



City of Salmon Arm

Development Services Department Memorandum

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To: His Worship Mayor Bootsma and Members of Council  
Date: July 16, 2008  
Re: Coach Houses

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Council - July 28 / 08

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**FOR DISCUSSION AND DIRECTION**

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**1. Background**

Some of Council recently expressed interest in allowing the use and development of coach houses. Though a good idea in theory, there are practical reasons why coach house development has limitations. This report discusses implications, benefits and challenges of coach house development which should be considered prior to delving into bylaw amendments.

A coach house is a stand-alone secondary suite constructed as an accessory building to a single family dwelling. Historical coach houses built on countryside estates date back centuries. Originally, they were used to store horse drawn carriages in combination as a suite for guests and farm helpers. Some examples of traditional-styled coach houses and a satirical image of their historical "mixed use" character are attached in APPENDIX 1.

Where permitted today, they can be found in the rear yards of residential lots where there is lane access (see APPENDIX 2). In the newer suburban style subdivisions, designed without lanes, either a panhandle type driveway is provided to the rear yard or an additional parking stall is provided in the side or front yard with a defined pathway to the coach house. On larger rural acreages, access and parking is obviously less of a challenge; however as is discussed in this report, there are some legal obstacles preventing coach house development in the Agricultural Land Reserve (ALR).

From a policy point of view, the idea of allowing for a mix of densities and a variety of housing stock in traditional single family neighbourhoods is a basic planning principal. Under "Diversity Policies" (Section 5.4), of the Official Community Plan (OCP), the City "supports secondary suites" and "encourages new neighbourhood developments to provide a mix of residential housing and densities, including social housing". Under this policy, secondary suites and duplexes are encouraged in low density residential neighbourhoods (subject to rezoning a property to either R-8 or CD-7 for a secondary suite or R-2 for a duplex). As discussed in this report, Policy 5.4 can be refined to support coach houses within the Urban Containment Boundary. For rural properties, there are challenges stemming from the *Agricultural Land Commission Act* and City bylaws which preclude coach house development.

The affordability of a coach house can vary from city to region, and is relative to land prices, constructions costs, design, and local land use regulations (i.e. development cost charges and servicing requirements). The design and construction for the Smallworks coach houses in Vancouver (see APPENDIX 2) range from \$225 to \$250 / ft<sup>2</sup>. This cost includes design, construction, site preparation, and interior and exterior finishing. The floor area of a typical coach house does not exceed 74 m<sup>2</sup> (800 ft<sup>2</sup>).

Although there is ample theory-based literature on the benefits of coach houses (i.e. “they are a great idea”), practical guidelines outlining appropriate zoning regulations and design standards are not readily available. The few known municipalities in British Columbia which have embraced coach houses appear to have done so by treating them as stand alone secondary suites.

It was found that Vernon and Kelowna permit stand alone secondary suites with zoning. The difference is that in Vernon, stand alone secondary suites are permitted as an accessory use in the equivalent of the City of Salmon Arm’s R-1 (Single Family Residential) zone; while Kelowna has a site-specific zone similar to the City of Salmon Arm’s R-8 (Single Family Dwelling/Secondary Suite) zone. This means in Kelowna, a rezoning application and council approval is always required for a stand alone secondary suite proposal, while in Vernon the accessory use is already permitted in most instances. In terms of zoning regulations, each municipality has slightly different provisions for minimum building setbacks, maximum building height, maximum parcel coverage and parking.

Also in Vernon and Kelowna, stand alone secondary suites are subject to development permit approval at the staff level (in those cities, planning staff is delegated authority under Section 920 of the *Local Government Act* to approve small scale development permit applications). The idea of establishing development permit area guidelines for stand alone secondary suites or second dwellings is a relatively new mechanism found under Section 920 for controlling the form and character of “intensive residential development”. The idea of delegating authority to staff for approving development permits, as a way of streamlining processes, has been raised by staff with previous Councils here in the City of Salmon Arm.

In the City of Vancouver, the idea of allowing coach houses in single family residential neighbourhoods is under review by that planning department as part of the “Eco-density” initiative. The traditional grid layout of Vancouver with its regular sequences of streets and lanes provides greater opportunities for coach house development than, for example, the newer subdivisions designed in Salmon Arm without lane access. Similar to Vernon and Kelowna, it is doubtful that coach housing will be encouraged in the areas of Vancouver designated for medium and high density residential development.

## **2. Planning Considerations**

This section discusses planning considerations with respect to potential coach house development here in the City.

### 2.1 Future Density / Development Potential

Similar to secondary suites, coach house development in the areas of the City designated low density residential will increase density in those areas. The concept of coach house development in the low density areas is supported by staff.

Allowing coach house development in the medium and high density residential designated areas would, in the short-term, slightly increase housing density. Most of these areas are built up with older single family dwellings. Within the older core area designated high density residential, many of the older blocks were surveyed with lanes and relatively deep lots, which make some lots suitable for coach house development from an access and parcel area point of view. Whether or not the fronting streets, lanes and services (water, sanitary, storm) are upgraded to today’s standard is another consideration discussed in Section 3 of the report.

Over the long-term, coach house development in these designated areas would reduce the potential for medium and high density multi-family development; specifically in the form of multi-level condominiums, row housing and rental apartment buildings. The development of one or two coach houses on a few lots would make a particular block less desirable for redevelopment from a land assembly point of view. Simply put, each new coach house built in the back yards of these lots adds more permanent obstacles and land acquisition costs for future multi-family development (more so than the construction of secondary suites contained within an existing dwelling under R-8 zoning).

**Scenario 1** (see APPENDIX 3) shows the density potential of two blocks of land of equal area and each designated high density residential in the OCP. The purpose is to show a theoretical maximum density with either high density multi-family development at 130 units per hectare or the development of a coach house on each lot with the existing single family dwellings. In this location, Block 1 is built out to near the maximum density. Across the street, it is clear that the Block 2 has potential for coach house development, but allowing that would compromise the future maximum density potential.

## 2.2 Subdivision / Stratification

Allowing the use and development of coach houses could lead to future expectations for subdivision of the land area surrounding the coach house or stratification of the unit on the same lot. Allowing subdivision / stratification would, in turn, lead to administrative and technical challenges related to legal access, site and unit servicing, the need for cross easements and rights-of-ways, property taxation, utility billing, etc.

Neither Vernon nor Kelowna permit the subdivision or stratification of coach houses. This is achieved by statements in either the OCP or zoning bylaws and by regulating minimum lot / site areas and widths.

It is not recommended that subdivision or stratification of coach houses be permitted in this City.

## 2.3 Neighbourhood Character / Impact

Council is aware from recent proposals for secondary suite and duplex development that privacy, neighbourhood character, and increased traffic and density, are issues often raised by residents of neighbouring properties.

On most lots suitable for a coach house, the building would be sited in the rear or exterior yards, as are garages and accessory buildings. The form of a coach house usually resembles a small cottage or a two vehicle detached garage with an upper floor suite. The footprint (which is different than floor area) does not typically exceed 55.7 m<sup>2</sup> (600 ft<sup>2</sup>).

If designed appropriately and depending on the character of surrounding development (subjective criteria), the perceived impact could be minimal. In terms of use, however, an occupied coach house could arguably have more of a real impact on back yard privacy than would a garage or accessory building. This is why relatively larger lots are recommended for coach house development.

## 2.4 Urban / Rural

As noted in the background section, the first coach houses were built on rural acreages. There are many rural properties in the City physically suitable for coach house development due to their large lot dimensions. Because of their larger area relative to urban lots, secondary suites are outright permitted uses in the A-1, A-2 and A-3 agricultural and rural holding zones.

One challenge with coach house development on rural properties is that most of the land outside of the Urban Containment Boundary is within in the provincial Agricultural Land Reserve. Under the *Agricultural Land Commission Act*, second dwellings are only permitted for farm help and secondary suites are only permitted within a principal dwelling.

While the Agricultural Land Commission allows permanent second dwellings for farm help, the City's zoning bylaw restricts them to modular (non-permanent) homes. This is due to concern about future expectations for subdivision of the land surrounding a second permanent dwelling.

While it may be practical to allow coach houses on rural properties, the ALC and City regulations of the day make it too complicated.

## 2.5 Practicality

By analyzing the characteristics of lots in urban neighbourhoods, it was found that coach house development would only make sense on a limited number of lots in the City. Considerations include a coach house footprint of 55.7 m<sup>2</sup> (600 ft<sup>2</sup>) constructed in a rear yard and not exceeding a site coverage of 10%; a minimum rear yard setback of 6 m (19.7 ft); and a minimum side yard setback of 1.5 m (4.9 ft).

From a technical point of view, the following lot attributes appear to be conducive for coach house development on sites absent of lane access or a double frontage:

- minimum area of 800 m<sup>2</sup> (0.2 acre)
- minimum front and rear widths of 20 m (66 ft),
- minimum depth of 35 m (115 ft), and
- minimum front yard of 6 m (for an additional parking stall) with a minimum side yard of 1.5 m (4.9 ft) to enable pedestrian access to the rear yard, or
- minimum side yard of 3.5 m (11.5 ft) adjacent to the principal dwelling to enable the construction of a driveway to the rear yard.

Corner lots with double street frontages or very wide lots would need less of a depth, and lots with lane access would require less width. Similar to any housing development, coach house construction on irregular shaped and steeply graded lots would be a challenge.

**Scenario 2** (see APPENDIX 4) shows a typical single family residential lot that was subdivided in the 1970s with potential for coach house development. This particular lot is designated low density residential in the OCP, has a relatively large back yard, parking for four vehicles, and a coach house development site that would be setback a minimum of 10 m (32.8 ft) from the nearest neighbouring dwelling. This lot appears to be appropriate for coach house development.

**Scenario 3** (see APPENDIX 5) shows a dwelling connected to a secondary suite by a carport on an urban residential property zoned R-8 and designated medium density residential. This particular lot has two street frontages and a very deep depth / exterior yard exceeding 60 m (200 ft). Without the carport (which was required for the suite to be attached to the dwelling), this secondary suite has the form and function of a coach house. From a physical point of view, this lot has coach house development potential; however, the construction of that secondary suite has reduced that lot's potential for medium density residential development.

Most lots in residential subdivisions created over the past 15 years were not designed with appropriate dimensions for coach house development. The table below shows the attributes of typical lots in three relatively new subdivisions:

Typical	Little Mountain	Laurel Estates	Lakeview Meadows
Area	520 m <sup>2</sup> (0.12 acre)	600 (0.14 acre)	612 m <sup>2</sup> (0.15 acre)
Width	17 m (56 ft)	20 m (66 ft)	20 m (66 ft)
Depth	30.5 m (100 ft)	30 m (98 ft)	30.6 m (100 ft)

\* There are a limited number of lots within each of these subdivisions which may have coach house development potential.

The above practicality considerations will need to be well thought out when considering the zoning bylaw regulations for coach house development (see Section 3.2).

## 2.6 Affordable Housing

Similar to a secondary suite, coach houses could provide affordable alternatives for housing. They could be rented out as a “mortgage helper” or used for extended family members.

The costs and affordability of a coach house is dependant on its size, design and site servicing requirements. As mentioned, the Smallworks developer in Vancouver quotes a minimum price of \$225 / ft<sup>2</sup> (including exterior and interior finishing, site preparation, but not including site servicing requirements or land costs). These units appear to be relatively high-end in terms of exterior and interior design. It is possible that local contractors could construct a coach house for a lesser cost; however, even at \$150 / ft<sup>2</sup>, the basic cost of a 55.7 m<sup>2</sup> (600 ft<sup>2</sup>) unit could be in the range of \$90,000, not including site servicing or land costs.

One significant cost factor is exterior building and site design. Costs will increase with strict development permit guidelines for building form and character, landscaping, fencing, etc.

## 3. **Bylaw / BC Building Code Considerations**

Allowing the use and development of coach houses would be tied directly and indirectly to a number of City bylaws. At a minimum, amending the OCP and zoning bylaws would be necessary with revised policies and regulations. At this point in time, it is not known for certain if the development cost charge and subdivision and development servicing bylaws would require amendments.

The following options and suggestions assume that Council will direct staff to implement supportive OCP policies and zoning bylaw regulations for coach house development.

### 3.1 Official Community Plan

To support coach house development, the OCP will need to be amended. There are options ranging from a simple supporting policy statement to more complex development permit areas and guidelines addressing form and character.

Council should first decide if coach houses ought to be encouraged in the low, medium and high density residential designated areas (i.e. within the urban containment boundary); or, based on the discussion in Section 2.1, exclusively to the low density residential designated area.

Designating development permit areas in the OCP and associated development permit area guidelines for “intensive residential development” could be considered now or during the next OCP review. If considered now, the idea of delegating development permit approval authority to staff should also be considered to streamline the process. It is recommended at this time that the idea of development permit areas and guidelines for coach house development be deferred to the next OCP review. Implementing now would involve an extensive amendment to the OCP, neighbourhood consultation, a high allocation of staff time and resources, and an amendment process that would likely drag into 2009.

In the short-term, it is suggested that the Diversity Policies of the OCP be amended to generally encourage coach house use development. Policy 5.4.4 of the OCP presently reads:

“The [City] supports secondary suites subject to compliance with the B.C. Building Code and Zoning By-law.”

*Option 1:* If Council supports coach houses within the low, medium and high density residential designated areas of the urban containment boundary, this statement could easily be amended to:

"The City supports secondary suites, **including stand alone secondary suites in the urban containment boundary**, subject to compliance with the B.C. Building Code and Zoning By-law".

*Option 2:* If Council decides to restrict coach house development to the low density residential designated area, a new policy statement could easily be drafted for that intent.

At this time, Option 2 is recommended by staff.

Any OCP amendment would require a Public Hearing with notification in the local newspaper.

### 3.2 Zoning Bylaw

The options for zoning are the site-specific approach (e.g. the Kelowna model) or the blanket approach (e.g. the Vernon model).

*Option 1:* The site-specific approach would involve the creation of a new zone drafted specifically for the development of a *coach house unit* or *stand alone secondary suite* (however termed and defined) as an accessory use to a single family dwelling. This option would enable staff, Council and the public to review rezoning applications on a site by site basis similar to the R-2 (Duplex) and R-8 (Secondary Suite) zones. This option would lead to more rezoning applications for staff to process and Council to review.

*Option 2:* The alternative option would be to include "*coach house*" or "*stand alone secondary suite*" (however termed and defined) as a permitted accessory use in some of the residential zones, such as the R-1, R-7 or R-9 zones. With this option, no rezoning would be required; however the coach house would need to meet a set of General Regulations for site area, building height, setbacks, lot / site coverage, parking and B.C. Building Code requirements.

At this time, either option is supported by staff.

Based on review of the Vernon and Kelowna zoning bylaws, and in consideration of the practicality issues discussed in Section 2.4, the following could be considered as preliminary options for new coach house zoning regulations:

Permitted use:	<i>coach house</i> as accessory to a <i>single family dwelling</i>
Maximum building height:	7.5 m (75% of the maximum height for a dwelling)
Maximum parcel coverage:	40%, including a maximum of 10% for a coach house
Maximum floor area:	90 m <sup>2</sup> (968 ft <sup>2</sup> )
Minimum site area:	800 m <sup>2</sup> (8,611 ft <sup>2</sup> )

Minimum setbacks for a *coach house* from:

Front parcel line:	18 m (59 ft) – none permitted in a front yard
Interior parcel line:	1.5 (4.9 ft) if less than 55 m <sup>2</sup> (600 ft <sup>2</sup> ) or 3 m (9.8 ft) if greater than 55 m <sup>2</sup> (600 ft <sup>2</sup> )
Exterior parcel line:	6 m (19.7 ft) – same as a dwelling
Rear parcel line:	1.5 m (4.9 ft) if lane access or 3 m (9.8 ft) if no lane access
Single family dwelling	3 m (9.8 ft)

Other:

Minimum parking stall requirement:	1 stall per coach house
Minimum drive aisle width: (if no lane access or front yard parking)	3.5 m (11.4 ft)

The above are only ideas at this point in time. Staff will need more time to review and test these potential regulations further. If Council agrees to a new site-specific zone or the alternative blanket approach, staff will commence with further review and bylaw preparation.

### 3.3 Subdivision and Development Servicing (SDS) Bylaw

Construction of single family dwellings and secondary suites are usually exempt from most of the servicing requirements of the SDS Bylaw. This is because most of the newer lots are already serviced appropriately during the subdivision stage. Sometimes off-site servicing is required for older lots. Where there is no City storm, water or sanitary sewer infrastructure, on-site systems need to be installed.

The coach house would require new service connections to the City's water, sanitary and storm sewer mains where available. The question that has not been fully addressed by staff is whether new connections should be required from the street or lane exclusively for the coach house; or if connection lines to the coach house can be tied to the same lines servicing the single family dwelling. The SDS Bylaw is currently set up so that only one connection line per service is permitted to a single lot, even for secondary suites.

If sanitary and/or storm services are not available, approval of a development variance permit may be required along with the installation of on-site systems (including geotechnical reporting and possible covenants). In many older neighbourhoods, the water connections are substandard and the lines would need to be upsized from ½ inch or ¾ inch to a 1 inch diameter.

More significantly, would be the requirement to upgrade substandard street and lane frontages to the urban standard, and extend and / or upsize water, sanitary and storm sewer mains. Council may recall the exemption clause built in the SDS Bylaw for developments with construction values less than \$150,000 over a five year period on a property. However, along with that clause, is another stating that existing works and services (i.e. off-site City infrastructure) must have sufficient capacity for the proposed development. It is the decision of the Engineering Department as to whether or not there is sufficient capacity. Furthermore, water mains will need to be upgraded where there is inadequate fire flows.

It is not anticipated that amendments will be required to the SDS Bylaw. The main point is to advise Council that servicing coach houses could end up being costly depending on the site.

### 3.4 Development Cost Charge (DCC) Bylaw

The purpose of DCCs is for new development to assist in paying for upgrades to existing and new City infrastructure. It is likely that a coach house would account for a similar demand on City services when compared to the demand of a secondary suite. Secondary suites could fall under the "Residential A" category of the DCC Bylaw that was adopted last year. This category is intended for upper floor dwelling, assisted living and accessory dwelling units and the DCC is \$6,064.31 per unit (the DCCs for a new single family dwelling lot are \$9,529.62).

Despite the "Residential A" category the standard practice by staff under the current and previous DCC Bylaws has been to not collect DCCs for secondary suites.

It is noted that the City of Vernon recently amended its DCC Bylaw to recognize stand alone secondary suites as being subject to a DCC of ½ the rate for a single family dwelling. The DCC for a single family dwelling was recently raised to approximately \$17,000 + additional charges for Greater Vernon infrastructure (almost double the DCC in Salmon Arm). Prior to the amendment in Vernon, the DCC for a stand alone secondary suite was the full single family dwelling rate. In Kelowna, the DCCs are higher than Vernon and there does not seem to be a break for stand alone secondary suites.

Council should decide whether or not DCCs should be collected for coach houses. If so, then staff would need to collect DCCs for secondary suites as well.

### 3.5 BC Building Code

Coach house development would fall under Part 9 of the BC Building Code which deals with residential construction. The building permit requirements would be fairly straight forward and similar to those for a single family dwelling or secondary suite. Parts of the code which could become a challenge relate to fire separation and limiting distances. Depending on the design of a coach house and nearby building, in terms of openings on exterior walls, the minimum building setbacks of 1.5 m and 3 m suggested in Section 3.2 may not be sufficient in all circumstances.

## 4. Staff Recommendations

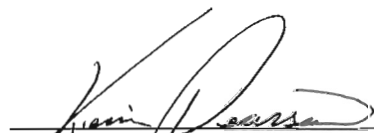
Based on the previous discussion, the following are staff recommendations:

1. **OCP** policies should encourage coach houses exclusively to the "Low Density Residential" designated areas of the Urban Containment Boundary.
2. **Development permits** should not be required for coach houses at this time; establishing development permit areas for "intensive development" and delegating approval authority to staff should be considered during the next OCP review.
3. **Zoning** regulations should consider large minimum lot areas where there is no viable lane access, and appropriate building height, setbacks, minimum site coverage and parking requirements; Council should determine either the site-specific or blanket zoning option.
4. **Subdivision** should not be permitted for coach houses.
5. **Development cost charges** should be collected for coach houses at the Residential "A" or "B" category rate noted in Section 3.4 of this report.
6. **Coach house** development in the City is recommended by staff subject to the above.

## 5. Conclusion

The idea of coach house development is good in theory. As this report highlights, development only makes practical sense on some lots. There may or may not be affordability benefits depending on construction costs, site and servicing conditions. There are long-range planning and technical considerations that need to be addressed.

Depending on Council's direction, bylaw amendments for coach houses could be ready for Council review by the end of October 2008.

  
Report by: Kevin Pearson, MCIP  
Planning and Development Officer

  
Reviewed by: Corey Paiement  
Director of Development Services

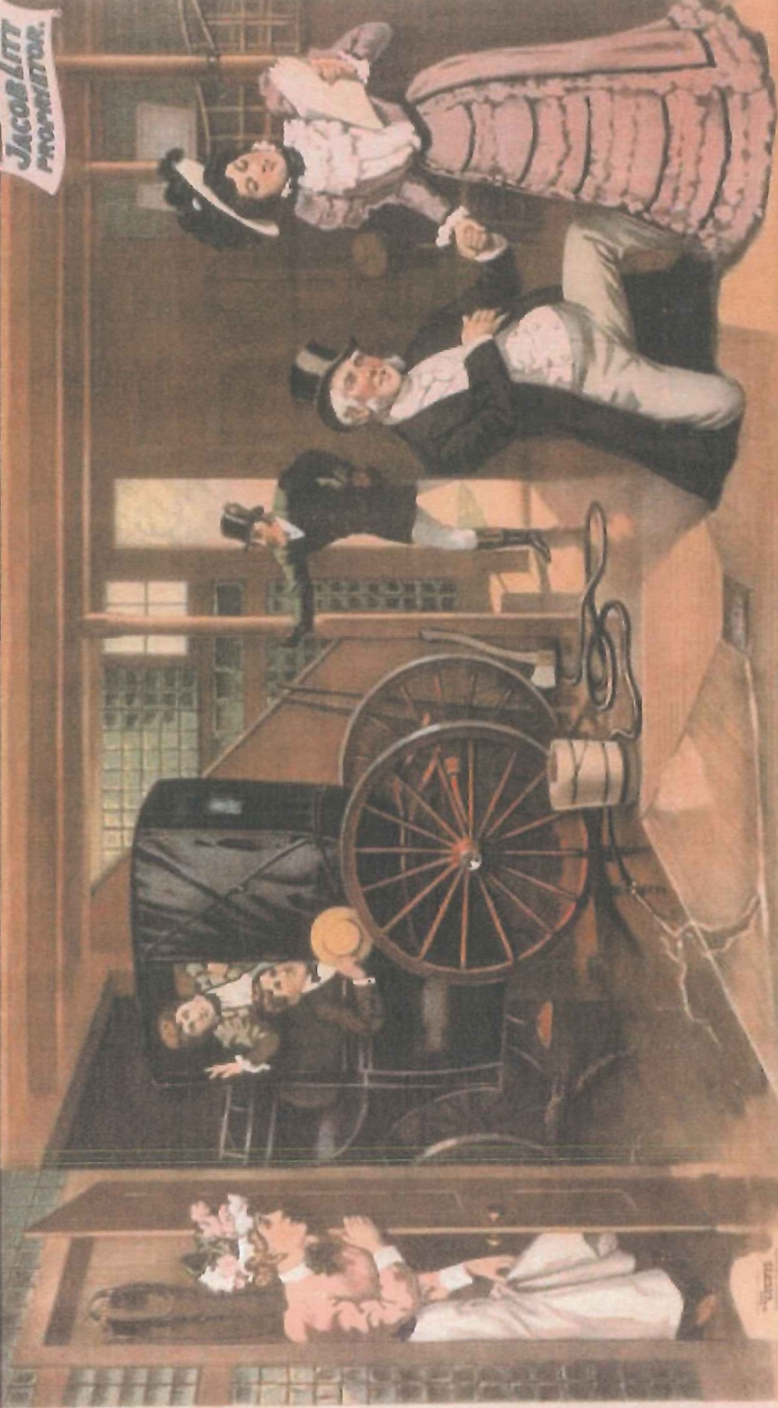




# MISTAKES WILL HAPPEN

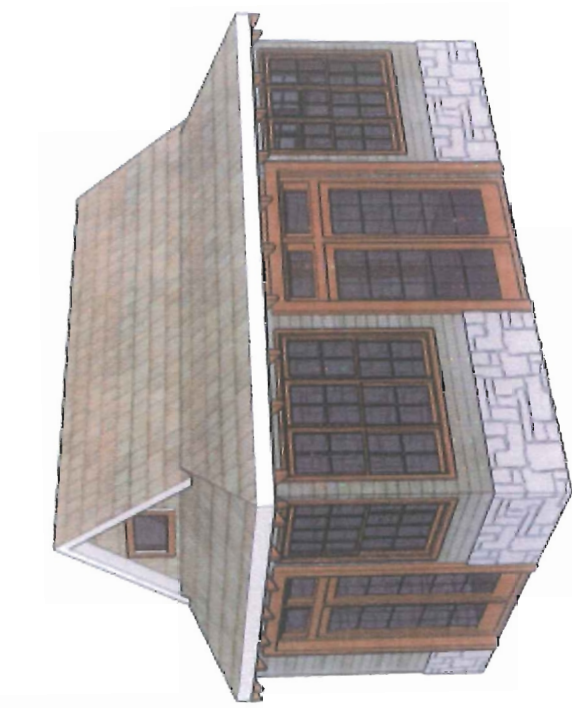
WRITTEN BY GRANT STEWART

Jacob Litt  
Proprietor.



COMPLICATIONS IN THE CARRIAGE HOUSE. TOM: WHAT KIND OF A PLACE IS THIS, ANYHOW?

# APPENDIX 2



Source: Smallworks Studios / Laneway Housing

# SCENARIO 1

High Density Residential Designated Area

# APPENDIX 3



5th. ST. S.E.

6th ST

7th S

6th. ST. S.E.

7th. ST. S.E.

4th. AVE. S.E.

3

5th

Property rezoned to R-5 Dwelling Removed Area Potential for 14 units

Block 1  
High Density Development  
Area = 1.3 ha  
Present Density = 114 units  
(88 units / ha)

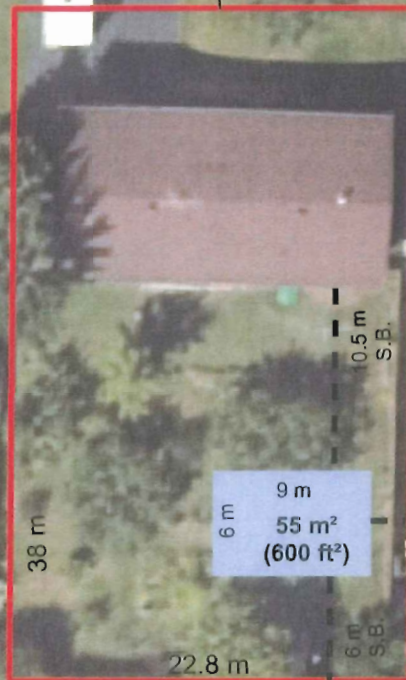
Block 2  
Low Density Development  
Area 1.3 ha  
Present Density = 17 units  
Potential Density with Coach Houses = 34 units  
Potential High Density (Multi-Family) = 130 units

# SCENARIO 2

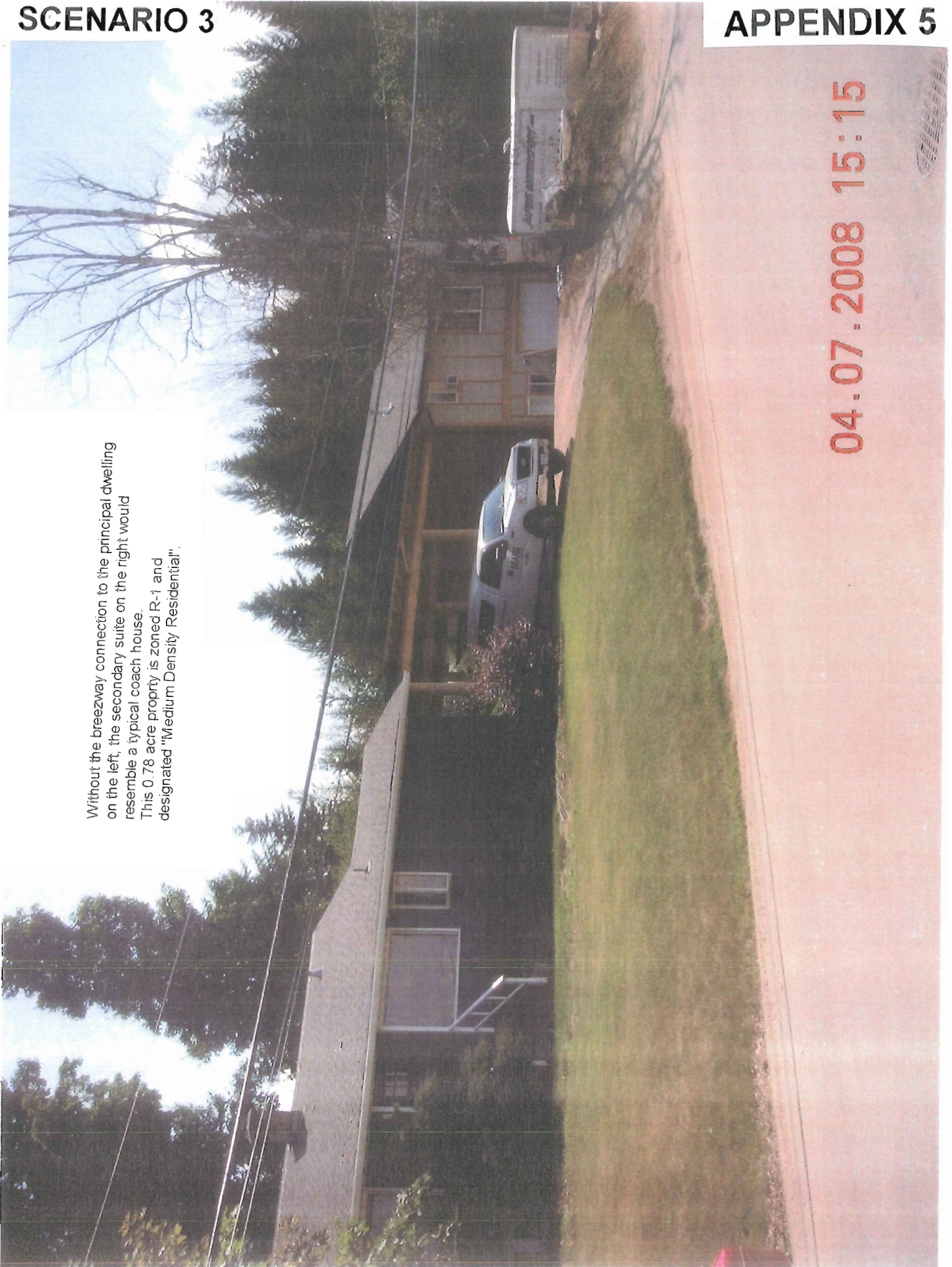
# APPENDIX 4

Low Density Residential Designated Area

R-1 Zoned Lot (Designated "Low Density")  
Parcel Area = 890 m<sup>2</sup> (9,375 ft<sup>2</sup>)  
Width = 22.8 m (75 ft) Depth = 38 m (125 ft)  
Dwelling Footprint 200 m<sup>2</sup> (2,150 ft<sup>2</sup>) Site Coverage 22.4%  
Coach House Footprint 55 m<sup>2</sup> (600 ft<sup>2</sup>) Site Coverage 7%  
Total Site Coverage 29.4%



Without the breezeway connection to the principal dwelling on the left, the secondary suite on the right would resemble a typical coach house. This 0.78 acre property is zoned R-1 and designated "Medium Density Residential".




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 <p><b>Agricultural Land Commission Act</b></p>	<p style="text-align: right;"><b>Policy #9 March 2003</b></p> <p style="text-align: center;"><b>ADDITIONAL RESIDENCES FOR FARM USE</b></p>
<p><i>This policy provides advice to assist in the interpretation of the Agricultural Land Commission Act, 2002 and Regulation. In case of ambiguity or inconsistency, the Act and Regulation will govern.</i></p>	

#### REFERENCE:

*Agricultural Land Commission Act, 2002, Section 18*

- 18** *Unless permitted by this Act, the regulations or the terms imposed in an order of the commission,*
- (a) a local government, or an authority, a board or another agency established by it or a person or an agency that enters into an agreement under the Local Services Act may not*
  - (ii) approve more than one residence on a parcel of land unless the additional residences are necessary for farm use*

#### INTERPRETATION:

The Act and Agricultural Land Reserve Use, Subdivision and Procedure Regulation do not set a limit on the number of additional residences for farm help per parcel, but all residences must be necessary for farm use. However, see Section 3 (1) (b) of the Regulation which permits a 'manufactured home' for family members of the owner. This Section also permits a secondary suite within a residence. See Commission Policy "Permitted Uses in the ALR: Residential Uses".

Local government must be convinced that there is a legitimate need for an additional residence for farm help. One criteria is that the parcel should have 'farm' classification under the *Assessment Act*. In coming to a determination, a local government should consider the size and type of farm operation and other relevant factors. To help determine the need and evaluate the size and type of farm operation, a permitting officer may wish to obtain advice and direction from staff of:

- a) the Ministry of Agriculture, Food and Fisheries
- b) the Agricultural Land Commission.

Local government bylaws should not necessarily be the basis for making a determination about the necessity for farm help. Some bylaws may automatically permit a second residence on a specified size of parcel in the ALR. This is not an appropriate determination under the Act and should not be used as the basis for issuing a building permit for an additional residence for farm help. Some local governments have adopted detailed guidelines as a basis for determining legitimacy of a request for additional residences for farm help, in which a threshold for different types of agricultural operations is specified. In these instances, it may be appropriate to consider these as factors in interpreting Section 18 of the Act.

If there is any doubt with respect to need, an application under Section 20 (3) of the Act for permission for a non-farm use is required.

and approval from the Commission.

**Where a zoning bylaw is in place, this use must be specifically permitted by the bylaw.**

**TERMS:**

**Secondary suite** — means an area set aside for residential use, within the footprint of a single family dwelling, and secondary or ancillary to the residential use of that single family dwelling.

**Manufactured home** — means a transportable prefabricated structure, whether ordinarily equipped with wheels or not, that is designed, constructed or manufactured to be moved from one place to another and to be used for residential use by a single family. The structure normally conforms to the CSA Z240 series standards of the Canadian Standards Association for manufactured homes.




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 <p><b>Agricultural Land Commission Act</b></p>	<p style="text-align: right;"><b>Policy #8 March 2003</b></p> <p style="text-align: center;"><b>PERMITTED USES IN THE ALR: RESIDENTIAL USE</b></p>
<p><i>This policy provides advice to assist in the interpretation of the Agricultural Land Commission Act, 2002 and Regulation. In case of ambiguity or inconsistency, the Act and Regulation will govern.</i></p>	

#### REFERENCE:

Agricultural Land Reserve Use, Subdivision and Procedure Regulation (BC Reg. 171/2002), the "Regulation", Section 3 (1) (b)

*Section 3 (1) "the following land uses are permitted in an agricultural land reserve unless otherwise prohibited by a local government bylaw:*

*(b) for each parcel,*

*(i) one secondary suite within a single family dwelling, and*

*(ii) one manufactured home, up to 9 m in width, for use by a member of the owner's immediate family;*

*Section 1 (1) "immediate family" means, with respect to an owner, the owner's*

*(a) parents, grandparents and great grandparents,*

*(b) spouse, parents of spouse and stepparents of spouse,*

*(c) brothers and sisters, and*

*(d) children or stepchildren, grandchildren and great grandchildren;*

#### INTERPRETATION:

The Regulation permits a secondary suite for residential purposes, wholly contained within a single family dwelling, on a parcel in the ALR. The secondary suite use is not limited as to who occupies the suite. The Regulation also provides for one manufactured home, in addition to a dwelling, on a parcel in the ALR, but only for use by the property owner's immediate family. The maximum width of manufactured or mobile home allowed is 9 metres, which provides for what is commonly known as a 'double-wide'. The Commission may make an exception to the width requirement in the Peace and Northern Rockies Regional Districts to provide for a 'double wide' up to the industry standard width (10 metres).

The Regulation defines "immediate family" as noted above. If the manufactured home is no longer occupied by immediate family of the property owner, it is no longer a permitted use in the ALR and must be removed from the parcel or, if it remains, not used for residential purposes.

It should be noted that Section 18 (a) (ii) of the *Agricultural Land Commission Act* provides for one residence per parcel of land, and more than one residence where "the additional residences are necessary for farm use." See Commission Policy "Additional Residences for Farm Use".

Related uses that are not permitted in the Act or Regulation for residential use require application to