

AGENDA INFORMATION				
☒ Regular Meeting	Date: September 21, 2026			
☐ Council Workshop	Date:			
☐ Information Report	Date:			
☐ Other	Date:			
		Dept. Manager	GM/ Director	CAO

The District of North Vancouver REPORT TO COUNCIL

September 1, 2026
Case: PLN2023-00069
File: 08.3060.20/069.23

AUTHOR: Yan Zeng, Manager, Development Planning

SUBJECT: Bylaw 8731 - Text Amendment to CD 67 (Unit 150 - 680 Seylynn Crescent)

RECOMMENDATION:

THAT Bylaw 8731 and the associated rezoning text amendment application be referred to staff to work with the applicant to address the outstanding conditions of final reading, and report back to Council.

REASON FOR REPORT:

This report seeks Council's direction on how to proceed with "District of North Vancouver Rezoning Bylaw 1448 (Bylaw 8731)".

DISCUSSION:

RWPAS Ltd. has applied to amend the text of Comprehensive Development (CD) Zone 67 to permit a Restaurant Use in the existing vacant Commercial Retail Unit (CRU) in the "Compass" building (Unit 150-680 Seylynn Crescent). The proposal is for a full-service, sit-down dining establishment, which currently is not permitted under the zoning.

On *July 21, 2025*, Bylaws 8731 received First, Second and Third reading (link to the report to council [#6554986](#) , link to the minutes [#6596963](#)).

A condition of the rezoning approval is that there would be an agreement between the Compass strata (where the subject CRU is located) and the Apex strata to allow the patrons of the proposed restaurant to use excess vehicle parking in the Apex building. This agreement had been previously agreed to 'in principle' between the two stratas. Subsequently, a covenant was

drafted to secure the shared parking arrangement between the two stratas, with the District being a party to the covenant.

Late August, staff were informed that the agreement would not move forward – there were stated safety concerns from the Apex strata.

Since the beginning of this text amendment application, staff and the applicant have focused on finding a solution to make up the shortage of vehicle parking stalls for the proposed restaurant. The car share with Apex has been identified as an ideal solution because of the daytime/nighttime use difference as well as the proximity factor.

With the agreement not moving forward, the proposed restaurant use is facing an 8-space vehicle parking shortage, in accordance with parking provisions under the Zoning Bylaw.

The applicant has provided a written letter requesting that Mayor and Council to consider supporting the application without additional parking (Attachment 1). They have outlined a few reasons that, in their view, should make a lower parking ratio work for this restaurant, and that they ask Council to approve the application with the available parking “as is”, i.e. three available parking stalls in the Compass building for this CRU.

Staff support the restaurant use at this location. We also recognize that the upcoming Zoning Bylaw Rewrite for commercial and mixed-use zones may recommend revised parking requirements for town and village centres, and potentially based on proximity to transit.

However, in staff’s view, this significant parking variance requires, at a minimum, a site-specific staff review as well as a neighbourhood notification. Staff recommend that the application be referred back to staff to work on a solution.

CONCLUSION

Staff are supportive of the application and would like to see bylaw proceeding to adoption in a timely manner. The parking shortage as a result of the parking agreement not proceeding however, requires additional time and process to resolve. Staff recommend refer the application back to staff.

Options:

The following options are available for Council’s consideration:

1. THAT Bylaw 8731 and the associated rezoning text amendment application be referred to staff to work with the applicant to address the outstanding conditions of final reading, and report back to Council (Staff Recommendation); or
2. Adopt the bylaw without the parking covenant, as requested by the applicant; or

3. Give the bylaw no further readings and abandon the bylaw at Third Reading; or
4. Provide alternative direction to staff.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read 'Yan Zeng'.

Yan Zeng
Manager, Development Planning

Attachments:

1. Applicant's Letter

REVIEWED WITH:		
☐ Community Planning	_____	☐ Clerk's Office
☐ Development Planning	_____	☐ Communications
☐ Development Engineering	_____	☐ Finance
☐ Utilities	_____	☐ Fire Services
☐ Engineering Operations	_____	☐ ITS
☐ Parks	_____	☐ Solicitor
☐ Environment	_____	☐ GIS
☐ Facilities	_____	☐ Real Estate
☐ Human Resources	_____	☐ Bylaw Services
☐ Review and Compliance	_____	☐ Development Services
		BD

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

RWPAS LTD.

August 31 2026

To: Yan Zeng Development Planning Department Manager

Bylaw 8731 – Text Amendment to CD 67 (Unit 150 - 680 Seylynn Crescent) Rationale

Since initially submitting our preliminary application in May 2022, we have worked closely with a number of DNV staff in multiple departments to try and achieve what we, the applicant team, believe is an unnecessary parking supply requirement for a new restaurant in Lynn Creek Town Centre.

Elsewhere in the District, restaurants have successfully operated with a Village Commercial Blended parking rate of 1 stall per 30 sqm of floor area – half of what is currently being requested of us. In Lower Lonsdale, where I have lived for about 7 years, many restaurants have successfully continued their operations with a much lower parking rate: 1 stall per 75 sqm. Several long-standing restaurants such as Jägerhof and Fishworks have operated for many decades with only limited off-street parking which is used only by staff if at all.

We believe that the longterm success of a restaurant, particularly one that is surrounded by residential use, relies on the quality of the food and service provided, not the number of parking stalls for customers. The residential strata in Compass agreed with this proposal and were excited to have a new restaurant opening in their building and in September 2024 voted in favour of the change of use.

We also believe and understand that a densely populated Town Centre, such as Lynn Creek, that is still growing, and that has been planned and built out in a way that encourages active transportation options, is an appropriate location for a restaurant with limited or even zero designated off-street parking. The understanding we have always had of a Town Centre was to create communities where people can live, work and play without relying on cars. And now that Lynn Creek is densifying, we feel a restaurant of the size we propose will serve its purpose and thrive.

In our preliminary application, we suggested that a valet service for patrons could be provided by the restaurant to supplement parking demand that may not be met with the 3 stalls already allocated to the CRU. As staff did not approve of this idea, we have spent many thousands of dollars on consultant fees, and taken up many hours of staff time over the past 4 years trying to prepare a solution that satisfies the DNV imposed parking rate of 1 stall per 15 sqm of floor area. What was eventually prepared by our team, and approved by DNV Council last summer, is a parking agreement that would utilize a portion of the commercial parking stalls in the underground parking area of 1500 Fern Street (Apex), immediately adjacent to the proposed restaurant located at 680 Seylynn Crescent (Compass).

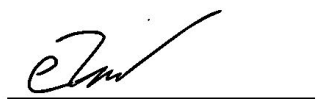
However, there have been several break ins and other safety concerns involving the gate which currently closes at 7pm and restricts access to the commercial and residential visitor parking area in the Apex building. The parking agreement in its current form would require this gate to stay open until 11pm, which we do not believe will be feasible. Strata approval of the proposed parking plan is required to receive final adoption of this bylaw text amendment, and, for a number of reasons, this is not something we wish to impose on the residents and commercial

tenants of Apex at this time. No deals have fallen apart. It has only been the parking rate imposed that has brought us to a stand still.

It is frustrating for us, and we are sure for DNV Staff and Council as well, that this process has been drawn out for so long, resulting only in the continued vacancy of an excellently built and located commercial unit in a growing town centre. We do not understand who is benefiting from the continued enforcement of an unachievable parking rate, one not that is not imposed elsewhere in the DNV, and one that is preventing a new restaurant from opening in an area that DNV council agrees is a perfect location for a restaurant of this kind.

We are asking staff to reconsider the 1 stall per 15 sqm parking rate as it is currently unachievable and, we believe, unnecessary and instead that staff recommend Council approve the proposed bylaw text amendment to allow a sit down restaurant as a permitted use in the CD-67 zone, in which 680 Seylynn Crescent is located, with no additional parking required above the 3 parking stalls already associated with the CRU.

If staff will not recommend support for this amendment, we would like to have DNV Council deliberate on whether a high parking rate, one that is not imposed on other restaurants in the DNV, should prevent a restaurant from opening in Lynn Creek Town Centre.

A handwritten signature in black ink, appearing to read 'Eric White', is written above a horizontal line.

Eric White
RWPAS Ltd.