

# Coach House

PUBLIC ENGAGEMENT SUMMARY



OCTOBER 2018



# EXECUTIVE SUMMARY

This report summarizes the input that we heard during the public engagement on the proposed approach to coach houses held in September - October 2018. The District is considering changes to the coach house program, and Council directed staff to carry out public engagement to gather input on the proposed approach.

## LOT ELIGIBILITY & APPLICATION PROCESS

	LOT ELIGIBILITY CRITERIA	APPLICATION PROCESS
PROPOSED SIMPLIFIED PROCESS	<ul style="list-style-type: none"> <li>✓ Lot width minimum 49.2 ft. (15 m);</li> <li>Open lane access;</li> <li>Lot area minimum 5,000 sq. ft. (464.5 m<sup>2</sup>); and</li> <li>Within the Urban Containment Boundary.</li> </ul>	 <b>One-Storey Coach Houses</b> <ul style="list-style-type: none"> <li>• Building Permit</li> </ul>
		 <b>Two-Storey Coach Houses</b> <ul style="list-style-type: none"> <li>• Development Permit (DP) issued by staff</li> <li>• Building Permit</li> </ul>
EXISTING PROCESS (WILL CONTINUE)	<ul style="list-style-type: none"> <li>✓ Lot width minimum 50 ft (~15 m) and is a corner lot</li> </ul> <p style="text-align: center;"><b>OR</b></p> <ul style="list-style-type: none"> <li>✓ Lot area minimum 10,000 sq. ft. (929 m<sup>2</sup>) without lane access</li> </ul>	<ul style="list-style-type: none"> <li>• All coach house applications must go through the Development Variance Permit (DVP) process, which is decided by Council on a case-by-case basis.</li> </ul>

## OPPORTUNITIES FOR INPUT

There were three opportunities to gather input:

- Approximately 135 people stopped by three pop-up information events;
- 142 online survey responses; and
- 7 participants at the designers and builders stakeholder meeting.



## WHAT WE HEARD

In the online survey we heard the following responses to the questions, and common themes\* from the comments:

- support for the proposed approach, and to expand the lot eligibility beyond the proposed approach;
- support for a Coach House Development Permit for second storey design review;
- support for an adjacent neighbour notification and input process, with a limit on the influence of neighbour input;
- support to enable coach house development with:
  - additional floor space for energy efficient construction;
  - basements for living space;
  - slightly increased total allowable floor space on lots with coach houses; and
  - reduce parking requirements from three to two spaces close to the Frequent Transit Network.
- interest in other forms of housing in single-family neighbourhoods, namely a house with a suite and a coach house, and duplexes.

Overall, stakeholder meeting participants supported a broader-reaching coach house program by expanding lot eligibility, and reducing requirements in the applications and approvals processes (no neighbour input).

\*themes with 20+ responses



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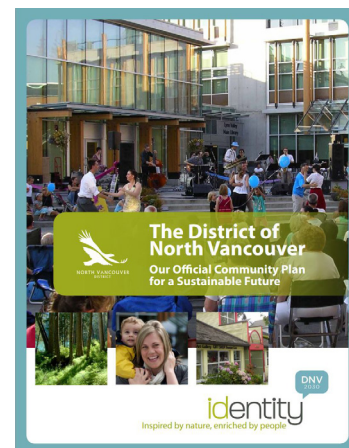
# 1.0 CONTEXT

The District's Official Community Plan (OCP) encourages diversity of housing choices across the full spectrum of housing needs. The Detached Residential land use designation in the OCP includes provision for secondary suites or coach houses in single-family residential areas.

The District began its coach house program in 2014 when Council endorsed a "gradual entry" process to consider coach house applications on a case-by-case basis through the Development Variance Permit process. As of October 2018, 14 coach houses have been approved by Council.

Council expressed concern about the low number of coach house applications received at the June 19, 2017 Council Workshop. As a result, the District is considering to simplify the process, with a general focus on lots that have open lane access. Council directed staff to seek public input on the proposed approach to coach houses at the July 9, 2018 Regular Council Meeting.

This report summarizes the results of the public engagement, held in fall 2018, on changes considered to the coach house program. The report will be shared with Council for their consideration.



*District of North Vancouver's  
Official Community Plan*

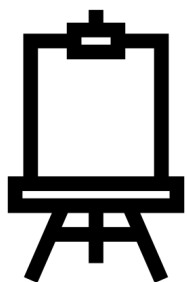
# 2.0 PROCESS

The planning process includes three phases, as shown below.



## 3.0 OPPORTUNITIES FOR INPUT

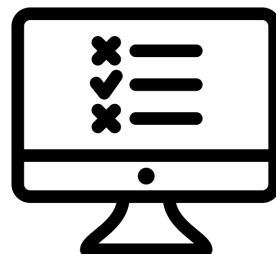
In the second phase of this process, we asked the general public and stakeholders who are involved in designing and building coach houses to provide feedback on the proposed changes to the coach house program. We used three different methods to gather input and feedback:



**Pop-Up  
Information  
Events**



**Coach House Designers  
& Builders Stakeholder  
Meeting**



**Online Public  
Survey**

Public engagement can occur across a range of participation levels, from informing to empowering. Different levels of engagement are appropriate at different times and for different projects. The goal for this phase of engagement on the coach house program was to obtain feedback on alternatives to the current program, which corresponds to the 'Consult' level on the *International Association for Public Participation's* (IAP2) Spectrum of Public Participation. This means that we will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision.



North Shore News Advertisement

### 3.1 COMMUNICATION

We used several methods of communicating the opportunities for input, including:

- North Shore News advertisements (Wednesday, September 19, Friday, September 21, and Wednesday, September 26, 2018);
- The District's website (DNV.org);
- Social media posts (DNV Facebook, Twitter, and LinkedIn, and School District 44 Facebook and Twitter);
- Paid social media ads (DNV Facebook); and
- The stakeholder meeting was promoted on DNV.org between September 19-28, 2018, and email invitations were sent to current and previous District coach house applicants and several coach house and laneway house designers and builders in the region.

### 3.2 POP-UP INFORMATION EVENTS

Pop-up events are informal drop-by events where staff are available to answer questions and share information. Pop-up events are held in public places to invite interest from people passing by, as well as people who came for the event.

Approximately 135 people stopped by the three pop-up events that were held across the District.

At the pop-up events, there were display boards with information on the proposed changes to the coach house program, information hand-outs, and staff available to answer questions. Staff encouraged attendees to share their input through the online survey.



Display information at the pop-up events



## Coach House Pop-up Events

WHEN	WHERE	WHY	ATTENDEES
Wednesday, September 26, 2018, 1- 3 pm	Edgemont Clocktower near Delany's	This was an early dismissal day for public schools, and we aimed to increase the opportunity for people walking through the village at this time.	Approx. 35 people
Friday, September 28, 2018, 10 - noon	Parkgate Community Recreation Centre	This was during a North Shore Culture Days event at this location.	Approx. 40 people
Saturday, September 29, 2018, noon - 2 pm	Lynn Valley Library	This was before a North Shore Culture Days event at this location.	Approx. 60 people

The display boards from the pop-up events were placed in the District Hall atrium from October 1 to October 12, 2018, and available to the public visiting District Hall during business hours.



*Coach house pop-up event at Parkgate Community Recreation Centre*

**Approximately  
135 people  
were engaged  
by the three  
pop-up events.**



### 3.3 ONLINE SURVEY

The online survey asked for input on the proposed changes to the coach house program. It was open for three weeks on the District website, [DNV.org/coachhouse](http://DNV.org/coachhouse), from September 20, 2018 to October 14, 2018. In total, 142 responses were received.



### 3.4 COACH HOUSE DESIGNERS & BUILDERS STAKEHOLDER MEETING

We held a stakeholder meeting for coach house designers and builders to hear their input on the proposed changes to the program. There were seven attendees at the meeting held on October 3, 2018 at the District Hall.



Coach house pop-up event at Lynn Valley Library



## 4.0 WHAT WE HEARD

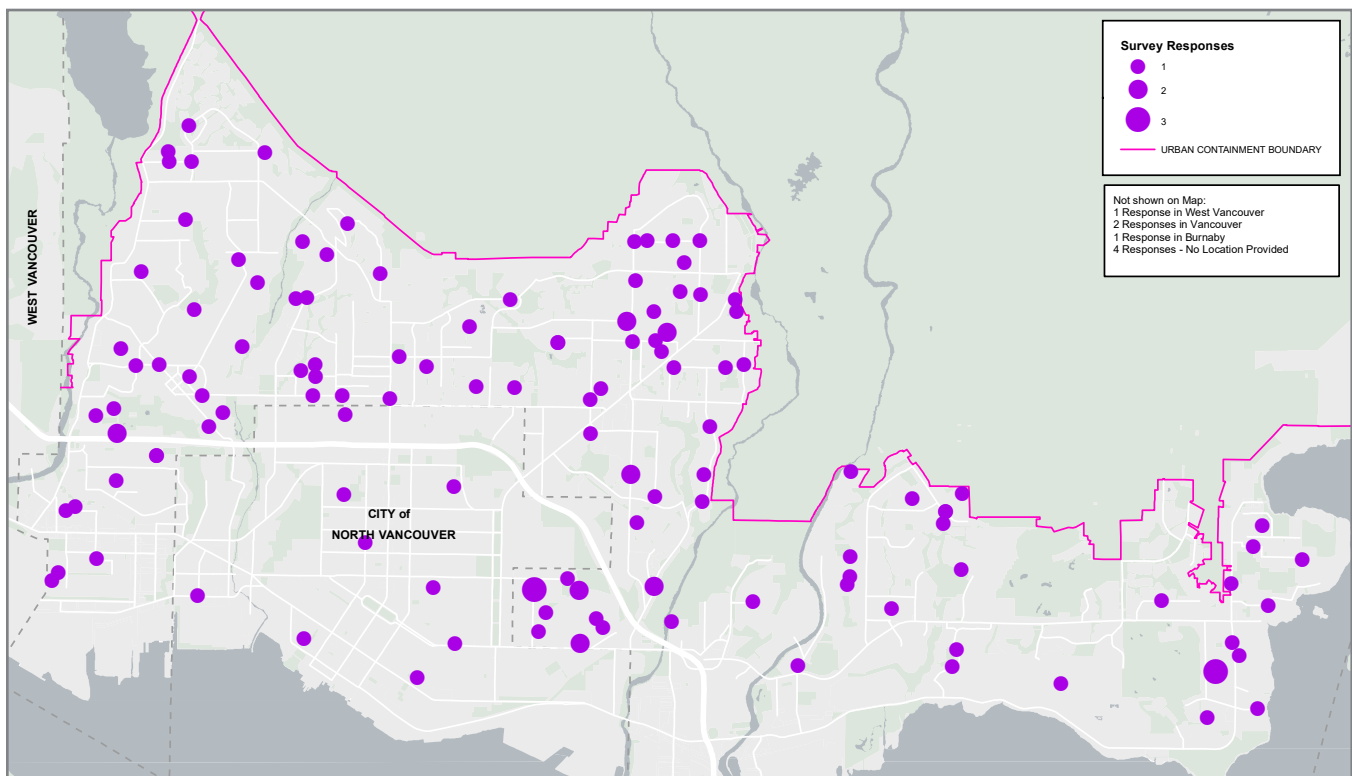
### 4.1 ONLINE SURVEY

There were 142 respondents to the online survey. The number of responses to each question may vary because respondents may not have chosen to answer every question.

Survey responses were received from across the District as shown in **Figure 2**. The majority of respondents identified as homeowners and residents of the District (77%, 110 of 142).

A minority of respondents (9%, 13 of 142) were located outside of the District based on postal codes provided by respondents, including the City of North Vancouver (9), West Vancouver (1), Vancouver (2), and Burnaby (1). Over half of respondents from outside of the District indicated they are interested in living in or returning to the District (62%, 8 of 13). Four respondents did not provide postal codes.

**Figure 2:** Location of coach house survey responses based on postal codes provided by respondents.



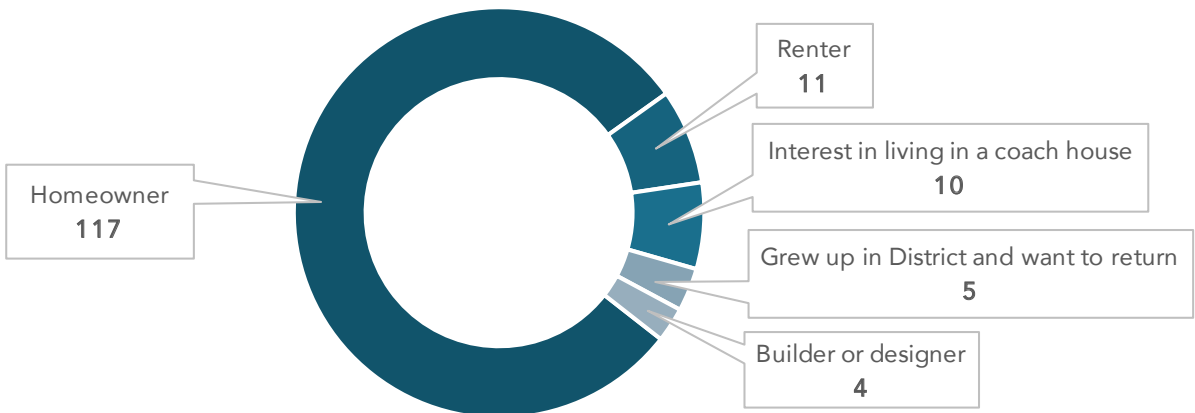
Survey questions were accompanied by background information to provide the context for the question. The background information for each question is summarized in this report, and accompanies each set of related questions.

### 4.1.1 Demographics

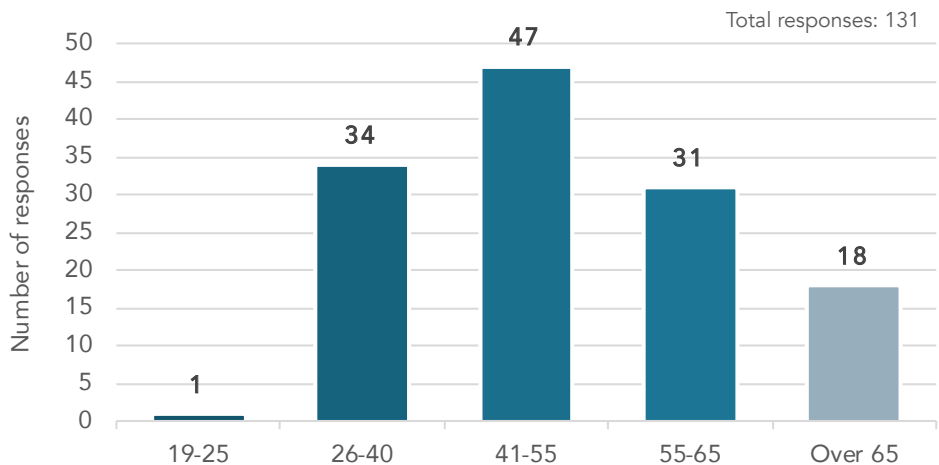
Respondents provided some information about who they are (**Figure 3**) and their age range (**Figure 4**). The majority identified as homeowners, while the largest age group to respond was the 41-55 age range.

**Figure 3:** Status of survey respondents.

Total responses: 147  
(some respondents selected more than one response)



**Figure 4:** Age distribution of survey respondents.



## 4.1.2 ONE-STOREY COACH HOUSES

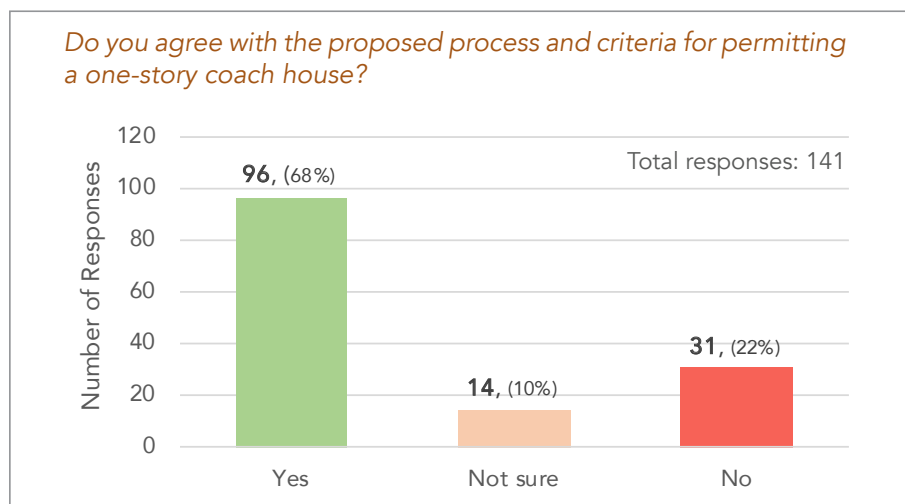
### BACKGROUND

Under the proposed new process, homeowners wishing to build a one-storey coach house would skip the existing Development Variance Permit process (a case-by-case decision by Council), and apply directly for a Building Permit. To qualify to apply directly for a Building Permit, a lot would need to meet all of these criteria:

- Open lane access;
- Lot width minimum 49.2 ft. (15 m);
- Lot area minimum 5,000 sq. ft. (464.5 m<sup>2</sup>);
- Within the Urban Containment Boundary.

### Q1. Do you agree with the proposed process and criteria for permitting a one-story coach house?

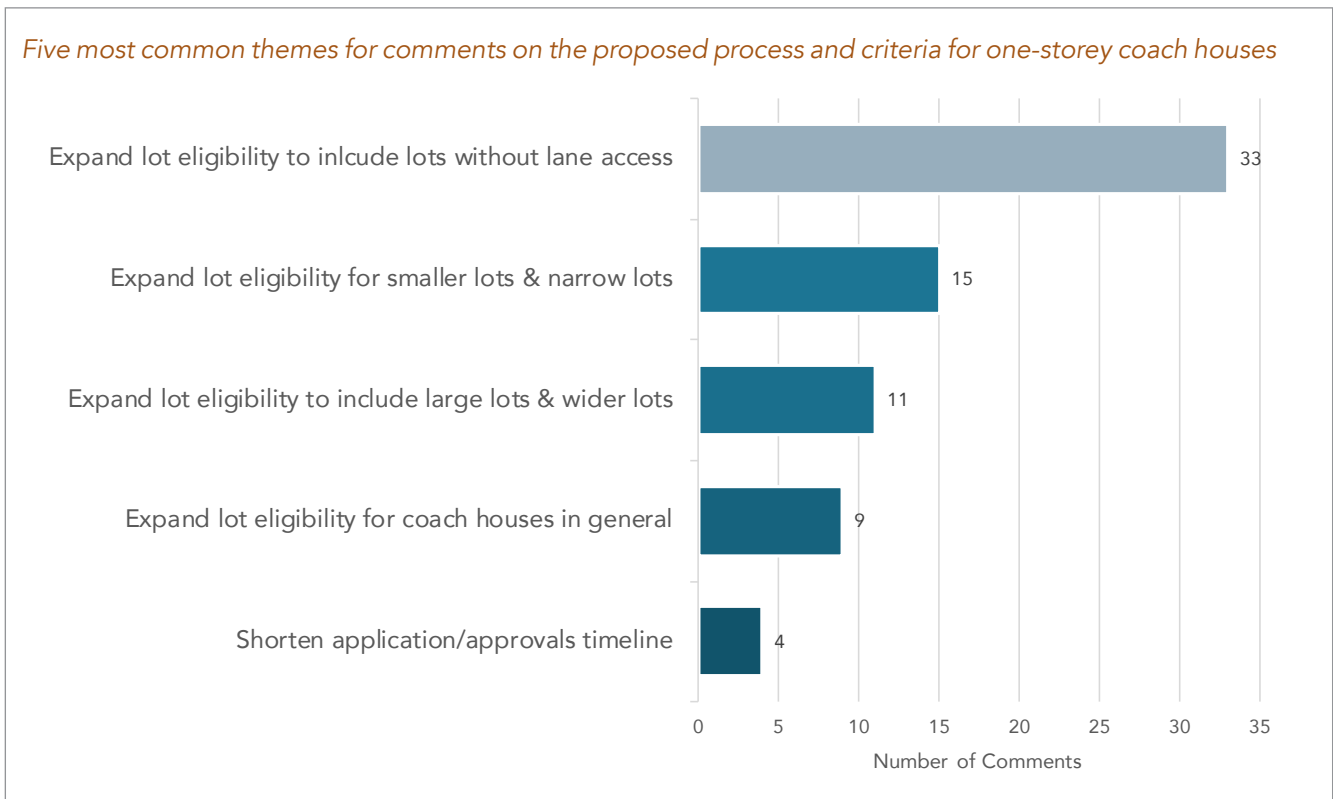
The majority of respondents agreed with the proposed process and criteria (68%, 96 of 141).





**Q2. Do you have any comments on the proposed process or criteria?**

In total, 103 comments were received for this question. The five most common themes were:



Some comments showed that respondents were under the impression that the proposed approach would remove other lot types that are currently eligible for the Development Variance Permit process, namely corner lots and large lots. To clarify, the proposed approach would allow the currently eligible corner lots and large lots to continue under the existing Development Variance Permit process.

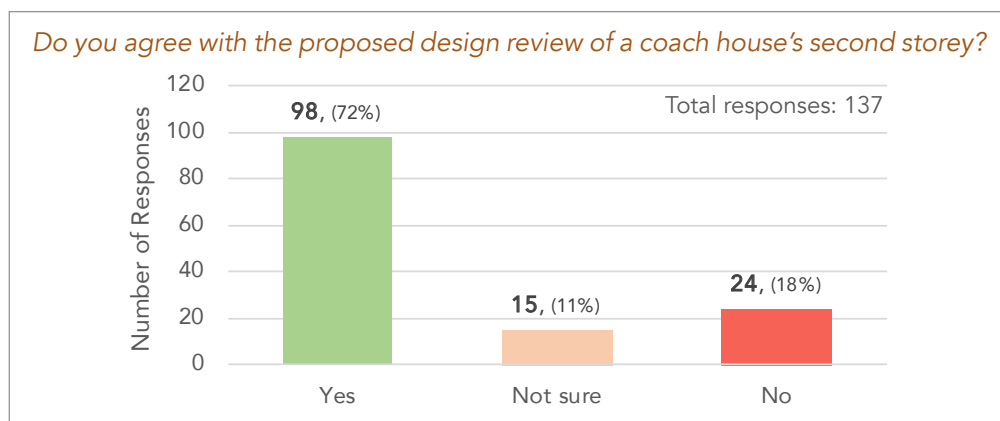
### 4.1.3 TWO-STOREY COACH HOUSES

#### BACKGROUND

We heard some concerns about loss of privacy and overlook from the second storey of a coach house. One tool we can use to review design of the upper storey is a Coach House Development Permit.

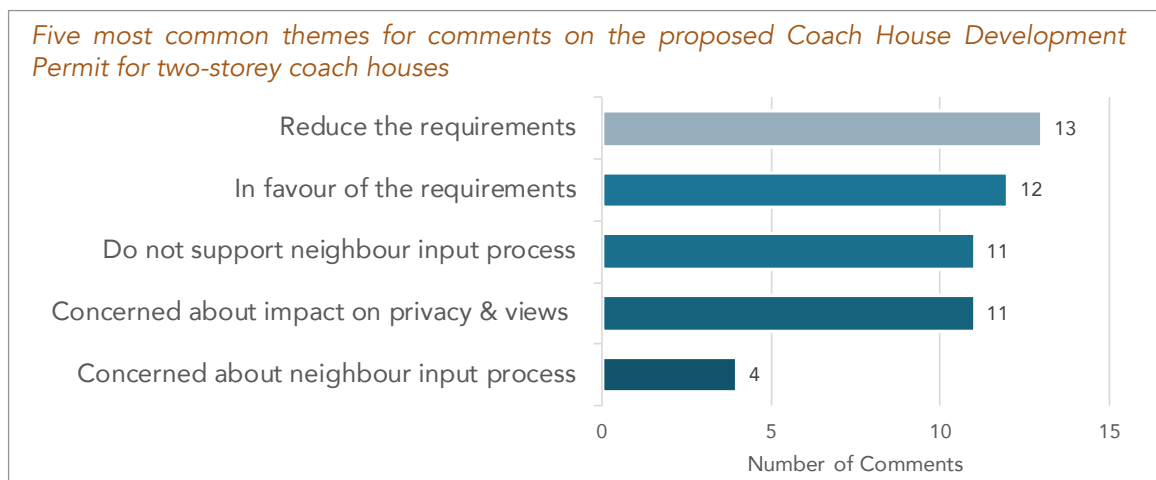
#### Q3. Do you agree with the proposed design review of a coach house's second storey?

The majority of respondents agreed with the proposed design review process (72%, 98 of 137).



#### Q4. Do you have any comments on our proposed Coach House Development Permit for two-storey coach houses?

In total, 66 comments were received for this question. The five most common themes were:



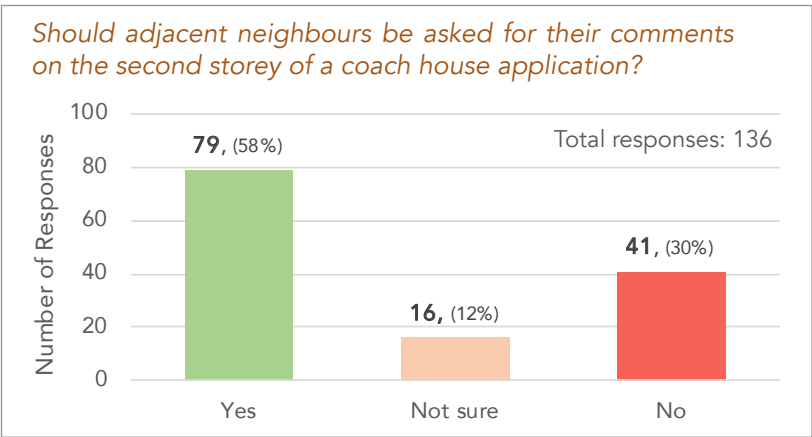
# NEIGHBOUR INPUT ON TWO-STOREY COACH HOUSES

## BACKGROUND

Through a Coach House Development Permit, we could also require that adjacent neighbours be notified of a two-storey coach house application, and given opportunity to comment on design. Staff would consider the input that could result in small design changes that are in line with the Coach House Development Permit guidelines.

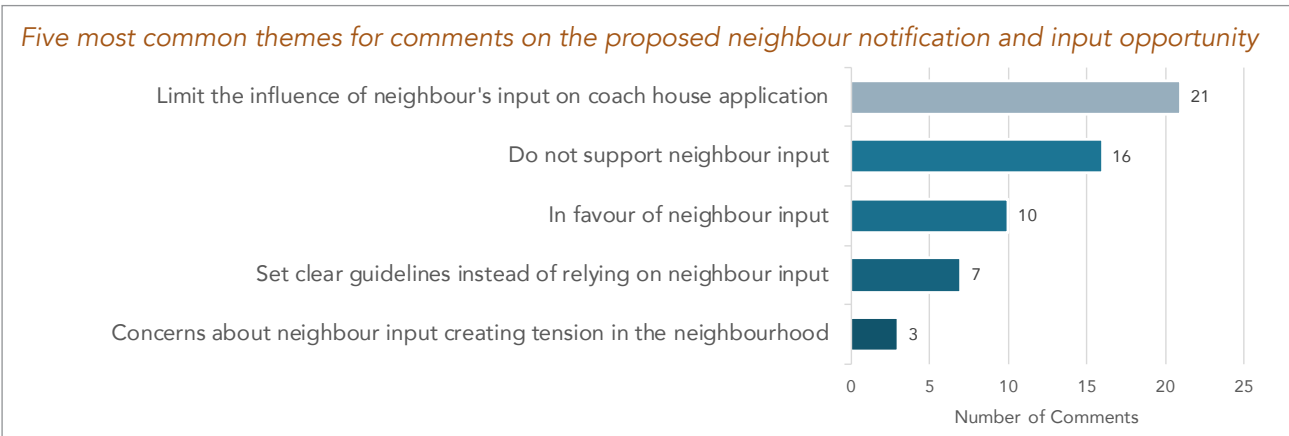
### Q5. Should adjacent neighbours be asked for their comments on the second storey of a coach house application?

The majority of respondents agreed that adjacent neighbours be asked for their comments (58%, 79 of 136).



### Q6. Do you have any comments on the proposed neighbour notification and input opportunity?

In total, 59 comments were received for this question. The five most common themes were:



## 4.1.5 ENABLING COACH HOUSE DEVELOPMENT

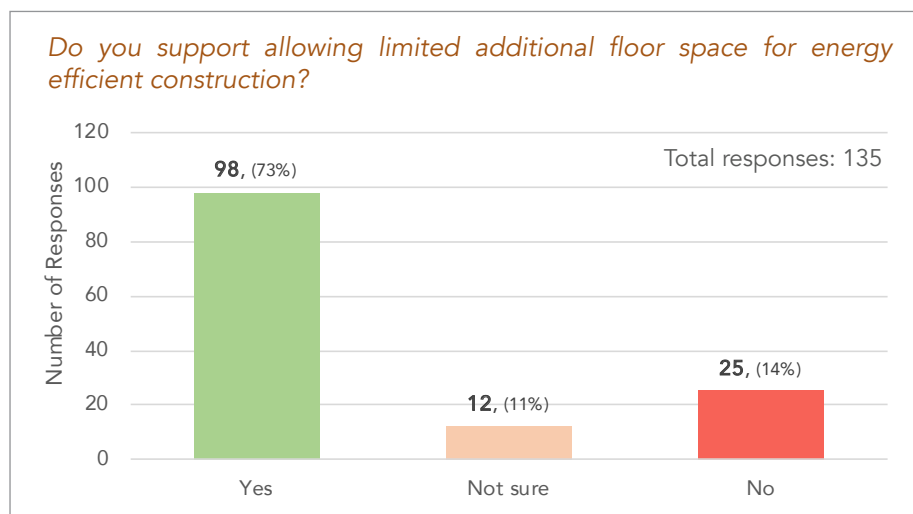
### BACKGROUND

To encourage coach house development, we are considering a variety of approaches that will make coach houses more flexible and functional.

- Allowing some additional floor space to make up for loss of usable space as a result of energy efficient construction
- Allowing basements for living or crawlspaces for storage (currently not permitted in coach houses)
- Allowing some additional floor space on lots that build coach houses (+0.05 FSR, up to 400 sq. ft.)
- Reducing onsite parking requirements from 3 spaces to 2 spaces for lots within 400m (about a five minute walk) of the frequent transit network

### Q7. Do you support allowing limited additional floor space for energy efficient construction?

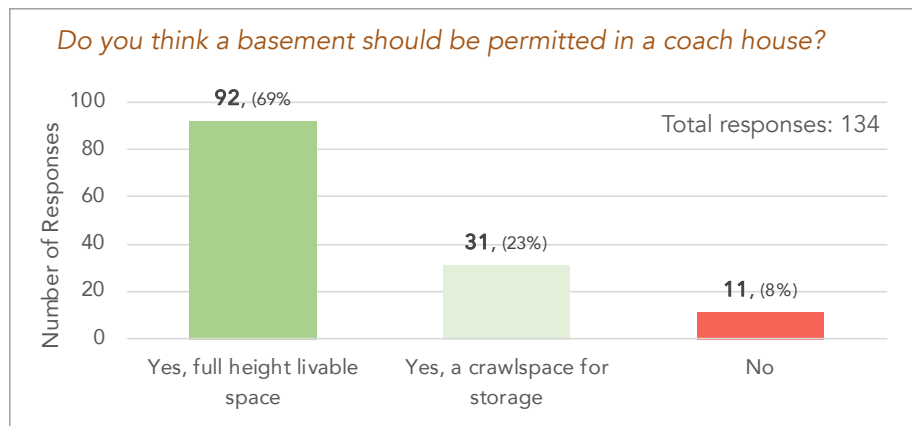
The majority of respondents agreed we should allow limited additional floorspace for coach houses that are built to be more energy efficient (73%, 98 of 135).





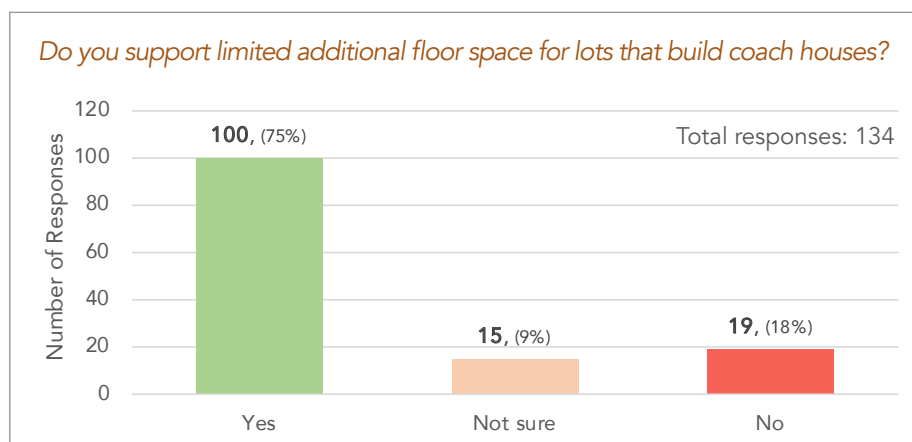
### Q8. Do you think a basement should be permitted in a coach house?

The majority of respondents agreed that full height basements that could be used as living space should be permitted (69%, 92 of 134). Some respondents agreed with allowing crawlspaces for storage (23%, 31 of 134). Respondents could only choose one answer.



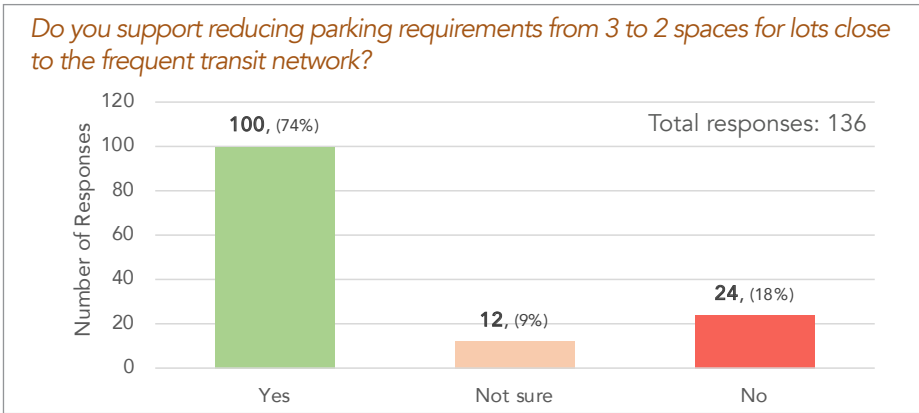
### Q9. Do you support limited additional floor space for lots that build coach houses?

The majority of respondents agreed with allowing limited additional floor space for lots that build coach houses (75%, 100 of 134).



**Q10. Do you support reducing parking requirements from 3 to 2 spaces for lots close to the frequent transit network?**

The majority of respondents agreed with reducing parking requirements for lots close to the frequent transit network (74%, 100 of 136).



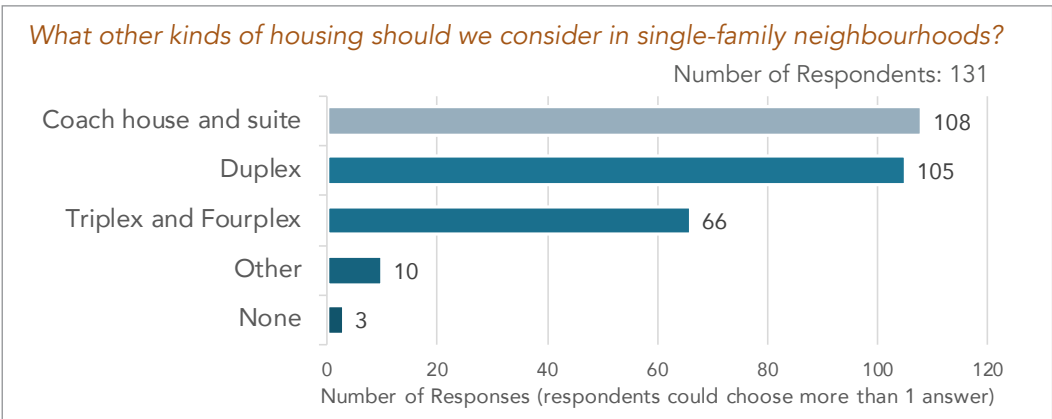
**4.1.6 CONCLUDING THOUGHTS**

**BACKGROUND**

Coach houses are just one of several ways to diversify our housing mix while maintaining the character of single-family neighbourhoods. We have heard the need for less expensive housing options in the District, and more flexible housing types.

**Q11. What other kinds of housing should we consider in single-family neighbourhoods?**

The majority of respondents indicated interest in houses with coach houses and secondary suites (82%, 108 of 131), and duplexes (80%, 105 of 131). Half of the respondents were interested in triplexes and fourplexes (50%, 66 of 131).

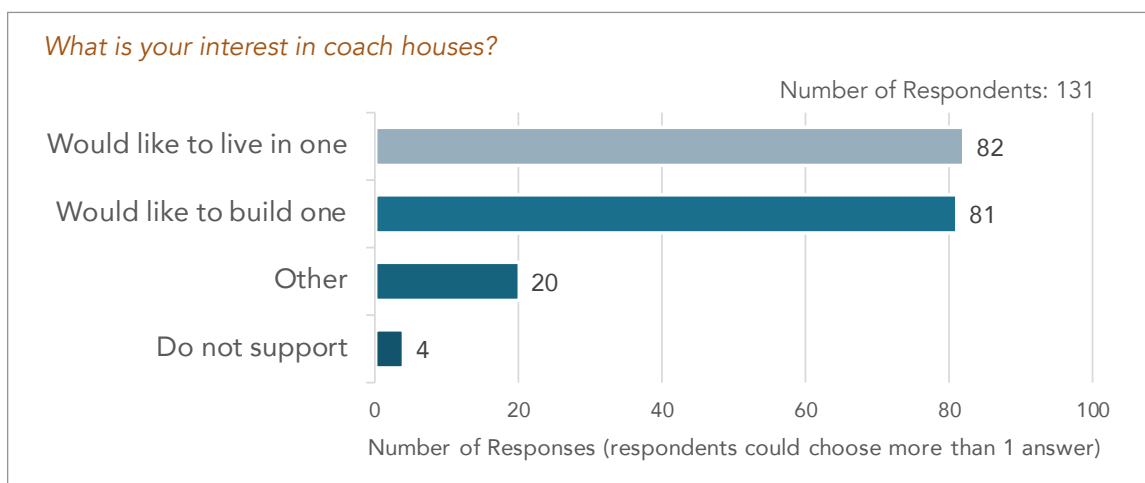


Other – respondents that provided other comments suggested these housing forms in single-family neighbourhoods (in no particular order):

- Small Lot Infill Areas;
- Mixed-use zoning;
- Multi-storey on transit routes;
- Bare land strata lots;
- Compact, denser homes with strata or subdivision;
- Duplexes with lock-off suites or secondary suites
- Townhouses;
- Rowhouses and townhouses near schools, community centres and public institutions;
- Semi-detached homes;
- Suites above garages;
- Condominium towers;
- Tiny houses; and
- Recreational vehicles.

## Q12. What is your interest in coach houses?

The majority of respondents indicated they would like to live in a coach house (63%, 82 of 131), and build a coach house (62%, 81 of 131).

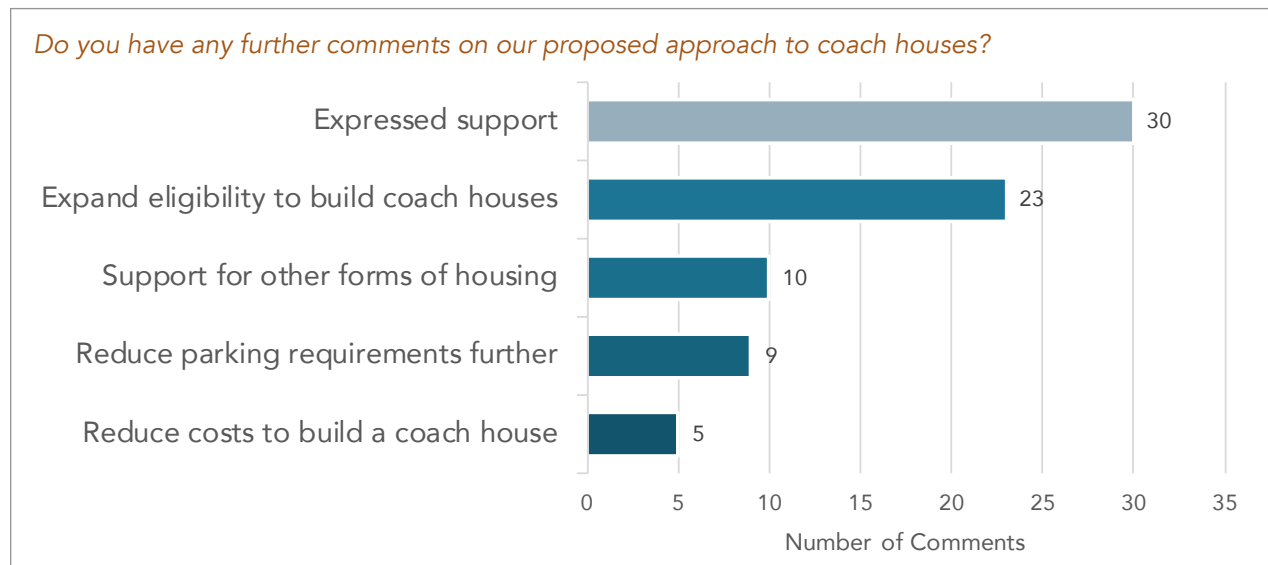


Other – respondents that provided other comments generally mentioned the following themes (in no particular order):

- Support housing diversity;
- Support densifying the District;
- Concerned about housing affordability;
- Are considering building a coach house now or in the future;
- Are involved in the industry;
- Desire for loved ones to age in place;
- Concerned about managing growth; and
- Feel the current requirements are sufficient.

### Q13. Do you have any further comments on our proposed approach to coach houses?

In total, 83 comments were received for this question. The five most common themes are shown below.



### Emails

In addition to the survey, three emails with additional input were received during the time that the online survey was open. The input provided includes the following themes:

- Expand lot eligibility criteria to include 33 foot wide lots;
- Develop a staff-level approval process to open the existing “closed” lane right-of-ways in order to increase the number of eligible lots;
- Support for one-storey Building Permit and two-storey Development Permit approach; and
- Shorten timelines, and limit influence of neighbour input on approval.



## 4.2 COACH HOUSE DESIGNERS & BUILDERS STAKEHOLDER MEETING

There were seven participants at the stakeholder meeting. The meeting consisted of a short presentation by staff, facilitated discussion, and written feedback from participants.

Overall, the participants supported the steps toward simplifying the application and approvals process, however they also suggested to expand the lot eligibility criteria. The input is summarized by theme in the table below.

**Summary Table of Coach House Designers and Builders Stakeholder Meeting Input**

TOPIC	COMMENTS
Feedback on current program	<ul style="list-style-type: none"><li>• Current program very restrictive (lot eligibility and Development Variance Permit process)</li><li>• Suggest to have a goal for a number of coach houses</li><li>• Consider a bolder proposal to expand program</li></ul>
Lot eligibility	<ul style="list-style-type: none"><li>• Expand the lot eligibility criteria to include more lots, or all lots</li><li>• Include lots without lane access</li><li>• Clarify eligibility of double-fronting lots</li><li>• Include 10,000 sq. ft. lots to apply directly for a Building Permit</li><li>• Remove minimum lot size criteria</li></ul>
Proposed one-storey coach house process	<ul style="list-style-type: none"><li>• Support for the simplified approach for one-storey coach houses (apply directly to Building Permit)</li></ul>
Proposed Development Permit (DP) for two-storey coach houses	<ul style="list-style-type: none"><li>• Suggest a simplified Development Permit process</li><li>• Suggest a combined Development Permit-Building Permit process</li><li>• Suggest allowing two-storey coach houses to apply directly for a Building Permit</li></ul>
Adjacent neighbour notification for two-storey coach houses	<ul style="list-style-type: none"><li>• Do not support</li><li>• Suggest that privacy/overlook concerns can be addressed through design guidelines and setbacks instead</li><li>• Caution that neighbour involvement adds costs, time, uncertainty, may contribute to negative neighbour relationships</li></ul>

## Summary Table of Coach House Designers and Builders Stakeholder Meeting Input (*continued*)

TOPIC	COMMENTS
Additional floor space for energy efficiency	<ul style="list-style-type: none"> <li>• Support</li> <li>• Need to exclude thicker walls (8-12% depending on level of efficiency) and thicker roofs (18 inches)</li> </ul>
Additional floor space	<ul style="list-style-type: none"> <li>• Support</li> <li>• Consider allowing enough floor space to build a coach house that is not tied to the main house size</li> <li>• Consider allowing larger 'family sized' (1400 sq. ft.) units on large lots</li> </ul>
Basements	<ul style="list-style-type: none"> <li>• Some expressed support for crawl spaces for storage purposes, some for full height basements</li> <li>• Crawlspaces comments: good location for utilities, but hard to use/access</li> <li>• Exempt basement area if want to encourage</li> </ul>
Parking reduction	<ul style="list-style-type: none"> <li>• Providing 3 parking spaces is challenging for coach house design</li> <li>• Support for 2 parking spaces near Frequent Transit Areas, as well as everywhere</li> <li>• Some expressed support for 1 parking space for lots with lane access and if parking allowed on street</li> </ul>
Design	<ul style="list-style-type: none"> <li>• Note that 8 ft. setback for two-storey units is challenging</li> <li>• Consider siting coach house to mostly shade own lot</li> <li>• Consider reducing setback between main house and one-storey coach house to enable development</li> </ul>
Process	<ul style="list-style-type: none"> <li>• A simpler process would encourage applications, and cost the homeowner less</li> <li>• Consider a site meeting to discuss issues with staff</li> </ul>



355 West Queens Road  
North Vancouver, BC  
V7N 4N5

604-990-2311  
[DNV.org/CoachHouse](http://DNV.org/CoachHouse)



NVanDistrict



@NVanDistrict

**From:** Jessica Nelson  
**To:** [Mayor and Council - DNV](#)  
**Cc:** [Nicole Foth](#)  
**Subject:** Feedback on the Coach House Program Amendments  
**Date:** October 03, 2019 3:05:02 PM

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Dear Mayor and Council,

I have reviewed the proposed amendments to the Coach House program going to Council on Oct 7 and I have the following comments:

- I am disappointed to see that the proposed eligibility amendments do not go far enough to improve the accessibility of the program.
- The coach house program has the opportunity to “lightly” densify a number of neighbourhoods in the District in order to increase affordability and lessen the environmental impact of having low density areas in an urban region. Unfortunately, I don’t believe these proposed amendments will improve accessibility enough to make a dent in resolving the housing/ environmental crisis that we are currently facing, nor will they address the core objectives of the program itself or the OCP. Having approved only 17 coach homes in five years does not indicate a successful program nor has it moved the dial on achieving these objectives:

#### **EXISTING POLICY**

##### **Official Community Plan**

The District's Official Community Plan contains the following objectives:

- increase housing choices across the full continuum of housing needs;
- provide more options to suit different residents' ages, needs and incomes; and
- provide more alternatives to home ownership (i.e. rental).

- Feedback received from participants in the last community engagement process indicated a desire for more change to this program and I would say this desire for increased accessibility is stronger than what is currently being proposed.

- ~~Neighbour input on a coach house application should be limited, and~~
- Other forms of housing should be considered in single-family neighbourhoods such as a house with both a suite and a coach house, duplexes, triplexes, and fourplexes.

At the builders' and designers' stakeholder meeting, participants supported a broader coach house program that would expand lot eligibility, and reduce requirements.

- I don’t think the DNV has done enough to support more housing options for younger and less affluent residents. On a personal note, I am very fortunate to have grown up in the DNV and my parents have a large lot (slightly less than 10,000sq ft, not on a lane/corner lot) where a coach house could easily be accommodated. I have two younger sisters, both in their thirties with graduate level education, who have been unable to get into the real estate market in the place where they have lived their whole lives. A coach home would provide them and many others like them with the opportunity stay and grow their families in the DNV.

By not supporting greater access to this program (and the coach home program is such a great opportunity to do this in a less impactful way in comparison to other options) you are missing out the opportunity to increase diversity in neighbourhoods, lessen our environmental impact, and provide opportunities for younger and/or less affluent residents to stay in North Vancouver.

For staff, I appreciate the work you have done on this and for providing the opportunity to sign up for updates on this program; however, I do hope that Council pushes back to request for more significant changes to the program, similar to what has been offered in many other lower mainland municipalities for years now (CNV, COV, etc).

Sincerely,

Jess Nelson  
Current resident of the CNV; would love to move back to the DNV.

**From:** Kelly Bond  
**To:** [Mayor and Council - DNV](#)  
**Subject:** Coach Houses Agenda Item 9.3  
**Date:** October 07, 2019 2:00:02 PM

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Dear Mayor Little and Council,

I have reviewed Ms. Foth's report and attachments in the Council Agenda package for Council's Regular Meeting on October 7, 2019 concerning the revised Coach House Program for the District of North Vancouver, Agenda Item 9.3.

The report reflects the thoroughness and hardwork undertaken by staff in forming this proposed revision since Council directed the public consultation in July 2018.

The proposed specifications for the addition of the Accessory Coach House DPA to the OCP are well-addressed and complete.

The amendment to the current Coach House program presents another opportunity to expand on the Housing Diversity Section 7.1 of the OCP, Policy 2.C by removing the red tape and approval process surrounding coach houses that \*may\* have impeded homeowners from pursuing this option since it was introduced 5 years ago.

Please note, I comment solely as a two and a half decade renter in DNV and not on behalf of any committee or organization I may belong to.

**I fully support an increase to rental stock in our municipality**, particularly where that stock would **increase opportunities for affordable rents and for family housing**. Since the OCP was adopted in 2011, far too little rental has been approved in town centres. There is a need to diversify housing beyond the 1 bedroom apartment in a tower, and coach houses are a small way to do so. Coach homes could allow aging homeowners to downsize on their own property and retain access to gardens and other neighbourhood amenities, while renting out their primary dwelling unit, thus adding rental stock for **families** into the market.

I encourage Council to agree to the first reading of these Bylaw amendments and send the issue to public hearing so we can hear more from the community on this proposal.

Thank you for your time,

Kelly Bond



**From:** M.H. Alimadad  
**To:** [DNV Input](#)  
**Subject:** DNV Coach House Bylaw Amendment Proposal  
**Date:** November 11, 2019 12:38:56 PM

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Dear Municipal Clerk,

This is Mohammad Alimadad, a resident of the North Vancouver District municipality since 2013. In reference to the upcoming Public Hearing regarding proposed amendments to the Zoning Bylaw intended to update the coach house program, I would like to express my avid support for the simplification of the coach house development in our community.

My proposal focuses on the eligibility of properties. The bylaw, and the subsequent amendments, enable properties to develop a coach house where the property is either a minimum of 10,000 sq. ft. in size, or have a minimum width of 15 meters granted they are a corner property or have an open lane access. The current bylaw fails to consider the properties that are less than 10,000 sq. ft. without open lane access.

Vehicle access to the coach house at the rear side of the property is certainly necessary, but there are many properties of less than 10,000 sq. ft. in size without an open lane access, which can provide vehicle, and pedestrian access through the property itself.

As such, I propose the following amendment to the coach house regulations,

**The lots with a minimum width of 15m (49.2 ft.) without open lane access to be considered for coach house development, subjected vehicle and pedestrian access to the coach house at the rear of principal dwelling can be provided through the property.**

Accordingly, Proposed amendment to Table 502.5;

Coach House Lot Vehicle Access

a) Where abutting an open lane	Vehicle access must be from a street classified as a lane where the lane is open to vehicle travel.
<b>b) Properties without open lane access</b>	<b>Vehicle access to the coach house at the rear of principal dwelling through the property to be provided.</b>
c) on a corner lot without open lane access	Vehicle access must be from a street classified as a local street.

The proposal will increase the number of eligible properties for coach house development in DNV, yet provide unrestricted and suitable access to the coach house. Consequently adding number of eligible properties for coach house development would help to achieve DNV council goals in a shorter period of time.

Best Regards

Mohammad Alimadad

[REDACTED]

North Vancouver BC

[REDACTED]

Cell:

[REDACTED]

Email:

[REDACTED]

**From:** PairofKnees  
**To:** [Mayor and Council - DNV: DNV Input](#)  
**Subject:** Coach house bylaw  
**Date:** November 18, 2019 12:39:20 PM

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Dear Mayor and Council

I would like to see the wording Highlighted in yellow in section 502.5 below removed or re written to respect the local residential Zoning regulations in case there is a conflict with any of those regulations.

502.5 Coach house regulations: regulations in Table 502.5 apply to any lot upon which a coach house is located. The combination regulations in relation to multiple accessory buildings do not apply to coach houses. **In the event of a conflict between any regulation in Table 502.5 and any other regulation in this Bylaw, the regulation in Table 502.5 shall apply:**

The main reason that many areas of the district applied for local zoning regulations was they were built under the regulations in force at the time of being built and had become non compliant with current regulations, this happened because the district does blanket zoning (like this one) of the whole district for new regulations so many areas become non compliant which creates problems for the residents if they want to do upgrades to their property in the future as multiple bylaws impact one issue this situation has also shown to be problematic for staff in the past.

This bylaw obviously has conflicts with other bylaws that staff has not bothered to research and identify or that wording would not have been needed in the new bylaw.

Please show respect for the local Residential Zoning Bylaws and put appropriate language in the bylaw so that all the Local Residential Zoning Bylaws take precedent over this bylaw. this could easily be done by inserting - "except in Local Residential Zoning regulations areas"

Thank You  
David knee  
Norgate Park Community Association

**From:** Joe Campbell  
**To:** [DNV Input](#)  
**Cc:** [Mike Little](#); [Mayor](#); [Jordan Back](#); [Mathew Bond](#); [Megan Curren](#); [Betty Forbes](#); [James Hanson](#); [Lisa Muri](#); [REDACTED]  
**Subject:** [REDACTED]  
**Date:** Laneway House Considerations  
November 18, 2019 12:50:05 PM

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I am communicating with the District, Mayor, and Council concerning what I feel is an arbitrary decision to prohibit a coach house on a property if there is a secondary suite in the main home. This policy does not exist in the City of North Vancouver, nor in the City of Vancouver.

While I understand the District's resolve is to prevent multiple accommodations on a single property from becoming a 'rental conglomerate', I feel the wholesale prevention decision is misguided. I will supply a personal story to illustrate.

The District has claimed that their increase in property density is driven by their desire to make more affordable housing available to their residents. My situation would do exactly that.

In my case, the main house would be used by my daughter, husband and young family. My wife and I would inhabit the coach house. My son-in-law's recently widowed father would inhabit the in-law suite, saving a large amount of money in long-term care expenses.

I strongly urge the District to consider a case-by-case method of deciding the specific makeup of a property.

Regards,

Joe Campbell  
[REDACTED]

**From:** abdul salam hamze  
**To:** [DNV Input](#)  
**Subject:** Public hearing  
**Date:** November 18, 2019 12:52:50 PM

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Dear Sir/Madam:

I don't think that I can attend the public hearing tomorrow at 7 PM.

My question is,

Is there any chance that there will be some changes to the rezoning bylaw for my area so that I can split my big lot into two lots?

My address is

[REDACTED], DNV

Thank you

Abdul Hamze

**From:** [REDACTED]  
**To:** [DNV Input](#)  
**Subject:** proposed coach house proposed bylaw amendment  
**Date:** November 18, 2019 1:24:24 PM

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I would like to comment on the proposed coach house permitting changes.

I built a coach house in Pemberton Heights in 2017 and found the process to be long and difficult. We started the process in mid-2015 and weren't able to break ground until November 2016. It was a long time waiting for permits and approvals.

We love our laneway and have a fabulous tenant. I feel this is an important program for families to take advantage of and it would be beneficial to make the process simpler for everyone.

Colleen Denman  
[REDACTED]

PS - I tried to find a link on the 'tell us what you think on important issues' but the items shown are from 2017 and 2018. <https://www.dnv.org/contact-us/tell-us-what-you-think-important-topics-and-issues>