

AGENDA INFORMATION	
☒ Regular Meeting	Date: <u>May 4, 2026</u>
☐ Other:	Date: _____



Dept.
Manager



GM/
Director



CAO

The District of North Vancouver REPORT TO COUNCIL

DATE: April 21, 2026
CASE: PLN2024-00054

AUTHOR: Kevin Zhang, Development Planner
SUBJECT: OCP Amendment and Rezoning Application: 1578 - 1590 Hunter Street
(Student Rental Housing Development)

RECOMMENDATION

THAT Council direct administration to work with the applicant to resolve the following issues with the subject application, to staff's satisfaction, prior to the introduction of associated bylaws:

- a. below-market rental housing according to Council's direction;
- b. vehicle parking, curb-side management, and transportation impacts;
- c. vehicle access and garbage and recycling staging;
- d. off-site servicing and infrastructure upgrades;
- e. accessible units;
- f. setbacks and land dedications; and
- g. architectural design.

AND THAT, subject to the resolution of the above issues, staff bring forth OCP amendment and rezoning bylaws for Council consideration for the subject application.

REASON FOR REPORT

This report provides Council with an assessment of the revised application for a purpose-built student rental building proposed at the subject site and staff recommendations for next steps. The assessment includes to what extent the applicant has responded to the directions provided by Council when it considered the application at the December 8, 2025 Regular Council meeting (Attachment 3).

BACKGROUND & SURROUNDING CONTEXT

January 2025 - District planning staff received a complete detailed Official Community Plan (OCP) amendment and rezoning application for a purpose-built student rental

accommodation at 1578 - 1590 Hunter Street that was significantly inconsistent with the District's policies.

Despite the proposed student housing being encouraged in the District's housing policies, staff were challenged by how significantly the proposal deviated from the District's policies for density and height and encouraged the applicant to modify their submission accordingly. Despite some modifications to their initial proposal, significant unresolved issues remained.

December 8, 2025 - Council reviewed these outstanding issues identified by staff in a [Report to Council](#) (Attachment 3) and passed the following resolution:

THAT Council is not supportive of the application as it is presented and requests the applicant revise their application to lower the density, and to address key issues of building design, site access and below market housing, along with other rezoning stage issues identified by staff.

Some key comments provided by Council at this meeting include:

- **Need for Student Housing:** Councillors noted support for student housing, noting it reduces bridge congestion and frees up local rental stock;
- **Lack of Affordability:** Some councillors noted the high market rents and sought dedicated, below-market affordability component for lower-income students;
- **Density Departure:** Concerns were raised regarding the proposal exceeding the Official Community Plan's 2.5 FSR limit. However, member(s) of Council noted the increase density and height is not entirely out of place with the surrounding neighbourhood, and may be supportable when considered alongside adequate community benefits, such as below-market housing;
- **Micro-Units:** Most councillors accepted the 160-220 square foot micro-units, noting them as smartly designed and acceptable for students;
- **Transportation Issues:** Member(s) of Council noted transit access is problematic and suggested exploring a dedicated shuttle for future tenants; and
- **Economic and Community Benefits:** Member(s) of Council highlighted that housing students would inject vitality into the community and provide staffing for local businesses.

January 2026 - A revised application was received by staff. This 2026 submission is the subject of this report, which evaluates how the revised proposal has addressed directions from Council on Dec 8, 2025 and staff input throughout the review process.

Site and Surrounding Area

This 1,942 m² (20,898 sq. ft.) site is a four-lot assembly located at the northwest corner of Hunter Street and Orwell Street, in the Lynn Creek Town Centre. Adjacent properties include the Seylynn Centre development to the west, a property owned by the Ministry of Transportation and Transit (MOTT) to the north, Squamish Nation lands to the east, and a proposed apartment development to the south. Further details about surround sites can be found in the December 8, 2025 Council Report (Attachment 3).



Description of the Revised Application

Following the Early Input Opportunity with Council on December 8, 2025, the applicant submitted a revised application in January 2026. The revised proposal included the following:

- reduction the overall density from 6.28 FSR to approximately 5.5 FSR;
- reduction of height from 25 storeys to 21 storeys;
- reduction of dwelling units from 584 to 426;
- clarification on forecasted student demand in the area;
- confirmation that all units will be only inhabited by Cap U students, with eligibility criteria and other operational clauses to be negotiated with the District and Capilano University; and
- an updated project pro forma.



Renderings of proposed development from Hunter Street

ANALYSIS

There is a demonstrable need for housing to support students attending Capilano University. Staff support the proposed land use and have been working with the applicant to shape the proposal so that it aligns with District standards, policies, and regulations, including our Official Community Plan, as well as addressing critical infrastructure demands and transportation impacts.

With the revised application, the applicant has made some progress in addressing some of Council's and staff's comments, but significant technical issues are still outstanding. At the time of the writing of this report, staff and the applicant remain apart on these outstanding issues.

Below-Market Housing, Density and Height

At the December 2025 Council meeting, some members of Council indicated general support for the provision of student housing at this site, but at the same time, affordability was identified as an important issue for students on the North Shore. Members of Council stated that a proposal with density far beyond the OCP designation must include an affordability component, i.e. below-market rental housing.

While Council generally supported a reduction in density and height of the proposal, they also noted that if there was to be a below-market component in the development, they may be open to considering a density above the current OCP limits.

At the District, when a development proposes density and height that are significantly higher than envisioned in the OCP and, in this case, the Lower Lynn Town Centre Implementation Plan, the OCP states that "Council may, in its discretion, and with a public hearing, consider zoning bylaw amendments to permit density over and above that indicated in the table on a case by case basis where the proposed development is otherwise consistent with objectives and policies of the OCP."

	2025 Proposal	2026 Proposal	DNV Policy / Notes
Density	~6.28 FSR	~5.5 FSR	2.5 FSR Official Community Plan (OCP) Designation
Height	25 storeys	21 storeys	3 - 5 storeys (Lower Lynn Town Centre Implementation Plan)
Units	485	426	-
Below-market Housing	No below-market housing	No below-market housing	Significant increases beyond OCP densities typically accompanied by below-market housing

In the revised application, a pro forma was submitted, enabling staff to do a review guided by the District's [CAC policy](#). The purpose of the CAC policy and proforma review is to determine whether there would be a significant land lift as a result of the rezoning

and therefore whether any community benefits, such as below-market housing, can be negotiated and secured.

An independent review of this pro forma indicated that there is not a substantial lift in the value of the land when comparing the current zoning and the proposed zoning. There are a few unique factors that come into play in this case, including the current real estate market conditions, the proposed student tenancy limits, forecasted operating cost, construction cost escalation, as well as significant off-site servicing costs that can be anticipated with this application. Given these constraints, the analysis demonstrates that the applicant would be challenged to provide below-market housing at this time.

The applicant states that their proposed rents are inherently more affordable to student population because of the smaller unit sizes and the included amenities. The table below compares the applicant's proposed 2026 rents with other market rental development on the North Shore.

	2026 Proposal	Other Purpose-Built Rental Developments
Unit Type	Junior Studio / Studio	Studio
Average Size	160 – 220 sq. ft.	~ 450 sq. ft.
Average Rent	~ \$1,700 - \$2,000 / month	~ \$2,200 / month
Average Rent per sq. ft.	\$9.09 - 10.63 / sq. ft.	\$4.89 / sq. ft.
Inclusions	Utilities, Internet, Furniture & Chattels, Student-focused Amenities (approx. \$400 value)	Typical condominium amenities

Should the proposal proceed to bylaw introduction, it would be accommodated by an OCP amendment bylaw, which would introduce a new designation of “Commercial Residential Mixed-Use Level 5” accommodating up to approximately 5.5 FSR.

Lastly, should the proposal advance to bylaw introduction stage, a Housing Agreement with the District would be required to secure, at a minimum, the following conditions:

- Market rental for students;
- Eligibility criteria (Cap U students);
- Operational details; and
- Other items as applicable.

Vehicle Parking, Curb-Side Management, and Transportation Impacts

At the December 2025 Council meeting, members of Council raised concerns regarding students travelling to and from Capilano University. A shuttle service was suggested to be explored. Staff also raised concerns related to potential vehicle trips generated by the proposed development, and the lack of proposed parking for tenants.

	2025 Proposal	2026 Proposal	DNV Policy / Notes
Vehicle Parking	0 residential 20 visitor 0 loading	0 residential 20 visitor 0 loading	The District's Alternative Vehicle Parking Rates Policy set a range between 0.5 and 1.0 parking spaces per market rental unit. There are no precedents for off-campus, student-only developments in the District.
Student Shuttle Service	Not proposed	Not proposed	TransLink has provided a letter (Attachment 1) stating that if "volumes [on the 245 bus] exceed levels identified in the Transit Service Guidelines, [TransLink] will investigate the possibility of adding additional service as part of quarterly service changes".

The applicant's Traffic and Parking Review Report estimates peak traffic of 5 vehicles per hour in the morning and 18 vehicles per hour in the afternoon. Staff did not receive adequate justification for these figures, especially considering high level of anticipated ride-share, food delivery, and goods delivery trips that may be associated with 426 university student dwelling units.

The applicant's Traffic and Parking Review Report notes the proposed parking arrangement as 0 residential stalls, 20 visitor stalls, and 0 loading stalls. While staff agree that parking demand for student-only housing is likely to be lower than typical market rental housing, staff did not receive adequate justification for zero residential parking and loading. As such, on-site parking and curb-side management will be key, given the limited street parking available in the neighbourhood.

Since receipt of the original application in early 2025, in accordance with District best practice, staff have been seeking a full Transportation Study with a parking analysis, with the scope of the study set by the District staff and analysis based on Institute of Transportation Engineers (ITE) rates and guidance, and observed parking occupancy data. At the time of this report writing, a study with the requested information and analysis has not been provided.

Overall, significant issues of transportation impact and parking supply remain unresolved. Staff hope to receive the requested Transportation Study and want to work collaboratively with the applicant to reach solutions that are acceptable for both the applicant and the community.

Vehicle Access and Garbage and Recycling Staging

The access locations of vehicles and garbage and recycling staging remain key unresolved issues. The portion of Orwell Street adjacent to the site is identified to be an active-transportation-only route by the District (see diagram below). As such, it is preferred that no vehicle/garbage/loading access from Orwell Street. This change will require significant redesign of both the building and the site layout.

The applicant stated that vehicle access from Orwell Street (orange arrow in diagram below) is preferred given consideration relating to the flood construction level, intersection alignment on Hunter Street, and safety and street function. Staff and the applicant have not yet reached agreement on these topics.

Further, a shared-driveway along the east edge of the property with a knock-out wall (red arrow in diagram below) is requested by staff to provide future access to a potential development on the MOTT-owned lands to the north. This shared driveway has not been provided as part of the latest submissions.

Resolution of these issues will require time. Staff aim to work with the applicant to find a solution that will be suitable for this site as well as the surrounding changing road network.

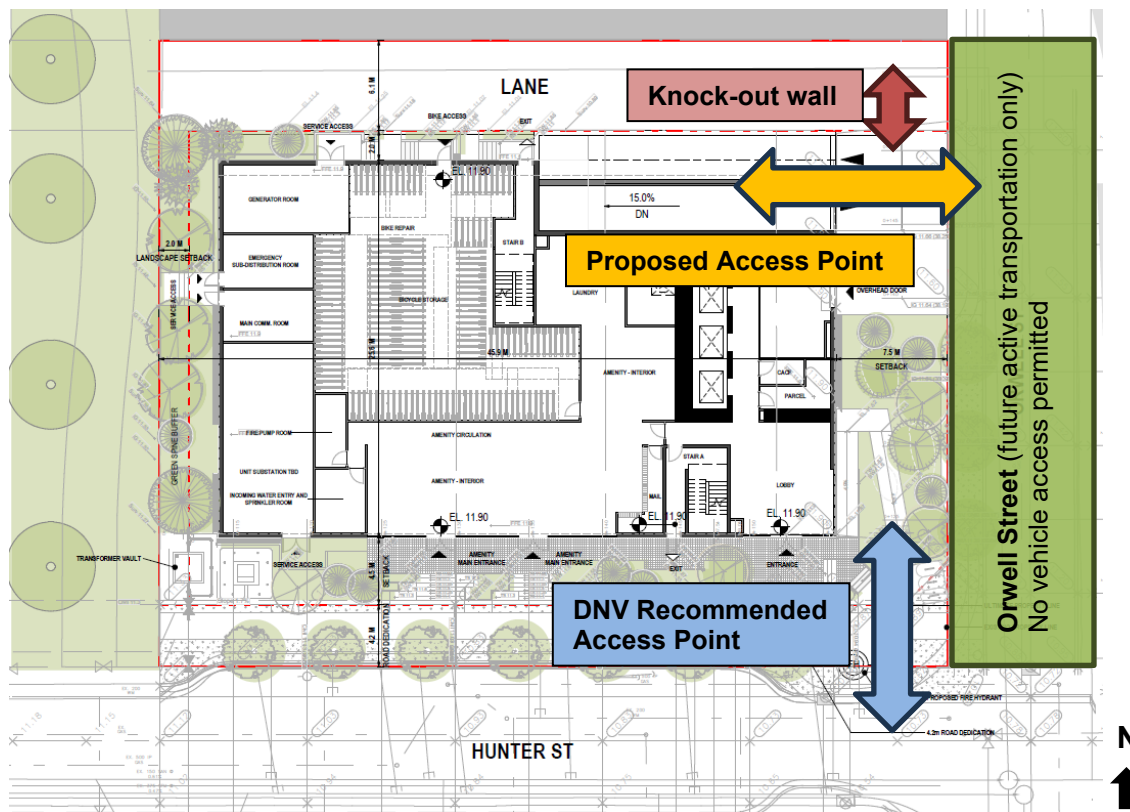


Diagram showing proposed vs recommended vehicle access points

Off-Site Servicing and Infrastructure Upgrades

The District typically identifies key infrastructure upgrades, particularly those related to proposed developments, at rezoning stage, prior to Council consideration of the bylaws. As the subject site and some of the surrounding sites are pursuing significantly higher density developments, there is an infrastructure gap that must be addressed. In accordance with the Local Government Act, some of these off-site servicing upgrades can only be effectively secured at rezoning stage.

There are known capacity issues with sanitary and storm sewer systems in this sub-area of the Lynn Creek neighbourhood. Staff have outlined to the applicant that the required offsite utility upgrades are determined based on detailed utility modelling conducted by the District. As such, the applicant has been advised to pay the required utility modelling fees to initiate this important process.

Staff do not recommend that bylaws be introduced to Council until the scope of the off-site infrastructure upgrades (including utility, frontage, and intersection improvements/upgrades) have been determined and potential construction traffic management issues are addressed to the satisfaction of staff.

Accessibility

The number of accessible units are lower than District's policy recommendation and are described in the table below. While a student population is less likely to experience accessibility issues when compared with the general public, staff believe the inclusion of more accessible and/or adaptable design features would also benefit students. The applicant is encouraged to include as many basic and enhanced units as feasible.

	2025 Proposal	2026 Proposal	DNV Policy / Notes
Accessible Units	5% Basic 0% Enhanced	5% Basic 0% Enhanced	100% Basic 5% Enhanced (Accessible Design Policy for Multi-Family Housing)

Setbacks and Land Dedications

Staff aim to achieve adequate setbacks along the Green Spine linear park to the west of the subject property, and land dedications along Hunter Street. These components will be key to reduce impacts to the park, and also to secure the delivery of a multi-use path, and other public infrastructure along Hunter Street and Orwell Street.

Architectural Design

Issues related to architectural design remain, with the design of the tower being pivotal. Due to the tower floorplate being an L-shape, the width still exceeds the maximum tower width of 30m as per the District's Form and Character Development Permit Area guidelines. This guideline aims to minimize view blockage and shadow impacts on the surrounding neighbourhoods. Staff recommend exploring different tower floor plates through massing studies and shadow analysis and introducing architectural articulations.



North Elevation

Summary of Key Outstanding Issues

The table below summarizes key outstanding issues identified in this report.

Key Outstanding Issue	Council Input / Staff Review / DNV Plans and Policies	January 2026 Proposal
Density	2.5 FSR (Official Community Plan)	Approx. 5.5 FSR
Height	3-5 Storeys (Lower Lynn Town Centre Implementation Plan)	21 Storeys (4 storey podium + 17 storey tower)
Below Market Housing	Significant increases beyond OCP densities typically accompanied by below-market housing.	No below-market component proposed
Vehicle Parking, Curb-Side Management, and Transportation Impacts	Parking rates below the minimums set out in the Zoning Bylaw and the Alternative Vehicle Parking Rates Policy must be supported by a full Transportation Study with a parking analysis.	0 residential spaces 20 visitor spaces 0 loading spaces Full Transportation Study with a parking analysis not submitted.
Student Shuttle Service	A student shuttle service was suggested to be explored.	Student shuttle is not proposed.
Vehicle Access and Garbage and Recycling Staging	Vehicle access is preferred to be on Hunter Street.	Vehicle access is proposed on Orwell Street.
Off-Site Servicing and Infrastructure Upgrades	Key off-site servicing and infrastructure upgrades are typically determined at the rezoning stage and informed by utility modelling.	Utility modelling has not commenced.

Accessibility	100% Basic Accessible 5% Enhanced Accessible (Accessible Design Policy for Multi-Family Housing)	5% Basic Accessible 0% Enhanced Accessible
Setbacks and Land Dedications	Setback and land dedication adjustments are suggested to reduce impacts to the park, and also to secure the delivery of a multi-use path, and other public infrastructure along Hunter Street and Orwell Street	
Architectural Design	Staff recommend exploring different tower floor plates to align with Form and Character guidelines.	
Construction Traffic Management	Staff recommend identifying and addressing potential construction traffic management issues.	

Capilano University feedback

An updated letter of support has been received from Capilano University (Cap U) (Attachment 2). Cap U supports the development of independent living for upper-year students as the off-campus Dollarton Hwy residence closes. Cap U emphasizes that the project will ease pressure on the broader North Shore rental market. Additionally, the site's proximity to campus and transit will reduce cross-bridge commuting (currently 65% of students commute from off the North Shore) decreasing regional transit strain, supporting local businesses, and advancing sustainability goals.

CONCLUSION

The revised application on the subject site for a purpose-built student housing project has addressed some aspects of Council and staff comments, such as a reduction of density, height, and unit count, although the application remains well in excess of the current District's policies for density and height. In addition, the application has clarified the project's intent as a 100% Cap U student housing project, as well as described clearly forecasted student housing demand and the liveability of the units in conjunction with other amenities provided on site.

The revised application still falls short of addressing key technical issues staff have identified since the beginning of the application review. Staff recommend these issues be resolved prior to the introduction of associated bylaws. Depending on the timing of resolution of these items, bylaw introduction may take place after the 2026 Municipal Election.

OPTIONS

The following options are available for Council consideration:

1. Revise (staff recommendation):

THAT Council direct administration to work with the applicant to resolve the following issues with the subject application, to staff's satisfaction, prior to the introduction of associated bylaws:

- a. below-market rental housing according to Council's direction;
- b. vehicle parking, curb-side management, and transportation impacts;
- c. vehicle access and garbage and recycling staging;
- d. off-site servicing and infrastructure upgrades;
- e. accessible units;
- f. setbacks and land dedications; and
- g. architectural design.

AND THAT, subject to the resolution of the above issues, staff bring forth OCP amendment and rezoning bylaws for Council consideration for the subject application.

2. Proceed "as is":

THAT Staff be directed to prepare bylaws based on the applicant's current OCP amendment and rezoning application;

3. Reject:

THAT Council is not supportive of this OCP amendment and rezoning application as presented and that no associated bylaws are presented to Council; or

4. Other:

THAT Council provide alternative direction to staff.

Respectfully submitted,



Kevin Zhang
Development Planner

ATTACHMENTS

1. TransLink Letter
2. Capilano University Letter
3. December 8, 2025 Council Report
4. Architectural Drawings Excerpt

REVIEWED WITH:

☐ Community Planning _____
☐ Development Planning _____
☐ Development Engineering _____
☐ Utilities _____
☐ Engineering Operations _____
☐ Parks _____
☐ Environment _____
☐ Facilities _____
☐ Human Resources _____
☐ Review and Compliance _____

☐ Clerk's Office _____
☐ Communications _____
☐ Finance _____
☐ Fire Services _____
☐ ITS _____
☐ Solicitor _____
☐ GIS _____
☐ Real Estate _____
☐ Bylaw Services _____
☐ Planning _____

External Agencies:

☐ Library Board _____
☐ NS Health _____
☐ RCMP _____
☐ NVRC _____
☐ Museum & Arch. _____
☐ Other: _____



TransLink
 400 – 287 Nelson's Ct
 New Westminster, BC V3L 0E7
 Canada
 778.375.7500
 South Coast British Columbia
 Transportation Authority

April 1, 2026

Re: Proposed Off-Campus Student Housing on Hunter St

To District of North Vancouver Planning Department,

Transport 2050 and the Transit-Oriented Communities Design Guidelines encourage a mix of housing types, including affordable and rental housing, near frequent transit services to create inclusive communities and promote equitable access to transportation. The proposed development for Purpose-Build Student Accommodation at 1578-1590 Hunter St will increase demand for transit service on route 245 and other routes to key regional destinations at Phibbs Exchange. As demand evolves, TransLink will monitor customer volumes and crowding levels. When volumes exceed levels identified in our [Transit Service Guidelines](#), we investigate the possibility of adding additional service as part of our quarterly service changes. Our planning process ensures that the network is managed in an efficient manner, and resources are allocated where they are needed most.

Transit service has recently been increased on route 245. Since Fall 2022, TransLink has added up to three peak round trips per hour and two midday round trips per hour. This capacity has been added to align with Capilano University's class schedule and enrollment numbers. Since then, we have seen the overcrowding rate on route 245 drop from 5.3% in Fall 2023 to 2% in Fall 2025. We continue to collaborate with Capilano University to tailor route 245 service to meet the needs of students.

In the near future, the extension of the R2 RapidBus from Phibbs Exchange to Metrotown Station will improve transit accessibility for North Vancouver residents by expanding all day fast and frequent service to key regional destinations in Vancouver and Burnaby.

We appreciate the opportunity to coordinate land use planning and transit service planning. It is critical to ensure that transit capacity and access are appropriately considered as travel demand evolves near frequent transit corridors.

Sincerely,

TransLink Transit Planning

CC: Dayna Gilbert, Forum Asset Management daynag@forumam.com
 Virginia Bird, Pottinger Bird Community Relations virginia@pottingerbird.com

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April 10, 2026

Mayor Mike Little and Members of Council
 District of North Vancouver
 425 District Court Road
 North Vancouver, BC V7P 3L2

Dear Mayor and Council Members,

Providing affordable and accessible student housing remains critical to attracting and retaining students at post-secondary institutions. Capilano University (CapU) is advancing its 360-bed on-campus student housing project, anticipated to open for Fall 2026; however, this will address only a portion of current demand. The University continues to pursue additional housing solutions through partnerships.

Since the initial submission, CapU and Forum Asset Management (Forum) have continued to work collaboratively to align the project with the University's housing objectives and operational considerations. CapU remains supportive of the proposal in its current form.

CapU's on-campus residence is designed primarily for first-year students who want a meal plan, while Forum's proposal would provide complementary housing for upper-year students in more independent living arrangements. The room sizes and layouts are typical of student housing, with the smaller footprint enabling a lower rental rate for our students. The site's proximity to campus, transit, and nearby services makes it well suited for student housing. 65% of our students cross the bridge to come to campus. An affordable housing option on the North Shore would ease pressure on Transit and reduce carbon emissions for increased travel.

With the anticipated closure of CapU's existing off-campus residence on Dollarton Avenue, the need for additional student housing capacity remains pressing. Purpose-built student housing will help address this need while also reducing pressure on the local rental market, supporting local businesses, and advancing sustainability objectives through reduced commuting.

CapU appreciates the DNV's continued engagement and respectfully reiterates its support for this proposal. Affordable housing remains one of the most significant barriers to higher education and this initiative would support your university's growth and stability and provide access to CapU's exceptional educational experience.

Sincerely,

A handwritten signature in blue ink, appearing to read "JD", with a stylized flourish extending from the end.

Jason Dewling, PhD
 President & Vice-Chancellor
jasondewling@capilanou.ca

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AGENDA INFORMATION☒ Regular MeetingDate: December 8, 2025☐ Other:

Date: _____



 Dept.
Manager



 GM/
Director



 CAO
The District of North Vancouver

November 17, 2025

File: 08.3060.20/054.24

Case Number: PLN2024-00054**AUTHOR:** Tash Cheong, Development Planner**SUBJECT:** Detailed Rezoning Application - 1578 - 1590 Hunter Street**RECOMMENDATION**

THAT Council provide direction(s) to staff regarding how to process this detailed rezoning application for a purpose-built rental student housing accommodation which significantly exceeds the OCP density limit.

REASON FOR REPORT

An application was received by staff which proposes to redevelop the subject site into a 24-storey, 485-unit, purpose-built rental student accommodation building. This proposed land use is aligned with the Official Community Plan (OCP) and District policies and objectives. However, the proposed density and form of development deviate significantly from the OCP and the Lower Lynn Towner Centre Implement Plan (Lynn Creek Plan). Staff are seeking Council directions on how to process this application.

ANALYSIS**Site and Surrounding Area**

This 1,942 m² (20,898 sq. ft.) site is a four-lot assembly located in Lynn Creek Town Centre.

Adjacent development includes the now-complete Seylynn Village to the northeast and the proposed Seylynn Centre development to the west that recently received second and third reading of the bylaws. The site is also situated directly east of the planned Green Spine, a future pedestrian-oriented



Figure 1: Site Map

neighbourhood corridor identified in the Lynn Creek Plan. Directly to the north is a Ministry of Transportation and Transit (MOTT) owned site and on-ramp to Highway #1. To the east, across Orwell Street, is Squamish Nation lands.

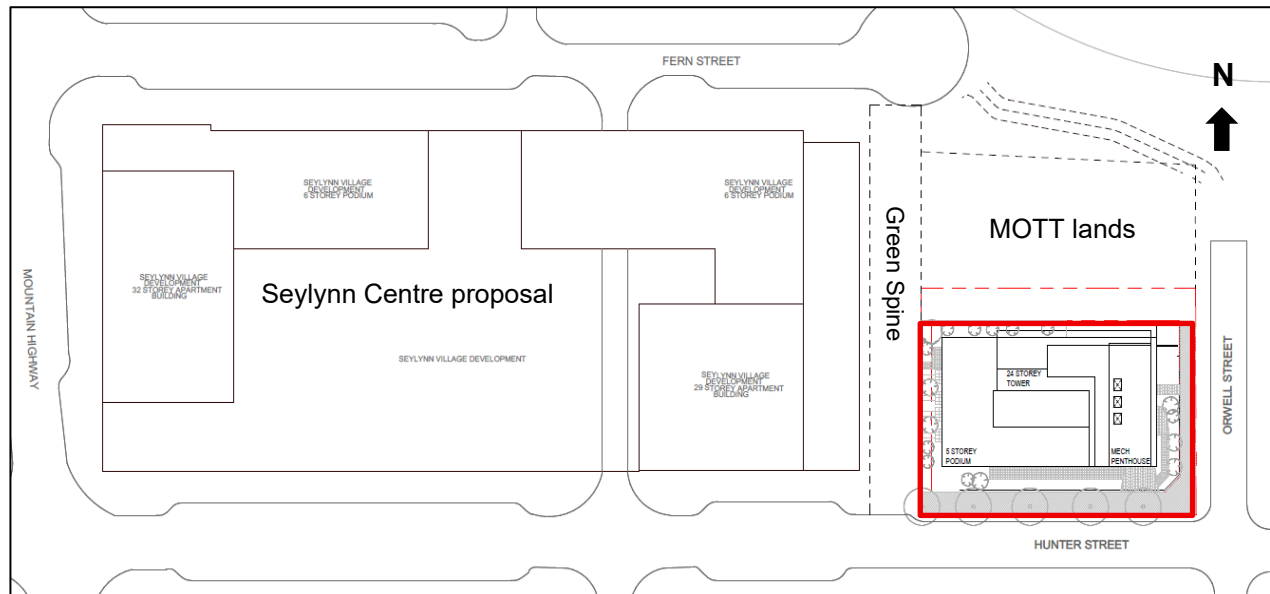


Figure 2: Site Context Plan

Project Description

On January 31, 2025, a complete detailed rezoning application was submitted to the District for the site. The current application includes a 24-storey tower on a five-story podium, over a one-level underground parkade with a proposed density of 6.28 FSR. There are common amenity rooms and facilities on the ground floor, surrounding a double-height atrium. The interior of the ground floor is organized around a large atrium and spans from Level 1 to Level 5.

From Level 1 to Level 24, there are 485 individual units proposed. These units are labelled micro or nano units, with micro units averaging from 15.4 m² (166 sq. ft.) in size, and nano units averaging from 20.6 m² (221.7sq. ft) in size. The proposal includes 20 vehicle parking stalls (all visitor) and is accessed from the northern tip of Orwell Street, as shown in Figure 3, Site Plan.

The has applicant stated that there would be a range of services and programs offered to residents as listed below:

- Indoor and outdoor amenity space
- Games lounge
- Wellness spa
- Yoga studio/gym
- Library/study

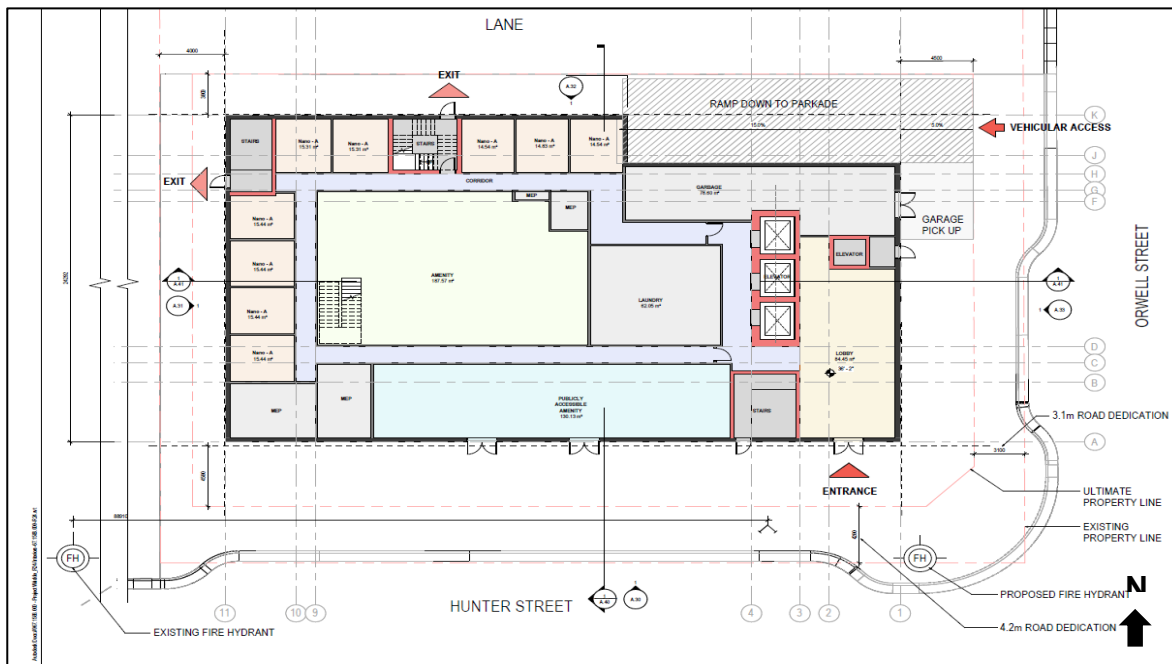


Figure 3 - Site Plan Showing Ground Floor Design

Key Issues

Upon an initial review of the January 2025 submission, staff issued a preliminary letter to the applicant on March 7th, 2025, noting the substantial deviation from District policy and the applicable design context. That letter outlined staff's initial challenge in supporting the submission in its current form at that time, as it departed significantly from the density, height, and built form envisioned in the District's OCP, including the Form and Character design guidelines, and the Lynn Creek Plan.

In response to this feedback, the applicant revised their proposal which is the subject of this report.

Staff subsequently completed a second review of the updated submission, which informed the most recent staff review summary letter provided to the applicant on November 13, 2025. This letter outlined key issues that needed to be addressed if the applicant were to proceed further with the proposal and is discussed below.



Figure 4: Rendering looking North along Hunter Street

As of the writing of this report, staff have not heard from the applicant in response to the letter. Any written response received from the applicant will be provided to Mayor and Council in an agenda addendum or on table.

1. Density and Built Form

The proposed 24-storey height and 6.28 FSR significantly exceeds the 2.5 FSR and lower building heights envisioned under the OCP, Residential Level 6: Medium Density Apartment (RES-6) designation for this site. While staff support the provision of student housing at this site, the proposed density and height represent a substantial departure from established density and height limits found in the OCP as well as the Lynn Creek Plan and the Lynn Creek Public Realm Guidelines. Not only does the proposed density exceed the density of the existing OCP designation for this property, the proposal significantly exceeds the maximum density of any designation found in District policy, which is 4.5 FSR.

In the past, when any deviation from the policy framework is sought by applicants, a substantial alignment with Council key priorities and objectives as well as offering of substantial community benefits have been demonstrated. When it comes to residential proposals, provision of below market housing that is truly affordable for targeted populations is usually the key benefit, along with the provision of other public benefits. At this time, the applicant has not identified any below-market offerings in the application.



Figure 5: Rendering looking south

As such, staff recommend a reduction in density, to approximately 4.5 FSR, to be consistent with the most intense existing development designation in the District's current OCP, Commercial Residential Mixed-Use Level 4 (CRMU4). ***This recommendation on density is predicated on the inclusion of a below market component in the proposal, which currently appears to be missing.***

In terms of the building design, the proposed L-shaped tower raises concerns regarding shadowing, contextual fit, and distance to adjacent towers. Staff recommend design development to adjust the tower floor plate, so it is closer to a point tower form, which generally has a lesser impact on the surrounding sites.

Other urban design considerations include podium relationships with the Green Spine, form and massing across the Green Spine to the west of the site, as well as across Hunter Street.

2. Unit Size and Types

The application includes a very high number of micro and nano units, ranging from 15.4 m² (166 sq. ft.) to 20.6 m² (221.7sq. ft) which raises questions about the livability and long-term suitability for residents in the building, which, based on the applicant's statement, targets students and young professionals.

Staff are thus seeking information from the applicant regarding potential unit repurposing during potential seasons/periods of low student demand or if long-term student housing needs decline. Staff are also seeking a description of a longer-term housing strategy for the life of the building, and liveability measures associated with micro and nano units is required.

Finally, staff are also recommending a housing agreement be negotiated including:

- **terms and conditions respecting the form and tenure of the housing units,**
- **availability of the housing units for students, along with an appropriate definition for a qualifying "student",**
- **the administration and management of the housing units, and**
- **for any below market units, the rents that may be charged, and the rate at which these may be increased over time.**

3. Rental rates

The applicant stated that market rental rates will be applied to all proposed units in the building. When asked about a below-market housing offering, the applicant further stated that relative affordability would be inherent when unit sizes are as small as the proposal. Staff do not believe this purely market-based approach justifies the proposed density lift of 3.78 FSR (i.e., the difference between the proposed 6.28 FSR and the current 2.5 FSR density identified in the OCP). A reasonable component of affordable housing, secured with a Housing Agreement, would more effectively address the identified housing needs in the community.

A negotiated CAC approach will also apply to this application. The negotiation has not yet started due to missing information from the applicant. In addition to the project proforma, the following related information will be helpful in assessment of the land lift as a result of the significant upzoning being proposed by the applicant.

- Supporting documentation for the breakdown of hard construction cost assumptions (e.g. a cost estimate from a quantity surveyor or general contractor)
- Supporting documentation for any off-site cost estimates
- Evidence to support the rent rate assumptions for the different unit types.
- Documentation for building operating costs.

- Information about other revenues (in addition to rent) that could be generated by the residents such as parking fees, storage fees, laundry revenue, fees to access amenities, fees for any other services that are offered.

4. Vehicle Access & Parking

The proposed parking rate appears insufficient given the number and type of units, as well as existing concerns about on-street parking pressure from local residents. More information and assessment will be needed to assess the full scope of parking and transportation impacts. The development proposes 20 vehicle stalls (all visitor, inclusive of one accessible stall) with a parking rate of 0.04.

The proposed vehicle driveway access is also to be relocated to the easterly property line of the site, as the north leg of the ultimate intersection of Orwell Street and Hunter Street; this requirement means significant changes to the ground floor plan and parking plan.

In addition, several site servicing issues have been identified related to dedications, legal matters, transportation, utilities, roadwork improvements including the design and construction of a Multi-Use Path along Orwell St. These will need to be resolved at the rezoning stage.

Community Input

A virtual Public Information Meeting was held from September 22 – October 6, 2025 and an In-person Public Information Meeting on September 25th, 2025.

Overall, participation in these engagement events was not substantial. Staff received a total of 14 comments submitted by 7 individual participants. The in-person PIM resulted in one written comment.

The following general comments were raised by the public:

- Recognition of the site's strategic location in relation to Capilano University, with comments noting its proximity to transit and potential to help alleviate pressure on the broader rental market.
- Concerns regarding the limited provision of parking, including the potential for spillover impacts on surrounding residential areas and requests for a clearer rationale behind the proposed parking strategy.
- Feedback suggesting the site may not be appropriate for this type of use, with a preference expressed for locating student housing closer to Capilano University or the Phibbs Exchange transit hub.
- Concerns that the proposed massing, height, and density are not aligned with the vision and planning principles of the Lynn Creek Town Centre.
- Comments that the proposal lacks commercial or retail space, public amenities, and meaningful contributions to the surrounding community.

- Concerns about the small size of the proposed residential units, particularly the inclusion of "nano" suites.
- Perceptions that the scale of the development may worsen existing traffic congestion in the area.
- Criticisms related to the building's overall design, including architectural expression and visual integration with the surrounding context.

Capilano University also submitted a letter of support as part of the proposal package (Attachment 1)

CONCLUSION

Staff support the creation of new student housing units in the District, especially within key growth centres close to amenities and services such as transit. However, this application proposes a density that is significantly higher than the current OCP density limit, that cannot be justified with the limited amount of proposed community benefits. Furthermore, there are other significant issues with the application, including building form and design, site access, and a lack of secured below-market units.

This report outlines these key issues to inform Council early in the application review process and to seek Council's direction on how to proceed with the project review.

Staff recommend that that application be revised as described in this report.

The following Options section of this report includes alternative directions for Council consideration.

Options:

1. Proceed with bylaw introduction – *"THAT Staff be directed to prepare bylaws based on the applicant's OCP amendment and rezoning application";*
2. Revise – *"THAT Council is not supportive of the application as it is presented and requests the applicant revise their application to lower the density to a maximum 4.5 FSR, and to address key issues of building design, site access and below-market housing, along with other rezoning-stage issues identified by staff."*

[Staff Recommendation].

3. Reject – *"THAT Council is not supportive of this OCP amendment and rezoning application as presented and that the application be rejected"; or*
4. Defer – *"THAT Council's consideration of the application as presented be deferred until after further policy work is done to assess opportunities and challenges related to introducing a new OCP density limit"*

Respectfully submitted,



Tash Cheong
Development Planner

Attachments:

1. Capilano University Letter

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	



Mayor Mike Little and Members of Council
District of North Vancouver
355 West Queen's Street
North Vancouver BC

November 14, 2024

Dear Mayor and Council:

Subject: Forum Asset Management Student Housing

Housing on the North Shore has been a growing concern. At Capilano University (CapU), we have been looking at ways to contribute to solutions, including our on-campus student housing scheduled to be completed in 2025. We are also pleased to share information with you on a new opportunity that would bring more housing to the District of North Vancouver (DNV) and benefit the community.

CapU and Forum Asset Management (Forum) are exploring an opportunity for off-site housing for CapU students. The project will require District of North Vancouver council approval so we welcome any feedback you might have on the project.

CapU is focused on the idea of a university area/village that was first socialized to DNV council members in 2019 during a visit to the University. We have a vision of the University being integrated into the community, providing facilities and amenities for athletics and entertainment that would benefit the DNV and the University communities. We picture our students living in student style housing, both on- and off-campus within the area/village, and finding gainful employment with small businesses while they complete their studies.

The University is in a period of growth, increasing enrolment, expanding our degree and course selections and adding more childcare spaces. As we continue to grow, providing housing is a top priority for attracting and retaining students.

In 2023, the University announced provincial funding for a new 360-bed on-campus student housing facility set to open in 2025. The DNV has been a great supporter of this project, and we appreciate your work to help us move this forward; however, we know that our current plans will not be enough to meet the high and growing demand for student housing. To bring more housing to our campus community, CapU is exploring two avenues: applying for additional funding through the province for a phase 2 and working with private sector companies who share our values and share our vision for true student style housing.

Forum has presented a great opportunity for CapU and the DNV with a proposed development on the edge of the University area/village and could provide housing within walking and biking distance of the campus, reducing traffic congestion and supporting environmental sustainability.

The project being explored could provide up to 500 beds of student housing-style affordable units. The project could help push us over the 800-bed mark for our students. This development would benefit the DNV by freeing up affordable employee housing, gaining up to 500 employable students for North Shore businesses and reducing the number of students commuting over the bridge.

In the coming months, we look forward to sharing more information as we delve further into the details of the opportunity. We look forward to hearing any initial feedback you may have and are available to talk and answer any questions.

Kind regards,

A handwritten signature in black ink, appearing to read 'Paul Dangerfield', with a stylized, cursive script.

Paul Dangerfield

Table 2: Zoning

Designation	Permitted/Required	Proposed	Complies
Use	RS4	CD - PBSA (Purpose Built Student Accommodation)	NA
Accessory Use	Uses ancillary and subordinate to RS4	Parkade	NO
Lot Area (1)	Minimum 550 m ²	1,941.51/ 1,711.83 m ²	YES
Units/Acre (UPA) (2)	7.26	887	NO
Units/Hectare (UPH) (3)	18	2,195	NO
GFA (4)	170 m ²	11,113.62 m ²	NO
GFA (Without Amenity) (5)	NA	10,507.88 m ²	NO
Floor Space Ratio	< 0.6	5.77	NO
Floor Space Ratio (Without Amenity) (6)	NA	5.46	NO
Building Coverage (7)	35%	62%	NO
Site Coverage (8)	50%	65%	NO
Building Height (9)	10.7	74.2m	NO
Number of storeys	NA	21	NA
Setbacks			
North (Side)	1.05m	3.0m	YES
South (Side)	3.05m	4.5m	YES
East (Rear)	7.6m	4.5m	NO
West (Front)	6.1m	4.0m	NO
Units and Amenity			
Units	NA	436	NA
Beds	NA	488	NA
Total Amenity (Unit + 2.98m ² /bed + 2.83m ²)	NA	1267.59 m ²	NA
Indoor Amenity (Unit + 1.42m ² /bed + 1.35m ²)	NA	605.74 m ²	NA
Outdoor Amenity (Unit + 1.52m ² /bed + 1.48m ²)	NA	661.85 m ²	NA

Notes below are provided for additional clarity as related to information provided in Proposed

Note (1): Gross lot area = 1941.51 m²
 Dedication 4.2 m x meter = 229.68
 Net Area = 1941.51 - 229.68 = 1711.83 m²
 Note (2): UPA = Units/Gross Lot(Acre) = 426/0.48 = 887
 Note (3): UPH = Units/Gross Lot(Hectare) = 4260/194 = 2195
 Note (4): Below grade area of 231.88m² excluded
 Note (5 & 6): Indoor Amenity of 605.74m² excluded
 Note (7): Building Coverage = 1073.34 Building Area / 1,711.83 Net lot = 62%
 Note (8): Site Coverage (1073.34 Building Area + 40.92 Ramp) / 1,711.83 Net lot = 65%
 Note (9): Building height in meters will be recalculated after receiving exact natural and finished grade during BP submission review.

Table 3: Parking

Designation	Required	Proposed	Complies
Required Parking	578	0	NO
Residential Parking (1)			
Parking Breakdown			
Small Car (ZB 1007 max. 35%) or proposed 20 spaces	7	5	NO
Visitor Parking (ZB 1003: min 0.25 sp/unit)	121	15	NO
Universal Parking (4.5% of provided 20sp) (4)	1	1	YES (based on 20 parking spaces)
Bicycle Parking			
Class 1 Residential (Not Regulated Under ZB)	NOT REGULATED	340	NOT REGULATED
Class 3 Short Term Residential (3)	57	6	YES

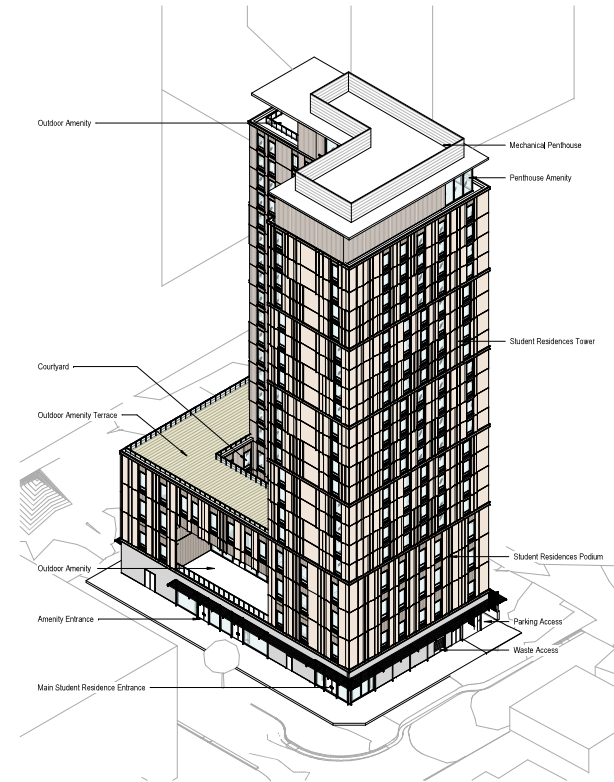
Note (1): 1 space per unit plus 1 space per 300m² of gross residential floor area
 485 + (9304.78 m²/100 m²) = 485 + 93 = 578 spaces
 Note (2): Bicycle racks/parking details have not been shown in the submitted drawings. This report is based on the architect's declaration.
 Note (3): 0.2 spaces per unit for any development containing 5 or more dwelling units
 Note (4): This requirement comes from DNV Accessibility policy.

Table 5: Unit Mix

LEVEL	TOTAL RESIDENTIAL UNIT COUNT					
	JR. STUDIO	STUDIO	STUDIO ACC	3B	UNITS	BEDS
UNIT TYPE						
GENERAL AVERAGE UNIT SIZE						
	17m ²	26m ²	28m ²	61m ²		
PODIUM						
Level 01	0	0	0	0	0	0
Level 02	18	6	1	0	25	25
Level 03	24	6	2	0	34	34
Level 04	30	9	2	0	40	40
TOWER						
Level 05	12	6	1	0	19	19
Level 06	14	4	1	1	20	22
Level 07	14	4	1	1	20	22
Level 08	14	4	1	1	20	22
Level 09	14	4	1	1	20	22
Level 10	14	4	1	1	20	22
Level 11	14	4	1	1	20	22
Level 12	14	4	1	1	20	22
Level 13	14	4	1	1	20	22
Level 14	14	4	1	1	20	22
Level 15	14	4	1	1	20	22
Level 16	14	4	1	1	20	22
Level 17	15	1	1	0	22	22
Level 18	15	6	1	0	22	22
Level 19	15	6	1	0	22	22
Level 20	15	6	1	0	22	22
Level 21	0	0	0	0	426	0
TOTAL	298	96	21	11	426	448
	70%	22.5%	4.9%	2.6%		

Table 4: Parking Dimensions

Designation	Required	Proposed	Complies
Minimum Parking Space Dimensions			
Standard – Width	2.7 m (8.8’)	2.7 m (8.8’)	YES
Standard – Length	5.7 m (18.7’)	2.7 m (8.8’)	YES
Small Car – Width	2.6 m (8.5’)	2.6 m (8.5’)	YES
Small Car – Length	4.9 m (16.1’)	4.9 m (16.1’)	YES
Universal – Width	3.7 m (12.1’)	3.7 m (12.1’)	YES
Universal – Length	5.7 m (18.7’)	5.7 m (18.7’)	YES
Car Spaces – Clear height	2.1 m (6.9’)	2.1 m (6.9’)	YES
Loading – Width	3 m (9.8’)	NA	NA
Loading – Length	9 m (29.5’)	NA	NA
Loading – Clear height	NA	NA	NA
Additional Width Abutting Wall	0.2 m (0.66’)	0.2 m (0.66’)	YES
Minimum Manoeuvring Aisle Width	7 m (23’)	7 m (23’)	YES
Maximum Driveway Widths	6 m (20’)	Applies at...	NA
Maximum Driveway Widths			
Within 20’ of Property Line	10%	15%	NO
Generally	12.5%	15%	NO
Maximum Cross Slope for Parking	5%	NA	NA

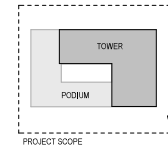


HUNTER DEVELOPMENT

1578-1590 Hunter Street North, Vancouver, BC, V7J 1H5

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 Vancouver, BC V6H 3V9
 Canada
 Tel: +1 604.344.6371



Date	Description
1 2026-01-16	DP Submission

Seal / Signature



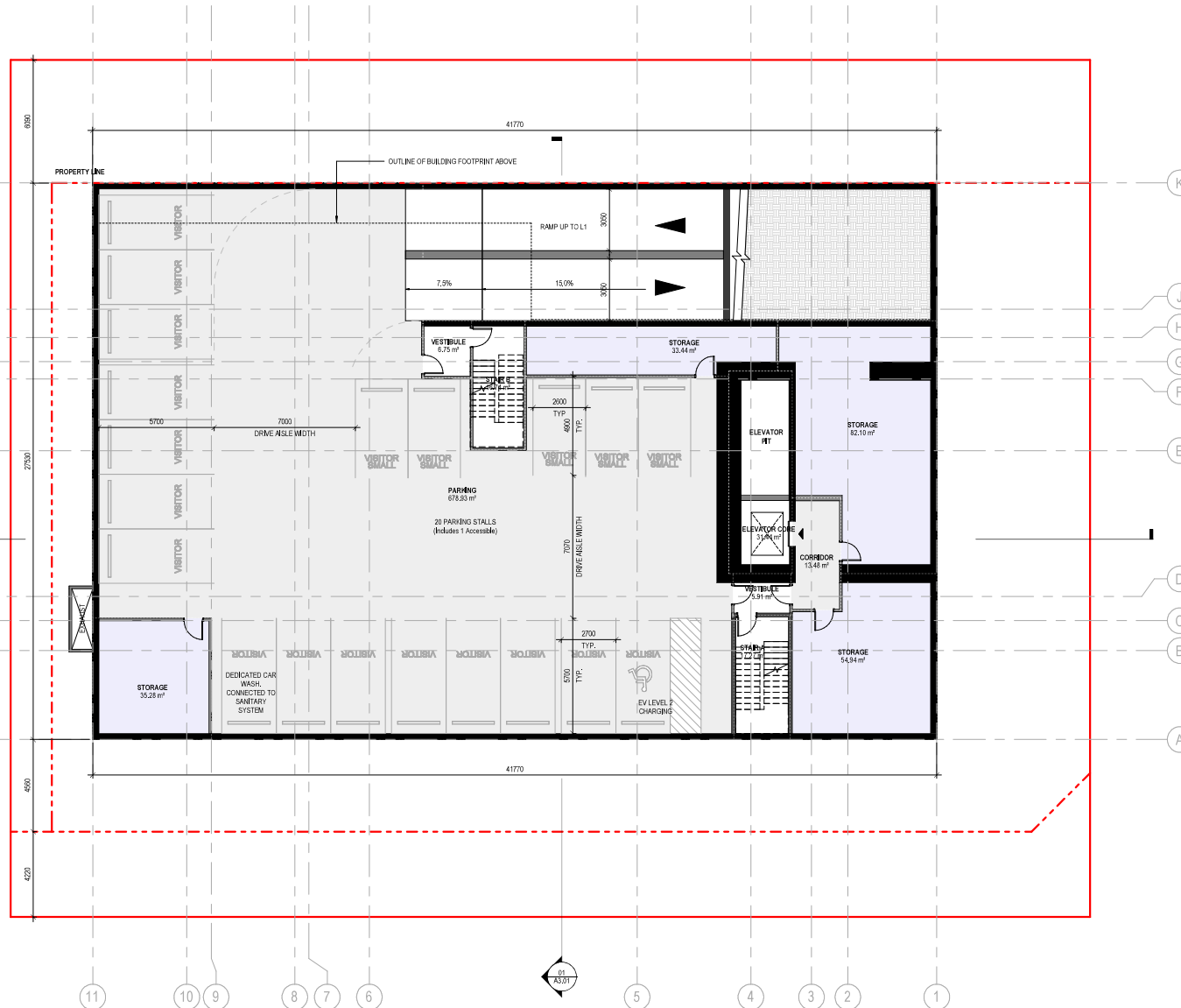
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 Forum Asset Management &
 Lotus Capital Corp
 Project Number
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 Description
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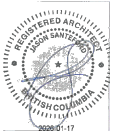
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Project Number

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Description

LEVEL P1

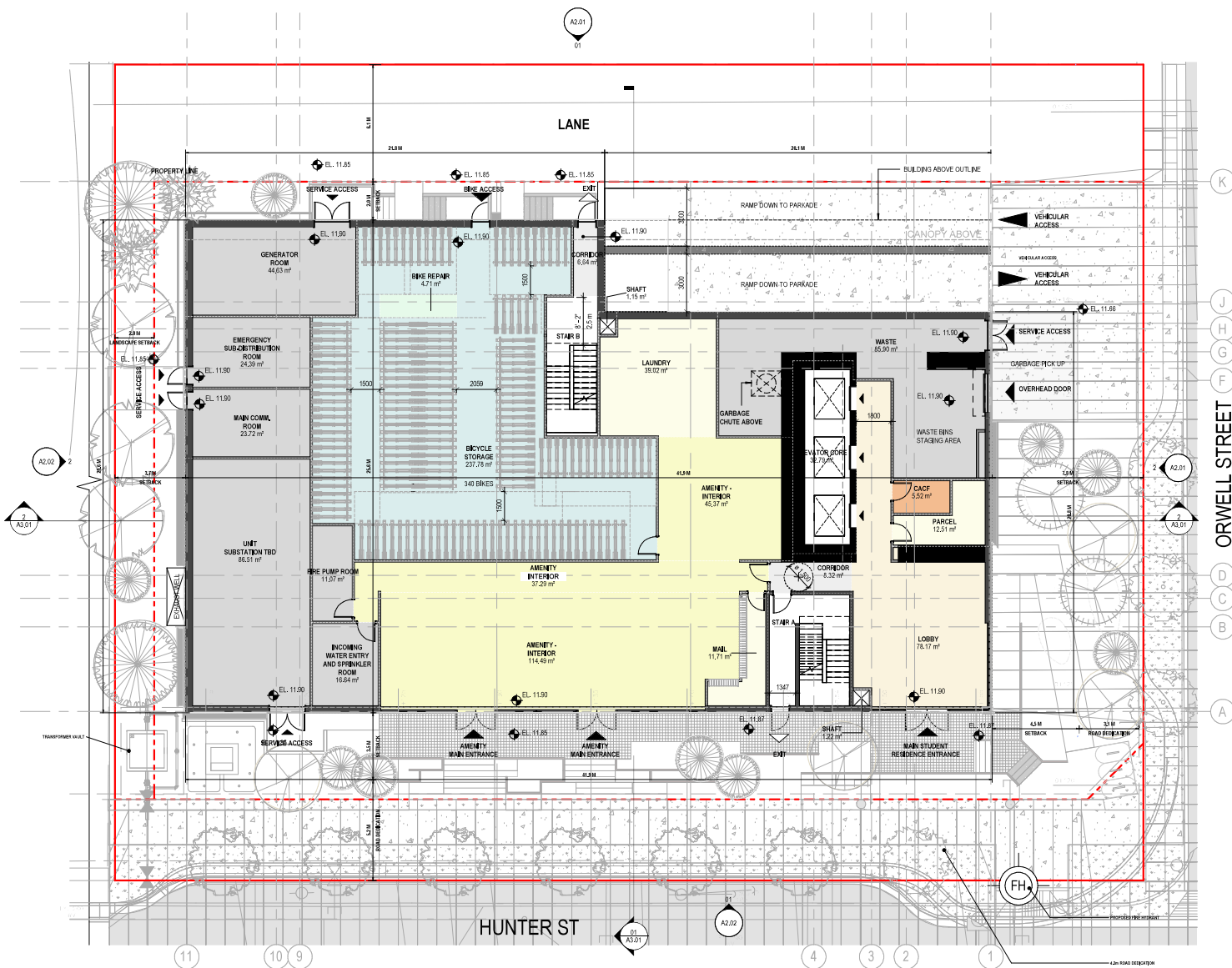
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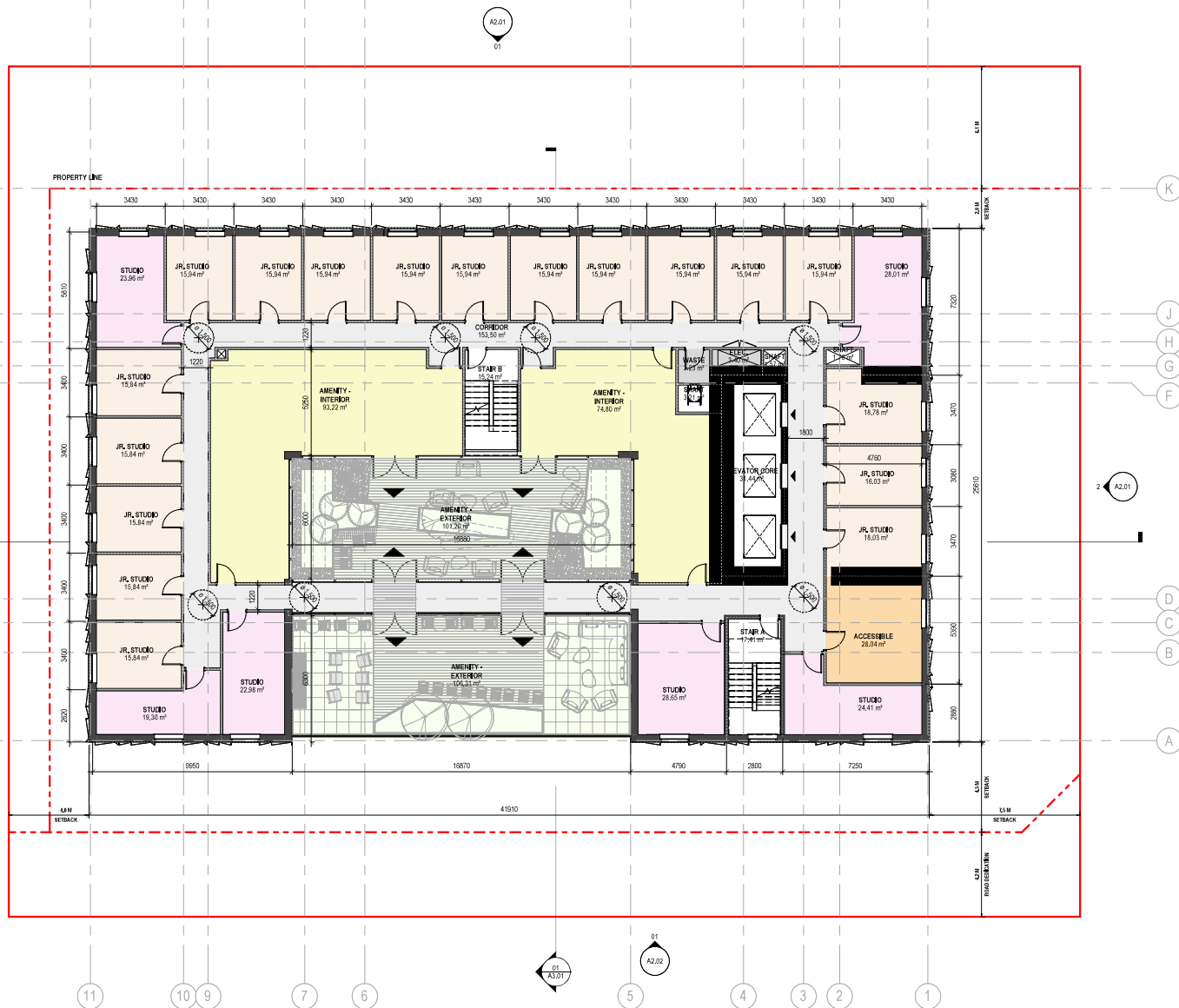
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LEVEL 02

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02 LEVEL 02
SCALE 1 : 100

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01 LEVEL 06-16
SCALE: 1:100



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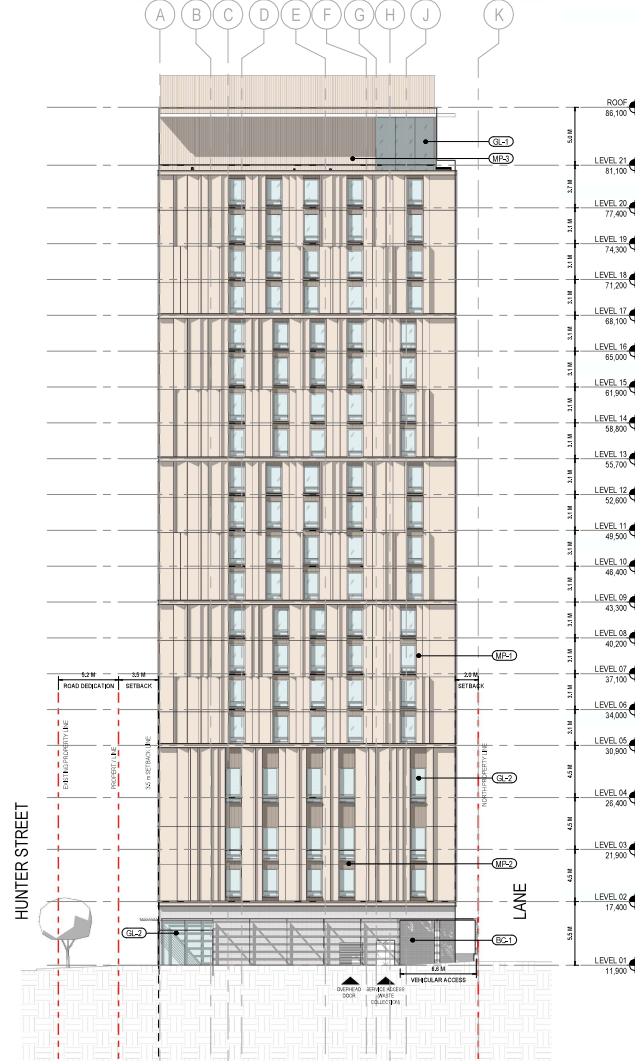
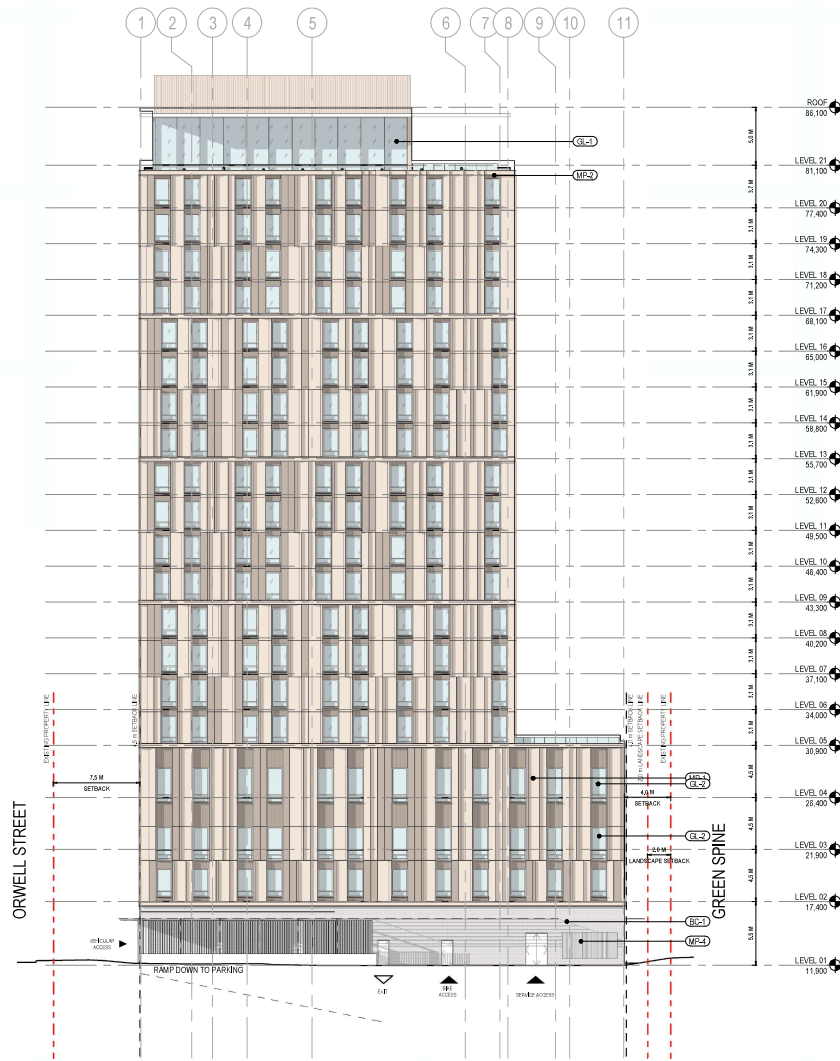


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Date	Description
1 2024-01-16	DP Submission

LEGEND

EXTERIOR FINISHES

- GL-1 GLAZING, LOW-IRON TEMPERED GLASS
- GL-2 GLAZING, BIRD-FRIENDLY TREATMENT
- MP-1 METAL PANEL, TAN COLOR
- MP-2 FLUTED METAL PANEL, WOOD COLOR
- MP-3 FLUTED METAL PANEL, TAN COLOR
- MP-4 METAL LOUVERS (REF. TO MECH.)
- BC-1 BRICK CLADDING, GREY COLOR

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Project Name

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Project Number

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Description

ELEVATIONS - NORTH AND EAST

Scale

As indicated

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