AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: March 16, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

February 18, 2026
Case: PLN2025-00020
File: 08.3060.20/020.25

AUTHOR: Mackenzie Stonehocker, Development Planner

SUBJECT: **Bylaws 8779 and 8780 – OCP Amendment and Rezoning for a Mixed-Use Development at 1246-1268 Lynn Valley Road & 3050-3174 Baird Road ("Lynn Valley Mall" and "Draycott Gardens")**

RECOMMENDATION

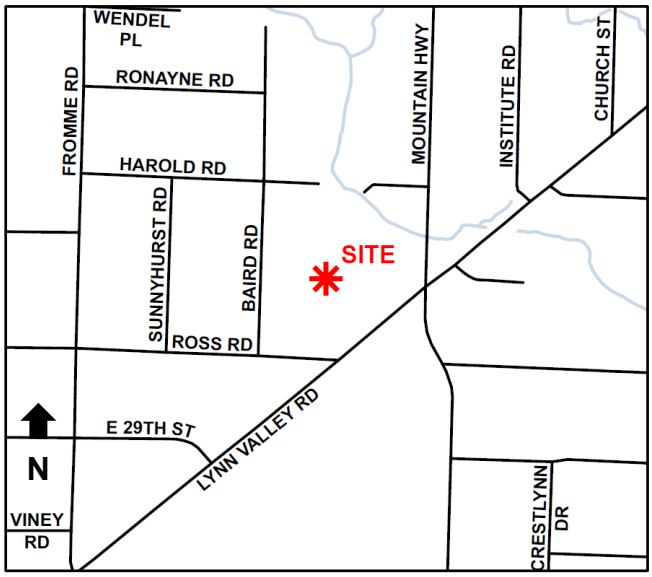
THAT "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)" is given FIRST reading;

AND THAT "District of North Vancouver Rezoning Bylaw 1463 (Bylaw 8780)" is given FIRST reading;

AND THAT pursuant to Section 475 and Section 476 of the *Local Government Act*, additional consultation is not required beyond that already undertaken with respect to Bylaw 8779;

AND THAT in accordance with Section 477 of the *Local Government Act*, Council has considered Bylaw 8779 in conjunction with its Financial Plan and applicable Waste Management Plans;

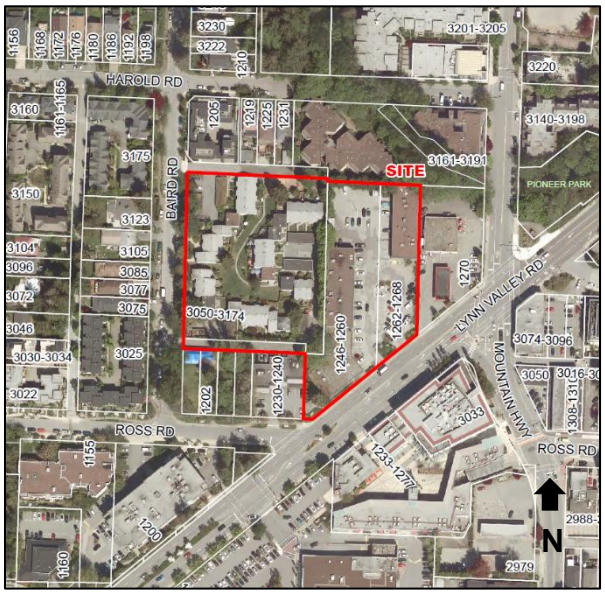
AND THAT Bylaws 8779 and 8780 are referred to a Public Hearing.



SUMMARY

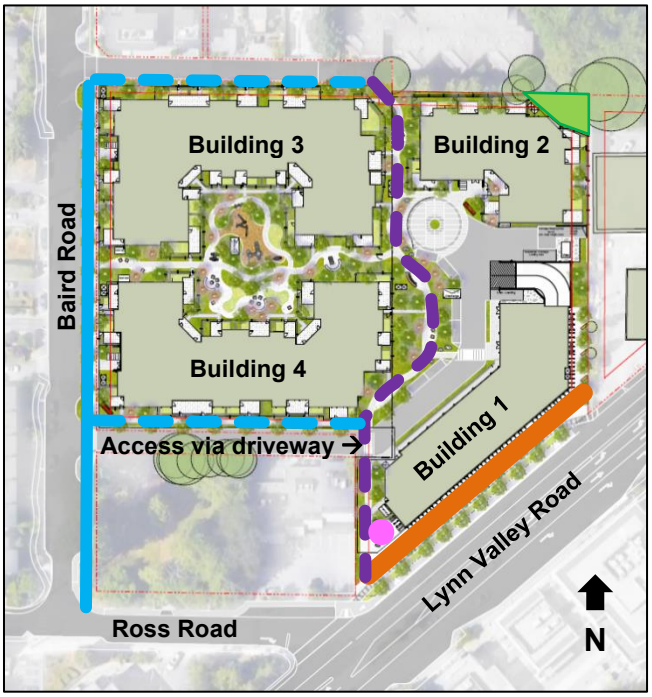
Polygon Development 395 Ltd. has applied to rezone the subject site for a mixed-use development.

Located in the centre of Lynn Valley, the site includes 3050-3174 Baird Road ('Draycott Gardens'), 1246-1268 Lynn Valley Road ('Lynn Valley Mall') and a lane off Baird Road (between 1202 Ross Road and 3050 Baird Road).



The proposal includes 397 residential units in 4 six-storey buildings over two levels of underground parking (see Attachment 3 for the project drawing package):

- **Building 1** – two storeys of commercial and four storeys of market rental residential (64 units in total, with 32 rental replacement units; see RTRAP section)
- **Buildings 2, 3 and 4** – strata residential (333 units)



Significant dedications and public realm improvements are proposed:

- 8.5 m right of way and dedication along Lynn Valley Road to accommodate future transit upgrades, as well as sidewalk improvements and a bike lane (shown in orange)
- Street improvements along Baird Road, with new sidewalk extending south to crosswalk at Ross Road (shown in solid blue)
- Sidewalks along the existing lanes (shown in dashed blue)
- A pedestrian path running north-south through the site (shown in dashed purple), as envisioned under policy
- Plaza and public art (approximate location shown with pink circle)
- Rehabilitation of the Streamside Protection and Enhancement Area near Hastings Creek in the northeast corner (shown with green triangle)
- Upgrades to nearby infrastructure, including sanitary, storm, and water mains
- Upgrades to nearby street network to mitigate traffic impacts

Implementation of the proposed project requires Council's consideration of:

- Bylaw 8779 to amend the Official Community Plan (Attachment 1); and
- Bylaw 8780 to rezone the subject site to the CD Zone (Attachment 2).

These bylaws are recommended for First Reading and referral to a Public Hearing in accordance with the *Local Government Act*. If the rezoning proceeds, a Development Permit will be forwarded for Council's consideration at a later date.

SITE AND SURROUNDING AREA

Located in the heart of the Lynn Valley Town Centre, the site is just over 3.5 acres (14,408 m^2) in size, and includes:



- **Draycott Gardens** (3050-3174 Baird Road) – built in 1972, this townhouse complex consists of 32 rental townhouses (see RTRAP section).
- **Lynn Valley Mall** (1246-1268 Lynn Valley Road) – built in 1974, this shopping centre consists of approximately 25,000 sq. ft. of commercial space in two buildings (see Commercial Space section).
- A lane between 1202 Ross Road and 3050 Baird Road (see Access section).

Adjacent properties include a Petro-Canada gas station, Ross Plaza (1230-1240 Ross Road) and a heritage home (1202 Ross Road, owned by the applicant but not included in this proposal).

To the south across Lynn Valley Road is the town centre, including the library in Lynn Valley Village, the main shopping centre known as Lynn Valley Centre, and the medical building known as Valley Centre.

To the northeast, Hastings Creek runs between 3161 and 3191 Mountain Highway, before going under Mountain Highway, and eventually joining Lynn Creek.

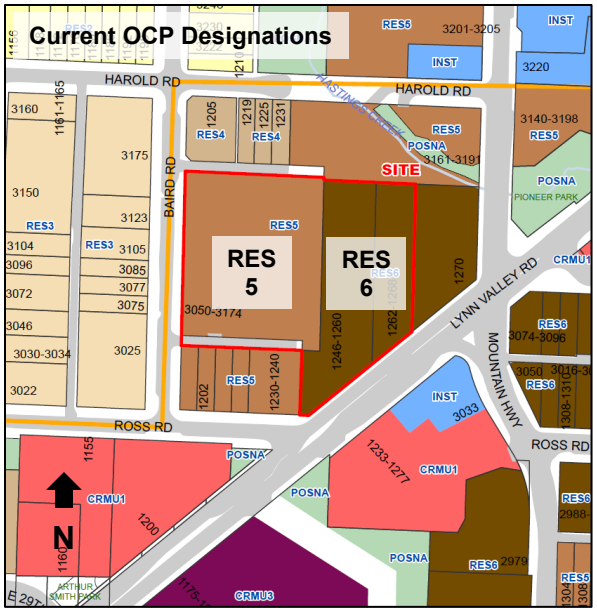
To the north and west are residential uses including detached homes, townhouse developments, and a low-rise strata complex (3161 and 3191, accessed from the east side of Hastings Creek, via Harold Road and Mountain Highway).

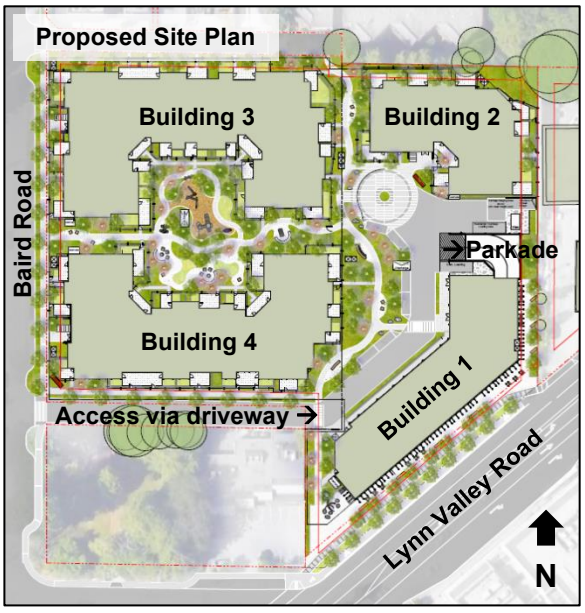
PROPOSAL

The proposal includes 4 six-storey buildings (see table and site plan below) with a total Floor Space Ratio (FSR) of 2.5. The project would be built in two phases, to allow the eligible tenants of Draycott Gardens the opportunity to move directly from their existing homes into new rental replacement units in Phase 1 if they so choose (at their existing rents; see RTRAP section). Phase 1 also includes approximately 1:1 replacement of the existing commercial space in Lynn Valley Mall with new CRUs and office space.

Table 1: Phasing and land uses

		Residential	Unit type	Commercial
Phase 1	*Building 1*	32 rental replacement	3-bed	2,330 m^2 (25,079 sq. ft.) on first two levels
		32 rental	1- and 2-bed	
	Building 2	63 strata	1- and 2-bed	n/a
Phase 2	*Building 3*	142 strata	Studio to 3-bed	n/a
	Building 4	128 strata	1- to 3-bed	n/a





POLICY ALIGNMENT

Official Community Plan[1]

The Official Community Plan (OCP) designates the Lynn Valley Mall portion of the site as RES Level 6: Medium Density Apartment, which anticipates apartments with some

[1] https://www.dnv.org/community-environment/our-official-community-plan-ocp

commercial uses at a density of up to approximately 2.5 FSR. The proposal complies with the existing designation and density; however, the proposed Commercial Residential Mixed-Use Level 2 designation is a better match to the proposal and has the same supported density.

The Draycott Gardens portion of the site is currently designated RES Level 5: Low Density Apartment (1.75 FSR). The proposed OCP amendment to RES Level 6: Medium Density Apartment will permit a proposed density increase from 1.75 FSR to 2.5 FSR.

The proposal includes a range of unit types, from studios to 3-bedroom units. Over the 397 total residential units (rental and strata), approximately 35% are studios or 1-bedroom, and 65% are 2- and 3-bedroom units. This range of unit types responds to Goal #2 of the OCP to "encourage and enable a diverse mix of housing types….to accommodate the lifestyles and needs of people at all stages of life".

In addition, the proposal is consistent with the following policies of the District's OCP:

- *Policy 5.2.4 "Encourage pedestrian-friendly features, public realm improvements, and accessibility for people of all abilities in the design of major developments"*
- *Policy 7.2.3 "Encourage the retention of existing and the development of new, rental units through development, zoning, and other incentives"*

Targeted Official Community Plan Review Action Plan 2021-2030[2]

The project has been reviewed against the Targeted Official Community Plan Review Action Plan (Action Plan) and addresses the following "Priority Actions":

Priority Action #1: Achieve Town and Village Centres that deliver low-carbon, compact, and diverse housing, transportation choices, and supportive public amenities and employment space.


View of Building 1 from the south, from across Lynn Valley Road

The proposal addresses this Priority Action by providing additional housing within the walkable Lynn Valley Town Centre, the Town

[2] https://www.dnv.org/community-environment/ocp-action-plan

Centre pedestrian pathway as a public amenity, and commercial space to contribute employment and additional commercial services to neighbourhood residents.

Priority Action #2: Advocate for infrastructure and service improvements, such as Rapid Transit, to get our key transportation networks moving better.

Priority Action #4: Make transit faster and more reliable on our major routes.

This portion of Lynn Valley Road is included in Translink's Access for Everyone plan[3] as one of eleven future RapidBus lines featuring transit priority measures to better serve existing riders and grow ridership, in advance of future Bus Rapid Transit (BRT). To provide right of way for future transit infrastructure, the proposal includes a significant dedication along Lynn Valley Road.

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

The proposal would increase the amount of housing in the Lynn Valley Town Centre, with all units meeting either 'Basic' or 'Enhanced' levels of accessibility, a range of unit sizes to support a range of incomes and household types, and different tenures (strata and market rental) including 32 of the rental units designated as 'rental replacement' for the eligible tenants of Draycott Gardens (see RTRAP section).

Priority Action #6: Create a continuous and connected network of walking and cycling routes to encourage more people of all ages and abilities to walk and cycle.

A bike lane will be provided along Lynn Valley Road. More substantially, the proposal includes significant upgrades to the walking routes in this part of the Lynn Valley Town Centre. First, the Town Centre pedestrian path is provided through the site, as per the public realm and design guidelines. Second, the provision of a 2 m wide sidewalk along Baird Road (extending to Ross Road) will benefit Argyle Secondary students. Finally, sidewalks will be provided along both lanes off Baird Road, to provide permeable pedestrian connections separated from vehicles.

Priority Action #7: Strengthen the resiliency of natural and built environments to adapt to a changing climate.

Currently, one of the existing Lynn Valley Mall buildings extends nearly to the property lines in the northeast corner. As part of the proposal, the Streamside Protection and Enhancement Area (SPEA) will be restored and replanted. The parkade, building, balconies and roof overhangs cannot encroach into the SPEA.

[3] https://www.translink.ca/-/media/translink/documents/plans-and-projects/regional-transportation-strategy/transport-2050/t2050_10yr-priorities.pdf

Priority Action #8: Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency

The residential components will be built to Step Code 3 and Emissions Level 3 of the BC Energy Step Code. The proposal is subject to a development permit for Energy and Water Conservation and Greenhouse Gas Emission Reduction, which will be forwarded to Council for consideration in the future.

Lynn Valley Town Centre Public Realm and Design Guidelines[4]

The project has been reviewed against the design guidelines at a high level for the rezoning stage. As per the Guidelines, the proposal includes a right of way for a publicly accessible Town Centre pedestrian path, to improve walkability and pedestrian circulation within Lynn Valley Town Centre. Additional details regarding landscaping, materials, public art and signage will be provided at the Development Permit stage.

Rental and Affordable Housing Strategy[5]

The proposal has been reviewed against the District's "Rental and Affordable Housing Strategy" as per below:

Goal 1: Expand the supply and diversity of housing.

The proposal increases housing on the subject site from 32 units to 397 units in a range of sizes, including 64 rental units (see RTRAP section) and 333 strata units.



View of Building 1 and driveway from the north, from Building 2

Goal 2: Expand the supply of new rental and affordable housing.

The proposal doubles the number of rental units on the site from 32 units to 64 units. Of the 397 residential units proposed in total, 16% are rental tenure.

Goal 4: Enable the replacement of existing rental housing with conditions &
Goal 5: Minimize impacts to tenants.

[4] https://docs.dnv.org/documents/lynn-valley-design-guidelines.pdf
[5] https://www.dnv.org/community-environment/rental-and-affordable-housing-strategy

The 32 three-bedroom rental townhouses at Draycott Gardens will be replaced with 32 three-bedroom apartments in Building 1. The proposed phasing minimizes displacement of existing tenants, by providing eligible tenants of Draycott Gardens the opportunity to move directly from their existing homes into new rental replacement units if they so choose (at their existing rents; see RTRAP section).

Zoning

The Lynn Valley Mall portion of the site is currently zoned C2 which permits commercial and residential uses up to four storeys and a density of 1.75 FSR.

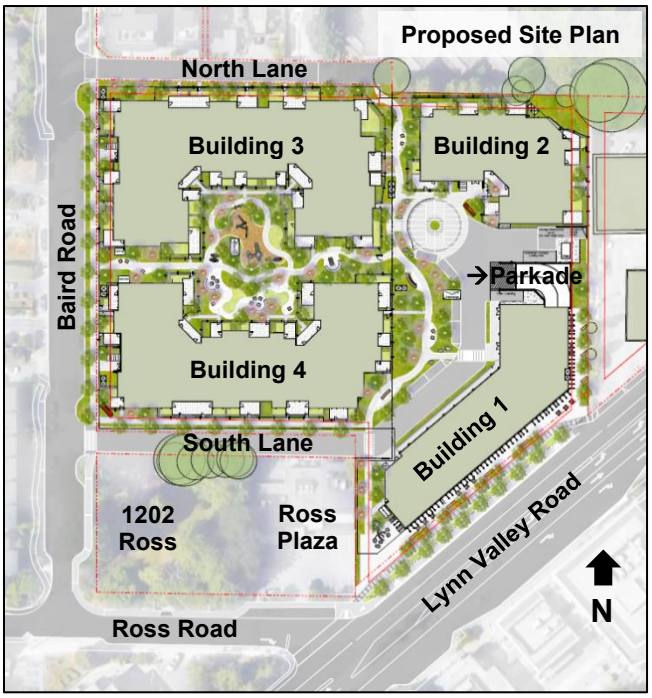
The Draycott Gardens portion of the site is currently zoned RM3 which permits residential apartment buildings up to four storeys.

Proposed Comprehensive Development Zone 162 (CD162) outlines proposed uses, and provisions such as density (2.5 FSR), height, setbacks, and parking requirements.

ANALYSIS

Site Design and Circulation

Vehicle access is proposed via a private driveway extending from the 'South Lane' (see diagram) between Draycott Gardens and 1202 Ross Road and 1230-1240 Ross Road (commercial building known as Ross Plaza). The driveway creates space for short-term parking, loading, drop-off/pick-up, with a coordinated approach to the parkade ramp, garbage staging and fire turnaround.



The 'North Lane' (see diagram) will not be used for vehicle access for this development but will be upgraded for pedestrians and the existing detached homes on Harold Road.

Pedestrian connections are critical in this walkable Town Centre. The proposed development provides practical pedestrian routes for future residents, as well as students and customers of the commercial businesses in this development and across Lynn Valley Road.

The public, semi-public and private realms will be delineated through landscaping, fencing, lighting, a hierarchy of paths, and wayfinding signage. In addition to private

balconies for every home, the proposal includes an outdoor gathering space in Phase 1 (west of Building 1; approximately 11 x 21 m) and the central landscaped courtyard in Phase 2 (between Buildings 3 and 4; approximately 26 x 36 m). See Attachment 3 for concept plans; additional detail will come at the Development Permit stage.

Building Massing & Architectural Expression – All four buildings are proposed to be six storeys in height. Different District policy documents anticipate different building heights on the site:

- The Lynn Valley Town Centre Flexible Planning Framework[6] map anticipates up to five storeys.
- OCP Residential Level 5 (the current designation for Draycott Gardens) anticipates 'low-rise' apartments (defined as six or fewer storeys as per the Schedule B Development Permit Guidelines for Multi-Family Housing).
- OCP Residential Level 6 (the current designation for Lynn Valley Mall) anticipates 'mid-rise' apartments (under twelve storeys as per Schedule B).

Building 1, the mixed-use building, creates a six-storey streetwall along Lynn Valley Road, which is a wide street with a right of way of nearly 35m (after dedication from this development). Staff support a minimum streetwall height of 6 storeys in order to promote a sense of pedestrian-scale building enclosure at this wide intersection, where a future BRT terminus is envisioned.

Building 2, located in the northeast corner of the site, would be adjacent to the Petro-Canada gas station to the east and an existing three-storey residential development to the north. The configuration of this corner of the site would change from surface parking and a commercial building (located nearly at the property lines) to landscaping, streamside protection area, and an increased setback (4.0 m) from the property line to the proposed residential building. In this case, six storeys is an appropriate height.

Buildings 3 and 4 face three-storey townhouses and detached homes, across Baird Road and across the north lane. The proposed height of six storeys represents a slightly higher building massing yet overall a contextually fitting transition from surrounding residential development to the Town Centre core. To improve the massing transition, the upper two storeys of the two

View of Building 3 from the north, from across Baird Road



[6] https://docs.dnv.org/documents/lynn-valley-centre-flexible-framework-2013.pdf

buildings facing west towards Baird Road will be stepped back by approximately 1.8 m (6 ft.).

The Lynn Valley design guidelines emphasis contextual fit, exemplary public realm and whenever appropriate, a mountain village building expression. Overall, the proposed uniform building height across the entire development, permeable ground floor to allow pedestrians through the site, high-quality public realm features along Lynn Valley Road frontage, as well as a "modern mountain village" building aesthetic meet the intent of the policies and guidelines.

Lane Purchase and Licence

Subject to Council's approval of this Zoning Bylaw amendment, the District intends to grant to Polygon Development 389 Ltd. and Polygon Development 390 Ltd. a licence to occupy the South Lane in perpetuity and ultimately with the right and obligation to acquire the fee simple title to the South Lane in the future. The licence will stipulate that it is subject at all times to the common law rights of access over the South Lane of the registered owners and occupiers of immediately adjacent properties. The purchase price for the above licence and disposition is approximately $2,024,100. As noted, this licence and disposition is subject to the adoption of a bylaw to rezone the proposed development.

Commercial Space

The existing Lynn Valley Mall includes approximately 2,322 m^2 (25,000 sq. ft.) of commercial space, including neighbourhood services such as restaurants, retail stores, laundromat, personal service uses, educational tutors, and veterinary service.

The proposal includes approximately 2,330 m^2 (25,079 sq. ft.) of commercial space on the first two levels of Building 1.

Ground floor uses focus on retail, food and drink establishments, personal service and animal care services, serving resident and visitor needs. Second floor uses include a broad range of employment spaces, including health care offices, and general offices. See Attachment 2 for the CD162 Zone and list of permitted uses.

The proposal contributes to the goals in the District's Economic Development Strategy[7]:

Action 1.1.1: Encourage more first floor retail in mixed use developments in Town and Village Centres and along commercial corridors.

Action 1.1.2: Introduce second-storey offices in Transit Oriented Areas and along Frequent Transit Corridors.

[7] https://docs.dnv.org/documents/economic-development-strategy-2024-2029.pdf

Residential Uses

The OCP estimates a demand for 10,000 net new homes within the District by 2030. To date, Lynn Valley Town Centre is achieving approximately 46% (1,158 built and approved units) of its estimated demand of 2,500 units by 2030.

With 397 residential units, the proposed development would contribute significantly to the OCP's estimated demand for new housing. Buildings 2, 3 and 4 include 333 strata units. Building 1 includes 64 market rental units on Levels 3-6, including 32 three-bedroom units that are earmarked for eligible tenants from Draycott Gardens.

This section discusses the proposed unit mix and tenant assistance package in detail.

Market Strata Units

Across Buildings 2, 3 and 4, the 333 proposed strata units include 6 studios (2%), 116 one-bedroom units (35%), 187 two-bedroom units (56%) and 24 three-bedroom units (7%). This distribution of unit types is expected to be attractive to seniors, young singles, couples, and families with children, with this range of household types contributing to a healthy, diverse, and vibrant community. Furthermore, the addition of multi-family housing diversifies the housing opportunities in Lynn Valley, creating opportunities for a wider range of people to live in a neighbourhood that celebrates its natural and cultural setting and strong sense of community.

Market Rental Units

The upper four floors of Building 1 are proposed as market rental containing 64 units.

Of the total market rental component, 32 three-bedroom rental replacement units would be offered through first right of refusal to eligible tenants of Draycott Gardens. Rents for the relocated tenants would be set at their current rents (subject to annual increases as per the *Residential Tenancy Act*) and secured through the development covenant.

Should the eligible tenants of Draycott Gardens move out at some future date (or if eligible tenants choose to relocate elsewhere, instead of moving into Building 1; see RTRAP section), the rental replacement units would revert to market rental.

In addition, to the 32 three-bedroom units, Building 1 would contain 20 one-bedroom and 12 two-bedroom units, a unit mix which is generally in alignment with the District's latest Housing Needs Report (considering the high proportion of three-bedroom units).

Should the proposal advance, rental tenure for this building will be secured through a covenant in perpetuity.

Residential Tenant Relocation Assistance Policy[8] *(RTRAP)*

Built in 1972, Draycott Gardens consists of 32 three-bedroom one-bathroom townhouses. At the time of rezoning application, 1 unit was vacant (under repair), and 31 units were leased to tenants eligible for RTRAP. The applicant has communicated with tenants regarding the proposed options:

Option 1: Move into new rental replacement unit in Building 1 at their current rent

- Eligible Draycott Gardens tenants (i.e. tenants renting units at the time of rezoning application in July 2025) are offered first right of refusal to rent a three-bedroom two-bathroom unit in Building 1 at their current rent (subject to annual increases as per the *Residential Tenancy Act*).
- The proposed phasing allows tenants to remain in their current homes until Building 1 is ready for occupancy, avoiding temporary relocation during construction.
- Eligible tenants will receive $1,500 towards moving costs, as per RTRAP for three-bedroom units.

Option 2: Move elsewhere with relocation assistance and financial compensation

- Eligible tenants who choose *not* to move into the new building may relocate elsewhere with the assistance of a tenant relocation coordinator and financial compensation as per RTRAP.
- Financial compensation includes the same $1,500 towards moving costs, as well as four months' rent and a residency bonus based on length of tenancy ($35 / month).
- For eligible tenants who choose to move *prior to* rezoning adoption, compensation would be paid if and when the rezoning is adopted.
- For eligible tenants who move *after* rezoning adoption, compensation would be paid immediately at move-out

Median rent for three-bedroom units in the District is $2,551, according to the 2025 CMHC Rental Market Report. At the time of rezoning application:

- Half of the Draycott Gardens units were rented below DNV median (tenancies starting 2013 and earlier); and
- Half were rented above $2,600 per month (tenancies starting 2018 and later).

The proposed tenant assistance package would represent a significant financial offering by the applicant, with the total depending on tenants' choices (e.g. Option 1 versus Option 2, and how long tenants stay in the new building) and future market rents (current market rents are approximately $4,327 for three-bedroom units constructed after 2000, according to CMHC Housing Market Information Portal).

[8] https://app.dnv.org/OpenDocument/Default.aspx?docNum=4809430

If Council schedules a Public Hearing for this proposal, full documentation (including the proposed tenant relocation plan and communication with tenants) will be provided in the Public Hearing binder. If the rezoning is approved, RTRAP benefits will be secured in the development covenant.

Applicable Development Permits

The site is in the following Development Permit (DP) Areas:

- Streamside Protection;
- Energy and Water Conservation and Green House Gas Emission Reduction;
- Form and Character of Commercial and Mixed-Use Buildings; and
- Form and Character of Multi-Family Housing;

A detailed review of DP issues, outlining the project's compliance with the applicable DP guidelines will be provided for Council's consideration should the application proceed through the OCP amendment and rezoning process.

Streamside Protection

The building (including parkade, balconies and roof overhangs) cannot encroach into the Streamside Protection and Enhancement Area (SPEA). In addition, this area of approximately 109.34 m² (1177.0 sq. ft.) would be restored and replanted, and rezoned to Natural Parkland (NPL).

Energy and Water Conservation and Greenhouse Gas Emission Reduction / Community Energy and Emissions Plan (CEEP) / Climate Ready Rezoning Policy

As designed, the proposal is consistent with the OCP Guidelines for Energy and Water Conservation and Greenhouse Gas Emission Reduction. In addition, the applicant has considered the District's Community Energy and Emissions Plan (CEEP) and Council's declaration of a Climate Emergency. As part of the Climate Ready Rezoning Policy, a preliminary embodied emissions report was provided with the rezoning application, and the applicant provided a commitment letter to ensure features such as mechanical and passive cooling are included at the building permit stage.

Form and Character

The proposal is in keeping with the OCP Design Guidelines for Commercial and Mixed-Use Buildings and Design Guidelines for Multi-Family Housing. A detailed review of DP issues, outlining the project's compliance with the applicable DP guidelines will be provided for Council's consideration should the application proceed through the OCP amendment and rezoning process. At this stage, the primary issue is to secure the right of way for the Town Centre pedestrian path outlined in the Lynn Valley Town Centre Public Realm and Design Guidelines.

Advisory Design Panel

The application was considered by the Advisory Design Panel (ADP) on September 11, 2025. The Panel had a good discussion about the overall design concept but would like to see the project return at DP stage to further resolve the site plan and generally progress the design.

The applicant has responded to the high-level comments by revising the site design to further delineate the public versus semi-private realm and improve the functionality of parking and loading services. At the Development Permit stage, the refined proposal will be brought back to the Panel.

Accessibility

The proposal fulfils the Accessible Design Policy for Multifamily Housing[9] as 100% of the residential units will meet the 'Basic Accessible Design' criteria, and 5% of units will meet the 'Enhanced Accessible Design' criteria. The accessible design features will be secured as part of the development permit.

Parking and Transportation

Bicycle Parking

Application of the District's Bicycle Parking and End-of-Trip Facilities Policy[10] results in the following bicycle parking requirements, which are reflected in the current proposal:

- 732 – "Class 1" long-term bicycle storage spaces (including 723 for residents and 9 for commercial uses); and
- 51 – "Class 2" bicycle parking spaces for short-term uses.

In accordance with the policy, all "Class 1" long-term bicycle storage will include access to Level 1 electric bicycle charging. In addition, two bicycle repair rooms (one per phase) are proposed in the underground parkade.

Vehicle Parking

All long-term parking is proposed in a two-level underground parkade accessed. Limited surface parking will be provided along the driveway for short-term pick-up and drop-off.

Using the District's Alternative Vehicle Parking Rates (AVPR) Policy[11], a total of 481 parking stalls are proposed (see table below). AVPR includes base parking rates based on unit mix, with opportunities for parking reductions based on location if the proposal includes Transportation Demand Management (TDM) features. The proposed TDM

[9] https://app.dnv.org/OpenDocument/Default.aspx?docNum=3422962
[10] https://docs.dnv.org/documents/bike-parking-policy.pdf
[11] https://docs.dnv.org/documents/alternative-vehicle-parking-rates.pdf

features include enhanced bicycle parking, bicycle maintenance facilities, walking improvements, transit stop improvements, multi-modal wayfinding information, and shared parking between commercial and residential visitor parking.

Table 2: Vehicle Parking		
Phase 1	Resident Parking for Buildings 1 and 2 (market rental and strata)	120 stalls
	Visitor Parking	12 stalls
	Commercial (2,330 m^2)	52 stalls
Phase 2	Resident Parking for Buildings 3 and 4 (strata)	270 stalls
	Visitor Parking	27 stalls

Accessible (universal) parking stalls will comply with the District's Accessible Design Policy for Multi-Family Housing[12] (4.5% of all parking stalls) and the Zoning Bylaw.

Electric vehicle charging will comply with the District's EV Charging Requirements for New Construction[13]:

- 100% of residential parking spaces will be capable of "Level 2" charging.
- 35% of commercial or residential visitor parking spaces will be capable of Level 2 charging with load sharing, plus an additional 10% with dedicated circuits.

A Transportation Impact Assessment prepared by Bunt & Associates supports the proposed parking rates. Staff are supportive of the proposed parking as the site is well-served by transit, within walking distance of numerous amenities and commercial services, and the long-term vision for the Lynn Valley Town Centre includes numerous transportation improvements for pedestrians and cyclists, including improved transit.

Frontage & Off-site Improvements

The proposed application includes significant dedications, infrastructure upgrades and public realm improvements. Some public amenities are also provided on-site. Details of the technical specifications will be determined through ongoing review and subsequent phases of permitting and secured through the *Engineering Servicing Agreement* (ESA).

The Lynn Valley Flexible Planning Framework (2013) shows a conceptual road extension from the South Lane to Lynn Valley Road. Staff have re-assessed that conceptual alignment and based on modern standards and a more thorough safety review, would no longer recommend that new road connection due to its proximity to the

[12] https://www.dnv.org/community-environment/accessibility
[13] https://docs.dnv.org/documents/ev-requirements.pdf

intersection of Lynn Valley Road and Mountain Highway, and to avoid conflicts with existing and potential future transit infrastructure.

Upgrades to Local Street Network:

To mitigate negative impacts to traffic circulation, a series of upgrades to the local street network are under review. Upgrades will be negotiated by the Municipal Engineer in consultation with the District's Transportation department, and will be secured through the development covenant and ESA. To be confirmed after additional technical review, potential upgrades may include:

- Signalization of the existing four-way stop at Fromme Road & East 29th Street;
- Improved signal programming at Lynn Valley Road & Fromme Road and Lynn Valley Road & Mall Access; and
- Rationalization of the existing left turn from Lynn Valley Road to Ross Road.

Street Improvements:

Both Lynn Valley Road and Baird Road will undergo typical street improvements, including street tree plantings, streetlight upgrades, including pedestrian lighting, curb and gutter, and paving improvements. Dedications include:

- 8.5 m right of way and dedication along Lynn Valley Road to accommodate future transit upgrades, as well as sidewalk improvements and a bike lane; and
- 0.25 m dedication along the Baird Road frontage, including sidewalk, street trees, curb and gutter.

Infrastructure Upgrades:

Infrastructure upgrades will be negotiated by the Municipal Engineer and confirmed after additional technical review. Anticipated upgrades include approximately 400 m of sanitary, storm, and water mains along Baird Road, Lynn Valley Road and Mountain Highway. Such upgrades will be secured through the development covenant and ESA.

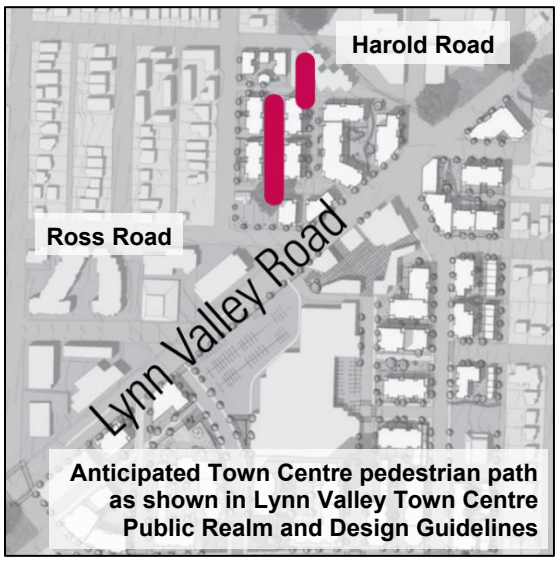
Improvements to Pedestrian Routes:

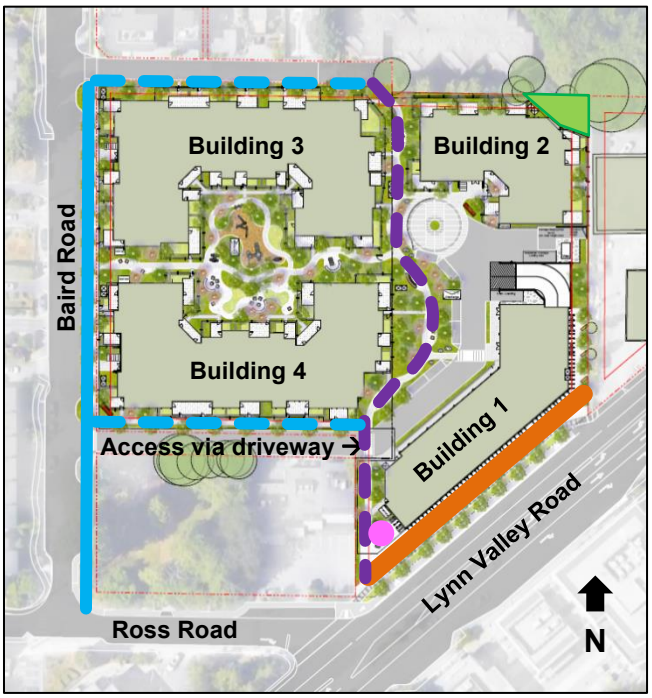
The proposal includes significant improvements to the pedestrian network in this walkable neighbourhood (see diagrams below).

- Sidewalk, street trees and furniture along Lynn Valley Road, including canopies for rain protection along the commercial CRUs (shown in orange).
- Sidewalks and street trees along Baird Road (a busy pedestrian route for Argyle Secondary students), with the new sidewalk extending south past the subject site to a crosswalk at Ross Road (shown in solid blue).
- Sidewalks along both North and South Lanes (shown in dashed blue) to provide pedestrian routes separate from vehicular traffic.

- The Town Centre pedestrian path running through the site (shown in dashed purple), as envisioned in the Lynn Valley Town Centre Public Realm and Design Guidelines. The path is proposed to run from the south tip of the site (near the crosswalks across Ross Road and at the Mall Access) to the North Lane, where it would join a new sidewalk.

Most critical at rezoning, the right of way for the Town Centre pedestrian path will be secured to improving walkability and pedestrian circulation within Lynn Valley Town Centre. At the time of the report writing, this issue is being finalized; details will be brought forward to the Public Hearing if Council chooses to move forward.





Additional Improvements:

- Bike lane along Lynn Valley Road;
- Rehabilitation of the streamside protection area (shown with green triangle in diagram above); and
- Plaza and public art (location shown with pink circle in diagram above) (see ACC section).

The estimated total value of off-site works (engineering and landscaping) is approximately $5 M. This estimate has been provided by the applicant and the full scope (and value) of required off-site construction will be determined through the detailed design work at the Building Permit stage.

AMENIETY COST CHARGES (ACCs)

This application is subject to the Amenity Cost Charges Bylaw[14], adopted by Council on February 24, 2025. Based on current ACC rates, it is anticipated that this project will contribute approximately $10.4 M in ACCs. This contribution will contribute to the wide range of community services necessary to support population growth in and around Lynn Valley. ACCs are calculated as of the date of a complete Building Permit submission and must be paid prior to Building Permit issuance.

Further, given the high-profile location of this development within the Lynn Valley Town Centre, staff recommend a significant investment towards public art, to be allocated from the total ACC contribution. The applicant has committed to deliver the public art in accordance with the District's Developer Public Art Program[15], which includes the review of a Public Art Plan by the North Vancouver Public Art Committee during the Development Permit process.

FINANCIAL IMPLICATIONS

In addition to significant road dedication, particularly along Lynn Valley Road to accommodate future rapid bus service, and a significant tenant relocation financial package, the proposal will contribute financially to the community in the following ways:

- South Lane Licence and disposition – approximately $2 M;
- Off-site works – estimated at approximately $5 M;
- ACCs – approximately $10.4 M; and
- DCCs – payable to the District, Metro Vancouver and Translink, as per applicable rates at Building Permit (approximately $13.5 M based on current rates)

The Growth Management section of the 2025-2029 Financial Plan[16] (pg. 24) and 2026-2030 Financial Plan[17] (pg. 32) is referenced for Council's consideration. Furthermore, the Metro Vancouver Solid Waste and Resource Management Plan[18] is also referenced here for Council's consideration.

CONCURRENCE

The project has been reviewed by staff from Building, Community Planning, Engineering, Environment, Finance, Fire, Legal, Parks, Public Art, Real Estate, Transportation, Urban Design.

[14] https://docs.dnv.org/documents/bylaw-8705.pdf
[15] https://app.dnv.org/OpenDocument/Default.aspx?docNum=2611349
[16] https://docs.dnv.org/documents/approved-financial-plan-2025.pdf
[17] https://www.dnv.org/government-administration/2026-2030-financial-plan-budget
[18] https://metrovancouver.org/services/solid-waste/solid-waste-management-plan

School District 44

School District 44 (SD44) was provided a copy of the application, and did not express any concerns. SD44 advised that they reviewed school capacity issues as part of their work on the District's OCP and their Long Range Facility Plan.

First Nations

The Squamish Nation and the Tsleil-Waututh Nation were provided a copy of the application. No comments were received from the Tsleil-Waututh Nation. The Squamish Nation provided comments regarding the Skwxwú7mesh Úxwumixw Climate Legacy Strategy (e.g. energy efficiency, walkable communities, EV charging) Salmon Safe standards, culturally significant vegetation, green infrastructure, Squamish culture, and business opportunities in the commercial spaces. The applicant has responded, outlining the building's energy efficiency; rehabilitation of Hastings Creek streamside area; stormwater management to protect creeks from runoff; and vegetation choice in landscaped areas.

Ministry of Transportation and Infrastructure (MOTI)

The site is located outside of MOTI's referral area (i.e. it is not located within 800m of a controlled access intersection) so approval from MOTI is not required for the proposed bylaws; however, the Provincial Ministry of Transportation and Infrastructure was consulted during the development of the District's OCP.

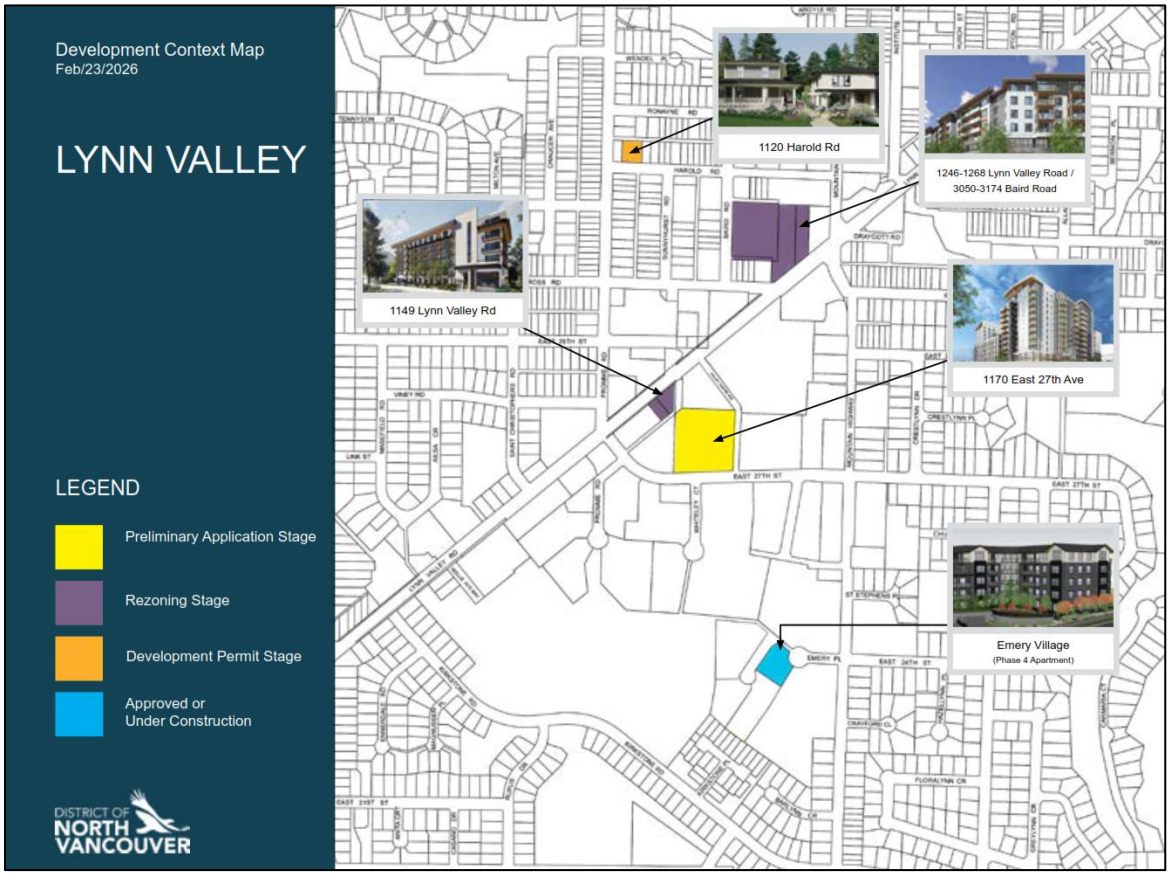
Construction Traffic Management Plan

The subject site is shown in relation to other approved and potential development projects in the context map below. To reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a Construction Traffic Management Plan (CTMP) as a condition of a Development Permit. The CTMP must be approved by the District prior to Building Permit issuance.

The CTMP must outline how the applicant will minimize construction impacts on pedestrian and vehicle movement along Lynn Valley Road, Ross Road, Baird Road and surrounding roadways. Road closures will only be approved for the roadworks and service main upgrades. Specifically, the CTMP must:

- Provide safe passage for pedestrians, cyclists, and vehicle traffic;
- Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
- Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
- Provide a point of contact for all calls and concerns;
- Provide a sequence and schedule of construction activities;
- Identify methods of sharing construction schedule with other projects in the area;

- Ascertain a location for truck marshalling;
- Address silt/dust control and cleaning up from adjacent streets;
- Provide a plan for litter clean-up and street sweeping adjacent to site; and
- Include a communication plan to notify surrounding businesses and residents.



PUBLIC INPUT

The applicant held an in-person Public Information Meeting on October 8, 2025, and a virtual PIM from October 6 to 20, 2025. Attachment 4 contains a summary of public engagement. Notices were mailed to neighbours in accordance with the District's policy on Non-Statutory Public Consultation for Development Applications. Two signs on Baird Road and a bi-directional sign on Lynn Valley Road were placed to notify passersby of the meeting, and three advertisements were placed in the North Shore News.

Approximately 60 members of the public attended the in-person meeting; 311 visitors attended the virtual PIM landing page; and 209 people viewed the applicant's video presentation.

The majority of public comments express qualified support for new housing and commercial revitalization but raise concerns about traffic, existing parking issues,

pedestrian safety (specifically Argyle Secondary students), and building height (compared to adjacent townhomes and detached houses).

Response to Public Input

- To mitigate traffic impacts from the proposed development, the applicant is required to provide upgrades to the nearby street network (see Frontage & Off-Site Improvements section). Such upgrades will be secured in the development covenant.
- While some members of the public suggested access to the proposed development should be off Lynn Valley Road, staff advise that such access is not currently supported on this arterial route.
- To provide a safe walking route for Argyle Secondary students, the proposal includes a 2 m sidewalk along Baird Road, which will extend past the development site and along 1202 Ross Road to a crosswalk across Ross Road.
- To reduce the visual impact of the buildings compared to the existing three-storey townhomes and detached homes on Baird Road, the applicant proposes a step-back of the upper two floors of Buildings 3 and 4 along Baird Road, as well as architectural treatments (e.g. colour, materials).

IMPLEMENTATION

Implementation requires Council's consideration of:

- Bylaw 8779 (Attachment 1) to amend the Official Community Plan for the site, including new designations and applicable Development Permit Areas; and
- Bylaw 8780 (Attachment 2) to rezone the subject site to a new Comprehensive Development Zone 162 (CD162).

Prior to adoption, a development covenant will be used to secure items such as the details of the RTRAP proposal, off-site servicing, upgrades to the street network, and airspace parcel subdivision requirements.

This report focuses on aspects of development relevant to the rezoning stage. Should the OCP amendment and rezoning be approved, issues related to the Development Permit will be brought forward for Council consideration at a later date.

Beyond the development covenant, as part of the Development Permit, Building Permit and Occupancy Permit, additional legal documents will include:

- Subdivision plan showing road dedications;
- Statutory rights of way to secure public access to sidewalks and the Town Centre pedestrian path;
- Licence and easements to secure access for the public and adjacent properties to the South Lane;
- Stormwater management covenant;

- Public art covenant;
- Transportation demand management measures;
- Covenant to secure Building 1 as rental tenure (no stratification permitted); and
- Covenant to specify that any "unsold" parking spaces be transferred to strata corporation.

CONCLUSION

This is a significant application for a key site in the Lynn Valley Town Centre.

Staff have reviewed the application against applicable policies and regulations, and found that overall, the proposal is in alignment with District objectives and priorities.

The application represents a respectful infill development fitting into its existing context and will contribute to the evolution of the Lynn Valley Town Centre. It replaces the existing neighbourhood-servicing commercial space on site and pledges a significant assistance package for existing residents at Draycott Gardens.

The proposed 397 homes will provide a range of housing tenures and unit types suitable for young families, down-sizing seniors, and other households who enjoy close access to the local mountains and the other amenities of this walkable Town Centre.

Further, build-out of this site will bring significant public realm and infrastructure upgrades for this key intersection in the Town Centre, including key pedestrian routes, active commercial spaces and public gathering places along Lynn Valley Road.

Staff recommend that the OCP Amendment Bylaw and Rezoning Bylaw be given First Reading, and that both bylaws are referred to a Public Hearing.

OPTIONS

The following options are available for Council's consideration:

1. Give Bylaws 8779 and 8780 First Reading and refer Bylaws 8779 and 8780 to a Public Hearing (staff recommendation);

2. Refer the project back to staff; or

3. Abandon the bylaws at First Reading.

Respectfully submitted,



Mackenzie Stonehocker

Development Planner

ATTACHMENTS

1. Bylaw 8779 – OCP Amendment
2. Bylaw 8780 – Rezoning
3. Architectural and Landscape Concept Plans
4. Summary of Public Engagement

REVIEWED WITH:

❑ Community Planning	____	❑ Clerk's Office	____	External Agencies:	
❑ Development Planning	____	❑ Communications	____	❑ Library Board	____
❑ Development Engineering	____	❑ Finance	____	❑ NS Health	____
❑ Utilities	____	❑ Fire Services	____	❑ RCMP	____
❑ Engineering Operations	____	❑ ITS	____	❑ NVRC	____
❑ Parks	____	❑ Solicitor	____	❑ Museum & Arch.	____
❑ Environment	____	❑ GIS	____	❑ Other:	____
❑ Facilities	____	❑ Real Estate	____		
❑ Human Resources	____	❑ Bylaw Services	____		
❑ Review and Compliance	____	❑ Planning	____		

The Corporation of the District of North Vancouver

Bylaw 8779

A bylaw to amend District of North Vancouver Official Community Plan Bylaw 7900, 2011

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

Citation

1. This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)".

Amendments

2. District of North Vancouver Official Community Plan Bylaw 7900, 2011 is amended as follows:

   a) Amend Map 2, the Land Use Map for the District, by changing the land use designation from "Residential Level 5: Low Density Apartment" (RES5) to "Residential Level 6: Medium Density Apartment" (RES6), and by changing the land use designation from "Residential Level 6: Medium Density Apartment" (RES6) to "Commercial Residential Mixed Use Level 2" (CRMU2) for the lands shown on Schedule A of this bylaw;

   b) Amend Map 4.1, the Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area, by adding the lands shown on Schedule B of this bylaw, designating them as a Development Permit Area for Energy and Water Conservation and Greenhouse Gas Emission Reduction.

READ a first time by a majority of all Council members.

READ a second time by a majority of all Council members.

READ a third time by a majority of all Council members.

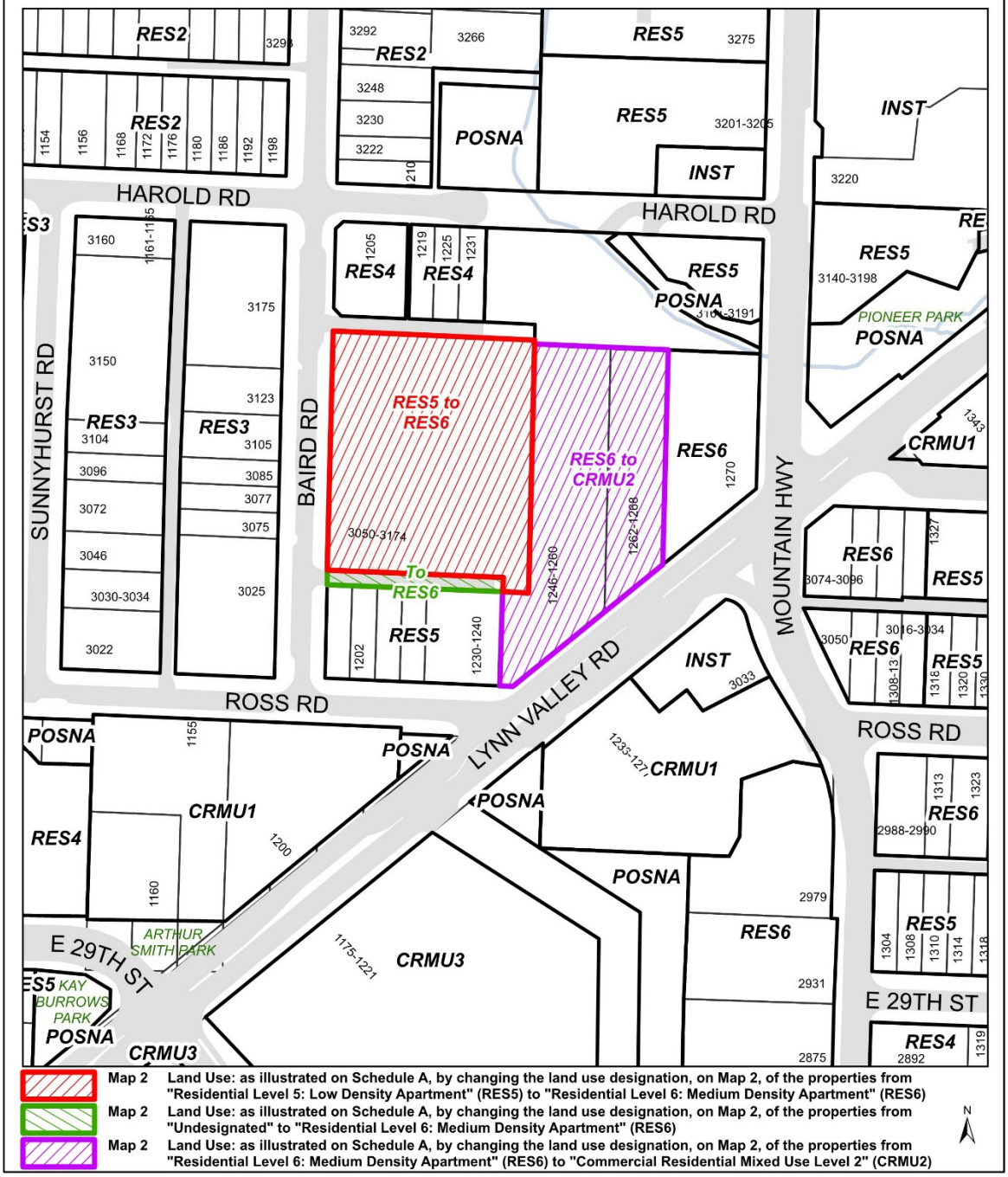
ADOPTED by a majority of all Council members.

Mayor

Corporate Officer

Schedule A to Bylaw 8779

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)



Schedule B to Bylaw 8779

District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 8779, 2026 (Amendment 62)



Map 4.1 Energy and Water Conservation and GHG Emission Reduction Development Permit Area: as illustrated on Schedule B, by adding the properties to Map 4.1, designating them as an Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area

THIS PAGE LEFT BLANK INTENTIONALLY

The Corporation of the District of North Vancouver

Bylaw 8780

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

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

Citation

1. This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1463 (Bylaw 8780)”.

Amendments

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

    a) Part 2A, Definitions is amended by adding CD162 to the list of zones that Part 2A applies to.

    b) Part 2A, Definitions is amended by adding the following definition:

    “Instructional services” means a commercial establishment providing specialized instruction, training, or certification in specific skills, trades, or subjects. This includes, but is not limited to, professional development, language schools, driver training, and supplemental tutoring or examination preparation. These services are typically provided on a per-course or hourly basis and are distinct from a general curriculum school. This use does not include Fitness Centre, Child Care Facility, School or University.

    c) Section 301 (2) by inserting the following zoning designation:

    “Comprehensive Development Zone 162 CD162”

    d) Part 4B Comprehensive Development Zone Regulations by inserting the following, inclusive of Schedule A:

    “4B 162 Comprehensive Development Zone 162 CD162

    The CD162 Zone is applied to:

I. Lot 3 Block 3 District Lot 2023 Plan 14333 (007-865-473);
II. Lot 2 Block 3 District Lot 2023 Plan 13905 (007-993-994);
III. Lot B Block 3 District Lot 2023 Plan 14474 (007-800-614); and
IV. The parcel south of Lot B

all as indicated in Schedule A of this bylaw.

4B 162 - 1 Intent:

The intent of the CD162 Zone is to permit a mixed-use development including residential and commercial uses.

4B 162 - 2 Permitted Uses:

The following *principal* uses shall be permitted in the CD162 Zone:

a) Uses Permitted Without Conditions:

Not applicable

b) Conditional Uses:

The following *principal* uses are permitted when the conditions outlined in Section 4B 162-3 Conditions of use, are met:

Animal care services, including *pet care establishments* and *veterinarian*
Business/office support services
Child care facility
Fitness centre (indoor fitness and sport)
Health service purposes (health care services)
Instructional services
Office use
Personal service
Professional office use
Residential
Restaurant use, including *neighbourhood public house with on-site brewing, retail food services,* and *take-out restaurant*
Retail use, including *liquor store*
Service use

4B 162 - 3 Conditions of Use:

a) **All conditional uses**: All uses of land, buildings and structures are only permitted when the following conditions of use are met:

i.) All aspects of the use are completely contained within an enclosed building except for:

1. Parking and loading areas;
2. Outdoor customer service areas;
3. The display of goods, limited to 5 m^2 per commercial unit;
4. Outdoor amenity areas (plazas, roof decks, play areas, and private or semi-private outdoor space); and
5. Plazas and park areas.

b) **Animal care services**: Animal care services are only permitted when the following conditions are met:

i.) Any animal care service must have an outside public entrance, and all noise associated with the keeping of and caring for animals must be contained within the premises.

c) **Restaurant**: Restaurant use is only permitted when the following conditions are met:

i.) Any Outdoor Customer Service Area must be operationally and physically tied to the principal use premises which it serves; and
ii.) The size of an Outdoor Customer Service Area shall not exceed 50% of the total gross floor area of the principal use to which the Outdoor Customer Service Area is accessory, or 50% of the number of seats permitted for the principal use to which the Outdoor Customer Service Area is accessory, whichever is the lesser.

d) **Residential**: Residential uses are only permitted when the following conditions are met:

i.) Each *residential* dwelling unit has access to private or semi-private outdoor space;
ii.) Each *residential* dwelling unit has access to a designated storage or bicycle storage space; and
iii.) Balcony, patio and deck enclosures are not permitted.

4B 162 - 4 Accessory Uses:

a) *Accessory uses* customarily ancillary to the principal uses are permitted.

b) *Home occupations* in *residential* units are permitted.

c) *Outdoor customer service areas* are permitted.

4B 162 - 5 Density:

a) The maximum permitted density is 36,083 m^2 (388,391 sq. ft.).

b) For the purpose of calculating *gross floor area* the following are exempted:

i.) Indoor common amenity areas accessory to a residential use, up to a maximum of 557.4 m^2 (6,000 sq. ft.), as identified in Figure 1;
ii.) Parking, storage, mechanical, maintenance areas, and any other areas located below grade in a structure which has an exposed exterior wall of less than 1.2 m (4 ft) above finished grade;
iii.) Rooftop mechanical and electrical areas to a maximum of 100 m^2 (1,076 sq. ft.) per Building, as identified in Figure 1;
iv.) Underground parking access ramps and covered trellis areas, if applicable; and
v.) The floor area of unenclosed balconies, roof overhangs and private rooftop terraces.

c) For the purpose of calculating *gross floor area*, the measurement is to be taken to the outside of sheathing, rather than exterior walls.

4B 162 - 6 Setbacks:

a) Buildings shall be set back from the property lines to the closest building face as established by development permit and in accordance with Figure 1 and Table 1:

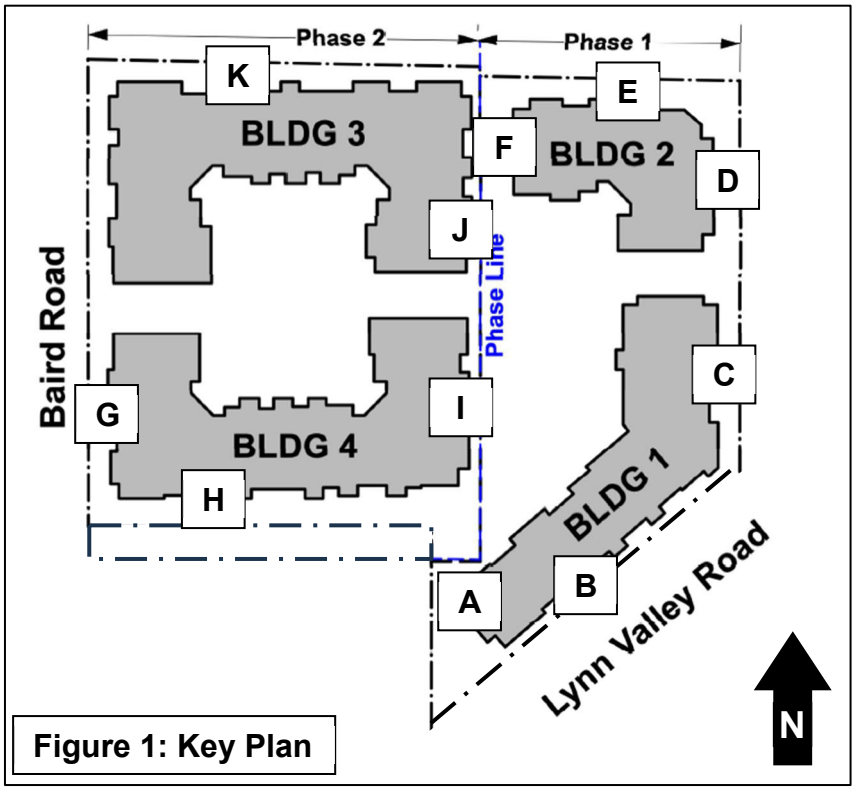


Figure 1: Key Plan

Table 1. Setbacks			
Phase	**Identifier (Figure 1)**	**Building # – Building side**	**Minimum Required Setback**
1	A	Building 1 – west	7.5 m (24.6 feet)
	B	Building 1 – south	1.5 m (5.0 feet)
	C	Building 1 – east	4.5 m (14.8 feet)
	D	Building 2 – east	4.5 m (14.8 feet)
	E	Building 2 – north	4.0 m (13.1 feet)
	F	Building 2 – west	4.5 m (14.8 feet)
2	G	Building 3 and 4 – west	4.5 m (14.8 feet)
	H	Building 4 – south	4.5 m (14.8 feet)
	I	Building 4 – east	1.8 m (6.0 feet)
	J	Building 3 – east	4.0 m (13.1 feet)
	K	Building 3 – north	4.5 m (14.8 feet)

a) Underground parking structures are excluded from the setback requirement.

b) Decks, patios, balconies, balcony columns, unit entry stairs, window wells, and roof overhangs and vertical projections and unit entrance canopies to a maximum depth of 1.3 m (4.2 ft) are excluded from the setback requirement.

4B 162 - 7 Height

a) The maximum permitted height for any building in the CD162 Zone is as follows:

Table 2. Building Height		
Building # (see Figure 1)	**Maximum Height** Measured from Level 1	**Maximum Storeys** (above parkade)
Building 1	24.0 m	6 storeys
Building 2	21.0 m	6 storeys
Building 3	21.0 m	6 storeys
Building 4	21.0 m	6 storeys

b) The following height exemptions shall apply to the CD162 Zone;

i.) Rooftop stair enclosures, elevator penthouses, heating, cooling, planter boxes, guard rails and ventilation and mechanical equipment provided they do not extend more than 3.0 metres above the highest point of any roof surface.

4B 162 - 8 Building Coverage:

a) Building Coverage: The maximum building coverage is 40%.

4B 162 - 9 Building Regulations – Location of Uses:

a) Within Buildings 1, 2, 3 and 4 (as labelled in Figure 1), uses are permitted in the following locations, as per Tables 3 and 4:

Table 3: Location of land uses permitted in Building 1			
Permitted land uses	**Permitted locations**		
	Ground floor	**Second floor**	**Third floor and above**
Animal care services	Yes	Yes	No
Business / office support services	No	Yes	No
Child care facility	No	Yes	No
Fitness centre	No	Yes	No
Health service purposes	No	Yes	No
Instructional services	No	Yes	No
Office use *Professional office use*	No	Yes	No
Personal service	Yes	Yes	No
Residential dwelling units	No	No	Yes
Restaurant use	Yes	Yes	No
Retail use	Yes	Yes	No
Service use	No	Yes	No

Table 4: Location of land uses permitted in Buildings 2, 3, 4		
Permitted land uses	**Permitted locations**	
	Ground floor	**Second floor and above**
Child care facility	Yes	No
Residential dwelling units	Yes	Yes

4B 162 – 10 Landscaping and Stormwater Management

a) All land areas not occupied by buildings, patios and driveways shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.

b) A 2.0m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:

   i.) any utility boxes, vents or pumps that are not located underground and/or within a building; and
   ii.) any solid waste facilities (garbage, recycling, compost with the exception of temporary, at-grade staging areas) that are not located underground and/or within a building.

4B 162 - 11 Parking, Loading and Servicing Regulations

a) Vehicle parking is required as per Table 5:

Table 5. Vehicle Parking Requirements	
Land Use and Type of Parking	**Minimum Parking Requirements**
Vehicle Parking	
Residential Vehicle Parking Strata dwelling units Rental dwelling units	*(Rates do not include visitor parking)* 1 space / strata dwelling unit 0.89 spaces / rental dwelling unit
Residential Visitor Vehicle Parking Per dwelling unit	 0.10 spaces / dwelling unit
Commercial Parking	1 / 45 m^2 gross floor area
Accessible Parking	4.5% of all required parking spaces

b) Commercial parking is based on a blended rate for all commercial uses.

c) Commercial parking and residential visitor parking shall be shared.

d) Bicycle parking is required as per Table 6:

Table 6. Bicycle Parking Requirements	
Class 1 – Long Term	732 spaces, of which 9 must be for commercial purposes
Class 2 – Short Term	51 spaces

iii.) Except as specifically provided in this Section 4B 162-11, Parking shall be provided in accordance with Part 10 of this Bylaw."

(End of CD162 Zone)

e) The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the lots from Multi-Family Residential Zone 3 (RM3) and General Commercial (C2) to Natural Parkland (NPL) and Comprehensive Development Zone CD162.

f) The Siting Area Map section of the Zoning Bylaw is amended by deleting Plan Section Page R/11 and Plan Section Page C/18.

Severability

3. If any section, subsection or clause of this bylaw is for any reason held to be invalid by the decision of a court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this Bylaw.

READ a first time

READ a second time

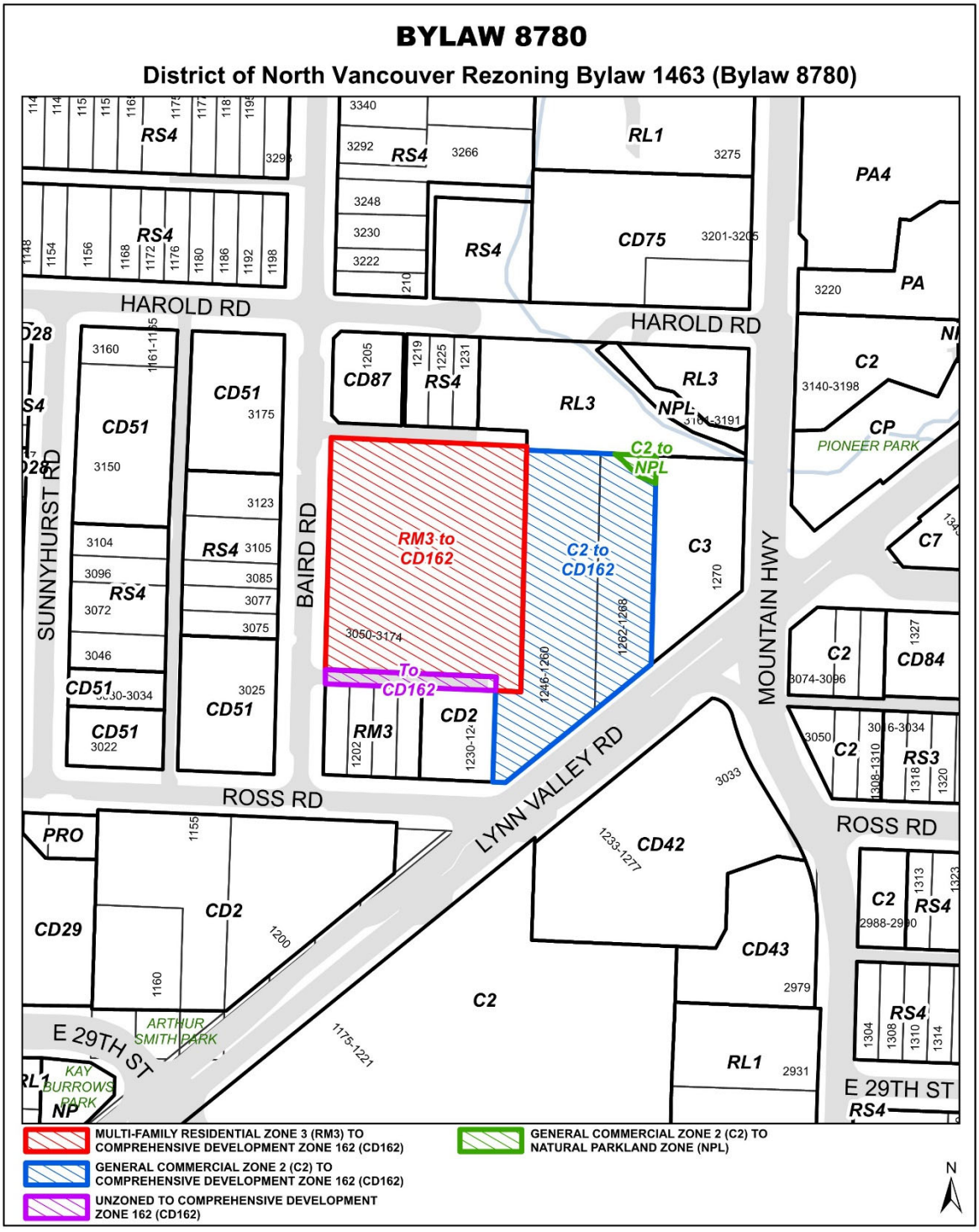
READ a third time

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8780



THIS PAGE LEFT BLANK INTENTIONALLY



Building 3 Entry from northwest along Baird Road

Lynn Valley Mall - Multi-Residential Development

POLYGON

NSDA ARCHITECTS

connect LANDSCAPE ARCHITECTURE

3050-3174 Baird Road,1246-1268 Lynn Valley Road
District of North Vancouver BC
Rezoning Application
March 2, 2026

PROJECT OVERVIEW

The Lynn Valley Mall Multi-Residential Development provides 397 homes across four six-storey buildings of diverse types including 333 strata condominiums and 64 rental residences including 32 dedicated three-bedroom rental replacement units to maintain the existing Draycott Gardens stock. Homes range from studio to three bedrooms, addressing a wide spectrum of housing needs including renters, first-time buyers, and growing families. At-grade commercial space is integrated within the program providing an active Lynn Vally Road streetscape and supporting an economically thriving community.

01 Project Phasing

A two-phase strategy ensures efficient delivery and tenant stability. Phase 1 provides 63 residential strata units while prioritizing rental opportunities, tenant relocation and commercial development, emphasizing inclusive multi-use community-building. Phase 2 focuses on providing 270 additional strata residential homes, amenities and semi-public green space to the Town Center.

02 Commercial Space

The project provides 2,331 m^2 of commercial floor area, including 1,071 m^2 of active, street-frontage and 1,260 m^2 of upper-storey commercial space. These components support job creation, reinforce the Town Centre commercial node, and contribute to the economic health of the District through trade and sustained local employment opportunities.

03 Public Realm and Open Space

The proposal enhances the public experience with an ample public realm interface, layered landscaping, and a generously sized semi-public courtyard at the site's core. These improvements transform underused surface parking space into active, green amenities, and accessible semi-public spaces that promote outdoor living and community interaction.

04 Site Access

Vehicle access is efficiently handled through the existing laneway off Baird Road, reducing pressure on arterial routes. A Town Centre Pedestrian Path running N-S through the sites significantly improves site permeability, offering convenient connections to surrounding streets and adjacent amenities.

05 Architectural Character

Inspired by contemporary interpretations of a mountain village, the design balances a modern aesthetic with West Coast materials. Articulated, rhythmic massing, generous balconies, and a mix of wood-textured finishes, durable metal accents, and stone detailing promote visual variety and contribute to a distinct and welcoming streetscape.

06 Policy Alignment

The application directly supports the District's evolving Official Community Plan by focusing new density within the Lynn Valley Town Centre. The 2.5 FSR aligns with t OCP targets and supports climate-forward objectives through proximity to transit, bicycle lanes, and mixed-use functionality.

07 Zoning Compatibility

The rezoning to CD reflects the intent of existing zoning designations (C2 and RM3) and emerging OCP land use categories (RES5, RES6, CRMU2). The proposal fits harmoniously within the built form and intended land use patterns of the Lynn Valley Town Centre.

08 Built Form, Setbacks, and Neighbourhood Integration

Each building is six storeys—consistent with adjacent Town Centre developments—and oriented to maintain a high-quality public interface. A 4.5 m typical building setback at the property line and 7.0 m road dedication on Lynn Valley Road create a broad, planted edge that integrates active frontages and improves walkability, mitigated by landscaping and buffers.

3D RENDERING



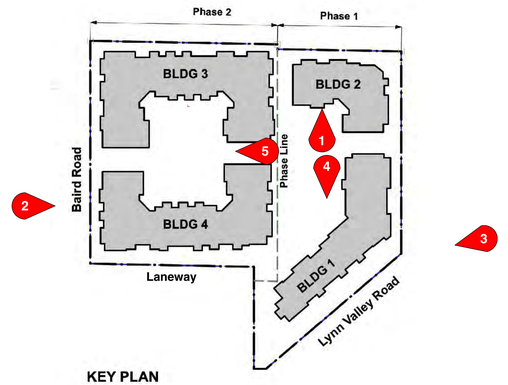
Building 4 Entry on Baird Road



1. Building 2 Entry from south



2. Building 4 Entry from west





3. Building 1 frontage along Lynn Valley Rd.



4. Building 1 from north along vehicular accessway



5. Buildings 3 & 4 from east across courtyard

POLYGON

Date	Issue / Revisions
2025-06-23	Issued for DP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning
2026-03-02	Reissued for Rezoning

NSDA
ARCHITECTS

201-134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
Rendered Views

Project Number
23018

Scale

Sheet Number
A-008



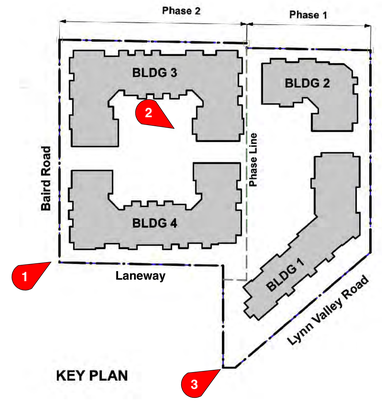
1. **Building 4 from southwest at Laneway**



2. **Building 4 from northwest across courtyard**



3. **Building 1 looking southeast along Lynn Valley Road**



POLYGON

Date	Issue / Revisions
2025-06-23	Issued for DP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning
2026-03-02	Reissued for Rezoning

NSDA
ARCHITECTS

201-134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

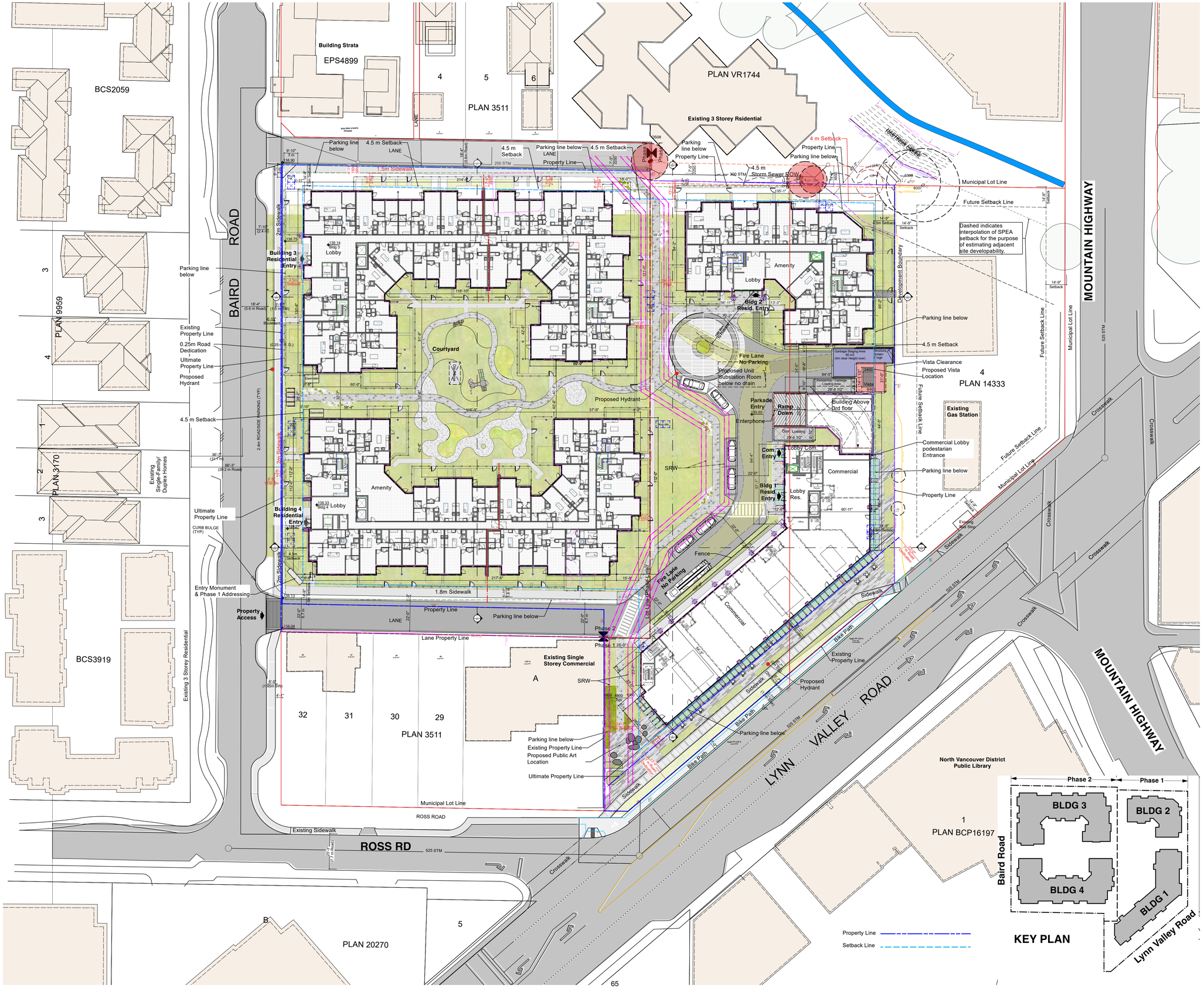
Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
Rendered Views

Project Number
23018

Scale

Sheet Number
A-009



POLYGON

Date	Issue / Revisions
2025-06-23	Issued for ADP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning
2026-03-02	Reissued for Rezoning

NSDA ARCHITECTS

201-134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

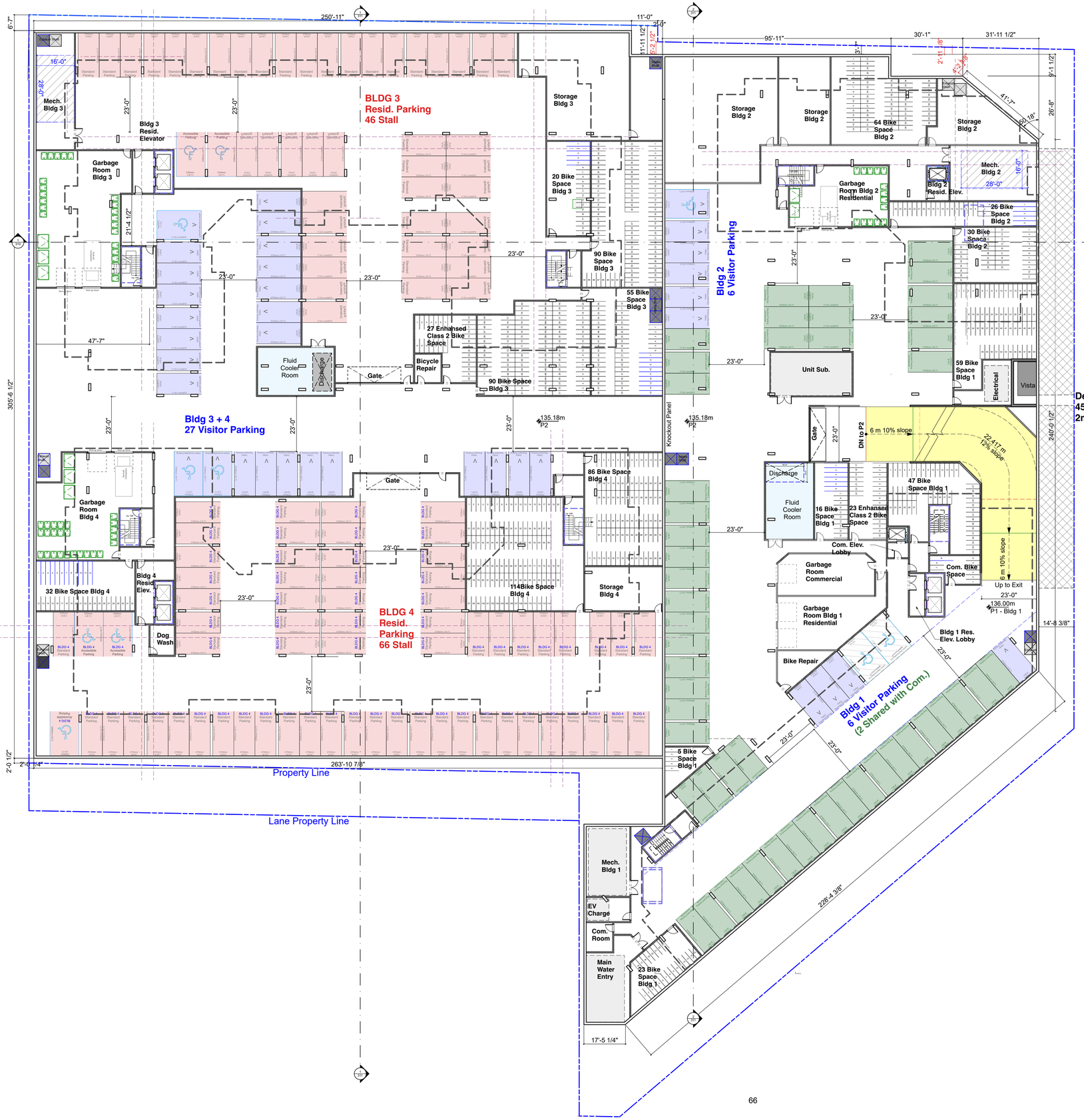
Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
Site Plan

Project Number
23018

Scale
1"=30'

Sheet Number
A-100



P1 Phase 1:
74 parking stalls total provided

including 12 visitor parking stalls (2 shared)

BLDG 1 :
52 Commercial Parking stalls

118 Bike Spaces (5%=6 longer spaces)
9 Commercial Bike Spaces (1 longer spaces)

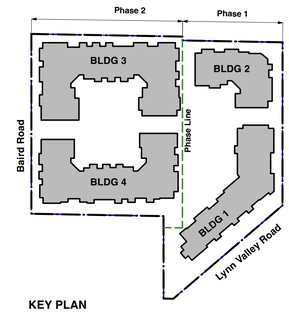
BLDG 2 :
120 Market Residential Bike Spaces
(5%=6 longer spaces)

P1 Phase 2:
139 Parking stalls total provided

including 27 visitor parking stalls

BLDG 3 :
46 Residential parking stalls
255 Bike Spaces (5%=13 longer spaces)

BLDG 4 :
66 Residential parking stalls
232 Bike Spaces (5%=12 longer spaces)



KEY PLAN

N

POLYGON

Date	Issue / Revisions
2025-06-23	Issued for ADP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning
2026-03-02	Reissued for Rezoning

NSDA ARCHITECTS
201-134 Abbott St
Vancouver BC
Canada V6B 2K4
T 604.669.1926
F 604.683.2241
info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
P1 Parking

Project Number
23018

Scale
1"=20'

Sheet Number
A-101



P2 Phase 1:
113 parking stalls total provided

BLDG 1 :
57 Residential Replacement Rental stalls

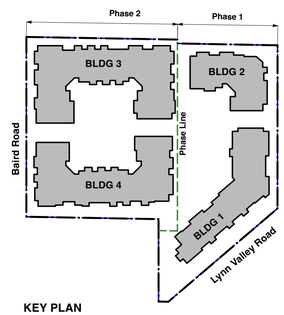
BLDG 2 :

63 Residential Rental stalls

P2 Phase 2:
158 Parking stalls total provided

BLDG 3 :
96 Residential parking stalls

BLDG 4 :
62 Residential parking stalls



KEY PLAN

N

POLYGON

Date	Issue / Revisions
2025-06-23	Issued for ADP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning
2026-03-02	Reissued for Rezoning

NSDA ARCHITECTS

201-134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title

P2 Parking

Project Number
23018

Scale
1"=20'

Sheet Number
A-102

POLYGON

Date	Issue / Revisions
2025-06-23	Issued for ADP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning

NSDA ARCHITECTS

201-134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

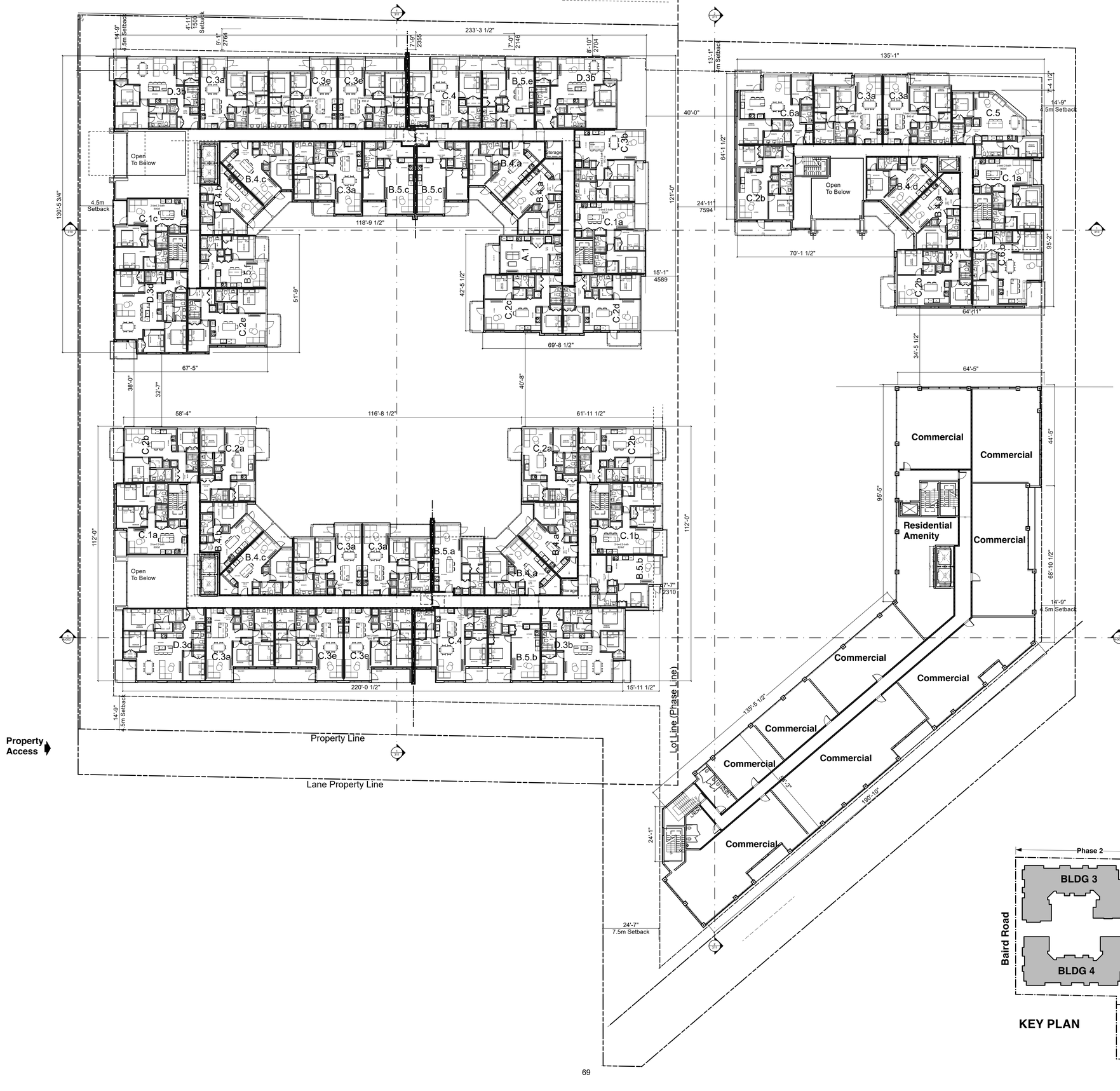
Sheet Title
01 Level

Project Number
23018

Scale
1"=20'

Sheet Number
A-103

KEY PLAN



POLYGON

Date	Issue / Revisions
2025-06-23	Issued for ADP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning

NSDA ARCHITECTS

201-134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

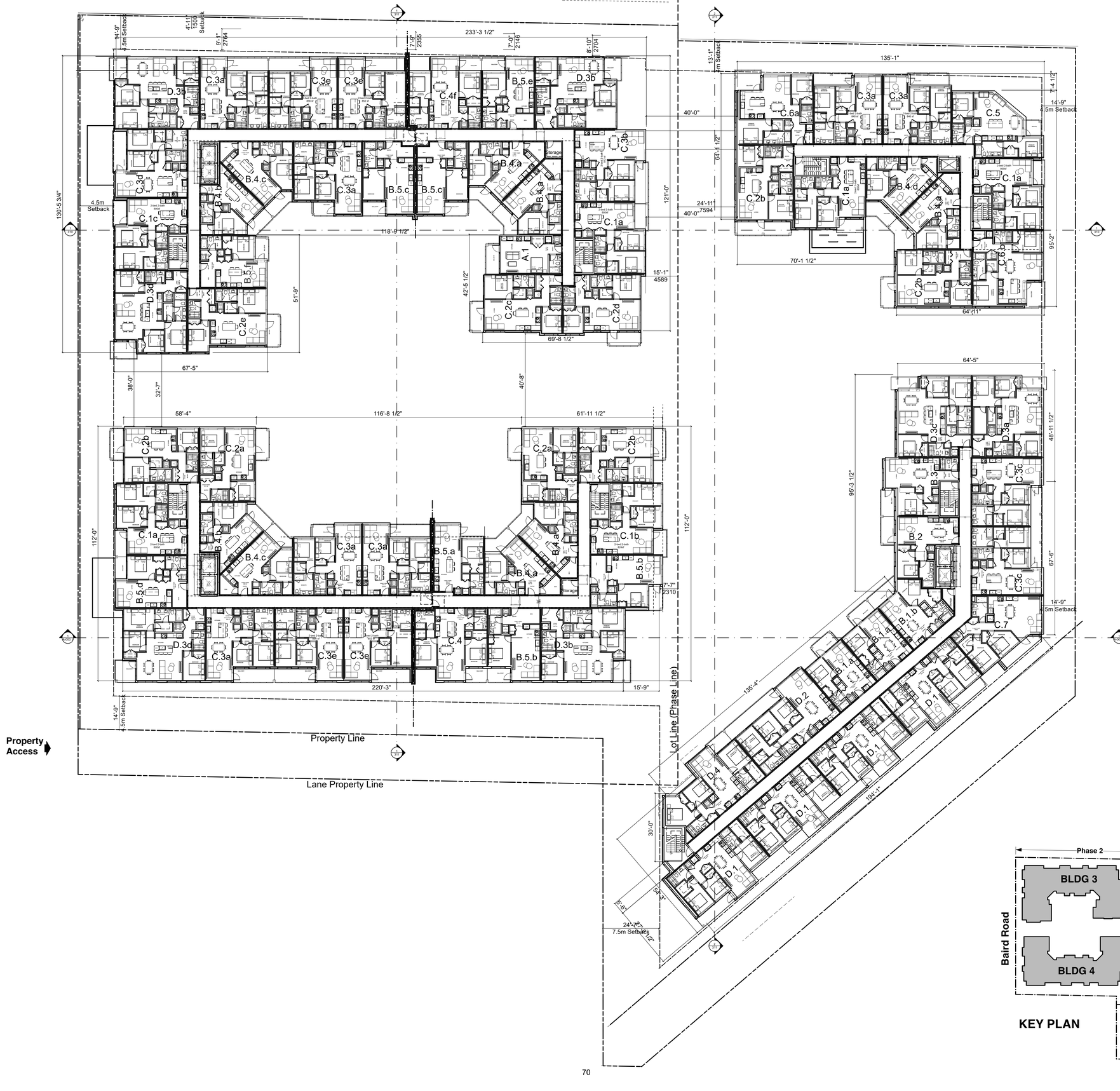
Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
02 Level

Project Number
23018

Scale
1"=20'

Sheet Number
A-104



POLYGON

Date	Issue / Revisions
2025-06-23	Issued for ADP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning

NSDA ARCHITECTS
201-134 Abbott St
Vancouver BC
Canada V6B 2K4
T 604.669.1926
F 604.683.2241
info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects written consent.

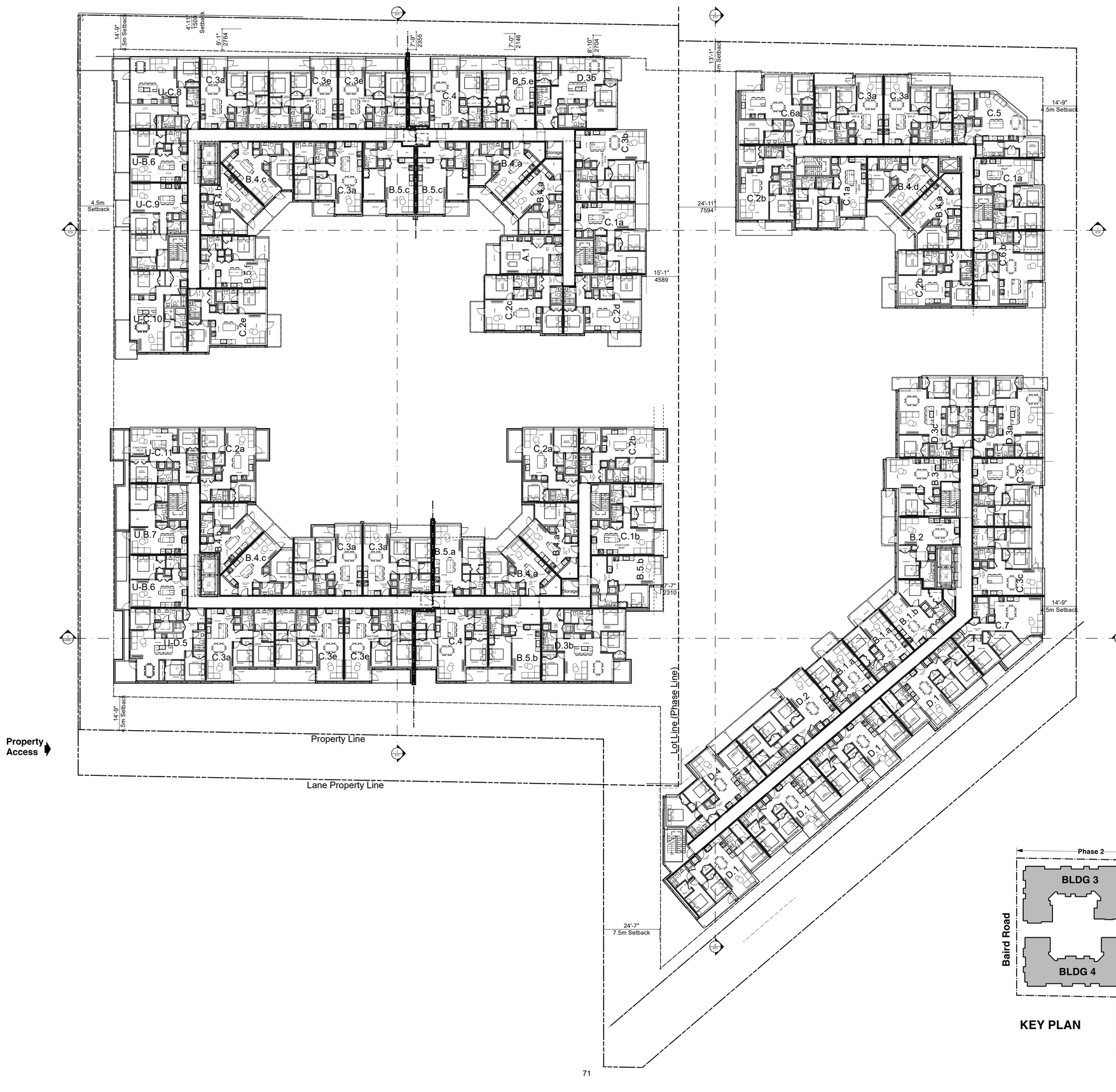
Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
03-04 Level

Project Number
23018

Scale
1"=20'

Sheet Number
A-105



Date	Issue / Revisions
2025-06-23	Issued for ADP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning

NSDA ARCHITECTS
201-134 Abbott St
Vancouver BC
Canada V6B 2K4
T 604.669.1926
F 604.683.2241
info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects written consent.

Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
05-06 Level

Project Number
23018

Scale
1"=20'

Sheet Number
A-106

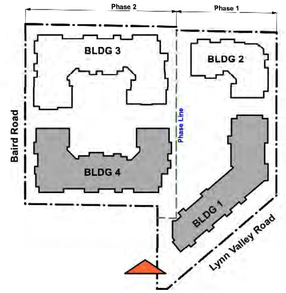
POLYGON

Date	Issue / Revisions
2025-06-23	Issued for DP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning.
2026-03-02	Re-issued for Rezoning
2026-03-02	Re-issued for Rezoning



1 South Elevation - Bldg 4 and 1
Scale: 1:250

KEY PLAN



Exterior Finish Material:

Cladding

1- Fiber Cement Lap Siding
Colour: CC-30 Oxford White

2- Fiber Cement Horizontal Lap Siding
Colour: CC-548 Asphalt

3- Fiber Cement Vertical Siding
Board & Batten (Fiber Cement)
Colour: CC-542 Willow

4- Fiber Cement Lap Siding (Wood)
Colour: CC-542 Willow

5- Fiber Cement Cladded Column

6- Fiber Cement Soffit Board (soffit)

7- Stone Veneer
Ledgestone Cladding Grey

Door and Window

10- Vinyl Window Frame - Clear Low-e Glazing

11- Storefront System in Aluminum Frame

12- Glass Door in Vinyl Frame

13- Metal Door

Misc. Metal

15- Railing - Aluminum Picket

16- Railing - Safety Glass in Aluminum Frame

17- Divider - Obscure Glass in Aluminum Frame

18- Mechanical Enclosure - Aluminum

19- Aluminum Fence/ Gate

20- Aluminum Clad Fascia

21- Aluminum Flashing

Misc.

25- Architectural Concrete

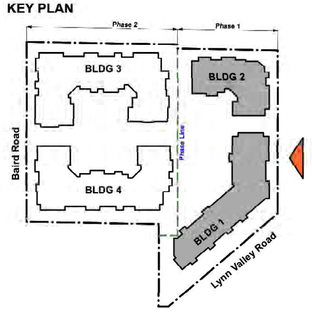
26- Glass Canopy in Aluminum Frame

27- Signage Retail



2 East Elevation - Bldg 1 and 2
Scale: 1:250

KEY PLAN



NSDA
ARCHITECTS
201 134 Abbott St
Vancouver BC
Canada V6B 2K4
T 604.669.1926
F 604.683.2241
info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
South and East Elevations

Project Number
23018

Scale
1:250

Sheet Number
A-301

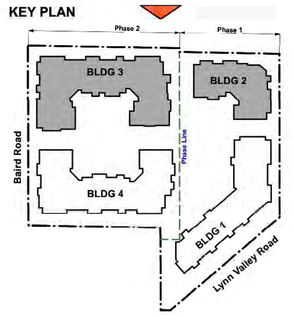


1 North Elevation - Bldg 2 and 3
Scale: 1:250

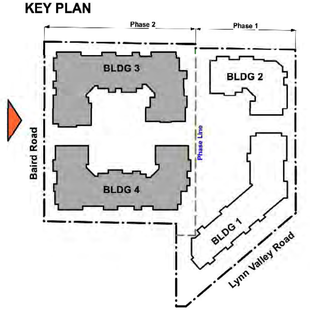


2 West Elevation - Bldg 3 and 4
Scale: 1:250

KEY PLAN



KEY PLAN



POLYGON

Date	Issue / Revisions
2025-06-23	Issued for DP
2025-08-27	Issued for ADP
2026-01-26	Issued for Rezoning
2026-03-02	Re-issued for Rezoning
2026-03-02	Re-issued for Rezoning

Exterior Finish Material:

Cladding

1- Fiber Cement Lap Siding
Colour: CC-30 Oxford White

2- Fiber Cement Horizontal Lap Siding
Colour: CC-548 Asphalt

3- Fiber Cement Vertical Siding
Board & Batten (Fiber Cement)
Colour: CC-542 Willow

4- Fiber Cement Lap Siding (Wood)
Colour: CC-542 Willow

5- Fiber Cement Cladded Column

6- Fiber Cement Soffit Board (soffit)

7- Stone Veneer
Ledgestone Cladding Grey

Door and Window

10- Vinyl Window Frame - Clear Low-e Glazing

11- Storefront System in Aluminum Frame

12- Glass Door in Vinyl Frame

13- Metal Door

Misc. Metal

15- Railing - Aluminum Picket

16- Railing - Safety Glass in Aluminum Frame

17- Divider - Obscure Glass in Aluminum Frame

18- Mechanical Enclosure - Aluminum

19- Aluminum Fence/ Gate

20- Aluminum Clad Fascia

21- Aluminum Flashing

Misc.

25- Architectural Concrete

26- Glass Canopy in Aluminum Frame

27- Signage Retail

NSDA
ARCHITECTS

201 134 Abbott St
Vancouver BC
Canada V6B 2K4

T 604.669.1926
F 604.683.2241

info@nsda.bc.ca
www.nsda.bc.ca

Copyright Reserved. This plan and design is and at all times remains the exclusive property of NSDA Architects and cannot be used without the architects' written consent.

Project
Lynn Valley / Draycott Gardens
1246-1268 Lynn Valley Rd
District North Vancouver

Sheet Title
North and West Elevations

Project Number
23018

Scale
1:250

Sheet Number
A-302

CONCEPT PLAN



GENERAL LEGEND

KEY	DESCRIPTION
EX. PROP.	EXISTING PROPERTY LINE
P/L	PROPERTY LINE
S/L	SETBACK LINE
	ROW
	EXTENT OF STRUCTURE BELOW
	STORM SEWER ROW
PHASELINE	PHASE LINE

1 KIDS PLAY

2 COURTYARD & LOUNGE

3 TOWN CENTRE PEDESTRIAN PATHWAY

4 COMMERCIAL FRONTAGE

5 GREENWAY FRONTAGE

PUBLIC ART NODE

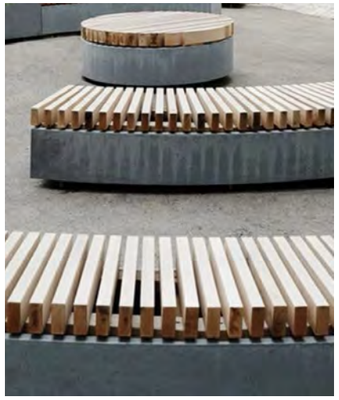
SIGNAGE

TOWN CENTRE PEDESTRIAN PATHWAY









MATERIALS LEGEND

KEY	DESCRIPTION
HARDSCAPE	
	CIP CONCRETE PAVING
	CONCRETE SLAB PAVER
	FLAGSTONE PAVING
	CONCRETE UNIT PAVER
	CONCRETE UNIT PAVER
	GRANULAR SURFACING
	SOFT SURFACING TBD
SOFTSCAPE	
	SOD LAWN
	PLANTING
	HEDGE
FURNISHING	
	BIKE RACK QTY: X (X SPACES)
	FEATURE WOOD SEATING
	FEATURE METAL SEATING
	TABLE AND CHAIRS
	PUBLIC ART
	FEATURE PEBBLE SEATING
	BOULDERS

COMMERCIAL FRONTAGE





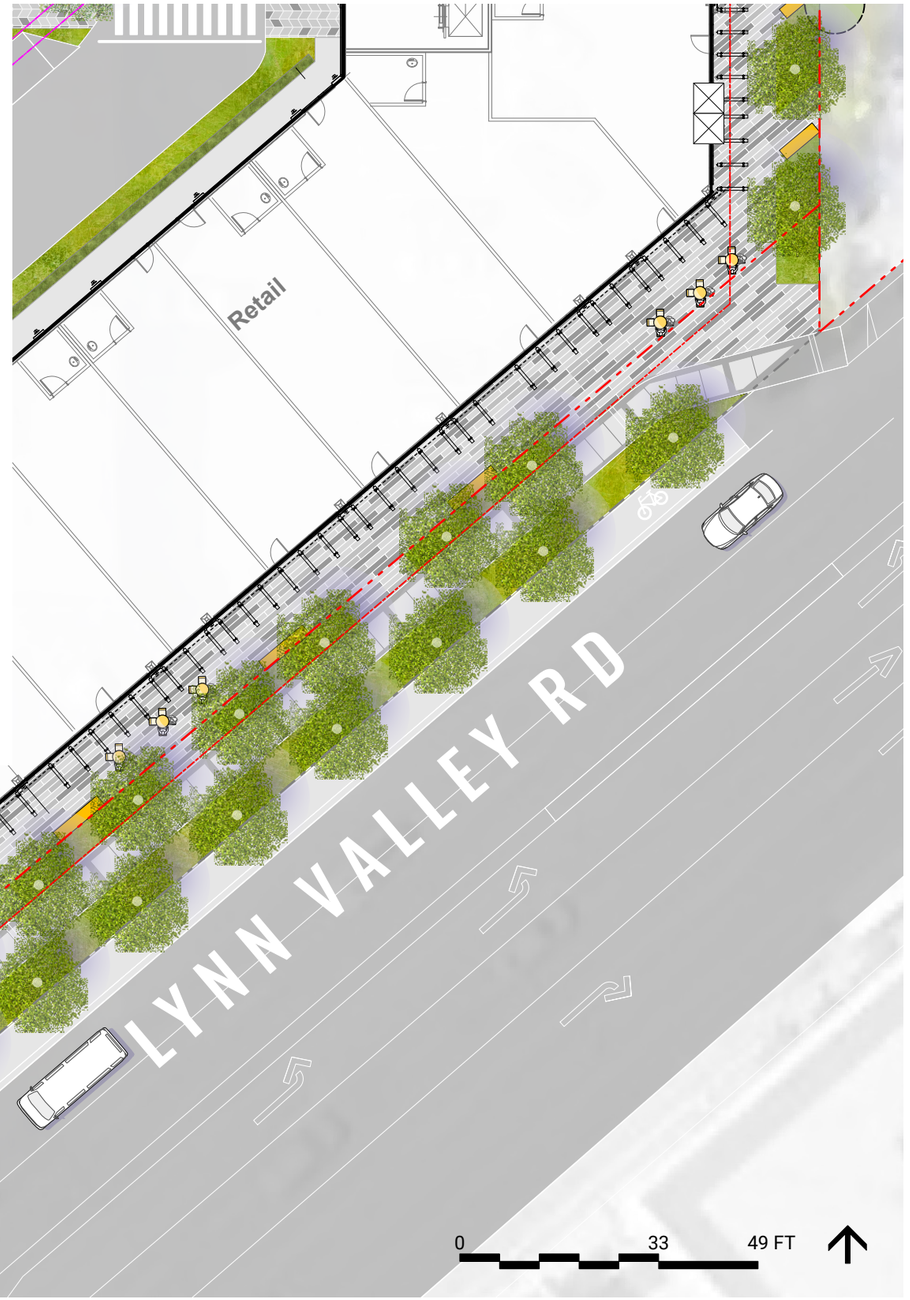












MATERIALS LEGEND

KEY	DESCRIPTION
HARDSCAPE	
	CIP CONCRETE PAVING
	CONCRETE SLAB PAVER
	FLAGSTONE PAVING
	CONCRETE UNIT PAVER
	CONCRETE UNIT PAVER
	GRANULAR SURFACING
	SOFT SURFACING TBD
SOFTSCAPE	
	SOD LAWN
	PLANTING
	HEDGE
FURNISHING	
	BIKE RACK QTY: X (X SPACES)
	FEATURE WOOD SEATING
	FEATURE METAL SEATING
	TABLE AND CHAIRS
	PUBLIC ART
	FEATURE PEBBLE SEATING
	BOULDERS

KIDS PLAY

















MATERIALS LEGEND

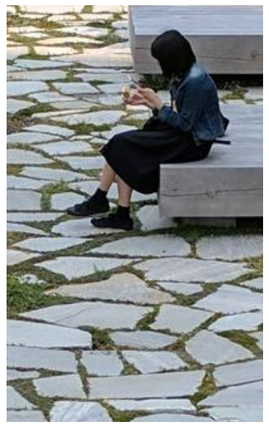
KEY	DESCRIPTION
HARDSCAPE	
	CIP CONCRETE PAVING
	CONCRETE SLAB PAVER
	FLAGSTONE PAVING
	CONCRETE UNIT PAVER
	CONCRETE UNIT PAVER
	GRANULAR SURFACING
	SOFT SURFACING TBD
SOFTSCAPE	
	SOD LAWN
	PLANTING
	HEDGE
FURNISHING	
	BIKE RACK QTY: X (X SPACES)
	FEATURE WOOD SEATING
	YARD FENCE
	CHESS TABLE
	CONCRETE SEATING
	HARVEST TABLE

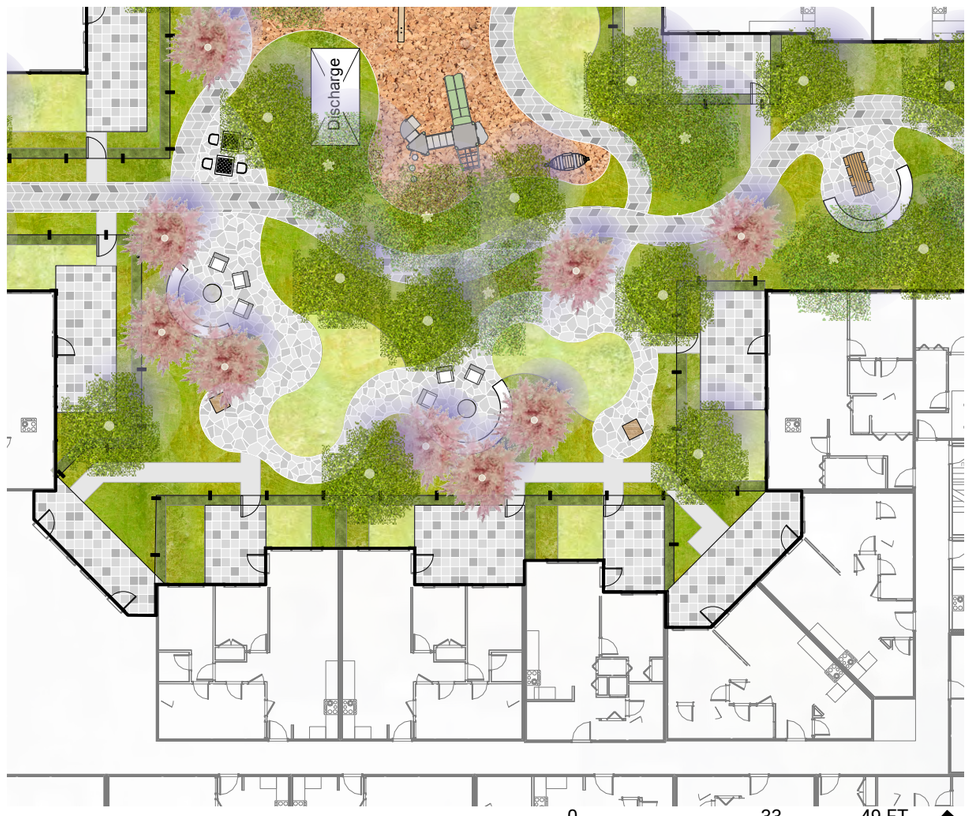
COURTYARD & LOUNGE









MATERIALS LEGEND

KEY	DESCRIPTION
HARDSCAPE	
	CIP CONCRETE PAVING
	CONCRETE SLAB PAVER
	FLAGSTONE PAVING
	CONCRETE UNIT PAVER
	CONCRETE UNIT PAVER
	GRANULAR SURFACING
	SOFT SURFACING TBD
SOFTSCAPE	
	SOD LAWN
	PLANTING
	HEDGE
FURNISHING	
	BIKE RACK QTY: X (X SPACES)
	FEATURE WOOD SEATING
	YARD FENCE
	CHESS TABLE
	CONCRETE SEATING
	HARVEST TABLE

GREENWAY FRONTAGE



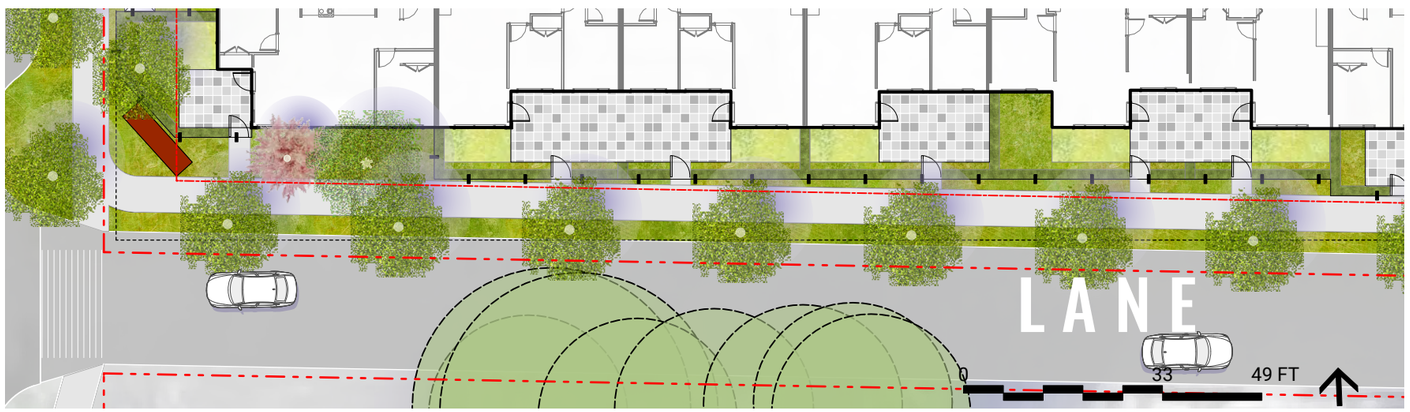












MATERIALS LEGEND

KEY	DESCRIPTION
HARDSCAPE	
	CIP CONCRETE PAVING
	CONCRETE SLAB PAVER
	FLAGSTONE PAVING
	CONCRETE UNIT PAVER
	CONCRETE UNIT PAVER
	GRANULAR SURFACING
	SOFT SURFACING TBD
SOFTSCAPE	
	SOD LAWN
	PLANTING
	HEDGE
FURNISHING	
	BIKE RACK QTY: X (X SPACES)
	FEATURE WOOD SEATING
	YARD FENCE

THIS PAGE LEFT BLANK INTENTIONALLY

1246-1268 Lynn Valley Road and 3050-3174 Baird Road

Public Information Meeting Summary Report

Overview

Both an in-person and virtual Public Information Meeting were held for this detailed planning application for an OCP amendment and rezoning. Members of the public could view a video presentation and browse display boards prepared by the project team on the virtual meeting web page, or they could view the information on boards during the in-person meeting.

Meeting Purpose: 1) To present the development proposal to neighbours
2) To provide an opportunity for the public to ask questions
3) To provide an opportunity for the public to comment on the proposal

Virtual Meeting

Event Date: October 6 to 20, 2025
Website: DNV.org/public-meeting

Attendance: 162 visitors to the Significant Apps project page, 280 total views
311 visitors to the virtual meeting landing page, 476 total views
87 visitors to the discussion thread, 220 total views
209 people viewed the applicant's video presentation

Comments: 36 comments or questions were received online (+ 35 responses by staff)

In-Person Meeting

Event Date: October 8, 2025 from 6-8 pm

Location: Ross Road Elementary – Gymnasium

Attendance: Approximately 60 members of the public came to the in-person meeting

District:	Mackenzie Stonehocker, Development Planner	
Applicant:	Devon Smart, Rene Ross, Samantha Harris, Jacqueline Baldwin	
	on behalf of	Polygon Development 395 Ltd.
Architect:	Peter Fodor	NSDA Architects
Landscape:	Ken Larsson	Connect Landscape Architecture
Civil:	Graham Wood	InterCAD
Traffic:	Daniel Fung	Bunt & Associates
Tenants:	Amanda Acheson	Westwood Ridge Development Corp.

Notification

In accordance with District of North Vancouver policies:

Invitation Brochures
Notification flyers were delivered to approximately 491 addresses within a 100m radius of the site. Appendix A includes a copy of the flyer and a map of the distribution area.

Newspaper Ad
Newspaper ads were placed in the North Shore News on three consecutive Wednesdays: September 24, October 1, and October 8 2025. Copies of the ads are included in Appendix A.

Signs

Two single-sided signs were installed on Baird Road, and one bidirectional sign was installed on Lynn Valley Road. Maps and photographs are included in Appendix A.

Comments received

Participants were provided the opportunity to submit questions and comments to the project team and Development Planner through the following means:

- In-person via PIM comment forms or discussions with staff and the applicant
- Through the virtual PIM website for a two-week period from October 6 to 20, 2025
- Via email or phone throughout the course of the application

The majority of public comments express qualified support for new housing and commercial revitalization but raise concerns about traffic / parking and building height (specifically the scale of the proposed development compared to adjacent townhomes and detached houses).

Key issues include vehicle congestion on Baird and Ross Roads, the feasibility of access via the existing lane, pedestrian safety (especially for Argyle Secondary students), school and childcare capacity, and environmental impacts on Hastings Creek and existing trees.

Supporters appreciate the potential for more housing variety, residential tenant relocation assistance and renewal of aging buildings, but they call for better traffic planning, more affordable / rental units, and improved public realm design.

Overall sentiment: broad recognition of housing need, tempered by local neighbourhood concerns about livability, the local street network, and neighbourhood fit.

Sentiment	Approx share of comments	Key characteristics
Supportive (with conditions)	35%	Want housing and revitalization but also want better design, access, and amenities
Concerned / Opposed	55%	Concerns primarily around traffic, parking, height, infrastructure, and environmental issues
Neutral / Questioning	10%	Seek clarification on process, details, and plans for existing tenants

Conclusion

The purpose of these public information meetings (in-person and virtual) was to present the detailed development application to the public, and to provide the public with an opportunity to ask clarifying questions and comment on the proposal. Approximately 491 invitations were distributed to neighbours, three newspaper ads notified the community of the meeting, and three signs were posted on Baird Road and Lynn Valley Road.

The public could participate in this process in several ways:

- Viewing the video presentation
- Browsing the display boards
- Attending the in-person meeting
- Submitting written comments and questions to the Development Planner

Approximately 60 people attended the in-person meeting, while 311 visitors accessed the virtual PIM. Approximately 87 written responses were received, via handwritten comment sheets from the in-person PIM, online comments from the virtual PIM, and emails sent directly to the District's Development Planner (see Appendix B).

The meeting length and format was sufficient to provide all participants an opportunity to learn more and submit questions and make the comments they wished to provide within a two-week period. The applicant successfully notified and presented their proposal to the community, and neighbours had ample opportunity to express their views of the proposal.

The feedback received from the public was provided to the applicant, as well as feedback from staff and other stakeholders, in order to address issues and improve the project design.

Attachments

Appendix A: Notification

Appendix B: Summary of Public Comments

Appendix A: Notification

Newspaper Advertisement: North Shore News – September 24, 2025

north shore news nsnews.com WEDNESDAY, SEPTEMBER 24, 2025 | A37

FLUID PLAN

Metro Vancouver's water future at risk as metering lags

STEFAN LABBÉ
slabbe@glaciermedia.ca

Metro Vancouver's progress on installing water meters is slipping in a trend, that left unchecked, could jeopardize its long-term ability to provide drinking water.

That's according to a staff report presented to the regional district's water committee Wednesday, Sept. 17. Linda Parkinson, the report's author and director of policy, planning and analysis at Metro's water services department, said that while the region has made strides in conservation, the rollout of water metering is falling behind expectations.

Metro Vancouver's forecast models project that by the mid- to late-2030s, the region's water demand will outstrip its supply. In response, the district is pursuing a two-pronged strategy: increasing supply by expanding the amount of water coming out of its Coquitlam reservoir and reducing demand.

The plan partly hinges on widespread water metering, as measuring consumption allows member jurisdictions to pinpoint leaks and roll out pay-for-use pricing to incentivize heavy users to conserve water.

But since 2018, installation of water meters has "flatlined." Only six of the region's 15 member jurisdictions are fully metered, according to Metro Vancouver's latest data. That represents only 35 per cent of total connections and 47 per cent of all water consumption.

If left to continue, the trend could reduce the amount of water currently available during the dry summer period.

In an interview, Parkinson said if the meters don't go in at the expected rate, "we won't get the same reductions in per capita use that we are expecting to get."

"If the metering numbers stay flatlined, that would be an area that we'd have concern with," she said. "We'd need to look at the numbers again."

Metro's progress at risk

Metro Vancouver's demand for water has remained relatively consistent over the past 20 years even though its population has grown by 27 per cent.

That's largely due to a combination of passive water conservation measures, such as improvements to the building code, and increased housing density, the staff report said.

Continued on A38



District of North Vancouver Coun. Jordan Back waters his garden. The district is considering adding home water meters to track water consumption. PAUL MCGRATH / NSN

RECENTLY DIAGNOSED?
YOU ARE NOT ALONE

Prostate Cancer Support North Shore offers practical, informative and emotional support for people diagnosed with prostate cancer.

Prostate Cancer Support North Shore
pcsnorthshore.ca

Join us every fourth Wednesday of the month at 113 East 3rd St. at 7pm
(Excluding July, August and December)

For more info, visit pcsnorthshore.ca

An Affiliate of:
Prostate Cancer Foundation Canada
prostatecanada.ca

Development Proposal

PUBLIC INFO MEETING
Wednesday, Oct. 8, 6:00–8:00pm
Ross Road Elementary School, Gymnasium, 2875 Bushnell Place
Participate virtually Oct. 6–Oct. 20 at DNV.org/public-meeting

PROPOSAL: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd



68 rental units
340 strata units
2525 m² commercial space

WE ARE HERE
PUBLIC INFO MEETING → PUBLIC HEARING

POLYGON

Contact:
Devon Smart, Polygon Development 395 Ltd
dsmart@polyhomes.com, 604-871-4473

Newspaper Advertisement: North Shore News – October 1, 2025

north shore news nsnews.com WEDNESDAY, OCTOBER 1, 2025 | A21

Committees serve 'a vital role'

Continued from A20

committee.

On top of committees specific to the three municipalities, there are two that are made up of residents from across the North Shore. The North Shore accessibility advisory committee – currently accepting applications – is made up of community members with a recognized disability and people from organizations who support people with disabilities.

The North Shore standing committee on substance abuse acts as a forum of community members working together to reduce the impacts of substance abuse. Half the members are from council and the remainder are citizens.

Committee sizes vary, ranging anywhere between three to 15 members.

How can I join? Are there any requirements?

Each municipality has their own application process and requirements.

People interested in volunteering for a West Vancouver committee can fill out a application form and send the completed application along with a brief, personal resume by email at committees@westvancouver.ca. Individuals can also mail or drop off at legislative services at West Vancouver municipal hall.

Dallas said applicants must have a connection to West Van to apply, which could mean residing, owning property or representing a business that is in the district. The deadline to apply is Oct. 31 at 4:30 p.m.

For District of North Vancouver committees, community members can apply online year-round. The application asks for basic details about the applicant, which committee they are applying for, whether they have previously served on a district committee, why they are interested in applying and a brief description on their relevant skills, experience or education.

If there's not a spot immediately available, the district keeps applications on file for a year in case something opens up. Applicants don't have to be a resident to be on a committee, but council does factor that into appointing members.

Residents in the City of North Vancouver can apply online through the city's application form, filling out basic details about the individual, what committee they are applying to serve on, and how they can contribute.

The application form will be available on the city's website beginning Oct. 8, when they start taking applications. A resume and cover letter can be included to add extra information, which can be emailed to committees@cnv.org. Applications will be accepted until Oct. 31 at 5 p.m.

The person applying must be a resident in the City of North Vancouver, and not be a current municipal employee. They must serve for the full term of the appointment, which is typically two years.

Committees serve a vital role in municipal governance, corporate officers say

Corporate officers across the North Shore say there are multiple benefits in getting involved in committees and playing an important role in local governance.

"It's important because council is making decisions for the community, and it's an opportunity for residents and volunteers to be engaged in our municipality," said Genevieve Lanz, director of legislative services in the District of North Vancouver.

> **"Being engaged with your municipality helps you understand how decision making happens. It helps inform the public, it's an opportunity to give back to the community.**
> GENEVIEVE LANZ

"Being engaged with your municipality helps you understand how decision making happens. It helps inform the public. It's an opportunity to give back to the community," she added.

Amelia Cifarelli, corporate officer and director of legislative services at the City of North Vancouver, said the CNV is hoping to see more young people apply to be on committees to bring a range of voices.

"That has been one of our focuses this year," she said. "We're trying to figure out how we can engage with all different aspects of our community, including youth, and highlighting the reasons why being involved is important."

Committee involvement can also help foster new skills like public speaking and problem solving in groups, Dallas said. But it can also create a sense of connection.

"It just fosters a sense of connected-ness and open dialog on these topics, because members of the public can come and there's an opportunity for them to speak and chime in," Dallas said. "It just seems like a welcoming, collaborative space, and we're all there for a common goal."

Abby Luciano is the Indigenous and civic affairs reporter for the North Shore News. This reporting beat is made possible by the Local Journalism Initiative.

Development Proposal

PUBLIC INFO MEETING
Wednesday, Oct. 8, 6:00–8:00pm
Ross Road Elementary School, Gymnasium, 2875 Bushnell Place
Participate virtually Oct. 6–Oct. 20 at **DNV.org/public-meeting**

PROPOSAL: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd



68 rental units
340 strata units
2525 m² commercial space

WE ARE HERE
PUBLIC INFO MEETING → PUBLIC HEARING

POLYGON

Contact:
Devon Smart, Polygon Development 395 Ltd
dsmart@polyhomes.com, 604-871-4473



All the local happenings in one place.

nsnews.com/local-events
The North Shore's most comprehensive event listing site
north shore news

Newspaper Advertisement: North Shore News – October 8, 2025

north shore news nsnews.com WEDNESDAY, OCTOBER 8, 2025 | A25

LEGACY LIVES ON

Squamish Nation carvers unveil welcome figure at Murdo Frazer

ABBY LUCIANO
aluciano@nsnews.com
Local Journalism Initiative Reporter

Visitors taking a stroll in North Vancouver's Murdo Frazer Park will now see a 15-foot Sḵwx̱wú7mesh (Squamish) pole welcoming them to the area.

Sḵwx̱wú7mesh Úxwumixw (Squamish Nation) elders, artists, politicians and BC Hydro staff gathered at Murdo Frazer Park last month to unveil a welcome figure by carvers and siblings Delmar Joseph Jr. and Siobhan Joseph, both residents of Squamish.

"When I did carve this, I carved it for the past, present and the future," Delmar said, adding that the pole will show representation of Squamish people. "That was my duty as an artist, I wanted to make sure that's what it was meant for, representation of our heart in every way."

The new welcome figure at Murdo Frazer Park was funded through BC Hydro as part of the company's commitment to building relationships with the Squamish Nation and fostering cultural recognition.



Squamish Nation carvers Delmar Joseph Jr. and Siobhan Joseph created a 15-foot Sḵwx̱wú7mesh welcome figure that sits at Murdo Frazer Park in North Vancouver. PAUL MCGRATH / NSN

Delmar carved the welcome figure and Siobhan painted the finishing touches using colours that represent the nation, like black and red, and that incorporate environmental themes, like green and blue.

Delmar and Siobhan's latest work is covered with several meaningful symbols representing Squamish culture, stories and their ancestors.

Siobhan said the figure's front is a recreation of former Chief Joe Capilano's wool coat design. The wool coat design aims to represent past chiefs wearing the clothing, as it was something she noticed after looking at archives through the City of Vancouver. On each side of the wool coat are water waves, representing streams and rivers near the park, but also the animals that roam there like bears and deer.

"[It] also kind of represents our hunting grounds," she said. "Squamish Nation used to go up there and hunt, and they also gathered berries and other stuff."

The red circles on the cedar hat represent berries but also salmon. The figure's back shows a glimpse of Capilano mountain, starting with the trees at the top with a water stream flowing down to the bottom, surrounded with crabs, clams, clam shells and salmon along the border.

While the figure captures many elements of Squamish culture and history, it also holds a personal story for the artists. When Delmar and Siobhan were crafting the figure, their father passed away.

The siblings put the project on hold for a year to grieve. After taking time to mourn, they went back to work and noticed something different about the wood grain that reminded them of their father. The original plan was to paint the figure's coat white, but they decided to leave the cedar wood to shine through to show the natural designs in the wood.

Now, their father's legacy lives on in the pole as the face resembles the work he would do with his own carvings.

"We really wanted to represent our late father, his legacy," Siobhan said. "We are his legacy, we're continuing his work."

Both Delmar and Siobhan take huge inspiration from their late father, who taught them carving.

"Our dad would be in his

Continued on A26

Development Proposal

PUBLIC INFO MEETING
Wednesday, Oct. 8, 6:00–8:00pm
Ross Road Elementary School, Gymnasium, 2875 Bushnell Place
Participate virtually Oct. 6–Oct. 20 at **DNV.org/public-meeting**

PROPOSAL: 1246-1268 Lynn Valley Rd and 3050-3174 Baird Rd



68 rental units
340 strata units
2525 m² commercial space

WE ARE HERE
PUBLIC INFO MEETING → PUBLIC HEARING

POLYGON

Contact:
Devon Smart, Polygon Development 395 Ltd
dsmart@polyhomes.com, 604-871-4473

CABINET REFINISHING BBB A+ RATING
CELEBRATING OVER 30 YEARS OF REFINISHING CABINETS!
UP TO *70% Less Than Replacing or Refacing!*
We specialize in Protecting Your Investment!



KITCHEN CABINETS DONE IN 1 TO 2 DAYS!

GLEAM GUARD Dust Free Wood Refinishing

Love your cabinets, but not how they're worn? Gleam Guard offers a simple, cost-effective solution. We also refresh cabinets which costs less than refinishing.

BBB A+ RATING
Text cabinet pictures to 1-604-218-7470 or call.
www.gleamguardcabinetrefinishing.ca

Notification signs



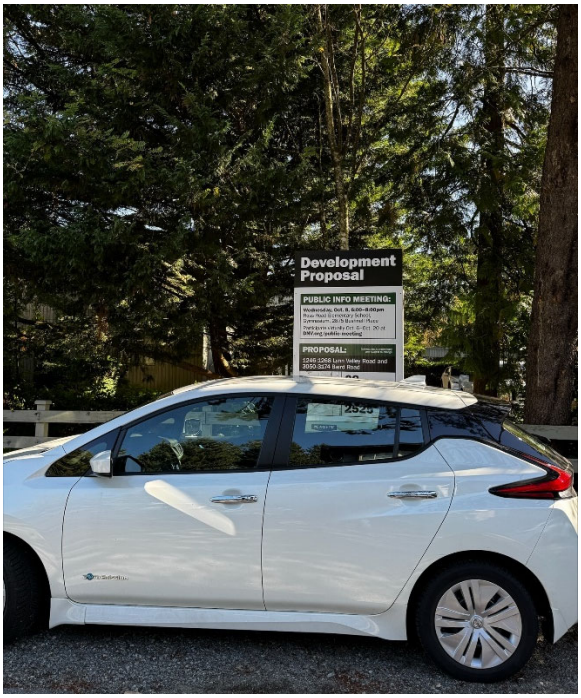
Location of signs



Bi-directional sign on Lynn Valley Road



Sign on Baird Road (north end)



Sign on Baird Road (south end)

Notification Flyer – Page 1

Notice of Public Information Meeting

Polygon Development 395 Ltd is hosting a Public Information Meeting to present the development proposal for a multi-family residential and commercial development located at 1246-1268 Lynn Valley Road and 3050-3174 Baird Road.

In addition to an in-person meeting, a two-week virtual public input opportunity will be held through the District of North Vancouver's platform. This is an opportunity for neighbours to share their feedback and ask questions to staff and Polygon Development 395 Ltd regarding the development proposal.

For further information, please contact:

Development Manager: Devon Smart | Polygon Development 395 Ltd
Email: dsmart@polyhomes.com
Phone Number: 604 871 4473

Planner: Mackenzie Stonehocker | District of North Vancouver
Email: stonehockerm@dnv.org
Phone Number: 604 990 2411 ext. 7124



POLYGON



In-Person Public Information Meeting

Wednesday, October 8, 2025, 6 – 8 pm

Ross Road Elementary School, Gymnasium

2875 Bushnell Place, North Vancouver

Virtual Public Information Meeting

Monday, October 6 to Monday, October 20, 2025

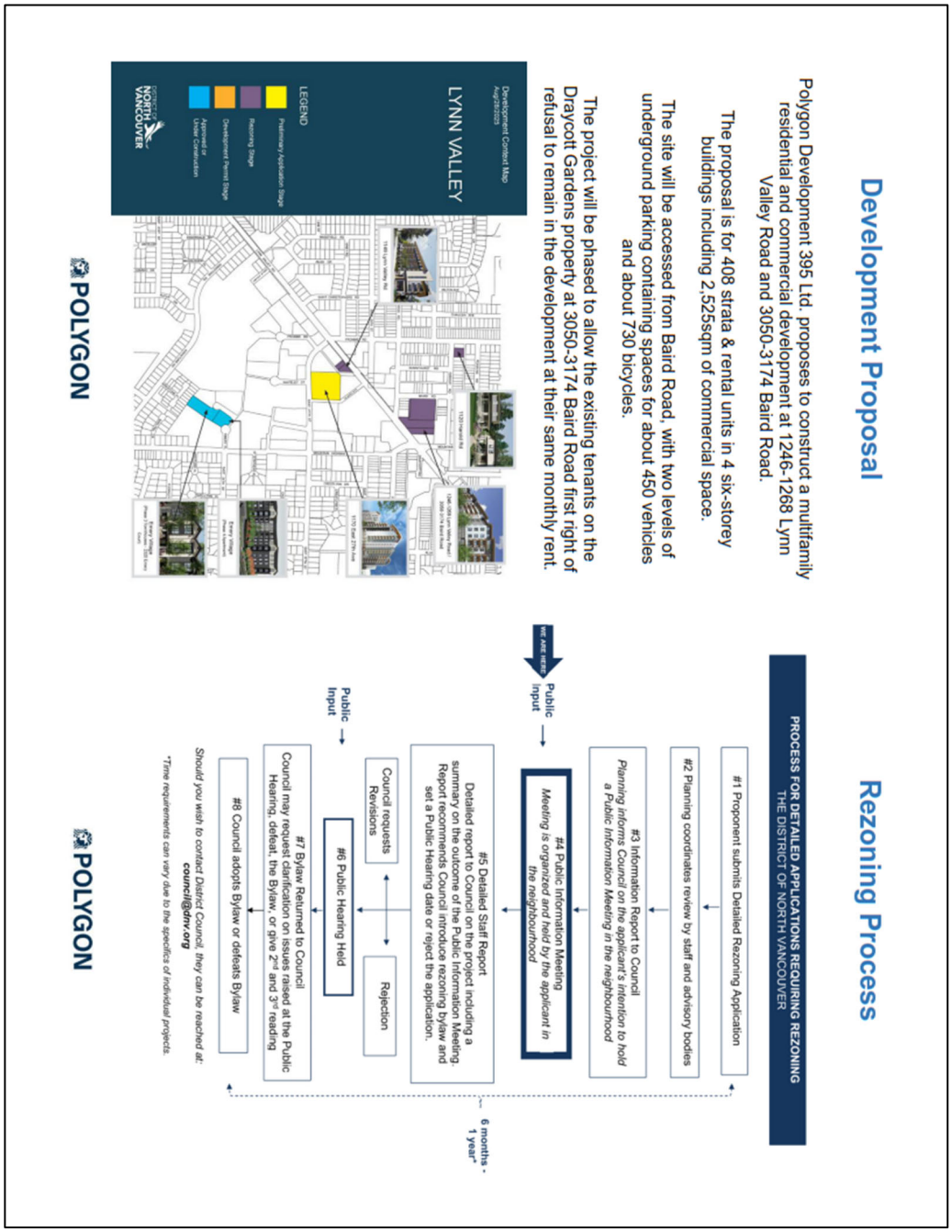
Please visit the following link:

URL www.DNV.org/public-meeting

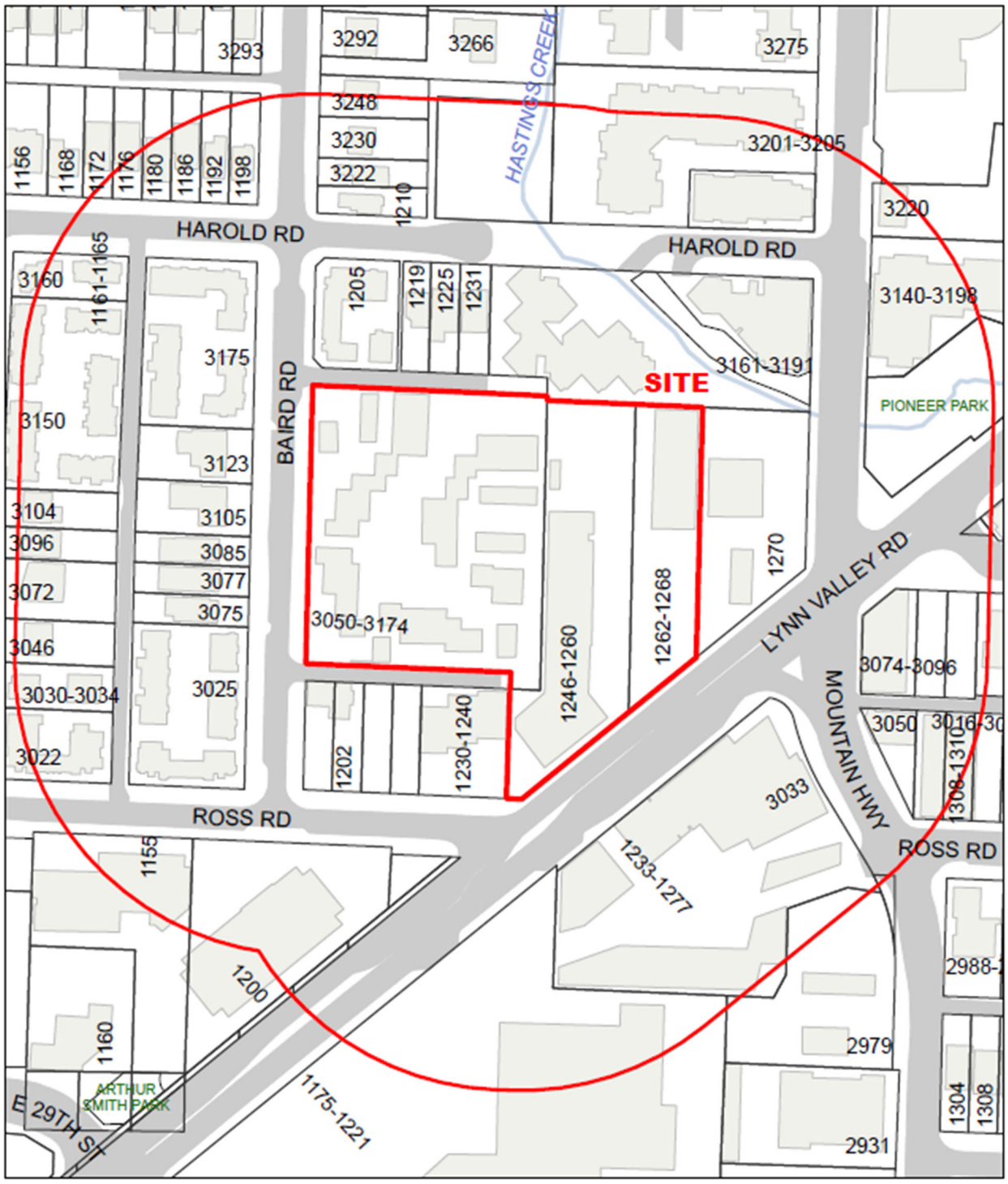
This information is being distributed to owners and occupants situated within 100 meters of the proposed development site in accordance with District of North Vancouver policy.

POLYGON

Notification Flyer – Page 2



Notification area map (100m radius)



Appendix B: Summary of Public Comments

Total – 87 pieces of public input from 3 sources:

1) **Emails** – 29 comments were received via emails to the DNV Development Planner
2) **Handwritten comment sheets** – 22 comments were received via handwritten comment sheets from the in-person PIM
3) **Virtual PIM comments** – 36 comments were received via the virtual PIM

Thematic Summary of Public Comments

1) **Traffic, Access, and Parking (most frequent theme)**
    a. Nearly all commenters raised traffic and parking concerns.
    b. Recurrent issues: congestion at Baird Rd, Ross Rd, and McDonald's drive-through; existing lanes are narrow; long queues; and lack of pedestrian safety measures.
    c. Many mention Argyle Secondary students using Baird, creating conflicts between vehicles and pedestrians.
    d. Several suggest access should be off Lynn Valley Road, not solely Baird.
    e. Concerns regarding effective emergency access after build-out.
    f. Parking concerns: insufficient spaces for residents, visitors, and commercial users; fear of spillover onto nearby streets; need for truck and trades vehicle spaces; calls for more EV charging and car-share options.
2) **Building Height, Massing, and Neighbourhood Fit**
    a. Many object to the six-storey height along Baird, citing loss of sunlight, privacy, and mountain views.
    b. Calls for step-backs, sloped roofs, or reduction to four storeys at edges adjacent to homes.
    c. Some note the proposal appears inconsistent with the five-storey flexible planning framework.
    d. A few supportive comments praise the architectural quality, material variety, and colour design.

3) Infrastructure and Public Services

a. Strong sentiment that schools and childcare are already at capacity.
b. Concerns that added residents will strain roads, transit, medical services, and recreation facilities.
c. Requests for clear phasing and coordination with infrastructure upgrades (e.g., traffic lights, sidewalks, active transportation, bus service).

4) Environment and Hastings Creek

a. Multiple comments note proximity to Hastings Creek and potential streamside impacts from excavation and run-off.
b. Requests for rain gardens, rehabilitation of salmon habitat, retention of mature trees, and permeable surfaces.
c. Some compare to past developments that caused creek damage.

5) Housing Mix and Affordability

a. General support for more housing options, but concern that the proposal offers too few rentals and lacks true affordability.
b. Requests for mid- to low-income units, and assurances for existing tenants (e.g. rent matching, pet-friendly leases).
c. Some commend the developer's plan to assist existing residential tenants.

6) Commercial Space and Community Character

a. Mixed feedback: some want more local-serving shops and services (e.g. restaurants, gyms, childcare), others worry about commercial viability.
b. Support for revitalizing the area and creating walkable connections similar to the library.
c. Requests for public plazas, green space, and community gathering areas.

7) Construction Impacts

a. Concerns about noise, dust, debris, rodents, and traffic during construction.

8) Positive Themes and Supportive Views

a. Support for more housing and density in town centres to reduce sprawl.
b. Recognition that new housing will help young families stay on the North Shore.
c. Appreciation for tenant relocation commitments, pedestrian design, and architectural improvements.
d. A few urge the District to accelerate sustainable transport investments (e.g. cycling, transit).