenarios, we completed the following steps:

1. Estimated the likely total cost of creating the new laneway unit.
2. Estimated the market value for the new unit.
3. Evaluated the impact of the reduced lot size on the market value of the remainder of the single family lot (even though permitted floorspace for the new single family home does not decline, the smaller lot size will negatively impact the single family house and lot value).
4. Estimated the profit margin on total costs (including the reduced lot value of the remaining lot).
5. Estimated the potential additional lot value created by the new strata laneway housing opportunity,

assuming a builder would accept a profit in the range of 10% to 15% of total costs.

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3.2 key assumptions

attachment 6.0 summarizes the detailed financial assumptions used in our analysis. Other key assumptions used for both the rental and strata laneway housing analysis are as follows:

1. The analysis assumes that the city changes the zoning of properties in advance (pre-zone) so that builders are not required to rezone.
2. The floorspace for new laneway unit does not reduce the permitted floorspace for the main single family home. The laneway unit floorspace is additional permitted density on the site.
3. A secondary suite would also still be permitted in the main single family home.
4. Municipal connection fees would apply to the new laneway unit if built as an infill unit. However, these are allocated to the new single family home in scenarios that involve full redevelopment of the lot.
5. Municipal dccs are not required as there are fewer than four units on the lot²

.

6. Burnaby would not require any significant off-site servicing or infrastructure upgrades to create the new laneway unit.

7. The laneway unit is treated as a market priced unit. No affordable units are included in the analysis.

8. No amenity contributions are required from the builder.

2

if the city elects to implement a dcc for laneway homes, it would likely have a minor negative impact on the findings of our analysis as it would account for a small share of overall project costs.

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3.3 summary of laneway home findings

our detailed financial analysis for the rental laneway scenarios is included in attachment 6.0. This section summarizes the findings.

We divided the results of our financial analysis into two parts: rental laneway unit scenarios.

Strata (ownership) laneway unit scenarios.

3.3.1 rental laneway unit analysis

this section includes exhibits that summarize the findings of our rental laneway housing analysis. The exhibits include:

a brief description of the scenario.

The location of the lot.

The existing zoning district.

The lot size (in square feet).

The assumed laneway unit size (in square feet).

The estimated achievable monthly market rent for the new unit.

The total estimated cost to create the new laneway unit. This varies between the infill scenarios and the redevelopment scenarios. It is less expensive to construct a new laneway unit as part of the full redevelopment of the lot where a new single family home is already being constructed than to construct a new laneway unit while retaining the existing single family home.

The estimated net annual income that could be generated to the owner by the new laneway unit. The net income is the gross rent less the operating costs and property taxes associated with the new unit (we also included a modest allowance for vacancy in this calculation).

The estimated annual yield to the owner from the laneway unit. This is the net income divided by the total costs associated with creating the new unit. A yield of at least 4.5% to 5.0% is likely required to make it attractive to create a new unit from an investment perspective. It is possible this will not be sufficient for many homeowners as the owner of the single family home will lose the use of their back yard to the laneway unit so some homeowners may require a higher profit to be interested.

The potential land value created by the new laneway unit (this is in addition to the existing value of the property under current use and zoning). This is the market value of the future income stream from the unit less the costs to create the unit less an allowance for a profit to cover the time and risks associated with the project. We considered two different profit scenarios for this estimate. A lower profit scenario of 10% on total project costs and a higher profit scenario of 15% on total project costs.

A comparison of the mortgage payment associated with financing 100% of the laneway unit creation cost with the net monthly income from the new unit. This shows whether or not the cost of the new unit could be fully financed through the potential rent, helping facilitate new construction.

Whether or not the scenario is likely financially attractive for builders or homeowners.

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exhibit 1 summarizes our financial analysis for rental laneway housing scenarios that assume the existing house is retained and a new laneway unit is added (infill scenarios).

Exhibit 1: summary of infill rental laneway housing analysis

scenario 1 2 3 4 5 6 7

description

small lot in

a lower

value area

small lot in
a higher
value area
mid sized
lot in a
lower value
area
mid sized
lot in a
higher
value area
large lot in
a lower
value area
large lot in
a higher
value area
larger lot in
a higher
value area
block/address
5000 block
of norfolk
street
4100 block
of pandora
street
6700 block
of fulton
avenue
4000 block
of trinity
street
9200 block
of 10th
avenue
7200 block
of braeside
drive
7500 block
of colleen
street
location
douglas
road/
central
burnaby
burnaby
heights
highgate/
edmonds
burnaby
heights
cariboo/

east
 burnaby
 westridge government
 road
 zoning district r12 r12 r3 r3 r2 r2 r1
 lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
 laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
 assumed monthly rent \$2,125 \$2,225 \$2,850 \$3,000 \$3,000 \$3,150 \$3,500
 total laneway unit
 costs \$603,973 \$604,016 \$699,984 \$700,053 \$737,712 \$737,781 \$838,354
 net operating income \$20,873 \$22,049 \$28,860 \$30,466 \$30,513 \$32,087
 \$36,045
 annual yield on costs 3.5% 3.7% 4.1% 4.4% 4.1% 4.3% 4.3%
 supportable
 land value
 10%
 profit zero zero zero zero zero zero zero
 15%
 profit zero zero zero zero zero zero zero
 estimated monthly
 mortgage \$3,014 \$3,014 \$3,493 \$3,493 \$3,681 \$3,682 \$4,183
 estimated monthly net
 income \$1,739 \$1,837 \$2,405 \$2,539 \$2,543 \$2,674 \$3,004
 net position after debt
 service -\$1,274 -\$1,177 -\$1,088 -\$955 -\$1,138 -\$1,008 -\$1,180
 financially attractive possibly possibly possibly possibly possibly
 possibly possibly
 housing choices program: financial analysis for laneway units and suites
 in semis
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 exhibit 2 summarizes our financial analysis for rental laneway housing
 scenarios that assume a new single
 family home is built at the same time as the new laneway unit
 (redevelopment scenarios).
 Exhibit 2: summary of rental laneway housing analysis as part of lot
 redevelopment
 1 2 3 4 5 6 7
 description
 small lot in
 a lower
 value area
 small lot in
 a higher
 value area
 mid sized
 lot in a
 lower value
 area
 mid sized
 lot in a
 higher
 value area
 large lot in
 a lower

value area
 large lot in
 a higher
 value area
 larger lot in
 a higher
 value area
 block/address
 5000 block
 of norfolk
 street
 4100 block
 of pandora
 street
 6700 block
 of fulton
 avenue
 4000 block
 of trinity
 street
 9200 block
 of 10th
 avenue
 7200 block
 of braeside
 drive
 7500 block
 of colleen
 street
 location
 douglas
 road/
 central
 burnaby
 burnaby
 heights
 highgate/
 edmonds
 burnaby
 heights
 cariboo/
 east
 burnaby
 westridge government
 road
 zoning district r12 r12 r3 r3 r2 r2 r1
 lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
 laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
 assumed monthly rent \$2,125 \$2,225 \$2,850 \$3,000 \$3,000 \$3,150 \$3,500
 total laneway unit costs \$500,135 \$500,178 \$572,773 \$572,841 \$634,412
 \$634,481 \$726,983
 net operating income \$20,873 \$22,049 \$28,860 \$30,466 \$30,513 \$32,087
 \$36,045
 annual yield on costs 4.2% 4.4% 5.0% 5.3% 4.8% 5.1% 5.0%

supportable

land value

10%

profit zero zero \$4,504 \$36,702 zero \$12,727 \$287

15%

profit zero zero zero \$11,411 zero zero zero

estimated monthly

mortgage \$2,496 \$2,496 \$2,858 \$2,859 \$3,166 \$3,166 \$3,628

estimated monthly net

income \$1,739 \$1,837 \$2,405 \$2,539 \$2,543 \$2,674 \$3,004

net position after debt

service -\$756 -\$659 -\$453 -\$320 -\$623 -\$492 -\$624

financially attractive possibly possibly yes yes yes yes yes

the key findings of the rental laneway housing analysis are:

1. Depending on the size of the laneway unit, the total costs of creating a new laneway unit (construction,

soft costs, municipal fees, gst, other costs) will be about:

\$600,000 to \$840,000 if the existing home is retained (about 65% of this is hard construction costs).

\$500,000 to \$725,000 if a new home is built at the same time as the laneway unit (about 70% of this

is hard construction costs).

2. Current achievable monthly rents are likely in the range of \$2,125 to \$3,500 per month depending on unit

size and the number of bedrooms.

3. Building a new infill laneway unit is likely to generate a relatively low profit. Therefore, this type of laneway

housing opportunity will likely be primarily of interest to homeowners who are interested in creating

housing to accommodate family rather than homeowners interested in an income producing investment

opportunity.

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4. Building a new laneway unit along with a new single family home performs significantly better than an

infill laneway unit due to reduced costs for the laneway unit if part of a full lot redevelopment³

. This option

is likely financially attractive from an investment perspective in many of the scenarios we analyzed.

5. From an investment perspective, rental laneway units of roughly 1,000 square feet are likely more

attractive than units which are significantly smaller or larger.

6. Rental laneway units are unlikely to create any significant upward pressure on existing single family lot

values.

7. Given that the profitability of building a rental laneway unit is low: market rents are likely required in order to make laneway housing

development financially attractive

to most homeowners and builders. Laneway unit development is unlikely to be financially viable if

rents are required to be set below market rent.

Rental laneway units do not have the financial ability to support any significant contributions toward community amenities.

It is important to note that construction costs in metro vancouver have increased at a relatively rapid pace during 2021 and 2022. Based on available data and discussions with developers, costs have likely increased by at least 15% to 20% over the past year or so. It is possible that some of the cost pressures are due to factors that may be temporary (such as materials cost which can increase or decrease over time).

Therefore, we completed some sensitivity analysis to test the impact of lower construction costs on our findings. Based on our analysis, even if costs declined by about 10% from current levels (which is likely optimistic), the key findings of our financial analysis would not change.

3.3.2 strata laneway housing analysis

details about our financial analysis for the strata laneway housing scenarios are included in attachment 6.0.

This section includes exhibits that summarize the findings of the strata laneway housing scenarios. The exhibits include:

- a brief description of the scenario.

- The location of the lot.

- The existing zoning district.

- The lot size (in square feet).

- The assumed laneway unit size (in square feet).

- The total estimated cost to create the new laneway unit. This varies between the infill scenarios and the redevelopment scenarios. It is less expensive to construct a new laneway unit as part of the full redevelopment of the lot where a new single family home is already being constructed than to construct

- a new laneway unit while retaining the existing single family home.

The potential negative impact on the value of the remainder of the single family lot due to the reduction

in lot size. The single family home size will not be reduced, but the yard space and parking area will be

reduced due to the introduction of the new laneway unit (which will be sold off to the laneway owner).

This reduced lot size will negatively affect the value of the remaining single family lot and home.

3 there are construction cost efficiencies associated with building a larger project and some project costs such as connection fees and servicing could be allocated to the main single family house rather than the laneway unit.

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the estimated market value of the new laneway unit if sold as a strata unit.

The profit margin to the builder of the new laneway unit. This is the sales value of the unit less the creation

cost less the impact on the remaining single family lot value. Typically a builder would target a minimum profit margin in the range of 10% to 15% for this type of project. Some builders would require an even higher profit margin in order to proceed.

The potential land value created by the new strata laneway unit (this is in addition to the existing value of the property under current use and zoning). This is the market value of the unit less the costs to create the unit, less the impact on the existing single family lot value less an allowance for a profit to cover the time and risks associated with the project.

Whether or not the scenario is likely financially attractive for builders or homeowners.

Exhibit 3 summarizes our financial analysis for the strata laneway scenarios that assume the existing house is retained and a new laneway unit is added (infill scenarios).

Exhibit 3: summary of infill strata laneway analysis

1 2 3 4 5 6 7

description

small lot in

a lower

value area

small lot in a

higher value

area

mid sized

lot in a

lower

value area

mid sized

lot in a

higher

value area

large lot in

a lower

value area

large lot in

a higher

value area

larger lot in a

higher value

area

block/address

5000 block

of norfolk

street

4100 block of

pandora

street

6700 block

of fulton

avenue

4000 block

of trinity
street
9200 block
of 10th
avenue
7200 block
of braeside
drive
7500 block of
colleen street
location
douglas
road/
central
burnaby
burnaby
heights
highgate/
edmonds
burnaby
heights
cariboo/
east
burnaby
westridge government
road
zoning district r12 r12 r3 r3 r2 r2 r1
lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
total laneway costs \$602,124 \$603,456 \$702,475 \$704,472 \$743,269 \$745,666
\$802,662
impact on remaining
lot value \$82,750 \$102,750 \$92,994 \$117,700 \$79,294 \$108,813 \$115,931
strata laneway unit
value \$730,000 \$780,000 \$1,075,000 \$1,150,000 \$1,260,000 \$1,350,000
\$1,470,000
profit on costs 7% 10% 35% 40% 53% 58% 60%
supportable
land value
10%
profit zero \$2,795 \$170,458 \$209,802 \$304,287 \$351,622 \$394,284
15%
profit zero zero \$130,181 \$166,715 \$257,078 \$301,041 \$339,207
financially attractive possibly yes yes yes yes yes yes
housing choices program: financial analysis for laneway units and suites
in semis
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exhibit 4 summarizes our financial analysis for strata laneway scenarios
that assume a new single family
home is built at the same time as the new laneway unit (redevelopment
scenarios).
Exhibit 4: summary of strata laneway analysis as part of lot
redevelopment
1 2 3 4 5 6 7

description
small lot in a
lower value
area
small lot in
a higher
value area
mid sized
lot in a
lower value
area
mid sized
lot in a
higher
value area
large lot in
a lower
value area
large lot in
a higher
value area
larger lot in a
higher value
area
block/address 5000 block of
norfolk street
4100 block
of pandora
street
6700 block
of fulton
avenue
4000 block
of trinity
street
9200 block
of 10th
avenue
7200 block
of braeside
drive
7500 block of
colleen street
location
douglas
road/ central
burnaby
burnaby
heights
highgate/
edmonds
burnaby
heights
cariboo/

east
 burnaby
 westridge government
 road
 zoning district r12 r12 r3 r3 r2 r2 r1
 lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
 laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
 total laneway costs \$503,231 \$504,562 \$581,321 \$583,319 \$644,888 \$647,285
 \$697,393
 impact on remaining
 lot value \$82,750 \$102,750 \$92,994 \$117,700 \$79,294 \$108,813 \$115,931
 strata laneway unit
 value \$730,000 \$780,000 \$1,075,000 \$1,150,000 \$1,260,000 \$1,350,000
 \$1,470,000
 profit on costs 25% 28% 59% 64% 74% 79% 81%
 supportable
 land value
 10%
 profit \$71,666 \$94,496 \$285,377 \$324,721 \$397,605 \$444,940 \$494,137
 15%
 profit \$44,315 \$65,323 \$245,100 \$281,634 \$350,396 \$394,359 \$439,060
 financially attractive yes yes yes yes yes yes yes
 the key findings of the strata laneway analysis are:
 1. Depending on the size of the laneway unit, the total costs of creating
 a new laneway unit (demolition, site
 prep, construction, soft costs, municipal fees, financing, other costs)
 will be about:
 \$600,000 to \$800,000 if the existing home is retained.
 \$500,000 to \$700,000 if a new home is built at the same time as the
 laneway unit.
 2. Market values for strata laneway units are likely in the range of
 \$730,000 to \$1,470,000 depending on
 unit size.
 3. Building a new strata laneway unit will likely generate significantly
 profits, even after accounting for the
 impact on the value of the main single family lot and house.
 4. Building a new strata laneway unit along with a new single family home
 performs better than an infill
 laneway unit.
 5. If permitted, strata laneway units will likely create significant
 upward pressure on existing single family lot
 values. The scenarios that we analyzed indicate that lot values could
 increase by between \$40,000 and
 \$490,000 depending on the location, lot size and permitted size of the
 strata laneway unit.
 6. Given that the profitability of building a strata laneway unit is
 relatively high:
 strata laneway development would likely be financially attractive if
 sales prices were restricted to a
 below market price (affordable home ownership). However:
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 in semis
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a) the supportable price discount will vary widely depending on the size of the unit and the location of the property so it will be difficult to apply uniform discount across the entire city.

B) it would be difficult to determine market price if all strata laneway units are sold at below market prices which would make it difficult to establish the discount to apply to the unit.

C) it would require the creation of an affordable ownership program and ongoing administration and monitoring by city staff.

Strata laneway units have the financial ability to support significant contributions toward community amenities. However:

a) the supportable contribution will vary depending on the size of the unit and the location of the property so it will be difficult to establish a uniform contribution across the entire city that is viable for laneway projects. For example, the potential value ranges from \$40,000 to \$490,000 for the scenarios we analyzed.

B) amenity contributions are collected upfront by municipalities as part of the approvals process for a new project. Many single family homeowners may not be able to provide a significant amenity contribution until after the strata unit is built and sold. Therefore, this would be an obstacle for homeowners to create new infill strata laneway units. Most interest would likely need to come from builders who are redeveloping the entire lot and are already financing a larger project.

3.4 experience in other municipalities

strata laneway units (or other types of detached infill strata units) are not common in metro vancouver. When permitted, strata infill units typically occur in very specific circumstances, such as part of an agreement to upgrade and retain a heritage home (to provide a financial incentive to retain the existing heritage home).

However, a number of municipalities in metro vancouver permit rental laneway homes, including the city of vancouver, the city of north vancouver, the district of north vancouver, new westminster, coquitlam and others. Outside of vancouver (and the city of north vancouver), the rate of rental laneway construction has been relatively slow.

We completed a high level review of the rate of rental laneway construction in vancouver, the rents being achieved, and the impact on single family lot prices. Based on our review:

1. Laneway homes have been permitted in vancouver since late 2009. Since then, there has been a significant amount of rental laneway construction in all neighbourhoods in the city of vancouver. Our understanding is about 4500 laneway units have been built to date.

2. Vancouver does not regulate the rents in the laneway units. Rents are set at market. This is consistent

with the other metro vancouver municipalities that permit laneway homes.

3. Rental laneway builders in vancouver (and other municipalities) are not required to provide amenity contributions or density bonus contributions as part of the approval process.

4. The opportunity to build rental laneway homes has not had an upward influence on single family lot values. Although lot values in vancouver have increased materially since laneway homes were first

introduced, the increase has been due to other market factors:

we compared the sales prices of newer single family homes in vancouver

that include a laneway

home with newer single family homes that do not include a laneway home.

After adjusting for house

size, lot size, location and timing, the sales data indicates that the

inclusion of a laneway home

increases the overall market value of the property. However, the increase

is not greater than the cost

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in semis

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of creating the laneway home. So this indicates that rental laneway homes

in vancouver are not

adding to lot value.

Single family home prices in vancouver have actually increased at a

slower rate in the city of

vancouver than the rest of the lower mainland since laneway homes were

first permitted in

vancouver in 2009 (based on data from the real estate board of greater

vancouver as of july 2022).

If laneway homes added to lot value, then we would have expected the rate

of price growth to have

been higher in vancouver than the rest of the lower mainland.

3.5 key findings of laneway analysis

the key findings of our laneway analysis can be summarized as follows:

1. Under current market conditions, the profitability associated with

constructing a new rental laneway unit

in burnaby will likely be modest. Based on our analysis:

infill rental laneway units (retaining the existing house on the lot)

will likely achieve a low profit for

the homeowner. This opportunity will likely be primarily of interest to

homeowners who are

interested in creating housing to accommodate family rather than

homeowners interested in an

income producing investment opportunity.

Building a new laneway unit along with a new single family home performs significantly better from

a financial perspective than an infill laneway due to reduced creation

costs for the laneway unit

when it is part of a full lot redevelopment. This option is financially

attractive from an investment

perspective and we would expect builders to be interested.

From an investment perspective, rental laneway units of roughly 1,000 square feet are likely more attractive than units which are significantly smaller or larger.

2. Allowing rental laneway units is unlikely to have any material impact on the value of single family lots.

3. Given that the profitability of building a rental laneway unit is low: market rents are likely required in order to make laneway development financially attractive to most homeowners and builders. Laneway development is unlikely to be viable if rents are required to be set below market rent.

Rental laneway units do not have the financial ability to support any significant contributions toward community amenities.

4. Strata laneway units would be very profitable and attractive from a financial perspective. If permitted, we would expect interest from homeowners and builders in this option.

5. Allowing strata laneway units would likely create significant upward pressure on single family lot values

unless the city:

requires a significant amenity contribution as part of the approval for a strata laneway unit.

However, the supportable contribution will vary widely depending on the size of the unit and the location of the property. In addition, many single family homeowners may not be able to provide a significant amenity contribution until after the strata unit is built and sold which would create an obstacle to creating new units.

Requires the new unit to be sold at a below market price. The supportable price discount will vary depending on the size of the unit and the location of the property. This approach would require the creation of an affordable home ownership program as well as ongoing administration and monitoring by city staff. In addition, it will be difficult to determine market price if all strata laneway units are required to be sold at below market prices.

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4.0 evaluation of secondary suites in semi-detached homes

this section summarizes our evaluation of allowing secondary suites in semi-detached and duplex homes.

4.1 approach

our analysis tests the incremental costs and revenues associated with building a new secondary suite in a semi-detached (duplex) unit. So our financial evaluation excludes the revenues and costs associated with building the new duplex which is already permitted under current zoning. The cost of creating the secondary suite and achievable rents are based on market conditions as of mid2022.

We completed the following steps:

1. Estimated the likely total costs of creating the secondary suite.
2. Estimated the achievable monthly market rent for the new unit.
3. Estimated the net annual income that would be generated by the new unit (rent less operating costs and property taxes).
4. Compared the monthly mortgage payment that would be required to finance the entire secondary suite cost (under current mortgage rates) with the likely net monthly income.
5. Compared the actual sales prices of new(er) duplex units with secondary suites and new(er) duplex units without secondary suites in other municipalities (vancouver and city of north vancouver) to determine if suites increase the price of new duplex units.
6. Identified the implications of secondary suites on:
 - duplex unit sales prices.
 - Duplex lot values.
 - The ability of builders to provide below market rents or an amenity contribution.

4.2 key assumptions

the key assumptions for the secondary suite analysis are as follows:

1. The analysis assumes that the city changes the zoning of properties in advance (prezone) so that builders are not required to rezone.
 2. The secondary suites range from 600 square feet to 900 square feet (within duplex units ranging in size from about 1200 square feet to 2000 square feet).
 3. The floorspace for new secondary suite comes from the density currently permitted for a duplex building. The city does not increase the permitted floorspace on the lot.
 4. The secondary suite is treated as a market priced unit. No affordable units are included in the analysis. Rents are assumed to range from \$1,700 to \$1,800 per month for 600 square foot units and \$2,400 to \$2,600 per month for 900 square foot units (based on market rents for new(er) secondary suites in burnaby).
 5. Total costs to create the suite as part of a new semi-detached unit range from \$60,000 to \$80,000 (based on input from builders who are active in burnaby and vancouver).
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6. The costs associated with creating the suite are financed through a mortgage at a rate of 3.5%⁴ (the lowest discounted 5 year variable rate available as of august 2022).
7. No amenity contributions are required.

4.3 findings

our analysis indicates that the achievable net operating income for a new secondary suite in burnaby will significantly exceed the mortgage payments required to finance the full incremental cost of the suite. Depending on the scenario analyzed, the estimated net monthly income from the suite exceeds the estimated

monthly mortgage payments (at current interest rates) by between \$1,100 and \$1,900 per month. This indicates that it is financially attractive to create a secondary suite in a new duplex unit and purchasers of duplex units could use the income from the suite to help finance part of the overall duplex purchase price. However, based on actual sales evidence, the potential net income from a secondary suite is unlikely to result in a significant increase in the sales price of the duplex unit. We examined 258 recent sales of newer duplex units in the city of Vancouver and the city of North Vancouver, where suites are permitted in duplex units. Of these sales, about 108 included suites and about 150 did not include a suite.

After adjusting for location, time of sale and unit size, the sales evidence shows that there is no material difference in the sales price of duplex units with suites and duplex units without suites. In some cases the unit with a suite sold at a slightly higher price, which makes sense given that there are extra costs to create the suite. However, in other cases, there was no evidence that the suite increased the sales price.

Duplex units with a suite do not sell for a materially higher price because the purchaser of the unit only has the use of a portion of the overall unit. So the benefit of the income stream from the suite is offset by the reduced living area for the owner of the duplex.

4.4 implications

Our evaluation indicates that permitting rental suites in semi-detached and duplex units will:

1. Help encourage the creation of new rental housing stock in Burnaby.
2. Create a potential income stream that prospective duplex purchasers can use to help them finance a portion of the duplex purchase price. This will likely help some prospective purchasers fund a duplex purchase who would not currently be able to afford the duplex.
3. Not lead to any significant increase in duplex sales prices or increased duplex lot values.
4. Mortgage rates are currently rising so it is possible that rates will be higher going forward than assumed in our analysis. Higher borrowing costs will increase the overall cost of creating a new secondary suite if the costs are financed. However, increased rates will only have a small cost on the overall cost of creating a new secondary suite so higher rates would not change the key findings of our analysis.

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5.0 conclusions

The key findings of our analysis can be summarized as follows:

1. Allowing laneway units and secondary suites in semi-detached units will increase the rental housing stock in Burnaby and the housing choices for Burnaby residents.

2. Under current market conditions, the profitability associated with constructing a new rental laneway unit in Burnaby will likely be modest. Based on our analysis:

infill rental laneway units (retaining the existing house on the lot) will likely achieve a low profit for the homeowner. This opportunity will likely be primarily of interest to homeowners who want to accommodate family members rather than homeowners interested in an income producing investment opportunity.

Building a new laneway unit along with a new single family home performs significantly better from a financial perspective than an infill laneway unit due to reduced creation costs for the laneway unit when it is part of a full lot redevelopment. This option is financially attractive from an investment perspective and we would expect builders and homeowners to be interested.

From an investment perspective, rental laneway units of roughly 1,000 square feet are likely more attractive than significantly smaller or larger units.

3. Allowing rental laneway units is unlikely to have any material impact on the value of single family lots.

4. Given that the estimated profitability of building a rental laneway unit is relatively low:

market rents are likely required in order to make laneway development financially attractive to most homeowners and builders. Laneway development is unlikely to be viable if rents are required to be set below market rent.

Rental laneway units do not have the financial ability to support any significant contributions toward community amenities.

5. Strata laneway units would be very profitable and attractive from a financial perspective. If permitted, we would expect interest from homeowners and builders in this option.

6. Allowing strata laneway units would likely create significantly upward pressure on single family lot values unless the city:

requires a significant amenity contribution as part of the approval for a strata laneway unit.

However, the supportable contribution will vary widely depending on the size of the unit and the location of the property. In addition, many single family homeowners may not be able to provide a significant amenity contribution until after the strata unit is built and sold which would create an obstacle to creating new units.

Requires the new unit to be sold at a below market price. The supportable price discount will vary depending on the size of the unit and the location of the property. This approach would require the creation of an affordable home ownership program as well as ongoing administration and

monitoring by city staff. In addition, it will be difficult to determine market price if all strata laneway units are required to be sold at below market prices.

7. Allowing rental suites in semi-detached units will:

help encourage the creation of new rental housing stock in Burnaby.

Create a potential income stream that prospective duplex purchasers can use to help them finance

a portion of the duplex purchase price. This will likely help some prospective purchasers who would

not currently be able to afford a duplex.

Not lead to any significant increase in duplex sales prices or increased duplex lot values.

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8. Rental laneway units and secondary suites are not well suited to provide below market rental units.

Our financial analysis indicates that market rents are likely required in order to make laneway

development financially attractive to most homeowners and builders.

Laneway development is

unlikely to be viable if rents are required to be set below market rent.

Many laneway units and secondary suites will likely be occupied by family or relatives of the

property owner, not rented out.

Requiring below market rents would create ongoing administration and monitoring by city staff,

even though there would only be one potential below market unit per property.

9. The greatest opportunity for affordable housing is through higher density apartment rezonings. It is

possible that other forms of missing middle housing (such as townhouse projects or lowrise apartments)

will create better opportunities for below market units (rental or affordable home ownership). However,

this will depend on the density that the city considers appropriate for these types of missing middle

projects. The higher the permitted density, the greater the opportunity to support a below market

component.

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6.0 attachments

this section includes the following attachments:

the key financial assumptions used in our laneway financial analysis.

The detailed proformas for the four scenarios analyzed for one of the case study sites. We have not

included the detailed proformas for all 28 different scenarios at the seven sites that we analyzed.

However, the proformas attached for this one case study site are illustrative of all of the proformas.

Summary proformas for all 28 laneway scenarios that we analyzed.

6.1 assumptions for laneway financial analysis

the key financial assumptions used in our proforma analysis are based on detailed market research that we completed mid 2022. The assumptions are summarized below.

6.1.1 revenue assumptions for financial analysis

6.1.1.1 strata laneway revenue assumptions

there is limited sales evidence for sales of stratified laneway units because they are only allowed in a few municipalities in metro vancouver. To determine the likely sales prices that are achievable for the strata

laneway scenarios, we considered different indicators:

we examined the sales price (per square foot) of new duplex, townhouse and apartment units in burnaby by neighbourhood.

We analyzed sales prices for new(er) detached infill units allowed under the heritage retention program

in vancouver. We compared these strata infill unit sales in vancouver to sales of new(er) nearby

townhouse and duplex sales in vancouver to determine how detached strata unit values compare toe

attached unit values. We then used this comparison to adjust sales of new townhouse and duplex units

in burnaby to estimate the achievable burnaby laneway values. The estimated strata laneway unit sales

prices vary based on neighbourhood and size of the unit. Larger units sell at a higher total price point,

but the sales price per square foot declines as units increase in size.

The units in the scenarios that we tested range from 650 square feet to 1,400 square feet. Based on our

market research, we would expect laneway strata units in this size range in burnaby to sell between about

\$730,000 and \$1,470,000, or between about \$1,050 and \$1,200 per square foot.

Exhibit 5 summarizes the strata revenue assumptions for each case study site.

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exhibit 5: sales prices by case study site

site number 1 2 3 4 5 6 7

description

small lot in a

lower value

area

small lot in a

higher value

area

medium lot

in a lower

value area

medium lot

in a higher

value area

large lot in a

lower value

area
 large lot in a
 higher value
 area
 larger lot in
 a higher
 value area
 laneway size
 (sf) 650 650 1,000 1,000 1,200 1,200 1,400
 assumed
 strata laneway
 sales price
 \$730,000 \$780,000 \$1,075,000 \$1,150,000 \$1,260,000 \$1,350,000 \$1,470,000
 assumed sales
 price psf \$1,123 \$1,200 \$1,075 \$1,150 \$1,050 \$1,125 \$1,050

6.1.1.2 rental laneway revenue assumptions

to determine the likely achievable rents for the rental laneway scenarios, we examined different indicators:

we reviewed the market rents for new townhouse and apartment units in burnaby by unit size and neighbourhood.

We examined rents for new(er) laneway houses in east vancouver and the city of north vancouver

which both have a large inventory of rental laneway units and are in close proximity to burnaby.

The units in the scenarios that we tested range from 650 square feet to 1,400 square feet. Based on our market research, we would expect units in this size range to rent for between \$2,125 and \$3,500 per month.

Exhibit 6 summarizes the rental revenue assumptions for each scenario.

Exhibit 6: rental rates by case study site

site number 1 2 3 4 5 6 7

description

small lot in a
 lower value

area

small lot in a
 higher value

area

medium lot

in a lower

value area

medium lot

in a higher

value area

large lot in a
 lower value

area

large lot in a
 higher value

area

larger lot in
 a higher
 value area

laneway size
(sf) 650 650 1,000 1,000 1,200 1,200 1,400
assumed
achievable
monthly rent

\$2,125 \$2,225 \$2,850 \$3,000 \$3,000 \$3,150 \$3,500

to estimate the completed value of the rental laneway unit, we
capitalized the annual net operating income
at 4.5% to estimate the value of the unit to an investor.

6.1.2 cost assumptions for laneway financial analysis

as input to the financial analysis we interviewed multiple builders with
extensive experience building new

laneway homes in metro vancouver about the typical costs (under current
conditions) to build new laneway

homes. We were also provided detailed budgets from some builders for
actual laneway projects that are

underway in vancouver. Based on the information provided by laneway home
builders, our analysis makes

the following assumptions about costs:

1. For the infill scenarios, hard construction costs are assumed to range
from \$400 to \$575 per square foot

of gross floorspace depending on the unit size. Costs for smaller units
are at the high end of this range

while costs for larger units are at the lower end of this range. The
analysis assumes that hard costs for

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laneway homes built simultaneously to a new main single family house are
about \$25 to \$50 lower per

square foot than these figures (depending on unit size).

2. A \$50,000 allowance for site work (such as demolition of a garage,
recycling, trenching for required

services, excavation) is included. This will vary from lot to lot.

3. Sewer, water and storm connections are assumed to cost \$33,600 based
on estimates provided by city

of burnaby staff. Connection fees are assumed to be covered by the new
main house when the laneway

is built concurrently.

4. A landscaping and fencing allowance of \$20,000 is included for the
infill laneway and \$10,000 if built

along with a new home.

5. Sales commissions on the strata units are assumed to be 7% on the
first \$100,000 and 2.5% on the

balance (typical mls fees).

6. Project management, contingency, professional fees and other soft
costs (permits, engineering, design,

legal, survey, appraisal, accounting, insurance, deficiencies, and other
professional fees) range from 15%

to 19% of hard costs.

7. Development cost charges are not required as there are fewer than four
units on the lot.

8. Property taxes are based on existing tax rates.

9. A new home warranty fee is included at \$3,610 for the strata laneway units, but not the rental units.
10. Gst is calculated at 5% of the rental laneway creation cost.
11. Financing is charged on 75% of costs at 3.5% per year
. This is currently the lowest discounted 5 year variable mortgage rate available. In addition, a 1.5% financing fee is included.
12. Property transfer tax on the estimated increased land value supported by the laneway unit is calculated using the existing property transfer tax rates.

6.1.3 impact of reduction in lot size on value of remainder of single family lot

the value of a single family lot is comprised partly of the rights to build a single family house and partly of the yard and lot area that the homeowner enjoys. For the strata laneway scenarios, a portion of the property will be sold to the strata unit buyer. This will reduce the lot size that remains for the main single family home which should negatively affect the value of the lot and home. However, the impact on value will be mitigated because the size of the permitted single family home will not be reduced. Effectively, the main single family home will be permitted to be the same size, but it will come with reduced outdoor area.

5 mortgage rates are currently rising so it is possible that rates will be higher going forward than assumed in our analysis. Higher borrowing costs will increase the overall cost of creating a new laneway unit if the costs are financed. However, increased rates will only have a small cost on the overall cost of creating a new unit, so higher rates would not change the key findings of our analysis.

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it is challenging to isolate the value of the lot and yard area versus the development rights associated with a single family home. We do not think it is reasonable to assume that 100% of the value of a lot is attributable to the development rights, because buyers of lots do tend to use yard space for outdoor amenities (patios, lawns) or parking. So some of the value is created by the outdoor area at the lot.

To determine the split in value between the lot area and the house size, the ideal approach would be to examine differences in sales prices for a set of properties with the same house size but different lot sizes. By deducting the cost of house construction, one could estimate the extra land value attributed to the ability to build a larger house. However, almost all new single family houses in burnaby are built to the maximum allowable size for the lot so this type of sales evidence (similar sized new houses on different lot sizes) is not available.

Our analysis assumes (and we acknowledge that this is approximate) that the impact of the reduced lot area

is equal to about 25% of the value of land (with 75% going the development rights associated with the house). We also think it is reasonable to assume that that the strata laneway uses about 25% of the existing lot. To illustrate the impact on the value of the remaining single family lot, we use case study 4 (an old single family home on a medium sized lot in a higher value area) as an example. The property is 6,100 square feet, zoned r3 and currently assessed at \$1,885,000 (mostly land value). The simple way to account for the impact is to estimate the reduced value of the property as a 4,575 square foot lot (25% smaller). However this would overstate the impact because the existing homeowner maintains their existing development rights. The development rights for the laneway are allowed on top of the existing single family density.

For case study 4, using our approach, the impact can be calculated as \$309 per square foot of site area multiplied by 25% (value of outdoor space) multiplied by the site area lost to the laneway (1,525 square feet) equals about \$118,000 of impact. As the location and lot sizes of the case study sites differ the impact also varies across case study sites.

6.2 detailed laneway financial analysis

our analysis included 28 different proformas so we have not included all of the detailed proformas in this report. However, to illustrate the approach to the analysis, this section includes the detailed proformas for case study site 4. It includes four proforma scenarios for site 4.

Scenario 1 assumes that the new laneway unit is a market rental unit and it is built as an infill unit without any changes to the existing single family home on the lot.

Scenario 2 assumes that the new laneway unit is a market rental unit and it is built as part of the redevelopment of the entire lot (i. E. A new single family home and laneway unit are built simultaneously).

Scenario 3 assumes that the new laneway unit is a market strata (ownership) unit and it is built as an infill unit without any changes to the existing single family home on the lot.

Scenario 4 assumes that the new laneway unit is a market strata (ownership) unit and it is built as part of the redevelopment of the entire lot (i. E. A new single family home and laneway unit are built simultaneously).

Each proforma includes two pages. The first page includes the assumptions and the second includes the detailed calculations.

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exhibit 7: scenario 1 infill rental laneway

major assumptions (shading indicates figures that are inputs; unshaded cells are formulas)

concept

site size 6,100 sq. Ft.
Additional density allowed for laneway house 0.16 far
laneway house floorspace 1,000 sq. Ft.
Surface parking stalls 1 stalls
share of existing lot dedicated to laneway house 25% or 1,525 sq. Ft.
Laneway house revenue
assumed laneway house value \$675,000 or \$675 per sq. Ft.
Pre-construction costs
rezoning application fee \$0
construction costs
site work \$50,000
connection fees (water, sewer, storm) \$33,600
landscaping \$20,000
hard cost used in analysis \$455
soft costs 5.0% of hard costs, site prep/servicing costs
project management 5.0% of hard costs, site prep/servicing costs, soft
costs, marketing
contingency on hard and soft costs 5.0% of hard and soft costs
local government levies
gvrd water and liquid waste levy \$0 per unit
translink dccc \$0 per unit
burnaby residential dccc \$0 per unit
financing assumptions
financing rate on construction costs 3.5% on 50% of costs, assuming a
1.00 year construction period
and a total loan of 100% on costs
financing fees 1.5% of financed construction costs
commissions
commissions/sales costs 0.0% of gross residential revenue
property taxes, gst and other fees
new home warranty fees \$0 per unit
net gst on rental unit 5.0% of creation costs
tax rate 0.317% of assessed value
assumed assessment during construction \$337,500 (50% of completed project
value)
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in semis
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analysis
revenue
laneway house completed value \$675,000
less commissions and sales costs \$0
net sales revenue \$675,000
project costs
rezoning application fee \$0
site work \$50,000
connection fees (water, sewer, storm) \$33,600
landscaping \$20,000
hard construction costs \$455,000
soft costs \$26,930
project management \$28,277
contingency on hard and soft costs \$30,690
gvrd water and liquid waste levy \$0
translink dccc \$0

burnaby residential dccc \$0
less property tax allowance during development \$1,070
new home warranty fees \$0
construction financing \$11,297
financing fees/costs \$9,853
less net gst \$33,336
total project costs before land related \$700,053
profit analysis
profit -\$25,053
profit on costs -4%
rental analysis
annual yield on costs 4.4%
interest rate 3.5%
effective monthly rate 0.3%
amortization 25 years
estimated monthly mortgage payment required to finance laneway creation
\$3,493
estimated monthly noi \$2,539
difference in monthly mortgage payment and monthly noi -\$955
land residual analysis (higher profit)
allowance for developer's profit 15.0% of total costs, or 13.0% of gross
revenue
allowance for developer's profit \$88,020
residual to land and land carry -\$113,073
less financing on land during construction \$0
less financing fee on land loan \$0
less property closing costs \$0
residual land value -\$113,073
residual value per sq. Ft. Buildable (fsr) -\$113
residual value per sq. Ft. Of site area -\$19
land residual analysis (lower profit)
allowance for developer's profit 10.0% of total costs, or 9.1% of gross
revenue
allowance for developer's profit \$61,358
residual to land and land carry -\$86,410
less financing on land during construction \$0
less financing fee on land loan \$0
less property closing costs \$0
residual land value -\$86,410
residual value per sq. Ft. Buildable (fsr) -\$86
residual value per sq. Ft. Of site area -\$14
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exhibit 8: scenario 2 rental laneway as part of full lot redevelopment
major assumptions (shading indicates figures that are inputs; unshaded
cells are formulas)
concept
site size 6,100 sq. Ft.
Additional density allowed for laneway house 0.16 far
laneway house floorspace 1,000 sq. Ft.
Surface parking stalls 1 stalls
share of existing lot dedicated to laneway house 25% or 1,525 sq. Ft.
Laneway house revenue

assumed laneway house value \$675,000 or \$675 per sq. Ft.
Pre-construction costs
rezoning application fee \$0
construction costs
site work \$50,000
connection fees (water, sewer, storm) \$0
landscaping \$10,000
hard cost used in analysis \$405
soft costs 5.0% of hard costs, site prep/servicing costs
project management 3.0% of hard costs, site prep/servicing costs, soft costs, marketing
contingency on hard and soft costs 5.0% of hard and soft costs
local government levies
gvrd water and liquid waste levy \$0 per unit
translink dccc \$0 per unit
burnaby residential dccc \$0 per unit
financing assumptions
financing rate on construction costs 3.5% on 50% of costs, assuming a 1.00 year construction period
and a total loan of 100% on costs
financing fees 1.5% of financed construction costs
commissions
commissions/sales costs 0.0% of gross residential revenue
property taxes, gst and other fees
new home warranty fees \$0 per unit
net gst on rental unit 5.0% of creation costs
tax rate 0.317% of assessed value
assumed assessment during construction \$337,500 (50% of completed project value)
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analysis
revenue
laneway house completed value \$675,000
less commissions and sales costs \$0
net sales revenue \$675,000
project costs
rezoning application fee \$0
site work \$50,000
connection fees (water, sewer, storm) \$0
landscaping \$10,000
hard construction costs \$405,000
soft costs \$22,750
project management \$14,333
contingency on hard and soft costs \$25,104
gvrd water and liquid waste levy \$0
translink dccc \$0
burnaby residential dccc \$0
less property tax allowance during development \$1,070
new home warranty fees \$0
construction financing \$9,244
financing fees/costs \$8,063
less net gst \$27,278

total project costs before land related \$572,841
profit analysis
profit \$102,159
profit on costs 18%
rental analysis
annual yield on costs 5.3%
interest rate 3.5%
effective monthly rate 0.3%
amortization 25 years
estimated monthly mortgage payment required to finance laneway creation
\$2,859
estimated monthly noi \$2,539
difference in monthly mortgage payment and monthly noi -\$320
land residual analysis (higher profit)
allowance for developer's profit 15.0% of total costs, or 13.0% of gross
revenue
allowance for developer's profit \$88,020
residual to land and land carry \$14,139
less financing on land during construction \$460
less financing fee on land loan \$7
less property closing costs \$2,260
residual land value \$11,411
residual value per sq. Ft. Buildable (fsr) \$11
residual value per sq. Ft. Of site area \$2
land residual analysis (lower profit)
allowance for developer's profit 10.0% of total costs, or 9.1% of gross
revenue
allowance for developer's profit \$61,358
residual to land and land carry \$40,801
less financing on land during construction \$1,328
less financing fee on land loan \$20
less property closing costs \$2,752
residual land value \$36,702
residual value per sq. Ft. Buildable (fsr) \$37
residual value per sq. Ft. Of site area \$6
housing choices program: financial analysis for laneway units and suites
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exhibit 9: scenario 3 infill strata laneway
major assumptions (shading indicates figures that are inputs; unshaded
cells are formulas)
concept
site size 6,100 sq. Ft.
Additional density allowed for laneway house 0.16 far
laneway house floorspace 1,000 sq. Ft.
Surface parking stalls 1 stalls
share of existing lot dedicated to laneway house 25% or 1,525 sq. Ft.
Laneway house revenue
assumed laneway house sales price \$1,150,000 or \$1,150 per sq. Ft.
Pre-construction costs
rezoning application fee \$0
construction costs
site work \$50,000
connection fees (water, sewer, storm) \$33,600

landscaping \$20,000
hard cost used in analysis \$455
soft costs 5.0% of hard costs, site prep/servicing costs
project management 5.0% of hard costs, site prep/servicing costs, soft costs, marketing
contingency on hard and soft costs 5.0% of hard and soft costs
local government levies
gvrd water and liquid waste levy \$0 per unit
translink dccc \$0 per unit
burnaby residential dccc \$0 per unit
financing assumptions
financing rate on construction costs 3.5% on 50% of costs, assuming a 1.00 year construction period
and a total loan of 100% on costs
financing fees 1.5% of financed construction costs
commissions
commissions/sales costs 2.9% of gross residential revenue
property taxes, gst and other fees
new home warranty fees \$3,610 per unit
net gst on rental unit 0.0% of creation costs
tax rate 0.317% of assessed value
assumed assessment during construction \$575,000 (50% of completed project value)
housing choices program: financial analysis for laneway units and suites in semis
page 28
analysis
revenue
laneway house completed value \$1,150,000
less commissions and sales costs \$33,250
net sales revenue \$1,116,750
project costs
rezoning application fee \$0
site work \$50,000
connection fees (water, sewer, storm) \$33,600
landscaping \$20,000
hard construction costs \$455,000
soft costs \$26,930
project management \$28,277
contingency on hard and soft costs \$30,690
gvrd water and liquid waste levy \$0
translink dccc \$0
burnaby residential dccc \$0
less property tax allowance during development \$1,822
new home warranty fees \$3,610
construction financing \$11,374
financing fees/costs \$9,920
less net gst \$0
total project costs before land related \$671,222
profit analysis
profit \$445,528
profit on costs 63%
allowance for impact on value of remainder of lot \$117,700
profit after allowing for impact on remainder of lot \$327,828

profit on costs after allowing for impact on remainder of lot 40%
land residual analysis (higher profit)
allowance for developer's profit 15.0% of total costs, or 13.0% of gross revenue
allowance for developer's profit \$149,960
allowance for impact on value of remainder of lot \$117,700
residual to land and land carry \$177,868
less financing on land during construction \$5,790
less financing fee on land loan \$87
less property closing costs \$5,276
residual land value \$166,715
residual value per sq. Ft. Buildable (fsr) \$167
residual value per sq. Ft. Of site area \$27
land residual analysis (lower profit)
allowance for developer's profit 10.0% of total costs, or 9.1% of gross revenue
allowance for developer's profit \$104,535
allowance for impact on value of remainder of lot \$117,700
residual to land and land carry \$223,293
less financing on land during construction \$7,268
less financing fee on land loan \$109
less property closing costs \$6,113
residual land value \$209,802
residual value per sq. Ft. Buildable (fsr) \$210
residual value per sq. Ft. Of site area \$34
housing choices program: financial analysis for laneway units and suites in semis

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exhibit 10: scenario 4 strata laneway as part of full lot redevelopment
major assumptions (shading indicates figures that are inputs; unshaded cells are formulas)

concept

site size 6,100 sq. Ft.

Additional density allowed for laneway house 0.16 far

laneway house floorspace 1,000 sq. Ft.

Surface parking stalls 1 stalls

share of existing lot dedicated to laneway house 25% or 1,525 sq. Ft.

Laneway house revenue

assumed laneway house sales price \$1,150,000 or \$1,150 per sq. Ft.

Pre-construction costs

rezoning application fee \$0

construction costs

site work \$50,000

connection fees (water, sewer, storm) \$0

landscaping \$10,000

hard cost used in analysis \$405

soft costs 5.0% of hard costs, site prep/servicing costs

project management 3.0% of hard costs, site prep/servicing costs, soft costs, marketing

contingency on hard and soft costs 5.0% of hard and soft costs

local government levies

gvrd water and liquid waste levy \$0 per unit

translink dccc \$0 per unit

burnaby residential dccc \$0 per unit

financing assumptions
financing rate on construction costs 3.5% on 50% of costs, assuming a
1.00 year construction period
and a total loan of 100% on costs
financing fees 1.5% of financed construction costs
commissions
commissions/sales costs 2.9% of gross residential revenue
property taxes, gst and other fees
new home warranty fees \$3,610 per unit
net gst on rental unit 0.0% of creation costs
tax rate 0.317% of assessed value
assumed assessment during construction \$575,000 (50% of completed project
value)
housing choices program: financial analysis for laneway units and suites
in semis
page 30
analysis
revenue
laneway house completed value \$1,150,000
less commissions and sales costs \$33,250
net sales revenue \$1,116,750
project costs
rezoning application fee \$0
site work \$50,000
connection fees (water, sewer, storm) \$0
landscaping \$10,000
hard construction costs \$405,000
soft costs \$22,750
project management \$14,333
contingency on hard and soft costs \$25,104
gvrd water and liquid waste levy \$0
translink dccc \$0
burnaby residential dccc \$0
less property tax allowance during development \$1,822
new home warranty fees \$3,610
construction financing \$9,321
financing fees/costs \$8,129
less net gst \$0
total project costs before land related \$550,069
profit analysis
profit \$566,681
profit on costs 97%
allowance for impact on value of remainder of lot \$117,700
profit after allowing for impact on remainder of lot \$448,981
profit on costs after allowing for impact on remainder of lot 64%
land residual analysis (higher profit)
allowance for developer's profit 15.0% of total costs, or 13.0% of gross
revenue
allowance for developer's profit \$149,960
allowance for impact on value of remainder of lot \$117,700
residual to land and land carry \$299,021
less financing on land during construction \$9,733
less financing fee on land loan \$146
less property closing costs \$7,508

residual land value \$281,634
residual value per sq. Ft. Buildable (fsr) \$282
residual value per sq. Ft. Of site area \$46
land residual analysis (lower profit)
allowance for developer's profit 10.0% of total costs, or 9.1% of gross revenue
allowance for developer's profit \$104,535
allowance for impact on value of remainder of lot \$117,700
residual to land and land carry \$344,446
less financing on land during construction \$11,212
less financing fee on land loan \$169
less property closing costs \$8,345
residual land value \$324,721
residual value per sq. Ft. Buildable (fsr) \$325
residual value per sq. Ft. Of site area \$53
housing choices program: financial analysis for laneway units and suites in semis

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6.3 summary proformas for laneway scenarios

this section includes summary proformas for each of the 28 laneway scenarios that we analyzed, organized into the following groups:

scenario 1 assumes that the new laneway unit is a market rental unit and is built as an infill unit without any changes to the existing single family home on the lot.

Scenario 2 assumes that the new laneway unit is a market rental unit and it is built as part of the redevelopment of the entire lot (i. E. A new single family home and laneway unit are built simultaneously).

Scenario 3 assumes that the new laneway unit is a market strata (ownership) unit and is built as an infill unit without any changes to the existing single family home on the lot.

Scenario 4 assumes that the new laneway unit is a market strata (ownership) unit and it is built as part of the redevelopment of the entire lot (i. E. A new single family home and laneway unit are built simultaneously).

Housing choices program: financial analysis for laneway units and suites in semis

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exhibit 11: summary proformas for scenario 1 infill rental laneway

1 2 3 4 5 6 7

description

small lot in

a lower

value area

small lot in

a higher

value area

medium

lot in a

lower

value area

medium

lot in a
higher
value area
large lot in
a lower
value area
large lot
in a higher
value area
larger lot in
a higher
value area
block/address
5000 block
of norfolk
street
4100 block
of pandora
street
6700 block
of fulton
avenue
4000 block
of trinity
street
9200 block
of 10th
avenue
7200 block
of braeside
drive
7500 block
of colleen
street
location
douglas
road/
central
burnaby
burnaby
heights
highgate/
edmonds
burnaby
heights
cariboo/
east
burnaby
westridge government
road
zoning district r12 r12 r3 r3 r2 r2 r1
lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
assumed monthly rent \$2,125 \$2,225 \$2,850 \$3,000 \$3,000 \$3,150 \$3,500

yield analysis

annual revenue \$25,500 \$26,700 \$34,200 \$36,000 \$36,000 \$37,800 \$42,000

less annual operating costs \$4,117 \$4,117 \$4,656 \$4,814 \$4,767 \$4,957

\$5,115

less allowance for vacancy \$510 \$534 \$684 \$720 \$720 \$756 \$840

annual net operating

income \$20,873 \$22,049 \$28,860 \$30,466 \$30,513 \$32,087 \$36,045

hard construction costs \$378,750 \$378,750 \$455,000 \$455,000 \$485,000

\$485,000 \$565,000

other project costs \$225,223 \$225,266 \$244,984 \$245,053 \$252,712 \$252,781

\$273,354

total project costs \$603,973 \$604,016 \$699,984 \$700,053 \$737,712 \$737,781

\$838,354

calculated yield on costs 3.5% 3.7% 4.1% 4.4% 4.1% 4.3% 4.3%

land residual

analysis

capitalized value of rental

income \$465,000 \$490,000 \$635,000 \$675,000 \$675,000 \$715,000 \$800,000

less hard construction costs \$378,750 \$378,750 \$455,000 \$455,000 \$485,000

\$485,000 \$565,000

less other project costs \$225,223 \$225,266 \$244,984 \$245,053 \$252,712

\$252,781 \$273,354

less allowance for

developers profit

10%

profit \$42,269 \$44,541 \$57,722 \$61,358 \$61,358 \$64,994 \$72,720

15%

profit \$60,636 \$63,896 \$82,804 \$88,020 \$88,020 \$93,236 \$104,320

less allowance for

land related costs

10%

profit \$0 \$0 \$0 \$0 \$0 \$0 \$0

15%

profit \$0 \$0 \$0 \$0 \$0 \$0 \$0

potential

supportable land

value

10%

profit \$0 \$0 \$0 \$0 \$0 \$0 \$0

15%

profit \$0 \$0 \$0 \$0 \$0 \$0 \$0

housing choices program: financial analysis for laneway units and suites

in semis

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exhibit 12: summary proformas for scenario 2 rental laneway as part of

full lot redevelopment

1 2 3 4 5 6 7

description

small lot in

a lower

value area

small lot in

a higher

value area

medium
lot in a
lower
value area
medium
lot in a
higher
value area
large lot in
a lower
value area
large lot
in a higher
value area
larger lot in
a higher
value area
block/address
5000 block
of norfolk
street
4100 block
of pandora
street
6700 block
of fulton
avenue
4000 block
of trinity
street
9200 block
of 10th
avenue
7200 block
of braeside
drive
7500 block
of colleen
street
location
douglas
road/
central
burnaby
burnaby
heights
highgate/
edmonds
burnaby
heights
cariboo/
east
burnaby
westridge government

road
zoning district r12 r12 r3 r3 r2 r2 r1
lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
assumed monthly rent \$2,125 \$2,225 \$2,850 \$3,000 \$3,000 \$3,150 \$3,500
yield analysis
annual revenue \$25,500 \$26,700 \$34,200 \$36,000 \$36,000 \$37,800 \$42,000
less annual operating costs \$4,117 \$4,117 \$4,656 \$4,814 \$4,767 \$4,957
\$5,115
less allowance for vacancy \$510 \$534 \$684 \$720 \$720 \$756 \$840
annual net operating income \$20,873 \$22,049 \$28,860 \$30,466 \$30,513
\$32,087 \$36,045
hard construction costs \$346,250 \$346,250 \$405,000 \$405,000 \$455,000
\$455,000 \$530,000
other project costs \$153,885 \$153,928 \$167,773 \$167,841 \$179,412 \$179,481
\$196,983
total project costs \$500,135 \$500,178 \$572,773 \$572,841 \$634,412 \$634,481
\$726,983
calculated yield on costs 4.2% 4.4% 5.0% 5.3% 4.8% 5.1% 5.0%
land residual
analysis
capitalized value of rental
income \$465,000 \$490,000 \$635,000 \$675,000 \$675,000 \$715,000 \$800,000
less hard construction costs \$346,250 \$346,250 \$405,000 \$405,000 \$455,000
\$455,000 \$530,000
less other project costs \$153,885 \$153,928 \$167,773 \$167,841 \$179,412
\$179,481 \$196,983
less allowance for
developers profit
10%
profit \$42,269 \$44,541 \$57,722 \$61,358 \$61,358 \$64,994 \$72,720
15%
profit \$60,636 \$63,896 \$82,804 \$88,020 \$88,020 \$93,236 \$104,320
less allowance for
land related costs
10%
profit \$0 \$0 \$2 \$4,100 \$0 \$2,799 \$10
15%
profit \$0 \$0 \$0 \$2,728 \$0 \$0 \$0
potential
supportable land
value
10%
profit \$0 \$0 \$4,504 \$36,702 \$0 \$12,727 \$287
15%
profit \$0 \$0 \$0 \$11,411 \$0 \$0 \$0
housing choices program: financial analysis for laneway units and suites
in semis
page 34
exhibit 13: summary proformas for scenario 3 infill strata laneway
1 2 3 4 5 6 7
description
small lot in
a lower

value area
small lot in
a higher
value area
medium
lot in a
lower
value area
medium
lot in a
higher
value area
large lot in
a lower
value area
large lot
in a higher
value area
larger lot in
a higher
value area
block/address
5000 block
of norfolk
street
4100 block
of pandora
street
6700 block
of fulton
avenue
4000 block
of trinity
street
9200 block
of 10th
avenue
7200 block
of braeside
drive
7500 block
of colleen
street
location
douglas
road/
central
burnaby
burnaby
heights
highgate/
edmonds
burnaby
heights

cariboo/
 east
 burnaby
 westridge government
 road
 zoning district r12 r12 r3 r3 r2 r2 r1
 lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
 laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
 profit
 analysis
 unit value \$730,000 \$780,000 \$1,075,000 \$1,150,000 \$1,260,000 \$1,350,000
 \$1,470,000
 less commission \$22,750 \$24,000 \$31,375 \$33,250 \$36,000 \$38,250 \$41,250
 less hard construction costs \$378,750 \$378,750 \$455,000 \$455,000 \$485,000
 \$485,000 \$530,000
 less other project costs \$200,624 \$200,706 \$216,100 \$216,222 \$222,269
 \$222,416 \$231,412
 less impact on remaining lot
 value \$82,750 \$102,750 \$92,994 \$117,700 \$79,294 \$108,813 \$115,931
 calculated profit \$45,126 \$73,794 \$279,532 \$327,828 \$437,437 \$495,521
 \$551,406
 calculated profit on costs 7% 10% 35% 40% 53% 58% 60%
 land residual analysis
 unit value \$730,000 \$780,000 \$1,075,000 \$1,150,000 \$1,260,000 \$1,350,000
 \$1,470,000
 less commissions \$22,750 \$24,000 \$31,375 \$33,250 \$36,000 \$38,250 \$41,250
 less hard construction costs \$378,750 \$378,750 \$455,000 \$455,000 \$485,000
 \$485,000 \$530,000
 less other project costs \$200,624 \$200,706 \$216,100 \$216,222 \$222,269
 \$222,416 \$231,412
 less impact on remaining lot
 value \$82,750 \$102,750 \$92,994 \$117,700 \$79,294 \$108,813 \$115,931
 less allowance
 for developers
 profit
 10% profit \$66,357 \$70,902 \$97,718 \$104,535 \$114,534 \$122,715 \$133,623
 15% profit \$95,192 \$101,712 \$140,180 \$149,960 \$164,304 \$176,040 \$191,688
 less allowance
 for land
 related costs
 10% profit \$0 \$97 \$11,356 \$13,491 \$18,617 \$21,185 \$23,499
 15% profit \$0 \$0 \$9,171 \$11,153 \$16,055 \$18,440 \$20,511
 potential
 supportable
 land value
 10% profit zero \$2,795 \$170,458 \$209,802 \$304,287 \$351,622 \$394,284
 15% profit zero zero \$130,181 \$166,715 \$257,078 \$301,041 \$339,207
 housing choices program: financial analysis for laneway units and suites
 in semis
 page 35
 exhibit 14: summary proformas for scenario 4 strata laneway as part of
 full lot redevelopment
 1 2 3 4 5 6 7
 description

small lot
in a lower
value area
small lot
in a higher
value area
medium lot
in a lower
value area
medium lot
in a higher
value area
large lot in
a lower
value area
large lot in
a higher
value area
larger lot in
a higher
value area
block/address
5000 block
of norfolk
street
4100 block
of pandora
street
6700 block
of fulton
avenue
4000 block
of trinity
street
9200 block
of 10th
avenue
7200 block
of braeside
drive
7500 block of
colleen
street
location
douglas
road/
central
burnaby
burnaby
heights
highgate/
edmonds
burnaby
heights

cariboo/
 east
 burnaby
 westridge government
 road
 zoning district r12 r12 r3 r3 r2 r2 r1
 lot size (sf) 4,359 4,026 5,550 6,100 8,052 7,500 10,737
 laneway unit size (sf) 650 650 1,000 1,000 1,200 1,200 1,400
 profit analysis
 unit value \$730,000 \$780,000 \$1,075,000 \$1,150,000 \$1,260,000 \$1,350,000
 \$1,470,000
 less commission \$22,750 \$24,000 \$31,375 \$33,250 \$36,000 \$38,250 \$41,250
 less hard construction costs \$346,250 \$346,250 \$405,000 \$405,000 \$455,000
 \$455,000 \$495,000
 less other project costs \$134,231 \$134,312 \$144,946 \$145,069 \$153,888
 \$154,035 \$161,143
 less impact on remaining
 lot value \$82,750 \$102,750 \$92,994 \$117,700 \$79,294 \$108,813 \$115,931
 calculated profit \$144,019 \$172,688 \$400,685 \$448,981 \$535,819 \$593,903
 \$656,676
 calculated profit on costs 25% 28% 59% 64% 74% 79% 81%
 land residual analysis
 unit value \$730,000 \$780,000 \$1,075,000 \$1,150,000 \$1,260,000 \$1,350,000
 \$1,470,000
 less commissions \$22,750 \$24,000 \$31,375 \$33,250 \$36,000 \$38,250 \$41,250
 less hard construction costs \$346,250 \$346,250 \$405,000 \$405,000 \$455,000
 \$455,000 \$495,000
 less other project costs \$134,231 \$134,312 \$144,946 \$145,069 \$153,888
 \$154,035 \$161,143
 less impact on remaining
 lot value \$82,750 \$102,750 \$92,994 \$117,700 \$79,294 \$108,813 \$115,931
 less
 allowance for
 developers
 profit
 10% profit \$66,357 \$70,902 \$97,718 \$104,535 \$114,534 \$122,715 \$133,623
 15% profit \$95,192 \$101,712 \$140,180 \$149,960 \$164,304 \$176,040 \$191,688
 less
 allowance for
 land related
 costs
 10% profit \$5,996 \$7,290 \$17,591 \$19,725 \$23,679 \$26,247 \$28,916
 15% profit \$4,513 \$5,652 \$15,406 \$17,388 \$21,118 \$23,503 \$25,928
 potential
 supportable
 land value
 10% profit \$71,666 \$94,496 \$285,377 \$324,721 \$397,605 \$444,940 \$494,137
 15% profit \$44,315 \$65,323 \$245,100 \$281,634 \$350,396 \$394,359 \$439,060

First nations referrals on
 the housing choice program
 referrals on the program were sent in march 2022 to the slilwta (tsleil-
 waututh) nation, the skwxw7mesh

uxwumixw (squamish nation), the xwmkwym (musqueam) indian band, and the kwikw

m (kwikwetlem) first

nation, on whose territories burnaby is located. The referrals provided information on the proposed housing types and forthcoming consultation activities and invited comments and/or other engagement.

The slilwta (tsleil-waututh) nation and the kwikw

m (kwikwetlem) first nation had no comments at that time,

but asked to receive updates on the program. The skwxwu7mesh uxwumixw (squamish nation) had the following

comments:

our climate action managers recommend the proponent consider the

implementation of climate resilient

standards (e. G. , hepa smoke filters, passive cooling, and increased

storm water drainage capacity) and ensure

the building design regulations incorporate future climate impacts

(increased temperatures, increased risk to

fire and smoke, increased rainfall and wind, as well as changes to

external flood risks). We also recommend

regulations ensure buildings are designed to net zero carbon emissions

(considering clean power/heat, building

envelope, renewables, and embodied carbon) and the highest sustainability

standards (including considerations

for water conservation, storm water management, waste management,

transportation, environmental

conservation, and food security).

We request further detail around how the project will seek to meet sustainability and climate standards.

Our preference would be for more affordable housing options (such as the smaller units you mentioned)

over single family homes - from both a sustainability and equity perspective.

These comments are being considered in preparing the draft program

recommendations. Staff will seek further input

from the host first nations on the draft program recommendations to

ensure that they reflect their priorities.

City of burnaby

housing choices program laneways

and suites in semi-detached homes

june 2022

design workshop

2

the city of burnaby is located on the ancestral and unceded homelands of the

hnqminmand skwxwu7mesh speaking people, and we would like to

extend appreciation for the opportunity to hold a meeting on this territory.

3

program overview

goal 1:

provide a varied range and

choice of living opportunities

within the city
goal 2:
establish increased
opportunities for ground
oriented housing
burnabys official community plan
10 year action plan for housing
the home strategy
goal: inclusive and livable neighbourhoods
launched in february 2022
will introduce missing middle housing to burnabys neighbourhoods
single family home mid-rise building
housing choices program
launched in february 2022
will introduce missing middle housing to burnabys neighbourhoods
fourplexes
phase
two
housing choices program
single family home mid-rise building
missing middle
phase 1a: laneway homes and suites in semi-detached homes
february 2022 - late spring 2023
laneway
homes
suites in
semis
phase 1a
housing choices program - phasing
phase 1b: homes with two suites and fourplexes
will start following implementation of phase 1a
homes
with two
suites
phase 1b
phase
two
single family home mid-rise building
fourplexes
housing choices program - phasing
phase 2: full range of missing middle housing types
will be implemented in conjunction with ocp update
laneway
homes
suites in
semis
homes
with two
suites
fourplexes
phase one phase two
single family home mid-rise building
housing choices program - phasing

survey
 launched march 2022
 2,550 responses
 laneway homes: 2,338
 suites in semis: 1,520
 additional choices: 1,733
broad
housing choices survey
 2,338 respondents
 high level of interest in building a
laneway home (69%)
 high level of interest in living in a
laneway home (59%)
 would use for family or rent it
 support for shared yards, or for no
yard requirement
 support for larger units and reduced
parking
reasons for building a laneway home
laneway homes: results
 1,520 responses
 similar responses to laneway
homes
 high level of interest in building
and living in suites in semis
 many plan to rent them or use
them for family
 support for larger units and
reduced parking
reason for building
secondary suites in semi-detached homes: results
16
todays workshop
 laneway homes
 suites in semi-detached homes
hearing from you
17
hearing from one another
18
stay open to new
ideas.
Listen when others
speak. (and listen to
understand).
Treat others with
respect and expect
the same in return.
Be bold and have
fun!
Agenda
19
 context setting
 your hopes
 exploring options

understanding preferences
wrap up and next steps
creating the options
20
community,
stakeholder, and
partner input
existing policies and
plans
site and related
constraints
exploring whats possible
21
options exploration - primer
diversity of design considerations
exploring options in support of community priorities
constraints and opportunities with burnabys urban fabric
22
23
building height and form
24
building area and lot coverage
25
location and
setbacks
26
entrances and
pathways
27
parking requirements
28
accessibility
29
family friendly units
30
healthy water systems
31
open spaces
32
additional community priorities
affordability
climate action
urban design and laneway activation
overlook and privacy
livability
lot configurations
33
medium
50x110
small
33x110
large
60+ x 120+
laneway homes

small lots
34
site coverage
influencing
building size (650 square
feet)
variations in
height, form,
parking,
setbacks
laneway homes medium lots
35
range of sizes
variations in
height, form,
parking,
setbacks
laneway homes large lots
36
range of sizes
variations in
height, form,
parking,
setbacks
suites in semi-detached houses
37
focus on:
access to unit
relationship with
principal
dwelling
amount of
outdoor space
provided

1 housing choices survey results phase one open house housing choices is a city of burnaby program to introduce more housing variety to the city's single and two-family neighbourhoods. The first phase of the housing choices program is focused on introducing laneway homes and secondary suites in semi-detached homes. In spring 2022, a public survey was conducted to provide input into the first phase of the housing choices program. The purpose of the survey was to gather input on the regulations and design guidelines for laneway homes and secondary suites in semi-detached homes. It also gauged support for additional housing choices being considered for the program. The survey was open for three weeks, from march 23 to april 12, 2022. Postcards advertising the survey were sent to every household in burnaby. The survey was also publicised through social media, on the city website and in newspaper advertisements. The survey included three sections. Participants were provided with the option of answering one, two or all three sections. These included: 1. Laneway homes: questions about the design of laneway homes 2. Suites in semi-detached homes: questions about the design of secondary suites in semi-detached homes 3. Additional housing choices: questions about other program elements, including: single-family homes

with two suites fourplexes on two-family properties cellar floor area provisions measures to maintain affordability pre-approved designs respondents were also asked to provide some demographic information such as their age, current housing situation and their connection to burnaby. Introduction survey purpose and distribution survey design city of burnaby planning department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca laneway home suite in semi-detached home housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 2 survey response there were 2,550 responses to the survey. Responses for each section were as follows: laneway homes 2,338 responses suites in semi-detached homes 1,520 responses additional housing choices 1,733 responses responses were mapped by postal code. There were 367 respondents who either did not provide a postal code or who live outside the city. The map shows broad representation from across the city, with concentrations in some of the single and two family neighbourhoods, such as burnaby heights and capitol hill. Number of respondents 1 2 3 - 5 6 - 8 9 - 10 new westminster coquitlam vancouver number of respondents 1 2 3 - 5 6 - 8 9 - 10 new westminster coquitlam vancouver housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 3 the vast majority of respondents (93%) live in burnaby. Over a third (36%) work in burnaby. There were also a number of respondents (6%) who are interested in moving to burnaby. Respondents represented a broad range of ages. All of the 18+ categories, with the exception of the 18-24 year age group, were well represented, and reflect the city's adult age distribution as a whole. Connection to burnaby age a high proportion of respondents (71%) live in single-family homes. The proportion of owners, at 83%, was higher than the citywide proportion of 68%. Of those who live in single and two-family homes in burnaby, three quarters (76%) of respondents have access to a laneway. An additional 10% live on corner lots or double fronted lots, or live on laneways that are not currently constructed. 14% do not have any potential side or rear access to their property. Housing tenure owner (83%) renter (14%) other (3%) owner 83% renter 14% other 3% access to a laneway? Yes (76%) no (14%) no, but on corner (5%) double fronted lot (3%) unconstructed lane (2%) yes 76% no 14% 5% 3% 2% housing type single-family home (71%) apartment (14%) two-family home (5%) townhouse (5%) suite (2%) other (2%) single family home 71% apartment 14% 5% 5% 2% 2%... 0.2% 2% 15% 23% 23% 20% 17% 0% 5% 10% 15% 20% 25% <18 18-24 25-34 35-44 45-54 55-64 65+ % of respondents age group 93% 36% 9% 6% 3% 0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100% live in burnaby work in burnaby attend school in burnaby moving to burnaby other % of respondents respondents housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 4 laneway homes are you interested in living in a laneway home? Are you interested in building a laneway home? If you built a laneway home, how would you use it? (select all that apply) there is a high level of interest in living in a laneway home. 59% of respondents stated that they are interested in living in this type of housing. The levels of interest are higher amongst those who are currently renting and younger age groups. There is a high level of interest in building in a laneway home. 69% of respondents stated that they are interested in building a laneway

home. Respondents interested in building a laneway home were asked how they intended to use it. The most popular answer across all age groups was to use it for a family member (79%), closely followed by renting it out (66%). Some of the uses given for the other category included; art studio, home office, nanny suite, short term rental, or as a possible strata unit in the future. Yes 59% no 41% yes 69% no 31% 79% 66% 51% 38% 3% 0% 10% 20% 30% 40% 50% 60% 70% 80% 90% for family rent it future use live in it other % of respondents 79% of renters expressed interest in living in a laneway home, compared to 56% of owners. 92% of 18-24 year olds and 72% of 25-34 year olds expressed interest in living in a laneway home, compared to 55-60% in other age groups. The level of interest in building a laneway home was fairly similar across all age groups with most interest coming from those in the younger (18-24 year) and mid-range (45-54 year) age groups, at 74% and 75% respectively. Housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 5 0% 10% 20% 30% 40% 50% 60% 1 storey maximum up to 1.5 storeys up to 2 storeys up to 2.5 storeys 18-24 25-34 35-44 45-54 55-64 65 over how many storeys should be permitted for a laneway home? How many bedrooms should be permitted in a laneway home? There is support for laneway homes of various heights. Two storeys (40%) is the most popular, followed by two and a half storeys (33%). There was a correlation between the age of respondents and laneway home height (see chart below). Support for two storey laneway homes was similar across all age categories, whereas support for higher laneway homes (up to 2.5 storeys) was greater among younger respondents and decreased as respondents got older. There is support for larger laneway homes. 50% of respondents supported two bedroom laneway homes, with an additional 31% supporting three or more bedrooms. Support for two bedrooms laneway homes was similar laneway homes: size support for laneway home heights, by age 6% 13% 50% 31% 0% 10% 20% 30% 40% 50% 60% studio 1 2 3+ % of respondents number of bedrooms 7% 11% 40% 33% 8% 0% 5% 10% 15% 20% 25% 30% 35% 40% 45% 1 1.5 2 2.5 other % of respondents number of storeys responses to other included building above a garage and/or adding a basement. Some noted that the height should be based on the height of the main house. Others noted that the height should be based on the laneway homes proximity to neighbouring properties to preserve views and privacy. From owners and renters, with a higher proportion of renters supporting laneway homes with 3+ bedrooms (44% of renters vs 29% of owners) 19% of respondents reported that laneway homes should be limited to one bedroom or studio size. 1 storey 1.5 storeys (additional attic space) 2 storeys 2.5 storeys (additional attic space) housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 6 laneway homes: parking how many parking spaces should be required for properties with a laneway home and a secondary suite? (3 dwelling units) the citys off-street parking standard is one space per dwelling unit, so this option would require 3 spaces for 3 dwelling units. Almost three quarters of respondents (72%) supported some reduction in off-street parking requirements. Would you support reduced parking requirements for properties with easy access to other transport options? A high proportion of respondents (66%) also supported reducing the off-street parking requirements for properties with laneway homes, if they are located close to other transport options, such as carshare, bikeshare, bus or skytrain.

Most respondents reported that laneway homes should share a yard with the main house, or have no specific requirement for outdoor space. Support for requiring laneway homes to have their own yard area was higher among renters (32%) than owners (18%). What type of outdoor space should be required for a laneway home? (select all that apply) laneway homes: outdoor space yes 66% no 34% 44% 41% 26% 23% 7% 0% 10% 20% 30% 40% 50% shared yard no requirement landscaping on lane own yard other % of respondents 27% 14% 31% 21% 7% 0% 10% 20% 30% 40% 0 1 2 3 4+ % of survey respondents number of required parking spaces notably, renters showed similar support for having no required yard space (31%) or sharing a yard with the main home (34%). A high proportion of younger respondents supported having no requirement for private space for the laneway home. Approximately one quarter of respondents also supported landscaping along the lane. Requiring 2 spaces for 3 dwelling units was the most popular option (31%). It is notable that over one quarter of respondents (27%) would support having no off-street parking requirement, leaving it up to the homeowner to decide how many spaces to provide. Lk cycle transit rideshare/ ile/ carpooling cycle ransit housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 7 are you interested in living in a secondary suite in a semi-detached home? Are you interested in building a secondary suite in a semi-detached home? If you built a secondary suite in a semi-detached home, how would you use it? 46% of respondents stated that they were interested in living in this type of housing. This option was more popular amongst younger age groups and those who are currently renting. About half of respondents (51%) reported that they were interested in building a suite in a semi-detached home. Interest was similar across all age groups, though slightly higher (60%) amongst the 35-44 age group. The most popular reason for building a suite in a semi-detached home would be to rent it out (83%), closely followed by using it for a family member (79%). Secondary suites in semi-detached homes yes 46% no 54% yes 51% no 49% 83% 79% 47% 41% 3% 0% 10% 20% 30% 40% 50% 60% 70% 80% 90% rent it family future to live in other % of survey respondents housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 8 how many bedrooms should be permitted in a suite in a semi-detached home? There was support for larger secondary suites. 45% of respondents supported suites with two bedrooms, and an additional 33% supported suites with 3 or more bedrooms. This is consistent with the laneway homes responses, indicating support for larger accessory units. Suites in semi-detached homes: size suites in semi-detached homes: parking how many parking spaces should be required for properties with a suite in a semi-detached home? (4 dwelling units) the citys off-street parking standard is one space per dwelling unit, so this option would require 4 spaces for 4 dwelling units. There is support for reducing the off-street parking requirements for semi-detached homes with secondary suites. 69% of respondents supported requiring 3 or less parking spaces. Would you support reduced parking requirements for properties with easy access to other transport options? Almost two thirds of respondents (64%) supported reducing the parking requirements for properties with easy access to other transport options such as carshare, bikeshare, bus or skytrain. Yes 64% no 36% 28% 28% 14% 24% 7% 0% 5% 10% 15% 20% 25% 30% 0 2 3 4 5+ % of survey respondents number of required parking spaces 6% 17% 45% 33% 0% 10% 20% 30% 40% 50% studio 1 2 3+ % of

survey respondents number of bedrooms there was a correlation between age and size, with the highest support for 3+ bedrooms coming from the 18-34 age groups, closely followed by the 45-54 age group. Both owners and renters supported larger suites, with higher support from renters for 3+ bedrooms. This includes 28% who support having no off-street parking requirement (0 required spaces). 31% supported requiring 4 or more parking spaces. This includes 24% who supported requiring 4 spaces, and 7% who supported requiring more than 4 spaces.

Lk cycle transit
rideshare/ ile/ carpooling cycle ransit housing choices survey results
phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 9 additional housing choices respondents were asked the following questions: do you think the city should permit single-family homes with two suites? Do you think the city should permit fourplexes on two-family properties? Do you think the city should change its zoning bylaw to support full cellars in r10 - single-family residential areas? Do you think the city should change its zoning bylaw to support full cellars in r11 - single-family residential areas? Do you think the city should change its zoning bylaw to support full cellars in r12 - single and two-family residential areas? Do you think the city should include measures in the housing choices program to help address affordability and limit speculation? Do you think the city should develop a program to share pre-approved designs?

54% 52% 61% 83% 49% 52% 56% 19% 18% 10% 11% 16% 25% 8% 10% 11% 8% 19% 15% 12% 6% 6% 6% 9% 5% 2% 13% 14% 12% 8% 12% 11% 5% 0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100% as shown below, all of these additional housing choices were supported by survey respondents. Note: the questions on full cellars were only posed to residents of the r10, r11 and r12 zoning districts, so had a smaller sample size. These districts include 1,380, 113, and 859 properties, respectively. The response rates for these questions, based on number of households, was 10%, 21% and 7%, respectively.

Homes with two suites fourplexes cellars in r10 zones cellars in r11 zones cellars in r12 zones affordability measures pre-approved designs strongly agree somewhat agree neutral strongly disagree somewhat disagree housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 10 lakeview - mayfield brentwood clinton - glenwood windsor sussex - nelson big bend willingdon heights parkcrest - aubrey cascade - schou garden village burnaby lake dawson - delta ardingley - sprott maywood cameron burnaby mountain morley - buckingham edmonds stride avenue marlborough burnaby heights suncrest kingsway - beresford government road westridge lyndhurst richmond park sperling - broadway lochdale stride hill oakalla capitol hill douglas - gilpin cariboo - armstrong lake city west central valley second street permit single family home with 2 suites? Agree (strongly agree, somewhat agree) disagree (strongly disagree, somewhat disagree) neutral n e w w e s t m i n s t e r c o q u i t l a m v a n c o u v e r notes: 1. Neighbourhood boundaries are the city of burnabys planning study areas (psas) 2. Sample size varies by psa. Do you think the city should permit single-family homes with two suites? Housing choices survey results phase one open house city of burnaby planning and development department burnaby. Ca/housingchoices | housingchoices@burnaby. Ca 11 do you think the city should permit fourplexes on two-family properties? Lakeview - mayfield brentwood clinton - glenwood windsor sussex - nelson big bend willingdon heights parkcrest - aubrey cascade - schou garden village burnaby lake

dawson - delta ardingley - sprott maywood cameron burnaby mountain morley
- buckingham edmonds stride avenue marlborough burnaby heights suncrest
kingsway - beresford government road westridge lyndhurst richmond park
sperling - broadway lochdale stride hill oakalla capitol hill douglas -
gilpin cariboo - armstrong lake city west central valley second street
permit fourplex on two-family properties? Agree (strongly agree, somewhat
agree) disagree (strongly disagree, somewhat disagree) neutral n e w w e
s s t m i n s t e r coquitlam vancouver notes: 1. Neighbourhood boundaries
are the city of burnabys planning study areas (psas) 2. Sample size
varies by psa. Housing choices survey results phase one open house city
of burnaby planning and development department burnaby. Ca/housingchoices
| housingchoices@burnaby. Ca 12 please place sticky notes with your
comments here. Tell us what you think 1. Place sticky notes with your
comments here. 2. Visit our website: burnaby. Ca/housingchoices or scan
the qr code to discuss. 3. Email your comments to housingchoices@burnaby.
Ca 4. Mail your written comments to the address below: planning and
development department community planning division attn: housing choices
4949 canada way burnaby, bc v5g 1m2 other ways to get involved

Meeting 2022 February 14

COUNCIL REPORT

PLANNING AND DEVELOPMENT COMMITTEE

HIS WORSHIP, THE MAYOR

AND COUNCILLORS

SUBJECT: HOUSING CHOICES: LANEWAY HOMES AND SUITES IN SEMIDETACHED HOUSES

RECOMMENDATIONS:

1. THAT Council approve the process to develop regulations and guidelines
for:

a) laneway homes in single family areas;

b) additional accessory dwellings in single family homes without a
laneway

home; and

c) two suites in semi-detached homes or four-plexes in duplex zoned lots.

2. THAT staff explore the affordability aspect of allowing increased
densification in

single and two family zoned areas.

REPORT

The Planning and Development Committee, at its meeting held on 2022
February 02,

received and adopted the attached report outlining a process to develop
regulations and

guidelines for laneway homes and secondary suites in semi-detached
houses, as a first

step in implementing the Housing Choices program.

Arising from discussion, the Committee AMENDED the recommendation to
develop

regulations and guidelines for a) laneway homes in single family areas;

b) additional

accessory dwellings in single family homes without a laneway home; and c)
two suites in

semi-detached homes or four-plexes in duplex zoned lots, and added
recommendation

No. 2 directing staff to explore the affordability aspect of allowing
increased densification

in single and two family zoned areas.

Respectfully submitted,

Councillor P. Calendino

Chair

Councillor S. Dhaliwal

Vice Chair

Copied to: Chief Administrative Officer

Deputy CAO / CFO

GM Corporate Services

GM Engineering

GM Planning and Development

City Solicitor

Chief Building Inspector

City of

Burnaby

Meeting 2022 February 02

COMMITTEE REPORT

TO: CHAIR AND MEMBERS

PLANNING AND DEVELOPMENT

COMMITTEE

FROM: GENERAL MANAGER

PLANNING AND DEVELOPMENT

DATE: 2022 January 27

FILE: 4500 20

SUBJECT: HOUSING CHOICES: LANEWAY HOMES AND SUITES IN SEMI

DETACHED HOUSES

PURPOSE: To outline a process to develop regulations and guidelines for laneway homes

and secondary suites in semi-detached houses as a first step in implementing the

Housing Choices program.

RECOMMENDATION:

1. THAT the Committee recommend that Council approve the process to develop

regulations and guidelines for laneway homes and secondary suites in semi-detached

houses, as outlined in this report.

REPORT

1.0 INTRODUCTION

On 2021 December 06, Council adopted HOME: Burnaby's Housing and Homelessness Strategy

(HOME Strategy), a ten year action plan for housing in Burnaby. Action 1.1 of the HOME Strategy

calls for the City to implement a program to introduce more infill housing choices to Burnaby. The

first phase of this program (to be known as the "Housing Choices" program) includes the

introduction of laneway homes and suites in semi-detached houses ("suites in semis").

On 2021 February 22, Council received the Burnaby Housing Needs Report, which identified a

need for more rental housing and more housing choices for those seeking ground-oriented housing

in walkable, residential neighbourhoods.

On 2019 July 29, Council adopted the recommendations of the Mayor's Task Force on Community Housing, including Recommendation #1 to develop a plan for introducing new housing forms and family oriented housing in a variety of neighbourhoods.

On 2018 December 3, Council adopted a motion to examine the ability to facilitate laneway homes in single family zones and secondary suites in duplexes (semi-detached houses).

To: Planning and Development Committee

From: General Manager Planning and Development

Re: Housing Choices: Laneway Homes and Suites in Semi-detached Houses

2022 January 27. Page 2

This report outlines a process to develop regulations and guidelines for laneway homes and secondary suites in semis, as a first step in implementing a broader infill housing program, called the "Housing Choices" program. Additional types of infill housing will be reviewed in future phases of the Housing Choices program, and in conjunction with the upcoming update to the Official Community Plan (OCP).

2.0 POLICY SECTION

The Housing Choices program generally aligns with the following Council adopted plans, reports and policies: Corporate Strategic Plan (2017), the Official Community Plan (1998), HOME: Burnaby's Housing and Homelessness Strategy (2021), Burnaby 's Housing Needs Report (2021), and the Mayor's Task Force on Community Housing Recommendations Report (2019).

3.0 HOUSING CHOICES PROGRAM

Housing Choices is a multi-phased, multi-year program to introduce new housing forms to Burnaby's neighbourhoods. It will focus on missing middle housing, which includes duplexes, triplexes, fourplexes, sixplexes, courtyard clusters, rowhomes, townhomes and low-rise apartments, and will also introduce accessory units such as flex suites, secondary suites and laneway homes.

The Housing Choices program will begin by introducing laneway homes and suites in semis into single and two-family zone districts, respectively. Similar reviews will be undertaken for other housing types in the Housing Choices program in conjunction with the OCP update.

4.0 LANEWAY HOMES AND SUITES IN SEMIS: PROGRAM DESCRIPTION

The work outlined in this section will result in detailed regulations and guidelines for laneway homes and suites in semis. It will determine technical requirements to support building design,

address parking and servicing needs, and will require amendments to the OCP and the Burnaby Zoning Bylaw. In order to address community needs and concerns, a consultation process seeking input on design considerations and publicizing the program will accompany this work. Key elements of the implementation process for laneway homes and suites in semis are reviewed in this section; a step-by-step outline of the process and schedule is provided in Section 5.0 below. Although many specifics will be developed during the process, the basic parameters for these housing types are outlined in Table 1 below.

To: Planning and Development Committee

From: General Manager Planning and Development

Re: Housing Choices: Laneway Homes and Suites in Semi-detached Houses

2022 January 27. Page 3

Table 1: Housing l[^]pes

Description Principal Building Type

Location on Lot

Maximum Units per Lot

Laneway Homes

A detached dwelling unit that is located on the same lot as a single family home.

Single family dwelling

In the rear yard, facing a lane

Three:

- Single family dwelling

- Secondary suite

- Laneway home

Suites in Semis A self-contained, secondary dwelling unit located within a semi-detached unit.

Two family dwelling

Within a semi detached dwelling

Four:

- Two semi

detached units

- Secondary

dwelling in each

unit of the semi

detached

dwelling.

The work outlined in this report will focus on permitting laneway homes on single-family

properties that have access to a constructed laneway, and permitting

suites in semi-detached houses

on two-family properties that have access to a constructed laneway.

Permitted zoning districts,

access requirements, minimum lot dimensions, and other criteria will be

determined during the

review.

Public Consultation

The Housing Choices program will be publicized via the City's website and social media

platforms. A dedicated webpage will be set up to provide information on the process, with options

to sign up for updates, ask questions and provide comments. There will be

opportunities for public

input throughout the process.

A public survey will be launched to raise awareness, gather feedback on some of the key design

elements (parking, size and height of laneway homes), and to invite

volunteers to sign up for design

workshops. The design workshops will provide a more detailed forum to

listen and share ideas,

and will be used to determine the finer details of the program. When the draft program has been

developed, a series of Open Houses (potentially virtual, depending on the public health guidance

available at the time) will be held to present information and gather any further feedback before

the program is finalized.

To: Planning and Development Committee

From: General Manager Planning and Development

Re: Housing Choices: Laneway Homes and

Suites in Semi-detached Houses

2022 January 27. Page 4

Technical Review

A technical review will be undertaken to develop program elements such as addressing, servicing,

and to determine lot suitability. It will also include a design review to establish key regulations

such as unit size, height and massing, setbacks and access, landscaping and parking configuration.

Guidelines will be developed to support high quality, accessible,

sustainable design. A financial

analysis will also be undertaken to ensure the feasibility of different policy approaches, such as

measures to support the retention of existing buildings and to minimize land speculation.

Official Community Plan Amendment

Bumaby's Official Community Plan (OCP) supports increasing housing choices and calls for more ground-oriented housing across the City. However, when the OCP was adopted in 1998, suites in semis were not yet permitted by the BC Building Code and laneway homes were less common. As a result, these forms of housing and their resulting densities are not specifically identified in the current Residential Framework. An OCP bylaw amendment will be required to support this work.

Bylaw Amendments

In order to permit and regulate laneway homes and suites in semis, amendments to the Bumaby

Zoning Bylaw will be required. Specific amendments would include:

- Addition of definitions for the new uses;
- Addition of laneway homes and suites in semis as permitted uses in suitable zone districts;
- Addition of setback, height, floor area, off-street parking and other regulations; and
- Revision of existing bylaw provisions to reflect the new uses and incorporate any necessary changes and additions.

In addition, amendments to other City bylaws may be required, such as the Building Bylaw and the Fees Bylaw.

Implementation and Monitoring

Implementation will involve establishing the development review process, staff training, and the preparation of forms, procedures, and information guides for efficient processing of applications.

This will also involve setting up mapping and data collection procedures to manage, monitor and report on program outcomes.

4.0 PROCESS AND SCHEDULE

An overview of the process and schedule to implement laneway homes and suites in semis is shown in Table 2, below.

To: Planning and Development Committee

From: General Manager Planning and Development

Re: Housing Choices: Laneway Homes and

Suites in Semi-detached Houses

2022 January 27. Page 5

Table 2: Schedule to Implement Laneway Homes and Suites in Semis

■ Task - ^ Description Schedule

1. Public Consultation 1 Launch survey to raise awareness and collect public input on key design elements (e.g., offstreet parking, height, size, outdoor space).

Notify and seek engagement with local First Nations.

Winter

2021/22

2. Technical Review Undertake technical reviews to develop recommendations for program elements such as

servicing, building height and size, ofF-street parking and requirements for outdoor space. This will also include a review oF the financial implications of different policy approaches.

Spring 2022

3. Public Consultation 2 Host design workshops to gather input from the public, the development community, staff, and other housing stakeholders.

Spring/

Summer 2022

4. Draft Program Develop draft regulations and circulate intemally for review and input.

Summer 2022

5. Public Consultation 3 Host Open Houses (potentially virtual) to present the draft program, seek feedback, and answer questions.

Fall 2022

6. Final Program Present the final program to Council. Winter 2022/23

7. OCP Amendments Amend the Official Community Plan to support the program.

Winter

2022/23

8. Bylaw Amendments Amend the Zoning Bylaw and other City bylaws, as needed, to support the program.

Winter

2022/23

9. Implementation and

Monitoring

Launch the approvals process and distribute communications materials. Monitor progress.

Spring

2023;

monitoring to

continue with

annual

reporting.

To: Planning and Development Committee

From: General Manager Planning and Development

Re: Housing Choices: Laneway Homes and

Suites in Semi-detached Houses

2022 January 27. Page 6

5.0 CELLAR PROVISIONS - RIO, R11, R12 DISTRICTS

As the proposed process for suites in two-family dwellings and laneway homes includes a robust

public consultation component, it is considered appropriate and timely to consider extending the

recently adopted cellar provisions for R Districts to include the RIO, R11, R12 Districts. Doing

so would allow for an equal application of these provisions across all single and two-family

districts. As such, it is recommended that staff be authorized to consult on this in concert with the

foregoing work on laneway homes and suites in semi-detached houses.

6.0 CONCLUSION

This report provides an overview of the work process to begin the first phase of the Housing

Choices program, which will implement Action 1.1 of the HOME Strategy.

This work will result

in regulations and guidelines to permit the development of laneway homes and suites in semis.

Under the proposed process, it is anticipated that the bylaw amendments required to support these

two new forms of housing would be brought to Council in winter 2022/23, followed by

implementation in spring 2023.

E.W. Kozak, General Manager

PLANNING AND DEVELOPMENT

SC:sa

Copied to: Chief Administrative Officer

Deputy Chief Administrative Officer and Chief Financial Officer

General Manager Corporate Services

General Manager Engineering

City Clerk

City Solicitor

Chief Building Inspector

R:'Ltmg Range Clerical\DOCS^€commttlee Reporls\2022\Housmg Choices-lMnevay Homes & Suites in Seml-tlelachedHouses p022.02.02).docx

Zoning and Regulations in Burnaby:

Question: Is the property zoned for laneway homes in Burnaby?

Answer: Burnaby allows laneway homes in most single-family residential zones, subject to specific zoning and size requirements. You should check the city's zoning bylaws or consult with the Planning Department for the exact regulations.

Permits and Approvals in Burnaby:

Question: What permits and approvals are required to build a laneway home in Burnaby?

Answer: You typically need a building permit and may require other approvals such as a development permit. The City of Burnaby's Building Department can provide guidance on the permitting process.

Utilities and Services in Burnaby:

Question: What utilities are available for laneway homes in Burnaby?

Answer: Laneway homes in Burnaby can usually connect to water, electricity, gas, and sewage services. Ensure you understand the costs and requirements for these connections.

Rental Potential in Burnaby:

Question: Can laneway homes in Burnaby be legally rented out to tenants?

Answer: Laneway homes in Burnaby can typically be rented out, but there may be restrictions on the duration of rentals. Consult the city's bylaws for details.

Maintenance and Shared Expenses in Burnaby:

Question: How are maintenance responsibilities and expenses divided between the main house and the laneway home in Burnaby?

Answer: Maintenance responsibilities and cost-sharing can vary. Consult with the property owner or refer to any shared maintenance agreements.
Insurance and Liability in Burnaby:

Question: Will you need separate insurance for the laneway home in Burnaby?

Answer: It's advisable to consult with an insurance provider to determine if separate coverage is necessary for your laneway home.
Resale Value and Market Trends in Burnaby:

Question: How does the presence of a laneway home affect the resale value of the property in Burnaby?

Answer: Laneway homes can increase the property's value, but market trends can vary. Consider consulting with local real estate professionals for insights.
Tax Implications in Burnaby:

Question: Are there any property tax considerations or exemptions related to laneway homes in Burnaby?

Answer: Property tax rules can vary, so consult with the City of Burnaby or a tax expert for specific information.

Access and Parking in Burnaby:

Question: How is access to the laneway home arranged in Burnaby?

Answer: Laneway homes typically have a separate access point, often from the rear lane. Ensure that access is convenient and complies with local regulations.

Design and Size Restrictions in Burnaby:

Question: Are there specific design or size restrictions for laneway homes in Burnaby?

Answer: Burnaby's zoning bylaws may specify maximum size and height limits for laneway homes. Review these regulations for compliance.
Construction Standards and Building Codes in Burnaby:

Question: What construction standards and building codes must laneway homes meet in Burnaby?

Answer: Laneway homes must adhere to the British Columbia Building Code and local building regulations. Consult with the Building Department for details.

Neighborhood Character in Burnaby:

Question: How do laneway homes affect the neighborhood character in Burnaby?

Answer: Laneway homes are designed to be in harmony with the existing neighborhood character. Review the city's design guidelines for laneway homes for details.

Rental Regulations and Tenant Rights in Burnaby:

Question: Are there specific regulations governing tenant rights and responsibilities for laneway home rentals in Burnaby?

Answer: Familiarize yourself with British Columbia's Residential Tenancy Act for information on tenant rights and landlord responsibilities.
Environmental Considerations in Burnaby:

Question: Are there any environmental or sustainability requirements for laneway homes in Burnaby?

Answer: Consider incorporating energy-efficient features or renewable technologies, and check for any specific sustainability incentives.
Homeowner Association (HOA) or Community Restrictions in Burnaby:

Question: Are there any HOA or community restrictions that apply to laneway homes in Burnaby?

Answer: Some neighborhoods may have additional rules and regulations set by HOAs or community associations. Inquire with them if applicable.
Construction Timelines and Costs in Burnaby:

Question: What is the typical construction timeline and cost for building a laneway home in Burnaby?

Answer: Construction timelines and costs can vary widely based on factors such as design, materials, and contractor availability. Obtain quotes from builders for accurate estimates.

Parking Permits in Burnaby:

Question: Are there parking permits required for residents or tenants of laneway homes in Burnaby?

Answer: Check with the City of Burnaby regarding parking permit requirements for laneway home occupants.

Fire Safety and Emergency Access:

Question: What are the fire safety requirements and emergency access considerations for laneway homes in Burnaby?

Answer: Laneway homes must meet fire safety standards and provide adequate access for emergency responders. Consult with the Fire Department for guidance.

Tenant Screening and Leasing in Burnaby:

Question: What are the best practices for tenant screening and leasing for laneway homes in Burnaby?

Answer: Follow established tenant screening procedures to ensure responsible and reliable tenants. Consult the Residential Tenancy Act for leasing guidelines.

Waste Disposal and Recycling:

Question: How does waste disposal and recycling work for laneway homes in Burnaby?

Answer: Understand the waste collection schedule and guidelines for recycling and garbage disposal in your neighborhood.

Accessibility Features in Laneway Homes:

Question: Are there any accessibility requirements for laneway homes, such as ramps or wider doorways, in Burnaby?

Answer: Depending on your intended use and tenant needs, consider incorporating accessibility features to comply with accessibility standards.

Homeowner's Association (HOA) Fees:

Question: Are there any HOA fees associated with owning a laneway home in a neighborhood with an HOA?

Answer: Check with the HOA or neighborhood association for information on any applicable fees and their purpose.

Landscaping and Outdoor Spaces:

Question: What are the landscaping and outdoor space requirements for laneway homes in Burnaby?

Answer: Understand any landscaping or outdoor area maintenance responsibilities, as well as any restrictions on modifications to the property's exterior.

Renovation and Expansion:

Question: Can you renovate or expand a laneway home in Burnaby in the future?

Answer: Any renovations or expansions must comply with local zoning and building regulations. Consult the City of Burnaby for guidance.

Tax Assessments and Property Values:

Question: How do laneway homes impact property tax assessments and values in Burnaby?

Answer: Consult with the City of Burnaby's tax department for information on property tax assessments and any exemptions related to laneway homes.

Insurance Liability for Landlords:

Question: What liability considerations should landlords be aware of when renting out a laneway home in Burnaby?

Answer: Consider landlord liability insurance to protect yourself in case of accidents or damages on the property.

Land Use Planning and Future Developments:

Question: Are there any upcoming land use planning or developments in the area that could affect laneway homes in Burnaby?

Answer: Stay informed about municipal planning initiatives and development proposals that may impact your neighborhood and property.

Laneway Home Design Guidelines:

Question: Are there specific design guidelines or architectural standards for laneway homes in Burnaby?

Answer: Review Burnaby's design guidelines for laneway homes to ensure your plans align with the city's aesthetic and functional requirements.

Property Tax Assessment Appeals:

Question: What should you do if you disagree with your property tax assessment, particularly regarding the laneway home's value?

Answer: You can appeal your property tax assessment. Contact the City of Burnaby's tax department for guidance on the appeal process.

Community Amenities and Services:

Question: What are the nearby community amenities and services available to laneway home residents in Burnaby?

Answer: Explore the proximity to schools, parks, public transportation, shopping centers, and healthcare facilities for convenience.

Rent Control and Rent Increase Limits:

Question: Are there rent control laws in Burnaby, and are there limits on how much you can increase rent for laneway home tenants?

Answer: Familiarize yourself with British Columbia's rent control laws, which may affect laneway home rentals.

Security and Safety Measures:

Question: What security and safety measures should you consider for a laneway home in Burnaby?

Answer: Install appropriate security features, such as locks, lighting, and smoke detectors, to ensure the safety of occupants.

Local Government Support or Incentives:

Question: Are there any government programs, grants, or incentives to promote laneway home construction in Burnaby?

Answer: Check with local authorities or housing agencies for information on available incentives.

Laneway Home Inspections:

Question: Is it advisable to have a professional home inspection for a laneway home before purchase?

Answer: Yes, a home inspection can help identify any hidden issues or maintenance needs before you buy.

Utility Billing and Payment Responsibilities:

Question: How are utility bills typically handled for laneway homes in Burnaby? Who is responsible for payment?

Answer: Clarify utility billing and payment arrangements with tenants if you're renting out the laneway home.

Emergency Services Access:

Question: Can emergency services easily access the laneway home in case of an emergency?

Answer: Ensure that there is clear and unobstructed access for emergency vehicles to reach the laneway home.

Laneway Home Maintenance Contracts:

Question: Is it common to have a maintenance contract for laneway homes in Burnaby, and how can it benefit homeowners?

Answer: Maintenance contracts can be useful for shared maintenance responsibilities and cost-sharing. Discuss the possibility with tenants or neighboring property owners.

Accessibility Parking Requirements:

Question: Are there specific parking requirements for laneway homes related to accessibility parking spaces?

Answer: Familiarize yourself with accessibility parking regulations if you intend to accommodate individuals with disabilities in the laneway home.

Landscaping and Green Space Considerations:

Question: What landscaping or green space requirements should you be aware of for laneway homes in Burnaby?

Answer: Be aware of any landscaping regulations and maintain green spaces as per local bylaws.

Emergency Evacuation Plans:

Question: Do you need to create an emergency evacuation plan for the laneway home, and if so, how should it be structured?

Answer: Having an evacuation plan is advisable for safety. Work with local authorities to create an effective plan.

Resident Parking Permits:

Question: Can residents of a laneway home obtain parking permits for on-street parking in Burnaby?

Answer: Check with the City of Burnaby for information on resident parking permits and their availability.

Secondary Suite vs. Laneway Home:

Question: What is the difference between a secondary suite and a laneway home in terms of zoning and regulations in Burnaby?

Answer: Familiarize yourself with the distinct zoning and regulatory requirements for secondary suites and laneway homes in Burnaby.

Energy Efficiency Rebates:

Question: Are there any energy efficiency rebates or programs available for making a laneway home more energy-efficient?

Answer: Explore energy efficiency incentives and rebates offered by government and utility programs.

Historical or Heritage Designation:

Question: Can a laneway home be built on a property with historical or heritage designation in Burnaby?

Answer: Properties with historical or heritage designation may have additional restrictions. Consult with the Heritage Commission or relevant authorities.

Tenant Screening for Laneway Home Owners:

Question: What are some best practices for tenant screening when renting out a laneway home in Burnaby?

Answer: Follow legal tenant screening practices and consider background checks, references, and credit checks.

Home Office or Business Use:

Question: Can a laneway home in Burnaby be used for a home office or small business?

Answer: Explore local bylaws and business licensing requirements for operating a business from your laneway home.

Shared Amenities and Storage:

Question: Are there shared amenities or storage spaces for laneway home occupants, and how are they managed?

Answer: Clarify any shared spaces and storage arrangements with tenants or neighboring property owners.

Community Engagement and Neighbors:

Question: How can homeowners engage with their neighbors and the community when owning a laneway home?

Answer: Building positive relationships with neighbors can enhance the laneway home experience and address any concerns.