

CITY OF EDMONTON

Secondary, Garage and Garden Suites Phase 2 Survey

August 5, 2008



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Appendix A – Survey Instrument

SUMMARY OF FINDINGS

To address the issue of affordable housing in the City of Edmonton, Council has asked the Administration to look at secondary suites as one way in which the City can increase the supply of affordable housing units. In 2007, the City of Edmonton contracted Banister Research & Consulting Inc. to conduct telephone and online surveys to gather perceptions regarding current and the development of new secondary suites in the city. In May, 2008, the City again contracted Banister research to conduct online and hard-copy self complete surveys to gather perceptions regarding guidelines and regulations for Phase 2 of the secondary suites affordable housing initiative (including garage and garden suites).

Specific objectives of this research included:

- To assess agreement with conditions for secondary suites in Edmonton;
- To determine where secondary suites should be allowed in the city;
- To measure agreement with current conditions for above-grade garage suites;
- To determine where above-grade garage suites should be allowed in the city;
- To assess agreement with proposed conditions for at-grade garage and garden suites;
- To determine where at-grade garage and garden suites should be allowed in the city; and
- To measure respondents' likelihood of developing secondary, garage or garden suites.

Between June and July 2008, 81 surveys were completed online and 5 hard-copy surveys were completed, for a total of 86 surveys. Specific findings from the survey include:

Secondary Suites: Existing Regulations – Phase 1

- Forty-six percent (46%) of respondents agreed (4 or 5 out of 5)¹ that a minimum site size of 360m² should be required to accommodate both a single detached dwelling and a secondary suite. Twenty-nine percent (29%) were neutral (3) in this regard while 25% disagreed (1 or 2). The mean agreement rating was 3.25 out of 5.
- Fifty-eight percent (58%) of respondents agreed with the maximum secondary suite size condition for basement suites, which explains that when the secondary suite is a basement suite (e.g. below grade) it must be the size of the first floor area of the principal dwelling. Twenty-two percent (22%) of respondents neither agreed nor disagreed with the condition, while 20% disagreed overall. The mean agreement rating was 3.57 out of 5.

¹ Using a scale of 1 to 5 where 1 means strongly disagree and 5 means strongly agree.

- Nearly one-third (31%) of respondents agreed with the maximum secondary suite size condition for suites developed on or above the first floor of the principal dwelling, which states that the maximum size of the suite must be 40% of the total floor area of the principal dwelling, or 70m², whichever is lesser. Thirty-seven percent (37%) were neutral and 32% disagreed to some extent. The mean agreement rating was 2.88 out of 5.
- Thirty-seven percent (37%) of respondents agreed with the condition that a minimum of one extra on-site parking space is required for a secondary suite, plus two for the principal dwelling, for a minimum of three (3) parking spaces in total, while 12% were neutral (3) and 51% disagreed, for a mean agreement rating of 2.73 out of 5.
- The majority (79%) of respondents disagreed overall (1 or 2 out of 5) with the location restriction condition, which states that secondary suites in the RF1 and RF2 zones are only allowed in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in an industrial, commercial, row housing or apartment zone or lots that are separated from a site in an industrial, commercial, row housing or apartment zone by a public roadway no wider than 10.0m wide. Seven percent (7%) neither agreed nor disagreed and only 15% indicated some level of agreement (4 or 5) with the location restrictions.
 - The majority (86%) of respondents felt the restrictions were too restrictive, while 10% believed the restrictions were not restrictive enough.

Secondary Suites: Proposed Amendments – Phase 2

- When asked which options best described how secondary suites should be allowed in the RF1 and RF2 zones where they are currently not permitted, approximately half (53%) of respondents indicated secondary suites should only be allowed as permitted uses², where as secondary suites would be permitted throughout the RF1 and RF2 Zones, while 18% felt secondary suites should only be allowed as discretionary uses³. Twelve percent (12%) of respondents felt there should not be an increase in the locations where secondary suites are currently allowed, and 6% indicated secondary suites should be allowed as permitted uses in any location, as long as the secondary suite is constructed as part of a new single detached dwelling. Eleven percent (11%) of respondents felt none of the options listed correctly described how secondary suites should be allowed in the RF1 and RF2 zones.

Interest in Secondary Suites

- Seventy percent (70%) of respondents indicated they were likely (4 or 5 out of 5) to consider developing a secondary suite, while 9% were neutral (3) in this regard. In contrast, twenty-two percent (22%) of respondents indicated they were not likely (1 or 2) to consider developing a secondary suite, for a mean likelihood rating of 3.78 out of 5.

² **Permitted Uses** will be approved by the Development Officer, provided that the Use meets all provisions of the Zoning bylaw. No notification of adjacent landowners is required.

³ **Discretionary Uses** are uses that may be approved by the Development Officer. They require notification of adjacent landowners and are subject to appeal.



- The majority (80%) of respondents agreed that new secondary suites would provide safe, affordable housing in Edmonton, while 7% were neutral in this regard and 13% disagreed for a mean agreement rating was 4.20 out of 5.

Garage Suites (Above Grade) Existing Regulations – Phase 1

- Forty percent (40%) of respondents agreed with the minimum site (lot) size requirement for garage suites, above grade, which states that for a single detached house, a minimum site size of 460m² is required to accommodate such a suite. Twenty-one percent (21%) of respondents were neutral while over one-third (38%) disagreed, for a mean agreement rating of 2.91 out of 5.
- Over one-third (36%) of respondents agreed with the maximum garage suite size requirement for above grade suites, which explains that a garage suite cannot be larger than 60m², or the same floor area as an over-sized double garage, while 19% were neutral. In contrast, forty-six percent (46%) of respondents disagreed, for a mean agreement rating of 2.69 out of 5.
 - Of respondents that disagreed (1 or 2 out of 5) (n=22), over half (55%) or 12 respondents felt that the maximum suite size of 60m² was too small, while 5%, or 1 respondent, believed the size requirement was too large.
- Thirty-one percent (31%) of respondents agreed with the maximum height restriction, which states that the maximum height for garage suites, above grade, be set at 6m or the height of the principal dwelling, whichever was the lesser, in order to keep the scale of the garage suite subordinate to the principal dwelling. Seventeen percent (17%) were neutral in this regard while 53% disagreed for a mean agreement rating of 2.48 out of 5.
 - Of those that disagreed (n=25), over two-thirds (68%) or 17 respondents felt that the height requirement was too low, while 20% or 5 respondents believed the height requirement was too high.
- When asked to rate their level of agreement with a number of privacy regulations for above grade garage suites:
 - 65% of respondents agreed that garage suites should have off-setting windows to limit the overlook into neighbouring yards and windows (mean = 3.77);
 - 55% of respondents agreed that balconies on garage suites should be limited so that the balcony faces a lane or flanking roadway (mean = 3.34);
 - 52% of respondents agreed that larger windows on garage suites should be placed so that they face a laneway or flanking roadway (mean = 3.46); and
 - 50% of respondents agreed that roof-top decks on above grade garage suites should be prohibited (mean = 3.27).
- The majority (77%) of respondents disagreed (1 or 2) with the location restriction requirement for above grade garage suites, which explains that garage suites in the RF1, RF2 and RF3 Zones are only allowed as discretionary uses in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in an industrial, commercial, row housing or apartment zone or lots that are separated from a site in an industrial, commercial, row housing or apartment zone by a public roadway not wider than 10.0m wide. Nineteen percent (19%) of respondents



agreed (4 or 5 out of 5) with the location restrictions while 4% neither agreed nor disagreed (3), for a mean agreement rating was 1.85 out of 5.

- Of respondents that disagreed (1 or 2 out of 5) with the above grade garage suite location restrictions (n=47), the majority (78%) felt the restrictions were too restrictive, while 14% believed the restrictions were not restrictive enough.

Garage Suites – Above Grade: Proposed Amendments – Phase 2

- Forty-six percent (46%) of respondents indicated that the location restrictions for above grade garage suites that currently apply to the RF1, RF2 and RF3 zones should be removed, therefore making all garage suites above grade discretionary uses throughout the three zones. Approximately one-third (34%) of respondents felt that the location restrictions should be modified in some way, and twenty-one percent (21%) of respondents commented that the current location restrictions for above grade garage suites should be retained.

New Uses: Garage Suites (At Grade) and Garden Suites – Phase 2

- Thirty-five percent (35%) of respondents agreed with the proposed minimum site (lot) size regulation for at grade garage suites and garden suites, which states that for all zones where the suites are allowed and only on lots with single detached housing, a minimum site size of 525m² is required to accommodate such a suite. Similar proportions of respondents were neutral (33%) or disagreed overall (33%), with a mean agreement rating of 2.93 out of 5.
- Thirty percent (30%) of respondents agreed with the proposed minimum site (lot) width requirement of 15m for at grade garage or garden suites, while 32% were neutral and 39% disagreed, for a mean agreement rating of 2.77 out of 5.
- Forty-two percent (42%) of respondents agreed with the proposed maximum at grade garage or garden suite size regulation, which states that an at grade garage suite or garden suite cannot be larger than 50m², or the same floor area as a double garage. Seventeen percent (17%) of respondents were neutral in this regard, while 42% disagreed to some extent with the maximum size regulation, for a mean agreement rating of 2.77 out of 5.
 - Of respondents that disagreed (n=19), 58% or 11 respondents felt that the maximum suite size of 50m² was too small, while 16% or 3 respondents believed the size requirement was too large.
- Approximately one-quarter (26%) of respondents agreed that the site coverage of the garden suite or garage suite, at grade, may in combination with other accessory buildings, exceed (within limits) the allowable maximum site coverage for accessory buildings in the zone, but only where a garden suite (with or without a detached garage on the same site) or a garage suite, at grade, is constructed. One-third (32%) provided a neutral agreement rating and forty-three percent (43%) of respondents disagreed for a mean agreement rating of 2.60 out of 5.

- When asked to rate their level of agreement with the proposed maximum height requirement of 4.3 meters for at grade garage or garden suites, or the same height as the maximum height allowed for accessory buildings in most residential zones, forty percent (40%) of respondents agreed, while 22% neither agreed nor disagreed and 37% of respondents disagreed. The mean agreement rating was 2.84 out of 5.
- Almost half (47%) of respondents indicated that garden suites and at grade garage suites should be allowed as a discretionary use in all RF1, RF2 and RF3 zone locations, provided that the use complies with the regulations of the zoning bylaw, while 26% felt that garden suites and at grade garage suites should only be allowed in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in a row housing or apartment zone or lots that are separated from a site in a row housing or apartment zone by a public roadway not wider than 10.0m wide. Twenty-seven percent (27%) of respondents believed that garden suites or at grade garage suites should only be allowed in other locations.
- Regarding development of garden suites and at grade garage suites in other residential zones where single detached housing is developed, excluding RF1, RF2 and RF3 zones, over half (53%) of respondents indicated that garden suites and at grade garage suites should be allowed as a discretionary use in all locations, provided that the use complies with the regulations of the zoning bylaw, while 19% felt that garden suites and at grade garage suites should only be allowed in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in a row housing or apartment zone or lots that are separated from a site in a row housing or apartment zone by a public roadway no wider than 10.0m. Twenty-eight percent (28%) of respondents believed that garden suites or at grade garage suites should only be allowed in other locations.

Interest in Garage Suites (At and Above Grade) and Garden Suites

- Fifty-nine percent (59%) of respondents indicated they would be likely (4 or 5 out of 5) to consider the development of a garage suite, both above and at grade, or a garden suite within their dwelling, either now or in the future, while 11% were neutral and thirty percent (30%) of respondents indicated they were not likely. The mean likelihood rating was 3.34 out of 5.
- Seventy-two percent (72%) of respondents agreed that new garage or garden suites would provide safe, affordable housing, while 7% were neutral in this regard and 21% disagreed, for a mean agreement rating of 3.93 out of 5.

1.0 STUDY BACKGROUND

To address the issue of affordable housing in the City of Edmonton, Council has asked the Administration to look at secondary suites as one way in which the City can increase the supply of affordable housing units. In 2007, the City of Edmonton contracted Banister Research & Consulting Inc. to conduct telephone and online surveys to gather perceptions regarding current and the development of new secondary suites in the city. In May, 2008, the City again contracted Banister research to conduct online and hard-copy self complete surveys to gather perceptions regarding guidelines and regulations for Phase 2 of the secondary suites affordable housing initiative. Specific objectives of this research included:

- To assess agreement with conditions for secondary suites in Edmonton;
- To determine where secondary suites should be allowed in the city;
- To measure agreement with current conditions for above-grade garage suites;
- To determine where above-grade garage suites should be allowed in the city;
- To assess agreement with proposed conditions for at-grade garage and garden suites;
- To determine where at-grade garage and garden suites should be allowed in the city; and
- To measure respondents' likelihood of developing secondary, garage or garden suites.

2.0 METHODOLOGY

All components of the project were designed and executed in close consultation with the client team from the City of Edmonton Department of Planning and Policy Service (the Client). A detailed description of each task of the project is outlined in the remainder of this section.

2.1 Project Initiation and Questionnaire Design

All background information relevant to the study was identified and reviewed by Banister Research at the outset of the project. The consulting team familiarized itself with the objectives of the Client to ensure a full understanding of the issues and concerns to be addressed in the project, resulting in an agreement on the research methodology, a detailed work plan and project initiation.

The survey instrument was designed by Banister Research in close consultation with the Client. A copy of the final questionnaire is provided in Appendix A.

2.2 Survey Population and Data Collection

The survey tool was available on-line from June 12 to July 14, 2008. The survey was hosted on the Banister web server to ensure confidentiality of responses. Banister Research received 81 online responses. The survey was available through a link posted on the City of Edmonton main website. Respondents to the survey were visitors to the City of Edmonton website that wished to participate.

The City of Edmonton held workshops on proposed Smart Choices Planning Principles for Residential Infill in Mature Neighbourhoods on June 9 and 10, 2008. The workshops included options for Secondary, Garage and Garden Suites (Phase 2). Public open houses also presented these concepts on June 17 and 19. Hard-copies of self-complete workbooks of the survey were distributed to attendees at the workshops and open houses. As well, those who attended (or were invited) to a stakeholder meeting on Secondary, Garage and Garden Suites (Phase 2) that took place on June 24, 2008 were also encouraged to respond to the on-line survey before July 10, 2008. Completed workbooks were returned directly to Banister Research via mail or fax, or forwarded to Banister by the City. Five (5) completed workbooks were received, for a total of 86 online and self-complete surveys.

2.3 Data Analysis and Project Documentation

While data was being collected, Banister Research provided either a written or verbal progress report to the client. After all questionnaires were verified, the lead consultant reviewed the list of different responses to each open-ended or verbatim question and then a code list was established. To ensure consistency of interpretation, the same team of coders was assigned to this project from start to finish. The coding supervisor verified at least 10% of each coder's work. Once the responses were fully coded and entered onto the data file, computer programs were written to check the data for quality and consistency.

Tabulations of the detailed data tables have been provided under a separate cover. It is important to note that any discrepancies between charts, graphs or tables are due to rounding of the numbers.

A profile of the characteristics of respondents is provided in Section 3.9 of this report.

This report provides detailed findings for the City of Edmonton Secondary Suites Phase 2 Survey.

3.0 STUDY FINDINGS

Results of the study are presented as they relate to the specific topic areas addressed by the survey. The reader should note, when reading the report that the term significant refers to “statistical significance”. It should also be noted that the ‘n’ for each question varies due to the self-complete format of the survey. Respondents were provided with the option to comment on secondary or basement suites, garden or garage suites, or both. Thirty-six (36) respondents chose to comment on secondary suites only, 10 commented on garage or garden suites only, and 40 respondents commented on both housing types.

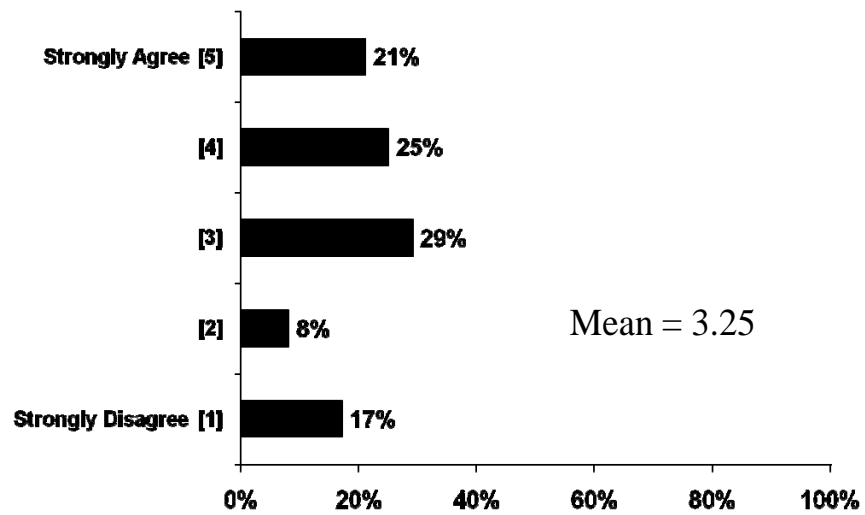
3.1 Secondary Suites: Existing Regulations – Phase 1

To begin, respondents were asked to rate their level of agreement regarding a series of required conditions for secondary suites, for all residential zones.

When asked to rate their level of agreement with the *minimum site (lot) size condition* for secondary suites, which states that a minimum site size of 360m² should be required to accommodate both a single detached dwelling and a secondary suite, forty-six percent (46%) of respondents agreed (4 or 5 out of 5) with this condition, while 29% were neutral (3) in this regard. In contrast, one-quarter (25%) of respondents expressed some level of disagreement (1 or 2) with the secondary suite minimum site (lot) condition. The mean agreement rating was 3.25 out of 5. See Figure 1, on the following page.

Figure 1

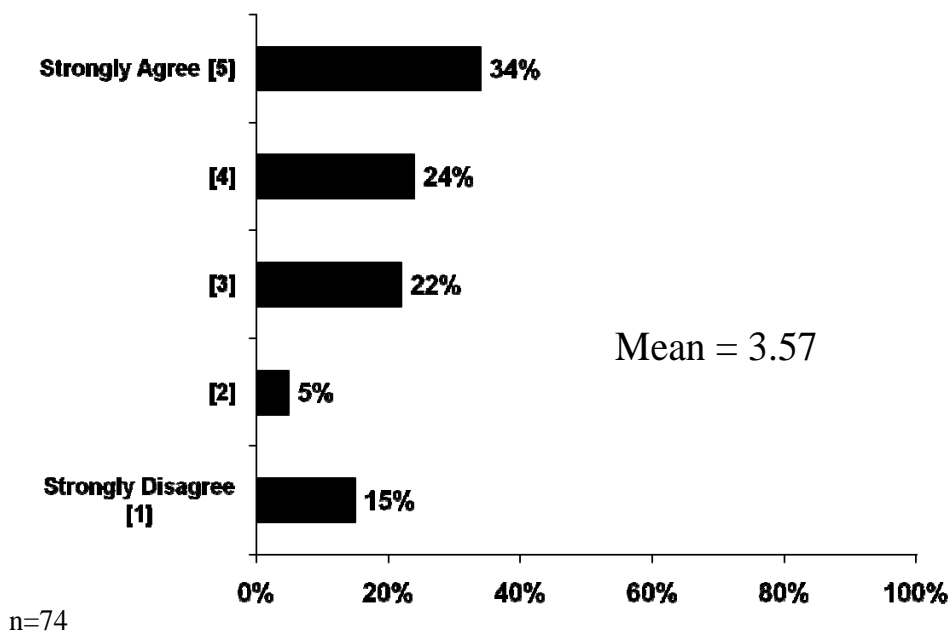
Agreement with Conditions for Secondary Suites – Minimum Site (Lot) Size



Fifty-eight percent (58%) of respondents agreed (4 or 5 out of 5) with the maximum secondary suite size condition for basement suites, which explains that when the secondary suite is a basement suite (e.g. below grade) it must be the size of the first floor area of the principal dwelling. Twenty-two percent (22%) of respondents neither agreed nor disagreed with the condition, while 20% disagreed overall (1 or 2) with the maximum secondary suite size condition for basement suites. The mean agreement rating was 3.57 out of 5. See Figure 2, below.

Figure 2

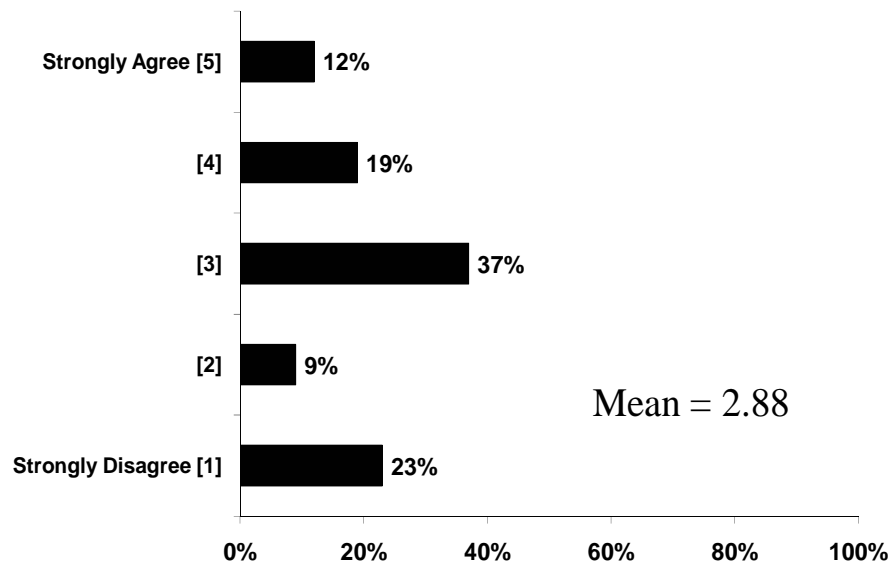
Agreement with Conditions for Secondary Suites – Maximum Secondary Suite Size for Basement Suite



Respondents were informed of the maximum secondary suite size condition for suites developed on or above the first floor of the principal dwelling, which states that the maximum size of the suite must be 40% of the total floor area of the principal dwelling, or 70m², whichever is lesser. When asked to rate their level of agreement with the condition, thirty-one percent (31%) of respondents agreed overall (4 or 5 out of 5), while 37% were neutral (3) and 32% disagreed to some extent (1 or 2) with the maximum secondary suite size condition for suites developed on or above the first floor of the principal dwelling. The mean agreement rating was 2.88 out of 5. See Figure 3, below.

Figure 3

**Agreement with Conditions for Secondary Suites –
Maximum Secondary Suite Size when Developed On or
Above First Floor of Principal Dwelling**

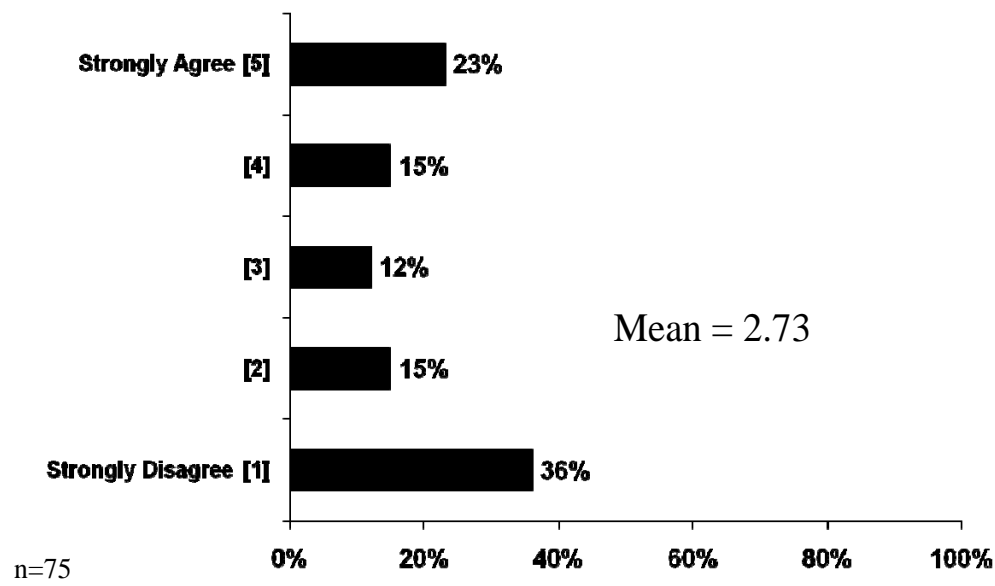


n=75

Respondents were then informed of the condition that a minimum of one extra on-site parking space is required for a secondary suite, plus two for the principal dwelling, for a minimum of three (3) parking spaces in total. As illustrated in Figure 4, below, thirty-seven percent (37%)⁴ of respondents agreed overall (4 or 5 out of 5) with the above condition, while 12% were neutral (3) in this regard. In contrast, 51% of respondents disagreed overall (1 or 2) with the secondary suite parking condition. The mean agreement rating was 2.73 out of 5.

Figure 4

Agreement with Conditions for Secondary Suites – A Minimum of One Extra On-Site Parking Space

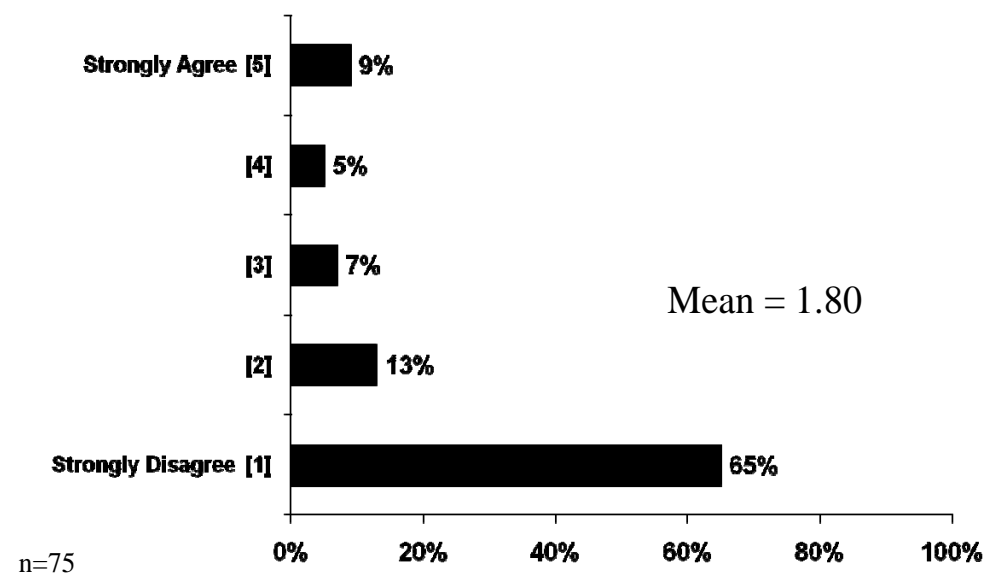


⁴ Numbers in graph do not add to total due to rounding.

Respondents were then asked to rate their level of agreement with the *location restriction condition*, which states that secondary suites in the RF1 and RF2 zones are only allowed in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in an industrial, commercial, row housing or apartment zone or lots that are separated from a site in an industrial, commercial, row housing or apartment zone by a public roadway no wider than 10.0m wide. As illustrated in Figure 5, below, the majority (79%) of respondents disagreed overall (1 or 2 out of 5) with the secondary suites location restriction condition, while 7% neither agreed nor disagreed and only 15% indicated some level of agreement (4 or 5) with the location restrictions. See Figure 5, below.

Figure 5

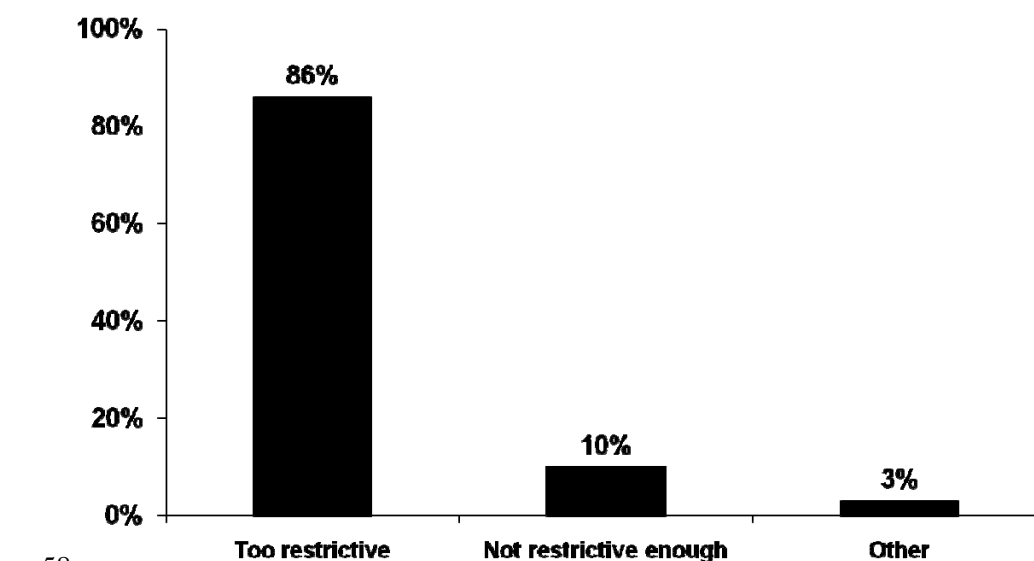
Agreement with Conditions for Secondary Suites – Location Restrictions



Respondents that disagreed (1 or 2 out of 5) with the secondary suite condition regarding location restrictions (n=58) were asked if they thought the restrictions were too restrictive, not restrictive enough or if they had another reason for their disagreement. The majority (86%) of respondents felt the restrictions were too restrictive, while 10% believed the restrictions were not restrictive enough. Of those that mentioned another reason for their disagreement (n=2), one (1) respondent indicated they did not agree with secondary suites, in general, and another respondent (1) felt the restrictions lacked flexibility. See Figure 6, below.

Figure 6

Are the Location Restrictions for Secondary Suites...?



n=58

Base: Respondents that disagreed (1 or 2 out of 5) with the location restriction condition

3.2 Secondary Suites: Proposed Amendments – Phase 2

Respondents were then asked a series of questions that pertained to options for Phase 2 amendments to the City of Edmonton's zoning bylaw for secondary suites.

First, respondents were asked, in their opinion, which options best described how secondary suites should be allowed in the RF1 and RF2 zones where they are currently not permitted. Approximately half (53%) of respondents indicated secondary suites should only be allowed as permitted uses⁵, where as secondary suites would be permitted throughout the RF1 and RF2 Zones, while 18% felt secondary suites should only be allowed as discretionary uses⁶. Twelve percent (12%) of respondents felt there should not be an increase in the locations where secondary suites are currently allowed, and 6% indicated secondary suites should be allowed as permitted uses in any location, as long as the secondary suite is constructed as part of a new single detached dwelling.

It should be noted that 11% of respondents felt none of the options listed correctly described how secondary suites should be allowed in the RF1 and RF2 zones. Of these respondents (n=8) the following reasons were noted:

- Secondary suites should be permitted in any other location / allowed in all zones (2 respondents);
- Should not be allowed at all (1 respondent);
- Should be discretionary uses if the criteria is developed with input from citizens (1 respondent); and
- Should be allowed at owner-occupied sited only (1 respondent).

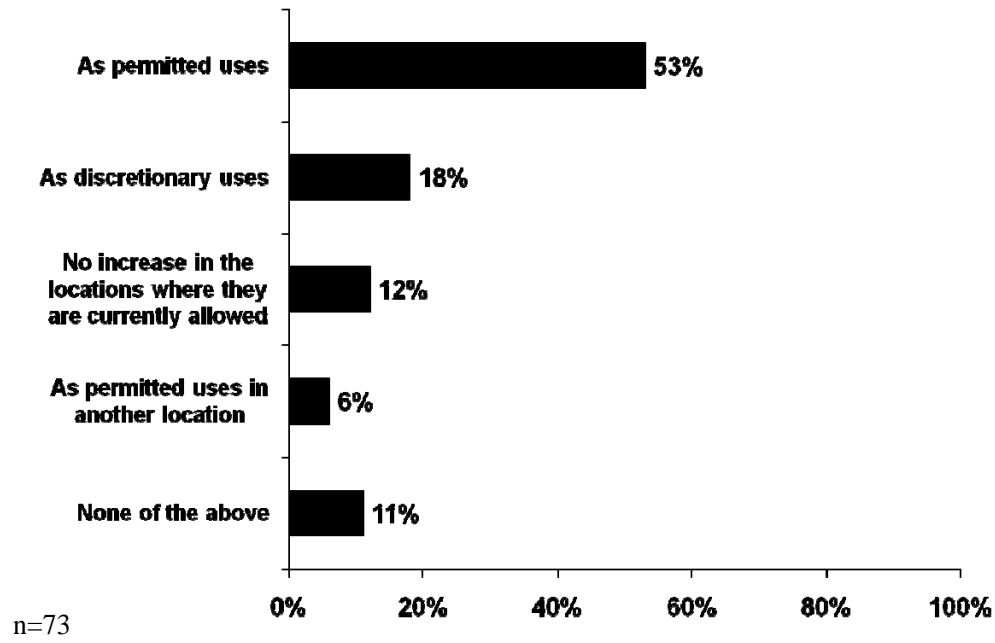
Refer to Figure 7, on the following page.

⁵ **Permitted Uses** will be approved by the Development Officer, provided that the Use meets all provisions of the Zoning bylaw. No notification of adjacent landowners is required.

⁶ **Discretionary Uses** are uses that may be approved by the Development Officer. They require notification of adjacent landowners and are subject to appeal.

Figure 7

Options that Describe how Secondary Suites Should be Allowed in the RF1 and RF2 Zones



Respondents were then asked if they had any additional comments on the proposed amendments for secondary suites. Of those that provided a comment, seven (7) respondents felt that the parking condition should not be required, while six (6) respondents believed secondary suites were critical for Edmonton in order to provide affordable housing. In addition, the need for secondary suites to meet all health, safety and fire codes (3 respondents), the perception that secondary suites should be allowed anywhere as long as they are properly inspected (3 respondents) and the need for changes to happen immediately (3 respondents) were also mentioned by respondents. See Table 1, below, for suggestions made by at least 2 respondents. For single mentions, refer to detailed data tables under separate cover.

Table 1

Additional Comments on the Proposed Amendments for Secondary Suites	
	<u>Number of Respondents*</u> (n=35)
Parking condition should not be required / if near transit	7
Secondary suites are critical to provide affordable housing / for low income	6
Secondary suites need to meet all health / safety / fire codes	3
Should be allowed anywhere / as long as they are inspected	3
These changes need to happen immediately	3
Shouldn't allow secondary suites	2
Should be permitted without neighbour consent / not discretionary	2
Like that City is trying to increase the density of the population instead of allowing urban sprawl	2
City should offer an opportunity seniors to make money / have in house support	2
Should allow suites in mature neighbourhoods as well as new houses	2
Other (Single mentions)	18

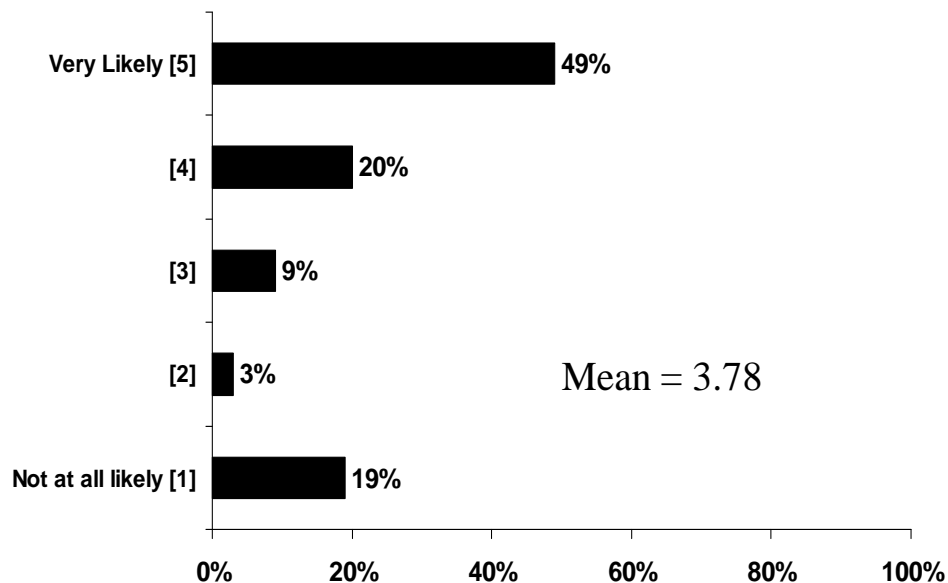
*Multiple mentions

3.3 Interest in Secondary Suites

When asked to indicate how likely their household would be to consider the development of a secondary suite within their dwelling, either now or in the future, seventy percent (70%) of respondents indicated they were likely (4 or 5 out of 5) to consider developing a secondary suite, while 9% were neutral (3) in this regard. In contrast, twenty-two percent (22%) of respondents indicated they were not likely (1 or 2) to consider developing a secondary suite. The mean likelihood rating was 3.78 out of 5. See Figure 8, below.

Figure 8

Likelihood of Considering Developing a Secondary Suite

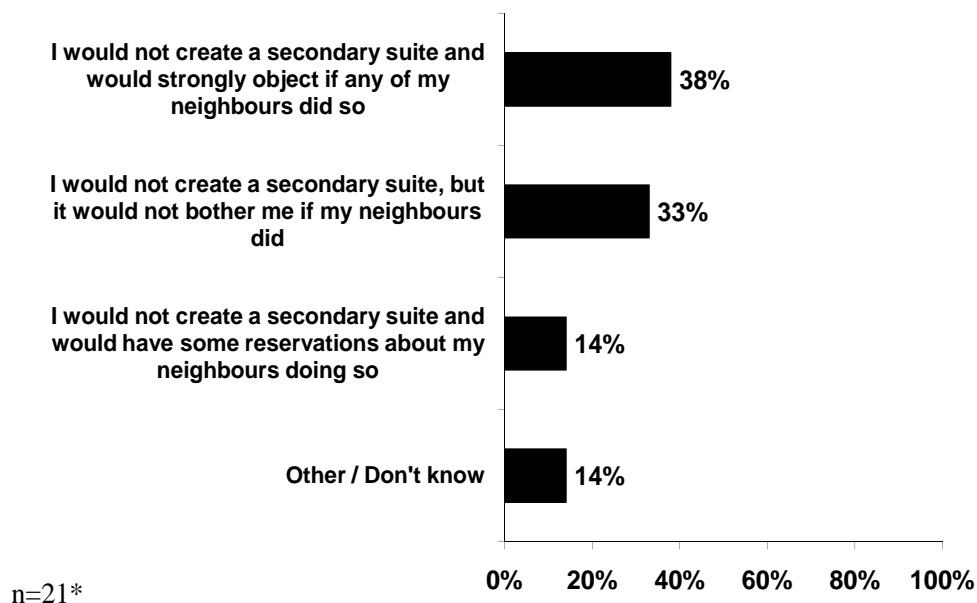


n=69

Respondents that indicated they were not likely (1 or 2 out of 5) to consider the development of a secondary suite (n=21) were presented with three (3) statements about secondary suites and asked to indicate which one best matched their opinion. Thirty-eight percent (38%), or 8 respondents, indicated that they would not create a secondary suite and they would strongly object if their neighbours did. One-third (33%), or 7 respondents, indicated that they would not be bothered if their neighbours created a secondary suite, and 14%, or 3 respondents, mentioned they would have reservations about their neighbours developing a secondary suite. Of respondents that provided some other response (n=3), two (2) were unsure of their opinion and one (1) respondent already had a secondary suite. See Figure 9, below.

Figure 9

Opinions Regarding Secondary Suites



Base: Respondents that were unlikely (1,2,3) to consider developing a secondary suite

***Results should be interpreted with caution due to limited sample size (n<30).**

Respondents that indicated they would not create a secondary suite, but would not be bothered if their neighbours (n=7) were asked why they felt that way. Reasons included:

- Secondary suites would provide safe affordable housing throughout the City (3 respondents);
- Current house isn't suitable for suites but would do it if it was (2 respondents);
- Suites will help sustain the population of mature neighbourhoods (2 respondents);
- Need more secondary suites to reduce urban sprawl (1 respondent);
- Need to worry less about parking or congestion issues (1 respondent); and
- Rent will help seniors or those with mortgages (1 respondent).

Respondents that would not create a secondary suite, but would have some reservations about their neighbours doing so (n=2) indicated they felt this way because:

- Encouraging secondary suites will have negative effects on the neighbourhood (1 respondent);
- Concerned about irresponsible neighbour renting a suite (1 respondent); and
- Don't want fully rental houses in neighbourhood (1 respondent).

Reasons for not wanting to create a secondary suite and strongly objecting if neighbours did so (n=8) included:

- Had a bad experience with a neighbouring rental / secondary suite house (3 respondents);
- Concerned about absent / poor landlords (2 respondents);
- Suites will destroy existing single family dwelling communities (2 respondents);
- Secondary suites will increase traffic / parking problems (2 respondents);
- Prefers the current low density of residents / single family area (2 respondents); and
- Makes Edmonton look unfavorable (1 respondent).

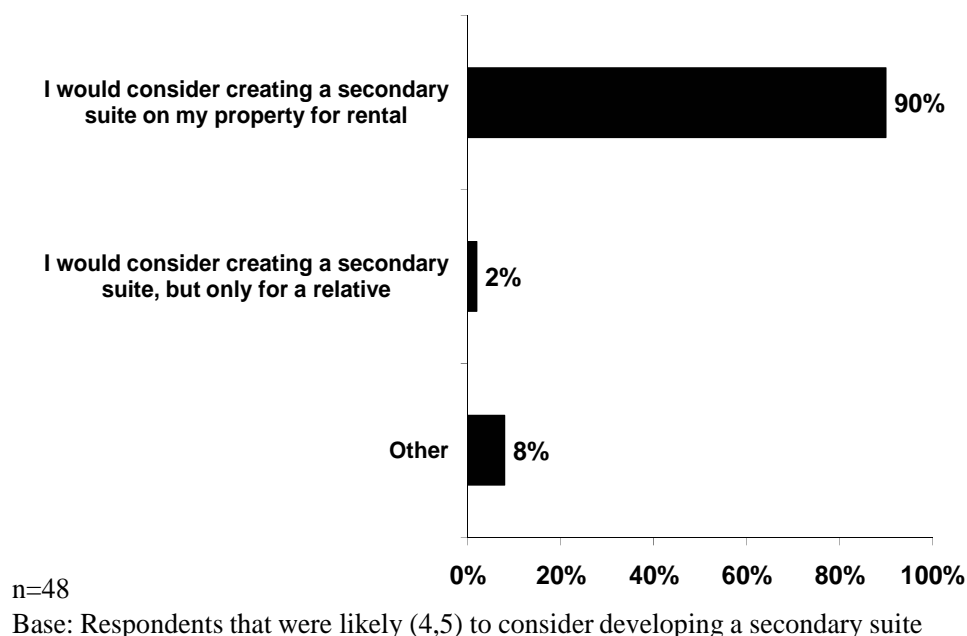
Of those respondents that provided some other response or were unsure of their opinion (n=3), responses included:

- Legislation is too restrictive (1 respondent);
- Many people already have illegal secondary suites so should allow it (1 respondent);
- Wouldn't do it but would let neighbours only if owner occupied (1 respondent); and
- House already had a secondary suite when purchased (1 respondent).

Respondents that indicated they were likely (4 or 5 out of 5) to consider the development of a secondary suite on their property, either now or in the future (n=48), were presented with two (2) statements about developing secondary suites and asked to indicate which one best matched their opinion. The majority (90%) of respondents indicated that they would consider creating a secondary suite on their property for rental, while 2%, or 1 respondent, indicated they would only consider creating a secondary suite for a relative. See Figure 10, below.

Figure 10

Opinions Regarding Secondary Suites



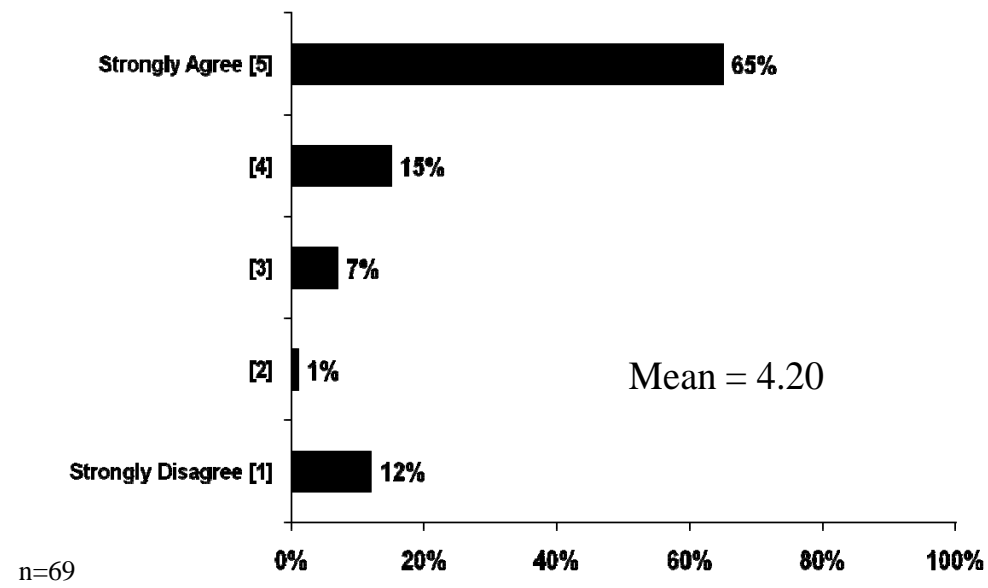
Of those respondents that had another opinion regarding secondary suites (n=4), the following were noted:

- Will create suite above garage when zoning permits renting (1 respondent);
- Considering a secondary suite for a disabled low income relative (1 respondent);
- Will use the secondary suite for myself and will rent out the rest of the house (1 respondent); and
- Would consider creating a secondary suite for rental or for a relative (1 respondent).

When asked to indicate whether they agreed or disagreed that by providing increased support and opportunities for creating new secondary suites, safe and affordable housing would be available within the City of Edmonton, the majority (80%) of respondents agreed (4 or 5 out of 5) that new secondary suites would provide safe, affordable housing, while 7% were neutral (3) in this regard. In contrast, thirteen percent (13%) of respondents disagreed to some extent (1 or 2) that secondary suites were a solution to safe and affordable housing. The mean agreement rating was 4.20 out of 5. See Figure 11, below.

Figure 11

**Agreement that Increased Support and Opportunities for
Creating Secondary Suites will Provide Affordable and
Safe Housing within Edmonton**



Respondents were then asked if they had any additional comments regarding secondary suites. Of those that provided a comment (n=33), four (4) respondents felt secondary suites were a good option for affordable housing, while displeasure with the parking condition and the need to make secondary suites legal so that standards can be enforced were each mentioned by three (3) respondents. See Table 2, below, for comments provided by at least 2 respondents. For single mentions, see detailed data tables under separate cover.

Table 2

Additional Comments Regarding Secondary Suites	
	<u>Number of Respondents*</u> (n=33)**
Is a good option for affordable housing	4
Parking shouldn't be an issue / shouldn't be required	3
Make secondary suites legal so standards can be enforced	3
Dislike secondary suites / not the solution for affordable housing	2
Should limit the number of occupants to avoid rooming houses	2
Is a good option for seniors / pensioners	2
Parking is a problem / creates congestion / needs to be proper parking	2
Is long overdue / has taken too long to address issue	2
Changes should happen immediately	2
Other (Single mentions)	17
Don't know	1

*Multiple mentions

**Results should be interpreted with caution due to limited sample size

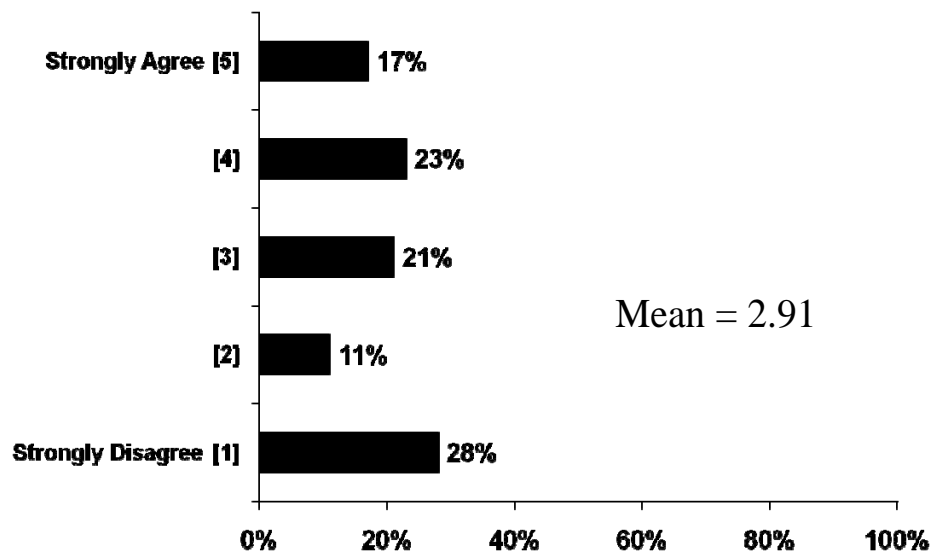
3.4 Garage Suites (Above Grade) Existing Regulations - Phase 1

Next, respondents were asked to rate their level of agreement regarding a series of requirements for garage suites, above grade, or suites located above a detached garage.

When asked to rate their level of agreement with the minimum site (lot) size requirement for garage suites, above grade, which states that for a single detached house, a minimum site size of 460m² is required to accommodate such a suite, forty percent (40%) of respondents agreed (4 or 5 out of 5) with this requirement. Twenty-one percent (21%) of respondents neither agreed nor disagreed (3), while over one-third (38%) of respondents disagreed to some extent (1 or 2) with the minimum site (lot) size requirement for garage suites. The mean agreement rating was 2.91 out of 5. See Figure 12, below.

Figure 12

Agreement with Requirements for Garage Suites (above grade) – Minimum Site (Lot) Size

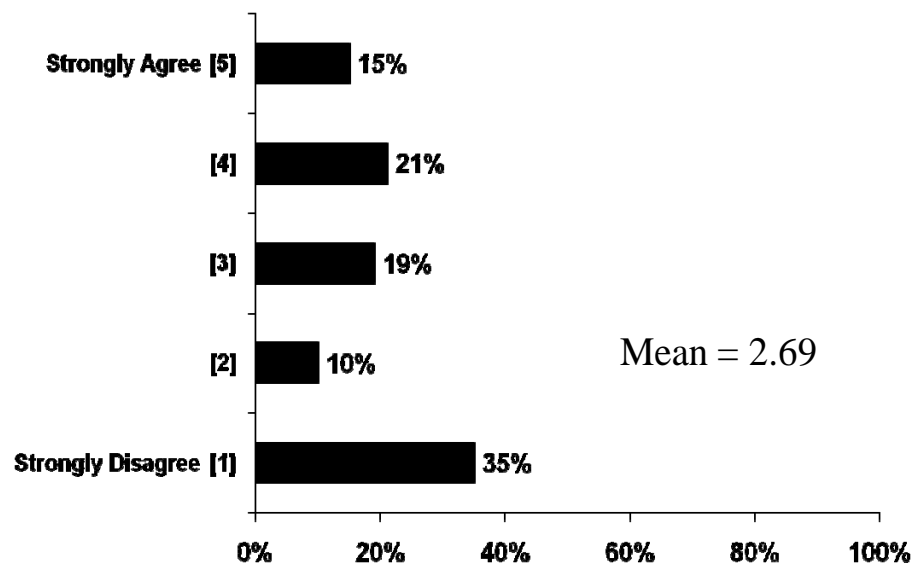


n=47

Regarding agreement with the maximum garage suite size requirement for above grade suites, which explains that a garage suite cannot be larger than 60m², or the same floor area as an over-sized double garage, over one-third (36%) of respondents agreed to some extent (4 or 5 out of 5) with this requirement, while 19% provided a neutral (3) agreement rating. In contrast, forty-six percent (46%)⁷ of respondents disagreed overall (1 or 2) with the maximum garage suite size requirement for above grade suites. The mean agreement rating was 2.69 out of 5. See Figure 13, below.

Figure 13

Agreement with Requirements for Garage Suites (above grade) – Maximum Garage Suite Size of 60m²

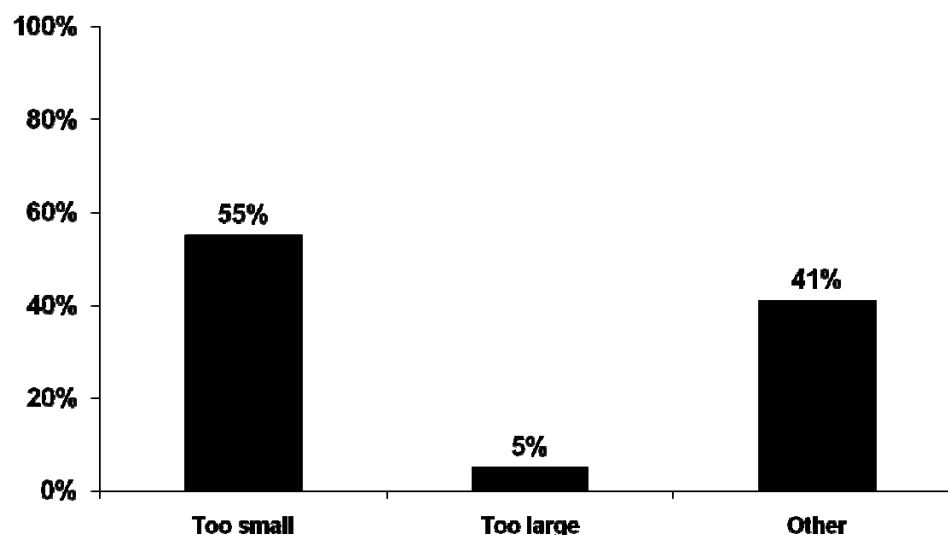


⁷ Numbers in graph do not add to total due to rounding.

Respondents that disagreed (1 or 2 out of 5) with the garage suites maximum size requirement (n=22) were asked if they thought the size of 60m² was too large, too small or if they had another reason for their disagreement. Over half (55%), or 12 respondents, felt that the maximum suite size of 60m² was too small, while 5%, or 1 respondent, believed the size requirement was too large. See Figure 14, below.

Figure 14

Is the Maximum Size Requirement of 60m² for Garage Suites (above grade)...



n=22*

Base: Respondents that disagreed (4 or 5 out of 5) with the garage suite maximum size requirement

*Caution should be exercised in interpretation of results due to limited sample size (n<30)

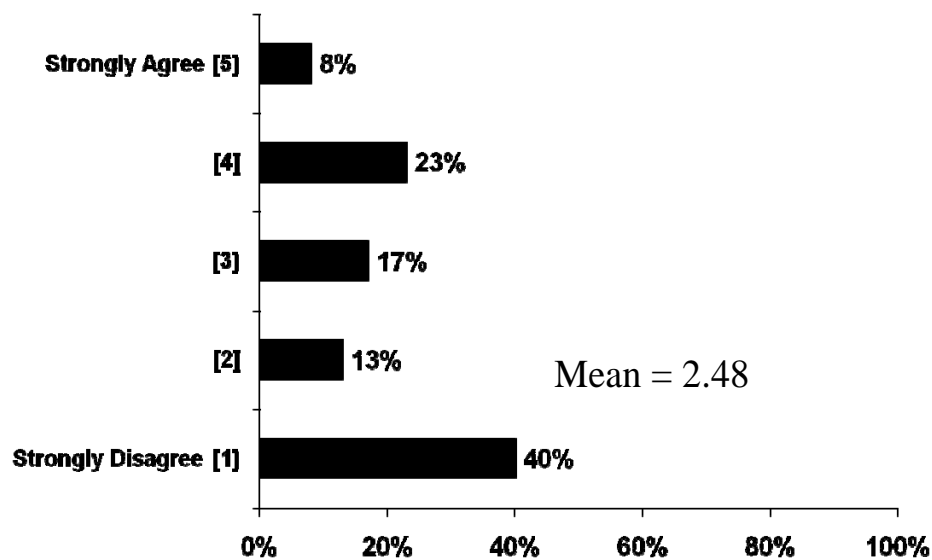
Of those that mentioned another reason for their disagreement (n=9), the following were noted by respondents:

- Opposed to garage suites (3 respondents);
- Should be the same size as the garage / same floor area as garage (2 respondents);
- Restricts creative architecture (1 respondent);
- Both minimum lot size and maximum garage suite size is too restrictive (1 respondent);
- Disagree with expanding zones (1 respondent); and
- The suite size of 60m² does not come close to 12% of lot usage on larger lots (1 respondent).

Respondents were then informed that in Phase 1 of the secondary suite strategy, the maximum height for garage suites, above grade, was set at 6m or the height of the principal dwelling, whichever was the lesser, in order to keep the scale of the garage suite subordinate to the principal dwelling. Respondents were then asked to rate their level of agreement with this *maximum height restriction*. As illustrated in Figure 15, below, thirty-one percent (31%) of respondents agreed overall (4 or 5 out of 5) with the maximum height restriction for above-grade garage suites, while 17% were neutral (3) in this regard. Over half (53%) of respondents disagreed to some extent (1 or 2) with the 6m maximum height restriction for garage suites.

Figure 15

Agreement with Requirements for Garage Suites (above grade) – Maximum Height Restriction of 6m

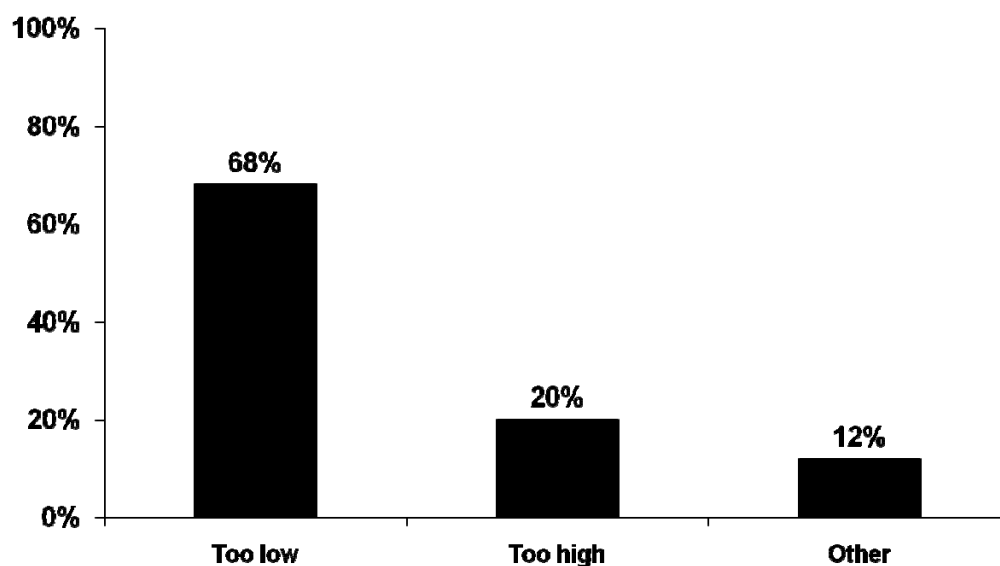


n=48

Of those that disagreed (1 or 2 out of 5) with the above grade garage suites *maximum height requirement* of 6m, or the height of the principal dwelling (n=25), over two-thirds (68%), or 17 respondents, felt that the height requirement was too low, while 20%, or 5 respondents, believed the height requirement was too high. Of those that mentioned another reason for their disagreement (n=3), one (1) respondent indicated that secondary suite zones should not be expanded, another respondent (1) felt that the height restrictions were too invasive, and an additional one (1) respondent indicated that many of the houses in the RF1 zone were small bungalows, which reduced the options for building a garage suite. See Figure 16, below.

Figure 16

Is the Maximum Height Requirement for Garage Suites (above grade)...



n=25*

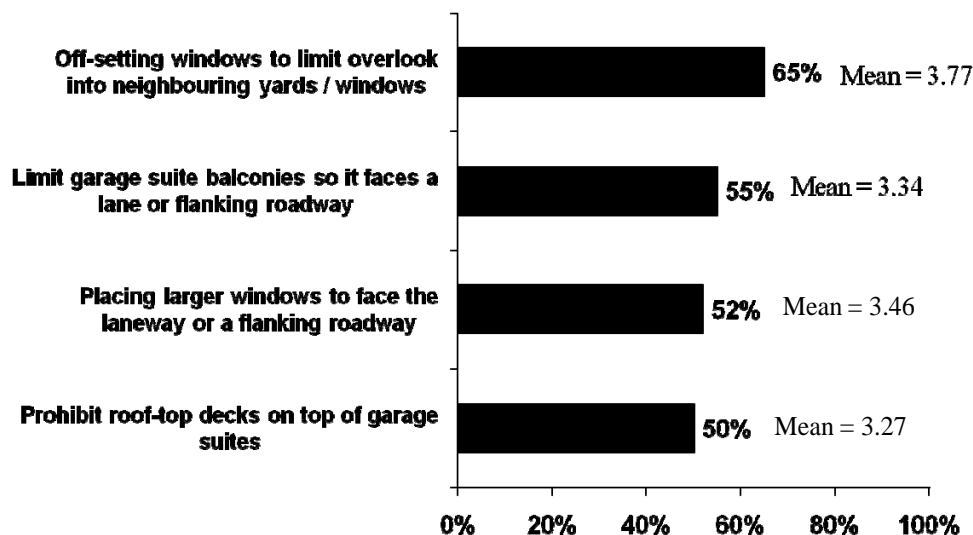
Base: Respondents that disagreed (4 or 5 out of 5) with the garage suite maximum height requirement

*Caution should be exercised in interpretation of results due to small sample size (n<30)

When asked to rate their level of agreement with a number of *privacy regulations* for above grade garage suites, approximately two-thirds (65%) of respondents agreed (4 or 5 out of 5) with the regulation that states garage suites should have off-setting windows to limit the overlook into neighbouring yards and windows, while 55% of respondents agreed that balconies on garage suites should be limited so that the balcony faces a lane or flanking roadway. The privacy regulation which states that larger windows on garage suites should be placed so that they face a laneway or flanking roadway was agreed upon by 52% of respondents, and half (50%) of respondents agreed that roof-top decks on above grade garage suites should be prohibited. The mean agreement ratings range from 3.27 to 3.77 out of 5. See Figure 17, below, and Table 4, on the following page.

Figure 17

Agreement with Requirements for Garage Suites (above grade) – Privacy Regulations



n=47 to 48

Table 4, below, provides the agreement ratings for each of the four (4) privacy regulations measured.

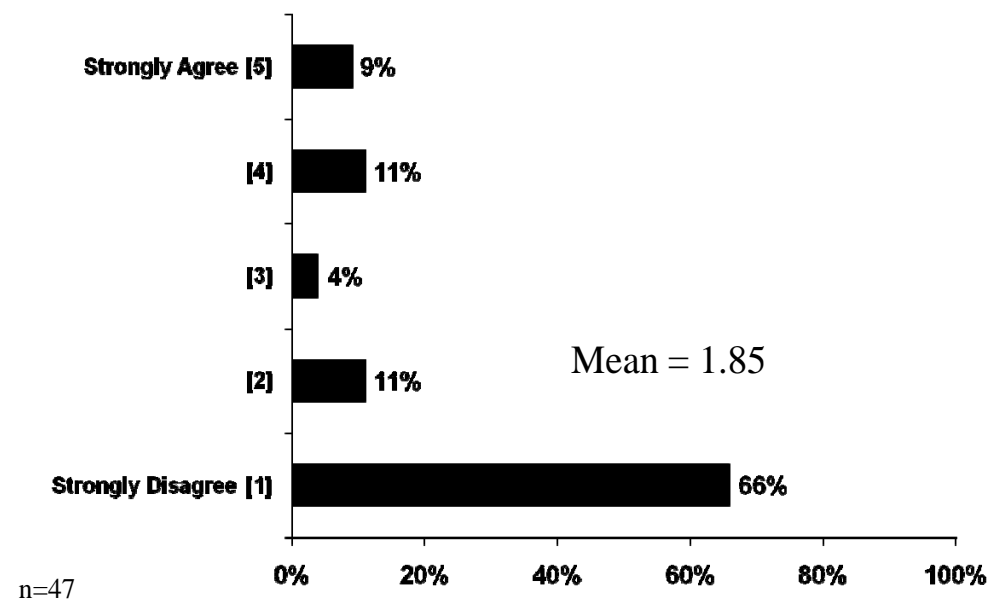
Table 4

Agreement with Garage Suite (Above Grade) Privacy Regulations						
	Percent of Respondents (n=47 to 48)					
	Strongly Disagree [1]	[2]	[3]	[4]	Strongly Agree [5]	Mean
Off-setting windows to limit overlook into neighbouring yards and / or windows in neighbouring dwelling	8	-	27	35	29	3.77
Placing larger windows to face the laneway or a flanking roadway (e.g. for corner lots)	10	8	29	29	23	3.46
Limit Garage suite balconies to those that face a lane or a flanking roadway	19	15	11	23	32	3.34
Prohibit roof-top decks on top of garage suites – above garage	27	10	13	8	42	3.27

Respondents were then asked to rate their level of agreement with the location restriction requirement for above grade garage suites, which explains that garage suites in the RF1, RF2 and RF3 Zones are only allowed as discretionary uses in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in an industrial, commercial, row housing or apartment zone or lots that are separated from a site in an industrial, commercial, row housing or apartment zone by a public roadway not wider than 10.0m wide. As illustrated in Figure 18, below, nineteen percent (19%) of respondents agreed (4 or 5 out of 5) with the location restrictions for above grade garage suites, while 4% neither agreed nor disagreed (3). The majority (77%) of respondents disagreed (1 or 2) to some extent with the garage suite location restrictions. The mean agreement rating was 1.85 out of 5.

Figure 18

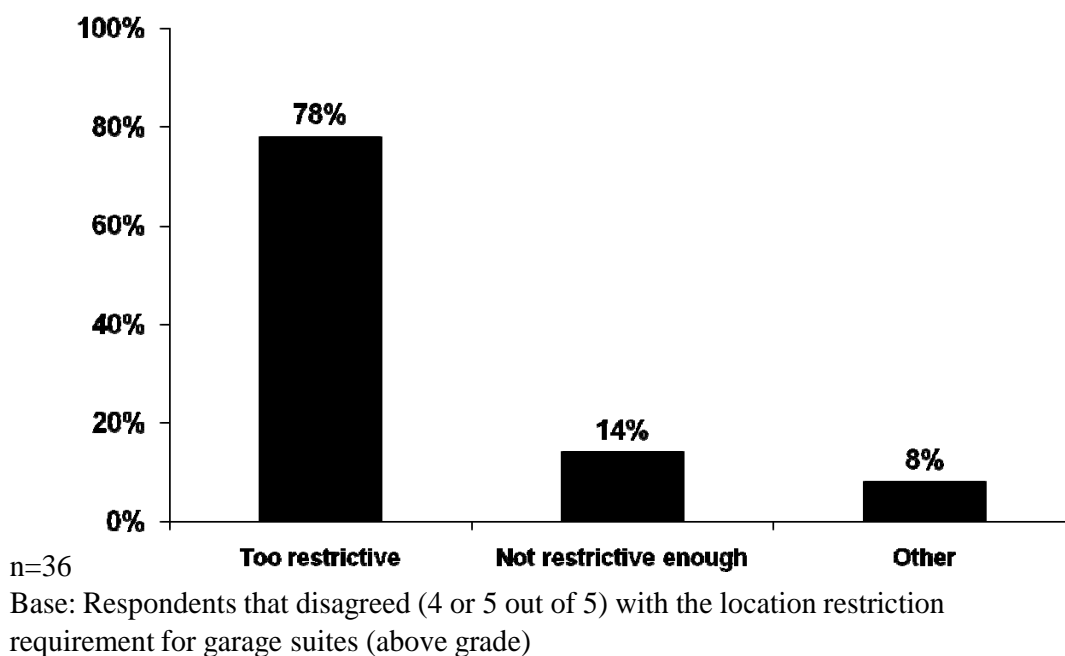
Agreement with Requirements for Garage Suites (above grade) – Location Restriction



Respondents that disagreed (1 or 2 out of 5) with the above grade garage suite location restrictions (n=47) were asked if they thought the restrictions were too restrictive, not restrictive enough or if they had another reason for their disagreement. The majority (78%) of respondents felt the restrictions were too restrictive, while 14% believed the restrictions were not restrictive enough. Of those that mentioned another reason for their disagreement (n=3), two (2) respondents indicated they were opposed to garage suites, in general, and another respondent (1) felt that all families should be given permission to have a suite if they require it. See Figure 19, below.

Figure 19

Are the Location Restrictions for Garage Suites (above grade)...

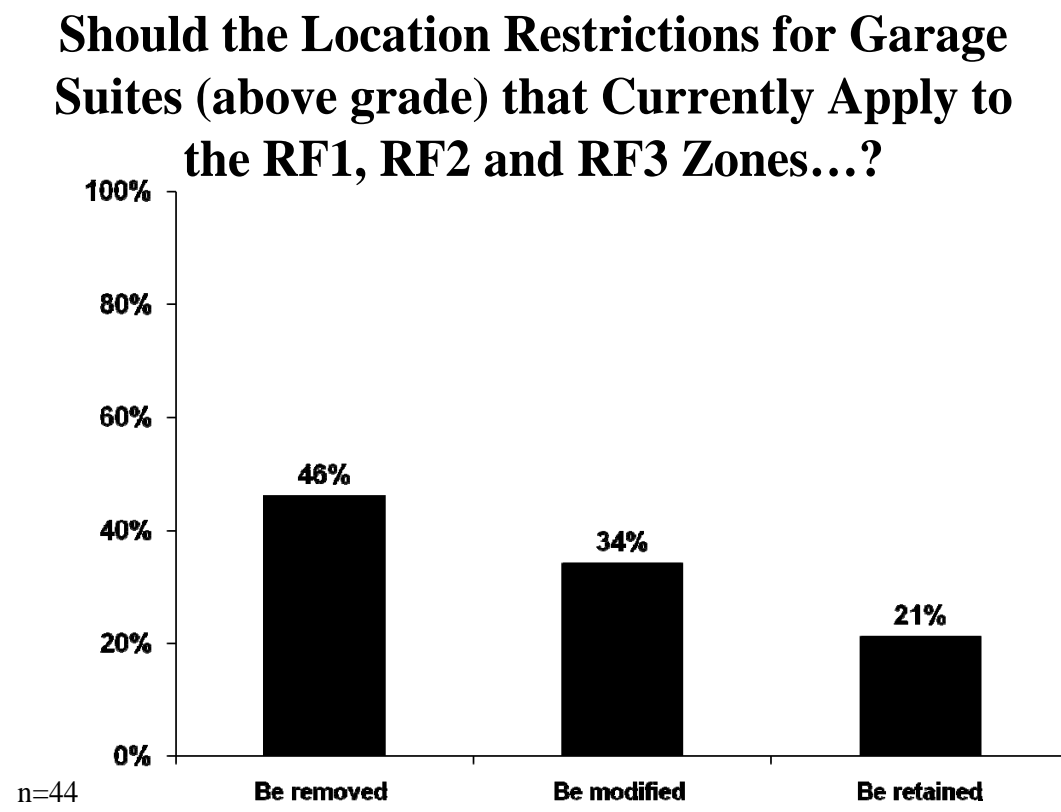


3.5 Garage Suites – Above Grade: Proposed Amendments - Phase 2

Respondents were then asked a series of questions that pertained to options for Phase 2 amendments to the City of Edmonton's Zoning Bylaw for above grade garage suites.

As illustrated in Figure 20, below, forty-six percent (46%) of respondents indicated that the location restrictions for above grade garage suites that currently apply to the RF1, RF2 and RF3 zones should be removed, therefore making all garage suites above grade discretionary uses throughout the three zones. Approximately one-third (34%) of respondents felt that the location restrictions should be modified in some way, and twenty-one percent (21%) of respondents commented that the current location restrictions for above grade garage suites should be retained.

Figure 20



Respondents that indicated the current location restrictions for above grade garage suites in the RF1, RF2 and RF3 zones should be modified in some way (n=15) were asked to describe how these restrictions should be modified. Respondents felt that the following modifications should be made:

- Adding the opportunity for garage suites, above grade, on lots backing onto a lane that runs alongside an arterial road that is separated from the lane by a landscaped boulevard (6 respondents);
- Removing the opportunity on lots adjacent to a commercial or industrial zone (2 respondents);
- Opposed to garage suites (2 respondents);
- Remove as many restrictions as possible (2 respondents);
- Allow discretionary use of garage suites for all zones (1 respondent);
- Allow garage suites everywhere (1 respondent);
- Allow garage suites in any house in RF1 or RF2 Zone (1 respondent); and
- Location restrictions should be changed to permitted use (1 respondent).

Respondents were then asked if they had any additional comments regarding regulations for above grade garage suites. Of those that provided a comment (n=22), seven (7) respondents felt there were too many restrictions or thought restrictions should be removed, while three (3) respondents were opposed to garage suites, in general. An additional three (3) respondents felt garage suites were needed or should be allowed in Edmonton. See Table 4, below, for comments provided by at least 2 respondents. For single mentions, see detailed data tables under separate cover.

Table 4

Additional Comments Regarding Regulations for Garage Suites – Above Grade	
	<u>Number of Respondents*</u> (n=22)**
Too many restrictions / remove restrictions	7
Opposed to garage suites (in general)	3
Is needed / should be allowed	3
Garage suites should be allowed if they have access to back alley	2
Allow window / balconies looking into backyard / more flexibility on window restriction	2
Should not be discretionary	2
Creates crowding / lack of privacy	2
Should be discretionary for all locations	2
Should be allowed in more locations / the more opportunities the better	2
Other (Single mentions)	9

*Multiple mentions

**Results should be interpreted with caution due to limited sample size

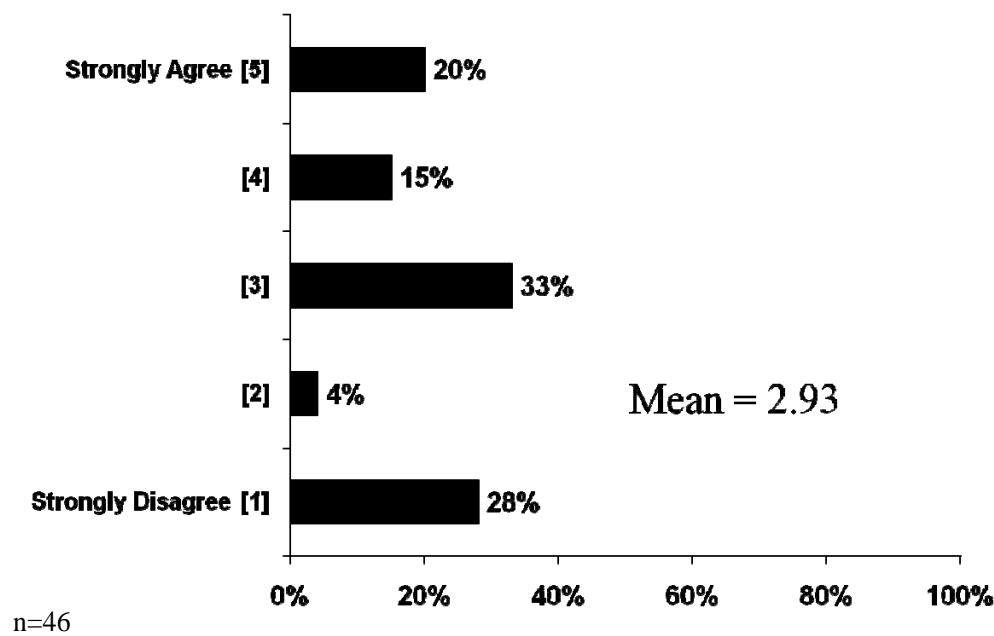
3.6 New Uses: Garage Suites and Garden Suites – Phase 2

Respondents were then asked a series of questions that pertained to proposed options for garage suites, at grade, and garden suites. Respondents were informed that *at grade garage suites* are defined as one-story suites that are attached to a detached garage, and *garden suites* are defined as second dwellings detached from the principal dwelling. Both suites were proposed in the Phase 2 amendments to the City's Zoning Bylaw on a discretionary basis.

First, respondents were asked to rate their level of agreement with the proposed *minimum site (lot) size regulation* for at grade garage suites and garden suites. This proposed regulation states that for all zones where the suites are allowed and only on lots with single detached housing, a minimum site size of 525m² is required to accommodate such a suite. As illustrated in Figure 21, below, thirty-five percent (35%) of respondents agreed to some extent (4 or 5 out of 5) with the proposed minimum site (lot) size for at grade garage and garden suites. Similar proportions of respondents were neutral (33%) or disagreed overall (33%) with the minimum site (lot) size regulation. The mean agreement rating was 2.93 out of 5.

Figure 21

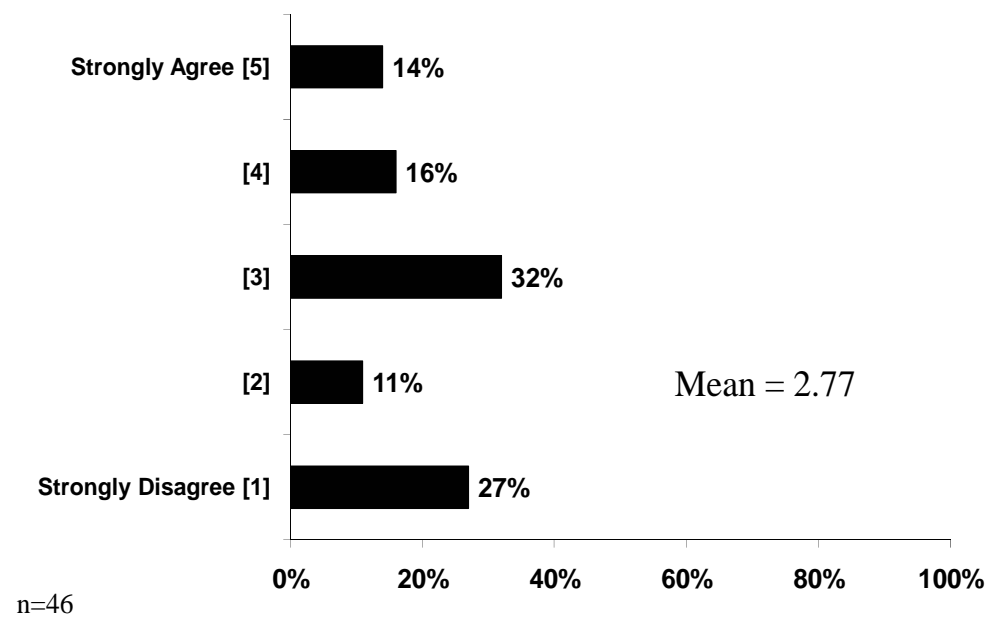
Agreement with Proposed Regulations for Garage (at grade) / Garden Suites – Minimum Site (Lot) Size



Regarding agreement with the proposed minimum site (lot) width requirement of 15m for at grade garage or garden suites, thirty percent (30%) of respondents indicated some level of agreement (4 or 5 out of 5) with the above regulation, while 32% were neutral (3) and 39% disagreed overall (1 or 2) with the proposed 15m maximum site width requirement. See Figure 22, below.

Figure 22

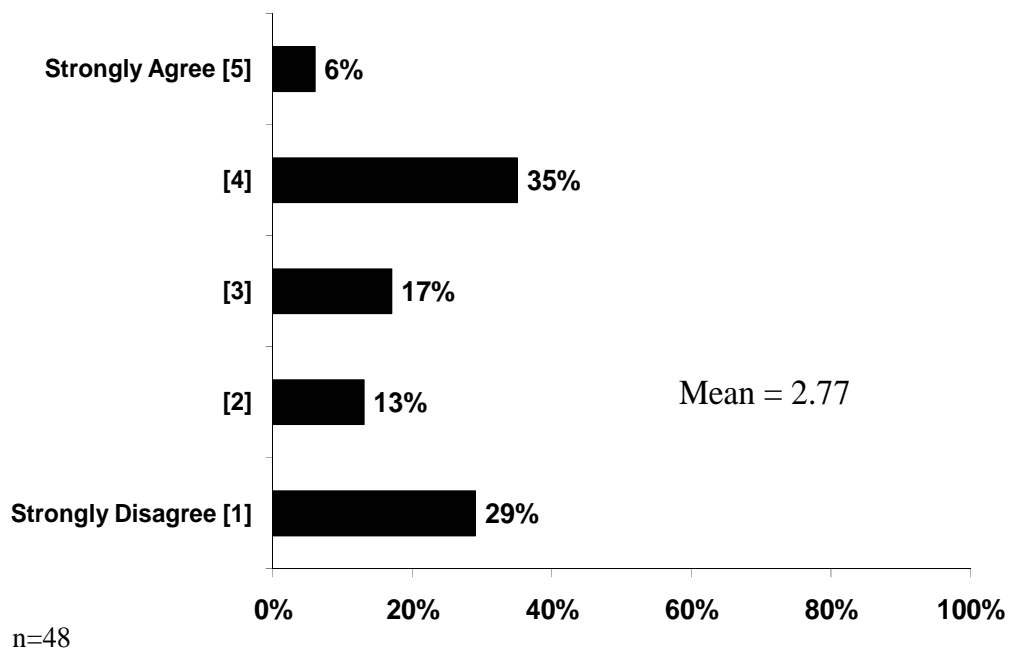
**Agreement with Proposed Regulations for Garage (at grade)
or Garden Suites – Minimum Site (Lot) Width of 15m**



When asked to rate their level of agreement with the proposed maximum at grade garage or garden suite size regulation, which states that an at grade garage suite or garden suite cannot be larger than 50m², or the same floor area as a double garage, forty-two percent (42%) of respondents agreed overall (4 or 5 out of 5) with the regulation. Seventeen percent (17%) of respondents were neutral in this regard, while 42% disagreed to some extent with the maximum size regulation. See Figure 23, below.

Figure 23

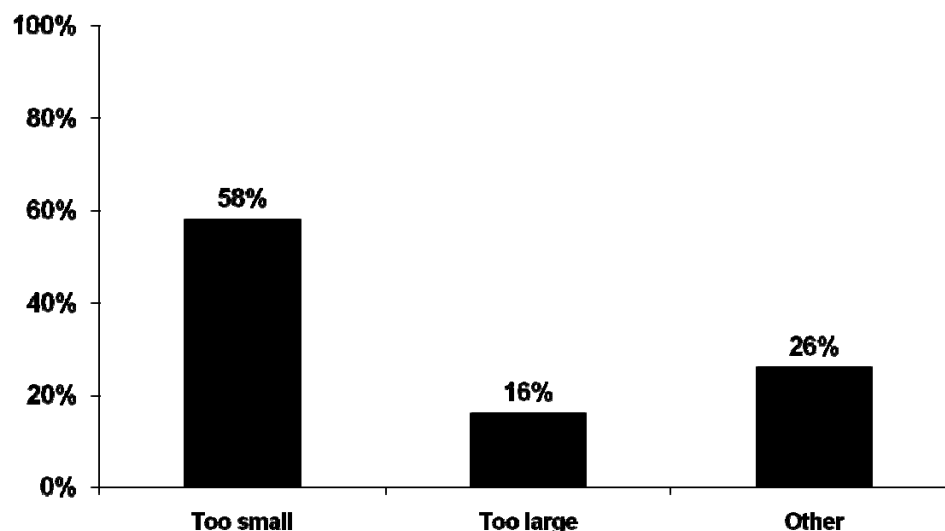
Agreement with Proposed Regulations for Garage (at grade) / Garden Suites – Maximum Size of 50m²



Respondents that disagreed (1 or 2 out of 5) with the at grade garage and garden suite maximum size requirement (n=19) were asked if they thought the size of 50m² was too large, too small or if they had another reason for their disagreement. Fifty-eight percent (58%), or 11 respondents felt that the maximum suite size of 50m² was too small, while 16%, or 3 respondents, believed the size requirement was too large. Approximately one-quarter (26%) of respondents mentioned another reason for their disagreement. See Figure 24, below.

Figure 24

Is the Maximum Size Requirement of 50m² for Garage (at grade) / Garden Suite...?



n=19*

Base: Respondents that disagreed (4 or 5 out of 5) with the garage suite / garden suite maximum size requirement

*Caution should be exercised in interpretation of results due to small sample size (n<30)

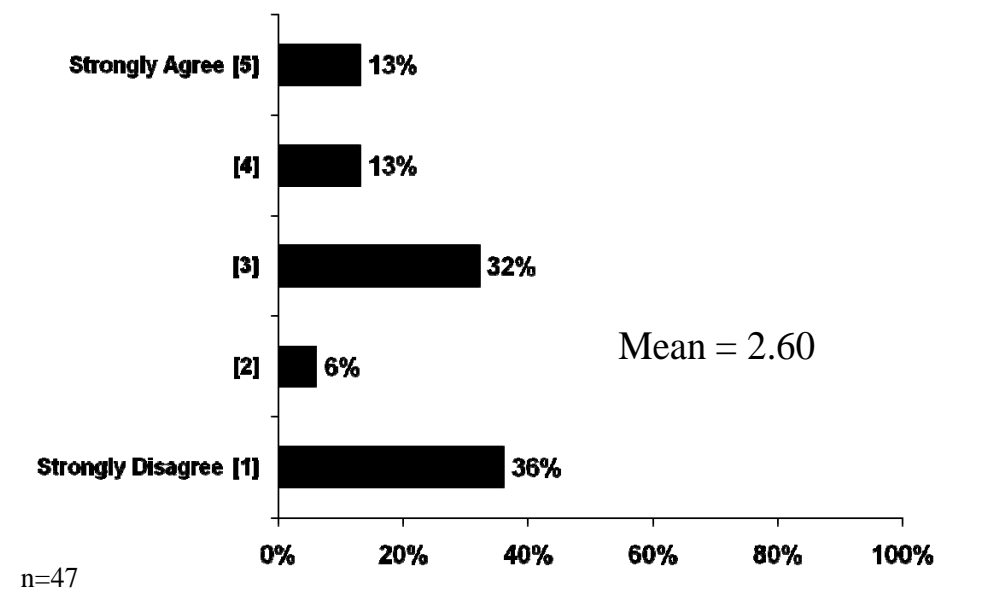
Of those that mentioned another reason for their disagreement with the maximum size requirement (n=5), the following reasons were noted:

- Opposed to garage suites (2 respondents);
- Requirement is too restrictive (1 respondent);
- Should be the same size as the garage (1 respondent); and
- Should be 12% of the total lot usage of all accessory buildings (1 respondent).

Respondents were informed that “The site coverage of the garden suite or garage suite, at grade, may in combination with other accessory buildings, exceed (within limits) the allowable maximum site coverage for accessory buildings in the zone, but only where a garden suite (with or without a detached garage on the same site) or a garage suite, at grade, is constructed” and then asked to rate their level of agreement with the statement. As illustrated in Figure 25, below, approximately one-quarter (26%) of respondents agreed (4 or 5 out of 5) with the site coverage regulation for at grade garage or garden suites, while 32% provided a neutral agreement rating (3). In contrast, forty-three percent (43%)⁸ of respondents disagreed overall (1 or 2) with the site coverage regulation. The mean agreement rating was 2.60 out of 5.

Figure 25

Agreement with Regulations for Garage (at grade) / Garden Suites – Site Coverage

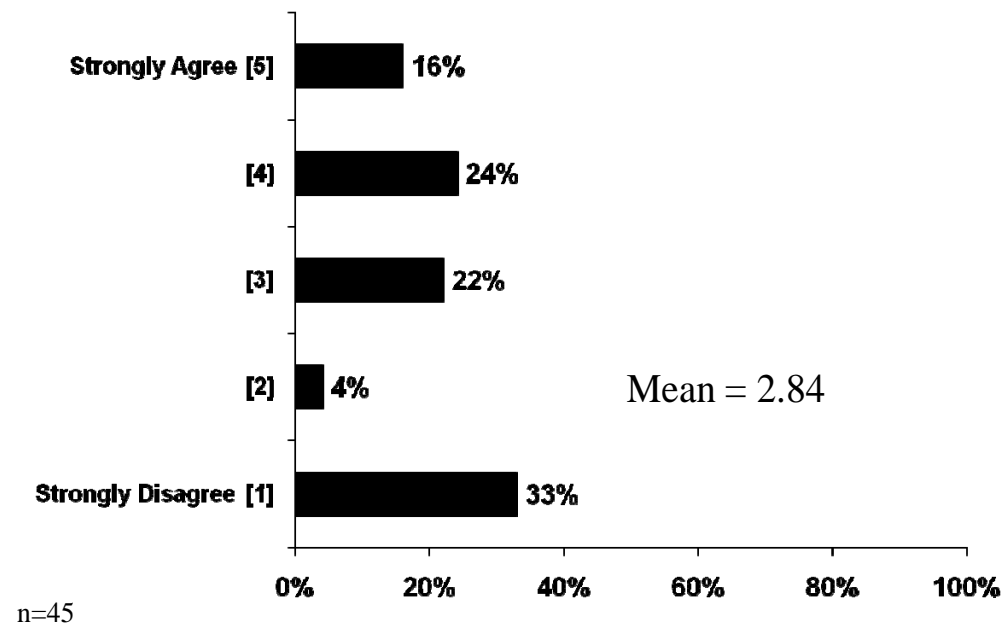


⁸ Percentages in graph do not add to total due to rounding.

When asked to rate their level of agreement with the proposed maximum height requirement of 4.3 meters for at grade garage or garden suites, or the same height as the maximum height allowed for accessory buildings in most residential zones, forty percent (40%) of respondents agreed (4 or 5 out of 5) with this proposed requirement, while 22% neither agreed nor disagreed (3). Thirty-seven percent (37%) of respondents disagreed to some extent (1 or 2) with the proposed 4.3 meter maximum height requirement for at grade garage or garden suites. The mean agreement rating was 2.84 out of 5. See Figure 26, below.

Figure 26

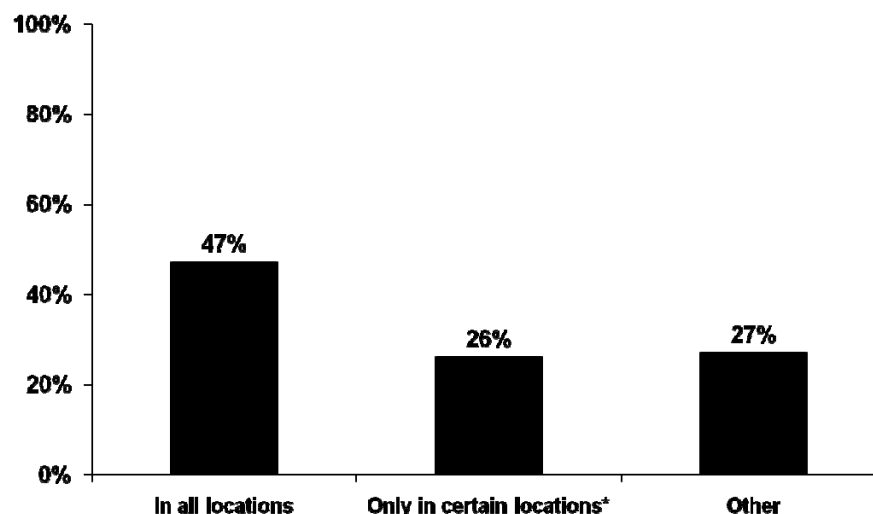
Agreement with Regulations for Garage (at grade) / Garden Suites – Maximum Height of 4.3m



As illustrated in Figure 27, below, almost half (47%) of respondents indicated that garden suites and at grade garage suites should be allowed as a discretionary use in all RF1, RF2 and RF3 zone locations, provided that the use complies with the regulations of the zoning bylaw, while 26% felt that garden suites and at grade garage suites should only be allowed in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in a row housing or apartment zone or lots that are separated from a site in a row housing or apartment zone by a public roadway not wider than 10.0m wide. Twenty-seven percent (27%) of respondents believed that garden suites or at grade garage suites should only be allowed in other locations.

Figure 27

Should Garden Suites and Garage Suites (at grade) be Allowed as a Discretionary Use...?



n=47

*Certain locations refer to corner lots, lots fronting onto service roads, lots where the Side Lot Line or Rear Lot line is adjacent to a lot in an Industrial, Commercial, Row Housing or Apartment Zone or lots that are separated from a site in an Industrial, Commercial, Row Housing or Apartment Zone by a public roadway not wider than 10.0m wide.

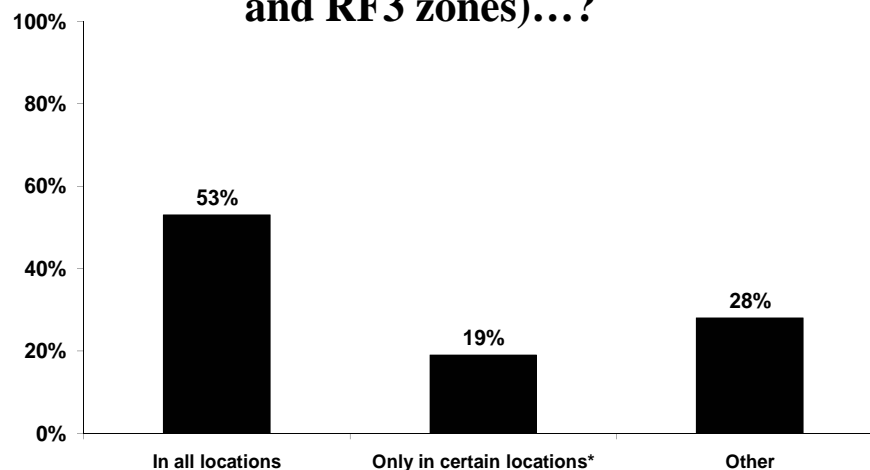
Other locations that respondents felt garden suites and at grade garage suites should be allowed as discretionary uses (n=13) included:

- Should not be allowed / no garage suites (5 respondents);
- Should be permitted use not discretionary use (3 respondents);
- Remove conditions / restrictions (3 respondents);
- Should be allowed everywhere (2 respondents); and
- Garden suites should be discretionary (1 respondent).

Regarding development of garden suites and at grade garage suites in other residential zones where single detached housing is developed, excluding RF1, RF2 and RF3 zones, over half (53%) of respondents indicated that garden suites and at grade garage suites should be allowed as a discretionary use in all locations, provided that the use complies with the regulations of the zoning bylaw, while 19% felt that garden suites and at grade garage suites should only be allowed in corner lots, lots fronting onto service roads, lots where the side lot line or rear lot line is adjacent to a lot in a row housing or apartment zone or lots that are separated from a site in a row housing or apartment zone by a public roadway no wider than 10.0m. Twenty-eight percent (28%) of respondents believed that garden suites or at grade garage suites should only be allowed in other locations. See Figure 28, below.

Figure 28

Should Garden Suites and Garage Suites (at grade) be Allowed as a Discretionary Use in Other Residential Zones (other than RF1, RF2 and RF3 zones)...?



n=47

*Certain locations refer to corner lots, lots fronting onto service roads, lots where the Side Lot Line or Rear Lot line is adjacent to a lot in an Industrial, Commercial, Row Housing or Apartment Zone or lots that are separated from a site in an Industrial, Commercial, Row Housing or Apartment Zone by a public roadway not wider than 10.0m wide.

While 6 respondents believed that garden or at-grade garage suites should not be permitted, other locations that respondents felt garden suites and garage suites, at grade, should be allowed as discretionary uses (n=13) included:

- Should be allowed in all locations / remove conditions (5 respondents);
- Should be permitted use not discretionary use (1 respondent); and
- Should not be allowed on small lots (1 respondent).

When asked if they had any additional comments regarding at grade garage or garden suites (n=14), five (5) respondents felt that the process of developing suites was too restrictive and that the City should try and make the process easier. See Table 5, below, for comments provided by at least 2 respondents. For single mentions, see detailed data tables under separate cover.

Table 5

Additional Comments Regarding Garage Suites (at grade) or Garden Suites	
	<u>Number</u> of Respondents* (n=14)
Should make it easier to do / is too restrictive	5
Opposed to garage / garden suites	2
Suite size needs to be bigger	2
Should not have to have parking for suites	2
Concerned about the invasiveness of garage suites on neighbours	2
Other (Single mentions)	7
Don't know	1

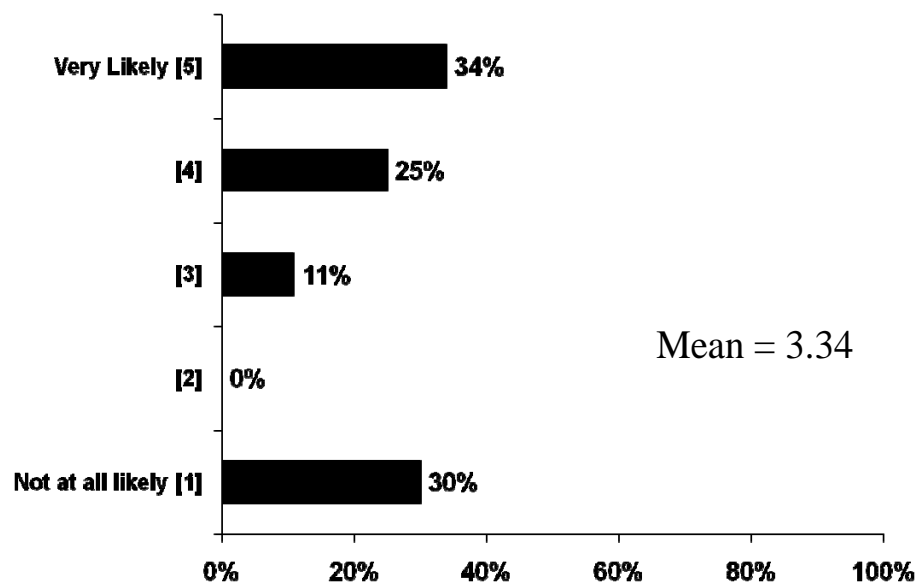
*Multiple mentions

3.7 Interest in Garage Suites (At and Above Grade) and Garden Suites

When asked to indicate how likely their household would be to consider the development of a garage suite, both above and at grade, or a garden suite within their dwelling, either now or in the future, fifty-nine percent (59%) of respondents indicated they were likely (4 or 5 out of 5) to consider developing such a suite, while 11% were neutral (3) in this regard. In contrast, thirty percent (30%) of respondents indicated they were not at all likely (1) to consider developing either a garage or garden suite. See Figure 29, below.

Figure 29

Likelihood of Considering Developing a Garage Suite or Garden Suite

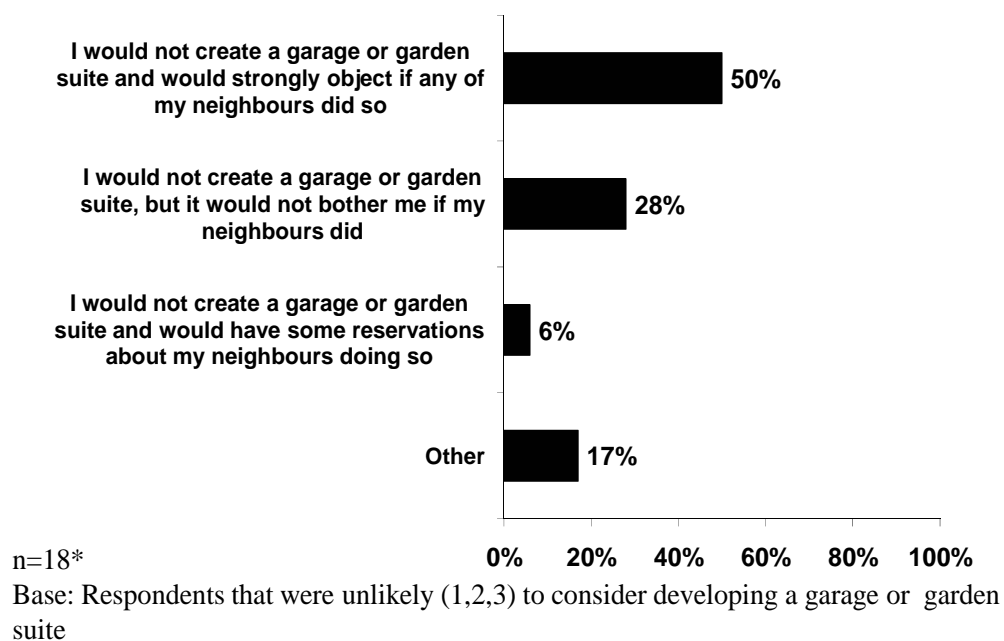


n=44

Respondents that indicated they were not likely (1 or 2 out of 5) to consider the development of a garage or garden suite (n=18) were presented with three (3) statements about garage and garden suites and asked to indicate which one best matched their opinion. Half (50%), or 9 respondents, indicated that although they would not create either a garage or garden suite but would not be bothered if their neighbours did so, while 28%, or 5 respondents, indicated they would strongly object if their neighbours developed either a garage or garden suite. Six percent (6%), or 1 respondent, indicated that although they would not consider creating a garden or garage suite, they would have reservations if their neighbours did so. See Figure 30, below.

Figure 30

Opinions Regarding Garage and Garden Suites



*Results should be interpreted with caution due to limited sample size (n<30).

Of those respondents that had a different opinion regarding garage and garden suites (17% or 3 respondents), two (2) respondents were unable to provide a response and one (1) respondent commented that they would like to have either a garden or garage suite in their home.

Respondents that indicated they would not create either a garage or garden suite, but would not be bothered if their neighbours (n=4) did were asked why they felt that way. Reasons included:

- Excellent way for the city to grow / increase density (2 respondents);
- Do not want garage suites (1 respondent);
- Is a good way to provide affordable housing (1 respondent);
- Will renew neighbourhoods and keep schools open (1 respondent); and
- The cost of creating additions is too expensive (1 respondent).

The one (1) respondent that indicated they would not create either a garden or garage suite, but would have some reservations about their neighbours doing so did not provide a reason for this option.

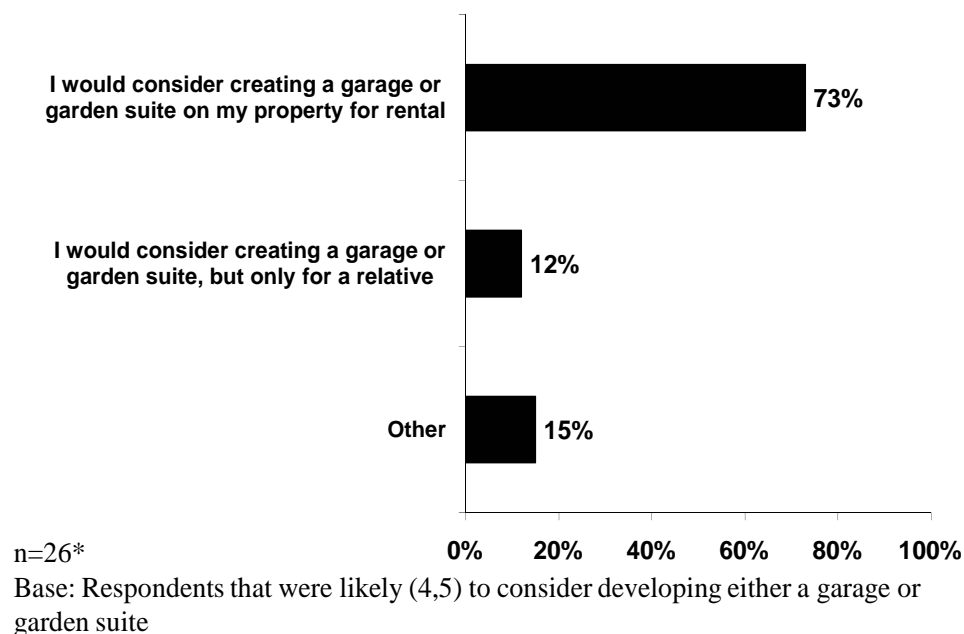
Reasons for not wanting to create a garden suite or garage suite and strongly objecting if neighbours did so (n=8) included:

- Will destroy single family dwelling communities / disrupts privacy (4 respondents);
- Lowers property value (2 respondents);
- Concerned about increasing population (1 respondent);
- Alleys aren't appropriate for access to garage or garden suites (1 respondent);
- Do not want neighbourhoods to have garage or garden suites (1 respondent);
- Consider such suites a bad idea / low class (1 respondent); and
- Concerned about parking problems (1 respondent).

Respondents that indicated they were likely (4 or 5 out of 5) to consider the development of either a garden or garage suite on their property, either now or in the future (n=26), were presented with two (2) statements about developing these suites and asked to indicate which one best matched their opinion. Approximately three-quarters (73%), or 19 respondents, indicated they would consider creating either a garage or garden suite on their property for rental, while 12%, or 3 respondents, indicated they would only consider creating a garage or garden suite for a relative. See Figure 31, below.

Figure 31

Opinions Regarding Secondary Suites



*Results should be interpreted with caution due to limited sample size (n<30).

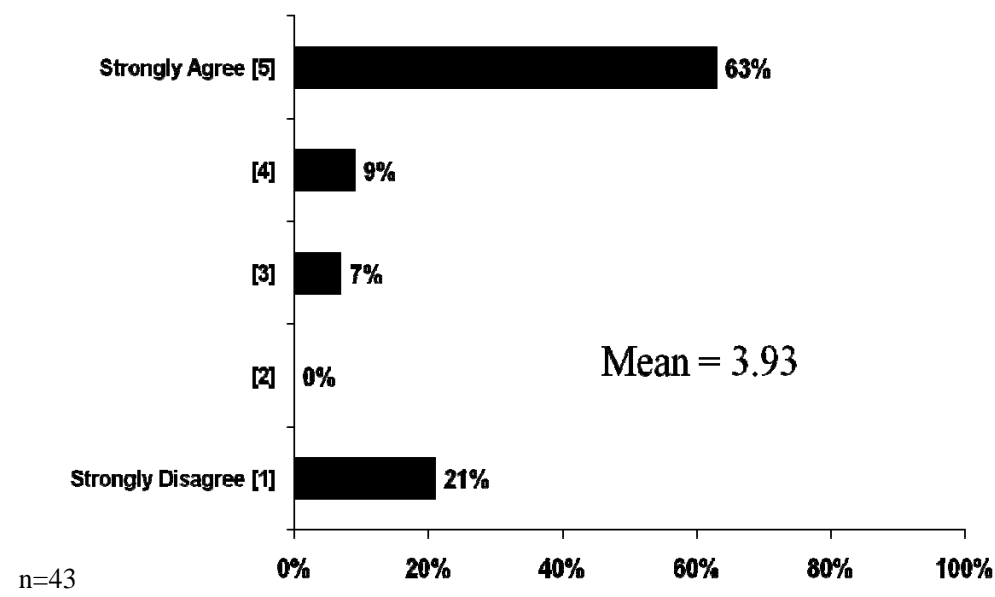
Other opinions regarding garage or garden suites included (n=4):

- Would consider a suite for a disabled low income relative (2 respondents);
- Would use the garage or garden suite for myself and would rent out the rest of the house (1 respondent); and
- Would consider creating a suite for either rental or for a relative (1 respondent).

When asked to indicate whether they agreed or disagreed that by providing increased support and opportunities for creating new garage or garden suites, safe and affordable housing would be available within the City of Edmonton, seventy-two percent (72%) of respondents agreed (4 or 5 out of 5) that new garage or garden suites would provide safe, affordable housing, while 7% were neutral in this regard. In contrast, twenty-one percent (21%) of respondents strongly disagreed (1) that garden or garage suites were a solution for safe and affordable housing in Edmonton. The mean agreement rating was 3.93 out of 5. See Figure 32, below.

Figure 32

**Agreement that Increased Support and Opportunities for
Creating Garage or Garden Suites will Provide
Affordable and Safe Housing within Edmonton**



3.8 Final Comments

Lastly, respondents were asked if they had any additional comments regarding secondary, garage or garden suites in general. One-third (33%) of respondents considered all suites a good solution to the affordable housing issue, while 18% felt the process of developing suites needed to be easier with less restrictions. In addition, 13% of respondents believed these suites would destroy single family communities, 10% mentioned the rent from the suites will help many households, specifically seniors, and an additional 10% felt parking should not be an issue when choosing areas for secondary, garage or garden suites. See Table 6, below, for comments provided by at least 2 respondents. For single mentions, see detailed data tables under separate cover.

Table 6

Additional Comments Regarding Secondary Suites, Garage Suites or Garden Suites	
	Percent of Respondents* (n=40)
Is a good solution to affordable housing	33
Need less restrictions / need to make it easier	18
Will destroy single family communities	13
Rent from suites will help many households / seniors	10
Shouldn't restrict areas due to lack of parking / parking shouldn't be an issue	10
Already too many illegal basement suites	8
City could make better use of budget funding / spending budget on housing issue	8
Concerned about absent landlords / investors only looking for profit	5
Disapprove of this plan	5
Will encourage people to live in the City / good way for City to grow	5
Should have affordable housing projects / areas instead	5
Need more in-depth explanation of plans / regulations	5
Need to encourage more secondary suites / council should show leadership regarding housing issue	5
Other (Single mention)	40

*Multiple mentions

3.9 Respondent Profile

The following table illustrates the demographic profile of respondents.

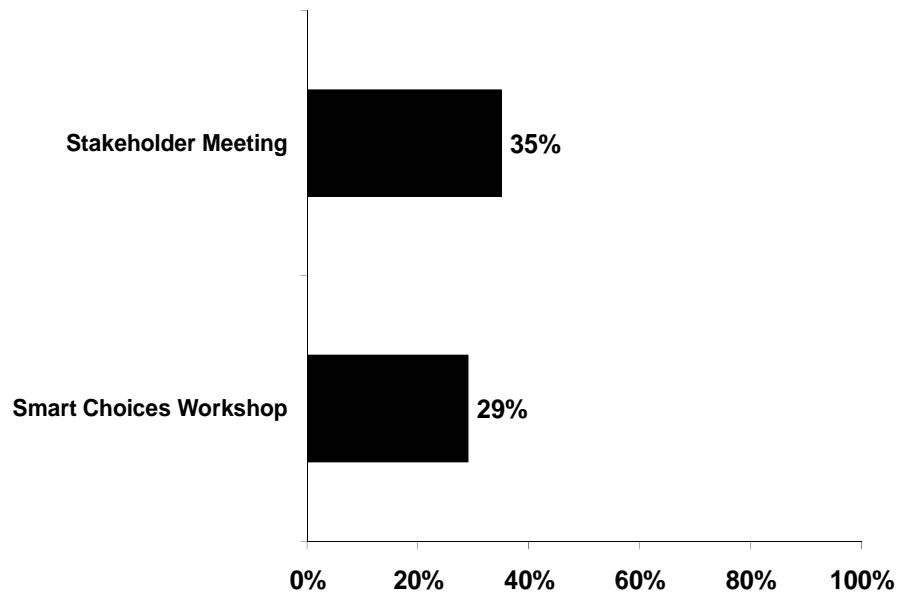
Table 7

Respondent Profile	
	Percent of Respondents
Gender (n=81)	
Male	58
Female	42
Expect to be living in Edmonton 5 years from now (n=81)	
Yes	86
No	4
Don't know	10
Household Composition (n=86)	
6 years and younger	24
7 to 12 years old	20
13 to 17 years old	13
18 to 24 years old	10
25 to 34 years old	34
35 to 44 years old	34
45 to 54 years old	30
55 to 64 years old	19
65 years and older	6
Mean Household size	3.14 people

As illustrated in Figure 33, below, 35% of respondents indicated they had participated in a City of Edmonton Secondary Suites, Garage and Garden Suites Phase 2 stakeholder meeting, while 29% of respondents had participated in a City of Edmonton Smart Choices Residential Infill Principles workshop on Phase 2 Secondary, Garage and Garden Suites.

Figure 33

Participation in Workshops/Stakeholder Meeting



n=80 to 84

Appendix A –Secondary Suites Web Survey



PHASE 2 SECONDARY SUITES GARAGE SUITES AND GARDEN SUITES SURVEY

The City of Edmonton is interested in gathering your thoughts and opinions about its Affordable Housing Strategy. Specifically, the purpose of this survey is to obtain feedback on proposed amendments to the City of Edmonton's Zoning Bylaw to increase the opportunity for Secondary Suites and Garage and Garden suites. The proposed amendments are Phase 2 in a series of amendments to the City's Zoning Bylaw.

Your thoughts and opinions are very important to the study, and your feedback is greatly appreciated. All responses will be collected and analyzed by Banister Research (an independent firm) to ensure the confidentiality of your feedback and the objectivity of the analysis. All information you provide is protected under the provincial **Freedom of Information and Protection of Privacy Act**. All answers are strictly confidential and will remain anonymous.

If you have any questions or concerns about this survey please contact Laura Halvorsen of Banister Research at (780) 451-4444 or Graham Beck of the City of Edmonton at (780) 496-4291.

When you have finished the survey, you can return it to Banister Research by **Friday, July 10** via:

Fax: (780) 451-2777
Email: research@banister.ab.ca
Mail: 11223 – 99 Ave
Edmonton, AB T5K 0G9



To begin the survey, please answer a few questions about yourself.

1. How many members of your household are...

<input type="checkbox"/> 6 years of age or younger	<input type="checkbox"/> 35 to 44 years old
<input type="checkbox"/> 7 to 12 years old	<input type="checkbox"/> 45 to 54 years old
<input type="checkbox"/> 13 to 17 years old	<input type="checkbox"/> 55 to 64 years old
<input type="checkbox"/> 18 to 24 years old	<input type="checkbox"/> 65 years of age or older
<input type="checkbox"/> 25 to 34 years old	

2. Do you expect to be living in the City of Edmonton 5 years from now?

1. Yes	2. No	3. Don't know
--------	-------	---------------

3. Gender

1. Male	2. Female
---------	-----------

4. Did you or will you be participating in a City of Edmonton Smart Choices Residential Infill Principles workshop on Phase 2 Secondary, Garage and Garden Suites (arranged by the Smart Choices program of Planning and Development) - not including drop-in public open houses?

1. Yes	2. No
--------	-------

5. Did you or will you be participating in a City of Edmonton Secondary Suites, Garage and Garden Suites Phase 2 stakeholder meeting (arranged by the Zoning Bylaw section of Planning and Development) - not including drop-in public open houses?

1. Yes	2. No
--------	-------

A Secondary Suite is any self-contained dwelling unit that includes a kitchen, bathroom, and sleeping accommodation located within the same building as the principal dwelling. These are often referred to as basement suites. They are only allowed within a single detached dwelling.

There are other types of suites that are sometimes referred to as secondary dwellings. These are detached from the principal dwelling and include Garage Suites built above or on the side of a detached garage, and Garden Suites (sometimes referred to as coach houses or granny flats). They are only allowed on lots in which the principal use is a single detached dwelling.

For this survey, you can comment on Secondary Suites, Garage Suites and Garden Suites, or both categories. Please indicate which sections of the survey you would like to answer (**Circle One**)

1. Secondary Suites only (~10 minutes) – **ANSWER SECTIONS A,B,C, H**
2. Garage Suites and Garden Suites only (~10 minutes) – **ANSWER D,E,F,G,H**
3. Both Secondary Suites and Garage and Garden Suites (~20 minutes) – **ALL SECTIONS**

- 1 □2 □3 □4 □5
Strongly Disagree Strongly Agree

- 1 □2 □3 □4 □5
Strongly Disagree Strongly Agree

- As shown in this graphic, to what extent do you agree that Secondary Suites in the RF1 and RF2 zones are **only** allowed in the following locations?

- a. corner lots
- b. lots fronting onto service roads
- c. on lots where the Side Lot Line or Rear Lot Line is adjacent to a lot in an Industrial, Commercial, Row Housing, or Apartment Zone
- d. lots that are separated from a Site in an Industrial, Commercial, Row Housing or Apartment Zone by a public roadway not wider than 10.0m wide (i.e. not wider than a lane).

The diagram illustrates four lot configurations for a residential subdivision, labeled 1 through 4. The lots are arranged in a grid with a central 'Major Road' and 'Service Road' running vertically, and a 'Street' running horizontally at the bottom. The lots are labeled with their respective dimensions and features:

- Lot 1:** A large lot at the top left, labeled '1' in a large blue box. It contains a 'House with Secondary Suite adjacent to an apartment complex' and is adjacent to 'RA7 (Apartments)'.
- Lot 2:** A lot in the middle left, labeled '2' in a large blue box. It contains a 'House with Secondary Suite adjacent to an apartment complex' and is adjacent to 'RF1'.
- Lot 3:** A lot at the bottom left, labeled '3' in a large blue box. It contains a 'House with Secondary Suite adjacent to an apartment complex' and is adjacent to 'RF1'.
- Lot 4:** A lot at the bottom right, labeled '4' in a large blue box. It contains a 'House with Secondary Suite adjacent to an apartment complex' and is adjacent to 'CB2 Commercial'.

The diagram also shows a 'Major Road' and 'Service Road' running vertically, and a 'Street' running horizontally at the bottom. The lots are labeled with their respective dimensions and features.

□1 □2 □3 □4 □5
Strongly Disagree Strongly Agree

The (RF1) Single Detached Residential Zone is the most common residential zone in the City, and includes the largest lots. The RF1 Zone, along with the (RF2) Low Density Infill Zone were utilized primarily in older neighbourhoods in 1950s, 1960s and 1970s subdivisions.

If you disagree (1 or 2), is it because these location restrictions are (circle one):

- i. too restrictive
- ii. not restrictive enough
- iii. other: **specify** _____

B. SECONDARY SUITES: PROPOSED AMENDMENTS - PHASE 2

The following questions pertain to options for Phase 2 amendments to the City of Edmonton's Zoning Bylaw, for Secondary Suites.

1. In your opinion, which of the following options describe how Secondary Suites should be allowed in the RF1 and RF2 Zones where they are not currently Permitted (**Circle One of a, b, c, d, or e**):

- a) As Discretionary Uses

***Discretionary Uses** are Uses that may be approved by the Development Officer. They require notification of adjacent landowners and are subject to appeal.*

In the locations specified in previous graphic (corner lots, or lots on service roads, or lots adjacent to lots zoned for row housing or apartments, or commercial or industrial uses), the uses would remain **as Permitted Uses**.

***Note: Permitted Uses** will be approved by the Development Officer, provided that the Use meets all provisions of the Zoning Bylaw. No notification of adjacent landowners is required.*

- b) As Permitted Uses (therefore Secondary Suites would be permitted throughout the RF1 and RF2 zones).
- c) As Permitted Uses in any other location, if the Secondary Suite is constructed as part of a new single detached dwelling.
- d) No increase in the locations where they are currently allowed.
- e) None of the above – please specify if other conditions are appropriate to allow Secondary Suites in other locations in the RF1 and RF2 zones _____

2. Do you have any other comments on the proposed amendments?

C. SECONDARY SUITES – INTEREST IN

1. Thinking about the preceding questions on Secondary Suites, how likely is your household to consider the development of a secondary suite within your dwelling, either now or in the future?

□1 □2 □3 □4 □5
Not at all Likely Very Likely

2. If you chose 1, 2 or 3 in Q1 which of the following statements best describes your opinion regarding Secondary Suites. (Circle 1)

1. I would not create a secondary suite, but it would not bother me if my neighbours did.
2. I would not create a secondary suite and would have some reservations about my neighbours doing so
3. I would not create a secondary suite and would strongly object if any of my neighbours did so
4. Other: _____

Other: _____

2 A. Please explain your answer in Q2 and Skip to Q4

3. If you chose 4 or 5 in Q1 which of the following statements best describes your opinion regarding secondary suites. (Circle 1)

1. I would consider creating a Secondary Suite on my property for rental
2. I would consider creating a Secondary Suite, but only for a relative
3. Something Else: _____

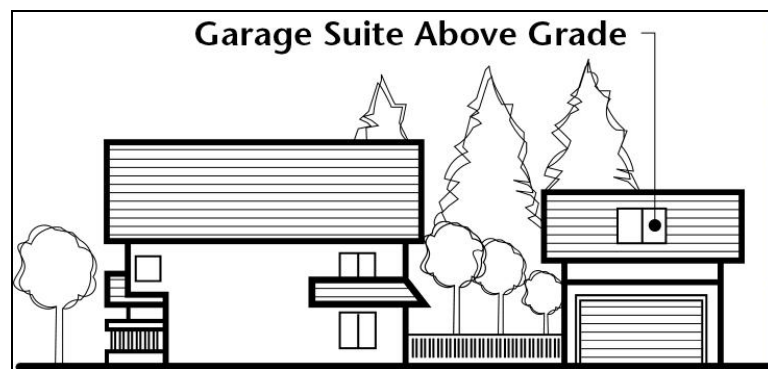
4. Considering the above questions on Secondary Suite regulations, please indicate whether you agree or disagree that providing increased support and opportunities for creating new secondary suites will provide affordable, safe housing within the City of Edmonton

□1 □2 □3 □4 □5
Strongly Disagree Strongly Agree

5. Do you have any additional comments regarding secondary suites?

THE NEXT SECTIONS PERTAIN TO GARDEN AND GARAGE SUITES. IF YOU DO NOT WISH TO COMMENT ON THESE AREAS PLEASE PROCEED TO SECTION H

**D. GARAGE SUITES – ABOVE GRADE (ABOVE A DETACHED GARAGE) EXISTING REGULATIONS
PHASE 1**



You indicated you would like to comment on **Garage Suites and Garden Suites**. The questions in this section pertain to Garage Suites – Above Grade, which are Suites developed **above** a detached Garage. Formerly, these were only allowed in some specialty zones in Terwillegar Town and Griesbach neighbourhoods, however, these were introduced as a ***Discretionary Use*** (requiring notification of neighbours) in most residential zones in Phase 1.

*Note: **Discretionary Uses** are Uses that may be approved by the Development Officer. They require notification of adjacent landowners and are subject to appeal.*

Please indicate your level of agreement with the following requirements, using a scale of 1 to 5, where 1 means strongly disagree and 5 means strongly agree.

1. **Minimum site (lot) size.** With some exceptions (some specialty zones), for a single detached house with a Garage Suite – Above Grade, the minimum site size is 460 m² (100 m² larger than for secondary suites).

Note: This is the same minimum lot size that existed for Garage Suites – Above grade in the TDSR Terwilligar Single Detached Residential Zone, prior to the Phase 1 amendments.

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5
 Strongly Disagree Strongly Agree

2. Maximum Garage Suite – Above Grade, size, is 60 m² (the same floor area as an over-sized double garage).

Strongly Disagree

□2

□3

□4

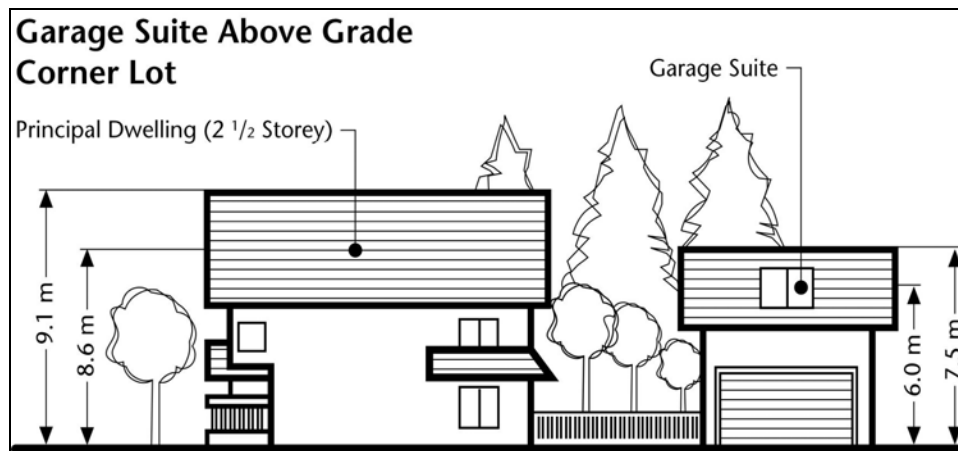
□5
Strongly Agree

If you disagree (1 or 2), is it because 60 m² is (circle one)

- Too large
- Too small

c. Other: **Specify** _____

3. Maximum height.



Note: The maximum height for single detached homes in most residential zones is 10 m (to the middle of the roof peak). In the Mature Neighbourhood Overlay (MNO) which applies to neighbourhoods generally developed in the 1960s and earlier, the maximum height is 8.6 m.

Phase 1 set a maximum height for Garage Suites – Above Grade, at 6 m or the height of the principal dwelling, whichever is the lesser, in order to keep the scale of the Garage Suite subordinate to the principal dwelling (exceptions apply to pre-existing specialty zones, where the maximum height is higher).

To what extent do you agree with maximum height restrictions?

Strongly Disagree

□2

□3

□4

□5
Strongly Agree

If you disagree (1 or 2), is it because the height is (circle 1)

- too high
- too low

iii. other: **specify**_____

4. Privacy regulations. Phase 1 includes requirements to address potential privacy impacts.

Using the same agreement scale of 1 to 5, please indicate your level of agreement with the following regulations:

- i. Placing larger windows to face the laneway or a flanking roadway (i.e., for corner lots).

□1 □2 □3 □4 □5
Strongly Disagree Strongly Agree

- ii. Off-setting windows to limit overlook into neighbouring yards and/or windows in neighbouring dwellings.

□1 □2 □3 □4 □5
Strongly Disagree Strongly Agree

- iii. Limit Garage Suite balconies to those that face a lane or a flanking roadway.

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5
 Strongly Disagree Strongly Agree

- iv. Prohibit roof-top decks on top of Garage Suites – Above Grade.

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5
 Strongly Disagree Strongly Agree

5. Locations restrictions - RF1, RF2 and RF3 Zones.

In Phase 1, Garage Suites – Above Grade, are limited to the following locations within the RF1, RF2 and RF3 Zones ***as a discretionary use:***

- a. corner lots
- b. lots fronting onto service roads
- c. lots where the Side Lot Line or Rear Lot Line is adjacent to a lot in an Industrial, Commercial, Row Housing, or Apartment Zone,
- d. lots that are separated from a Site in an Industrial, Commercial, Row Housing or Apartment Zone by a public roadway not wider than 10.0m wide (i.e. not wider than a lane).

PHASE 1: Existing Opportunity (Discretionary)
Allowable Locations for Garage Suites - Above Grade (RF1, RF2, RF3)



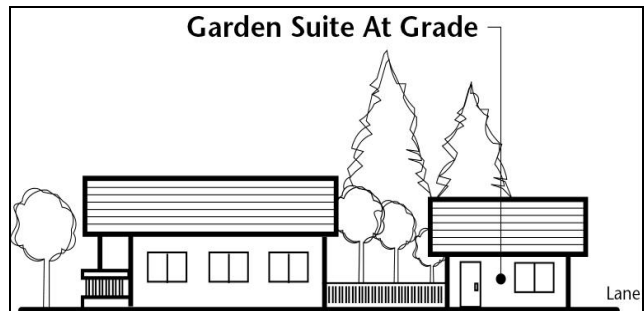
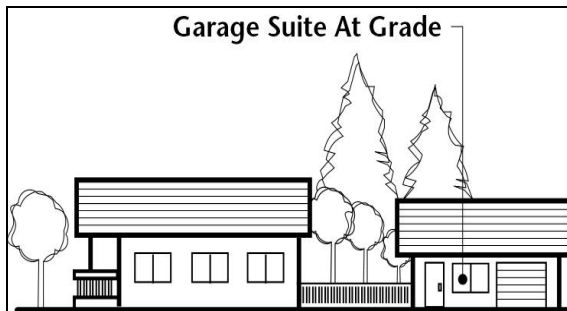
1. **Location Restrictions - RF1, RF2 and RF3 zones.** Should the location restrictions for Garage Suites – Above Grade (*as a discretionary use*) that currently apply to the RF1, RF2 and RF3 zones (**Circle 1 of a, b or c**)
 - a. Be retained.
 - b. Be removed. Garage Suites – Above Grade would be a **Discretionary Use** throughout the RF1, RF2 and RF3 zones (*subject to a decision of the Development Officer*).
 - c. Be modified through one or more of the following ways - **Select which way restrictions should be modified:**
 - i. adding the opportunity for Garage Suites – Above Grade on lots backing onto a lane that runs alongside an arterial road that is separated from the lane by a landscaped boulevard (provided that the lane or boulevard is not required for road widening).
 - ii. removing the opportunity on lots adjacent to a commercial or industrial zone
 - iii. removing the opportunity on lots that are separated from a Site in an Industrial or Commercial Zone by a public roadway not wider than 10.0m wide (i.e. not wider than a lane) (*due to potential intensity of traffic/noise in a shared lane*)
 - iv. all of (i), (ii) and (iii) above
 - v. be modified in some other way:

PHASE 2: Proposed Option (Discretionary)
Allowable Locations for Garage Suites - Above Grade



2. Do you have any additional comments regarding regulations for Garage Suites – Above Grade?

F. NEW USES – GARAGE SUITES AND GARDEN SUITES (SINGLE STOREY) – PHASE 2



Garage Suites – At Grade (one storey suites, attached to a detached garage) and Garden Suites (second dwellings detached from the principal dwelling) are proposed to be introduced in Phase 2, on a Discretionary basis (requiring notification of adjacent landowners and subject to appeal).

The following questions pertain to proposed regulations for Garage Suites – At Grade and Garden Suites. Please indicate your level of agreement with the following regulations, using a scale of 1 to 5 where 1 means strongly disagree and 5 means strongly agree.

- 1. Minimum site (lot) size.** 525 m2 in all residential zones where they are allowed, on lots with single detached housing.

This is larger than the 460 m² minimum site size for Garage Suites – Above Grade. One reason for the increased minimum site size is that at-grade suites would otherwise reduce the amount of potential on-site parking or yard/amenity area.

[illegible]

- 2. Minimum site (lot) width: 15 m.**

Like the larger minimum site size, a minimum site width is proposed in order to provide extra area for on-site parking and to provide adequate yard area (amenity space).

☐1 ☐2 ☐3 ☐4 ☐5

Strongly Disagree Strongly Agree

- 3. Maximum size of Garage Suite –** At Grade, or Garden Suite, is 50 m² (the same floor area as a double garage).

☐1 ☐2 ☐3 ☐4 ☐5

Strongly Disagree Strongly Agree

If you disagree (1 or 2), is it because 50 m2 is:

- a. Too large
- b. Too small

c. Other: **Specify**_____

- The total maximum Site Coverage allowed within the zone would remain the same. An increase in otherwise allowable accessory building maximum Site Coverage would require an equal reduction in the Site Coverage of the principal Dwelling so that the total allowable Site Coverage for the zone is not exceeded.

Strongly Disagree

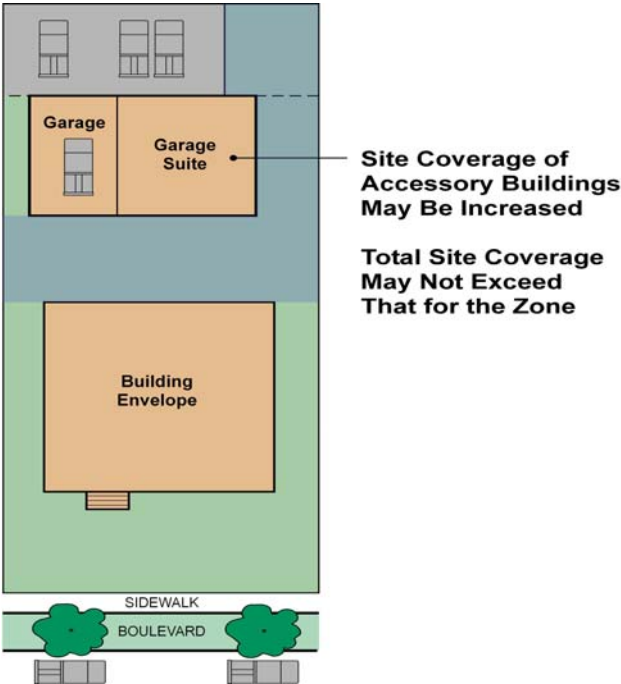
□2

□3

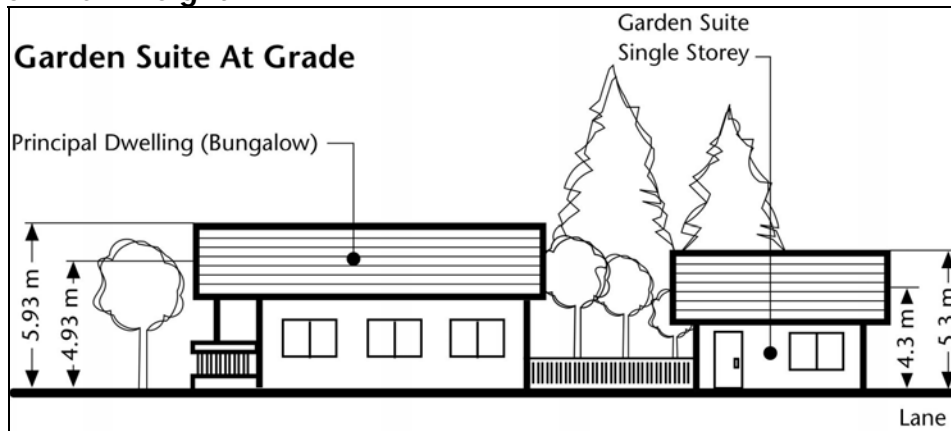
□4

□5

Strongly Agree



5. Maximum height.



The proposed maximum height for Garden Suites and Garage Suites – At Grade (which are both single-level dwellings) is 4.3 m, the same as the maximum height for accessory buildings (including standard garages) in most residential zones. (*Height is measured to middle of the roof peak*).

☐1 ☐2 ☐3 ☐4 ☐5
Strongly Disagree Strongly Agree

6. Locations restrictions for the RF1, RF2 and RF3 zones.

For RF1, RF2 and RF3 zones, do you believe Garden Suites and Garage Suites – At Grade should be allowed *as a discretionary use*... (Select 1 of a, b, c)

Note: Discretionary Uses are Uses that may be approved by the Development Officer. They require notification of adjacent landowners and are subject to appeal.

a. Only in the following locations:

- i. corner lots
- ii. lots fronting onto service roads
- iii. lots backing onto a lane adjacent to an arterial road that is separated from the lane by a landscaped boulevard
- iv. lots where the Side Lot Line or Rear Lot Line is adjacent to a lot in a Row Housing or Apartment Zone
- v. lots that are separated from a Site in a Row Housing or Apartment Zone by a public roadway not wider than 10.0 m wide (i.e. not wider than a lane)

b. In all locations, provided that the Use complies with the regulations of the Zoning Bylaw (*on a Discretionary Basis*).

c. Other: specify _____

Other zones (i.e. RPL and RSL) are on average typically much smaller than the RF1, RF2 and RF3 zones, and are typical of newer suburban areas. Thus the opportunity would be severely limited by the smaller lot size.

a. Only at the following locations:

- b. In all locations, provided that the Use complies with the regulations of the Zoning Bylaw **(on a Discretionary Basis)**

8. Do you have any additional comments regarding regulations for Garage Suites – At Grade or Garden Suites?

1. Thinking about the preceding questions on Garage Suites, both above grade and at grade, and Garden Suites (Suites detached from the principal Dwelling) and using a scale of 1 to 5 where 1 means not at all likely and 5 means very likely, how likely is your household to consider the development of a Garage Suite or Garden Suite on your lot, either now or in the future?

□2

□3

□4

□5
Very likely

1. I would not create a Garage or Garden Suite, but it would not bother me if my neighbours did.
2. I would not create a Garage or Garden Suite and would have some reservations about my neighbours doing so
3. I would not create a Garage or Garden Suite and would strongly object if any of my neighbours did so
4. OTHER: _____

1. would consider creating a Garage or Garden Suite on my property for rental
2. would consider creating a Garage or Garden Suite, but only for a relative
3. SOMETHING ELSE: _____

- Using a 1 to 5 scale, where 1 means strongly disagree and 5 means strongly agree.
