

WELCOME

Have your say in where and how we grow

The Province is requiring the District of North Vancouver to accommodate approximately 22,000 additional homes in the community over 20 years. To meet the provincial requirements, we are updating our Official Community Plan (OCP) to show how we will accommodate growth and where we will prioritize new housing.

We want your input on:

- Where and how to accommodate 22,000+ new homes in our community as mandated by the Province.
- How to grow our single-family areas in ways that support the community's vision and meets our housing needs.

Your input matters! All feedback will help shape our community's future.

Ways you can participate:

View all the information boards, or skip to what you're most interested in.

- **Boards 3 to 18:** OCP Update and conceptual land use scenarios
- **Boards 19 to 26:** Changes to single-family zoning
- **Boards 27 to 28:** Supporting changes in the community

Learn more about the project at our in-person and virtual events, and at our project webpage.


Questions? Comments?

We want to hear from you! Speak with District staff.



Scan the QR code or visit **DNV.org/OCP-2025** to learn more and take the survey. **Open until April 29, 2025.**





*The District of North Vancouver respectfully acknowledges the original peoples of these lands and waters, specifically the *səlilwətaʔ* (Tsleil-Waututh), *Skwxwú7mesh Úxwumixw* (Squamish), and *xʷməθkʷəy̓əm* (Musqueam), on whose unceded ancestral lands the District of North Vancouver is located.*

We value the opportunity to learn, share, and serve our community on these unceded lands.



OUR OFFICIAL COMMUNITY PLAN (2011)

The District of North Vancouver's Official Community Plan (OCP) is our community's long-term vision for the future.

The OCP outlines our aspirations as a community and the quality of life we want for existing and future residents. It provides a road map for how we will manage land use, where we will build, and how we will protect our natural environment, resources, and assets.

Our current OCP, which was completed in 2011, outlines the objectives, policies and strategic direction for how land use and development will be managed through to 2030. This has guided Council's decisions and helped shape the District to become the vibrant, livable and thriving place it is today.

The growth framework of our OCP establishes a network of centres with a variety of housing types, amenities, and jobs that are well-connected and supported by transit.

Focusing growth in the four key centres contributes to our goals by:

- Developing complete, connected communities where people can live, work, learn, and play
- Creating high-quality, safe, and comfortable walking, cycling, and transit connections
- Supporting housing and businesses that meet the needs of residents, reduce greenhouse gas emissions, and are resilient to climate change
- Supporting enhanced transit service and future major transit
- Maintaining the character of existing neighbourhoods to foster sense of place and belonging
- Preserving employment lands to support a thriving community and local economy



WHY ARE WE UPDATING THE OCP?

In 2023 and 2024, the Province introduced new legislation that changes the way local governments plan for, manage, and approve new housing development. As part of the legislation, we are required to update our OCP by December 31, 2025.

JUL 15, 2024

Scope of OCP Update presented to Council

SEP 23, 2024

OCP Update engagement approach endorsed by Council

OCT 21, 2024

Interim Housing Needs Report received by Council

FEB 24, 2025

Council directed staff to undertake next phase of public engagement

WE ARE HERE

APR 1–29, 2025

Public engagement period

DEC 31, 2025

Provincial deadline to complete OCP Update

What are we updating in the OCP?

The OCP update is a housing-focused review of existing residential areas, such as growth centres and corridors, to consider where additional residential density could be accommodated. The update does not include a comprehensive review of all District policies.

Areas of focus:

• Identifying our 20-year housing needs

• Exploring appropriate locations for residential growth

• Aligning growth with transit-oriented area designations

• Updating land use designations to accommodate additional housing

• Exploring new and updated affordable housing tools

• Modernizing the OCP document

• Developing a new Regional Context Statement

Recent provincial legislation aims to build more homes, faster, and improve housing affordability.

Learn more about the provincial housing legislation at: www.gov.bc.ca

What else needs to be updated?

To comply with the legislation, we also need to update our Zoning Bylaw to align with updates to our OCP. For more information, see **Boards 27–28**.

What does this update mean for you?

The OCP update is an opportunity for you to inform the direction of future development in our community, identify community priorities and what actions are needed to support 22,000+ new homes, such that the District continues to be a vibrant place to live, work, learn, and play.

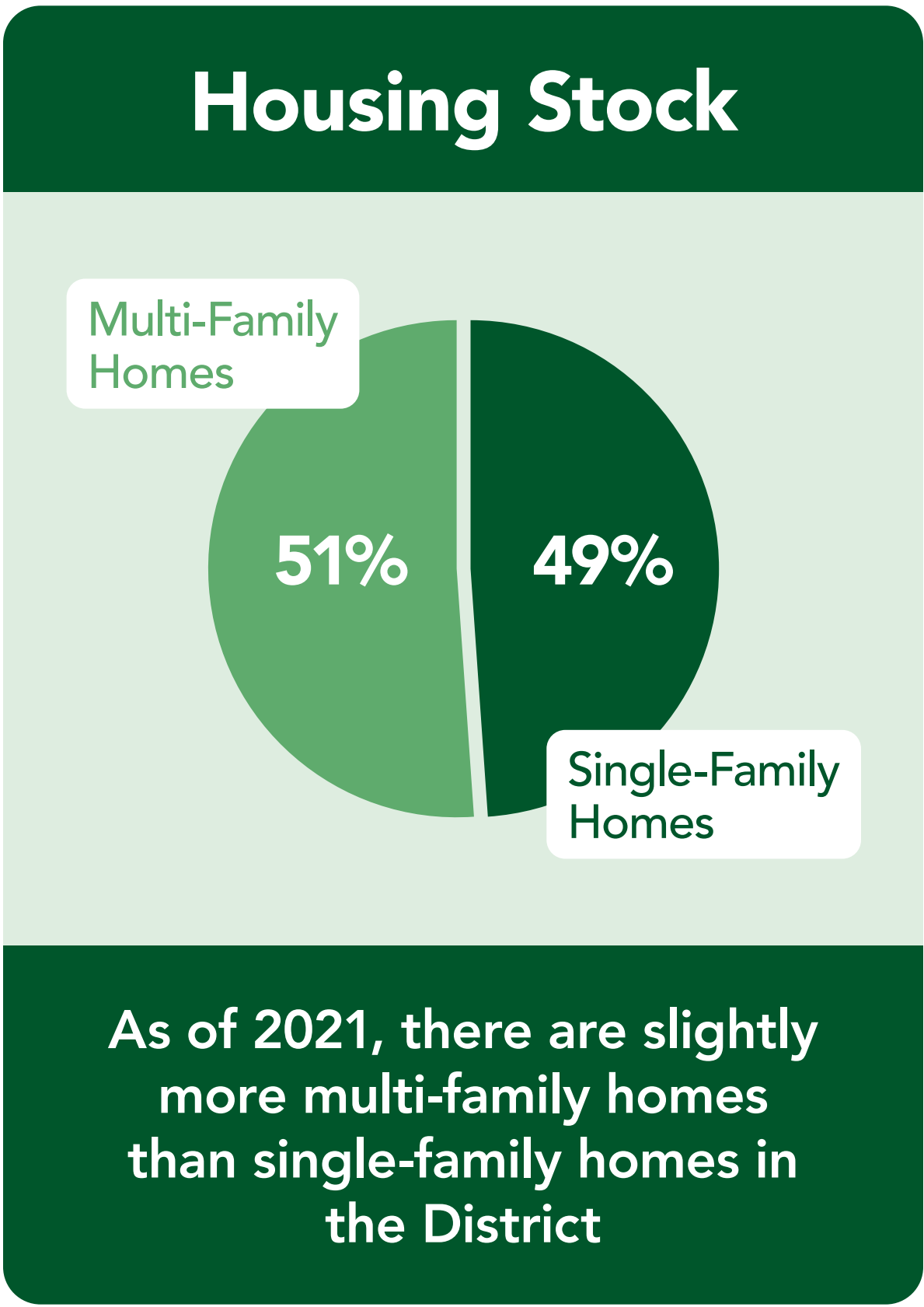
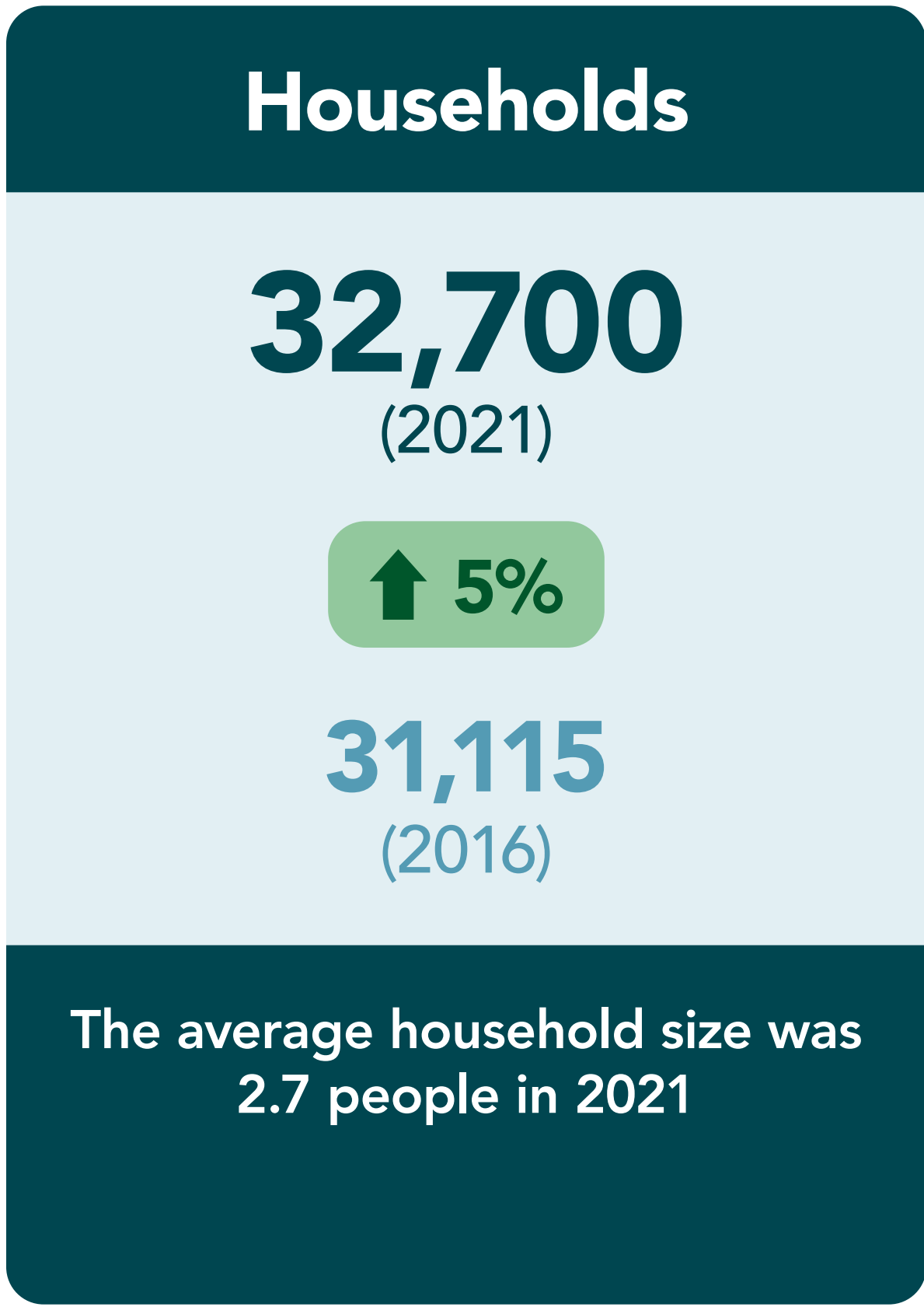
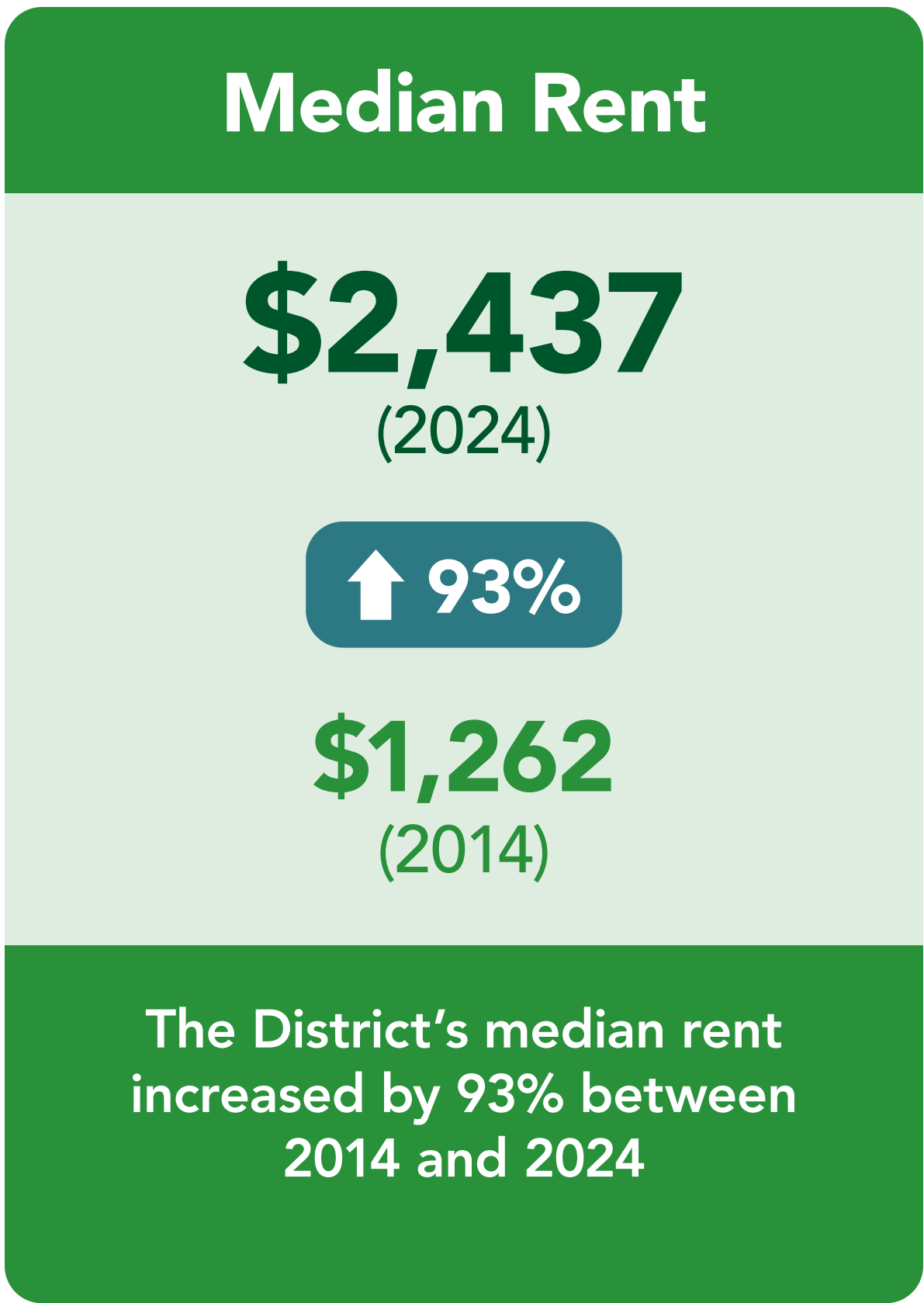
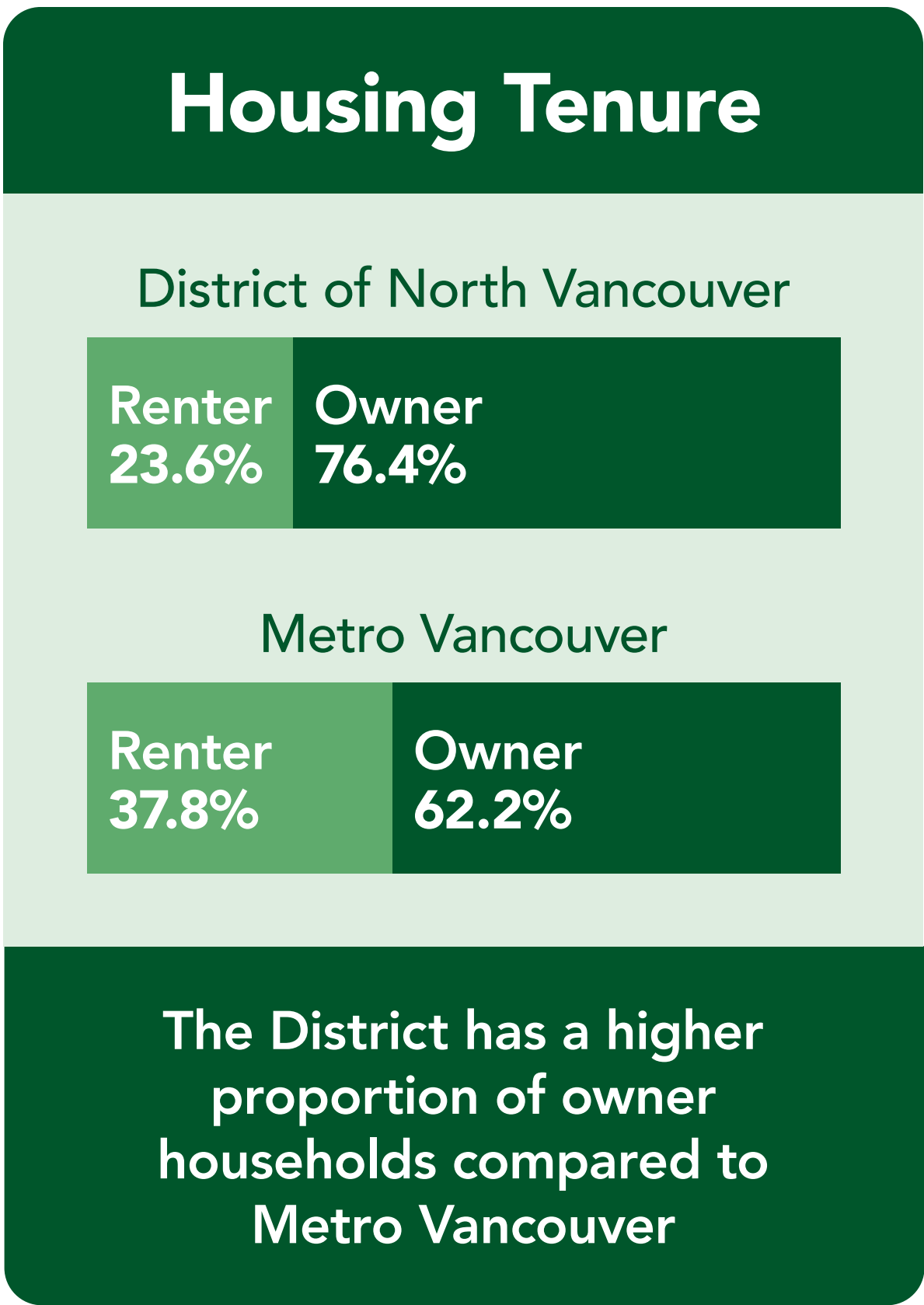
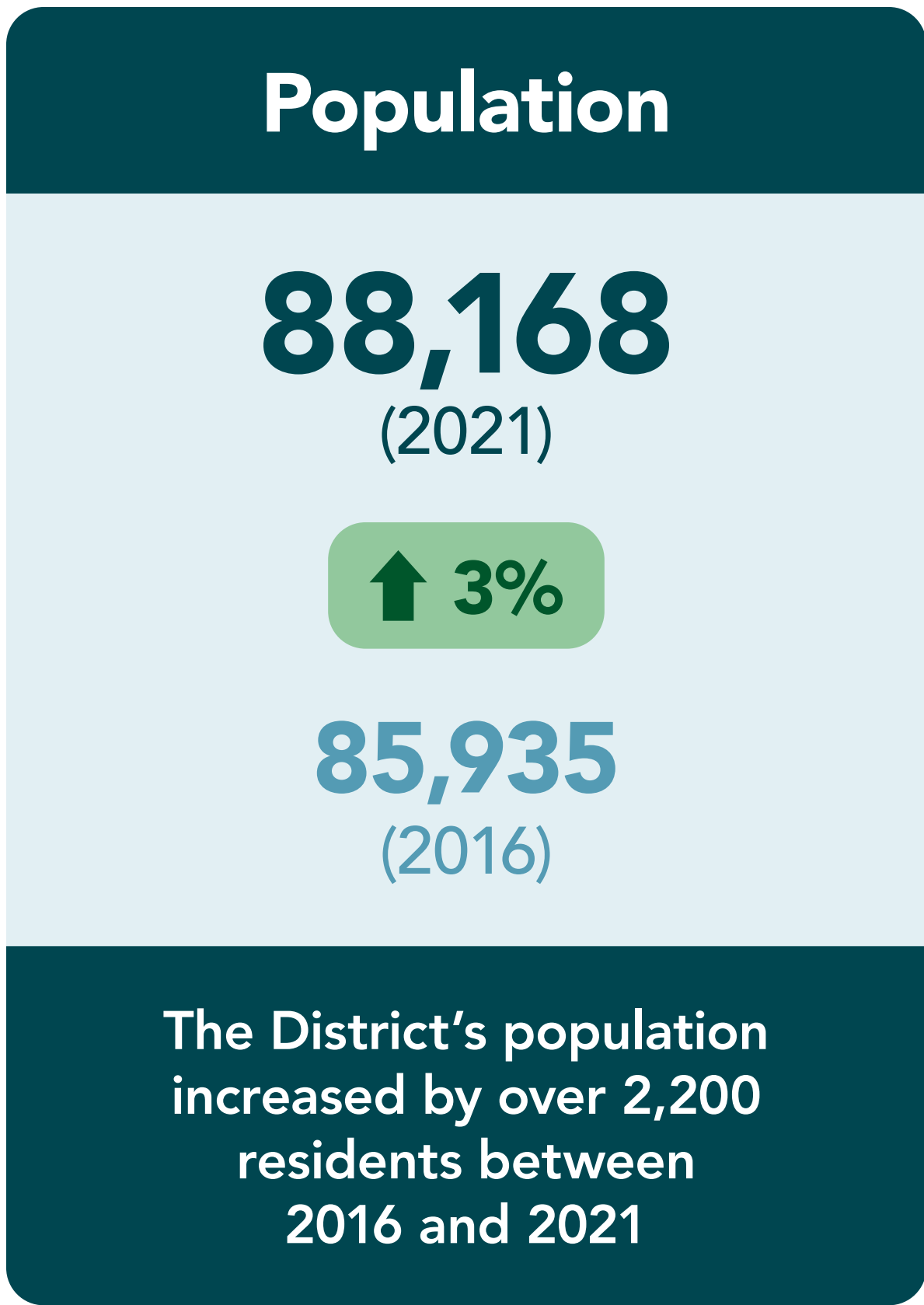


OUR HOUSING NEEDS

Building a complete and thriving community means ensuring everyone has access to housing options and choices that meet our needs over time.

Housing Needs Report

In 2024, we updated our Housing Needs Report to identify the community’s housing needs over the next 20 years. Based on the provincially prescribed methodology, our community needs an additional **22,369 new homes by 2041**.



Source: CMHC Rental Market Survey, Statistics Canada (2016 and 2021 Census)



SCENARIOS FOR ACCOMMODATING GROWTH

Three conceptual scenarios have been prepared for how our community can accommodate growth and meet our 20-year housing needs.

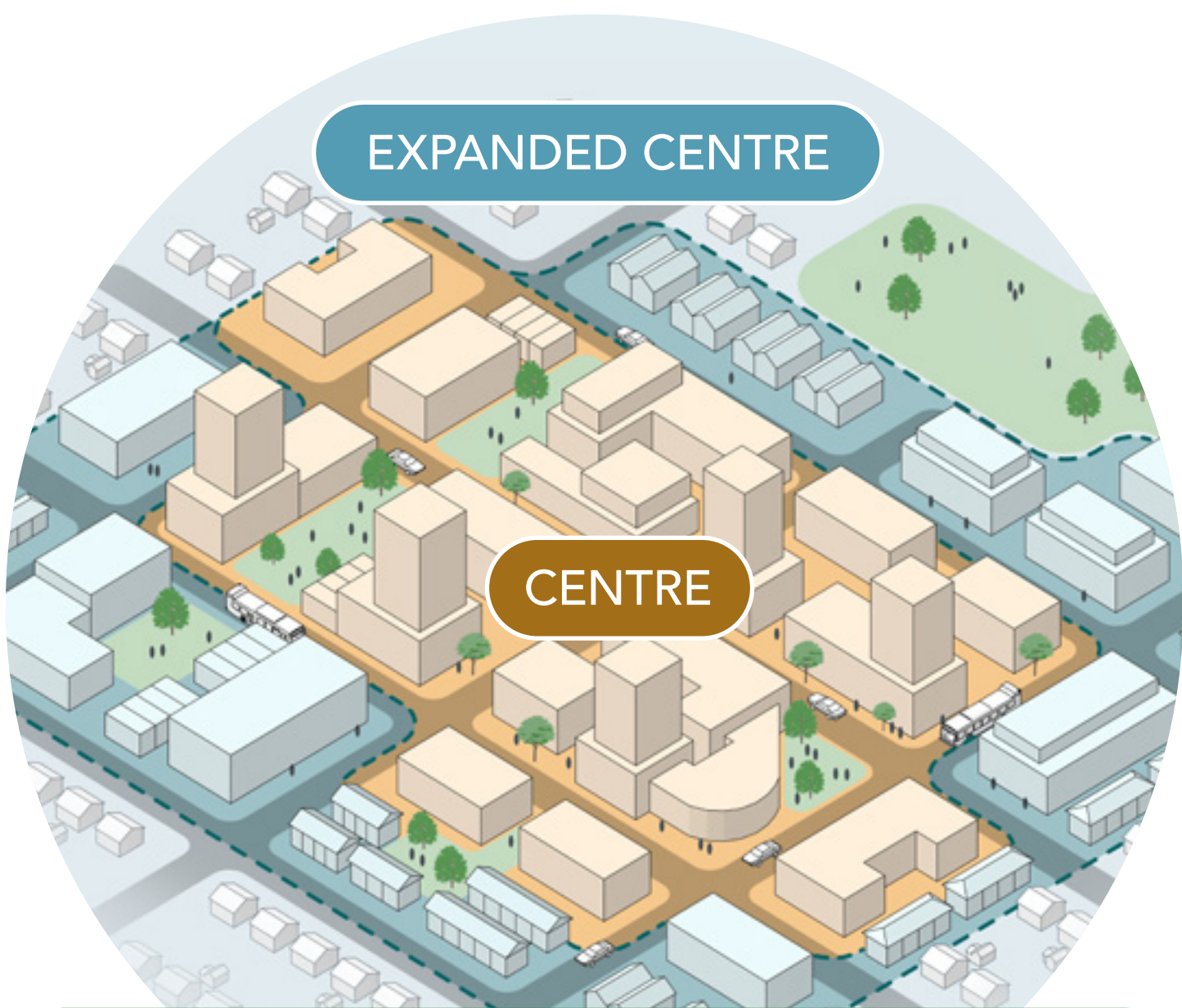
The current 2011 OCP directs 75% to 90% of new housing to our four key growth centres: Lions Gate/Marine Drive Village Centre, Lynn Valley Town Centre, Lynn Creek Town Centre, and Maplewood Village Centre. The three scenarios presented follow this urban structure. However, each scenario allocates growth differently and considers growth in somewhat different locations across the District.

Below are conceptual images to illustrate the principles behind the three scenarios.



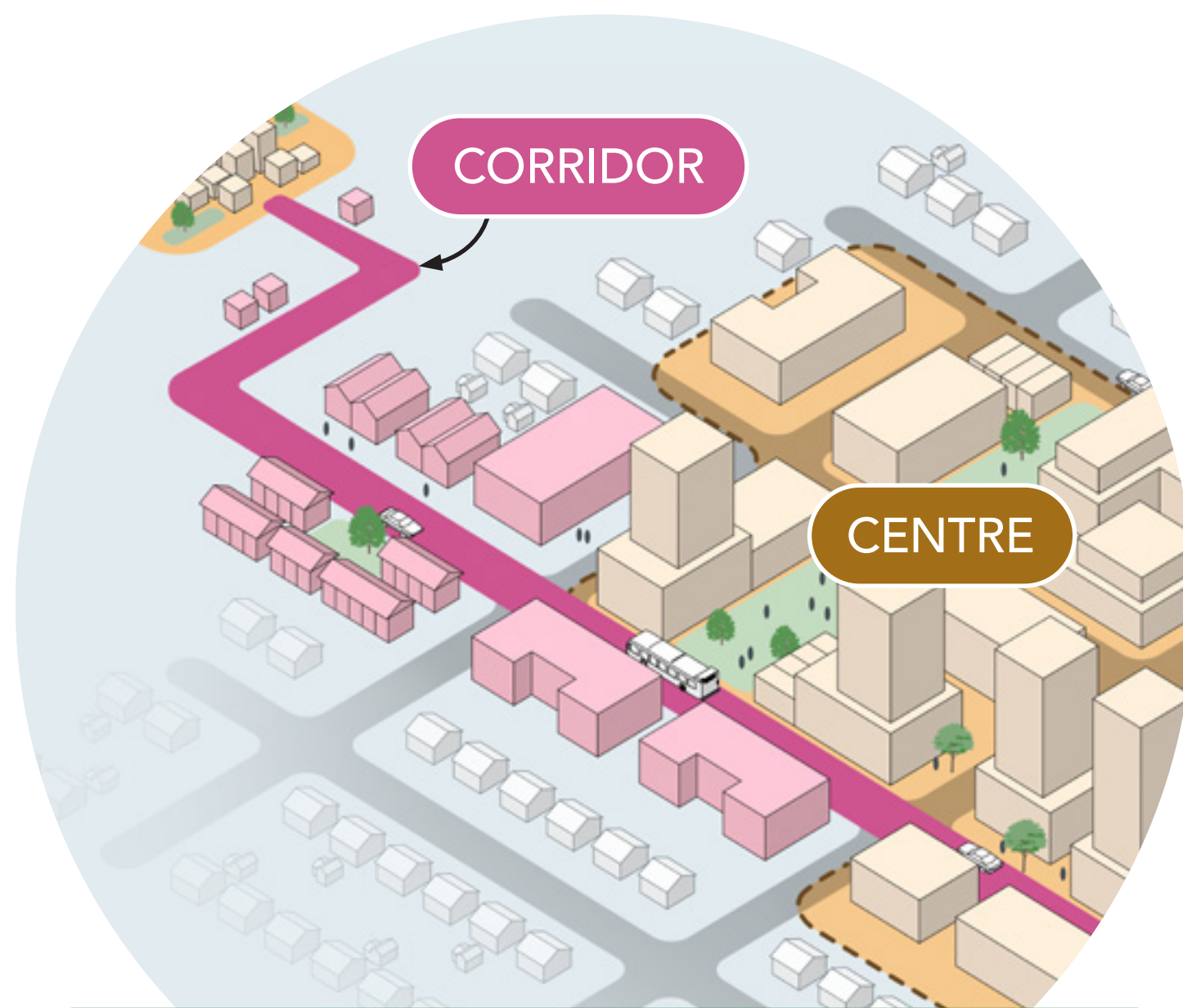
SCENARIO 1:
CONCENTRATE GROWTH

Concentrating new residential growth within the current boundaries of key centres.



SCENARIO 2:
EXPAND CENTRES

Expanding boundaries of some key centres to accommodate growth in a less concentrated, yet still centralized, way.



SCENARIO 3:
DISTRIBUTE GROWTH

Spreading new residential growth across other areas of the District, such as corridors, single-family areas, and smaller centres.



LET'S TALK ABOUT TRADE OFFS

Each scenario presents a different concept for how growth could be concentrated or distributed across the District, but any decision may have trade offs.

**Focusing growth in urban centres
can mean...**

**Distributing growth more widely
can mean...**



How will your input inform an updated plan?

The three scenarios provide high-level ideas for where future growth could be located. They present a range of possible options.

We will gather and analyze public input, alongside more technical analysis, to help us develop an updated plan that will form recommendations to Council for updates to the OCP's residential land use designations and maps.



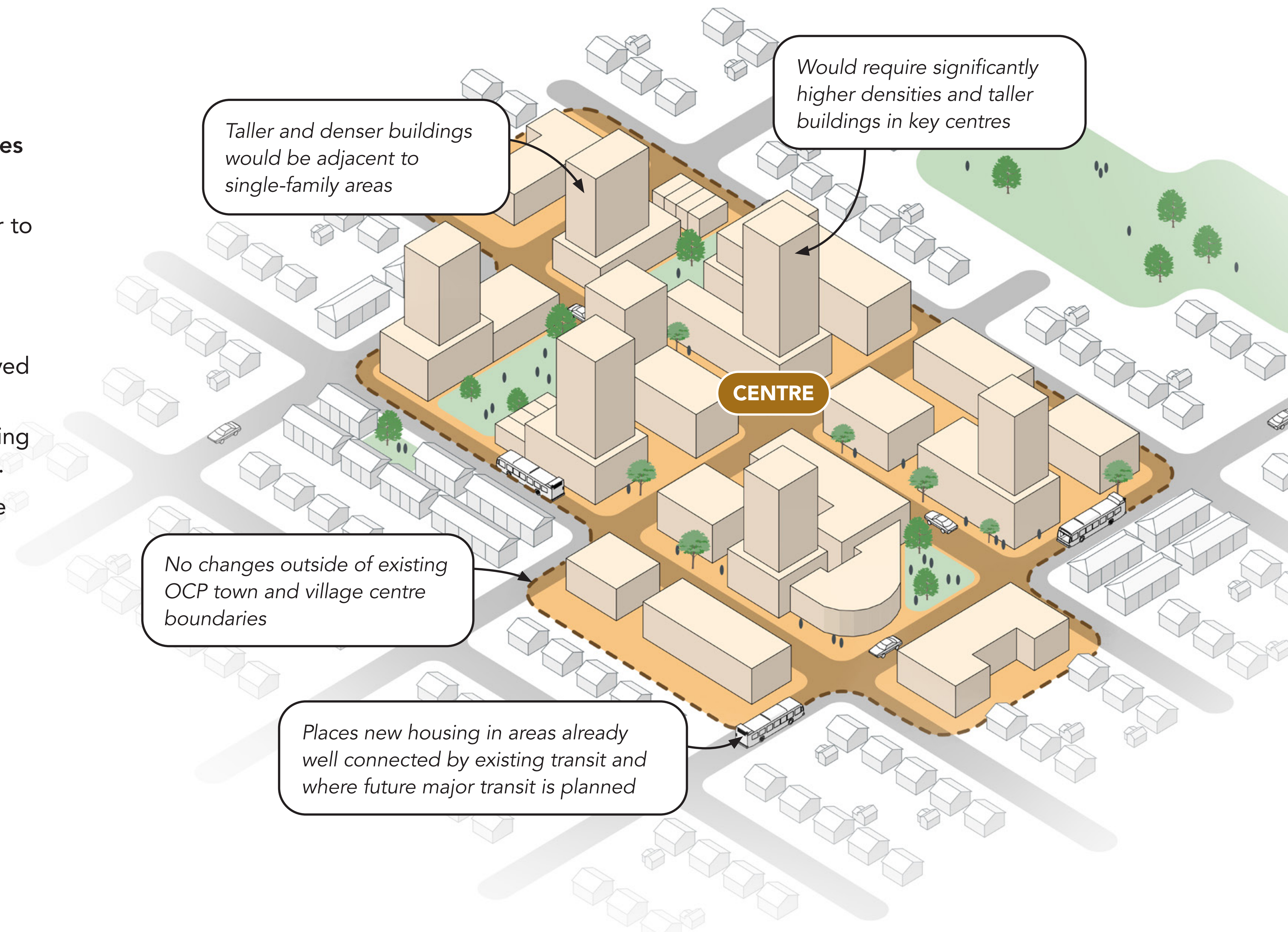
MODEL: CONCENTRATE GROWTH

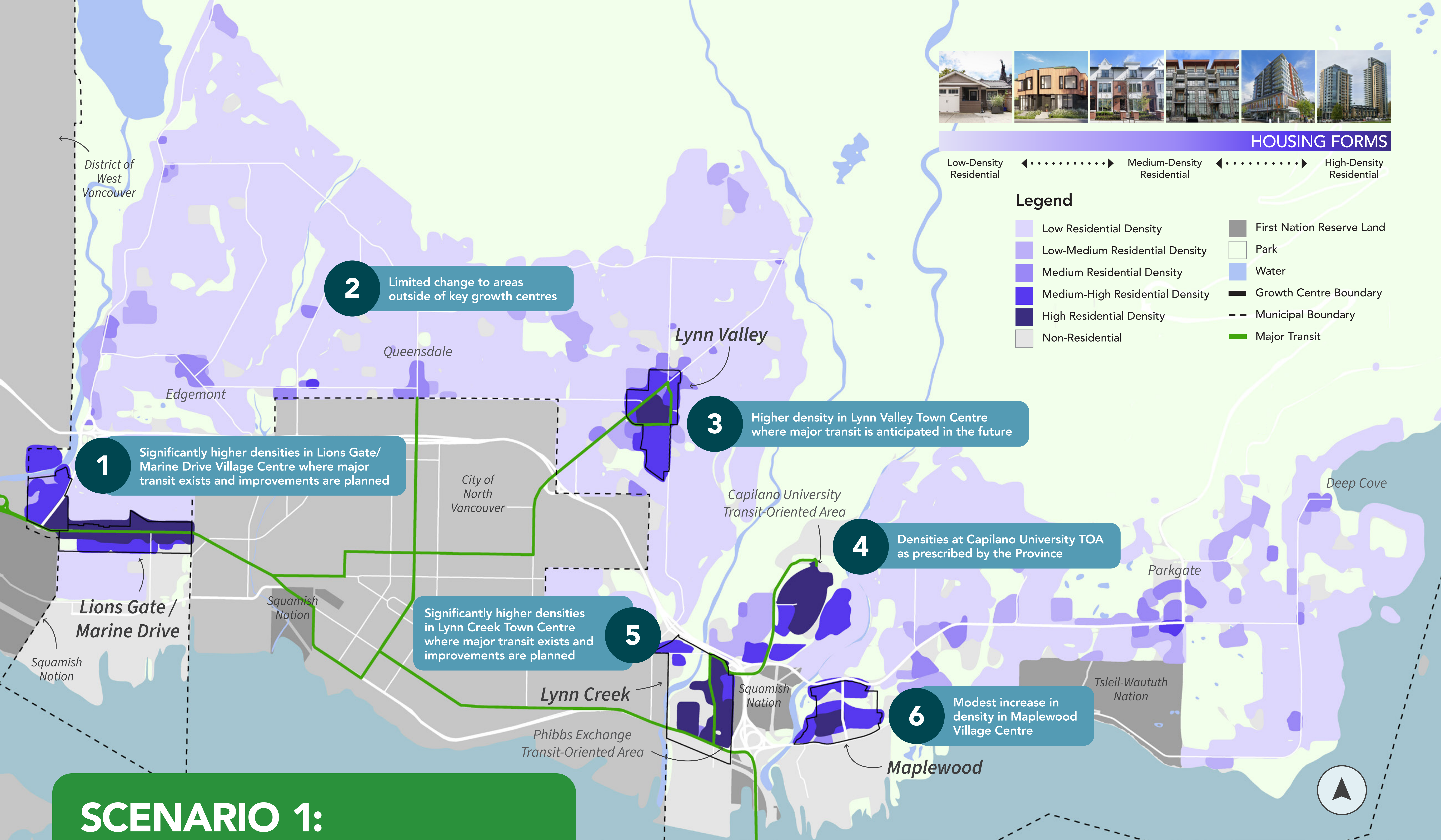
Key features

Concentrating new housing growth in key centres is intended to:

- Locate jobs, amenities, and services to be closer to more people.
- Maximize the efficiency of public investment in transit, infrastructure, and amenities.
- Support a vibrant public realm in areas well-served by existing amenities.
- Minimize emissions from vehicle trips by improving walkability and access to amenities and services.
- Focus change to within existing town and village centre boundaries.

Conceptual illustration of growth model to support Scenario 1





HOUSING FORMS

Low-Density Residential ◀ ▶ Medium-Density Residential ◀ ▶ High-Density Residential

Legend

- | | |
|---------------------------------|---------------------------|
| Low Residential Density | First Nation Reserve Land |
| Low-Medium Residential Density | Park |
| Medium Residential Density | Water |
| Medium-High Residential Density | Growth Centre Boundary |
| High Residential Density | Municipal Boundary |
| Non-Residential | Major Transit |

SCENARIO 1: CONCENTRATE GROWTH

- Places 90% of growth in the four existing key centres
- 10% of growth distributed throughout the District

Take the survey:



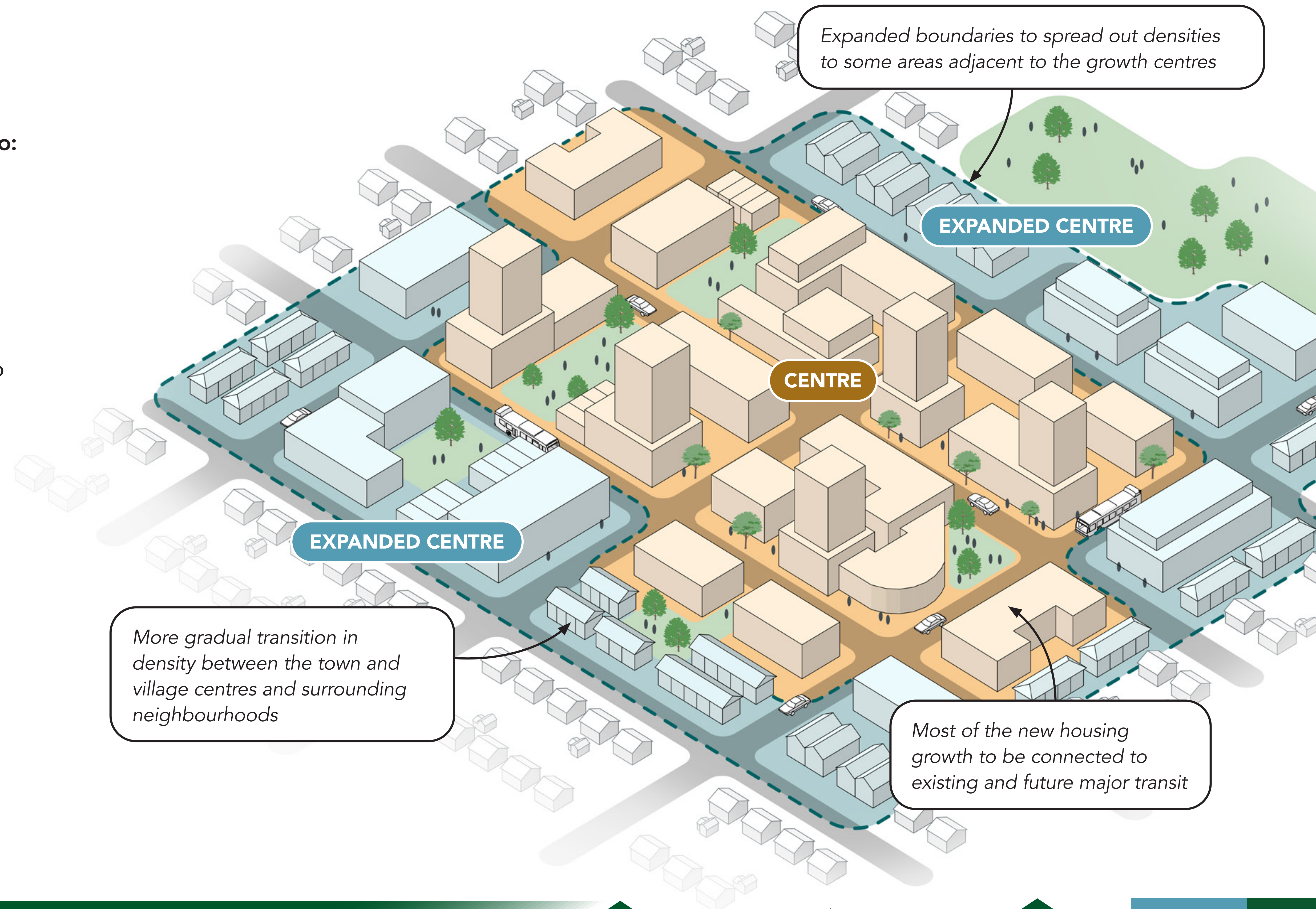
MODEL: EXPAND CENTRES

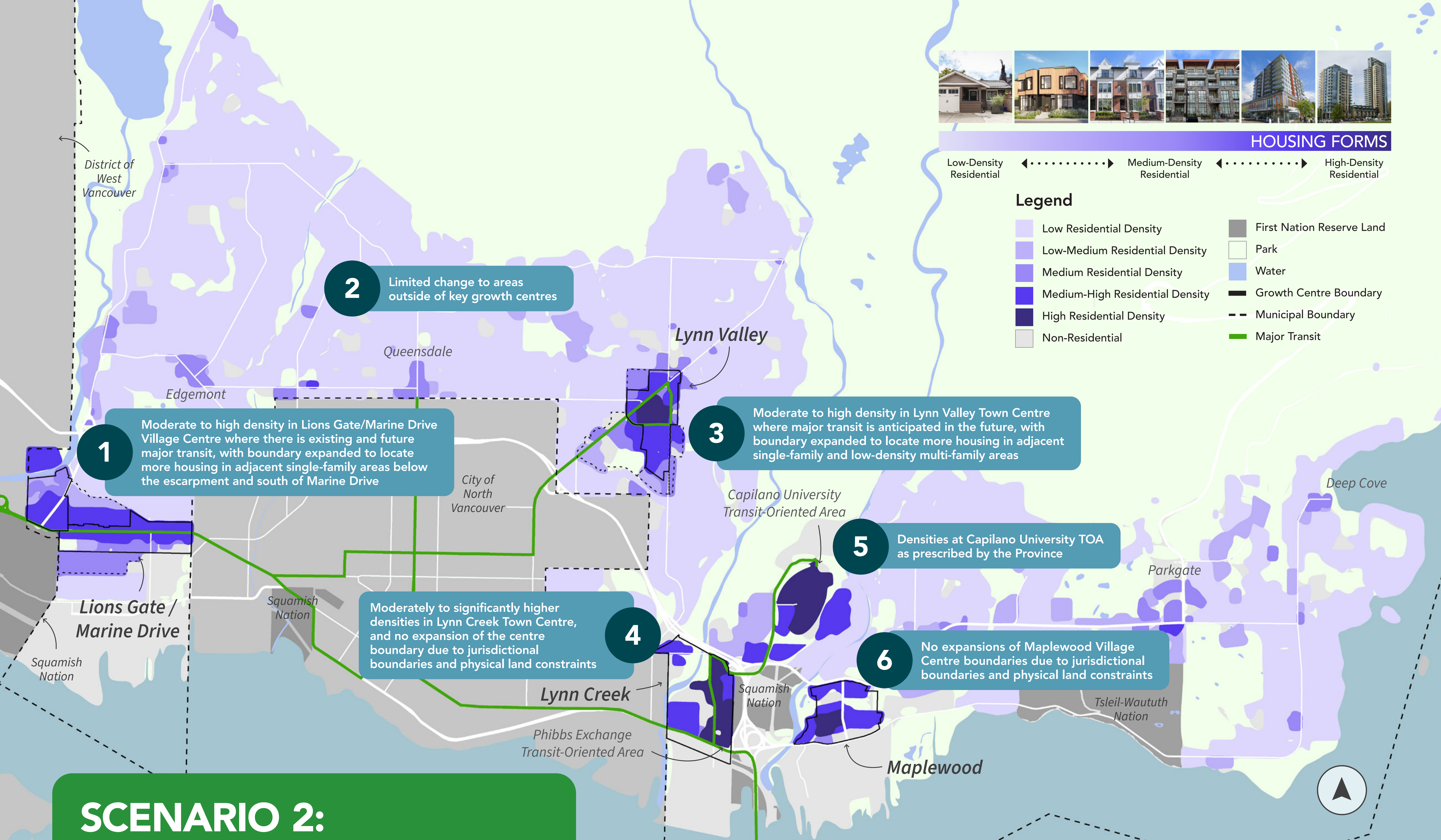
Key features

Expanding growth centres is intended to:

- Allow for a broader range of housing types and choice near town and village centres, including low- and mid-rise forms such as multiplexes, townhouses, and apartments.
- Provide a more gradual transition in density from town and village centres to single-family areas.
- Focus change to within existing and expanded town and village centre boundaries.

Conceptual illustration of growth model to support Scenario 2





HOUSING FORMS

Low-Density Residential Medium-Density Residential High-Density Residential

Legend

- Low Residential Density
- Low-Medium Residential Density
- Medium Residential Density
- Medium-High Residential Density
- High Residential Density
- Non-Residential
- First Nation Reserve Land
- Park
- Water
- Growth Centre Boundary
- Municipal Boundary
- Major Transit

SCENARIO 2:
EXPAND CENTRES

- Places 90% of growth in four existing centres, with expanded centre boundaries for Lions Gate/Marine Drive Village Centre and Lynn Valley Town Centre
- 10% of growth distributed throughout the District

Take the survey:

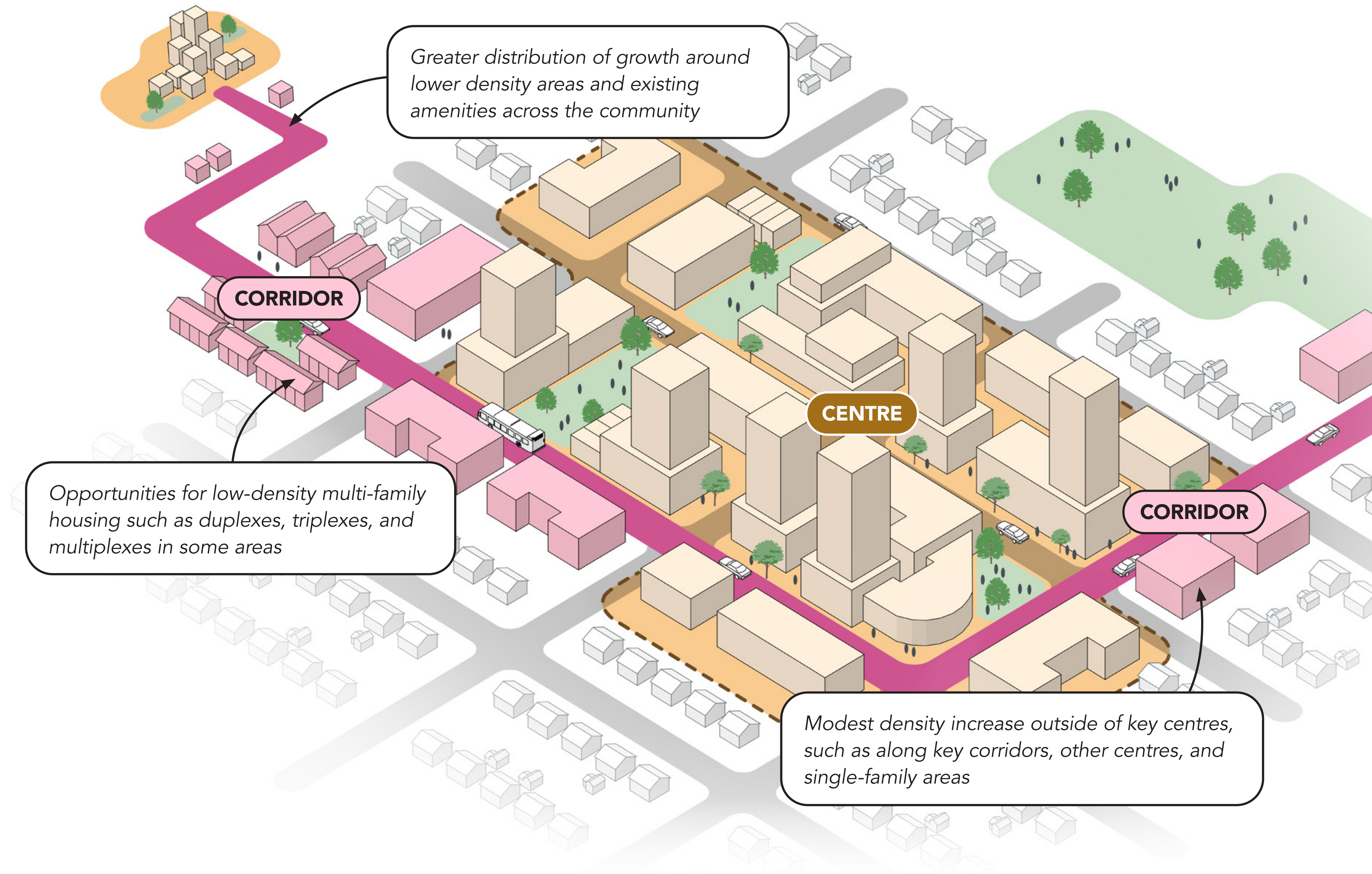
MODEL: DISTRIBUTE GROWTH

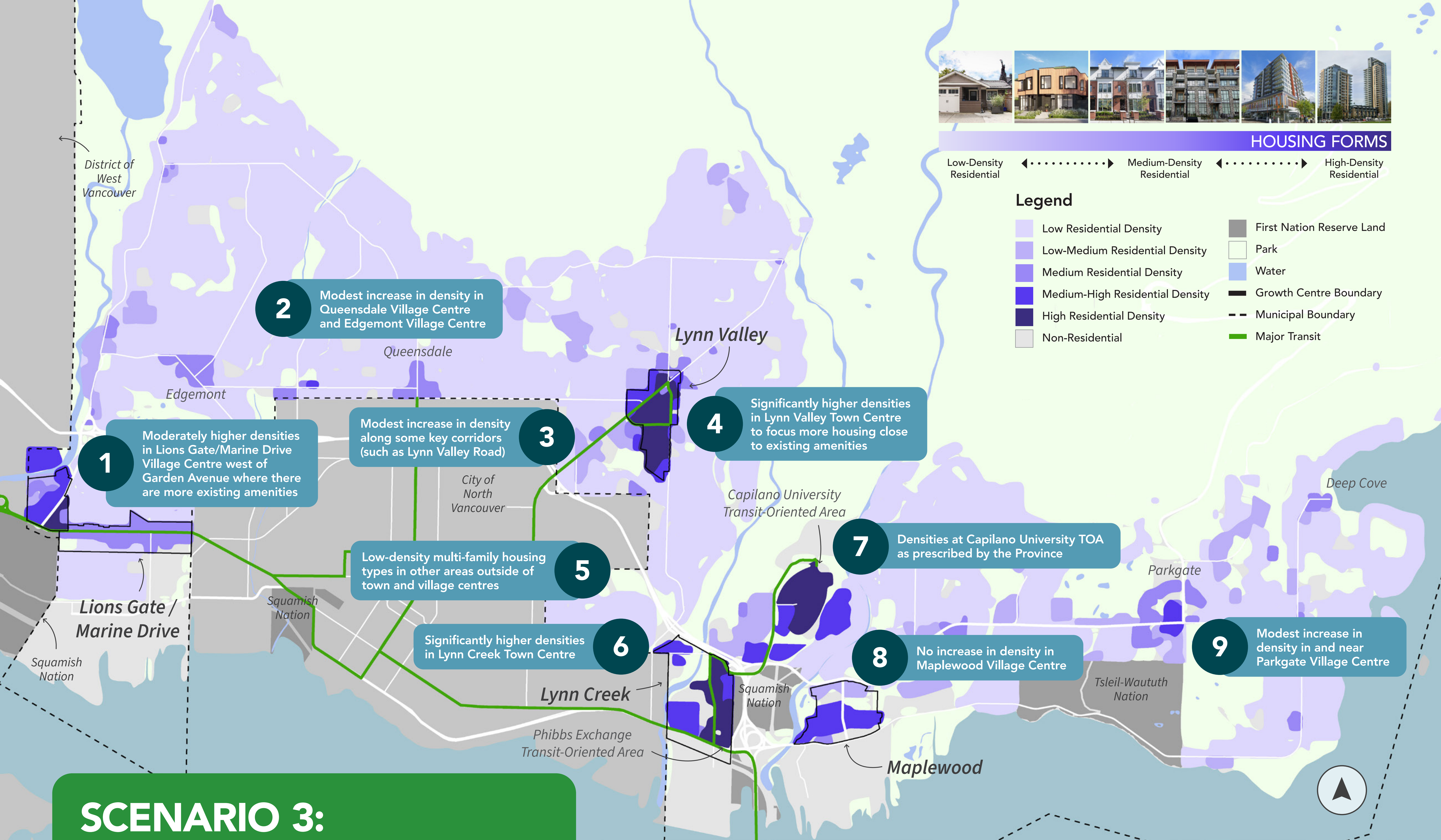
Key features

Distributing new housing growth across a wider range of locations is intended to:

- Create a more distributed pattern of new housing growth throughout the District.
- Recognize the value of developing in both established and emerging neighbourhoods that are connected by transit and supported by amenities, while allowing for a greater diversity of housing types.
- Allow for a gentler transition in density between town and village centres and surrounding neighbourhoods.

Conceptual illustration of growth model to support Scenario 3





HOUSING FORMS

Low-Density Residential ◀.....▶ Medium-Density Residential ◀.....▶ High-Density Residential

Legend

- | | |
|---------------------------------|---------------------------|
| Low Residential Density | First Nation Reserve Land |
| Low-Medium Residential Density | Park |
| Medium Residential Density | Water |
| Medium-High Residential Density | Growth Centre Boundary |
| High Residential Density | Municipal Boundary |
| Non-Residential | Major Transit |

SCENARIO 3: DISTRIBUTE GROWTH

- Places 75% of growth in the four existing key centres
- 25% of growth is placed in other corridors, centres and neighbourhoods in the District

Take the survey:

SCENARIO 3: DISTRIBUTE GROWTH

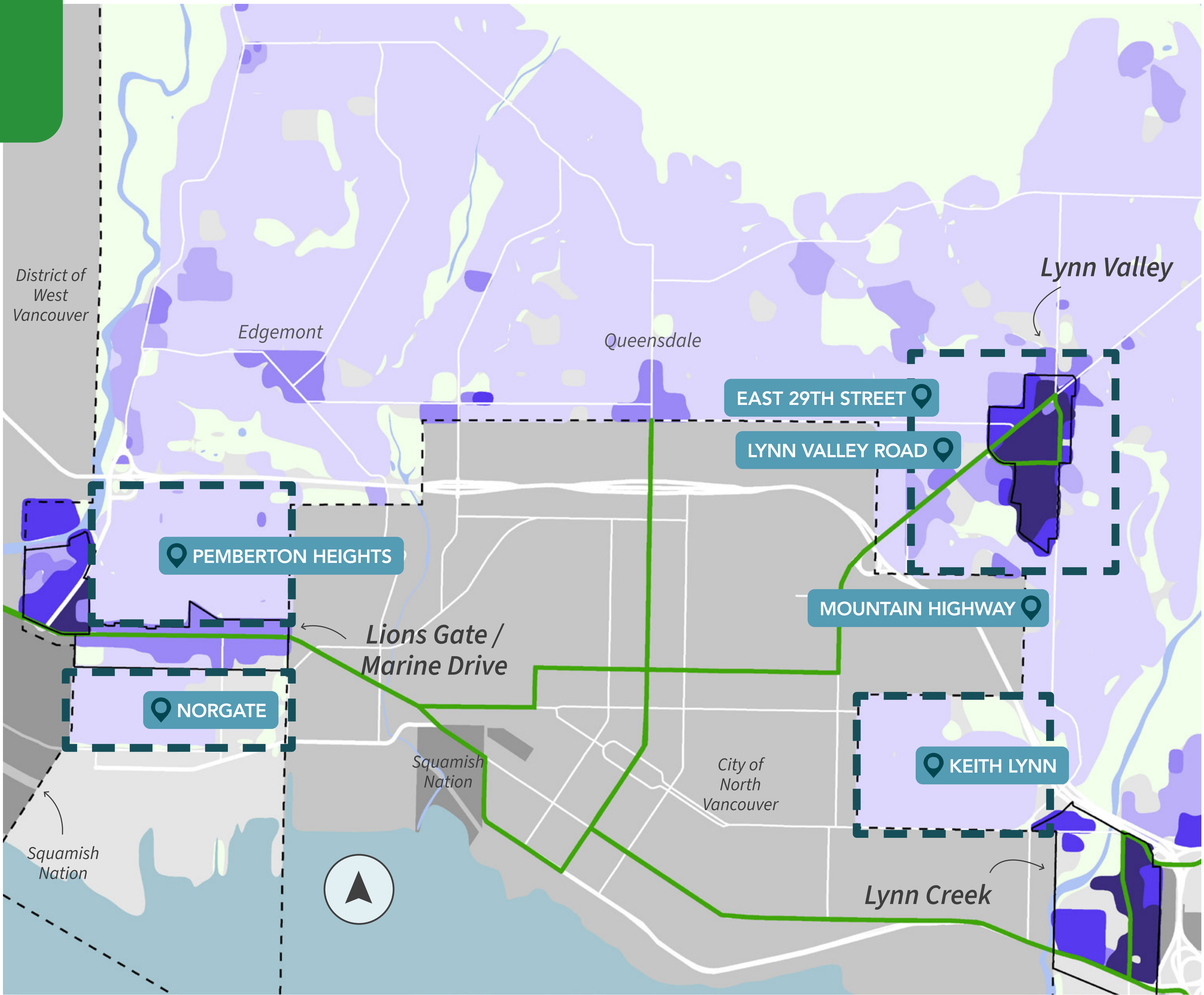
This scenario considers additional density outside of centres such as low-density multi-family housing (4-6 units per lot) in certain single-family areas.

This type of housing may look like:



Legend

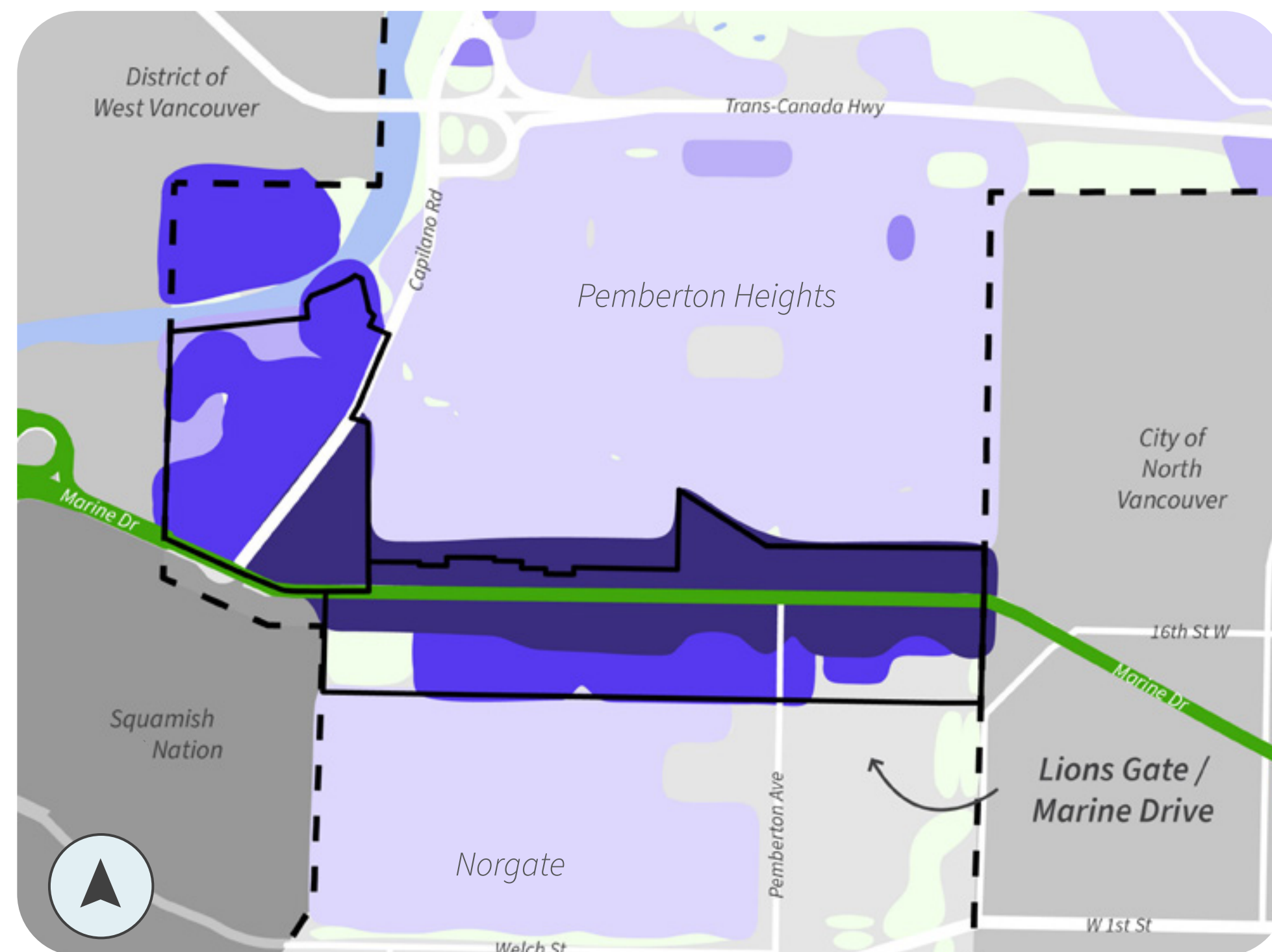
- | | |
|---|------------------------------|
| Low Residential Density | Squamish Nation Reserve Land |
| Low-Medium Residential Density | Park |
| Medium Residential Density | Water |
| Medium-High Residential Density | Growth Centre Boundary |
| High Residential Density | Municipal Boundary |
| Non-Residential | Major Transit |
| Possible areas for low-density multi-family housing | |



SCENARIO COMPARISONS: LIONS GATE/MARINE DRIVE VILLAGE CENTRE

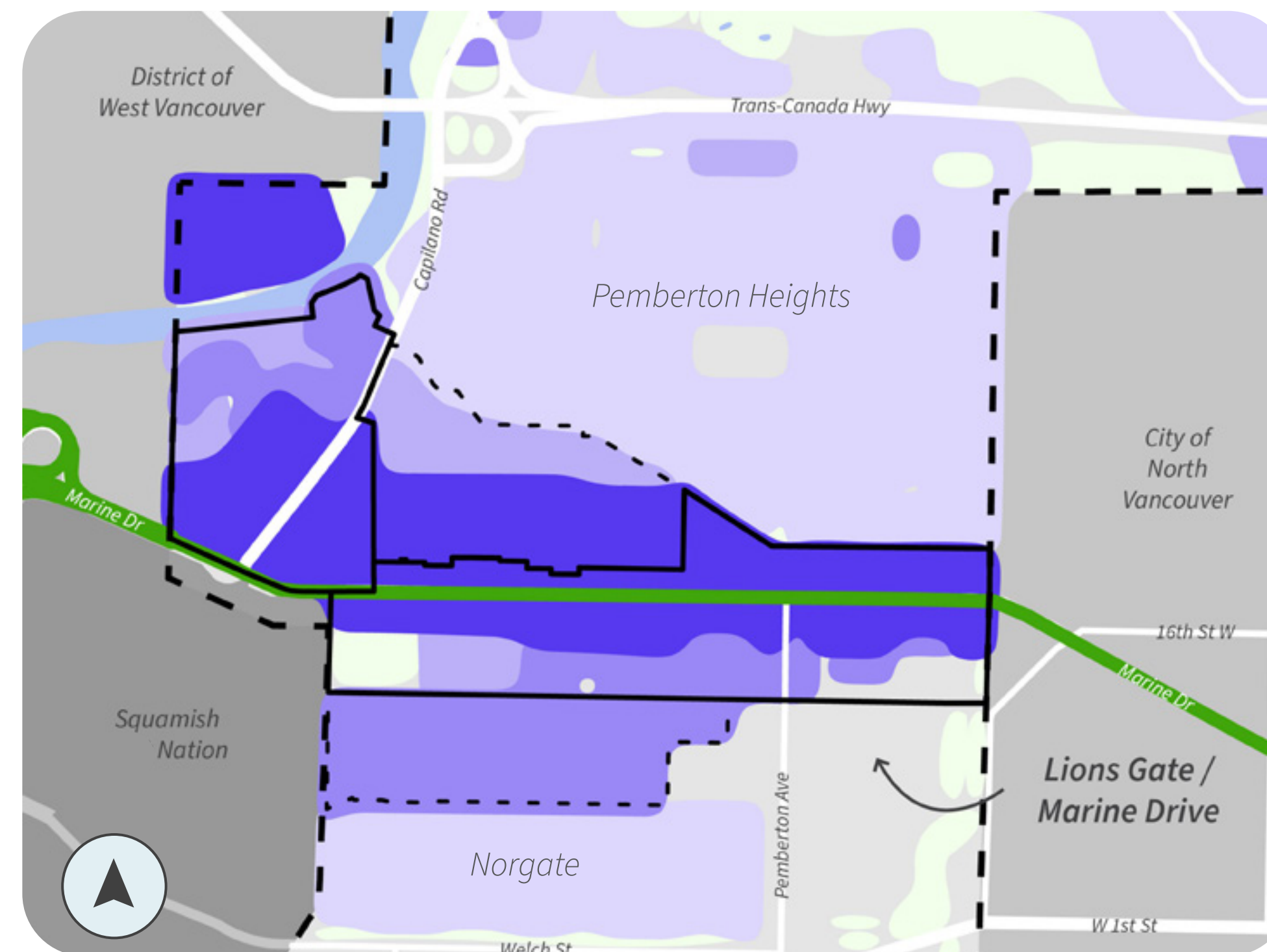
Legend

Low Residential Density	Squamish Nation Reserve Land
Low-Medium Residential Density	Park
Medium Residential Density	Water
Medium-High Residential Density	Growth Centre Boundary
High Residential Density	Municipal Boundary
Non-Residential	Major Transit



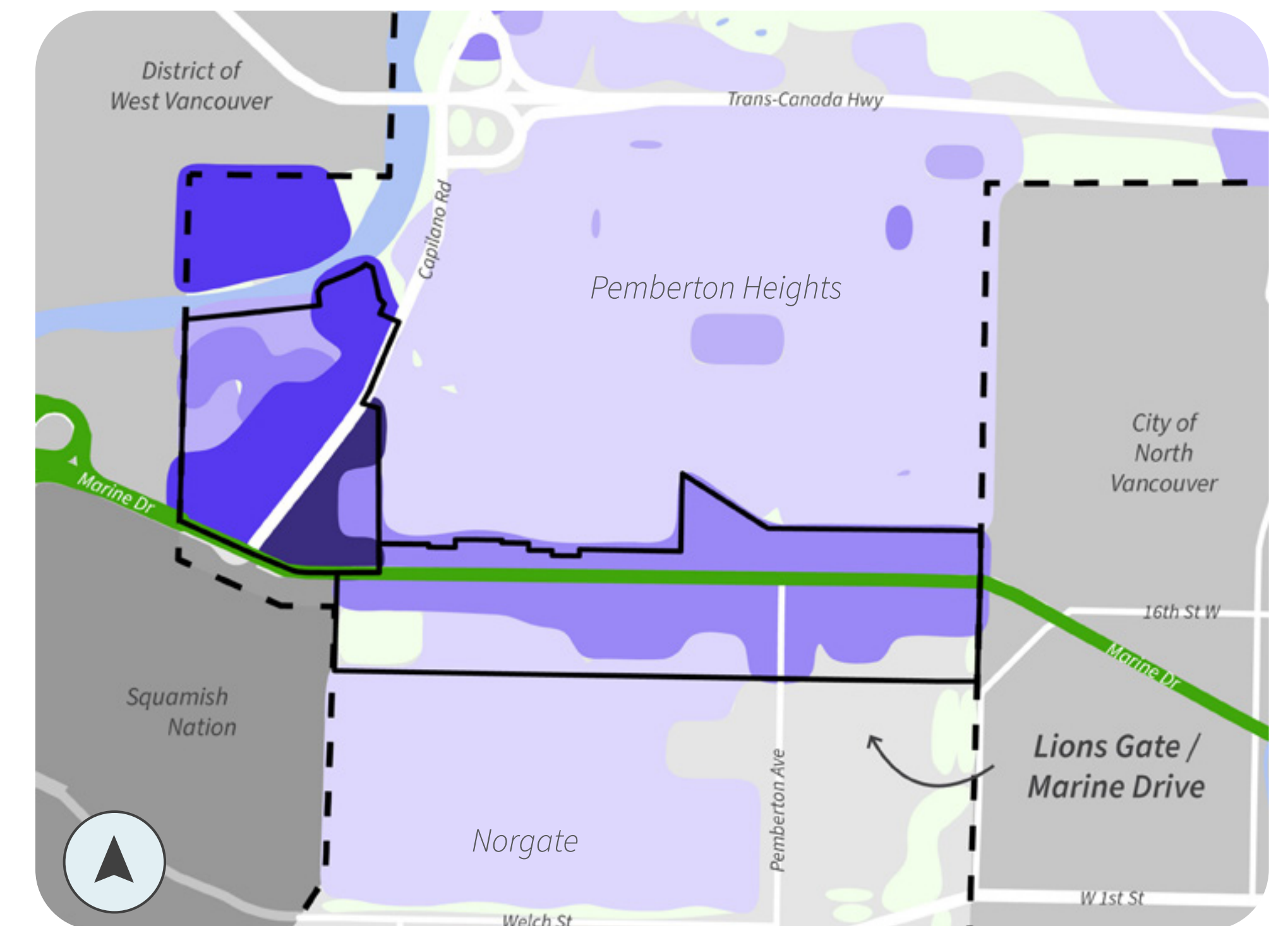
SCENARIO 1: CONCENTRATE GROWTH

- Higher density concentrated around existing and future major transit on Marine Drive.
- Some additional density is proposed north of the existing boundary to help secure new infrastructure such as roads through development.
- Highest density option for Lions Gate/Marine Drive Village Centre.



SCENARIO 2: EXPAND CENTRES

- Medium-high density concentrated around existing and future major transit on Marine Drive.
- Boundary expanded to include single-family areas below the escarpment and south of Marine Drive.
- Modest increase in density in the new expanded boundaries to provide a range of housing forms such as low-rise apartments, townhouses, and multiplexes.














SCENARIO 3: DISTRIBUTE GROWTH

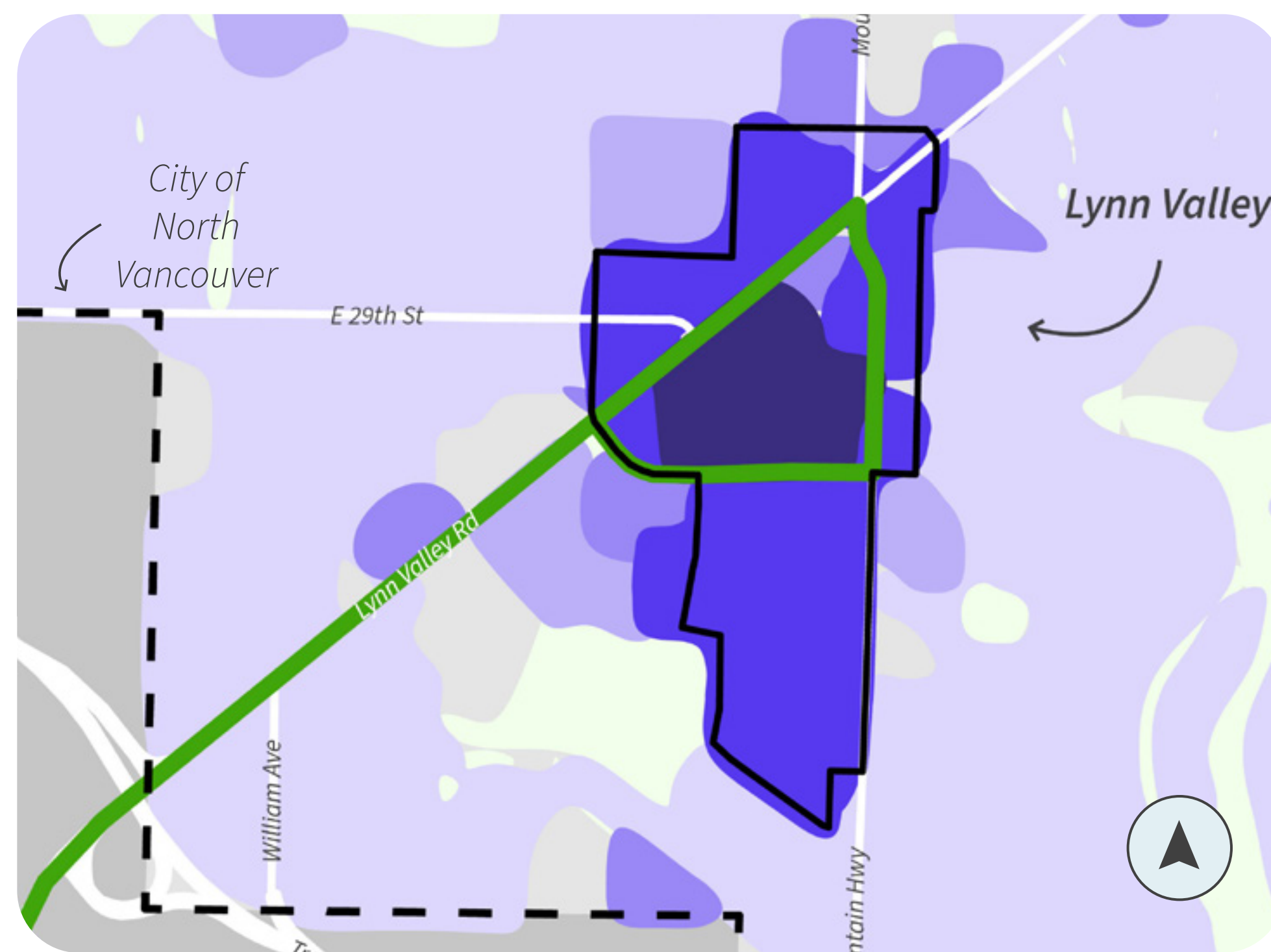
- Density less concentrated around Marine Drive compared to Scenarios 1 and 2.
- Medium density along Marine Drive.
- Low-density multi-family housing opportunities for Norgate and Pemberton Heights neighbourhoods adjacent to the centre boundaries.



SCENARIO COMPARISONS: LYNN VALLEY TOWN CENTRE

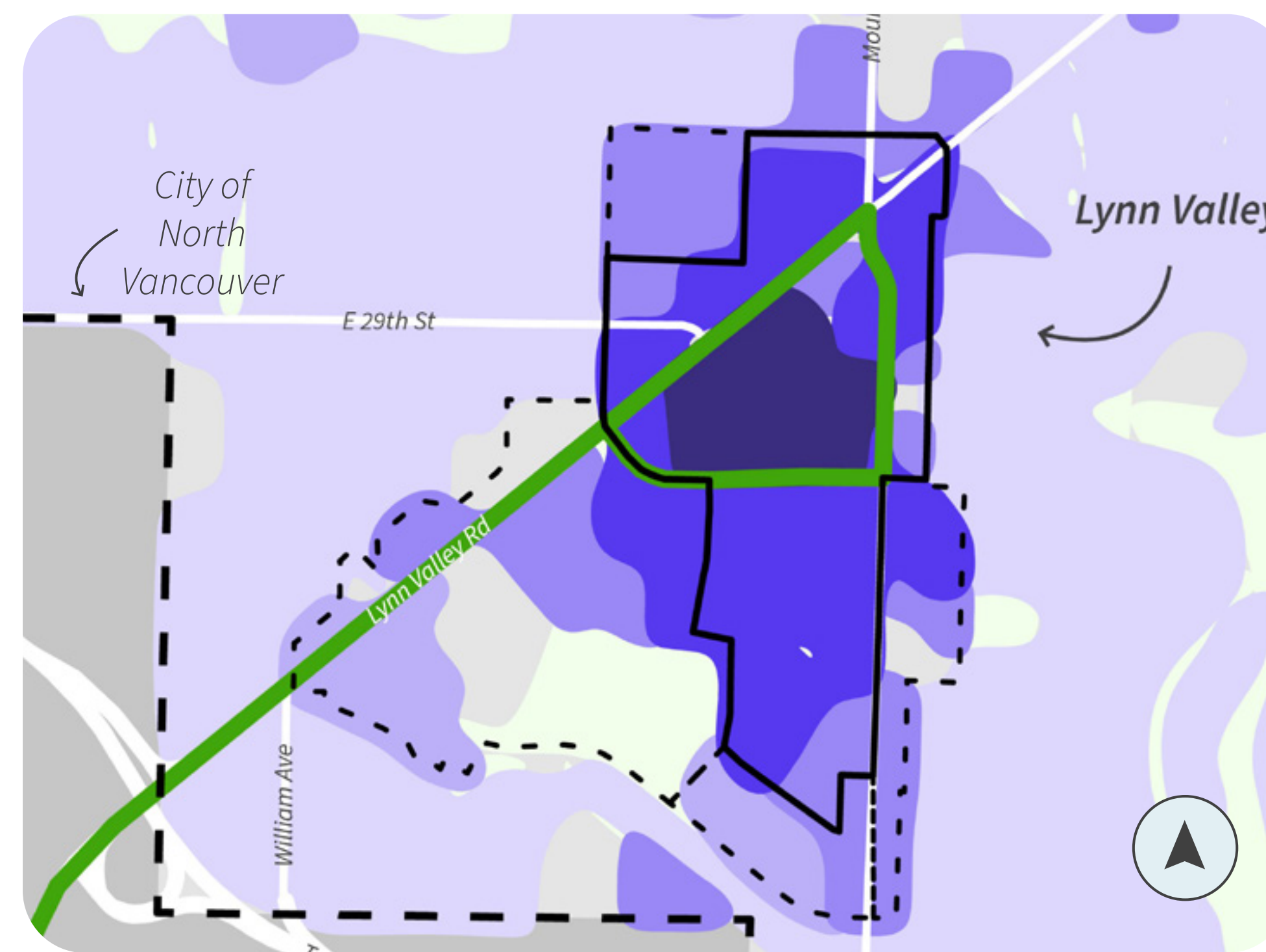
Legend

	Low Residential Density		Park
	Low-Medium Residential Density		Water
	Medium Residential Density		Growth Centre Boundary
	Medium-High Residential Density		Municipal Boundary
	High Residential Density		Major Transit
	Non-Residential		



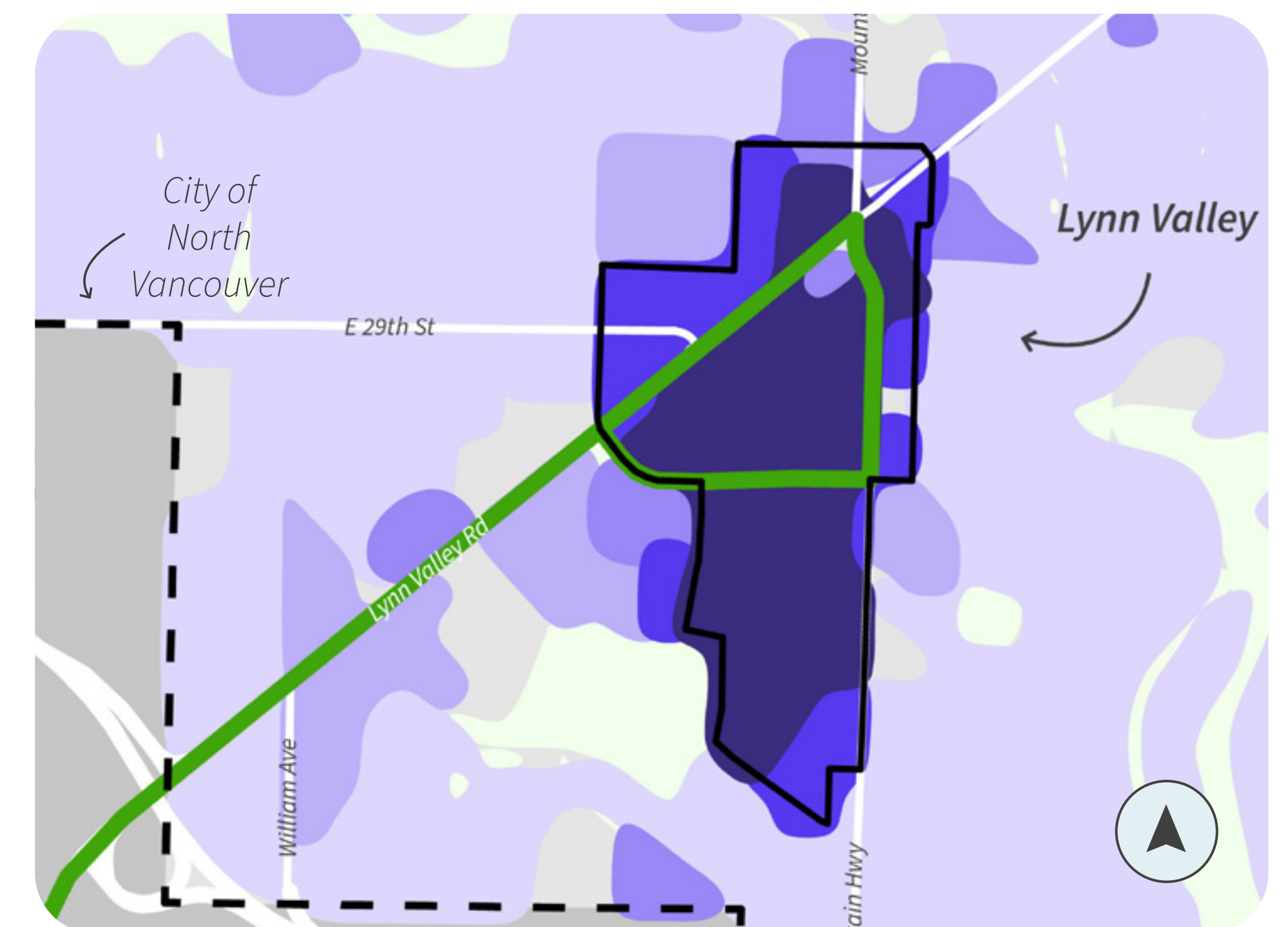
SCENARIO 1: CONCENTRATE GROWTH

- High density concentrated within the core of Lynn Valley Town Centre.
- Medium-high density throughout the rest of the centre.



SCENARIO 2: EXPAND CENTRES

- High density concentrated within core of Lynn Valley Town Centre, surrounded by medium-high density.
- Boundaries expanded to incorporate key corridors (Lynn Valley Road and Mountain Highway) and adjacent areas northwest and southwest of the current boundary.
- Low to medium density in expanded centre areas to provide a range of housing forms.



SCENARIO 3: DISTRIBUTE GROWTH

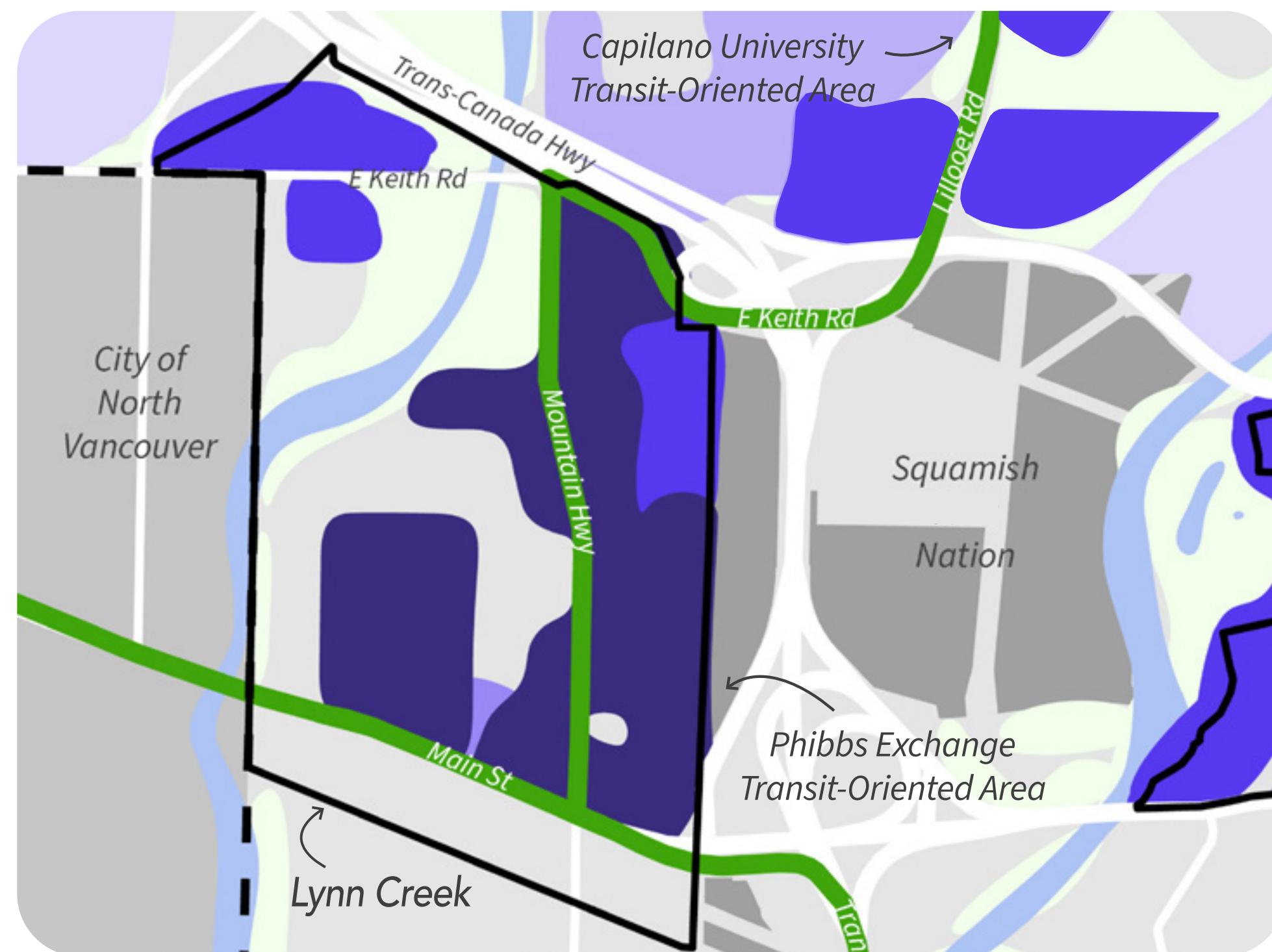
- High density throughout most of Lynn Valley Town Centre, with medium-high density in periphery areas.
- Low-density multi-family housing opportunities along the corridors to centre: Lynn Valley Road, East 29th Street, and Mountain Highway.
- Highest density option for Lynn Valley Town Centre, intended to focus housing closest to existing amenities.



SCENARIO COMPARISONS: LYNN CREEK TOWN CENTRE

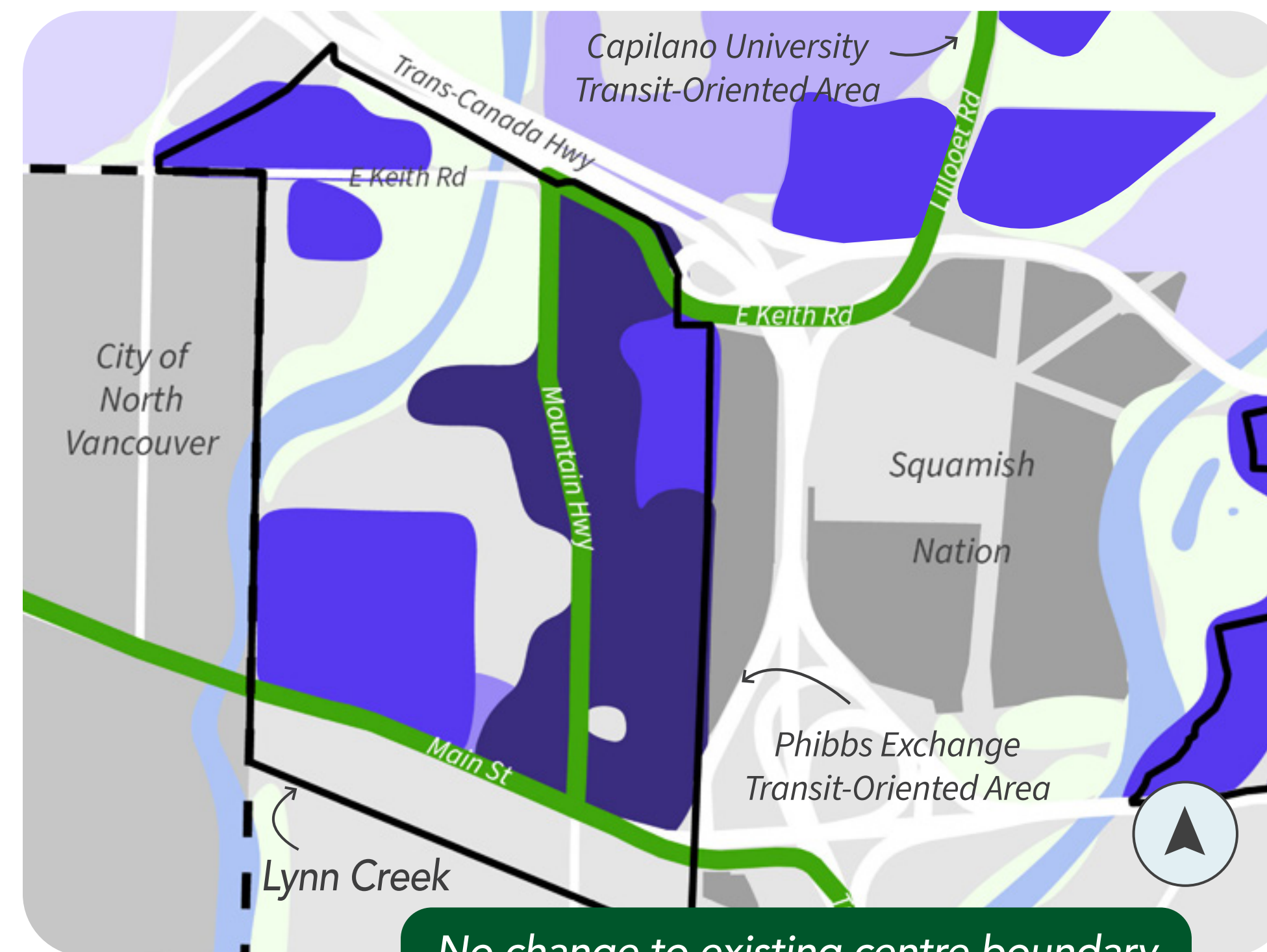
Legend

Low Residential Density	Squamish Nation Reserve Land
Low-Medium Residential Density	Park
Medium Residential Density	Water
Medium-High Residential Density	Growth Centre Boundary
High Residential Density	Municipal Boundary
Non-Residential	Major Transit



SCENARIO 1: CONCENTRATE GROWTH

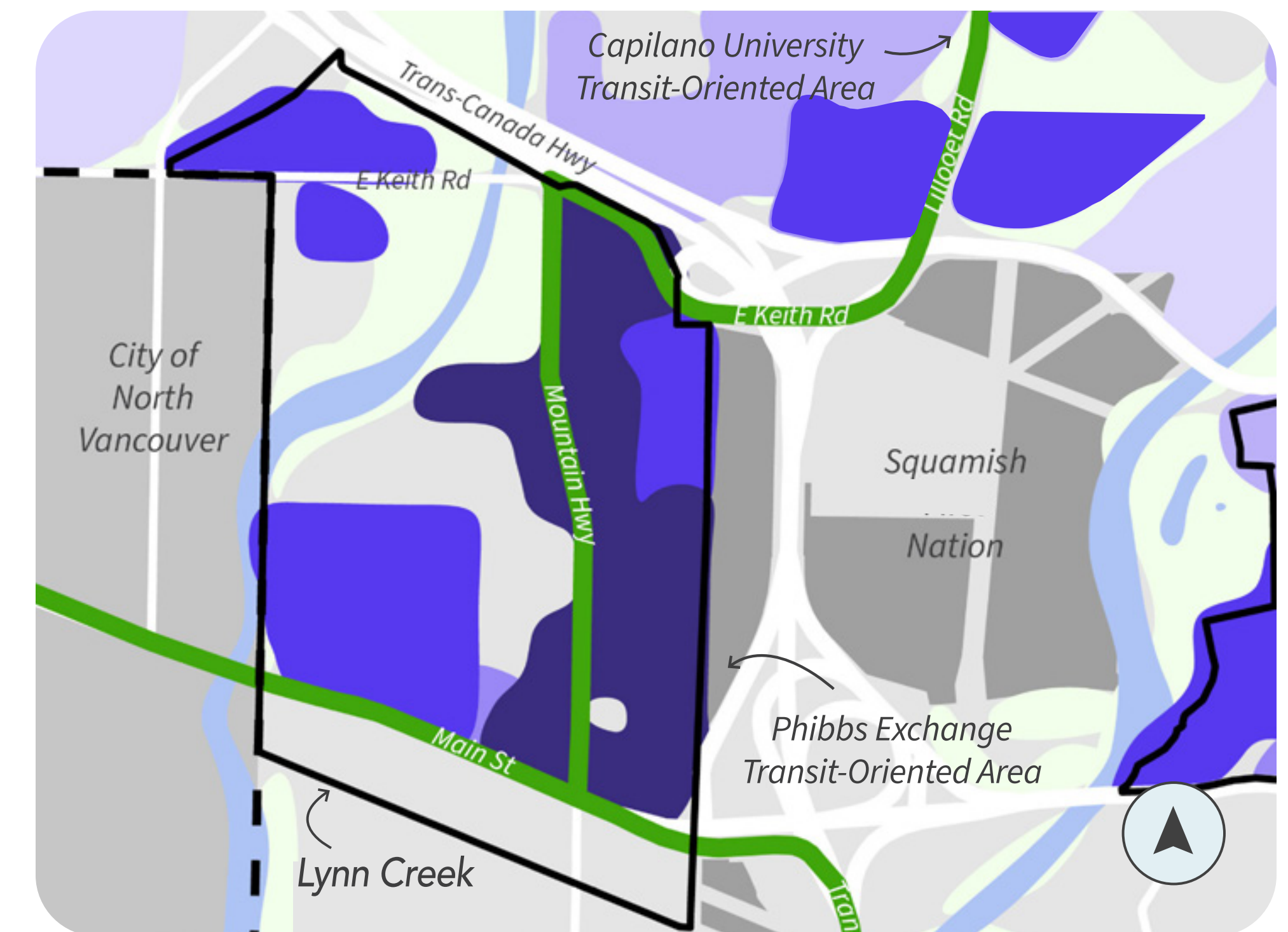
- High density for most parts of Lynn Creek Town Centre that permit residential use.
- Introduction of high-density residential use to the area north of Main Street, which currently only permits commercial.
- Highest density option for Lynn Creek Town Centre, intended to focus housing near current and future major transit.



SCENARIO 2: EXPAND CENTRES

Scenario 2 and Scenario 3 have the same proposed densities due to jurisdictional boundaries and physical land constraints of the centre.

- High density for most parts of Lynn Creek Town Centre that permit residential use.
- Introduction of medium to high-density residential mixed use to the area north of Main Street, which currently only permits commercial or light industrial.



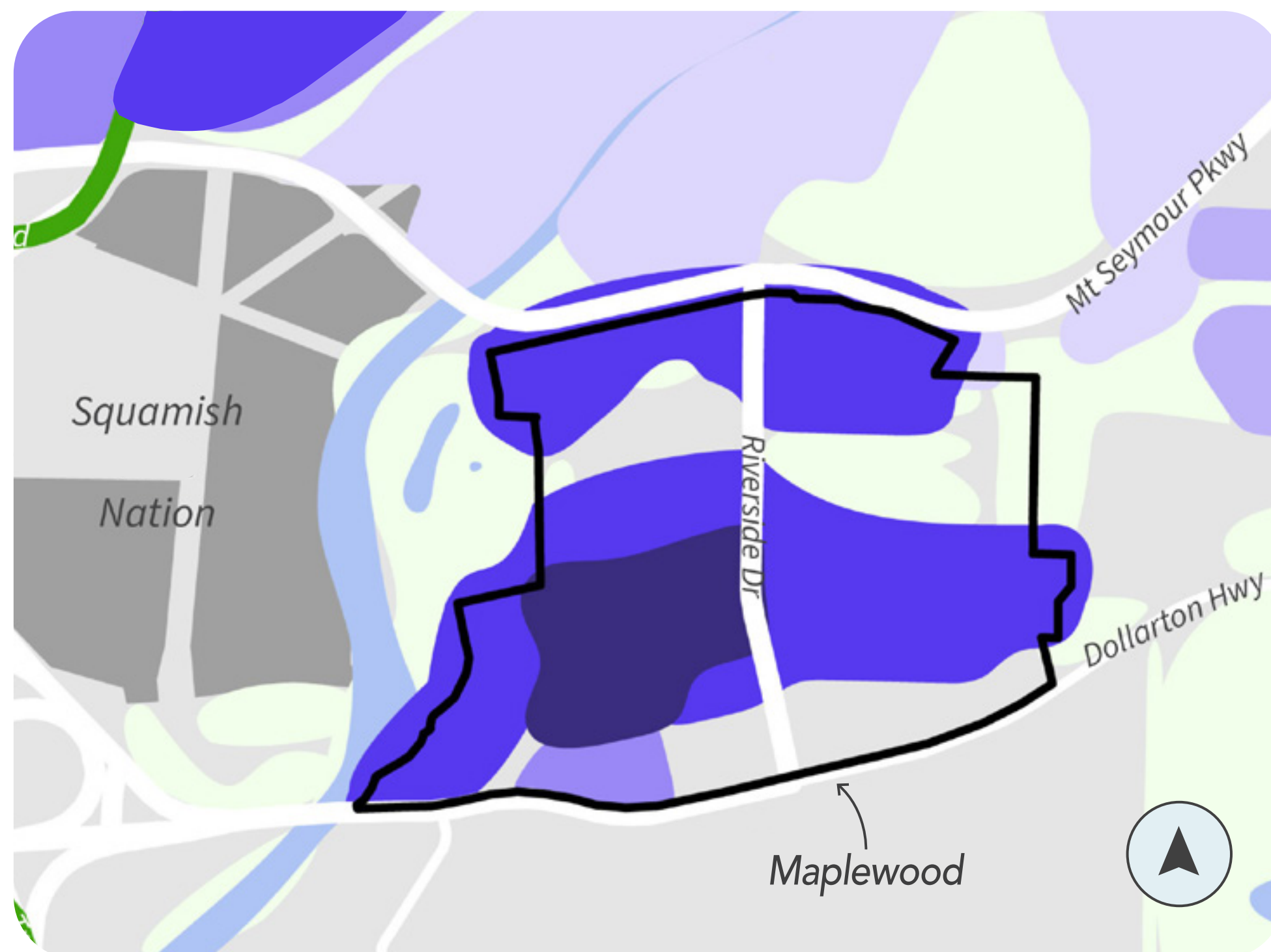
SCENARIO 3: DISTRIBUTE GROWTH



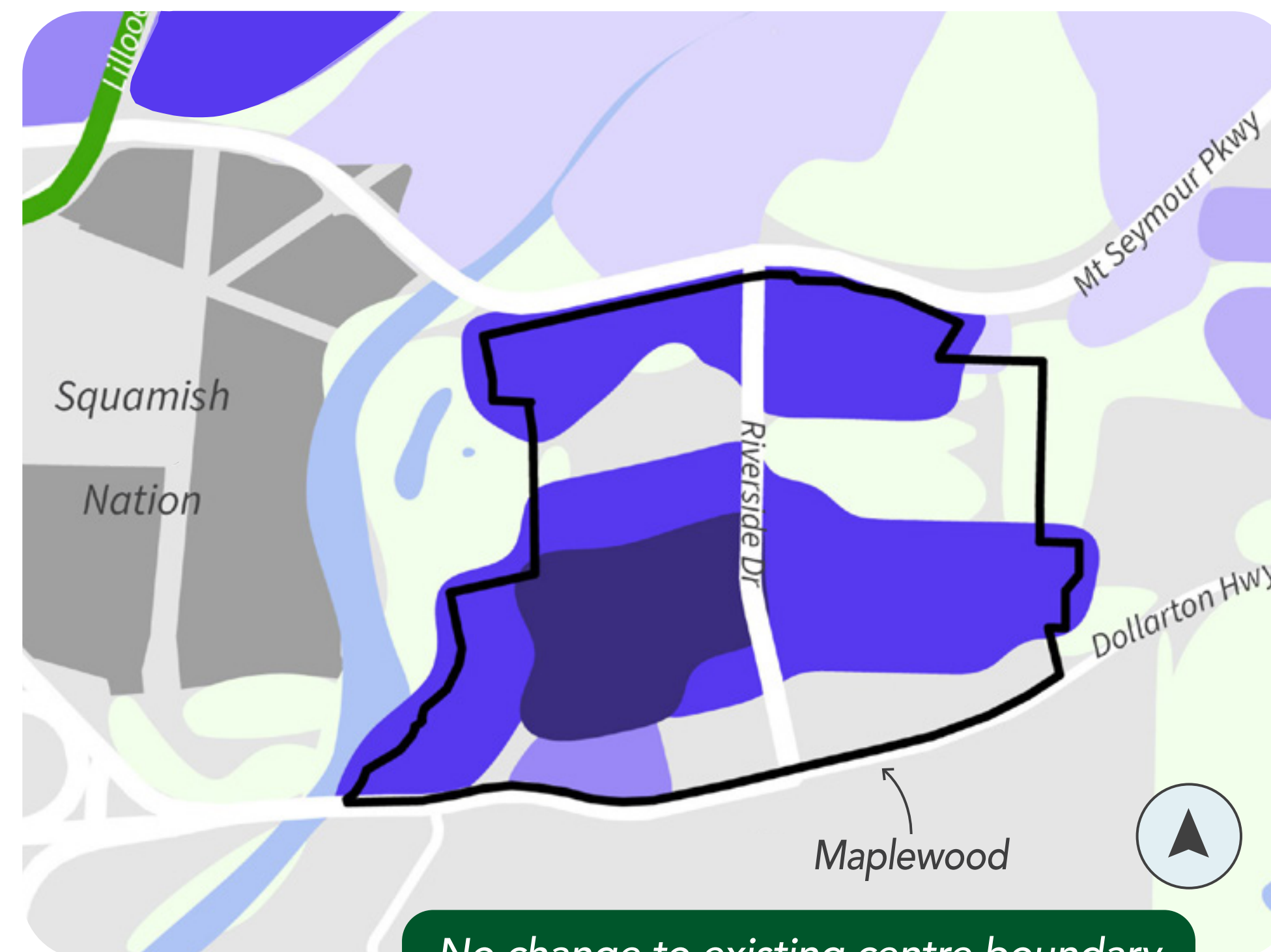
SCENARIO COMPARISONS: MAPLEWOOD VILLAGE CENTRE

Legend

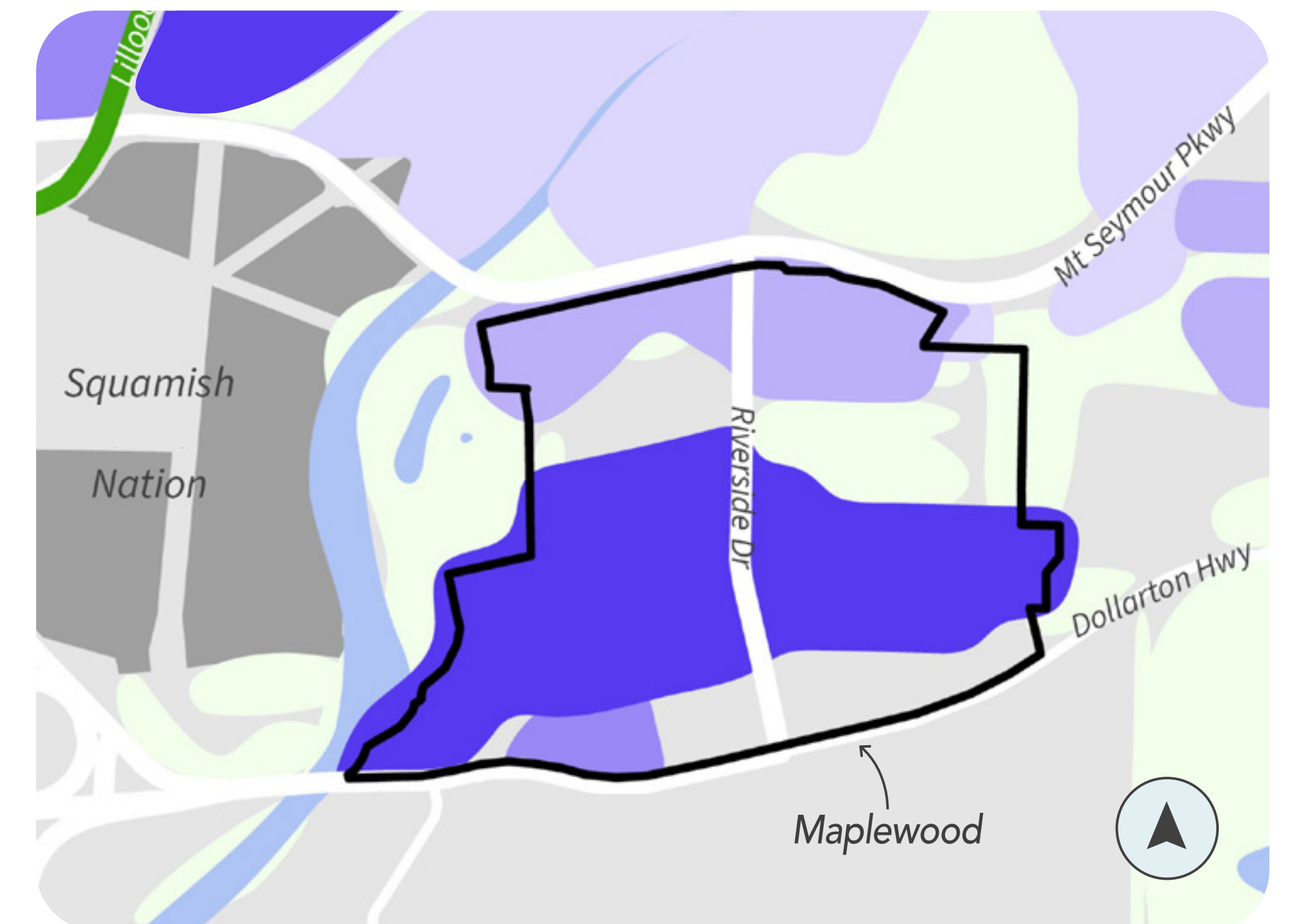
Low Residential Density	Squamish Nation Reserve Land
Low-Medium Residential Density	Park
Medium Residential Density	Water
Medium-High Residential Density	Growth Centre Boundary
High Residential Density	Municipal Boundary
Non-Residential	Major Transit



SCENARIO 1: CONCENTRATE GROWTH



SCENARIO 2: EXPAND CENTRES



SCENARIO 3: DISTRIBUTE GROWTH

Scenario 1 and Scenario 2 have the same proposed densities due to jurisdictional boundaries and physical land constraints of the centre.

- Higher density in area east of Riverside Drive.
- Medium-high density for other areas in Maplegrove Village Centre that permit residential use.
- Industrial lands and geography constrain the ability to expand Maplegrove Village Centre beyond what it is today.
- Highest density option for Maplegrove Village Centre.

- No increase in density in Maplegrove Village Centre.
- Medium-high density in central areas where residential use is permitted.
- Low-medium density in northern areas where residential use is permitted.



SUPPORTING CHANGES IN THE COMMUNITY

Accommodating growth and additional housing will affect many aspects of our community. To comply with the provincial legislation and support updates to the OCP, we are reviewing and updating a number of policies and regulations to inform other changes that will be brought back to the public and Council for consideration and approval.

Some of the things we have been working on:



Zoning Bylaw Updates

One of the most important tools for implementing the land use plan set by the OCP, this update must also be done by the end of the year to align with the updated OCP.



Tenant Protection

We are strengthening requirements for landlords or developers to support renters at risk of displacement because of redevelopment.



Affordable & Special Needs Housing

New ‘inclusionary zoning’ tool introduced by the Province allows us to require new residential developments to provide a proportion of new housing units to be affordable.

Capacity means more than just housing

Planning for growth also includes ensuring that we have schools, hospitals, parks, recreation centres, and all the other supports and services we require in a thriving community.

Our municipal infrastructure is essential to the public health, safety, and well-being of the community.



Facilities



Roads



Water



Sewer

With new development and growth, we need to consider our current infrastructure, future upgrades, and financial impacts of replacement and maintenance, and plan for our changing needs.

We are also engaging with our community partners and other levels of government, such as Metro Vancouver and Vancouver Coastal Health Authority, to ensure that new development can be properly supported and to ensure that, together, we have a long-term strategy to accommodate the planned increase in the District’s population.



TRANSPORTATION CHALLENGES

We know that transportation – specifically traffic congestion – is a critical issue in our community and across the North Shore.

As we implement the Province’s legislation to provide 22,369 new homes by 2041, we are thinking about challenges such as traffic congestion, infrastructure constraints, and transit service.

Some of these challenges are within our control, like providing for new homes close to major transit. Some big issues – like a replacement bridge – will require investment and initiative from senior levels of government.



What We Can Change

Our municipal transportation network is closely linked to our land use plans and our network of centres. We are taking a hard look at the impact of the mandated population growth on our roadways and what changes we can make to help keep our community moving.



What We Can Influence

Coordinated planning and action is needed across all levels of government. Highways and bridges are a provincial responsibility and TransLink is responsible for transit. We continue to lobby and work with them so everyone does their part to plan for the impacts of population growth.

Future Transportation Investments

We do not have any formal commitments about the bridges or Upper Levels Highway, yet we can all agree it doesn’t meet the needs today, let alone the future. TransLink has prioritized major transit on the North Shore, but it is not yet fully funded. We continue to advocate for additional investments from senior levels of government to improve regional and local transit as well as transportation infrastructure.

Work is progressing, but it won’t happen overnight.



What can you do? Contact your local Member of Legislative Assembly to share your concerns and support for transit and transportation investment.



THANK YOU!

Your feedback is important



Attend a virtual webinar
(April 3, April 8,
April 9, April 10)



Take the survey
(closes April 29)



Attend another in-person
open house
(April 2, April 12, April 16)



Scan the QR code or visit **DNV.org/OCP-2025** to learn more and take the survey. **Open until April 29, 2025.**

Updates to the OCP will also be informed by:

- **First Nations Consultation**, which includes Squamish Nation, Tsleil-Waututh Nation, and Musqueam Indian Band.
- **Engagement with interest holders**, including adjacent North Shore municipalities, implementation partners, community organizations, District committees, and others.



All feedback collected as part of this work will be summarized and shared with Council and posted on the project webpage along with any additional opportunities for input. Visit **DNV.org/OCP-2025** for updates.

