

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: October 16, 2023
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

September 28, 2023
File: 13.6440.20/007.000

AUTHOR: Ryan Gilmore, Community Planner
Brianne Labute, Community Planner

SUBJECT: Second and Third Reading of Bylaws 8615, 8635, 8639: Coach House Program Improvements

RECOMMENDATION:

THAT "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)" is given SECOND and THIRD Readings;

AND THAT "District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)" is given SECOND and THIRD Readings;

AND THAT "Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)" is given SECOND Reading as amended;

AND THAT "Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)" is given THIRD Reading.

BACKGROUND:

Bylaws 8615, 8635, and 8639 received First Reading on July 24, 2023. A Public Hearing for Bylaws 8615 and 8635 was held and closed on September 26, 2023.

PROPOSED CHANGES TO BYLAW 8639

At First Reading on July 24, 2023, staff proposed changes to the Development Procedures Bylaw to identify which coach house related variances would not be delegated to staff. These included:

- Vehicle access;
- Lot depth;
- Lot width;
- Building Size; and
- Lot coverage.

During the July 24, 2023 Council meeting, Council raised concerns about delegating siting variances to staff (e.g., a variance to allow a coach house in the front yard). Staff propose

SUBJECT: Second and Third Reading of Bylaws 8615, 8635, 8639: Coach House Program Improvements

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changes to Bylaw 8639 prior to Second Reading to add siting of a coach house to the list of variances that cannot be delegated to staff. This change is reflected in **Attachment 3**.

CLARIFYING INFORMATION

The following section provides further clarification on two topics discussed at the Public Hearing on September 26, 2023.

Coach house regulations in all single family residential zones

A question was received during the public hearing about whether the coach house regulations differ for each single-family residential zone. The [District's Zoning Bylaw](#)¹ has both general and neighbourhood-specific single family residential zones. The neighbourhood zones have tailored provisions (e.g. related to height and roof pitch) that were developed to reflect the unique characteristics of District neighbourhoods.

The coach house regulations are included in Part 5 Residential Zone Regulations of the Zoning Bylaw. These zoning provisions apply to all single-family residential zones. The proposed changes to increase coach house height and allow a coach house and secondary suite on the same lot would also apply to all single-family residential zones including neighbourhood zones.

Floor space ratio and next steps

There were several comments during the public hearing about the desire to increase the allowable floor space ratio (FSR) to accommodate parcels that have already maximized the FSR for the existing buildings. As noted in the [staff report to Council, dated July 12, 2023](#),² staff will look for further opportunities to encourage more coach house development (e.g. reviewing minimum lot depth/width requirements, vehicle access requirements and FSR). Staff are proposing to bring forward recommendations to a Council workshop after anticipated multi-unit on a single family lot Provincial legislation is introduced this fall.

NEXT STEPS

Should Council give the three bylaws Second and Third reading, Bylaw 8615 and 8635 will be sent to the Ministry of Transportation for approval prior to Council considering the three bylaws for 4th reading (adoption).

CONCLUSION

The proposed coach house regulatory changes and process improvements are supported by various District policies and previous public engagement results. These changes will enable more housing options in single family neighbourhoods to help meet the needs of current and future residents.

The bylaws are now ready to be considered for Second and Third Readings by Council.

¹ <https://www.dnv.org/sites/default/files/edocs/Zoning%20Bylaw.pdf>

² <http://app.dnv.org/OpenDocument/Default.aspx?docNum=6064289>

**SUBJECT: Second and Third Reading of Bylaws 8615, 8635, 8639: Coach House
Program Improvements**

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OPTIONS

The following options are available for Council's consideration:

1. Give Bylaws 8615, 8635 and 8639 Second and Third Readings; or
2. Give no further Readings to the Bylaws and abandon the bylaws; or
3. Advise staff of any additional amendments to the bylaws at Second Reading and return Bylaws to a new Public Hearing if required.

Respectfully submitted,



Ryan Gilmore
Community Planner



Brianne Labute
Community Planner

Attachments:

1. District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)
2. District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)
3. Development Procedures Bylaw 8144, 207, Amendment Bylaw 8639, 2023 (Amendment 3)
4. Staff report: Proposed Coach House Program Improvements, dated July 12, 2023
5. September 26, 2023 Public Hearing Minutes

**SUBJECT: Second and Third Reading of Bylaws 8615, 8635, 8639: Coach House
Program Improvements**

September 28, 2023

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<input type="checkbox"/> Development Planning	_____	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
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<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
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<input type="checkbox"/> Climate and Biodiversity	_____				

The Corporation of the District of North Vancouver

Bylaw 8615

A bylaw to amend District of North Vancouver Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)".

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

- a) In Part 5 Residential Zone Regulations,

- i. Deleting Section 501.1 (b)(iii)(c) and replacing it with the following:

"c) on a single-family residential lot located within Lynn Valley Town Centre, Lower Lynn Town Centre, Lower Capilano-Marine Village Centre and Maplewood Village Centre as identified on Map 2 in the District of North Vancouver's Official Community Plan, as may be amended from time to time, a secondary suite is not permitted if there is a coach house located on the lot;"

- ii. Deleting Section 501.1(b)(vi)(e) and replacing it with the following:

"e) on a single-family residential lot located within Lynn Valley Town Centre, Lower Lynn Town Centre, Lower Capilano-Marine Village Centre and Maplewood Village Centre as identified on Map 2 in the District of North Vancouver's Official Community Plan, as may be amended from time to time, a coach house is not permitted if there is a secondary suite located on the lot;"

- b) In Part 10 Section 1001 Required Off-Street Parking Spaces,

- i. Deleting the following seven rows:

USE	PARKING REQUIREMENT
Residential (5)	
1. Base Rate	2 per dwelling unit

2. Single family residential building with secondary suite or a coach house	1 space in addition to the Base Rate (Bylaw 8360)
3. Multiple Unit Residential Building including Live Work	1 space per unit plus 1 space per 100m ² of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)
4. Senior Citizen Housing where it is covenanted that 90% of the residents are 65 years or older	0.33 per dwelling unit
5. Bed and Breakfast	2 per dwelling unit plus 1 per each bed and breakfast bedroom

and replacing with the following eight rows:

“

USE	PARKING REQUIREMENT
Residential (5)	
1. Base Rate	2 per dwelling unit
2. Single family residential building with secondary suite or a coach house	1 space in addition to the Base Rate
3. Single family residential building with secondary suite and a coach house	1 space in addition to the Base Rate
4. Multiple Unit Residential Building including Live Work	1 space per unit plus 1 space per 100m ² of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)
5. Senior Citizen Housing where it is covenanted that 90% of the residents are 65 years or older	0.33 per dwelling unit
6. Bed and Breakfast	2 per dwelling unit plus 1 per each bed and breakfast bedroom

“

READ a first time July 24th, 2023

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Bylaw 8615" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

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The Corporation of the District of North Vancouver

Bylaw 8635

A bylaw to amend District of North Vancouver Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)".

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - a) By deleting the following row in Part 5 Residential Zone Regulations, Section 502, Table 502.5:

Coach House Height	Measured from the top of slab
a) Roof slope of less than 3 in 12	a) 3.7m (12 ft.) maximum
b) Roof slope of 3 in 12 or greater	b) 4.5m (15 ft.) maximum
c) Energy Step Code <ul style="list-style-type: none"> • Step 4 of the Energy Step Code • Step 5 of the Energy Step Code 	c) <ul style="list-style-type: none"> • Additional 0.15m (0.5 ft.) in height • Additional 0.3m (1 ft.) in height <p>Energy Step Code height bonus is not cumulative.</p>

and replacing with the following row:

Coach House Height	Measured from the top of slab
a) Roof slope of less than 3 in 12	a) 5.5m (18 ft.) maximum
b) Roof slope of 3 in 12 or greater	b) 6.7m (22 ft.) maximum
c) Energy Step Code <ul style="list-style-type: none">• Step 4 of the Energy Step Code• Step 5 of the Energy Step Code	c) <ul style="list-style-type: none">• Additional 0.15m (0.5 ft.) in height• Additional 0.3m (1 ft.) in height <p>Energy Step Code height bonus is not cumulative.</p>

READ a first time July 24th, 2023

PUBLIC HEARING held September 26th, 2023

READ a second time

READ a third time

Certified a true copy of "Bylaw 8635" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

The Corporation of the District of North Vancouver

Bylaw 8639

A bylaw to amend Development Procedures Bylaw 8144, 2017

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as “Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)”.

Amendments

2. Development Procedures Bylaw 8144, 2017 is amended as follows:

- a) A new Subsection 2.(d)(vii) is added:

“vii. The variance must not be associated with the height of a coach house, the size of a coach house, the siting of a coach house, or building coverage for a lot where a coach house is proposed.”

- b) A new Subsection 2.(d)(viii) is added:

“viii. The variance must not be associated with the lot depth, lot width or lot vehicle access requirements for a coach house.”

READ a first time July 24th, 2023

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

AGENDA INFORMATION	
<input type="radio"/> Regular Meeting	Date: July 24, 2023
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COUNCIL

July 12, 2023
File: 13.6440.20/007.000

AUTHOR: Ryan Gilmore, Community Planner
Brianne Labute, Community Planner

SUBJECT: Proposed Coach House Program Improvements

RECOMMENDATION:

THAT "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)" is given FIRST Reading;

AND THAT "District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)" is given FIRST Reading;

AND THAT Bylaw 8615 and Bylaw 8635 are referred to a Public Hearing;

AND THAT "District of North Vancouver Development Procedures Bylaw 8144, 2017 Amendment Bylaw 8639, 2023 (Amendment 3)" is given FIRST Reading; and

AND THAT staff can issue coach house related minor development variance permits for siting, setbacks, bedroom and living room size, parking, and pedestrian access in accordance with Development Procedures Bylaw, 8144, 2017.

REASON FOR REPORT:

The purpose of this report is to propose amendments to the Zoning Bylaw to improve the District's Coach House Program. The amendments would permit a secondary suite on a lot where a coach house is permitted (except within priority growth centres) and increase the permitted height for a coach house. The report also seeks direction from Council to have specific coach house related Development Variance Permits (DVPs) delegated to staff in accordance with the Development Procedures Bylaw, 8144, 2017.

SUMMARY:

Single family neighbourhoods have been slowly evolving to accommodate changing housing needs. In response to Council direction and public input to increase options in single family neighbourhoods, this report proposes several bylaw amendments to:

- 1) permit a secondary suite on a lot where a coach house is permitted, except if the lot is located within one of the four priority growth centres intended for higher densities (Lynn Valley, Lynn Creek, Maplewood, and Lions Gate);
- 2) allow two-storey coach houses by increasing the maximum permitted height (removing the need for a DVP); and
- 3) amend the off-street parking regulations to require only one additional space when the lot includes both a coach house and a secondary suite.

In addition to the proposed Zoning Bylaw changes, this report seeks Council direction on delegating select coach house related DVP applications to staff in an effort to streamline the approval process.

Bylaw 8615 allows a secondary suite and coach house on one lot (except within the four growth centres) and establishes parking provisions. Bylaw 8635 increases the maximum permitted height for a coach house to allow two storey coach houses. Bylaw 8639 amends the Development Procedures Bylaw to identify which coach house related variances will not be delegated to staff.

BACKGROUND:

In 2014, Council initiated the coach house program, using a “gradual entry approach” to slowly introduce coach houses in the District. The District regulated coach houses through the issuance of a DVP that varied the location of a secondary suite on a lot. [In January 2020¹](#), after a public engagement process, Council approved a more streamlined coach house program:

1. That introduced a simplified, building permit only approval process for one-storey coach houses on lots at least 15 m (49.2 ft.) wide, that met one of the following criteria:
 - Had open lane access; or
 - Was a corner lot on a local street.
2. That the DVP process be continued by Council so that they may consider on a case-by-case basis two-storey coach houses and coach houses on:
 - Lots greater than 929 m² (10,000 ft²) with no lane access;
 - Double-fronting lots (two street frontages) at least 15 m (49.2 ft.) wide; or
 - Corner lots on collector or arterial streets.

Approximately 3,700 single family lots (19% of the total number of single family lots) qualify for the building permit only process for a coach house; however, the siting of existing buildings and structures and topography may reduce the number of lots where it is feasible to construct a coach house. Since 2014, 37 coach houses have been approved in the District and five coach house applications are currently under review. Coach houses have been approved in neighbourhoods across the District.

¹ <http://app.dnv.org/OpenDocument/Default.aspx?docNum=4217610>

Additional requirements for a coach house are as follows:

- lot must be zoned single-family residential;
- located within the Urban Containment Boundary in the Official Community Plan (OCP);
- the combined density of the principal dwelling and coach house cannot exceed the maximum density allowed by zoning;
- the coach house must be sited to the rear of a principal dwelling (unless a variance is obtained);
- the proposal must meet development permit area requirements, if applicable (e.g. Streamside Protection, Creek Hazard); and,
- the proposal must meet relevant bylaw requirements, if applicable (e.g. Development Servicing Bylaw, Sewer Bylaw, Tree Protection Bylaw, Waterworks Regulation Bylaw).

Current zoning regulations explicitly prohibit a lot having both a coach house and a secondary suite. The zoning regulations also restrict coach house height to 4.5 m., or one-storey, requiring a Council issued DVP for a two-storey coach house. Additional variances such as vehicle access, building coverage, lot width/depth, and setback requirements all require a Council issued DVP prior to building permit submission.

At the [Council Workshop on April 11, 2022](#)², Council discussed opportunities to make improvements to the Coach House Program and authorized public engagement on options in single family neighbourhoods. The engagement took place in June 2022 and many participants wanted to see secondary suites and coach houses on one lot and more one and two-storey coach houses. At the [February 13, 2023 Council Workshop](#)³, Council indicated support for staff to pursue District-wide regulatory changes regarding coach houses and secondary suites on one lot, coach house height, and process improvements to expedite the approvals process. Additional regulatory changes related to coach houses and secondary suites were discussed at the workshop, including secondary suite liveability and additional coach house regulatory changes. Staff proposed to bring forward recommendations to Council on these items later in 2023 or early 2024.

EXISTING POLICY:

Official Community Plan (2011)

- Goal 2: Encourage and enable a diverse mix of housing types and tenure and affordability to accommodate the lifestyles and needs of people at all stages of life.
- Policy 2.3.5: Identify criteria for low intensity infill housing, such as coach and laneway housing and small lot subdivision as appropriate.
- Policy 7.1: While growth will be restricted in detached residential areas, opportunities will exist to sensitively introduce appropriate housing choices such as coach houses, duplexes and small lot infill that respect and enhance neighbourhood character.

² <http://app.dnv.org/OpenDocument/Default.aspx?docNum=5594305>

³ <https://app.dnv.org/OpenDocument/Default.aspx?docNum=5915966>

OCP Action Plan (2021)

Priority Action 5: Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres.

Supporting Action 12: Identify opportunities for sensitive infill housing (coach houses and secondary suites, duplexes, triplexes, and townhouses/rowhouses) outside Town and Village Centres.

Social Equity Implementation Lens: Include social equity considerations in District decision-making to strive for a more inclusive and equitable community.

Rental, Social and Affordable Housing Task Force Final Report (2021)

The final report prepared by the Rental, Social and Affordable Housing Task Force includes several recommendations to Council, including:

- Seek opportunities to increase housing diversity through sensitive infill beyond the Town and Village Centres, such as duplexes, triplexes, townhouses/rowhouses, and more coach houses in locations near transit, employment, or both.
- Encourage creative and affordable housing solutions for minor densification in single-family neighbourhoods, such as micro or container homes, coach houses and basement or garage suites.

ANALYSIS:

In response to Council direction at the [February 13, 2023 Council Workshop](#)⁴, and informed by the public engagement results, staff propose the following changes to the Coach House Program:

1. Permit a Coach House and Secondary Suite on One Lot
2. Permit Two-Storey Coach Houses
3. Coach House Approval Process Improvements

1. Permit a Coach House and Secondary Suite on One Lot

To introduce more housing options in single family neighbourhoods, the proposed amendments would permit a secondary suite on a lot where a coach house is permitted (i.e. on a lot that meets the size, shape and siting regulations in Section 502.5 of the Zoning Bylaw). While this would introduce the option for an additional dwelling unit on the property, there are no proposed amendments to maximum lot coverage or Floor Space Ratio to keep the overall massing the same. A coach house and secondary suite on the same lot would not be permitted on lots located in the four priority growth centres in the OCP (Lynn Valley, Lynn Creek, Maplewood, and Lions Gate) as these areas are intended to accommodate higher densities. If single family lots in these areas develop with a coach house and secondary suite

⁴ <https://app.dnv.org/OpenDocument/Default.aspx?docNum=5915966>

it could delay and create barriers to the implementation of the OCP's vision for the priority growth areas.

Parking Considerations

The Zoning Bylaw currently requires two off-street parking spaces for a single-family dwelling and one additional space for a coach house or a secondary suite. Staff explored three options for parking requirements for lots with a coach house and secondary suite.

The first option is to require a total of four parking spaces. While this may reduce on-street parking impacts, it would consume a large amount of open space and impact the feasibility for many properties. To reduce the parking requirement, a DVP would be required. Decisions on these variances are delegated to staff, but an increased amount of these applications may strain limited staff resources and be contrary to the District's goal of streamlining approval processes. For these reasons, this approach is not recommended.

The second option is to require a total of three parking spaces, unless the property is within 400 metres of the Urban Containment Boundary (UCB) as identified in the OCP. Four parking spaces would be required in these areas. The UCB represents the main interface between the urban and outdoor recreation areas where on-street parking can be in higher demand (e.g. access to popular trails). However, this approach disadvantages a particular set of property owners and is more complicated to implement. For these reasons, this approach is not recommended.

The final and proposed option is to require a total of three parking spaces. This would increase the feasibility of a coach house and secondary suite as it removes a regulatory barrier. The OCP Action Plan encourages reduced parking for new developments and the use of parking management tools (e.g. parking permits) to manage parking, where necessary. Reduced parking requirements would also encourage the use of transit and non-vehicular modes of transportation (e.g. cycling, walking). A transit stop is available within 400 metres of 92% of the lots that currently permit a coach house without a DVP.

With any new policy initiative, there can be conflicting objectives or trade-offs. Staff propose in this case that the need to increase the number and type of housing units takes priority over potential impacts to on-street parking as these impacts can be mitigated through the use of parking management tools.

Potential impacts to District infrastructure

The proposed amendments to permit a secondary suite on a lot where a coach house is permitted are expected to have a minimal impact on the District's stormwater, sanitary sewer, and water infrastructure for the following reasons:

- Historical uptake on coach houses has been very gradual with an average of five coach houses approved per year since 2015;
- Coach houses approved to date are spread out across the District. Staff do not anticipate geographical concentrations of increased infrastructure use as a result of the proposed amendments;
- No changes are proposed to maximum building coverage to ensure sufficient open space to reduce stormwater runoff;

- The District's [Coach House Guide](#)⁵ provides applicants with best practices for stormwater management. As part of the building permit process, the applicant is required to submit a Stormwater Management Plan, or abide by an existing plan, prepared by a qualified professional;
- Separate annual utility charges will be applied to a secondary suite and coach house located within a single lot; and
- Building Permit applications are reviewed for required servicing and off-site improvements in accordance with the following bylaws:
 - Development Servicing Bylaw, 8145
 - Waterworks Regulation Bylaw, 2279
 - Sewer Bylaw, 6656

Should a high concentration of coach houses and secondary suites become prevalent in any one neighbourhood it is possible that sanitary sewer capacity could become inadequate. No funding source is currently available to upgrade inadequately sized sanitary sewers in single family neighbourhoods, and a future strategy to recover some or all upgrade costs from applicants may need to be developed. Staff will provide further advice on the funding of infrastructure with the Development Cost Charges Bylaw update later this year.

2. Permit Two-Storey Coach Houses

Staff propose increasing the maximum permitted height to enable two storey coach houses. The current and proposed height regulations are outlined in Table 1 below. The rationale for having two heights is to have greater control over the massing to reduce any potential impacts on neighbouring properties and to encourage similar roof lines to the principal dwelling.

Table 1: Current and proposed height regulations for a coach house

Current	Proposed
<ul style="list-style-type: none">• 3.7 m (12 ft.) maximum for a coach house with a roof slope of less than 3 in 12• 4.5 m (15 ft.) maximum for a coach house with a roof slope of 3 in 12 or greater	<ul style="list-style-type: none">• 5.5 m (18 ft.) maximum for a coach house with a roof slope of less than 3 in 12• 6.7 m (22 ft.) maximum for a coach house with a roof slope of 3 in 12 or greater

The rationale for this change is based on the following factors:

- Strong support (68%) from the public for more two-storey coach houses during the public engagement period;
- Support from Council at the February 13, 2023 workshop;
- Building height is the second most common variance requested by applicants and has continuously been supported by Council; and

⁵ <https://www.dnv.org/sites/default/files/edocs/coach-house-guide-2020.pdf>

- The preferred vehicle access for a coach house is from the rear lane and it can be challenging to meet parking requirements and provide sufficient living space with a one-storey coach house.

Should Council adopt this amendment, a proposal for a two-storey coach house would no longer require a DVP for lot where a coach house is permitted (i.e. on a lot that meets the size, shape and siting regulations of the Zoning Bylaw).

To encourage integration with the existing neighbourhood, staff would review and update the current [Coach House Guide](#)⁶ to include best design practices for two-storey coach houses. Zoning regulations do not allow a coach house to have a roof deck to minimize impacts on neighbouring properties.

3. Coach House Approval Process Improvements

[On February 27, 2023](#)⁷, Council amended Development Procedures Bylaw 8144 to delegate minor variance permit decisions to staff. At that time, there was still a desire to have coach house variances brought forward to Council for consideration. Based on Council direction to streamline the development approval process for coach houses, staff propose the following coach house related minor variance decisions are delegated to staff:

- Siting (e.g. request for coach house in the front yard);
- Setbacks;
- Coach house bedroom and living room size;
- Parking; and
- Pedestrian access.

Staff propose the following coach house related variance decisions remain with Council:

- Vehicle access;
- Lot depth;
- Lot width;
- Size; and
- Lot coverage.

An amendment to the Development Procedures Bylaw is proposed to confirm these variance decisions are not delegated to staff. Variances to vehicle access, lot depth and lot width may have a greater impact on the neighbourhood as it would allow a coach house to be constructed on a lot that does not meet the shape and size regulations. Variances related to height (beyond the height increases already proposed in this report), size, and lot coverage can have a larger impact on the neighbouring properties.

The next part of the review of the Coach House Program will focus on lot eligibility, including reviewing minimum lot depth/width and vehicle access requirements. Staff are proposing to bring forward recommendations to a Council workshop once anticipated Provincial legislation

⁶ <https://www.dnv.org/sites/default/files/edocs/coach-house-guide-2020.pdf>

⁷ <http://app.dnv.org/OpenDocument/Default.aspx?docNum=5928738>

is introduce this fall. The discussion on further delegating coach house variances to staff can be revisited at that time.

Concurrence:

The proposed amendments have been reviewed and concurred by Engineering Operations, Residential Plans Review, Transportation Engineering Services, Development Planning, and Legal Services.

Public Input:

To date, two separate public engagements have sought public input on whether it would be appropriate to permit coach houses and secondary suites on the same lot and to understand if there is support for more one and two-storey coach houses in the District.

Public engagement was held in the fall of 2018⁸ as part of the Coach House Program review. From May 30 to June 19, 2022, the public was engaged again on a number of topics related to options for single family neighbourhoods. Findings from this public engagement were presented at the [February 13, 2023 Council Workshop](#)⁹.

In both engagements, public input showed strong support for permitting a secondary suite and coach house on the same lot. The public also expressed a strong desire to see more one and two-storey coach houses, and uncertainty in the coach house approval process was identified as a key barrier to coach house development. Should the proposed bylaws be given First Reading, the public will have the opportunity to provide further comment as part of the public hearing process for the bylaw amendments. Staff do not propose further engagement, beyond the public hearing, on this topic.

CONCLUSION:

Supported by various District policies and previous public engagement results, staff have considered the feasibility and implications of increasing coach house height, delegating select coach house related variances to staff, and permitting a secondary suite where a coach house is permitted (except within growth centres). Based on this analysis and input from the public and Council, staff recommend the amendments proposed in this report. These changes will enable more housing options in single family neighbourhoods to help meet the needs of current and future residents.

OPTIONS:

Option 1:

THAT "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)" is given FIRST Reading;

⁸ Report to Council (September 27, 2019): Introduction of Bylaw Amendments for a Revised Coach House Program <http://app.dnv.org/OpenDocument/Default.aspx?docNum=4110125>

⁹ <https://app.dnv.org/OpenDocument/Default.aspx?docNum=5915966>

AND THAT "District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)" is given FIRST Reading;

AND THAT Bylaw 8615 and Bylaw 8635 are referred to a Public Hearing;

AND THAT "District of North Vancouver Development Procedures Bylaw 8144, 2017 Amendment Bylaw 8639, 2023 (Amendment 3)" is given FIRST Reading; and

AND THAT staff can issue coach house related minor development variance permits for siting, setbacks, bedroom and living room size, parking, and pedestrian access in accordance with Development Procedures Bylaw, 8144, 2017. **(staff recommendation).**

Option 2:

THAT Council provide staff with alternative direction.

Respectfully submitted,



Ryan Gilmore
Community Planner



Brianne Labute
Community Planner

Attachment 1: District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)

Attachment 2: District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)

Attachment 3: District of North Vancouver Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)

REVIEWED WITH:					
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office	_____	External Agencies:	
<input checked="" type="checkbox"/> Development Planning	YZ	<input type="checkbox"/> Communications	_____	<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> Development Engineering	_____	<input type="checkbox"/> Finance	_____	<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services	_____	<input type="checkbox"/> RCMP	_____
<input checked="" type="checkbox"/> Engineering Operations	PC	<input type="checkbox"/> ITS	_____	<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Parks	_____	<input checked="" type="checkbox"/> Solicitor	RB	<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS	_____	<input type="checkbox"/> Other:	_____
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate	_____		
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services	_____		
<input checked="" type="checkbox"/> Review and Compliance	BD	<input type="checkbox"/> Planning	_____		
<input type="checkbox"/> Climate and Biodiversity	_____				

The Corporation of the District of North Vancouver

Bylaw 8615

A bylaw to amend District of North Vancouver Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)".

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

- a) In Part 5 Residential Zone Regulations,

- i. Deleting Section 501.1 (b)(iii)(c) and replacing it with the following:

"c) on a single-family residential lot located within Lynn Valley Town Centre, Lower Lynn Town Centre, Lower Capilano-Marine Village Centre and Maplewood Village Centre as identified on Map 2 in the District of North Vancouver's Official Community Plan, as may be amended from time to time, a secondary suite is not permitted if there is a coach house located on the lot;"

- ii. Deleting Section 501.1 (b)(vi)(e) and replacing it with the following:

"e) on a single-family residential lot located within Lynn Valley Town Centre, Lower Lynn Town Centre, Lower Capilano-Marine Village Centre and Maplewood Village Centre as identified on Map 2 in the District of North Vancouver's Official Community Plan, as may be amended from time to time, a coach house is not permitted if there is a secondary suite located on the lot;"

- b) In Part 10 Section 1001 Required Off-Street Parking Spaces,

- i. Deleting the following seven rows:

USE	PARKING REQUIREMENT
Residential (5)	
1. Base Rate	1 2 per dwelling unit

ATTACHMENT 1

2. Single family residential building with secondary suite or a coach house	1 space in addition to the Base Rate (Bylaw 8360)
3. Multiple Unit Residential Building including Live Work	1 space per unit plus 1 space per 100m2 of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)
4. Senior Citizen Housing where it is covenanted that 90% of the residents are 65 years or older	0.33 per dwelling unit
5. Bed and Breakfast	2 per dwelling unit plus 1 per each bed and breakfast bedroom

and replacing with the following eight rows:

“

USE	PARKING REQUIREMENT
Residential (5)	
1. Base Rate	2 per dwelling unit
2. Single family residential building with secondary suite or a coach house	1 space in addition to the Base Rate
3. Single family residential building with secondary suite and a coach house	1 space in addition to the Base Rate
4. Multiple Unit Residential Building including Live Work	1 space per unit plus 1 space per 100m2 of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)
5. Senior Citizen Housing where it is covenanted that 90% of the residents are 65 years or older	0.33 per dwelling unit
6. Bed and Breakfast	2 per dwelling unit plus 1 per each bed and breakfast bedroom

”

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Bylaw 8615" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

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The Corporation of the District of North Vancouver

Bylaw 8635

A bylaw to amend District of North Vancouver Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)".

Amendments

2. District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:
 - a) By deleting the following row in Part 5 Residential Zone Regulations, Section 502, Table 502.5:

Coach House Height	Measured from the top of slab
a) Roof slope of less than 3 in 12	a) 3.7m (12 ft.) maximum
b) Roof slope of 3 in 12 or greater	b) 4.5m (15 ft.) maximum
c) Energy Step Code <ul style="list-style-type: none"> • Step 4 of the Energy Step Code • Step 5 of the Energy Step Code 	c) <ul style="list-style-type: none"> • Additional 0.15m (0.5 ft.) in height • Additional 0.3m (1 ft.) in height <p>Energy Step Code height bonus is not cumulative.</p>

and replacing with the following row:

Coach House Height	Measured from the top of slab
a) Roof slope of less than 3 in 12	a) 5.5m (18 ft.) maximum
b) Roof slope of 3 in 12 or greater	b) 6.7m (22 ft.) maximum
c) Energy Step Code <ul style="list-style-type: none"> • Step 4 of the Energy Step Code • Step 5 of the Energy Step Code 	c) <ul style="list-style-type: none"> • Additional 0.15m (0.5 ft.) in height • Additional 0.3m (1 ft.) in height <p>Energy Step Code height bonus is not cumulative.</p>

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Bylaw 8635" as at Third Reading

Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on

ADOPTED

ATTACHMENT 2

Mayor

Municipal Clerk

Certified a true copy

Municipal Clerk

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The Corporation of the District of North Vancouver

Bylaw 8639

A bylaw to amend Development Procedures Bylaw 8144, 2017

The Council for The Corporation of the District of North Vancouver enacts as follows:

Citation

1. This bylaw may be cited as "Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)".

Amendments

2. Development Procedures Bylaw 8144, 2017 is amended as follows:

- a) A new Subsection 2.(d)(vii) is added:

"vii. The variance must not be associated with the height of a coach house, the size of a coach house or building coverage for a lot where a coach house is proposed."

- b) A new Subsection 2.(d)(viii) is added:

"viii. The variance must not be associated with the lot depth, lot width or lot vehicle access requirements for a coach house."

READ a first time

READ a second time

READ a third time

ADOPTED

Mayor

Municipal Clerk

ATTACHMENT 3

Certified a true copy

Municipal Clerk

**DISTRICT OF NORTH VANCOUVER
PUBLIC HEARING**

**Coach Houses and Secondary Suites
Amendments to the Zoning Bylaw**

REPORT of the Public Hearing held on Tuesday, September 26, 2023 commencing at 7:02 p.m. in the Council Chamber of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes (via Zoom)
Councillor Jim Hanson (via Zoom)
Councillor Herman Mah
Councillor Lisa Muri (via Zoom)
Councillor Catherine Pope

Staff: James Gordon, Manager – Administrative Services
Ryan Gilmore, Community Planner
Brienne Labute, Community Planner
Jessica Lee, Community Planner
Jason Smith, Community Planner
Cheryl Archer, Confidential Council Clerk
Kaitlin Hebron, Confidential Council Clerk
Chris Reynolds, Committee Clerk

1. OPENING BY THE MAYOR

Mayor Little welcomed everyone and advised that the purpose of the Public Hearing was to receive input from the community and staff on the proposed bylaws as outlined in the Notice of Public Hearing.

He further noted that this Public Hearing is being convened pursuant to Section 464 of the *Local Government Act*. Members of Council, staff, and the public are participating in person and via Zoom.

Mayor Little stated that:

- Council will use the established speakers list. At the end of the speakers list, the Chair may call on speakers from the audience;
- Each speaker will have five minutes to address Council for a first time and should begin remarks to Council by stating their name;
- After everyone who wishes to speak has spoken once, speakers will then be allowed one additional five minute presentation;
- Any additional presentations will only be allowed at the discretion of the Chair;
- Please do not repeat information from your previous presentations and ensure your comments remain focused on the bylaws under consideration this evening;

- If a written submission has been provided, there is no need to read it as it will have already been seen by Council. It can be summarized, ensuring that the comments are pertaining to the bylaws under consideration at this hearing;
- All members of the audience are asked to be respectful of one another as diverse opinions are expressed. Council wishes to hear everyone's views in an open and impartial forum;
- Council is here to listen to the public, not to debate the merits of the bylaws;
- Council may ask clarifying questions;
- The Municipal Clerk has a binder containing documents and submissions related to the bylaws, which Council has received and which members of the public are welcome to review, available in the Council Chamber and online at DNV.org/agenda.
- Everyone at the hearing will be provided an opportunity to speak. If necessary, the hearing will continue on a second night;
- At the conclusion of the public input Council may request further information from staff, which may or may not require an extension of the hearing, or Council may close the hearing, after which Council should not receive further new information from the public; and,
- The Public Hearing is being streamed live over the internet and recorded in accordance with the *Freedom of Information and Protection of Privacy Act*; and,

2. INTRODUCTION OF BYLAWS BY CLERK

Mr. James Gordon, Municipal Clerk, introduced the proposed bylaws, stating that Bylaw 8525 proposes to amend the Zoning Bylaw to update the definition of "secondary suite"; add clarifying language to Section 4B88-3(c) regarding the residency of the owner within a single-family residential building, accessory use of the secondary suite, and legal designation of the principal dwelling unit and secondary suite; and revise the size requirements for secondary suites. Bylaw 8615 proposes to amend the Zoning Bylaw to allow a secondary suite and coach house on the same property in single-family zones except within Town and Village Centres and update the off-street parking requirements for single-family homes with a secondary suite or a coach house, and a secondary suite and a coach house. Bylaw 8635 proposes to amend the Zoning Bylaw to change the permitted roof height of coach houses.

3. PRESENTATION BY STAFF

Jessica Lee, Community Planner, provided an overview of the proposal regarding secondary suites. Ms. Lee advised that:

- Secondary suites are an important component of the District's rental housing stock;
- There are more than 6,500 secondary suites in single-family Zones, as well as some comprehensive development and multifamily Zones;
- Approximately 205 new secondary suites are constructed in the District per year;
- Under current regulations, secondary suites may be a maximum of 90 square metres or 40 percent of the single-family home, approximately the size of a two-bedroom unit;
- Council has directed staff to review the District's secondary suite program in recent years;
- The Official Community Plan (OCP) contains direction to increase the maximum permitted size of secondary suites;
- The OCP Action Plan identifies the need to increase housing diversity and encourage more rental housing in single-family neighbourhoods;

- In 2019, the Provincial Government revised the *BC Building Code* to remove size restrictions for secondary suites;
- Prior to this revision, the *BC Building Code* prevented municipalities from expanding secondary suite size regulations;
- In Spring 2022, the District conducted public engagement on housing options for single-family neighbourhoods;
- Feedback from participants indicated strong support for increasing the maximum size of secondary suites to accommodate families and provide flexibility to homeowners;
- Feedback also indicated support for implementing a minimum floor area for secondary suites to improve liveability;
- A summary of the feedback received is available in the Public Hearing materials;
- Bylaw 8525 regarding secondary suite size received First Reading on June 5, 2023;
- At First Reading, Council passed a resolution to remove references in the bylaw to minimum secondary suite size and exterior entrance requirements;
- The bylaw under consideration includes increasing the maximum size of secondary suites to the lesser of 130 square metres or 49 percent of the building's floor area and housekeeping amendments to update the definition of secondary suite and clarify language within some Zones;
- The proposed amendments would provide flexibility to homeowners and create additional rental stock; and,
- The answer to a question raised by Council regarding District fees for secondary suites has been provided in the Public Hearing materials.

Ryan Gilmore, Community Planner, provided an overview of the proposal regarding coach houses. Mr. Gilmore advised that:

- The District has several policies that support the creation and expansion of sensitive infill housing options such as coach houses, including the OCP, which notes opportunities to introduce housing options that respect and enhance neighbourhood character, and the OCP Action Plan;
- The District has taken a gradual approach to coach houses, which have been permitted since 2014;
- When first permitted, coach houses required a Development Variance Permit (DVP), which varied the location of a secondary suite on a lot, and all applications were considered by Council on a case-by-case basis;
- After several years of the coach house program, there were still few coach houses in the District;
- Council directed staff to create a simplified application and approvals process, which was approved by Council in 2020 after a public engagement process;
- One-storey coach houses on lots at least 15 metres (or 49 ft.) wide that have either open lane access or that are corner lots on a local street, are eligible for the simplified building permit-only process, with other coach houses requiring a Council-approved DVP;
- Current regulations do not permit a coach house and secondary suite on the same lot;
- Since the introduction of the coach house program in 2014, 37 coach houses have been approved in the District;
- Of these, 18 were approved prior to the simplified building permit-only process and 19 following the introduction of the simplified process in 2020;
- Approximately half of the coach houses approved since 2020 have required a DVP;
- The most common variances approved were for lot access; height, to allow a second storey, and lot coverage;

- Eleven variances have been approved for building height, approximately 30 percent of all coach houses approvals;
- During Spring 2022 public engagement, feedback included strong support for allowing both secondary suites and coach houses on the same lot as well as support for this to be allowed in all residential neighbourhoods in the District;
- Feedback also indicated support for both one- and two-storey coach houses;
- Bylaw 8615, which proposes to allow a secondary suite on the same lot as a coach house, except within the four priority growth centres where higher density is intended, received First Reading on July 24, 2023;
- Proposed amendments also include changes to the off-street parking regulations to require one additional space where the lot includes both a secondary suite and coach house to strike a balance between reducing barriers to coach house development and impacts to on-street parking;
- Bylaw 8635, which proposes to increase the maximum permitted height of eligible coach houses, also received First Reading on July 24, 2023;
- If Bylaw 8635 is adopted, this would allow coach houses up to 6.7 metres in height on lots with open lane access or on corner lots on local streets to proceed via the streamlined building permit-only process;
- Coach house applications for other lot types would still require a Council-approved DVP; and,
- If the proposed bylaw amendments are adopted, staff will update the District's Coach House Guide to include mitigation of privacy impacts related to higher coach house buildings.

4. REPRESENTATIONS FROM THE PUBLIC

4.1. Robert Armstrong:

- Advised that his daughter owns property in the District and would like to build a coach house;
- Noted that the proposal does not include an increase in floor space ratio (FSR), which impacts the capacity to build a coach house;
- Stated this will encourage owners to build secondary suites below ground level as a basement more than four feet above ground level counts as part of the maximum FSR for the property;
- Noted that homes with existing basements above four feet will not have additional room within the maximum FSR to build a coach house;
- Noted that the City of Vancouver has different limits; and,
- Expressed support for increasing the allowable FSR for coach houses.

4.2. Erik Jensen:

- Advised he is a District resident and a builder;
- Stated that the proposed changes will not be effective without an increase to the maximum allowable FSR;
- Stated he disagrees with the requirement for properties to have open lane access or be on a corner to qualify for the building permit-only coach house application process as long as there is sufficient parking;
- Questioned the reason for the provision regarding boarders and lodgers;
- Recommended increasing allowable roof heights to accommodate additional dwelling units;

- Opined that the District's stormwater management requirements are a barrier and that tanking basements is not effective or affordable;
- Recommended that the District consult with the Homebuilders Association of Vancouver (HAVAN) regarding this proposal;
- Expressed support for increasing the size of secondary suites;
- Noted that floor area may be calculated to the outside of the foundation wall, which results in the loss of approximately one foot of floor space around the perimeter of the building where this is the case;
- Cautioned Council to consider the potential unintended consequences of the proposal; and,
- Stated that the District has staffing difficulties in the Planning Department and recommended that processes not be complicated.

4.3. Paul Arman:

- Queried if the proposal is in conjunction with provincial housing initiatives; and,
- Queried whether an increase to FSR is being considered.

Mayor Little advised that the Province has not provided details on multi-family housing initiatives.

Mayor Little advised that an application for a DVP may be submitted for proposals that do not conform to the Zoning Bylaw and that some coach house application types have been delegated to staff.

4.4. Sebastian Spoke:

- Expressed support for increasing the maximum FSR for coach houses to improve housing affordability; and,
- Noted that it is difficult for young families to find liveable housing with sufficient space.

4.5. Al Sutton:

- Expressed concern regarding the parking impacts of allowing a coach house and secondary suite on the same property;
- Stated he is not opposed to the proposal;
- Noted that he drives and parks frequently in all areas of the and it appears that off-street parking is not being used on properties with coach houses; and,
- Commented on parking issues in areas with higher density, such as in the Lonsdale area of the City of North Vancouver.

4.6. Sid Mirhashemy:

- Expressed confusion regarding the proposed changes;
- Complained about property taxes; and,
- Spoke in support of allowing the subdivision of large lots or allowing higher density housing forms such as duplexes.

4.7. Robert Tap:

- Queried if the changes to the bylaw would comply with or apply to areas with neighbourhood-specific Zoning;
- Expressed support for coach houses;
- Noted that the variance between the eave heights on neighbouring properties are included in the some Neighbourhood Zones; and,
- Noted that a coach house on a sloped lot may have a significant difference between eave heights on the neighbouring property.

Staff advised that coach house regulations would apply to all Zones and that there may be fewer eligible properties in areas that do not have lanes. Staff noted that the intention of the proposal is that all residential areas of the District would have equal allowable coach house heights.

4.8. Hooman Keyhan:

- Requested details on the projected timeline of the proposed bylaw changes.

4.9. John Hamilton:

- Advised he is a Blueridge resident;
- Expressed support for the proposed bylaw changes;
- Stated he would have liked the changes to go further;
- Opined the proposal will not increase the available housing stock;
- Expressed disappointment that the proposal will not increase the number of eligible properties;
- Noted that the City of Vancouver allows two homes on one lot in most neighbourhoods; and,
- Commented on changes that may be coming forward from the Province.

4.10. Spencer Tuttle:

- Expressed concern regarding the impact of the proposal on street parking;
- Recommended requiring two parking spots for additional housing units; and,
- Expressed concern that the proposed changes will have a negative impact on the composition of neighbourhoods.

4.11. Janin Al:

- Advised that she is a resident near an elementary school; and,
- Advised that she has a tenant in a secondary suite and would like to build a coach house to provide housing for other young families who could benefit by living in proximity to the school.

4.12. Jordan Levine:

- Advised that he is a District resident;
- Spoke in the support of the proposed bylaw changes as they will reduce barriers to increasing available housing stock;
- Suggested making additional changes to further reduce barriers;
- Acknowledged the process is ongoing;
- Recommended monitoring parking impacts; and,
- Commented on the housing crisis.

4.13. Erik Jensen, SPEAKING FOR A SECOND TIME:

- Stated that applying for a DVP is a long process that is uncertain, stressful, and expensive;
- Expressed concern that the proposed bylaw changes may have unintended consequences;
- Recommended referring the bylaws back to staff to increase the allowable FSR; and,
- Noted that parking provisions are important.

4.14. Robert Armstrong, SPEAKING FOR A SECOND TIME:

- Questioned why an increase to allowable FSR was not included in the proposal;
- Stated that allowable FSR is lower in the District than in the City of North Vancouver or the City of Vancouver;
- Opined that it is impossible to build a coach house on a property that has an existing above-ground basement; and,
- Opined that builders will be forced to locate basements underground.

4.15. Angel Gonzalez:

- Commented on the DVP process, noting that there is uncertainty for the applicant;
- Advised that he would like to construct a coach house on his property and has not been able to do so;
- Encouraged Council to increase the allowable FSR on properties to accommodate coach houses; and,
- Stated he is in favour of the bylaws and that they do not go far enough.

4.16. Dana Christie:

- Commented on parking issues in the Riverside Drive area;
- Encouraged Council to consider the parking impacts of the proposal.
- Commented on the high price of rental housing, noting there are basement suites renting for over \$3,000;
- Questioned whether the proposal would result in an increase in small units or family housing;
- Suggesting allowing greater height while respecting the privacy of neighbouring properties; and,
- Asked if incentives could be offered to property owners to offer units at below-market rents.

4.17. Janin Al, SPEAKING FOR A SECOND TIME:

- Stated that the proposal is a positive step;
- Opined that more is needed; and,
- Noted that what she would like to build on her property is not currently permitted under the Zoning Bylaw, despite having available space.

4.18. Avneet, City of North Vancouver Resident:

- Commented on the cost and time required for applications to the Board of Variance.

4.19. Sebastian Spoke, SPEAKING FOR A SECOND TIME:

- Stated that the impact of the proposed amendments are limited, noting that fourteen percent of single-family homes in the District would qualify;
- Recommended increasing the allowable FSR to accommodate coach houses;
- Commented on the housing crisis and housing affordability.

4.20. Erik Jensen SPEAKING FOR A SECOND TIME:

- Queried how many of the fourteen percent of eligible properties in the District have sufficient remaining FSR to allow the construction of a coach house.

4.21. Sid Mirhashemy SPEAKING FOR A SECOND TIME:

- Requested clarification of what makes a property eligible to have a coach house;
- Opined that fewer than the fourteen percent of District single-family properties stated by staff will be eligible;
- Recommended increasing the allowable FSR to accommodate coach houses; and,
- Commented on traffic and new development in Lion Gate Village.

4.22. Brian Rhys:

- Requested information on maximum coach house size and whether a larger coach house would be permitted on a large lot with available FSR.

4.23. District Resident:

- Advised that he is an architect, urban designer and builder;
- Advised that he will require a variance for his coach house application;
- Noted that sloped properties will still require variances;
- Expressed support for continuing to require Council approval for two-storey coach houses and stated that they should not be delegated to staff;
- Stated that a move to smaller houses is necessary for the environment and municipal infrastructure;
- Noted that FSR can be divided between different parts of a property; and,
- Expressed support for allowing a secondary suite on the same lot as a coach house as this would add more legal suites to the available housing stock.

4.24. Paul Armand:

- Expressed support for allowing a secondary suite on the same lot as a coach house as this would increase available housing and be a benefit to the community; and,
- Noted that he cannot currently offer the suite in his home for rent as he has a coach house.

4.25. Angel Gonzalez: SPEAKING FOR A SECOND TIME

- Commented on the potential opportunity for economic benefits to homeowners; and,
- Noted that housing with more space is needed for large families.

5. QUESTIONS FROM COUNCIL

In response to a question from Council, staff advised that an increase to allowable FSR has not been proposed at this point. Staff further advised that FSR and lot coverage increases could be proposed in a future phase and staff will report back to Council.

In response to a question from Council, staff advised that the possibility of removing driveways to accommodate coach houses is being reviewed by the Engineering Department and that this is currently possible with a DVP.

In response to a question from Council, staff advised that the Homebuilders Association of Vancouver was included in the stakeholder outreach that took place in Spring 2022.

In response to a question from Council, staff advised that an estimated 2,700 lots currently qualify for coach houses in the District and that future phases may increase the number of eligible lots.

In response to a question from Council, staff advised that a Councillor has provided information on a new grant program from the Provincial government for owners to build new secondary suites or coach houses rented at below market rates.

6. COUNCIL RESOLUTION

MOVED by Councillor BACK

SECONDED by Mayor LITTLE

THAT the September 26, 2023 Public Hearing is closed;

AND THAT "District of North Vancouver Rezoning Bylaw 1412 (Bylaw 8525)" is returned to Council for further consideration;

AND THAT "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)" is returned to Council for further consideration;

AND THAT "District of North Vancouver Rezoning Bylaw 1427 (Bylaw 8635)" is returned to Council for further consideration.

CARRIED
(8:28 p.m.)

CERTIFIED CORRECT:



Confidential Council Clerk

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