

**Upper Capilano Potential Small Lot Infill Areas
District of North Vancouver
Verbatim Public Input from Open House (October 5, 2016) and Questionnaire**

Verbatim Open House Comments

Comments on Display Boards

Board #	Comment
2	1000 Block Prospect Ave should be included in this study
5	Deceiving photo. This is a very short driveway, with very small grass patch on left. 800 block Clements
7	Still empty. Completed approx 6 months ago or more. Situated at back of lot, ruining privacy for neighbours
7	These big houses are difficult to afford. Smaller lots with smaller houses or duplex/triplex
9	In part of the way through the consultation process (I know it was Council)
9	This is an absurd idea and is being bought
9	More housing options for young families. Go for it.
9	Doesn't have the quality of life that the rest of us enjoy
9	4-plex excellent for singles or couples
9	Is it really a good idea to concentrate small lots in small areas? I think a healthy community is a diverse community. Mix of small and large lots is best, and a mix of housing types (single family, duplexes, townhouses, etc.)

Comments on Map

- 1000 Block Prospect should be included in this study
- A good way to densify - which is environmentally responsible. It will also make the community more affordable for families
- These areas don't have enough parking as it is. Densification will only exacerbate the problem/safety issue.
- The area is already predominantly small lots!
- Rather than more SFHs that are themselves unaffordable...think harder! Multi-unit at interior green space create community
- Adding more lots give more options to families here and opportunities to other to move in
- Concerns: already a lot of small lots; parking is tight; Canyon is a narrow road - more traffic and driveways = less safe for our kids; aesthetics - trees will be cut down; this area has drainage issues
- Dangerous corner (Highland and Montroyal)
- Need 4 way stops in areas
- Dangerous Intersection - be aware if increasing density (Highland and Montroyal)
- [REDACTED] - I am disappointed that Clements Ave is not included in Potential small area. There are already 8 small lots in front of my property
- In view of the current housing crises, the council should be proactive and allow all lots of 10000 sq ft and above to build duplexes - so that the second generation can live with parents. Less eco footprint and better use of land. This should be in all neighbourhoods like Pemberton H also
- Re [REDACTED]. Not an owner occupied home. Rented for many years and recently suffered clearcut of trees and vegetation on lot. No apparent connection to neighbourhood, except for development
- [REDACTED] got letter

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- Question: Why are the 800 and 900 blocks of Clements Ave, which have 12 and 8 small lots at present, not included in the study area - like the 800 and 900 blocks of Montroyal which have 10 and 10 currently built as 33 ft lots? Both Clements and Montroyal have large lots across the street from them
- [REDACTED] - Our logic behind subdivision would be to build two smaller homes, which more people can afford, rather than a \$4 million mansion like 896 Clements, which is still on the market after several months. It is still sitting empty.
- Keep pedestrian island at Highland. Speak with Fire Hall re: major emergency route
- [REDACTED] - one lot one house?
- I am very disappointed that Prospect is taken out of this study! [REDACTED]
- Very disappointed that Prospect is not included! We have been waiting to hear on this for a while. A lot of small lots in the area so why not Prospect. Please take action on this area as a lot at our neighbours feel the same!
- DNV you need lot allow subdivision to smaller lots so that young families can get into the real estate market. Larger lots subdivision were done 50 years ago but now population has grown, housing is expensive. Allow young family to own a house! [REDACTED]
- Disappointed to see that Prospect Ave is not being considered for potential small lot infill areas. Prospect Ave already has a number of small lots (33 ft) and actually has more smaller lots that larger lots. We hope Prospect Ave will be included one day in favour of small lot subdivision.
- Use existing infrastructure, go for small lots rather for large lots and large houses to maintain moving people out to newer areas and developing new lands will effect environment more. Use already serviced area for benefit in regards to everything
- We are in favour of small infill even outside of 2 Green areas. It is need of the day and future. If Vancouver have chief Planner from SFO why can DNV have at least someone from Planning. Some lots on Clement are 150 feet deep. City should take 10 feet from each neighbour back to back and open the lane or developer should pay. This will be safer for City garbage trucks, fire ambulances and less traffic on road and any parking issues. Thank you.
- It's irresponsible to consider small lots in the current proposed infill areas without taking into consideration the certain development that will happen in the current Capilano Garden and Grouse Plaza sites.

Verbatim Questionnaire Responses (paper and online)

Total questionnaires received:

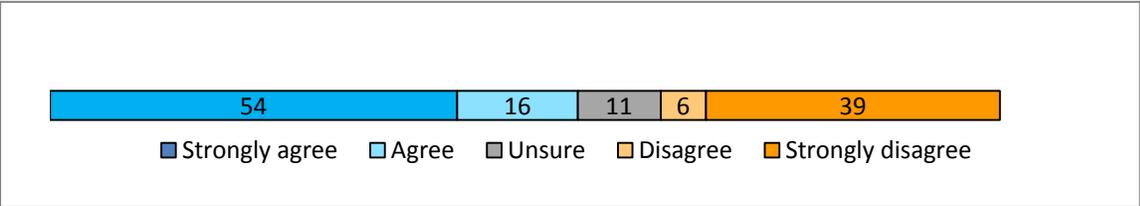
- Total individual responses with address in original study area and 75m radius: **132**.
- Total individual responses without address or address beyond 75m from original study area: **16**.

Part A: Potential Small Lot Infill Areas

In Small Lot Infill Areas, owners can apply to subdivide their properties – creating lots for single-family houses that are a minimum of 10 metres wide – without applying for rezoning. We identified two potential Small Lot Infill Areas in Upper Capilano, based on public feedback we received from the public in May, along with staff analysis.

1. Please indicate whether or not you agree with the potential Small Lot Infill Area on Clements Avenue and Canyon Boulevard? (See arrow.)

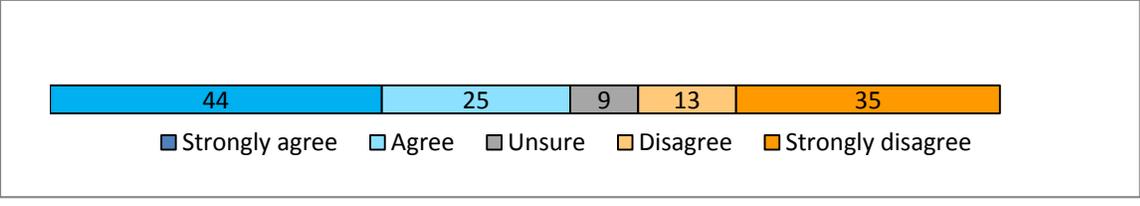
Total individual responses in original study area and 75m radius: **126**. Blank: 6.



No address / address beyond 75m from original study area:
Total individual responses: 14. Strongly agree: 1. Agree: 2. Unsure: 0. Disagree: 1. Strongly disagree: 10.

2. Please indicate whether or not you agree with the potential Small Lot Infill Area on Montroyal Boulevard? (See arrow.)

Total individual responses in original study area and 75m radius: **126**. Blank: 6.



No address / address beyond 75m from original study area:
Total individual responses: 15. Strongly agree: 1. Agree: 2. Unsure: 0. Disagree: 2. Strongly disagree: 10.

3. Do you have other comments or ideas about either (or both) of the potential Small Lot Infill Areas in Upper Capilano?

Responses from addresses in original study area and 75m radius:

- Other areas, than green areas should also be included the draft. We will need more smaller lots in future, Big houses are hard to maintain specially older ones. If bigger lots stay, they will have big new homes heard to afford and maintain. Not for local people working here.
- Allow secondary suites even if no back lane exists. Fantastic proposal - allows for increased 'affordability'
- Many of those agreeing are already on small lots, so are not really biased. This area should not have had small lots in the first place.
- Simply adding full size homes to the edges of a small lot is not a sustainable plan. We are allowing lots to be overbuilt, rather than finding solutions that provide a variety of options - hopefully some that would be affordable - and that would preserve our forest environment (no more concrete slabs as 'landscaping')
- This will turn Montroyal into a highway and a very populated neighbourhood! As it is, Montroyal Blvd is already experiencing an increased amount of traffic, due to subdivisions happening along this road, doubling the population per lot! Also, many people use Montroyal as a connector between Lonsdale, Delbrook, and Capilano Road. So it's a big increase in traffic volume for just a single lane road! I strongly disagree with this plan! Please consider more quiet less populated areas for this plan!
- I think it is a good idea to allow for small lots in both potential areas. More so the one on Montroyal ([REDACTED]). One concern is the feedback wanting narrower driveways, although this could provide more greenspace the downside is more cars on the street
- The study area should not be limited to the two small green (designated) areas. Rather than looking at re-zoning the small area which can create congestion in that specific area, the whole study area should be rezoned and each application be taken as a case to case basis. Right now case to case does not exist because it only favors areas that already have 50% or more small format homes within a block. (chicken before the egg analogy)
- Strongly agreeing for 2 lot zone
- Yes please include Prospect Ave 1000 block between Cliffridge and Capilano Road
- Density is needed!
- Chinese restaurant zoning and development (as per owners outlined plans as told to residents) includes a restaurant and 20-30 housing units - 2 levels underground parking and smaller restaurant - this will greatly impact the density of Clements/Canyon Streets. Also Grousewoods Plaza could do something smaller but similar - Parking on/off streets is an issue; feel I'm being chased out of the area; lanes being opened aren't a solution as you can't force people to use them; infrastructure is not there to support this density
- Parking and all infrastructure have not been addressed at all. Nor has there been any consideration given to the nature of the neighbourhood into which we bought. At this time, I feel relieved that our street has been excluded from the SLIA, but I have heard 'temporarily' and 'currently' used at tonight's meeting, which is unsettling. Road/traffic safety have also not been addressed. Question 1 notes - 'I'd rather none'
- 1000 block Prospect should have been included in this study, close proximity to public transportation - need to revision ideas around attached garages to infill home (they become storage - vehicles end up on street)
- Spreading the infill areas out - say 10% (see map on physical form) over the larger original area would maintain neighbourhood character and property values. (Note: Percentages have been drawn on map)
- Canyon Blv north side has back lane 2. We need more children in our schools 3. Small lots should have 2400 sqft house for family of 4-6 and coach house for single mom or dad - East Vancouver has done it and manages to keep rent at the reasonable level 4. Families are closer if they live in areas of choice not in areas of affordability 5. District has all those 2% transfer tax on \$1-2 Million homes - do improvements for residents and future generations
- I think the original study area should be considered

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- I am concerned about the traffic impact of further residential developments ie the number of new households that would be created
- I strongly support the idea of potential small lot infill area for Canyon and Clements Blvd. More than 50% of our neighbours have already been subdivided dividing 66 feet lots into two small lots with attractive structures. Question 1 notes - We've been requesting two lot permits for last [REDACTED] years!
- Even though we are not directly in the green area, we would love Prospect to be considered for subdivision as there are already many small lots in the area. We have a lot of other neighbours both from Prospect and Clement that feel the same. Please consider this area as well as it would benefit the generations to come as well
- I am agreeable to SL's on the whole study area
- % wise we already have enough. We don't need more density and street scap is changing too much! We don't need more density and traffic. It's a bad idea!
- I strongly support the idea of potential small lot infill (subdivision) 66 feet lot into two lots. Canyon Blvd and Clements Blvd area. We've been requesting two lot permits for past [REDACTED] years! Question 1 notes - We've been requesting two lot permits for last [REDACTED] years!
- Land is limited, geographically limited; Don't like empty houses with no people; would like to see housing for families on small lot; why cater to super wealthy; 1 bus eliminates 40 cars going over Lions Gate Bridge; should be 10 for people in the District - to enable shared rides to the local area; should also be able to do SDs on Prospect Ave; People are comfortable in detached houses even if smaller lots; prefer smaller homes to larger homes in the neighbourhood - really like a mix
- There are already so many in the area I don't see there would be much difference - except for more traffic/parking issues
- More 'other housing options' are needed in this part of the District to create a more diverse neighbourhood. It's difficult for younger families to settle here.
- Please consider parking for these lots in their lots
- The Montroyal stretch is already primarily small lots. I am ambivalent about the potential block on Clements
- We are owners of [REDACTED] Ave we are very interested to subdivide our large lot to small lots (33 ft) in our neighbourhood at Prospect Ave between Capilano Rd and Cliffridge. Within the last 3 years 3 lots subdivided and built it. First we do not know why we can not subdivide already from 38 lots in this block we do not have 14 small lots. We strongly are interested to reconsider our block to subdivide to 33 ft lots. Thanks.
- I am disappointed that DNV took out Clements Ave which was part of original study. More housing choices are the need of this hour, to allow young families to own a home. Larger lots were created 50-60 years ago but times have changed. Do not stop higher density. You should allow smaller lots in the entire study area and then whoever is interested in smaller, can go ahead. Population, immigration will keep on increasing and will put pressure on housing. Rents will skyrocket. Please allow smaller lot subdivision rezoning.
- Too much density
- Yes. Traffic services compromised! Bought house had 2 bungalows behind us, we had total privacy. Then two bungalows came down and developers built 4 houses. Their storeys peer into our backyard. Once private, now we have 4 houses backing on us. We strongly object to increasing residences on Montroyal right behind us. Traffic is terrible now. Bridge is getting impossible! Population density has to be stopped! No services to serve added residences.
- We are owners of [REDACTED]. In our block (between Cap Rd and Cliffridge) we have 38 properties which 10 of them are brand new and owners are not interested to subdivide. From the rest property 28 lots already 14 lots are subdivided for 33 ft lots. We do not have only 14 large lots that we are strongly interested to subdivide it. Within last 3 years in this block 3 lots subdivided and built. We do not understand why we can not subdivide. [REDACTED]. They need houses and we do have a plan to subdivide our [REDACTED] and pass it on to them to build the home for themselves.
- I would like to expand the area of study to include the 800 and 900 block of Clements on the south side which was included in the original study area. These lots were originally 33 ft lots which were consolidated

for various reasons and built with one home on the 66 ft lot. Some of these lots still exist as two 33 ft lots with only one home on them to appear like 66 ft. Question 1 notes - I would like area expanded to include 800 and 900 block of Clements on the south site

- No
- I am very much in favour of small lot developments. It will provide a stronger sense of community and offer more affordable housing options. It will also create a streetscape with a more diverse architectural variety
- Lots 1014 to 1040 can readily be shoved by gravity wall as required, allow for drainage. The rest of the proposal looks recommendable
- [REDACTED] excluded from the proposed SLIA. I request that we be included in the proposed SLIA and let the professional engineers tell us what has to be done to subdivide and build safely. Also there are two homes currently being built on 1027 and 1033 Prospect Ave on the top of this slope hazard so the risk is evidently acceptable to the DNV.
- I am pleased to see young couples with children moving into the 33 foot lot houses in the neighbourhood. I would like to see more smaller lots to encourage this instead of over-built, expensive houses on 66 foot lots.
- There is already enough density in this area with the existing designated small lot infill area. People in this zone know and accept this designation. Outside of this area, people (other than developers) have opted for a balance of larger and smaller lots. Personally, I would be unhappy to see that change.
- I feel that the 'existing designated small lot infill area' is dense enough for the area. More housing will probably be converted in the near future there, along with the possibility of changes to the small strip mall to the south and the Capilano Chinese Restaurant to the north. To double the size of the DSLIA by converting a similar size area to the east would create a very dense Upper Capilano area indeed.
- I strongly disagree with the infill of Montroyal Blvd. There are no sidewalks on the north side inadequate parking space on the roadway. Residents on the north side are in parking on the south side blocking the roadway causing a narrow passage for vehicles.
- At this point the area is not able to sustain extra housing due to the already extreme traffic situation, water resource, waste management etc. and above all the negative impact on nature (flora and fauna) itself.
- I more density please.
- Properties in DPA should also be included in the SLIA for the following reasons: 1. Property owners feel being treated equally. Without new development, subdivision by itself does not increase any hazard nor do any damage to the environment. 2. Hazard and environment controls should be done in the development stage. The District already has DPA guidelines which control hazard and environment in the DPA. 3. No property owners in DPA will voice out to the District. The District staff will not have to do any extra works to handle them.
- Additional traffic will create more congestion and also there will be more cars parked on the road. Canyon Blvd., being a place where many kids ride bikes and play will become more dangerous for them.
- Additional traffic will create more congestion and also there will be more cars parked on the road. Canyon Blvd., being a place where many kids ride bikes and play will become more dangerous for them.
- We strongly agree with Small Lot Infill on Canyon Blvd - with the continuing increase to the number of families moving to the North Shore more housing is needed. The Lots on Canyon Blvd are (essentially) level, thus the Infill proposal is an ideal way of addressing this increased housing need without destroying the "look" or "feel" of the neighbourhood.
- These areas should keep its traditional housing status such that the areas fit into the natural surroundings.
- These are the areas where are supposed to be single-family-house areas. Not fit for other options.
- The five houses on the north side of Clements Ave that was omitted from the small lot infill area due to slope hazard is totally unfair to the affected house owners. The reason is that there is no evidence to substantiated the slope hazard. If they are going to make a judgement, it should be based on geological evidence by qualified engineers. If the district allowed housing north of the slope area on Prospect Ave that is directly above the so called slope hazard, then housing below the slope on Clements should be deemed safe and should be included in the small lot infill area along with the rest of the neighbors. In fact one of the

houses on Prospect Ave above the so called slope hazard has a swimming pool. If there were any evidence of an unstable slope, I am sure that swimming pool would have been disallowed. I think you should get the geological evidence before excluding the five houses at the north end of the Clement block.

- I do not agree with the SLIA on Clements and Canyon Blvd. At the initial open house the district presented us with a plan for rezoning of Upper Capilano. Like most people I voiced my opposition. Now, a small portion of Clements, Canyon and Montroyal seems to be taken out of the Upper Capilano Plan to be decided on its own. This seems to me much like the motto "divide and conquer". There have been builders coming into this area in the wave of the hot real estate market who purchased properties for the sake of making a profit by subdividing lots and building two houses on them. This will create more traffic, more street parking and more perfect livable houses will be destroyed to have the property maxed out to its limit. I am strongly opposed not only to the SLIA's in the original study but even more so I am appalled at how this plan has been "re-designed" to appease a few. Please refer to the points I made in my e-mail sent to you after the May meeting. [REDACTED]
- I think there are already many small lots in this are and adding more will add to the congestion and car traffic.
- The proposal will increase density in the neighborhood, which is environmentally sound, and will increase District tax revenue without encroaching on the natural areas residents love. It will also provide more affordable housing for young families, who will have walking access to the excellent schools in the area. As a homeowner on Canyon for [REDACTED] years, during which [REDACTED], I can attest that the level street made a natural playground for kids, and community meeting place for their parents. Many older houses on large lots are past due for replacement; it would be a pity if they were all replaced by \$3-4M houses that families could not afford. Also, [REDACTED], would really like to stay in the neighborhood; allowing us to subdivide, build for ourselves on half and sell the other half, may make that possible.
- In both areas, the housing stock is old and nearing end of life. If we were to sell our place, I am sure it would not stay for long. Change is inevitable. The question is, what kind of change do we want? Do we want large expensive houses (\$3-4 million) on large lots or small less expensive houses on small lots? Small houses on small lots would give another option to young families. It would increase the variety of housing stock and allow young families to move into the area and take advantage of the excellent schools here. We raised our family here and for us, being able to subdivide our lot would make it financially possible for us to "age in place." We could sell half our lot and build a new smaller and much Greener house for ourselves. Our current house still has some single-pane glass, and is not very well insulated. We face south, we might even be able to employ solar panels and reduce our dependency on fossil fuels. Densification is a Green option. The district can service more households on the same amount of land--without encroaching further up the mountain slopes--allowing our "wild" lands to be undisturbed. Densification is also a financially attractive option. It would increase the tax base and potentially reduce (or at least prevent the increase of) our taxes. Densification in certain areas was identified as a goal in our new community plan.
- We have seen a great deal of residential construction in our area over the past five years and we are not anxious to see more. The planning department has shown little to no restraint in allowing building permits throughout the neighbourhood and there is no evidence to show that future restraint would be shown. A sudden rezoning would allow unfettered development of many of the lots on our street, increase the vehicular traffic, cause a rapid decline in the quality of life stemming from construction noise and activities. Laneway housing is one thing and would help increase the value of existing homes, but this would simply be an open door for owners of 60' lots to cash in, sub divide and move out of the neighbourhood. If the District is anxious to increase density, why not try a similar proposal in areas made up exclusively of 60' lots or wider and see what appetite there is for infill in those areas.
- All new builds should require a place to charge an electric vehicle.
- Re Canyon/Clements: 1. Anyone walking down the Canyon 1000 block sees a street of predominantly 33' lots - that is the character of our neighbourhood. (There are 15 33' lots facing Canyon, compared to 11 66' lots and two between 33' and 66') 2. We understand that 66' lots on the south side of Canyon are currently

permitted to subdivide without a public hearing, but that those on the north side are not, because the majority of lots on the south but not the north side are 33'. Thus the south side is effectively already a SLIA. The side-of-the-street criterion applied here is arbitrary and fundamentally unfair. The two sides of the street are not separate neighbourhoods with separate characters. It makes no difference to someone on one side of the street what sized property is next door on the same side. Residents are affected more by what sized properties they view on the other side. From a 66' lot we face two 33' lots, so for all relevant purposes we live in a 33' neighbourhood. It seems fundamentally unfair that those on the other side of the street are permitted to live on 33' lots, but that we, for no just reason, are not. 3. We would like to continue living on Canyon and age in place. However, our house is effectively a knock-down, and in the current housing market it does not make sense to spend large amounts of money on upgrades, and we cannot afford to knock down and rebuild on a 66' lot. If subdivision is permitted we will be able to build on one 33' lot. If not the current zoning effectively forces us to move out of the area. 4. If subdivision is not permitted, the existing houses on 66' properties will not be replaced by buildings of the same proportions, but by monster houses such as those at 1052 and 1055 Clements. These kinds of houses are definitely not in the character of the neighbourhood. 5. Some of our neighbours on 33' lots have suggested that further subdivision will lead to problems parking on the street. However, current bylaws correctly require adequate parking for residents off street. Zoning bylaws should not be devised for the benefit of those who wish to park lazily on the street, or to maximize visitor parking.

- Most of the houses my husband and I see on our street (██████████) are on 33 foot properties, so allowing subdivision fits perfectly with the character of the neighbourhood. Our lot is 66 feet, and our house is an old knock-down. It would be better for the neighbourhood to have two medium sized houses on 33 ft properties in our space, than to have a single big mega-sized house built there to replace our knock-down house. We would like to age in place on Canyon Blvd in a suitable house on one of the two 33 foot lots that should unquestionably be created from our 66 foot property. We can't age in place in the existing poorly-built old house.
- I live in the potential small lot infill area on Canyon Blvd. and am completely against this. Parking is a huge issue on our street; Canyon Blvd. is narrower than Clements and Prospect and we have no sidewalks. When residents have furniture deliveries or are moving in and out the street can come to a standstill. Our children (and there are a lot on this road) have to constantly skirt driveways, while parents yell out "CAR!" and they all run to the closest front yard for cover. I cannot imagine how this street could look with even more small lots, and the prospect of duplexes, triplexes etc would be even worse, because I imagine the DNV would then be looking at laneway access. There's no way I want that in my area...for one, laneways would make it that much easier for crime to take place. Here are my other concerns with increasing the small lot infill area: - I do not see anything wrong with the system as it exists, and am not opposed to subdivision on a case-by-case basis where residents could be engaged in the process - I would like to see what the long-term plan is for this area and in fact all of Upper Capilano, Highlands, Forest Hills, and Edgemont. And I would like to see how extending the small lot infill area fits into that - impact on infrastructure such as transit, roads, schools - impact of cutting down trees for development...are you aware of the water issues in this potential small lot infill area? Everyone with a below ground basement has had issues water damage or flooding. According to a report I read on your website, trees absorb ground water and stabilize soil. So what will happen when they are all cut down for more development? - why are you looking at doing this in one of the FEW areas of the DNV that has higher density housing already? Why not look at other areas, closer to amenities and transit? - your community engagement has been very disappointing, and most of us have found out from word of mouth about community meetings and proposed zoning changes - this effects far more people than you have communicated to - there are lots in the area that are owned by people wishing to develop them - in the meantime, these houses sit empty, or have people living in the houses sporadically; it is not right that their vote should influence the quality of life of those of us who actually live here - there is a lot of potential and existing development going on in this area - too much, too fast. There is no immediate need to make changes to this area
- Clements Avenue is a prime example of poor control of residential development. There are a vast number of irregular lot sizes and uneven housing styles. A more uniform / controlled development plan is

necessary. Also, with a commercial area already in place at Cap & Montroyal, it would be a good idea to encourage another Edgemont village type area to increase walkability as residential density increases.

With a bus route already in the area, a longer term plan would be to run a free shuttle in the neighborhood

- I have a comment about the online version of this questionnaire. There should be a visible dot (or something) to click on in the boxes below each of the above options. As it is now, it is very difficult to know when an option has been chosen (ie: can barely see the change in colour of the text from black to blue)! Why is there a portion of Clements that is not shaded green?
- The original area of consideration was not supported. Just moving the target around to achieve the desired result is hardly a planning process. The 1000 block Canyon Boulevard has a number of families with small kids. Those would be the longer-term residents, not the empty nesters looking to capitalize on this proposal. By shrinking the proposed area, particularly on Canyon, you make it very obvious that this small area can continue to be looked at on a "per application basis" that includes neighbourhood approval, and considers the merits of each application.
- The proposed areas support implementation of the 2011 OCP housing diversity objectives. Affordability and sustainability are enhanced over the alternative of re-development of 66' lots with largely unaffordable massive houses. The exclusion of the 5 lots on Clements is premature. They should be included until geotechnical studies prove that any risk hazard can not be mitigated.
- I'm disappointed to see the original study area so quickly truncated by "public input"... My understanding is that DNV was proposing SLIAs as a way to address the District's lack of housing diversity and affordability and to create more compact communities as per the OCP. I'm unclear why individual residents are even consulted on issues like this... While I can understand polling the community with proposals that fall OUTSIDE the District's OCP strategy, it seems to me that the OCP (itself a result of deep community consultation) gives the District social license to move forward with initiatives that best serve the wider community (as SLIAs would).
- The majority of people who are against small lots are people who have small lots.. there is a strange imbalance between homeowners with small lots who fear more properties and development will ruin the aesthetic of their neighborhood, and large property owners who want to make room for more families. The reality is that the new monster homes that are being built are ruining the so called aesthetic so many want to protect. These large houses often come with 2-3 cars and it's not uncommon to see these houses dwarfing smaller lots Lower prospect avenue near the parking lot should be considered and allowed to have small lots/ sub-dividable properties. There is ample parking and resources to accommodate the situation. Lower prospect avenue near the parking lot should be considered and allowed to have small lots/ sub-dividable properties. There is ample parking and resources to accommodate the situation. Lower prospect avenue near the parking lot should be considered and allowed to have small lots/ sub-dividable properties. There is ample parking and resources to accommodate the situation.
- Montroyal Boulevard already has enough density to impact parking and traffic. The two or three net increase in properties on a steep incline is not worth the effort. On Clements and Canyon, why isolate just that small area of the 23 other SLIA sites in the District. I continue to maintain that SMALL LOTS should be permitted wherever the property holder wishes to sub-divide his lot, for family, friends, or fiscal reasons. Every property holder in the District with a 66 foot lot or greater should have the same opportunity as the property holders in the study area. Opening up the entire District to SMALL LOTS might give larger sections of the District more character than they currently possess with the quantity of MONSTER homes that have become the blight of many neighborhoods. Forget the focus on Upper Capilano and take a brave step forward with legislation that treats all North Vancouver residents more equally than they do now. Ultimately, the market will decide.
- concerned mostly with duplexes and triplexes - and where cars will park. My young kids play on the street in front. Am concerned about car speed on the street. And cars blocking the area that kids play in.
- Concentrating the small lots on these two small areas is not acceptable. It will place an unnecessary burden on these blocks, to the detriment of the resident who live in these areas and use these streets.
- We feel that the consultation on this matter is very skewed towards building. Apparently this entire exercise was prompted by 'calls and enquiries about redevelopment' but you have no logbook to define who those

calls were coming from and the nature of their business (i.e. is this being driven by builders and developers). When I asked at the last community meeting what was driving this, your lead planner said there was no agenda but from what I understand, there is. You are working from a 2008 planning document. You have mandate. At least be transparent about your mandate. Everyone can see that there is no stopping this. The respondents the first time around were limited but numbers were skewed to appear there is genuine interest. There is already too much traffic in this area and not enough infrastructure. We live between the two most popular tourist attractions on the North Shore (Grouse and the Bridge) and the Dam is ever increasingly popular. How much more can we take. It is already unsafe for kids to play on Canyon Boulevard. Adding additional homes and people (basement suites) is going to only add congestion. And this is only one project. What about the Chinese food establishment, what about all the development in Edgemont and the planned development for 900 units at the bottom of Marine and Cap Rd. Shame on the District of North Vancouver! This is a beautiful community and you are destroying it. There is no strategy or plan. It is all about money, money, money! It is time that council showed some leadership!

- Living in a small lot area which includes suites we suffer from too many cars parked on the street, and problems associated with four families living in a space which previously had only one family. (Garbage cans, recycling etc.) Density has caused highway 1 to be bumper to bumper any time after 2 p.m. We have also suffered noise and dirt during construction of small houses on Prospect Ave. These houses are selling at prices which are NOT affordable for young people on modest incomes. I have also suffered structural damage to my house when excavation to build adjacent houses was performed right up to the property line.
- I strongly believe that the section of Prospect Avenue from 1045 Prospect west to Capilano Road be part of the SLIA. This area is ideal for families by being close to schools and parks. The speed limit on Prospect is already 30 km unlike the proposed SLIA section of Montroyal, which will increase accident risk with more cars backing onto Montroyal. Council and planning staff have been presented with documentation from a majority of homeowners on Prospect (that took the effort to write or communicate with the District) that they are in favour of the SLIA designation.
- concerned about increased parking on the street as most households have only one garage and two cars in this area.
- Why here? Why has this neighbourhood been singled out for increased density?
- I live just above the existing small lot infill area and so walk or drive along Clements quite often. There is a marked change in character from the west (existing small lot infill area) to the east. The western end is much more crowded-feeling with little to no greenery. Some of the area surrounding the homes has been almost completely tiled or cast in concrete. I would hate to see the entire designated areas become like this. I like the idea of having only a certain amount of each block having small lots.
- If residents (and here I make the distinction between owner and residents, as it is the people who are actually living their whose opinion matters) in the newly revised, smaller Clements Ave/Canyon Blvd section, then I would support that. The Montroyal area is more problematic, as there is only a sidewalk on one side of the street. Already that side of the road is congested in spots with parked vehicles, creating a safety issue for pedestrians as well as traffic moving along Montroyal. The residents on the north side of Montroyal at the intersection of Highland have no street frontage, and therefore must park in their driveway, which is good except that the driveway is so short that the end of the vehicle is parked right at the end of the driveway, practically sticking into the roadway. The fact that this is a car dependent neighbourhood means that the District must think long and hard about where people are actually going to park their cars. People on our street with suites have off street parking, but because it is inconvenient (too steep, too narrow, would have to jockey vehicles) they don't actually use it. Looking at how people actually behave is the key.
- My concern is parking and traffic. Between Highland and Ranger, there are only two properties on the south side facing onto Montroyal Blvd. The south side has become a parking lot for the north side and as all traffic must accelerate to go up the hill, east, access and egress to our driveways has become a challenge and dangerous.

*Upper Capilano Potential Small Lot Infill Areas, District of North Vancouver
Verbatim Public Input from Open House (October 5, 2016) and Questionnaire*

- The last thing this neighborhood or north Vancouver in general needs is more densification without plans for upgrading and building new transportation routes to and from the north shore. The traffic is absolutely horrendous and it doesn't seem there is much cooperation or planning between local governments and provincial and federal governments to alleviate this problem. I also believe having little lots in this beautiful and somewhat prestigious neighborhood devalues the neighborhood in general. I am not in favour of this plan.
- Would have included Prospect west of Cliffridge - there are already 33' lots on Prospect with attractive homes already developed.
- Would have included Prospect Ave west of Cliffridge in the SLIA, There are already houses on 33' lots on that street which look quite attractive Suggest we recognize that the establishment of the SLIA does not oblige anyone to divide their lots.
- The planning process for this area and beyond is flawed due to the compartmentalized nature of the process. The District planners have said that they do not take into consideration in an area that has not had a development request submitted. What that means in the context of any densification of this area is there will be density added by the Chinese restaurant project. That added to all the density south to include the bottom of Capilano rd. is a vast increase in traffic and no real solution to the problem of getting people around the District and beyond. Perhaps contextualize it this way; how do you get to work, service your client in Deep Cove when you live in Edgemont, get yourself to work in Burnaby after dropping the kids at school, do you grocery shopping, purchase materials to fix your fence? These are the paradigms that District residents have to live by. The obvious and unfortunate answer is that you will have to, not want to, drive. I carpool with 3 others, ride my bike, run and occasionally take transit. But transit on the North Shore cannot accommodate peoples work schedules and locations. Absent a subway system like London, it never will. You and your planners know full well that there is not technology available to solve these problems yet the persistence to develop without solutions continues. You and your planners pretend that solution will follow the problems you are creating yet that has not been the case. You are reducing the livability of our area by continuing in this fashion, is that your legacy?
- This issue was already canvassed and it is disingenuous of planners to take the community's "No" as somehow conditional. Hiving off portions of the surveyed area, an outcome which was never part of the original plan, in an attempt to do by small measures what the community has rejected as a whole is dishonest, deceitful and undemocratic. We have already answered the question and the answer is that we do not want small lots in our neighbourhood.
- Please leave the neighbourhood as it is. What DNV staff and a very small minority of homeowners are proposing will degrade the quality of life and attraction of this area. On top of that, the increased traffic will create more noise and reduce safety
- Parking is an issue on such a busy street and now very challenged by the stop sign at Highland and Montroyal. Hard to get in and out of driveways especially in am school rush.
- Parking is already a problem on Montreal. Due to 4 Way-stop, on Mont. and Highland B. Traffic to schools, almost impossible to even enter to Montroyal from Shirley and Cedarcrest. Lot of people in smaller houses park on the streets incl. sidestreets. Garages have become storage.
- Both potential SLIA's will enhance our neighbourhood by bringing more families to the area. The original study area should also be opened back up to be designated SLIA as well. The results from the last questionnaire indicate that there is significant interest in those owners with large lots to subdivide. (Report to Council page 37 Question 3) Making it easier for large lot owners to subdivide will save owners and the District time and money, while adding more overall property tax revenue to the District of North Vancouver.
- I do not think any further small lot infill in this area is a good idea. Still not affordable housing at > \$1M per.
- Strongly disagree. My lot is a small lot in the first place
- strongly disagree with the above 2 areas.
- 1. This study began as an assessment of what the neighbourhood wanted. It has become a parsing of what individual owners in a very small area might want. It is based on a very low response rate to the original public consultation. In my view, that is NOT urban planning, nor is that sufficient and transparent assessment of the public consultation. 2. The area on Canyon should absolutely not become a small lot

infill area. That street is already busy with cars parked on either side of the street. It is a street where LOTS of children play, and it is already increasingly hazardous because of increased vehicle traffic. There is a lane on the north side of the street which, in theory, could allow any houses on split lots to include a suite, which would increase the traffic to an unacceptable level. 3. Why has the staff or council not directed the planner in charge of this project to consult with the planner overseeing the soon-to-be-proposed development at the Chinese Restaurant site? One cannot be considered in the absence of the other, as all of it will add to the density of this neighbourhood. 4. None of the planners have been able to provide me with any reasonable answer about how the transportation infrastructure will support this and other increased in density. The most ludicrous answer that I have heard so far is that with the advent of self driving cars, the transportation woes of this area will be fixed (yes, that was from a planner, but not Nicole F). Between this project, the Capilano Restaurant, Edgemont projects and the base of Capilano, council and the DNV are adding hundreds of cars going over the Lions Gate Bridge every day. That commute (which I do twice a day, five days a week), is already ridiculously jammed up. Who is looking at the cumulative impact of these four development areas? Noone, as far as I can tell. It is absolutely insufficient to say "this will only add a small number of additional homes". It is completely ignoring the compounding affect of these developments. 5. Who is looking at the impact of these developments on the deforestation of our neighbourhoods? Whether these remain larger lots or are divisible, why doesn't the DNV and council take this opportunity to meaningfully address this issue? It makes economic sense as well as environmental sense.

- I'm concerned that Small Lots will change the character and feel of the neighbourhood for the worse, due to the loss of green space and trees.
- We strongly support subdividing lots into two small lot in canyon and clement Blvd.
- We would like to re-open the question of including legal suites on lots that do not have lane access. Suites add to the affordability of new homes, and with the growth in popularity of car-share programs, parking may become a much smaller issue in the future. In addition, if housing prices continue on their current trajectory, many adult children will be remaining at home and legal apartment suites may become a necessary option within families throughout North Vancouver.
- In my opinion duplexes would be a great idea.
- Off-road parking is essential.
- The streets in the Clements to Canyon small lot infill area are too narrow to handle more traffic and there is already a lack of street parking. The new infill houses on Prospect Ave. are already struggling with traffic, particularly people speeding excessively, and with the single car width driveway configurations in two car households one of the cars is usually on the street.
- I would be opposed to reactivating the lane between montroyal and canyon. It has not been used in 60 years and there is mature vegetation. Many have also considered this part of their yard for decades and have extended fences, built sheds, etc. There would be a lot of unhappy people if that lane goes in.
- Both already have many 33' lots

No address / address beyond 75m from original study area:

- Please stop densifying our area. It benefits only those who are leaving our community and lessens the quality of life for all those who stay and those of future generations. Sadly our quality of life decreases each time densification happens. There is simply zero benefit and we cannot understand why these plans are even being contemplated.
- There is not enough transportation and other infrastructure including schools to allow for more high density housing in this community. Our children's safety is already at jeopardy with all the large construction vehicles driving on Highlands and other streets during drop off and pick up times for the kids.
- Until you have proper infrastructure and roads to support this influx of people, this is a horrible idea. Let's create an environment that can support more people. Ie bigger hospital, more grocery stores, better roads.

*Upper Capilano Potential Small Lot Infill Areas, District of North Vancouver
Verbatim Public Input from Open House (October 5, 2016) and Questionnaire*

- Densifying the area would require additional infrastructure, including traffic work. Cap Rd and Marine, the Hwy and the Bridges, are not suited for additional traffic. People living here are unlikely to actually work in the DNV, so will need to drive/commute, and there are not adequate plans for that.
- I think this is a great area for SLIA. It conforms with many of the existing lots and doesn't necessarily mean that all lots will be subdivided. It will give an economic boost to homeowners in the area for the value of their land. In the grand scheme of things, this is only giving subdivision potential to 32 lots which will not all be subdivided at once and may not be subdivided at all.
- We have at least 5 concerns re the proposal: 1. Additional housing (density) will add to the traffic load on the already overstressed Glenwood Avenue, used by people in this neighbourhood to drive students to Handsworth Secondary School. This road "sees" dangerous driving already, for example homeowners' cars needing to back out into a steady and congested flow of traffic during school hours, and some cars in the flow attempting to drive around cars needing to access Glenwood. 2. There is no public transportation (bus) travelling Montroyal between Highland and Capilano. 3. Going beyond single-family structures, to duplex, triplex and fourplex multifamily structures, incrementally changes the intent of the OCP, and contributes to pressure to increase multifamily structures to townhouses and condominiums. 4. Current parking structure regulations are leading to a significant increase in on-street parking, further congesting roads and increasing risks to drivers and pedestrians. Some new garages, we note are too small to hold a standard sized automobile. 5. We are puzzled as to why you are seeking opinions when so many of these properties have already been subdivided, especially on Montroyal, and are adding additional tenanted accommodations (mostly in basements).
- I think we should be expanding Small Lot Infill Areas in this neighbourhood, and specifically focused for mobile tiny houses so that there is no loss of green space with construction. For instance, we could have SLIAs in Grouse Woods area as well. We need to start building smaller houses and support gentle densification! I really appreciate this step in the right direction.
- Existing road traffic was not designed for condense residential area. The increasing population will create noise and traffic problem within the area.
- Lots Clements 1014 to 1040 must be included

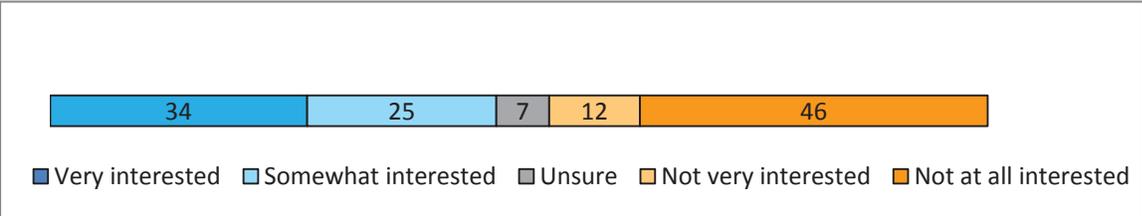
Part B: Other Housing Options

Council would like your input on what other housing options may be appropriate in the Small Lot Infill Areas, or elsewhere in this neighbourhood. Some potential housing options could include duplexes, triplexes, or fourplexes. Note that some of these potential future housing options may require land assembly, and some may not be permitted under current zoning or land use, which may need to be considered in the future.

Please indicate your level of interest in other housing forms in the potential Small Lot Infill Areas.

4. I am interested in the potential for duplexes.

Total individual responses in original study area and 75m radius: **124**. Blank: 8.

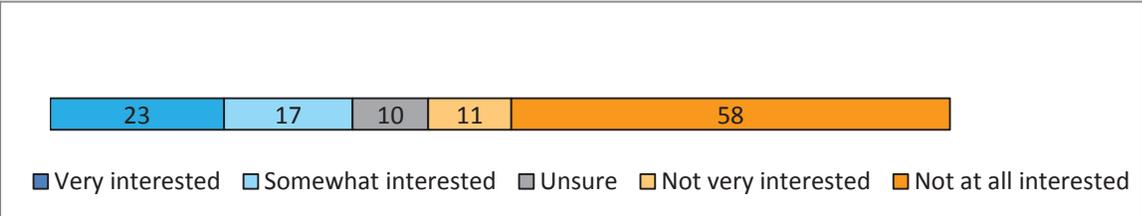


No address / address beyond 75m from original study area:

Total individual responses: 13. Very interested: 2. Somewhat interested: 1. Unsure: 0. Not very interested: 1. Not at all interested: 9.

5. I am interested in the potential for triplexes.

Total individual responses in original study area and 75m radius: **119**. Blank: 13.

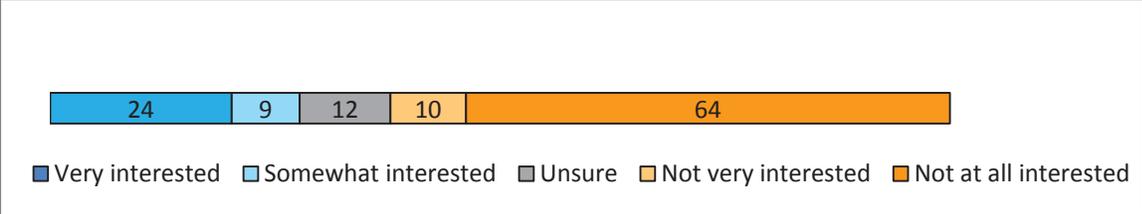


No address / address beyond 75m from original study area:

Total individual responses: 13. Very interested: 1. Somewhat interested: 2. Unsure: 0. Not very interested: 1. Not at all interested: 9.

6. I am interested in the potential for fourplexes.

Total individual responses in original study area and 75m radius: **119**. Blank: 13.



No address / address beyond 75m from original study area:

Total individual responses: 13. Very interested: 1. Somewhat interested: 2. Unsure: 0. Not very interested: 0. Not at all interested: 10.

7. Should we consider other locations for other housing options in the Upper Capilano neighbourhood, besides the potential Small Lot Infill Areas? If so, please describe.

Responses from addresses in original study area and 75m radius:

- The initial area presented
- With a plan, yes. There are larger spaces/lots in area. But needs to be driven by District at vision, not by developers. Question 4 notes - not much different than SFHs. Question 5 notes - with some appropriate green space for use by owners. Question 6 notes - Similarly, should be built at some green space and community feel
- No - put them in your neighbourhood not ours (absolutely not interested in fourplexes)
- No!
- Most of lots on Clements are 66x150 plus on north side. South side has smaller lots. So City should open lanes and consider this block (800 block) for small lots. Most of neighbours want smaller lots. The houses are mostly old. For e.g. the house under (housing type currently permitted) on City board (7) is not selling for last 8/9 months. Answer is affordability for local people.
- Other areas where most of the block is small lots and there are a few big ones for example Clements
- Yes look at the rest of the area with larger homes east of Cliffridge for re-zoning. Many of the people against the re-zoning plans didn't want to re-zone the designated (green) areas because of the traffic and congestion implications and they were concerned it would worsen the area on Capilano with the restaurant. Even these people were open to re-zoning the eastern side of Canyon Heights
- I am not sure. Any other potential small lot zone. I am strongly agreeing for 2 lot zone. There is not enough space to live in north shore. This way it allows bigger, younger, stronger community to build up. We are loosing our young generation due to lack of space and housing market.
- Prospect Ave - 1000 block between Capilano and Cliffridge - houses with no basement suites and no more monster homes
- Return to previously considered areas - far less dense and not as many extra facilities/busy roadways - Grouse Mtn access, Capilano Rd, Plaza, Church, townhouse complexes. Is this a waste of time - have you already decided what you're going to do.
- Yes, I strongly agree that the areas in the original study should be included to allow young families to afford a house in that area. There are already small lots in close proximity
- Areas that have not yet been developed as residential areas; areas that currently already include mixed housing and small lots.
- Yes! 1000 block Prospect. From my house to Cap Road - houses are only on one side - park on other - has implications (in a positive way) on street parking (ie fewer houses overall)

*Upper Capilano Potential Small Lot Infill Areas, District of North Vancouver
Verbatim Public Input from Open House (October 5, 2016) and Questionnaire*

- Yes closer to Nvan's major shopping areas ie south of Marine Drive
- Yes, East of Capilano Rd on Marine Drive
- Yes - the original study area should be considered
- No - generally not in favour of duplexes; definitely no to triplexes or quadriplexes
- Yes, absolutely! Prospect and Clement are perfect for this.
- Yes. The original study area should be allowed for SL
- No we have enough
- Yes
- Yes, in Canyon Blvd between Cliffridge Ave and Shirley Ave some lots are divided into two houses, some not. Please consider this area for potential small area too
- The South side of Montroyal blvd
- Clements Ave as per original study area
- I think Prospect Ave has this potential too
- No
- No. Commuting bad enough.
- Missed the first meeting on this and would support my address to be included in the small lot infill area if it is to be re-considered.
- I think Prospect Ave has this potential
- Yes - Prospect Ave at the 1000 block. There are already a number of smaller lots on this block. I have a double lot and have small lots beside me. This block on Prospect Ave can accommodate more small lots
- I would like to expand the area to include 800 and 900 block of Clements on the south side which was included in the original study area. These lots were originally 33 ft lots which were consolidated for various reasons and built with one home on the 66ft lot. Some of these lots still exist as two 33 ft lots with only one home on them so they appear like 66 ft lots.
- n/a
- Consider the original SLIA study area
- No. Please investigate other small lot infill areas in other places in the District.
- The Upper Capilano area has a good mix of small lot properties already. What considerations are being given to areas outside Upper Capilano? Canyon Heights, Forest Hills etc.?
- Why Have you included multiple 2/3/4 units. This was never part of the original presentation at Canyon Heights school!! This is not a resident idea but something that you have included without true 2 way consultation.
- No idea. It would be desirable to have some shopping court such as access to some more corner stores or bakery and etc. in future.
- Please see my comment above. Thank you.
- No, we don't have the amenities to support more housing and the transit system isn't great. This means people will need to drive. Density should be added close to Marine drive.
- No, we don't have the amenities to support more housing and the transit system isn't great. This means people will need to drive. Density should be added close to Marine drive.
- No, not in these areas.
- No.
- It seems to me the potential small lot infill areas are too small. If we are to increase density in this area, the small lot infill areas should be expanded to cover a greater area that will have a greater impact on the housing crisis.
- No small lot infill. Please leave green space and large single family lots.
- I think it would be best to proceed with the small lot infill in the identified areas, see how that goes, and then based on the experience with the two identified areas, perhaps proceed to other areas.
- See note above about floating the infill idea on neighbourhoods made up of 60'+ lots

*Upper Capilano Potential Small Lot Infill Areas, District of North Vancouver
Verbatim Public Input from Open House (October 5, 2016) and Questionnaire*

- If more units are made available in this neighbourhood, then we need to make sure excellent transit options are in place so that we aren't adding hundreds of new cars to the roads.
- Other locations for SLIAs could be considered in areas where lots were originally surveyed at 33', and in which 33' lots are part of the current neighbourhood character.
- No. As far as I understand it, the prime areas identified for higher density housing are those areas with excellent transit service, access to shops/services within walking distance, wide streets and sidewalks and various ways to get in and out. This doesn't describe the Upper Capilano area. Residents have one main arterial to Lions Gate Bridge (Capilano Road), which in the near future will be fed into by the developments in Edgemont Village, residents of the development of the restaurant site at Capilano and Clements, all headed to the new development at the foot of Capilano Road. And throw all the tourist in the mix, who frequent the Suspension Bridge and Grouse Mountain, year round, and you have one busy, busy area.
- Clements and Montroyal should be considered for 4 story condo development as they are on bus routes. Also being near schools, it will help to provide children to the nearby schools. It is sad to think that if affordability through increased density is not provided, it is likely many schools will need to close in the area. We moved to the area ten years ago, for the express purpose of the strong community and schools
- Only areas on transportation arteries or adjacent to existing commercial hubs. Capilano Road hardly needs more traffic, especially given the massive increase in density proposed for the lower Capilano area.
- The greater Original Study Area: Duplexes only on lots 60' - 65' frontage. 66' lots subdivide to 33'. The area south of Montroyal to Handsworth between Capilano and Ranger: Duplexes/Triplexes/Fourplexes depending on lot size, frontage and configuration.
- Any location in the Upper Capilano area is worth considering.
- Lower prospect avenue near the parking lot should be considered and allowed to have small lots/ sub- dividable properties. There is ample parking and resources to accommodate the situation.
- Duplexes, triplexes, and four plexes are all viable alternatives as housing options. However, I believe that these types of solutions are better suited for areas closer to the town centers that the District so strongly supports. Infrastructure, schools, libraries, transit, etc. should and do focus on the town centers and densification should radiate from the centre and not commence at the northwestern periphery where very few services exist and where the car must, by necessity, become even more important. See previous answer for additional details.
- NO! Again, too much traffic and development already in the area. It will be increasingly unpleasant to live in this corner of the North Shore and equally, our house prices are going to be adversely affected.
- No.
- No
- I strongly believe that the section of Prospect Avenue from 1045 Prospect west to Capilano Road be considered for other housing options. This area is ideal for families by being close to schools and parks. The speed limit on Prospect is already 30 km unlike the proposed SLIA section of Montroyal, which will increase accident risk with more cars backing onto Montroyal. There is also a potential for other housing options in this area given the planned development at 5020 Capilano Road.
- Why single out a given neighbourhood? Shouldn't all neighbourhoods be required to share this burden equally?
- No, this is almost exclusively an area of detached single family residences. It has limited transportation routes, and almost no commercial activity to support anything other than its current use.
- It is too soon to be drastically increasing density in the Upper Capilano neighbourhood. This is still a very, very residential neighbourhood, and transit in this neighbourhood is only of use for people commuting to downtown Vancouver (try commuting to the Lonsdale area by transit; it takes forever). As people can't yet shop where they live, we have vehicles, multiple vehicles, and often recreational items like boats, campers and trailers. They all have to go somewhere.
- No

*Upper Capilano Potential Small Lot Infill Areas, District of North Vancouver
Verbatim Public Input from Open House (October 5, 2016) and Questionnaire*

- Yes. Believe there are lots in Upper Capilano which are larger than the classic 66' width. Suggest DNV compile an inventory of sites with the potential for redevelopment with smaller homes without the complexity of consolidation of adjacent lots.
- Believe there are lots within Upper Capilano which may be large enough to consider cluster developments or other housing options. DNV needs site review and approval procedures which encourage timely consideration of other housing options rather than encourage redevelopment/replacement of existing modest homes with very large houses which are potentially under occupied and significantly change the character of Upper Capilano. Suggest DNV compile a listing of lots which are potentially suitable for other smaller housing options
- It seems completely disingenuous to first propose infill in the whole area, demarcated by you, and then when the result is that the majority do not want it you thereby parse the area and attempt to pitch it that way. It seems you just didn't care for what the whole area said so you are going to parse it to get what you want? Why bother with public consultation if you are going to ignore it? Further, after having infill rejected you now come up with potential for even more densification?
- You should listen to the community and accept the answer you clearly did not want which is NO.
- How about leaving the area alone and consider such development elsewhere. Why do we get the feeling that the council and DNV staff have a hidden agenda behind this scary move?
- East side of cliffridge ave since lots are larger and bus comes by there in am and pm. Also close to Montroyal school.
- As stated above the original study area for SLIA should be reconsidered.
- I think the houses along cap road are best for the triplex/fourplex idea
- Not at all interested in duplexes, triplexes and fourplexes.
- NO. Absolutely NOT. We simply do not have the transportation infrastructure to support more density here. I moved away from Lynn Valley because I do NOT want to live in a town centre. So please do NOT try to make this a town centre.
- No
- One area that might be less likely to be adversely affected is along either side of Capilano Rd. This area is also better served by transit than other neighbourhoods. The same could be said for Highlands Blvd. and Lower Delbrook.
- Yes, I believe there should be more areas in the Upper Capilano neighbourhood with smaller houses on smaller lots, also duplexes and townhouses would be a great idea. The huge houses on Highland Blvd. in my opinion are not necessary and are not affordable for most people.
- Unsure.
- The Edgemont area would be the best area for small lot infills as it would allow more people to access the businesses and services there without increasing the amount of traffic.
- My support for small lot infill areas is limited to single family dwellings on a subdivided lot. I don't support multi unit density in the area due to lack of parking and a potential change in character of the neighbourhood.
- Montroyal would be the obvious area. Many of the lots have already been subdivided. The new stop sign on highlands and montroyal has been great for calming traffic. People use to do 70km down the hill. I would suggest a cross walk at that intersection as a lot of kids cross there. Shouldn't be too much effort as there is already a four way stop. A lot of kids walk down from cedarcrest and need to cross montroyal
- Best suited for main roads like Capilano

No address / address beyond 75m from original study area:

- I don't feel able to comment as I do not reside in the neighbourhood
- No, as stated before our community cannot handle more people - our infrastructure does not support it. By this I mean our roads (traffic), our community centres, our outdoor recreation areas etc. etc.
- No, as stated above there is no infrastructure in place to have density housing in this area. The buses are packed at all times and sometimes it take 20 minutes to get down Highlands to Edgemont Village. The

district of North Van in this area has lost all its charm and it has become very isolating living on the North Shore as traffic is AWFUL at most times of the day.

- NO
- We should have tiny houses on these lots. Tiny houses are defined as dwellings that a) are under 500 square feet, b) have capacity for mobility and are usually built off-site and transported onto a parking pad that contains necessary hook-ups like water and electricity, c) contain all of the amenities/features of a permanent home, including bathroom and kitchen facilities, d) can be detached or semi-attached (as part of a complex), e) built according to principles of affordability, ecological sustainability, and community connectedness. Tiny homes can be incorporated into future and existing neighbourhoods to address cities' needs for housing supply, gentle densification, infilling in place of greenfielding and the populating of neighbourhoods to support existing services and community amenities. As part of a pocket village or as a single unit, tiny homes champion liveability in a new holistic way, with the aim to cultivate environmental, community and personal health. Tiny houses on these SLIAs would allow for affordable homeownership in North Vancouver. I grew up on Prospect Avenue before moving up to Grouse Woods, and despite my high level of education and vocational achievements [REDACTED] [REDACTED] I will never be able to afford a house in North Vancouver by myself. [REDACTED] our current family house for \$300,000 in [REDACTED], and today it is worth over \$1 million. I can't live in my hometown. I'm therefore asking for DNV to take some innovative and progressive steps to support affordable homeownership in the District. Using these SLIAs to park two or more tiny houses (which would be towed onto the lots and hook up to communal service lines) would allow for people to own their homes without owning the land, and make homeownership much more feasible. The land could be rented out, or leased by the District, or turned into a Community Land Trust. Tiny houses would also mitigate the risk of removing green spaces, as they can be custom built and don't require permanently altering the land for a permanent foundation. I am spearheading a community organization called the BC Tiny House Collective (www.bctinyhousecollective.com), and we are working in partnership with academic and non-profit organizations to conduct research, launch educational programs, and pilot a tiny house in the City of Vancouver. Our research intends to answer key questions that municipal policy makers have asked us, including best practices for tiny house construction, opportunities for zoning, and understanding public perception. Tiny houses may provide one valuable option for people like me to navigate the housing crisis here in Metro Vancouver, and I ask that DNV explores tiny houses as a viable and sustainable housing option for our communities.
- No, you should NOT consider other housing options. Surrounding single family homes with duplexes/triplexes would have many negative impacts such as increased road parking, traffic, noise and a reduction in privacy.
- No, I totally disagree this project. It will affect the harmony of the environment in Upper Capilano area.
- You're ruining North Vancouver. Lived here for [REDACTED] years!

8. Do you have other comments or ideas about other housing options?

Responses from addresses in original study area and 75m radius:

- Before considering duplex, triplex, etc. the City should look at allowing legal suites/lane way houses. This is a much more viable step that will increase diversity and help with affordability issue we are faced with in Vancouver
- Maybe duplexes, maintaining character of neighbourhood the single family (small lots) will be the best option. Question for Planning is? If you are not considering other area which were in original study area City should not even have brought up or consider the ideas of duplexes, triplexes or fourplexes. Which changes the neighbourhood character totally. If considered the lane should be must and duplex should look like house.

*Upper Capilano Potential Small Lot Infill Areas, District of North Vancouver
Verbatim Public Input from Open House (October 5, 2016) and Questionnaire*

- Increase density in lower areas (ie: south of Marine Dr if you must further increase population density. Reserve the quality of life that people seek rather than destroy it?)
- SFHs are not a solution; coach houses are not a solution; Fortress homes (as we see being built) are not a solution. Would like to see interesting multi-family that tries to preserve the beauty of the neighbourhood with trees, shrubs and flowers and a community feel.
- Secondary suites should be considered prior to alternate housing option - rental stock is low. Having rental stock increases neighbourhood diversification. Gives lower income (potentially) who cannot afford to buy, live in the area.
- Yes, in my observation and discussion with most of the attendees of this open house, many of the people seem to not clearly understand the overall goals and implications of the District. I believe that with more clear questions and directions more people will be in support of what the planning department wants to do. As many this evening understand that densification needs to happen, it's more important to focus on how it will happen.
- Linked houses where only the foundation ie basements linked yet above ground detached
- I support all density - contact me for all the support needed (██████████)
- I feel this is a money grab by Council - irresponsible to not consider the big picture for this part of the community - the area including the eliminated/rejected areas should all be regarded in the same manner. I am very tired of coming to all your meetings every time someone (or a few people) want to change/or don't like your decisions and want them to suit their personal needs.
- City should carefully plan about traffic increase and car parking. Newer houses on existing large lots are not selling since there are a lot less buyers of 4 million dollar homes.
- This is a single family neighbourhood, and we would like it to remain as it is, with gracious lots, and privacy between homes.
- Concern re: Capilano restaurant development! The size of the proposed re-development seems incongruent to the infill
- It is irresponsible to consider the current infill area without taking into account the certain development that will occur on the Capilano Gardens site which is already zoned for mixed use. Think ahead.
- Coach houses 2. townhouses of 4 bedrooms and 3 bathrooms
- The need for such housing has not been demonstrated
- Please let me know about the status at Prospect as we have put a hold on construction to take action according to the outcome of this research!
- No
- Stop cramming everything in. We don't need it. Congestion has to stop. It makes no sense.
- I am living in ██████████. Our house is too old and is big for two person the size is (66 x 120 ft) and also my neighbour lot is small lot (33 ft) beside my lot and many of my neighbour in front of my lot are small lot. I strongly would like to divide my lot to two lots and keep one of them and build a new house instead of doing renovation on my old home.
- Allow new smaller lots which are 100 + feet deep, to have a coach house, for more cheaper housing options for tenants. People need place to live.
- I would allow coach houses as well
- Too many people and not enough roads. It's too over populated
- Keep status quo! Too many condos and population density already in our area. Grid lock on Marine Drive and bridge traffic. No added services - no more high density housing
- My property is at ██████████ and more than 50% (70%) of lots are small so I see no issue to subdivide. On that block of Clements there are the same number of small lots as on Montroyal, which has been approved for small lots. Also, more families can afford to buy a smaller house on a subdivided lot than on a bigger lot such as 896 Clements, a big house recently completed and on the market for \$4 Million, it is sitting empty.
- Since we were out of country at the time of the May 3rd open house, we have indicated that we would like to be included in the approval process in the original existing designated small lot infill area. We have █

■■■■■ each of whom will be able to occupy a house when sub-division is approved. This will be a solution to assist them in a market that they are currently unable to participate, and should act to increase the District's tax base.

- Townhouse is also a feasible alternative to single family homes.
- Do not allow building height over 2 stories above ground
- Triplexes and fourplexes would provide even more affordable opportunities for young families or downsizers
- Laneway houses have become popular in Vancouver and North Vancouver City. Perhaps look to large lots in less dense areas and ease the process for people wanting to develop these - example is Pemberton Heights east of Grand Boulevard that lies within District lands.
- I am trying to understand why an area denser than say Canyon Heights, is being considered to be made increasingly dense. Small lots allow for more affordability, however, it appears that many small lots are being made even smaller by having rental suites in them. A rental suite in a full size lot essentially converts that lot to a small lot, for parking, utilities etc. A rental suite in a small lot converts that to??
- There are no services in this area with limited public transit. I cannot support a plan where the scope is so narrow that it does not include the site along Capilano road/Montroyal/Prospect and the proposed over development of the Chinese Capilano Heights Restaurant
- Please see my comment above. Thank you.
- No. It is not the urban area and it should keep the housing status as it is.
- No, we are very happy about this community. We have lived here since ■■■■■. Our children grew up in this neighbourhood and remember their childhood as a happy one. They were able to ride their bikes and play on the streets without being confined to a small backyard or no green space at all.
- Again adding more complexes on one lot will increase the traffic congestion and provide a less safe and quiet area to raise children and families.
- Coach houses, or lane-way houses (where lanes exist, e.g. between Canyon and Clements).
- I find the idea of duplexes attractive. It could, depending on the design, reduce the number of driveways. Perhaps one driveway could service two households and there would be more land available for grass, gardens, and trees. I am unsure about triplexes and fourplexes. They would change the neighbourhood quite a bit!
- Laneway housing and suites have the ability to add value to existing homes without the need for full teardown and construction.
- The residents with 66' properties on the Canyon and Clements 1000 blocks have been asking for the right to subdivide as a SLIA since our joint Preliminary Application in 2004. We were told to wait for OCP/LAP updates in 2010. The OCP wasn't updated until 2011, and the crucial Local Area Plans (LAPs) have not yet been updated. In this context, the introduction of Other Housing Options into the discussion at this stage appears to be a needless diversion the effect of which will be to further delay a decision on a SLIA. The District currently has no regulations or bylaws covering these other options, so their introduction in our neighbourhood would require at least one or two years of planning before subdivision could proceed. The District should decide on subdivision within a new Canyon/Clements SLIA first, and consider the Other Housing Options later on a district-wide basis so as not to penalize development in any particular area.
- I would just like to add that after so many years of discussion, now moving forward as quickly as possible with changing the bylaw would be greatly appreciated.
- There should be more regulations and restrictions on the size of houses allowed on lots, especially 66' ones, in the DNV. If massive homes weren't erected on lots that once had a two-level, 2,200 square foot house, then the houses would be more affordable. The only people who benefit from increasing density in the Upper Capilano neighbourhood are those who stand to benefit financially...older people who can get more money out of their house if the lot can be subdivided, and developers/investors. The rest of us, many young families trying to create a life here, are being priced out of growing into a bigger home, and if density is increased, our quality of life and that of our children, the future generation, will be enormously affected. From the destruction of trees, to increased traffic (oh, the traffic!), to crime rates, to noise, environmental

impact of more and more construction, there's just nothing good in it for our children. And my family, for one, will seriously consider moving away from the neighbourhood where I grew up, close to my children's grandparents, because we wanted them to have the same type of childhood that I had. And if this goes through, they just won't.

- If other forms of housing options are to be considered, then the district will have to relax the tree removal bylaws/rules to allow for development/construction in these areas. The two will have to go hand in hand if there is discussion about lot assembly and rezoning.
- I am very disappointed that the original survey, looking only at the merits of infill lots, is now being expanded to introduce far greater density via large triplex and fourplex developments. Further, I cannot understand why the support of the Edgemont business community has been asked to support this. I see absolutely no overlap between their interests and those of the residents. While we are strongly opposed to this process, we will be forced to consider our options should a blanket re-zoning be permitted.
- For the Clements/Canyon SLIA: Blocks without open lane access should be re-developed as 33' lots. Duplexes on 66' lots offer no advantage in terms of housing supply over 2 individually owned houses on 33' lots. Blocks with open lanes could support triplexes on 66' lots and larger development on assembled lots. Refer to NVC policies for examples.
- Dense, mixed-use neighbourhoods that are convenient, exciting and inviting for walking and cycling make for safer, more connected, and more economically resilient communities. SLIAs are a good way to achieve the gentle density the District desperately needs to help residents age in place by offering a wider diversity of housing options for their children so that they too can raise their families here. And finally, given the growing traffic congestion on the North Shore, better-serviced communities also reduce the need for high volumes of vehicle trips that degrade the quality of our neighbourhoods with their noise, pollution and the danger they pose to all road users, especially vulnerable ones like children and the elderly. I'd like to see more vision and leadership from DNV on this kind of planning.
- Allow for areas with enough parking to build tiny houses and subdivide properties.
- I am very tired of seeing nothing but "plywood plazas" being constructed in the District. The District needs some elegant looking townhouses, duplexes, triplexes, etc that will still be valuable and functional in 25 years plus and not just another set of dilapidated housing ready for the next generation of developers.
- Please be more transparent and open about your agenda. Stop manipulating numbers and engage with the intent to truly understand what the community wants and needs. I keep wondering how this can be stopped... I don't think it can as this is merely a boxing checking exercise for the District. Terrible, terrible.
- No.
- This area is only suitable for single family dwellings. At present the infrastructure and communal facilities in the area can not support further congestion.
- There is far too much construction in North Vancouver. I will vote for any candidate that acts to put a stop to this madness!
- So far, the housing options presented offer the opportunity to increase density without increasing affordability. While a smaller lot may be less expensive than a bigger lot, the fact is that brand new housing of any sort is unaffordable by anyone who isn't in the upper classes. We have already priced ourselves out of having a balanced community; don't make it worse.
- The housing crisis in metro Vancouver has changed my opinion about subdividing lots in this neighbourhood. That is why I have checked off every box with "strongly agree". I think it is imperative that we be more innovative with our land use - the single dwelling house on a big lot is just not sustainable.
- No more densification. If you can't afford a home in this neighborhood the way it was designed and intended to be in the first place then move to a different neighborhood.
- Suggest DNV examine practical ways of expediting the review and approval process for dividing lots to enable development of smaller, more affordable homes. Cluster developments may be attractive to some potential purchasers. The status quo will not retain attainable houses but simply continue the redevelopment/replacement of modest homes with very large homes with limited occupancy and adversely impact the number of students attending local elementary schools.

- Accept that the status quo (doing nothing) will not preserve the character of Upper Capilano. Without practical planning/development procedures to consider smaller homes, there will be a continued replacement of the homes which characterized Upper Capilano with extremely large houses with potentially limited occupancy and adverse impacts on area elementary school populations
- To suddenly bring multiple housing units into the discussion after the community rejected small lots shows the absolute disinterest and disrespect that the District has for the wishes of this community. It is utterly shameful and leads one to conclude that the planning department has its own agenda - one that is very much contrary to the taxpayers of the District.
- Permit higher density or high rises in Lower parts of DNV closer to amenities and public transport
- Townhouse unit plan when larger spaces become available is ideal. I prefer no subsidized housing though.
- Duplexes ect. should be build closer to Shopping areas. Better transit ,so not to need a car.
- In my opinion the district is getting a little ahead of itself with du/tri/four-plex ideas. The logical step would be to allow legal suites. They will help with the affordability issue and make the neighborhood more diverse. Legal suites will only moderately increase density where as a fourplex would increase it dramatically -an issue that came up a lot with people against SLIA in the community meetings.
- Leave the neighbourhood the way it is . What makes an area nice is the way it is. I disagree with all of this and so do most of the people in my area.
- I lived in Lynn Valley just as a similar kind of redevelopment of the neighborhood began. I felt the biggest impact was lack of parking. Since this housing was so compact, often the garages were uselessly small. This meant all residents of these duplexes/triplexes/fourplexes were parking their vehicles on the street. This resulted in inconvenience for existing residents as well as for visiting guests. This also made the neighborhood less safe to walk in since parked cars were everywhere and made crosswalk visibility worse. There is already a lack of sidewalks in this neighborhood. Adding more cars, radically especially parked cars, will be very problematic, especially for the high numbers of students who walk to and from school everyday, often during busy times when drivers may not be paying close attention. I feel the parking/traffic issues need to be addressed and measures put in place BEFORE multi-family developments are allowed.
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- I am not against other housing options generally - they can be an excellent way of providing housing that could be affordable. I am really concerned about the manner in which this issue has been injected into this public consultation. It was not at all part of the original consultation. I understand that the results of this survey may be assessed differently depending on whether the respondents live in the two small proposed areas or not. I am hoping that this manner of assessing the results will NOT be applied to the housing options questions. This is a topic that MUST be considered by the neighbourhood as a whole.
- I think that duplexes could be created in a way that maintains the existing character of the neighbourhood, but this is not true for larger structures such as triplexes and fourplexes.
- Only that in our experience, here on Canyon blvd., most of the small lots are owned by young families whose children attend Montroyal Elementary. If we want to keep our schools and neighbourhoods growing and vibrant, then home ownership has to be somewhat within reach for people with young children. Growth can be achieved along side a sensitivity to privacy and while protecting the trees and green spaces we all love in North Van. Thank you to everyone at the district who is working to make sure that our concerns are being heard.
- Again, OFF-ROAD parking is essential. Montroyal Blvd. has more and more cars parked on the road and it is a busy road. Also, the fire station is at the top and makes frequent trips up and down.

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- In small lot infill areas driveways should be built so that two cars can be parked in the driveway without the need for 'shuffling' of cars or parking one car on the street. People speed excessively by the playground on Prospect Ave.
- Making the montroyal area open to subdivision really changes nothing. Whenever a house gets torn down, the lot is subdivided. To streamline the permit process and get rid of red tape is a no brainer.
- These types of housing make good use of land but generally involve strata living and I am not interested in a strata.

No address / address beyond 75m from original study area:

- Further development helps nobody but those who are either leaving the area or those who profit in the short-term from constructing a bigger development. However, our community is permanently altered, forever. Please stop these densification efforts.
- Please stop allowing high density housing which doing significant changes to the parking traffic and adding schools.
- Densifying the area would require additional infrastructure, including traffic work. Cap Rd and Marine, the Hwy and the Bridges, are not suited for additional traffic. People living here are unlikely to actually work in the DNV, so will need to drive/commute, and there are not adequate plans for that.
- Smaller multi-family properties, such as the ones described here, are in extremely limited supply in North Vancouver and as a result, have increased in cost dramatically over the past few years. Families that wish to stay on the North Shore or move here do not have many options if they cannot afford a single family home or want to live in a condominium. Duplex to fourplex housing, particularly those with free-standing designs, would be a big draw to younger families or to residents that wish to downsize to properties that still have the feel of single family residences.
- While we indicate "Somewhat interested" regarding duplexes, triplexes, and fourplexes, this should not be interpreted to mean that we view such favourably. Indeed, we are being approached by an architect and homeowners in our own neighbourhood who are seeking to combine properties, rezone and build roughly 17 townhouses. We remain opposed to changes that are not part of the OCP.
- Please see question above for my ideas on integrating tiny houses into SLIAs in the District of North Vancouver.
- The area does not have the proper infrastructure to support the increase in density.
- Keep building single detach houses in this area. Do not bulid Duplex, Triplex or Fourplex style houses in Uppler Capilano area.
- The 33 ft houses never park in their garages (maybe some). The road at night looks like a Parking Lot. Too many people and not enough roads very congested