PUBLIC HEARING BINDER

District-wide Residential Zoning Update to Replace RS Zoning

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Agenda and Reports	
1)	**Public Hearing Agenda**
2)	**Staff Report** • **May 15, 2026:** This report provides an overview of the project and the land use issues related to the review of the Proposed OCP Amendment and Rezoning Bylaw. The report recommended giving First Reading to the Bylaws and referring them to Public Hearing • **June 4, 2026:** This report gives proper consideration of sections 475 and 477 of the Local Government Act with regards to OCP Amending Bylaw 8787 • **June 8, 2026:** This report addresses a mapping error on map 2L03 of Bylaw 8799 by amending the map and giving second reading to Bylaw 8799 as amended.
3)	**Bylaw 8787 OCP Amendment** amends Bylaw 7900, 2011 to update the Residential Level 1 (RES1) and Residential Level 2 (RES2) designations to accommodate the proposed R1 and R2 Detached Residential Zones by deleting the Floor Space Ratio (FSR) reference but maintaining the intent of the designations' land use and permitted units.
4)	**Bylaw 8799 Rezoning Bylaw,** amended at the June 1, 2026 Regular Council meeting and the June 15, 2026 Special Council meeting, introduces new Detached Residential Zones which will replace the majority of the District's existing Single-Family (RS) Zones.
5)	**Notice**
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Additional Information – Past Reports Related to Zoning for RS ("Single Family") Ground Oriented Detached Residential Lots	
12)	**Past Zoning Bylaw Rewrite Report June 23, 2025** – Proposed Changes to RS ("Single-Family") Zoning – Regular Meeting of Council held June 23, 2025
13)	**Past Zoning Bylaw Rewrite Report December 2, 2025**– Council Workshop on Proposed Changes to RS ("Single Family") Zoning and discussion of the proposed R1 and R2 zones that will replace the RS zones – Council Workshop held December 2, 2025
14)	**Past Zoning Bylaw Rewrite Report February 9, 2026** – Small Scale Multi-Unit House (SSMUH) Workshop and overlapping discussion of the proposed R1, R2 and R3 (Ground-Oriented Residential) zones – Council Workshops held February 9, 2026
15)	**Past Zoning Bylaw Rewrite Report May 4, 2026** – Revised Timing for the Zoning Bylaw Rewrite Project - Regular Meeting of Council held May 4, 2026
16)	**Past Discussions & Decisions on the RS ("Single-Family") Zones** • February 2023: Housing Options for Single-Family Neighbourhoods public engagement. • December 2023: Secondary suite size restriction relaxed – up to 49% of the house and no minimum size. • December 2023: Maximum coach house height also increased to two storeys. • June 2024: Zoning amendments adopted to permit a principal dwelling, a secondary suite, and a coach house (for a total of three units) on all single-family zoned properties located within the Urban Containment Boundary (UCB). • February 2025: Coach House Process Improvements adopted.
Additional Information – Other Past Reports Related to the Zoning Bylaw Rewrite	
17)	**Past Zoning Bylaw Rewrite Report October 21, 2024** – Zoning Bylaw Rewrite – Project Launch – Regular Meeting of Council held October 21, 2024
18)	**Past Zoning Bylaw Rewrite Report February 10 and 23, 2026** – Discussion of Industrial, Commercial and Parking sections of the draft Bylaw - Council Workshops held February 10 and 23, 2026
19)	**Past Zoning Bylaw Rewrite Report April 7, 2026** – Discussion of Commercial Zoning Options in the draft Bylaw - Council Workshop held April 7, 2026
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20)	**Small Scale Multi Unit Housing (SSMUH) Reports** • Implementation of SSMUH: Report to Regular Meeting of Council held April 13, 2026. • Small-Scale Multi-Unit House Extension Request Area: Report to Regular Meeting of Council held March 2, 2026.

	• Council Approaches to Bill 25: Report to Council Workshop held February 9, 2026. • Council Workshop on Bill 25: Report to Council Workshop held October 27, 2025.
21)	**Land Use Policy** Development of Indian Arm Properties Policy
22)	**District Official Community Plan** including a consolidated list of land use designations (Section 12.5) and Development Permit Areas (Schedule B).
Public Input	
23)	**Public Engagement Summary June 2026** • Public Engagement Summary June 2026, summarizing input received from the Zoning Bylaw Rewrite project launch in October 2024 through to First Reading of Bylaw 8799 and Bylaw 8787 in June 2026
24)	
25)	**Public Input** - Correspondence / submissions from the public since 1st Reading given June 1, 2026

AGENDA INFORMATION	
☑ Regular Meeting	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

May 15, 2026
File: N/A

AUTHOR: Tamsin Guppy, Senior Planner
Daniel Broderick, Planner

SUBJECT: **Bylaws 8787 and 8799 – New Detached Residential Zones (R1 and R2)**

RECOMMENDATION

THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given FIRST reading;

AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given FIRST reading;

AND THAT Bylaw 8787 and Bylaw 8799 are referred to a Public Hearing.

REASON FOR REPORT

This report presents two new detached residential zones, R1 and R2, which will replace the majority of the District's existing Single-Family (RS) zones.

SUMMARY

In accordance with Council direction from May 4, 2026, staff are bringing forward two new detached residential zones, to be applied to approximately 19,000 existing RS-zoned properties in the District.

The introduction of these new detached residential zones (R1 and R2) that will replace the old RS zones, is the first roll-out of an entire new Zoning Bylaw, to be complete in 2027.

Bylaw 8799 brings forward the new zone regulations as an insert to the existing Zoning Bylaw 3210. These new regulations will be transposed into the full new bylaw, when it is presented to Council next year.

To implement the new zones, a consequential OCP amendment is required. In accordance with *Local Government Act*, for a zoning change that requires an OCP amendment, a Public Hearing is required. Staff recommend the zoning amendment bylaw (Bylaw 8799) and the consequential OCP amendment bylaw (Bylaw 8787) be referred to a Public Hearing.

PROJECT TIMELINE TO DATE

October 21, 2024

- Council gave direction to launch Zoning Bylaw Rewrite to overhaul an outdated Zoning Bylaw (October 21, 2024, Project scoping at launch Report to Council).

2025

- Spring- Summer 2025 – Public Input on single-family zoning in conjunction with the OCP Update (June 11, 2025, OCP Public Engagement Summary)
- June 23, 2025 – Council Discussion. (June 23, 2025 Report to Council)
- Fall 2025 – Continued Public Input focused on the Ground Oriented Residential zoning (single family)
- December 2, 2025 – Council Workshop on new Ground-Oriented Residential (December 2, 2025, Report to Council)
- End of 2025 – Completion of the first draft of the new Bylaw

January – April 2026

- January to present: Interest holder input on the new draft Bylaw
- Winter 2026 – Business Community Input on Commercial and Industrial Zoning
- February 9 & 10, 2026: SSMUH Workshop and overlapping discussion of the R1, R2 and R3 zones (February 9, 2026, Report to Council)
- February 10 & 23, 2026: Discussion of Industrial, Commercial and Parking sections of the draft Bylaw. (February 2026 Report to Council)
- April 7, 2026: Discussion of Commercial Zoning Options in the draft Bylaw (April 7, 2026, Report to Council)

May 4, 2026

- At the Regular Council meeting, Council gave direction to bring forward replacement zones for existing single-family zones by July 2026 as phase 1 of the implementation of the new Zoning Bylaw. At the same time, Council extended the timeline of completion of the new Zoning Bylaw to 2027 to allow more time to discuss multi-unit residential, mixed-use, and non-residential zones. (May 4, 2026, Report to Council: Revised Timing for the Zoning Bylaw Rewrite Project).

It is worth noting that the timelines summarized above were significantly impacted by provincial legislation adopted over this same period that imposed new requirements on local governments related to land use polices and regulations (e.g. Bills 44, 46, 47, 16, and 25).

BACKGROUND - SINGLE-FAMILY ZONING DISCUSSION

The continued evolution of the District's traditional single-family neighbourhoods has been a topic of sustained interest with both Council and the public. In addition to the Council discussions as part of the Zoning Bylaw Rewrite project, a highlight of recent Council discussions on this topic include:

- *February 2023*: Housing Options for Single-Family Neighbourhoods public engagement (strong public support for larger suites, increases to building height to "lift" basements out of the ground, and exploration of infill housing typologies like coach houses, duplexes, and triplexes).[1]
- *December 2023*: Secondary suite size restriction relaxed – up to 49% of the house and no minimum size,[2] and maximum coach house height also increased to two storeys.[3]
- *June 2024*: Zoning amendments were adopted that permit a principal dwelling, a secondary suite, and a coach house (for a total of three units) on all single-family zoned properties located within the Urban Containment Boundary (UCB).[4]
- *February 2025*: Coach House Process Improvements adopted (streamlined regulations and delegation of more variances to staff).[5]
- *October 2025 - April 2026*: Small-Scale Multi-Unit Housing (SSMUH) work in response to Bill 25.
    - October 27, 2025: Council Workshop on Bill 25 (October 27, 2025, Report to Council)
    - February 9, 2026: Council Workshop on Approaches to Bill 25 (February 9. 2026, Report to Council)
    - April 13, 2026: Implementation of SSMUH (April 13, 2026, Report to Council)

DISCUSSION

The introduction of the two new detached residential zones to replace the 19 existing single-family zones is the culmination of multiple years of staff work, community consultation and Council discussion and directions.

As proposed, the R1, Rural and Suburban Detached Residential Zone, will be applied to 219 properties outside the Urban Containment Boundary (UCB) which are currently limited to two dwelling units in the form of a house and a secondary suite. The R1 Zone will replace the existing RS-1 and 2 zoning on these lots and similarly permits a house and a secondary suite.

R2, Urban Detached Residential Zone, will be applied to 19,693 properties inside the UCB which are currently zoned a mix of the existing 19 RS zones. Similar to existing RS zones within the UCB, R2 permits a house, a secondary suite and a coach house.

A map showing the entire District illustrating where both the R1 and R2 zones are applied is provided in **Attachment 1.**

[1] http://app.dnv.org/OpenDocument/Default.aspx?docNum=5916357
[2] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6170760
[3] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6170769
[4] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6312153
[5] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6476653

Key Changes

The new zones aim to consolidate the existing 19 single-family zones to simplify and modernize regulations and introduce modest flexibility. The approach is intended to streamline approvals, reduce non-conformities and variance applications, maintain permissible building potential (gross floor area), enable a broader range of housing options, address climate responses, and maintain neighbourhood character in keeping with the project's stated objectives and principles.



Figure 1: *The Zoning Bylaw Update project principles*

Summary of Key Changes

The proposed regulations maintain many aspects of the existing RS zoning regulations to ensure fairness for property owners while introducing key changes to improve liveability, address climate resilience, foster housing diversity and multi-generational housing, and simplify regulations. An overview of the key changes is shown in the table below.

Table 1: Changes in the R1 and R2 Zones		
1a	Basements	Discourage unsustainable basement construction and below ground living space – Fully in-ground basements are not permitted. However, new partial basements will be permitted, and existing construction is permitted under the legal non-conforming rules of the *Local Government Act*.
1b	Basements	Remove the FSR exemption that incentivises deep basements and below ground secondary suites.
1c	Basements	Limit basement depth to 4 feet (1.2 m) into the ground on the low side of the slope.
2	Garages	No longer prioritise indoor parking over living space and include garage floor space in FSR calculations.
3a	Building Height	Encourage above ground living and modernize and standardize building heights.

3b	Building Height	Simplify height calculations and measure height to the roof peak.
3c	Building Height	Continue to incentivise pitched roofs by increasing heights by 5 feet (1.5m) when a pitched roof is designed.
3d	Building Height	Simplify overall height calculations: • no longer permit "localized depressions" • no longer bonus sloped lots • Increase the overall building height to 33 feet (10.1 m) (or 38 feet (11.6 m) with a pitched roof)
3e	Building Height	Introduce a new limit on the number of storeys which is 3 storeys inclusive of basements and attics.
3f	Building Height	Simplify building design by no longer requiring the top floor of the house be smaller in size than the floor below it and no longer regulating eave height.
4a	Front Yards	Reduce front yard setbacks from 25 ft (7.6m) to 20 ft (6.1 m) for standard house designs.
4b	Front Yards	Continue to allow buildings with protruding ("side entry") garages into the front yard setback area and now permit this area to alternatively accommodate living space. Add the potential for a second storey over this area, with a minimum front yard setback for that protruding portion of 10 ft (3.1 m).
5a	Housing Diversity	Increase the maximum permitted coach house size from 968 ft^2 (89.9m^2) to 1400 ft^2 (130.1m^2)
5b	Housing Diversity	Provide an additional 500 ft^2 (46.5 m^2) of gross floor area (GFA) on a lot for a coach house.
6	Landscape	Support community character and municipal sustainability goals by introducing a new requirement for landscaped area (garden space).
7	Development Rights	Generally, maintaining permissible gross floor area (GFA)

1. Changing the Approach to Basements

Basement suites are an important, long-term housing option for many District residents. Many fully below ground units lack access to daylight, have emergency egress issues and are more susceptible to flooding.

Further, the deeper the basement, the bigger the environmental footprint, as basements disrupt ground water flow and in turn impact tree preservation and have a higher carbon footprint due to the use of concrete.

To address these issues, the new R1 and R2 zones encourage above-ground living space and discourage deep basements in the following ways:

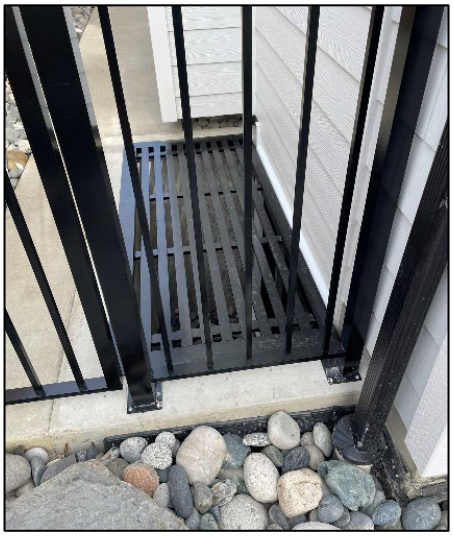


***Photo 1**: This window well is a standard design for secondary suite "windows."*

- Removing incentives to building below ground living space by removing floor space ratio (FSR) exemptions for basements;
- Prohibiting fully in-ground basements;
- Increasing building heights to allow basements to come out of the ground; and
- Permitting partial basements up to 4 feet (1.2 m) in the ground on the downhill side, which may, on a sloped lot, include areas of the basement that are fully below ground on the uphill side of the building (see Figure 2 below).

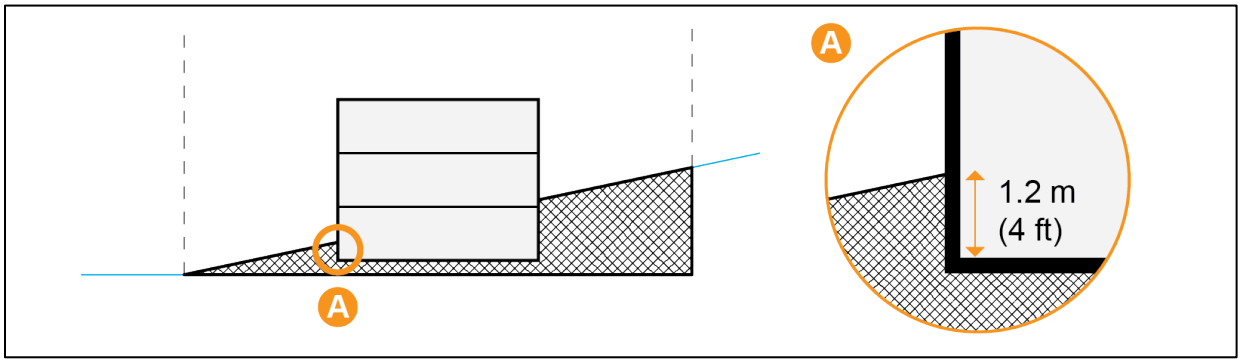


***Figure 2 -** Illustration showing how the lowest storey of a building, which is often a basement, can be up to 4 feet (1.2m) below grade on the downhill side of the building and fully buried on the uphill side.*

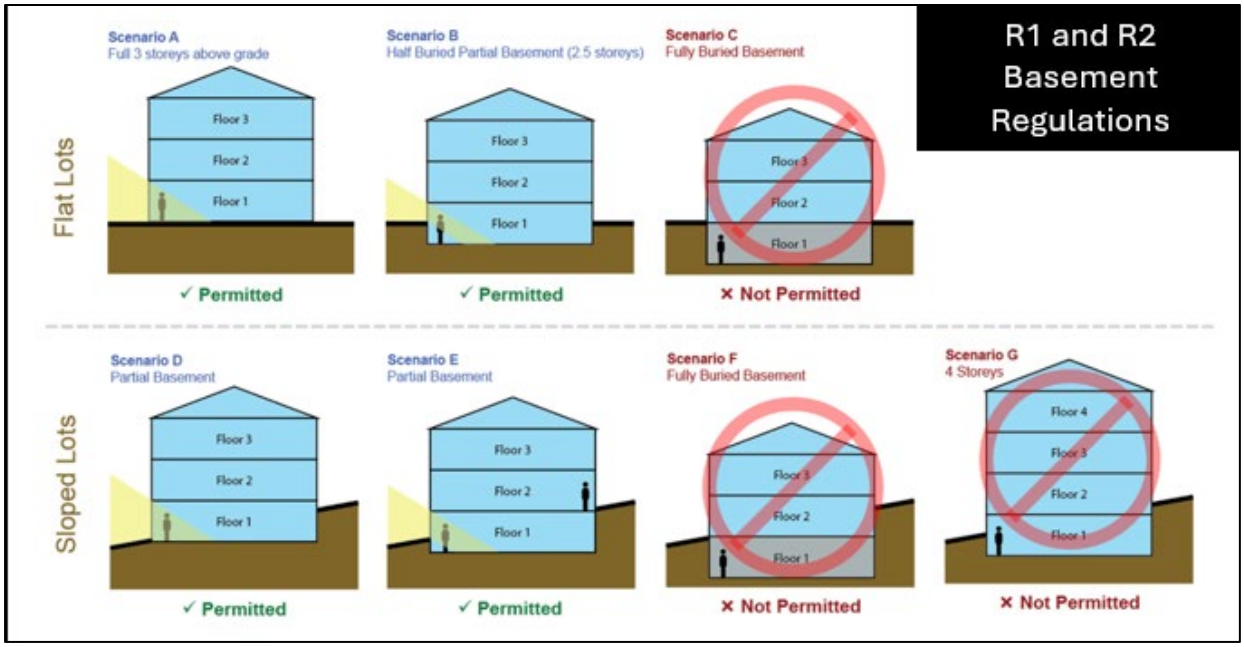


Figure 3 - *Illustration from the December 2, 2025, Council Workshop showing how taller building heights support above ground living and how the proposed regulations permit partial basements but prohibit fully buried basements and prohibit 4-storey development.*

The new zones provide additional permitted floor space to account for formerly exempted basement area.

Existing basements in the District will not be affected by the new regulations. Renovation and improvement to these existing spaces will be permitted under the legal non-conforming provisions of the *Local Government Act*. In exceptional cases where a significant expansion of an existing non-conforming basement is proposed, a variance process can be applied for, with a delegated decision made by staff, provided the density is not also impacted by the proposal.

2. Facilitating More Useable Living Spaces by Allowing Garage Conversions

Recognizing that more and more people use their garage as storage or living space, the original intent of the existing floor space exemption for parking is lost. By counting garage space as part of the overall permitted floor area, families can officially convert garage space to living space, provided they have sufficient outdoor onsite parking, typically located in the driveway. BC Building code standards will also be applicable to the construction.



Figure 4 - *Illustration published by The Spruce*

3. Simplifying Housing Design and Providing Greater Flexibility in Building Height

To keep the same amount of living space while reducing deep basements, houses will need to be taller. The new zones increased the overall height of the building to allow up to 3-storeys for the main portion of the principal house.

To mitigate the potential impact on neighbours, the height within the first 20 feet (6.1 m) of the lot and the rear 25 feet (7.6m) of the lot will remain limited to 2 storeys. Additionally, coach houses will remain limited to 2 storeys, similar to what is currently permitted in the RS zones.



***Photo 2**: This garage and basement permitted under the "localized depression" rules is now permitted as a "storey" for this three-storey house.*

To simplify the design and review process, building heights will be measured to the roof peak and there will no longer be rules for "localized depressions." An incentive for a pitched roof design is provided but no longer requires the complex and time-consuming assessment of varying roof pitches and is instead granted for any roof with a pitch of 3:12 and greater. This facilitates the use of dormers or other variations in roof pitch across a sloped rooftop.

Building heights are capped by both total height and by number of storeys. The 3-storey limit includes basements and attics that include living space. The total height is limited to 33 feet (10.1 m) for a flat or very low-pitched roof, and 38 feet (11.6 m) for a pitched roof. As localized depressions are no longer included, this measurement includes basement garage space.



Figure 5 - *Illustration from the December 2, 2025, Council Workshop showing new homes with 3-storey and 2-storey components.*

4. Expanding Living Opportunities in the Front Yard

The new zones reduce the front yard setbacks to add flexibility to support more efficient use of the lot and improved housing design. The reduced setbacks have also been designed to soften the impact of increased above ground living space. The minimum front setback has been reduced from 25 ft (7.6 m) to 20 ft (6.1 m).

In addition, a portion of the building may extend or protrude into this setback area by 10 feet (3.1 m), similar to the traditional “side entry garage” but now as either garage or living space and with the opportunity for a two-storey element as depicted in the renderings below. These changes reflect community support for better use of front yard space and help offset reduced basement use by expanding above-ground living opportunities.



Figure 6 - *A rendering of a house with a side entry garage and what it could look like with a second storey addition.*

5. Facilitating More Housing Options

More families are looking to make better use of their existing single-family homes and are exploring a variety of renovations and additions to accommodate shared living arrangements or multi-generational housing. To this end, the new zones propose more flexibility in how the permitted floor space may be used. In both R1 and R2 zones, the secondary suite regulations have been simplified, and in keeping with recent change permit suites up to 49% of the principal dwelling size, allowing for greater flexibility in unit size and building form.

The new R2 zone maintains and improves the ability to build a coach house on a lot. Regulations have been simplified, and an additional 500 ft^2 (46.5 m^2) of floor space is included for a coach house. The maximum coach house size has also increased from 968 ft^2 (46.5 m^2) to 1400 ft^2 (130.1m^2) to better accommodate a family. This new zone not only supports more functional and liveable coach house units but also allows for the easier addition of a coach house to lots that have existing homes. (Note: While we can reduce

barriers through improved zoning, construction costs, site access, required professionals, servicing requirements, and the like continue to make delivery of coach houses challenging.)

The proposed R1 zone does not permit coach house units (see page 16 for the discussion of the Council Motion - Coach Houses Outside UCB for details).



Figure 7 - *A rendering of a house (on the right) with a coach house (on the left), new zoning regulations will reduce regulatory barriers to coach house design.*

6. Landscape Area Requirements and Supporting Biodiversity

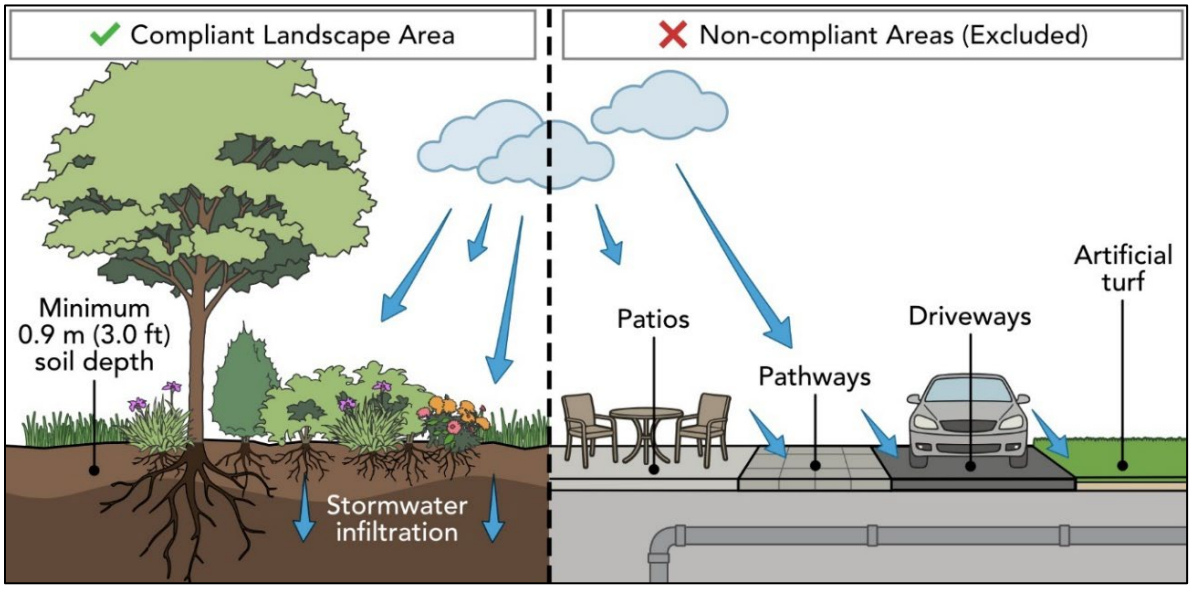


Figure 8 – *An illustration of what is a "landscape area," a term that will require green space to help address District goals for biodiversity and storm water management.*

To ensure that portions of each lot include areas suitable for growing trees and plants the new zones, including those presented in this first phase, will include a "landscape area" requirement. For lots where there is a traditional house with a back yard, that rear garden is the landscape area and no calculations are required. However, as homes potentially add coach houses and potential expand driveways and parking areas, the landscape requirement ensures that portions of each lot are set aside for green space. This is in keeping with the District's biodiversity and storm water management goals and will support families who wish to plant trees as part of the urban tree canopy program.

7. Maintaining Development Rights

The new R1 and R2 zones maintain the overall development potential for existing RS lots. As the total permissible gross floor area (GFA) will now be permitted above ground, new homes may appear larger but the permitted square footage is designed to closely match existing regulations.

Similar to existing provisions, large lots will continue to see their gross floor area regulated by both the FSR limit and a limit on the maximum house size.

The following graphic shows how the new zoning regulations accommodate buildable area previously captured by exemptions.

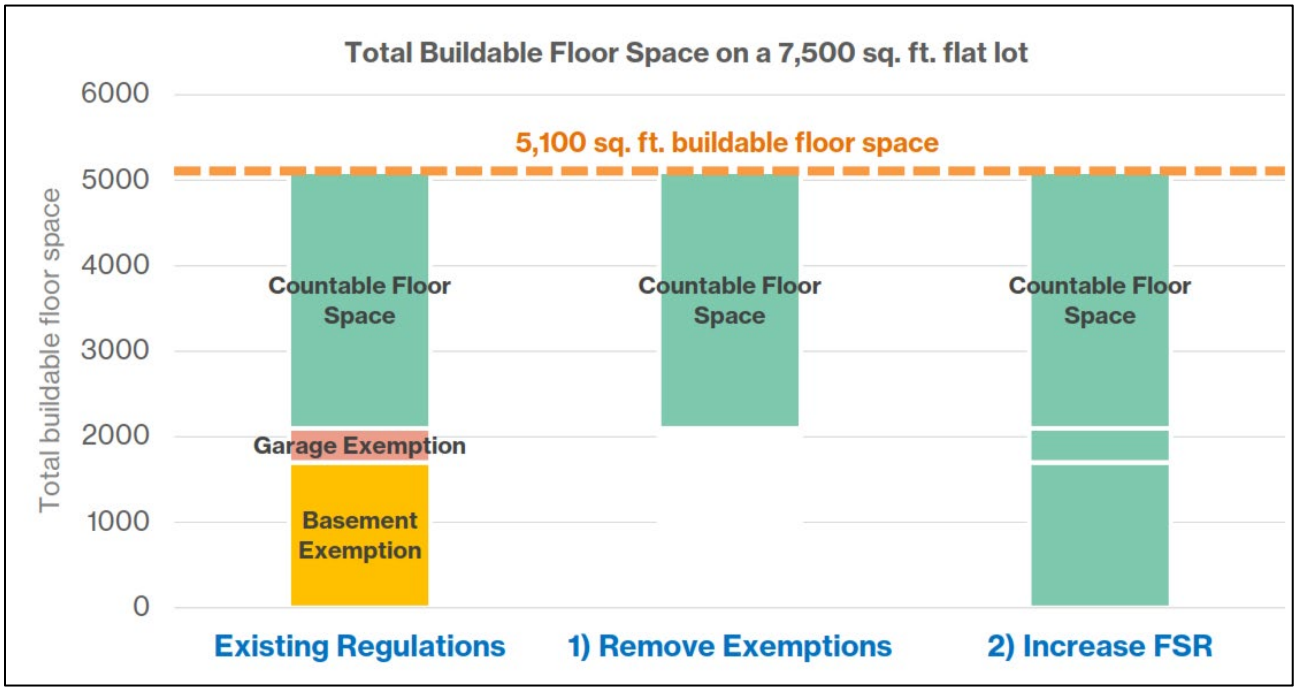


Figure 9 - *This slide from the December 2, 2025, Council Workshop highlights how the building's floor space will remain similar, but the floor space ratio calculation will change.*

8. Maximum House Size

In maintaining the overall development potential for existing RS lots, the total floor area permitted on a lot has been increased to accommodate the additional countable floor space previously exempted.

The proposed R1 and R2 zones limit the total gross floor area for all buildings and structures on a lot without a coach house to 7,000 ft^2 (650.3 m^2). In the R2 zone, this maximum is increased to 7,500 ft^2 (696.8 m^2) for all buildings and structures on a lot with a coach house, which accommodates the additional 500 ft^2 (46.5 m^2) for a coach house, as discussed.

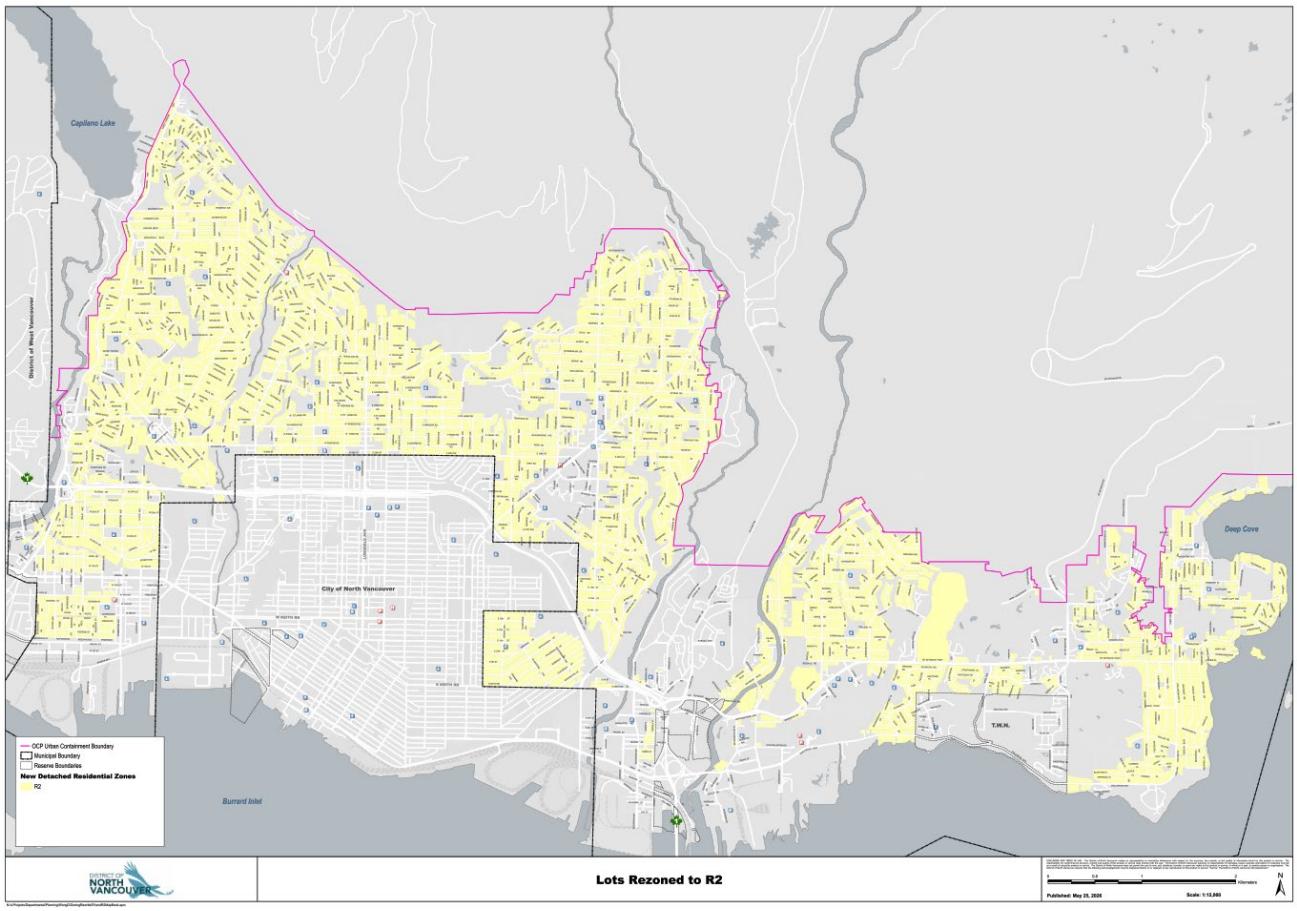
These maximums maintain the overall development potential for most lots across the District, including the District's most common lot sizes of approximately 7,000-8,000 ft^2 (650.3 m^2 - 743.2 m^2) and would only be triggered on large lots in excess of 11,250 ft^2 (1045.16 m^2). This is a reduction in maximum house size from previous discussions with Council, which contemplated 8,000 ft^2 (743.2 m^2) maximum.

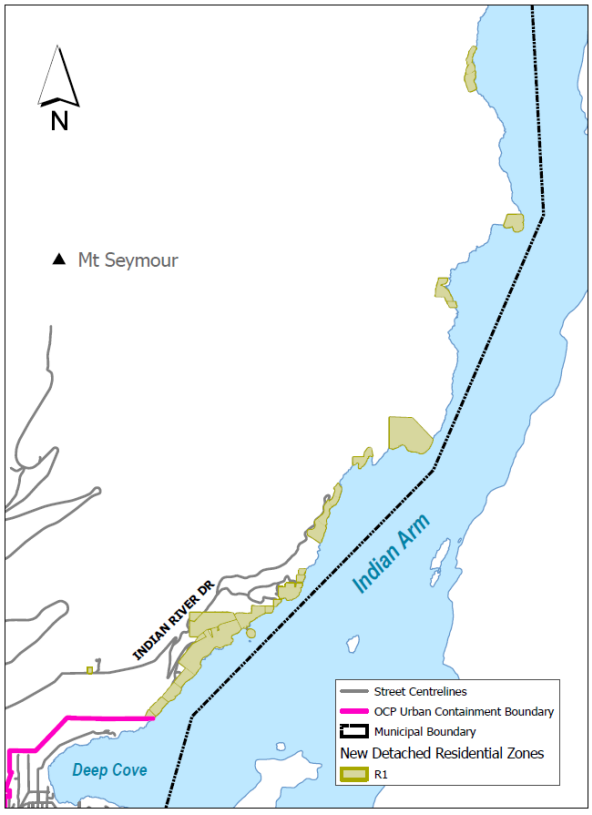
Applying the New Zones

The maps below illustrate the application of the R1 and R2 zones in the District. More detailed mapping is provided in the attachments including:

- **Attachment 1**: A map showing the entire District illustrating where both the R1 and R2 zones are applied; and
- Schedule B of **Attachment 4**: A set of grid maps at a scale where civic addresses are easy to read, details how the zone and the subdivision modifiers (discussed below) will be applied.

Lots shown in yellow in Figure 10 (next page) are inside the Urban Containment Boundary (UCB), and are currently zoned one of the RS zones, and permitted to have a house, suite and coach house. These 19,693 properties will be rezoned to the R2, Urban Detached Residential Zone, which similarly permits a house, suite and coach house.





Figures 10 Above: *illustrates properties being rezoned to R2 (house, suite, coach house) in yellow* ***Figure 11 Left:*** *Illustrates properties being rezoned to R1 (house and suite outside the UCB) in olive-yellow. Larger scale maps are provided in* ***Attachment 1*** *and* ***Schedule B of Attachment 4****.*

Outside the UCB, lots shown an olive-yellow colour in Figure 11 (left), are currently zoned RS for a house or a house and suite. These 219 lots will be rezoned to the R1, Rural and Suburban Detached Residential Zone, which similarly permits two units in the form of a principal house with secondary suite.

Of the approximately 20,000 existing RS lots in the District, most private properties will be rezoned to either the R1 or R2 zone at this time.

However, a number of existing RS zoned properties are not part of this first round of rezoning and will instead be part of a planned future rezoning, as shown in **Attachment 2**,

these exceptions include approximately 200 privately owned lots, and a number of District owned parcels including:

- Sites under application for rezoning;
- Sites where additional work is required to align with the OCP;
- District-owned, undeveloped properties.

Given that some properties will remain in the old RS zones, the old zones and their associated regulations cannot be completely retired at this time.

Subdivision Regulations

Updates to the bylaw include corresponding updates to the subdivision regulations to streamline and simplify the current set of subdivision regulations. This streamlining reduces the current regulations from 19 zones, and a variety of special lot size regulations and small lot infill areas into a total of 5 sets of regulations across the 2 new zones. These updates are meant to consolidate and transition existing regulations and will generally match current minimum lot size requirements for subdivision. (In order for a lot to subdivide each proposed new lot must meet the lot area requirements outlined in the subdivision requirements table, a 2-lot split therefore requires at least twice the lot area shown in the table.)

For lots outside the Urban Containment Boundary (UCB) the Approving Officer will continue to be informed by existing Council policies that discourage subdivision, a single base rate of approximately 1 acre per lot (4,000m^2) is established.

Inside the UCB, the new R2 zone will have a base rate for subdivision of *7,104 ft^2* (660m^2) reflecting the existing pattern of development and equal to the standard in the RS3 zone which is the most widely applied zone today. Reflecting the variation that currently exists in the regulations, the zone then includes 3 alternate rates which are applied on the zoning maps through the use of a "modifier" which is shown by the letter "S" and the corresponding number as shown in the table below:

Table 2: Minimum Lot Size Requirements for Subdivision

Zone	Area m² (ft^2)	Width m (ft)	Depth m (ft)
R1 – Rural and Suburban Detached Residential			
R1 (base rate)	4,000 m² (*43,056 ft^2*)	30 m (*98.4 ft*)	34 m (*111.6 ft*)
R2 – Urban Detached Residential			
R2 (base rate)	660 m² (*7,104 ft^2*)	18 m (*59.1 ft*)	34 m (*111.6 ft*)
R2 (S1) (small lot standard)	335 m² (*3,605 ft^2*)	10 m (*32.8 ft*)	34 m (*111.6 ft*)
R2 (S2) (large suburban lot)	1,100 m² (*11,840 ft^2*)	24 m (*78.7 ft*)	34 m (*111.6 ft*)

Table 2: Minimum Lot Size Requirements for Subdivision			
R2 (S3) ("one acre" lot)	4,000 m² (*43,056 ft²*)	30 m (*98.4 ft*)	34 m (*111.6 ft*)

The modifiers will accommodate the following variations:

- R2 (S1) will accommodate small 33-foot (10.1 m) wide, urban lots, including Small Lot Infill Areas (SLIA) and lots in the existing RS5 zone.
- R2 (S2) will accommodate large suburban lots, primarily zoned under the existing zoning bylaw as RS2 and RSQ.
- R2 (S3) will accommodate those close to or greater than one-acre (4,047 m^2) lots that have been in place in the RS1 zone for many years.

As stated, the process of simplifying subdivision regulations from more than 19 standards to 5 generally maintains existing patterns of subdivision. However, should any property owners wish to pursue a subdivision beyond what the new zones permit, a text amendment process to a new "modifier" could facilitate the subdivision where and when it is warranted.

As proposed, most Small Lot Infill areas (SLIA) will transition to the new S1 standard; however, two SLIA areas: (#1 Lower Capilano and #1a 1500 block MacGowen Avenue and Philip Avenue) will not transition to the new bylaw as they could be more suited to higher density housing where additional parcelization through subdivision would hinder this objective. This recommended approach is consistent with Council's motion on March 2, 2026, (Report to Council) requesting the exemption of the Lions Gate area from Small-Scale Multi-Unit Housing (SSMUH) because these areas are better suited to development that supports rapid transit and are not suited for ground-oriented housing, either through SSMUH or through subdivision.

An overview map illustrating where subdivision modifiers are used is provided in **Attachment 3**. The Rezoning Bylaw 8799 includes a set of maps that shows both which zone a property is being rezoned to and where applicable the subdivision modifier.

Bylaw Amendments

Bylaw 8799 as provided in **Attachment 4** proposes to add the R1 and R2 zones to the existing Zoning Bylaw (3210). This is intended as an interim measure to bring forward the new R1 and R2 zones in advance of the complete replacement of the Zoning Bylaw. The new complete Zoning Bylaw which will include all remaining zones and regulations, will be presented to Council for consideration in 2027.

Bylaw 8799 includes:

- Schedule A – a text amendment to the existing Zoning Bylaw 3210 to add the new zones with their new associated definitions and regulations to facilitate a smooth transition to the new bylaw next year.

- Schedule B – a detailed map set that illustrates which properties will be rezoned to which new applicable zone.

OCP amendments are required to support implementation of the new R1 and R2 zones and the revised approach to floor space calculations. The existing OCP land use designations for ground-oriented housing – Residential Level 1: Rural Residential (RES1) and Residential Level 2: Detached Residential (RES2) – include an approximate maximum floor space ratio (FSR). However, as the proposed new zones now include previously exempted floor areas (basements and garages) in the FSR calculations, the resulting permitted FSR is higher than anticipated in the 2011 OCP. As a consequence of the zoning bylaw update, these OCP land use designations require amending. To support implementation of the new zones, Bylaw 8787 proposes removing FSR references from the RES1 and RES2 land use designations as provided in **Attachment 5**. Maximum density for detached residential houses will continue to be regulated through the Zoning Bylaw.

Monitoring the Changes and Bringing Additional Amendments

The Zoning Bylaw rewrite is the first comprehensive review in over 60 years and has involved sifting through the results of 1400 amendments to reduce, simplify and modernize the regulations. Going forward more regular updates are recommended to keep zoning current and help better coordinate with and implement District policy.

With the roll out of the complete, new bylaw next year, implementation will include updates to mapping, diagrams and a new digital zoning bylaw webpage that will improve searchability and will work seamlessly with modern digital tools.

While the zones being presented today have gone through several months of testing, staff will continue to monitor feedback after their adoption. Staff also anticipate residents will need time to adjust to the new homes being built in their neighbourhoods and will have valuable input to staff on how to further improve or adjust the zoning regulations.

With the implementation of the full bylaw next year, there will also be a series of updates to related bylaws to ensure a seamless transition from the old to the new regulations.

If Council approves the new zones, staff's implementation work will begin, and this work is at least as substantial, if not more, as the creation of the zones themselves.

Council Motion Response: Coach Houses Outside the UCB

Pursuant to the Council motion on May 4th, 2026, staff have prepared alternative language (**Option 2**) to allow coach houses as an alternative to secondary suites on single-family lots outside the Urban Containment Boundary (UCB), subject to a maximum of two units per parcel.

Analysis:

Staff do not recommend permitting coach houses outside the UCB.

While secondary suites are contained within a principal building, standalone coach houses increase the development footprint, lot coverage, and servicing demands.

The primary reasons for this recommendation include:

- **Infrastructure & Access Constraints:** Properties outside the UCB lack basic municipal infrastructure that protects homes and provides access to safe drinking water, sewage removal, and emergency access. In place of standard urban services, this area includes existing legacy lots that are primarily located in more remote or waterfront access areas along Indian Arm that lack any access to sanitary sewers, often relying on septic fields instead. Access to municipal water supply is limited and some properties are reliant on creeks for fresh water. Where road access exists, it is limited to Indian River Drive and a series of narrow and steep fire-access lanes that are not intended for intensification of use.

- **Hazards & Emergency Response:** The entire area sits within the Wildfire Hazard Development Permit Area, and the risk from wildfires is intensifying due to climate change. Additionally, many lots are also in slope and debris flow hazard areas. Delivery of emergency services outside the UCB is severely challenged by the terrain and the limited road access.

- **Environmental Sensitivity:** The area outside the UCB is predominantly land that is heavily forested and inside sensitive streamside riparian areas and as such is within Development Permit areas for Protection of the Natural Environment and Streamside Protection. In environmentally sensitive areas like these, building intensification is not supported and building footprints should be minimized.

- **Rural Character:** Over time the character of this rural area has slowly shifted with older seasonal cabins being replaced by larger and more permanent homes. Allowing secondary suites was seen to increase house choice while not impacting overall character. However, allowing coach houses in addition to a principal home would essentially make the character of these rural homes the same as urban properties in the District.

- **Policy Realignment:** Permitting development intensification including coach houses outside the UCB directly conflicts with long-standing planning frameworks, including the 2009 *Indian Arm Development Review*, *Development of Indian Arm Properties Policy*, and multiple Official Community Plan (OCP) directives aimed at containing development intensification inside the UCB including:
  - OCP Policy 1.1.1. Accommodate growth and development within the existing built area and maintain the District's Urban Containment Boundary as shown on the Land Use Map (see Map 2);
  - OCP Policy 1.1.2. Protect areas outside the Urban Containment Boundary by limiting to uses associated with outdoor recreation and tourism, watershed and resource management, conservation, rural residential living and research purposes; and

- OCP Policy 11.1.2. Limit infrastructure extension beyond the Urban Containment Boundary.

Should Council wish to proceed with amendments to permit coach houses outside the UCB, staff could redraft Bylaw 8799 ahead of second reading by eliminating the condition of use that secondary suites be located in the Principal Building, which would therefore allow the consideration of variances to the location of secondary suites, such that they could be located in a separate building and designed as a coach house, subject to Council's approval of a variance. Alternatively, Council could direct staff to draft the Zoning Bylaw to permit Coach Houses on all single-family zoned parcels outside the UCB, as described in Council's May 4th, 2026, motion noted previously in this report.

TIMING/APPROVAL PROCESS

Bylaw 8787 and Bylaw 8799 bring forward new regulations for ground oriented residential zones in advance of the complete Zoning Bylaw update next year. This first phase of work will facilitate housing options for residents. Should Council give first reading to the bylaws on June 1, the potential timeline for the implementation of the new R1 and R2 is as follows:

- June 2026: Public Hearing
- July 2026: 2nd and 3rd Reading
- July 2026: Bylaw Adoption

The full replacement of the Zoning Bylaw, which will include the remaining zones, new general and supporting regulations, along with an improved format, updated diagrams, easier-to-use structure, and corresponding digital interface, will be presented to Council in 2027.

Should Council wish to proceed with amendments to permit coach houses in the UCB, Bylaw 8799 will be amended, eliminating the condition of use that secondary suites be located in the Principal Building (**Option 2**) which would therefore allow the consideration of variances to the location of secondary suites, such that they could be located in a separate building and designed as a coach house.

CONCURRENCE

The content of this report was prepared in collaboration with representatives from Community Planning and with input from Engineering, Legal, Corporate Services, Climate and Biodiversity, and Building departments.

FINANCIAL IMPACTS

All fees associated with the construction and/or renovation of principal dwellings, secondary suites, and coach houses are not impacted by the proposed zoning regulation changes.

The reduction of basements, which are costly to build, in new home designs will likely lead to modest drop in construction value.

In the short term, the adoption of new regulations will require both staff and financial resources to be dedicated towards public communication, staff training, and updates to informational materials, website resources, and application processing systems. However, in the long term, the set of simplified and standardized regulations is expected to lead to reduced informational enquiries and reduced permit review times consistent with the ongoing Development Application Process Review (DAPR).

ENVIRONMENTAL IMPLICATIONS

With the proposed regulations discouraging fully in-ground basements, it is expected that there will be a net benefit to the achievement of environment sustainability goals in the form of:

- reduced blockage, diversion, and removal of ground water flow;
- increased stormwater absorption;
- reduced excavations and soil disturbance which would facilitate the retention of existing trees; and
- reduced use of concrete, thereby reducing embodied carbon.

The applicability of Environmental Protection and Natural Hazard Development Permit Areas (DPA) are not impacted by the proposed zoning regulation changes. All developments on properties within such DPAs continue to require submissions from Qualified Professionals and permits issues by the District.

The applicability of the Environmental Protection and Preservation Bylaw is not impacted by the proposed zoning regulation changes. It will continue to be applied to protect, preserve and conserve the District's ecological systems of watercourses, trees, soils, lands and visual assets, especially during the construction phases of a development.

Regarding the potential for tree loss due to coach house construction and home renewal, staff will continue to explore strategies for tree retention, tree re-planting, and increasing overall canopy coverage within the District which in part will be facilitated by the new landscape area requirements.

PUBLIC INPUT

Public engagement has been a critical component of the Zoning Bylaw Rewrite project and builds on public open houses, surveys, interest holder input, and discussions with Council and the community. Public engagement on the proposed single-family zoning regulations changes was primarily focused in 2025 with extensive interest holder input in the early months of 2026. Public engagement was conducted at the Consult level on the District's public engagement spectrum.

Overall, there was general support from the public on the proposed changes. A summary of public engagement on the proposed single-family zoning changes (and OCP Update) was provided to Council in 2025 (2025 Engagement Summary Report), and an update will be provided as part of the Public Hearing materials.

Should staff's recommendation be supported a public hearing would be held for bylaws 8787 and 8799.

CONCLUSION

Under Council direction, this report presents Council with bylaws to implement the first phase of the Zoning Bylaw Rewrite, the R1 and R2 zones, to replace the existing RS zones. The proposed zones facilitate requests from homeowners who are interested in seeing the changes to existing regulations sooner and will address a variety of key concerns with the existing regulations.

Staff recommend the attached bylaws be given first ready and referred to a Public Hearing in accordance with LGA.

Options:

The following options are provided for Council's consideration:

1. THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given FIRST reading;

   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given FIRST reading;

   AND THAT Bylaw 8787 and Bylaw 8799 are referred to a Public Hearing.

   (Staff Recommendation)

or

2. THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given FIRST reading;

   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given FIRST reading;

   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is amended by striking out "Subsection 3 (1)(a) of the R1 – Rural and Suburban Detached Residential Zone" and renumbering accordingly.

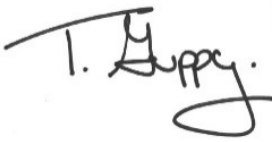
   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given SECOND reading, as amended;

   AND THAT Bylaw 8787 and Bylaw 8799 are referred to a Public Hearing.

or

3. THAT Council refer Bylaw 8787 and Bylaw 8799 back to staff to make further amendments.

Respectfully submitted,



Tamsin Guppy
Senior Planner



Daniel Broderick
Planner

Attachments:

1. Map of the entire District showing the application of R1 and R2
2. Map of the entire District showing predominately privately owned RS lots not being rezoned at this time, this map does not include DNV owned RS lots remaining RS at this time
3. Map of the entire District showing the application of subdivision modifiers
4. Bylaw 8799 with Schedule A and Schedule B
5. Bylaw 8787

REVIEWED WITH:

❑ Business and Economic		❑ Finance		External Agencies:	
❑ Bylaw Services		❑ Fire Services		❑ Library Board	
❑ Clerk's Office		❑ GIS		❑ Museum and Archives	
❑ Climate and Biodiversity		❑ Human Resources		❑ NSEM	
❑ Communications		❑ Integrated Planning		❑ NS Health	
❑ Community Planning	ZT	❑ ITS		❑ NVRC	
❑ Development Engineering		❑ Parks		❑ RCMP	
❑ Development Planning		❑ Real Estate		❑ Other:	
❑ Engineering Operations		❑ Review and Compliance			
❑ Environment		❑ Solicitor			
❑ Facilities		❑ Utilities			

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 4, 2026
File: NA

AUTHOR: Tamsin Guppy, Senior Planner

SUBJECT: **Bylaw 8787 - Due Consideration of Sections 475 and 477 of the *Local Government Act***

RECOMMENDATION:
THAT Council has specifically considered, in respect of proposed OCP Amending Bylaw 8787 whether consultation is required with the listed entities in subsection 475(2)(b) of the Local Government Act, and considers that such consultation is not required;

AND THAT in accordance with Section 477 of the *Local Government Act (LGA)*, Council has considered OCP Amending Bylaw 8787 in conjunction with its Financial Plan and applicable Waste Management Plans.

REASON FOR REPORT:
In accordance with Sections 475 and 477 of the LGA, the local government must, after consideration of First Reading of a bylaw amending the Official Community Plan (OCP), give consideration of the impacts to its Financial Plan and Waste Management Plans and whether consultation is required.

SUMMARY:
Bylaw 8787 is a text amendment bylaw to the OCP that amends the two ground-oriented detached residential land use designations, Residential Level 1 and Residential Level 2. This amendment removes the reference to floor space ratio (FSR) but in no other way impacts the intent of the designations with regards to land use or number of units permitted.

This work is part of the much larger Zoning Bylaw review which has been referred widely to a broad variety of interest holders and for which due process is being followed.

To meet the intent of this section of the LGA, for this minor amendment to the OCP, it is recommended that Council confirm through a formal pair of motions that Bylaw 8787 has been considered in conjunction with its Financial Plan and applicable Waste Management Plans and that no additional consultation is required related to Bylaw 8787 beyond the broad and robust consultation that is ongoing with regards to the Zoning Bylaw update.

BACKGROUND:
On June 1st, Council gave 1st Reading to OCP amending Bylaw 8787 in conjunction with Zone amending Bylaw 8799, which proposes to rezone the majority of currently single-family zoned lands in the District to the new ground-oriented detached residential zones. Council also resolved to refer both bylaws to a public hearing.

Option:

1. It is recommended:
   THAT Council has specifically considered, in respect of proposed Bylaw 8787 whether consultation is required with the listed entities in subsection 475(2)(b) of the Local Government Act, and considers that such consultation is not required;

   AND THAT in accordance with Section 477 of the *Local Government Act (LGA)*, Council has considered Bylaw 8787 in conjunction with its Financial Plan and applicable Waste Management Plans.

Respectfully submitted,

T. Guppy.

Tamsin Guppy
Senior Planner

REVIEWED WITH:

❑ Business and Economic	___	❑ Finance	___	External Agencies:	
❑ Bylaw Services	___	❑ Fire Services	___	❑ Library Board	___
❑ Clerk's Office	___	❑ GIS	___	❑ Museum and Archives	___
❑ Climate and Biodiversity	___	❑ Human Resources	___	❑ NSEM	___
❑ Communications	___	❑ Integrated Planning	___	❑ NS Health	___
❑ Community Planning	___	❑ ITS	___	❑ NVRC	___
❑ Development Engineering	___	❑ Parks	___	❑ RCMP	___
❑ Development Planning	___	❑ Real Estate	___	❑ Other:	___
❑ Engineering Operations	___	❑ Review and Compliance	___		
❑ Environment	___	❑ Solicitor	___		
❑ Facilities	___	❑ Utilities	___		

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The Corporation of the District of North Vancouver

Bylaw 8787

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 8787, 2026 (Amendment 63)".

Amendments

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

    a) Under Part 1: Community Structure, Section 2: Urban Structure, Sub-section 2.5: Land Use Designations for the Urban Structure:

        i. Deleting the land use designation description for Residential Level 1: Rural Residential and replacing it with the following description:

        "Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services."

        ii. Deleting the land use designation description for Residential Level 2: Detached Residential and replacing it with the following description:

        "Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions."

    b) Under Part 3: Plan Management, Section 12: Plan Implementation, Sub-section 12.5: Consolidated List of Land Use Designations:

        i. Deleting the land use designation description for Residential Level 1: Rural Residential and replacing it with the following description:

"Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services."

ii. Deleting the land use designation description for Residential Level 2: Detached Residential and replacing it with the following description:

"Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions."

READ a first time June 1, 2026 by a majority of all Council members.

PUBLIC HEARING held

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

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

ADOPTED

Mayor

Corporate Officer

Attachment 2

AGENDA INFORMATION	
☑ Regular Meeting	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

May 15, 2026
File: N/A

AUTHOR: Tamsin Guppy, Senior Planner
Daniel Broderick, Planner

SUBJECT: **Bylaws 8787 and 8799 – New Detached Residential Zones (R1 and R2)**

RECOMMENDATION

THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given FIRST reading;

AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given FIRST reading;

AND THAT Bylaw 8787 and Bylaw 8799 are referred to a Public Hearing.

REASON FOR REPORT

This report presents two new detached residential zones, R1 and R2, which will replace the majority of the District's existing Single-Family (RS) zones.

SUMMARY

In accordance with Council direction from May 4, 2026, staff are bringing forward two new detached residential zones, to be applied to approximately 19,000 existing RS-zoned properties in the District.

The introduction of these new detached residential zones (R1 and R2) that will replace the old RS zones, is the first roll-out of an entire new Zoning Bylaw, to be complete in 2027.

Bylaw 8799 brings forward the new zone regulations as an insert to the existing Zoning Bylaw 3210. These new regulations will be transposed into the full new bylaw, when it is presented to Council next year.

To implement the new zones, a consequential OCP amendment is required. In accordance with *Local Government Act*, for a zoning change that requires an OCP amendment, a Public Hearing is required. Staff recommend the zoning amendment bylaw (Bylaw 8799) and the consequential OCP amendment bylaw (Bylaw 8787) be referred to a Public Hearing.

PROJECT TIMELINE TO DATE

October 21, 2024

- Council gave direction to launch Zoning Bylaw Rewrite to overhaul an outdated Zoning Bylaw (October 21, 2024, Project scoping at launch Report to Council).

2025

- Spring- Summer 2025 – Public Input on single-family zoning in conjunction with the OCP Update (June 11, 2025, OCP Public Engagement Summary)
- June 23, 2025 – Council Discussion. (June 23, 2025 Report to Council)
- Fall 2025 – Continued Public Input focused on the Ground Oriented Residential zoning (single family)
- December 2, 2025 – Council Workshop on new Ground-Oriented Residential (December 2, 2025, Report to Council)
- End of 2025 – Completion of the first draft of the new Bylaw

January – April 2026

- January to present: Interest holder input on the new draft Bylaw
- Winter 2026 – Business Community Input on Commercial and Industrial Zoning
- February 9 & 10, 2026: SSMUH Workshop and overlapping discussion of the R1, R2 and R3 zones (February 9, 2026, Report to Council)
- February 10 & 23, 2026: Discussion of Industrial, Commercial and Parking sections of the draft Bylaw. (February 2026 Report to Council)
- April 7, 2026: Discussion of Commercial Zoning Options in the draft Bylaw (April 7, 2026, Report to Council)

May 4, 2026

- At the Regular Council meeting, Council gave direction to bring forward replacement zones for existing single-family zones by July 2026 as phase 1 of the implementation of the new Zoning Bylaw. At the same time, Council extended the timeline of completion of the new Zoning Bylaw to 2027 to allow more time to discuss multi-unit residential, mixed-use, and non-residential zones. (May 4, 2026, Report to Council: Revised Timing for the Zoning Bylaw Rewrite Project).

It is worth noting that the timelines summarized above were significantly impacted by provincial legislation adopted over this same period that imposed new requirements on local governments related to land use polices and regulations (e.g. Bills 44, 46, 47, 16, and 25).

BACKGROUND - SINGLE-FAMILY ZONING DISCUSSION

The continued evolution of the District's traditional single-family neighbourhoods has been a topic of sustained interest with both Council and the public. In addition to the Council discussions as part of the Zoning Bylaw Rewrite project, a highlight of recent Council discussions on this topic include:

- *February 2023*: Housing Options for Single-Family Neighbourhoods public engagement (strong public support for larger suites, increases to building height to "lift" basements out of the ground, and exploration of infill housing typologies like coach houses, duplexes, and triplexes).[1]
- *December 2023*: Secondary suite size restriction relaxed – up to 49% of the house and no minimum size,[2] and maximum coach house height also increased to two storeys.[3]
- *June 2024*: Zoning amendments were adopted that permit a principal dwelling, a secondary suite, and a coach house (for a total of three units) on all single-family zoned properties located within the Urban Containment Boundary (UCB).[4]
- *February 2025*: Coach House Process Improvements adopted (streamlined regulations and delegation of more variances to staff).[5]
- *October 2025 - April 2026*: Small-Scale Multi-Unit Housing (SSMUH) work in response to Bill 25.
    - October 27, 2025: Council Workshop on Bill 25 (October 27, 2025, Report to Council)
    - February 9, 2026: Council Workshop on Approaches to Bill 25 (February 9. 2026, Report to Council)
    - April 13, 2026: Implementation of SSMUH (April 13, 2026, Report to Council)

DISCUSSION

The introduction of the two new detached residential zones to replace the 19 existing single-family zones is the culmination of multiple years of staff work, community consultation and Council discussion and directions.

As proposed, the R1, Rural and Suburban Detached Residential Zone, will be applied to 219 properties outside the Urban Containment Boundary (UCB) which are currently limited to two dwelling units in the form of a house and a secondary suite. The R1 Zone will replace the existing RS-1 and 2 zoning on these lots and similarly permits a house and a secondary suite.

R2, Urban Detached Residential Zone, will be applied to 19,693 properties inside the UCB which are currently zoned a mix of the existing 19 RS zones. Similar to existing RS zones within the UCB, R2 permits a house, a secondary suite and a coach house.

A map showing the entire District illustrating where both the R1 and R2 zones are applied is provided in **Attachment 1.**

[1] http://app.dnv.org/OpenDocument/Default.aspx?docNum=5916357
[2] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6170760
[3] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6170769
[4] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6312153
[5] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6476653

Key Changes

The new zones aim to consolidate the existing 19 single-family zones to simplify and modernize regulations and introduce modest flexibility. The approach is intended to streamline approvals, reduce non-conformities and variance applications, maintain permissible building potential (gross floor area), enable a broader range of housing options, address climate responses, and maintain neighbourhood character in keeping with the project's stated objectives and principles.



Figure 1: *The Zoning Bylaw Update project principles*

Summary of Key Changes

The proposed regulations maintain many aspects of the existing RS zoning regulations to ensure fairness for property owners while introducing key changes to improve liveability, address climate resilience, foster housing diversity and multi-generational housing, and simplify regulations. An overview of the key changes is shown in the table below.

Table 1: Changes in the R1 and R2 Zones		
1a	Basements	Discourage unsustainable basement construction and below ground living space – Fully in-ground basements are not permitted. However, new partial basements will be permitted, and existing construction is permitted under the legal non-conforming rules of the *Local Government Act*.
1b	Basements	Remove the FSR exemption that incentivises deep basements and below ground secondary suites.
1c	Basements	Limit basement depth to 4 feet (1.2 m) into the ground on the low side of the slope.
2	Garages	No longer prioritise indoor parking over living space and include garage floor space in FSR calculations.
3a	Building Height	Encourage above ground living and modernize and standardize building heights.

3b	Building Height	Simplify height calculations and measure height to the roof peak.
3c	Building Height	Continue to incentivise pitched roofs by increasing heights by 5 feet (1.5m) when a pitched roof is designed.
3d	Building Height	Simplify overall height calculations: • no longer permit "localized depressions" • no longer bonus sloped lots • Increase the overall building height to 33 feet (10.1 m) (or 38 feet (11.6 m) with a pitched roof)
3e	Building Height	Introduce a new limit on the number of storeys which is 3 storeys inclusive of basements and attics.
3f	Building Height	Simplify building design by no longer requiring the top floor of the house be smaller in size than the floor below it and no longer regulating eave height.
4a	Front Yards	Reduce front yard setbacks from 25 ft (7.6m) to 20 ft (6.1 m) for standard house designs.
4b	Front Yards	Continue to allow buildings with protruding ("side entry") garages into the front yard setback area and now permit this area to alternatively accommodate living space. Add the potential for a second storey over this area, with a minimum front yard setback for that protruding portion of 10 ft (3.1 m).
5a	Housing Diversity	Increase the maximum permitted coach house size from 968 ft^2 (89.9m^2) to 1400 ft^2 (130.1m^2)
5b	Housing Diversity	Provide an additional 500 ft^2 (46.5 m^2) of gross floor area (GFA) on a lot for a coach house.
6	Landscape	Support community character and municipal sustainability goals by introducing a new requirement for landscaped area (garden space).
7	Development Rights	Generally, maintaining permissible gross floor area (GFA)

1. Changing the Approach to Basements

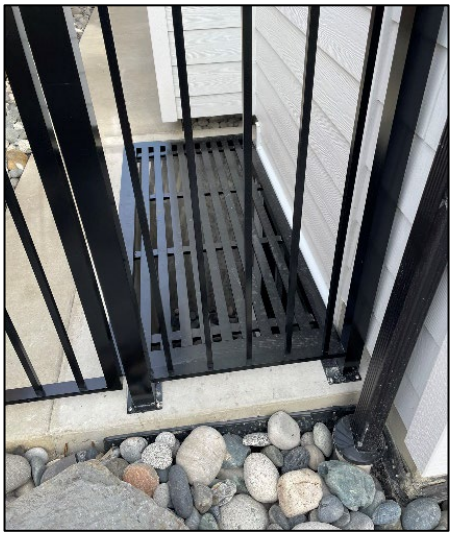


***Photo 1**: This window well is a standard design for secondary suite "windows."*

Basement suites are an important, long-term housing option for many District residents. Many fully below ground units lack access to daylight, have emergency egress issues and are more susceptible to flooding.

Further, the deeper the basement, the bigger the environmental footprint, as basements disrupt ground water flow and in turn impact tree preservation and have a higher carbon footprint due to the use of concrete.

To address these issues, the new R1 and R2 zones encourage above-ground living space and discourage deep basements in the following ways:

- Removing incentives to building below ground living space by removing floor space ratio (FSR) exemptions for basements;
- Prohibiting fully in-ground basements;
- Increasing building heights to allow basements to come out of the ground; and
- Permitting partial basements up to 4 feet (1.2 m) in the ground on the downhill side, which may, on a sloped lot, include areas of the basement that are fully below ground on the uphill side of the building (see Figure 2 below).

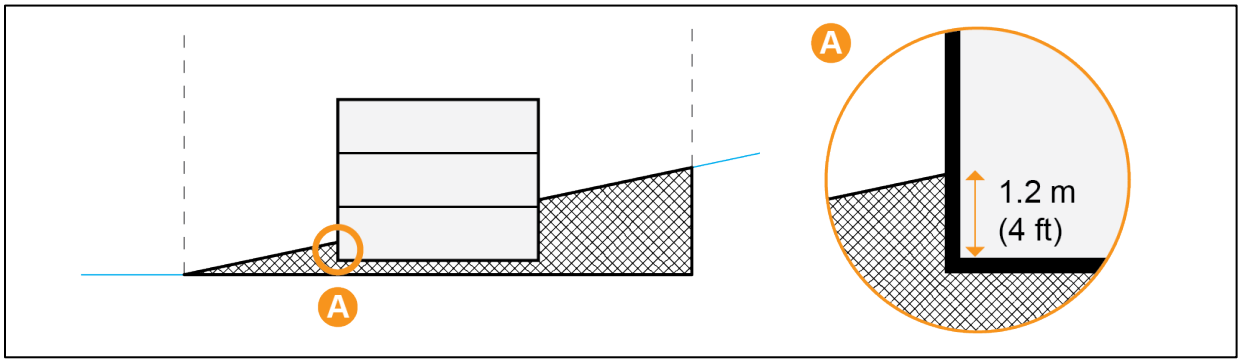


***Figure 2 -** Illustration showing how the lowest storey of a building, which is often a basement, can be up to 4 feet (1.2m) below grade on the downhill side of the building and fully buried on the uphill side.*

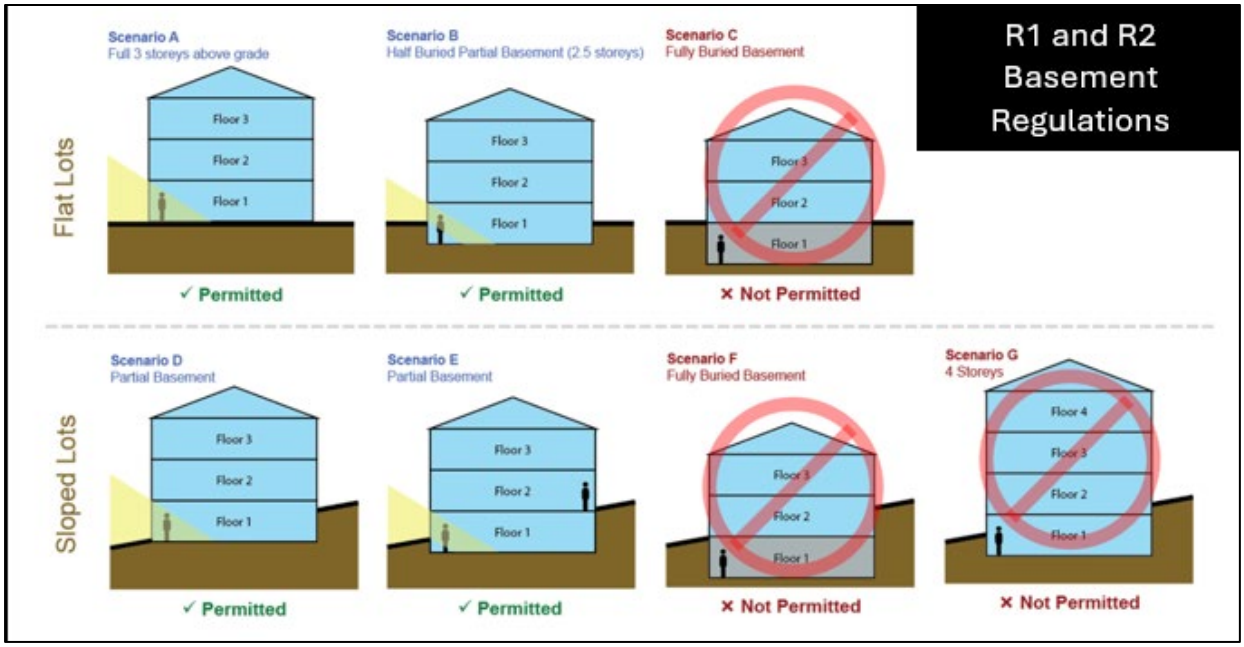


Figure 3 - *Illustration from the December 2, 2025, Council Workshop showing how taller building heights support above ground living and how the proposed regulations permit partial basements but prohibit fully buried basements and prohibit 4-storey development.*

The new zones provide additional permitted floor space to account for formerly exempted basement area.

Existing basements in the District will not be affected by the new regulations. Renovation and improvement to these existing spaces will be permitted under the legal non-conforming provisions of the *Local Government Act*. In exceptional cases where a significant expansion of an existing non-conforming basement is proposed, a variance process can be applied for, with a delegated decision made by staff, provided the density is not also impacted by the proposal.

2. Facilitating More Useable Living Spaces by Allowing Garage Conversions

Recognizing that more and more people use their garage as storage or living space, the original intent of the existing floor space exemption for parking is lost. By counting garage space as part of the overall permitted floor area, families can officially convert garage space to living space, provided they have sufficient outdoor onsite parking, typically located in the driveway. BC Building code standards will also be applicable to the construction.



Figure 4 - *Illustration published by The Spruce*

3. Simplifying Housing Design and Providing Greater Flexibility in Building Height

To keep the same amount of living space while reducing deep basements, houses will need to be taller. The new zones increased the overall height of the building to allow up to 3-storeys for the main portion of the principal house.

To mitigate the potential impact on neighbours, the height within the first 20 feet (6.1 m) of the lot and the rear 25 feet (7.6m) of the lot will remain limited to 2 storeys. Additionally, coach houses will remain limited to 2 storeys, similar to what is currently permitted in the RS zones.



***Photo 2**: This garage and basement permitted under the "localized depression" rules is now permitted as a "storey" for this three-storey house.*

To simplify the design and review process, building heights will be measured to the roof peak and there will no longer be rules for "localized depressions." An incentive for a pitched roof design is provided but no longer requires the complex and time-consuming assessment of varying roof pitches and is instead granted for any roof with a pitch of 3:12 and greater. This facilitates the use of dormers or other variations in roof pitch across a sloped rooftop.

Building heights are capped by both total height and by number of storeys. The 3-storey limit includes basements and attics that include living space. The total height is limited to 33 feet (10.1 m) for a flat or very low-pitched roof, and 38 feet (11.6 m) for a pitched roof. As localized depressions are no longer included, this measurement includes basement garage space.



Figure 5 - *Illustration from the December 2, 2025, Council Workshop showing new homes with 3-storey and 2-storey components.*

4. Expanding Living Opportunities in the Front Yard

The new zones reduce the front yard setbacks to add flexibility to support more efficient use of the lot and improved housing design. The reduced setbacks have also been designed to soften the impact of increased above ground living space. The minimum front setback has been reduced from 25 ft (7.6 m) to 20 ft (6.1 m).

In addition, a portion of the building may extend or protrude into this setback area by 10 feet (3.1 m), similar to the traditional “side entry garage” but now as either garage or living space and with the opportunity for a two-storey element as depicted in the renderings below. These changes reflect community support for better use of front yard space and help offset reduced basement use by expanding above-ground living opportunities.



Figure 6 - *A rendering of a house with a side entry garage and what it could look like with a second storey addition.*

5. Facilitating More Housing Options

More families are looking to make better use of their existing single-family homes and are exploring a variety of renovations and additions to accommodate shared living arrangements or multi-generational housing. To this end, the new zones propose more flexibility in how the permitted floor space may be used. In both R1 and R2 zones, the secondary suite regulations have been simplified, and in keeping with recent change permit suites up to 49% of the principal dwelling size, allowing for greater flexibility in unit size and building form.

The new R2 zone maintains and improves the ability to build a coach house on a lot. Regulations have been simplified, and an additional 500 ft^2 (46.5 m^2) of floor space is included for a coach house. The maximum coach house size has also increased from 968 ft^2 (46.5 m^2) to 1400 ft^2 (130.1m^2) to better accommodate a family. This new zone not only supports more functional and liveable coach house units but also allows for the easier addition of a coach house to lots that have existing homes. (Note: While we can reduce

barriers through improved zoning, construction costs, site access, required professionals, servicing requirements, and the like continue to make delivery of coach houses challenging.)

The proposed R1 zone does not permit coach house units (see page 16 for the discussion of the Council Motion - Coach Houses Outside UCB for details).



Figure 7 - *A rendering of a house (on the right) with a coach house (on the left), new zoning regulations will reduce regulatory barriers to coach house design.*

6. Landscape Area Requirements and Supporting Biodiversity

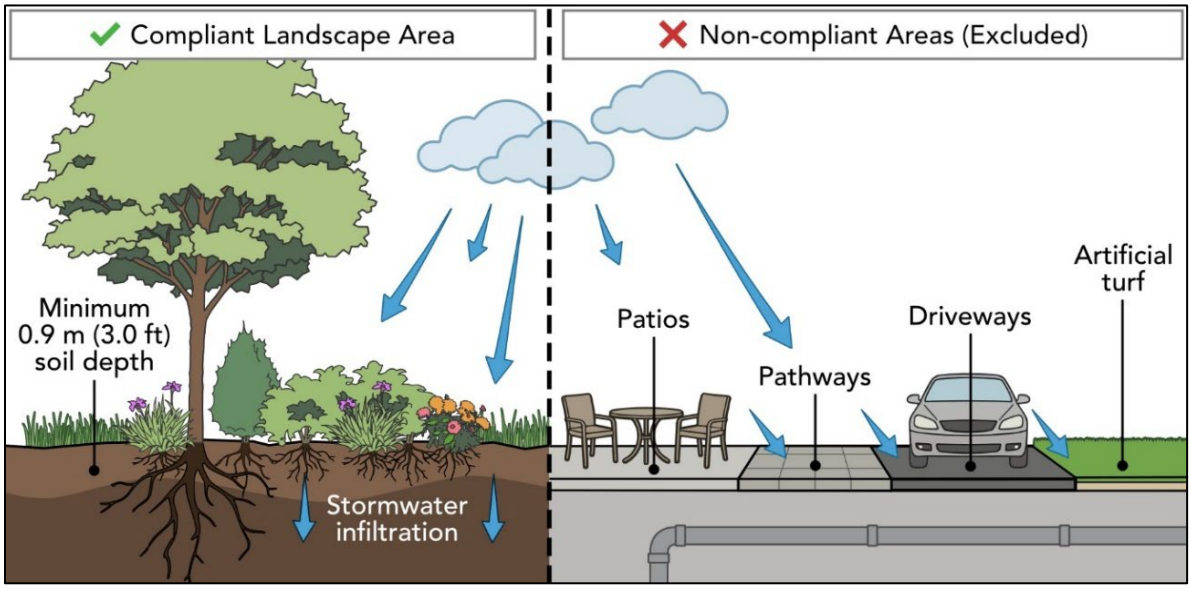


Figure 8 – *An illustration of what is a "landscape area," a term that will require green space to help address District goals for biodiversity and storm water management.*

To ensure that portions of each lot include areas suitable for growing trees and plants the new zones, including those presented in this first phase, will include a "landscape area" requirement. For lots where there is a traditional house with a back yard, that rear garden is the landscape area and no calculations are required. However, as homes potentially add coach houses and potential expand driveways and parking areas, the landscape requirement ensures that portions of each lot are set aside for green space. This is in keeping with the District's biodiversity and storm water management goals and will support families who wish to plant trees as part of the urban tree canopy program.

7. Maintaining Development Rights

The new R1 and R2 zones maintain the overall development potential for existing RS lots. As the total permissible gross floor area (GFA) will now be permitted above ground, new homes may appear larger but the permitted square footage is designed to closely match existing regulations.

Similar to existing provisions, large lots will continue to see their gross floor area regulated by both the FSR limit and a limit on the maximum house size.

The following graphic shows how the new zoning regulations accommodate buildable area previously captured by exemptions.

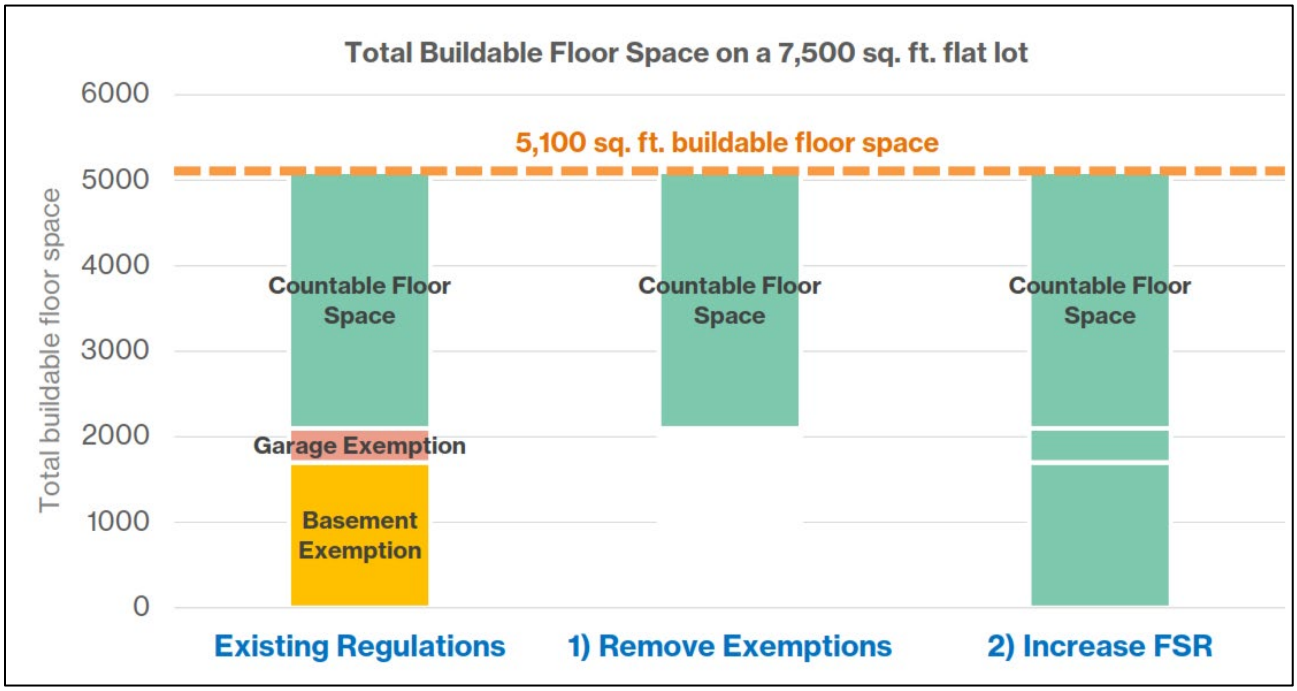


Figure 9 - *This slide from the December 2, 2025, Council Workshop highlights how the building's floor space will remain similar, but the floor space ratio calculation will change.*

8. Maximum House Size

In maintaining the overall development potential for existing RS lots, the total floor area permitted on a lot has been increased to accommodate the additional countable floor space previously exempted.

The proposed R1 and R2 zones limit the total gross floor area for all buildings and structures on a lot without a coach house to 7,000 ft^2 (650.3 m^2). In the R2 zone, this maximum is increased to 7,500 ft^2 (696.8 m^2) for all buildings and structures on a lot with a coach house, which accommodates the additional 500 ft^2 (46.5 m^2) for a coach house, as discussed.

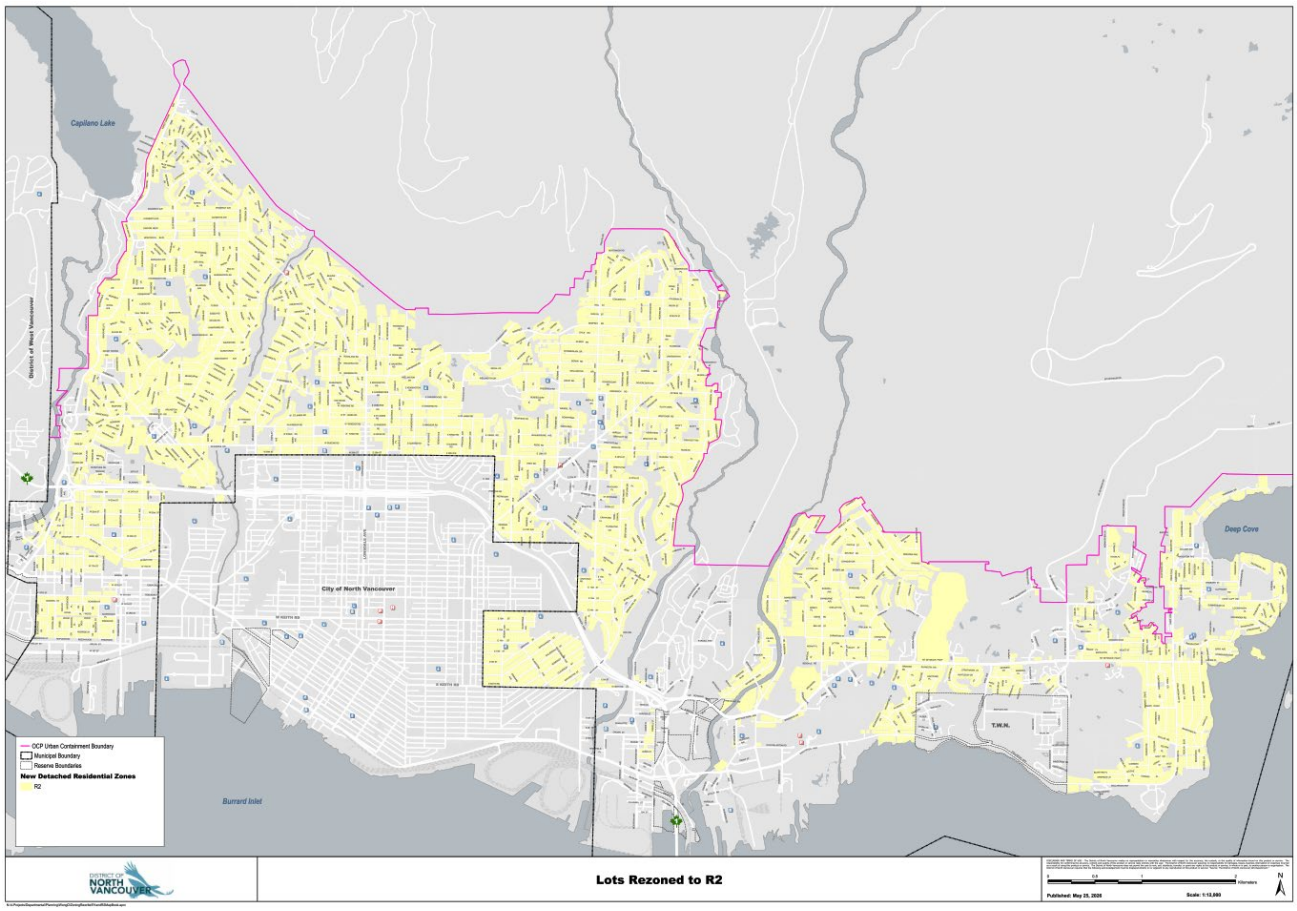
These maximums maintain the overall development potential for most lots across the District, including the District's most common lot sizes of approximately 7,000-8,000 ft^2 (650.3 m^2 - 743.2 m^2) and would only be triggered on large lots in excess of 11,250 ft^2 (1045.16 m^2). This is a reduction in maximum house size from previous discussions with Council, which contemplated 8,000 ft^2 (743.2 m^2) maximum.

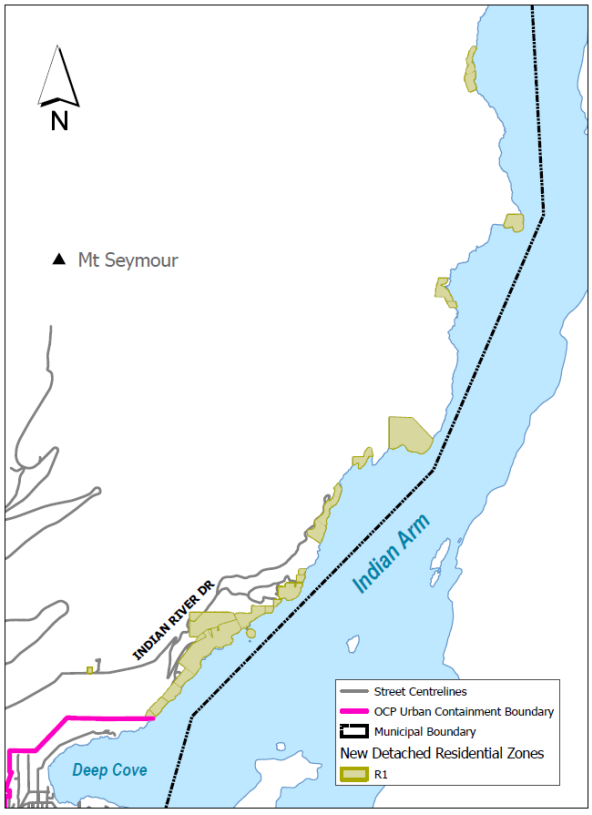
Applying the New Zones

The maps below illustrate the application of the R1 and R2 zones in the District. More detailed mapping is provided in the attachments including:

- **Attachment 1**: A map showing the entire District illustrating where both the R1 and R2 zones are applied; and
- Schedule B of **Attachment 4**: A set of grid maps at a scale where civic addresses are easy to read, details how the zone and the subdivision modifiers (discussed below) will be applied.

Lots shown in yellow in Figure 10 (next page) are inside the Urban Containment Boundary (UCB), and are currently zoned one of the RS zones, and permitted to have a house, suite and coach house. These 19,693 properties will be rezoned to the R2, Urban Detached Residential Zone, which similarly permits a house, suite and coach house.





Figures 10 Above: *illustrates properties being rezoned to R2 (house, suite, coach house) in yellow* ***Figure 11 Left:*** *Illustrates properties being rezoned to R1 (house and suite outside the UCB) in olive-yellow. Larger scale maps are provided in* ***Attachment 1*** *and* ***Schedule B of Attachment 4****.*

Outside the UCB, lots shown an olive-yellow colour in Figure 11 (left), are currently zoned RS for a house or a house and suite. These 219 lots will be rezoned to the R1, Rural and Suburban Detached Residential Zone, which similarly permits two units in the form of a principal house with secondary suite.

Of the approximately 20,000 existing RS lots in the District, most private properties will be rezoned to either the R1 or R2 zone at this time.

However, a number of existing RS zoned properties are not part of this first round of rezoning and will instead be part of a planned future rezoning, as shown in **Attachment 2**,

these exceptions include approximately 200 privately owned lots, and a number of District owned parcels including:

- Sites under application for rezoning;
- Sites where additional work is required to align with the OCP;
- District-owned, undeveloped properties.

Given that some properties will remain in the old RS zones, the old zones and their associated regulations cannot be completely retired at this time.

Subdivision Regulations

Updates to the bylaw include corresponding updates to the subdivision regulations to streamline and simplify the current set of subdivision regulations. This streamlining reduces the current regulations from 19 zones, and a variety of special lot size regulations and small lot infill areas into a total of 5 sets of regulations across the 2 new zones. These updates are meant to consolidate and transition existing regulations and will generally match current minimum lot size requirements for subdivision. (In order for a lot to subdivide each proposed new lot must meet the lot area requirements outlined in the subdivision requirements table, a 2-lot split therefore requires at least twice the lot area shown in the table.)

For lots outside the Urban Containment Boundary (UCB) the Approving Officer will continue to be informed by existing Council policies that discourage subdivision, a single base rate of approximately 1 acre per lot (4,000m^2) is established.

Inside the UCB, the new R2 zone will have a base rate for subdivision of *7,104 ft^2* (660m^2) reflecting the existing pattern of development and equal to the standard in the RS3 zone which is the most widely applied zone today. Reflecting the variation that currently exists in the regulations, the zone then includes 3 alternate rates which are applied on the zoning maps through the use of a "modifier" which is shown by the letter "S" and the corresponding number as shown in the table below:

Table 2: Minimum Lot Size Requirements for Subdivision

Zone	Area m² (ft^2)	Width m (ft)	Depth m (ft)
R1 – Rural and Suburban Detached Residential			
R1 (base rate)	4,000 m² (*43,056 ft^2*)	30 m (*98.4 ft*)	34 m (*111.6 ft*)
R2 – Urban Detached Residential			
R2 (base rate)	660 m² (*7,104 ft^2*)	18 m (*59.1 ft*)	34 m (*111.6 ft*)
R2 (S1) (small lot standard)	335 m² (*3,605 ft^2*)	10 m (*32.8 ft*)	34 m (*111.6 ft*)
R2 (S2) (large suburban lot)	1,100 m² (*11,840 ft^2*)	24 m (*78.7 ft*)	34 m (*111.6 ft*)

Table 2: Minimum Lot Size Requirements for Subdivision			
R2 (S3) ("one acre" lot)	4,000 m² (*43,056 ft²*)	30 m (*98.4 ft*)	34 m (*111.6 ft*)

The modifiers will accommodate the following variations:

- R2 (S1) will accommodate small 33-foot (10.1 m) wide, urban lots, including Small Lot Infill Areas (SLIA) and lots in the existing RS5 zone.
- R2 (S2) will accommodate large suburban lots, primarily zoned under the existing zoning bylaw as RS2 and RSQ.
- R2 (S3) will accommodate those close to or greater than one-acre (4,047 m^2) lots that have been in place in the RS1 zone for many years.

As stated, the process of simplifying subdivision regulations from more than 19 standards to 5 generally maintains existing patterns of subdivision. However, should any property owners wish to pursue a subdivision beyond what the new zones permit, a text amendment process to a new "modifier" could facilitate the subdivision where and when it is warranted.

As proposed, most Small Lot Infill areas (SLIA) will transition to the new S1 standard; however, two SLIA areas: (#1 Lower Capilano and #1a 1500 block MacGowen Avenue and Philip Avenue) will not transition to the new bylaw as they could be more suited to higher density housing where additional parcelization through subdivision would hinder this objective. This recommended approach is consistent with Council's motion on March 2, 2026, (Report to Council) requesting the exemption of the Lions Gate area from Small-Scale Multi-Unit Housing (SSMUH) because these areas are better suited to development that supports rapid transit and are not suited for ground-oriented housing, either through SSMUH or through subdivision.

An overview map illustrating where subdivision modifiers are used is provided in **Attachment 3**. The Rezoning Bylaw 8799 includes a set of maps that shows both which zone a property is being rezoned to and where applicable the subdivision modifier.

Bylaw Amendments

Bylaw 8799 as provided in **Attachment 4** proposes to add the R1 and R2 zones to the existing Zoning Bylaw (3210). This is intended as an interim measure to bring forward the new R1 and R2 zones in advance of the complete replacement of the Zoning Bylaw. The new complete Zoning Bylaw which will include all remaining zones and regulations, will be presented to Council for consideration in 2027.

Bylaw 8799 includes:

- Schedule A – a text amendment to the existing Zoning Bylaw 3210 to add the new zones with their new associated definitions and regulations to facilitate a smooth transition to the new bylaw next year.

- Schedule B – a detailed map set that illustrates which properties will be rezoned to which new applicable zone.

OCP amendments are required to support implementation of the new R1 and R2 zones and the revised approach to floor space calculations. The existing OCP land use designations for ground-oriented housing – Residential Level 1: Rural Residential (RES1) and Residential Level 2: Detached Residential (RES2) – include an approximate maximum floor space ratio (FSR). However, as the proposed new zones now include previously exempted floor areas (basements and garages) in the FSR calculations, the resulting permitted FSR is higher than anticipated in the 2011 OCP. As a consequence of the zoning bylaw update, these OCP land use designations require amending. To support implementation of the new zones, Bylaw 8787 proposes removing FSR references from the RES1 and RES2 land use designations as provided in **Attachment 5**. Maximum density for detached residential houses will continue to be regulated through the Zoning Bylaw.

Monitoring the Changes and Bringing Additional Amendments

The Zoning Bylaw rewrite is the first comprehensive review in over 60 years and has involved sifting through the results of 1400 amendments to reduce, simplify and modernize the regulations. Going forward more regular updates are recommended to keep zoning current and help better coordinate with and implement District policy.

With the roll out of the complete, new bylaw next year, implementation will include updates to mapping, diagrams and a new digital zoning bylaw webpage that will improve searchability and will work seamlessly with modern digital tools.

While the zones being presented today have gone through several months of testing, staff will continue to monitor feedback after their adoption. Staff also anticipate residents will need time to adjust to the new homes being built in their neighbourhoods and will have valuable input to staff on how to further improve or adjust the zoning regulations.

With the implementation of the full bylaw next year, there will also be a series of updates to related bylaws to ensure a seamless transition from the old to the new regulations.

If Council approves the new zones, staff's implementation work will begin, and this work is at least as substantial, if not more, as the creation of the zones themselves.

Council Motion Response: Coach Houses Outside the UCB

Pursuant to the Council motion on May 4th, 2026, staff have prepared alternative language (**Option 2**) to allow coach houses as an alternative to secondary suites on single-family lots outside the Urban Containment Boundary (UCB), subject to a maximum of two units per parcel.

Analysis:

Staff do not recommend permitting coach houses outside the UCB.

While secondary suites are contained within a principal building, standalone coach houses increase the development footprint, lot coverage, and servicing demands.

The primary reasons for this recommendation include:

- **Infrastructure & Access Constraints:** Properties outside the UCB lack basic municipal infrastructure that protects homes and provides access to safe drinking water, sewage removal, and emergency access. In place of standard urban services, this area includes existing legacy lots that are primarily located in more remote or waterfront access areas along Indian Arm that lack any access to sanitary sewers, often relying on septic fields instead. Access to municipal water supply is limited and some properties are reliant on creeks for fresh water. Where road access exists, it is limited to Indian River Drive and a series of narrow and steep fire-access lanes that are not intended for intensification of use.

- **Hazards & Emergency Response:** The entire area sits within the Wildfire Hazard Development Permit Area, and the risk from wildfires is intensifying due to climate change. Additionally, many lots are also in slope and debris flow hazard areas. Delivery of emergency services outside the UCB is severely challenged by the terrain and the limited road access.

- **Environmental Sensitivity:** The area outside the UCB is predominantly land that is heavily forested and inside sensitive streamside riparian areas and as such is within Development Permit areas for Protection of the Natural Environment and Streamside Protection. In environmentally sensitive areas like these, building intensification is not supported and building footprints should be minimized.

- **Rural Character:** Over time the character of this rural area has slowly shifted with older seasonal cabins being replaced by larger and more permanent homes. Allowing secondary suites was seen to increase house choice while not impacting overall character. However, allowing coach houses in addition to a principal home would essentially make the character of these rural homes the same as urban properties in the District.

- **Policy Realignment:** Permitting development intensification including coach houses outside the UCB directly conflicts with long-standing planning frameworks, including the 2009 *Indian Arm Development Review*, *Development of Indian Arm Properties Policy*, and multiple Official Community Plan (OCP) directives aimed at containing development intensification inside the UCB including:
  - OCP Policy 1.1.1. Accommodate growth and development within the existing built area and maintain the District's Urban Containment Boundary as shown on the Land Use Map (see Map 2);
  - OCP Policy 1.1.2. Protect areas outside the Urban Containment Boundary by limiting to uses associated with outdoor recreation and tourism, watershed and resource management, conservation, rural residential living and research purposes; and

- OCP Policy 11.1.2. Limit infrastructure extension beyond the Urban Containment Boundary.

Should Council wish to proceed with amendments to permit coach houses outside the UCB, staff could redraft Bylaw 8799 ahead of second reading by eliminating the condition of use that secondary suites be located in the Principal Building, which would therefore allow the consideration of variances to the location of secondary suites, such that they could be located in a separate building and designed as a coach house, subject to Council's approval of a variance. Alternatively, Council could direct staff to draft the Zoning Bylaw to permit Coach Houses on all single-family zoned parcels outside the UCB, as described in Council's May 4th, 2026, motion noted previously in this report.

TIMING/APPROVAL PROCESS

Bylaw 8787 and Bylaw 8799 bring forward new regulations for ground oriented residential zones in advance of the complete Zoning Bylaw update next year. This first phase of work will facilitate housing options for residents. Should Council give first reading to the bylaws on June 1, the potential timeline for the implementation of the new R1 and R2 is as follows:

- June 2026: Public Hearing
- July 2026: 2nd and 3rd Reading
- July 2026: Bylaw Adoption

The full replacement of the Zoning Bylaw, which will include the remaining zones, new general and supporting regulations, along with an improved format, updated diagrams, easier-to-use structure, and corresponding digital interface, will be presented to Council in 2027.

Should Council wish to proceed with amendments to permit coach houses in the UCB, Bylaw 8799 will be amended, eliminating the condition of use that secondary suites be located in the Principal Building (**Option 2**) which would therefore allow the consideration of variances to the location of secondary suites, such that they could be located in a separate building and designed as a coach house.

CONCURRENCE

The content of this report was prepared in collaboration with representatives from Community Planning and with input from Engineering, Legal, Corporate Services, Climate and Biodiversity, and Building departments.

FINANCIAL IMPACTS

All fees associated with the construction and/or renovation of principal dwellings, secondary suites, and coach houses are not impacted by the proposed zoning regulation changes.

The reduction of basements, which are costly to build, in new home designs will likely lead to modest drop in construction value.

In the short term, the adoption of new regulations will require both staff and financial resources to be dedicated towards public communication, staff training, and updates to informational materials, website resources, and application processing systems. However, in the long term, the set of simplified and standardized regulations is expected to lead to reduced informational enquiries and reduced permit review times consistent with the ongoing Development Application Process Review (DAPR).

ENVIRONMENTAL IMPLICATIONS

With the proposed regulations discouraging fully in-ground basements, it is expected that there will be a net benefit to the achievement of environment sustainability goals in the form of:

- reduced blockage, diversion, and removal of ground water flow;
- increased stormwater absorption;
- reduced excavations and soil disturbance which would facilitate the retention of existing trees; and
- reduced use of concrete, thereby reducing embodied carbon.

The applicability of Environmental Protection and Natural Hazard Development Permit Areas (DPA) are not impacted by the proposed zoning regulation changes. All developments on properties within such DPAs continue to require submissions from Qualified Professionals and permits issues by the District.

The applicability of the Environmental Protection and Preservation Bylaw is not impacted by the proposed zoning regulation changes. It will continue to be applied to protect, preserve and conserve the District's ecological systems of watercourses, trees, soils, lands and visual assets, especially during the construction phases of a development.

Regarding the potential for tree loss due to coach house construction and home renewal, staff will continue to explore strategies for tree retention, tree re-planting, and increasing overall canopy coverage within the District which in part will be facilitated by the new landscape area requirements.

PUBLIC INPUT

Public engagement has been a critical component of the Zoning Bylaw Rewrite project and builds on public open houses, surveys, interest holder input, and discussions with Council and the community. Public engagement on the proposed single-family zoning regulations changes was primarily focused in 2025 with extensive interest holder input in the early months of 2026. Public engagement was conducted at the Consult level on the District's public engagement spectrum.

Overall, there was general support from the public on the proposed changes. A summary of public engagement on the proposed single-family zoning changes (and OCP Update) was provided to Council in 2025 (2025 Engagement Summary Report), and an update will be provided as part of the Public Hearing materials.

Should staff's recommendation be supported a public hearing would be held for bylaws 8787 and 8799.

CONCLUSION

Under Council direction, this report presents Council with bylaws to implement the first phase of the Zoning Bylaw Rewrite, the R1 and R2 zones, to replace the existing RS zones. The proposed zones facilitate requests from homeowners who are interested in seeing the changes to existing regulations sooner and will address a variety of key concerns with the existing regulations.

Staff recommend the attached bylaws be given first ready and referred to a Public Hearing in accordance with LGA.

Options:

The following options are provided for Council's consideration:

1. THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given FIRST reading;

   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given FIRST reading;

   AND THAT Bylaw 8787 and Bylaw 8799 are referred to a Public Hearing.

   (Staff Recommendation)

or

2. THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given FIRST reading;

   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given FIRST reading;

   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is amended by striking out "Subsection 3 (1)(a) of the R1 – Rural and Suburban Detached Residential Zone" and renumbering accordingly.

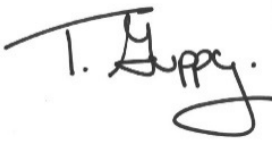
   AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given SECOND reading, as amended;

   AND THAT Bylaw 8787 and Bylaw 8799 are referred to a Public Hearing.

or

3. THAT Council refer Bylaw 8787 and Bylaw 8799 back to staff to make further amendments.

Respectfully submitted,



Tamsin Guppy
Senior Planner



Daniel Broderick
Planner

~~**Attachments:**~~

1. ~~Map of the entire District showing the application of R1 and R2~~
2. ~~Map of the entire District showing predominately privately owned RS lots not being rezoned at this time, this map does not include DNV owned RS lots remaining RS at this time~~
3. ~~Map of the entire District showing the application of subdivision modifiers~~
4. ~~Bylaw 8799 with Schedule A and Schedule B~~
5. ~~Bylaw 8787~~

REVIEWED WITH:

❑ Business and Economic		❑ Finance		External Agencies:	
❑ Bylaw Services		❑ Fire Services		❑ Library Board	
❑ Clerk's Office		❑ GIS		❑ Museum and Archives	
❑ Climate and Biodiversity		❑ Human Resources		❑ NSEM	
❑ Communications		❑ Integrated Planning		❑ NS Health	
❑ Community Planning	ZT	❑ ITS		❑ NVRC	
❑ Development Engineering		❑ Parks		❑ RCMP	
❑ Development Planning		❑ Real Estate		❑ Other:	
❑ Engineering Operations		❑ Review and Compliance			
❑ Environment		❑ Solicitor			
❑ Facilities		❑ Utilities			

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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 8, 2026
File: NA

AUTHOR: Tamsin Guppy, Senior Planner

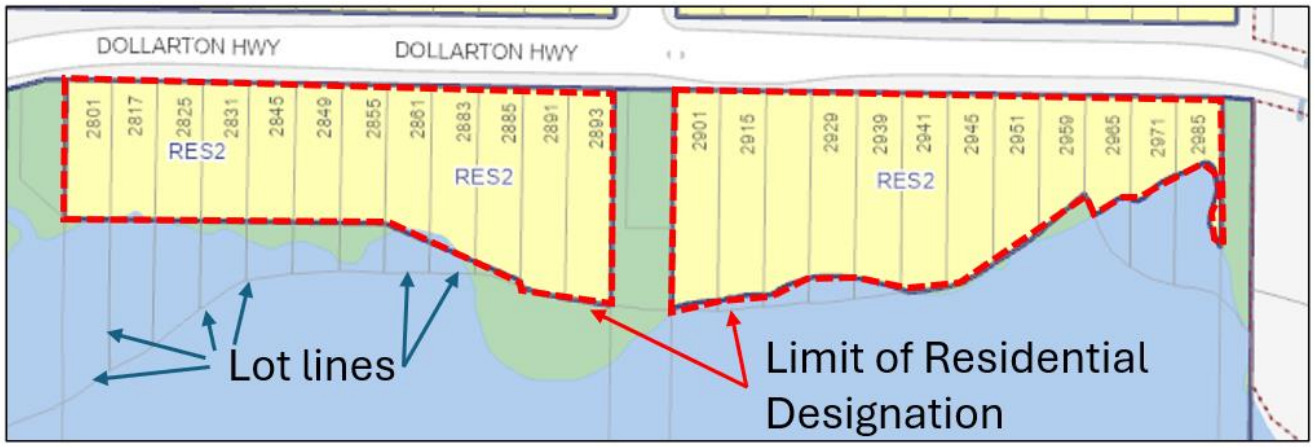
SUBJECT: **Zoning Bylaw 8799 - Amendment to Map Grid 2L03**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" is amended by replacing Map Grid 2L03 with the new Map Grid 2L03 attached to the June 8, 2026 report of the Senior Development Planner entitled Zoning Bylaw 8799 – Amendment to Map Grid 2L03;

AND THAT "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" is given SECOND Reading as amended.

REASON FOR REPORT:
A mapping error was found in the package of maps attached to Bylaw 8799 impacting 24 waterfront lots on Dollarton Highway just east of Maplewood Flats (as shown below). All lots were correctly identified as being rezoned to the proposed R2 (house, suite and coach house zone) and this amendment does not impact the ability to build on these lots but is a technical requirement to ensure the zoning boundary matches the OCP Residential Designation boundary. The lots in question extend south into Burrard Inlet, and it is the waterfront portion of the lots (an area that is exempt from lot area) that is incorrectly zoned R2 instead of ending the zoning at the OCP boundary which approximately mimics the high tide line as shown on the OCP excerpt map below.

Lots in question:



Conclusion:
Amending Bylaw 8799 addresses a technical error and avoids brining forward a bylaw that fails to align with the Official Community Plan.

Options:
THAT "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" is amended by replacing Map Grid 2L03 with the new Map Grid 2L03 attached to the June 8, 2026 report of the Senior Development Planner entitled Zoning Bylaw 8799 – Amendment to Map Grid 2L03;

AND THAT "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" is given SECOND Reading as amended.

Respectfully submitted,

T. Guppy

Tamsin Guppy
Senior Planner

Attachment 1: Amended Map Grid 2L03
Attachment 2: Bylaw 8799 with updated Map Grid 2L03

REVIEWED WITH:

❑ Business and Economic	___	❑ Finance	___	External Agencies:	
❑ Bylaw Services	___	❑ Fire Services	___	❑ Library Board	___
❑ Clerk's Office	___	❑ GIS	___	❑ Museum and Archives	___
❑ Climate and Biodiversity	___	❑ Human Resources	___	❑ NSEM	___
❑ Communications	___	❑ Integrated Planning	___	❑ NS Health	___
❑ Community Planning	___	❑ ITS	___	❑ NVRC	___
❑ Development Engineering	___	❑ Parks	___	❑ RCMP	___
❑ Development Planning	___	❑ Real Estate	___	❑ Other:	___
❑ Engineering Operations	___	❑ Review and Compliance	___		
❑ Environment	___	❑ Solicitor	___		
❑ Facilities	___	❑ Utilities	___		

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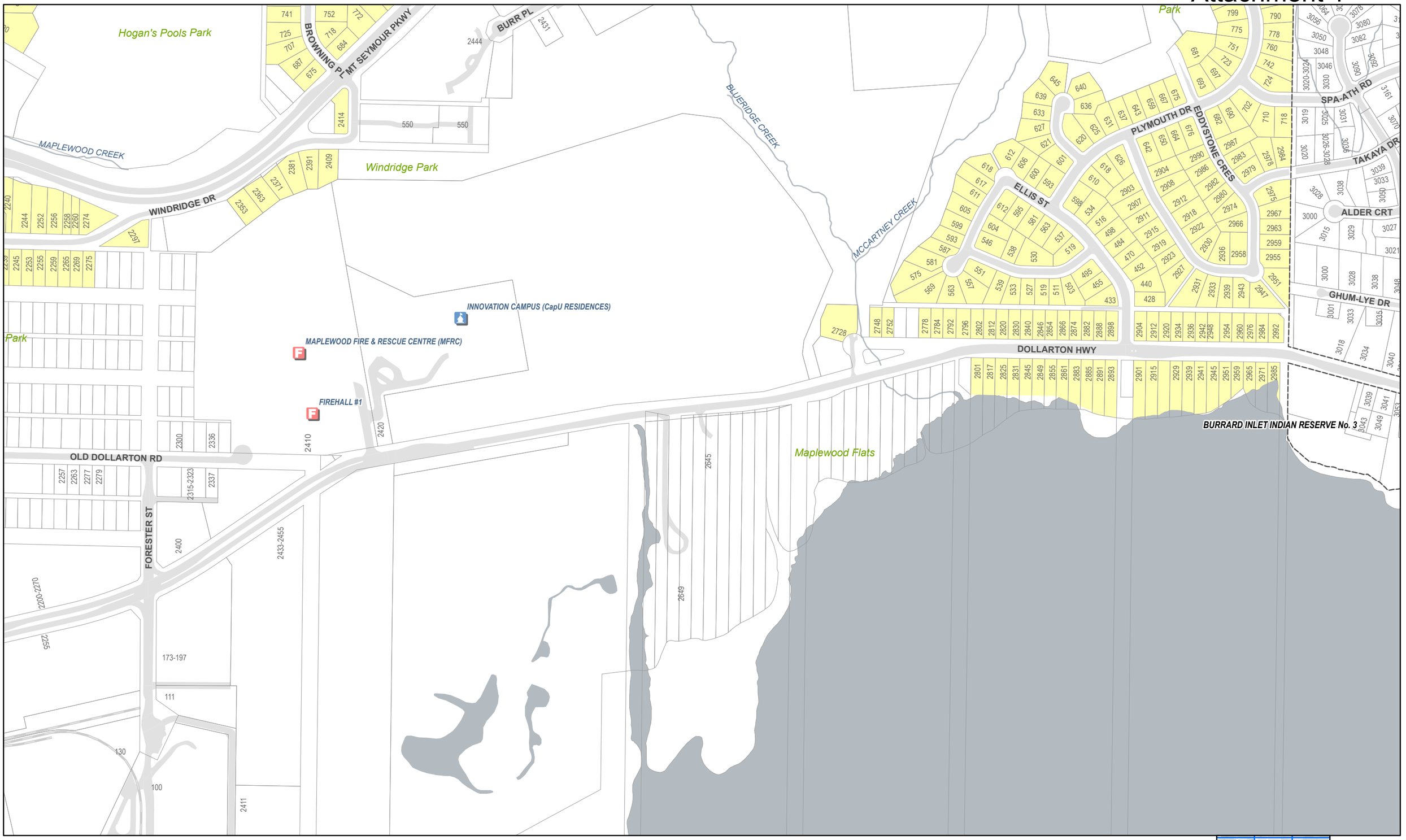
Attachment 1



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 61 Subdivision Modifier

DISCLAIMER AND TERMS OF USE

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2J05	2L05	2N05
2J03	2L03	2N03
2J01	2L01	2N01

MAP 2L03

Published: Jun 8, 2026

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The Corporation of the District of North Vancouver

Bylaw 8799

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:

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)".

2. Amendments

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

1. Amend PART 2 INTERPRETATION by inserting the following clause shown in blue below immediately following the title and at the beginning of the text:

   For definitions applicable to the Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) see Part 5, Section 500.

   For definitions applicable to the Employment Zones……

2. Amend PART 3 GENERAL OPERATIVE CLAUSES, Section 301, Subsection (2) by adding in R1 and R2 zones at the start of the list of zones as shown in blue below:

Rural and Suburban Detached Residential Zone	R1 (Bylaw 8799)
Urban Detached Residential Zone	R2 (Bylaw 8799)

3. Amend Section 309 by reformatting and adding a new subsection (2) as shown in blue below:

   1) In Employment Zones in addition to the text of the bylaw shown in black arial font, the Employment Zones include explanatory notes that do not form part of the bylaw, these notes are shown in grey comic sans ms font.

   2) In the Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) in addition to the text of the bylaw, explanatory notes are included that do not form part of the bylaw, these notes

are shown in *italics* and include imperial measurements, diagrams and images.

4. Amend Section 405A Bed and Breakfast Businesses as shown in blue below:

   A bed and breakfast business is permitted in a single-family residential zone (RS), in Rural and Suburban Detached Residential Zone (R1), or Urban Detached Residential Zone (R2), or in a RM1 or RM2 zone where only one single-family residential building is located on a lot subject to compliance with the following regulations:…

5. Amend Section 408 General Siting Regulations subsection (3) as shown in blue below:

   (3) In the case of panhandle lots in Single-Family Residential Zones (RS) or in Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) the panhandle is excluded for the purposes of setback and lot area regulations.

6. Amend Section 410 Floor Space Ratio Exemptions as shown in blue below:

   The following are excluded from floor space ratio calculations:

   (1) For single family residential buildings in RS zones, exclude ….

7. Amend Section 413 Outdoor Customer Service Areas to include R1 and R2 lots as shown in blue below:

   The design and operation of an Outdoor Customer Service Areas shall be in conformity with the following regulations:

   1) Principal Premises means a building or buildings containing a restaurant, retail food service, neighbourhood public house, or licensed lounge.

   2) When the subject property abuts a property zoned RS, Rural and Suburban Detached Residential Zone (R1), or Urban Detached Residential Zone (R2) an Outdoor Customer Service Area is not permitted unless the Principal Premises completely blocks any view of the Outdoor Customer Service area from any ground level point on the abutting residential property or properties……

8. Amend Section 4B01-A Temporary Use Permits to reference R1 and R2 lots as shown in blue below:

The entire area of the District of North Vancouver is designated as an area where temporary use permits may be allowed, except for lands which are located outside of the District's four growth centres and zoned one of the Single Family Residential (RS) zones or Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2).

9. Amend PART 5 RESIDENTIAL ZONE REGULATIONS by inserting the new zoning package related to the Rural and Suburban Detached Residential Zone (R1) and the Urban Detached Residential Zone (R2) found in **Schedule A** into PART 5 RESIDENTIAL ZONE REGULATIONS, as a new Section 525.

10. The Zoning Map is amended in the case of the lands illustrated on the attached maps found in **Schedule B** by rezoning the lands to Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) as indicated on the maps.

READ a first time June 1, 2026

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" as at Third Reading

_____
Deputy Corporate Officer

APPROVED by the Ministry of Transportation and Transit on

ADOPTED

_____ _____
Mayor Corporate Officer

Schedule A to Bylaw 8799

Text Amendment to Add R1 and R2 Zones to Bylaw 3210

Section 525

Subsection 525 - 1.00

Administration and Interpretation

(1) Zones may be modified on specific sites through the use of Modifiers. Modifiers will be labelled on the Zoning Map in parentheses next to the Zone label (e.g., R1 (S1)). The Modifiers used in the Zoning Map and throughout this Bylaw include:

(a) **(S) Subdivision:** Denotes minimum subdivision requirements. A label of (S1), (S2) or (S3) indicates that the site's minimum lot size and dimensions must comply with the S1, S2 or S3 Subdivision regulations for that zone.

Subsection 525 - 1.50

Definitions

The following definitions apply to the R1 and R2 zones.

A

Accessory Buildings and Structures means a Building or structure that is naturally or normally incidental, subordinate, and devoted to a Principal Use or Building, and located on the same Lot. Typical examples include sheds, gazebos, pool buildings, workshops, Waste and Recycling Storage Areas, and saunas. This definition does not include detached Garages or Coach Houses.

Accessory Use means the use of a Lot and Building and structures on a Lot, for uses normally incidental and subordinate to the Principal Use on the same Lot or within the same unit.

B

Balcony means a cantilevered or supported deck that projects from or is recessed into a wall of a Building and which, except for a railing or roof, is not enclosed.

Basement means the lowest storey of a building, which has its floor level located below the finished grade adjacent to one or more of its exterior walls.

Bed and Breakfast means a Home Occupation within a Principal Dwelling Unit that provides temporary accommodation in one or more bedrooms, and where breakfast is provided on the premises. This use does not include Short-Term Rentals or Boarders & Lodgers Accommodations.

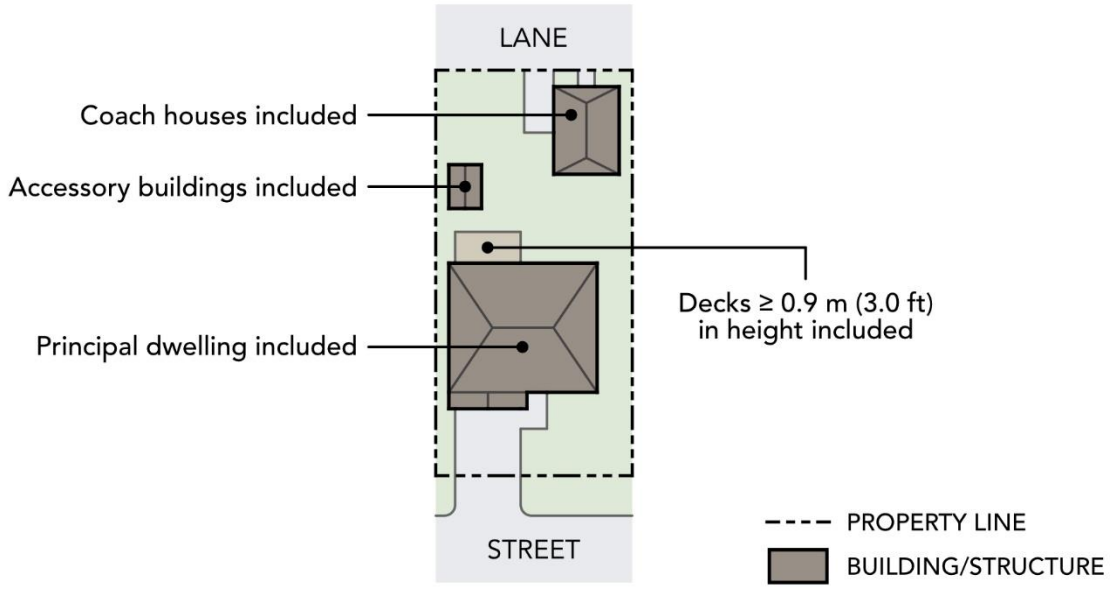
Boarders and Lodgers Accommodation means a use that is located within a Principal Dwelling Unit and subordinate to a Residential Use that provides accommodation and meals for a minimum period of 28 consecutive days. This use does not include separate Cooking Facilities, and does not include Short-Term Rentals or Bed and Breakfast.

Building means a structure on a foundation, wholly or partly enclosed with walls and roofs, and used for the shelter or accommodation of persons, animals, chattels or things, or any combination thereof.

Building Coverage means that portion of a Lot, expressed as a percentage, occupied by all Buildings and covered structures 0.90 m (*3 ft*) or greater in height above finished grade and measured to the exterior surface of every exterior wall or, in the case of a Building or structure with no walls, the outside of the outermost support structure.

Building Depth means the horizontal distance between the foremost exterior wall face and the rearmost exterior wall face of a building, measured parallel to the longest side wall of the building, inclusive of any attached garage, carport, porch, or veranda.

Diagram 1: Building Coverage (Example R1 or R2 Lot)



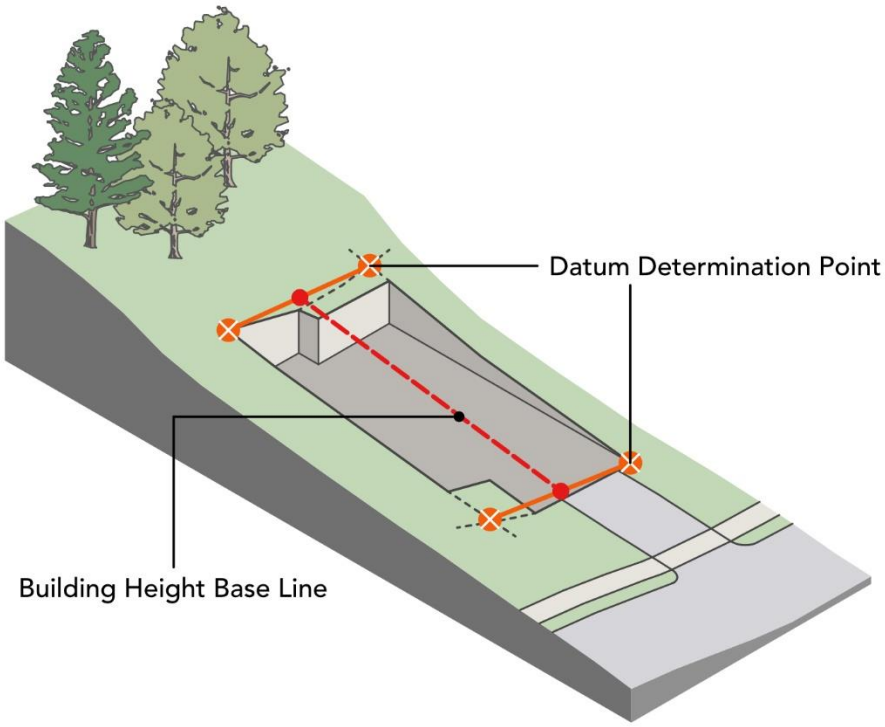
Building Height Base Line means, with respect to a principal building, the line created by:

(1) averaging the two Front Datum Determination Points on the Lot; and

(2) averaging the two Rear Datum Determination Points on the Lot; and

(3) longitudinally extending a line joining (1) and (2) above.

Diagram 2: Building Height Base Line



Building, Principal means a residential building in an R1 or R2 Zone that includes the principal dwelling unit and may include a secondary suite but that excludes a coach house and other accessory buildings.

Building Wall Length means the linear measurement of a Building's exterior wall face. Building Wall Length measurements are unique to each wall face.

Building Width means the total horizontal distance of the building façade (excluding porches) that is oriented toward a Street, measured between the two points of the building most distant from each other on a line parallel to the Street.

C

Carport means a Garage that provides covered parking that is open to the air on at least two (2) sides, supported by pillars or columns with no walls between them.

Child Care Services means the use of land, buildings and structures to provide day care services for infants and children. Child Care may include care for older children when they are not in school, and pre-kindergarten programs. This use class does not include Elementary and Secondary Schools.

Coach House means a Dwelling Unit that is accessory to and detached from a Principal Dwelling Unit.

Cooking Facility means an area containing equipment used for the preparation of meals.

Crawl Space means an enclosed space between the uppermost surface of the ground and the lowest structural floor of a building that is used solely for the purpose of providing access to utilities and is not used for habitable purposes.

D

Datum Determination Points, Front means the two points on a lot created where the frontmost wall face of the principal building or projections thereof intersect with the outermost sidewall faces or projections thereof measured at the lesser of existing or finished grade.

Datum Determination Points, Rear means the two points on a lot created where the rearmost wall face of the principal building or projections thereof intersect with the outermost sidewall faces or projections thereof measured at the lesser of existing or finished grade.

Deck means a raised outdoor platform intended for leisure or outdoor occupancy, which is supported by the ground, columns, a foundation, or the structure of a storey below. A deck may be uncovered or partially covered by a roof or awning, but must remain at least 60% open on all sides not adjoining the principal building.

Dwelling Unit means an entirely self-contained residential accommodation located within a building, containing rooms used for living, sleeping, a bathroom, and not more than one Cooking Facility.

Dwelling Unit, Principal means the primary Dwelling Unit on a Lot in an R1, and R2 Zone to which a Secondary Suite and / or a Coach House are subordinate.

E

Emergency Services means the use of land, buildings and structures for the provision of urgent response to public safety, health or welfare needs. This includes first responder stations (such as fire, police and ambulance), training facilities and emergency management operations. It further includes Emergency Social Services (ESS) and relief operations providing temporary shelter, evacuation support, clothes and emergency food services including soup kitchens and the storage of emergency supplies and equipment.

F

Finished Attic Space means the area within a building between the highest ceiling joist and the roof rafters that is accessed by a permanent fixed staircase and contains windows or skylights and where a ceiling height of at least 1.83 m (*6 ft*) is provided over a minimum of 35% of the attic floor area.

Floor Space Ratio (FSR) means the figure obtained when the Gross Floor Area (GFA) of all Buildings and structures, excluding any areas specifically exempted from Gross Floor Area under this Bylaw, is divided by the Net Lot Area as it exists at the time of the current application, prior to any land dedications required as a condition of that application.

G

Garage means a Building, structure or part thereof designed and used primarily to park and store vehicles and includes Carports.

Grade, Existing means the ground level of a site prior to any current or proposed grading or construction activity.

Grade, Finished means the level of ground created by human action.

Gross Floor Area (GFA) means the combined total floor area of all storeys of a Building or Structure measured to the exterior surface of the outermost exterior wall at the level of each storey. In the case of a Building or structure with no walls, the measurement is to the outside of the outermost support structure.

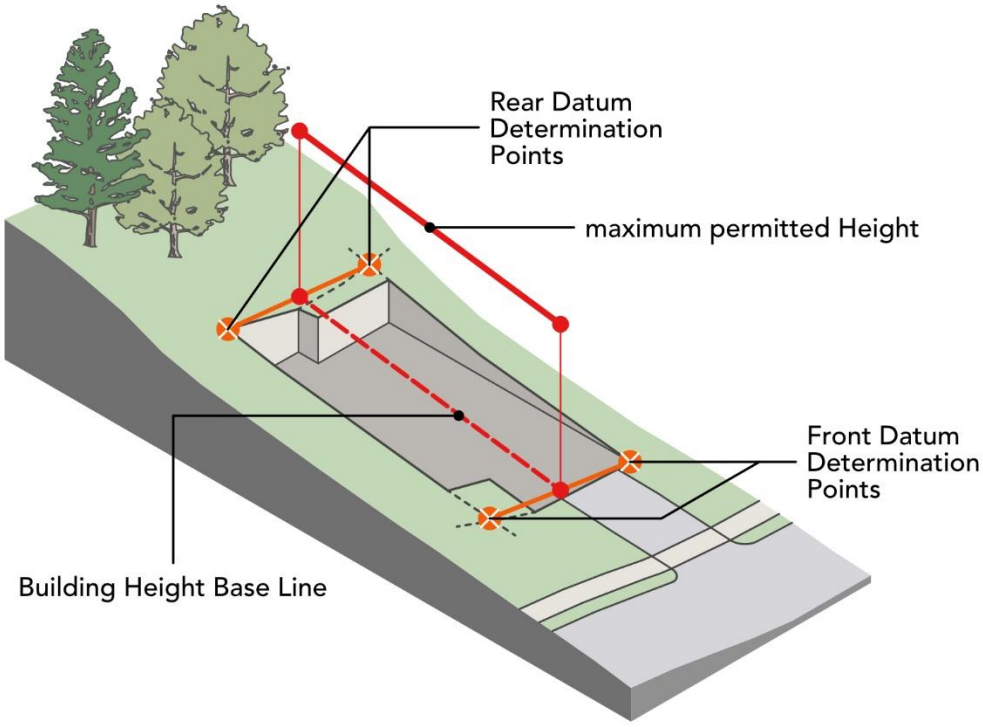
H

Height means:

(1) In a Principal Building the greatest vertical distance measured from the Building Height Base Line to the topmost part of the Building or structure.

(2) The maximum height line is determined by adding the maximum allowable height to the Building Height Base Line.

Diagram 3: Height in R1 and R2 Zones



(3) In Accessory Buildings and Structures, Garages, and Coach Houses the vertical distance measured from the floor level of the lowest Storey to the highest point of the Building or Structure.

5

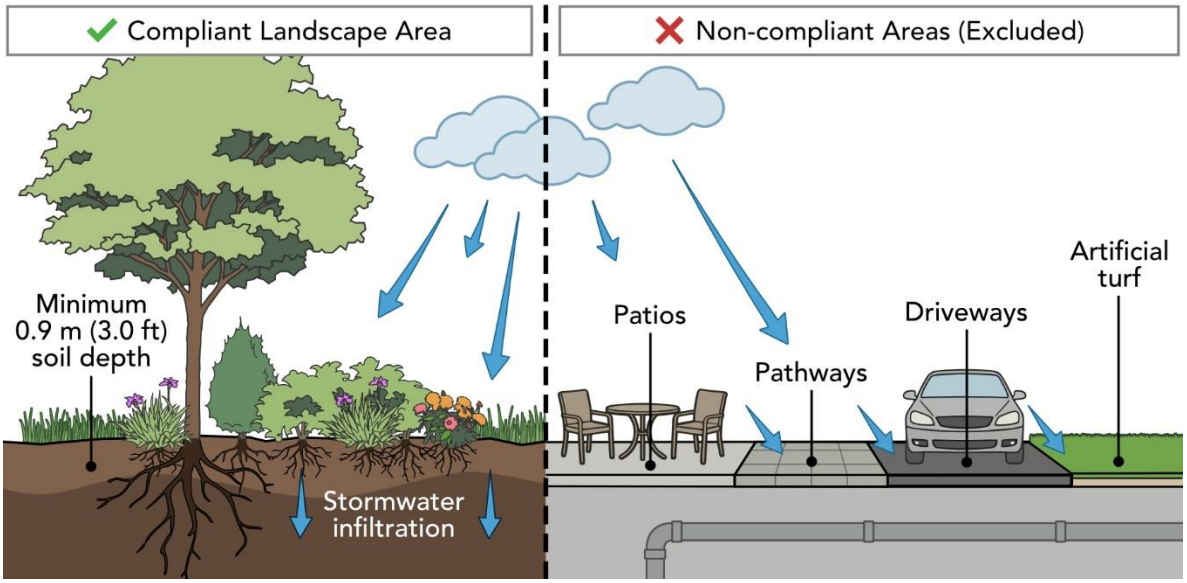
Home Occupation means a use that that is located within a Dwelling Unit and subordinate to a Residential Use where a business is operated by a resident of the Dwelling Unit.

L

Land means all area within any Lot including land below the surface of a body of water.

Landscape Area means the soil-based, permeable portion of a Lot dedicated to the cultivation and maintenance of living vegetation, including trees, shrubs, and plants, that allows for the unobstructed infiltration of stormwater. To be credited as a Landscape Area, the area must provide a minimum soil depth of 0.90 m (*3 ft*) and maintain a minimum width of 1.00 m (*3.3 ft*) at all points. This area shall not be covered by any Building or Structure, or any portion thereof, and shall exclude all forms of hardscaping, including but not limited to, paving, gravel, pathways, patios, parking spaces, and artificial turf.

Diagram 4: Landscape Area



Lane means a Street of not more than 7.00 m (*22.9 ft*) in width, which provides secondary means of vehicle access to one or more parcels of land.

Lot means any parcel of Land shown as a Lot on a plan of subdivision or other plan deposited in the Land Title Office of the Province of British Columbia and may include strata plans, air space parcel plans and consolidation plans.

Lot Area means the total horizontal area within the legal boundaries of a Lot.

Lot Area, Net means the total horizontal area within the legal boundaries of a Lot, excluding any of the following:

(1) The panhandle portion of a panhandle lot;

(2) Any portion of the Lot lying below the natural boundary of a lake, creek, river, or ocean;

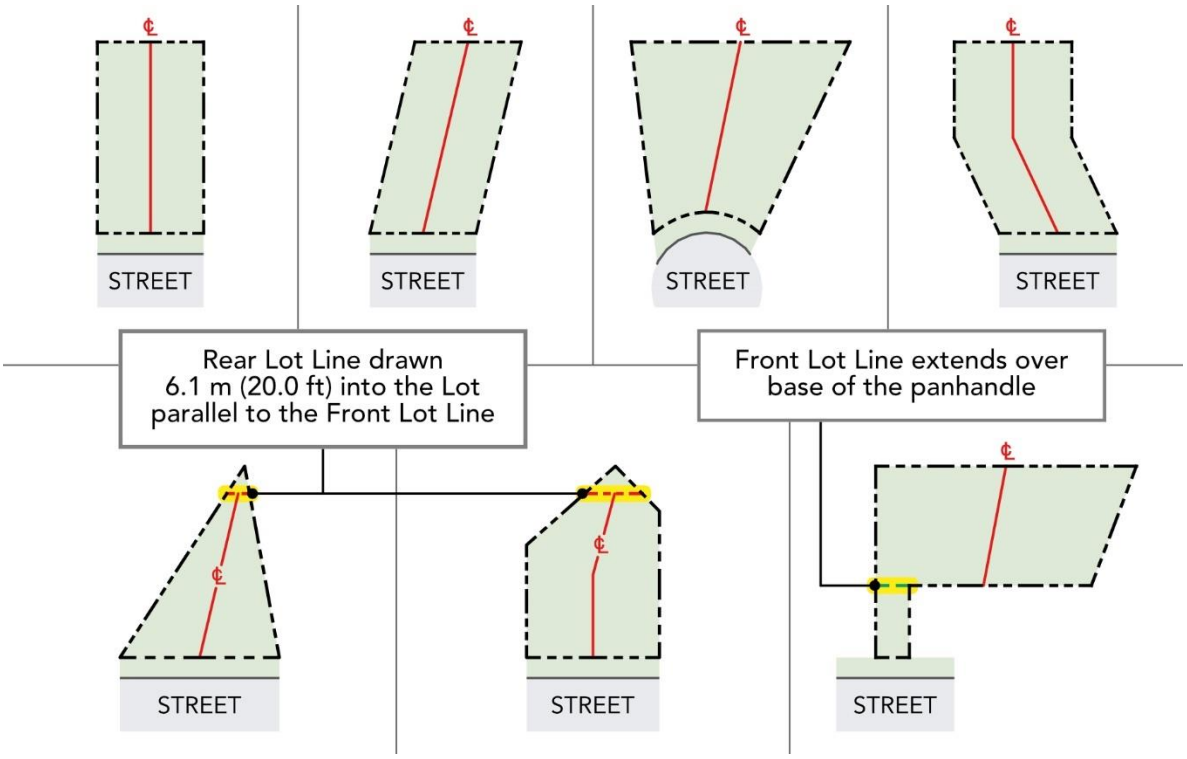
(3) Any portion of the lot that falls within the riparian area between the river, creek, or ravine and the top of bank as defined by a BCLS Land Surveyor; and

(4) Any portion of the Lot that is within a transmission line or powerline right of way.

Lot Depth means the horizontal distance between the mid-points of the Front Lot Line and the mid-points of the Rear Lot Line.

Lot Line, Centre means the linear measurement across the Lot taken from the mid-point of the Front Lot Line to the mid-point of the Rear Lot Line.

Diagram 1: Centre Lot Line



Lot Line, Front means:

(1) in the case of a Lot fronting on one Street, the Lot line or lines common to the Street and the Lot; or

(2) in the case of a corner Lot having Lot lines common to more than one street, the Lot line or lines common to the Lot and the Street with the shortest frontage; or

(3) in the case of a double-fronting Lot (a Lot with Lot lines common to a street at both the front and rear of the Lot), both Lot lines common to the Streets are considered Front Lot Lines. For the purpose of applying setback regulations or other requirements that specify a single front yard, the Lot line with the shortest frontage shall be deemed the Front Lot Line, unless the Street with the longer frontage is designated as the front Street by the Chief Building Official; or,

(4) in the case of a cul-de-sac Lot or pie-shaped Lot, the Lot line or lines common to the street; or

(5) in the case of a panhandle Lot, the Lot line or lines forming the narrow side of the end of the Lot from which the panhandle extends; or

(6) in the case of a Lot with no Street access or only ocean access, the shortest Lot line or in the case of an ocean fronting lot the shortest Lot line that is common with the ocean.

Lot Line, Rear means the Lot line or lines opposite to and most distant from the Front Lot Line, or, in the case of a fee simple Lot having two intersecting side Lot lines, the Rear Lot Line shall be deemed to be a line within the Lot 6.10 m (*20 ft*) in length, which is parallel to and most distant from the Front Lot Line.

Lot Line, Side means any Lot line that is neither a Front Lot Line or a Rear Lot Line.

Lot Width means the shorter of the following two linear measurements:

(1) The horizontal distance taken across the Lot perpendicular to the Centre Lot Line at 6.10 m (*20 ft*) to the rear of the Front Lot Line; or

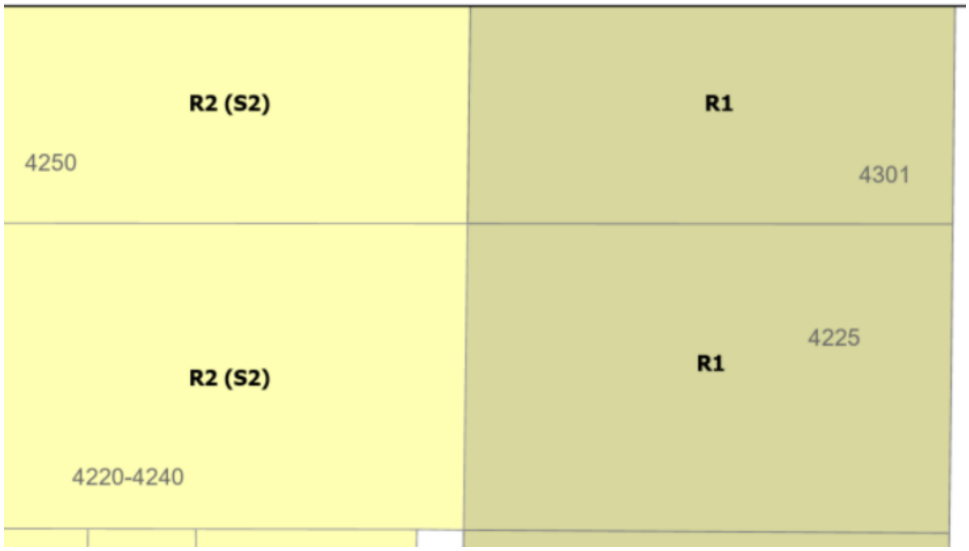
(2) The horizontal distance taken across the Lot perpendicular to the Centre Lot Line at 18.00 m (*59 ft*) to the rear of the Front Lot Line.

Provided that the Front Lot Line shall not be less than two-thirds (2/3) of the minimum width requirement for that Lot.

M

Modifier means a label on the zoning map that indicates the application of particular development regulations.

Diagram 2: **Example of Subdivision Modifier**



N

Net Lot Area means the total horizontal area within the legal boundaries of a Lot, excluding any of the following:

8

(1) The panhandle portion of a panhandle lot;
(2) Any portion of the Lot lying below the natural boundary of a lake, creek, river, or ocean;
(3) Any portion of the lot that falls within the riparian area between the river, creek, or ravine and the top of bank as defined by a BCLS Land Surveyor; and
(4) Any portion of the Lot that is within a transmission line or powerline right of way.

O

Ocean Natural Boundary Line means the visible high-water mark of the ocean where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark upon the soil or rock of the bed of the ocean a character distinct from that of the banks thereof, in respect to vegetation, as well as in respect to the nature of the soil itself.

P

Panhandle means the narrow strip of land connecting the body of the lot with the street.

Parking Use means the use of land, buildings or structures for the purpose of temporary parking or storage of vehicles that are otherwise in active use and may include Electric Vehicle (EV) Charging.

Principal Use means the primary use of Land, Building and structures, and includes all aspects of that use that are necessary to performing that primary use, but excludes Accessory Uses.

Property Host means a person who is legally entitled to possession of a property where short-term rental Tourist Accommodation Services are provided and who has responsibility for arranging for the short-term rental offer.

R

Residential Use means housing consisting of one or more Dwelling Units in a Building.

Residential Care means the provision of licensed residential care including lodging and meals combined with therapeutic, social, or health-related support services and includes care homes, hospice, supportive housing, and group homes, as well as integrated services such as seniors' day care; however, this use is distinguished by the provision of overnight accommodation or long-term residency and specifically excludes Health Care Services, or any facility providing exclusively ambulatory care or outpatient medical services where no residential component exists.

S

Secondary Suite means a Dwelling Unit that is accessory to and attached to a Principal Dwelling Unit in a Principal Building in the R1 and R2 zones.

Setback means the required horizontal distance between the Lot line and the nearest part of a Building or Structure on the Lot. Setbacks are measured to the building face except that for swimming pools they are measured to the nearest part of the foundation or structure of the pool.

Setback, Front means the distance from a Front Lot Line.

Setback, Rear means the distance from a Rear Lot Line.

Setback, Side means the distance from a Side Lot Line.

Short-Term Rentals means a use that is located within a Dwelling Unit and subordinate to a Residential Use where the Dwelling Unit or one or more bedrooms in the Dwelling Unit provide temporary accommodation for a maximum period of 90 consecutive days. This use does not include a Bed and Breakfast or Boarders and Lodgers Accommodations.

Storey means that portion of a Building other than an underground parkade that is between the surface of any floor and the surface of the floor above it. If there is no floor above, the Storey is the portion of the Building that is between the top of any floor and the ceiling above it. Basements and Finished Attic Spaces are included as Storeys. Crawl Spaces where more than 60% of the crawl space's floor area has a height, measured from the ground or concrete slab to the underside of the floor joists, greater than 1.5 m (*5 ft*) are included as Storeys.

Street means a public thoroughfare, including a highway, road, Lane, and any other way open to public use, but does not include private rights-of-way on private property. This term encompasses the entire width between the property lines of every right-of-way that is dedicated, owned, or maintained by a government authority for the purpose of vehicle, bicycle and pedestrian traffic.

Structure means any construction, erection, or piece of work artificially built or constructed, composed of parts joined together in some definite manner, that requires a fixed location on the ground or is attached to something having a fixed location on the ground, but does not include a Building.

T

Tourist Accommodation Services includes Bed and Breakfasts, Boarders and Lodgers Accommodations, and Short-Term Rentals.

V

Veranda means a one storey high roofed structure attached to an exterior wall of a residential building, which is not heated or intended for year-round habitation. It shall be at least 60% open on all sides not adjoining the residential building and with a floor not higher than the lowest above grade building floor on the side of the building to which it is attached.

W

Waste and Recycling Storage Area means a permanent, hard-surface area within an enclosed building, protected from wildlife that can accommodate waste and recycling receptacles.

Y



Subsection 525 - 2.10

R1 – Rural and Suburban Detached Residential Zone

2 INTENT

The intent of the Rural and Suburban Detached Residential Zone (R1) is to permit the continued use of low density, legacy lots in remote and environmentally sensitive lands generally found outside the Urban Containment Boundary.

2 PERMITTED USES

(1) The following uses are permitted in the R1 Zone:

Table 2.1: Permitted Uses

Use	Principal Use	Accessory Use
Residential Use	✓	
Accessory Use		✓
Child Care Services		✓
Home Occupation		✓
Parking Use		✓
Secondary Suite		✓
Tourist Accommodation Services		✓

3 CONDITIONS OF USE

(1) A Secondary Suite is only permitted when it is no larger than 49% of the Principal Building's Gross Floor Area.

4 DENSITY

(1) A maximum of one (1) Principal Dwelling Unit and one (1) Secondary Suite are permitted per Lot.

(2) The total Gross Floor Area on a Lot must not exceed the maximums established in the following table:

Table 4.1: Maximum Gross Floor Area (GFA)

Type of Building or Structure	Net Lot Area	Maximum Gross Floor Area
All Buildings and Structures on a Lot	Net Lot Area ≤ 464.5 m² (*5,000 ft²*)	Net Lot Area x 0.7 + 92.9 m² (*1,000 ft²*)
	Net Lot Area > 464.5 m² (*5,000 ft²*)	Net Lot Area x 0.55 + 92.9 m² (*1,000 ft²*) Up to a maximum of 650.3m² (*7,000 ft²*)
All detached Garages, Accessory Buildings and Structures in combination on a Lot	All Lot sizes	92.9 m² (*1,000 ft²*)

(3) The Net Lot Area is as it exists at the time of the current application, prior to any land dedications required as a condition of that application.

(4) Gross Floor Area (GFA) inclusions and exemptions are found in Subsection 525 - 310 of this Bylaw.

5 HEIGHT

(1) The height of any Buildings or Structures must not exceed the maximums established in the following table:

Table 5.1: Maximum Height and Storeys

Type of Building or Structure	Roof Pitch	Maximum Height	Maximum Number of Storeys
Principal Building or a portion thereof in the front 6.10 m (*20 ft*) of the Lot	Flat roof or Sloped roof (less than 3:12)	6.7 m (*22 ft*)	2 storeys
	Sloped roof (3:12 or greater)	8.5 m (*28 ft*)	2 storeys
Principal Building or a portion thereof not in	Flat roof or Sloped roof (less than 3:12)	10.1 m (*33 ft*)	3 storeys

Type of Building or Structure	Roof Pitch	Maximum Height	Maximum Number of Storeys
the front 6.10 m (*20 ft*) of the Lot	Sloped roof (3:12 or greater)	11.6 m (*38 ft*)	3 storeys
Detached Garages	Flat roof or Sloped roof (less than 3:12)	3.7 m (*12 ft*)	1 storey
	Sloped roof (3:12 or greater)	5.5 m (*18 ft*)	1 storey
Accessory Buildings and Structures	Flat roof or Sloped roof (less than 3:12)	3.7 m (*12 ft*)	1 storey
	Sloped roof (3:12 or greater)	4.6 m (*15 ft*)	1 storey

(2) Height exemptions are found in Subsection 525 - 310 of this Bylaw.

6 SETBACKS

(1) Buildings and Structures must be sited in accordance with the minimum Setbacks established in the following table:

Table 6.1: Minimum Setbacks

Type of Building or Structure	Minimum Front Setback	Minimum Rear Setback	Minimum Side Setback	Minimum Setback to the Ocean Natural Boundary
Principal Building	3.1 m (*10 ft*)	7.6 m (*25 ft*)	1.2 m (*4 ft*)	7.6 m (*25 ft*)
Detached Garage	Side entry garage: 3.1 m (*10 ft*) Front entry garage: 6.1 m (*20 ft*)	1.5 m (*5 ft*)	1.2 m (*4 ft*)	7.6 m (*25 ft*)
Accessory Buildings and Structures	6.1 m (*20 ft*)	1.2 m (*4 ft*)	1.2 m (*4 ft*)	1.2 m (*4 ft*)
Swimming Pools	3.1 m (*10 ft*)	3.1 m (*10 ft*)	1.2 m (*4 ft*)	3.1 m (*10 ft*)

(2) General siting regulations and siting exemptions are found in Subsection 525 - 310 of this Bylaw.

7 BUILDING COVERAGE

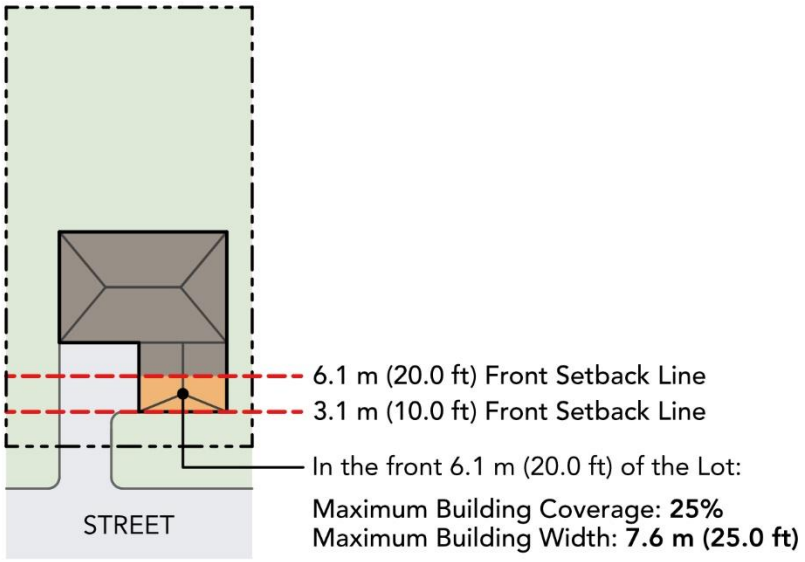
(1) The maximum Building Coverage on a Lot is:

(a) 55% of Net Lot Area when Net Lot Area ≤ 464.5m² / 5,000 ft²; or

(b) 45% of Net Lot Area when Net Lot Area > 464.5 m² / 5,000 ft².

(2) The maximum Building Coverage in the front 6.1 m (*20 ft*) of a Lot is 25%.

Diagram 7.1: Maximum Building Coverage and Width in the Front 6.10 m (20 ft)



8 LANDSCAPING

(1) A Lot must have:

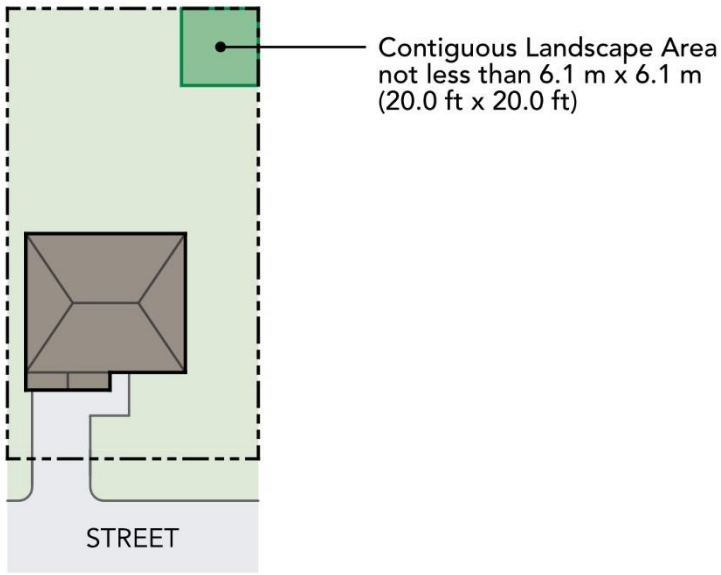
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(b) Landscape Areas totalling a minimum of:

(i) 35% of Net Lot Area when Net Lot Area ≤ 464.5 m² (*5,000 ft²*); or

(ii) 45% of Net Lot Area when Net Lot Area > 464.5 m² (*5,000 ft²*).

Diagram 8.1: Contiguous Landscape Area



9 BUILDING REGULATIONS

(1) The maximum Building Wall Length is 19.8 m (*65 ft*).

(2) The maximum Building Width for that portion of any building in the front 6.1 m (*20 ft*) of the Lot is 7.6 m (*25 ft*).

(3) The maximum Building Depth is 19.8 m (*65 ft*).

(4) The maximum height for a Deck, Balcony, Veranda, or other outdoor occupied space is 4.6 m (15 ft), measured vertically from its walking surface to the lowest point of finished grade directly beneath the structure.

(5) A Waste and Recycling Storage Area must be provided to serve all Dwelling Units on a Lot with a minimum size of 2.3 m^2 (*25 ft^2*).

10 OTHER REGULATIONS

(1) Off-street parking must comply with Part 10 Off-Street Parking Space and Loading Space Regulations of this Bylaw.

(2) Subdivision: The minimum Lot Area, Lot Width, and Lot Depth of Lots zoned R1 created by subdivision are established in the following table.

Table 10.1: Subdivision Minimum Requirements

Zone and Modifier, if applicable	Minimum Lot Area (m^2)	Minimum Lot Width (m)	Minimum Lot Depth (m)
R1	4,000 m^2 (*43,056 ft^2*)	30 m (*98.4 ft*)	34 m (*111.6 ft*)



Subsection 525 - 2.20

R2 – Urban Detached Residential Zone

1 INTENT

The intent of the Urban Detached Residential Zone (R2) is to permit ground-oriented detached housing forms with an emphasis on above ground living primarily in the form of a house which may include a suite and be accompanied by a coach house.

2 PERMITTED USES

(1) The following uses are permitted in the R2 Zone:

Table 2.1: Permitted Uses

Use	Principal Use	Accessory Use
Residential Use	✓	
Accessory Use		✓
Child Care Services		✓
Coach House		✓
Home Occupation		✓
Parking Use		✓
Secondary Suite		✓
Tourist Accommodation Services		✓

3 CONDITIONS OF USE

(1) A Secondary Suite is only permitted when it is:

(a) Located in the Principal Building; and

(b) No larger than 49% of the Principal Building's Gross Floor Area.

4 DENSITY

(1) A maximum of one (1) Principal Dwelling Unit, one (1) Secondary Suite, and one (1) Coach House are permitted per Lot.

(2) The total Gross Floor Area on a Lot must not exceed the maximums established in the following table:

Table 4.1: Maximum Gross Floor Area (GFA)

Type of Building or Structure	Net Lot Area	Maximum Gross Floor Area
All Buildings and Structures on a Lot with a Principal Building and without a Coach House	Net Lot Area ≤ 464.5 m² (*5,000 ft²*)	Net Lot Area x 0.7 + 92.9 m² (*1,000 ft²*)
	Net Lot Area > 464.5 m² (5,000 ft²)	Net Lot Area x 0.55 + 92.9 m² (*1000 ft²*) Up to a maximum of 650.3 m² (*7,000 ft²*)
All Buildings and Structures on a Lot with a Principal Building and a Coach House	Net Lot Area ≤ 464.5 m² (5,000 ft²)	Net Lot Area x 0.7 + 139.4 m² (*1,500ft²*)
	Net Lot Area > 464.5 m² (5,000 ft²)	Net Lot Area x 0.55 + 139.4 m² (*1,500 ft²*) Up to a maximum of 696.8 m² (*7,500 ft²*)
Coach House	All Lot Sizes	130.1 m² (*1,400 ft²*)
All detached Garages, Accessory Buildings and Structures in combination on a Lot	All Lot Sizes	92.9 m² (*1,000 ft²*)

(3) The Net Lot Area is as it exists at the time of the current application, prior to any land dedications required as a condition of that application.

(4) Gross Floor Area (GFA) inclusions and exemptions are found in Subsection 525 - 310 of this Bylaw.

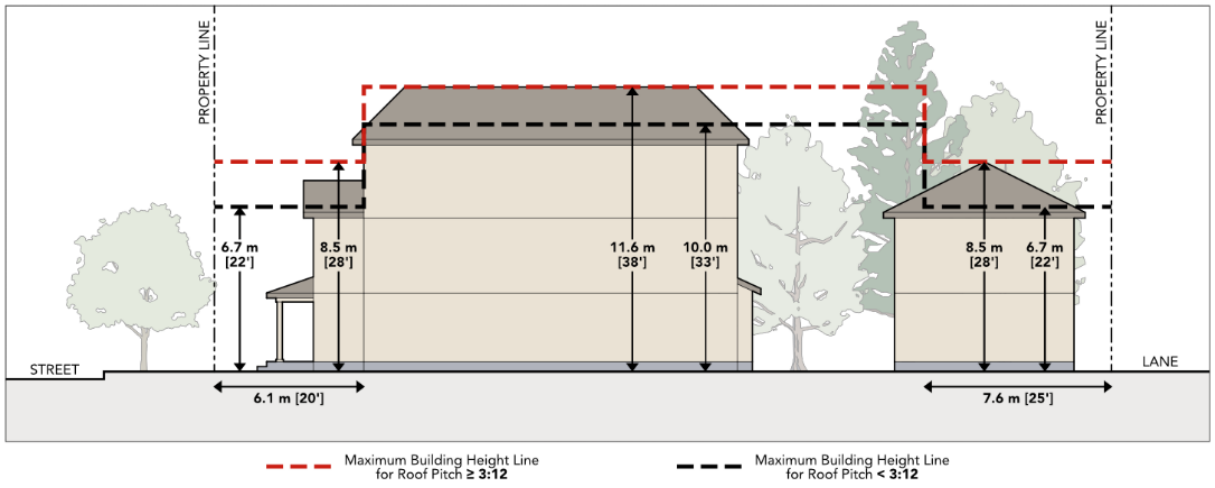
5 HEIGHT

(1) The height of any Buildings or Structures must not exceed the maximums established in the following table:

Table 5.1: Maximum Height and Storeys

Type of Building or Structure	Roof Pitch	Maximum Height	Maximum Number of Storeys
Principal Building or a portion thereof in the front 6.10 m (*20 ft*) of the Lot	Flat roof or Sloped roof (less than 3:12)	6.7 m (*22 ft*)	2 storeys
	Sloped roof (3:12 or greater)	8.5 m (*28 ft*)	2 storeys
Principal Building or a portion thereof not in the front 6.10 m (*20 ft*) of the Lot	Flat roof or Sloped roof (less than 3:12)	10.1 m (*33 ft*)	3 storeys
	Sloped roof (3:12 or greater)	11.6 m (*38 ft*)	3 storeys
Coach House	Flat roof or Sloped roof (less than 3:12)	6.7 m (*22 ft*)	2 storeys
	Sloped roof (3:12 or greater)	8.5 m (*28 ft*)	2 storeys
Detached Garages	Flat roof or Sloped roof (less than 3:12)	3.7 m (*12 ft*)	1 storey
	Sloped roof (3:12 or greater)	5.5 m (*18 ft*)	1 storey
Accessory Buildings and Structures	Flat roof or Sloped roof (less than 3:12)	3.7 m (*12 ft*)	1 storey
	Sloped roof (3:12 or greater)	4.6 m (*15 ft*)	1 storey

Diagram 5.1: Maximum Height and Storeys



(2) Height exemptions are found in Subsection 525 - 310 of this Bylaw.

6 SETBACKS

(1) Buildings and structures must be sited in accordance with the minimum Setbacks established in the following table:

Table 6.1: Minimum Setbacks

Type of Building or Structure	Minimum Front Setback	Minimum Rear Setback	Minimum Rear Setback abutting a lane allowance	Minimum Side Setback	Minimum Setback to the Ocean Natural Boundary Line
Principal Building	3.1 m (*10 ft*) (A)	7.6 m (*25 ft*) (B)	7.6 m (*25 ft*) (B)	1.2 m (*4 ft*) (C)	7.6 m (*25 ft*)
Coach House	15.2 m (*50 ft*) (D)	3.1 m (*10 ft*) (E)	1.5 m (*5 ft*) (F)	1.2 m (*4 ft*) (G)	7.6 m (*25 ft*)
Detached Garage	Side entry garage: 3.1 m (*10 ft*) Front entry garage: 6.1 m (*20 ft*)	1.5 m (*5 ft*)	1.5 m (*5 ft*)	1.2 m (*4 ft*)	7.6 m (*25 ft*)
Accessory Buildings and Structures	6.1 m (*20 ft*)	1.2 m (*4 ft*)	1.2 m (*4 ft*)	1.2 m (*4 ft*)	1.2 m *(4 ft)*

Type of Building or Structure	Minimum Front Setback	Minimum Rear Setback	Minimum Rear Setback abutting a lane allowance	Minimum Side Setback	Minimum Setback to the Ocean Natural Boundary Line
Swimming Pools	3.1 m (*10 ft*)	3.1 m (*10 ft*)	3.1 m (*10 ft*)	1.2 m (*4 ft*)	3.1 m (*10 ft*)

Diagram 6.1: Minimum Setbacks

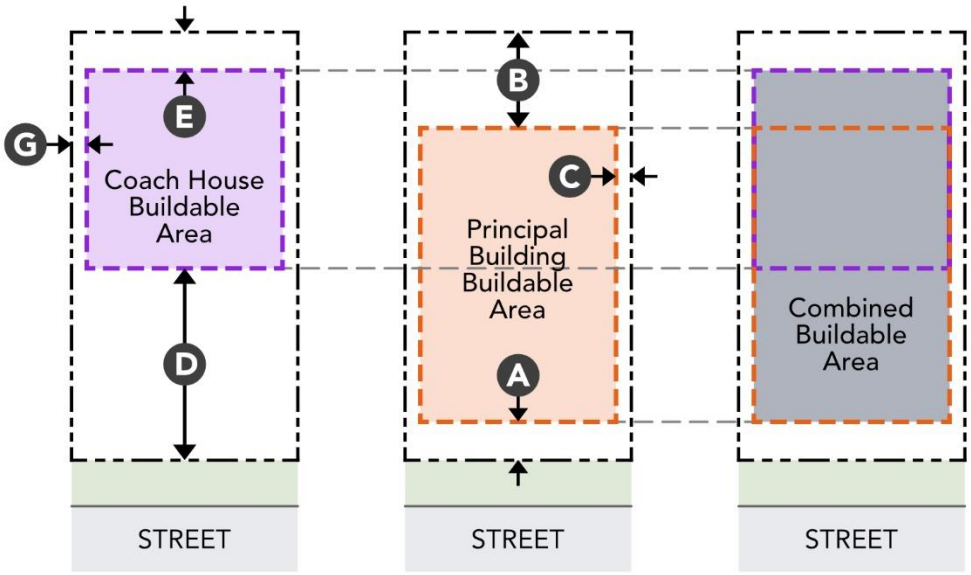
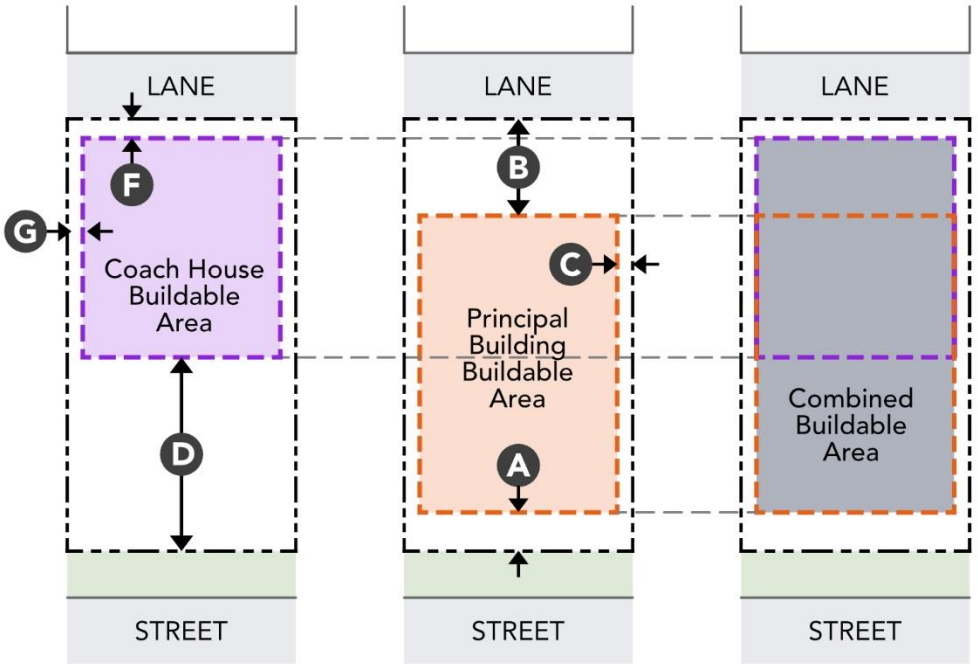


Diagram 6.2: Minimum Setbacks (with Rear Lane)



7 BUILDING COVERAGE

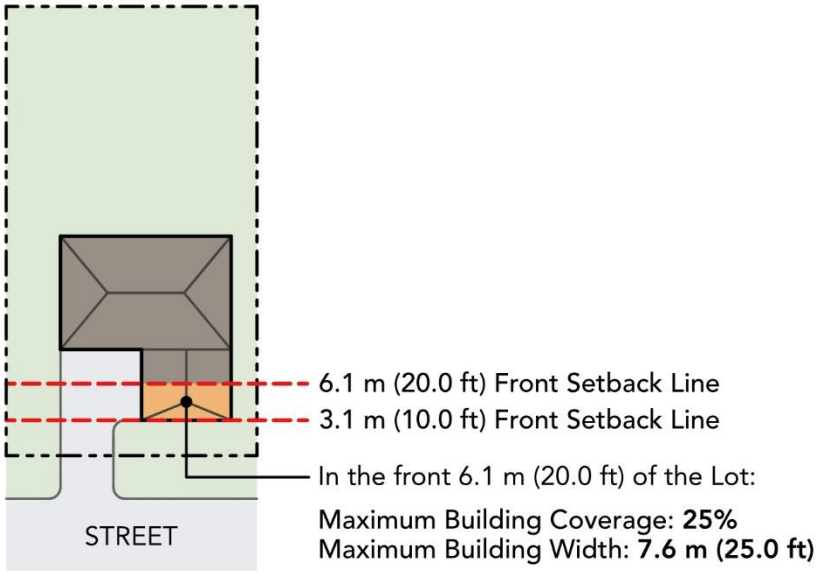
(1) The maximum Building Coverage on a Lot is:

(a) 55% of Net Lot Area when Net Lot Area ≤ 464.5m² / 5,000 ft²; or

(b) 45% of Net Lot Area when Net Lot Area > 464.5 m² / 5,000 ft².

(2) The maximum Building Coverage in the front 6.1 m (*20 ft*) of a Lot is 25%.

Diagram 7.1: Maximum Building Coverage and Width in the front 6.1 m



8 LANDSCAPING

(2) A Lot must have:

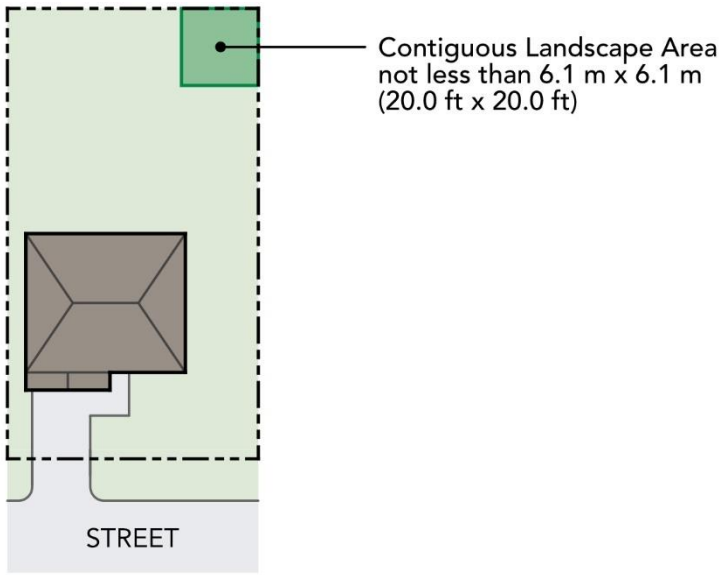
(a) A contiguous Landscape Area that has the minimum dimensions of 6.1 m x 6.1 m (*20 ft x 20 ft*); or

(b) Landscape Areas totalling a minimum of:

(i) 35% of Net Lot Area when Net Lot Area ≤ 464.5 m² (*5,000 ft²*); or

(ii) 45% of Net Lot Area when Net Lot Area > 464.5 m² (*5,000 ft²*).

Diagram 8.1: Contiguous Landscape Area



9 BUILDING REGULATIONS

(1) The maximum Building Wall Length is 19.8 m (*65 ft*).

(2) The maximum Building Width for that portion of any building in the front 6.1 m (20 ft) of the Lot is 7.6 m (*25 ft*).

(3) The maximum Building Depth is 19.8 m (*65 ft*).

(4) The maximum height for a Deck, Balcony, Veranda, or other outdoor occupied space is 4.6 m (15 ft), measured vertically from its walking surface to the lowest point of finished grade directly beneath the structure.

(5) A Waste and Recycling Storage Area must be provided to serve all Dwelling Units on a Lot with a minimum size of 2.3 m^2 (*25 ft^2*).

10 OTHER REGULATIONS

(1) Off-street parking must comply with Part 10 Off-Street Parking Space and Loading Space Regulations of this Bylaw.

(2) Subdivision: The minimum Lot Area, Lot Width, and Lot Depth of Lots zoned R2 created by subdivision are established in the following table.

Table 10.1: Subdivision Minimum Requirements

Zone and Modifier, if applicable	Minimum Lot Area (m^2)	Minimum Lot Width (m)	Minimum Lot Depth (m)
R2	660 m^2	18 m	34 m

Zone and Modifier, if applicable	Minimum Lot Area (m²)	Minimum Lot Width (m)	Minimum Lot Depth (m)
	(*7,104 ft²*)	(*59.1 ft*)	(*111.6 ft*)
R2 (S1)	335 m² (*3,605 ft²*)	10 m (*32.8 ft*)	34 m (*111.6 ft*)
R2 (S2)	1,100 m² (*11,840 ft²*)	24 m (*78.7 ft*)	34 m (*111.6 ft*)
R2 (S3)	4,000 m² (*43,056 ft²*)	30 m (*98.4 ft*)	34 m (*111.6 ft*)

Subsection 525 - 3.10

General Development Regulations for R1 and R2 Zones

Applicability of Part 4 General Regulations

Part 4, General Regulations is supplemented and amended as indicated for the purposes of the R1 and R2 Zones as follows:

(1) In the event of any inconsistence or conflict between a provision in this section 525 and any provision in the balance of this Zoning Bylaw, the provision in this section 525 shall govern.

(2) **Uses Specified on a Plan:** Refer to Section 401.

(3) **Uses Permitted in All Zones:** For the purposes of the R1 and R2 zones, Section 402 is replaced as follows:

(a) The use of land buildings and structures for the following uses is generally permitted in all zones:

(i) Accessory uses;

(ii) Emergency Services of any density, height or siting;

(iii) Public Utility and Infrastructure;

(iv) Parks and Open Space and Conservation Uses;

(v) Residential Care for up to 12 people receiving care; and

(vi) Radio towers for emergency communications.

(4) **Temporary Uses Permitted in All Zones**

(a) The temporary use of land, buildings, and structures for the follow uses is generally permitted in all zones:

(i) Voting or polling stations; and

(ii) On-location filming and associated filming sets.

(5) **Temporary Buildings**

(a) Temporary buildings are permissible under permit for the following temporary and short-term purposes:

(i) Sales centres for development projects; and

(ii) Construction trailers.

(6) **Uses Prohibited In All Zones:** Refer to Section 403A.

(7) **Prohibition of Logging:** Refer to Section 403B.

(8) **Use of Highways:** Refer to Section 404.

(9) **Home Occupations:** Refer to Section 405.

(10) **Bed and Breakfast Businesses:** Refer to Section 405A.

(11) **Cannabis Retail Store:** Refer to Section 405B (*and is not applicable to R1 and R2 zoned land*).

(12) **Short-Term Rental Accommodation:** Refer to Section 405C.

(13) **Conflicting Use or Siting:** Refer to Section 406.

(14) **Height Exceptions:** Refer to Section 407.

(15) **General Siting Regulations:** Refer to Section 408.

(16) **Permitted Projections into Setbacks**

(a) In conjunction with Section (14) Exemptions from all Setbacks, this section replaces Section 409 Siting Exceptions.

(b) The elements listed below may project into a required setback to the extent specified in this section, provided they do not obstruct or interfere with any easement, statutory right-of-way, or public utility corridor:

Table 16.1: Permitted Projections into Required Setbacks

Element	Maximum Permitted Projections	Setback Location
Light wells (constructed prior to December 31, 2026)	0.9 m (*3 ft*)	All Setbacks
Chimneys (constructed prior to December 31, 2026)	0.6 m (*2 ft*)	All Setbacks
Bay windows (constructed prior to December 31, 2026)	0.6 m (*2 ft*)	All Setbacks
Unenclosed Verandas connected to the principal access to the Dwelling Unit (this does not include decks)	0.9 m (*3 ft*)	Front and Rear Setback
Unenclosed steps, accessibility ramps, and landings less than 1.00 m (*3.3 ft*) above finished grade	0.9 m (*3 ft*)	Front and Rear setbacks
Minor architectural features including: • Eaves • Window and door sills • Sunshades • Cornices, pilasters, moldings and similar decorative trim	0.6 m (*2 ft*)	All Setbacks
Rainwater hardware including gutters and downspouts	0.6 m (*2 ft*)	All Setbacks

Element	Maximum Permitted Projections	Setback Location
Utility meters including water meters, and gas meters	0.6 m (*2 ft*)	All Setbacks
At grade decks (less than 1.0 m above finished grade)	Unlimited	Front and Rear Setback
Elevated open decks	1.2 m (*4 ft*)	Front and Rear Setback
Balconies	0.9 m (*3 ft*)	Front and Rear Setback
Roof Decks	Projections into setbacks not permitted	All setbacks
Roof projections and overhangs.	0.9 m (*3 ft*)	All Setbacks
Solar collectors mounted on the wall of a building	0.3 m (*1 ft*)	Side Setbacks
Deck guards, and balustrades	0.3 m (*1 ft*)	All Setbacks

(17) Exemptions from All Setbacks

(a) The following elements are exempt from setback requirements, provided they do not obstruct or interfere with any easement, statutory right-of-way, or public utility corridor:

Table 17.1: Elements Exempt from Setback Requirements

Element	Maximum Permitted Projections	Setback Location
Utility poles, wires and guy wires	Permitted	All setbacks
Warning devices and emergency lights	Permitted	All setbacks
Flagpoles	Must retain a 0.9 m (*3 ft*) setback	Front and Rear
Signs constructed in accordance with the District's Sign Bylaw	Permitted	All setbacks
Children's play equipment	Permitted	All setbacks
Retaining walls	Permitted, but must not conflict with public utilities and rights-of-way	All setbacks

(18) Gross Floor Area (GFA) Inclusions and Exemptions

(a) This section replaces Section 410 Floor Space Ratio Exemptions.

(b) When calculating Gross Floor Area (GFA), the following elements must be included or exempted:

Table 18.1: Gross Floor Area Inclusions and Exemptions

Feature, Building or Structure	Include in Gross Floor Area Calculations	Exempt from Gross Floor Area Calculations
Uncovered decks supported by posts or walls equal to or less than 2.0 m (6.6 ft) in height and up to 10% of the permitted GFA		✓
Uncovered decks supported by posts or walls greater than 2.0 m (6.6 ft) in height	✓	
Accessory Buildings and Structures (*sheds*) up to a combined total of 25.0 m^2 (*269 ft^2*) on the Lot		✓
Unfinished attics, with no access stair well, windows, flooring, or wall finishes		✓
Finished Attic Space	✓	
Crawl Space with a maximum vertical height of 1.5m (*5 ft*) measured from the ground or concrete slab to the underside of the floor joists		✓
Crawl Spaces or portions of Crawl Spaces where the height is greater than 1.5 m (5. *ft*) measured from the ground or concrete slab to the underside of the floor joists	✓	
Space under roof overhangs where the roof overhang exceeds 1.2 m (*4 ft*)	✓	
One (1) or two (2) Carports to a combined total of 37.2 m^2 (400 ft^2)		✓
Open air structures such as pergolas or trellises where the overhead framing allows for the free passage of light and rain		✓
Unenclosed Balconies		✓

Feature, Building or Structure	Include in Gross Floor Area Calculations	Exempt from Gross Floor Area Calculations
Unenclosed porches, and verandas connected to the principal access to the Dwelling Unit		✓
Open spaces below elevated Buildings and structures		✓
For residential Buildings in the R1 and R2 zones constructed under permit submitted prior to July 1, 2018, exterior wall thickness in excess of 100 mm (3.9 in), provided that the wall thickness is utilized for the provision of insulating materials and/or protection against wind, water and vapour.		✓
Floor area of any space within a Building that has a ceiling height greater than 4.6 m (*15 ft*), measured from the top of the finished floor to the underside of the ceiling joists.	Counted as twice its actual floor area, excluding stairwells and elevator shafts.	
Waste and Recycling Storage Area that is not part of a Dwelling Unit or Garage and is up to 9.3m^2 (*100 ft^2*)		✓
Up to 8.0 m^2 (*86 ft^2*) of Floor Area of a wheelchair accessible Dwelling Unit (*Enhanced Unit and CSA B652*)		✓

(19) **Commercial Vehicles, Recreation Vehicles and Private Pleasure Boats:** Refer to Section 411.

(20) **Lots Shown on Plans:** Refer to Section 412.

(21) **Outdoor Customer Services Areas:** Refer to Section 413.

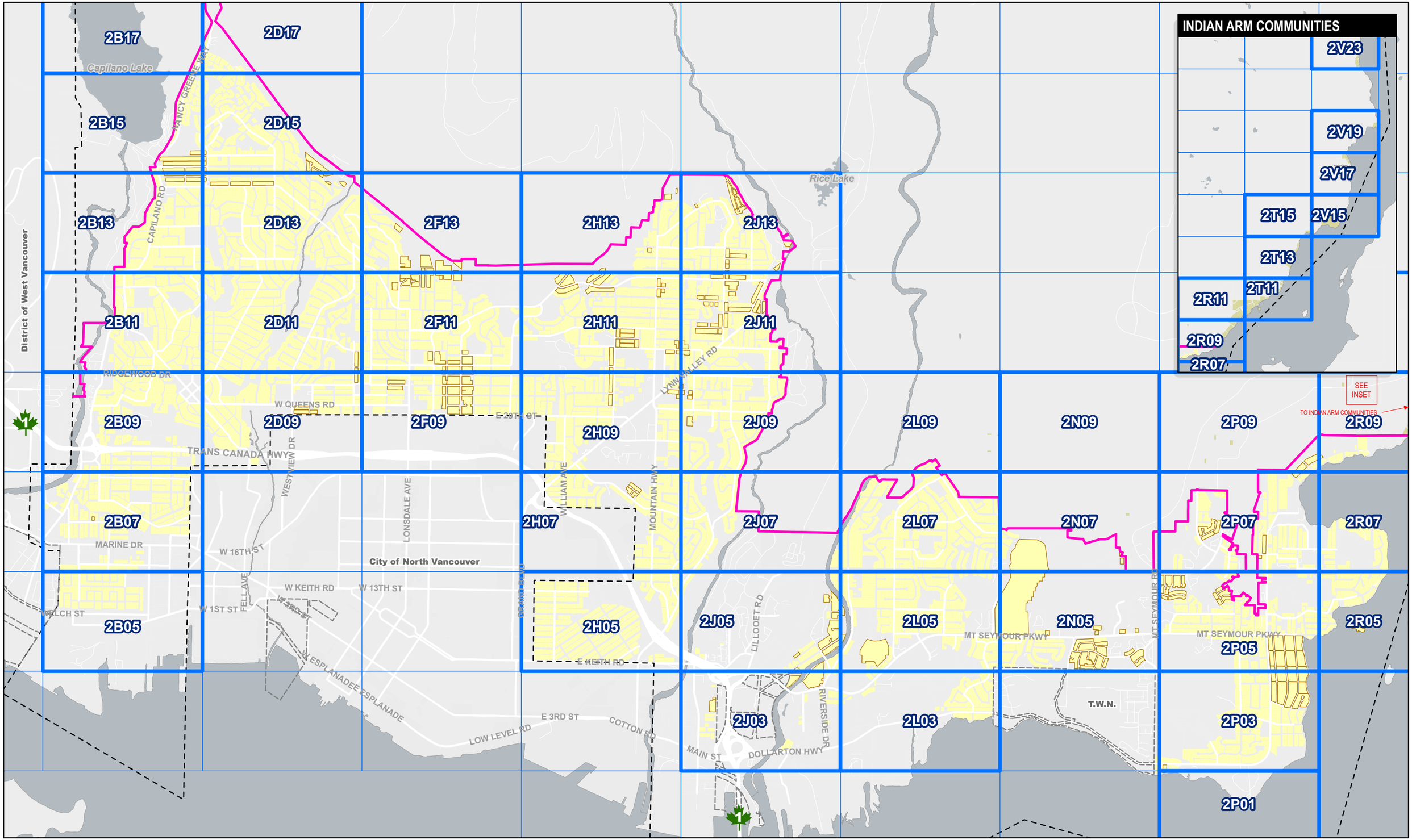
(22) **Good Neighbour Requirements:** Refer to Section 414.

(23) **Split-Zoned Parcels:** Refer to Section 415.

(24) **Solar Collector Regulations** Refer to Section 4C02.

Schedule B to Bylaw 8799

Map package illustrating the application of R1 and R2 zones across the District of North Vancouver



DISTRICT OF NORTH VANCOUVER

0 0.5 1 2 Kilometers

1:34,000

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier Grid*

*This map applies a grid across the District to identify the areas where the R1 and R2 zones will be applied. For a more detailed view, refer to the specific grid block as identified on this map.

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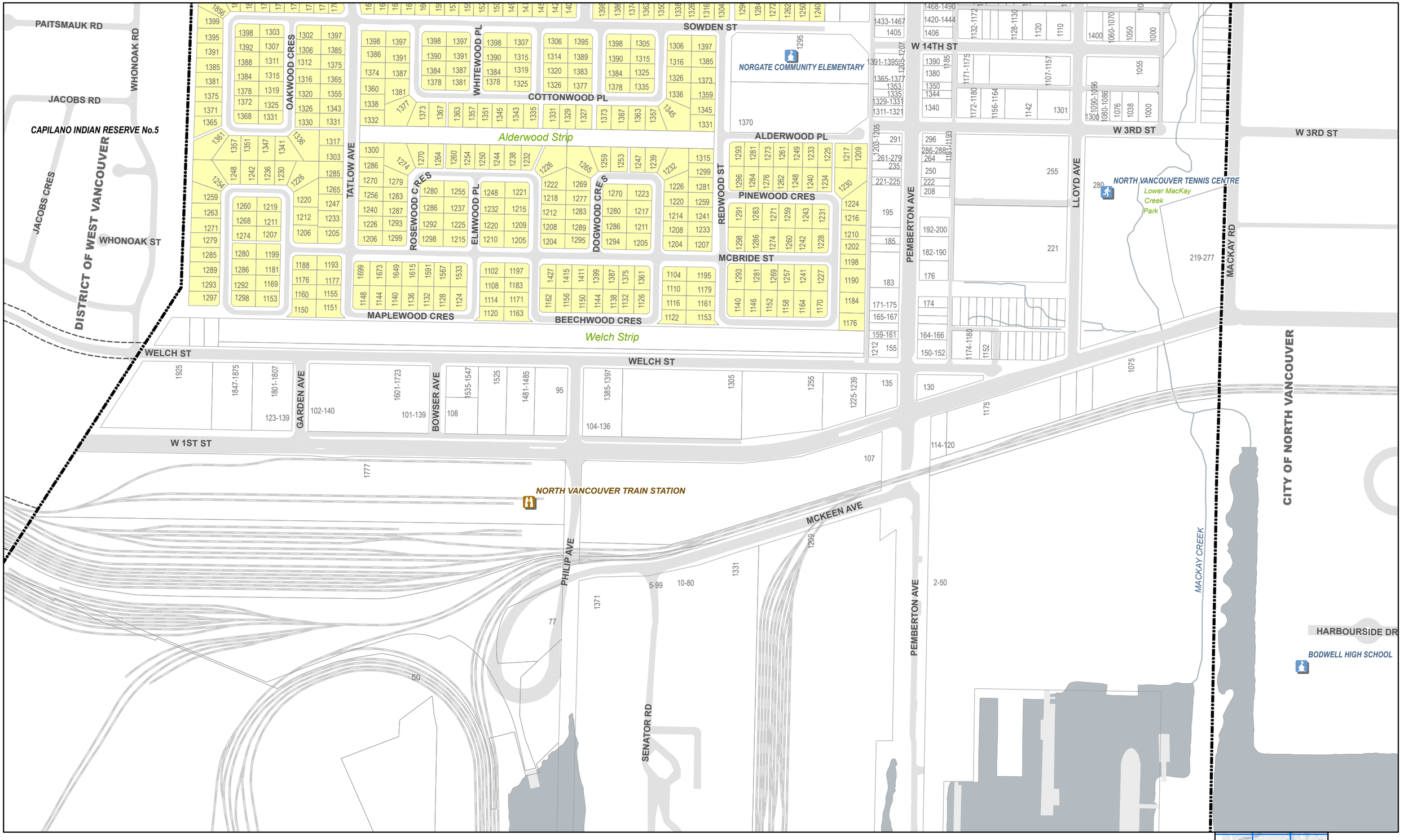
Published: May 25, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 98 Subdivision Modifier

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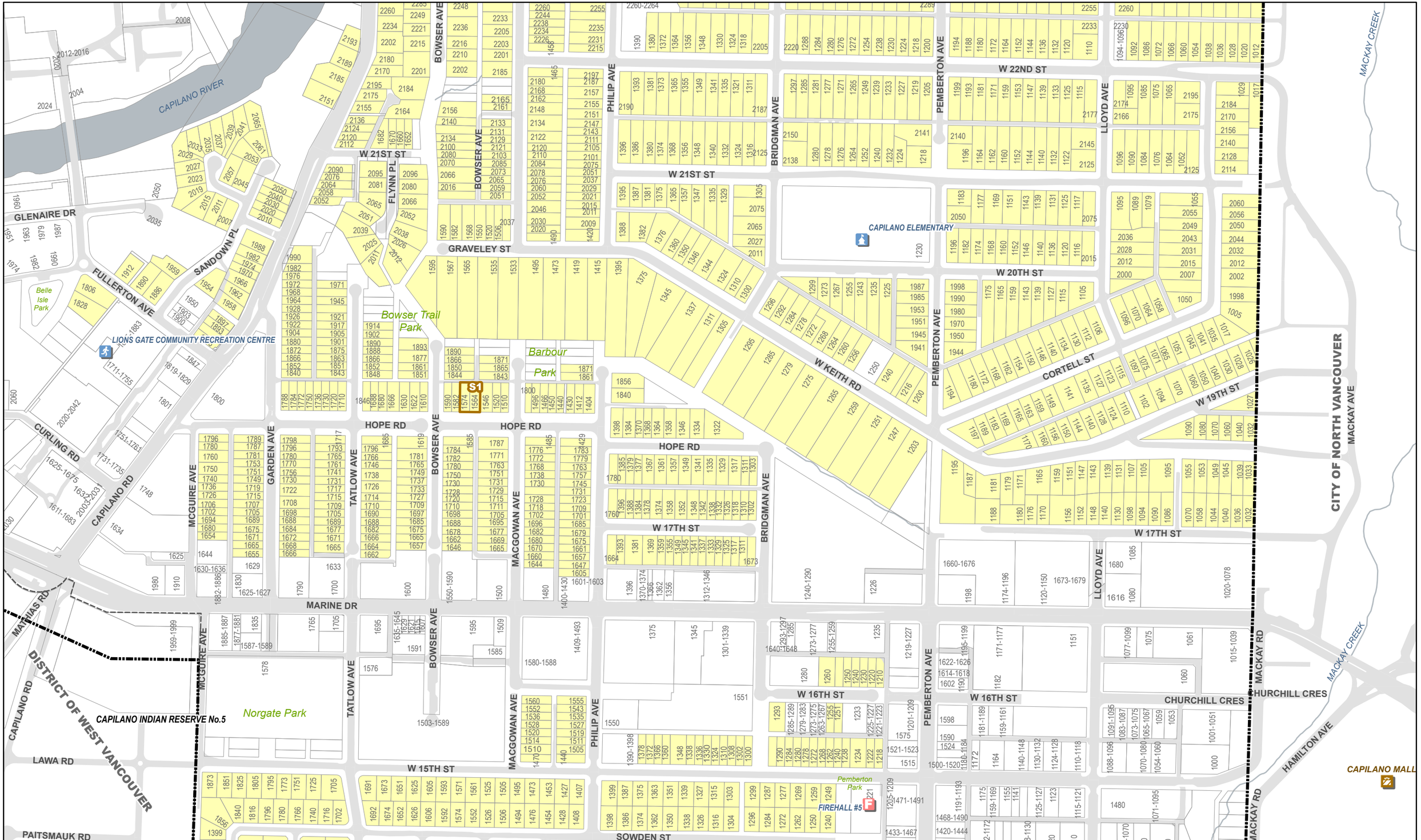
2A07	2B07	2D07
2A05	2B05	2D05
2A03	2B03	2D03

MAP 2B05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 99 Subdivision Modifier

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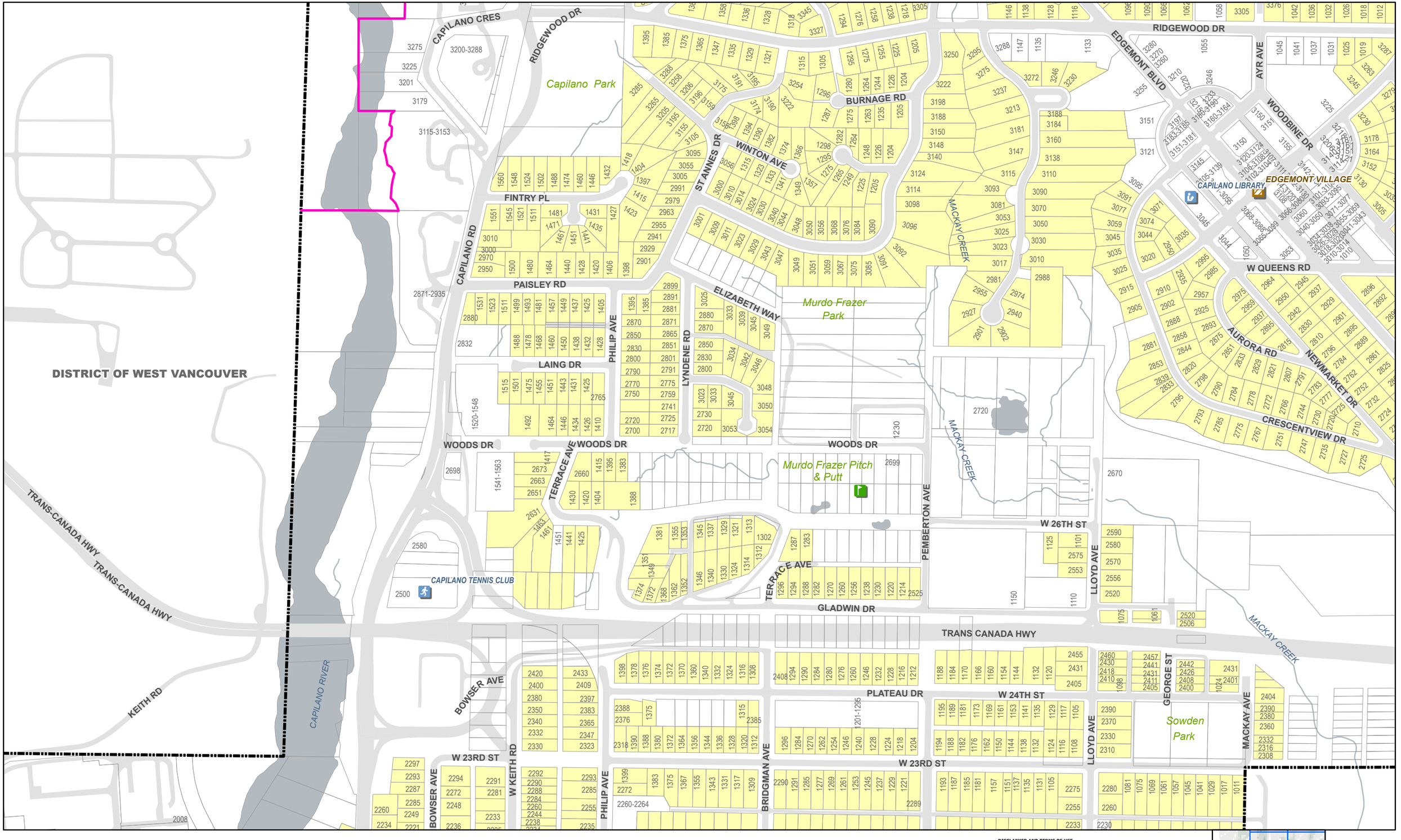
2A05	2B05	2D05

MAP 2B07

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 100 Subdivision Modifier

0 50 100 200 Meters

1:4,200

DISTRICT OF NORTH VANCOUVER

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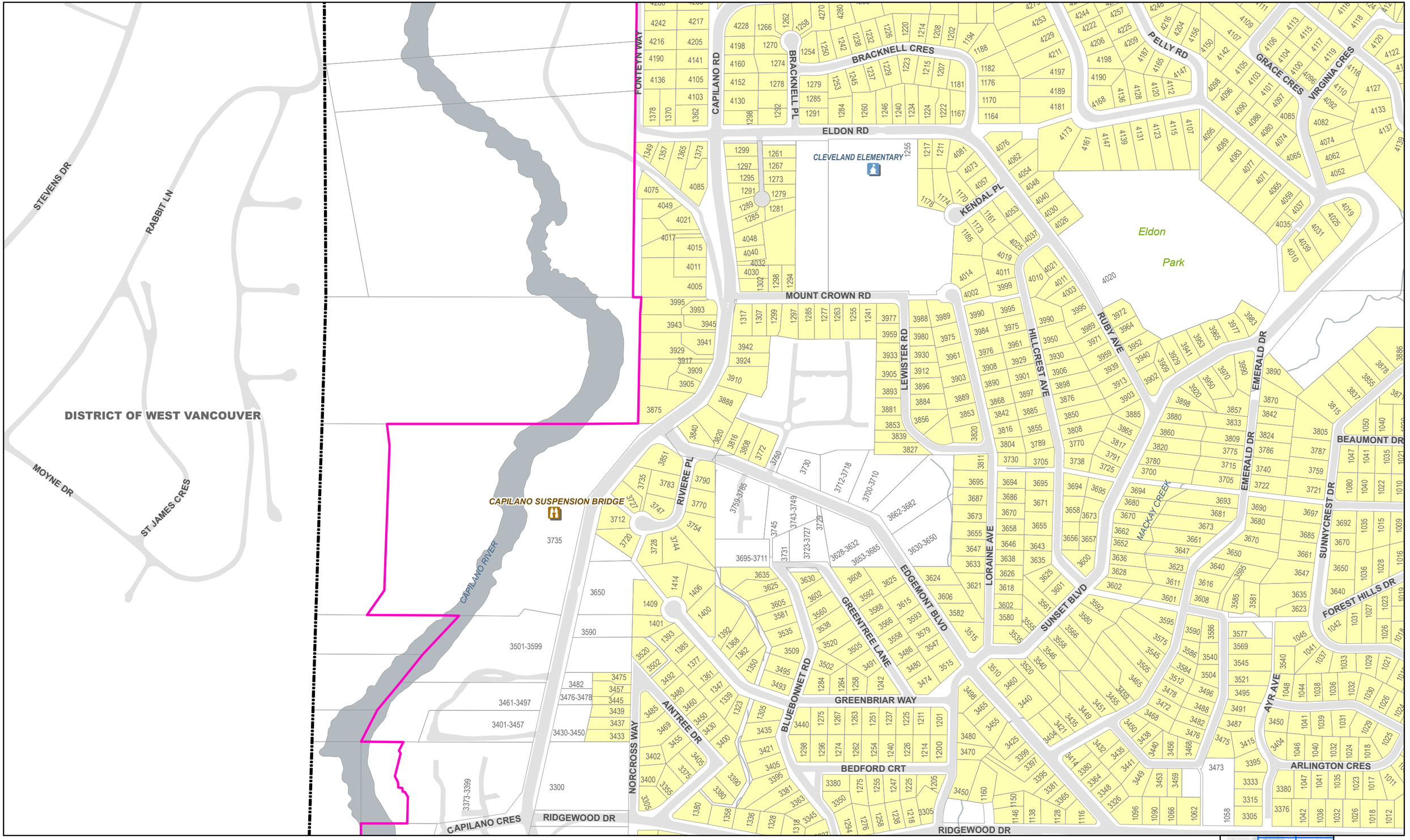
MAP 2B09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 101 Subdivision Modifier

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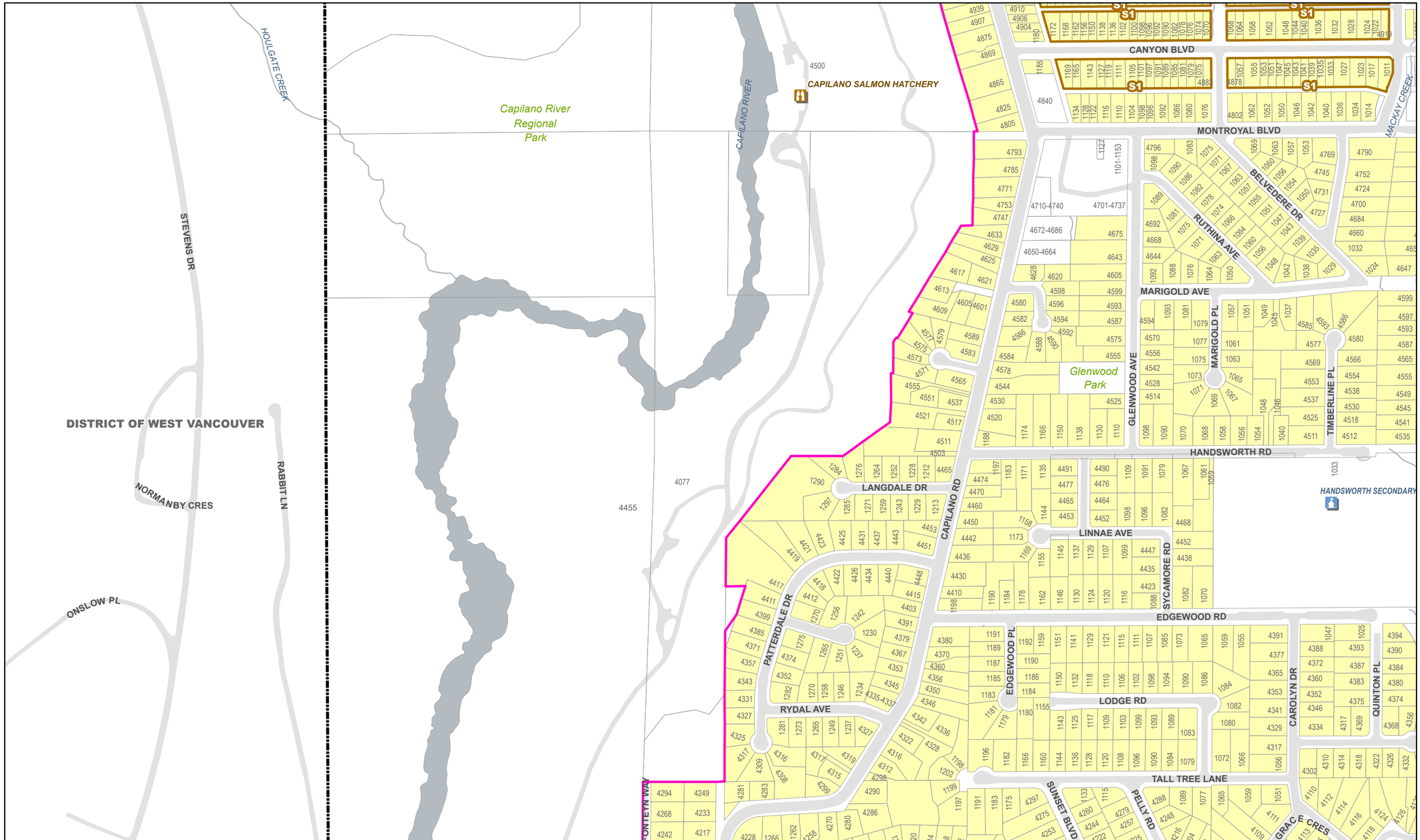
	2B13	2D13
	2B11	2D11
2A09	2B09	2D09

MAP 2B11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 102 Subdivision Modifier

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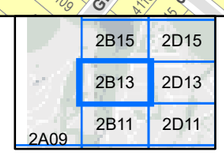
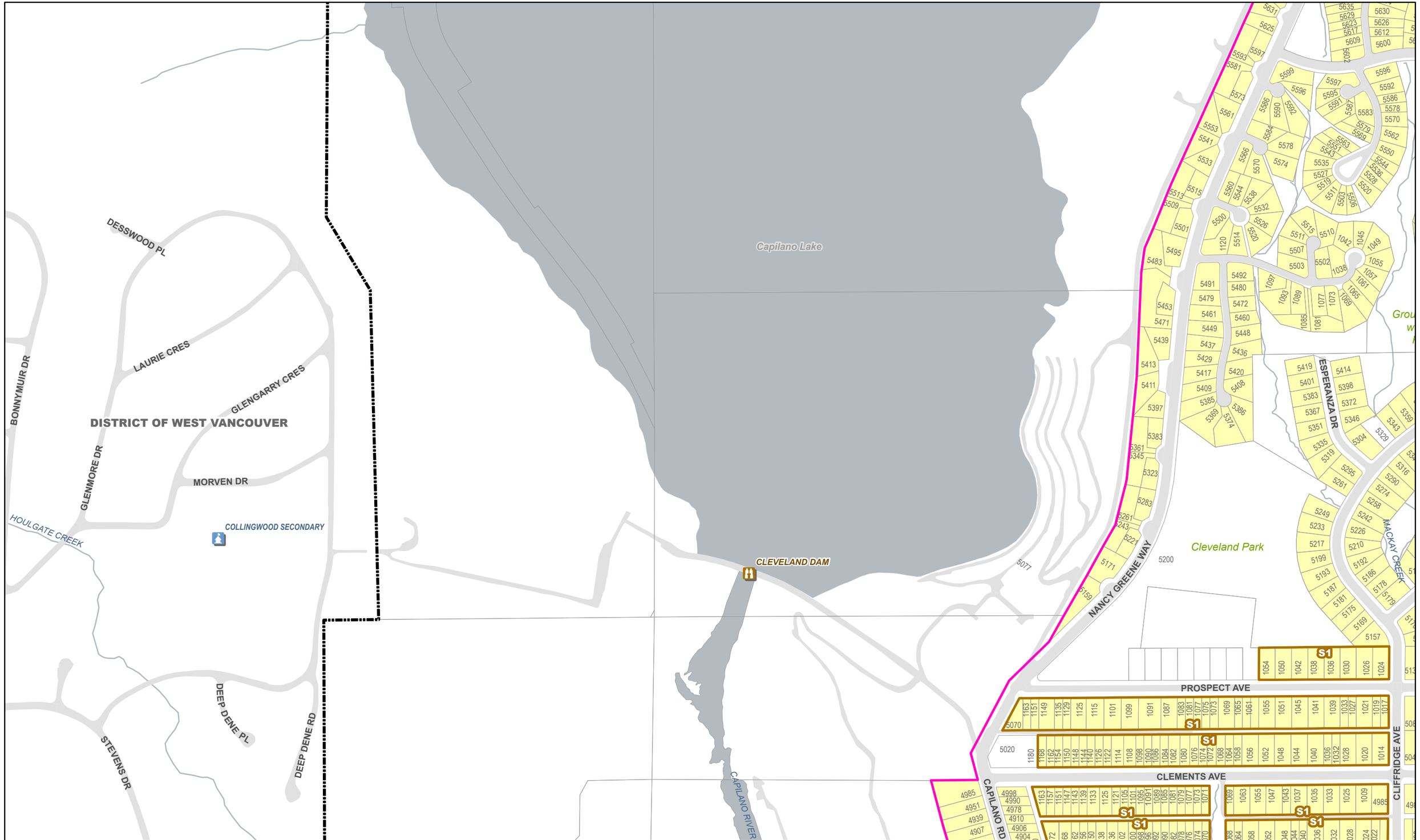


MAP 2B13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 103 Subdivision Modifier

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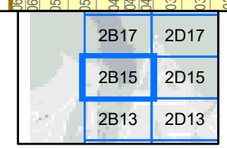
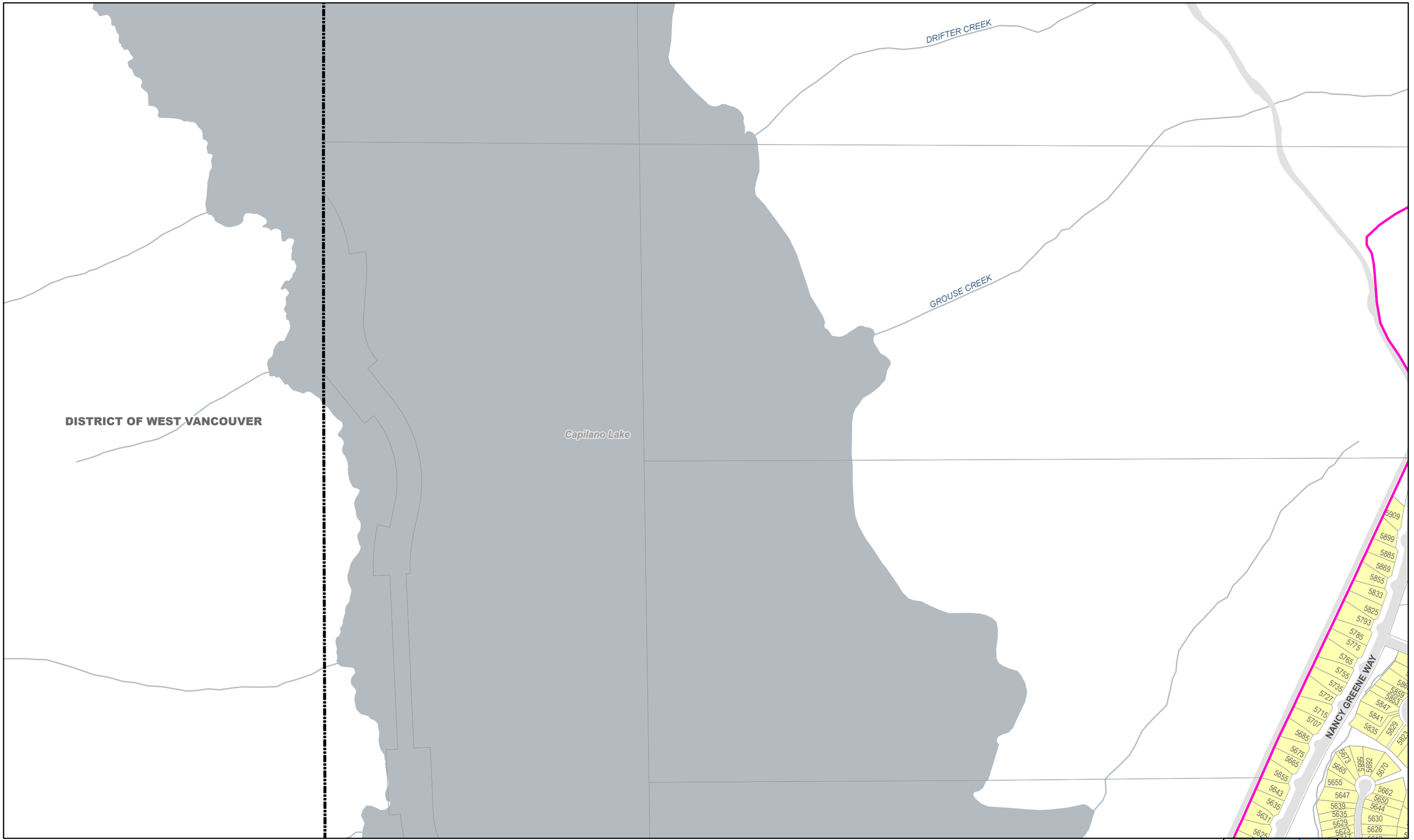


MAP 2B15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 104 Subdivision Modifier

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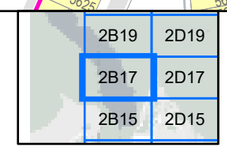
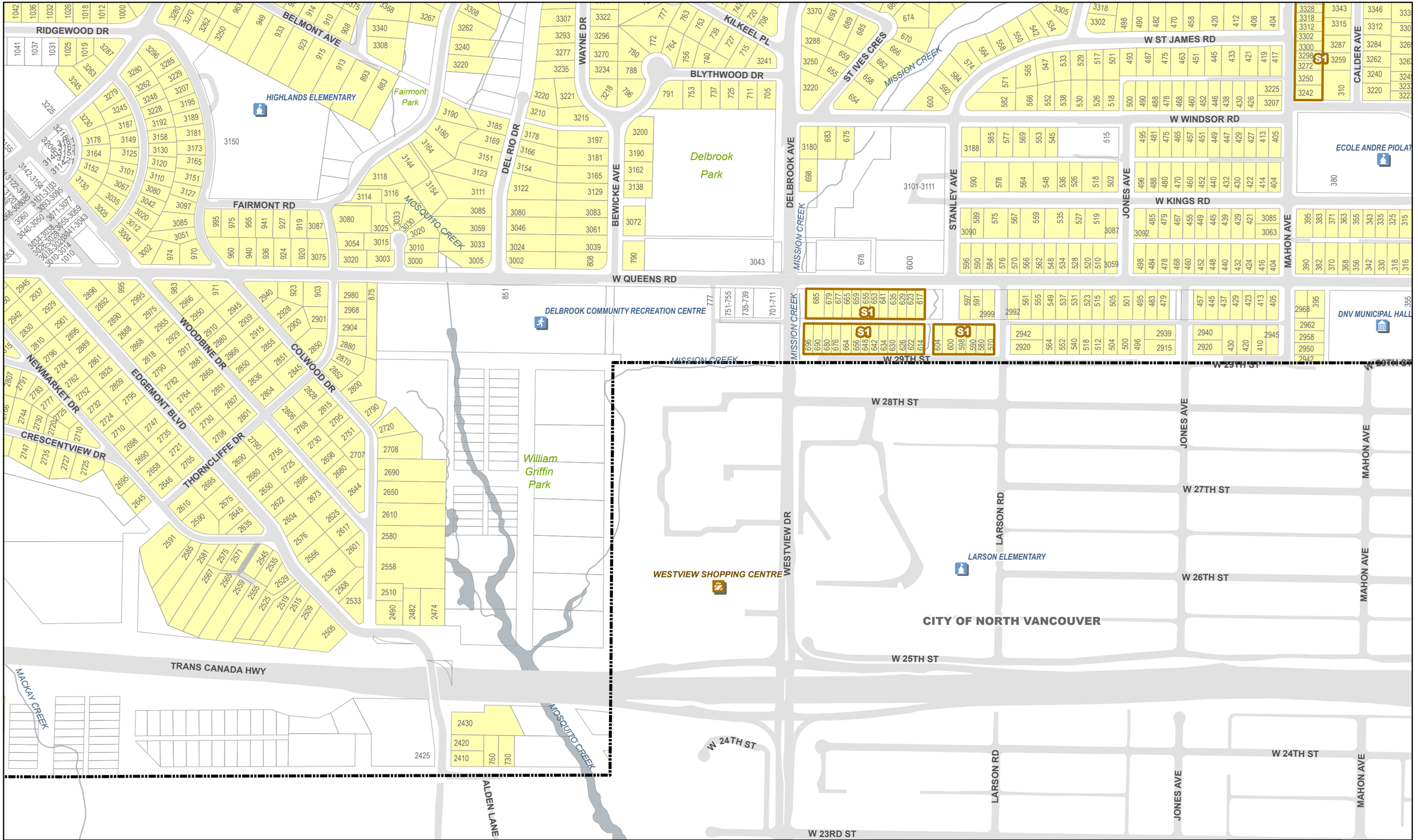


MAP 2B17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 105 Subdivision Modifier

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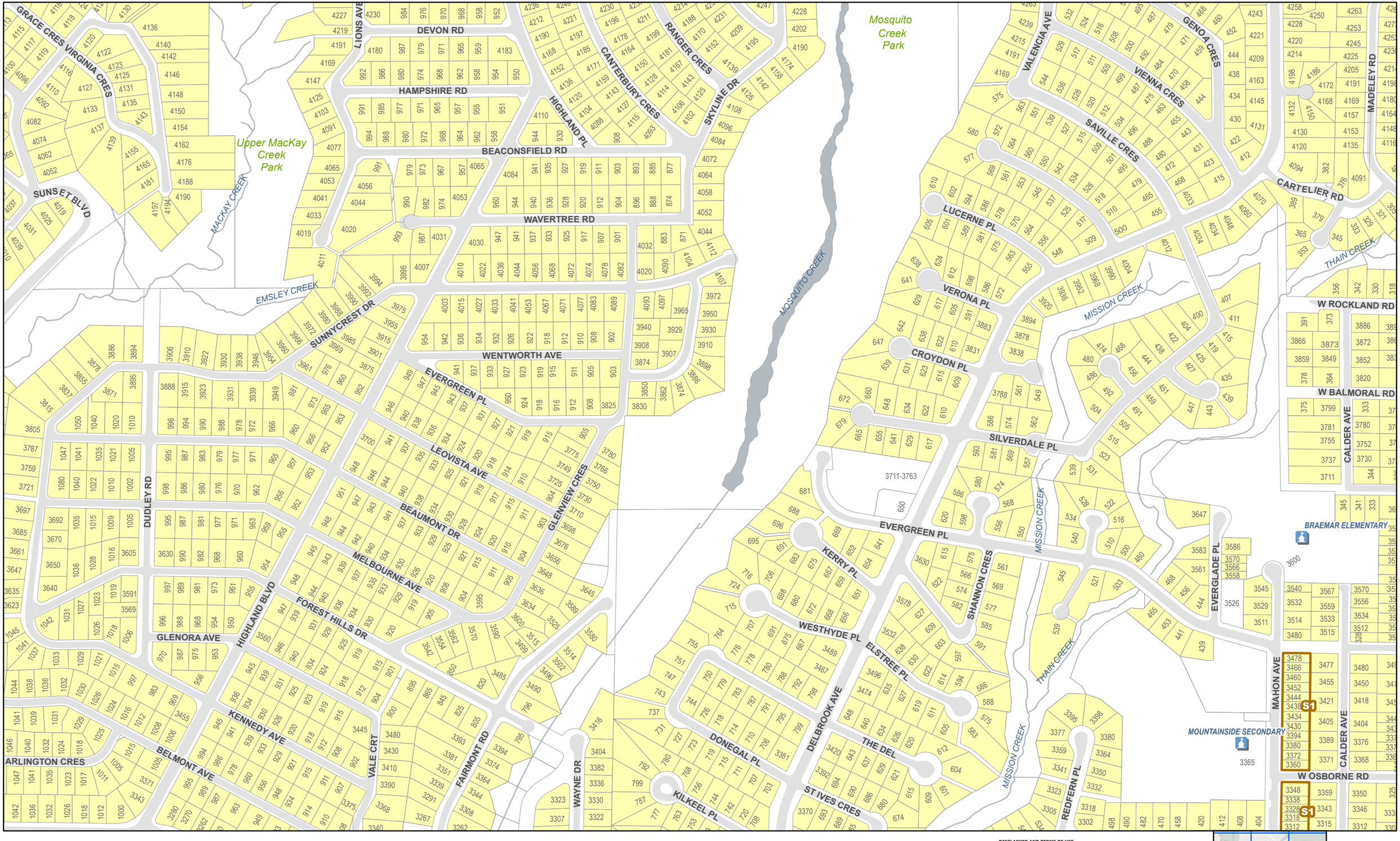
2B09	2D09	2F09
2B07	2D07	2F07

MAP 2D09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 106 Subdivision Modifier

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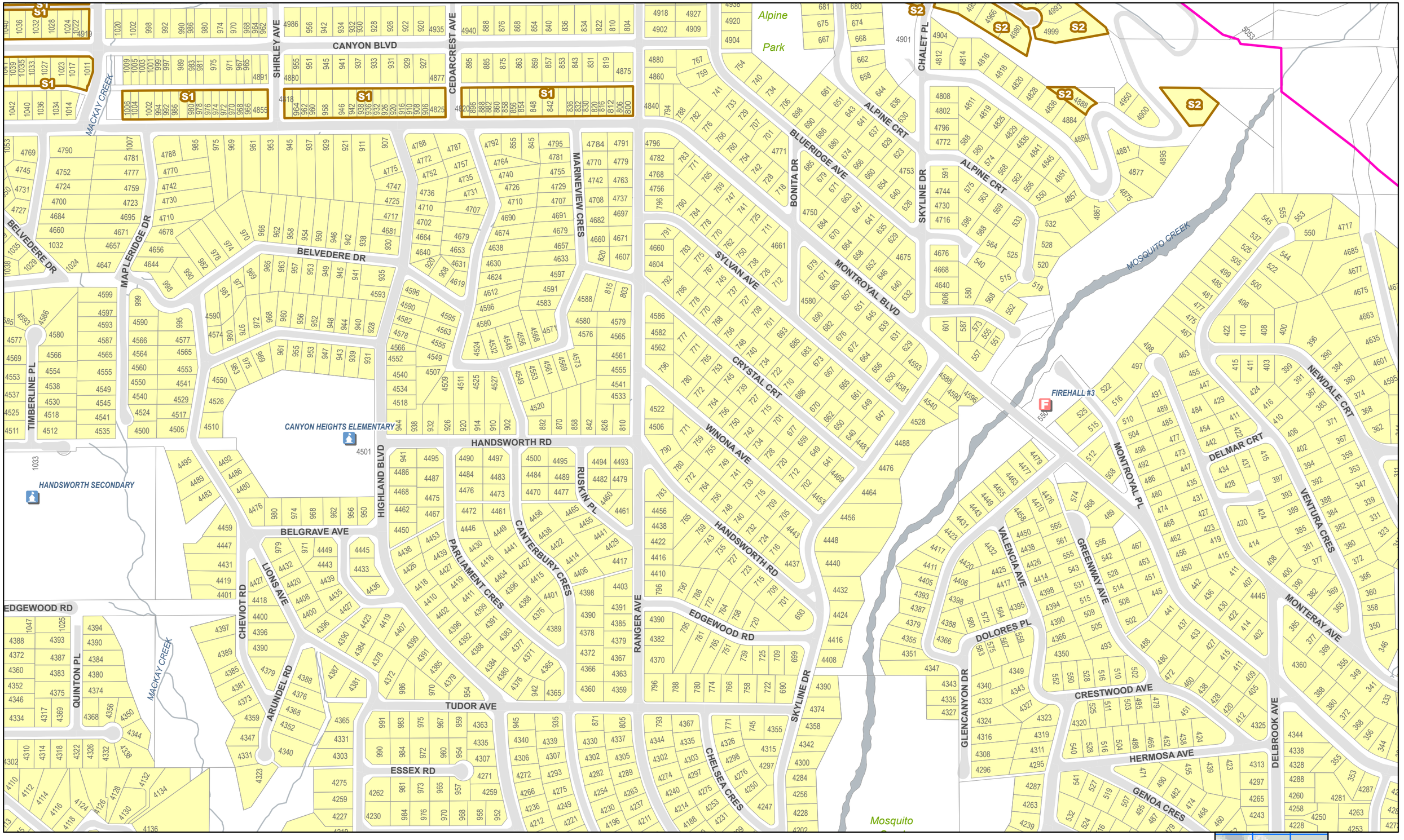
2B13	2D13	2F13
2B11	2D11	2F11
2B09	2D09	2F09

MAP 2D11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 107 Subdivision Modifier

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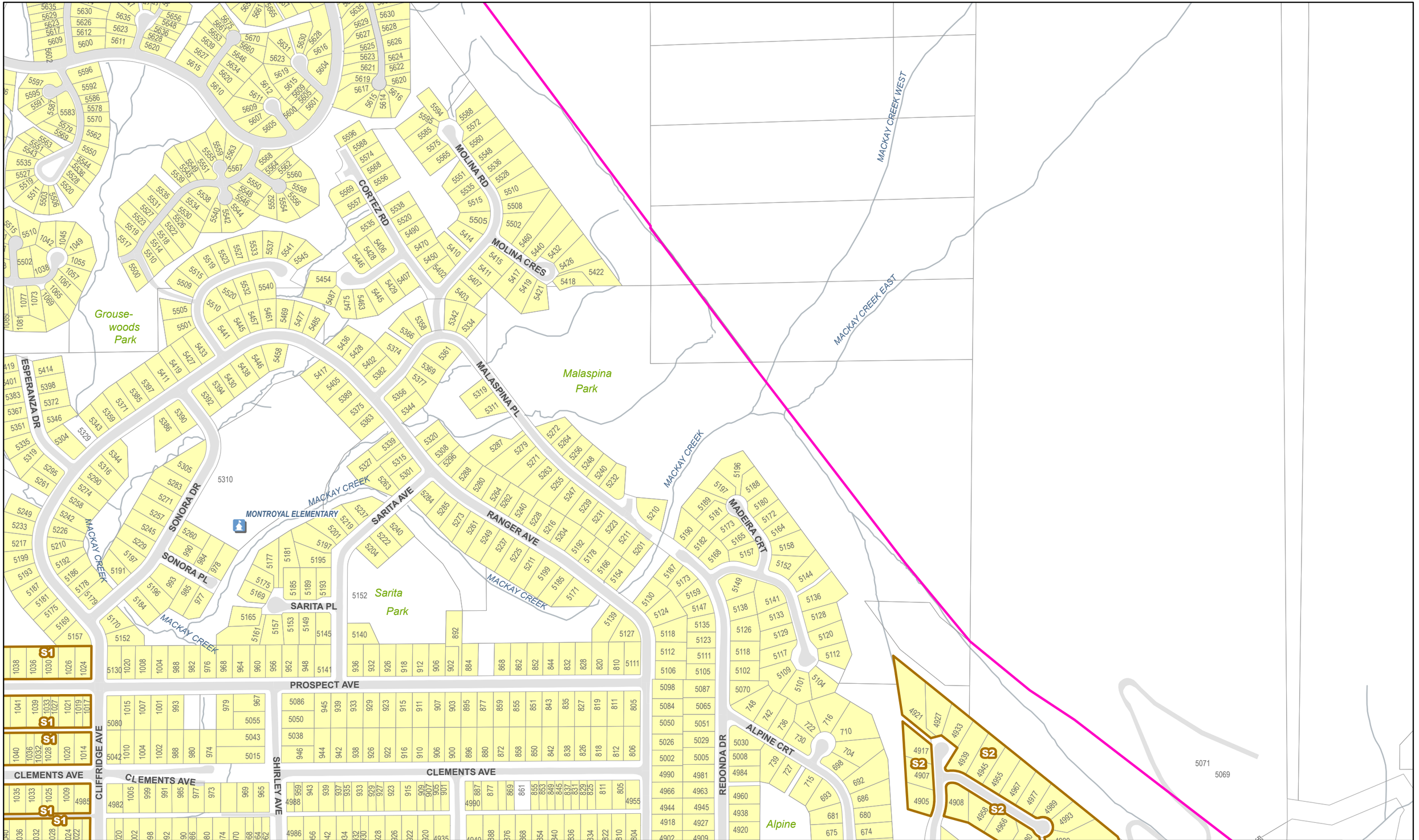
2B13	2D13	2F13
2B11	2D11	2F11

MAP 2D13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 108 Subdivision Modifier

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2B17	2D17	2F17
2B15	2D15	2F15
2B13	2D13	2F13

MAP 2D15

Published: May 19, 2026

GROUSE CREEK

MACKAY CREEK

GROUSE MOUNTAIN TRAM STATION

NANCY GREENE WAY

5900-5960

5700-5734

OWL CRT

GROUSEWOODS DR

MACKAY CREEK

MACKAY CREEK WEST

MACKAY CREEK EAST

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 109 Subdivision Modifier

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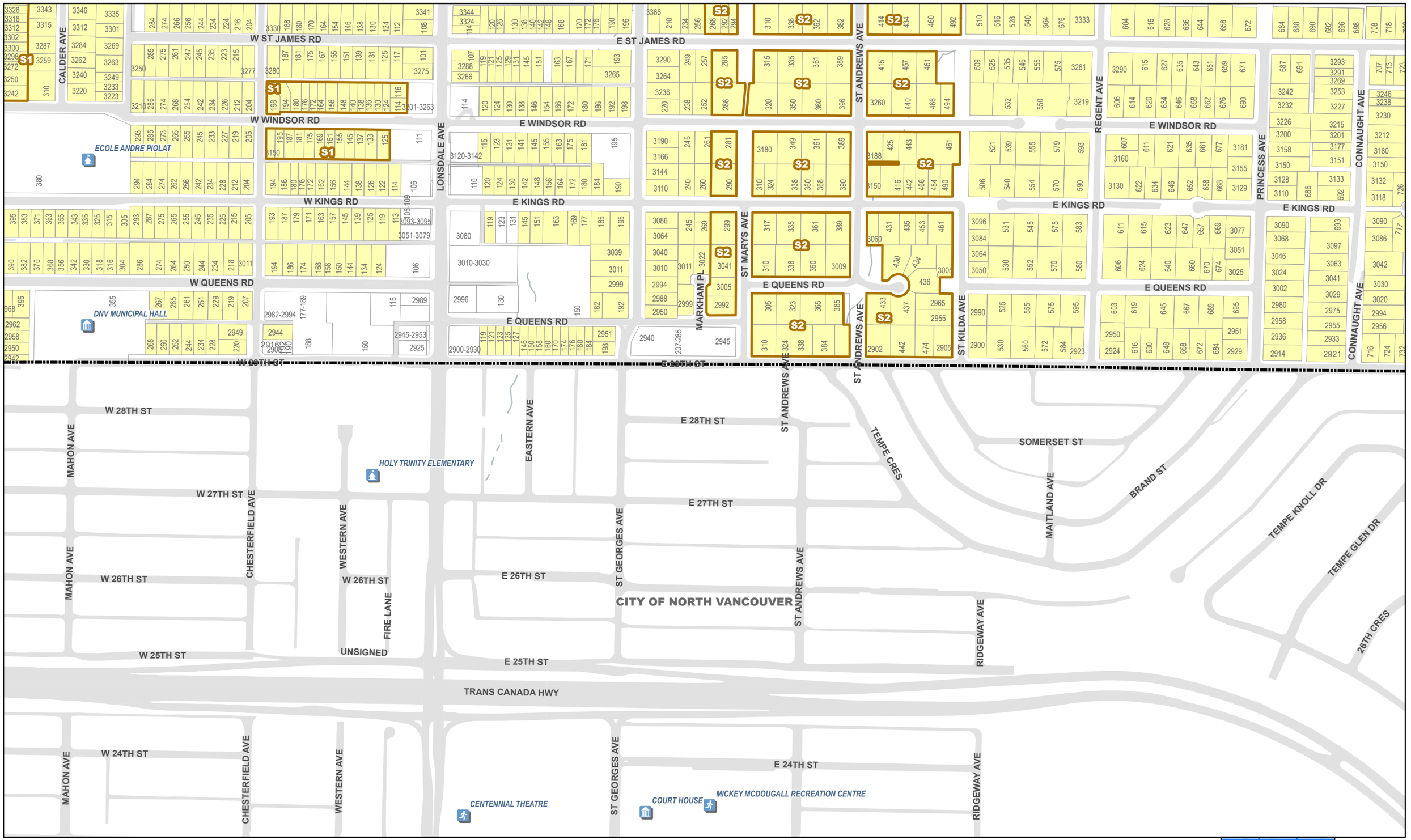
2B19	2D19	2F19
2B17	2D17	2F17
2B15	2D15	2F15

MAP 2D17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 110 Subdivision Modifier

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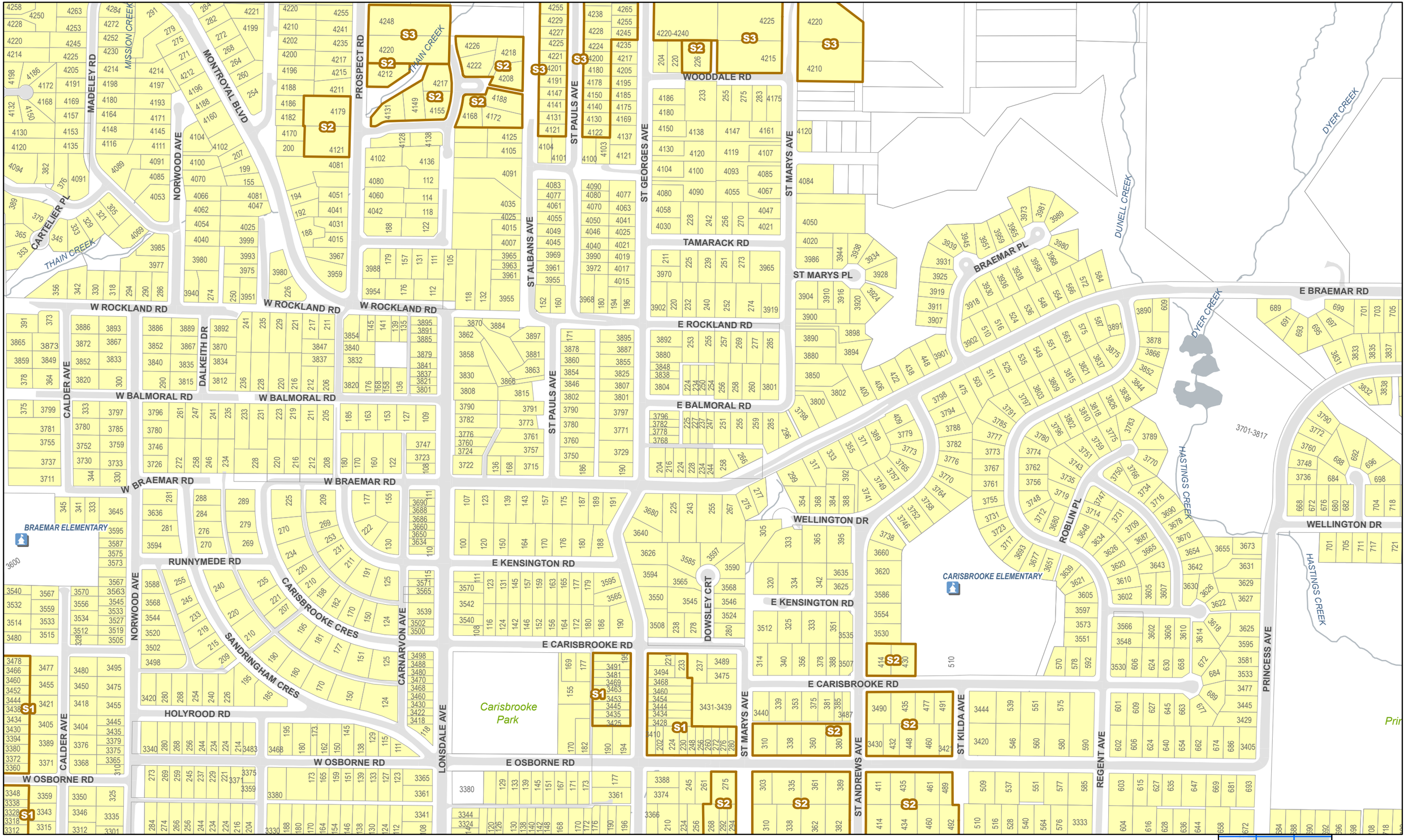
2D09	2F09	2H09
2D07	2F07	2H07

MAP 2F09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 111 Subdivision Modifier

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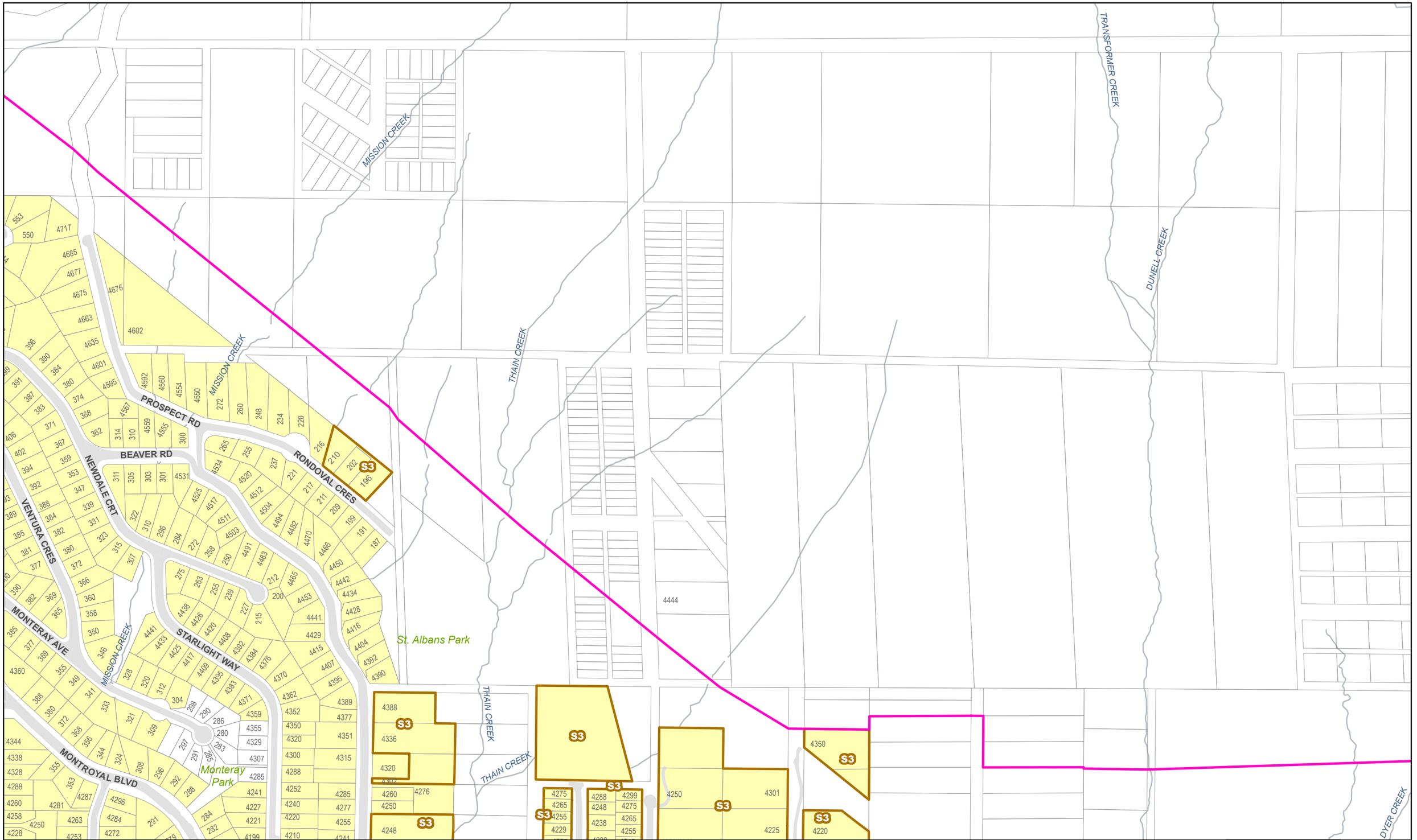
2D13	2F13	2H13
2D11	2F11	2H11
2D09	2F09	2H09

MAP 2F11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 112 Subdivision Modifier

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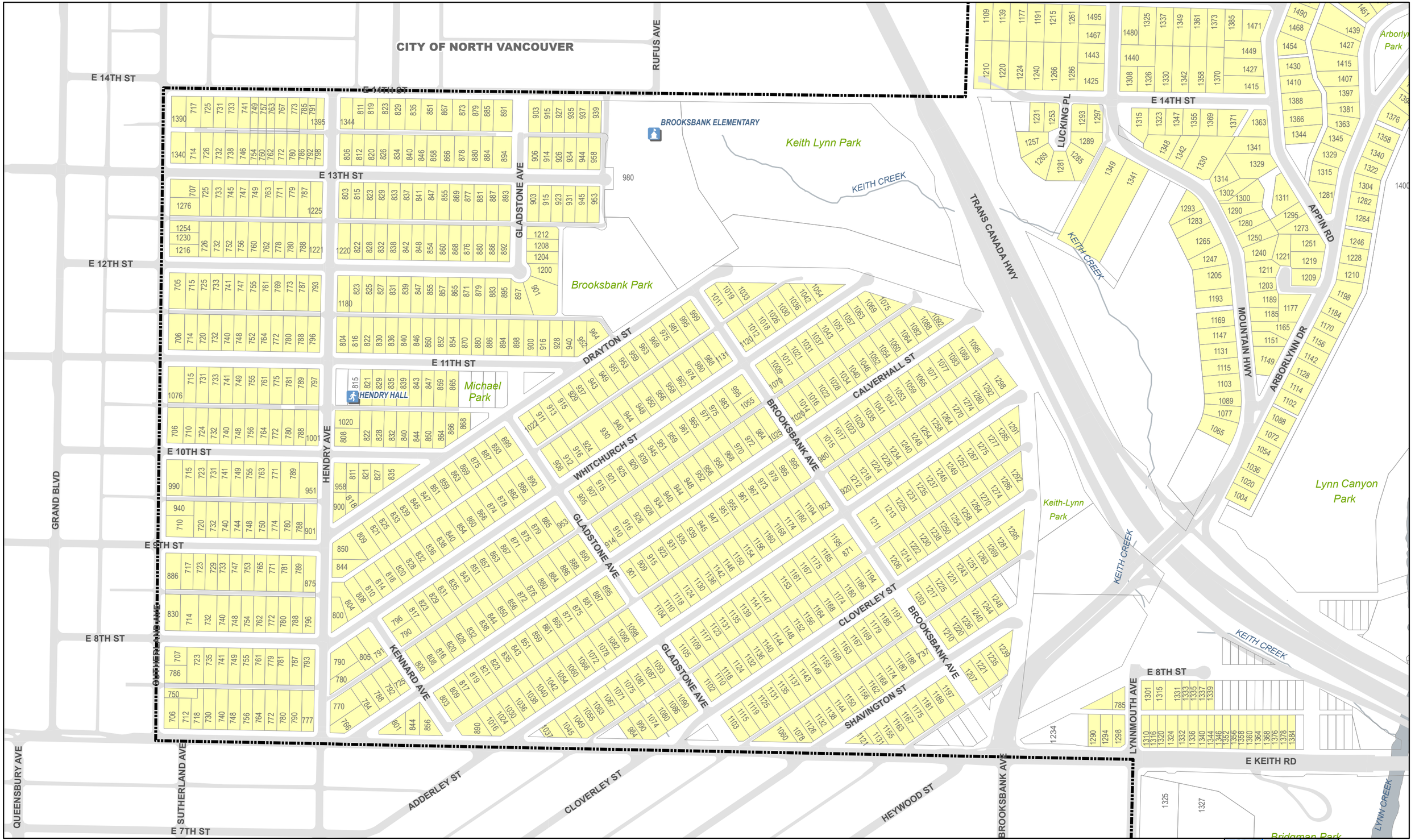
2D13	2F13	2H13
2D11	2F11	2H11

MAP 2F13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 113 Subdivision Modifier

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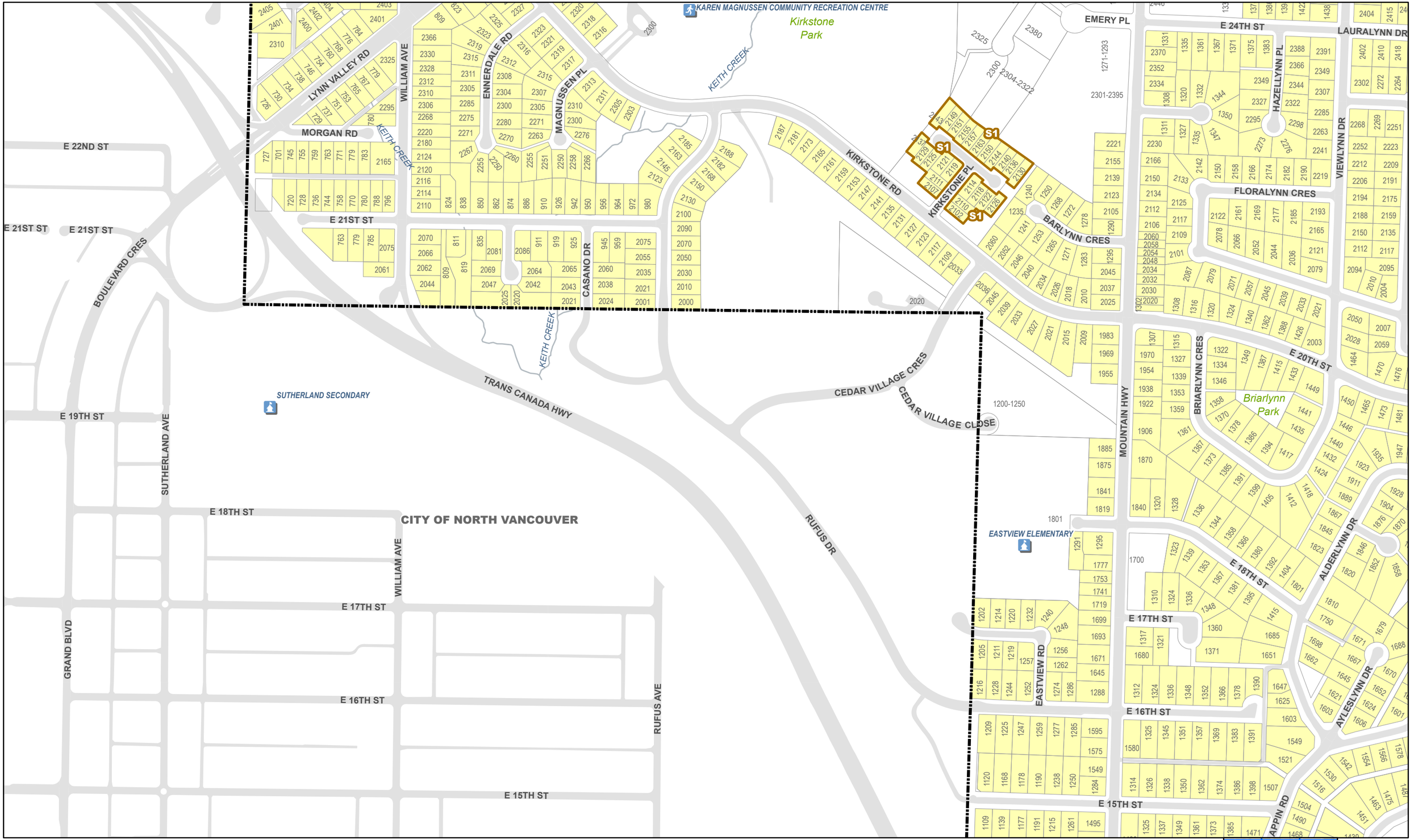
2F05	2H05	2J05
2F03	2H03	2J03

MAP 2H05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 114 Subdivision Modifier

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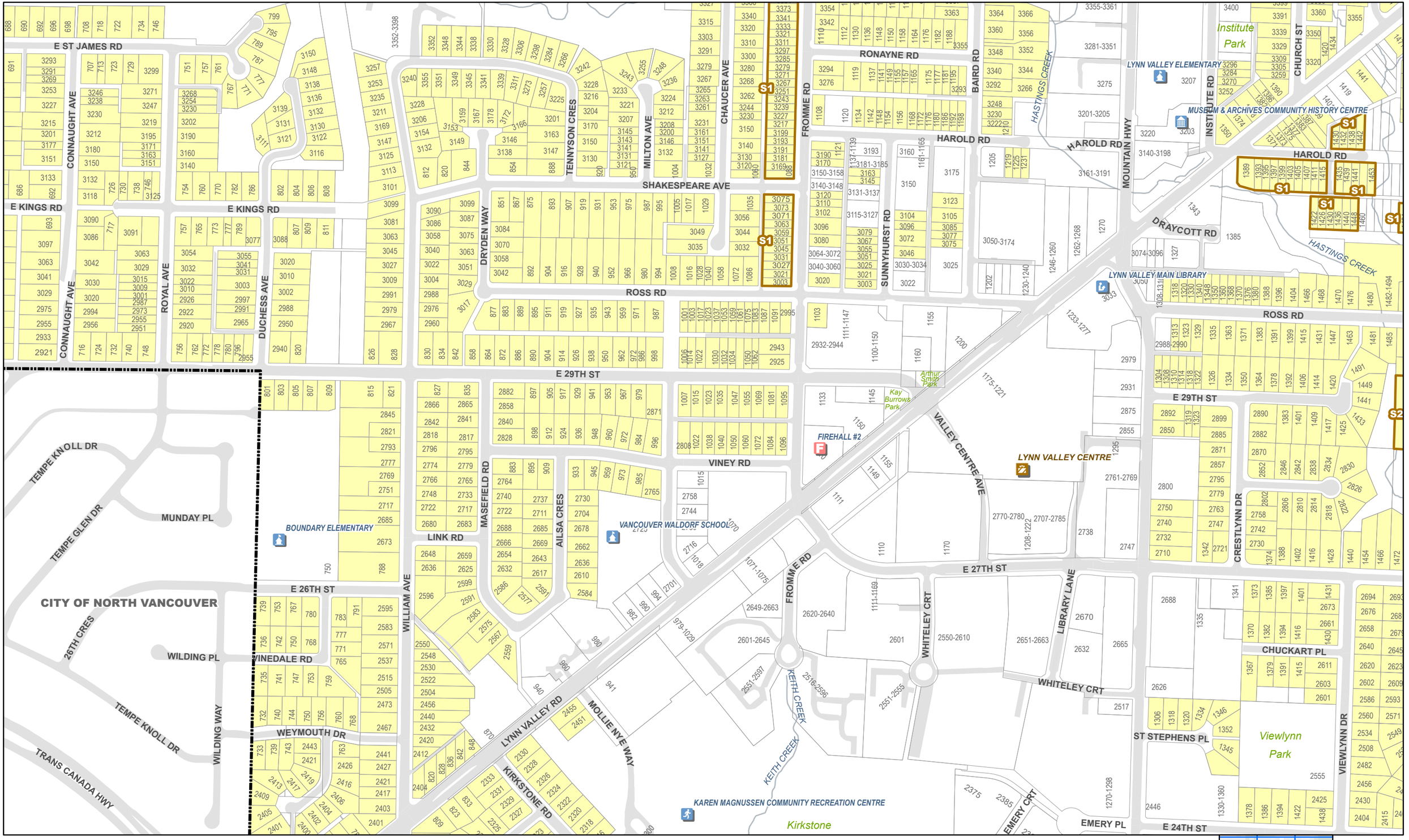
2F09	2H09	2J09
2F07	2H07	2J07
2F05	2H05	2J05

MAP 2H07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 115 Subdivision Modifier

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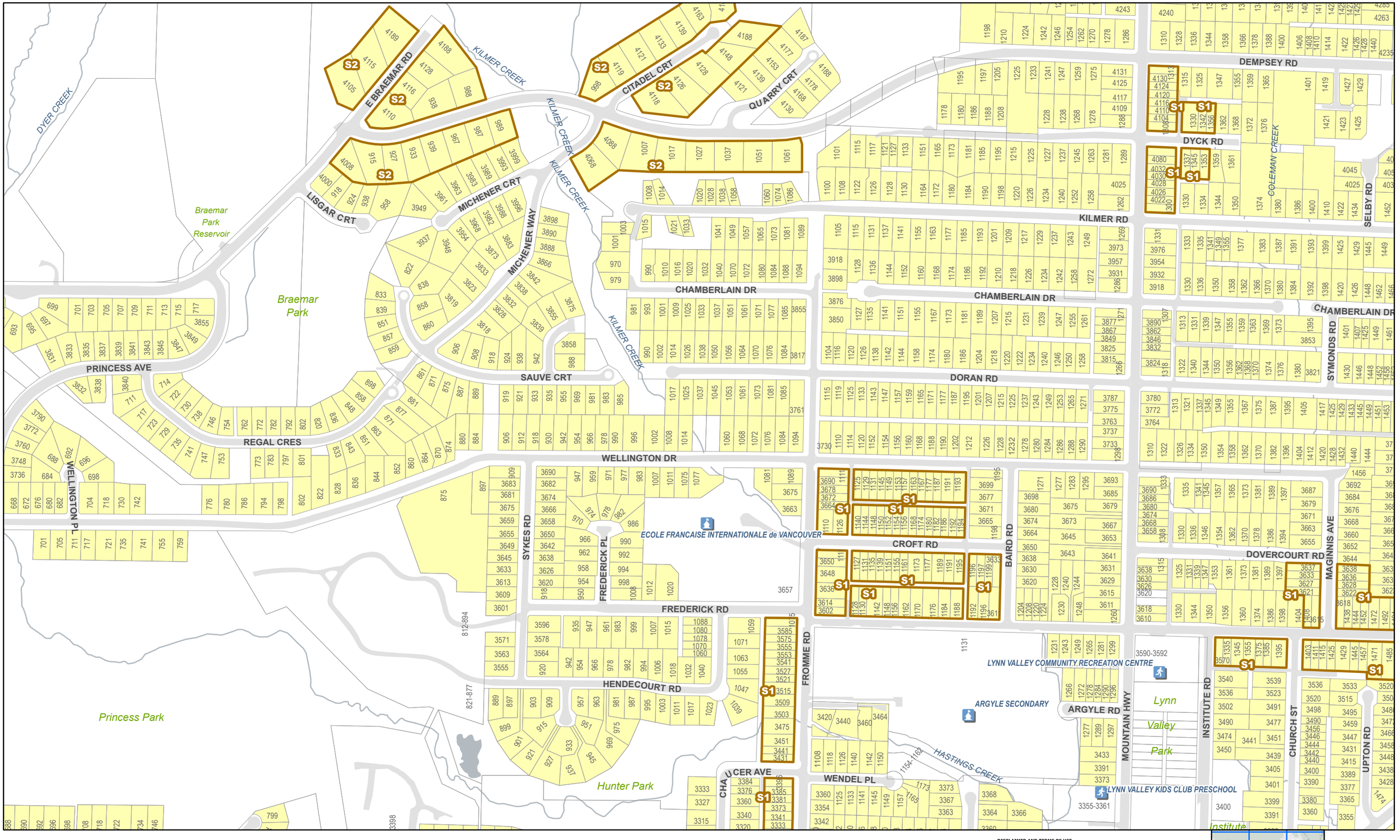
2F09	2H09	2J09
2F07	2H07	2J07

MAP 2H09

Published: May 25, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 116 Subdivision Modifier

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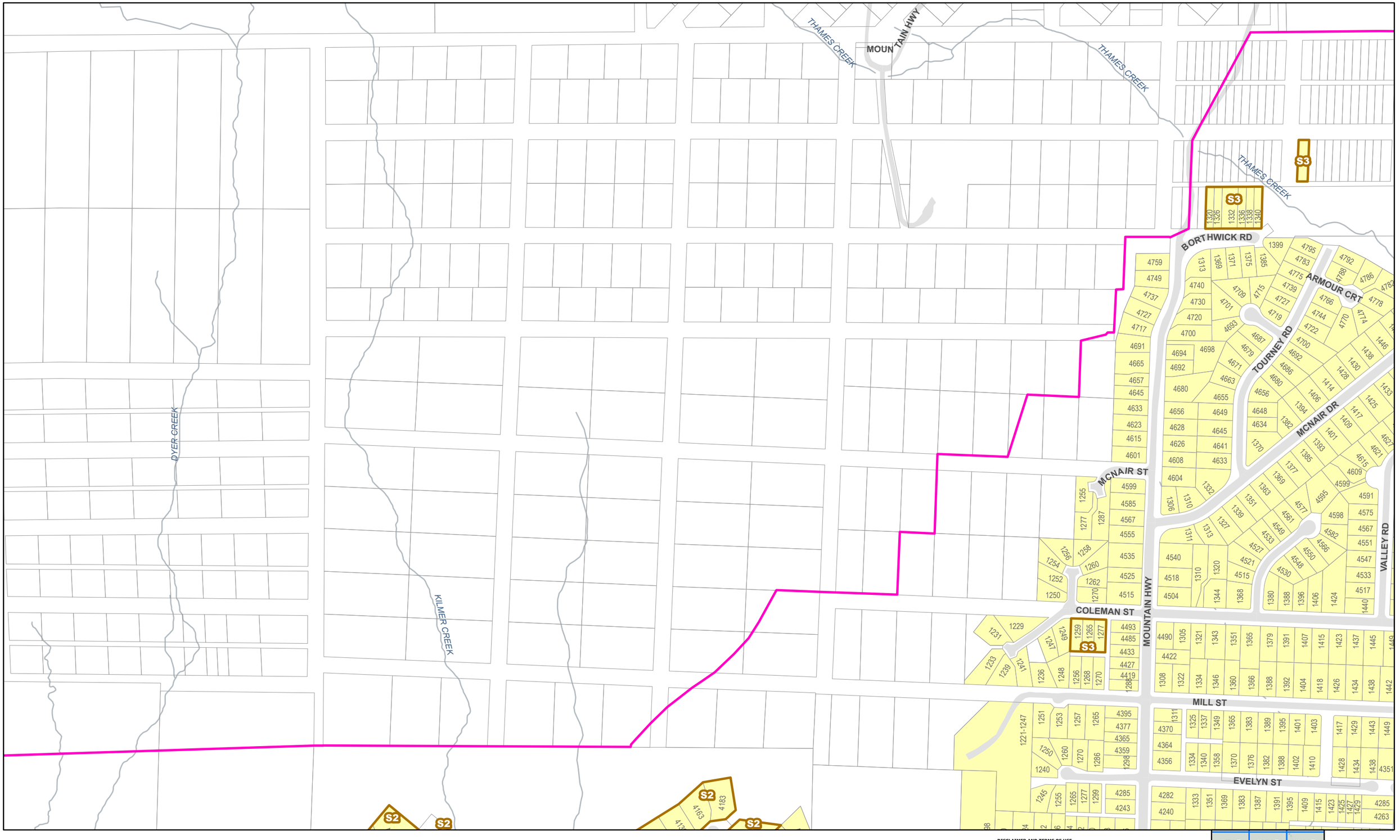
2F13	2H13	2J13
2F11	2H11	2J11
2F09	2H09	2J09

MAP 2H11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 117 Subdivision Modifier

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2F15	2H15	2J15
2F13	2H13	2J13
2F11	2H11	2J11

MAP 2H13

Published: May 19, 2026

R1 & R2 ZONING MAP SET

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 R2 118 Subdivision Modifier

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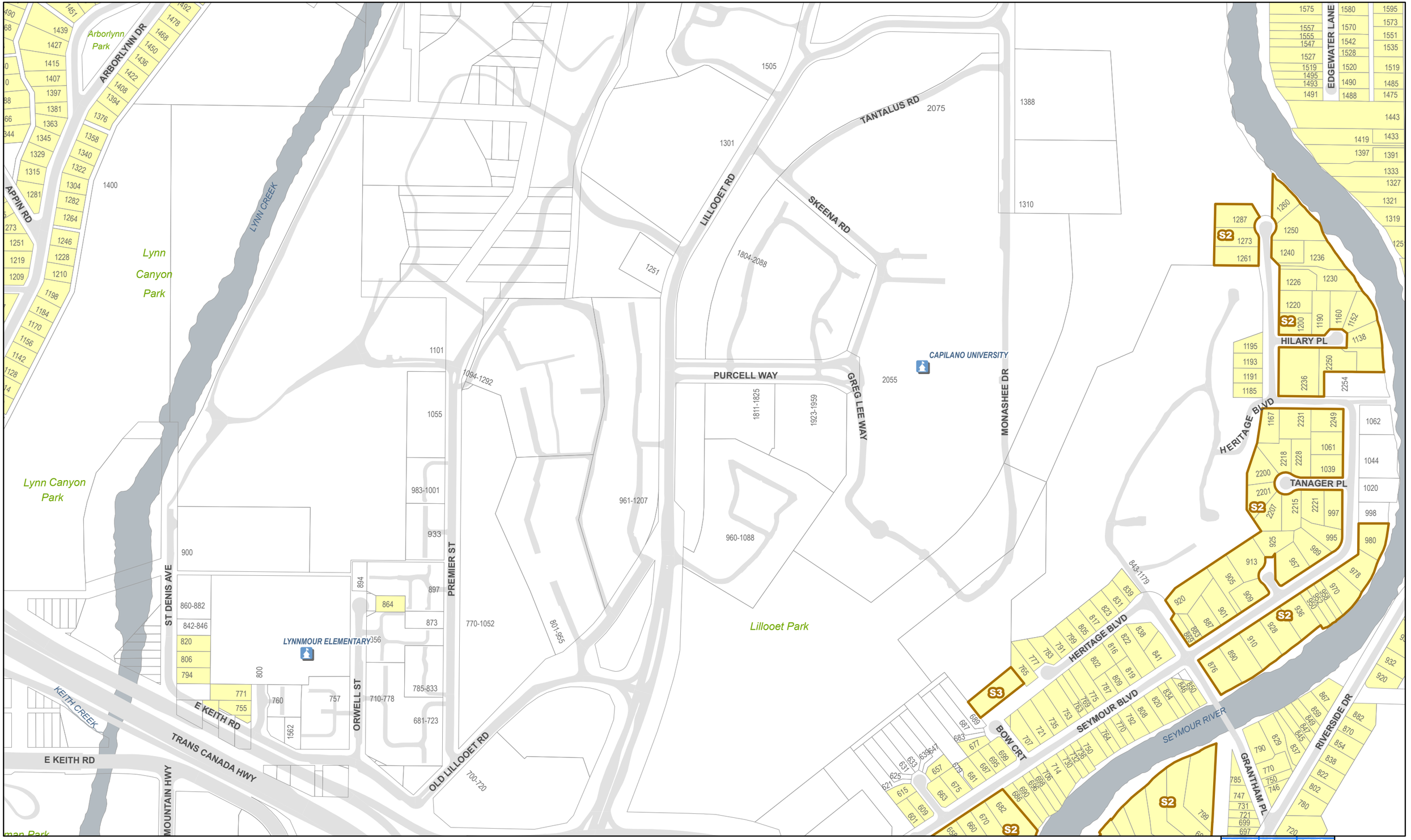
2H05	2J05	2L05
2H03	2J03	2L03
2H01	2J01	2L01

MAP 2J03

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 119 Subdivision Modifier

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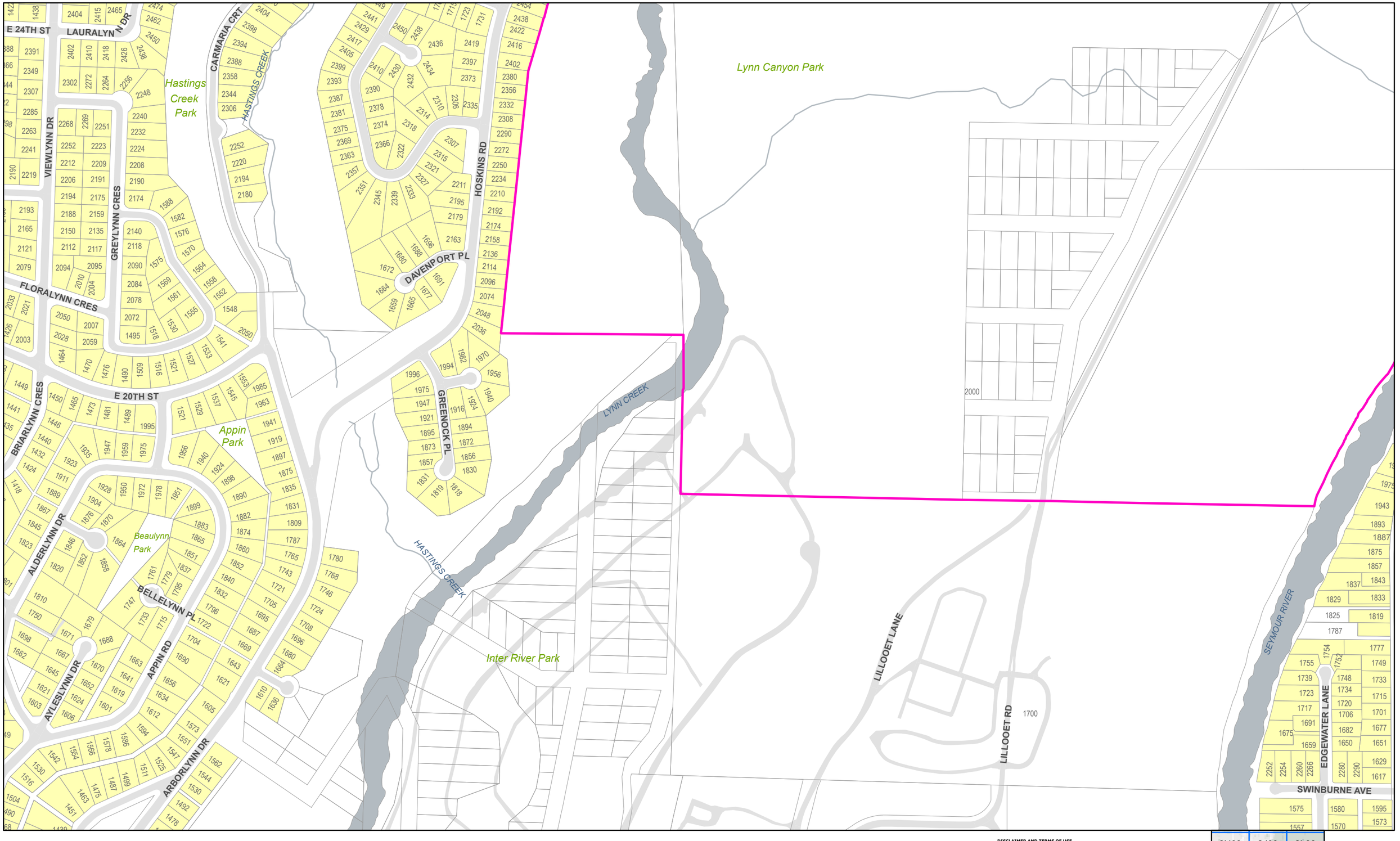
2H07	2J07	2L07
2H05	2J05	2L05
2H03	2J03	2L03

MAP 2J05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 120 Subdivision Modifier

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2H09	2J09	2L09
2H07	2J07	2L07
2H05	2J05	2L05

MAP 2J07

Published: May 19, 2026

R1 & R2 ZONING MAP SET

R1 | R2 | 121 | Subdivision Modifier

0 50 100 200 Meters

1:4,200

DISTRICT OF NORTH VANCOUVER

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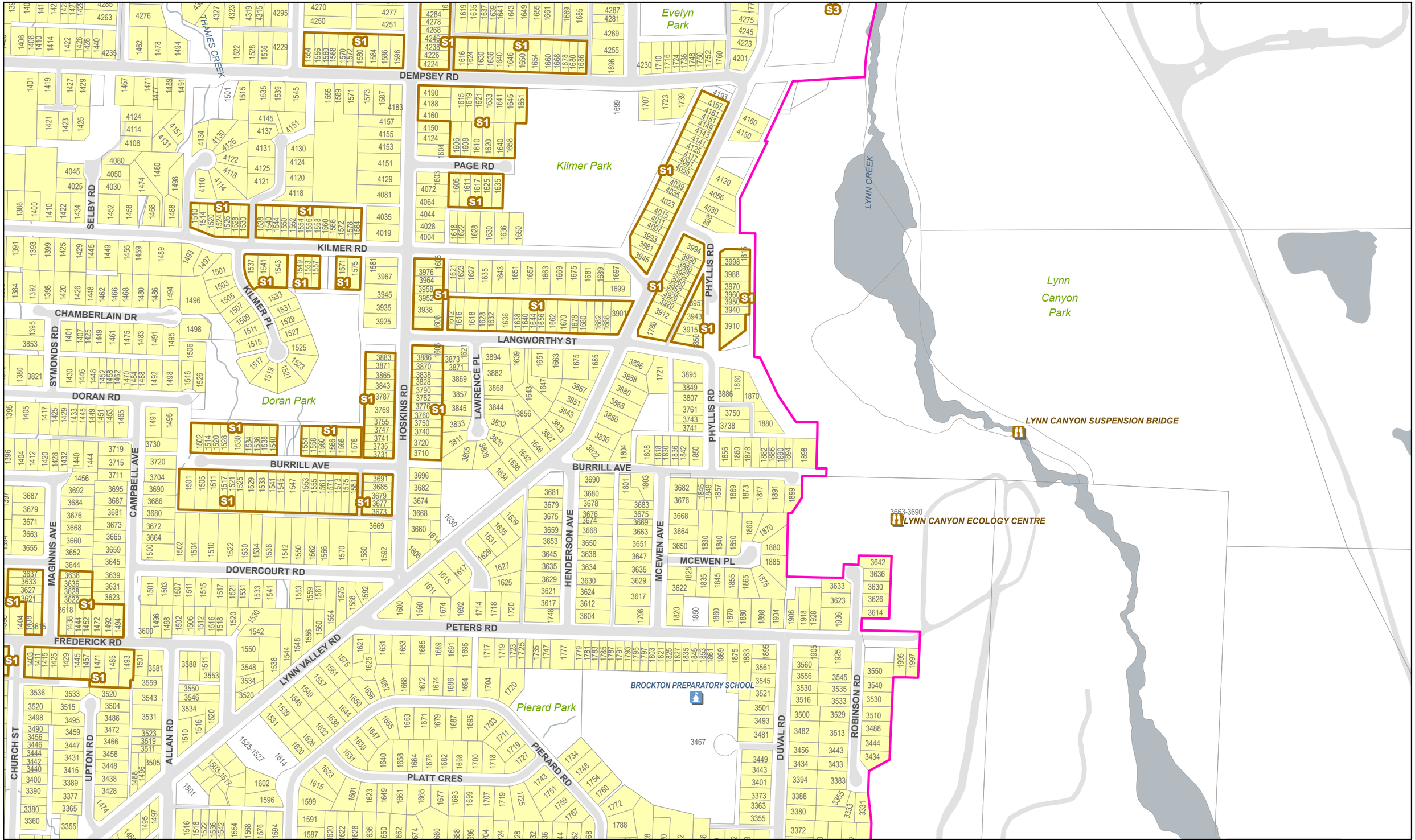
2H11	2J11	2L11
2H09	2J09	2L09
2H07	2J07	2L07

MAP 2J09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 122 Subdivision Modifier

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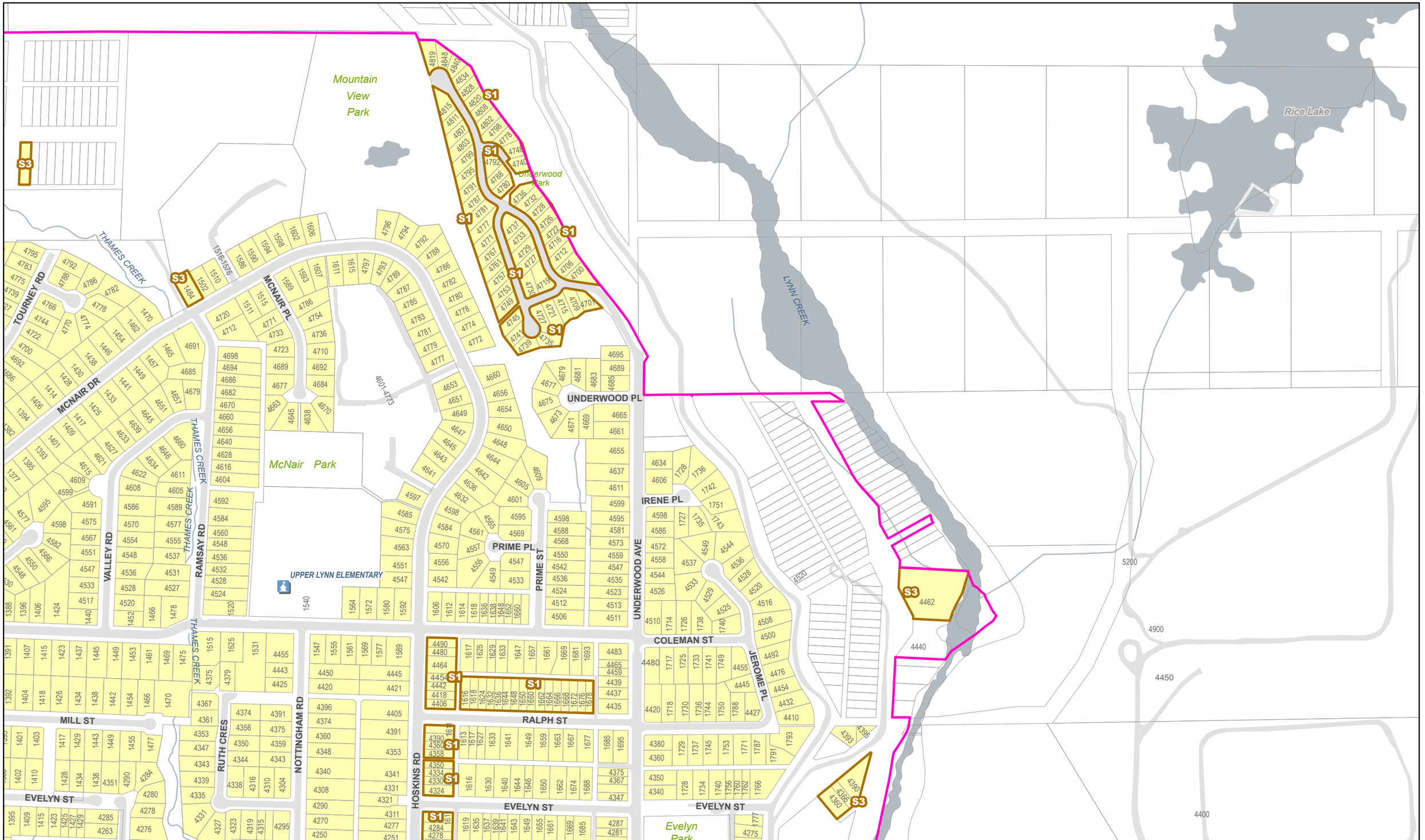
2H13	2J13	2L13
2H11	2J11	2L11
2H09	2J09	2L09

MAP 2J11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 123 Subdivision Modifier

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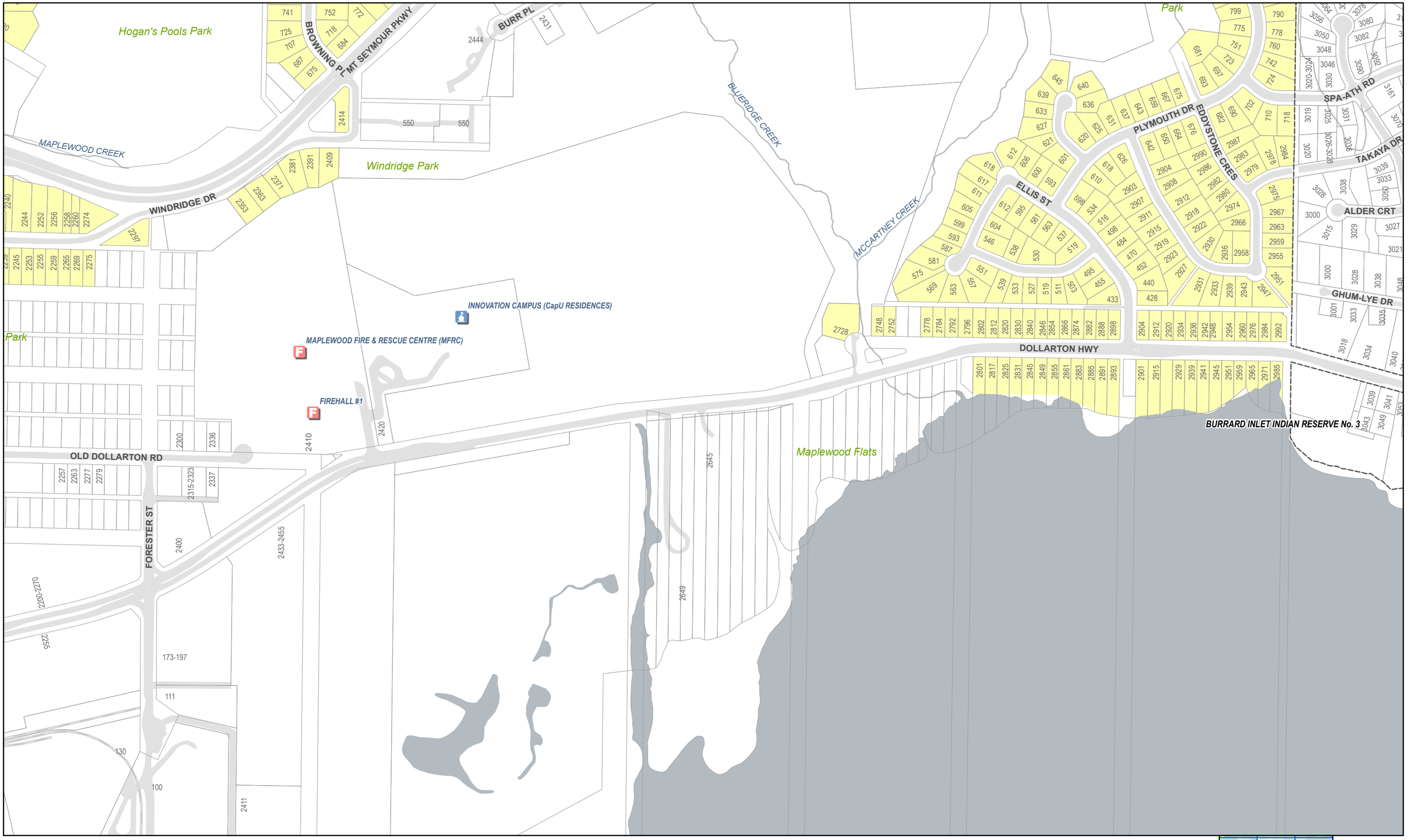
2H15	2J15	2L15
2H13	2J13	2L13
2H11	2J11	2L11

MAP 2J13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 124 Subdivision Modifier

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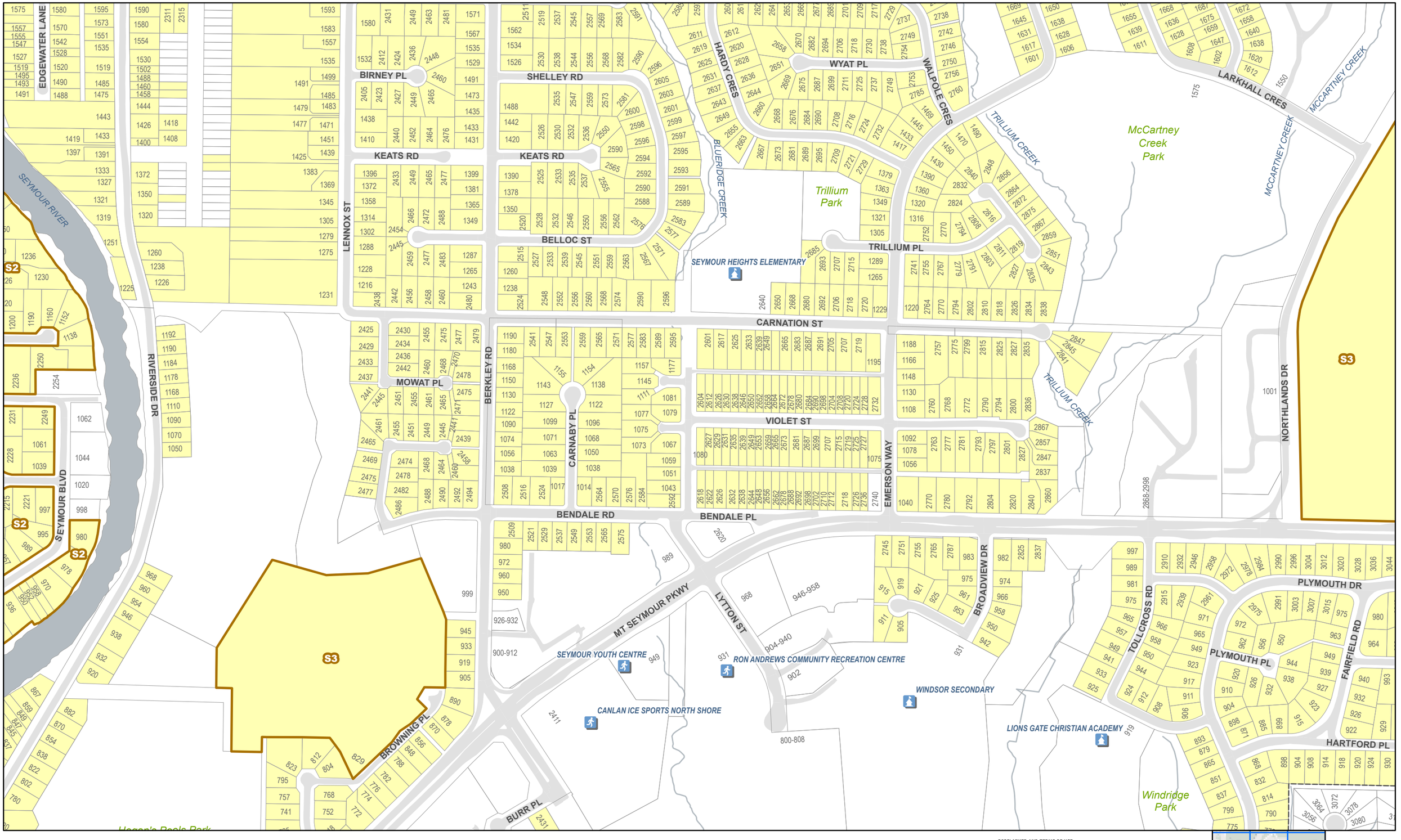
2J05	2L05	2N05
2J03	2L03	2N03
2J01	2L01	2N01

MAP 2L03

Published: Jun 8, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 125 Subdivision Modifier

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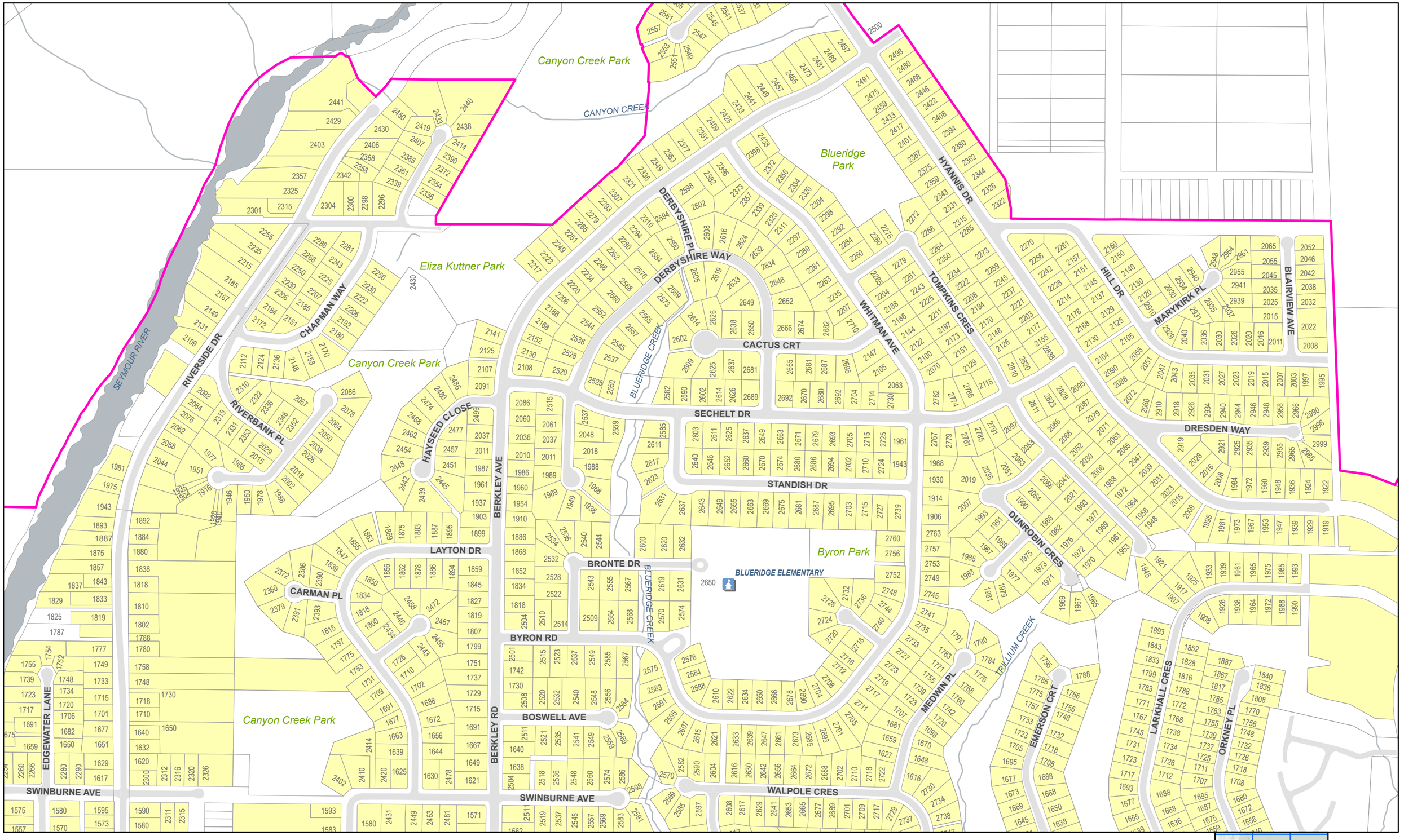
2J07	2L07	2N07
2J05	2L05	2N05
2J03	2L03	2N03

MAP 2L05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 126 Subdivision Modifier

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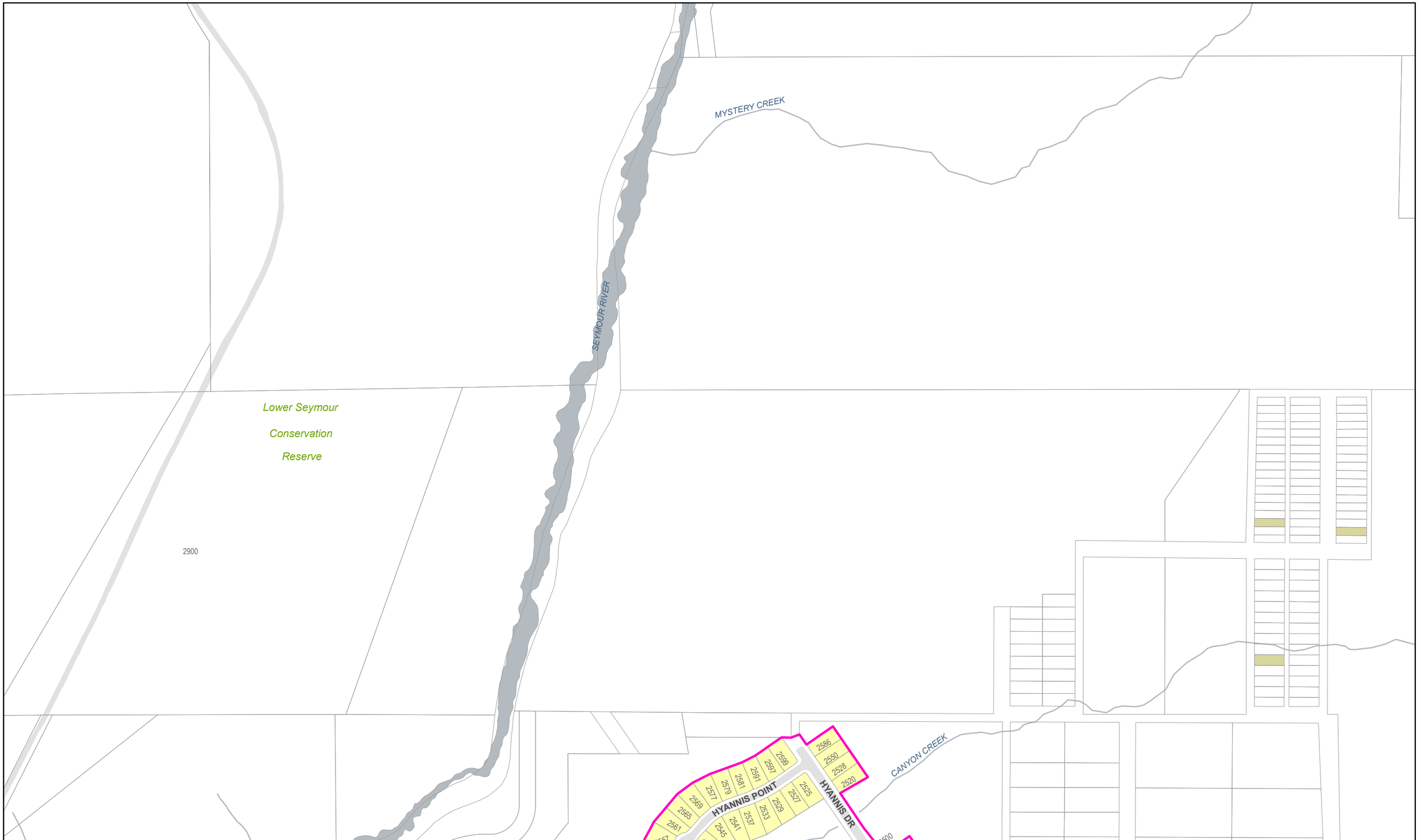
2J09	2L09	2N09
2J07	2L07	2N07
2J05	2L05	2N05

MAP 2L07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 127 Subdivision Modifier

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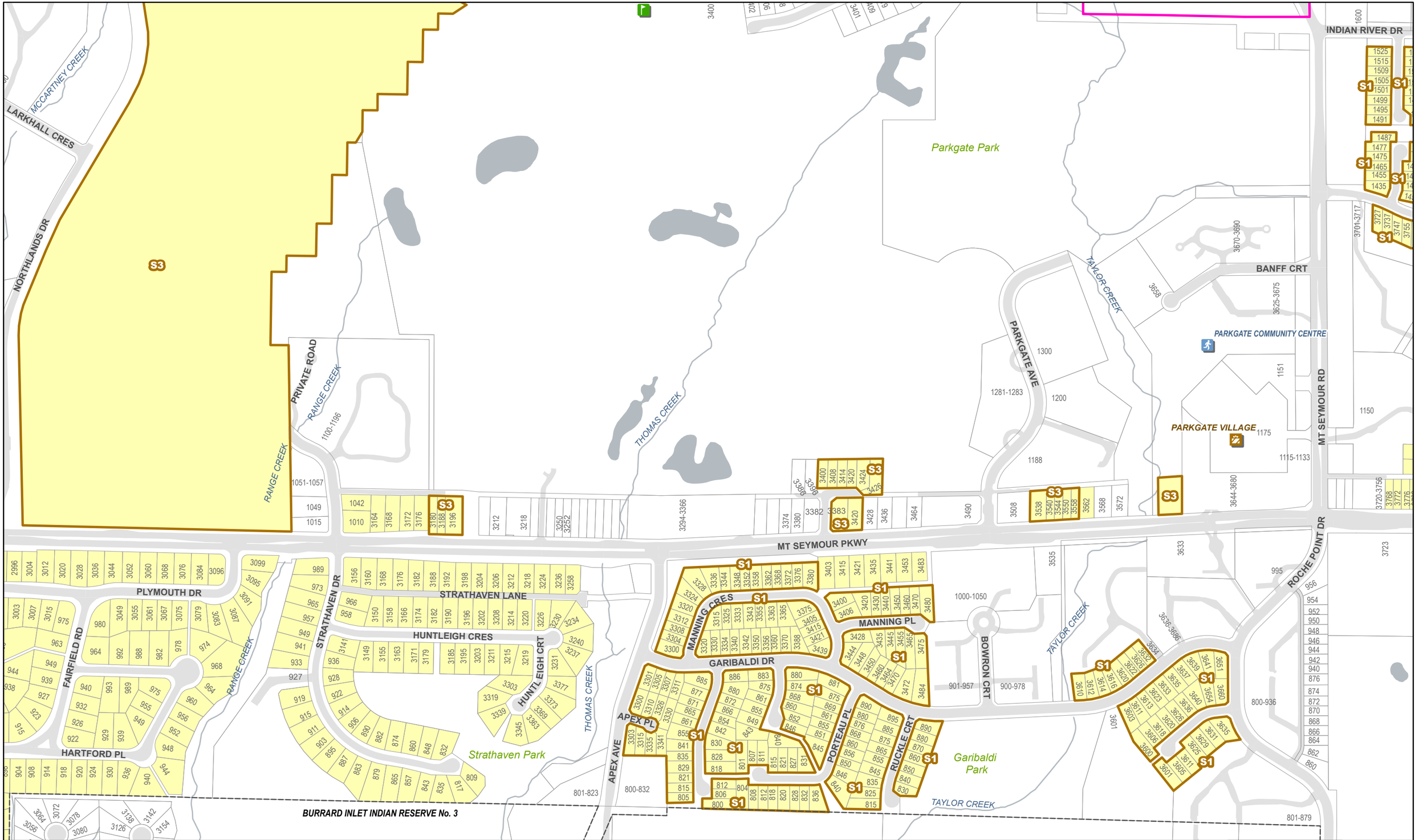
2J11	2L11	2N11
2J09	2L09	2N09
2J07	2L07	2N07

MAP 2L09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 128 Subdivision Modifier

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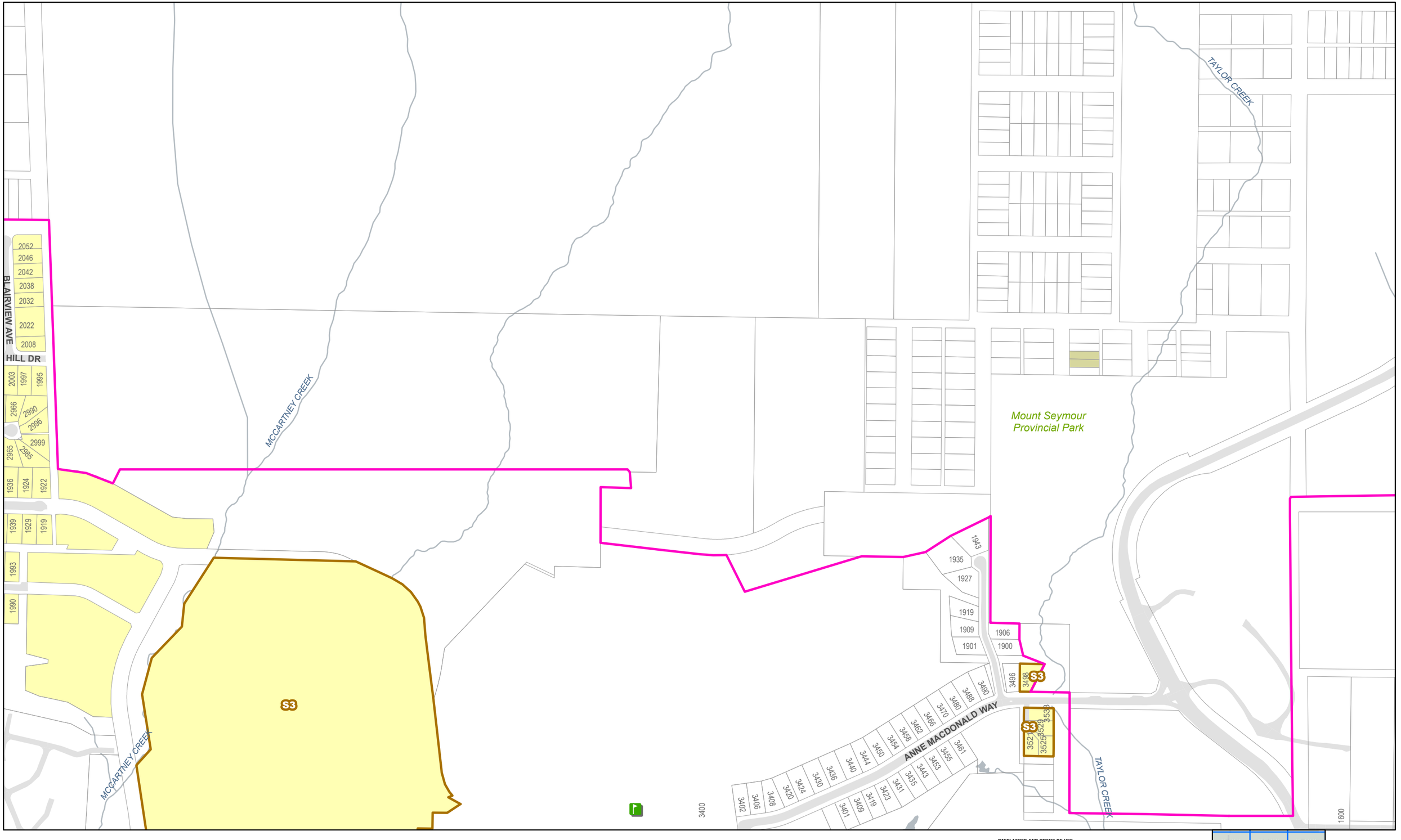
2L07	2N07	2P07
2L05	2N05	2P05
2L03	2N03	2P03

MAP 2N05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 129 Subdivision Modifier

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2L09	2N09	2P09
2L07	2N07	2P07
2L05	2N05	2P05

MAP 2N07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 130 Subdivision Modifier

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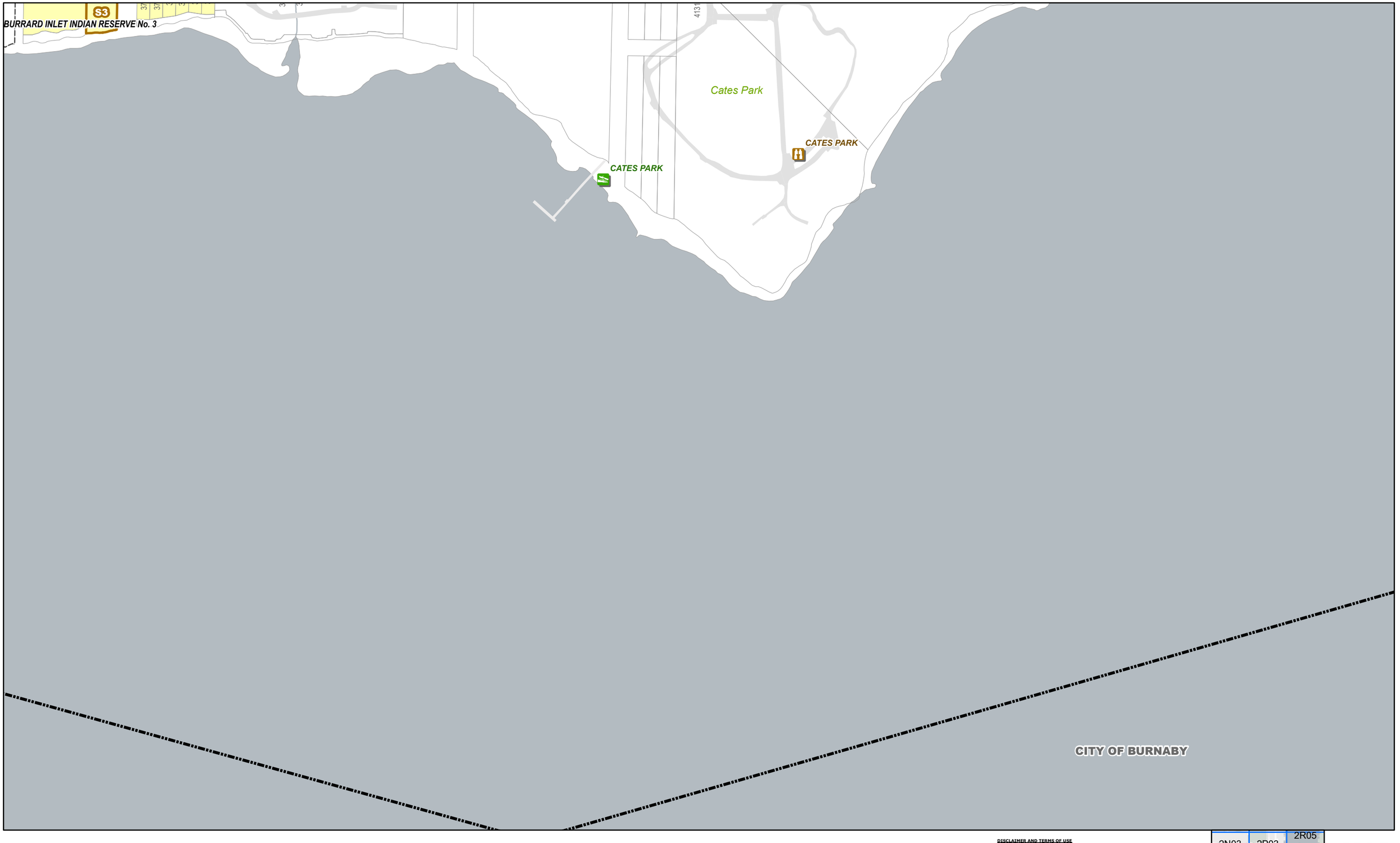
2L11	2N11	2P11
2L09	2N09	2P09
2L07	2N07	2P07

MAP 2N09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 131 Subdivision Modifier

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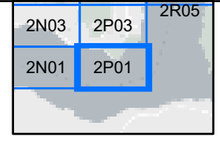

MAP 2P01

Published: May 19, 2026

R1 & R2 ZONING MAP SET

R1 | R2 | 132 | Subdivision Modifier

0 50 100 200 Meters

1:4,200

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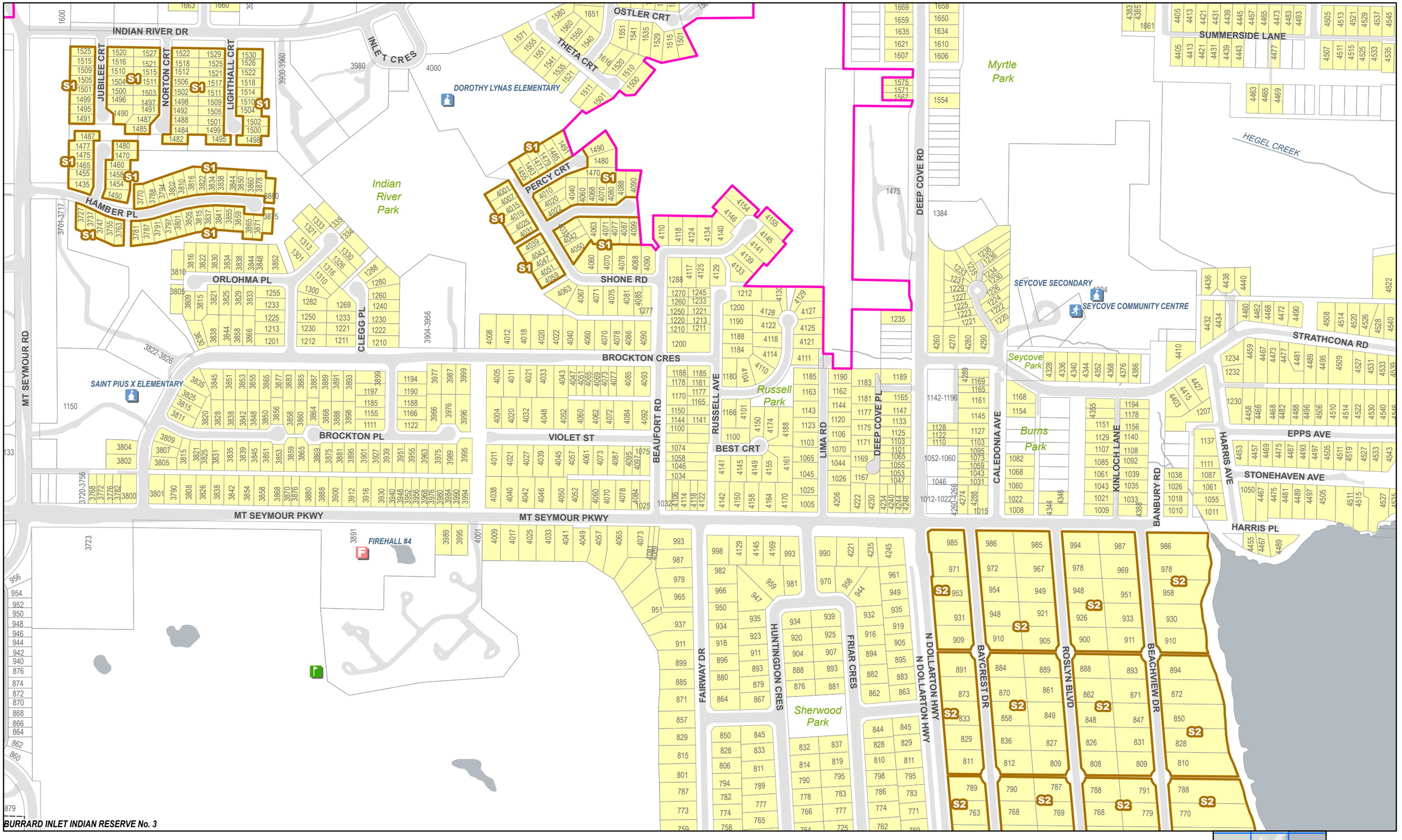
2N05	2P05	2R05
2N03	2P03	
2N01	2P01	

MAP 2P03

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 133 Subdivision Modifier

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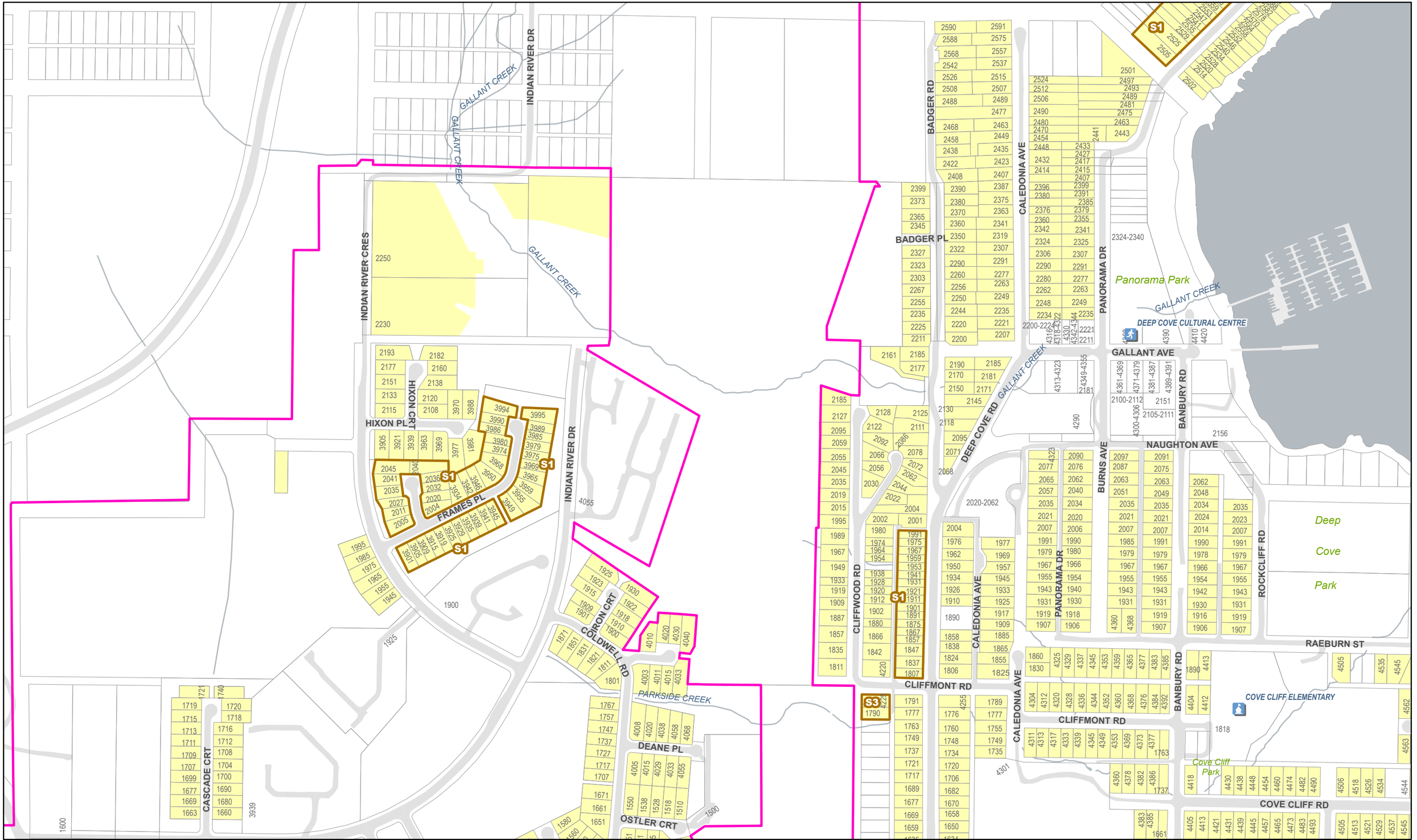
2N07	2P07	2R07
2N05	2P05	2R05
2N03	2P03	

MAP 2P05

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 134 Subdivision Modifier

0 50 100 200 Meters

1:4,200

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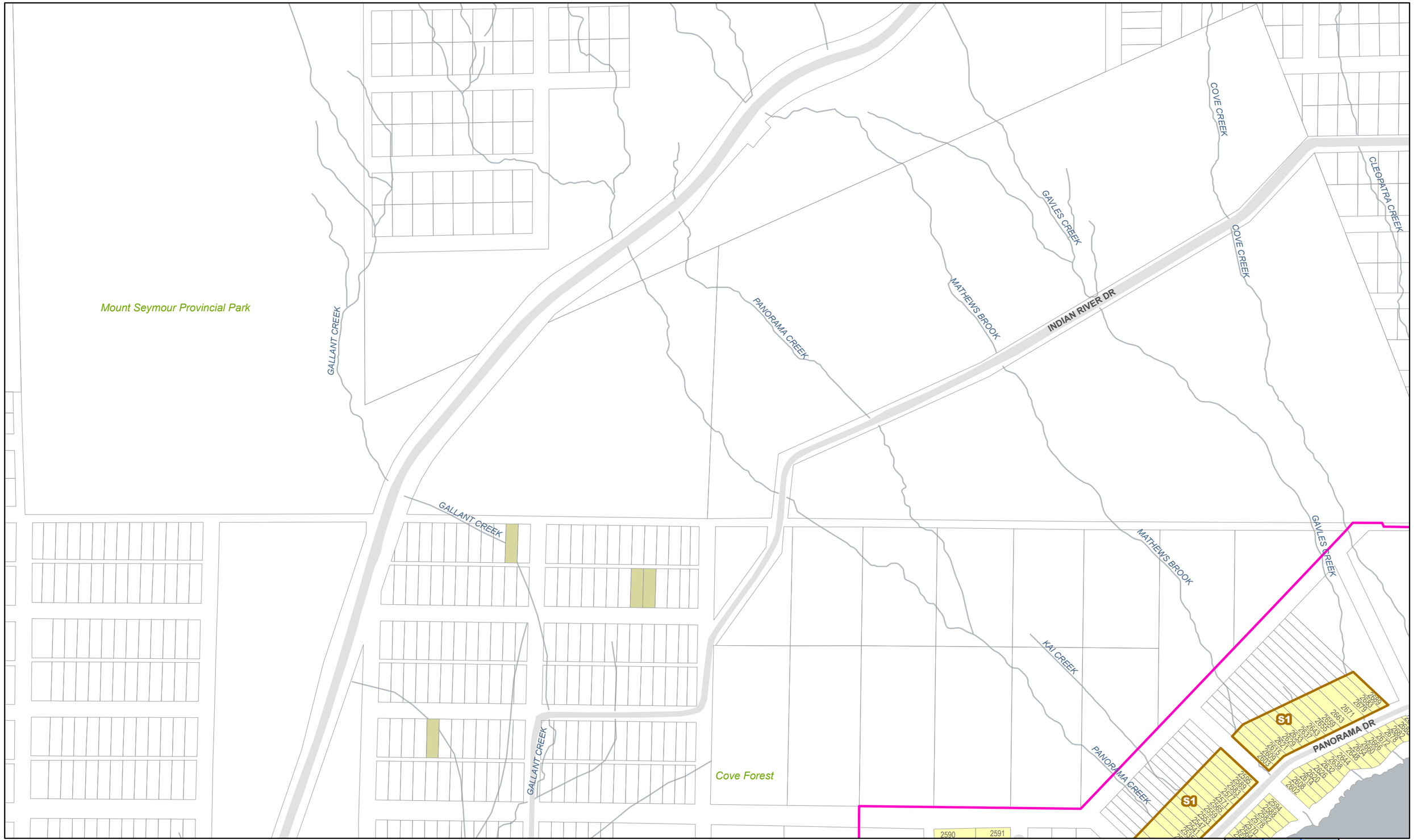
2N09	2P09	2R09
2N07	2P07	2R07
2N05	2P05	2R05

MAP 2P07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 135 Subdivision Modifier

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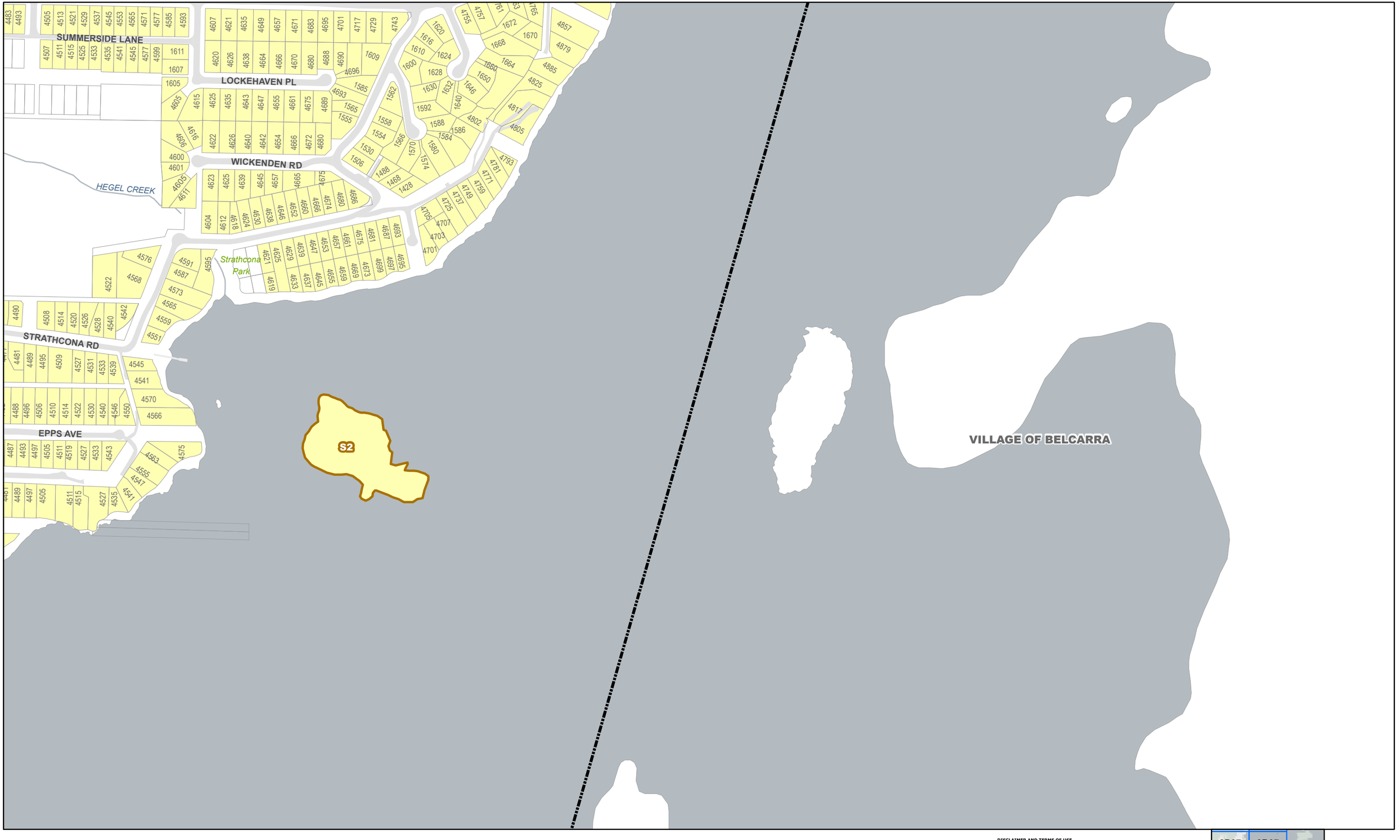
2N11	2P11	2R11
2N09	2P09	2R09
2N07	2P07	2R07

MAP 2P09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 136 Subdivision Modifier

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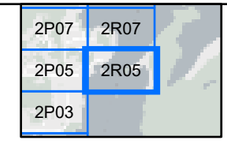
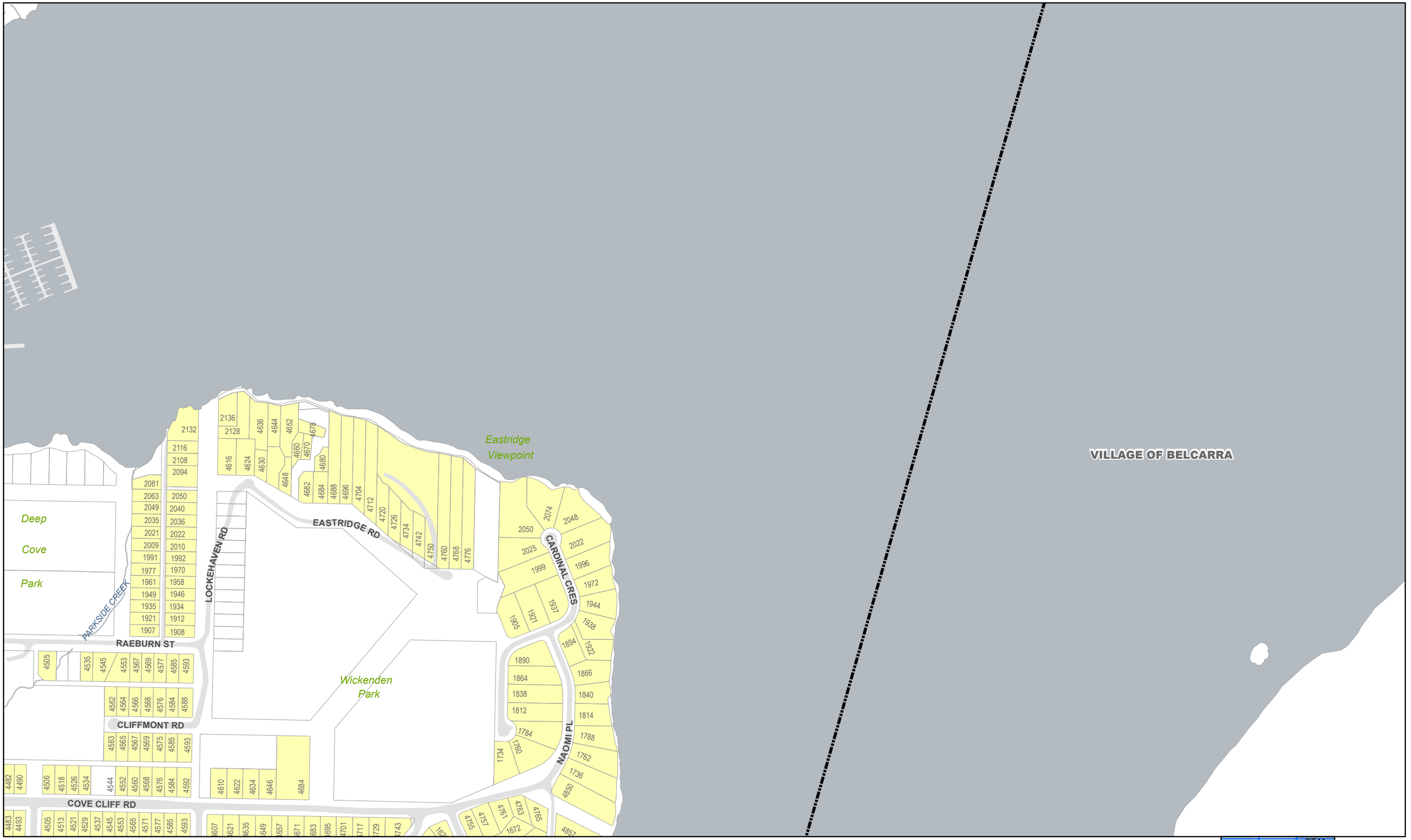


MAP 2R05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 137 Subdivision Modifier

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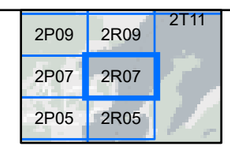
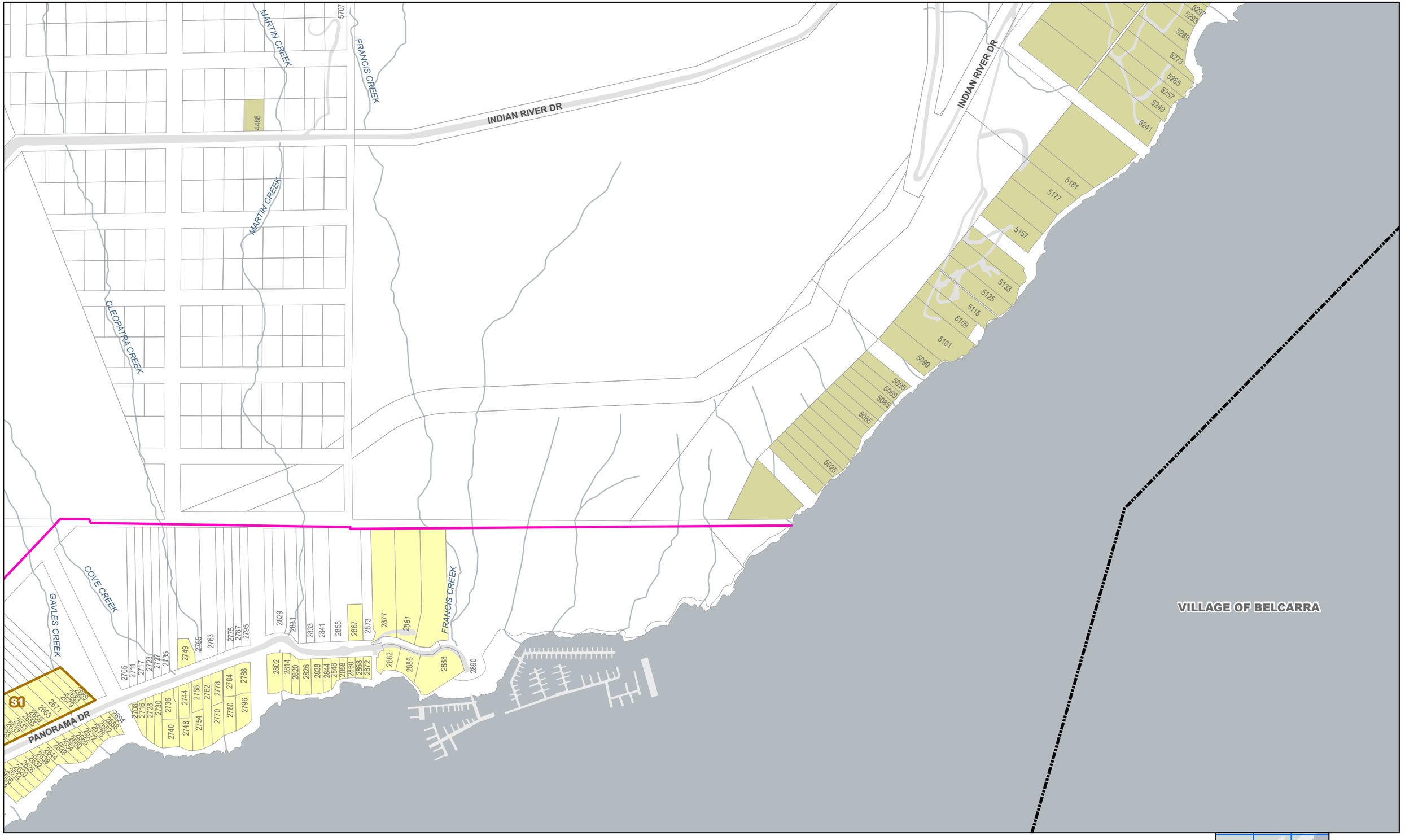


MAP 2R07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 138 Subdivision Modifier

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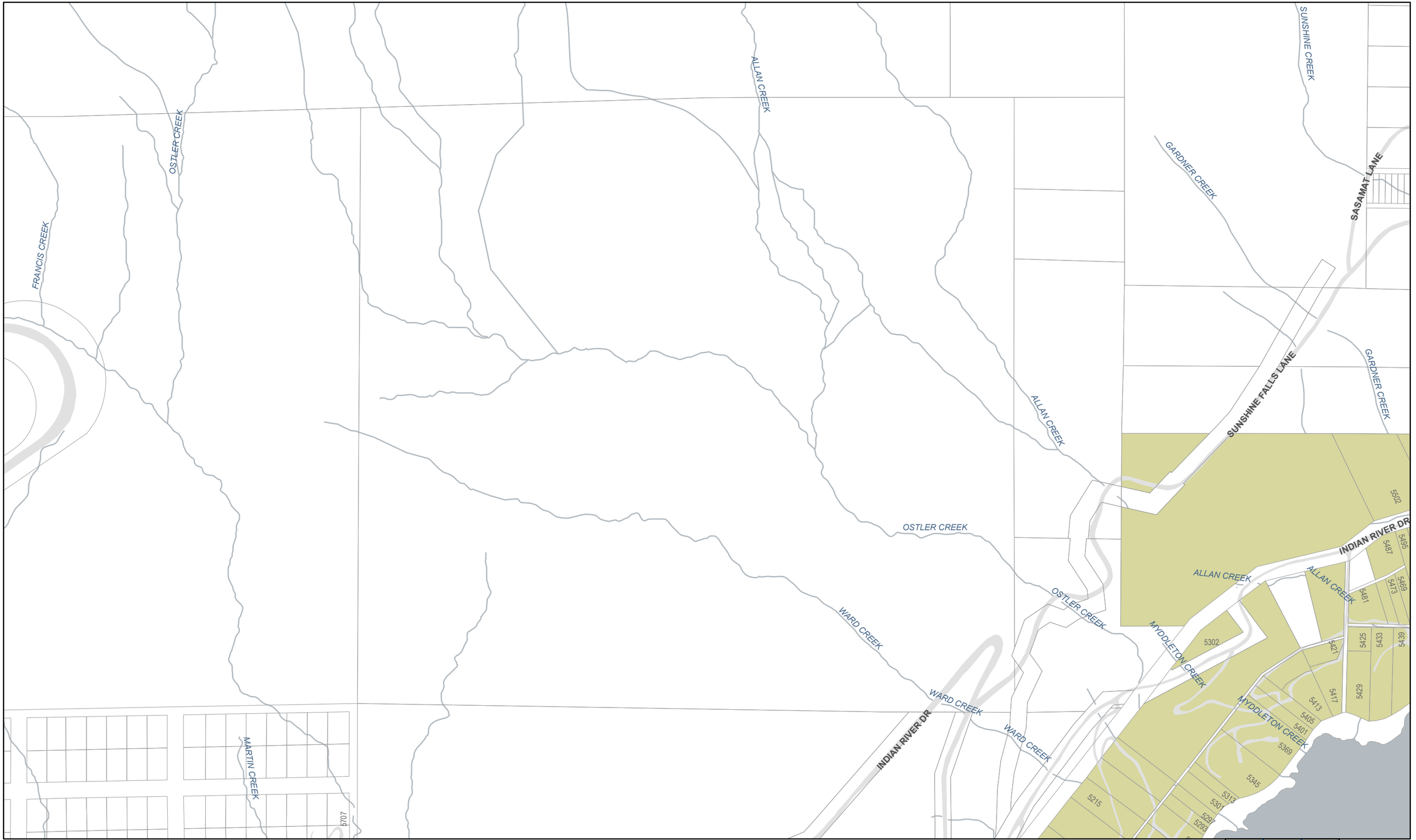
2P11	2R11	2T11
2P09	2R09	
2P07	2R07	

MAP 2R09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

R1 R2 139 Subdivision Modifier

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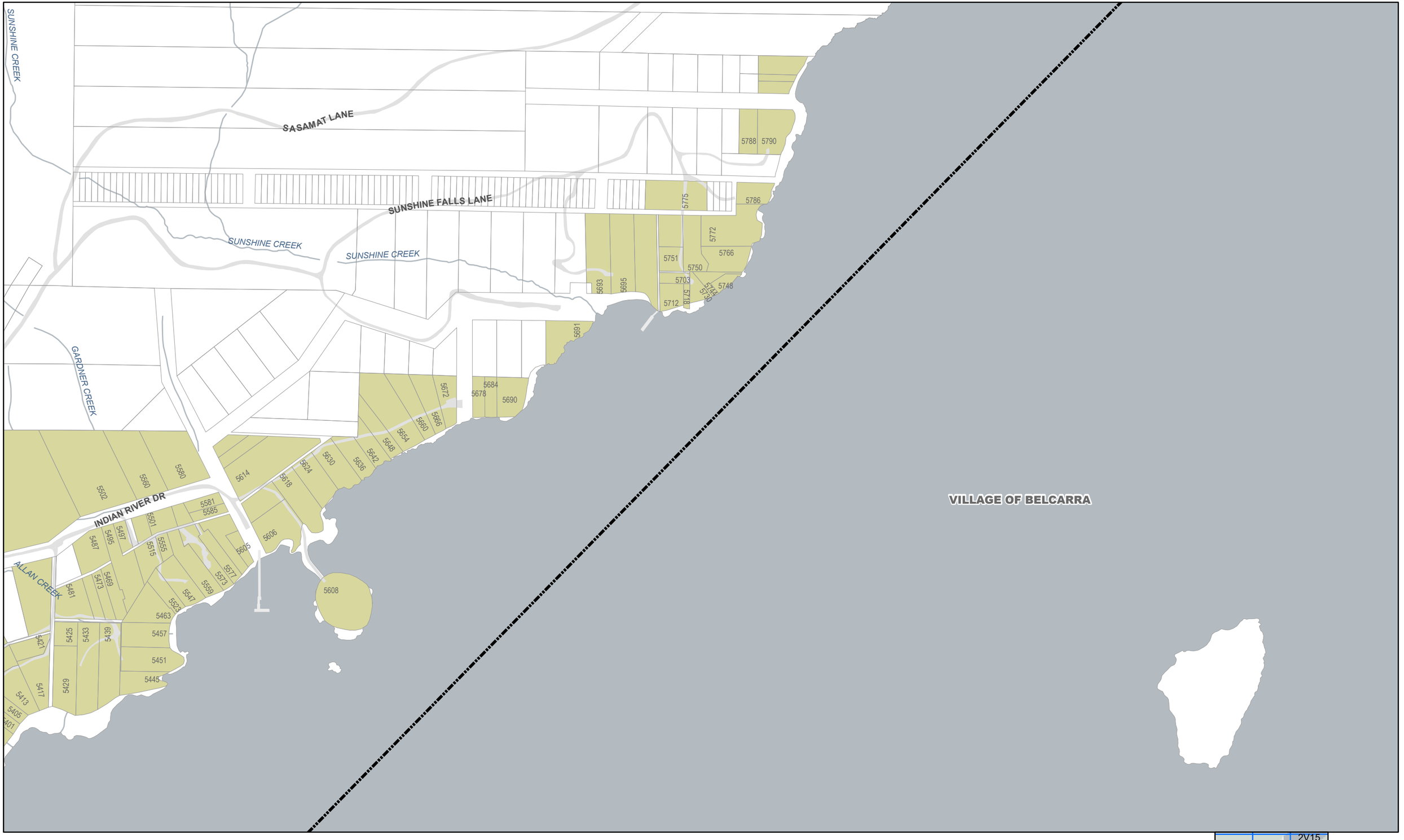
2P13	2R13	2T13
2P11	2R11	2T11
2P09	2R09	

MAP 2R11

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

R1 R2 140 Subdivision Modifier

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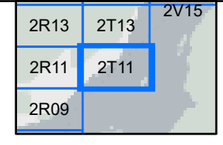
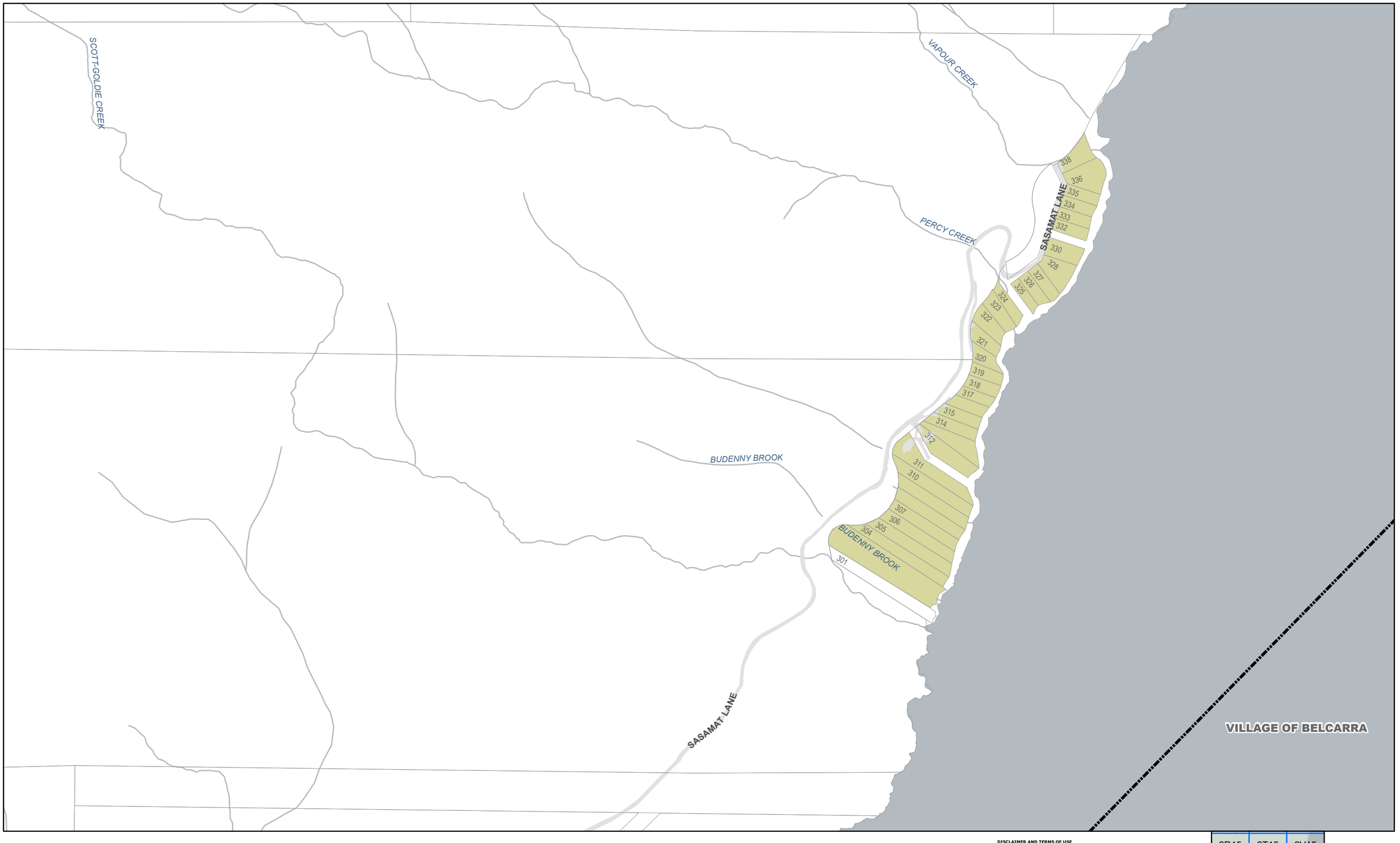


MAP 2T11

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

R1 R2 141 Subdivision Modifier

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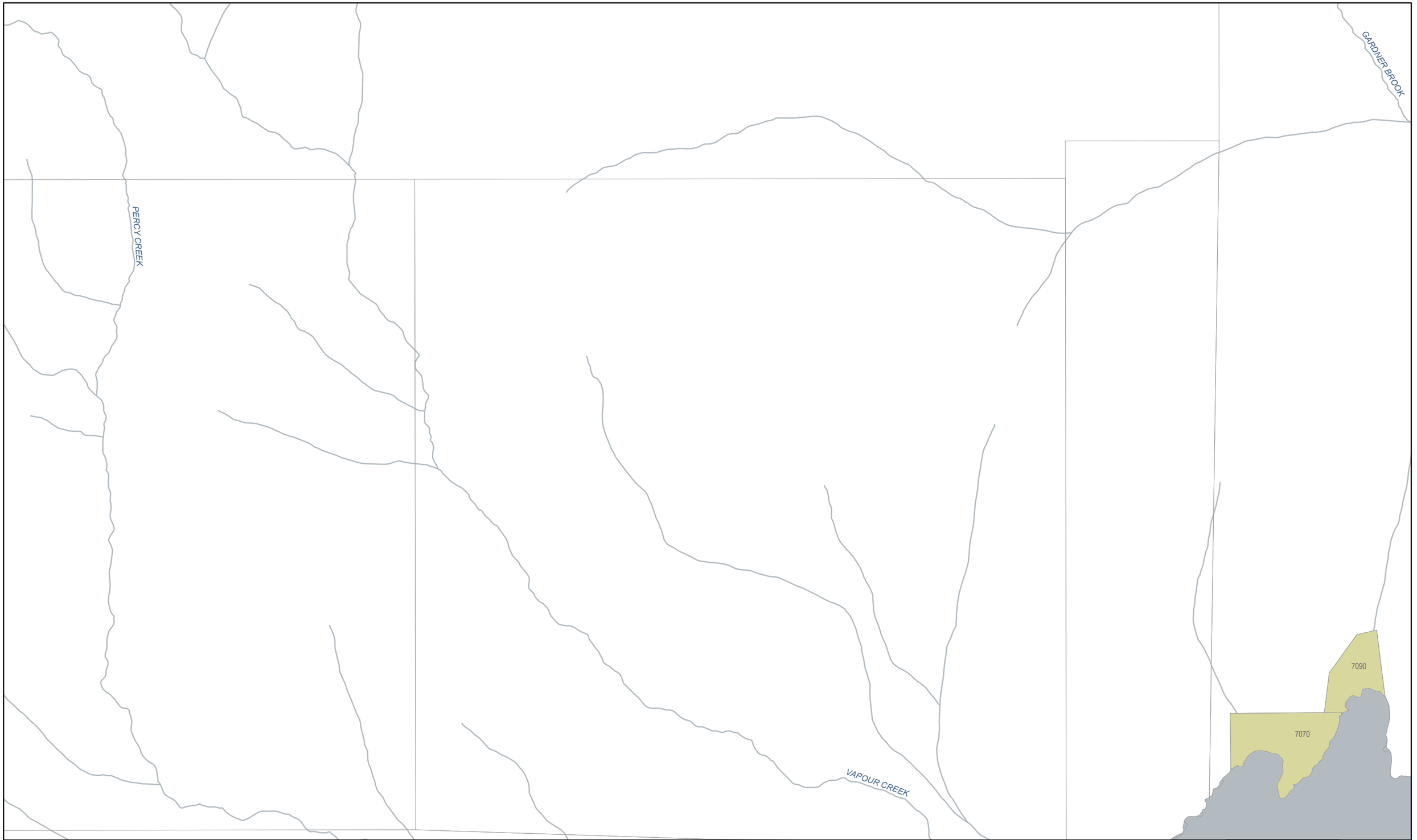
2R15	2T15	2V15
2R13	2T13	
2R11	2T11	

MAP 2T13

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

R1 R2 142 Subdivision Modifier

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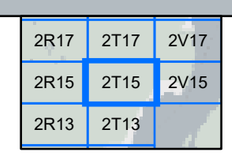
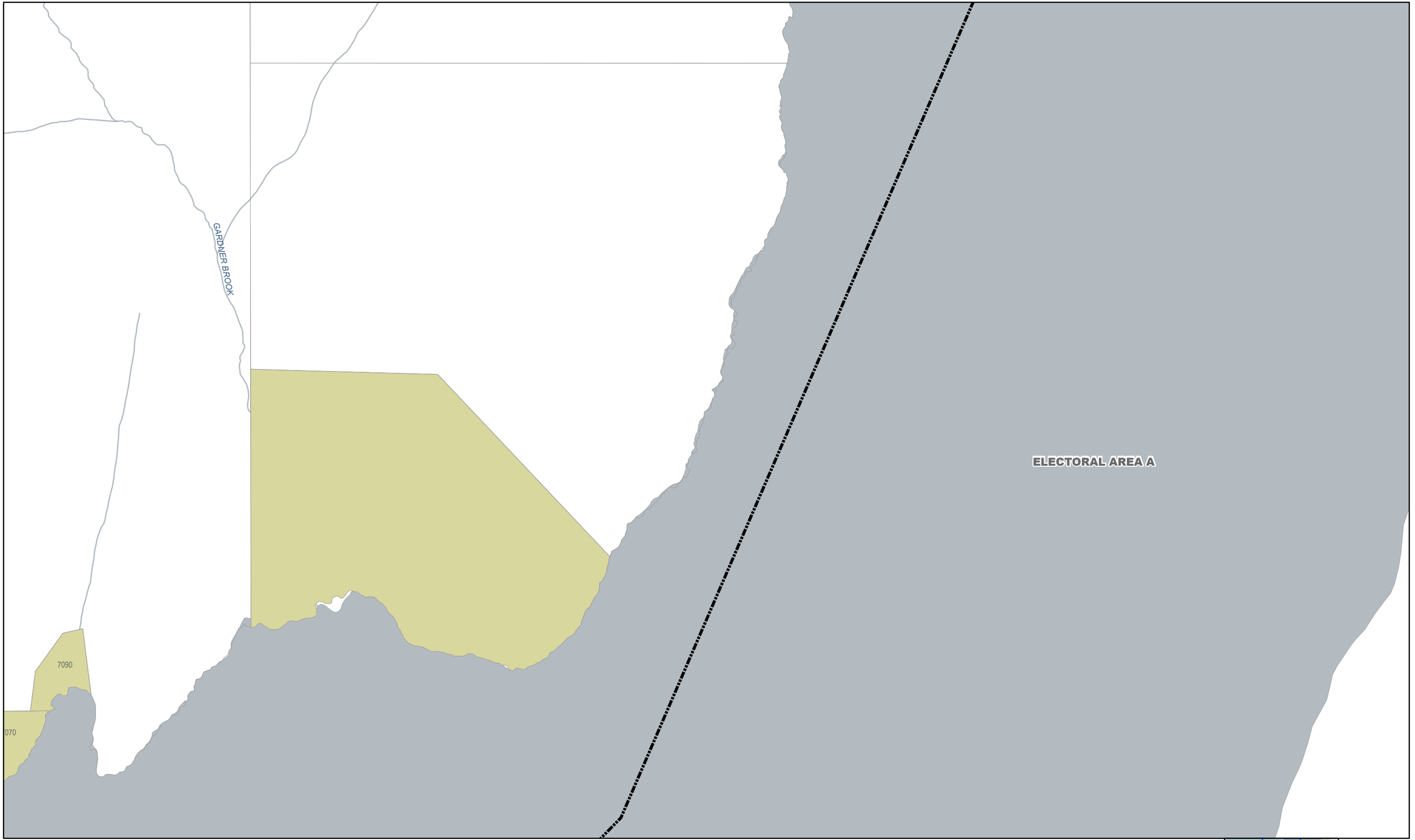


MAP 2T15

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

R1 R2 143 Subdivision Modifier

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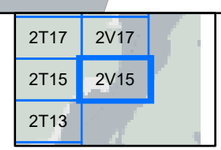
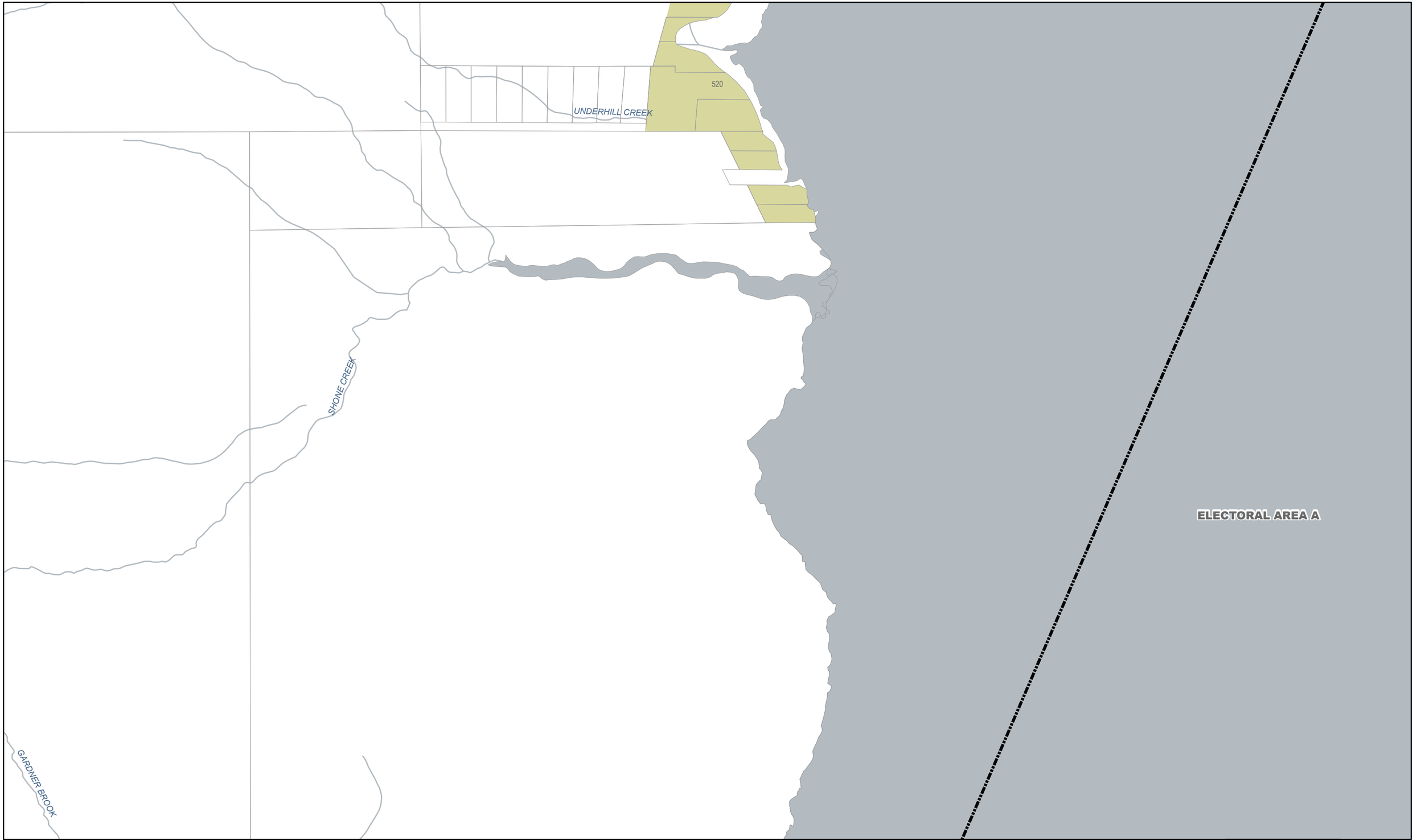


MAP 2V15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

R1 R2 144 Subdivision Modifier

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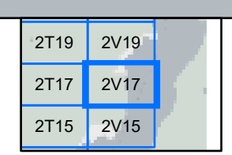
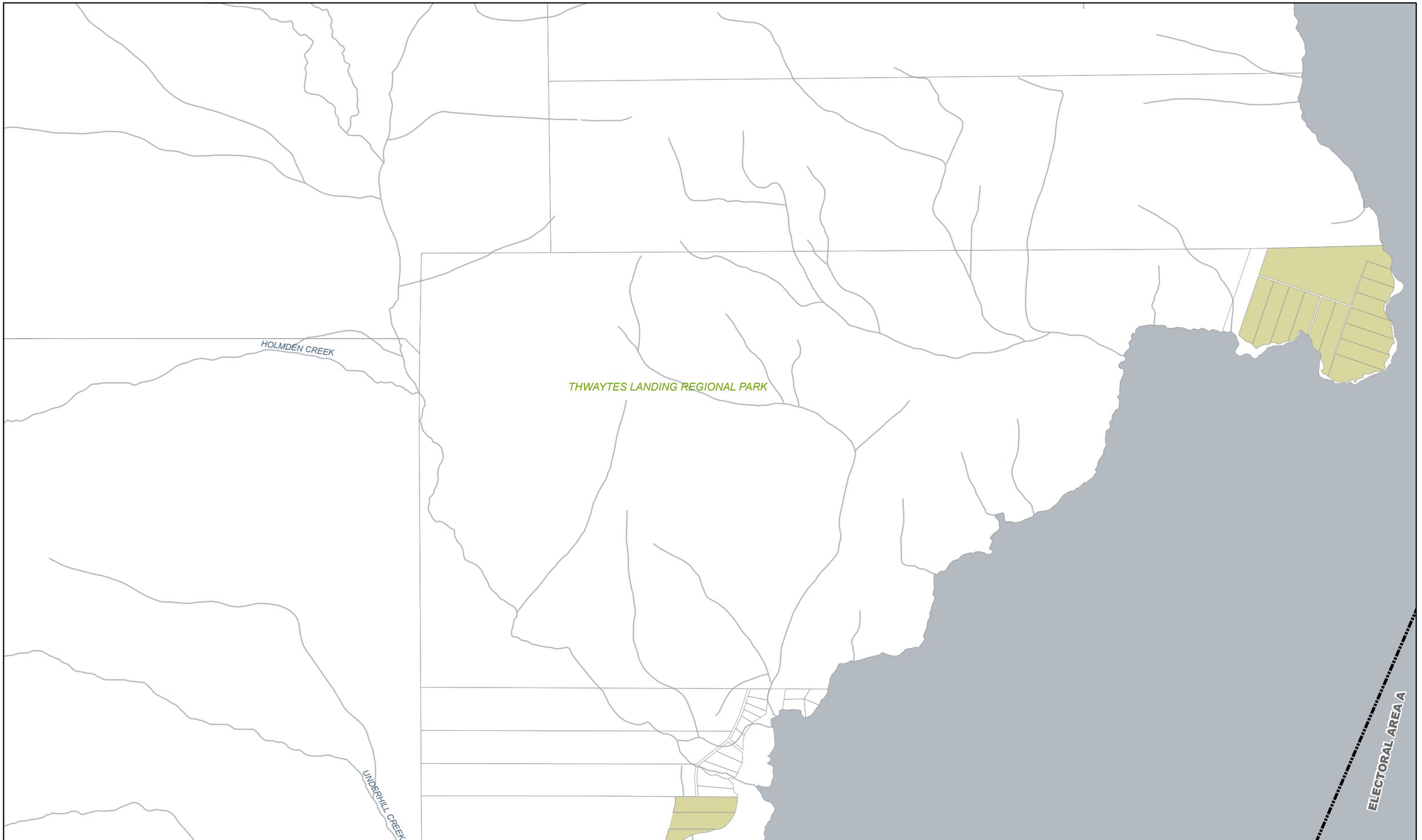


MAP 2V17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

R1 R2 145 Subdivision Modifier

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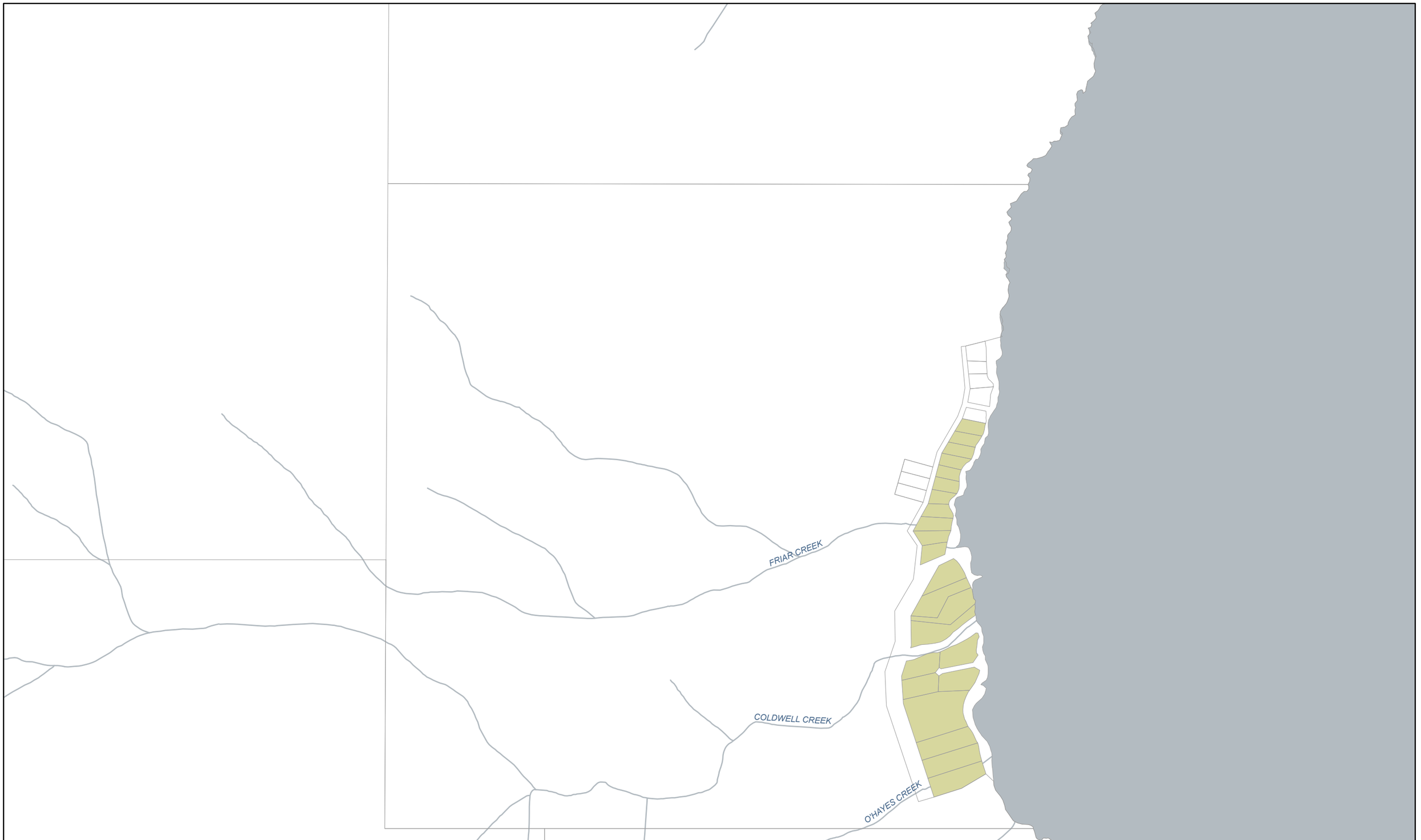
2T21	2V21
2T19	2V19
2T17	2V17

MAP 2V19

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

R1 R2 146 Subdivision Modifier

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2T25	2V25
2T23	2V23
2T21	2V21

MAP 2V23

Published: May 19, 2026

The Corporation of the District of North Vancouver

Bylaw 8787

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 8787, 2026 (Amendment 63)".

Amendments

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

    a) Under Part 1: Community Structure, Section 2: Urban Structure, Sub-section 2.5: Land Use Designations for the Urban Structure:

        i. Deleting the land use designation description for Residential Level 1: Rural Residential and replacing it with the following description:

        "Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services."

        ii. Deleting the land use designation description for Residential Level 2: Detached Residential and replacing it with the following description:

        "Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions."

    b) Under Part 3: Plan Management, Section 12: Plan Implementation, Sub-section 12.5: Consolidated List of Land Use Designations:

        i. Deleting the land use designation description for Residential Level 1: Rural Residential and replacing it with the following description:

"Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services."

ii. Deleting the land use designation description for Residential Level 2: Detached Residential and replacing it with the following description:

"Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions."

READ a first time June 1, 2026 by a majority of all Council members.

PUBLIC HEARING held

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

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

ADOPTED

Mayor

Corporate Officer

The Corporation of the District of North Vancouver

Bylaw 8799

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:

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)".

2. Amendments

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

1. Amend PART 2 INTERPRETATION by inserting the following clause shown in blue below immediately following the title and at the beginning of the text:

   For definitions applicable to the Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) see Part 5, Section 500.

   For definitions applicable to the Employment Zones……

2. Amend PART 3 GENERAL OPERATIVE CLAUSES, Section 301, Subsection (2) by adding in R1 and R2 zones at the start of the list of zones as shown in blue below:

Rural and Suburban Detached Residential Zone	R1 (Bylaw 8799)
Urban Detached Residential Zone	R2 (Bylaw 8799)

3. Amend Section 309 by reformatting and adding a new subsection (2) as shown in blue below:

   1) In Employment Zones in addition to the text of the bylaw shown in black arial font, the Employment Zones include explanatory notes that do not form part of the bylaw, these notes are shown in grey comic sans ms font.

   2) In the Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) in addition to the text of the bylaw, explanatory notes are included that do not form part of the bylaw, these notes

are shown in *italics* and include imperial measurements, diagrams and images.

4. Amend Section 405A Bed and Breakfast Businesses as shown in blue below:

   A bed and breakfast business is permitted in a single-family residential zone (RS), in Rural and Suburban Detached Residential Zone (R1), or Urban Detached Residential Zone (R2), or in a RM1 or RM2 zone where only one single-family residential building is located on a lot subject to compliance with the following regulations:…

5. Amend Section 408 General Siting Regulations subsection (3) as shown in blue below:

   (3) In the case of panhandle lots in Single-Family Residential Zones (RS) or in Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) the panhandle is excluded for the purposes of setback and lot area regulations.

6. Amend Section 410 Floor Space Ratio Exemptions as shown in blue below:

   The following are excluded from floor space ratio calculations:

   (1) For single family residential buildings in RS zones, exclude ….

7. Amend Section 413 Outdoor Customer Service Areas to include R1 and R2 lots as shown in blue below:

   The design and operation of an Outdoor Customer Service Areas shall be in conformity with the following regulations:

   1) Principal Premises means a building or buildings containing a restaurant, retail food service, neighbourhood public house, or licensed lounge.

   2) When the subject property abuts a property zoned RS, Rural and Suburban Detached Residential Zone (R1), or Urban Detached Residential Zone (R2) an Outdoor Customer Service Area is not permitted unless the Principal Premises completely blocks any view of the Outdoor Customer Service area from any ground level point on the abutting residential property or properties……

8. Amend Section 4B01-A Temporary Use Permits to reference R1 and R2 lots as shown in blue below:

The entire area of the District of North Vancouver is designated as an area where temporary use permits may be allowed, except for lands which are located outside of the District's four growth centres and zoned one of the Single Family Residential (RS) zones or Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2).

9. Amend PART 5 RESIDENTIAL ZONE REGULATIONS by inserting the new zoning package related to the Rural and Suburban Detached Residential Zone (R1) and the Urban Detached Residential Zone (R2) found in **Schedule A** into PART 5 RESIDENTIAL ZONE REGULATIONS, as a new Section 525.

10. The Zoning Map is amended in the case of the lands illustrated on the attached maps found in **Schedule B** by rezoning the lands to Rural and Suburban Detached Residential Zone (R1) or Urban Detached Residential Zone (R2) as indicated on the maps.

READ a first time June 1, 2026

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "District of North Vancouver Rezoning Bylaw 1465 (Bylaw 8799)" as at Third Reading

_____
Deputy Corporate Officer

APPROVED by the Ministry of Transportation and Transit on

ADOPTED

_____ _____
Mayor Corporate Officer

PUBLIC HEARING

District-wide Residential Zoning Update to Replace RS Zoning

OFFICIAL COMMUNITY PLAN AND ZONING BYLAW AMENDMENTS

When: Tuesday, June 23, 2026 at 7pm

Where: Council Chambers, 355 West Queens Road, North Vancouver, BC

What: A Public Hearing for Bylaw 8787, proposed amendments to the Official Community Plan (OCP) and Bylaw 8799, proposed amendments to the Zoning Bylaw, to consolidate 19 existing Residential Zones into two new zones.

What changes: Bylaw 8787 proposes, in general terms, to amend the OCP land use designations for Residential Level 1: Rural Residential and Residential Level 2: Detached Residential.

Bylaw 8799 proposes to amend the District's Zoning Bylaw, in general terms, by replacing the 19 ground-oriented detached residential (RS) Zones with two new zones: Rural and Suburban Detached Residential Zone (R1) and Urban Detached Residential Zone (R2) Zone. This work is the first step in updating the entire Zoning Bylaw and comes with updates to maps, Definitions, and the General Regulations. Each zone is a complete update intended to consolidate requirements from the diverse range of existing zones and simplify and modernize the language. As a result, the zones will include updates to the following sections of each zone: Intent, Permitted Uses, Conditions of Use, Density, Height, Setbacks, Building Coverage, Landscaping, and Building Regulations, Parking, and Subdivision requirements.

Bylaws 8787 and 8799 apply to all lands within the geographic boundaries of the District of North Vancouver other than lands that are not subject to municipal jurisdiction.

How: Public Hearing will be held in a hybrid format with a combination of in-person and electronic participation by some or all members of council, or by staff and the public. The public are invited to attend at the Council Chambers where they will be able to see and hear the entire proceedings. Those wishing to view or to participate in the meeting electronically may do so at https://dnvorg.zoom.us/j/64484156494 or by phone by dialling 1-778-907-2071 and entering webinar ID 644 8415 6494.

When and How can I provide input? We welcome your input on June 23, 2026 at 7pm. You may sign up to speak at the hearing by contacting the Corporate Officer at signup@dnv.org prior to 3pm, Tuesday, June 23, 2026. You may also provide a written submission at any time prior to the close of the public hearing by sending it to the Corporate Officer at input@dnv.org or by mail to Corporate Officer, 355 West Queens Road, District of North Vancouver, BC, V7N 4N5. After the speakers list has been exhausted, there will be an opportunity for additional speakers who had not signed up in advance to make submissions. *Please note that Council may not receive further submissions from the public concerning these bylaws after the conclusion of the public hearing.*

Need more info?

Copies of the bylaw are available for review at 355 West Queens Road, North Vancouver, BC, between 8:00am and 4:30pm Monday to Friday (except holidays), starting June 2, 2026, or online at **DNV.org/agenda.**

DISTRICT OF NORTH VANCOUVER

Questions?
Tamsin Guppy, Senior Development Planner
604-990-2391, GuppyT@dnv.org

8.4 New Detached Residential Zones R1 and R2

Bylaw 8787 – OCP Amendment Bylaw

Bylaw 8799 – Rezoning Bylaw

DISTRICT OF NORTH VANCOUVER

Introducing Bylaws

- **Bylaw 8787:** Official Community Plan (OCP) Amendment
- **Bylaw 8799:** Zoning Bylaw Amendment (R1 and R2 Zones)

and

- Discussion of Option 2: Coach Houses Outside the Urban Containment Boundary

Council Direction to Update the 1965 Zoning Bylaw



- After 60 years of use it is time for an update
  - Simplify
  - Modernize
  - Address today's challenges
  - Bring into alignment with Council Approved Policies
- Tonight, we are bringing forward the first phase of this work.

Development of These Draft Zones Included 18 Months of Input



- **Open Houses** (spring and fall 2025)
- **Survey** (spring 2025)
- **Interest Holder Review and Input** (2025-2026)
- **Council Input**
  - June 23rd, 2025 Council discussion
  - December 4th, 2025 Workshop
  - February 9th and 10th, 2026 Workshops



Key Themes Raised

- Improve **Livability** of Suites
- Expand **Housing Diversity** & Create Opportunities for Multi-Generational Housing
- **Simplify Regulations**
- Improve **Building Resilience**
- Maintain **sufficient parking**

Council Endorsed Guiding Principles

Key Principles						
Improve Liveability	Promote Climate Resilience	Simplify Regulations	Support Economic Development	Facilitate Housing Diversity	Respecting Existing Character	Maintain Existing Development Potential
						

Basements





Typical window well for a basement suite

- Improve access to daylight
- Improve emergency egress
- Reduce construction costs
- Reduce flood risk
- Reduce impacts on ground water flow
- Reduce the carbon footprint

Key Changes – Basements and House Height

Taller building heights to lift basements out of the ground

Floor area incentives for in-ground basements **removed**



3 storey limit

Change to Floor Area Calculations

These renderings were generated with Google Gemini for illustrative purposes only and were reviewed for accuracy by a member of the Development Planning Department.

Key Changes – Use of the Front Yard



Side entry garages are **still permitted**

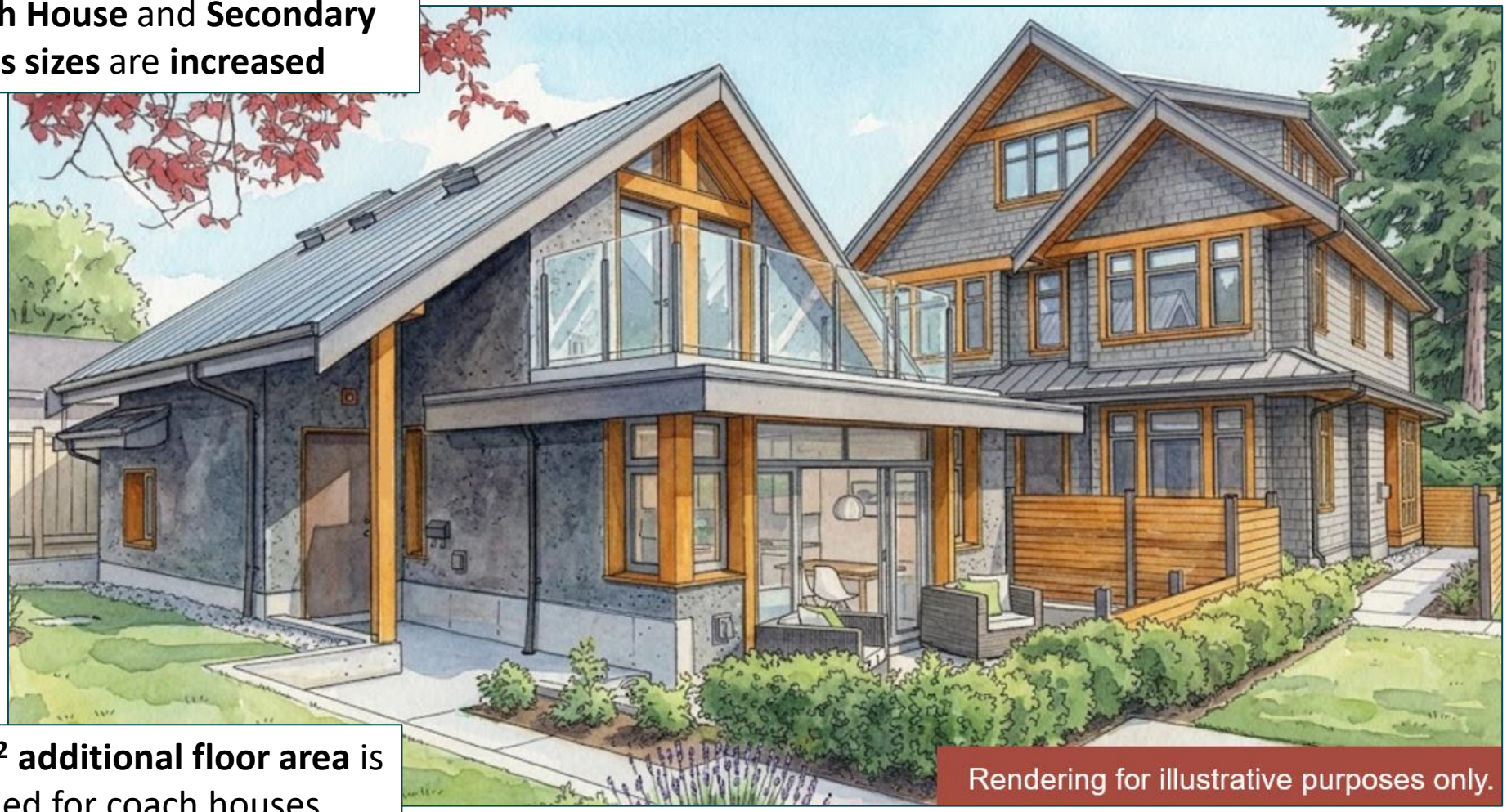
And can now be converted to **living space** and be **2 storeys in height**

Change to Floor Area Calculations

These renderings were generated with Google Gemini for illustrative purposes only and were reviewed for accuracy by a member of the Development Planning Department.

Key Changes – Housing Diversity

Coach House and **Secondary Suites sizes** are **increased**

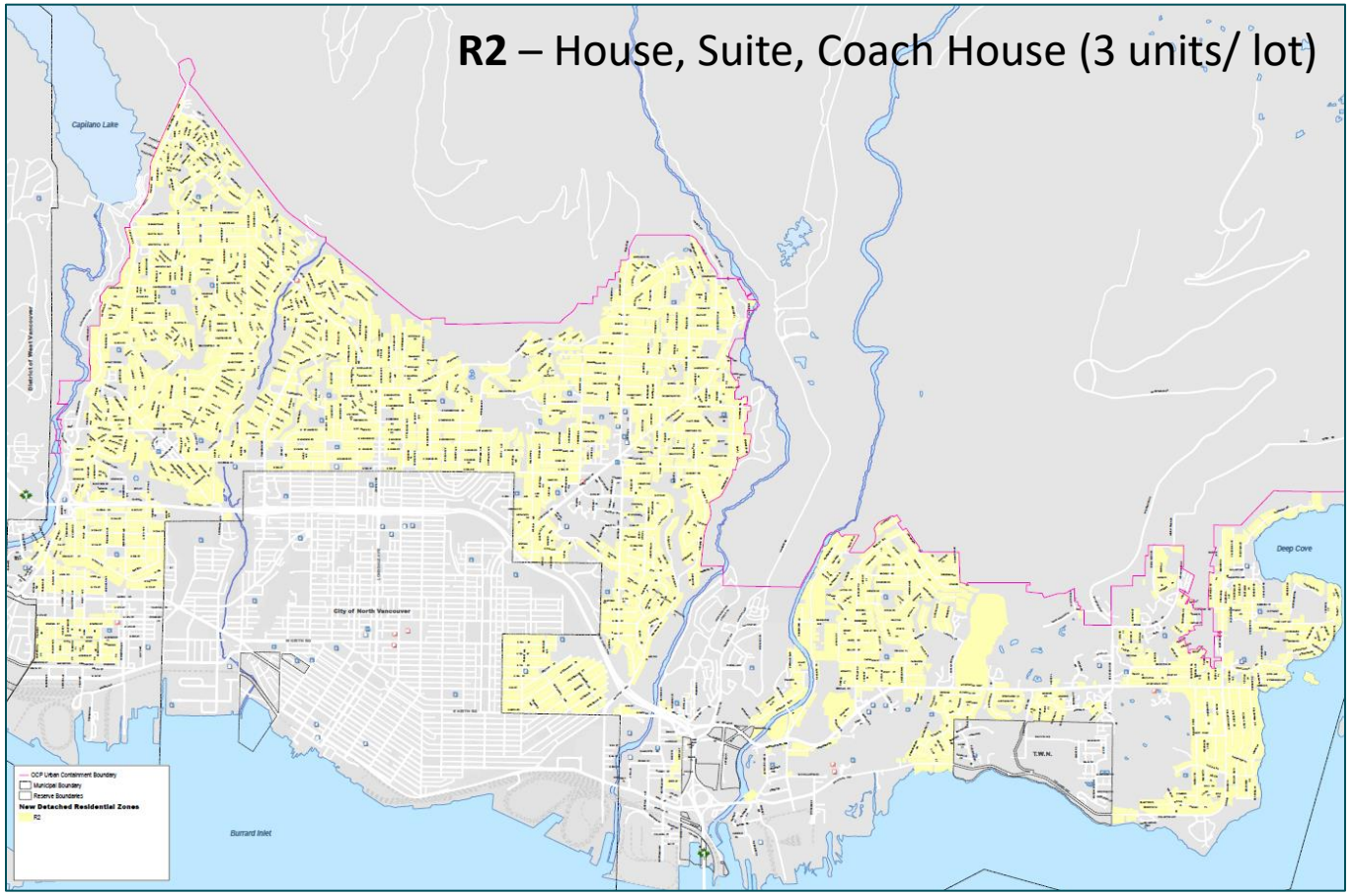


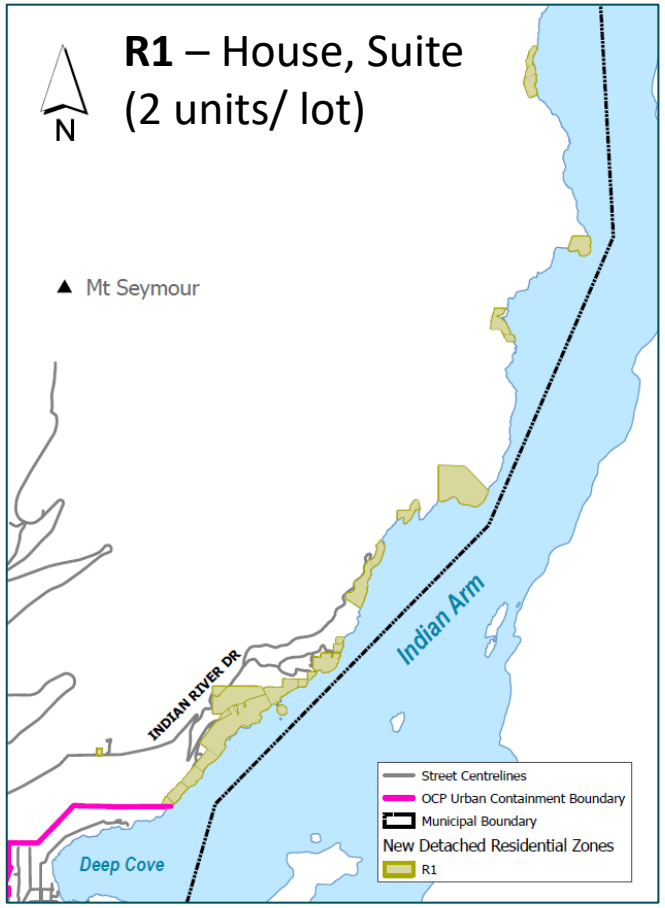
500 ft² additional floor area is provided for coach houses

These renderings were generated with Google Gemini for illustrative purposes only and were reviewed for accuracy by a member of the Development Planning Department.

Change to Floor Area Calculations

Application of the New Zoning





New Detached Residential Zones

- R1
- R2

These zones consolidate 19 zones into 2 zones.

Development rights and subdivision potential are maintained.

OCP Amendment (Bylaw 8787)

Maintains the intent of the ***Rural Residential*** and ***Detached Residential*** designations but removes references to FSR to facilitate the proposed change in how floor area is counted.

Note: Zoning is in keeping with these policies.

RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL
Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. Detached rural residences are generally allowed up to approximately 0.35 FSR.

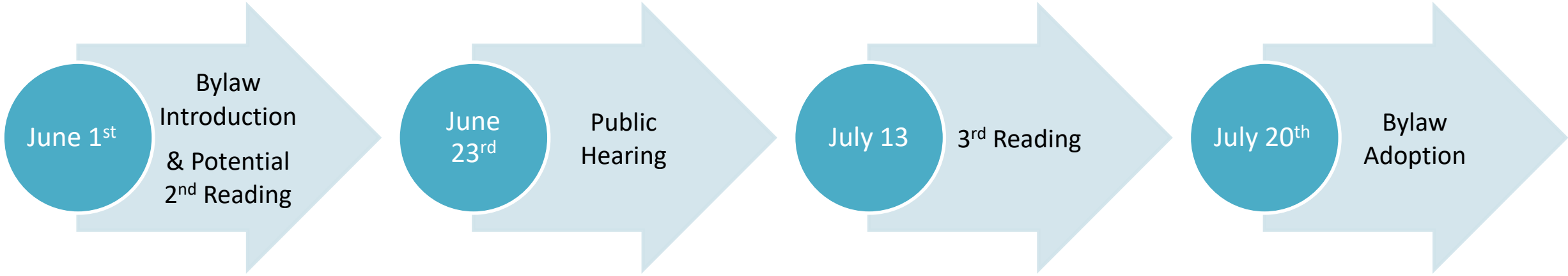
RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL
Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL
Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. ~~Detached rural residences are generally allowed up to approximately 0.35 FSR.~~

RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL
Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. ~~Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.~~

DISTRICT OF NORTH VANCOUVER

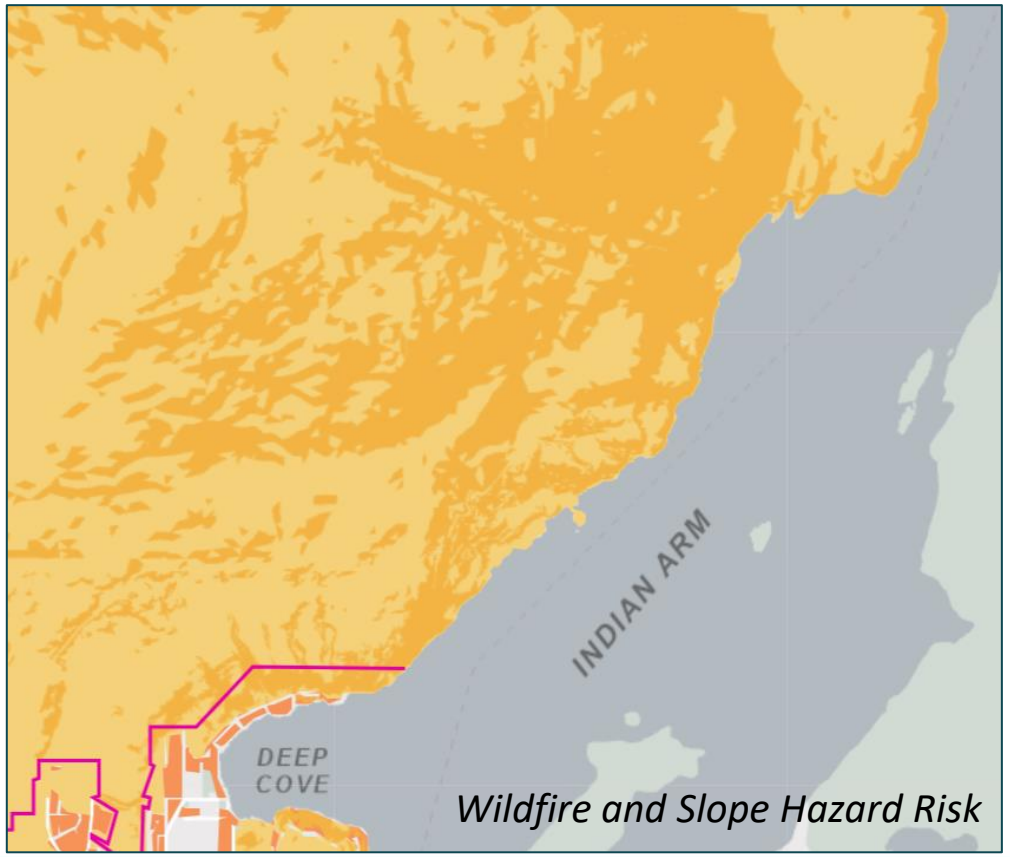
Possible Bylaw Timeline



District Policy Limits Development Outside the Urban Containment Boundary (UCB)

The R1 Zoning will continue to permit housing on legacy rural lots but prevent further expansion to protect the natural landscape and protecting people from natural hazards.





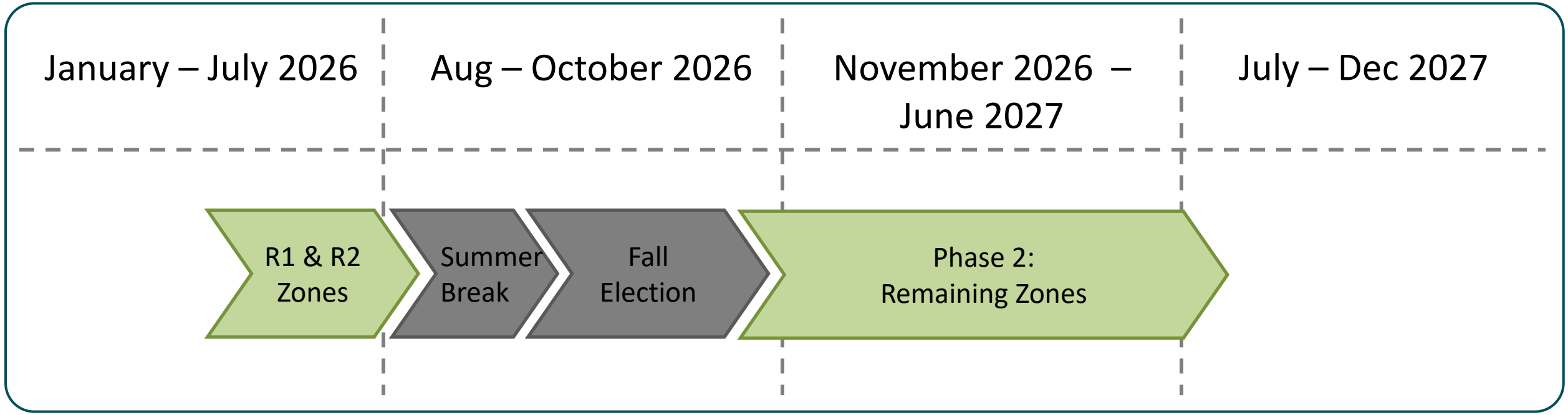
Coach Houses outside the UCB

Option 1: **<u>Do not permit</u>** Coach Houses (Recommendation)

Option 2: Permit Coach Houses in place of Secondary Suites through a **<u>Council-issued variance process</u>**

Option 3: Refer Bylaws back to staff

Next Steps for the Zoning Bylaw Rewrite (Complete Bylaw)



Motion (Staff Recommendation)

THAT "District of North Vancouver OCP Amendment Bylaw (Bylaw 8787)" is given FIRST reading;

AND THAT "District of North Vancouver Rezoning Bylaw (Bylaw 8799)" is given FIRST reading;

AND THAT Bylaw 8787 and Bylaw 8799 are referred to a Public Hearing.



Thank you

PROPOSED ZONING FOR PROPERTIES BEING REZONED

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1399 OAKWOOD CRES	007-366-388	RSN	**R2**		2B05
1395 OAKWOOD CRES	010-282-009	RSN	**R2**		2B05
1391 OAKWOOD CRES	010-282-165	RSN	**R2**		2B05
1385 OAKWOOD CRES	008-553-106	RSN	**R2**		2B05
1381 OAKWOOD CRES	010-282-190	RSN	**R2**		2B05
1375 OAKWOOD CRES	010-282-254	RSN	**R2**		2B05
1371 OAKWOOD CRES	010-283-277	RSN	**R2**		2B05
1365 OAKWOOD CRES	010-283-307	RSN	**R2**		2B05
1280 ROSEWOOD CRES	010-138-765	RSN	**R2**		2B05
1286 ROSEWOOD CRES	010-138-811	RSN	**R2**		2B05
1292 ROSEWOOD CRES	007-490-941	RSN	**R2**		2B05
1298 ROSEWOOD CRES	010-138-838	RSN	**R2**		2B05
1215 ELMWOOD PL	007-001-428	RSN	**R2**		2B05
1225 ELMWOOD PL	010-138-854	RSN	**R2**		2B05
1237 ELMWOOD PL	010-138-871	RSN	**R2**		2B05
1255 ELMWOOD PL	010-138-901	RSN	**R2**		2B05
1248 ELMWOOD PL	010-138-153	RSN	**R2**		2B05
1232 ELMWOOD PL	005-041-490	RSN	**R2**		2B05
1220 ELMWOOD PL	010-138-196	RSN	**R2**		2B05
1210 ELMWOOD PL	010-138-251	RSN	**R2**		2B05
1205 ROSEWOOD CRES	010-138-315	RSN	**R2**		2B05
1209 ROSEWOOD CRES	010-138-358	RSN	**R2**		2B05
1215 ROSEWOOD CRES	010-138-641	RSN	**R2**		2B05
1221 ROSEWOOD CRES	010-138-684	RSN	**R2**		2B05
1226 ROSEWOOD CRES	010-137-602	RSN	**R2**		2B05
1222 ROSEWOOD CRES	010-137-793	RSN	**R2**		2B05
1218 ROSEWOOD CRES	010-137-912	RSN	**R2**		2B05
1212 ROSEWOOD CRES	002-462-508	RSN	**R2**		2B05
1208 ROSEWOOD CRES	010-137-947	RSN	**R2**		2B05
1204 ROSEWOOD CRES	010-137-980	RSN	**R2**		2B05
1277 DOGWOOD CRES	010-010-009	RSN	**R2**		2B05
1269 DOGWOOD CRES	010-010-033	RSN	**R2**		2B05
1265 DOGWOOD CRES	010-010-050	RSN	**R2**		2B05
1259 DOGWOOD CRES	010-010-076	RSN	**R2**		2B05
1253 DOGWOOD CRES	010-010-092	RSN	**R2**		2B05
1295 DOGWOOD CRES	010-009-957	RSN	**R2**		2B05
1289 DOGWOOD CRES	010-009-973	RSN	**R2**		2B05
1283 DOGWOOD CRES	010-009-981	RSN	**R2**		2B05
1270 DOGWOOD CRES	010-009-647	RSN	**R2**		2B05
1280 DOGWOOD CRES	010-009-655	RSN	**R2**		2B05
1286 DOGWOOD CRES	010-009-671	RSN	**R2**		2B05
1294 DOGWOOD CRES	010-009-680	RSN	**R2**		2B05
1205 DOGWOOD CRES	010-009-698	RSN	**R2**		2B05
1211 DOGWOOD CRES	010-009-701	RSN	**R2**		2B05
1217 DOGWOOD CRES	010-009-710	RSN	**R2**		2B05
1223 DOGWOOD CRES	008-518-084	RSN	**R2**		2B05
1247 DOGWOOD CRES	010-009-434	RSN	**R2**		2B05
1233 REDWOOD ST	010-009-566	RSN	**R2**		2B05
1241 REDWOOD ST	010-009-574	RSN	**R2**		2B05
1259 REDWOOD ST	010-009-582	RSN	**R2**		2B05
1281 REDWOOD ST	008-238-502	RSN	**R2**		2B05
1299 REDWOOD ST	005-576-199	RSN	**R2**		2B05
1315 REDWOOD ST	010-009-604	RSN	**R2**		2B05
1239 DOGWOOD CRES	010-009-442	RSN	**R2**		2B05
1232 DOGWOOD CRES	010-009-469	RSN	**R2**		2B05
1226 DOGWOOD CRES	010-009-477	RSN	**R2**		2B05
1220 DOGWOOD CRES	010-009-507	RSN	**R2**		2B05
1214 DOGWOOD CRES	010-009-515	RSN	**R2**		2B05
1208 DOGWOOD CRES	004-498-356	RSN	**R2**		2B05
1204 DOGWOOD CRES	010-009-523	RSN	**R2**		2B05
1207 REDWOOD ST	010-009-531	RSN	**R2**		2B05
1427 MCBRIDE ST	009-948-015	RSN	**R2**		2B05
1138 BEECHWOOD CRES	005-149-894	RSN	**R2**		2B05
1144 BEECHWOOD CRES	008-285-381	RSN	**R2**		2B05
1150 BEECHWOOD CRES	009-948-520	RSN	**R2**		2B05
1156 BEECHWOOD CRES	009-948-554	RSN	**R2**		2B05
1162 BEECHWOOD CRES	009-948-597	RSN	**R2**		2B05
1415 MCBRIDE ST	009-948-066	RSN	**R2**		2B05
1411 MCBRIDE ST	009-948-104	RSN	**R2**		2B05
1399 MCBRIDE ST	009-948-147	RSN	**R2**		2B05
1387 MCBRIDE ST	009-948-180	RSN	**R2**		2B05
1375 MCBRIDE ST	009-948-201	RSN	**R2**		2B05
1361 MCBRIDE ST	009-948-228	RSN	**R2**		2B05
1126 BEECHWOOD CRES	009-948-490	RSN	**R2**		2B05

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1132 BEECHWOOD CRES	009-948-511	RSN	**R2**		2B05
1195 REDWOOD ST	009-948-678	RSN	**R2**		2B05
1104 BEECHWOOD CRES	009-948-716	RSN	**R2**		2B05
1110 BEECHWOOD CRES	002-444-712	RSN	**R2**		2B05
1179 REDWOOD ST	009-948-732	RSN	**R2**		2B05
1161 REDWOOD ST	009-948-791	RSN	**R2**		2B05
1116 BEECHWOOD CRES	009-948-821	RSN	**R2**		2B05
1122 BEECHWOOD CRES	009-948-856	RSN	**R2**		2B05
1153 REDWOOD ST	009-948-881	RSN	**R2**		2B05
1190 PINEWOOD CRES	007-518-439	RSN	**R2**		2B05
1184 PINEWOOD CRES	002-468-778	RSN	**R2**		2B05
1293 MCBRIDE ST	009-949-356	RSN	**R2**		2B05
1152 PINEWOOD CRES	005-094-747	RSN	**R2**		2B05
1146 PINEWOOD CRES	004-708-512	RSN	**R2**		2B05
1140 PINEWOOD CRES	009-949-666	RSN	**R2**		2B05
1281 MCBRIDE ST	004-886-330	RSN	**R2**		2B05
1269 MCBRIDE ST	009-949-372	RSN	**R2**		2B05
1257 MCBRIDE ST	009-949-399	RSN	**R2**		2B05
1241 MCBRIDE ST	009-949-445	RSN	**R2**		2B05
1227 MCBRIDE ST	009-949-470	RSN	**R2**		2B05
1170 PINEWOOD CRES	009-949-518	RSN	**R2**		2B05
1164 PINEWOOD CRES	009-949-569	RSN	**R2**		2B05
1158 PINEWOOD CRES	009-949-623	RSN	**R2**		2B05
1291 PINEWOOD CRES	009-991-255	RSN	**R2**		2B05
1283 PINEWOOD CRES	003-502-848	RSN	**R2**		2B05
1271 PINEWOOD CRES	009-991-344	RSN	**R2**		2B05
1259 PINEWOOD CRES	009-991-395	RSN	**R2**		2B05
1243 PINEWOOD CRES	009-991-484	RSN	**R2**		2B05
1231 PINEWOOD CRES	009-991-492	RSN	**R2**		2B05
1274 MCBRIDE ST	008-756-244	RSN	**R2**		2B05
1286 MCBRIDE ST	005-690-021	RSN	**R2**		2B05
1298 MCBRIDE ST	009-949-321	RSN	**R2**		2B05
1228 MCBRIDE ST	009-949-283	RSN	**R2**		2B05
1242 MCBRIDE ST	009-949-313	RSN	**R2**		2B05
1260 MCBRIDE ST	008-150-371	RSN	**R2**		2B05
1398 OAKWOOD CRES	005-411-122	RSN	**R2**		2B05
1319 OAKWOOD CRES	010-280-375	RSN	**R2**		2B05
1315 OAKWOOD CRES	010-280-405	RSN	**R2**		2B05
1311 OAKWOOD CRES	008-517-983	RSN	**R2**		2B05
1307 OAKWOOD CRES	004-412-010	RSN	**R2**		2B05
1303 OAKWOOD CRES	010-280-421	RSN	**R2**		2B05
1392 OAKWOOD CRES	002-816-270	RSN	**R2**		2B05
1388 OAKWOOD CRES	010-280-260	RSN	**R2**		2B05
1384 OAKWOOD CRES	010-280-278	RSN	**R2**		2B05
1378 OAKWOOD CRES	010-280-316	RSN	**R2**		2B05
1372 OAKWOOD CRES	010-280-324	RSN	**R2**		2B05
1368 OAKWOOD CRES	010-280-332	RSN	**R2**		2B05
1331 OAKWOOD CRES	010-280-341	RSN	**R2**		2B05
1325 OAKWOOD CRES	002-630-214	RSN	**R2**		2B05
1373 FERNWOOD CRES	010-240-543	RSN	**R2**		2B05
1367 FERNWOOD CRES	006-119-956	RSN	**R2**		2B05
1363 FERNWOOD CRES	010-240-551	RSN	**R2**		2B05
1357 FERNWOOD CRES	010-240-586	RSN	**R2**		2B05
1306 COTTONWOOD CRES	010-168-826	RSN	**R2**		2B05
1314 COTTONWOOD CRES	008-188-084	RSN	**R2**		2B05
1320 COTTONWOOD CRES	010-168-851	RSN	**R2**		2B05
1326 COTTONWOOD CRES	008-301-760	RSN	**R2**		2B05
1377 FERNWOOD CRES	007-386-524	RSN	**R2**		2B05
1383 FERNWOOD CRES	010-169-377	RSN	**R2**		2B05
1389 FERNWOOD CRES	010-169-601	RSN	**R2**		2B05
1395 FERNWOOD CRES	005-529-832	RSN	**R2**		2B05
1329 COTTONWOOD PL	010-019-154	RSN	**R2**		2B05
1327 COTTONWOOD PL	010-019-189	RSN	**R2**		2B05
1331 COTTONWOOD PL	010-019-146	RSN	**R2**		2B05
1398 WHITEWOOD PL	010-279-342	RSN	**R2**		2B05
1390 WHITEWOOD PL	010-279-351	RSN	**R2**		2B05
1384 WHITEWOOD PL	010-279-377	RSN	**R2**		2B05
1378 WHITEWOOD PL	010-279-393	RSN	**R2**		2B05
1325 COTTONWOOD CRES	004-783-247	RSN	**R2**		2B05
1319 COTTONWOOD CRES	010-279-415	RSN	**R2**		2B05
1315 COTTONWOOD CRES	010-279-440	RSN	**R2**		2B05
1307 COTTONWOOD CRES	008-504-661	RSN	**R2**		2B05
1398 COTTONWOOD CRES	010-279-113	RSN	**R2**		2B05
1390 COTTONWOOD CRES	010-279-130	RSN	**R2**		2B05
1384 COTTONWOOD CRES	010-279-156	RSN	**R2**		2B05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1378 COTTONWOOD CRES	010-279-164	RSN	**R2**		2B05
1381 WHITEWOOD PL	010-279-172	RSN	**R2**		2B05
1387 WHITEWOOD PL	010-279-181	RSN	**R2**		2B05
1391 WHITEWOOD PL	004-283-538	RSN	**R2**		2B05
1397 WHITEWOOD PL	010-279-211	RSN	**R2**		2B05
1363 COTTONWOOD CRES	010-279-024	RSN	**R2**		2B05
1373 COTTONWOOD CRES	007-968-523	RSN	**R2**		2B05
1367 COTTONWOOD CRES	010-278-036	RSN	**R2**		2B05
1357 COTTONWOOD CRES	010-279-041	RSN	**R2**		2B05
1351 COTTONWOOD CRES	010-279-059	RSN	**R2**		2B05
1345 COTTONWOOD CRES	010-279-067	RSN	**R2**		2B05
1343 COTTONWOOD CRES	010-279-075	RSN	**R2**		2B05
1335 COTTONWOOD CRES	010-279-091	RSN	**R2**		2B05
1398 TATLOW AVE	010-277-714	RSN	**R2**		2B05
1391 COTTONWOOD CRES	010-277-871	RSN	**R2**		2B05
1397 COTTONWOOD CRES	010-278-001	RSN	**R2**		2B05
1386 TATLOW AVE	010-277-722	RSN	**R2**		2B05
1374 TATLOW AVE	010-277-749	RSN	**R2**		2B05
1360 TATLOW AVE	010-277-773	RSN	**R2**		2B05
1338 TATLOW AVE	010-277-803	RSN	**R2**		2B05
1332 TATLOW AVE	010-277-811	RSN	**R2**		2B05
1377 COTTONWOOD CRES	004-269-799	RSN	**R2**		2B05
1381 COTTONWOOD CRES	010-277-846	RSN	**R2**		2B05
1387 COTTONWOOD CRES	010-277-862	RSN	**R2**		2B05
1302 OAKWOOD CRES	010-288-295	RSN	**R2**		2B05
1355 TATLOW AVE	010-288-937	RSN	**R2**		2B05
1365 TATLOW AVE	010-288-996	RSN	**R2**		2B05
1375 TATLOW AVE	010-289-062	RSN	**R2**		2B05
1385 TATLOW AVE	010-289-119	RSN	**R2**		2B05
1397 TATLOW AVE	010-289-151	RSN	**R2**		2B05
1306 OAKWOOD CRES	010-288-333	RSN	**R2**		2B05
1312 OAKWOOD CRES	010-288-350	RSN	**R2**		2B05
1316 OAKWOOD CRES	010-288-376	RSN	**R2**		2B05
1320 OAKWOOD CRES	010-288-384	RSN	**R2**		2B05
1326 OAKWOOD CRES	010-288-414	RSN	**R2**		2B05
1330 OAKWOOD CRES	010-288-431	RSN	**R2**		2B05
1331 TATLOW AVE	007-472-536	RSN	**R2**		2B05
1343 TATLOW AVE	008-449-643	RSN	**R2**		2B05
1248 PINEWOOD CRES	009-992-111	RSN	**R2**		2B05
1262 PINEWOOD CRES	009-992-219	RSN	**R2**		2B05
1276 PINEWOOD CRES	009-992-294	RSN	**R2**		2B05
1284 PINEWOOD CRES	009-992-359	RSN	**R2**		2B05
1296 PINEWOOD CRES	009-992-421	RSN	**R2**		2B05
1293 ALDERWOOD PL	009-992-481	RSN	**R2**		2B05
1281 ALDERWOOD PL	007-136-927	RSN	**R2**		2B05
1273 ALDERWOOD PL	007-849-362	RSN	**R2**		2B05
1261 ALDERWOOD PL	009-992-570	RSN	**R2**		2B05
1249 ALDERWOOD PL	009-992-600	RSN	**R2**		2B05
1233 ALDERWOOD PL	006-682-685	RSN	**R2**		2B05
1225 ALDERWOOD PL	009-992-651	RSN	**R2**		2B05
1234 PINEWOOD CRES	009-991-727	RSN	**R2**		2B05
1240 PINEWOOD CRES	009-992-031	RSN	**R2**		2B05
1198 PINEWOOD CRES	009-942-521	RSN	**R2**		2B05
1217 ALDERWOOD PL	009-943-331	RSN	**R2**		2B05
1209 ALDERWOOD PL	009-943-366	RSN	**R2**		2B05
1202 PINEWOOD CRES	007-837-798	RSN	**R2**		2B05
1210 PINEWOOD CRES	005-540-801	RSN	**R2**		2B05
1216 PINEWOOD CRES	009-942-599	RSN	**R2**		2B05
1224 PINEWOOD CRES	009-942-629	RSN	**R2**		2B05
1230 PINEWOOD CRES	009-943-293	RSN	**R2**		2B05
1176 PINEWOOD CRES	009-942-416	RSN	**R2**		2B05
1361 OAKWOOD CRES	010-280-189	RSN	**R2**		2B05
1357 OAKWOOD CRES	010-280-197	RSN	**R2**		2B05
1351 OAKWOOD CRES	004-584-686	RSN	**R2**		2B05
1347 OAKWOOD CRES	010-280-201	RSN	**R2**		2B05
1341 OAKWOOD CRES	010-280-219	RSN	**R2**		2B05
1336 OAKWOOD CRES	010-280-227	RSN	**R2**		2B05
1317 TATLOW AVE	010-280-235	RSN	**R2**		2B05
1303 TATLOW AVE	003-968-243	RSN	**R2**		2B05
1265 TATLOW AVE	010-042-431	RSN	**R2**		2B05
1247 TATLOW AVE	004-525-132	RSN	**R2**		2B05
1233 TATLOW AVE	010-042-458	RSN	**R2**		2B05
1205 TATLOW AVE	010-042-474	RSN	**R2**		2B05
1206 SILVERWOOD CRES	010-042-504	RSN	**R2**		2B05
1212 SILVERWOOD CRES	010-042-539	RSN	**R2**		2B05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1220 SILVERWOOD CRES	008-116-300	RSN	**R2**		2B05
1226 SILVERWOOD CRES	010-042-563	RSN	**R2**		2B05
1230 SILVERWOOD CRES	004-543-581	RSN	**R2**		2B05
1236 SILVERWOOD CRES	010-042-628	RSN	**R2**		2B05
1242 SILVERWOOD CRES	010-042-661	RSN	**R2**		2B05
1248 SILVERWOOD CRES	010-042-709	RSN	**R2**		2B05
1254 SILVERWOOD CRES	003-720-021	RSN	**R2**		2B05
1259 SILVERWOOD CRES	010-042-717	RSN	**R2**		2B05
1263 SILVERWOOD CRES	002-787-831	RSN	**R2**		2B05
1271 SILVERWOOD CRES	010-042-768	RSN	**R2**		2B05
1279 SILVERWOOD CRES	010-042-822	RSN	**R2**		2B05
1285 TATLOW AVE	010-042-377	RSN	**R2**		2B05
1285 SILVERWOOD CRES	008-527-709	RSN	**R2**		2B05
1289 SILVERWOOD CRES	010-002-146	RSN	**R2**		2B05
1293 SILVERWOOD CRES	010-002-154	RSN	**R2**		2B05
1297 SILVERWOOD CRES	003-619-729	RSN	**R2**		2B05
1260 SILVERWOOD CRES	006-009-280	RSN	**R2**		2B05
1219 SILVERWOOD CRES	010-041-290	RSN	**R2**		2B05
1211 SILVERWOOD CRES	004-503-643	RSN	**R2**		2B05
1268 SILVERWOOD CRES	008-569-291	RSN	**R2**		2B05
1274 SILVERWOOD CRES	010-041-320	RSN	**R2**		2B05
1207 SILVERWOOD CRES	010-041-354	RSN	**R2**		2B05
1181 SILVERWOOD CRES	010-002-090	RSN	**R2**		2B05
1292 SILVERWOOD CRES	010-002-103	RSN	**R2**		2B05
1169 SILVERWOOD CRES	010-002-111	RSN	**R2**		2B05
1298 SILVERWOOD CRES	010-002-120	RSN	**R2**		2B05
1153 SILVERWOOD CRES	010-002-138	RSN	**R2**		2B05
1280 SILVERWOOD CRES	010-002-073	RSN	**R2**		2B05
1199 SILVERWOOD CRES	010-002-081	RSN	**R2**		2B05
1286 SILVERWOOD CRES	008-290-334	RSN	**R2**		2B05
1193 TATLOW AVE	010-002-022	RSN	**R2**		2B05
1188 SILVERWOOD CRES	005-132-983	RSN	**R2**		2B05
1176 SILVERWOOD CRES	010-002-031	RSN	**R2**		2B05
1177 TATLOW AVE	010-002-049	RSN	**R2**		2B05
1155 TATLOW AVE	010-002-057	RSN	**R2**		2B05
1160 SILVERWOOD CRES	010-002-065	RSN	**R2**		2B05
1150 SILVERWOOD CRES	009-950-249	RSN	**R2**		2B05
1151 TATLOW AVE	009-950-311	RSN	**R2**		2B05
1699 MCBRIDE ST	010-001-948	RSN	**R2**		2B05
1132 MAPLEWOOD CRES	004-052-951	RSN	**R2**		2B05
1136 MAPLEWOOD CRES	010-002-006	RSN	**R2**		2B05
1140 MAPLEWOOD CRES	010-088-954	RSN	**R2**		2B05
1144 MAPLEWOOD CRES	010-002-014	RSN	**R2**		2B05
1148 MAPLEWOOD CRES	003-133-133	RSN	**R2**		2B05
1673 MCBRIDE ST	010-001-956	RSN	**R2**		2B05
1649 MCBRIDE ST	008-897-646	RSN	**R2**		2B05
1615 MCBRIDE ST	002-429-578	RSN	**R2**		2B05
1591 MCBRIDE ST	010-001-964	RSN	**R2**		2B05
1567 MCBRIDE ST	010-001-972	RSN	**R2**		2B05
1533 MCBRIDE ST	010-001-981	RSN	**R2**		2B05
1124 MAPLEWOOD CRES	010-001-999	RSN	**R2**		2B05
1128 MAPLEWOOD CRES	003-844-757	RSN	**R2**		2B05
1300 TATLOW AVE	010-138-943	RSN	**R2**		2B05
1287 ROSEWOOD CRES	010-139-141	RSN	**R2**		2B05
1283 ROSEWOOD CRES	004-717-694	RSN	**R2**		2B05
1279 ROSEWOOD CRES	010-139-192	RSN	**R2**		2B05
1274 ROSEWOOD CRES	004-352-394	RSN	**R2**		2B05
1270 ROSEWOOD CRES	010-139-222	RSN	**R2**		2B05
1264 ROSEWOOD CRES	010-139-231	RSN	**R2**		2B05
1260 ROSEWOOD CRES	010-139-249	RSN	**R2**		2B05
1254 ROSEWOOD CRES	010-139-257	RSN	**R2**		2B05
1250 ROSEWOOD CRES	010-139-265	RSN	**R2**		2B05
1244 ROSEWOOD CRES	005-247-144	RSN	**R2**		2B05
1286 TATLOW AVE	010-138-951	RSN	**R2**		2B05
1238 ROSEWOOD CRES	005-747-261	RSN	**R2**		2B05
1232 ROSEWOOD CRES	010-139-273	RSN	**R2**		2B05
1270 TATLOW AVE	010-138-986	RSN	**R2**		2B05
1256 TATLOW AVE	010-139-010	RSN	**R2**		2B05
1240 TATLOW AVE	010-139-036	RSN	**R2**		2B05
1226 TATLOW AVE	010-139-052	RSN	**R2**		2B05
1206 TATLOW AVE	010-139-061	RSN	**R2**		2B05
1299 ROSEWOOD CRES	002-469-430	RSN	**R2**		2B05
1293 ROSEWOOD CRES	003-186-059	RSN	**R2**		2B05
1398 FERNWOOD CRES	008-066-493	RSN	**R2**		2B05
1390 FERNWOOD CRES	010-229-922	RSN	**R2**		2B05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1384 FERNWOOD CRES	010-229-931	RSN	**R2**		2B05
1378 FERNWOOD CRES	010-230-297	RSN	**R2**		2B05
1335 FERNWOOD CRES	004-895-070	RSN	**R2**		2B05
1325 FERNWOOD CRES	010-230-327	RSN	**R2**		2B05
1315 FERNWOOD CRES	004-756-614	RSN	**R2**		2B05
1305 FERNWOOD CRES	010-230-351	RSN	**R2**		2B05
1397 REDWOOD ST	010-240-691	RSN	**R2**		2B05
1385 REDWOOD ST	010-240-713	RSN	**R2**		2B05
1373 REDWOOD ST	010-240-730	RSN	**R2**		2B05
1359 REDWOOD ST	010-240-764	RSN	**R2**		2B05
1345 REDWOOD ST	010-240-802	RSN	**R2**		2B05
1331 REDWOOD ST	006-559-832	RSN	**R2**		2B05
1345 FERNWOOD CRES	010-240-594	RSN	**R2**		2B05
1336 FERNWOOD CRES	010-240-624	RSN	**R2**		2B05
1326 FERNWOOD CRES	010-240-641	RSN	**R2**		2B05
1316 FERNWOOD CRES	010-240-675	RSN	**R2**		2B05
1306 FERNWOOD CRES	008-286-604	RSN	**R2**		2B05
1197 BEECHWOOD CRES	009-955-755	RSN	**R2**		2B05
1102 MAPLEWOOD CRES	009-955-798	RSN	**R2**		2B05
1108 MAPLEWOOD CRES	004-996-364	RSN	**R2**		2B05
1183 BEECHWOOD CRES	009-955-844	RSN	**R2**		2B05
1171 BEECHWOOD CRES	009-955-879	RSN	**R2**		2B05
1114 MAPLEWOOD CRES	009-955-917	RSN	**R2**		2B05
1120 MAPLEWOOD CRES	004-645-359	RSN	**R2**		2B05
1163 BEECHWOOD CRES	009-955-933	RSN	**R2**		2B05
1429 HOPE RD	014-701-341	RS4	**R2**		2B07
1701 PHILIP AVE	014-701-391	RS4	**R2**		2B07
1675 PHILIP AVE	014-701-405	RS4	**R2**		2B07
1661 PHILIP AVE	014-701-421	RS4	**R2**		2B07
1657 PHILIP AVE	007-471-793	RS4	**R2**		2B07
1647 PHILIP AVE	007-471-815	RS4	**R2**		2B07
1605 PHILIP AVE	005-410-070	RS4	**R2**		2B07
1783 PHILIP AVE	014-701-359	RS4	**R2**		2B07
1757 PHILIP AVE	011-806-711	RS4	**R2**		2B07
1745 PHILIP AVE	014-701-731	RS4	**R2**		2B07
1731 PHILIP AVE	009-851-461	RS4	**R2**		2B07
1723 PHILIP AVE	003-607-712	RS4	**R2**		2B07
1709 PHILIP AVE	014-701-383	RS4	**R2**		2B07
1779 PHILIP AVE	014-701-715	RS4	**R2**		2B07
1555 PHILIP AVE	014-526-816	RS4	**R2**		2B07
1543 PHILIP AVE	009-459-464	RS4	**R2**		2B07
1535 PHILIP AVE	014-526-832	RS4	**R2**		2B07
1527 PHILIP AVE	014-526-841	RS4	**R2**		2B07
1519 PHILIP AVE	014-526-859	RS4	**R2**		2B07
1511 PHILIP AVE	014-526-867	RS4	**R2**		2B07
1514 MACGOWAN AVE	004-281-608	RS4	**R2**		2B07
1520 MACGOWAN AVE	013-552-643	RS4	**R2**		2B07
1528 MACGOWAN AVE	004-546-351	RS4	**R2**		2B07
1536 MACGOWAN AVE	014-526-875	RS4	**R2**		2B07
1552 MACGOWAN AVE	014-526-891	RS4	**R2**		2B07
1560 MACGOWAN AVE	004-394-518	RS4	**R2**		2B07
1873 W 15TH ST	010-289-402	RSN	**R2**		2B07
1702 SOWDEN ST	010-290-354	RSN	**R2**		2B07
1716 SOWDEN ST	010-290-397	RSN	**R2**		2B07
1740 SOWDEN ST	010-290-494	RSN	**R2**		2B07
1766 SOWDEN ST	010-290-516	RSN	**R2**		2B07
1780 SOWDEN ST	010-290-541	RSN	**R2**		2B07
1796 SOWDEN ST	010-290-567	RSN	**R2**		2B07
1816 SOWDEN ST	004-206-231	RSN	**R2**		2B07
1840 SOWDEN ST	003-998-894	RSN	**R2**		2B07
1856 SOWDEN ST	010-291-288	RSN	**R2**		2B07
1851 W 15TH ST	010-289-445	RSN	**R2**		2B07
1825 W 15TH ST	010-290-087	RSN	**R2**		2B07
1805 W 15TH ST	010-290-133	RSN	**R2**		2B07
1795 W 15TH ST	006-025-161	RSN	**R2**		2B07
1773 W 15TH ST	010-290-176	RSN	**R2**		2B07
1751 W 15TH ST	004-254-104	RSN	**R2**		2B07
1725 W 15TH ST	010-290-206	RSN	**R2**		2B07
1705 W 15TH ST	010-290-273	RSN	**R2**		2B07
1871 MACGOWAN AVE	012-982-237	RS4	**R2**		2B07
1865 MACGOWAN AVE	012-982-245	RS4	**R2**		2B07
1843 MACGOWAN AVE	006-561-454	RS4	**R2**		2B07
1510 HOPE RD	012-982-253	RS4	**R2**		2B07
1520 HOPE RD	012-982-261	RS4	**R2**		2B07
1582 HOPE RD	012-982-270	RS4	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1590 HOPE RD	012-982-296	RS4	**R2**		2B07
1844 BOWSER AVE	012-982-318	RS4	**R2**		2B07
1850 BOWSER AVE	012-982-326	RS4	**R2**		2B07
1866 BOWSER AVE	004-162-781	RS4	**R2**		2B07
1890 BOWSER AVE	012-982-334	RS4	**R2**		2B07
1546 HOPE RD	004-584-139	RS4	**R2**		2B07
1595 GRAVELEY ST	015-049-337	RSPH	**R2**		2B07
1218 W 21ST ST	008-603-511	RSPH	**R2**		2B07
1375 W KEITH RD	008-450-099	RSPH	**R2**		2B07
1345 W KEITH RD	009-491-872	RSPH	**R2**		2B07
1337 W KEITH RD	009-491-881	RSPH	**R2**		2B07
2140 PEMBERTON AVE	004-849-124	RSPH	**R2**		2B07
1196 W 21ST ST	009-482-652	RSPH	**R2**		2B07
1346 HOPE RD	009-419-071	RS4	**R2**		2B07
1334 HOPE RD	009-419-098	RS4	**R2**		2B07
1440 HOPE RD	012-983-306	RS4	**R2**		2B07
1450 HOPE RD	009-215-468	RS4	**R2**		2B07
1466 HOPE RD	012-983-331	RS4	**R2**		2B07
1496 HOPE RD	007-942-567	RS4	**R2**		2B07
1800 MACGOWAN AVE	012-159-085	RS4	**R2**		2B07
2125 CORTELL ST	012-914-380	RSPH	**R2**		2B07
1052 W 21ST ST	002-960-788	RSPH	**R2**		2B07
1064 W 21ST ST	012-914-452	RSPH	**R2**		2B07
1076 W 21ST ST	012-914-461	RSPH	**R2**		2B07
1084 W 21ST ST	012-914-479	RSPH	**R2**		2B07
1090 W 21ST ST	012-914-495	RSPH	**R2**		2B07
1096 W 21ST ST	012-914-525	RSPH	**R2**		2B07
1085 W 22ND ST	005-509-513	RSPH	**R2**		2B07
1075 W 22ND ST	003-576-507	RSPH	**R2**		2B07
1065 W 22ND ST	012-914-355	RSPH	**R2**		2B07
2166 LLOYD AVE	005-157-773	RSPH	**R2**		2B07
1029 W 22ND ST	010-314-571	RSPH	**R2**		2B07
2184 CORTELL ST	002-685-281	RSPH	**R2**		2B07
2170 CORTELL ST	010-314-831	RSPH	**R2**		2B07
2156 CORTELL ST	010-314-849	RSPH	**R2**		2B07
2140 CORTELL ST	010-314-873	RSPH	**R2**		2B07
2128 CORTELL ST	004-355-407	RSPH	**R2**		2B07
2114 CORTELL ST	010-314-946	RSPH	**R2**		2B07
1017 W 22ND ST	010-315-039	RSPH	**R2**		2B07
2195 CORTELL ST	010-170-855	RSPH	**R2**		2B07
2175 CORTELL ST	010-170-944	RSPH	**R2**		2B07
2150 BRIDGMAN AVE	009-125-272	RSPH	**R2**		2B07
2138 BRIDGMAN AVE	008-275-874	RSPH	**R2**		2B07
1224 W 21ST ST	009-124-781	RSPH	**R2**		2B07
2141 PEMBERTON AVE	005-900-620	RSPH	**R2**		2B07
1750 MCGUIRE AVE	009-059-806	RS4	**R2**		2B07
1760 MCGUIRE AVE	008-286-141	RS4	**R2**		2B07
2148 W KEITH RD	008-999-708	RSPH	**R2**		2B07
2134 W KEITH RD	008-999-716	RSPH	**R2**		2B07
2122 W KEITH RD	008-999-732	RSPH	**R2**		2B07
2226 W KEITH RD	012-975-109	RSPH	**R2**		2B07
2075 PHILIP AVE	012-974-951	RSPH	**R2**		2B07
1458 W 22ND ST	012-975-117	RSPH	**R2**		2B07
2101 PHILIP AVE	012-974-960	RSPH	**R2**		2B07
1199 W 22ND ST	012-913-502	RSPH	**R2**		2B07
1125 W 22ND ST	011-187-867	RSPH	**R2**		2B07
1115 W 22ND ST	012-913-855	RSPH	**R2**		2B07
2177 LLOYD AVE	012-913-871	RSPH	**R2**		2B07
1122 W 21ST ST	012-913-901	RSPH	**R2**		2B07
1132 W 21ST ST	012-913-910	RSPH	**R2**		2B07
1140 W 21ST ST	012-913-944	RSPH	**R2**		2B07
1144 W 21ST ST	012-913-979	RSPH	**R2**		2B07
1152 W 21ST ST	012-914-002	RSPH	**R2**		2B07
1193 W 22ND ST	012-913-561	RSPH	**R2**		2B07
1160 W 21ST ST	012-914-053	RSPH	**R2**		2B07
1162 W 21ST ST	012-914-096	RSPH	**R2**		2B07
1164 W 21ST ST	005-226-601	RSPH	**R2**		2B07
1181 W 22ND ST	012-913-600	RSPH	**R2**		2B07
1171 W 22ND ST	012-913-642	RSPH	**R2**		2B07
1159 W 22ND ST	011-927-119	RSPH	**R2**		2B07
1153 W 22ND ST	012-913-685	RSPH	**R2**		2B07
1147 W 22ND ST	012-913-715	RSPH	**R2**		2B07
1139 W 22ND ST	012-913-774	RSPH	**R2**		2B07
1133 W 22ND ST	012-913-812	RSPH	**R2**		2B07
2145 LLOYD AVE	012-914-177	RSPH	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2125 LLOYD AVE	012-914-223	RSPH	**R2**		2B07
2238 W KEITH RD	012-975-168	RSPH	**R2**		2B07
2215 PHILIP AVE	012-975-125	RSPH	**R2**		2B07
2231 PHILIP AVE	003-667-987	RSPH	**R2**		2B07
2235 PHILIP AVE	012-975-184	RSPH	**R2**		2B07
2234 W KEITH RD	012-975-176	RSPH	**R2**		2B07
2187 PHILIP AVE	012-975-061	RSPH	**R2**		2B07
2168 W KEITH RD	012-975-044	RSPH	**R2**		2B07
2162 W KEITH RD	012-975-052	RSPH	**R2**		2B07
2197 PHILIP AVE	012-975-079	RSPH	**R2**		2B07
2157 PHILIP AVE	012-975-087	RSPH	**R2**		2B07
2147 PHILIP AVE	012-975-036	RSPH	**R2**		2B07
2120 W KEITH RD	012-974-986	RSPH	**R2**		2B07
2110 W KEITH RD	012-974-994	RSPH	**R2**		2B07
2105 PHILIP AVE	012-975-001	RSPH	**R2**		2B07
2111 PHILIP AVE	012-975-010	RSPH	**R2**		2B07
2143 PHILIP AVE	012-975-028	RSPH	**R2**		2B07
1316 W 21ST ST	008-846-561	RSPH	**R2**		2B07
1324 W 21ST ST	008-846-570	RSPH	**R2**		2B07
2084 W KEITH RD	012-974-897	RSPH	**R2**		2B07
2078 W KEITH RD	012-974-901	RSPH	**R2**		2B07
2076 W KEITH RD	012-974-919	RSPH	**R2**		2B07
2060 W KEITH RD	003-538-303	RSPH	**R2**		2B07
2052 W KEITH RD	012-974-927	RSPH	**R2**		2B07
2037 PHILIP AVE	012-974-935	RSPH	**R2**		2B07
2051 PHILIP AVE	012-974-943	RSPH	**R2**		2B07
2046 W KEITH RD	004-328-612	RSPH	**R2**		2B07
2015 PHILIP AVE	012-974-889	RSPH	**R2**		2B07
2030 W KEITH RD	012-974-871	RSPH	**R2**		2B07
2020 W KEITH RD	011-143-592	RSPH	**R2**		2B07
1490 W KEITH RD	011-143-614	RSPH	**R2**		2B07
2011 PHILIP AVE	007-746-792	RSPH	**R2**		2B07
2233 W KEITH RD	011-651-164	RSPH	**R2**		2B07
2216 BOWSER AVE	013-372-653	RSPH	**R2**		2B07
2210 BOWSER AVE	013-372-661	RSPH	**R2**		2B07
2140 BOWSER AVE	012-974-552	RSPH	**R2**		2B07
	012-974-579	RSPH	**R2**		2B07
2016 BOWSER AVE	012-974-463	RSPH	**R2**		2B07
2016 BOWSER AVE	012-974-480	RSPH	**R2**		2B07
2161 W KEITH RD	012-974-803	RSPH	**R2**		2B07
2165 W KEITH RD	012-974-820	RSPH	**R2**		2B07
2156 BOWSER AVE	023-847-697	RSPH	**R2**		2B07
1297 W 22ND ST	012-911-011	RSPH	**R2**		2B07
1219 W 22ND ST	012-911-224	RSPH	**R2**		2B07
1205 W 22ND ST	012-911-267	RSPH	**R2**		2B07
1232 W 21ST ST	012-911-291	RSPH	**R2**		2B07
1240 W 21ST ST	012-911-321	RSPH	**R2**		2B07
1252 W 21ST ST	007-046-499	RSPH	**R2**		2B07
1264 W 21ST ST	012-911-356	RSPH	**R2**		2B07
1285 W 22ND ST	012-911-038	RSPH	**R2**		2B07
1276 W 21ST ST	012-911-372	RSPH	**R2**		2B07
1278 W 21ST ST	012-911-445	RSPH	**R2**		2B07
1280 W 21ST ST	012-911-470	RSPH	**R2**		2B07
1281 W 22ND ST	007-467-699	RSPH	**R2**		2B07
1277 W 22ND ST	007-210-493	RSPH	**R2**		2B07
1271 W 22ND ST	012-911-054	RSPH	**R2**		2B07
1265 W 22ND ST	009-124-454	RSPH	**R2**		2B07
1249 W 22ND ST	012-911-062	RSPH	**R2**		2B07
1239 W 22ND ST	025-938-614	RSPH	**R2**		2B07
1233 W 22ND ST	025-938-622	RSPH	**R2**		2B07
1227 W 22ND ST	025-938-631	RSPH	**R2**		2B07
1356 W 22ND ST	008-737-843	RSPH	**R2**		2B07
1348 W 22ND ST	008-737-860	RSPH	**R2**		2B07
1330 W 22ND ST	008-737-878	RSPH	**R2**		2B07
1324 W 22ND ST	008-737-908	RSPH	**R2**		2B07
1318 W 22ND ST	008-737-924	RSPH	**R2**		2B07
2205 BRIDGMAN AVE	008-737-967	RSPH	**R2**		2B07
2202 BOWSER AVE	013-372-670	RSPH	**R2**		2B07
2185 W KEITH RD	007-099-126	RSPH	**R2**		2B07
2201 W KEITH RD	003-571-416	RSPH	**R2**		2B07
2203 W KEITH RD	006-907-342	RSPH	**R2**		2B07
2133 W KEITH RD	012-974-633	RSPH	**R2**		2B07
2134 BOWSER AVE	012-974-587	RSPH	**R2**		2B07
2103 W KEITH RD	002-777-380	RSPH	**R2**		2B07
2121 W KEITH RD	012-974-595	RSPH	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2129 W KEITH RD	012-974-609	RSPH	**R2**		2B07
2131 W KEITH RD	012-974-625	RSPH	**R2**		2B07
2085 W KEITH RD	012-974-544	RSPH	**R2**		2B07
2051 W KEITH RD	012-974-501	RSPH	**R2**		2B07
2059 W KEITH RD	006-092-314	RSPH	**R2**		2B07
2065 W KEITH RD	012-974-510	RSPH	**R2**		2B07
2073 W KEITH RD	012-974-528	RSPH	**R2**		2B07
2066 BOWSER AVE	012-974-439	RSPH	**R2**		2B07
1520 GRAVELEY ST	004-618-602	RSPH	**R2**		2B07
1506 GRAVELEY ST	012-974-404	RSPH	**R2**		2B07
2037 W KEITH RD	012-974-412	RSPH	**R2**		2B07
1980 PEMBERTON AVE	007-972-954	RSPH	**R2**		2B07
1970 PEMBERTON AVE	007-972-971	RSPH	**R2**		2B07
1950 PEMBERTON AVE	007-973-004	RSPH	**R2**		2B07
2234 CAPILANO RD	014-407-442	RS4	**R2**		2B07
2190 PHILIP AVE	012-909-742	RSPH	**R2**		2B07
1321 W 22ND ST	012-910-155	RSPH	**R2**		2B07
1311 W 22ND ST	010-166-009	RSPH	**R2**		2B07
2187 BRIDGMAN AVE	006-090-532	RSPH	**R2**		2B07
2125 BRIDGMAN AVE	012-910-198	RSPH	**R2**		2B07
1332 W 21ST ST	012-910-236	RSPH	**R2**		2B07
1340 W 21ST ST	012-910-295	RSPH	**R2**		2B07
1348 W 21ST ST	012-910-350	RSPH	**R2**		2B07
1356 W 21ST ST	012-910-392	RSPH	**R2**		2B07
1393 W 22ND ST	012-909-777	RSPH	**R2**		2B07
1368 W 21ST ST	012-910-431	RSPH	**R2**		2B07
1374 W 21ST ST	002-844-389	RSPH	**R2**		2B07
1380 W 21ST ST	012-910-465	RSPH	**R2**		2B07
1386 W 21ST ST	012-910-490	RSPH	**R2**		2B07
1381 W 22ND ST	012-909-793	RSPH	**R2**		2B07
1373 W 22ND ST	012-909-823	RSPH	**R2**		2B07
1365 W 22ND ST	012-909-858	RSPH	**R2**		2B07
1355 W 22ND ST	012-909-866	RSPH	**R2**		2B07
1349 W 22ND ST	012-910-007	RSPH	**R2**		2B07
1341 W 22ND ST	012-910-023	RSPH	**R2**		2B07
1335 W 22ND ST	012-910-091	RSPH	**R2**		2B07
1396 W 21ST ST	013-100-653	RSPH	**R2**		2B07
1998 CORTELL ST	007-956-061	RSPH	**R2**		2B07
1005 CORTELL ST	007-956-088	RSPH	**R2**		2B07
2233 LLOYD AVE	007-783-361	RSPH	**R2**		2B07
1110 W 22ND ST	007-783-388	RSPH	**R2**		2B07
1897 CAPILANO RD	003-996-255	RS3	**R2**		2B07
1893 CAPILANO RD	003-996-263	RS3	**R2**		2B07
1863 CAPILANO RD	012-072-834	RS3	**R2**		2B07
1863 CAPILANO RD	012-072-907	RS3	**R2**		2B07
1395 W 21ST ST	011-408-227	RSPH	**R2**		2B07
1305 W 21ST ST	011-408-308	RSPH	**R2**		2B07
2075 BRIDGMAN AVE	010-163-140	RSPH	**R2**		2B07
2065 BRIDGMAN AVE	004-647-564	RSPH	**R2**		2B07
3-2027 BRIDGMAN AVE		RSPH	**R2**		2B07
2011 BRIDGMAN AVE	011-408-324	RSPH	**R2**		2B07
1300 W KEITH RD	011-408-341	RSPH	**R2**		2B07
1310 W KEITH RD	011-408-359	RSPH	**R2**		2B07
1324 W KEITH RD	011-408-367	RSPH	**R2**		2B07
1387 W 21ST ST	011-408-235	RSPH	**R2**		2B07
1344 W KEITH RD	011-408-375	RSPH	**R2**		2B07
1360 W KEITH RD	011-408-448	RSPH	**R2**		2B07
1388 W KEITH RD	011-408-383	RSPH	**R2**		2B07
1381 W 21ST ST	004-783-310	RSPH	**R2**		2B07
1375 W 21ST ST	011-408-243	RSPH	**R2**		2B07
1365 W 21ST ST	011-408-260	RSPH	**R2**		2B07
1357 W 21ST ST	008-571-988	RSPH	**R2**		2B07
1347 W 21ST ST	011-408-278	RSPH	**R2**		2B07
1335 W 21ST ST	011-408-286	RSPH	**R2**		2B07
1329 W 21ST ST	011-408-294	RSPH	**R2**		2B07
1495 W KEITH RD	008-076-308	RSPH	**R2**		2B07
1473 W KEITH RD	011-103-973	RSPH	**R2**		2B07
1419 W KEITH RD	011-104-007	RSPH	**R2**		2B07
1415 W KEITH RD	011-104-023	RSPH	**R2**		2B07
1382 W KEITH RD	010-260-781	RSPH	**R2**		2B07
1376 W KEITH RD	010-260-820	RSPH	**R2**		2B07
1582 GRAVELEY ST	007-647-549	RSPH	**R2**		2B07
1590 GRAVELEY ST	007-647-565	RSPH	**R2**		2B07
1381 W 17TH ST	007-654-227	RS4	**R2**		2B07
1369 W 17TH ST	007-654-235	RS4	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2151 CAPILANO RD	007-625-090	RS4	**R2**		2B07
2185 CAPILANO RD	007-625-103	RS4	**R2**		2B07
2012 CORTELL ST	007-612-362	RSPH	**R2**		2B07
2174 LLOYD AVE	007-369-743	RSPH	**R2**		2B07
1095 W 22ND ST	007-369-751	RSPH	**R2**		2B07
1404 HOPE RD	007-339-241	RS4	**R2**		2B07
1412 HOPE RD	007-339-267	RS4	**R2**		2B07
1430 HOPE RD	007-339-275	RS4	**R2**		2B07
1763 PHILIP AVE	007-336-187	RS4	**R2**		2B07
1689 TATLOW AVE	003-587-517	RS4	**R2**		2B07
1677 TATLOW AVE	006-306-713	RS4	**R2**		2B07
1763 MACGOWAN AVE	007-426-151	RS4	**R2**		2B07
1751 MACGOWAN AVE	007-426-178	RS4	**R2**		2B07
1125 W 21ST ST	011-125-233	RSPH	**R2**		2B07
1117 W 21ST ST	011-408-081	RSPH	**R2**		2B07
2075 LLOYD AVE	005-152-470	RSPH	**R2**		2B07
2015 LLOYD AVE	007-147-988	RSPH	**R2**		2B07
1116 W 20TH ST	011-408-090	RSPH	**R2**		2B07
1120 W 20TH ST	011-408-103	RSPH	**R2**		2B07
1136 W 20TH ST	011-408-111	RSPH	**R2**		2B07
1140 W 20TH ST	011-408-120	RSPH	**R2**		2B07
1146 W 20TH ST	003-049-442	RSPH	**R2**		2B07
1152 W 20TH ST	011-408-138	RSPH	**R2**		2B07
1160 W 20TH ST	011-408-146	RSPH	**R2**		2B07
1168 W 20TH ST	011-408-162	RSPH	**R2**		2B07
1174 W 20TH ST	011-408-189	RSPH	**R2**		2B07
1182 W 20TH ST	011-408-197	RSPH	**R2**		2B07
1196 W 20TH ST	011-408-201	RSPH	**R2**		2B07
1177 W 21ST ST	011-408-022	RSPH	**R2**		2B07
1169 W 21ST ST	011-408-049	RSPH	**R2**		2B07
1151 W 21ST ST	006-905-986	RSPH	**R2**		2B07
1143 W 21ST ST	011-408-057	RSPH	**R2**		2B07
1139 W 21ST ST	011-408-065	RSPH	**R2**		2B07
1131 W 21ST ST	011-408-073	RSPH	**R2**		2B07
1183 W 21ST ST	011-408-006	RSPH	**R2**		2B07
2050 PEMBERTON AVE	011-408-014	RSPH	**R2**		2B07
1685 PHILIP AVE	005-715-687	RS4	**R2**		2B07
1679 PHILIP AVE	007-550-227	RS4	**R2**		2B07
2033 MCLALLEN CRT	007-286-759	RS4	**R2**		2B07
2035 MCLALLEN CRT	007-286-767	RS4	**R2**		2B07
2037 MCLALLEN CRT	007-286-783	RS4	**R2**		2B07
2039 MCLALLEN CRT	007-286-805	RS4	**R2**		2B07
2041 MCLALLEN CRT	007-286-813	RS4	**R2**		2B07
2065 SANDOWN PL	007-286-821	RS4	**R2**		2B07
2061 SANDOWN PL	007-286-848	RS4	**R2**		2B07
2053 SANDOWN PL	007-286-856	RS4	**R2**		2B07
2057 MCLALLEN CRT	007-286-864	RS4	**R2**		2B07
2045 SANDOWN PL	007-286-945	RS4	**R2**		2B07
2025 FLYNN PL	007-281-668	RS4	**R2**		2B07
2011 FLYNN PL	004-976-177	RS4	**R2**		2B07
2012 FLYNN PL	007-281-706	RS4	**R2**		2B07
2026 FLYNN PL	007-281-722	RS4	**R2**		2B07
2038 FLYNN PL	007-281-757	RS4	**R2**		2B07
2052 FLYNN PL	007-281-773	RS4	**R2**		2B07
2066 FLYNN PL	007-281-803	RS4	**R2**		2B07
2080 FLYNN PL	007-281-871	RS4	**R2**		2B07
2096 FLYNN PL	007-281-889	RS4	**R2**		2B07
2164 CHICORY LANE	007-281-901	RS4	**R2**		2B07
2184 CHICORY LANE	007-281-919	RS4	**R2**		2B07
2195 CHICORY LANE	007-281-935	RS4	**R2**		2B07
2175 CHICORY LANE	007-281-943	RS4	**R2**		2B07
2155 CHICORY LANE	007-281-951	RS4	**R2**		2B07
2095 FLYNN PL	007-281-561	RS4	**R2**		2B07
2081 FLYNN PL	007-281-579	RS4	**R2**		2B07
2065 FLYNN PL	007-281-595	RS4	**R2**		2B07
2051 FLYNN PL	002-726-521	RS4	**R2**		2B07
2039 FLYNN PL	007-281-617	RS4	**R2**		2B07
2050 SANDOWN PL	007-273-878	RS4	**R2**		2B07
2040 SANDOWN PL	007-273-908	RS4	**R2**		2B07
2030 SANDOWN PL	007-273-932	RS4	**R2**		2B07
2020 SANDOWN PL	007-273-959	RS4	**R2**		2B07
2021 PHILIP AVE	007-266-952	RSPH	**R2**		2B07
2029 PHILIP AVE	007-266-979	RSPH	**R2**		2B07
2010 SANDOWN PL	007-261-225	RS4	**R2**		2B07
1766 TATLOW AVE	004-057-236	RS4	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1746 TATLOW AVE	007-243-391	RS4	**R2**		2B07
1070 CORTELL ST	011-407-859	RSPH	**R2**		2B07
1064 CORTELL ST	011-407-875	RSPH	**R2**		2B07
1058 CORTELL ST	011-407-883	RSPH	**R2**		2B07
1050 CORTELL ST	011-407-891	RSPH	**R2**		2B07
	011-407-905	RSPH	**R2**		2B07
2007 CORTELL ST	011-407-913	RSPH	**R2**		2B07
2015 CORTELL ST	011-407-921	RSPH	**R2**		2B07
2031 CORTELL ST	011-407-930	RSPH	**R2**		2B07
2043 CORTELL ST	011-407-948	RSPH	**R2**		2B07
2049 CORTELL ST	012-394-033	RSPH	**R2**		2B07
2055 CORTELL ST	011-407-964	RSPH	**R2**		2B07
1055 W 21ST ST	011-407-972	RSPH	**R2**		2B07
2028 LLOYD AVE	003-359-824	RSPH	**R2**		2B07
2012 LLOYD AVE	006-247-636	RSPH	**R2**		2B07
2000 LLOYD AVE	011-407-824	RSPH	**R2**		2B07
	011-407-832	RSPH	**R2**		2B07
1096 CORTELL ST	011-407-841	RSPH	**R2**		2B07
1079 W 21ST ST	004-231-066	RSPH	**R2**		2B07
1089 W 21ST ST	010-283-889	RSPH	**R2**		2B07
1095 W 21ST ST	010-283-919	RSPH	**R2**		2B07
2036 LLOYD AVE	010-283-935	RSPH	**R2**		2B07
1954 SANDOWN PL	007-230-451	RS3	**R2**		2B07
1966 SANDOWN PL	005-824-206	RS3	**R2**		2B07
1962 SANDOWN PL	007-230-460	RS3	**R2**		2B07
1958 SANDOWN PL	002-488-400	RS3	**R2**		2B07
1761 TATLOW AVE	007-147-074	RS4	**R2**		2B07
1717 TATLOW AVE	004-186-907	RS4	**R2**		2B07
2100 BOWSER AVE	007-143-559	RSPH	**R2**		2B07
2080 BOWSER AVE	007-143-575	RSPH	**R2**		2B07
2070 BOWSER AVE	007-143-591	RSPH	**R2**		2B07
1075 CORTELL ST	007-081-545	RSPH	**R2**		2B07
1071 CORTELL ST	007-081-570	RSPH	**R2**		2B07
1675 GARDEN AVE	007-074-913	RS4	**R2**		2B07
1671 GARDEN AVE	007-074-930	RS4	**R2**		2B07
1871 PHILIP AVE	007-071-612	RS4	**R2**		2B07
1861 PHILIP AVE	007-071-639	RS4	**R2**		2B07
1183 CORTELL ST	011-769-939	RSPH	**R2**		2B07
1189 CORTELL ST	011-769-947	RSPH	**R2**		2B07
1197 CORTELL ST	011-769-955	RSPH	**R2**		2B07
1017 CORTELL ST	011-769-602	RSPH	**R2**		2B07
1035 CORTELL ST	011-769-611	RSPH	**R2**		2B07
1041 CORTELL ST	011-769-637	RSPH	**R2**		2B07
1045 CORTELL ST	008-172-676	RSPH	**R2**		2B07
1051 CORTELL ST	011-769-653	RSPH	**R2**		2B07
1065 CORTELL ST	012-079-952	RSPH	**R2**		2B07
1097 CORTELL ST	011-769-661	RSPH	**R2**		2B07
2060 CORTELL ST	008-762-651	RSPH	**R2**		2B07
1115 CORTELL ST	011-769-769	RSPH	**R2**		2B07
1123 CORTELL ST	011-769-793	RSPH	**R2**		2B07
1127 CORTELL ST	011-127-007	RSPH	**R2**		2B07
1135 CORTELL ST	011-769-815	RSPH	**R2**		2B07
1141 CORTELL ST	011-769-840	RSPH	**R2**		2B07
1149 CORTELL ST	011-769-891	RSPH	**R2**		2B07
1159 CORTELL ST	011-769-904	RSPH	**R2**		2B07
1163 CORTELL ST	011-769-912	RSPH	**R2**		2B07
1165 CORTELL ST	011-769-921	RSPH	**R2**		2B07
1169 CORTELL ST	007-009-674	RSPH	**R2**		2B07
1170 W KEITH RD	011-769-963	RSPH	**R2**		2B07
1160 W KEITH RD	011-769-971	RSPH	**R2**		2B07
1156 W KEITH RD	011-769-998	RSPH	**R2**		2B07
1150 W KEITH RD	011-411-864	RSPH	**R2**		2B07
1144 W KEITH RD	011-770-007	RSPH	**R2**		2B07
1140 W KEITH RD	011-770-015	RSPH	**R2**		2B07
1128 W KEITH RD	011-770-023	RSPH	**R2**		2B07
1124 W 19TH ST	011-770-031	RSPH	**R2**		2B07
1110 W 19TH ST	011-770-040	RSPH	**R2**		2B07
1102 W 19TH ST	011-770-066	RSPH	**R2**		2B07
1094 W 19TH ST	011-770-082	RSPH	**R2**		2B07
1070 W 19TH ST	005-701-121	RSPH	**R2**		2B07
1060 W 19TH ST	011-770-104	RSPH	**R2**		2B07
1050 W 19TH ST	008-343-021	RSPH	**R2**		2B07
2044 CORTELL ST	011-769-360	RSPH	**R2**		2B07
1040 W 19TH ST	008-343-004	RSPH	**R2**		2B07
1030 W 19TH ST	011-770-112	RSPH	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1028 W 19TH ST	011-771-054	RSPH	**R2**		2B07
1026 W 19TH ST	011-771-071	RSPH	**R2**		2B07
	011-771-089	RSPH	**R2**		2B07
2032 CORTELL ST	011-769-416	RSPH	**R2**		2B07
2002 CORTELL ST	011-771-593	RSPH	**R2**		2B07
1378 W 17TH ST	006-017-142	RS4	**R2**		2B07
2151 PHILIP AVE	006-997-406	RSPH	**R2**		2B07
2155 PHILIP AVE	006-997-422	RSPH	**R2**		2B07
1787 MACGOWAN AVE	005-678-536	RS4	**R2**		2B07
1705 MACGOWAN AVE	014-847-451	RS4	**R2**		2B07
1695 MACGOWAN AVE	014-847-469	RS4	**R2**		2B07
1677 MACGOWAN AVE	008-144-486	RS4	**R2**		2B07
1669 MACGOWAN AVE	008-144-494	RS4	**R2**		2B07
1665 MACGOWAN AVE	011-850-540	RS4	**R2**		2B07
1646 BOWSER AVE	014-847-477	RS4	**R2**		2B07
1662 BOWSER AVE	014-847-485	RS4	**R2**		2B07
1678 BOWSER AVE	015-947-441	RS4	**R2**		2B07
3-1771 MACGOWAN AVE		RS4	**R2**		2B07
1688 BOWSER AVE	014-847-493	RS4	**R2**		2B07
1698 BOWSER AVE	014-847-507	RS4	**R2**		2B07
1710 BOWSER AVE	004-387-996	RS4	**R2**		2B07
1720 BOWSER AVE	010-864-024	RS4	**R2**		2B07
1728 BOWSER AVE	010-827-641	RS4	**R2**		2B07
1730 BOWSER AVE	006-207-111	RS4	**R2**		2B07
1750 BOWSER AVE	008-292-922	RS4	**R2**		2B07
1780 BOWSER AVE	014-847-515	RS4	**R2**		2B07
1782 BOWSER AVE	014-847-523	RS4	**R2**		2B07
1784 BOWSER AVE	014-847-531	RS4	**R2**		2B07
1585 HOPE RD	014-847-540	RS4	**R2**		2B07
1731 MACGOWAN AVE	013-629-808	RS4	**R2**		2B07
1729 MACGOWAN AVE	013-629-824	RS4	**R2**		2B07
1715 MACGOWAN AVE	014-847-434	RS4	**R2**		2B07
1711 MACGOWAN AVE	014-847-442	RS4	**R2**		2B07
1200 W 22ND ST	012-920-118	RSPH	**R2**		2B07
1218 W 22ND ST	012-920-134	RSPH	**R2**		2B07
1224 W 22ND ST	012-920-142	RSPH	**R2**		2B07
1230 W 22ND ST	012-920-177	RSPH	**R2**		2B07
1238 W 22ND ST	012-920-193	RSPH	**R2**		2B07
1254 W 22ND ST	012-920-215	RSPH	**R2**		2B07
1272 W 22ND ST	012-920-240	RSPH	**R2**		2B07
1276 W 22ND ST	012-920-274	RSPH	**R2**		2B07
1280 W 22ND ST	012-920-291	RSPH	**R2**		2B07
1284 W 22ND ST	012-920-312	RSPH	**R2**		2B07
1288 W 22ND ST	012-920-347	RSPH	**R2**		2B07
2220 BRIDGMAN AVE	012-920-371	RSPH	**R2**		2B07
1465 W 22ND ST	006-918-026	RSPH	**R2**		2B07
2180 W KEITH RD	004-871-138	RSPH	**R2**		2B07
1730 HOPE RD	003-448-487	RS4	**R2**		2B07
1720 HOPE RD	004-893-557	RS4	**R2**		2B07
1710 HOPE RD	006-244-190	RS4	**R2**		2B07
1350 W KEITH RD	006-641-342	RSPH	**R2**		2B07
1346 W KEITH RD	006-641-369	RSPH	**R2**		2B07
1574 HOPE RD	007-307-161	RS5	**R2**	S1	2B07
1564 HOPE RD	007-307-187	RS5	**R2**	S1	2B07
1440 W 15TH ST	005-893-763	RS4	**R2**		2B07
1505 PHILIP AVE	005-893-828	RS4	**R2**		2B07
1388 W 17TH ST	008-217-840	RS4	**R2**		2B07
1384 W 17TH ST	008-217-874	RS4	**R2**		2B07
2170 CAPILANO RD	009-746-714	RS4	**R2**		2B07
2180 CAPILANO RD	009-746-722	RS4	**R2**		2B07
2202 CAPILANO RD	009-746-731	RS4	**R2**		2B07
2052 CAPILANO RD	012-231-762	RS4	**R2**		2B07
1688 HOPE RD	014-969-441	RS4	**R2**		2B07
1680 HOPE RD	014-969-599	RS4	**R2**		2B07
1691 W 15TH ST	010-286-501	RSN	**R2**		2B07
1505 W 15TH ST	008-783-004	RSN	**R2**		2B07
1495 W 15TH ST	010-286-578	RSN	**R2**		2B07
1473 W 15TH ST	010-286-586	RSN	**R2**		2B07
1453 W 15TH ST	010-286-594	RSN	**R2**		2B07
1427 W 15TH ST	010-286-608	RSN	**R2**		2B07
1407 W 15TH ST	010-286-616	RSN	**R2**		2B07
1408 SOWDEN ST	010-286-624	RSN	**R2**		2B07
1428 SOWDEN ST	010-286-641	RSN	**R2**		2B07
1454 SOWDEN ST	010-286-659	RSN	**R2**		2B07
1476 SOWDEN ST	009-035-915	RSN	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1673 W 15TH ST	010-286-519	RSN	**R2**		2B07
1494 SOWDEN ST	007-895-763	RSN	**R2**		2B07
1506 SOWDEN ST	010-286-667	RSN	**R2**		2B07
1526 SOWDEN ST	010-286-675	RSN	**R2**		2B07
1552 SOWDEN ST	008-705-836	RSN	**R2**		2B07
1574 SOWDEN ST	002-488-248	RSN	**R2**		2B07
1592 SOWDEN ST	007-984-359	RSN	**R2**		2B07
1606 SOWDEN ST	010-286-683	RSN	**R2**		2B07
1626 SOWDEN ST	010-286-691	RSN	**R2**		2B07
1652 SOWDEN ST	010-286-705	RSN	**R2**		2B07
1674 SOWDEN ST	010-286-713	RSN	**R2**		2B07
1651 W 15TH ST	005-280-931	RSN	**R2**		2B07
1692 SOWDEN ST	010-087-281	RSN	**R2**		2B07
1625 W 15TH ST	010-286-535	RSN	**R2**		2B07
1605 W 15TH ST	010-286-543	RSN	**R2**		2B07
1593 W 15TH ST	004-684-427	RSN	**R2**		2B07
1571 W 15TH ST	004-792-947	RSN	**R2**		2B07
1561 W 15TH ST	010-286-551	RSN	**R2**		2B07
1525 W 15TH ST	010-286-560	RSN	**R2**		2B07
2236 BOWSER AVE	013-372-874	RSPH	**R2**		2B07
2205 W KEITH RD	013-372-882	RSPH	**R2**		2B07
1998 PEMBERTON AVE	011-407-697	RSPH	**R2**		2B07
1106 CORTELL ST	002-861-062	RSPH	**R2**		2B07
1112 CORTELL ST	002-861-071	RSPH	**R2**		2B07
1130 CORTELL ST	011-407-701	RSPH	**R2**		2B07
1134 CORTELL ST	007-760-345	RSPH	**R2**		2B07
1140 CORTELL ST	005-153-999	RSPH	**R2**		2B07
1990 PEMBERTON AVE	011-407-611	RSPH	**R2**		2B07
1146 CORTELL ST	011-407-719	RSPH	**R2**		2B07
1150 CORTELL ST	011-407-727	RSPH	**R2**		2B07
1154 CORTELL ST	011-407-743	RSPH	**R2**		2B07
1162 CORTELL ST	011-407-751	RSPH	**R2**		2B07
1168 CORTELL ST	011-407-760	RSPH	**R2**		2B07
1172 CORTELL ST	011-407-778	RSPH	**R2**		2B07
1180 CORTELL ST	011-407-786	RSPH	**R2**		2B07
1194 CORTELL ST	005-714-486	RSPH	**R2**		2B07
1194 CORTELL ST	005-714-508	RSPH	**R2**		2B07
1944 PEMBERTON AVE	011-407-620	RSPH	**R2**		2B07
1299 W 15TH ST	010-208-780	RSN	**R2**		2B07
1287 W 15TH ST	010-208-810	RSN	**R2**		2B07
1277 W 15TH ST	010-208-844	RSN	**R2**		2B07
1269 W 15TH ST	004-007-344	RSN	**R2**		2B07
1259 W 15TH ST	010-208-879	RSN	**R2**		2B07
1249 W 15TH ST	008-566-933	RSN	**R2**		2B07
1240 SOWDEN ST	007-768-486	RSN	**R2**		2B07
1250 SOWDEN ST	010-208-933	RSN	**R2**		2B07
1262 SOWDEN ST	002-440-997	RSN	**R2**		2B07
1272 SOWDEN ST	010-208-968	RSN	**R2**		2B07
1284 SOWDEN ST	010-208-976	RSN	**R2**		2B07
1296 SOWDEN ST	010-209-018	RSN	**R2**		2B07
1619 HOPE RD	007-103-034	RS4	**R2**		2B07
1697 BOWSER AVE	006-834-736	RS4	**R2**		2B07
1685 BOWSER AVE	014-846-365	RS4	**R2**		2B07
1675 BOWSER AVE	012-671-134	RS4	**R2**		2B07
1665 BOWSER AVE	013-483-706	RS4	**R2**		2B07
1657 BOWSER AVE	013-483-722	RS4	**R2**		2B07
1662 TATLOW AVE	013-011-391	RS4	**R2**		2B07
1664 TATLOW AVE	008-144-559	RS4	**R2**		2B07
1666 TATLOW AVE	014-846-411	RS4	**R2**		2B07
1682 TATLOW AVE	014-846-551	RS4	**R2**		2B07
1781 BOWSER AVE	014-846-381	RS4	**R2**		2B07
1688 TATLOW AVE	014-846-438	RS4	**R2**		2B07
1690 TATLOW AVE	014-846-446	RS4	**R2**		2B07
1710 TATLOW AVE	014-846-462	RS4	**R2**		2B07
1714 TATLOW AVE	014-846-489	RS4	**R2**		2B07
1726 TATLOW AVE	002-767-783	RS4	**R2**		2B07
1738 TATLOW AVE	014-846-501	RS4	**R2**		2B07
1796 TATLOW AVE	016-047-109	RS4	**R2**		2B07
1765 BOWSER AVE	012-338-362	RS4	**R2**		2B07
1685 HOPE RD	014-846-519	RS4	**R2**		2B07
1749 BOWSER AVE	014-846-322	RS4	**R2**		2B07
1737 BOWSER AVE	013-471-015	RS4	**R2**		2B07
1733 BOWSER AVE	014-846-331	RS4	**R2**		2B07
1727 BOWSER AVE	014-846-357	RS4	**R2**		2B07
1709 BOWSER AVE	004-399-714	RS4	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1120 W 22ND ST	011-352-221	RSPH	**R2**		2B07
1132 W 22ND ST	012-919-781	RSPH	**R2**		2B07
1136 W 22ND ST	012-919-799	RSPH	**R2**		2B07
1144 W 22ND ST	010-831-177	RSPH	**R2**		2B07
1152 W 22ND ST	012-919-802	RSPH	**R2**		2B07
1164 W 22ND ST	009-340-068	RSPH	**R2**		2B07
1172 W 22ND ST	008-172-102	RSPH	**R2**		2B07
1180 W 22ND ST	012-919-811	RSPH	**R2**		2B07
1188 W 22ND ST	011-278-528	RSPH	**R2**		2B07
1194 W 22ND ST	012-919-829	RSPH	**R2**		2B07
1395 W KEITH RD	011-274-395	RSPH	**R2**		2B07
1311 W KEITH RD	011-274-433	RSPH	**R2**		2B07
1305 W KEITH RD	011-274-476	RSPH	**R2**		2B07
1027 W 19TH ST	010-816-356	RSPH	**R2**		2B07
1032 W KEITH RD	005-506-964	RSPH	**R2**		2B07
1040 W KEITH RD	005-506-956	RSPH	**R2**		2B07
1060 W KEITH RD	008-027-935	RSPH	**R2**		2B07
1070 W KEITH RD	008-027-943	RSPH	**R2**		2B07
1080 W KEITH RD	011-768-843	RSPH	**R2**		2B07
1090 W KEITH RD	009-606-386	RSPH	**R2**		2B07
1717 HOPE RD	003-046-508	RS4	**R2**		2B07
1705 TATLOW AVE	004-606-060	RS4	**R2**		2B07
1671 TATLOW AVE	007-038-640	RS4	**R2**		2B07
1793 TATLOW AVE	003-046-621	RS4	**R2**		2B07
1765 TATLOW AVE	003-097-587	RS4	**R2**		2B07
1715 TATLOW AVE	014-845-334	RS4	**R2**		2B07
1709 TATLOW AVE	004-606-051	RS4	**R2**		2B07
1665 TATLOW AVE	005-270-227	RS4	**R2**		2B07
1012 W 22ND ST	002-822-482	RSPH	**R2**		2B07
1020 W 22ND ST	012-916-480	RSPH	**R2**		2B07
1028 W 22ND ST	012-916-501	RSPH	**R2**		2B07
1036 W 22ND ST	012-916-510	RSPH	**R2**		2B07
1038 W 22ND ST	012-916-528	RSPH	**R2**		2B07
1054 W 22ND ST	012-916-536	RSPH	**R2**		2B07
1060 W 22ND ST	012-916-544	RSPH	**R2**		2B07
1066 W 22ND ST	012-916-561	RSPH	**R2**		2B07
1072 W 22ND ST	012-916-579	RSPH	**R2**		2B07
1086 W 22ND ST	012-916-587	RSPH	**R2**		2B07
1092 W 22ND ST	004-693-345	RSPH	**R2**		2B07
1070 W 17TH ST	005-224-985	RSPH	**R2**		2B07
1058 W 17TH ST	009-403-612	RSPH	**R2**		2B07
1044 W 17TH ST	007-969-635	RSPH	**R2**		2B07
1040 W 17TH ST	009-346-431	RSPH	**R2**		2B07
1036 W 17TH ST	009-056-483	RSPH	**R2**		2B07
1032 W 17TH ST	007-903-774	RSPH	**R2**		2B07
1055 W KEITH RD	007-485-921	RSPH	**R2**		2B07
1053 W KEITH RD	007-485-956	RSPH	**R2**		2B07
1039 W KEITH RD	004-965-108	RSPH	**R2**		2B07
1033 W KEITH RD	006-971-482	RSPH	**R2**		2B07
1049 W KEITH RD	011-243-848	RSPH	**R2**		2B07
1045 W KEITH RD	011-243-864	RSPH	**R2**		2B07
1322 HOPE RD	005-331-099	RS4	**R2**		2B07
1358 HOPE RD	007-731-094	RS4	**R2**		2B07
1364 HOPE RD	011-420-308	RS4	**R2**		2B07
1368 HOPE RD	008-405-468	RS4	**R2**		2B07
1370 HOPE RD	008-405-492	RS4	**R2**		2B07
1384 HOPE RD	011-420-324	RS4	**R2**		2B07
1398 HOPE RD	002-683-679	RS4	**R2**		2B07
1780 PHILIP AVE	005-400-384	RS4	**R2**		2B07
1349 HOPE RD	006-473-709	RS4	**R2**		2B07
1341 HOPE RD	011-420-049	RS4	**R2**		2B07
1335 HOPE RD	011-420-065	RS4	**R2**		2B07
1329 HOPE RD	011-420-090	RS4	**R2**		2B07
1317 HOPE RD	011-420-103	RS4	**R2**		2B07
1311 HOPE RD	011-420-120	RS4	**R2**		2B07
1303 HOPE RD	011-420-138	RS4	**R2**		2B07
1302 W 17TH ST	011-420-146	RS4	**R2**		2B07
1385 HOPE RD	004-533-186	RS4	**R2**		2B07
1310 W 17TH ST	005-026-300	RS4	**R2**		2B07
2-1318 W 17TH ST		RS4	**R2**		2B07
1326 W 17TH ST	011-420-189	RS4	**R2**		2B07
1332 W 17TH ST	011-420-197	RS4	**R2**		2B07
1338 W 17TH ST	011-420-219	RS4	**R2**		2B07
1342 W 17TH ST	011-420-235	RS4	**R2**		2B07
1348 W 17TH ST	008-571-961	RS4	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1352 W 17TH ST	008-100-403	RS4	**R2**		2B07
1358 W 17TH ST	011-420-251	RS4	**R2**		2B07
1379 HOPE RD	011-419-946	RS4	**R2**		2B07
1374 W 17TH ST	011-420-286	RS4	**R2**		2B07
1396 W 17TH ST	009-994-777	RS4	**R2**		2B07
1760 PHILIP AVE	008-727-988	RS4	**R2**		2B07
1377 HOPE RD	011-419-962	RS4	**R2**		2B07
1367 HOPE RD	011-419-997	RS4	**R2**		2B07
1361 HOPE RD	011-420-006	RS4	**R2**		2B07
1357 HOPE RD	011-420-014	RS4	**R2**		2B07
1705 GARDEN AVE	002-861-054	RS4	**R2**		2B07
1689 GARDEN AVE	005-496-144	RS4	**R2**		2B07
1665 GARDEN AVE	005-757-177	RS4	**R2**		2B07
1655 GARDEN AVE	010-133-224	RS4	**R2**		2B07
1654 MCGUIRE AVE	006-535-518	RS4	**R2**		2B07
1680 MCGUIRE AVE	002-842-084	RS4	**R2**		2B07
1694 MCGUIRE AVE	004-423-283	RS4	**R2**		2B07
1702 MCGUIRE AVE	014-845-032	RS4	**R2**		2B07
1706 MCGUIRE AVE	005-589-291	RS4	**R2**		2B07
1726 MCGUIRE AVE	014-845-270	RS4	**R2**		2B07
1736 MCGUIRE AVE	002-634-244	RS4	**R2**		2B07
1740 MCGUIRE AVE	014-845-059	RS4	**R2**		2B07
1780 MCGUIRE AVE	014-845-288	RS4	**R2**		2B07
1753 GARDEN AVE	014-844-974	RS4	**R2**		2B07
1796 MCGUIRE AVE	014-845-091	RS4	**R2**		2B07
1751 GARDEN AVE	011-183-730	RS4	**R2**		2B07
1749 GARDEN AVE	014-844-991	RS4	**R2**		2B07
1719 GARDEN AVE	002-932-776	RS4	**R2**		2B07
1715 GARDEN AVE	003-445-569	RS4	**R2**		2B07
1707 GARDEN AVE	014-659-701	RS4	**R2**		2B07
2136 CAPILANO RD	011-530-618	RS4	**R2**		2B07
2124 CAPILANO RD	011-530-677	RS4	**R2**		2B07
2120 CAPILANO RD	011-530-839	RS4	**R2**		2B07
2112 CAPILANO RD	011-530-847	RS4	**R2**		2B07
1682 W 21ST ST	011-530-863	RS4	**R2**		2B07
1670 W 21ST ST	011-530-871	RS4	**R2**		2B07
1660 W 21ST ST	011-530-880	RS4	**R2**		2B07
1652 W 21ST ST	011-530-898	RS4	**R2**		2B07
2-1510 MACGOWAN AVE		RS4	**R2**		2B07
1470 W 15TH ST	011-426-543	RS4	**R2**		2B07
1664 PHILIP AVE	011-419-652	RS4	**R2**		2B07
1345 W 17TH ST	003-382-796	RS4	**R2**		2B07
1341 W 17TH ST	011-419-687	RS4	**R2**		2B07
1337 W 17TH ST	011-419-695	RS4	**R2**		2B07
1333 W 17TH ST	011-419-709	RS4	**R2**		2B07
1329 W 17TH ST	011-419-717	RS4	**R2**		2B07
1325 W 17TH ST	011-419-733	RS4	**R2**		2B07
1317 W 17TH ST	011-419-741	RS4	**R2**		2B07
1311 W 17TH ST	011-419-750	RS4	**R2**		2B07
1673 BRIDGMAN AVE	011-419-776	RS4	**R2**		2B07
1393 W 17TH ST	011-419-679	RS4	**R2**		2B07
1359 W 17TH ST	006-286-712	RS4	**R2**		2B07
1355 W 17TH ST	006-286-917	RS4	**R2**		2B07
1349 W 17TH ST	007-467-834	RS4	**R2**		2B07
1210 W 16TH ST	009-035-354	RS4	**R2**		2B07
1220 W 16TH ST	009-035-371	RS4	**R2**		2B07
1230 W 16TH ST	009-035-486	RS4	**R2**		2B07
1240 W 16TH ST	009-035-508	RS4	**R2**		2B07
1250 W 16TH ST	011-419-539	RS4	**R2**		2B07
1250 W 16TH ST	011-419-547	RS4	**R2**		2B07
1260 W 16TH ST	011-419-628	RS4	**R2**		2B07
1255 W 16TH ST	007-204-540	RS4	**R2**		2B07
1251 W 16TH ST	007-204-566	RS4	**R2**		2B07
1218 W 15TH ST	010-312-056	RS4	**R2**		2B07
1222 W 15TH ST	003-005-810	RS4	**R2**		2B07
1280 W 15TH ST	002-408-902	RS4	**R2**		2B07
1284 W 15TH ST	002-409-747	RS4	**R2**		2B07
1290 W 15TH ST	011-417-986	RS4	**R2**		2B07
1290 W 15TH ST	011-417-994	RS4	**R2**		2B07
1234 W 15TH ST	011-418-028	RS4	**R2**		2B07
1293 W 16TH ST	011-418-079	RS4	**R2**		2B07
2090 CAPILANO RD	009-708-286	RS4	**R2**		2B07
2076 CAPILANO RD	011-530-391	RS4	**R2**		2B07
2064 CAPILANO RD	011-806-842	RS4	**R2**		2B07
2058 CAPILANO RD	011-806-869	RS4	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1988 SANDOWN PL	011-529-954	RS3	**R2**		2B07
1982 SANDOWN PL	011-529-997	RS3	**R2**		2B07
1974 SANDOWN PL	011-530-081	RS3	**R2**		2B07
1970 SANDOWN PL	011-530-138	RS3	**R2**		2B07
1901 TATLOW AVE	012-983-926	RS4	**R2**		2B07
1875 TATLOW AVE	010-045-937	RS4	**R2**		2B07
1863 TATLOW AVE	012-983-942	RS4	**R2**		2B07
1851 TATLOW AVE	009-280-669	RS4	**R2**		2B07
1843 TATLOW AVE	012-983-969	RS4	**R2**		2B07
1736 HOPE RD	012-983-985	RS4	**R2**		2B07
1750 HOPE RD	012-983-993	RS4	**R2**		2B07
1772 HOPE RD	009-911-049	RS4	**R2**		2B07
1784 HOPE RD	012-984-019	RS4	**R2**		2B07
1788 HOPE RD	012-984-060	RS4	**R2**		2B07
1840 GARDEN AVE	012-984-086	RS4	**R2**		2B07
1852 GARDEN AVE	010-813-403	RS4	**R2**		2B07
1866 GARDEN AVE	012-984-094	RS4	**R2**		2B07
1872 GARDEN AVE	012-984-108	RS4	**R2**		2B07
1880 GARDEN AVE	012-984-116	RS4	**R2**		2B07
1905 TATLOW AVE	012-527-581	RS4	**R2**		2B07
1971 TATLOW AVE	012-975-371	RS4	**R2**		2B07
1971 TATLOW AVE	012-975-389	RS4	**R2**		2B07
1945 TATLOW AVE	012-975-397	RS4	**R2**		2B07
1945 TATLOW AVE	012-975-401	RS4	**R2**		2B07
1921 TATLOW AVE	004-104-714	RS4	**R2**		2B07
1917 TATLOW AVE	012-975-419	RS4	**R2**		2B07
1904 GARDEN AVE	011-531-169	RS4	**R2**		2B07
1922 GARDEN AVE	004-489-322	RS4	**R2**		2B07
1964 GARDEN AVE	011-531-193	RS4	**R2**		2B07
1968 GARDEN AVE	011-531-835	RS4	**R2**		2B07
1972 GARDEN AVE	002-662-230	RS4	**R2**		2B07
1976 GARDEN AVE	003-262-006	RS4	**R2**		2B07
1982 GARDEN AVE	011-531-215	RS4	**R2**		2B07
1928 GARDEN AVE	026-876-418	RS4	**R2**		2B07
1926 GARDEN AVE	026-876-426	RS4	**R2**		2B07
1990 CAPILANO RD	028-280-792	RS4	**R2**		2B07
1380 W 22ND ST	010-279-407	RSPH	**R2**		2B07
1372 W 22ND ST	010-279-423	RSPH	**R2**		2B07
1364 W 22ND ST	010-279-458	RSPH	**R2**		2B07
1893 BOWSER AVE	004-532-767	RS4	**R2**		2B07
1877 BOWSER AVE	012-983-489	RS4	**R2**		2B07
1861 BOWSER AVE	012-983-527	RS4	**R2**		2B07
1851 BOWSER AVE	008-424-977	RS4	**R2**		2B07
1610 HOPE RD	012-983-535	RS4	**R2**		2B07
1846 TATLOW AVE	012-983-560	RS4	**R2**		2B07
1848 TATLOW AVE	012-983-586	RS4	**R2**		2B07
1852 TATLOW AVE	012-983-594	RS4	**R2**		2B07
1866 TATLOW AVE	012-983-616	RS4	**R2**		2B07
1888 TATLOW AVE	012-983-659	RS4	**R2**		2B07
1890 TATLOW AVE	012-983-675	RS4	**R2**		2B07
1902 TATLOW AVE	012-975-311	RS4	**R2**		2B07
1914 TATLOW AVE	012-975-320	RS4	**R2**		2B07
1630 HOPE RD	028-984-978	RS4	**R2**		2B07
1622 HOPE RD	028-984-986	RS4	**R2**		2B07
2193 CAPILANO RD	009-025-839	RS4	**R2**		2B07
2189 CAPILANO RD	007-905-483	RS4	**R2**		2B07
1856 PHILIP AVE	009-647-031	RS4	**R2**		2B07
1840 PHILIP AVE	009-647-040	RS4	**R2**		2B07
2201 BOWSER AVE	009-631-933	RSPH	**R2**		2B07
2215 BOWSER AVE	009-631-950	RSPH	**R2**		2B07
2009 PHILIP AVE	006-135-251	RSPH	**R2**		2B07
1420 W KEITH RD	008-447-004	RSPH	**R2**		2B07
2221 BOWSER AVE	009-455-884	RSPH	**R2**		2B07
1535 GRAVELEY ST	018-641-270	RSPH	**R2**		2B07
1533 GRAVELEY ST	018-641-288	RSPH	**R2**		2B07
1262 W 15TH ST	023-606-711	RS4	**R2**		2B07
1268 W 15TH ST	023-606-720	RS4	**R2**		2B07
1666 HOPE RD	023-654-490	RS4	**R2**		2B07
1741 TATLOW AVE	017-692-661	RS4	**R2**		2B07
1731 TATLOW AVE	017-692-679	RS4	**R2**		2B07
1272 W 15TH ST	023-879-076	RS4	**R2**		2B07
1278 W 15TH ST	023-879-084	RS4	**R2**		2B07
1789 GARDEN AVE	023-984-651	RS4	**R2**		2B07
1787 GARDEN AVE	023-984-678	RS4	**R2**		2B07
1781 GARDEN AVE	023-984-686	RS4	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2056 CORTELL ST	017-761-981	RSPH	**R2**		2B07
2050 CORTELL ST	017-761-999	RSPH	**R2**		2B07
1568 GRAVELEY ST	024-545-147	RSPH	**R2**		2B07
1550 GRAVELEY ST	024-545-155	RSPH	**R2**		2B07
1238 W 15TH ST	024-561-959	RS4	**R2**		2B07
1240 W 15TH ST	024-561-967	RS4	**R2**		2B07
1567 GRAVELEY ST	025-070-606	RSPH	**R2**		2B07
1565 GRAVELEY ST	025-070-614	RSPH	**R2**		2B07
1644 MACGOWAN AVE	014-701-430	RS4	**R2**		2B07
1660 MACGOWAN AVE	002-608-022	RS4	**R2**		2B07
1670 MACGOWAN AVE	002-594-731	RS4	**R2**		2B07
1680 MACGOWAN AVE	004-768-442	RS4	**R2**		2B07
1682 MACGOWAN AVE	028-930-002	RS4	**R2**		2B07
1696 MACGOWAN AVE	028-929-993	RS4	**R2**		2B07
1702 MACGOWAN AVE	028-929-985	RS4	**R2**		2B07
1718 MACGOWAN AVE	014-701-456	RS4	**R2**		2B07
1728 MACGOWAN AVE	014-701-464	RS4	**R2**		2B07
1730 MACGOWAN AVE	014-701-472	RS4	**R2**		2B07
1730 MACGOWAN AVE	014-701-481	RS4	**R2**		2B07
1738 MACGOWAN AVE	007-196-288	RS4	**R2**		2B07
1768 MACGOWAN AVE	007-196-326	RS4	**R2**		2B07
1772 MACGOWAN AVE	027-641-562	RS4	**R2**		2B07
1776 MACGOWAN AVE	027-641-554	RS4	**R2**		2B07
1485 HOPE RD	025-635-921	RS4	**R2**		2B07
1200 W KEITH RD	011-406-810	RSPH	**R2**		2B07
1216 W KEITH RD	011-406-828	RSPH	**R2**		2B07
1216 W KEITH RD	011-406-836	RSPH	**R2**		2B07
1240 W KEITH RD	011-406-909	RSPH	**R2**		2B07
1941 PEMBERTON AVE	011-406-801	RSPH	**R2**		2B07
1256 W KEITH RD	011-406-844	RSPH	**R2**		2B07
1945 PEMBERTON AVE	015-037-070	RSPH	**R2**		2B07
1260 W KEITH RD	011-406-852	RSPH	**R2**		2B07
1264 W KEITH RD	011-406-861	RSPH	**R2**		2B07
1951 PEMBERTON AVE	015-037-053	RSPH	**R2**		2B07
1272 W KEITH RD	003-964-876	RSPH	**R2**		2B07
1268 W KEITH RD	007-384-777	RSPH	**R2**		2B07
1953 PEMBERTON AVE	015-037-045	RSPH	**R2**		2B07
1278 W KEITH RD	011-406-879	RSPH	**R2**		2B07
1284 W KEITH RD	011-406-887	RSPH	**R2**		2B07
1985 PEMBERTON AVE	011-406-771	RSPH	**R2**		2B07
1292 W KEITH RD	005-196-761	RSPH	**R2**		2B07
1296 W KEITH RD	003-064-638	RSPH	**R2**		2B07
1987 PEMBERTON AVE	004-686-357	RSPH	**R2**		2B07
1225 W 20TH ST	011-406-763	RSPH	**R2**		2B07
1235 W 20TH ST	005-688-426	RSPH	**R2**		2B07
1243 W 20TH ST	011-406-755	RSPH	**R2**		2B07
1255 W 20TH ST	008-891-168	RSPH	**R2**		2B07
1267 W 20TH ST	008-891-133	RSPH	**R2**		2B07
1273 W 20TH ST	011-406-747	RSPH	**R2**		2B07
1299 W 20TH ST	011-406-739	RSPH	**R2**		2B07
1090 W 17TH ST	009-413-600	RSPH	**R2**		2B07
1086 W 17TH ST	004-594-371	RSPH	**R2**		2B07
1098 W 17TH ST	008-939-012	RSPH	**R2**		2B07
1094 W 17TH ST	008-939-039	RSPH	**R2**		2B07
1179 W KEITH RD	008-847-991	RSPH	**R2**		2B07
1171 W KEITH RD	008-848-009	RSPH	**R2**		2B07
1152 W 17TH ST	008-757-941	RSPH	**R2**		2B07
1148 W 17TH ST	008-757-950	RSPH	**R2**		2B07
1187 W KEITH RD	007-831-927	RSPH	**R2**		2B07
1130 W 17TH ST	007-781-032	RSPH	**R2**		2B07
1159 W KEITH RD	006-963-455	RSPH	**R2**		2B07
1151 W KEITH RD	006-963-471	RSPH	**R2**		2B07
1105 W KEITH RD	010-070-176	RSPH	**R2**		2B07
1107 W KEITH RD	010-070-192	RSPH	**R2**		2B07
1195 W KEITH RD	011-275-022	RSPH	**R2**		2B07
1181 W KEITH RD	011-275-189	RSPH	**R2**		2B07
1180 W 17TH ST	011-275-243	RSPH	**R2**		2B07
1156 W 17TH ST	016-416-996	RSPH	**R2**		2B07
1131 W KEITH RD	007-193-599	RSPH	**R2**		2B07
1095 W KEITH RD	011-275-359	RSPH	**R2**		2B07
1188 W 17TH ST	011-275-120	RSPH	**R2**		2B07
1139 W KEITH RD	009-746-901	RSPH	**R2**		2B07
1140 W 17TH ST	009-746-919	RSPH	**R2**		2B07
1165 W KEITH RD	026-065-533	RSPH	**R2**		2B07
1176 W 17TH ST	026-065-550	RSPH	**R2**		2B07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1170 W 17TH ST	026-065-568	RSPH	**R2**		2B07
1147 W KEITH RD	029-153-476	RSPH	**R2**		2B07
1143 W KEITH RD	029-153-484	RSPH	**R2**		2B07
1259 W KEITH RD	011-274-697	RSPH	**R2**		2B07
1251 W KEITH RD	011-274-760	RSPH	**R2**		2B07
1247 W KEITH RD	011-274-824	RSPH	**R2**		2B07
1203 W KEITH RD	011-274-883	RSPH	**R2**		2B07
1295 W KEITH RD	011-274-522	RSPH	**R2**		2B07
1285 W KEITH RD	011-274-573	RSPH	**R2**		2B07
1279 W KEITH RD	011-435-666	RSPH	**R2**		2B07
1275 W KEITH RD	011-274-611	RSPH	**R2**		2B07
1265 W KEITH RD	011-274-638	RSPH	**R2**		2B07
1143 W 20TH ST	002-587-904	RSPH	**R2**		2B07
1139 W 20TH ST	011-407-662	RSPH	**R2**		2B07
1127 W 20TH ST	011-407-671	RSPH	**R2**		2B07
1115 W 20TH ST	004-866-975	RSPH	**R2**		2B07
1105 W 20TH ST	011-407-689	RSPH	**R2**		2B07
1175 W 20TH ST	011-407-638	RSPH	**R2**		2B07
1165 W 20TH ST	011-407-646	RSPH	**R2**		2B07
1159 W 20TH ST	011-407-654	RSPH	**R2**		2B07
1300 W 15TH ST	011-417-641	RS4	**R2**		2B07
1302 W 15TH ST	011-417-676	RS4	**R2**		2B07
1308 W 15TH ST	008-071-438	RS4	**R2**		2B07
1310 W 15TH ST	008-071-446	RS4	**R2**		2B07
1324 W 15TH ST	011-417-684	RS4	**R2**		2B07
1330 W 15TH ST	011-417-706	RS4	**R2**		2B07
1336 W 15TH ST	011-417-714	RS4	**R2**		2B07
1338 W 15TH ST	011-417-722	RS4	**R2**		2B07
1360 W 15TH ST	011-417-749	RS4	**R2**		2B07
1366 W 15TH ST	011-417-757	RS4	**R2**		2B07
1372 W 15TH ST	011-417-765	RS4	**R2**		2B07
1378 W 15TH ST	011-417-781	RS4	**R2**		2B07
1348 W 15TH ST	011-417-811	RS4	**R2**		2B07
1399 W 15TH ST	010-207-805	RSN	**R2**		2B07
1387 W 15TH ST	010-137-238	RSN	**R2**		2B07
1304 SOWDEN ST	010-209-034	RSN	**R2**		2B07
1316 SOWDEN ST	002-993-121	RSN	**R2**		2B07
1375 W 15TH ST	010-208-496	RSN	**R2**		2B07
1326 SOWDEN ST	002-740-265	RSN	**R2**		2B07
1338 SOWDEN ST	010-209-069	RSN	**R2**		2B07
1350 SOWDEN ST	010-123-334	RSN	**R2**		2B07
1362 SOWDEN ST	010-209-085	RSN	**R2**		2B07
1374 SOWDEN ST	002-877-198	RSN	**R2**		2B07
1386 SOWDEN ST	010-209-115	RSN	**R2**		2B07
1398 SOWDEN ST	004-700-589	RSN	**R2**		2B07
1363 W 15TH ST	010-208-526	RSN	**R2**		2B07
1351 W 15TH ST	010-208-551	RSN	**R2**		2B07
1339 W 15TH ST	010-208-585	RSN	**R2**		2B07
1327 W 15TH ST	010-208-607	RSN	**R2**		2B07
1315 W 15TH ST	010-208-615	RSN	**R2**		2B07
1303 W 15TH ST	010-208-623	RSN	**R2**		2B07
1806 BELLE ISLE PL	009-870-482	RS3	**R2**		2B07
1828 BELLE ISLE PL	008-168-148	RS3	**R2**		2B07
1912 FULLERTON AVE	009-870-474	RS3	**R2**		2B07
1886 FULLERTON AVE	004-915-879	RS3	**R2**		2B07
1890 FULLERTON AVE	008-497-117	RS3	**R2**		2B07
2007 SANDOWN PL	007-286-643	RS3	**R2**		2B07
2011 MCLALLEN CRT	007-286-686	RS3	**R2**		2B07
2015 MCLALLEN CRT	005-380-685	RS3	**R2**		2B07
1959 SANDOWN PL	007-176-279	RS3	**R2**		2B07
1780 GARDEN AVE	007-205-121	RS4	**R2**		2B07
1770 GARDEN AVE	007-205-171	RS4	**R2**		2B07
1666 GARDEN AVE	004-054-601	RS4	**R2**		2B07
1668 GARDEN AVE	014-845-431	RS4	**R2**		2B07
1672 GARDEN AVE	014-845-458	RS4	**R2**		2B07
1684 GARDEN AVE	014-845-474	RS4	**R2**		2B07
1688 GARDEN AVE	007-654-596	RS4	**R2**		2B07
1698 GARDEN AVE	005-700-311	RS4	**R2**		2B07
1708 GARDEN AVE	012-181-111	RS4	**R2**		2B07
1722 GARDEN AVE	014-845-512	RS4	**R2**		2B07
1730 GARDEN AVE	014-845-555	RS4	**R2**		2B07
1756 GARDEN AVE	014-845-601	RS4	**R2**		2B07
1796 GARDEN AVE	005-272-971	RS4	**R2**		2B07
1798 GARDEN AVE	006-229-263	RS4	**R2**		2B07
2019 MCLALLEN CRT	007-286-716	RS3	**R2**		2B07

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2023 MCLALLEN CRT	007-355-513	RS4	**R2**		2B07
2027 MCLALLEN CRT	006-269-559	RS4	**R2**		2B07
2029 MCLALLEN CRT	007-286-732	RS4	**R2**		2B07
	011-370-637	RSMF	**R2**		2B09
	011-370-645	RSMF	**R2**		2B09
	011-370-688	RSMF	**R2**		2B09
	011-370-700	RSMF	**R2**		2B09
	011-370-718	RSMF	**R2**		2B09
	011-370-815	RSMF	**R2**		2B09
1425 TERRACE AVE	011-370-831	RSMF	**R2**		2B09
1441 TERRACE AVE	008-275-823	RSMF	**R2**		2B09
2673 TERRACE AVE	011-370-874	RSMF	**R2**		2B09
1417 WOODS DR	011-370-904	RSMF	**R2**		2B09
2631 TERRACE AVE	011-370-939	RSMF	**R2**		2B09
1195 W 24TH ST	011-340-801	RSPH	**R2**		2B09
1132 W 23RD ST	011-340-878	RSPH	**R2**		2B09
1138 W 23RD ST	011-340-886	RSPH	**R2**		2B09
1144 W 23RD ST	004-707-681	RSPH	**R2**		2B09
1150 W 23RD ST	011-340-894	RSPH	**R2**		2B09
1162 W 23RD ST	011-340-908	RSPH	**R2**		2B09
1176 W 23RD ST	011-340-916	RSPH	**R2**		2B09
1182 W 23RD ST	011-340-924	RSPH	**R2**		2B09
1188 W 23RD ST	005-759-161	RSPH	**R2**		2B09
1194 W 23RD ST	011-340-932	RSPH	**R2**		2B09
1189 W 24TH ST	011-340-819	RSPH	**R2**		2B09
1181 W 24TH ST	011-071-877	RSPH	**R2**		2B09
1173 W 24TH ST	011-340-827	RSPH	**R2**		2B09
1169 W 24TH ST	010-483-098	RSPH	**R2**		2B09
1161 W 24TH ST	011-340-835	RSPH	**R2**		2B09
1153 W 24TH ST	011-340-843	RSPH	**R2**		2B09
1141 W 24TH ST	011-340-851	RSPH	**R2**		2B09
1135 W 24TH ST	011-340-860	RSPH	**R2**		2B09
2700 PHILIP AVE	004-580-907	RSMF	**R2**		2B09
2870 PHILIP AVE	010-313-940	RSMF	**R2**		2B09
1395 PAISLEY RD	010-313-974	RSMF	**R2**		2B09
1385 PAISLEY RD	010-314-032	RSMF	**R2**		2B09
2899 LYNDENE RD	004-992-652	RSMF	**R2**		2B09
2891 LYNDENE RD	010-117-598	RSMF	**R2**		2B09
2881 LYNDENE RD	010-314-105	RSMF	**R2**		2B09
2871 LYNDENE RD	010-314-148	RSMF	**R2**		2B09
2865 LYNDENE RD	002-604-680	RSMF	**R2**		2B09
2851 LYNDENE RD	010-314-156	RSMF	**R2**		2B09
2801 LYNDENE RD	008-669-368	RSMF	**R2**		2B09
2720 PHILIP AVE	005-097-886	RSMF	**R2**		2B09
2791 LYNDENE RD	002-570-858	RSMF	**R2**		2B09
2775 LYNDENE RD	010-314-164	RSMF	**R2**		2B09
2759 LYNDENE RD	010-314-181	RSMF	**R2**		2B09
2741 LYNDENE RD	010-314-202	RSMF	**R2**		2B09
2725 LYNDENE RD	010-314-237	RSMF	**R2**		2B09
2717 LYNDENE RD	002-488-019	RSMF	**R2**		2B09
	010-313-834	RSMF	**R2**		2B09
2750 PHILIP AVE	010-313-842	RSMF	**R2**		2B09
2770 PHILIP AVE	010-313-869	RSMF	**R2**		2B09
2790 PHILIP AVE	010-313-877	RSMF	**R2**		2B09
2800 PHILIP AVE	004-735-501	RSMF	**R2**		2B09
2830 PHILIP AVE	010-313-893	RSMF	**R2**		2B09
2850 PHILIP AVE	010-313-923	RSMF	**R2**		2B09
3053 MARDALE RD	010-313-486	RSMF	**R2**		2B09
3054 MARDALE RD	010-313-508	RSMF	**R2**		2B09
3034 MARDALE RD	010-241-710	RSMF	**R2**		2B09
3023 MARDALE RD	006-704-883	RSMF	**R2**		2B09
3033 MARDALE RD	010-241-353	RSMF	**R2**		2B09
3045 MARDALE RD	010-241-604	RSMF	**R2**		2B09
1309 W 23RD ST	009-944-117	RSPH	**R2**		2B09
1317 W 23RD ST	003-112-837	RSPH	**R2**		2B09
1331 W 23RD ST	009-944-141	RSPH	**R2**		2B09
1343 W 23RD ST	009-944-168	RSPH	**R2**		2B09
1406 PAISLEY RD	009-861-017	RSMF	**R2**		2B09
1383 W 23RD ST	009-283-617	RSPH	**R2**		2B09
1375 W 23RD ST	009-283-633	RSPH	**R2**		2B09
1367 W 23RD ST	009-283-641	RSPH	**R2**		2B09
1355 W 23RD ST	002-618-338	RSPH	**R2**		2B09
2272 PHILIP AVE	009-283-650	RSPH	**R2**		2B09
1399 W 23RD ST	009-283-668	RSPH	**R2**		2B09
1315 PLATEAU DR	008-167-982	RSPH	**R2**		2B09

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2385 BRIDGMAN AVE	011-376-210	RSPH	**R2**		2B09
1312 W 23RD ST	011-376-228	RSPH	**R2**		2B09
1320 W 23RD ST	011-376-244	RSPH	**R2**		2B09
1328 W 23RD ST	011-376-252	RSPH	**R2**		2B09
1336 W 23RD ST	011-376-261	RSPH	**R2**		2B09
1344 W 23RD ST	011-376-279	RSPH	**R2**		2B09
1356 W 23RD ST	011-376-287	RSPH	**R2**		2B09
1364 W 23RD ST	011-376-295	RSPH	**R2**		2B09
1372 W 23RD ST	011-376-317	RSPH	**R2**		2B09
1380 W 23RD ST	004-382-897	RSPH	**R2**		2B09
1388 W 23RD ST	011-376-406	RSPH	**R2**		2B09
1480 PAISLEY RD	004-845-803	RSMF	**R2**		2B09
1464 PAISLEY RD	009-123-547	RSMF	**R2**		2B09
2318 PHILIP AVE	003-928-357	RSPH	**R2**		2B09
1390 W 23RD ST	009-029-192	RSPH	**R2**		2B09
2376 PHILIP AVE	009-029-206	RSPH	**R2**		2B09
2388 PHILIP AVE	009-029-214	RSPH	**R2**		2B09
1375 PLATEAU DR	009-029-222	RSPH	**R2**		2B09
2330 W KEITH RD	011-356-553	RSPH	**R2**		2B09
2323 PHILIP AVE	011-356-561	RSPH	**R2**		2B09
2347 PHILIP AVE	011-356-588	RSPH	**R2**		2B09
2365 PHILIP AVE	011-356-596	RSPH	**R2**		2B09
2383 PHILIP AVE	011-356-618	RSPH	**R2**		2B09
2397 PHILIP AVE	011-356-626	RSPH	**R2**		2B09
2409 PHILIP AVE	011-356-642	RSPH	**R2**		2B09
2433 PHILIP AVE	011-356-669	RSPH	**R2**		2B09
2420 W KEITH RD	003-450-775	RSPH	**R2**		2B09
2400 W KEITH RD	011-356-448	RSPH	**R2**		2B09
2380 W KEITH RD	011-356-456	RSPH	**R2**		2B09
2350 W KEITH RD	011-356-481	RSPH	**R2**		2B09
2340 W KEITH RD	011-356-499	RSPH	**R2**		2B09
2332 W KEITH RD	011-356-537	RSPH	**R2**		2B09
2292 W KEITH RD	002-742-985	RSPH	**R2**		2B09
2290 W KEITH RD	002-743-108	RSPH	**R2**		2B09
2288 W KEITH RD	012-975-192	RSPH	**R2**		2B09
2293 PHILIP AVE	012-975-206	RSPH	**R2**		2B09
2284 W KEITH RD	012-975-133	RSPH	**R2**		2B09
2260 W KEITH RD	012-975-141	RSPH	**R2**		2B09
2244 W KEITH RD	011-308-451	RSPH	**R2**		2B09
2255 PHILIP AVE	010-505-121	RSPH	**R2**		2B09
2255 PHILIP AVE	010-505-181	RSPH	**R2**		2B09
2285 PHILIP AVE	012-975-214	RSPH	**R2**		2B09
3265 ST ANNES DR	008-849-609	RSMF	**R2**		2B09
2360 MACKAY AVE	008-865-035	RSPH	**R2**		2B09
1240 W 23RD ST	008-804-168	RSPH	**R2**		2B09
1246 W 23RD ST	008-804-176	RSPH	**R2**		2B09
1254 W 23RD ST	004-584-112	RSPH	**R2**		2B09
1262 W 23RD ST	008-804-192	RSPH	**R2**		2B09
1270 W 23RD ST	008-804-214	RSPH	**R2**		2B09
1284 W 23RD ST	004-338-391	RSPH	**R2**		2B09
1296 W 23RD ST	006-757-154	RSPH	**R2**		2B09
1101 W 26TH ST	008-767-343	RS4	**R2**		2B09
2575 LLOYD AVE	008-767-394	RS4	**R2**		2B09
2553 LLOYD AVE	008-767-408	RS4	**R2**		2B09
1500 PAISLEY RD	008-759-553	RSMF	**R2**		2B09
2294 BOWSER AVE	013-372-840	RSPH	**R2**		2B09
2291 W KEITH RD	008-579-288	RSPH	**R2**		2B09
2272 BOWSER AVE	005-422-523	RSPH	**R2**		2B09
2248 BOWSER AVE	013-372-866	RSPH	**R2**		2B09
	013-372-891	RSPH	**R2**		2B09
2281 W KEITH RD	013-372-904	RSPH	**R2**		2B09
1437 PAISLEY RD	007-853-319	RSMF	**R2**		2B09
1425 PAISLEY RD	009-165-053	RSMF	**R2**		2B09
1405 PAISLEY RD	011-515-481	RSMF	**R2**		2B09
1428 LAING DR	004-950-232	RSMF	**R2**		2B09
1432 LAING DR	011-350-938	RSMF	**R2**		2B09
1438 LAING DR	011-350-962	RSMF	**R2**		2B09
1450 LAING DR	011-350-989	RSMF	**R2**		2B09
1531 PAISLEY RD	011-350-814	RSMF	**R2**		2B09
1515 LAING DR	004-206-959	RSMF	**R2**		2B09
1501 LAING DR	011-351-047	RSMF	**R2**		2B09
1523 PAISLEY RD	011-350-822	RSMF	**R2**		2B09
1443 LAING DR	011-351-063	RSMF	**R2**		2B09
1431 LAING DR	011-351-071	RSMF	**R2**		2B09
1425 LAING DR	003-405-095	RSMF	**R2**		2B09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2765 PHILIP AVE	011-351-098	RSMF	**R2**		2B09
1410 WOODS DR	011-351-110	RSMF	**R2**		2B09
1426 WOODS DR	002-777-665	RSMF	**R2**		2B09
1434 WOODS DR	011-351-128	RSMF	**R2**		2B09
1511 PAISLEY RD	011-350-849	RSMF	**R2**		2B09
1446 WOODS DR	011-351-152	RSMF	**R2**		2B09
1464 WOODS DR	011-351-144	RSMF	**R2**		2B09
1499 PAISLEY RD	011-350-865	RSMF	**R2**		2B09
1493 PAISLEY RD	011-350-873	RSMF	**R2**		2B09
1481 PAISLEY RD	010-807-632	RSMF	**R2**		2B09
1457 PAISLEY RD	011-350-890	RSMF	**R2**		2B09
1449 PAISLEY RD	011-350-903	RSMF	**R2**		2B09
2880 CAPILANO RD	011-351-195	RSMF	**R2**		2B09
1440 PAISLEY RD	006-374-051	RSMF	**R2**		2B09
1428 PAISLEY RD	009-861-009	RSMF	**R2**		2B09
1420 PAISLEY RD	009-595-538	RSMF	**R2**		2B09
1129 W 24TH ST	008-492-816	RSPH	**R2**		2B09
1117 W 24TH ST	008-492-832	RSPH	**R2**		2B09
1105 W 24TH ST	008-445-869	RSPH	**R2**		2B09
1108 W 23RD ST	008-492-841	RSPH	**R2**		2B09
1116 W 23RD ST	008-492-867	RSPH	**R2**		2B09
1124 W 23RD ST	008-094-578	RSPH	**R2**		2B09
2285 BOWSER AVE	014-407-485	RSPH	**R2**		2B09
2260 CAPILANO RD	004-954-262	RS4	**R2**		2B09
2249 BOWSER AVE	009-455-914	RSPH	**R2**		2B09
1228 W 23RD ST	007-696-264	RSPH	**R2**		2B09
1224 W 23RD ST	007-696-272	RSPH	**R2**		2B09
1560 FINTRY PL	004-218-493	RS4	**R2**		2B09
1418 FINTRY PL	007-659-903	RS4	**R2**		2B09
1404 FINTRY PL	004-352-068	RS4	**R2**		2B09
1397 FINTRY PL	006-118-551	RS4	**R2**		2B09
1415 FINTRY PL	007-659-920	RS4	**R2**		2B09
1423 FINTRY PL	007-659-938	RS4	**R2**		2B09
1548 FINTRY PL	007-659-806	RS4	**R2**		2B09
1524 FINTRY PL	007-659-822	RS4	**R2**		2B09
1502 FINTRY PL	007-659-831	RS4	**R2**		2B09
1488 FINTRY PL	007-659-849	RS4	**R2**		2B09
1474 FINTRY PL	007-659-857	RS4	**R2**		2B09
1460 FINTRY PL	007-659-865	RS4	**R2**		2B09
1446 FINTRY PL	007-659-881	RS4	**R2**		2B09
1432 FINTRY PL	007-608-241	RS4	**R2**		2B09
2663 TERRACE AVE	007-449-615	RSMF	**R2**		2B09
2651 TERRACE AVE	007-449-640	RSMF	**R2**		2B09
1287 TERRACE AVE	005-411-815	RSMF	**R2**		2B09
1283 TERRACE AVE	007-449-526	RSMF	**R2**		2B09
1463 TERRACE AVE	007-361-301	RSMF	**R2**		2B09
1461 TERRACE AVE	007-361-327	RSMF	**R2**		2B09
1125 W 26TH ST	007-335-962	RS4	**R2**		2B09
2297 BOWSER AVE	007-256-990	RSPH	**R2**		2B09
2293 BOWSER AVE	007-257-015	RSPH	**R2**		2B09
2287 BOWSER AVE	007-257-031	RSPH	**R2**		2B09
2580 LLOYD AVE	007-238-720	RS4	**R2**		2B09
2590 LLOYD AVE	007-238-754	RS4	**R2**		2B09
2970 CAPILANO RD	007-214-073	RSMF	**R2**		2B09
2950 CAPILANO RD	007-214-090	RSMF	**R2**		2B09
2390 MACKAY AVE	007-074-981	RSPH	**R2**		2B09
2380 MACKAY AVE	007-074-999	RSPH	**R2**		2B09
1451 LAING DR	006-993-591	RSMF	**R2**		2B09
1492 WOODS DR	006-937-705	RSMF	**R2**		2B09
1460 LAING DR	006-937-675	RSMF	**R2**		2B09
2290 BRIDGMAN AVE	012-919-951	RSPH	**R2**		2B09
1229 W 23RD ST	012-920-061	RSPH	**R2**		2B09
1221 W 23RD ST	012-920-096	RSPH	**R2**		2B09
2289 PEMBERTON AVE	005-311-217	RSPH	**R2**		2B09
1291 W 23RD ST	011-135-751	RSPH	**R2**		2B09
1285 W 23RD ST	012-919-969	RSPH	**R2**		2B09
1277 W 23RD ST	012-919-977	RSPH	**R2**		2B09
1269 W 23RD ST	012-919-985	RSPH	**R2**		2B09
1261 W 23RD ST	006-209-921	RSPH	**R2**		2B09
1253 W 23RD ST	012-920-002	RSPH	**R2**		2B09
1245 W 23RD ST	012-920-029	RSPH	**R2**		2B09
1237 W 23RD ST	012-920-045	RSPH	**R2**		2B09
2660 TERRACE AVE	008-844-151	RSMF	**R2**		2B09
2-1415 WOODS DR		RSMF	**R2**		2B09
1404 TERRACE AVE	009-819-592	RSMF	**R2**		2B09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1395 WOODS DR	009-315-853	RSMF	**R2**		2B09
1420 TERRACE AVE	005-861-659	RSMF	**R2**		2B09
1430 TERRACE AVE	011-370-424	RSMF	**R2**		2B09
1383 WOODS DR	011-369-990	RSMF	**R2**		2B09
1388 TERRACE AVE	011-370-441	RSMF	**R2**		2B09
2405 LLOYD AVE	010-569-863	RSPH	**R2**		2B09
2431 LLOYD AVE	003-345-301	RSPH	**R2**		2B09
2455 LLOYD AVE	009-597-468	RSPH	**R2**		2B09
3050 MARDALE RD	010-313-222	RSMF	**R2**		2B09
3048 MARDALE RD	010-313-249	RSMF	**R2**		2B09
3046 MARDALE RD	010-313-265	RSMF	**R2**		2B09
3042 MARDALE RD	010-313-281	RSMF	**R2**		2B09
2870 LYNDENE RD	010-313-311	RSMF	**R2**		2B09
2880 LYNDENE RD	010-313-320	RSMF	**R2**		2B09
3025 ELIZABETH WAY	010-313-338	RSMF	**R2**		2B09
3033 ELIZABETH WAY	010-313-354	RSMF	**R2**		2B09
3039 ELIZABETH WAY	010-313-371	RSMF	**R2**		2B09
3045 ELIZABETH WAY	010-313-397	RSMF	**R2**		2B09
3049 ELIZABETH WAY	010-313-419	RSMF	**R2**		2B09
2730 LYNDENE RD	010-313-206	RSMF	**R2**		2B09
2720 LYNDENE RD	007-465-572	RSMF	**R2**		2B09
2800 LYNDENE RD	010-241-787	RSMF	**R2**		2B09
2830 LYNDENE RD	004-393-058	RSMF	**R2**		2B09
2850 LYNDENE RD	010-241-868	RSMF	**R2**		2B09
1184 W 24TH ST	009-838-627	RSPH	**R2**		2B09
1188 W 24TH ST	009-838-635	RSPH	**R2**		2B09
1144 W 24TH ST	009-654-569	RSPH	**R2**		2B09
1154 W 24TH ST	009-654-593	RSPH	**R2**		2B09
1160 W 24TH ST	009-654-607	RSPH	**R2**		2B09
1166 W 24TH ST	009-654-615	RSPH	**R2**		2B09
1132 W 24TH ST	002-958-244	RSPH	**R2**		2B09
1120 W 24TH ST	002-971-194	RSPH	**R2**		2B09
1481 FINTRY PL	006-624-626	RS4	**R2**		2B09
1471 FINTRY PL	004-498-364	RS4	**R2**		2B09
1461 FINTRY PL	003-049-400	RS4	**R2**		2B09
1451 FINTRY PL	002-793-083	RS4	**R2**		2B09
1441 FINTRY PL	002-625-083	RS4	**R2**		2B09
1435 FINTRY PL	002-627-191	RS4	**R2**		2B09
1431 FINTRY PL	002-424-681	RS4	**R2**		2B09
1427 FINTRY PL	002-648-237	RS4	**R2**		2B09
1551 FINTRY PL	004-781-813	RS4	**R2**		2B09
1545 FINTRY PL	004-903-358	RS4	**R2**		2B09
1521 FINTRY PL	004-214-919	RS4	**R2**		2B09
1511 FINTRY PL	003-046-877	RS4	**R2**		2B09
1475 LAING DR	003-962-253	RSMF	**R2**		2B09
1455 LAING DR	003-962-288	RSMF	**R2**		2B09
3010 CAPILANO RD	004-528-760	RSMF	**R2**		2B09
3000 CAPILANO RD	004-528-786	RSMF	**R2**		2B09
1151 W 23RD ST	012-330-523	RSPH	**R2**		2B09
1137 W 23RD ST	012-330-540	RSPH	**R2**		2B09
1374 SUNNYSIDE DR	013-141-295	RSMF	**R2**		2B09
1372 SUNNYSIDE DR	013-141-317	RSMF	**R2**		2B09
1468 LAING DR	013-655-477	RSMF	**R2**		2B09
1478 LAING DR	013-655-507	RSMF	**R2**		2B09
1488 LAING DR	013-655-523	RSMF	**R2**		2B09
1216 PLATEAU DR	016-065-964	RSPH	**R2**		2B09
1212 PLATEAU DR	016-065-972	RSPH	**R2**		2B09
2332 MACKAY AVE	011-330-465	RSPH	**R2**		2B09
2316 MACKAY AVE	011-330-473	RSPH	**R2**		2B09
2308 MACKAY AVE	011-330-481	RSPH	**R2**		2B09
	011-330-350	RSPH	**R2**		2B09
	011-330-368	RSPH	**R2**		2B09
	016-036-441	RSPH	**R2**		2B09
2404 MACKAY AVE	011-332-301	RSPH	**R2**		2B09
1193 W 23RD ST	004-327-101	RSPH	**R2**		2B09
1105 W 23RD ST	012-919-772	RSPH	**R2**		2B09
1187 W 23RD ST	012-919-667	RSPH	**R2**		2B09
1185 W 23RD ST	012-919-691	RSPH	**R2**		2B09
1181 W 23RD ST	012-919-713	RSPH	**R2**		2B09
1157 W 23RD ST	012-919-748	RSPH	**R2**		2B09
1135 W 23RD ST	012-919-756	RSPH	**R2**		2B09
1131 W 23RD ST	012-919-764	RSPH	**R2**		2B09
2255 LLOYD AVE	002-990-181	RSPH	**R2**		2B09
2275 LLOYD AVE	011-941-723	RSPH	**R2**		2B09
1098 W 24TH ST	011-339-331	RSPH	**R2**		2B09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2405 GEORGE ST	011-339-365	RSPH	**R2**		2B09
2411 GEORGE ST	011-339-373	RSPH	**R2**		2B09
2431 GEORGE ST	011-339-390	RSPH	**R2**		2B09
2441 GEORGE ST	011-340-789	RSPH	**R2**		2B09
2457 GEORGE ST	011-339-438	RSPH	**R2**		2B09
	011-339-527	RS4	**R2**		2B09
1075 GLADWIN DR	011-339-268	RS4	**R2**		2B09
1061 GLADWIN DR	011-339-543	RS4	**R2**		2B09
2520 GLADWIN PL	007-948-506	RS4	**R2**		2B09
2506 GLADWIN PL	010-149-805	RS4	**R2**		2B09
2442 GEORGE ST	011-340-657	RSPH	**R2**		2B09
2426 GEORGE ST	011-340-665	RSPH	**R2**		2B09
2408 GEORGE ST	011-340-673	RSPH	**R2**		2B09
2400 GEORGE ST	011-340-681	RSPH	**R2**		2B09
1024 W 24TH ST	011-340-690	RSPH	**R2**		2B09
2401 MACKAY AVE	011-340-703	RSPH	**R2**		2B09
2460 LLOYD AVE	011-339-322	RSPH	**R2**		2B09
2430 LLOYD AVE	002-714-141	RSPH	**R2**		2B09
2418 LLOYD AVE	002-714-159	RSPH	**R2**		2B09
2410 LLOYD AVE	003-586-588	RSPH	**R2**		2B09
2431 MACKAY AVE	011-340-771	RSPH	**R2**		2B09
1398 PAISLEY RD	004-731-662	RSMF	**R2**		2B09
2901 PAISLEY RD	010-310-959	RSMF	**R2**		2B09
2929 PAISLEY RD	010-310-967	RSMF	**R2**		2B09
2941 PAISLEY RD	008-090-831	RSMF	**R2**		2B09
2955 PAISLEY RD	003-386-333	RSMF	**R2**		2B09
2963 PAISLEY RD	010-310-975	RSMF	**R2**		2B09
2979 PAISLEY RD	010-310-983	RSMF	**R2**		2B09
2991 PAISLEY RD	002-691-281	RSMF	**R2**		2B09
3055 ST ANNES DR	010-304-193	RSMF	**R2**		2B09
3095 ST ANNES DR	010-304-215	RSMF	**R2**		2B09
3105 ST ANNES DR	010-304-223	RSMF	**R2**		2B09
3155 ST ANNES DR	010-304-231	RSMF	**R2**		2B09
3195 ST ANNES DR	010-304-258	RSMF	**R2**		2B09
3205 ST ANNES DR	010-304-266	RSMF	**R2**		2B09
3285 ST ANNES DR	010-304-274	RSMF	**R2**		2B09
3005 ST ANNES DR	010-304-185	RSMF	**R2**		2B09
2570 LLOYD AVE	010-252-045	RS4	**R2**		2B09
2556 LLOYD AVE	004-255-305	RS4	**R2**		2B09
2520 LLOYD AVE	010-252-053	RS4	**R2**		2B09
2945 EDGEMONT BLVD	010-828-834	RSE	**R2**		2B09
2937 EDGEMONT BLVD	010-828-851	RSE	**R2**		2B09
2796 NEWMARKET DR	010-829-318	RSE	**R2**		2B09
2810 NEWMARKET DR	005-248-230	RSE	**R2**		2B09
2830 NEWMARKET DR	006-140-173	RSE	**R2**		2B09
2942 NEWMARKET DR	005-217-024	RSE	**R2**		2B09
2929 EDGEMONT BLVD	010-828-877	RSE	**R2**		2B09
2950 NEWMARKET DR	010-829-326	RSE	**R2**		2B09
2964 NEWMARKET DR	010-829-334	RSE	**R2**		2B09
2901 EDGEMONT BLVD	010-828-893	RSE	**R2**		2B09
2839 CRESCENTVIEW DR	018-557-309	RSE	**R2**		2B09
2767 CRESCENTVIEW DR	010-828-371	RSE	**R2**		2B09
2751 CRESCENTVIEW DR	007-349-840	RSE	**R2**		2B09
2747 CRESCENTVIEW DR	010-129-995	RSE	**R2**		2B09
2735 CRESCENTVIEW DR	010-828-389	RSE	**R2**		2B09
2720 CRESCENTVIEW DR	010-827-056	RSE	**R2**		2B09
2833 CRESCENTVIEW DR	018-557-317	RSE	**R2**		2B09
2795 CRESCENTVIEW DR	010-828-320	RSE	**R2**		2B09
2793 CRESCENTVIEW DR	010-828-338	RSE	**R2**		2B09
2785 CRESCENTVIEW DR	008-093-202	RSE	**R2**		2B09
2775 CRESCENTVIEW DR	010-828-354	RSE	**R2**		2B09
2853 CRESCENTVIEW DR	010-828-664	RSE	**R2**		2B09
2881 CRESCENTVIEW DR	010-828-648	RSE	**R2**		2B09
1360 PLATEAU DR	011-368-641	RSPH	**R2**		2B09
1370 PLATEAU DR	008-115-877	RSPH	**R2**		2B09
1372 PLATEAU DR	011-368-659	RSPH	**R2**		2B09
1374 PLATEAU DR	011-368-667	RSPH	**R2**		2B09
1376 PLATEAU DR	011-368-675	RSPH	**R2**		2B09
1378 PLATEAU DR	011-368-691	RSPH	**R2**		2B09
1398 PLATEAU DR	002-863-880	RSPH	**R2**		2B09
2935 HIGHLAND BLVD	010-826-700	RSE	**R2**		2B09
2829 AURORA RD	010-826-874	RSE	**R2**		2B09
2821 AURORA RD	010-826-904	RSE	**R2**		2B09
2807 AURORA RD	010-826-912	RSE	**R2**		2B09
2791 AURORA RD	010-826-939	RSE	**R2**		2B09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2783 NEWMARKET DR	010-826-980	RSE	**R2**		2B09
2777 NEWMARKET DR	010-827-005	RSE	**R2**		2B09
2730 CRESCENTVIEW DR	009-474-935	RSE	**R2**		2B09
2995 NEWMARKET DR	010-826-734	RSE	**R2**		2B09
2744 CRESCENTVIEW DR	006-622-160	RSE	**R2**		2B09
2766 CRESCENTVIEW DR	010-827-072	RSE	**R2**		2B09
2772 CRESCENTVIEW DR	010-827-081	RSE	**R2**		2B09
2778 CRESCENTVIEW DR	010-827-099	RSE	**R2**		2B09
2784 CRESCENTVIEW DR	008-224-994	RSE	**R2**		2B09
2790 CRESCENTVIEW DR	008-176-370	RSE	**R2**		2B09
2798 CRESCENTVIEW DR	008-303-711	RSE	**R2**		2B09
2820 CRESCENTVIEW DR	010-827-129	RSE	**R2**		2B09
2844 CRESCENTVIEW DR	010-827-137	RSE	**R2**		2B09
2858 CRESCENTVIEW DR	010-827-153	RSE	**R2**		2B09
2985 NEWMARKET DR	010-826-777	RSE	**R2**		2B09
2888 CRESCENTVIEW DR	010-827-170	RSE	**R2**		2B09
2902 CRESCENTVIEW DR	010-827-188	RSE	**R2**		2B09
2910 CRESCENTVIEW DR	004-575-008	RSE	**R2**		2B09
2957 AURORA RD	008-090-611	RSE	**R2**		2B09
2925 AURORA RD	010-826-785	RSE	**R2**		2B09
2893 AURORA RD	008-051-372	RSE	**R2**		2B09
2875 AURORA RD	005-535-379	RSE	**R2**		2B09
2851 AURORA RD	010-826-807	RSE	**R2**		2B09
2833 AURORA RD	010-826-823	RSE	**R2**		2B09
2975 NEWMARKET DR	010-172-564	RSE	**R2**		2B09
2959 NEWMARKET DR	010-172-572	RSE	**R2**		2B09
2937 NEWMARKET DR	010-172-581	RSE	**R2**		2B09
2895 NEWMARKET DR	010-172-599	RSE	**R2**		2B09
2815 NEWMARKET DR	010-172-602	RSE	**R2**		2B09
2260 LLOYD AVE	004-273-567	RSPH	**R2**		2B09
1029 W 23RD ST	009-852-395	RSPH	**R2**		2B09
1017 W 23RD ST	012-916-358	RSPH	**R2**		2B09
1011 W 23RD ST	012-916-439	RSPH	**R2**		2B09
1081 W 23RD ST	012-916-072	RSPH	**R2**		2B09
1075 W 23RD ST	012-916-111	RSPH	**R2**		2B09
2-1069 W 23RD ST		RSPH	**R2**		2B09
1061 W 23RD ST	012-916-188	RSPH	**R2**		2B09
1057 W 23RD ST	012-916-218	RSPH	**R2**		2B09
1045 W 23RD ST	012-916-251	RSPH	**R2**		2B09
1041 W 23RD ST	010-543-228	RSPH	**R2**		2B09
2280 LLOYD AVE	012-915-998	RSPH	**R2**		2B09
2525 PEMBERTON AVE	011-369-728	RSMF	**R2**		2B09
1214 GLADWIN DR	011-369-736	RSMF	**R2**		2B09
1220 GLADWIN DR	011-369-752	RSMF	**R2**		2B09
1230 GLADWIN DR	011-369-779	RSMF	**R2**		2B09
1238 GLADWIN DR	007-097-174	RSMF	**R2**		2B09
1256 GLADWIN DR	011-369-795	RSMF	**R2**		2B09
1260 GLADWIN DR	011-369-817	RSMF	**R2**		2B09
1270 GLADWIN DR	011-369-825	RSMF	**R2**		2B09
1282 GLADWIN DR	011-369-850	RSMF	**R2**		2B09
1288 GLADWIN DR	003-358-194	RSMF	**R2**		2B09
1294 GLADWIN DR	011-369-876	RSMF	**R2**		2B09
1296 GLADWIN DR	011-369-892	RSMF	**R2**		2B09
3009 PAISLEY RD	008-704-937	RSMF	**R2**		2B09
3011 PAISLEY RD	010-312-498	RSMF	**R2**		2B09
3023 PAISLEY RD	008-150-435	RSMF	**R2**		2B09
3029 PAISLEY RD	010-312-536	RSMF	**R2**		2B09
3043 PAISLEY RD	008-266-263	RSMF	**R2**		2B09
3047 PAISLEY RD	010-312-552	RSMF	**R2**		2B09
3001 PAISLEY RD	010-312-463	RSMF	**R2**		2B09
3000 PAISLEY RD	003-571-491	RSMF	**R2**		2B09
3010 PAISLEY RD	003-264-661	RSMF	**R2**		2B09
3014 PAISLEY RD	010-310-401	RSMF	**R2**		2B09
3024 PAISLEY RD	002-458-039	RSMF	**R2**		2B09
3030 PAISLEY RD	010-310-452	RSMF	**R2**		2B09
3040 PAISLEY RD	010-310-487	RSMF	**R2**		2B09
3071 NEWMARKET DR	010-825-843	RSE	**R2**		2B09
3035 NEWMARKET DR	008-149-691	RSE	**R2**		2B09
2950 HIGHLAND BLVD	010-825-860	RSE	**R2**		2B09
3020 CRESCENTVIEW DR	010-825-878	RSE	**R2**		2B09
3044 CRESCENTVIEW DR	010-825-908	RSE	**R2**		2B09
3074 CRESCENTVIEW DR	005-783-658	RSE	**R2**		2B09
3035 CRESCENTVIEW DR	010-825-576	RSE	**R2**		2B09
3025 CRESCENTVIEW DR	010-825-584	RSE	**R2**		2B09
2915 CRESCENTVIEW DR	010-825-592	RSE	**R2**		2B09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2905 CRESCENTVIEW DR	010-825-614	RSE	**R2**		2B09
3059 CRESCENTVIEW DR	010-825-541	RSE	**R2**		2B09
3045 CRESCENTVIEW DR	010-825-568	RSE	**R2**		2B09
2988 BROOKRIDGE DR	011-337-320	RSE	**R2**		2B09
1204 BURNAGE RD	005-274-885	RSMF	**R2**		2B09
1205 BURNAGE RD	010-310-371	RSMF	**R2**		2B09
	009-609-938	RSE	**R2**		2B09
1308 PLATEAU DR	011-368-608	RSPH	**R2**		2B09
1316 PLATEAU DR	011-368-616	RSPH	**R2**		2B09
1324 PLATEAU DR	002-694-573	RSPH	**R2**		2B09
1332 PLATEAU DR	005-832-438	RSPH	**R2**		2B09
1340 PLATEAU DR	011-368-632	RSPH	**R2**		2B09
3010 BROOKRIDGE DR	010-309-331	RSE	**R2**		2B09
3030 BROOKRIDGE DR	010-309-357	RSE	**R2**		2B09
3050 BROOKRIDGE DR	010-309-365	RSE	**R2**		2B09
1294 RIDGEWOOD DR	010-823-476	RSEW	**R2**		2B09
1362 SUNNYSIDE DR	011-371-617	RSMF	**R2**		2B09
1352 SUNNYSIDE DR	011-371-633	RSMF	**R2**		2B09
1346 SUNNYSIDE DR	011-371-650	RSMF	**R2**		2B09
1340 SUNNYSIDE DR	011-371-684	RSMF	**R2**		2B09
1330 SUNNYSIDE DR	005-273-609	RSMF	**R2**		2B09
1324 SUNNYSIDE DR	004-264-746	RSMF	**R2**		2B09
1314 SUNNYSIDE DR	011-371-731	RSMF	**R2**		2B09
1312 SUNNYSIDE DR	002-957-370	RSMF	**R2**		2B09
1313 TERRACE AVE	011-372-168	RSMF	**R2**		2B09
1321 TERRACE AVE	011-372-231	RSMF	**R2**		2B09
1329 TERRACE AVE	011-372-249	RSMF	**R2**		2B09
1337 TERRACE AVE	011-372-273	RSMF	**R2**		2B09
1345 TERRACE AVE	007-225-652	RSMF	**R2**		2B09
1353 TERRACE AVE	008-182-191	RSMF	**R2**		2B09
1355 TERRACE AVE	008-182-221	RSMF	**R2**		2B09
1351 TERRACE AVE	008-150-338	RSMF	**R2**		2B09
1349 TERRACE AVE	011-168-978	RSMF	**R2**		2B09
1368 SUNNYSIDE DR	011-371-595	RSMF	**R2**		2B09
1302 SUNNYSIDE DR	011-372-346	RSMF	**R2**		2B09
1381 TERRACE AVE	011-372-371	RSMF	**R2**		2B09
1295 RIDGEWOOD DR	010-118-071	RSEW	**R2**		2B09
1275 RIDGEWOOD DR	010-823-310	RSEW	**R2**		2B09
1255 RIDGEWOOD DR	010-823-328	RSEW	**R2**		2B09
1225 RIDGEWOOD DR	010-823-336	RSEW	**R2**		2B09
1205 RIDGEWOOD DR	010-823-352	RSEW	**R2**		2B09
1264 BURNAGE RD	010-302-239	RSMF	**R2**		2B09
1244 BURNAGE RD	010-302-255	RSMF	**R2**		2B09
1226 BURNAGE RD	010-302-271	RSMF	**R2**		2B09
1280 BURNAGE RD	009-753-257	RSMF	**R2**		2B09
1305 RIDGEWOOD DR	010-823-361	RSEW	**R2**		2B09
1315 RIDGEWOOD DR	010-823-387	RSEW	**R2**		2B09
1296 BURNAGE RD	008-171-840	RSMF	**R2**		2B09
1228 PLATEAU DR	011-367-601	RSPH	**R2**		2B09
1232 PLATEAU DR	011-367-636	RSPH	**R2**		2B09
1246 PLATEAU DR	011-367-652	RSPH	**R2**		2B09
1260 PLATEAU DR	011-367-661	RSPH	**R2**		2B09
1276 PLATEAU DR	004-642-911	RSPH	**R2**		2B09
1280 PLATEAU DR	011-367-687	RSPH	**R2**		2B09
1284 PLATEAU DR	011-367-709	RSPH	**R2**		2B09
1290 PLATEAU DR	011-367-725	RSPH	**R2**		2B09
1294 PLATEAU DR	008-494-100	RSPH	**R2**		2B09
2408 BRIDGMAN AVE	011-367-733	RSPH	**R2**		2B09
1395 RIDGEWOOD DR	010-822-453	RSEW	**R2**		2B09
1385 RIDGEWOOD DR	010-822-470	RSEW	**R2**		2B09
1375 RIDGEWOOD DR	010-822-488	RSEW	**R2**		2B09
1365 RIDGEWOOD DR	010-822-500	RSEW	**R2**		2B09
	010-301-925	RSMF	**R2**		2B09
3288 ST ANNES DR	003-674-169	RSMF	**R2**		2B09
3258 ST ANNES DR	003-674-177	RSMF	**R2**		2B09
3206 ST ANNES DR	010-301-950	RSMF	**R2**		2B09
3196 ST ANNES DR	010-301-968	RSMF	**R2**		2B09
3159 MONTON AVE	010-301-976	RSMF	**R2**		2B09
3175 MONTON AVE	010-302-000	RSMF	**R2**		2B09
3191 MONTON AVE	010-302-034	RSMF	**R2**		2B09
3195 MONTON AVE	010-302-069	RSMF	**R2**		2B09
1170 W 24TH ST	009-767-029	RSPH	**R2**		2B09
3327 BLUEBONNET RD	010-823-255	RSEW	**R2**		2B09
1318 RIDGEWOOD DR	010-823-263	RSEW	**R2**		2B09
1328 RIDGEWOOD DR	008-275-831	RSEW	**R2**		2B09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1347 RIDGEWOOD DR	010-822-526	RSEW	**R2**		2B09
1335 RIDGEWOOD DR	010-822-542	RSEW	**R2**		2B09
1329 RIDGEWOOD DR	007-730-772	RSEW	**R2**		2B09
1321 RIDGEWOOD DR	010-822-551	RSEW	**R2**		2B09
2310 LLOYD AVE	007-828-268	RSPH	**R2**		2B09
2330 LLOYD AVE	008-223-581	RSPH	**R2**		2B09
2370 LLOYD AVE	010-658-963	RSPH	**R2**		2B09
2390 LLOYD AVE	008-082-740	RSPH	**R2**		2B09
1204 W 23RD ST	009-016-597	RSPH	**R2**		2B09
1218 W 23RD ST	010-379-720	RSPH	**R2**		2B09
3254 MONTON AVE	007-871-309	RSMF	**R2**		2B09
3222 MONTON AVE	006-708-536	RSMF	**R2**		2B09
3056 ST ANNES DR	010-304-011	RSMF	**R2**		2B09
1315 WINTON AVE	010-304-029	RSMF	**R2**		2B09
1323 WINTON AVE	010-304-037	RSMF	**R2**		2B09
1333 WINTON AVE	010-304-053	RSMF	**R2**		2B09
1341 WINTON AVE	010-304-070	RSMF	**R2**		2B09
1374 WINTON AVE	010-201-092	RSMF	**R2**		2B09
1382 WINTON AVE	010-304-126	RSMF	**R2**		2B09
1390 WINTON AVE	010-304-134	RSMF	**R2**		2B09
1394 WINTON AVE	010-304-151	RSMF	**R2**		2B09
1398 WINTON AVE	010-162-461	RSMF	**R2**		2B09
3158 MONTON AVE	004-693-370	RSMF	**R2**		2B09
3174 MONTON AVE	010-304-169	RSMF	**R2**		2B09
3190 MONTON AVE	010-304-177	RSMF	**R2**		2B09
1235 BURNAGE RD	010-302-191	RSMF	**R2**		2B09
1263 BURNAGE RD	010-302-204	RSMF	**R2**		2B09
1287 BURNAGE RD	009-753-273	RSMF	**R2**		2B09
1275 BURNAGE RD	009-753-281	RSMF	**R2**		2B09
2927 BROOKRIDGE DR	009-609-873	RSE	**R2**		2B09
2901 BROOKRIDGE DR	009-609-890	RSE	**R2**		2B09
2902 BROOKRIDGE DR	009-609-903	RSE	**R2**		2B09
2940 BROOKRIDGE DR	004-423-232	RSE	**R2**		2B09
2974 BROOKRIDGE DR	009-609-911	RSE	**R2**		2B09
3140 PAISLEY RD	006-865-178	RSMF	**R2**		2B09
3124 PAISLEY RD	006-865-224	RSMF	**R2**		2B09
3148 PAISLEY RD	015-078-591	RSMF	**R2**		2B09
3049 PAISLEY RD	010-312-587	RSMF	**R2**		2B09
3051 PAISLEY RD	006-710-701	RSMF	**R2**		2B09
3059 PAISLEY RD	010-312-595	RSMF	**R2**		2B09
3067 PAISLEY RD	002-865-319	RSMF	**R2**		2B09
3075 PAISLEY RD	010-312-609	RSMF	**R2**		2B09
3085 PAISLEY RD	010-312-625	RSMF	**R2**		2B09
3091 PAISLEY RD	005-216-818	RSMF	**R2**		2B09
3092 PAISLEY RD	010-312-722	RSMF	**R2**		2B09
3096 PAISLEY RD	010-312-749	RSMF	**R2**		2B09
3114 PAISLEY RD	025-839-187	RSMF	**R2**		2B09
3098 PAISLEY RD	025-839-195	RSMF	**R2**		2B09
3056 PAISLEY RD	010-310-525	RSMF	**R2**		2B09
3068 PAISLEY RD	002-738-082	RSMF	**R2**		2B09
3076 PAISLEY RD	010-310-541	RSMF	**R2**		2B09
3084 PAISLEY RD	010-310-568	RSMF	**R2**		2B09
1205 BRANTWOOD RD	010-310-614	RSMF	**R2**		2B09
3044 PAISLEY RD	007-300-409	RSMF	**R2**		2B09
3048 PAISLEY RD	003-572-536	RSMF	**R2**		2B09
3050 PAISLEY RD	010-310-509	RSMF	**R2**		2B09
1225 BRANTWOOD RD	003-486-818	RSMF	**R2**		2B09
1249 BRANTWOOD RD	010-302-395	RSMF	**R2**		2B09
1265 BRANTWOOD RD	004-622-529	RSMF	**R2**		2B09
1275 BRANTWOOD RD	009-200-223	RSMF	**R2**		2B09
1295 BRANTWOOD RD	010-302-417	RSMF	**R2**		2B09
1298 BRANTWOOD RD	010-304-002	RSMF	**R2**		2B09
3090 PAISLEY RD	029-513-065	RSMF	**R2**		2B09
1204 BRANTWOOD RD	010-310-398	RSMF	**R2**		2B09
1226 BRANTWOOD RD	010-302-140	RSMF	**R2**		2B09
1248 BRANTWOOD RD	010-302-158	RSMF	**R2**		2B09
1264 BRANTWOOD RD	003-161-200	RSMF	**R2**		2B09
1282 BRANTWOOD RD	010-302-174	RSMF	**R2**		2B09
2955 BROOKRIDGE DR	029-156-564	RSE	**R2**		2B09
2981 BROOKRIDGE DR	029-156-572	RSE	**R2**		2B09
3053 BROOKRIDGE DR	009-133-534	RSE	**R2**		2B09
3025 BROOKRIDGE DR	009-133-542	RSE	**R2**		2B09
3147 BROOKRIDGE DR	010-309-527	RSE	**R2**		2B09
1349 WINTON AVE	010-304-088	RSMF	**R2**		2B09
1357 WINTON AVE	010-304-096	RSMF	**R2**		2B09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1366 WINTON AVE	010-304-100	RSMF	**R2**		2B09
3115 BROOKRIDGE DR	017-483-174	RSE	**R2**		2B09
3093 BROOKRIDGE DR	017-483-182	RSE	**R2**		2B09
3081 BROOKRIDGE DR	017-483-191	RSE	**R2**		2B09
3023 BROOKRIDGE DR	023-106-131	RSE	**R2**		2B09
3017 BROOKRIDGE DR	023-106-140	RSE	**R2**		2B09
3295 BROOKRIDGE DR	007-649-967	RSE	**R2**		2B09
3275 BROOKRIDGE DR	007-649-983	RSE	**R2**		2B09
3184 BROOKRIDGE DR	010-082-441	RSE	**R2**		2B09
3222 PAISLEY RD	009-061-843	RSMF	**R2**		2B09
3150 PAISLEY RD	015-078-621	RSMF	**R2**		2B09
3250 PAISLEY RD	010-312-862	RSEW	**R2**		2B09
3230 BROOKRIDGE DR	004-584-619	RSE	**R2**		2B09
3246 BROOKRIDGE DR	010-309-420	RSE	**R2**		2B09
3272 BROOKRIDGE DR	003-867-901	RSE	**R2**		2B09
3181 BROOKRIDGE DR	010-309-535	RSE	**R2**		2B09
3213 BROOKRIDGE DR	010-309-551	RSE	**R2**		2B09
3237 BROOKRIDGE DR	003-265-862	RSE	**R2**		2B09
3198 PAISLEY RD	025-572-458	RSMF	**R2**		2B09
3188 PAISLEY RD	025-572-466	RSMF	**R2**		2B09
3188 BROOKRIDGE DR	016-025-873	RSE	**R2**		2B09
3091 CRESCENTVIEW DR	010-825-517	RSE	**R2**		2B09
3077 CRESCENTVIEW DR	010-825-533	RSE	**R2**		2B09
3070 BROOKRIDGE DR	002-400-928	RSE	**R2**		2B09
3090 BROOKRIDGE DR	010-309-373	RSE	**R2**		2B09
3110 BROOKRIDGE DR	010-309-381	RSE	**R2**		2B09
3138 BROOKRIDGE DR	002-444-674	RSE	**R2**		2B09
3160 BROOKRIDGE DR	010-309-403	RSE	**R2**		2B09
4105 CAPILANO RD	007-466-412	RS3	**R2**		2B11
4216 FONTEYN WAY	013-950-908	RS3	**R2**		2B11
4190 FONTEYN WAY	008-267-553	RS3	**R2**		2B11
4136 FONTEYN WAY	008-359-237	RS3	**R2**		2B11
1378 ELDON RD	009-164-847	RS3	**R2**		2B11
1370 ELDON RD	013-950-924	RS3	**R2**		2B11
1365 ELDON RD	002-485-095	RS3	**R2**		2B11
1357 ELDON RD	013-950-932	RS3	**R2**		2B11
4141 CAPILANO RD	010-815-121	RS3	**R2**		2B11
1349 ELDON RD	008-092-478	RS3	**R2**		2B11
4075 CAPILANO PARK RD	011-992-948	RS3	**R2**		2B11
4015 CAPILANO PARK RD	005-156-378	RS3	**R2**		2B11
4205 CAPILANO RD	013-950-835	RS3	**R2**		2B11
4217 CAPILANO RD	013-950-843	RS3	**R2**		2B11
4242 FONTEYN WAY	002-429-691	RS3	**R2**		2B11
4005 CAPILANO PARK RD	008-357-528	RS3	**R2**		2B11
4156 PELLY RD	002-575-507	RSSG	**R2**		2B11
4204 PELLY RD	009-882-502	RSSG	**R2**		2B11
4216 PELLY RD	007-578-997	RSSG	**R2**		2B11
4103 CAPILANO RD	009-414-851	RS3	**R2**		2B11
1362 ELDON RD	009-414-878	RS3	**R2**		2B11
3633 LORAINE AVE	010-003-312	RS3	**R2**		2B11
3647 LORAINE AVE	010-003-339	RS3	**R2**		2B11
3655 LORAINE AVE	008-188-670	RS3	**R2**		2B11
3673 LORAINE AVE	010-003-355	RS3	**R2**		2B11
3687 LORAINE AVE	010-003-363	RS3	**R2**		2B11
3695 LORAINE AVE	010-003-380	RS3	**R2**		2B11
3811 LEWISTER RD	010-003-509	RS3	**R2**		2B11
3853 LORAINE AVE	009-950-664	RS3	**R2**		2B11
3889 LORAINE AVE	009-950-681	RS3	**R2**		2B11
3903 LORAINE AVE	009-950-711	RS3	**R2**		2B11
3961 LORAINE AVE	009-950-745	RS3	**R2**		2B11
3975 LORAINE AVE	009-950-788	RS3	**R2**		2B11
3980 LEWISTER RD	009-670-289	RS3	**R2**		2B11
3930 LEWISTER RD	009-950-834	RS3	**R2**		2B11
3912 LEWISTER RD	009-950-869	RS3	**R2**		2B11
3896 LEWISTER RD	009-950-907	RS3	**R2**		2B11
3884 LEWISTER RD	006-349-366	RS3	**R2**		2B11
3820 LEWISTER RD	009-950-648	RS3	**R2**		2B11
3856 LEWISTER RD	028-049-683	RS3	**R2**		2B11
	028-049-691	RS3	**R2**		2B11
3582 EDGEMONT BLVD	028-172-906	RSEW	**R2**		2B11
3621 LORAINE AVE	028-172-914	RS3	**R2**		2B11
1297 MOUNT CROWN RD	009-360-310	RS3	**R2**		2B11
1285 MOUNT CROWN RD	009-360-336	RS3	**R2**		2B11
1277 MOUNT CROWN RD	009-360-352	RS3	**R2**		2B11
1263 MOUNT CROWN RD	009-360-379	RS3	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1255 MOUNT CROWN RD	009-360-395	RS3	**R2**		2B11
1241 MOUNT CROWN RD	009-360-425	RS3	**R2**		2B11
3888 CAPILANO RD	009-360-468	RS3	**R2**		2B11
4228 CAPILANO RD	009-300-741	RS3	**R2**		2B11
4198 CAPILANO RD	008-636-818	RS3	**R2**		2B11
4160 CAPILANO RD	009-300-767	RS3	**R2**		2B11
1062 RIDGEWOOD DR	009-062-301	RSE	**R2**		2B11
1274 BRACKNELL PL	009-037-225	RS3	**R2**		2B11
1254 BRACKNELL PL	009-037-357	RS3	**R2**		2B11
1250 BRACKNELL CRES	009-037-381	RS3	**R2**		2B11
1242 BRACKNELL CRES	009-037-403	RS3	**R2**		2B11
1238 BRACKNELL CRES	009-037-411	RS3	**R2**		2B11
1232 BRACKNELL CRES	009-037-438	RS3	**R2**		2B11
1226 BRACKNELL CRES	009-037-454	RS3	**R2**		2B11
1220 BRACKNELL CRES	005-422-884	RS3	**R2**		2B11
1214 BRACKNELL CRES	009-037-489	RS3	**R2**		2B11
1208 BRACKNELL CRES	009-037-527	RS3	**R2**		2B11
1202 BRACKNELL CRES	003-162-567	RS3	**R2**		2B11
1270 BRACKNELL PL	009-037-250	RS3	**R2**		2B11
1194 BRACKNELL CRES	008-171-904	RS3	**R2**		2B11
1188 BRACKNELL CRES	009-037-543	RS3	**R2**		2B11
1182 BRACKNELL CRES	008-345-481	RS3	**R2**		2B11
1176 BRACKNELL CRES	009-037-560	RS3	**R2**		2B11
1170 BRACKNELL CRES	009-037-586	RS3	**R2**		2B11
1164 BRACKNELL CRES	008-153-582	RS3	**R2**		2B11
1266 BRACKNELL PL	003-226-166	RS3	**R2**		2B11
1262 BRACKNELL PL	009-037-292	RS3	**R2**		2B11
1258 BRACKNELL PL	008-508-771	RS3	**R2**		2B11
4270 CAPILANO RD	008-015-953	RS3	**R2**		2B11
1279 BRACKNELL PL	009-003-878	RS3	**R2**		2B11
1285 BRACKNELL PL	009-003-908	RS3	**R2**		2B11
1291 BRACKNELL PL	002-491-605	RS3	**R2**		2B11
3941 CAPILANO RD	004-819-250	RS3	**R2**		2B11
3929 CAPILANO RD	008-989-974	RS3	**R2**		2B11
4081 RUBY AVE	008-803-633	RS3	**R2**		2B11
4073 RUBY AVE	008-803-641	RS3	**R2**		2B11
4057 RUBY AVE	005-067-812	RS3	**R2**		2B11
1170 KENDAL PL	008-803-668	RS3	**R2**		2B11
1217 ELDON RD	008-752-401	RS3	**R2**		2B11
1211 ELDON RD	008-752-419	RS3	**R2**		2B11
1174 KENDAL PL	008-752-435	RS3	**R2**		2B11
1178 KENDAL PL	008-752-451	RS3	**R2**		2B11
4049 CAPILANO PARK RD	008-227-004	RS3	**R2**		2B11
4021 CAPILANO PARK RD	008-538-930	RS3	**R2**		2B11
1260 ELDON RD	008-535-591	RS3	**R2**		2B11
1246 ELDON RD	003-067-866	RS3	**R2**		2B11
4011 CAPILANO PARK RD	002-958-040	RS3	**R2**		2B11
4048 CAPILANO RD	007-955-839	RS3	**R2**		2B11
4040 CAPILANO RD	003-331-377	RS3	**R2**		2B11
1298 ELDON RD	007-949-006	RS3	**R2**		2B11
4130 CAPILANO RD	007-949-014	RS3	**R2**		2B11
1224 ELDON RD	007-899-009	RS3	**R2**		2B11
1222 ELDON RD	007-899-025	RS3	**R2**		2B11
3917 CAPILANO RD	007-756-780	RS3	**R2**		2B11
3905 CAPILANO RD	007-756-798	RS3	**R2**		2B11
3909 CAPILANO RD	007-756-801	RS3	**R2**		2B11
3988 LEWISTER RD	007-747-918	RS3	**R2**		2B11
3989 LORAINE AVE	007-747-942	RS3	**R2**		2B11
3995 CAPILANO RD	007-755-813	RS3	**R2**		2B11
3993 CAPILANO RD	007-755-821	RS3	**R2**		2B11
1278 BRACKNELL PL	007-682-051	RS3	**R2**		2B11
1253 BRACKNELL CRES	007-653-930	RS3	**R2**		2B11
1284 ELDON RD	007-653-948	RS3	**R2**		2B11
3924 CAPILANO RD	005-587-603	RS3	**R2**		2B11
3910 CAPILANO RD	007-636-776	RS3	**R2**		2B11
1240 ELDON RD	007-601-395	RS3	**R2**		2B11
1234 ELDON RD	007-601-409	RS3	**R2**		2B11
4150 PELLY RD	007-580-797	RSSG	**R2**		2B11
4142 PELLY RD	007-580-827	RSSG	**R2**		2B11
3945 CAPILANO RD	007-473-184	RS3	**R2**		2B11
3943 CAPILANO RD	007-473-192	RS3	**R2**		2B11
3445 NORCROSS WAY	003-055-949	RSEW	**R2**		2B11
3457 NORCROSS WAY	007-290-624	RSEW	**R2**		2B11
3475 NORCROSS WAY	006-674-321	RSEW	**R2**		2B11
4017 CAPILANO PARK RD	007-155-344	RS3	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
	007-155-379	RS3	**R2**		2B11
4032 CAPILANO RD	010-874-071	RS3	**R2**		2B11
4120 SUNSET BLVD	009-881-981	RSSG	**R2**		2B11
4128 SUNSET BLVD	009-882-006	RSSG	**R2**		2B11
4136 SUNSET BLVD	002-710-587	RSSG	**R2**		2B11
4168 SUNSET BLVD	009-882-031	RSSG	**R2**		2B11
4190 SUNSET BLVD	004-230-736	RSSG	**R2**		2B11
4198 SUNSET BLVD	009-882-065	RSSG	**R2**		2B11
4206 SUNSET BLVD	009-882-081	RSSG	**R2**		2B11
4222 SUNSET BLVD	009-882-111	RSSG	**R2**		2B11
4225 PELLY RD	009-881-905	RSSG	**R2**		2B11
4209 PELLY RD	009-881-921	RSSG	**R2**		2B11
4187 PELLY RD	008-058-458	RSSG	**R2**		2B11
4165 PELLY RD	009-881-948	RSSG	**R2**		2B11
4147 PELLY RD	009-881-956	RSSG	**R2**		2B11
4112 SUNSET BLVD	004-419-634	RSSG	**R2**		2B11
1302 MOUNT CROWN RD	009-692-479	RS3	**R2**		2B11
4030 CAPILANO RD	009-692-487	RS3	**R2**		2B11
1298 MOUNT CROWN RD	007-044-747	RS3	**R2**		2B11
1294 MOUNT CROWN RD	009-692-495	RS3	**R2**		2B11
1245 BRACKNELL CRES	009-036-792	RS3	**R2**		2B11
1237 BRACKNELL CRES	009-036-814	RS3	**R2**		2B11
1229 BRACKNELL CRES	009-036-849	RS3	**R2**		2B11
1223 BRACKNELL CRES	009-036-857	RS3	**R2**		2B11
1215 BRACKNELL CRES	009-036-873	RS3	**R2**		2B11
1207 BRACKNELL CRES	009-036-890	RS3	**R2**		2B11
1181 BRACKNELL CRES	009-036-903	RS3	**R2**		2B11
1167 BRACKNELL CRES	009-036-938	RS3	**R2**		2B11
1373 ELDON RD	006-644-040	RS3	**R2**		2B11
4085 CAPILANO RD	006-644-147	RS3	**R2**		2B11
4098 SUNSET BLVD	003-313-522	RSSG	**R2**		2B11
4096 SUNSET BLVD	003-313-549	RSSG	**R2**		2B11
4002 LORAINE AVE	009-036-652	RS3	**R2**		2B11
4014 LORAINE AVE	008-949-981	RS3	**R2**		2B11
1185 KENDAL PL	008-950-008	RS3	**R2**		2B11
1173 KENDAL PL	008-950-016	RS3	**R2**		2B11
1161 KENDAL PL	008-950-032	RS3	**R2**		2B11
4053 RUBY AVE	008-950-067	RS3	**R2**		2B11
4037 RUBY AVE	003-398-706	RS3	**R2**		2B11
4025 HILLCREST AVE	008-950-105	RS3	**R2**		2B11
4019 HILLCREST AVE	003-381-617	RS3	**R2**		2B11
4011 HILLCREST AVE	008-950-113	RS3	**R2**		2B11
3999 HILLCREST AVE	008-950-121	RS3	**R2**		2B11
4076 RUBY AVE	008-949-841	RS3	**R2**		2B11
4062 RUBY AVE	008-949-867	RS3	**R2**		2B11
4054 RUBY AVE	008-949-875	RS3	**R2**		2B11
4048 RUBY AVE	008-060-291	RS3	**R2**		2B11
4040 RUBY AVE	008-949-905	RS3	**R2**		2B11
4030 RUBY AVE	008-949-921	RS3	**R2**		2B11
4026 RUBY AVE	008-949-930	RS3	**R2**		2B11
4095 SUNSET BLVD	010-293-973	RSSG	**R2**		2B11
4089 SUNSET BLVD	008-031-487	RSSG	**R2**		2B11
4083 SUNSET BLVD	010-294-040	RSSG	**R2**		2B11
4077 SUNSET BLVD	010-294-074	RSSG	**R2**		2B11
4071 SUNSET BLVD	008-182-701	RSSG	**R2**		2B11
4065 SUNSET BLVD	010-294-091	RSSG	**R2**		2B11
4059 SUNSET BLVD	010-294-121	RSSG	**R2**		2B11
4037 SUNSET BLVD	014-436-329	RSSG	**R2**		2B11
4035 SUNSET BLVD	014-436-353	RSSG	**R2**		2B11
1392 GREENBRIAR WAY	005-624-509	RSEW	**R2**		2B11
1368 GREENBRIAR WAY	009-927-468	RSEW	**R2**		2B11
1362 GREENBRIAR WAY	009-927-514	RSEW	**R2**		2B11
1350 GREENBRIAR WAY	004-412-141	RSEW	**R2**		2B11
3790 RIVIERE PL	009-824-472	RSEW	**R2**		2B11
1409 GREENBRIAR WAY	009-818-294	RSEW	**R2**		2B11
3720 RIVIERE PL	003-929-426	RSEW	**R2**		2B11
3712 RIVIERE PL	009-818-138	RSEW	**R2**		2B11
3747 RIVIERE PL	009-818-154	RSEW	**R2**		2B11
3783 RIVIERE PL	009-818-197	RSEW	**R2**		2B11
3851 EDGEMONT BLVD	009-818-227	RSEW	**R2**		2B11
3770 RIVIERE PL	009-824-511	RSEW	**R2**		2B11
3754 RIVIERE PL	008-728-500	RSEW	**R2**		2B11
3744 RIVIERE PL	009-824-529	RSEW	**R2**		2B11
3728 RIVIERE PL	009-824-553	RSEW	**R2**		2B11
1414 GREENBRIAR WAY	009-824-588	RSEW	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1406 GREENBRIAR WAY	009-824-618	RSEW	**R2**		2B11
1400 GREENBRIAR WAY	007-734-221	RSEW	**R2**		2B11
1401 GREENBRIAR WAY	009-824-651	RSEW	**R2**		2B11
3735 RIVIERE PL	009-480-064	RSEW	**R2**		2B11
3727 RIVIERE PL	009-480-021	RSEW	**R2**		2B11
3433 NORCROSS WAY	027-064-620	RSEW	**R2**		2B11
3437 NORCROSS WAY	027-064-701	RSEW	**R2**		2B11
3439 NORCROSS WAY	027-064-719	RSEW	**R2**		2B11
1036 BELMONT AVE	002-668-947	RSH	**R2**		2B11
1038 BELMONT AVE	005-867-428	RSH	**R2**		2B11
1044 BELMONT AVE	010-849-530	RSH	**R2**		2B11
1048 BELMONT AVE	010-849-874	RSH	**R2**		2B11
1045 KENNEDY AVE	005-900-417	RSH	**R2**		2B11
1041 KENNEDY AVE	010-416-030	RSH	**R2**		2B11
3540 AYR AVE	010-416-153	RSH	**R2**		2B11
1037 KENNEDY AVE	010-416-056	RSH	**R2**		2B11
1033 KENNEDY AVE	010-416-064	RSH	**R2**		2B11
3450 AYR AVE	010-849-173	RSH	**R2**		2B11
1040 ARLINGTON CRES	010-849-289	RSH	**R2**		2B11
1046 ARLINGTON CRES	010-849-327	RSH	**R2**		2B11
3404 AYR AVE	010-849-343	RSH	**R2**		2B11
1041 BELMONT AVE	003-194-795	RSH	**R2**		2B11
1039 BELMONT AVE	010-849-190	RSH	**R2**		2B11
1031 BELMONT AVE	005-072-212	RSH	**R2**		2B11
1032 ARLINGTON CRES	010-849-271	RSH	**R2**		2B11
4107 SUNSET BLVD	009-880-780	RSSG	**R2**		2B11
4189 SUNSET BLVD	009-881-204	RSSG	**R2**		2B11
4197 SUNSET BLVD	009-881-221	RSSG	**R2**		2B11
4211 SUNSET BLVD	009-881-263	RSSG	**R2**		2B11
4229 SUNSET BLVD	009-881-298	RSSG	**R2**		2B11
4253 SUNSET BLVD	009-881-336	RSSG	**R2**		2B11
4115 SUNSET BLVD	009-880-895	RSSG	**R2**		2B11
4123 SUNSET BLVD	009-880-933	RSSG	**R2**		2B11
4131 SUNSET BLVD	009-880-992	RSSG	**R2**		2B11
4139 SUNSET BLVD	009-881-069	RSSG	**R2**		2B11
4147 SUNSET BLVD	009-881-107	RSSG	**R2**		2B11
4161 SUNSET BLVD	009-881-115	RSSG	**R2**		2B11
4173 SUNSET BLVD	009-881-140	RSSG	**R2**		2B11
4181 SUNSET BLVD	009-881-166	RSSG	**R2**		2B11
3380 AYR AVE	010-845-992	RSH	**R2**		2B11
1032 RIDGEWOOD DR	010-846-581	RSH	**R2**		2B11
1036 RIDGEWOOD DR	010-846-603	RSH	**R2**		2B11
1042 RIDGEWOOD DR	010-846-620	RSH	**R2**		2B11
1047 ARLINGTON CRES	010-846-328	RSH	**R2**		2B11
3376 AYR AVE	009-165-169	RSH	**R2**		2B11
1041 ARLINGTON CRES	010-846-344	RSH	**R2**		2B11
1035 ARLINGTON CRES	010-846-352	RSH	**R2**		2B11
1096 RIDGEWOOD DR	010-825-061	RSE	**R2**		2B11
1066 RIDGEWOOD DR	010-824-987	RSE	**R2**		2B11
1090 RIDGEWOOD DR	004-203-500	RSE	**R2**		2B11
3435 WELLINGTON CRES	010-375-660	RSE	**R2**		2B11
3326 EDGEMONT BLVD	010-375-741	RSE	**R2**		2B11
3348 EDGEMONT BLVD	010-375-759	RSE	**R2**		2B11
3364 EDGEMONT BLVD	010-375-767	RSE	**R2**		2B11
3380 EDGEMONT BLVD	010-375-775	RSE	**R2**		2B11
3414 EMERALD DR	004-786-831	RSE	**R2**		2B11
3432 EMERALD DR	010-375-783	RSE	**R2**		2B11
3441 WELLINGTON CRES	010-375-678	RSE	**R2**		2B11
3449 WELLINGTON CRES	010-375-848	RSE	**R2**		2B11
3453 WELLINGTON CRES	010-375-724	RSE	**R2**		2B11
3459 WELLINGTON CRES	010-375-732	RSE	**R2**		2B11
3590 EMERALD DR	010-375-473	RSE	**R2**		2B11
3440 WELLINGTON CRES	005-387-469	RSE	**R2**		2B11
3456 WELLINGTON CRES	010-375-562	RSE	**R2**		2B11
3468 WELLINGTON CRES	010-375-571	RSE	**R2**		2B11
3476 WELLINGTON CRES	003-358-054	RSE	**R2**		2B11
3482 WELLINGTON CRES	004-546-610	RSE	**R2**		2B11
3488 WELLINGTON CRES	010-375-589	RSE	**R2**		2B11
3496 WELLINGTON CRES	010-375-597	RSE	**R2**		2B11
3504 WELLINGTON CRES	010-375-619	RSE	**R2**		2B11
3540 WELLINGTON CRES	010-375-601	RSE	**R2**		2B11
3586 WELLINGTON CRES	010-375-627	RSE	**R2**		2B11
3586 EMERALD DR	004-823-966	RSE	**R2**		2B11
3584 EMERALD DR	010-375-481	RSE	**R2**		2B11
3512 EMERALD DR	010-375-490	RSE	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3478 EMERALD DR	010-375-503	RSE	**R2**		2B11
3472 EMERALD DR	010-375-511	RSE	**R2**		2B11
3468 EMERALD DR	010-375-520	RSE	**R2**		2B11
3450 EMERALD DR	010-375-538	RSE	**R2**		2B11
3438 WELLINGTON CRES	010-375-546	RSE	**R2**		2B11
3623 SUNNYCREST DR	009-048-596	RSH	**R2**		2B11
3635 SUNNYCREST DR	008-962-243	RSH	**R2**		2B11
3581 WELLINGTON CRES	008-786-461	RSE	**R2**		2B11
3616 EMERALD DR	007-757-743	RSE	**R2**		2B11
3585 WELLINGTON CRES	007-764-707	RSE	**R2**		2B11
3595 WELLINGTON CRES	007-764-723	RSE	**R2**		2B11
3721 SUNNYCREST DR	004-684-257	RSH	**R2**		2B11
3697 SUNNYCREST DR	010-414-061	RSH	**R2**		2B11
3685 SUNNYCREST DR	010-414-070	RSH	**R2**		2B11
3661 SUNNYCREST DR	010-414-100	RSH	**R2**		2B11
3647 SUNNYCREST DR	010-414-118	RSH	**R2**		2B11
3608 EMERALD DR	010-414-134	RSE	**R2**		2B11
3640 EMERALD DR	007-757-751	RSE	**R2**		2B11
3650 EMERALD DR	010-414-142	RSE	**R2**		2B11
3670 EMERALD DR	002-493-756	RSE	**R2**		2B11
3680 EMERALD DR	009-712-348	RSE	**R2**		2B11
3690 EMERALD DR	010-414-177	RSE	**R2**		2B11
3722 EMERALD DR	010-414-185	RSE	**R2**		2B11
3740 EMERALD DR	010-414-215	RSE	**R2**		2B11
3786 EMERALD DR	010-414-240	RSE	**R2**		2B11
3824 EMERALD DR	010-414-266	RSE	**R2**		2B11
3842 EMERALD DR	010-414-274	RSE	**R2**		2B11
3870 EMERALD DR	006-025-153	RSE	**R2**		2B11
3890 EMERALD DR	010-414-291	RSE	**R2**		2B11
3837 SUNNYCREST DR	010-413-979	RSH	**R2**		2B11
3815 SUNNYCREST DR	010-413-995	RSH	**R2**		2B11
3805 SUNNYCREST DR	010-414-011	RSH	**R2**		2B11
3787 SUNNYCREST DR	010-414-037	RSH	**R2**		2B11
3759 SUNNYCREST DR	010-414-045	RSH	**R2**		2B11
3415 AYR AVE	010-823-638	RSH	**R2**		2B11
3395 AYR AVE	004-393-091	RSH	**R2**		2B11
3333 AYR AVE	010-823-646	RSH	**R2**		2B11
3315 AYR AVE	010-823-671	RSH	**R2**		2B11
3305 AYR AVE	010-823-701	RSH	**R2**		2B11
3475 WELLINGTON CRES	010-413-456	RSE	**R2**		2B11
3577 WELLINGTON CRES	010-413-332	RSE	**R2**		2B11
3569 WELLINGTON CRES	010-413-359	RSE	**R2**		2B11
3545 WELLINGTON CRES	010-413-413	RSE	**R2**		2B11
3495 WELLINGTON CRES	010-375-414	RSE	**R2**		2B11
3491 WELLINGTON CRES	010-375-431	RSE	**R2**		2B11
3487 WELLINGTON CRES	010-375-449	RSE	**R2**		2B11
1042 KENNEDY AVE	003-347-630	RSH	**R2**		2B11
3692 SUNNYCREST DR	010-411-984	RSH	**R2**		2B11
3640 SUNNYCREST DR	010-412-212	RSH	**R2**		2B11
3650 SUNNYCREST DR	010-412-280	RSH	**R2**		2B11
3670 SUNNYCREST DR	008-517-924	RSH	**R2**		2B11
1080 MELBOURNE AVE	010-411-771	RSH	**R2**		2B11
3575 EMERALD DR	004-721-365	RSE	**R2**		2B11
3545 EMERALD DR	008-919-542	RSE	**R2**		2B11
3459 EMERALD DR	008-867-011	RSE	**R2**		2B11
3465 EMERALD DR	008-867-062	RSE	**R2**		2B11
3510 SUNSET BLVD	010-398-449	RSEW	**R2**		2B11
3592 SUNSET BLVD	010-398-678	RS3	**R2**		2B11
3460 EDGEMONT BLVD	010-398-481	RSEW	**R2**		2B11
3440 EDGEMONT BLVD	010-398-503	RSEW	**R2**		2B11
3520 SUNSET BLVD	010-398-546	RS3	**R2**		2B11
3595 EMERALD DR	010-399-186	RSE	**R2**		2B11
3505 EMERALD DR	010-399-224	RSE	**R2**		2B11
3455 EMERALD DR	003-390-276	RSE	**R2**		2B11
3540 SUNSET BLVD	010-398-562	RS3	**R2**		2B11
3451 EMERALD DR	010-399-399	RSE	**R2**		2B11
3449 EMERALD DR	010-399-429	RSE	**R2**		2B11
3435 EMERALD DR	003-180-476	RSE	**R2**		2B11
3421 EMERALD DR	010-399-437	RSE	**R2**		2B11
3404 EDGEMONT BLVD	010-399-453	RSE	**R2**		2B11
3546 SUNSET BLVD	010-398-601	RS3	**R2**		2B11
3558 SUNSET BLVD	005-689-791	RS3	**R2**		2B11
3566 SUNSET BLVD	010-398-627	RS3	**R2**		2B11
3580 SUNSET BLVD	010-398-651	RS3	**R2**		2B11
1150 RIDGEWOOD DR	006-763-316	RSE	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1146 RIDGEWOOD DR	006-763-359	RSE	**R2**		2B11
1116 RIDGEWOOD DR	010-823-590	RSE	**R2**		2B11
1128 RIDGEWOOD DR	010-823-603	RSE	**R2**		2B11
1138 RIDGEWOOD DR	010-823-620	RSE	**R2**		2B11
3465 EDGEMONT BLVD	010-397-990	RSEW	**R2**		2B11
3450 SUNSET BLVD	010-398-031	RSEW	**R2**		2B11
3470 SUNSET BLVD	010-398-091	RSEW	**R2**		2B11
3480 SUNSET BLVD	010-398-112	RSEW	**R2**		2B11
3498 SUNSET BLVD	007-860-625	RSEW	**R2**		2B11
3455 EDGEMONT BLVD	004-397-193	RSEW	**R2**		2B11
3425 EDGEMONT BLVD	003-362-086	RSE	**R2**		2B11
1160 RIDGEWOOD DR	010-398-015	RSE	**R2**		2B11
3399 EDGEMONT BLVD	010-373-098	RSE	**R2**		2B11
3397 EDGEMONT BLVD	010-373-110	RSE	**R2**		2B11
3395 EDGEMONT BLVD	010-373-187	RSE	**R2**		2B11
3381 EDGEMONT BLVD	010-373-195	RSE	**R2**		2B11
3365 EDGEMONT BLVD	010-373-209	RSE	**R2**		2B11
3875 CAPILANO RD	010-810-480	RS3	**R2**		2B11
3694 LORAINE AVE	009-305-891	RS3	**R2**		2B11
3686 LORAINE AVE	009-305-904	RS3	**R2**		2B11
3990 LORAINE AVE	005-019-044	RS3	**R2**		2B11
3995 HILLCREST AVE	009-036-601	RS3	**R2**		2B11
3561 SUNSET BLVD	007-985-622	RS3	**R2**		2B11
3625 HILLCREST AVE	007-985-681	RS3	**R2**		2B11
3601 HILLCREST AVE	007-985-720	RS3	**R2**		2B11
3555 SUNSET BLVD	007-586-272	RS3	**R2**		2B11
3695 HILLCREST AVE	010-397-159	RS3	**R2**		2B11
3671 HILLCREST AVE	010-397-191	RS3	**R2**		2B11
3705 HILLCREST AVE	010-396-411	RS3	**R2**		2B11
3655 HILLCREST AVE	010-397-086	RS3	**R2**		2B11
3643 HILLCREST AVE	010-396-454	RS3	**R2**		2B11
3635 HILLCREST AVE	010-396-471	RS3	**R2**		2B11
3975 HILLCREST AVE	010-396-306	RS3	**R2**		2B11
3535 SUNSET BLVD	010-396-501	RS3	**R2**		2B11
3580 LORAINE AVE	010-396-543	RS3	**R2**		2B11
3602 LORAINE AVE	010-396-594	RS3	**R2**		2B11
3618 LORAINE AVE	006-477-046	RS3	**R2**		2B11
3626 LORAINE AVE	002-678-683	RS3	**R2**		2B11
3638 LORAINE AVE	010-396-624	RS3	**R2**		2B11
3646 LORAINE AVE	010-396-641	RS3	**R2**		2B11
3658 LORAINE AVE	007-864-850	RS3	**R2**		2B11
3670 LORAINE AVE	010-396-683	RS3	**R2**		2B11
3961 HILLCREST AVE	010-396-314	RS3	**R2**		2B11
3730 LORAINE AVE	010-396-713	RS3	**R2**		2B11
3804 LORAINE AVE	010-396-730	RS3	**R2**		2B11
3816 LORAINE AVE	002-606-208	RS3	**R2**		2B11
3842 LORAINE AVE	010-396-888	RS3	**R2**		2B11
3868 LORAINE AVE	010-396-900	RS3	**R2**		2B11
3890 LORAINE AVE	010-396-926	RS3	**R2**		2B11
3908 LORAINE AVE	010-396-951	RS3	**R2**		2B11
3976 LORAINE AVE	010-396-969	RS3	**R2**		2B11
3929 HILLCREST AVE	010-396-331	RS3	**R2**		2B11
3984 LORAINE AVE	010-396-985	RS3	**R2**		2B11
3901 HILLCREST AVE	010-396-357	RS3	**R2**		2B11
3897 HILLCREST AVE	010-396-365	RS3	**R2**		2B11
3885 HILLCREST AVE	010-396-373	RS3	**R2**		2B11
3855 HILLCREST AVE	010-396-381	RS3	**R2**		2B11
3789 HILLCREST AVE	003-046-834	RS3	**R2**		2B11
3990 HILLCREST AVE	009-036-610	RS3	**R2**		2B11
3995 RUBY AVE	009-036-636	RS3	**R2**		2B11
4010 HILLCREST AVE	008-950-148	RS3	**R2**		2B11
4021 RUBY AVE	008-950-164	RS3	**R2**		2B11
4011 RUBY AVE	008-950-229	RS3	**R2**		2B11
4003 RUBY AVE	008-950-253	RS3	**R2**		2B11
3817 SUNSET BLVD	010-395-873	RS3	**R2**		2B11
3791 SUNSET BLVD	010-395-881	RS3	**R2**		2B11
3725 SUNSET BLVD	010-395-890	RS3	**R2**		2B11
3695 SUNSET BLVD	010-395-911	RS3	**R2**		2B11
3673 SUNSET BLVD	010-395-920	RS3	**R2**		2B11
3657 SUNSET BLVD	007-491-921	RS3	**R2**		2B11
3600 HILLCREST AVE	004-529-936	RS3	**R2**		2B11
3656 HILLCREST AVE	010-395-954	RS3	**R2**		2B11
3658 HILLCREST AVE	005-636-221	RS3	**R2**		2B11
3694 HILLCREST AVE	009-941-517	RS3	**R2**		2B11
3989 RUBY AVE	010-395-784	RS3	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3738 HILLCREST AVE	010-395-962	RS3	**R2**		2B11
3770 HILLCREST AVE	010-395-971	RS3	**R2**		2B11
3808 HILLCREST AVE	002-473-551	RS3	**R2**		2B11
3850 HILLCREST AVE	010-395-989	RS3	**R2**		2B11
3876 HILLCREST AVE	002-924-587	RS3	**R2**		2B11
3898 HILLCREST AVE	010-396-012	RS3	**R2**		2B11
3906 HILLCREST AVE	003-269-761	RS3	**R2**		2B11
3930 HILLCREST AVE	010-396-021	RS3	**R2**		2B11
3950 HILLCREST AVE	010-396-047	RS3	**R2**		2B11
3971 RUBY AVE	010-395-806	RS3	**R2**		2B11
3959 RUBY AVE	010-395-814	RS3	**R2**		2B11
3939 RUBY AVE	010-395-822	RS3	**R2**		2B11
3913 RUBY AVE	010-395-831	RS3	**R2**		2B11
3903 RUBY AVE	010-395-849	RS3	**R2**		2B11
3885 SUNSET BLVD	010-395-857	RS3	**R2**		2B11
3865 SUNSET BLVD	010-395-865	RS3	**R2**		2B11
3972 RUBY AVE	004-057-911	RS3	**R2**		2B11
3964 RUBY AVE	009-036-521	RS3	**R2**		2B11
3977 SUNSET BLVD	009-036-504	RS3	**R2**		2B11
3983 SUNSET BLVD	002-556-006	RS3	**R2**		2B11
3953 SUNSET BLVD	010-395-679	RS3	**R2**		2B11
3941 SUNSET BLVD	010-395-687	RS3	**R2**		2B11
3929 SUNSET BLVD	002-617-994	RS3	**R2**		2B11
3909 SUNSET BLVD	010-395-695	RS3	**R2**		2B11
3902 RUBY AVE	010-395-709	RS3	**R2**		2B11
3940 RUBY AVE	010-395-717	RS3	**R2**		2B11
3952 RUBY AVE	010-395-725	RS3	**R2**		2B11
3965 SUNSET BLVD	010-395-661	RS3	**R2**		2B11
3440 BLUEBONNET RD	010-165-207	RSEW	**R2**		2B11
1200 BEDFORD CRT	010-165-509	RSEW	**R2**		2B11
1214 BEDFORD CRT	010-165-541	RSEW	**R2**		2B11
1226 BEDFORD CRT	010-165-681	RSEW	**R2**		2B11
1240 BEDFORD CRT	010-165-720	RSEW	**R2**		2B11
1254 BEDFORD CRT	010-165-762	RSEW	**R2**		2B11
1262 BEDFORD CRT	010-165-819	RSEW	**R2**		2B11
1274 BEDFORD CRT	010-165-860	RSEW	**R2**		2B11
1296 BEDFORD CRT	010-165-916	RSEW	**R2**		2B11
1298 BEDFORD CRT	010-165-924	RSEW	**R2**		2B11
1275 GREENBRIAR WAY	009-091-696	RSEW	**R2**		2B11
1267 GREENBRIAR WAY	008-183-805	RSEW	**R2**		2B11
1263 GREENBRIAR WAY	005-097-134	RSEW	**R2**		2B11
1251 GREENBRIAR WAY	010-165-223	RSEW	**R2**		2B11
1237 GREENBRIAR WAY	010-165-321	RSEW	**R2**		2B11
1225 GREENBRIAR WAY	010-165-371	RSEW	**R2**		2B11
1211 GREENBRIAR WAY	010-165-410	RSEW	**R2**		2B11
1201 GREENBRIAR WAY	010-165-444	RSEW	**R2**		2B11
3635 BLUEBONNET RD	002-798-191	RSEW	**R2**		2B11
3625 BLUEBONNET RD	007-150-806	RSEW	**R2**		2B11
3493 BLUEBONNET RD	010-164-537	RSEW	**R2**		2B11
3495 BLUEBONNET RD	010-164-758	RSEW	**R2**		2B11
3509 BLUEBONNET RD	010-067-141	RSEW	**R2**		2B11
3535 BLUEBONNET RD	010-067-159	RSEW	**R2**		2B11
3581 BLUEBONNET RD	010-067-183	RSEW	**R2**		2B11
3605 BLUEBONNET RD	010-067-191	RSEW	**R2**		2B11
3630 BLUEBONNET RD	010-065-733	RSEW	**R2**		2B11
1264 GREENBRIAR WAY	010-065-423	RSEW	**R2**		2B11
1284 GREENBRIAR WAY	005-096-243	RSEW	**R2**		2B11
3502 BLUEBONNET RD	010-065-458	RSEW	**R2**		2B11
3602 BLUEBONNET RD	010-065-164	RSEW	**R2**		2B11
3560 BLUEBONNET RD	002-982-081	RSEW	**R2**		2B11
3538 BLUEBONNET RD	010-065-199	RSEW	**R2**		2B11
3520 BLUEBONNET RD	008-061-858	RSEW	**R2**		2B11
3505 GREENTREE LANE	010-065-237	RSEW	**R2**		2B11
3491 GREENTREE LANE	010-065-288	RSEW	**R2**		2B11
1242 GREENBRIAR WAY	010-065-300	RSEW	**R2**		2B11
1258 GREENBRIAR WAY	010-065-342	RSEW	**R2**		2B11
3480 GREENTREE LANE	007-680-406	RSEW	**R2**		2B11
3486 GREENTREE LANE	003-948-706	RSEW	**R2**		2B11
3558 GREENTREE LANE	010-063-234	RSEW	**R2**		2B11
3566 GREENTREE LANE	010-063-269	RSEW	**R2**		2B11
3588 GREENTREE LANE	010-063-293	RSEW	**R2**		2B11
3592 GREENTREE LANE	010-063-323	RSEW	**R2**		2B11
3608 GREENTREE LANE	010-063-455	RSEW	**R2**		2B11
3625 EDGEMONT BLVD	010-063-072	RSEW	**R2**		2B11
3615 EDGEMONT BLVD	010-063-129	RSEW	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3593 EDGEMONT BLVD	010-063-153	RSEW	**R2**		2B11
3579 EDGEMONT BLVD	010-063-196	RSEW	**R2**		2B11
3547 EDGEMONT BLVD	010-063-200	RSEW	**R2**		2B11
3474 GREENTREE LANE	010-063-226	RSEW	**R2**		2B11
3515 EDGEMONT BLVD	010-063-480	RSEW	**R2**		2B11
3515 SUNSET BLVD	010-307-851	RSEW	**R2**		2B11
3606 EDGEMONT BLVD	010-062-432	RSEW	**R2**		2B11
3624 EDGEMONT BLVD	010-062-467	RSEW	**R2**		2B11
3905 LEWISTER RD	007-300-361	RS3	**R2**		2B11
3933 LEWISTER RD	009-951-130	RS3	**R2**		2B11
3959 LEWISTER RD	004-073-614	RS3	**R2**		2B11
3977 LEWISTER RD	006-117-520	RS3	**R2**		2B11
3827 LEWISTER RD	003-155-668	RS3	**R2**		2B11
3839 LEWISTER RD	009-951-059	RS3	**R2**		2B11
3853 LEWISTER RD	009-951-075	RS3	**R2**		2B11
3881 LEWISTER RD	009-951-105	RS3	**R2**		2B11
3893 LEWISTER RD	009-951-113	RS3	**R2**		2B11
4090 SUNSET BLVD	010-292-888	RSSG	**R2**		2B11
4086 SUNSET BLVD	010-292-900	RSSG	**R2**		2B11
4080 SUNSET BLVD	010-292-918	RSSG	**R2**		2B11
4074 SUNSET BLVD	010-292-926	RSSG	**R2**		2B11
4065 VIRGINIA CRES	010-292-951	RSSG	**R2**		2B11
4085 VIRGINIA CRES	008-115-362	RSSG	**R2**		2B11
4101 GRACE CRES	010-116-435	RSSG	**R2**		2B11
4103 GRACE CRES	010-116-559	RSSG	**R2**		2B11
4105 GRACE CRES	010-116-656	RSSG	**R2**		2B11
4110 VIRGINIA CRES	010-118-080	RSSG	**R2**		2B11
4097 GRACE CRES	010-116-427	RSSG	**R2**		2B11
4107 GRACE CRES	010-116-842	RSSG	**R2**		2B11
1258 RIDGEWOOD DR	010-823-450	RSEW	**R2**		2B11
1276 RIDGEWOOD DR	010-823-468	RSEW	**R2**		2B11
3305 SUNSET BLVD	010-823-417	RSEW	**R2**		2B11
1218 RIDGEWOOD DR	010-823-425	RSEW	**R2**		2B11
1238 RIDGEWOOD DR	010-823-441	RSEW	**R2**		2B11
3380 BLUEBONNET RD	010-162-062	RSEW	**R2**		2B11
3350 BLUEBONNET RD	010-162-879	RSEW	**R2**		2B11
1275 BEDFORD CRT	010-162-534	RSEW	**R2**		2B11
1255 BEDFORD CRT	010-162-615	RSEW	**R2**		2B11
1247 BEDFORD CRT	010-163-344	RSEW	**R2**		2B11
1225 BEDFORD CRT	010-162-798	RSEW	**R2**		2B11
1205 BEDFORD CRT	010-162-836	RSEW	**R2**		2B11
4052 VIRGINIA CRES	010-293-469	RSSG	**R2**		2B11
4062 VIRGINIA CRES	010-293-485	RSSG	**R2**		2B11
4074 VIRGINIA CRES	008-059-187	RSSG	**R2**		2B11
4082 VIRGINIA CRES	010-293-507	RSSG	**R2**		2B11
4092 VIRGINIA CRES	010-293-531	RSSG	**R2**		2B11
4119 GRACE CRES	010-296-301	RSSG	**R2**		2B11
4096 GRACE CRES	010-296-336	RSSG	**R2**		2B11
4100 GRACE CRES	010-117-962	RSSG	**R2**		2B11
4104 GRACE CRES	002-481-588	RSSG	**R2**		2B11
4106 GRACE CRES	008-174-407	RSSG	**R2**		2B11
4113 GRACE CRES	010-117-989	RSSG	**R2**		2B11
4115 GRACE CRES	010-118-021	RSSG	**R2**		2B11
4117 GRACE CRES	010-118-047	RSSG	**R2**		2B11
1380 RIDGEWOOD DR	004-939-115	RSEW	**R2**		2B11
3405 BLUEBONNET RD	010-176-730	RSEW	**R2**		2B11
1358 RIDGEWOOD DR	008-497-095	RSEW	**R2**		2B11
3430 AINTREE DR	010-177-019	RSEW	**R2**		2B11
3450 AINTREE DR	010-177-078	RSEW	**R2**		2B11
3460 AINTREE DR	004-912-276	RSEW	**R2**		2B11
3480 AINTREE DR	010-177-108	RSEW	**R2**		2B11
3395 BLUEBONNET RD	010-176-756	RSEW	**R2**		2B11
3492 AINTREE DR	005-410-959	RSEW	**R2**		2B11
3502 AINTREE DR	010-177-230	RSEW	**R2**		2B11
3520 AINTREE DR	010-177-281	RSEW	**R2**		2B11
1377 GREENBRIAR WAY	010-177-779	RSEW	**R2**		2B11
1361 GREENBRIAR WAY	010-177-329	RSEW	**R2**		2B11
1347 GREENBRIAR WAY	007-760-680	RSEW	**R2**		2B11
1339 GREENBRIAR WAY	004-583-205	RSEW	**R2**		2B11
1323 GREENBRIAR WAY	002-730-685	RSEW	**R2**		2B11
1305 GREENBRIAR WAY	010-177-361	RSEW	**R2**		2B11
3381 BLUEBONNET RD	010-176-781	RSEW	**R2**		2B11
3435 BLUEBONNET RD	010-177-388	RSEW	**R2**		2B11
3421 BLUEBONNET RD	010-177-451	RSEW	**R2**		2B11
3363 BLUEBONNET RD	010-176-811	RSEW	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3345 BLUEBONNET RD	010-176-853	RSEW	**R2**		2B11
1336 RIDGEWOOD DR	010-176-934	RSEW	**R2**		2B11
3400 AINTREE DR	010-057-820	RSEW	**R2**		2B11
1393 GREENBRIAR WAY	006-373-445	RSEW	**R2**		2B11
1385 GREENBRIAR WAY	009-698-582	RSEW	**R2**		2B11
3305 AINTREE DR	010-059-253	RSEW	**R2**		2B11
3485 AINTREE DR	010-159-037	RSEW	**R2**		2B11
3380 AINTREE DR	010-088-873	RSEW	**R2**		2B11
3402 NORCROSS WAY	010-159-355	RSEW	**R2**		2B11
3400 NORCROSS WAY	010-160-272	RSEW	**R2**		2B11
3355 AINTREE DR	010-160-329	RSEW	**R2**		2B11
3375 AINTREE DR	010-160-370	RSEW	**R2**		2B11
3405 AINTREE DR	005-842-964	RSEW	**R2**		2B11
3455 AINTREE DR	005-747-040	RSEW	**R2**		2B11
3469 AINTREE DR	010-160-400	RSEW	**R2**		2B11
3390 AINTREE DR	009-738-398	RSEW	**R2**		2B11
4152 CAPILANO RD	009-417-851	RS3	**R2**		2B11
3521 WELLINGTON CRES	024-871-699	RSE	**R2**		2B11
	CP-LMS2366	RS3	**R2**		2B11
1261 ELDON RD	023-404-531	RS3	**R2**		2B11
1299 ELDON RD	027-333-523	RS3	**R2**		2B11
1297 ELDON RD	027-333-531	RS3	**R2**		2B11
1267 ELDON RD	023-404-540	RS3	**R2**		2B11
1273 ELDON RD	023-404-558	RS3	**R2**		2B11
1279 ELDON RD	023-404-566	RS3	**R2**		2B11
1281 ELDON RD	023-404-574	RS3	**R2**		2B11
1285 ELDON RD	023-404-582	RS3	**R2**		2B11
1289 ELDON RD	023-404-591	RS3	**R2**		2B11
1291 ELDON RD	023-404-604	RS3	**R2**		2B11
1295 ELDON RD	023-404-612	RS3	**R2**		2B11
3772 EDGEMONT BLVD	009-360-531	RS3	**R2**		2B11
3840 EDGEMONT BLVD	008-171-874	RS3	**R2**		2B11
3820 EDGEMONT BLVD	008-922-985	RS3	**R2**		2B11
3942 CAPILANO RD	009-940-545	RS3	**R2**		2B11
1317 MOUNT CROWN RD	027-607-691	RS3	**R2**		2B11
1307 MOUNT CROWN RD	027-607-704	RS3	**R2**		2B11
1299 MOUNT CROWN RD	027-607-712	RS3	**R2**		2B11
3816 EDGEMONT BLVD	016-941-331	RS3	**R2**		2B11
3808 EDGEMONT BLVD	016-941-373	RS3	**R2**		2B11
2-4031 SUNSET BLVD		RSSG	**R2**		2B11
4025 SUNSET BLVD	010-294-279	RSSG	**R2**		2B11
4010 SUNSET BLVD	023-141-620	RSSG	**R2**		2B11
4039 SUNSET BLVD	023-141-638	RSSG	**R2**		2B11
3700 SUNSET BLVD	010-398-732	RS3	**R2**		2B11
3780 SUNSET BLVD	010-398-759	RS3	**R2**		2B11
3820 SUNSET BLVD	007-752-466	RS3	**R2**		2B11
3860 SUNSET BLVD	010-398-775	RS3	**R2**		2B11
3880 SUNSET BLVD	010-398-805	RS3	**R2**		2B11
3898 SUNSET BLVD	010-398-821	RS3	**R2**		2B11
3920 SUNSET BLVD	010-398-848	RS3	**R2**		2B11
3950 SUNSET BLVD	010-398-864	RS3	**R2**		2B11
3970 SUNSET BLVD	010-398-881	RS3	**R2**		2B11
3990 SUNSET BLVD	010-398-899	RS3	**R2**		2B11
3857 EMERALD DR	010-398-911	RSE	**R2**		2B11
3833 EMERALD DR	010-398-929	RSE	**R2**		2B11
3809 EMERALD DR	010-398-970	RSE	**R2**		2B11
3775 EMERALD DR	010-398-996	RSE	**R2**		2B11
3715 EMERALD DR	010-399-020	RSE	**R2**		2B11
3705 EMERALD DR	007-627-947	RSE	**R2**		2B11
3652 SUNSET BLVD	012-592-277	RS3	**R2**		2B11
3628 SUNSET BLVD	004-583-191	RS3	**R2**		2B11
3636 SUNSET BLVD	007-292-473	RS3	**R2**		2B11
3602 SUNSET BLVD	010-399-534	RS3	**R2**		2B11
3662 SUNSET BLVD	010-398-724	RS3	**R2**		2B11
3670 SUNSET BLVD	008-234-906	RS3	**R2**		2B11
3680 SUNSET BLVD	004-899-881	RS3	**R2**		2B11
3694 SUNSET BLVD	010-018-778	RS3	**R2**		2B11
3693 EMERALD DR	010-399-038	RSE	**R2**		2B11
3681 EMERALD DR	010-399-062	RSE	**R2**		2B11
3673 EMERALD DR	010-399-089	RSE	**R2**		2B11
3661 EMERALD DR	010-399-101	RSE	**R2**		2B11
3647 EMERALD DR	008-292-001	RSE	**R2**		2B11
3623 EMERALD DR	010-399-135	RSE	**R2**		2B11
3611 EMERALD DR	010-399-143	RSE	**R2**		2B11
3601 EMERALD DR	010-399-151	RSE	**R2**		2B11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4233 CAPILANO RD	013-950-860	RS3	**R2**		2B13
4249 CAPILANO RD	013-950-878	RS3	**R2**		2B13
4294 FONTEYN WAY	011-429-381	RS3	**R2**		2B13
4268 FONTEYN WAY	013-950-886	RS3	**R2**		2B13
1180 CANYON BLVD	012-384-178	RS3	**R2**		2B13
4904 CAPILANO RD	012-384-186	RS3	**R2**		2B13
4906 CAPILANO RD	012-384-194	RS3	**R2**		2B13
1089 RUTHINA AVE	002-634-597	RS3	**R2**		2B13
1092 MARIGOLD AVE	008-171-335	RS3	**R2**		2B13
4644 GLENWOOD AVE	008-400-199	RS3	**R2**		2B13
4668 GLENWOOD AVE	008-470-251	RS3	**R2**		2B13
4692 GLENWOOD AVE	002-484-269	RS3	**R2**		2B13
1081 RUTHINA AVE	010-323-724	RS3	**R2**		2B13
1075 RUTHINA AVE	010-323-732	RS3	**R2**		2B13
1071 RUTHINA AVE	003-264-831	RS3	**R2**		2B13
1063 RUTHINA AVE	010-323-759	RS3	**R2**		2B13
1050 MARIGOLD AVE	010-323-767	RS3	**R2**		2B13
1064 MARIGOLD AVE	007-569-165	RS3	**R2**		2B13
1076 MARIGOLD AVE	010-323-791	RS3	**R2**		2B13
1088 MARIGOLD AVE	010-323-805	RS3	**R2**		2B13
4288 PELLY RD	005-011-914	RSSG	**R2**		2B13
1089 TALL TREE LANE	009-882-464	RSSG	**R2**		2B13
1077 TALL TREE LANE	009-882-421	RSSG	**R2**		2B13
4248 PELLY RD	009-882-511	RSSG	**R2**		2B13
1096 MONTROYAL BLVD	012-372-897	RS3	**R2**		2B13
1098 MONTROYAL BLVD	012-372-901	RS3	**R2**		2B13
1122 MONTROYAL BLVD	012-372-935	RS3	**R2**		2B13
1128 MONTROYAL BLVD	012-373-028	RS3	**R2**		2B13
1134 MONTROYAL BLVD	012-373-061	RS3	**R2**		2B13
1116 MONTROYAL BLVD	010-322-213	RS3	**R2**		2B13
1110 MONTROYAL BLVD	004-971-604	RS3	**R2**		2B13
1104 MONTROYAL BLVD	005-117-755	RS3	**R2**		2B13
1092 MONTROYAL BLVD	010-322-230	RS3	**R2**		2B13
1086 MONTROYAL BLVD	007-519-133	RS3	**R2**		2B13
1080 MONTROYAL BLVD	010-322-256	RS3	**R2**		2B13
1076 MONTROYAL BLVD	010-322-272	RS3	**R2**		2B13
4589 CAPILANO RD	009-575-707	RS3	**R2**		2B13
4583 CAPILANO RD	009-575-715	RS3	**R2**		2B13
4565 CAPILANO RD	009-575-723	RS3	**R2**		2B13
1144 TALL TREE LANE	009-494-499	RSSG	**R2**		2B13
1136 TALL TREE LANE	009-494-502	RSSG	**R2**		2B13
1128 TALL TREE LANE	009-494-529	RSSG	**R2**		2B13
1120 TALL TREE LANE	009-494-545	RSSG	**R2**		2B13
1115 EDGEWOOD RD	009-592-016	RS3	**R2**		2B13
1111 EDGEWOOD RD	009-592-032	RS3	**R2**		2B13
1108 TALL TREE LANE	009-592-041	RSSG	**R2**		2B13
1096 TALL TREE LANE	009-592-075	RSSG	**R2**		2B13
1090 TALL TREE LANE	009-592-083	RSSG	**R2**		2B13
1084 TALL TREE LANE	005-012-937	RSSG	**R2**		2B13
1079 LODGE RD	009-592-091	RSSG	**R2**		2B13
1188 HANDSWORTH RD	009-591-931	RS3	**R2**		2B13
1174 HANDSWORTH RD	009-591-940	RS3	**R2**		2B13
1166 HANDSWORTH RD	009-591-958	RS3	**R2**		2B13
1150 HANDSWORTH RD	009-591-966	RS3	**R2**		2B13
1275 DERWENT CRES	009-581-537	RS3	**R2**		2B13
1246 RYDAL AVE	009-581-952	RS3	**R2**		2B13
1258 RYDAL AVE	009-581-961	RS3	**R2**		2B13
1270 RYDAL AVE	009-581-987	RS3	**R2**		2B13
4331 PATTERDALE DR	009-581-995	RS3	**R2**		2B13
4343 PATTERDALE DR	009-582-011	RS3	**R2**		2B13
4357 PATTERDALE DR	009-582-037	RS3	**R2**		2B13
4371 PATTERDALE DR	009-582-045	RS3	**R2**		2B13
4385 PATTERDALE DR	009-582-053	RS3	**R2**		2B13
4399 PATTERDALE DR	009-582-070	RS3	**R2**		2B13
4374 PATTERDALE DR	009-581-561	RS3	**R2**		2B13
1270 DERWENT CRES	009-582-096	RS3	**R2**		2B13
1256 DERWENT CRES	009-582-100	RS3	**R2**		2B13
1230 DERWENT CRES	009-582-118	RS3	**R2**		2B13
1237 DERWENT CRES	003-288-641	RS3	**R2**		2B13
1251 DERWENT CRES	009-582-126	RS3	**R2**		2B13
1265 DERWENT CRES	009-582-142	RS3	**R2**		2B13
4379 CAPILANO RD	009-582-151	RS3	**R2**		2B13
4391 CAPILANO RD	009-582-169	RS3	**R2**		2B13
4352 PATTERDALE DR	009-581-588	RS3	**R2**		2B13
4403 CAPILANO RD	008-315-531	RS3	**R2**		2B13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1282 RYDAL AVE	005-524-164	RS3	**R2**		2B13
4367 CAPILANO RD	009-581-596	RS3	**R2**		2B13
4353 CAPILANO RD	004-313-712	RS3	**R2**		2B13
4345 CAPILANO RD	009-581-618	RS3	**R2**		2B13
4335 CAPILANO RD	008-508-682	RS3	**R2**		2B13
1234 RYDAL AVE	009-581-928	RS3	**R2**		2B13
4452 PRIMROSE LANE	009-399-241	RS3	**R2**		2B13
4464 PRIMROSE LANE	009-399-267	RS3	**R2**		2B13
4476 PRIMROSE LANE	009-399-283	RS3	**R2**		2B13
4490 PRIMROSE LANE	009-399-291	RS3	**R2**		2B13
4512 TIMBERLINE PL	007-702-191	RS3	**R2**		2B13
4566 TIMBERLINE PL	009-383-972	RS3	**R2**		2B13
4554 TIMBERLINE PL	009-383-981	RS3	**R2**		2B13
2-4538 TIMBERLINE PL		RS3	**R2**		2B13
1084 LODGE RD	004-386-183	RSSG	**R2**		2B13
1082 LODGE RD	006-567-746	RSSG	**R2**		2B13
1080 LODGE RD	009-382-003	RSSG	**R2**		2B13
1073 EDGEWOOD RD	005-161-860	RS3	**R2**		2B13
1083 LODGE RD	009-366-628	RSSG	**R2**		2B13
1089 LODGE RD	009-366-636	RSSG	**R2**		2B13
1093 LODGE RD	009-366-644	RSSG	**R2**		2B13
1099 LODGE RD	009-366-652	RSSG	**R2**		2B13
1103 LODGE RD	009-366-661	RSSG	**R2**		2B13
1106 LODGE RD	009-366-679	RSSG	**R2**		2B13
1102 LODGE RD	009-366-687	RSSG	**R2**		2B13
1057 MARIGOLD AVE	004-057-988	RS3	**R2**		2B13
1065 EDGEWOOD RD	009-306-749	RS3	**R2**		2B13
1059 EDGEWOOD RD	009-372-971	RS3	**R2**		2B13
1055 EDGEWOOD RD	008-057-974	RS3	**R2**		2B13
1242 DERWENT CRES	009-283-722	RS3	**R2**		2B13
4412 PATTERDALE DR	009-283-731	RS3	**R2**		2B13
4411 PATTERDALE DR	015-892-298	RS3	**R2**		2B13
4448 PATTERDALE DR	009-283-692	RS3	**R2**		2B13
4415 CAPILANO RD	009-283-706	RS3	**R2**		2B13
4423 PATTERDALE DR	009-273-301	RS3	**R2**		2B13
4425 PATTERDALE DR	003-429-962	RS3	**R2**		2B13
4431 PATTERDALE DR	009-273-310	RS3	**R2**		2B13
4437 PATTERDALE DR	009-273-336	RS3	**R2**		2B13
4443 PATTERDALE DR	009-273-344	RS3	**R2**		2B13
4440 PATTERDALE DR	009-273-361	RS3	**R2**		2B13
4434 PATTERDALE DR	009-273-395	RS3	**R2**		2B13
4426 PATTERDALE DR	009-273-409	RS3	**R2**		2B13
4422 PATTERDALE DR	009-273-417	RS3	**R2**		2B13
4418 PATTERDALE DR	009-273-425	RS3	**R2**		2B13
4452 SYCAMORE RD	009-242-031	RS3	**R2**		2B13
4438 SYCAMORE RD	009-242-058	RS3	**R2**		2B13
1082 EDGEWOOD RD	009-242-066	RS3	**R2**		2B13
1070 EDGEWOOD RD	009-242-074	RS3	**R2**		2B13
4599 GLENWOOD AVE	010-187-243	RS3	**R2**		2B13
4593 GLENWOOD AVE	009-225-846	RS3	**R2**		2B13
4587 GLENWOOD AVE	009-225-862	RS3	**R2**		2B13
1065 TALL TREE LANE	009-224-793	RSSG	**R2**		2B13
1098 LODGE RD	008-229-571	RSSG	**R2**		2B13
1094 LODGE RD	008-283-893	RSSG	**R2**		2B13
1090 LODGE RD	008-094-462	RSSG	**R2**		2B13
1086 LODGE RD	007-706-383	RSSG	**R2**		2B13
1070 HANDSWORTH RD	009-187-561	RS3	**R2**		2B13
4318 QUINTON PL	006-058-027	RSSG	**R2**		2B13
4319 CAPILANO RD	009-186-352	RS3	**R2**		2B13
4299 CAPILANO RD	009-186-409	RS3	**R2**		2B13
4327 PATTERDALE DR	009-180-613	RS3	**R2**		2B13
1249 RYDAL AVE	009-180-681	RS3	**R2**		2B13
1237 RYDAL AVE	009-180-699	RS3	**R2**		2B13
4327 CAPILANO RD	008-116-334	RS3	**R2**		2B13
4325 PATTERDALE DR	009-180-621	RS3	**R2**		2B13
4317 PATTERDALE DR	009-180-630	RS3	**R2**		2B13
4309 PATTERDALE DR	009-180-648	RS3	**R2**		2B13
4308 PATTERDALE DR	009-180-656	RS3	**R2**		2B13
4316 PATTERDALE DR	009-180-664	RS3	**R2**		2B13
1281 RYDAL AVE	005-035-406	RS3	**R2**		2B13
1273 RYDAL AVE	009-180-672	RS3	**R2**		2B13
1265 RYDAL AVE	007-448-902	RS3	**R2**		2B13
4530 CAPILANO RD	009-180-028	RS3	**R2**		2B13
4520 CAPILANO RD	007-352-760	RS3	**R2**		2B13
4771 CAPILANO RD	009-165-622	RS3	**R2**		2B13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1160 TALL TREE LANE	009-165-584	RSSG	**R2**		2B13
1109 HANDSWORTH RD	008-227-632	RS3	**R2**		2B13
1091 HANDSWORTH RD	005-318-165	RS3	**R2**		2B13
1096 LINNAE AVE	008-450-145	RS3	**R2**		2B13
1098 LINNAE AVE	009-148-086	RS3	**R2**		2B13
4865 CAPILANO RD	009-218-637	RS3	**R2**		2B13
4633 CAPILANO RD	009-223-207	RS3	**R2**		2B13
1082 LINNAE AVE	004-698-754	RS3	**R2**		2B13
1079 HANDSWORTH RD	009-116-575	RS3	**R2**		2B13
1081 MARIGOLD AVE	009-116-265	RS3	**R2**		2B13
1079 MARIGOLD PL	009-116-273	RS3	**R2**		2B13
1077 MARIGOLD PL	008-178-976	RS3	**R2**		2B13
1075 MARIGOLD PL	009-116-290	RS3	**R2**		2B13
1073 MARIGOLD PL	009-116-311	RS3	**R2**		2B13
1071 MARIGOLD PL	009-116-320	RS3	**R2**		2B13
1069 MARIGOLD PL	009-116-346	RS3	**R2**		2B13
4417 PATTERDALE DR	009-059-776	RS3	**R2**		2B13
4421 PATTERDALE DR	009-059-792	RS3	**R2**		2B13
4453 CAPILANO RD	009-069-747	RS3	**R2**		2B13
4451 CAPILANO RD	009-069-798	RS3	**R2**		2B13
4280 CAPILANO RD	009-037-314	RS3	**R2**		2B13
4286 CAPILANO RD	009-037-331	RS3	**R2**		2B13
4298 CAPILANO RD	009-037-616	RS3	**R2**		2B13
4793 CAPILANO RD	008-171-611	RS3	**R2**		2B13
4785 CAPILANO RD	009-058-877	RS3	**R2**		2B13
1182 TALL TREE LANE	009-017-976	RSSG	**R2**		2B13
1179 EDGEWOOD PL	009-018-000	RS3	**R2**		2B13
1181 EDGEWOOD PL	009-018-018	RS3	**R2**		2B13
1183 EDGEWOOD PL	007-189-303	RS3	**R2**		2B13
1185 EDGEWOOD PL	009-018-026	RS3	**R2**		2B13
1187 EDGEWOOD PL	009-018-069	RS3	**R2**		2B13
1189 EDGEWOOD PL	009-018-077	RS3	**R2**		2B13
1191 EDGEWOOD PL	009-018-085	RS3	**R2**		2B13
1093 MARIGOLD AVE	008-998-183	RS3	**R2**		2B13
4578 CAPILANO RD	008-986-061	RS3	**R2**		2B13
4544 CAPILANO RD	008-986-070	RS3	**R2**		2B13
4511 CAPILANO RD	008-885-541	RS3	**R2**		2B13
4753 CAPILANO RD	008-804-265	RS3	**R2**		2B13
4747 CAPILANO RD	008-804-281	RS3	**R2**		2B13
1129 EDGEWOOD RD	008-763-500	RS3	**R2**		2B13
1121 EDGEWOOD RD	008-763-526	RS3	**R2**		2B13
1110 LODGE RD	008-763-542	RSSG	**R2**		2B13
1118 LODGE RD	004-644-603	RSSG	**R2**		2B13
1132 LODGE RD	008-763-569	RSSG	**R2**		2B13
1150 LODGE RD	008-763-577	RSSG	**R2**		2B13
1143 LODGE RD	008-763-615	RSSG	**R2**		2B13
1125 LODGE RD	008-763-623	RSSG	**R2**		2B13
1117 LODGE RD	008-763-631	RSSG	**R2**		2B13
1109 LODGE RD	008-763-666	RSSG	**R2**		2B13
4312 CAPILANO RD	006-706-916	RS3	**R2**		2B13
4316 CAPILANO RD	008-688-940	RS3	**R2**		2B13
4594 GLENWOOD AVE	004-100-417	RS3	**R2**		2B13
4570 GLENWOOD AVE	008-660-620	RS3	**R2**		2B13
4556 GLENWOOD AVE	008-660-697	RS3	**R2**		2B13
4542 GLENWOOD AVE	008-660-719	RS3	**R2**		2B13
4528 GLENWOOD AVE	008-660-727	RS3	**R2**		2B13
4514 GLENWOOD AVE	008-660-735	RS3	**R2**		2B13
1098 HANDSWORTH RD	008-660-743	RS3	**R2**		2B13
1090 HANDSWORTH RD	008-660-778	RS3	**R2**		2B13
4530 TIMBERLINE PL	008-599-122	RS3	**R2**		2B13
4518 TIMBERLINE PL	008-599-131	RS3	**R2**		2B13
1059 TALL TREE LANE	008-500-959	RSSG	**R2**		2B13
4111 GRACE CRES	008-500-975	RSSG	**R2**		2B13
1051 TALL TREE LANE	007-944-101	RSSG	**R2**		2B13
4419 PATTERDALE DR	007-702-248	RS3	**R2**		2B13
1199 TALL TREE LANE	007-685-068	RSSG	**R2**		2B13
1197 TALL TREE LANE	006-708-421	RSSG	**R2**		2B13
4356 CAPILANO RD	007-621-159	RS3	**R2**		2B13
4350 CAPILANO RD	007-621-183	RS3	**R2**		2B13
4346 CAPILANO RD	002-399-342	RS3	**R2**		2B13
4598 TEVIOT PL	007-530-056	RS3	**R2**		2B13
4596 TEVIOT PL	007-530-072	RS3	**R2**		2B13
4594 TEVIOT PL	007-530-081	RS3	**R2**		2B13
4580 TEVIOT PL	005-099-633	RS3	**R2**		2B13
2-4582 TEVIOT PL		RS3	**R2**		2B13

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4586 TEVIOT PL	002-461-285	RS3	**R2**		2B13
4584 CAPILANO RD	007-020-899	RS3	**R2**		2B13
4588 TEVIOT PL	007-512-643	RS3	**R2**		2B13
4590 TEVIOT PL	007-580-193	RS3	**R2**		2B13
4592 TEVIOT PL	007-074-263	RS3	**R2**		2B13
1067 HANDSWORTH RD	007-372-876	RS3	**R2**		2B13
4468 SYCAMORE RD	007-372-884	RS3	**R2**		2B13
4342 CAPILANO RD	004-769-252	RS3	**R2**		2B13
4322 CAPILANO RD	003-494-691	RS3	**R2**		2B13
4336 CAPILANO RD	007-365-128	RS3	**R2**		2B13
4328 CAPILANO RD	007-365-152	RS3	**R2**		2B13
1198 TALL TREE LANE	002-812-070	RSSG	**R2**		2B13
4628 TEVIOT PL	007-325-134	RS3	**R2**		2B13
4620 TEVIOT PL	004-086-147	RS3	**R2**		2B13
1202 TALL TREE LANE	007-292-503	RSSG	**R2**		2B13
4281 CAPILANO RD	004-157-516	RS3	**R2**		2B13
4283 CAPILANO RD	004-157-541	RS3	**R2**		2B13
4290 CAPILANO RD	010-621-253	RS3	**R2**		2B13
1070 CANYON BLVD	012-384-348	RS3	**R2**	S1	2B13
1074 CANYON BLVD	012-384-356	RS3	**R2**	S1	2B13
1076 CANYON BLVD	012-384-364	RS3	**R2**	S1	2B13
1078 CANYON BLVD	012-384-372	RS3	**R2**	S1	2B13
1082 CANYON BLVD	008-347-301	RS3	**R2**	S1	2B13
1090 CANYON BLVD	012-384-381	RS3	**R2**	S1	2B13
1092 CANYON BLVD	008-294-704	RS3	**R2**	S1	2B13
1096 CANYON BLVD	005-012-295	RS3	**R2**	S1	2B13
1100 CANYON BLVD	028-410-009	RS3	**R2**	S1	2B13
1098 CANYON BLVD	028-410-017	RS3	**R2**	S1	2B13
1127 CANYON BLVD	012-372-820	RS3	**R2**	S1	2B13
1119 CANYON BLVD	005-133-726	RS3	**R2**	S1	2B13
1101 CANYON BLVD	012-372-838	RS3	**R2**	S1	2B13
1097 CANYON BLVD	012-372-862	RS3	**R2**	S1	2B13
1091 CANYON BLVD	002-492-962	RS3	**R2**	S1	2B13
1089 CANYON BLVD	002-492-890	RS3	**R2**	S1	2B13
1085 CANYON BLVD	002-763-613	RS3	**R2**	S1	2B13
1081 CANYON BLVD	007-851-456	RS3	**R2**	S1	2B13
1079 CANYON BLVD	005-392-837	RS3	**R2**	S1	2B13
4503 CAPILANO RD	010-854-193	RS3	**R2**		2B13
4521 CAPILANO RD	010-807-519	RS3	**R2**		2B13
4517 CAPILANO RD	010-854-223	RS3	**R2**		2B13
4796 GLENWOOD AVE	008-171-386	RS3	**R2**		2B13
1047 BELVEDERE DR	002-603-241	RS3	**R2**		2B13
1043 BELVEDERE DR	010-323-198	RS3	**R2**		2B13
1039 BELVEDERE DR	010-323-228	RS3	**R2**		2B13
1035 BELVEDERE DR	010-323-244	RS3	**R2**		2B13
1029 BELVEDERE DR	010-323-261	RS3	**R2**		2B13
1038 MARIGOLD AVE	010-323-287	RS3	**R2**		2B13
1042 MARIGOLD AVE	008-089-205	RS3	**R2**		2B13
1048 RUTHINA AVE	010-323-317	RS3	**R2**		2B13
1056 RUTHINA AVE	010-323-341	RS3	**R2**		2B13
1060 RUTHINA AVE	010-323-368	RS3	**R2**		2B13
1083 MONTROYAL BLVD	010-323-040	RS3	**R2**		2B13
1064 RUTHINA AVE	010-323-384	RS3	**R2**		2B13
1066 RUTHINA AVE	010-323-414	RS3	**R2**		2B13
1074 RUTHINA AVE	004-231-139	RS3	**R2**		2B13
1078 RUTHINA AVE	010-323-449	RS3	**R2**		2B13
1082 RUTHINA AVE	010-323-473	RS3	**R2**		2B13
1086 RUTHINA AVE	010-323-503	RS3	**R2**		2B13
1090 RUTHINA AVE	010-323-538	RS3	**R2**		2B13
1098 RUTHINA AVE	010-323-554	RS3	**R2**		2B13
1075 BELVEDERE DR	010-323-082	RS3	**R2**		2B13
1071 BELVEDERE DR	010-137-181	RS3	**R2**		2B13
1067 BELVEDERE DR	010-323-104	RS3	**R2**		2B13
1063 BELVEDERE DR	010-323-112	RS3	**R2**		2B13
1057 BELVEDERE DR	010-323-139	RS3	**R2**		2B13
1055 BELVEDERE DR	010-323-155	RS3	**R2**		2B13
1051 BELVEDERE DR	010-323-171	RS3	**R2**		2B13
4465 CAPILANO RD	009-931-058	RS3	**R2**		2B13
1285 LANGDALE DR	009-931-139	RS3	**R2**		2B13
1271 LANGDALE DR	009-931-147	RS3	**R2**		2B13
1259 LANGDALE DR	009-931-155	RS3	**R2**		2B13
1243 LANGDALE DR	009-931-171	RS3	**R2**		2B13
1229 LANGDALE DR	009-931-180	RS3	**R2**		2B13
1213 LANGDALE DR	009-931-201	RS3	**R2**		2B13
1212 LANGDALE DR	008-933-707	RS3	**R2**		2B13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1228 LANGDALE DR	009-931-066	RS3	**R2**		2B13
1252 LANGDALE DR	005-751-837	RS3	**R2**		2B13
1264 LANGDALE DR	009-931-082	RS3	**R2**		2B13
1284 LANGDALE DR	009-931-091	RS3	**R2**		2B13
1290 LANGDALE DR	009-931-104	RS3	**R2**		2B13
1297 LANGDALE DR	009-931-112	RS3	**R2**		2B13
1115 TALL TREE LANE	008-181-578	RSSG	**R2**		2B13
4244 SUNSET BLVD	004-310-357	RSSG	**R2**		2B13
4260 SUNSET BLVD	005-104-220	RSSG	**R2**		2B13
4279 PELLY RD	009-881-883	RSSG	**R2**		2B13
1133 TALL TREE LANE	009-882-154	RSSG	**R2**		2B13
4257 PELLY RD	004-485-220	RSSG	**R2**		2B13
1276 LANGDALE DR	009-550-305	RS3	**R2**		2B13
1169 CANYON BLVD	002-635-691	RS3	**R2**	S1	2B13
1165 CANYON BLVD	012-372-803	RS3	**R2**	S1	2B13
1143 CANYON BLVD	012-373-141	RS3	**R2**	S1	2B13
1075 CANYON BLVD	028-767-675	RS3	**R2**	S1	2B13
4883 BELVEDERE DR	028-767-683	RS3	**R2**	S1	2B13
1138 CANYON BLVD	007-653-336	RS3	**R2**	S1	2B13
1136 CANYON BLVD	002-882-558	RS3	**R2**	S1	2B13
1102 CANYON BLVD	007-653-344	RS3	**R2**	S1	2B13
1111 CANYON BLVD	007-228-392	RS4	**R2**	S1	2B13
1105 CANYON BLVD	007-228-406	RS4	**R2**	S1	2B13
1172 CANYON BLVD	007-096-721	RS4	**R2**	S1	2B13
1168 CANYON BLVD	007-096-763	RS4	**R2**	S1	2B13
4875 CAPILANO RD	003-915-239	RS3	**R2**		2B13
4869 CAPILANO RD	003-915-247	RS3	**R2**		2B13
1040 CANYON BLVD	012-383-881	RS3	**R2**	S1	2B13
1044 CANYON BLVD	007-163-304	RS3	**R2**	S1	2B13
1064 CANYON BLVD	002-533-499	RS3	**R2**	S1	2B13
1068 CANYON BLVD	012-383-902	RS3	**R2**	S1	2B13
1048 CANYON BLVD	012-383-961	RS3	**R2**	S1	2B13
1036 CANYON BLVD	012-384-011	RS3	**R2**	S1	2B13
1052 CANYON BLVD	007-145-284	RS3	**R2**	S1	2B13
1028 CANYON BLVD	005-399-645	RS3	**R2**	S1	2B13
1032 CANYON BLVD	010-067-698	RS3	**R2**	S1	2B13
1058 CANYON BLVD	012-384-046	RS3	**R2**	S1	2B13
4573 CAPILANO RD	007-108-001	RS3	**R2**		2B13
4571 CAPILANO RD	007-107-986	RS3	**R2**		2B13
4370 CAPILANO RD	007-851-871	RS3	**R2**		2B13
4360 CAPILANO RD	007-851-880	RS3	**R2**		2B13
4577 CAPILANO RD	008-973-644	RS3	**R2**		2B13
4579 CAPILANO RD	008-973-661	RS3	**R2**		2B13
4575 CAPILANO RD	008-973-628	RS3	**R2**		2B13
1061 HANDSWORTH RD	014-077-957	RS3	**R2**		2B13
1069 MONTROYAL BLVD	010-322-744	RS3	**R2**		2B13
1054 BELVEDERE DR	005-098-017	RS3	**R2**		2B13
1056 BELVEDERE DR	010-322-914	RS3	**R2**		2B13
1060 BELVEDERE DR	010-322-922	RS3	**R2**		2B13
1063 MONTROYAL BLVD	010-322-761	RS3	**R2**		2B13
1057 MONTROYAL BLVD	010-322-787	RS3	**R2**		2B13
1053 MONTROYAL BLVD	010-322-809	RS3	**R2**		2B13
4769 PHEASANT PL	010-322-833	RS3	**R2**		2B13
4745 PHEASANT PL	010-322-850	RS3	**R2**		2B13
4731 PHEASANT PL	010-322-876	RS3	**R2**		2B13
4727 PHEASANT PL	010-322-892	RS3	**R2**		2B13
1050 BELVEDERE DR	010-322-906	RS3	**R2**		2B13
4275 SUNSET BLVD	009-881-344	RSSG	**R2**		2B13
4297 SUNSET BLVD	007-930-691	RSSG	**R2**		2B13
1175 TALL TREE LANE	009-881-352	RSSG	**R2**		2B13
1183 TALL TREE LANE	009-881-379	RSSG	**R2**		2B13
1191 TALL TREE LANE	004-879-864	RSSG	**R2**		2B13
4537 CAPILANO RD	010-099-972	RS3	**R2**		2B13
4380 CAPILANO RD	010-859-101	RS3	**R2**		2B13
1196 TALL TREE LANE	009-621-318	RSSG	**R2**		2B13
1059 HANDSWORTH RD	010-768-165	RS3	**R2**		2B13
1107 EDGEWOOD RD	010-309-209	RS3	**R2**		2B13
1085 EDGEWOOD RD	010-309-225	RS3	**R2**		2B13
4109 GRACE CRES	010-116-818	RSSG	**R2**		2B13
4110 GRACE CRES	008-704-279	RSSG	**R2**		2B13
4112 GRACE CRES	009-719-008	RSSG	**R2**		2B13
4114 GRACE CRES	009-719-016	RSSG	**R2**		2B13
4116 GRACE CRES	005-161-436	RSSG	**R2**		2B13
4314 QUINTON PL	009-600-442	RSSG	**R2**		2B13
4302 CAROLYN DR	003-359-298	RSSG	**R2**		2B13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4310 QUINTON PL	009-616-748	RSSG	**R2**		2B13
1066 TALL TREE LANE	009-977-830	RSSG	**R2**		2B13
1072 LODGE RD	009-977-848	RSSG	**R2**		2B13
4391 CAROLYN DR	009-977-546	RSSG	**R2**		2B13
4377 CAROLYN DR	004-006-151	RSSG	**R2**		2B13
4365 CAROLYN DR	009-977-589	RSSG	**R2**		2B13
4353 CAROLYN DR	009-977-627	RSSG	**R2**		2B13
4341 CAROLYN DR	009-977-643	RSSG	**R2**		2B13
4329 CAROLYN DR	009-977-678	RSSG	**R2**		2B13
4317 CAROLYN DR	009-977-716	RSSG	**R2**		2B13
1056 TALL TREE LANE	009-977-741	RSSG	**R2**		2B13
4802 BELVEDERE DR	004-208-102	RS3	**R2**		2B13
1062 MONTROYAL BLVD	007-944-071	RS3	**R2**		2B13
1052 MONTROYAL BLVD	010-322-426	RS3	**R2**		2B13
1050 MONTROYAL BLVD	010-322-442	RS3	**R2**		2B13
1046 MONTROYAL BLVD	010-322-477	RS3	**R2**		2B13
1042 MONTROYAL BLVD	010-322-507	RS3	**R2**		2B13
1040 MONTROYAL BLVD	005-543-797	RS3	**R2**		2B13
1036 MONTROYAL BLVD	010-322-540	RS3	**R2**		2B13
1034 MONTROYAL BLVD	010-322-582	RS3	**R2**		2B13
4393 QUINTON PL	009-599-789	RSSG	**R2**		2B13
4387 QUINTON PL	009-599-835	RSSG	**R2**		2B13
4383 QUINTON PL	009-600-345	RSSG	**R2**		2B13
4375 QUINTON PL	009-600-353	RSSG	**R2**		2B13
1025 EDGEWOOD RD	009-599-771	RSSG	**R2**		2B13
4317 QUINTON PL	009-600-396	RSSG	**R2**		2B13
1047 EDGEWOOD RD	009-426-451	RSSG	**R2**		2B13
4388 CAROLYN DR	005-075-327	RSSG	**R2**		2B13
4372 CAROLYN DR	009-616-624	RSSG	**R2**		2B13
4360 CAROLYN DR	009-616-641	RSSG	**R2**		2B13
4352 CAROLYN DR	004-079-043	RSSG	**R2**		2B13
4346 CAROLYN DR	009-616-675	RSSG	**R2**		2B13
4334 CAROLYN DR	009-616-705	RSSG	**R2**		2B13
1138 HANDSWORTH RD	009-711-155	RS3	**R2**		2B13
4629 CAPILANO RD	025-556-363	RS3	**R2**		2B13
4625 CAPILANO RD	025-556-380	RS3	**R2**		2B13
4575 GLENWOOD AVE	009-439-692	RS3	**R2**		2B13
4555 GLENWOOD AVE	010-387-005	RS3	**R2**		2B13
4605 GLENWOOD AVE	015-948-901	RS3	**R2**		2B13
4825 CAPILANO RD	010-250-182	RS3	**R2**		2B13
4805 CAPILANO RD	005-708-583	RS3	**R2**		2B13
1192 EDGEWOOD PL	018-627-358	RS3	**R2**		2B13
1159 EDGEWOOD RD	018-627-366	RS3	**R2**		2B13
1190 EDGEWOOD PL	018-627-374	RS3	**R2**		2B13
1186 EDGEWOOD PL	018-627-382	RS3	**R2**		2B13
1184 EDGEWOOD PL	018-627-391	RS3	**R2**		2B13
1155 LODGE RD	018-627-404	RSSG	**R2**		2B13
1180 EDGEWOOD PL	018-627-412	RS3	**R2**		2B13
1166 TALL TREE LANE	018-627-421	RSSG	**R2**		2B13
4907 CAPILANO RD	018-697-097	RS3	**R2**		2B13
1130 HANDSWORTH RD	017-309-921	RS3	**R2**		2B13
1110 HANDSWORTH RD	017-309-930	RS3	**R2**		2B13
4525 GLENWOOD AVE	017-309-948	RS3	**R2**		2B13
1162 CANYON BLVD	018-693-377	RS3	**R2**	S1	2B13
1156 CANYON BLVD	018-693-385	RS3	**R2**	S1	2B13
1150 CANYON BLVD	018-693-393	RS3	**R2**	S1	2B13
1151 EDGEWOOD RD	017-665-566	RS3	**R2**		2B13
1141 EDGEWOOD RD	017-665-574	RS3	**R2**		2B13
1185 CANYON BLVD	017-754-542	RS4	**R2**		2B13
4555 CAPILANO RD	017-750-881	RS3	**R2**		2B13
4551 CAPILANO RD	017-750-890	RS3	**R2**		2B13
	CP-LMS2424	RS3	**R2**		2B13
4317 CAPILANO RD	023-438-410	RS3	**R2**		2B13
4315 CAPILANO RD	023-438-428	RS3	**R2**		2B13
4601 CAPILANO RD	018-258-832	RS3	**R2**		2B13
4605 CAPILANO RD	018-258-841	RS3	**R2**		2B13
4609 CAPILANO RD	018-258-859	RS3	**R2**		2B13
4613 CAPILANO RD	018-258-867	RS3	**R2**		2B13
4617 CAPILANO RD	018-258-875	RS3	**R2**		2B13
4621 CAPILANO RD	018-258-883	RS3	**R2**		2B13
		RS3	**R2**		2B13
1088 EDGEWOOD RD	009-512-446	RS3	**R2**		2B13
4423 SYCAMORE RD	009-512-501	RS3	**R2**		2B13
4435 SYCAMORE RD	009-512-543	RS3	**R2**		2B13
4447 SYCAMORE RD	009-512-594	RS3	**R2**		2B13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1124 EDGEWOOD RD	009-414-959	RS3	**R2**		2B13
1120 EDGEWOOD RD	009-414-983	RS3	**R2**		2B13
4491 PRIMROSE LANE	009-399-194	RS3	**R2**		2B13
4477 PRIMROSE LANE	008-352-089	RS3	**R2**		2B13
4465 PRIMROSE LANE	009-399-208	RS3	**R2**		2B13
4453 PRIMROSE LANE	009-399-232	RS3	**R2**		2B13
1137 LINNAE AVE	009-398-422	RS3	**R2**		2B13
1129 LINNAE AVE	008-255-024	RS3	**R2**		2B13
1130 EDGEWOOD RD	009-398-449	RS3	**R2**		2B13
1116 EDGEWOOD RD	009-226-524	RS3	**R2**		2B13
1107 LINNAE AVE	009-226-559	RS3	**R2**		2B13
4450 CAPILANO RD	009-234-357	RS3	**R2**		2B13
4442 CAPILANO RD	004-394-330	RS3	**R2**		2B13
4436 CAPILANO RD	009-221-930	RS3	**R2**		2B13
1173 LINNAE AVE	009-221-948	RS3	**R2**		2B13
1178 EDGEWOOD RD	007-758-928	RS3	**R2**		2B13
1184 EDGEWOOD RD	007-758-642	RS3	**R2**		2B13
1190 EDGEWOOD RD	007-758-651	RS3	**R2**		2B13
1171 HANDSWORTH RD	007-204-141	RS3	**R2**		2B13
1158 LINNAE AVE	007-754-086	RS3	**R2**		2B13
1144 LINNAE AVE	007-754-094	RS3	**R2**		2B13
1169 LINNAE AVE	007-753-063	RS3	**R2**		2B13
1155 LINNAE AVE	007-621-663	RS3	**R2**		2B13
1162 EDGEWOOD RD	007-621-671	RS3	**R2**		2B13
1146 EDGEWOOD RD	006-598-030	RS3	**R2**		2B13
4430 CAPILANO RD	003-316-581	RS3	**R2**		2B13
4460 CAPILANO RD	010-257-632	RS3	**R2**		2B13
4470 CAPILANO RD	010-257-641	RS3	**R2**		2B13
4474 CAPILANO RD	009-930-434	RS3	**R2**		2B13
1197 HANDSWORTH RD	010-257-667	RS3	**R2**		2B13
1183 HANDSWORTH RD	008-174-393	RS3	**R2**		2B13
1135 HANDSWORTH RD	007-124-261	RS3	**R2**		2B13
4410 CAPILANO RD	029-480-469	RS3	**R2**		2B13
1198 EDGEWOOD RD	029-480-477	RS3	**R2**		2B13
1099 LINNAE AVE	009-226-699	RS3	**R2**		2B13
1145 LINNAE AVE	027-878-350	RS3	**R2**		2B13
1039 CANYON BLVD	005-262-828	RS3	**R2**	S1	2B13
1047 CANYON BLVD	012-375-462	RS3	**R2**	S1	2B13
1035 CANYON BLVD	032-125-208	RS3	**R2**	S1	2B13
1043 CANYON BLVD	012-375-527	RS3	**R2**	S1	2B13
1041 CANYON BLVD	005-322-561	RS3	**R2**	S1	2B13
1057 CANYON BLVD	012-375-152	RS3	**R2**	S1	2B13
1051 CANYON BLVD	012-375-187	RS3	**R2**	S1	2B13
1045 CANYON BLVD	012-375-489	RS3	**R2**	S1	2B13
1027 CANYON BLVD	012-375-641	RS3	**R2**	S1	2B13
1033 CANYON BLVD	032-125-216	RS3	**R2**	S1	2B13
1055 CANYON BLVD	012-375-608	RS3	**R2**	S1	2B13
1023 CANYON BLVD	012-375-578	RS3	**R2**	S1	2B13
1053 CANYON BLVD	008-033-609	RS3	**R2**	S1	2B13
4878 BELVEDERE DR	012-375-110	RS3	**R2**	S1	2B13
4511 TIMBERLINE PL	009-383-824	RS3	**R2**		2B13
4525 TIMBERLINE PL	009-383-841	RS3	**R2**		2B13
4537 TIMBERLINE PL	009-383-875	RS3	**R2**		2B13
4553 TIMBERLINE PL	009-383-913	RS3	**R2**		2B13
4569 TIMBERLINE PL	009-383-948	RS3	**R2**		2B13
1056 HANDSWORTH RD	009-304-142	RS3	**R2**		2B13
1054 HANDSWORTH RD	009-304-070	RS3	**R2**		2B13
1063 MARIGOLD PL	009-116-389	RS3	**R2**		2B13
1061 MARIGOLD PL	009-116-397	RS3	**R2**		2B13
1051 MARIGOLD AVE	009-116-419	RS3	**R2**		2B13
1067 MARIGOLD PL	009-116-354	RS3	**R2**		2B13
1065 MARIGOLD PL	009-116-371	RS3	**R2**		2B13
4577 TIMBERLINE PL	009-078-479	RS3	**R2**		2B13
1040 HANDSWORTH RD	007-936-397	RS3	**R2**		2B13
1049 MARIGOLD AVE	008-837-881	RS3	**R2**		2B13
1045 MARIGOLD AVE	008-837-902	RS3	**R2**		2B13
1037 MARIGOLD AVE	008-837-945	RS3	**R2**		2B13
1046 HANDSWORTH RD	030-586-321	RS3	**R2**		2B13
1048 HANDSWORTH RD	030-586-330	RS3	**R2**		2B13
1058 HANDSWORTH RD	009-304-126	RS3	**R2**		2B13
1068 HANDSWORTH RD	009-187-588	RS3	**R2**		2B13
4643 GLENWOOD AVE	010-667-440	RS3	**R2**		2B13
4675 GLENWOOD AVE	009-699-970	RS3	**R2**		2B13
4585 TIMBERLINE PL	009-078-487	RS3	**R2**		2B13
4593 TIMBERLINE PL	005-811-970	RS3	**R2**		2B13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4586 TIMBERLINE PL	028-896-793	RS3	**R2**		2B13
4910 CAPILANO RD	012-384-208	RS3	**R2**		2B15
4978 CAPILANO RD	012-384-216	RS3	**R2**		2B15
4990 CAPILANO RD	002-706-164	RS3	**R2**		2B15
4998 CAPILANO RD	012-384-224	RS3	**R2**		2B15
5625 NANCY GREENE WAY	004-881-249	RS3	**R2**		2B15
1069 CLEMENTS AVE	011-071-940	RS3	**R2**	S1	2B15
1043 CLEMENTS AVE	012-348-830	RS3	**R2**	S1	2B15
1055 CLEMENTS AVE	012-383-953	RS3	**R2**	S1	2B15
1047 CLEMENTS AVE	012-383-970	RS3	**R2**	S1	2B15
1063 CLEMENTS AVE	012-383-996	RS3	**R2**	S1	2B15
1025 CLEMENTS AVE	012-384-003	RS3	**R2**	S1	2B15
1035 CLEMENTS AVE	012-384-020	RS3	**R2**	S1	2B15
1033 CLEMENTS AVE	012-384-038	RS3	**R2**	S1	2B15
1037 CLEMENTS AVE	011-086-564	RS3	**R2**	S1	2B15
5346 ESPERANZA DR	008-535-906	RS3	**R2**		2B15
5372 ESPERANZA DR	008-535-931	RS3	**R2**		2B15
5398 ESPERANZA DR	008-535-957	RS3	**R2**		2B15
5414 ESPERANZA DR	002-807-033	RS3	**R2**		2B15
5419 ESPERANZA DR	008-535-981	RS3	**R2**		2B15
5401 ESPERANZA DR	008-536-007	RS3	**R2**		2B15
5383 ESPERANZA DR	008-536-040	RS3	**R2**		2B15
5367 ESPERANZA DR	002-889-501	RS3	**R2**		2B15
5351 ESPERANZA DR	008-536-082	RS3	**R2**		2B15
5335 ESPERANZA DR	008-536-104	RS3	**R2**		2B15
5319 ESPERANZA DR	005-788-960	RS3	**R2**		2B15
5295 CLIFFRIDGE AVE	008-536-139	RS3	**R2**		2B15
5261 CLIFFRIDGE AVE	008-536-171	RS3	**R2**		2B15
5249 CLIFFRIDGE AVE	008-536-198	RS3	**R2**		2B15
5233 CLIFFRIDGE AVE	008-536-228	RS3	**R2**		2B15
5217 CLIFFRIDGE AVE	008-536-244	RS3	**R2**		2B15
5199 CLIFFRIDGE AVE	008-536-279	RS3	**R2**		2B15
5193 CLIFFRIDGE AVE	008-536-325	RS3	**R2**		2B15
5187 CLIFFRIDGE AVE	008-566-577	RS3	**R2**		2B15
5181 CLIFFRIDGE AVE	008-536-333	RS3	**R2**		2B15
5175 CLIFFRIDGE AVE	008-536-350	RS3	**R2**		2B15
5169 CLIFFRIDGE AVE	008-536-392	RS3	**R2**		2B15
5159 NANCY GREENE WAY	007-300-298	RS3	**R2**		2B15
5171 NANCY GREENE WAY	003-340-767	RS3	**R2**		2B15
5221 NANCY GREENE WAY	007-300-301	RS3	**R2**		2B15
5243 NANCY GREENE WAY	007-300-310	RS3	**R2**		2B15
5261 NANCY GREENE WAY	007-185-936	RS3	**R2**		2B15
5283 NANCY GREENE WAY	007-300-336	RS3	**R2**		2B15
5323 NANCY GREENE WAY	003-931-463	RS3	**R2**		2B15
5345 NANCY GREENE WAY	007-300-344	RS3	**R2**		2B15
5361 NANCY GREENE WAY	007-300-352	RS3	**R2**		2B15
5383 NANCY GREENE WAY	007-300-379	RS3	**R2**		2B15
5397 NANCY GREENE WAY	007-300-387	RS3	**R2**		2B15
5411 NANCY GREENE WAY	007-300-395	RS3	**R2**		2B15
5413 NANCY GREENE WAY	007-300-417	RS3	**R2**		2B15
5439 NANCY GREENE WAY	007-300-425	RS3	**R2**		2B15
5483 NANCY GREENE WAY	007-300-433	RS3	**R2**		2B15
5495 NANCY GREENE WAY	007-346-816	RS3	**R2**		2B15
5491 BLUEBERRY LANE	007-300-441	RS4	**R2**		2B15
5479 BLUEBERRY LANE	007-300-484	RS4	**R2**		2B15
5461 BLUEBERRY LANE	007-300-581	RS4	**R2**		2B15
5449 BLUEBERRY LANE	007-300-603	RS4	**R2**		2B15
5437 BLUEBERRY LANE	007-300-654	RS4	**R2**		2B15
5429 BLUEBERRY LANE	007-300-671	RS4	**R2**		2B15
5417 BLUEBERRY LANE	007-300-727	RS4	**R2**		2B15
5409 BLUEBERRY LANE	002-832-224	RS4	**R2**		2B15
5385 BLUEBERRY LANE	007-300-743	RS4	**R2**		2B15
5369 BLUEBERRY LANE	005-399-211	RS4	**R2**		2B15
5374 BLUEBERRY LANE	007-300-760	RS4	**R2**		2B15
5386 BLUEBERRY LANE	007-300-841	RS4	**R2**		2B15
5408 BLUEBERRY LANE	007-300-883	RS4	**R2**		2B15
5420 BLUEBERRY LANE	007-300-913	RS4	**R2**		2B15
5436 BLUEBERRY LANE	007-300-921	RS4	**R2**		2B15
5448 BLUEBERRY LANE	007-300-930	RS4	**R2**		2B15
5460 BLUEBERRY LANE	004-530-187	RS4	**R2**		2B15
5472 BLUEBERRY LANE	007-300-981	RS4	**R2**		2B15
5480 BLUEBERRY LANE	003-502-236	RS4	**R2**		2B15
5492 BLUEBERRY LANE	007-301-022	RS4	**R2**		2B15
1097 BLUE GROUSE WAY	003-264-602	RS4	**R2**		2B15
1093 BLUE GROUSE WAY	007-301-090	RS4	**R2**		2B15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1089 BLUE GROUSE WAY	007-301-251	RS4	**R2**		2B15
1085 BLUE GROUSE WAY	007-301-286	RS4	**R2**		2B15
1081 BLUE GROUSE WAY	007-301-316	RS4	**R2**		2B15
1077 BLUE GROUSE WAY	007-301-359	RS4	**R2**		2B15
1073 BLUE GROUSE WAY	007-301-383	RS4	**R2**		2B15
1069 BLUE GROUSE WAY	007-301-499	RS4	**R2**		2B15
1065 BLUE GROUSE WAY	006-306-861	RS4	**R2**		2B15
1042 BLUE GROUSE WAY	005-173-299	RS4	**R2**		2B15
5515 STELLAR PL	007-301-626	RS4	**R2**		2B15
5511 STELLAR PL	007-301-634	RS4	**R2**		2B15
5507 STELLAR PL	007-301-642	RS4	**R2**		2B15
5503 STELLAR PL	007-301-669	RS4	**R2**		2B15
5597 NANCY GREENE WAY	007-277-083	RS3	**R2**		2B15
5593 NANCY GREENE WAY	007-277-113	RS3	**R2**		2B15
5581 NANCY GREENE WAY	007-277-121	RS3	**R2**		2B15
5573 NANCY GREENE WAY	006-855-181	RS3	**R2**		2B15
5561 NANCY GREENE WAY	007-277-181	RS3	**R2**		2B15
5553 NANCY GREENE WAY	007-277-211	RS3	**R2**		2B15
5541 NANCY GREENE WAY	007-277-237	RS3	**R2**		2B15
5533 NANCY GREENE WAY	005-806-071	RS3	**R2**		2B15
5515 NANCY GREENE WAY	007-277-245	RS3	**R2**		2B15
5513 NANCY GREENE WAY	007-277-261	RS3	**R2**		2B15
5509 NANCY GREENE WAY	004-513-428	RS3	**R2**		2B15
5501 NANCY GREENE WAY	007-277-288	RS3	**R2**		2B15
1120 BLUE GROUSE WAY	002-665-824	RS4	**R2**		2B15
5514 WOODCHUCK PL	007-277-300	RS4	**R2**		2B15
5520 WOODCHUCK PL	007-277-334	RS4	**R2**		2B15
5526 WOODCHUCK PL	007-277-814	RS4	**R2**		2B15
5532 WOODCHUCK PL	007-277-512	RS4	**R2**		2B15
5538 WOODCHUCK PL	007-277-521	RS4	**R2**		2B15
5544 WOODCHUCK PL	007-277-539	RS4	**R2**		2B15
5560 WOODCHUCK PL	007-277-547	RS4	**R2**		2B15
5566 WOODPECKER PL	007-277-598	RS4	**R2**		2B15
5570 WOODPECKER PL	007-277-610	RS4	**R2**		2B15
5574 WOODPECKER PL	007-277-628	RS4	**R2**		2B15
5578 WOODPECKER PL	006-911-005	RS4	**R2**		2B15
5584 WOODPECKER PL	005-225-906	RS4	**R2**		2B15
5586 NUTHATCH PL	007-277-652	RS4	**R2**		2B15
5590 NUTHATCH PL	007-277-661	RS4	**R2**		2B15
5592 NUTHATCH PL	007-277-687	RS4	**R2**		2B15
5596 NUTHATCH PL	007-277-717	RS4	**R2**		2B15
5599 GROUSEWOODS DR	007-277-784	RS4	**R2**		2B15
5597 HUCKLEBERRY PL	006-559-115	RM2	**R2**		2B15
5595 HUCKLEBERRY PL	007-277-831	RM2	**R2**		2B15
5591 HUCKLEBERRY PL	007-277-849	RM2	**R2**		2B15
5587 HUCKLEBERRY PL	007-277-857	RM2	**R2**		2B15
5569 HUCKLEBERRY LANE	007-277-873	RM2	**R2**		2B15
5563 HUCKLEBERRY LANE	005-408-555	RM2	**R2**		2B15
5551 HUCKLEBERRY LANE	007-277-881	RM2	**R2**		2B15
5543 HUCKLEBERRY LANE	007-277-890	RM2	**R2**		2B15
5535 HUCKLEBERRY LANE	007-277-911	RM2	**R2**		2B15
5527 HUCKLEBERRY LANE	007-277-946	RM2	**R2**		2B15
5519 HUCKLEBERRY LANE	007-277-954	RM2	**R2**		2B15
5511 HUCKLEBERRY LANE	007-277-962	RM2	**R2**		2B15
5503 HUCKLEBERRY LANE	007-278-730	RM2	**R2**		2B15
5506 HUCKLEBERRY LANE	007-278-756	RM2	**R2**		2B15
5602 GROUSEWOODS DR	007-253-231	RM2	**R2**		2B15
5609 WHITE PINE LANE	007-253-257	RM2	**R2**		2B15
5617 WHITE PINE LANE	007-253-303	RM2	**R2**		2B15
5623 WHITE PINE LANE	007-253-311	RM2	**R2**		2B15
5502 STELLAR PL	002-623-340	RS4	**R2**		2B15
5510 STELLAR PL	007-180-250	RS4	**R2**		2B15
1038 BLUE GROUSE WAY	007-180-268	RS4	**R2**		2B15
5471 NANCY GREENE WAY	006-466-061	RS3	**R2**		2B15
5453 NANCY GREENE WAY	007-011-555	RS3	**R2**		2B15
5500 WOODCHUCK PL	006-924-379	RS4	**R2**		2B15
1030 PROSPECT AVE	009-092-161	RS3	**R2**	S1	2B15
1054 PROSPECT AVE	014-289-580	RS3	**R2**	S1	2B15
1050 PROSPECT AVE	008-171-106	RS3	**R2**	S1	2B15
1042 PROSPECT AVE	014-289-598	RS3	**R2**	S1	2B15
1038 PROSPECT AVE	014-289-601	RS3	**R2**	S1	2B15
1036 PROSPECT AVE	009-890-084	RS3	**R2**	S1	2B15
1108 CLEMENTS AVE	007-669-569	RS3	**R2**	S1	2B15
1114 CLEMENTS AVE	004-232-101	RS3	**R2**	S1	2B15
1090 CLEMENTS AVE	014-288-559	RS3	**R2**	S1	2B15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1098 CLEMENTS AVE	014-288-583	RS3	**R2**	S1	2B15
1122 CLEMENTS AVE	014-288-613	RS3	**R2**	S1	2B15
1126 CLEMENTS AVE	014-288-630	RS3	**R2**	S1	2B15
1140 CLEMENTS AVE	011-429-500	RS3	**R2**	S1	2B15
1144 CLEMENTS AVE	011-429-518	RS3	**R2**	S1	2B15
1148 CLEMENTS AVE	012-135-101	RS3	**R2**	S1	2B15
1150 CLEMENTS AVE	005-082-404	RS3	**R2**	S1	2B15
1154 CLEMENTS AVE	005-082-412	RS3	**R2**	S1	2B15
1162 CLEMENTS AVE	014-288-656	RS3	**R2**	S1	2B15
1168 CLEMENTS AVE	014-288-681	RS3	**R2**	S1	2B15
4985 CAPILANO RD	010-664-149	RS3	**R2**		2B15
4951 CAPILANO RD	018-697-062	RS3	**R2**		2B15
4939 CAPILANO RD	018-697-089	RS3	**R2**		2B15
1115 PROSPECT AVE	008-963-665	RS3	**R2**	S1	2B15
1125 PROSPECT AVE	008-963-649	RS3	**R2**	S1	2B15
5070 CAPILANO RD	004-775-902	RS3	**R2**	S1	2B15
1163 PROSPECT AVE	011-477-504	RS3	**R2**	S1	2B15
1083 PROSPECT AVE	014-288-419	RS3	**R2**	S1	2B15
1081 PROSPECT AVE	014-288-427	RS3	**R2**	S1	2B15
1073 PROSPECT AVE	011-562-668	RS3	**R2**	S1	2B15
1065 PROSPECT AVE	005-654-190	RS3	**R2**	S1	2B15
1151 PROSPECT AVE	004-594-037	RS3	**R2**	S1	2B15
1033 PROSPECT AVE	014-288-435	RS3	**R2**	S1	2B15
1027 PROSPECT AVE	014-288-451	RS3	**R2**	S1	2B15
1135 PROSPECT AVE	009-233-075	RS3	**R2**	S1	2B15
1129 PROSPECT AVE	003-141-446	RS3	**R2**	S1	2B15
1149 PROSPECT AVE	014-288-834	RS3	**R2**	S1	2B15
1041 PROSPECT AVE	014-288-885	RS3	**R2**	S1	2B15
1055 PROSPECT AVE	014-288-907	RS3	**R2**	S1	2B15
1039 PROSPECT AVE	014-288-940	RS3	**R2**	S1	2B15
1087 PROSPECT AVE	014-288-974	RS3	**R2**	S1	2B15
1069 PROSPECT AVE	009-239-375	RS3	**R2**	S1	2B15
1051 PROSPECT AVE	004-281-551	RS3	**R2**	S1	2B15
1045 PROSPECT AVE	014-288-991	RS3	**R2**	S1	2B15
1091 PROSPECT AVE	025-955-012	RS3	**R2**	S1	2B15
1101 PROSPECT AVE	028-461-584	RS3	**R2**	S1	2B15
1099 PROSPECT AVE	028-461-614	RS3	**R2**	S1	2B15
1077 PROSPECT AVE	029-356-881	RS3	**R2**	S1	2B15
1075 PROSPECT AVE	029-356-890	RS3	**R2**	S1	2B15
1058 CLEMENTS AVE	014-288-494	RS3	**R2**	S1	2B15
1086 CLEMENTS AVE	014-288-532	RS3	**R2**	S1	2B15
1052 CLEMENTS AVE	014-288-761	RS3	**R2**	S1	2B15
1080 CLEMENTS AVE	014-550-075	RS3	**R2**	S1	2B15
1044 CLEMENTS AVE	014-288-745	RS3	**R2**	S1	2B15
1072 CLEMENTS AVE	003-423-859	RS3	**R2**	S1	2B15
1028 CLEMENTS AVE	014-288-869	RS3	**R2**	S1	2B15
1036 CLEMENTS AVE	031-850-006	RS3	**R2**	S1	2B15
1074 CLEMENTS AVE	018-438-261	RS3	**R2**	S1	2B15
1056 CLEMENTS AVE	002-459-957	RS3	**R2**	S1	2B15
1076 CLEMENTS AVE	018-438-253	RS3	**R2**	S1	2B15
1048 CLEMENTS AVE	013-974-271	RS3	**R2**	S1	2B15
1064 CLEMENTS AVE	003-989-135	RS3	**R2**	S1	2B15
1068 CLEMENTS AVE	003-423-867	RS3	**R2**	S1	2B15
1040 CLEMENTS AVE	014-288-729	RS3	**R2**	S1	2B15
1082 CLEMENTS AVE	014-550-041	RS3	**R2**	S1	2B15
1032 CLEMENTS AVE	031-850-014	RS3	**R2**	S1	2B15
1084 CLEMENTS AVE	014-288-516	RS3	**R2**	S1	2B15
1151 CLEMENTS AVE	012-384-259	RS3	**R2**	S1	2B15
1147 CLEMENTS AVE	012-384-267	RS3	**R2**	S1	2B15
1143 CLEMENTS AVE	012-384-275	RS3	**R2**	S1	2B15
1139 CLEMENTS AVE	012-384-283	RS3	**R2**	S1	2B15
1133 CLEMENTS AVE	010-079-084	RS3	**R2**	S1	2B15
1125 CLEMENTS AVE	010-475-796	RS3	**R2**	S1	2B15
1121 CLEMENTS AVE	002-758-598	RS3	**R2**	S1	2B15
1105 CLEMENTS AVE	002-758-954	RS3	**R2**	S1	2B15
1101 CLEMENTS AVE	003-728-293	RS3	**R2**	S1	2B15
1095 CLEMENTS AVE	003-728-315	RS3	**R2**	S1	2B15
1085 CLEMENTS AVE	012-384-291	RS3	**R2**	S1	2B15
1081 CLEMENTS AVE	012-384-305	RS3	**R2**	S1	2B15
1079 CLEMENTS AVE	012-384-313	RS3	**R2**	S1	2B15
1077 CLEMENTS AVE	012-384-321	RS3	**R2**	S1	2B15
1073 CLEMENTS AVE	003-633-161	RS3	**R2**	S1	2B15
1071 CLEMENTS AVE	012-384-330	RS3	**R2**	S1	2B15
1163 CLEMENTS AVE	012-384-232	RS3	**R2**	S1	2B15
1157 CLEMENTS AVE	012-384-241	RS3	**R2**	S1	2B15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1091 CLEMENTS AVE	032-431-741	RS3	**R2**	S1	2B15
1089 CLEMENTS AVE	032-431-759	RS3	**R2**	S1	2B15
5629 WHITE PINE LANE	007-253-320	RM2	**R2**		2B17
5635 WHITE PINE LANE	007-253-362	RM2	**R2**		2B17
5639 WHITE PINE LANE	007-253-371	RM2	**R2**		2B17
5647 WHITE PINE LANE	007-253-389	RM2	**R2**		2B17
5655 WHITE PINE LANE	004-996-569	RM2	**R2**		2B17
5665 WHITE PINE LANE	007-253-397	RM2	**R2**		2B17
5673 WHITE PINE LANE	007-253-401	RM2	**R2**		2B17
5631 NANCY GREENE WAY	004-881-257	RS3	**R2**		2B17
5635 NANCY GREENE WAY	004-881-265	RS3	**R2**		2B17
5643 NANCY GREENE WAY	004-881-273	RS3	**R2**		2B17
5655 NANCY GREENE WAY	004-881-320	RS3	**R2**		2B17
5665 NANCY GREENE WAY	004-881-281	RS3	**R2**		2B17
5675 NANCY GREENE WAY	004-881-290	RS3	**R2**		2B17
5685 NANCY GREENE WAY	004-881-303	RS3	**R2**		2B17
5707 NANCY GREENE WAY	004-881-311	RS3	**R2**		2B17
5715 NANCY GREENE WAY	009-881-387	RS3	**R2**		2B17
5727 NANCY GREENE WAY	009-881-395	RS3	**R2**		2B17
5735 NANCY GREENE WAY	009-881-425	RS3	**R2**		2B17
5755 NANCY GREENE WAY	009-881-433	RS3	**R2**		2B17
5765 NANCY GREENE WAY	009-881-450	RS3	**R2**		2B17
5775 NANCY GREENE WAY	009-881-468	RS3	**R2**		2B17
3340 VALE CRT	004-063-384	RSH	**R2**		2D09
3308 VALE CRT	010-593-829	RSH	**R2**		2D09
2939 JONES AVE	005-525-543	RSNQ	**R2**		2D09
2915 JONES AVE	009-493-522	RSNQ	**R2**		2D09
2940 JONES AVE	009-493-549	RSNQ	**R2**		2D09
2920 JONES AVE	009-493-565	RSNQ	**R2**		2D09
430 W 29TH ST	009-641-394	RSNQ	**R2**		2D09
420 W 29TH ST	009-493-573	RSNQ	**R2**		2D09
410 W 29TH ST	009-493-581	RSNQ	**R2**		2D09
3262 FAIRMONT RD	010-585-869	RSH	**R2**		2D09
3220 FAIRMONT RD	010-551-701	RSH	**R2**		2D09
3218 WAYNE DR	010-584-919	RSD	**R2**		2D09
3322 WAYNE DR	010-584-811	RSD	**R2**		2D09
3296 WAYNE DR	010-584-862	RSD	**R2**		2D09
3270 WAYNE DR	004-163-389	RSD	**R2**		2D09
3234 WAYNE DR	010-584-889	RSD	**R2**		2D09
3307 WAYNE DR	010-583-807	RSD	**R2**		2D09
3215 WAYNE DR	004-277-953	RSD	**R2**		2D09
3221 WAYNE DR	010-584-463	RSD	**R2**		2D09
3293 WAYNE DR	004-277-741	RSD	**R2**		2D09
3277 WAYNE DR	005-781-311	RSD	**R2**		2D09
3235 WAYNE DR	004-313-500	RSD	**R2**		2D09
3220 DEL RIO DR	004-321-685	RSD	**R2**		2D09
3210 DEL RIO DR	004-321-731	RSD	**R2**		2D09
2558 COLWOOD DR	009-328-645	RSE	**R2**		2D09
2510 COLWOOD DR	009-328-696	RSE	**R2**		2D09
2490 EDGEMONT BLVD	009-328-769	RSE	**R2**		2D09
2482 EDGEMONT BLVD	005-105-846	RSE	**R2**		2D09
2474 EDGEMONT BLVD	009-328-823	RSE	**R2**		2D09
3262 COLWOOD DR	008-089-329	RSH	**R2**		2D09
3270 COLWOOD DR	010-849-891	RSH	**R2**		2D09
893 BELMONT AVE	004-276-728	RSH	**R2**		2D09
883 BELMONT AVE	010-637-401	RSH	**R2**		2D09
949 BELMONT AVE	004-377-401	RSH	**R2**		2D09
933 BELMONT AVE	010-637-346	RSH	**R2**		2D09
923 BELMONT AVE	005-340-217	RSH	**R2**		2D09
915 BELMONT AVE	010-637-362	RSH	**R2**		2D09
913 BELMONT AVE	010-637-389	RSH	**R2**		2D09
3085 MAHON AVE	009-122-893	RSNQ	**R2**		2D09
3063 MAHON AVE	006-543-952	RSNQ	**R2**		2D09
3259 CALDER AVE	008-977-020	RSNQ	**R2**		2D09
3287 CALDER AVE	008-977-038	RSNQ	**R2**		2D09
3315 CALDER AVE	008-977-054	RSNQ	**R2**		2D09
908 BELMONT AVE	003-138-542	RSH	**R2**		2D09
504 W 29TH ST	008-722-781	RSNQ	**R2**		2D09
500 W 29TH ST	008-722-790	RSNQ	**R2**		2D09
496 W 29TH ST	008-722-803	RSNQ	**R2**		2D09
501 W QUEENS RD	003-288-650	RSNQ	**R2**		2D09
505 W QUEENS RD	008-722-811	RSNQ	**R2**		2D09
3240 FAIRMONT RD	007-992-688	RSH	**R2**		2D09
790 W QUEENS RD	014-623-871	RSD	**R2**		2D09
2992 LARSON RD	007-490-062	RSNQ	**R2**		2D09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2968 MAHON AVE	007-421-150	RSNQ	**R2**		2D09
395 W QUEENS RD	007-421-168	RSNQ	**R2**		2D09
2430 EDGEMONT BLVD	007-289-031	RSE	**R2**		2D09
2420 EDGEMONT BLVD	007-231-385	RSE	**R2**		2D09
2410 EDGEMONT BLVD	004-785-142	RSE	**R2**		2D09
750 W 23RD ST	007-231-407	RSE	**R2**		2D09
730 W 23RD ST	007-231-431	RSE	**R2**		2D09
2515 EDGEMONT BLVD	004-352-726	RSE	**R2**		2D09
2509 EDGEMONT BLVD	007-088-329	RSE	**R2**		2D09
641 W QUEENS RD	009-436-596	RSNQ	**R2**	S1	2D09
635 W QUEENS RD	012-671-037	RSNQ	**R2**	S1	2D09
629 W QUEENS RD	014-626-471	RSNQ	**R2**	S1	2D09
623 W QUEENS RD	012-846-953	RSNQ	**R2**	S1	2D09
617 W QUEENS RD	012-846-988	RSNQ	**R2**	S1	2D09
604 W 29TH ST	014-626-489	RSNQ	**R2**	S1	2D09
614 W 29TH ST	004-204-603	RSNQ	**R2**	S1	2D09
622 W 29TH ST	002-439-956	RSNQ	**R2**	S1	2D09
626 W 29TH ST	014-626-519	RSNQ	**R2**	S1	2D09
630 W 29TH ST	014-626-527	RSNQ	**R2**	S1	2D09
634 W 29TH ST	014-626-543	RSNQ	**R2**	S1	2D09
642 W 29TH ST	014-626-551	RSNQ	**R2**	S1	2D09
648 W 29TH ST	014-626-560	RSNQ	**R2**	S1	2D09
656 W 29TH ST	006-628-982	RSNQ	**R2**	S1	2D09
679 W QUEENS RD	014-626-454	RSNQ	**R2**	S1	2D09
677 W QUEENS RD	014-626-462	RSNQ	**R2**	S1	2D09
665 W QUEENS RD	005-539-986	RSNQ	**R2**	S1	2D09
659 W QUEENS RD	012-478-768	RSNQ	**R2**	S1	2D09
655 W QUEENS RD	009-237-186	RSNQ	**R2**	S1	2D09
653 W QUEENS RD	009-237-194	RSNQ	**R2**	S1	2D09
685 W QUEENS RD	014-156-679	RSNQ	**R2**	S1	2D09
600 W 29TH ST	004-608-861	RSNQ	**R2**	S1	2D09
3250 MAHON AVE	007-368-453	RSNQ	**R2**	S1	2D09
3242 MAHON AVE	007-368-461	RSNQ	**R2**	S1	2D09
696 W 29TH ST	005-248-621	RSNQ	**R2**	S1	2D09
690 W 29TH ST	007-074-573	RSNQ	**R2**	S1	2D09
680 W 29TH ST	007-074-581	RSNQ	**R2**	S1	2D09
676 W 29TH ST	007-074-603	RSNQ	**R2**	S1	2D09
664 W 29TH ST	002-932-954	RSNQ	**R2**	S1	2D09
2525 EDGEMONT BLVD	006-910-670	RSE	**R2**		2D09
2519 EDGEMONT BLVD	006-910-734	RSE	**R2**		2D09
2529 EDGEMONT BLVD	006-910-653	RSE	**R2**		2D09
2645 EDGEMONT BLVD	008-280-819	RSE	**R2**		2D09
2635 EDGEMONT BLVD	008-280-827	RSE	**R2**		2D09
3250 COLWOOD DR	015-898-521	RSH	**R2**		2D09
495 W WINDSOR RD	014-851-326	RSNQ	**R2**		2D09
427 W WINDSOR RD	014-851-393	RSNQ	**R2**		2D09
413 W WINDSOR RD	014-851-407	RSNQ	**R2**		2D09
405 W WINDSOR RD	004-313-666	RSNQ	**R2**		2D09
404 W KINGS RD	014-851-415	RSNQ	**R2**		2D09
414 W KINGS RD	008-847-568	RSNQ	**R2**		2D09
422 W KINGS RD	014-851-423	RSNQ	**R2**		2D09
430 W KINGS RD	014-851-431	RSNQ	**R2**		2D09
432 W KINGS RD	002-483-777	RSNQ	**R2**		2D09
440 W KINGS RD	014-851-440	RSNQ	**R2**		2D09
452 W KINGS RD	014-851-458	RSNQ	**R2**		2D09
481 W WINDSOR RD	003-077-268	RSNQ	**R2**		2D09
460 W KINGS RD	007-824-203	RSNQ	**R2**		2D09
470 W KINGS RD	009-675-787	RSNQ	**R2**		2D09
480 W KINGS RD	009-675-795	RSNQ	**R2**		2D09
488 W KINGS RD	008-244-782	RSNQ	**R2**		2D09
496 W KINGS RD	008-171-084	RSNQ	**R2**		2D09
475 W WINDSOR RD	014-851-334	RSNQ	**R2**		2D09
465 W WINDSOR RD	014-851-342	RSNQ	**R2**		2D09
457 W WINDSOR RD	007-851-928	RSNQ	**R2**		2D09
451 W WINDSOR RD	014-851-351	RSNQ	**R2**		2D09
449 W WINDSOR RD	014-851-369	RSNQ	**R2**		2D09
447 W WINDSOR RD	014-851-377	RSNQ	**R2**		2D09
429 W WINDSOR RD	014-851-385	RSNQ	**R2**		2D09
395 W KINGS RD	014-684-454	RSNQ	**R2**		2D09
383 W KINGS RD	014-370-930	RSNQ	**R2**		2D09
371 W KINGS RD	007-864-477	RSNQ	**R2**		2D09
363 W KINGS RD	014-684-462	RSNQ	**R2**		2D09
2695 EDGEMONT BLVD	010-852-921	RSE	**R2**		2D09
2610 NEWMARKET DR	010-852-956	RSE	**R2**		2D09
2675 EDGEMONT BLVD	010-594-396	RSE	**R2**		2D09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2590 NEWMARKET DR	010-594-418	RSE	**R2**		2D09
3130 CANFIELD CRES	010-845-542	RSE	**R2**		2D09
3152 CANFIELD CRES	010-845-569	RSE	**R2**		2D09
3164 CANFIELD CRES	005-099-307	RSE	**R2**		2D09
3178 CANFIELD CRES	010-845-577	RSE	**R2**		2D09
970 W QUEENS RD	010-842-870	RSE	**R2**		2D09
974 W QUEENS RD	010-842-918	RSE	**R2**		2D09
3002 WOODBINE DR	005-535-549	RSE	**R2**		2D09
3004 BEVERLEY CRES	010-842-942	RSE	**R2**		2D09
3012 BEVERLEY CRES	005-265-029	RSE	**R2**		2D09
3245 BEVERLEY CRES	010-845-488	RSE	**R2**		2D09
3020 BEVERLEY CRES	010-843-001	RSE	**R2**		2D09
3042 BEVERLEY CRES	008-359-326	RSE	**R2**		2D09
3080 BEVERLEY CRES	010-843-060	RSE	**R2**		2D09
3110 BEVERLEY CRES	010-843-086	RSE	**R2**		2D09
3120 BEVERLEY CRES	008-863-334	RSE	**R2**		2D09
3130 BEVERLEY CRES	004-943-091	RSE	**R2**		2D09
3158 BEVERLEY CRES	010-843-159	RSE	**R2**		2D09
3192 BEVERLEY CRES	010-843-183	RSE	**R2**		2D09
3228 BEVERLEY CRES	010-843-221	RSE	**R2**		2D09
3248 BEVERLEY CRES	010-843-256	RSE	**R2**		2D09
3187 BEVERLEY CRES	010-845-496	RSE	**R2**		2D09
3262 BEVERLEY CRES	010-843-281	RSE	**R2**		2D09
3149 BEVERLEY CRES	010-845-500	RSE	**R2**		2D09
3125 BEVERLEY CRES	002-769-425	RSE	**R2**		2D09
3101 BEVERLEY CRES	010-845-526	RSE	**R2**		2D09
3067 BEVERLEY CRES	010-845-534	RSE	**R2**		2D09
3035 BEVERLEY CRES	007-685-793	RSE	**R2**		2D09
2-3005 BEVERLEY CRES		RSE	**R2**		2D09
971 W QUEENS RD	010-198-741	RSE	**R2**		2D09
2850 WOODBINE DR	010-830-502	RSE	**R2**		2D09
2866 WOODBINE DR	008-292-086	RSE	**R2**		2D09
2880 WOODBINE DR	010-830-529	RSE	**R2**		2D09
2910 WOODBINE DR	010-830-545	RSE	**R2**		2D09
2950 WOODBINE DR	010-830-553	RSE	**R2**		2D09
2966 WOODBINE DR	002-488-434	RSE	**R2**		2D09
983 W QUEENS RD	004-951-859	RSE	**R2**		2D09
2945 COLWOOD DR	010-830-383	RSE	**R2**		2D09
2939 COLWOOD DR	010-830-405	RSE	**R2**		2D09
2915 COLWOOD DR	010-830-430	RSE	**R2**		2D09
2855 COLWOOD DR	010-830-456	RSE	**R2**		2D09
2851 COLWOOD DR	010-830-464	RSE	**R2**		2D09
2845 COLWOOD DR	002-693-151	RSE	**R2**		2D09
2804 WOODBINE DR	010-830-481	RSE	**R2**		2D09
2836 WOODBINE DR	010-830-499	RSE	**R2**		2D09
995 W QUEENS RD	002-822-024	RSE	**R2**		2D09
2807 WOODBINE DR	010-829-768	RSE	**R2**		2D09
2801 WOODBINE DR	007-944-691	RSE	**R2**		2D09
2706 EDGEMONT BLVD	003-249-638	RSE	**R2**		2D09
2730 EDGEMONT BLVD	010-829-776	RSE	**R2**		2D09
2752 EDGEMONT BLVD	010-829-784	RSE	**R2**		2D09
2764 EDGEMONT BLVD	010-829-792	RSE	**R2**		2D09
2782 EDGEMONT BLVD	010-829-806	RSE	**R2**		2D09
2790 EDGEMONT BLVD	010-829-831	RSE	**R2**		2D09
2818 EDGEMONT BLVD	005-262-968	RSE	**R2**		2D09
2868 EDGEMONT BLVD	010-830-324	RSE	**R2**		2D09
2995 WOODBINE DR	010-829-695	RSE	**R2**		2D09
2888 EDGEMONT BLVD	010-830-341	RSE	**R2**		2D09
2890 EDGEMONT BLVD	004-777-727	RSE	**R2**		2D09
2892 EDGEMONT BLVD	010-830-359	RSE	**R2**		2D09
2896 EDGEMONT BLVD	010-830-367	RSE	**R2**		2D09
2975 WOODBINE DR	010-829-717	RSE	**R2**		2D09
2955 WOODBINE DR	010-829-725	RSE	**R2**		2D09
2929 WOODBINE DR	009-620-231	RSE	**R2**		2D09
2917 WOODBINE DR	010-829-733	RSE	**R2**		2D09
2881 WOODBINE DR	010-829-741	RSE	**R2**		2D09
2865 WOODBINE DR	010-829-750	RSE	**R2**		2D09
2851 WOODBINE DR	002-756-226	RSE	**R2**		2D09
2795 EDGEMONT BLVD	004-239-962	RSE	**R2**		2D09
	004-239-971	RSE	**R2**		2D09
2747 EDGEMONT BLVD	005-096-901	RSE	**R2**		2D09
2735 EDGEMONT BLVD	010-829-016	RSE	**R2**		2D09
2721 EDGEMONT BLVD	010-829-024	RSE	**R2**		2D09
2705 EDGEMONT BLVD	010-829-105	RSE	**R2**		2D09
2646 NEWMARKET DR	010-829-172	RSE	**R2**		2D09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2658 NEWMARKET DR	008-418-284	RSE	**R2**		2D09
2690 NEWMARKET DR	008-529-787	RSE	**R2**		2D09
2698 NEWMARKET DR	010-829-202	RSE	**R2**		2D09
2710 NEWMARKET DR	010-829-229	RSE	**R2**		2D09
2724 NEWMARKET DR	010-829-237	RSE	**R2**		2D09
2732 NEWMARKET DR	010-829-253	RSE	**R2**		2D09
2752 NEWMARKET DR	010-829-270	RSE	**R2**		2D09
2762 NEWMARKET DR	003-065-766	RSE	**R2**		2D09
2784 NEWMARKET DR	010-829-296	RSE	**R2**		2D09
2895 EDGEMONT BLVD	010-828-915	RSE	**R2**		2D09
2889 EDGEMONT BLVD	010-828-931	RSE	**R2**		2D09
2861 EDGEMONT BLVD	010-828-966	RSE	**R2**		2D09
2825 EDGEMONT BLVD	010-828-974	RSE	**R2**		2D09
2809 EDGEMONT BLVD	010-828-982	RSE	**R2**		2D09
2727 CRESCENTVIEW DR	010-828-532	RSE	**R2**		2D09
2725 CRESCENTVIEW DR	010-828-559	RSE	**R2**		2D09
2695 NEWMARKET DR	010-828-575	RSE	**R2**		2D09
2645 NEWMARKET DR	010-828-591	RSE	**R2**		2D09
2725 NEWMARKET DR	010-827-013	RSE	**R2**		2D09
2710 CRESCENTVIEW DR	010-827-048	RSE	**R2**		2D09
502 W KINGS RD	014-851-261	RSD	**R2**		2D09
518 W KINGS RD	003-370-381	RSD	**R2**		2D09
526 W KINGS RD	014-851-270	RSD	**R2**		2D09
536 W KINGS RD	011-781-572	RSD	**R2**		2D09
545 W WINDSOR RD	014-851-253	RSD	**R2**		2D09
590 W KINGS RD	014-851-288	RSD	**R2**		2D09
578 W KINGS RD	012-115-568	RSD	**R2**		2D09
564 W KINGS RD	014-851-296	RSD	**R2**		2D09
548 W KINGS RD	014-851-300	RSD	**R2**		2D09
2790 THORNCLIFFE DR	010-852-999	RSE	**R2**		2D09
2690 EDGEMONT BLVD	010-853-022	RSE	**R2**		2D09
3188 STANLEY AVE	004-041-178	RSD	**R2**		2D09
585 W WINDSOR RD	008-651-752	RSD	**R2**		2D09
577 W WINDSOR RD	009-692-959	RSD	**R2**		2D09
569 W WINDSOR RD	004-575-695	RSD	**R2**		2D09
553 W WINDSOR RD	009-692-991	RSD	**R2**		2D09
310 W WINDSOR RD	014-867-001	RSNQ	**R2**		2D09
3090 STANLEY AVE	013-618-407	RSD	**R2**		2D09
3087 JONES AVE	014-851-148	RSD	**R2**		2D09
3059 JONES AVE	009-199-063	RSNQ	**R2**		2D09
510 W QUEENS RD	014-851-156	RSNQ	**R2**		2D09
520 W QUEENS RD	014-851-164	RSNQ	**R2**		2D09
528 W QUEENS RD	014-851-172	RSNQ	**R2**		2D09
534 W QUEENS RD	014-851-181	RSNQ	**R2**		2D09
548 W QUEENS RD	014-851-199	RSNQ	**R2**		2D09
589 W KINGS RD	013-254-961	RSD	**R2**		2D09
562 W QUEENS RD	014-851-202	RSNQ	**R2**		2D09
566 W QUEENS RD	014-851-211	RSNQ	**R2**		2D09
570 W QUEENS RD	013-875-311	RSNQ	**R2**		2D09
576 W QUEENS RD	004-482-514	RSNQ	**R2**		2D09
584 W QUEENS RD	014-370-263	RSNQ	**R2**		2D09
590 W QUEENS RD	009-281-134	RSNQ	**R2**		2D09
596 W QUEENS RD	011-659-441	RSNQ	**R2**		2D09
567 W KINGS RD	009-612-939	RSD	**R2**		2D09
535 W KINGS RD	014-851-229	RSD	**R2**		2D09
575 W KINGS RD	014-851-237	RSD	**R2**		2D09
559 W KINGS RD	014-851-245	RSD	**R2**		2D09
2828 THORNCLIFFE DR	010-853-049	RSE	**R2**		2D09
2806 THORNCLIFFE DR	010-333-771	RSE	**R2**		2D09
527 W KINGS RD	009-674-233	RSD	**R2**		2D09
519 W KINGS RD	009-674-268	RSD	**R2**		2D09
3092 JONES AVE	014-850-958	RSNQ	**R2**		2D09
421 W KINGS RD	014-851-041	RSNQ	**R2**		2D09
404 W QUEENS RD	014-851-059	RSNQ	**R2**		2D09
416 W QUEENS RD	009-163-476	RSNQ	**R2**		2D09
424 W QUEENS RD	014-851-067	RSNQ	**R2**		2D09
432 W QUEENS RD	014-851-075	RSNQ	**R2**		2D09
440 W QUEENS RD	014-851-083	RSNQ	**R2**		2D09
448 W QUEENS RD	014-851-091	RSNQ	**R2**		2D09
452 W QUEENS RD	014-851-105	RSNQ	**R2**		2D09
485 W KINGS RD	014-850-966	RSNQ	**R2**		2D09
460 W QUEENS RD	002-798-336	RSNQ	**R2**		2D09
468 W QUEENS RD	014-851-113	RSNQ	**R2**		2D09
478 W QUEENS RD	014-851-121	RSNQ	**R2**		2D09
484 W QUEENS RD	014-851-130	RSNQ	**R2**		2D09

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
498 W QUEENS RD	011-389-401	RSNQ	**R2**		2D09
479 W KINGS RD	013-256-998	RSNQ	**R2**		2D09
467 W KINGS RD	014-850-982	RSNQ	**R2**		2D09
455 W KINGS RD	014-851-008	RSNQ	**R2**		2D09
449 W KINGS RD	008-030-448	RSNQ	**R2**		2D09
445 W KINGS RD	014-851-016	RSNQ	**R2**		2D09
439 W KINGS RD	014-851-024	RSNQ	**R2**		2D09
429 W KINGS RD	014-851-032	RSNQ	**R2**		2D09
423 W QUEENS RD	014-850-931	RSNQ	**R2**		2D09
413 W QUEENS RD	005-676-754	RSNQ	**R2**		2D09
405 W QUEENS RD	003-447-138	RSNQ	**R2**		2D09
2945 MAHON AVE	014-850-940	RSNQ	**R2**		2D09
457 W QUEENS RD	005-225-060	RSNQ	**R2**		2D09
445 W QUEENS RD	002-772-469	RSNQ	**R2**		2D09
437 W QUEENS RD	014-850-915	RSNQ	**R2**		2D09
429 W QUEENS RD	004-165-152	RSNQ	**R2**		2D09
2940 COLWOOD DR	011-072-211	RSE	**R2**		2D09
923 W QUEENS RD	003-161-269	RSE	**R2**		2D09
903 W QUEENS RD	011-072-229	RSE	**R2**		2D09
2901 THORNCLIFFE DR	011-072-245	RSE	**R2**		2D09
2850 COLWOOD DR	011-072-253	RSE	**R2**		2D09
2900 COLWOOD DR	006-703-607	RSE	**R2**		2D09
2928 COLWOOD DR	011-072-261	RSE	**R2**		2D09
2942 LARSON RD	009-492-542	RSNQ	**R2**		2D09
2920 LARSON RD	009-492-551	RSNQ	**R2**		2D09
597 W QUEENS RD	014-850-711	RSNQ	**R2**		2D09
495 W QUEENS RD	014-850-877	RSNQ	**R2**		2D09
531 W QUEENS RD	014-612-470	RSNQ	**R2**		2D09
523 W QUEENS RD	014-850-796	RSNQ	**R2**		2D09
515 W QUEENS RD	014-850-800	RSNQ	**R2**		2D09
512 W 29TH ST	014-850-818	RSNQ	**R2**		2D09
518 W 29TH ST	014-850-826	RSNQ	**R2**		2D09
540 W 29TH ST	014-850-834	RSNQ	**R2**		2D09
552 W 29TH ST	008-796-050	RSNQ	**R2**		2D09
564 W 29TH ST	005-614-368	RSNQ	**R2**		2D09
591 W QUEENS RD	014-850-737	RSNQ	**R2**		2D09
483 W QUEENS RD	006-512-879	RSNQ	**R2**		2D09
2999 LARSON RD	014-850-745	RSNQ	**R2**		2D09
479 W QUEENS RD	014-850-885	RSNQ	**R2**		2D09
561 W QUEENS RD	014-850-753	RSNQ	**R2**		2D09
555 W QUEENS RD	014-850-761	RSNQ	**R2**		2D09
549 W QUEENS RD	014-850-770	RSNQ	**R2**		2D09
537 W QUEENS RD	014-850-788	RSNQ	**R2**		2D09
580 W 29TH ST	004-217-721	RSNQ	**R2**	S1	2D09
570 W 29TH ST	004-217-756	RSNQ	**R2**	S1	2D09
995 FAIRMONT RD	004-644-654	RSE	**R2**		2D09
924 W QUEENS RD	010-851-127	RSE	**R2**		2D09
936 W QUEENS RD	010-851-151	RSE	**R2**		2D09
940 W QUEENS RD	010-851-224	RSE	**R2**		2D09
960 W QUEENS RD	005-011-825	RSE	**R2**		2D09
975 FAIRMONT RD	010-850-937	RSE	**R2**		2D09
955 FAIRMONT RD	010-852-689	RSE	**R2**		2D09
941 FAIRMONT RD	010-850-970	RSE	**R2**		2D09
927 FAIRMONT RD	010-850-988	RSE	**R2**		2D09
919 FAIRMONT RD	010-850-996	RSE	**R2**		2D09
3087 THORNCLIFFE DR	010-851-020	RSE	**R2**		2D09
3075 THORNCLIFFE DR	010-851-062	RSE	**R2**		2D09
920 W QUEENS RD	009-884-441	RSE	**R2**		2D09
590 W 29TH ST	008-389-730	RSNQ	**R2**	S1	2D09
598 W 29TH ST	008-389-772	RSNQ	**R2**	S1	2D09
368 W QUEENS RD	014-684-519	RSNQ	**R2**		2D09
370 W QUEENS RD	007-887-396	RSNQ	**R2**		2D09
382 W QUEENS RD	014-659-450	RSNQ	**R2**		2D09
390 W QUEENS RD	014-684-527	RSNQ	**R2**		2D09
3072 BEWICKE AVE	008-095-515	RSD	**R2**		2D09
3318 MAHON AVE	015-315-673	RSNQ	**R2**	S1	2D09
705 BLYTHWOOD DR	009-901-337	RSD	**R2**		2D09
3138 BEWICKE AVE	009-901-515	RSD	**R2**		2D09
711 BLYTHWOOD DR	009-901-353	RSD	**R2**		2D09
725 BLYTHWOOD DR	009-901-370	RSD	**R2**		2D09
737 BLYTHWOOD DR	009-901-400	RSD	**R2**		2D09
753 BLYTHWOOD DR	006-697-933	RSD	**R2**		2D09
791 BLYTHWOOD DR	009-901-426	RSD	**R2**		2D09
3200 BEWICKE AVE	009-901-451	RSD	**R2**		2D09
3190 BEWICKE AVE	009-901-477	RSD	**R2**		2D09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3162 BEWICKE AVE	009-901-493	RSD	**R2**		2D09
2962 MAHON AVE	014-684-179	RSNQ	**R2**		2D09
2958 MAHON AVE	014-684-195	RSNQ	**R2**		2D09
2950 MAHON AVE	008-769-923	RSNQ	**R2**		2D09
2942 MAHON AVE	014-684-209	RSNQ	**R2**		2D09
3312 MAHON AVE	014-866-960	RSNQ	**R2**	S1	2D09
3302 MAHON AVE	014-866-978	RSNQ	**R2**	S1	2D09
3300 MAHON AVE	014-866-986	RSNQ	**R2**	S1	2D09
3298 MAHON AVE	008-219-281	RSNQ	**R2**	S1	2D09
3272 MAHON AVE	014-866-994	RSNQ	**R2**	S1	2D09
3241 DELBROOK AVE	009-899-677	RSD	**R2**		2D09
772 BLYTHWOOD DR	007-691-319	RSD	**R2**		2D09
780 BLYTHWOOD DR	009-900-870	RSD	**R2**		2D09
788 BLYTHWOOD DR	009-900-900	RSD	**R2**		2D09
796 BLYTHWOOD DR	002-495-856	RSD	**R2**		2D09
715 KILKEEL PL	005-653-797	RSD	**R2**		2D09
708 KILKEEL PL	009-901-060	RSD	**R2**		2D09
740 BLYTHWOOD DR	009-899-723	RSD	**R2**		2D09
727 KILKEEL PL	009-900-381	RSD	**R2**		2D09
739 KILKEEL PL	009-900-420	RSD	**R2**		2D09
753 KILKEEL PL	009-900-691	RSD	**R2**		2D09
756 BLYTHWOOD DR	009-900-730	RSD	**R2**		2D09
763 KILKEEL PL	009-900-764	RSD	**R2**		2D09
764 BLYTHWOOD DR	009-900-802	RSD	**R2**		2D09
3151 COLWOOD DR	007-627-858	RSE	**R2**		2D09
3127 COLWOOD DR	010-842-772	RSE	**R2**		2D09
3097 COLWOOD DR	002-662-566	RSE	**R2**		2D09
3085 COLWOOD DR	010-842-802	RSE	**R2**		2D09
3051 COLWOOD DR	010-842-845	RSE	**R2**		2D09
3285 COLWOOD DR	008-529-761	RSE	**R2**		2D09
3229 COLWOOD DR	007-764-961	RSE	**R2**		2D09
3207 COLWOOD DR	010-842-586	RSE	**R2**		2D09
3195 COLWOOD DR	010-842-641	RSE	**R2**		2D09
3189 COLWOOD DR	010-842-675	RSE	**R2**		2D09
3181 COLWOOD DR	005-157-838	RSE	**R2**		2D09
3173 COLWOOD DR	007-979-363	RSE	**R2**		2D09
3165 COLWOOD DR	010-842-713	RSE	**R2**		2D09
654 ST IVES CRES	009-899-464	RSD	**R2**		2D09
658 ST IVES CRES	003-496-805	RSD	**R2**		2D09
662 ST IVES CRES	003-895-823	RSD	**R2**		2D09
666 ST IVES CRES	009-899-481	RSD	**R2**		2D09
670 ST IVES CRES	009-899-511	RSD	**R2**		2D09
674 ST IVES CRES	005-075-289	RSD	**R2**		2D09
3288 DELBROOK AVE	009-871-896	RSD	**R2**		2D09
659 ST IVES CRES	009-899-138	RSD	**R2**		2D09
655 ST IVES CRES	009-899-146	RSD	**R2**		2D09
3250 DELBROOK AVE	009-899-154	RSD	**R2**		2D09
3220 DELBROOK AVE	009-899-375	RSD	**R2**		2D09
693 ST IVES CRES	005-036-101	RSD	**R2**		2D09
689 ST IVES CRES	009-882-472	RSD	**R2**		2D09
685 ST IVES CRES	003-233-146	RSD	**R2**		2D09
3302 REDFERN PL	009-746-081	RSD	**R2**		2D09
498 W ST JAMES RD	009-746-099	RSD	**R2**		2D09
490 W ST JAMES RD	009-746-102	RSD	**R2**		2D09
482 W ST JAMES RD	009-746-111	RSD	**R2**		2D09
470 W ST JAMES RD	009-746-129	RSD	**R2**		2D09
458 W ST JAMES RD	009-746-137	RSD	**R2**		2D09
600 W WINDSOR RD	009-745-963	RSD	**R2**		2D09
592 W ST JAMES RD	009-745-971	RSD	**R2**		2D09
584 W ST JAMES RD	009-745-980	RSD	**R2**		2D09
574 W ST JAMES RD	009-745-998	RSD	**R2**		2D09
564 W ST JAMES RD	009-746-005	RSD	**R2**		2D09
558 W ST JAMES RD	009-746-013	RSD	**R2**		2D09
550 W ST JAMES RD	009-746-021	RSD	**R2**		2D09
542 W ST JAMES RD	009-746-030	RSD	**R2**		2D09
534 W ST JAMES RD	009-746-048	RSD	**R2**		2D09
2815 COLWOOD DR	010-593-951	RSE	**R2**		2D09
2755 WOODBINE DR	010-594-116	RSE	**R2**		2D09
2725 WOODBINE DR	010-594-159	RSE	**R2**		2D09
2695 WOODBINE DR	010-594-167	RSE	**R2**		2D09
2673 WOODBINE DR	005-375-525	RSE	**R2**		2D09
2625 WOODBINE DR	010-594-175	RSE	**R2**		2D09
2617 WOODBINE DR	010-594-205	RSE	**R2**		2D09
2601 WOODBINE DR	002-795-451	RSE	**R2**		2D09
2526 EDGEMONT BLVD	010-594-272	RSE	**R2**		2D09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2556 EDGEMONT BLVD	003-532-712	RSE	**R2**		2D09
2795 COLWOOD DR	010-593-969	RSE	**R2**		2D09
2576 EDGEMONT BLVD	010-594-281	RSE	**R2**		2D09
2604 EDGEMONT BLVD	010-594-302	RSE	**R2**		2D09
2622 EDGEMONT BLVD	010-594-337	RSE	**R2**		2D09
2650 EDGEMONT BLVD	010-594-345	RSE	**R2**		2D09
2680 EDGEMONT BLVD	010-594-370	RSE	**R2**		2D09
2751 COLWOOD DR	004-064-461	RSE	**R2**		2D09
	010-594-469	RSE	**R2**		2D09
2707 COLWOOD DR	010-593-977	RSE	**R2**		2D09
2644 WOODBINE DR	010-594-001	RSE	**R2**		2D09
2680 WOODBINE DR	010-594-035	RSE	**R2**		2D09
2698 WOODBINE DR	010-594-043	RSE	**R2**		2D09
2730 WOODBINE DR	010-594-078	RSE	**R2**		2D09
2768 WOODBINE DR	010-594-086	RSE	**R2**		2D09
2-2505 EDGEMONT BLVD		RSE	**R2**		2D09
2508 EDGEMONT BLVD	017-707-013	RSE	**R2**		2D09
2533 COLWOOD DR	017-707-021	RSE	**R2**		2D09
1025 RIDGEWOOD DR	010-845-879	RSE	**R2**		2D09
1019 RIDGEWOOD DR	010-845-909	RSE	**R2**		2D09
3287 HIGHLAND BLVD	005-853-303	RSE	**R2**		2D09
3263 HIGHLAND BLVD	010-845-917	RSE	**R2**		2D09
3245 HIGHLAND BLVD	010-845-933	RSE	**R2**		2D09
3279 BEVERLEY CRES	010-843-388	RSE	**R2**		2D09
3230 HIGHLAND BLVD	006-701-574	RSE	**R2**		2D09
3280 BEVERLEY CRES	010-843-311	RSE	**R2**		2D09
3296 HIGHLAND BLVD	008-614-725	RSE	**R2**		2D09
3207 MAHON AVE	014-851-580	RSNQ	**R2**		2D09
421 W ST JAMES RD	014-851-482	RSD	**R2**		2D09
419 W ST JAMES RD	014-851-491	RSD	**R2**		2D09
417 W ST JAMES RD	004-077-547	RSD	**R2**		2D09
426 W WINDSOR RD	014-851-504	RSNQ	**R2**		2D09
430 W WINDSOR RD	014-851-512	RSNQ	**R2**		2D09
438 W WINDSOR RD	014-851-521	RSNQ	**R2**		2D09
446 W WINDSOR RD	012-471-551	RSNQ	**R2**		2D09
452 W WINDSOR RD	014-851-539	RSNQ	**R2**		2D09
460 W WINDSOR RD	014-851-547	RSNQ	**R2**		2D09
468 W WINDSOR RD	014-851-555	RSNQ	**R2**		2D09
478 W WINDSOR RD	003-682-315	RSNQ	**R2**		2D09
488 W WINDSOR RD	014-851-563	RSNQ	**R2**		2D09
490 W WINDSOR RD	005-654-220	RSNQ	**R2**		2D09
433 W ST JAMES RD	014-851-474	RSD	**R2**		2D09
3225 MAHON AVE	014-851-571	RSNQ	**R2**		2D09
500 W WINDSOR RD	008-768-676	RSNQ	**R2**		2D09
445 W ST JAMES RD	009-746-307	RSD	**R2**		2D09
451 W ST JAMES RD	008-640-645	RSD	**R2**		2D09
463 W ST JAMES RD	009-746-153	RSD	**R2**		2D09
475 W ST JAMES RD	009-746-161	RSD	**R2**		2D09
487 W ST JAMES RD	004-417-721	RSD	**R2**		2D09
493 W ST JAMES RD	009-746-170	RSD	**R2**		2D09
533 W ST JAMES RD	009-746-200	RSD	**R2**		2D09
547 W ST JAMES RD	009-746-218	RSD	**R2**		2D09
565 W ST JAMES RD	009-746-226	RSD	**R2**		2D09
571 W ST JAMES RD	009-746-234	RSD	**R2**		2D09
582 W WINDSOR RD	009-746-242	RSD	**R2**		2D09
566 W WINDSOR RD	009-746-251	RSD	**R2**		2D09
552 W WINDSOR RD	009-746-269	RSD	**R2**		2D09
538 W WINDSOR RD	002-830-221	RSD	**R2**		2D09
530 W WINDSOR RD	009-746-277	RSD	**R2**		2D09
526 W WINDSOR RD	009-746-285	RSD	**R2**		2D09
518 W WINDSOR RD	009-746-293	RSD	**R2**		2D09
501 W ST JAMES RD	009-746-188	RSD	**R2**		2D09
517 W ST JAMES RD	008-279-381	RSD	**R2**		2D09
529 W ST JAMES RD	009-746-196	RSD	**R2**		2D09
3154 DEL RIO DR	004-346-645	RSD	**R2**		2D09
3122 DEL RIO DR	004-276-701	RSD	**R2**		2D09
3080 DEL RIO DR	004-276-671	RSD	**R2**		2D09
3046 DEL RIO DR	004-276-698	RSD	**R2**		2D09
3024 DEL RIO DR	010-583-866	RSD	**R2**		2D09
3002 DEL RIO DR	010-583-891	RSD	**R2**		2D09
808 W QUEENS RD	010-583-904	RSD	**R2**		2D09
3039 BEWICKE AVE	010-583-955	RSD	**R2**		2D09
3061 BEWICKE AVE	010-583-971	RSD	**R2**		2D09
3083 BEWICKE AVE	004-276-680	RSD	**R2**		2D09
3129 BEWICKE AVE	010-584-048	RSD	**R2**		2D09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3165 BEWICKE AVE	010-584-439	RSD	**R2**		2D09
3181 BEWICKE AVE	004-313-569	RSD	**R2**		2D09
3197 BEWICKE AVE	010-584-455	RSD	**R2**		2D09
3178 DEL RIO DR	004-313-496	RSD	**R2**		2D09
3166 DEL RIO DR	004-313-488	RSD	**R2**		2D09
2790 COLWOOD DR	008-156-841	RSE	**R2**		2D09
2720 COLWOOD DR	009-347-127	RSE	**R2**		2D09
2708 COLWOOD DR	009-347-151	RSE	**R2**		2D09
3154 FAIRMONT RD	007-260-661	RSE	**R2**		2D09
3144 FAIRMONT RD	007-260-644	RSE	**R2**		2D09
3114 FAIRMONT RD	007-252-811	RSE	**R2**		2D09
3116 FAIRMONT RD	007-252-820	RSE	**R2**		2D09
3020 THORNCLIFFE DR	012-908-258	RSE	**R2**		2D09
3033 GRIFFIN PL	013-722-743	RSE	**R2**		2D09
3025 GRIFFIN PL	013-722-786	RSE	**R2**		2D09
3003 GRIFFIN PL	013-722-662	RSE	**R2**		2D09
3000 GRIFFIN PL	013-722-689	RSE	**R2**		2D09
3010 GRIFFIN PL	013-722-697	RSE	**R2**		2D09
3020 GRIFFIN PL	013-722-701	RSE	**R2**		2D09
3030 GRIFFIN PL	013-722-719	RSE	**R2**		2D09
3015 GRIFFIN PL	015-775-151	RSE	**R2**		2D09
3054 THORNCLIFFE DR	015-775-160	RSE	**R2**		2D09
2690 COLWOOD DR	009-712-399	RSE	**R2**		2D09
2650 COLWOOD DR	006-733-956	RSE	**R2**		2D09
2610 COLWOOD DR	008-004-587	RSE	**R2**		2D09
2580 COLWOOD DR	009-712-402	RSE	**R2**		2D09
2870 THORNCLIFFE DR	010-853-341	RSE	**R2**		2D09
2880 THORNCLIFFE DR	004-802-535	RSE	**R2**		2D09
2904 THORNCLIFFE DR	010-812-385	RSE	**R2**		2D09
2968 THORNCLIFFE DR	010-853-359	RSE	**R2**		2D09
2980 THORNCLIFFE DR	010-853-367	RSE	**R2**		2D09
2852 THORNCLIFFE DR	010-853-332	RSE	**R2**		2D09
3185 DEL RIO DR	010-585-893	RSD	**R2**		2D09
3190 FAIRMONT RD	010-585-931	RSE	**R2**		2D09
3180 FAIRMONT RD	007-172-729	RSE	**R2**		2D09
3169 DEL RIO DR	004-061-331	RSD	**R2**		2D09
3151 DEL RIO DR	010-585-982	RSD	**R2**		2D09
3123 DEL RIO DR	010-586-024	RSD	**R2**		2D09
3164 FAIRMONT RD	010-586-067	RSE	**R2**		2D09
3111 DEL RIO DR	010-586-075	RSD	**R2**		2D09
3085 DEL RIO DR	010-586-148	RSD	**R2**		2D09
3059 DEL RIO DR	010-586-199	RSD	**R2**		2D09
2-3005 DEL RIO DR		RSD	**R2**		2D09
3033 DEL RIO DR	004-063-767	RSD	**R2**		2D09
3118 FAIRMONT RD	004-849-027	RSE	**R2**		2D09
3080 THORNCLIFFE DR	010-262-784	RSE	**R2**		2D09
875 W QUEENS RD	010-160-973	RSE	**R2**		2D09
2800 COLWOOD DR	004-511-476	RSE	**R2**		2D09
2535 EDGEMONT BLVD	002-427-958	RSE	**R2**		2D09
2545 EDGEMONT BLVD	004-756-631	RSE	**R2**		2D09
2555 EDGEMONT BLVD	006-841-759	RSE	**R2**		2D09
2559 NEWMARKET DR	006-841-724	RSE	**R2**		2D09
2575 NEWMARKET DR	002-747-472	RSE	**R2**		2D09
2571 NEWMARKET DR	002-747-405	RSE	**R2**		2D09
2591 NEWMARKET DR	010-572-830	RSE	**R2**		2D09
2567 NEWMARKET DR	030-580-706	RSE	**R2**		2D09
2565 NEWMARKET DR	030-580-714	RSE	**R2**		2D09
2585 NEWMARKET DR	024-070-599	RSE	**R2**		2D09
2581 NEWMARKET DR	024-070-602	RSE	**R2**		2D09
675 W WINDSOR RD	009-823-760	RSD	**R2**		2D09
698 W KINGS RD	014-626-322	RSD	**R2**		2D09
3180 DELBROOK AVE	005-375-924	RSD	**R2**		2D09
683 W WINDSOR RD	014-626-314	RSD	**R2**		2D09
3558 EVERGLADE PL	010-816-577	RSD	**R2**		2D11
3566 EVERGLADE PL	010-816-585	RSD	**R2**		2D11
3570 EVERGLADE PL	010-816-607	RSD	**R2**		2D11
3540 MAHON AVE	014-867-745	RSNQ	**R2**		2D11
3532 MAHON AVE	009-952-331	RSNQ	**R2**		2D11
4082 SUNNYCREST DR	009-958-568	RSH	**R2**		2D11
4010 SUNNYCREST DR	009-959-505	RSH	**R2**		2D11
4030 HIGHLAND BLVD	009-959-831	RSCH	**R2**		2D11
947 WAVERTREE RD	009-959-882	RSCH	**R2**		2D11
941 WAVERTREE RD	009-960-406	RSCH	**R2**		2D11
937 WAVERTREE RD	009-960-422	RSCH	**R2**		2D11
933 WAVERTREE RD	009-960-457	RSCH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
925 WAVERTREE RD	009-960-643	RSCH	**R2**		2D11
917 WAVERTREE RD	009-960-716	RSCH	**R2**		2D11
907 WAVERTREE RD	009-960-872	RSCH	**R2**		2D11
901 WAVERTREE RD	009-960-911	RSCH	**R2**		2D11
4078 SUNNYCREST DR	008-841-101	RSH	**R2**		2D11
4074 SUNNYCREST DR	009-958-819	RSH	**R2**		2D11
4072 SUNNYCREST DR	009-958-860	RSH	**R2**		2D11
4068 SUNNYCREST DR	004-862-660	RSH	**R2**		2D11
4056 SUNNYCREST DR	009-961-852	RSH	**R2**		2D11
4044 SUNNYCREST DR	009-958-959	RSH	**R2**		2D11
4036 SUNNYCREST DR	009-959-068	RSH	**R2**		2D11
4022 SUNNYCREST DR	009-959-262	RSH	**R2**		2D11
4110 HIGHLAND BLVD	009-938-648	RSCH	**R2**		2D11
944 BEACONSFIELD RD	009-938-656	RSCH	**R2**		2D11
930 BEACONSFIELD RD	004-813-430	RSCH	**R2**		2D11
3780 GLENVIEW CRES	010-595-236	RSH	**R2**		2D11
3636 GLENVIEW CRES	010-595-503	RSH	**R2**		2D11
3570 GLENVIEW CRES	010-595-520	RSH	**R2**		2D11
820 FOREST HILLS DR	005-088-241	RSH	**R2**		2D11
3485 FAIRMONT RD	010-595-562	RSH	**R2**		2D11
3645 FAIRMONT RD	010-595-589	RSH	**R2**		2D11
3766 GLENVIEW CRES	010-595-279	RSH	**R2**		2D11
3750 GLENVIEW CRES	010-595-317	RSH	**R2**		2D11
3730 GLENVIEW CRES	004-052-994	RSH	**R2**		2D11
3710 GLENVIEW CRES	010-595-376	RSH	**R2**		2D11
3698 GLENVIEW CRES	010-595-414	RSH	**R2**		2D11
3676 GLENVIEW CRES	004-063-490	RSH	**R2**		2D11
3656 GLENVIEW CRES	010-595-465	RSH	**R2**		2D11
3648 GLENVIEW CRES	004-876-849	RSH	**R2**		2D11
4012 DELBROOK AVE	009-543-333	RSD	**R2**		2D11
4024 DELBROOK AVE	009-543-341	RSD	**R2**		2D11
4034 DELBROOK AVE	009-543-350	RSD	**R2**		2D11
4048 DELBROOK AVE	009-543-368	RSD	**R2**		2D11
4060 DELBROOK AVE	004-392-574	RSD	**R2**		2D11
4004 DELBROOK AVE	003-186-954	RSD	**R2**		2D11
3291 FAIRMONT RD	005-220-734	RSH	**R2**		2D11
3339 FAIRMONT RD	010-594-108	RSH	**R2**		2D11
3351 FAIRMONT RD	004-136-551	RSH	**R2**		2D11
3381 FAIRMONT RD	010-594-141	RSH	**R2**		2D11
3393 FAIRMONT RD	010-593-870	RSH	**R2**		2D11
865 FOREST HILLS DR	008-399-638	RSH	**R2**		2D11
845 FOREST HILLS DR	002-592-169	RSH	**R2**		2D11
825 FOREST HILLS DR	004-061-381	RSH	**R2**		2D11
805 FOREST HILLS DR	010-593-896	RSH	**R2**		2D11
3480 VALE CRT	004-144-015	RSH	**R2**		2D11
3430 VALE CRT	004-162-617	RSH	**R2**		2D11
3410 VALE CRT	010-594-027	RSH	**R2**		2D11
3390 VALE CRT	004-063-244	RSH	**R2**		2D11
3368 VALE CRT	010-593-802	RSH	**R2**		2D11
3267 FAIRMONT RD	010-593-845	RSH	**R2**		2D11
895 FOREST HILLS DR	010-593-942	RSH	**R2**		2D11
795 FOREST HILLS DR	010-585-699	RSH	**R2**		2D11
3394 FAIRMONT RD	004-153-766	RSH	**R2**		2D11
3374 FAIRMONT RD	010-585-729	RSH	**R2**		2D11
3364 FAIRMONT RD	010-585-761	RSH	**R2**		2D11
3344 FAIRMONT RD	010-585-770	RSH	**R2**		2D11
3308 FAIRMONT RD	010-585-800	RSH	**R2**		2D11
412 W ST JAMES RD	009-419-411	RSD	**R2**		2D11
408 W ST JAMES RD	009-419-420	RSD	**R2**		2D11
404 W ST JAMES RD	009-419-438	RSD	**R2**		2D11
3580 FAIRMONT RD	010-585-303	RSH	**R2**		2D11
3514 FAIRMONT RD	010-585-320	RSH	**R2**		2D11
3490 FAIRMONT RD	010-585-354	RSH	**R2**		2D11
796 FOREST HILLS DR	005-157-862	RSH	**R2**		2D11
4070 DELBROOK AVE	009-472-100	RSD	**R2**		2D11
356 W ROCKLAND RD	005-259-703	RSNQ	**R2**		2D11
3382 WAYNE DR	004-162-579	RSD	**R2**		2D11
3336 WAYNE DR	004-162-544	RSD	**R2**		2D11
3330 WAYNE DR	003-317-811	RSD	**R2**		2D11
3416 WAYNE DR	009-872-949	RSD	**R2**		2D11
3404 WAYNE DR	009-872-981	RSD	**R2**		2D11
3323 WAYNE DR	010-583-653	RSD	**R2**		2D11
3514 MAHON AVE	004-338-855	RSNQ	**R2**		2D11
3480 MAHON AVE	009-374-086	RSNQ	**R2**		2D11
3586 EVERGLADE PL	009-366-318	RSD	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3545 MAHON AVE	008-995-575	RSD	**R2**		2D11
3529 MAHON AVE	009-366-334	RSD	**R2**		2D11
3511 MAHON AVE	009-366-369	RSD	**R2**		2D11
3371 CALDER AVE	009-324-208	RSNQ	**R2**		2D11
539 SILVERDALE PL	009-254-722	RSD	**R2**		2D11
486 SILVERDALE PL	009-254-994	RSD	**R2**		2D11
480 SILVERDALE PL	009-255-028	RSD	**R2**		2D11
474 SILVERDALE PL	009-255-079	RSD	**R2**		2D11
468 SILVERDALE PL	008-474-834	RSD	**R2**		2D11
456 SILVERDALE PL	009-255-117	RSD	**R2**		2D11
444 SILVERDALE PL	006-811-043	RSD	**R2**		2D11
531 SILVERDALE PL	009-254-765	RSD	**R2**		2D11
523 SILVERDALE PL	009-254-790	RSD	**R2**		2D11
515 SILVERDALE PL	009-254-838	RSD	**R2**		2D11
505 SILVERDALE PL	008-182-817	RSD	**R2**		2D11
491 SILVERDALE PL	009-254-862	RSD	**R2**		2D11
459 SILVERDALE PL	002-961-059	RSD	**R2**		2D11
504 SILVERDALE PL	009-254-897	RSD	**R2**		2D11
492 SILVERDALE PL	009-254-935	RSD	**R2**		2D11
995 BELMONT AVE	014-831-929	RSH	**R2**		2D11
3280 COLWOOD DR	010-849-921	RSH	**R2**		2D11
989 BELMONT AVE	010-637-192	RSH	**R2**		2D11
987 BELMONT AVE	002-970-856	RSH	**R2**		2D11
438 SILVERDALE PL	009-128-557	RSD	**R2**		2D11
422 SILVERDALE PL	009-128-573	RSD	**R2**		2D11
404 SILVERDALE PL	009-128-603	RSD	**R2**		2D11
400 SILVERDALE PL	009-128-638	RSD	**R2**		2D11
407 SILVERDALE PL	009-128-662	RSD	**R2**		2D11
411 SILVERDALE PL	009-128-719	RSD	**R2**		2D11
415 SILVERDALE PL	009-128-735	RSD	**R2**		2D11
419 SILVERDALE PL	004-244-737	RSD	**R2**		2D11
425 SILVERDALE PL	009-128-794	RSD	**R2**		2D11
427 SILVERDALE PL	009-128-832	RSD	**R2**		2D11
435 SILVERDALE PL	004-581-571	RSD	**R2**		2D11
439 SILVERDALE PL	009-128-905	RSD	**R2**		2D11
443 SILVERDALE PL	009-128-948	RSD	**R2**		2D11
447 SILVERDALE PL	009-129-031	RSD	**R2**		2D11
451 SILVERDALE PL	009-129-081	RSD	**R2**		2D11
3496 FAIRMONT RD	004-312-546	RSH	**R2**		2D11
3502 FAIRMONT RD	005-157-889	RSH	**R2**		2D11
3343 CALDER AVE	008-977-071	RSNQ	**R2**		2D11
3359 CALDER AVE	008-977-097	RSNQ	**R2**		2D11
391 W ROCKLAND RD	008-975-914	RSNQ	**R2**		2D11
373 W ROCKLAND RD	008-975-922	RSNQ	**R2**		2D11
994 BELMONT AVE	010-849-882	RSH	**R2**		2D11
945 KENNEDY AVE	010-636-005	RSH	**R2**		2D11
3375 VALE CRT	010-636-170	RSH	**R2**		2D11
910 BELMONT AVE	005-134-099	RSH	**R2**		2D11
914 BELMONT AVE	005-397-448	RSH	**R2**		2D11
934 BELMONT AVE	010-467-530	RSH	**R2**		2D11
948 BELMONT AVE	003-153-550	RSH	**R2**		2D11
956 BELMONT AVE	010-636-251	RSH	**R2**		2D11
960 BELMONT AVE	010-636-293	RSH	**R2**		2D11
978 BELMONT AVE	010-636-323	RSH	**R2**		2D11
986 BELMONT AVE	003-154-017	RSH	**R2**		2D11
941 KENNEDY AVE	009-222-031	RSH	**R2**		2D11
939 KENNEDY AVE	003-090-132	RSH	**R2**		2D11
933 KENNEDY AVE	010-663-649	RSH	**R2**		2D11
929 KENNEDY AVE	010-636-064	RSH	**R2**		2D11
921 KENNEDY AVE	010-636-081	RSH	**R2**		2D11
915 KENNEDY AVE	003-136-779	RSH	**R2**		2D11
911 KENNEDY AVE	010-636-137	RSH	**R2**		2D11
907 KENNEDY AVE	003-136-973	RSH	**R2**		2D11
991 HAMPSHIRE RD	009-913-840	RSCH	**R2**		2D11
962 BEACONSFIELD RD	003-267-105	RSCH	**R2**		2D11
964 BEACONSFIELD RD	008-770-417	RSCH	**R2**		2D11
968 BEACONSFIELD RD	009-916-873	RSCH	**R2**		2D11
972 BEACONSFIELD RD	009-914-358	RSCH	**R2**		2D11
980 BEACONSFIELD RD	009-914-404	RSCH	**R2**		2D11
988 BEACONSFIELD RD	009-914-471	RSCH	**R2**		2D11
994 BEACONSFIELD RD	005-047-994	RSCH	**R2**		2D11
985 HAMPSHIRE RD	009-913-858	RSCH	**R2**		2D11
977 HAMPSHIRE RD	009-913-866	RSCH	**R2**		2D11
971 HAMPSHIRE RD	009-913-904	RSCH	**R2**		2D11
965 HAMPSHIRE RD	009-913-980	RSCH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
957 HAMPSHIRE RD	009-914-081	RSCH	**R2**		2D11
955 HAMPSHIRE RD	007-974-582	RSCH	**R2**		2D11
951 HAMPSHIRE RD	009-914-170	RSCH	**R2**		2D11
958 BEACONSFIELD RD	009-914-234	RSCH	**R2**		2D11
3567 CALDER AVE	008-315-566	RSNQ	**R2**		2D11
3559 CALDER AVE	008-775-630	RSNQ	**R2**		2D11
3533 CALDER AVE	008-775-672	RSNQ	**R2**		2D11
3515 CALDER AVE	008-064-121	RSNQ	**R2**		2D11
945 GLENORA AVE	007-075-243	RSH	**R2**		2D11
908 KENNEDY AVE	010-634-665	RSH	**R2**		2D11
912 KENNEDY AVE	003-222-772	RSH	**R2**		2D11
918 KENNEDY AVE	010-634-673	RSH	**R2**		2D11
920 KENNEDY AVE	008-315-655	RSH	**R2**		2D11
926 KENNEDY AVE	003-240-631	RSH	**R2**		2D11
930 KENNEDY AVE	010-634-681	RSH	**R2**		2D11
934 KENNEDY AVE	003-723-259	RSH	**R2**		2D11
936 KENNEDY AVE	010-634-703	RSH	**R2**		2D11
939 GLENORA AVE	010-634-592	RSH	**R2**		2D11
931 GLENORA AVE	003-185-664	RSH	**R2**		2D11
925 GLENORA AVE	003-185-818	RSH	**R2**		2D11
923 GLENORA AVE	010-634-606	RSH	**R2**		2D11
919 GLENORA AVE	010-634-622	RSH	**R2**		2D11
915 GLENORA AVE	010-634-649	RSH	**R2**		2D11
3445 VALE CRT	008-442-401	RSH	**R2**		2D11
902 KENNEDY AVE	010-634-657	RSH	**R2**		2D11
4180 LIONS AVE	009-913-211	RSCH	**R2**		2D11
958 HAMPSHIRE RD	009-913-556	RSCH	**R2**		2D11
962 HAMPSHIRE RD	010-106-260	RSCH	**R2**		2D11
968 HAMPSHIRE RD	009-913-599	RSCH	**R2**		2D11
974 HAMPSHIRE RD	009-913-611	RSCH	**R2**		2D11
980 HAMPSHIRE RD	008-358-192	RSCH	**R2**		2D11
986 HAMPSHIRE RD	009-913-645	RSCH	**R2**		2D11
992 HAMPSHIRE RD	009-913-807	RSCH	**R2**		2D11
987 DEVON RD	009-913-246	RSCH	**R2**		2D11
979 DEVON RD	009-913-254	RSCH	**R2**		2D11
971 DEVON RD	009-913-297	RSCH	**R2**		2D11
2-965 DEVON RD		RSCH	**R2**		2D11
959 DEVON RD	009-913-378	RSCH	**R2**		2D11
4183 HIGHLAND BLVD	009-913-394	RSCH	**R2**		2D11
950 HAMPSHIRE RD	009-913-432	RSCH	**R2**		2D11
954 HAMPSHIRE RD	009-913-483	RSCH	**R2**		2D11
389 CARTELIER RD	008-008-591	RSD	**R2**		2D11
379 CARTELIER PL	008-008-621	RSD	**R2**		2D11
365 CARTELIER PL	008-008-655	RSD	**R2**		2D11
353 CARTELIER PL	008-008-671	RSD	**R2**		2D11
345 CARTELIER PL	008-008-698	RSD	**R2**		2D11
2-947 FOREST HILLS DR		RSH	**R2**		2D11
939 FOREST HILLS DR	003-222-349	RSH	**R2**		2D11
931 FOREST HILLS DR	003-288-803	RSH	**R2**		2D11
929 FOREST HILLS DR	003-288-960	RSH	**R2**		2D11
3560 HIGHLAND BLVD	003-637-450	RSH	**R2**		2D11
946 GLENORA AVE	003-247-627	RSH	**R2**		2D11
940 GLENORA AVE	003-240-436	RSH	**R2**		2D11
934 GLENORA AVE	003-238-792	RSH	**R2**		2D11
912 GLENORA AVE	010-530-479	RSH	**R2**		2D11
918 GLENORA AVE	010-530-487	RSH	**R2**		2D11
924 GLENORA AVE	003-222-420	RSH	**R2**		2D11
925 FOREST HILLS DR	003-505-391	RSH	**R2**		2D11
919 FOREST HILLS DR	010-530-797	RSH	**R2**		2D11
4190 SKYLINE DR	007-778-635	RSCH	**R2**		2D11
945 MELBOURNE AVE	010-634-436	RSH	**R2**		2D11
920 FOREST HILLS DR	010-634-495	RSH	**R2**		2D11
930 FOREST HILLS DR	010-634-517	RSH	**R2**		2D11
934 FOREST HILLS DR	004-551-044	RSH	**R2**		2D11
936 FOREST HILLS DR	010-634-525	RSH	**R2**		2D11
940 FOREST HILLS DR	010-634-541	RSH	**R2**		2D11
944 FOREST HILLS DR	010-634-576	RSH	**R2**		2D11
948 FOREST HILLS DR	003-222-519	RSH	**R2**		2D11
943 MELBOURNE AVE	003-243-672	RSH	**R2**		2D11
939 MELBOURNE AVE	003-288-790	RSH	**R2**		2D11
937 MELBOURNE AVE	010-634-444	RSH	**R2**		2D11
935 MELBOURNE AVE	008-160-023	RSH	**R2**		2D11
933 MELBOURNE AVE	003-242-731	RSH	**R2**		2D11
929 MELBOURNE AVE	003-242-595	RSH	**R2**		2D11
919 MELBOURNE AVE	010-634-461	RSH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
905 MELBOURNE AVE	003-222-551	RSH	**R2**		2D11
4219 LIONS AVE	009-910-689	RSCH	**R2**		2D11
3542 GLENVIEW CRES	007-669-666	RSH	**R2**		2D11
3554 GLENVIEW CRES	007-669-682	RSH	**R2**		2D11
3562 GLENVIEW CRES	004-584-040	RSH	**R2**		2D11
850 FOREST HILLS DR	007-669-712	RSH	**R2**		2D11
915 FOREST HILLS DR	007-611-005	RSH	**R2**		2D11
901 FOREST HILLS DR	007-611-021	RSH	**R2**		2D11
904 GLENORA AVE	007-611-048	RSH	**R2**		2D11
951 BEAUMONT DR	010-619-712	RSH	**R2**		2D11
915 BEAUMONT DR	010-619-771	RSH	**R2**		2D11
911 BEAUMONT DR	003-784-690	RSH	**R2**		2D11
905 BEAUMONT DR	003-784-738	RSH	**R2**		2D11
3595 GLENVIEW CRES	010-619-798	RSH	**R2**		2D11
904 MELBOURNE AVE	007-017-430	RSH	**R2**		2D11
908 MELBOURNE AVE	010-619-810	RSH	**R2**		2D11
920 MELBOURNE AVE	006-589-952	RSH	**R2**		2D11
926 MELBOURNE AVE	010-619-836	RSH	**R2**		2D11
930 MELBOURNE AVE	010-619-852	RSH	**R2**		2D11
934 MELBOURNE AVE	010-619-861	RSH	**R2**		2D11
947 BEAUMONT DR	010-619-721	RSH	**R2**		2D11
940 MELBOURNE AVE	004-551-117	RSH	**R2**		2D11
942 MELBOURNE AVE	003-784-771	RSH	**R2**		2D11
944 MELBOURNE AVE	010-619-887	RSH	**R2**		2D11
948 MELBOURNE AVE	010-619-895	RSH	**R2**		2D11
943 BEAUMONT DR	010-619-747	RSH	**R2**		2D11
941 BEAUMONT DR	003-784-568	RSH	**R2**		2D11
937 BEAUMONT DR	003-784-584	RSH	**R2**		2D11
933 BEAUMONT DR	003-784-673	RSH	**R2**		2D11
929 BEAUMONT DR	003-784-681	RSH	**R2**		2D11
925 BEAUMONT DR	003-167-348	RSH	**R2**		2D11
921 BEAUMONT DR	010-619-763	RSH	**R2**		2D11
2-3700 HIGHLAND BLVD		RSH	**R2**		2D11
915 LEOVISTA AVE	003-723-313	RSH	**R2**		2D11
911 LEOVISTA AVE	010-619-089	RSH	**R2**		2D11
903 LEOVISTA AVE	010-619-101	RSH	**R2**		2D11
904 BEAUMONT DR	003-718-743	RSH	**R2**		2D11
910 BEAUMONT DR	007-650-035	RSH	**R2**		2D11
920 BEAUMONT DR	009-658-041	RSH	**R2**		2D11
924 BEAUMONT DR	004-701-577	RSH	**R2**		2D11
928 BEAUMONT DR	003-718-654	RSH	**R2**		2D11
930 BEAUMONT DR	004-708-423	RSH	**R2**		2D11
934 BEAUMONT DR	007-557-248	RSH	**R2**		2D11
941 LEOVISTA AVE	003-784-797	RSH	**R2**		2D11
938 BEAUMONT DR	003-571-696	RSH	**R2**		2D11
940 BEAUMONT DR	003-718-794	RSH	**R2**		2D11
944 BEAUMONT DR	010-619-119	RSH	**R2**		2D11
946 BEAUMONT DR	003-719-073	RSH	**R2**		2D11
948 BEAUMONT DR	010-619-135	RSH	**R2**		2D11
937 LEOVISTA AVE	010-618-988	RSH	**R2**		2D11
935 LEOVISTA AVE	010-619-020	RSH	**R2**		2D11
933 LEOVISTA AVE	010-619-046	RSH	**R2**		2D11
925 LEOVISTA AVE	010-619-062	RSH	**R2**		2D11
921 LEOVISTA AVE	010-619-071	RSH	**R2**		2D11
919 LEOVISTA AVE	004-546-041	RSH	**R2**		2D11
917 LEOVISTA AVE	005-410-924	RSH	**R2**		2D11
949 EVERGREEN PL	010-612-297	RSH	**R2**		2D11
915 EVERGREEN PL	009-487-093	RSH	**R2**		2D11
905 EVERGREEN PL	010-612-394	RSH	**R2**		2D11
3775 GLENVIEW CRES	010-612-866	RSH	**R2**		2D11
3749 GLENVIEW CRES	003-572-285	RSH	**R2**		2D11
3725 GLENVIEW CRES	008-495-378	RSH	**R2**		2D11
904 LEOVISTA AVE	010-612-874	RSH	**R2**		2D11
910 LEOVISTA AVE	010-612-882	RSH	**R2**		2D11
914 LEOVISTA AVE	003-572-251	RSH	**R2**		2D11
918 LEOVISTA AVE	004-583-124	RSH	**R2**		2D11
920 LEOVISTA AVE	010-612-921	RSH	**R2**		2D11
947 EVERGREEN PL	003-571-947	RSH	**R2**		2D11
924 LEOVISTA AVE	005-142-741	RSH	**R2**		2D11
934 LEOVISTA AVE	010-612-963	RSH	**R2**		2D11
936 LEOVISTA AVE	010-612-998	RSH	**R2**		2D11
938 LEOVISTA AVE	003-572-234	RSH	**R2**		2D11
940 LEOVISTA AVE	010-613-013	RSH	**R2**		2D11
946 LEOVISTA AVE	010-613-072	RSH	**R2**		2D11
945 EVERGREEN PL	003-571-912	RSH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
943 EVERGREEN PL	010-612-327	RSH	**R2**		2D11
937 EVERGREEN PL	003-572-374	RSH	**R2**		2D11
931 EVERGREEN PL	003-343-847	RSH	**R2**		2D11
927 EVERGREEN PL	010-612-360	RSH	**R2**		2D11
921 EVERGREEN PL	003-572-358	RSH	**R2**		2D11
919 EVERGREEN PL	003-572-315	RSH	**R2**		2D11
3525 FAIRMONT RD	007-151-250	RSH	**R2**		2D11
3634 GLENVIEW CRES	007-151-217	RSH	**R2**		2D11
3589 FAIRMONT RD	007-151-306	RSH	**R2**		2D11
695 KERRY PL	007-056-761	RSD	**R2**		2D11
691 KERRY PL	007-056-770	RSD	**R2**		2D11
941 WENTWORTH AVE	010-611-118	RSH	**R2**		2D11
903 WENTWORTH AVE	010-611-185	RSH	**R2**		2D11
3825 GLENVIEW CRES	003-637-352	RSH	**R2**		2D11
908 EVERGREEN PL	004-359-593	RSH	**R2**		2D11
912 EVERGREEN PL	010-611-207	RSH	**R2**		2D11
916 EVERGREEN PL	003-637-361	RSH	**R2**		2D11
918 EVERGREEN PL	005-745-730	RSH	**R2**		2D11
924 EVERGREEN PL	010-611-231	RSH	**R2**		2D11
950 EVERGREEN PL	005-014-239	RSH	**R2**		2D11
937 WENTWORTH AVE	010-611-134	RSH	**R2**		2D11
933 WENTWORTH AVE	003-620-816	RSH	**R2**		2D11
927 WENTWORTH AVE	004-063-538	RSH	**R2**		2D11
923 WENTWORTH AVE	010-611-142	RSH	**R2**		2D11
919 WENTWORTH AVE	010-611-151	RSH	**R2**		2D11
915 WENTWORTH AVE	010-611-169	RSH	**R2**		2D11
911 WENTWORTH AVE	003-968-235	RSH	**R2**		2D11
905 WENTWORTH AVE	003-637-328	RSH	**R2**		2D11
3600 GLENVIEW CRES	006-984-045	RSH	**R2**		2D11
3515 FAIRMONT RD	006-984-096	RSH	**R2**		2D11
3499 FAIRMONT RD	006-984-118	RSH	**R2**		2D11
3590 GLENVIEW CRES	006-984-134	RSH	**R2**		2D11
3460 MAHON AVE	028-223-659	RSNQ	**R2**	S1	2D11
3452 MAHON AVE	028-223-667	RSNQ	**R2**	S1	2D11
593 SILVERDALE PL	009-682-830	RSD	**R2**		2D11
581 SILVERDALE PL	008-720-517	RSD	**R2**		2D11
569 SILVERDALE PL	008-268-924	RSD	**R2**		2D11
557 SILVERDALE PL	009-682-848	RSD	**R2**		2D11
4003 SUNNYCREST DR	005-939-534	RSH	**R2**		2D11
4083 SUNNYCREST DR	010-603-531	RSH	**R2**		2D11
4089 SUNNYCREST DR	003-091-066	RSH	**R2**		2D11
902 WENTWORTH AVE	010-603-557	RSH	**R2**		2D11
908 WENTWORTH AVE	003-091-023	RSH	**R2**		2D11
910 WENTWORTH AVE	010-603-565	RSH	**R2**		2D11
912 WENTWORTH AVE	010-335-536	RSH	**R2**		2D11
918 WENTWORTH AVE	010-603-573	RSH	**R2**		2D11
922 WENTWORTH AVE	010-603-581	RSH	**R2**		2D11
926 WENTWORTH AVE	010-603-590	RSH	**R2**		2D11
932 WENTWORTH AVE	003-025-934	RSH	**R2**		2D11
4015 SUNNYCREST DR	010-603-484	RSH	**R2**		2D11
934 WENTWORTH AVE	010-603-603	RSH	**R2**		2D11
936 WENTWORTH AVE	010-603-620	RSH	**R2**		2D11
942 WENTWORTH AVE	010-603-638	RSH	**R2**		2D11
954 WENTWORTH AVE	010-603-654	RSH	**R2**		2D11
4027 SUNNYCREST DR	003-089-703	RSH	**R2**		2D11
4033 SUNNYCREST DR	010-603-506	RSH	**R2**		2D11
4041 SUNNYCREST DR	010-603-514	RSH	**R2**		2D11
4053 SUNNYCREST DR	003-087-930	RSH	**R2**		2D11
4067 SUNNYCREST DR	003-089-746	RSH	**R2**		2D11
4071 SUNNYCREST DR	003-089-037	RSH	**R2**		2D11
4077 SUNNYCREST DR	003-090-094	RSH	**R2**		2D11
3975 HIGHLAND BLVD	009-294-465	RSH	**R2**		2D11
960 LEOVISTA AVE	003-637-131	RSH	**R2**		2D11
952 LEOVISTA AVE	003-637-174	RSH	**R2**		2D11
3955 HIGHLAND BLVD	010-602-941	RSH	**R2**		2D11
3985 SUNNYCREST DR	007-548-290	RSH	**R2**		2D11
3915 HIGHLAND BLVD	010-602-976	RSH	**R2**		2D11
3901 HIGHLAND BLVD	010-603-026	RSH	**R2**		2D11
3875 HIGHLAND BLVD	008-958-912	RSH	**R2**		2D11
3969 SUNNYCREST DR	010-603-051	RSH	**R2**		2D11
3961 SUNNYCREST DR		RSH	**R2**		2D11
976 LEOVISTA AVE	010-603-107	RSH	**R2**		2D11
3990 SUNNYCREST DR	007-287-020	RSH	**R2**		2D11
3992 SUNNYCREST DR	007-287-038	RSH	**R2**		2D11
3906 SUNNYCREST DR	002-488-922	RSH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3910 SUNNYCREST DR	004-967-631	RSH	**R2**		2D11
3972 SUNNYCREST DR	003-719-006	RSH	**R2**		2D11
3980 SUNNYCREST DR	003-719-405	RSH	**R2**		2D11
3988 SUNNYCREST DR	010-602-607	RSH	**R2**		2D11
3922 SUNNYCREST DR	003-719-260	RSH	**R2**		2D11
3930 SUNNYCREST DR	003-719-367	RSH	**R2**		2D11
3938 SUNNYCREST DR	010-602-461	RSH	**R2**		2D11
3946 SUNNYCREST DR	010-602-496	RSH	**R2**		2D11
3954 SUNNYCREST DR	003-718-883	RSH	**R2**		2D11
3960 SUNNYCREST DR	010-602-518	RSH	**R2**		2D11
3966 SUNNYCREST DR	010-602-577	RSH	**R2**		2D11
979 BEACONSFIELD RD	009-938-028	RSCH	**R2**		2D11
993 WAVERTREE RD	009-938-168	RSCH	**R2**		2D11
987 WAVERTREE RD	009-938-184	RSCH	**R2**		2D11
4031 HIGHLAND BLVD	009-938-192	RSCH	**R2**		2D11
4007 HIGHLAND BLVD	009-938-214	RSH	**R2**		2D11
3996 SUNNYCREST DR	009-938-231	RSH	**R2**		2D11
973 BEACONSFIELD RD	009-938-036	RSCH	**R2**		2D11
967 BEACONSFIELD RD	009-938-052	RSCH	**R2**		2D11
957 BEACONSFIELD RD	008-762-538	RSCH	**R2**		2D11
4065 HIGHLAND BLVD	009-938-079	RSCH	**R2**		2D11
4053 HIGHLAND BLVD	009-938-087	RSCH	**R2**		2D11
974 WAVERTREE RD	009-938-117	RSCH	**R2**		2D11
982 WAVERTREE RD	007-790-406	RSCH	**R2**		2D11
990 WAVERTREE RD	009-938-133	RSCH	**R2**		2D11
3994 SUNNYCREST DR	009-716-823	RSH	**R2**		2D11
963 BELMONT AVE	015-898-491	RSH	**R2**		2D11
3888 DUDLEY RD	010-599-371	RSH	**R2**		2D11
953 LEOVISTA AVE	004-690-401	RSH	**R2**		2D11
952 BEAUMONT DR	010-599-509	RSH	**R2**		2D11
956 BEAUMONT DR	003-784-452	RSH	**R2**		2D11
960 BEAUMONT DR	010-599-517	RSH	**R2**		2D11
966 BEAUMONT DR	003-784-428	RSH	**R2**		2D11
972 BEAUMONT DR	003-400-158	RSH	**R2**		2D11
978 BEAUMONT DR	010-599-533	RSH	**R2**		2D11
988 BEAUMONT DR	010-599-550	RSH	**R2**		2D11
990 BEAUMONT DR	003-784-347	RSH	**R2**		2D11
994 BEAUMONT DR	003-784-266	RSH	**R2**		2D11
3915 SUNNYCREST DR	003-784-509	RSH	**R2**		2D11
996 BEAUMONT DR	010-599-592	RSH	**R2**		2D11
3923 SUNNYCREST DR	010-599-398	RSH	**R2**		2D11
3931 SUNNYCREST DR	010-599-401	RSH	**R2**		2D11
3939 SUNNYCREST DR	010-599-428	RSH	**R2**		2D11
3949 SUNNYCREST DR	010-599-444	RSH	**R2**		2D11
981 LEOVISTA AVE	010-599-452	RSH	**R2**		2D11
973 LEOVISTA AVE	010-599-479	RSH	**R2**		2D11
965 LEOVISTA AVE	010-599-487	RSH	**R2**		2D11
995 BEAUMONT DR	010-598-227	RSH	**R2**		2D11
952 MELBOURNE AVE	004-684-249	RSH	**R2**		2D11
956 MELBOURNE AVE	010-598-391	RSH	**R2**		2D11
962 MELBOURNE AVE	004-153-731	RSH	**R2**		2D11
970 MELBOURNE AVE	010-620-729	RSH	**R2**		2D11
976 MELBOURNE AVE	005-173-990	RSH	**R2**		2D11
980 MELBOURNE AVE	010-598-421	RSH	**R2**		2D11
986 MELBOURNE AVE	010-598-448	RSH	**R2**		2D11
998 MELBOURNE AVE	010-598-464	RSH	**R2**		2D11
987 BEAUMONT DR	010-598-243	RSH	**R2**		2D11
983 BEAUMONT DR	010-598-278	RSH	**R2**		2D11
979 BEAUMONT DR	010-598-286	RSH	**R2**		2D11
977 BEAUMONT DR	004-057-392	RSH	**R2**		2D11
971 BEAUMONT DR	010-598-316	RSH	**R2**		2D11
965 BEAUMONT DR	010-598-359	RSH	**R2**		2D11
957 BEAUMONT DR	010-598-375	RSH	**R2**		2D11
953 BEAUMONT DR	009-179-461	RSH	**R2**		2D11
995 MELBOURNE AVE	004-053-010	RSH	**R2**		2D11
968 FOREST HILLS DR	010-596-844	RSH	**R2**		2D11
982 FOREST HILLS DR	010-596-861	RSH	**R2**		2D11
990 FOREST HILLS DR	004-061-471	RSH	**R2**		2D11
3630 DUDLEY RD	010-596-887	RSH	**R2**		2D11
987 MELBOURNE AVE	010-596-771	RSH	**R2**		2D11
981 MELBOURNE AVE	008-235-121	RSH	**R2**		2D11
977 MELBOURNE AVE	004-063-589	RSH	**R2**		2D11
971 MELBOURNE AVE	002-787-806	RSH	**R2**		2D11
963 MELBOURNE AVE	010-596-798	RSH	**R2**		2D11
954 FOREST HILLS DR	010-596-801	RSH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
960 FOREST HILLS DR	010-596-828	RSH	**R2**		2D11
997 FOREST HILLS DR	007-465-459	RSH	**R2**		2D11
988 GLENORA AVE	010-596-577	RSH	**R2**		2D11
996 GLENORA AVE	004-063-317	RSH	**R2**		2D11
989 FOREST HILLS DR	004-061-438	RSH	**R2**		2D11
981 FOREST HILLS DR	004-023-200	RSH	**R2**		2D11
973 FOREST HILLS DR	010-596-488	RSH	**R2**		2D11
961 FOREST HILLS DR	004-063-431	RSH	**R2**		2D11
955 FOREST HILLS DR	008-031-576	RSH	**R2**		2D11
950 GLENORA AVE	009-273-565	RSH	**R2**		2D11
954 GLENORA AVE	010-596-500	RSH	**R2**		2D11
968 GLENORA AVE	010-596-526	RSH	**R2**		2D11
970 KENNEDY AVE	010-596-208	RSH	**R2**		2D11
987 GLENORA AVE	010-489-436	RSH	**R2**		2D11
975 GLENORA AVE	010-596-241	RSH	**R2**		2D11
953 GLENORA AVE	004-061-403	RSH	**R2**		2D11
956 KENNEDY AVE	010-596-275	RSH	**R2**		2D11
1006 BELMONT AVE	010-849-785	RSH	**R2**		2D11
1008 BELMONT AVE	010-849-793	RSH	**R2**		2D11
1012 BELMONT AVE	010-849-815	RSH	**R2**		2D11
1016 BELMONT AVE	010-849-831	RSH	**R2**		2D11
1024 BELMONT AVE	010-849-840	RSH	**R2**		2D11
2-1026 BELMONT AVE		RSH	**R2**		2D11
1030 BELMONT AVE	010-849-866	RSH	**R2**		2D11
1032 BELMONT AVE	008-517-894	RSH	**R2**		2D11
969 KENNEDY AVE	010-595-996	RSH	**R2**		2D11
3455 HIGHLAND BLVD	010-596-003	RSH	**R2**		2D11
1029 KENNEDY AVE	010-416-099	RSH	**R2**		2D11
1021 KENNEDY AVE	010-416-111	RSH	**R2**		2D11
1015 KENNEDY AVE	010-416-137	RSH	**R2**		2D11
1029 BELMONT AVE	010-849-203	RSH	**R2**		2D11
A-1025 BELMONT AVE		RSH	**R2**		2D11
1018 ARLINGTON CRES	009-293-043	RSH	**R2**		2D11
1024 ARLINGTON CRES	010-849-254	RSH	**R2**		2D11
3389 CALDER AVE	014-867-311	RSNQ	**R2**		2D11
3405 CALDER AVE	003-467-732	RSNQ	**R2**		2D11
3421 CALDER AVE	014-867-320	RSNQ	**R2**		2D11
3455 CALDER AVE	014-867-338	RSNQ	**R2**		2D11
3477 CALDER AVE	014-867-354	RSNQ	**R2**		2D11
4143 VIRGINIA CRES	010-296-361	RSSG	**R2**		2D11
4135 VIRGINIA CRES	010-296-387	RSSG	**R2**		2D11
4131 VIRGINIA CRES	010-296-395	RSSG	**R2**		2D11
4125 VIRGINIA CRES	010-296-441	RSSG	**R2**		2D11
4123 VIRGINIA CRES	010-296-450	RSSG	**R2**		2D11
4122 VIRGINIA CRES	010-296-484	RSSG	**R2**		2D11
4118 GRACE CRES	008-846-804	RSSG	**R2**		2D11
4120 VIRGINIA CRES	010-118-063	RSSG	**R2**		2D11
904 WAVERTREE RD	009-986-103	RSCH	**R2**		2D11
912 WAVERTREE RD	009-986-472	RSCH	**R2**		2D11
920 WAVERTREE RD	009-986-693	RSCH	**R2**		2D11
928 WAVERTREE RD	009-986-758	RSCH	**R2**		2D11
936 WAVERTREE RD	009-986-880	RSCH	**R2**		2D11
940 WAVERTREE RD	009-987-169	RSCH	**R2**		2D11
944 WAVERTREE RD	009-987-291	RSCH	**R2**		2D11
960 WAVERTREE RD	009-987-428	RSCH	**R2**		2D11
941 BEACONSFIELD RD	009-938-290	RSCH	**R2**		2D11
935 BEACONSFIELD RD	009-938-303	RSCH	**R2**		2D11
927 BEACONSFIELD RD	009-938-311	RSCH	**R2**		2D11
919 BEACONSFIELD RD	008-027-986	RSCH	**R2**		2D11
911 BEACONSFIELD RD	009-938-346	RSCH	**R2**		2D11
903 BEACONSFIELD RD	009-938-354	RSCH	**R2**		2D11
893 BEACONSFIELD RD	009-938-389	RSCH	**R2**		2D11
885 BEACONSFIELD RD	009-938-397	RSCH	**R2**		2D11
877 BEACONSFIELD RD	009-938-460	RSCH	**R2**		2D11
874 WAVERTREE RD	009-938-494	RSCH	**R2**		2D11
888 WAVERTREE RD	009-938-516	RSCH	**R2**		2D11
896 WAVERTREE RD	009-938-532	RSCH	**R2**		2D11
4084 HIGHLAND BLVD	005-208-017	RSCH	**R2**		2D11
4011 LIONS AVE	009-914-528	RSCH	**R2**		2D11
4020 LIONS AVE	009-914-544	RSCH	**R2**		2D11
4044 LIONS AVE	002-785-994	RSCH	**R2**		2D11
4056 LIONS AVE	009-916-989	RSCH	**R2**		2D11
991 BEACONSFIELD RD	009-916-997	RSCH	**R2**		2D11
4019 LIONS AVE	003-139-492	RSCH	**R2**		2D11
4033 LIONS AVE	009-915-508	RSCH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4041 LIONS AVE	009-915-559	RSCH	**R2**		2D11
4053 LIONS AVE	002-979-071	RSCH	**R2**		2D11
4065 LIONS AVE	009-915-567	RSCH	**R2**		2D11
4077 LIONS AVE	009-871-004	RSCH	**R2**		2D11
4091 LIONS AVE	009-915-605	RSCH	**R2**		2D11
4103 LIONS AVE	009-915-842	RSCH	**R2**		2D11
4125 LIONS AVE	009-915-885	RSCH	**R2**		2D11
4147 LIONS AVE	009-915-915	RSCH	**R2**		2D11
4169 LIONS AVE	009-915-958	RSCH	**R2**		2D11
4191 LIONS AVE	006-818-358	RSCH	**R2**		2D11
586 SILVERDALE PL	009-682-856	RSD	**R2**		2D11
574 SILVERDALE PL	009-684-611	RSD	**R2**		2D11
562 SILVERDALE PL	009-684-701	RSD	**R2**		2D11
549 CROYDON PL	009-684-751	RSD	**R2**		2D11
561 CROYDON PL	009-684-786	RSD	**R2**		2D11
3788 DELBROOK AVE	009-684-859	RSD	**R2**		2D11
1005 BELMONT AVE	009-293-124	RSH	**R2**		2D11
3371 HIGHLAND BLVD	010-846-484	RSH	**R2**		2D11
3343 HIGHLAND BLVD	009-240-420	RSH	**R2**		2D11
1000 RIDGEWOOD DR	010-846-522	RSH	**R2**		2D11
1012 RIDGEWOOD DR	010-846-531	RSH	**R2**		2D11
1018 RIDGEWOOD DR	010-846-557	RSH	**R2**		2D11
1026 RIDGEWOOD DR	004-313-585	RSH	**R2**		2D11
1023 ARLINGTON CRES	010-846-361	RSH	**R2**		2D11
1017 ARLINGTON CRES	004-836-529	RSH	**R2**		2D11
1011 ARLINGTON CRES	010-846-417	RSH	**R2**		2D11
1005 ARLINGTON CRES	010-846-425	RSH	**R2**		2D11
1015 BELMONT AVE	010-846-450	RSH	**R2**		2D11
4093 SUNNYCREST DR	005-295-297	RSH	**R2**		2D11
3830 GLENVIEW CRES	005-701-872	RSH	**R2**		2D11
3862 TRENTON PL	009-786-040	RSH	**R2**		2D11
3874 TRENTON PL	009-786-058	RSH	**R2**		2D11
3886 TRENTON PL	004-123-999	RSH	**R2**		2D11
3898 TRENTON PL	003-923-398	RSH	**R2**		2D11
3910 TRENTON PL	009-786-066	RSH	**R2**		2D11
3930 TRENTON PL	004-411-773	RSH	**R2**		2D11
3950 TRENTON PL	009-786-074	RSH	**R2**		2D11
3972 TRENTON PL	009-786-082	RSH	**R2**		2D11
4107 SUNNYCREST DR	009-786-091	RSH	**R2**		2D11
4097 SUNNYCREST DR	009-785-957	RSH	**R2**		2D11
3965 TRENTON PL	009-785-973	RSH	**R2**		2D11
3929 TRENTON PL	009-785-990	RSH	**R2**		2D11
3940 GLENVIEW CRES	002-488-604	RSH	**R2**		2D11
3908 GLENVIEW CRES	009-786-007	RSH	**R2**		2D11
3907 TRENTON PL	009-786-015	RSH	**R2**		2D11
3874 GLENVIEW CRES	009-786-023	RSH	**R2**		2D11
3850 TRENTON PL	009-786-031	RSH	**R2**		2D11
3838 DELBROOK AVE	009-684-956	RSD	**R2**		2D11
3878 DELBROOK AVE	009-684-981	RSD	**R2**		2D11
3894 DELBROOK AVE	006-946-321	RSD	**R2**		2D11
3920 DELBROOK AVE	005-133-114	RSD	**R2**		2D11
3936 DELBROOK AVE	008-076-341	RSD	**R2**		2D11
3952 DELBROOK AVE	007-147-287	RSD	**R2**		2D11
3968 DELBROOK AVE	009-602-623	RSD	**R2**		2D11
3990 DELBROOK AVE	009-602-640	RSD	**R2**		2D11
4112 SUNNYCREST DR	009-937-552	RSH	**R2**		2D11
4058 SKYLINE DR	009-937-889	RSCH	**R2**		2D11
4064 SKYLINE DR	009-937-919	RSCH	**R2**		2D11
4072 SKYLINE DR	009-937-951	RSCH	**R2**		2D11
4084 SKYLINE DR	009-937-986	RSCH	**R2**		2D11
4104 SUNNYCREST DR	009-938-834	RSH	**R2**		2D11
4090 SUNNYCREST DR	009-938-851	RSH	**R2**		2D11
4020 GLENVIEW CRES	009-937-617	RSH	**R2**		2D11
4032 GLENVIEW CRES	009-937-650	RSCH	**R2**		2D11
883 WAVERTREE RD	009-937-749	RSCH	**R2**		2D11
871 WAVERTREE RD	009-937-773	RSCH	**R2**		2D11
4044 SKYLINE DR	009-937-790	RSCH	**R2**		2D11
4052 SKYLINE DR	009-937-838	RSCH	**R2**		2D11
4096 SKYLINE DR	009-952-624	RSCH	**R2**		2D11
4108 SKYLINE DR	009-952-632	RSCH	**R2**		2D11
4126 SKYLINE DR	009-952-641	RSCH	**R2**		2D11
4142 SKYLINE DR	009-952-659	RSCH	**R2**		2D11
4158 SKYLINE DR	005-338-051	RSCH	**R2**		2D11
4174 SKYLINE DR	009-952-667	RSCH	**R2**		2D11
4202 SKYLINE DR	009-952-675	RSCH	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
648 SILVERDALE PL	009-697-063	RSD	**R2**		2D11
634 SILVERDALE PL	009-300-147	RSD	**R2**		2D11
622 SILVERDALE PL	009-697-071	RSD	**R2**		2D11
610 SILVERDALE PL	002-603-781	RSD	**R2**		2D11
609 CROYDON PL	009-697-110	RSD	**R2**		2D11
615 CROYDON PL	009-697-128	RSD	**R2**		2D11
623 CROYDON PL	008-149-313	RSD	**R2**		2D11
631 CROYDON PL	009-697-144	RSD	**R2**		2D11
639 CROYDON PL	009-697-152	RSD	**R2**		2D11
647 CROYDON PL	009-697-179	RSD	**R2**		2D11
642 CROYDON PL	003-573-168	RSD	**R2**		2D11
638 CROYDON PL	009-697-535	RSD	**R2**		2D11
622 CROYDON PL	009-697-560	RSD	**R2**		2D11
610 CROYDON PL	009-697-586	RSD	**R2**		2D11
3831 DELBROOK AVE	009-697-641	RSD	**R2**		2D11
3883 DELBROOK AVE	009-697-667	RSD	**R2**		2D11
591 VERONA PL	009-697-713	RSD	**R2**		2D11
605 VERONA PL	009-697-756	RSD	**R2**		2D11
617 VERONA PL	009-697-870	RSD	**R2**		2D11
629 VERONA PL	009-697-926	RSD	**R2**		2D11
641 VERONA PL	008-641-153	RSD	**R2**		2D11
638 VERONA PL	009-697-977	RSD	**R2**		2D11
572 VERONA PL	006-298-516	RSD	**R2**		2D11
672 SILVERDALE PL	009-696-938	RSD	**R2**		2D11
660 SILVERDALE PL	009-696-954	RSD	**R2**		2D11
555 LUCERNE PL	009-693-769	RSD	**R2**		2D11
563 LUCERNE PL	004-231-163	RSD	**R2**		2D11
575 LUCERNE PL	009-693-785	RSD	**R2**		2D11
581 LUCERNE PL	002-548-011	RSD	**R2**		2D11
589 LUCERNE PL	008-958-955	RSD	**R2**		2D11
601 LUCERNE PL	009-693-807	RSD	**R2**		2D11
605 LUCERNE PL	009-693-815	RSD	**R2**		2D11
610 LUCERNE PL	009-693-831	RSD	**R2**		2D11
602 LUCERNE PL	009-693-874	RSD	**R2**		2D11
594 LUCERNE PL	009-693-904	RSD	**R2**		2D11
586 LUCERNE PL	009-693-939	RSD	**R2**		2D11
578 LUCERNE PL	009-693-955	RSD	**R2**		2D11
570 LUCERNE PL	009-693-980	RSD	**R2**		2D11
564 LUCERNE PL	009-694-013	RSD	**R2**		2D11
556 LUCERNE PL	009-694-030	RSD	**R2**		2D11
548 LUCERNE PL	009-694-048	RSD	**R2**		2D11
509 GRANADA CRES	009-694-072	RSD	**R2**		2D11
517 GRANADA CRES	009-694-099	RSD	**R2**		2D11
525 GRANADA CRES	009-694-102	RSD	**R2**		2D11
537 GRANADA CRES	009-694-129	RSD	**R2**		2D11
545 GRANADA CRES	009-694-137	RSD	**R2**		2D11
553 GRANADA CRES	009-694-153	RSD	**R2**		2D11
561 GRANADA CRES	009-694-196	RSD	**R2**		2D11
569 GRANADA CRES	005-075-301	RSD	**R2**		2D11
577 GRANADA CRES	009-694-200	RSD	**R2**		2D11
580 GRANADA CRES	009-694-226	RSD	**R2**		2D11
572 GRANADA CRES	009-694-234	RSD	**R2**		2D11
564 GRANADA CRES	009-694-269	RSD	**R2**		2D11
560 GRANADA CRES	009-694-293	RSD	**R2**		2D11
550 GRANADA CRES	009-694-323	RSD	**R2**		2D11
542 GRANADA CRES	009-694-331	RSD	**R2**		2D11
534 GRANADA CRES	009-694-358	RSD	**R2**		2D11
526 GRANADA CRES	009-694-374	RSD	**R2**		2D11
518 GRANADA CRES	009-694-391	RSD	**R2**		2D11
510 GRANADA CRES	009-694-447	RSD	**R2**		2D11
500 GRANADA CRES	009-694-480	RSD	**R2**		2D11
455 SAVILLE CRES	004-204-875	RSD	**R2**		2D11
465 SAVILLE CRES	009-694-501	RSD	**R2**		2D11
479 SAVILLE CRES	009-694-536	RSD	**R2**		2D11
495 SAVILLE CRES	009-694-561	RSD	**R2**		2D11
501 SAVILLE CRES	002-481-944	RSD	**R2**		2D11
509 SAVILLE CRES	009-694-587	RSD	**R2**		2D11
515 SAVILLE CRES	009-694-617	RSD	**R2**		2D11
527 SAVILLE CRES	009-694-650	RSD	**R2**		2D11
539 SAVILLE CRES	009-694-684	RSD	**R2**		2D11
551 SAVILLE CRES	009-694-722	RSD	**R2**		2D11
563 SAVILLE CRES	009-694-749	RSD	**R2**		2D11
575 SAVILLE CRES	009-694-765	RSD	**R2**		2D11
4169 VALENCIA AVE	009-694-811	RSD	**R2**		2D11
4191 VALENCIA AVE	008-291-713	RSD	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4215 VALENCIA AVE	009-694-838	RSD	**R2**		2D11
4239 VALENCIA AVE	009-694-862	RSD	**R2**		2D11
624 VERONA PL	009-657-002	RSD	**R2**		2D11
612 VERONA PL	009-657-037	RSD	**R2**		2D11
598 VERONA PL	009-657-053	RSD	**R2**		2D11
586 VERONA PL	007-969-911	RSD	**R2**		2D11
4033 DELBROOK AVE	009-693-246	RSD	**R2**		2D11
528 SAVILLE CRES	009-693-386	RSD	**R2**		2D11
536 SAVILLE CRES	009-693-408	RSD	**R2**		2D11
544 SAVILLE CRES	009-693-432	RSD	**R2**		2D11
468 SAVILLE CRES	009-693-262	RSD	**R2**		2D11
472 SAVILLE CRES	009-693-271	RSD	**R2**		2D11
480 SAVILLE CRES	009-693-289	RSD	**R2**		2D11
488 SAVILLE CRES	009-693-297	RSD	**R2**		2D11
496 SAVILLE CRES	005-103-754	RSD	**R2**		2D11
504 SAVILLE CRES	009-693-319	RSD	**R2**		2D11
512 SAVILLE CRES	009-693-343	RSD	**R2**		2D11
520 SAVILLE CRES	008-433-879	RSD	**R2**		2D11
529 VIENNA CRES	009-648-020	RSD	**R2**		2D11
517 VIENNA CRES	009-648-038	RSD	**R2**		2D11
511 VIENNA CRES	007-158-921	RSD	**R2**		2D11
505 VIENNA CRES	009-648-046	RSD	**R2**		2D11
499 VIENNA CRES	009-648-054	RSD	**R2**		2D11
487 VIENNA CRES	009-648-062	RSD	**R2**		2D11
475 VIENNA CRES	007-915-519	RSD	**R2**		2D11
463 VIENNA CRES	009-648-071	RSD	**R2**		2D11
455 VIENNA CRES	009-648-089	RSD	**R2**		2D11
443 VIENNA CRES	009-648-101	RSD	**R2**		2D11
431 VIENNA CRES	009-648-119	RSD	**R2**		2D11
423 VIENNA CRES	009-648-127	RSD	**R2**		2D11
415 VIENNA CRES	009-648-135	RSD	**R2**		2D11
3894 SUNNYCREST DR	010-413-928	RSH	**R2**		2D11
3886 SUNNYCREST DR	003-719-855	RSH	**R2**		2D11
3878 SUNNYCREST DR	010-413-936	RSH	**R2**		2D11
3855 SUNNYCREST DR	010-413-952	RSH	**R2**		2D11
1006 KENNEDY AVE	010-412-549	RSH	**R2**		2D11
1018 KENNEDY AVE	010-412-573	RSH	**R2**		2D11
1035 MELBOURNE AVE	010-412-000	RSH	**R2**		2D11
1015 MELBOURNE AVE	003-379-809	RSH	**R2**		2D11
1009 MELBOURNE AVE	010-412-042	RSH	**R2**		2D11
1005 MELBOURNE AVE	010-412-077	RSH	**R2**		2D11
3605 DUDLEY RD	010-412-123	RSH	**R2**		2D11
1016 FOREST HILLS DR	007-803-753	RSH	**R2**		2D11
1028 FOREST HILLS DR	010-412-158	RSH	**R2**		2D11
1036 FOREST HILLS DR	010-412-182	RSH	**R2**		2D11
1047 BEAUMONT DR	010-411-615	RSH	**R2**		2D11
1041 BEAUMONT DR	010-411-623	RSH	**R2**		2D11
1035 BEAUMONT DR	010-411-658	RSH	**R2**		2D11
1021 BEAUMONT DR	010-411-674	RSH	**R2**		2D11
1005 BEAUMONT DR	010-411-704	RSH	**R2**		2D11
1002 MELBOURNE AVE	010-411-739	RSH	**R2**		2D11
1010 MELBOURNE AVE	010-411-755	RSH	**R2**		2D11
1022 MELBOURNE AVE	004-448-308	RSH	**R2**		2D11
1040 MELBOURNE AVE	006-687-105	RSH	**R2**		2D11
3871 SUNNYCREST DR	010-411-569	RSH	**R2**		2D11
3895 SUNNYCREST DR	010-411-500	RSH	**R2**		2D11
1010 BEAUMONT DR	010-411-518	RSH	**R2**		2D11
1020 BEAUMONT DR	010-411-526	RSH	**R2**		2D11
1040 BEAUMONT DR	010-411-542	RSH	**R2**		2D11
1050 BEAUMONT DR	008-140-952	RSH	**R2**		2D11
4139 SKYLINE DR	002-658-488	RSCH	**R2**		2D11
4195 CHELSEA CRES	009-941-916	RSCH	**R2**		2D11
4209 CHELSEA CRES	009-941-941	RSCH	**R2**		2D11
4231 CHELSEA CRES	009-941-967	RSCH	**R2**		2D11
4188 RANGER CRES	009-941-878	RSCH	**R2**		2D11
4170 RANGER CRES	009-941-886	RSCH	**R2**		2D11
4152 RANGER CRES	002-670-747	RSCH	**R2**		2D11
444 VIENNA CRES	009-647-686	RSD	**R2**		2D11
487 GENOA CRES	009-647-970	RSD	**R2**		2D11
479 GENOA CRES	009-647-988	RSD	**R2**		2D11
471 GENOA CRES	009-647-996	RSD	**R2**		2D11
459 GENOA CRES	009-648-003	RSD	**R2**		2D11
458 VIENNA CRES	009-647-821	RSD	**R2**		2D11
470 VIENNA CRES	008-667-845	RSD	**R2**		2D11
484 VIENNA CRES	009-647-848	RSD	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
492 VIENNA CRES	009-647-856	RSD	**R2**		2D11
500 VIENNA CRES	009-647-864	RSD	**R2**		2D11
508 VIENNA CRES	009-647-872	RSD	**R2**		2D11
516 VIENNA CRES	009-647-881	RSD	**R2**		2D11
524 VIENNA CRES	009-647-902	RSD	**R2**		2D11
900 GLENORA AVE	010-594-230	RSH	**R2**		2D11
4140 VIRGINIA CRES	003-398-072	RSSG	**R2**		2D11
4142 VIRGINIA CRES	003-398-099	RSSG	**R2**		2D11
4190 VIRGINIA CRES	010-423-311	RSSG	**R2**		2D11
4194 VIRGINIA CRES	011-942-169	RSSG	**R2**		2D11
4137 VIRGINIA CRES	010-294-325	RSSG	**R2**		2D11
4139 VIRGINIA CRES	002-625-849	RSSG	**R2**		2D11
4155 VIRGINIA CRES	010-294-341	RSSG	**R2**		2D11
4188 VIRGINIA CRES	010-294-368	RSSG	**R2**		2D11
4176 VIRGINIA CRES	010-294-376	RSSG	**R2**		2D11
2-4162 VIRGINIA CRES		RSSG	**R2**		2D11
4154 VIRGINIA CRES	010-294-384	RSSG	**R2**		2D11
4150 VIRGINIA CRES	010-294-406	RSSG	**R2**		2D11
4148 VIRGINIA CRES	010-294-414	RSSG	**R2**		2D11
4133 VIRGINIA CRES	010-293-540	RSSG	**R2**		2D11
4116 VIRGINIA CRES	010-118-098	RSSG	**R2**		2D11
4127 VIRGINIA CRES	006-656-871	RSSG	**R2**		2D11
4146 VIRGINIA CRES	009-940-022	RSSG	**R2**		2D11
4150 CANTERBURY CRES	009-940-782	RSCH	**R2**		2D11
4128 CANTERBURY CRES	009-940-812	RSCH	**R2**		2D11
4114 CANTERBURY CRES	009-940-821	RSCH	**R2**		2D11
4106 CANTERBURY CRES	005-073-073	RSCH	**R2**		2D11
4102 CANTERBURY CRES	009-940-839	RSCH	**R2**		2D11
4125 RANGER CRES	009-940-855	RSCH	**R2**		2D11
4143 RANGER CRES	009-940-863	RSCH	**R2**		2D11
4167 RANGER CRES	009-940-880	RSCH	**R2**		2D11
4181 RANGER CRES	009-940-901	RSCH	**R2**		2D11
4199 RANGER CRES	009-940-936	RSCH	**R2**		2D11
4211 RANGER CRES	009-940-952	RSCH	**R2**		2D11
4196 CANTERBURY CRES	009-940-430	RSCH	**R2**		2D11
4178 CANTERBURY CRES	009-940-456	RSCH	**R2**		2D11
4164 CANTERBURY CRES	009-940-715	RSCH	**R2**		2D11
434 GENOA CRES	009-647-201	RSD	**R2**		2D11
430 GENOA CRES	009-647-210	RSD	**R2**		2D11
422 GENOA CRES	008-370-745	RSD	**R2**		2D11
412 VIENNA CRES	009-647-228	RSD	**R2**		2D11
4131 DELBROOK AVE	009-647-252	RSD	**R2**		2D11
4145 DELBROOK AVE	009-647-261	RSD	**R2**		2D11
4163 DELBROOK AVE	009-647-295	RSD	**R2**		2D11
4209 DELBROOK AVE	002-399-954	RSD	**R2**		2D11
4221 DELBROOK AVE	009-647-317	RSD	**R2**		2D11
452 GENOA CRES	004-259-530	RSD	**R2**		2D11
444 GENOA CRES	009-647-180	RSD	**R2**		2D11
438 GENOA CRES	004-613-007	RSD	**R2**		2D11
4165 VIRGINIA CRES	010-294-350	RSSG	**R2**		2D11
4181 VIRGINIA CRES	006-695-302	RSSG	**R2**		2D11
3444 MAHON AVE	011-256-427	RSNQ	**R2**	S1	2D11
3438 MAHON AVE	011-256-451	RSNQ	**R2**	S1	2D11
3348 MAHON AVE	011-700-475	RSNQ	**R2**	S1	2D11
3338 MAHON AVE	011-700-505	RSNQ	**R2**	S1	2D11
3434 MAHON AVE	011-733-411	RSNQ	**R2**	S1	2D11
3430 MAHON AVE	011-733-446	RSNQ	**R2**	S1	2D11
3478 MAHON AVE	013-969-226	RSNQ	**R2**	S1	2D11
3466 MAHON AVE	013-969-242	RSNQ	**R2**	S1	2D11
1031 FOREST HILLS DR	008-115-559	RSH	**R2**		2D11
1027 FOREST HILLS DR	009-648-887	RSH	**R2**		2D11
1026 KENNEDY AVE	009-648-933	RSH	**R2**		2D11
1023 FOREST HILLS DR	002-777-916	RSH	**R2**		2D11
1019 FOREST HILLS DR	009-648-950	RSH	**R2**		2D11
3591 DUDLEY RD	007-768-591	RSH	**R2**		2D11
3569 DUDLEY RD	009-396-519	RSH	**R2**		2D11
997 KENNEDY AVE	009-631-178	RSH	**R2**		2D11
983 KENNEDY AVE	008-320-853	RSH	**R2**		2D11
3328 MAHON AVE	015-315-665	RSNQ	**R2**	S1	2D11
3380 MAHON AVE	014-867-290	RSNQ	**R2**	S1	2D11
3372 MAHON AVE	014-867-303	RSNQ	**R2**	S1	2D11
3360 MAHON AVE	002-687-704	RSNQ	**R2**	S1	2D11
3394 MAHON AVE	014-867-273	RSNQ	**R2**	S1	2D11
3873 CALDER AVE	011-351-811	RSNQ	**R2**		2D11
3849 CALDER AVE	011-351-853	RSNQ	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3859 CALDER AVE	005-160-758	RSNQ	**R2**		2D11
3865 CALDER AVE	011-351-781	RSNQ	**R2**		2D11
364 W BALMORAL RD	010-092-056	RSNQ	**R2**		2D11
378 W BALMORAL RD	010-091-998	RSNQ	**R2**		2D11
777 KILKEEL PL	008-526-541	RSD	**R2**		2D11
787 KILKEEL PL	008-151-202	RSD	**R2**		2D11
799 KILKEEL PL	009-900-969	RSD	**R2**		2D11
792 KILKEEL PL	003-968-294	RSD	**R2**		2D11
780 KILKEEL PL	009-901-027	RSD	**R2**		2D11
768 KILKEEL PL	007-812-191	RSD	**R2**		2D11
756 KILKEEL PL	003-419-657	RSD	**R2**		2D11
744 KILKEEL PL	003-359-255	RSD	**R2**		2D11
742 KILKEEL PL	009-901-043	RSD	**R2**		2D11
720 KILKEEL PL	008-224-862	RSD	**R2**		2D11
703 DONEGAL PL	009-901-086	RSD	**R2**		2D11
707 DONEGAL PL	009-901-108	RSD	**R2**		2D11
711 DONEGAL PL	009-901-124	RSD	**R2**		2D11
715 DONEGAL PL	009-901-141	RSD	**R2**		2D11
719 DONEGAL PL	009-901-167	RSD	**R2**		2D11
723 DONEGAL PL	009-901-205	RSD	**R2**		2D11
727 DONEGAL PL	005-133-459	RSD	**R2**		2D11
731 DONEGAL PL	009-901-264	RSD	**R2**		2D11
737 DONEGAL PL	009-901-281	RSD	**R2**		2D11
743 DONEGAL PL	009-878-211	RSD	**R2**		2D11
747 DONEGAL PL	009-878-548	RSD	**R2**		2D11
751 DONEGAL PL	009-878-700	RSD	**R2**		2D11
755 DONEGAL PL	009-878-751	RSD	**R2**		2D11
764 DONEGAL PL	009-878-793	RSD	**R2**		2D11
776 DONEGAL PL	009-878-840	RSD	**R2**		2D11
778 DONEGAL PL	009-878-866	RSD	**R2**		2D11
780 DONEGAL PL	009-878-891	RSD	**R2**		2D11
788 DONEGAL PL	005-643-643	RSD	**R2**		2D11
792 DONEGAL PL	009-878-947	RSD	**R2**		2D11
798 DONEGAL PL	007-548-265	RSD	**R2**		2D11
3467 DELBROOK AVE	009-842-233	RSD	**R2**		2D11
3489 DELBROOK AVE	009-842-241	RSD	**R2**		2D11
667 WESTHYDE PL	009-842-268	RSD	**R2**		2D11
675 WESTHYDE PL	009-842-276	RSD	**R2**		2D11
691 WESTHYDE PL	009-842-292	RSD	**R2**		2D11
707 WESTHYDE PL	009-842-306	RSD	**R2**		2D11
715 WESTHYDE PL	009-842-314	RSD	**R2**		2D11
724 WESTHYDE PL	009-842-705	RSD	**R2**		2D11
716 WESTHYDE PL	009-842-748	RSD	**R2**		2D11
706 WESTHYDE PL	009-842-845	RSD	**R2**		2D11
698 WESTHYDE PL	009-842-888	RSD	**R2**		2D11
651 KERRY PL	009-842-926	RSD	**R2**		2D11
659 KERRY PL	009-842-942	RSD	**R2**		2D11
667 KERRY PL	009-842-985	RSD	**R2**		2D11
675 KERRY PL	009-843-001	RSD	**R2**		2D11
683 KERRY PL	009-843-027	RSD	**R2**		2D11
696 KERRY PL	009-843-507	RSD	**R2**		2D11
688 KERRY PL	009-843-531	RSD	**R2**		2D11
681 EVERGREEN PL	009-843-558	RSD	**R2**		2D11
669 EVERGREEN PL	009-843-060	RSD	**R2**		2D11
652 KERRY PL	009-843-086	RSD	**R2**		2D11
654 KERRY PL	009-843-108	RSD	**R2**		2D11
641 EVERGREEN PL	004-168-704	RSD	**R2**		2D11
656 WESTHYDE PL	009-739-858	RSD	**R2**		2D11
668 WESTHYDE PL	009-739-891	RSD	**R2**		2D11
672 WESTHYDE PL	009-739-955	RSD	**R2**		2D11
680 WESTHYDE PL	009-740-007	RSD	**R2**		2D11
750 DONEGAL PL	009-879-072	RSD	**R2**		2D11
710 DONEGAL PL	009-879-315	RSD	**R2**		2D11
714 DONEGAL PL	009-879-340	RSD	**R2**		2D11
718 DONEGAL PL	009-879-391	RSD	**R2**		2D11
726 DONEGAL PL	009-879-498	RSD	**R2**		2D11
744 DONEGAL PL	009-177-833	RSD	**R2**		2D11
779 DONEGAL PL	009-879-081	RSD	**R2**		2D11
783 DONEGAL PL	009-879-102	RSD	**R2**		2D11
787 DONEGAL PL	009-879-137	RSD	**R2**		2D11
791 DONEGAL PL	009-879-226	RSD	**R2**		2D11
795 DONEGAL PL	009-879-242	RSD	**R2**		2D11
799 DONEGAL PL	004-485-548	RSD	**R2**		2D11
3381 DELBROOK AVE	009-192-433	RSD	**R2**		2D11
706 DONEGAL PL	009-879-269	RSD	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
617 SILVERDALE PL	009-696-369	RSD	**R2**		2D11
629 SILVERDALE PL	009-696-377	RSD	**R2**		2D11
641 SILVERDALE PL	008-526-567	RSD	**R2**		2D11
655 SILVERDALE PL	007-090-609	RSD	**R2**		2D11
665 SILVERDALE PL	005-221-510	RSD	**R2**		2D11
679 SILVERDALE PL	009-696-385	RSD	**R2**		2D11
550 EVERGREEN PL	009-745-874	RSD	**R2**		2D11
556 EVERGREEN PL	009-745-882	RSD	**R2**		2D11
568 EVERGREEN PL	009-745-891	RSD	**R2**		2D11
574 EVERGREEN PL	009-745-904	RSD	**R2**		2D11
580 EVERGREEN PL	009-745-912	RSD	**R2**		2D11
586 EVERGREEN PL	009-745-921	RSD	**R2**		2D11
620 EVERGREEN PL	009-745-939	RSD	**R2**		2D11
598 EVERGREEN PL	009-745-947	RSD	**R2**		2D11
569 SHANNON CRES	009-840-451	RSD	**R2**		2D11
694 ST IVES CRES	009-879-641	RSD	**R2**		2D11
3392 DELBROOK AVE	009-879-668	RSD	**R2**		2D11
3420 DELBROOK AVE	009-879-676	RSD	**R2**		2D11
643 THE DEL	009-882-227	RSD	**R2**		2D11
637 THE DEL	009-879-684	RSD	**R2**		2D11
629 THE DEL	004-642-953	RSD	**R2**		2D11
621 THE DEL	005-874-378	RSD	**R2**		2D11
615 THE DEL	009-879-714	RSD	**R2**		2D11
609 THE DEL	009-879-765	RSD	**R2**		2D11
601 THE DEL	009-879-803	RSD	**R2**		2D11
604 THE DEL	009-879-811	RSD	**R2**		2D11
612 THE DEL	009-879-838	RSD	**R2**		2D11
620 THE DEL	009-879-897	RSD	**R2**		2D11
626 THE DEL	009-880-089	RSD	**R2**		2D11
634 THE DEL	009-880-097	RSD	**R2**		2D11
640 THE DEL	009-880-607	RSD	**R2**		2D11
648 THE DEL	002-876-591	RSD	**R2**		2D11
680 ST IVES CRES	008-444-200	RSD	**R2**		2D11
686 ST IVES CRES	009-879-587	RSD	**R2**		2D11
690 ST IVES CRES	009-879-625	RSD	**R2**		2D11
3474 DELBROOK AVE	009-840-117	RSD	**R2**		2D11
3496 DELBROOK AVE	009-840-133	RSD	**R2**		2D11
635 ELSTREE PL	005-114-616	RSD	**R2**		2D11
627 ELSTREE PL	009-840-150	RSD	**R2**		2D11
619 ELSTREE PL	009-840-176	RSD	**R2**		2D11
611 ELSTREE PL	009-840-184	RSD	**R2**		2D11
605 ELSTREE PL	009-840-206	RSD	**R2**		2D11
583 ELSTREE PL	009-840-231	RSD	**R2**		2D11
575 ELSTREE PL	009-840-257	RSD	**R2**		2D11
586 ELSTREE PL	002-679-027	RSD	**R2**		2D11
594 ELSTREE PL	009-840-290	RSD	**R2**		2D11
614 ELSTREE PL	007-974-116	RSD	**R2**		2D11
622 ELSTREE PL	009-840-303	RSD	**R2**		2D11
630 ELSTREE PL	003-159-868	RSD	**R2**		2D11
638 ELSTREE PL	009-840-320	RSD	**R2**		2D11
3532 DELBROOK AVE	009-840-346	RSD	**R2**		2D11
3578 DELBROOK AVE	009-840-354	RSD	**R2**		2D11
627 SHANNON CRES	009-840-362	RSD	**R2**		2D11
609 SHANNON CRES	009-840-371	RSD	**R2**		2D11
603 SHANNON CRES	009-840-389	RSD	**R2**		2D11
597 SHANNON CRES	009-840-397	RSD	**R2**		2D11
591 SHANNON CRES	009-840-419	RSD	**R2**		2D11
585 SHANNON CRES	009-840-427	RSD	**R2**		2D11
577 SHANNON CRES	009-840-435	RSD	**R2**		2D11
561 SHANNON CRES	008-994-129	RSD	**R2**		2D11
3370 DELBROOK AVE	009-882-430	RSD	**R2**		2D11
3318 REDFERN PL	009-746-072	RSD	**R2**		2D11
420 W ST JAMES RD	009-746-145	RSD	**R2**		2D11
3305 REDFERN PL	009-746-056	RSD	**R2**		2D11
3323 REDFERN PL	009-746-064	RSD	**R2**		2D11
3341 REDFERN PL	009-421-157	RSD	**R2**		2D11
3359 REDFERN PL	009-421-165	RSD	**R2**		2D11
3377 REDFERN PL	009-421-173	RSD	**R2**		2D11
3395 REDFERN PL	009-421-190	RSD	**R2**		2D11
3398 REDFERN PL	009-421-203	RSD	**R2**		2D11
3380 REDFERN PL	009-421-238	RSD	**R2**		2D11
3364 REDFERN PL	009-421-475	RSD	**R2**		2D11
3350 REDFERN PL	009-421-491	RSD	**R2**		2D11
3332 REDFERN PL	009-421-548	RSD	**R2**		2D11
539 EVERGREEN PL	009-730-125	RSD	**R2**		2D11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
545 EVERGREEN PL	007-731-299	RSD	**R2**		2D11
521 EVERGREEN PL	008-091-145	RSD	**R2**		2D11
503 EVERGREEN PL	006-551-785	RSD	**R2**		2D11
4197 VIRGINIA CRES	024-111-007	RSSG	**R2**		2D11
959 MELBOURNE AVE	018-161-839	RSH	**R2**		2D11
955 MELBOURNE AVE	018-161-847	RSH	**R2**		2D11
480 EVERGREEN PL	004-849-086	RSD	**R2**		2D11
500 EVERGREEN PL	009-729-933	RSD	**R2**		2D11
510 EVERGREEN PL	009-729-950	RSD	**R2**		2D11
516 EVERGREEN PL	009-729-968	RSD	**R2**		2D11
522 EVERGREEN PL	008-466-696	RSD	**R2**		2D11
528 EVERGREEN PL	009-729-992	RSD	**R2**		2D11
534 EVERGREEN PL	009-730-010	RSD	**R2**		2D11
540 EVERGREEN PL	009-730-036	RSD	**R2**		2D11
444 EVERGREEN PL	009-729-658	RSD	**R2**		2D11
456 EVERGREEN PL	009-729-682	RSD	**R2**		2D11
468 EVERGREEN PL	009-729-704	RSD	**R2**		2D11
3561 EVERGLADE PL	009-729-712	RSD	**R2**		2D11
3583 EVERGLADE PL	009-729-721	RSD	**R2**		2D11
3647 EVERGLADE PL	024-291-501	RSD	**R2**		2D11
465 EVERGREEN PL	009-716-289	RSD	**R2**		2D11
453 EVERGREEN PL	009-716-297	RSD	**R2**		2D11
441 EVERGREEN PL	009-716-319	RSD	**R2**		2D11
439 EVERGREEN PL	009-716-335	RSD	**R2**		2D11
588 ELSTREE PL	026-383-004	RSD	**R2**		2D11
582 SHANNON CRES	009-840-559	RSD	**R2**		2D11
574 SHANNON CRES	009-840-524	RSD	**R2**		2D11
622 SHANNON CRES	004-786-769	RSD	**R2**		2D11
566 SHANNON CRES	009-840-699	RSD	**R2**		2D11
575 EVERGREEN PL	009-840-664	RSD	**R2**		2D11
615 EVERGREEN PL	009-840-567	RSD	**R2**		2D11
3630 DELBROOK AVE	029-008-506	RSD	**R2**		2D11
375 W BALMORAL RD	010-091-980	RSNQ	**R2**		2D11
3799 CALDER AVE	010-092-099	RSNQ	**R2**		2D11
3781 CALDER AVE	009-823-077	RSNQ	**R2**		2D11
3755 CALDER AVE	009-823-085	RSNQ	**R2**		2D11
3737 CALDER AVE	009-823-093	RSNQ	**R2**		2D11
3711 CALDER AVE	003-429-059	RSNQ	**R2**		2D11
4198 DELBROOK AVE	013-995-669	RSD	**R2**		2D11
4186 DELBROOK AVE	013-995-677	RSD	**R2**		2D11
4172 DELBROOK AVE	013-995-685	RSD	**R2**		2D11
4168 DELBROOK AVE	013-995-693	RSD	**R2**		2D11
4150 DELBROOK AVE	013-995-707	RSD	**R2**		2D11
4132 DELBROOK AVE	013-995-715	RSD	**R2**		2D11
4130 DELBROOK AVE	026-077-671	RSD	**R2**		2D11
4120 DELBROOK AVE	026-077-680	RSD	**R2**		2D11
4220 DELBROOK AVE	029-767-032	RSD	**R2**		2D11
4214 DELBROOK AVE	029-767-041	RSD	**R2**		2D11
4250 DELBROOK AVE	023-428-104	RSD	**R2**		2D11
4228 DELBROOK AVE	023-428-112	RSD	**R2**		2D11
4094 DELBROOK AVE	025-094-734	RSD	**R2**		2D11
382 CARTELIER RD	025-094-742	RSD	**R2**		2D11
4152 HIGHLAND BLVD	002-890-992	RSCH	**R2**		2D11
4136 HIGHLAND PL	009-939-270	RSCH	**R2**		2D11
4120 HIGHLAND PL	009-939-318	RSCH	**R2**		2D11
4104 HIGHLAND PL	009-939-334	RSCH	**R2**		2D11
4088 HIGHLAND PL	009-939-369	RSCH	**R2**		2D11
908 BEACONSFIELD RD	009-939-385	RSCH	**R2**		2D11
4093 CANTERBURY CRES	009-939-393	RSCH	**R2**		2D11
4115 CANTERBURY CRES	009-939-407	RSCH	**R2**		2D11
4127 CANTERBURY CRES	009-939-415	RSCH	**R2**		2D11
4143 CANTERBURY CRES	004-439-899	RSCH	**R2**		2D11
4159 CANTERBURY CRES	009-944-184	RSCH	**R2**		2D11
4171 CANTERBURY CRES	009-944-206	RSCH	**R2**		2D11
4185 CANTERBURY CRES	009-944-222	RSCH	**R2**		2D11
4197 CANTERBURY CRES	009-944-231	RSCH	**R2**		2D11
4221 CANTERBURY CRES	008-115-923	RSCH	**R2**		2D11
4212 HIGHLAND BLVD	009-939-211	RSCH	**R2**		2D11
4190 HIGHLAND BLVD	008-871-345	RSCH	**R2**		2D11
4168 HIGHLAND BLVD	009-939-237	RSCH	**R2**		2D11
4019 SUNSET BLVD	010-294-287	RSSG	**R2**		2D11
385 MONTERAY AVE	016-126-025	RS3	**R2**		2D13
377 MONTERAY AVE	023-589-477	RS3	**R2**		2D13
369 MONTERAY AVE	024-297-755	RS3	**R2**		2D13
4360 DELBROOK AVE	007-589-395	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
388 MONTROYAL BLVD	007-589-425	RS3	**R2**		2D13
380 MONTROYAL BLVD	007-589-441	RS3	**R2**		2D13
455 VENTURA CRES	009-990-275	RS3	**R2**		2D13
447 VENTURA CRES	009-990-283	RS3	**R2**		2D13
429 VENTURA CRES	003-558-401	RS3	**R2**		2D13
484 MONTERAY AVE	009-990-291	RS3	**R2**		2D13
454 MONTERAY AVE	009-990-305	RS3	**R2**		2D13
411 VENTURA CRES	009-990-313	RS3	**R2**		2D13
505 VENTURA CRES	009-990-135	RS3	**R2**		2D13
422 DELMAR CRT	009-990-321	RS3	**R2**		2D13
442 MONTERAY AVE	009-990-348	RS3	**R2**		2D13
499 VENTURA CRES	009-990-151	RS3	**R2**		2D13
485 VENTURA CRES	009-990-178	RS3	**R2**		2D13
481 VENTURA CRES	009-990-194	RS3	**R2**		2D13
477 VENTURA CRES	008-745-030	RS3	**R2**		2D13
475 VENTURA CRES	009-990-224	RS3	**R2**		2D13
467 VENTURA CRES	009-990-241	RS3	**R2**		2D13
	007-283-725	RS2	**R2**	S2	2D13
355 MONTERAY AVE	009-163-000	RS3	**R2**		2D13
4788 HIGHLAND BLVD	010-262-148	RSCH	**R2**		2D13
908 BELVEDERE DR	010-262-679	RSCH	**R2**		2D13
4619 CEDARCREST AVE	004-780-451	RSCH	**R2**		2D13
4631 CEDARCREST AVE	010-262-776	RSCH	**R2**		2D13
4653 CEDARCREST AVE	010-262-831	RSCH	**R2**		2D13
4679 CEDARCREST AVE	010-262-890	RSCH	**R2**		2D13
4707 CEDARCREST AVE	010-262-971	RSCH	**R2**		2D13
4707 CEDARCREST AVE	010-263-004	RSCH	**R2**		2D13
4731 CEDARCREST AVE	002-974-533	RSCH	**R2**		2D13
4735 CEDARCREST AVE	010-263-021	RSCH	**R2**		2D13
4757 CEDARCREST AVE	010-263-039	RSCH	**R2**		2D13
4772 HIGHLAND BLVD	010-262-288	RSCH	**R2**		2D13
4787 CEDARCREST AVE	010-263-055	RSCH	**R2**		2D13
4752 HIGHLAND BLVD	010-262-377	RSCH	**R2**		2D13
4736 HIGHLAND BLVD	010-262-423	RSCH	**R2**		2D13
4710 HIGHLAND BLVD	010-262-491	RSCH	**R2**		2D13
4702 HIGHLAND BLVD	004-225-678	RSCH	**R2**		2D13
4664 HIGHLAND BLVD	007-622-911	RSCH	**R2**		2D13
4640 HIGHLAND BLVD	010-262-547	RSCH	**R2**		2D13
920 BELVEDERE DR	010-262-598	RSCH	**R2**		2D13
4320 VALENCIA AVE	009-960-473	RSD	**R2**		2D13
452 HERMOSA AVE	004-700-503	RSD	**R2**		2D13
466 HERMOSA AVE	009-960-597	RSD	**R2**		2D13
488 HERMOSA AVE	009-960-601	RSD	**R2**		2D13
504 HERMOSA AVE	009-960-627	RSD	**R2**		2D13
516 HERMOSA AVE	009-960-651	RSD	**R2**		2D13
528 HERMOSA AVE	009-960-678	RSD	**R2**		2D13
540 HERMOSA AVE	004-484-428	RSD	**R2**		2D13
525 CRESTWOOD AVE	009-960-481	RSD	**R2**		2D13
511 CRESTWOOD AVE	009-960-490	RSD	**R2**		2D13
503 CRESTWOOD AVE	009-960-520	RSD	**R2**		2D13
495 CRESTWOOD AVE	009-960-538	RSD	**R2**		2D13
479 CRESTWOOD AVE	009-960-546	RSD	**R2**		2D13
451 CRESTWOOD AVE	009-960-562	RSD	**R2**		2D13
424 HERMOSA AVE	009-960-571	RSD	**R2**		2D13
438 HERMOSA AVE	009-960-589	RSD	**R2**		2D13
498 MONTERAY AVE	009-497-749	RS3	**R2**		2D13
463 VENTURA CRES	009-497-854	RS3	**R2**		2D13
497 MONTERAY AVE	009-497-986	RS3	**R2**		2D13
522 MONTROYAL PL	009-497-994	RS3	**R2**		2D13
516 MONTROYAL PL	009-498-028	RS3	**R2**		2D13
491 MONTERAY AVE	009-498-061	RS3	**R2**		2D13
510 MONTROYAL PL	009-498-087	RS3	**R2**		2D13
525 MONTROYAL PL	009-498-532	RS3	**R2**		2D13
4492 LIONS AVE	009-575-367	RSCH	**R2**		2D13
4486 LIONS AVE	009-575-383	RSCH	**R2**		2D13
4480 LIONS AVE	009-575-413	RSCH	**R2**		2D13
910 HANDSWORTH RD	009-420-461	RSCH	**R2**		2D13
902 HANDSWORTH RD	008-279-438	RSCH	**R2**		2D13
496 VENTURA CRES	009-387-765	RS3	**R2**		2D13
500 VENTURA CRES	009-387-854	RS3	**R2**		2D13
537 VENTURA CRES	009-387-986	RS3	**R2**		2D13
525 VENTURA CRES	009-388-052	RS3	**R2**		2D13
416 VENTURA CRES	009-387-609	RS3	**R2**		2D13
408 NEWDALE CRT	009-387-650	RS3	**R2**		2D13
767 BLUERIDGE AVE	009-406-158	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
759 BLUERIDGE AVE	004-201-086	RS3	**R2**		2D13
741 BLUERIDGE AVE	009-406-221	RS3	**R2**		2D13
740 BLUERIDGE AVE	009-406-255	RS3	**R2**		2D13
734 BLUERIDGE AVE	009-406-280	RS3	**R2**		2D13
661 ALPINE CRT	002-724-065	RS3	**R2**		2D13
644 ALPINE CRT	009-406-301	RS3	**R2**		2D13
396 NEWDALE CRT	009-373-853	RS3	**R2**		2D13
4124 VIRGINIA CRES	009-360-476	RSSG	**R2**		2D13
759 MONTROYAL BLVD	009-322-906	RSCH	**R2**		2D13
747 MONTROYAL BLVD	009-322-922	RSCH	**R2**		2D13
741 MONTROYAL BLVD	009-322-949	RSCH	**R2**		2D13
725 MONTROYAL BLVD	009-322-957	RSCH	**R2**		2D13
711 MONTROYAL BLVD	009-322-965	RSCH	**R2**		2D13
4661 BONITA DR	009-322-981	RSCH	**R2**		2D13
712 SYLVAN AVE	009-430-075	RSCH	**R2**		2D13
726 SYLVAN AVE	009-323-007	RSCH	**R2**		2D13
738 SYLVAN AVE	009-323-023	RSCH	**R2**		2D13
750 SYLVAN AVE	009-323-031	RSCH	**R2**		2D13
762 SYLVAN AVE	009-323-058	RSCH	**R2**		2D13
770 SYLVAN AVE	009-323-066	RSCH	**R2**		2D13
778 SYLVAN AVE	007-978-618	RSCH	**R2**		2D13
784 SYLVAN AVE	009-323-082	RSCH	**R2**		2D13
384 VENTURA CRES	009-271-520	RS3	**R2**		2D13
388 VENTURA CRES	009-271-546	RS3	**R2**		2D13
4322 QUINTON PL	009-600-477	RSSG	**R2**		2D13
4326 QUINTON PL	009-600-485	RSSG	**R2**		2D13
4332 QUINTON PL	009-600-515	RSSG	**R2**		2D13
4338 QUINTON PL	009-600-531	RSSG	**R2**		2D13
4344 QUINTON PL	009-601-198	RSSG	**R2**		2D13
4350 QUINTON PL	009-601-236	RSSG	**R2**		2D13
4356 QUINTON PL	009-601-287	RSSG	**R2**		2D13
4368 QUINTON PL	009-601-848	RSSG	**R2**		2D13
4374 QUINTON PL	009-601-902	RSSG	**R2**		2D13
4380 QUINTON PL	009-601-961	RSSG	**R2**		2D13
4384 QUINTON PL	009-601-988	RSSG	**R2**		2D13
4390 QUINTON PL	009-602-003	RSSG	**R2**		2D13
4394 QUINTON PL	009-602-020	RSSG	**R2**		2D13
926 HANDSWORTH RD	010-261-117	RSCH	**R2**		2D13
920 HANDSWORTH RD	004-377-532	RSCH	**R2**		2D13
914 HANDSWORTH RD	004-516-303	RSCH	**R2**		2D13
4527 MARINEVIEW CRES	010-261-125	RSCH	**R2**		2D13
4525 MARINEVIEW CRES	009-015-019	RSCH	**R2**		2D13
4511 MARINEVIEW CRES	008-155-283	RSCH	**R2**		2D13
583 DOLORES PL	010-012-974	RSD	**R2**		2D13
4311 VALENCIA AVE	009-958-231	RSD	**R2**		2D13
4295 VALENCIA AVE	009-958-240	RSD	**R2**		2D13
4296 GLENCANYON DR	005-117-551	RSD	**R2**		2D13
4308 GLENCANYON DR	002-686-767	RSD	**R2**		2D13
4316 GLENCANYON DR	009-958-258	RSD	**R2**		2D13
4324 GLENCANYON DR	009-958-274	RSD	**R2**		2D13
4332 GLENCANYON DR	009-958-291	RSD	**R2**		2D13
4340 GLENCANYON DR	009-958-304	RSD	**R2**		2D13
575 DOLORES PL	009-958-142	RSD	**R2**		2D13
567 DOLORES PL	009-958-151	RSD	**R2**		2D13
559 DOLORES PL	009-958-169	RSD	**R2**		2D13
4349 VALENCIA AVE	009-958-177	RSD	**R2**		2D13
4343 VALENCIA AVE	009-958-185	RSD	**R2**		2D13
4327 VALENCIA AVE	009-958-215	RSD	**R2**		2D13
4323 VALENCIA AVE	009-958-223	RSD	**R2**		2D13
4319 VALENCIA AVE	008-285-365	RSD	**R2**		2D13
796 TUDOR AVE	009-938-401	RSCH	**R2**		2D13
788 TUDOR AVE	009-938-435	RSCH	**R2**		2D13
780 TUDOR AVE	004-705-823	RSCH	**R2**		2D13
774 TUDOR AVE	009-938-443	RSCH	**R2**		2D13
766 TUDOR AVE	009-938-478	RSCH	**R2**		2D13
758 TUDOR AVE	009-938-524	RSCH	**R2**		2D13
722 TUDOR AVE	009-938-541	RSCH	**R2**		2D13
690 TUDOR AVE	009-938-559	RSCH	**R2**		2D13
410 VENTURA CRES	009-180-231	RS3	**R2**		2D13
544 VENTURA CRES	009-161-520	RS3	**R2**		2D13
522 VENTURA CRES	009-161-651	RS3	**R2**		2D13
4459 LIONS AVE	009-125-116	RSCH	**R2**		2D13
1014 MONTROYAL BLVD	007-100-396	RS3	**R2**		2D13
383 NEWDALE CRT	009-093-206	RS3	**R2**		2D13
387 NEWDALE CRT	009-093-371	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
391 NEWDALE CRT	009-093-419	RS3	**R2**		2D13
399 NEWDALE CRT	009-093-435	RS3	**R2**		2D13
4820 SKYLINE DR	009-053-000	RS3	**R2**		2D13
4828 SKYLINE DR	009-053-034	RS3	**R2**		2D13
2-4528 SKYLINE DR		RSCH	**R2**		2D13
4596 CEDARCREST AVE	009-543-309	RSCH	**R2**		2D13
4580 CEDARCREST AVE	009-543-317	RSCH	**R2**		2D13
4792 CEDARCREST AVE	009-499-687	RSCH	**R2**		2D13
4679 MARINEVIEW CRES	010-247-441	RSCH	**R2**		2D13
4657 MARINEVIEW CRES	010-247-467	RSCH	**R2**		2D13
4633 MARINEVIEW CRES	010-247-475	RSCH	**R2**		2D13
4597 MARINEVIEW CRES	010-247-483	RSCH	**R2**		2D13
4591 MARINEVIEW CRES	010-247-491	RSCH	**R2**		2D13
4583 MARINEVIEW CRES	010-247-505	RSCH	**R2**		2D13
4571 MARINEVIEW CRES	008-115-435	RSCH	**R2**		2D13
4568 MARINEVIEW CRES	002-754-151	RSCH	**R2**		2D13
4556 MARINEVIEW CRES	010-249-354	RSCH	**R2**		2D13
4548 MARINEVIEW CRES	010-249-397	RSCH	**R2**		2D13
855 MONTROYAL BLVD	010-247-301	RSCH	**R2**		2D13
4532 MARINEVIEW CRES	010-249-419	RSCH	**R2**		2D13
4524 MARINEVIEW CRES	010-249-435	RSCH	**R2**		2D13
4612 CEDARCREST AVE	010-249-451	RSCH	**R2**		2D13
4624 CEDARCREST AVE	005-207-606	RSCH	**R2**		2D13
4630 CEDARCREST AVE	010-249-486	RSCH	**R2**		2D13
4638 CEDARCREST AVE	010-249-516	RSCH	**R2**		2D13
4674 CEDARCREST AVE	010-249-524	RSCH	**R2**		2D13
4690 CEDARCREST AVE	010-249-559	RSCH	**R2**		2D13
845 MONTROYAL BLVD	010-247-327	RSCH	**R2**		2D13
4710 CEDARCREST AVE	010-249-575	RSCH	**R2**		2D13
4726 CEDARCREST AVE	007-801-351	RSCH	**R2**		2D13
4740 CEDARCREST AVE	010-249-648	RSCH	**R2**		2D13
4764 CEDARCREST AVE	010-249-664	RSCH	**R2**		2D13
4795 MARINEVIEW CRES	008-741-557	RSCH	**R2**		2D13
4781 MARINEVIEW CRES	010-247-351	RSCH	**R2**		2D13
4755 MARINEVIEW CRES	010-247-386	RSCH	**R2**		2D13
4729 MARINEVIEW CRES	010-247-394	RSCH	**R2**		2D13
4707 MARINEVIEW CRES	010-247-416	RSCH	**R2**		2D13
4691 MARINEVIEW CRES	010-247-432	RSCH	**R2**		2D13
4420 GLENCANYON DR	009-956-751	RSD	**R2**		2D13
580 DOLORES PL	006-709-401	RSD	**R2**		2D13
4388 GLENCANYON DR	004-588-509	RSD	**R2**		2D13
4366 GLENCANYON DR	009-956-794	RSD	**R2**		2D13
4432 GLENCANYON DR	009-957-421	RSD	**R2**		2D13
4425 VALENCIA AVE	009-957-430	RSD	**R2**		2D13
4406 GLENCANYON DR	009-956-778	RSD	**R2**		2D13
4398 GLENCANYON DR	009-956-786	RSD	**R2**		2D13
4417 VALENCIA AVE	009-957-448	RSD	**R2**		2D13
4395 VALENCIA AVE	009-957-481	RSD	**R2**		2D13
564 DOLORES PL	009-957-499	RSD	**R2**		2D13
572 DOLORES PL	009-957-511	RSD	**R2**		2D13
400 NEWDALE CRT	004-176-677	RS3	**R2**		2D13
4909 REDONDA DR	008-891-621	RS3	**R2**		2D13
754 BLUERIDGE AVE	008-891-672	RS3	**R2**		2D13
4904 REDONDA DR	008-891-711	RS3	**R2**		2D13
4818 SKYLINE DR	008-873-615	RS3	**R2**		2D13
4816 SKYLINE DR	008-873-666	RS3	**R2**		2D13
4814 SKYLINE DR	008-873-721	RS3	**R2**		2D13
658 ALPINE CRT	008-873-381	RS3	**R2**		2D13
662 ALPINE CRT	008-873-399	RS3	**R2**		2D13
515 MONTROYAL PL	009-498-567	RS3	**R2**		2D13
512 MONTROYAL BLVD	009-498-591	RS3	**R2**		2D13
508 MONTROYAL BLVD	009-498-681	RS3	**R2**		2D13
489 MONTROYAL BLVD	009-509-046	RSD	**R2**		2D13
556 GREENWAY AVE	009-553-304	RSD	**R2**		2D13
467 MONTROYAL BLVD	009-553-312	RSD	**R2**		2D13
4784 MARINEVIEW CRES	010-242-325	RSCH	**R2**		2D13
4697 RANGER AVE	010-242-465	RSCH	**R2**		2D13
4737 RANGER AVE	006-976-077	RSCH	**R2**		2D13
4763 RANGER AVE	008-065-683	RSCH	**R2**		2D13
4779 RANGER AVE	010-242-503	RSCH	**R2**		2D13
4791 RANGER AVE	010-242-511	RSCH	**R2**		2D13
4770 MARINEVIEW CRES	010-242-368	RSCH	**R2**		2D13
4742 MARINEVIEW CRES	002-814-790	RSCH	**R2**		2D13
4708 MARINEVIEW CRES	010-242-392	RSCH	**R2**		2D13
4682 MARINEVIEW CRES	004-986-725	RSCH	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4660 MARINEVIEW CRES	010-242-422	RSCH	**R2**		2D13
820 CRYSTAL CRT	010-242-449	RSCH	**R2**		2D13
4607 RANGER AVE	010-242-457	RSCH	**R2**		2D13
4671 RANGER AVE	008-182-710	RSCH	**R2**		2D13
445 MONTROYAL BLVD	009-967-940	RSD	**R2**		2D13
502 GREENWAY AVE	009-968-491	RSD	**R2**		2D13
508 GREENWAY AVE	004-642-937	RSD	**R2**		2D13
514 GREENWAY AVE	009-968-539	RSD	**R2**		2D13
528 GREENWAY AVE	010-069-844	RSD	**R2**		2D13
542 GREENWAY AVE	009-968-555	RSD	**R2**		2D13
463 MONTROYAL BLVD	009-967-877	RSD	**R2**		2D13
451 MONTROYAL BLVD	009-967-907	RSD	**R2**		2D13
574 GREENWAY AVE	009-509-020	RSD	**R2**		2D13
568 GREENWAY AVE	002-797-411	RSD	**R2**		2D13
668 ALPINE CRT	002-561-913	RS3	**R2**		2D13
667 ALPINE CRT	008-723-419	RS3	**R2**		2D13
545 VENTURA CRES	008-729-492	RS3	**R2**		2D13
550 VENTURA CRES	008-729-590	RS3	**R2**		2D13
555 VENTURA CRES	025-726-994	RS3	**R2**		2D13
553 VENTURA CRES	025-727-001	RS3	**R2**		2D13
4588 MARINEVIEW CRES	010-241-426	RSCH	**R2**		2D13
810 HANDSWORTH RD	010-241-582	RSCH	**R2**		2D13
826 HANDSWORTH RD	010-241-612	RSCH	**R2**		2D13
842 HANDSWORTH RD	010-241-639	RSCH	**R2**		2D13
858 HANDSWORTH RD	004-697-162	RSCH	**R2**		2D13
870 HANDSWORTH RD	010-241-663	RSCH	**R2**		2D13
892 HANDSWORTH RD	007-768-478	RSCH	**R2**		2D13
4520 RIALTO PL	010-241-680	RSCH	**R2**		2D13
4549 MARINEVIEW CRES	006-682-693	RSCH	**R2**		2D13
4553 MARINEVIEW CRES	010-241-744	RSCH	**R2**		2D13
4561 MARINEVIEW CRES	010-241-809	RSCH	**R2**		2D13
815 CRYSTAL CRT	010-241-451	RSCH	**R2**		2D13
4569 MARINEVIEW CRES	010-241-833	RSCH	**R2**		2D13
4573 MARINEVIEW CRES	010-241-876	RSCH	**R2**		2D13
4576 MARINEVIEW CRES	010-241-906	RSCH	**R2**		2D13
4580 MARINEVIEW CRES	002-860-104	RSCH	**R2**		2D13
803 CRYSTAL CRT	010-241-485	RSCH	**R2**		2D13
4579 RANGER AVE	010-241-507	RSCH	**R2**		2D13
4565 RANGER AVE	010-241-523	RSCH	**R2**		2D13
4561 RANGER AVE	002-794-951	RSCH	**R2**		2D13
4555 RANGER AVE	010-241-558	RSCH	**R2**		2D13
4541 RANGER AVE	008-064-083	RSCH	**R2**		2D13
4533 RANGER AVE	010-241-566	RSCH	**R2**		2D13
4230 LIONS AVE	009-910-816	RSCH	**R2**		2D13
984 DEVON RD	009-910-832	RSCH	**R2**		2D13
976 DEVON RD	009-910-875	RSCH	**R2**		2D13
970 DEVON RD	009-910-905	RSCH	**R2**		2D13
968 DEVON RD	009-910-921	RSCH	**R2**		2D13
958 DEVON RD	009-910-948	RSCH	**R2**		2D13
952 DEVON RD	009-910-981	RSCH	**R2**		2D13
957 ESSEX RD	009-898-832	RSCH	**R2**		2D13
965 ESSEX RD	009-898-867	RSCH	**R2**		2D13
973 ESSEX RD	006-703-445	RSCH	**R2**		2D13
981 ESSEX RD	009-898-875	RSCH	**R2**		2D13
4262 LIONS AVE	005-947-260	RSCH	**R2**		2D13
990 ESSEX RD	005-778-930	RSCH	**R2**		2D13
984 ESSEX RD	009-898-891	RSCH	**R2**		2D13
972 ESSEX RD	009-898-905	RSCH	**R2**		2D13
960 ESSEX RD	009-898-913	RSCH	**R2**		2D13
954 ESSEX RD	009-234-098	RSCH	**R2**		2D13
4307 HIGHLAND BLVD	009-898-921	RSCH	**R2**		2D13
4335 HIGHLAND BLVD	009-898-956	RSCH	**R2**		2D13
4363 HIGHLAND BLVD	009-898-964	RSCH	**R2**		2D13
959 TUDOR AVE	009-898-972	RSCH	**R2**		2D13
967 TUDOR AVE	007-323-417	RSCH	**R2**		2D13
975 TUDOR AVE	009-898-981	RSCH	**R2**		2D13
983 TUDOR AVE	009-899-006	RSCH	**R2**		2D13
991 TUDOR AVE	009-899-022	RSCH	**R2**		2D13
4259 HIGHLAND BLVD	009-898-794	RSCH	**R2**		2D13
4271 HIGHLAND BLVD	009-898-816	RSCH	**R2**		2D13
4390 RANGER AVE	010-172-513	RSCH	**R2**		2D13
709 EDGEWOOD RD	010-172-904	RSCH	**R2**		2D13
699 EDGEWOOD RD	010-172-921	RSCH	**R2**		2D13
4382 RANGER AVE	010-172-548	RSCH	**R2**		2D13
4370 RANGER AVE	010-172-556	RSCH	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
795 EDGEWOOD RD	010-172-807	RSCH	**R2**		2D13
781 EDGEWOOD RD	010-172-823	RSCH	**R2**		2D13
765 EDGEWOOD RD	010-172-831	RSCH	**R2**		2D13
751 EDGEWOOD RD	004-499-379	RSCH	**R2**		2D13
739 EDGEWOOD RD	010-172-840	RSCH	**R2**		2D13
725 EDGEWOOD RD	010-172-882	RSCH	**R2**		2D13
4227 LIONS AVE	009-910-701	RSCH	**R2**		2D13
4259 LIONS AVE	009-910-743	RSCH	**R2**		2D13
4275 LIONS AVE	009-898-751	RSCH	**R2**		2D13
4303 LIONS AVE	008-171-831	RSCH	**R2**		2D13
4331 LIONS AVE	005-100-011	RSCH	**R2**		2D13
4365 LIONS AVE	009-898-760	RSCH	**R2**		2D13
783 HANDSWORTH RD	010-173-013	RSCH	**R2**		2D13
772 EDGEWOOD RD	010-173-374	RSCH	**R2**		2D13
764 EDGEWOOD RD	010-173-404	RSCH	**R2**		2D13
758 EDGEWOOD RD	010-173-439	RSCH	**R2**		2D13
720 EDGEWOOD RD	010-173-501	RSCH	**R2**		2D13
693 HANDSWORTH RD	002-645-653	RSCH	**R2**		2D13
701 HANDSWORTH RD	010-173-595	RSCH	**R2**		2D13
709 HANDSWORTH RD	010-173-633	RSCH	**R2**		2D13
715 HANDSWORTH RD	010-173-722	RSCH	**R2**		2D13
723 HANDSWORTH RD	007-627-912	RSCH	**R2**		2D13
727 HANDSWORTH RD	009-612-173	RSCH	**R2**		2D13
4456 RANGER AVE	010-173-072	RSCH	**R2**		2D13
735 HANDSWORTH RD	010-173-781	RSCH	**R2**		2D13
743 HANDSWORTH RD	010-173-854	RSCH	**R2**		2D13
759 HANDSWORTH RD	010-173-927	RSCH	**R2**		2D13
765 HANDSWORTH RD	010-173-951	RSCH	**R2**		2D13
4438 RANGER AVE	010-173-099	RSCH	**R2**		2D13
4422 RANGER AVE	010-173-129	RSCH	**R2**		2D13
4416 RANGER AVE	010-173-188	RSCH	**R2**		2D13
4410 RANGER AVE	010-173-242	RSCH	**R2**		2D13
796 EDGEWOOD RD	008-093-288	RSCH	**R2**		2D13
790 EDGEWOOD RD	010-173-285	RSCH	**R2**		2D13
786 EDGEWOOD RD	003-627-055	RSCH	**R2**		2D13
4397 CHEVIOT RD	002-467-674	RSCH	**R2**		2D13
4352 ARUNDEL RD	009-787-925	RSCH	**R2**		2D13
4368 ARUNDEL RD	009-787-941	RSCH	**R2**		2D13
4376 ARUNDEL RD	009-787-984	RSCH	**R2**		2D13
4388 ARUNDEL RD	009-788-000	RSCH	**R2**		2D13
4387 LIONS AVE	009-788-034	RSCH	**R2**		2D13
4381 LIONS AVE	009-788-077	RSCH	**R2**		2D13
4373 CHEVIOT RD	009-787-763	RSCH	**R2**		2D13
4359 CHEVIOT RD	009-787-798	RSCH	**R2**		2D13
4347 ARUNDEL RD	009-787-810	RSCH	**R2**		2D13
4331 ARUNDEL RD	009-787-852	RSCH	**R2**		2D13
4323 ARUNDEL RD	009-787-887	RSCH	**R2**		2D13
4340 ARUNDEL RD	009-787-909	RSCH	**R2**		2D13
4540 SKYLINE DR	007-368-364	RSCH	**R2**		2D13
4126 VIRGINIA CRES	007-429-525	RSSG	**R2**		2D13
4128 VIRGINIA CRES	007-429-541	RSSG	**R2**		2D13
4522 RANGER AVE	010-181-938	RSCH	**R2**		2D13
732 HANDSWORTH RD	010-182-641	RSCH	**R2**		2D13
724 HANDSWORTH RD	010-182-691	RSCH	**R2**		2D13
716 HANDSWORTH RD	010-182-721	RSCH	**R2**		2D13
4437 SKYLINE DR	010-182-756	RSCH	**R2**		2D13
4443 SKYLINE DR	010-182-781	RSCH	**R2**		2D13
705 WINONA AVE	010-182-802	RSCH	**R2**		2D13
709 WINONA AVE	010-182-853	RSCH	**R2**		2D13
715 WINONA AVE	010-182-888	RSCH	**R2**		2D13
733 WINONA AVE	003-316-149	RSCH	**R2**		2D13
741 WINONA AVE	010-183-001	RSCH	**R2**		2D13
4506 RANGER AVE	006-689-469	RSCH	**R2**		2D13
749 WINONA AVE	010-183-108	RSCH	**R2**		2D13
755 WINONA AVE	010-183-124	RSCH	**R2**		2D13
759 WINONA AVE	002-800-209	RSCH	**R2**		2D13
771 WINONA AVE	004-815-866	RSCH	**R2**		2D13
790 HANDSWORTH RD	010-182-021	RSCH	**R2**		2D13
780 HANDSWORTH RD	010-182-080	RSCH	**R2**		2D13
772 HANDSWORTH RD	010-182-331	RSCH	**R2**		2D13
764 HANDSWORTH RD	010-182-357	RSCH	**R2**		2D13
756 HANDSWORTH RD	007-142-439	RSCH	**R2**		2D13
748 HANDSWORTH RD	010-182-497	RSCH	**R2**		2D13
740 HANDSWORTH RD	010-182-586	RSCH	**R2**		2D13
4400 CHEVIOT RD	009-787-496	RSCH	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4396 CHEVIOT RD	009-787-500	RSCH	**R2**		2D13
4390 CHEVIOT RD	009-787-518	RSCH	**R2**		2D13
4379 ARUNDEL RD	009-787-526	RSCH	**R2**		2D13
4888 SKYLINE DR	009-792-261	RS2	**R2**	S2	2D13
4130 VIRGINIA CRES	007-288-115	RSSG	**R2**		2D13
4132 VIRGINIA CRES	007-288-123	RSSG	**R2**		2D13
4134 VIRGINIA CRES	007-288-166	RSSG	**R2**		2D13
4427 LIONS AVE	005-399-190	RSCH	**R2**		2D13
4418 CHEVIOT RD	007-282-567	RSCH	**R2**		2D13
4588 SKYLINE DR	007-281-323	RSCH	**R2**		2D13
4590 SKYLINE DR	003-564-681	RSCH	**R2**		2D13
4596 SKYLINE DR	002-623-641	RSCH	**R2**		2D13
4500 MAPLERIDGE DR	007-275-455	RS3	**R2**		2D13
4535 MAPLERIDGE DR	007-275-404	RS3	**R2**		2D13
4389 CHEVIOT RD	007-241-615	RSCH	**R2**		2D13
4385 CHEVIOT RD	007-241-631	RSCH	**R2**		2D13
4381 CHEVIOT RD	004-813-111	RSCH	**R2**		2D13
4980 CHALET PL	023-167-068	RS2	**R2**	S2	2D13
4966 CHALET PL	023-167-076	RS2	**R2**	S2	2D13
4586 RANGER AVE	010-183-914	RSCH	**R2**		2D13
742 WINONA AVE	010-184-554	RSCH	**R2**		2D13
734 WINONA AVE	010-184-589	RSCH	**R2**		2D13
728 WINONA AVE	010-184-597	RSCH	**R2**		2D13
720 WINONA AVE	010-184-619	RSCH	**R2**		2D13
712 WINONA AVE	010-184-651	RSCH	**R2**		2D13
702 WINONA AVE	005-131-898	RSCH	**R2**		2D13
4453 SKYLINE DR	010-184-660	RSCH	**R2**		2D13
4469 SKYLINE DR	007-973-497	RSCH	**R2**		2D13
641 CRYSTAL CRT	010-184-686	RSCH	**R2**		2D13
649 CRYSTAL CRT	010-184-732	RSCH	**R2**		2D13
4582 RANGER AVE	004-264-517	RSCH	**R2**		2D13
659 CRYSTAL CRT	010-184-791	RSCH	**R2**		2D13
677 CRYSTAL CRT	010-184-821	RSCH	**R2**		2D13
701 CRYSTAL CRT	010-184-872	RSCH	**R2**		2D13
715 CRYSTAL CRT	010-184-911	RSCH	**R2**		2D13
727 CRYSTAL CRT	010-184-945	RSCH	**R2**		2D13
739 CRYSTAL CRT	010-185-046	RSCH	**R2**		2D13
745 CRYSTAL CRT	010-185-194	RSCH	**R2**		2D13
753 CRYSTAL CRT	010-185-216	RSCH	**R2**		2D13
765 CRYSTAL CRT	010-185-224	RSCH	**R2**		2D13
771 CRYSTAL CRT	002-449-668	RSCH	**R2**		2D13
4562 RANGER AVE	010-183-965	RSCH	**R2**		2D13
777 CRYSTAL CRT	010-185-241	RSCH	**R2**		2D13
796 WINONA AVE	010-184-236	RSCH	**R2**		2D13
780 WINONA AVE	002-680-289	RSCH	**R2**		2D13
772 WINONA AVE	010-184-368	RSCH	**R2**		2D13
764 WINONA AVE	007-980-329	RSCH	**R2**		2D13
756 WINONA AVE	010-184-384	RSCH	**R2**		2D13
750 WINONA AVE	010-184-431	RSCH	**R2**		2D13
4447 CHEVIOT RD	009-787-321	RSCH	**R2**		2D13
4431 CHEVIOT RD	009-787-364	RSCH	**R2**		2D13
555 PALISADE DR	007-161-816	RS3	**R2**		2D13
551 PALISADE DR	007-161-841	RS3	**R2**		2D13
4419 CHEVIOT RD	007-056-389	RSCH	**R2**		2D13
4401 CHEVIOT RD	002-971-496	RSCH	**R2**		2D13
791 SYLVAN AVE	010-185-283	RSCH	**R2**		2D13
748 CRYSTAL CRT	010-185-356	RSCH	**R2**		2D13
740 CRYSTAL CRT	010-185-372	RSCH	**R2**		2D13
734 CRYSTAL CRT	010-185-399	RSCH	**R2**		2D13
722 CRYSTAL CRT	006-354-840	RSCH	**R2**		2D13
710 CRYSTAL CRT	010-185-402	RSCH	**R2**		2D13
686 CRYSTAL CRT	010-185-429	RSCH	**R2**		2D13
670 CRYSTAL CRT	004-785-169	RSCH	**R2**		2D13
662 CRYSTAL CRT	010-185-437	RSCH	**R2**		2D13
650 CRYSTAL CRT	010-185-453	RSCH	**R2**		2D13
640 CRYSTAL CRT	005-308-119	RSCH	**R2**		2D13
4660 RANGER AVE	008-093-253	RSCH	**R2**		2D13
4481 SKYLINE DR	002-803-208	RSCH	**R2**		2D13
647 SYLVAN AVE	010-185-470	RSCH	**R2**		2D13
649 SYLVAN AVE	010-185-496	RSCH	**R2**		2D13
661 SYLVAN AVE	010-185-500	RSCH	**R2**		2D13
665 SYLVAN AVE	010-187-171	RSCH	**R2**		2D13
667 SYLVAN AVE	010-187-227	RSCH	**R2**		2D13
673 SYLVAN AVE	010-187-278	RSCH	**R2**		2D13
683 SYLVAN AVE	010-187-324	RSCH	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
685 SYLVAN AVE	010-188-037	RSCH	**R2**		2D13
693 SYLVAN AVE	010-188-240	RSCH	**R2**		2D13
4604 RANGER AVE	010-185-291	RSCH	**R2**		2D13
701 SYLVAN AVE	007-969-520	RSCH	**R2**		2D13
709 SYLVAN AVE	010-188-321	RSCH	**R2**		2D13
727 SYLVAN AVE	009-122-052	RSCH	**R2**		2D13
737 SYLVAN AVE	010-188-371	RSCH	**R2**		2D13
745 SYLVAN AVE	007-201-940	RSCH	**R2**		2D13
767 SYLVAN AVE	010-188-461	RSCH	**R2**		2D13
775 SYLVAN AVE	010-188-533	RSCH	**R2**		2D13
783 SYLVAN AVE	010-202-994	RSCH	**R2**		2D13
792 CRYSTAL CRT	004-239-784	RSCH	**R2**		2D13
786 CRYSTAL CRT	010-185-313	RSCH	**R2**		2D13
778 CRYSTAL CRT	002-861-844	RSCH	**R2**		2D13
770 CRYSTAL CRT	010-185-330	RSCH	**R2**		2D13
768 CRYSTAL CRT	010-185-348	RSCH	**R2**		2D13
756 CRYSTAL CRT	002-803-305	RSCH	**R2**		2D13
4495 LIONS AVE	009-787-232	RSCH	**R2**		2D13
4489 LIONS AVE	009-787-267	RSCH	**R2**		2D13
4483 LIONS AVE	002-957-302	RSCH	**R2**		2D13
4999 CHALET PL	023-167-050	RS2	**R2**	S2	2D13
4950 SKYLINE DR	006-961-568	RS3	**R2**		2D13
4900 SKYLINE DR	002-787-415	RS3	**R2**		2D13
365 VENTURA CRES	009-419-977	RS3	**R2**		2D13
369 VENTURA CRES	004-291-468	RS3	**R2**		2D13
382 MONTERAY AVE	009-420-037	RS3	**R2**		2D13
390 MONTERAY AVE	008-285-641	RS3	**R2**		2D13
408 MONTERAY AVE	005-028-116	RS3	**R2**		2D13
414 MONTERAY AVE	009-386-891	RS3	**R2**		2D13
420 MONTERAY AVE	009-459-791	RS3	**R2**		2D13
424 SALVADOR CRT	009-387-412	RS3	**R2**		2D13
400 MONTERAY AVE	006-946-224	RS3	**R2**		2D13
410 NEWDALE CRT		RS3	**R2**		2D13
	009-989-862	RS3	**R2**		2D13
4796 RANGER AVE	010-189-530	RSCH	**R2**		2D13
4782 RANGER AVE	010-189-637	RSCH	**R2**		2D13
765 MONTROYAL BLVD	010-191-542	RSCH	**R2**		2D13
771 MONTROYAL BLVD	010-191-569	RSCH	**R2**		2D13
783 MONTROYAL BLVD	003-991-181	RSCH	**R2**		2D13
4768 RANGER AVE	010-190-121	RSCH	**R2**		2D13
4756 RANGER AVE	010-190-180	RSCH	**R2**		2D13
796 SYLVAN AVE	010-190-236	RSCH	**R2**		2D13
790 SYLVAN AVE	010-191-534	RSCH	**R2**		2D13
707 BLUERIDGE AVE	003-308-944	RS3	**R2**		2D13
701 BLUERIDGE AVE	003-308-952	RS3	**R2**		2D13
4860 RANGER AVE	009-406-107	RS3	**R2**		2D13
4880 RANGER AVE	009-017-798	RS3	**R2**		2D13
4840 RANGER AVE	010-107-428	RS3	**R2**		2D13
728 MONTROYAL BLVD	010-192-042	RS3	**R2**		2D13
718 MONTROYAL BLVD	010-192-077	RS3	**R2**		2D13
4771 BONITA DR	010-192-085	RS3	**R2**		2D13
729 BLUERIDGE AVE	010-192-115	RS3	**R2**		2D13
733 BLUERIDGE AVE	010-192-158	RS3	**R2**		2D13
794 MONTROYAL BLVD	003-354-768	RS3	**R2**		2D13
788 MONTROYAL BLVD	010-191-828	RS3	**R2**		2D13
782 MONTROYAL BLVD	010-191-887	RS3	**R2**		2D13
776 MONTROYAL BLVD	010-191-950	RS3	**R2**		2D13
766 MONTROYAL BLVD	009-195-262	RS3	**R2**		2D13
760 MONTROYAL BLVD	010-191-984	RS3	**R2**		2D13
754 MONTROYAL BLVD	010-191-992	RS3	**R2**		2D13
742 MONTROYAL BLVD	010-192-026	RS3	**R2**		2D13
4476 LIONS AVE	009-786-112	RSCH	**R2**		2D13
980 BELGRAVE AVE	009-786-121	RSCH	**R2**		2D13
974 BELGRAVE AVE	009-786-139	RSCH	**R2**		2D13
968 BELGRAVE AVE	009-786-147	RSCH	**R2**		2D13
962 BELGRAVE AVE	009-786-155	RSCH	**R2**		2D13
956 BELGRAVE AVE	009-786-163	RSCH	**R2**		2D13
950 BELGRAVE AVE	009-786-171	RSCH	**R2**		2D13
4919 CLIFFRIDGE AVE	012-383-848	RS3	**R2**	S1	2D13
1022 CANYON BLVD	012-383-856	RS3	**R2**	S1	2D13
1024 CANYON BLVD	010-257-624	RS3	**R2**	S1	2D13
640 BLUERIDGE AVE	010-192-441	RS3	**R2**		2D13
654 BLUERIDGE AVE	010-192-484	RS3	**R2**		2D13
660 BLUERIDGE AVE	010-192-506	RS3	**R2**		2D13
666 BLUERIDGE AVE	010-192-565	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
674 BLUERIDGE AVE	010-192-581	RS3	**R2**		2D13
680 BLUERIDGE AVE	010-192-611	RS3	**R2**		2D13
686 BLUERIDGE AVE	010-192-697	RS3	**R2**		2D13
690 BLUERIDGE AVE	010-192-735	RS3	**R2**		2D13
698 BLUERIDGE AVE	010-192-760	RS3	**R2**		2D13
706 BLUERIDGE AVE	010-192-808	RS3	**R2**		2D13
651 ALPINE CRT	010-192-310	RS3	**R2**		2D13
643 ALPINE CRT	010-192-328	RS3	**R2**		2D13
641 ALPINE CRT	010-192-395	RS3	**R2**		2D13
637 ALPINE CRT	003-753-239	RS3	**R2**		2D13
629 ALPINE CRT	005-024-153	RS3	**R2**		2D13
623 ALPINE CRT	009-708-413	RS3	**R2**		2D13
4753 SKYLINE DR	010-192-417	RS3	**R2**		2D13
626 BLUERIDGE AVE	010-192-425	RS3	**R2**		2D13
979 BELGRAVE AVE	009-838-678	RSCH	**R2**		2D13
4378 LIONS AVE	009-838-741	RSCH	**R2**		2D13
4372 LIONS AVE	009-838-759	RSCH	**R2**		2D13
986 TUDOR AVE	007-045-751	RSCH	**R2**		2D13
970 TUDOR AVE	009-838-767	RSCH	**R2**		2D13
954 TUDOR AVE	009-838-775	RSCH	**R2**		2D13
4379 HIGHLAND BLVD	009-838-783	RSCH	**R2**		2D13
4385 HIGHLAND BLVD	009-838-791	RSCH	**R2**		2D13
4391 HIGHLAND BLVD	007-190-212	RSCH	**R2**		2D13
4399 HIGHLAND BLVD	004-315-472	RSCH	**R2**		2D13
4407 HIGHLAND BLVD	009-838-805	RSCH	**R2**		2D13
971 BELGRAVE AVE	009-838-686	RSCH	**R2**		2D13
4419 DERBY PL	009-838-813	RSCH	**R2**		2D13
4423 DERBY PL	009-838-821	RSCH	**R2**		2D13
4427 DERBY PL	009-838-830	RSCH	**R2**		2D13
4435 DERBY PL	009-838-848	RSCH	**R2**		2D13
4439 DERBY PL	009-838-856	RSCH	**R2**		2D13
4443 DERBY PL	009-838-864	RSCH	**R2**		2D13
4449 DERBY PL	009-838-872	RSCH	**R2**		2D13
4432 LIONS AVE	009-838-694	RSCH	**R2**		2D13
4420 LIONS AVE	005-128-021	RSCH	**R2**		2D13
4408 LIONS AVE	009-838-708	RSCH	**R2**		2D13
4400 LIONS AVE	009-838-716	RSCH	**R2**		2D13
4396 LIONS AVE	008-174-415	RSCH	**R2**		2D13
4390 LIONS AVE	009-838-724	RSCH	**R2**		2D13
4384 LIONS AVE	009-838-732	RSCH	**R2**		2D13
636 ALPINE CRT	010-192-913	RS3	**R2**		2D13
630 ALPINE CRT	010-192-930	RS3	**R2**		2D13
573 PALISADE DR	010-094-814	RS3	**R2**		2D13
587 PALISADE DR	010-094-911	RS3	**R2**		2D13
601 PALISADE DR	010-094-997	RS3	**R2**		2D13
4808 SKYLINE DR	010-195-408	RS3	**R2**		2D13
4676 SKYLINE DR	010-196-455	RS3	**R2**		2D13
4668 SKYLINE DR	010-196-668	RS3	**R2**		2D13
4640 SKYLINE DR	010-196-722	RS3	**R2**		2D13
4802 SKYLINE DR	009-488-189	RS3	**R2**		2D13
4796 SKYLINE DR	010-195-441	RS3	**R2**		2D13
4772 SKYLINE DR	010-195-505	RS3	**R2**		2D13
591 ALPINE CRT	010-195-645	RS3	**R2**		2D13
4744 SKYLINE DR	010-196-251	RS3	**R2**		2D13
4730 SKYLINE DR	010-196-323	RS3	**R2**		2D13
4716 SKYLINE DR	008-190-836	RS3	**R2**		2D13
557 PALISADE DR	010-094-521	RS3	**R2**		2D13
606 PALISADE DR	010-095-594	RS3	**R2**		2D13
685 BLUERIDGE AVE	004-351-576	RS3	**R2**		2D13
632 MONTROYAL BLVD	010-198-652	RS3	**R2**		2D13
640 MONTROYAL BLVD	008-422-753	RS3	**R2**		2D13
646 MONTROYAL BLVD	010-198-709	RS3	**R2**		2D13
652 MONTROYAL BLVD	004-180-054	RS3	**R2**		2D13
658 MONTROYAL BLVD	007-283-245	RS3	**R2**		2D13
664 MONTROYAL BLVD	010-198-784	RS3	**R2**		2D13
670 MONTROYAL BLVD	007-143-966	RS3	**R2**		2D13
684 MONTROYAL BLVD	010-198-806	RS3	**R2**		2D13
4750 BONITA DR	010-198-849	RS3	**R2**		2D13
679 BLUERIDGE AVE	010-197-796	RS3	**R2**		2D13
671 BLUERIDGE AVE	010-198-024	RS3	**R2**		2D13
663 BLUERIDGE AVE	010-198-130	RS3	**R2**		2D13
647 BLUERIDGE AVE	010-198-261	RS3	**R2**		2D13
641 BLUERIDGE AVE	010-198-385	RS3	**R2**		2D13
635 BLUERIDGE AVE	010-198-512	RS3	**R2**		2D13
629 BLUERIDGE AVE	010-198-563	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4675 SKYLINE DR	010-198-628	RS3	**R2**		2D13
4580 TIMBERLINE PL	028-896-807	RS3	**R2**		2D13
679 MONTROYAL BLVD	009-425-411	RSCH	**R2**		2D13
4593 SKYLINE DR	010-201-637	RSCH	**R2**		2D13
4581 SKYLINE DR	010-201-645	RSCH	**R2**		2D13
650 SYLVAN AVE	010-201-670	RSCH	**R2**		2D13
656 SYLVAN AVE	003-298-671	RSCH	**R2**		2D13
664 SYLVAN AVE	010-201-700	RSCH	**R2**		2D13
672 SYLVAN AVE	010-201-742	RSCH	**R2**		2D13
676 SYLVAN AVE	007-973-128	RSCH	**R2**		2D13
682 SYLVAN AVE	010-201-823	RSCH	**R2**		2D13
690 SYLVAN AVE	010-201-882	RSCH	**R2**		2D13
4580 BONITA DR	010-201-947	RSCH	**R2**		2D13
671 MONTROYAL BLVD	010-201-394	RSCH	**R2**		2D13
663 MONTROYAL BLVD	010-201-424	RSCH	**R2**		2D13
657 MONTROYAL BLVD	006-330-100	RSCH	**R2**		2D13
651 MONTROYAL BLVD	010-201-441	RSCH	**R2**		2D13
645 MONTROYAL BLVD	006-963-676	RSCH	**R2**		2D13
639 MONTROYAL BLVD	010-201-513	RSCH	**R2**		2D13
631 MONTROYAL BLVD	010-201-599	RSCH	**R2**		2D13
629 MONTROYAL BLVD	010-201-611	RSCH	**R2**		2D13
4500 CANTERBURY CRES	009-894-390	RSCH	**R2**		2D13
4390 CANTERBURY CRES	009-894-608	RSCH	**R2**		2D13
4378 CANTERBURY CRES	009-894-616	RSCH	**R2**		2D13
4372 CANTERBURY CRES	009-894-641	RSCH	**R2**		2D13
4366 CANTERBURY CRES	006-083-439	RSCH	**R2**		2D13
4360 CANTERBURY CRES	008-696-713	RSCH	**R2**		2D13
4359 RANGER AVE	009-894-667	RSCH	**R2**		2D13
4363 RANGER AVE	009-894-683	RSCH	**R2**		2D13
4367 RANGER AVE	009-894-721	RSCH	**R2**		2D13
4379 RANGER AVE	009-894-748	RSCH	**R2**		2D13
4385 RANGER AVE	009-894-781	RSCH	**R2**		2D13
4484 CANTERBURY CRES	002-583-241	RSCH	**R2**		2D13
4391 RANGER AVE	009-894-811	RSCH	**R2**		2D13
4403 RANGER AVE	009-894-845	RSCH	**R2**		2D13
4417 RANGER AVE	009-894-870	RSCH	**R2**		2D13
4429 RUSKIN PL	004-929-292	RSCH	**R2**		2D13
4441 RUSKIN PL	008-939-357	RSCH	**R2**		2D13
4455 RUSKIN PL	009-894-896	RSCH	**R2**		2D13
4465 RUSKIN PL	005-483-883	RSCH	**R2**		2D13
4477 RUSKIN PL	009-894-934	RSCH	**R2**		2D13
4489 RUSKIN PL	009-894-951	RSCH	**R2**		2D13
4495 RUSKIN PL	009-894-985	RSCH	**R2**		2D13
4470 CANTERBURY CRES	009-894-420	RSCH	**R2**		2D13
4456 CANTERBURY CRES	009-894-454	RSCH	**R2**		2D13
4438 CANTERBURY CRES	009-894-489	RSCH	**R2**		2D13
4422 CANTERBURY CRES	009-894-501	RSCH	**R2**		2D13
4414 CANTERBURY CRES	009-894-535	RSCH	**R2**		2D13
4406 CANTERBURY CRES	009-894-551	RSCH	**R2**		2D13
4398 CANTERBURY CRES	009-894-578	RSCH	**R2**		2D13
4488 SKYLINE DR	010-148-892	RSCH	**R2**		2D13
4476 SKYLINE DR	010-149-139	RSCH	**R2**		2D13
4464 SKYLINE DR	010-149-520	RSCH	**R2**		2D13
4494 RUSKIN PL	009-894-047	RSCH	**R2**		2D13
4482 RUSKIN PL	004-701-585	RSCH	**R2**		2D13
4460 RUSKIN PL	008-504-369	RSCH	**R2**		2D13
4461 RANGER AVE	009-894-055	RSCH	**R2**		2D13
4479 RANGER AVE	009-894-063	RSCH	**R2**		2D13
4493 RANGER AVE	009-894-080	RSCH	**R2**		2D13
962 CANYON BLVD	012-383-660	RS3	**R2**		2D13
964 CANYON BLVD	008-148-805	RS3	**R2**		2D13
968 CANYON BLVD	004-756-746	RS3	**R2**		2D13
986 CANYON BLVD	002-958-597	RS3	**R2**		2D13
1020 CANYON BLVD	012-383-686	RS3	**R2**		2D13
1020 CANYON BLVD	012-383-694	RS3	**R2**		2D13
970 CANYON BLVD	004-765-265	RS3	**R2**		2D13
974 CANYON BLVD	012-345-130	RS3	**R2**		2D13
990 CANYON BLVD	012-383-741	RS3	**R2**		2D13
980 CANYON BLVD	010-042-547	RS3	**R2**		2D13
998 CANYON BLVD	012-383-759	RS3	**R2**		2D13
1002 CANYON BLVD	012-383-775	RS3	**R2**		2D13
992 CANYON BLVD	012-383-783	RS3	**R2**		2D13
4136 VIRGINIA CRES	010-118-101	RSSG	**R2**		2D13
415 NEWDALE CRT	009-989-650	RS3	**R2**		2D13
411 NEWDALE CRT	009-989-676	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
403 NEWDALE CRT	009-989-684	RS3	**R2**		2D13
424 VENTURA CRES	009-989-692	RS3	**R2**		2D13
437 DELMAR CRT	009-387-480	RS3	**R2**		2D13
397 VENTURA CRES	009-387-552	RS3	**R2**		2D13
415 DELMAR CRT	009-387-579	RS3	**R2**		2D13
393 VENTURA CRES	009-271-350	RS3	**R2**		2D13
389 VENTURA CRES	009-271-392	RS3	**R2**		2D13
385 VENTURA CRES	009-271-414	RS3	**R2**		2D13
381 VENTURA CRES	009-271-465	RS3	**R2**		2D13
377 VENTURA CRES	009-271-473	RS3	**R2**		2D13
930 CANYON BLVD	008-440-212	RS3	**R2**		2D13
932 CANYON BLVD	008-440-221	RS3	**R2**		2D13
942 CANYON BLVD	010-949-101	RS3	**R2**		2D13
922 CANYON BLVD	012-383-503	RS3	**R2**		2D13
4935 CEDARCREST AVE	012-383-554	RS3	**R2**		2D13
926 CANYON BLVD	010-600-094	RS3	**R2**		2D13
956 CANYON BLVD	012-383-589	RS3	**R2**		2D13
928 CANYON BLVD	009-874-607	RS3	**R2**		2D13
920 CANYON BLVD	005-493-676	RS3	**R2**		2D13
4986 SHIRLEY AVE	012-383-635	RS3	**R2**		2D13
934 CANYON BLVD	012-383-643	RS3	**R2**		2D13
1007 MONTROYAL BLVD	002-716-119	RS3	**R2**		2D13
1024 BELVEDERE DR	010-298-045	RS3	**R2**		2D13
1032 BELVEDERE DR	010-298-142	RS3	**R2**		2D13
4660 PHEASANT PL	010-298-185	RS3	**R2**		2D13
4684 PHEASANT PL	010-298-223	RS3	**R2**		2D13
4700 PHEASANT PL	002-627-582	RS3	**R2**		2D13
4724 PHEASANT PL	010-298-266	RS3	**R2**		2D13
4752 PHEASANT PL	010-298-312	RS3	**R2**		2D13
4790 PHEASANT PL	010-298-363	RS3	**R2**		2D13
4781 MAPLERIDGE DR	010-297-855	RS3	**R2**		2D13
4777 MAPLERIDGE DR	010-297-863	RS3	**R2**		2D13
4759 MAPLERIDGE DR	010-297-871	RS3	**R2**		2D13
4723 MAPLERIDGE DR	009-858-911	RS3	**R2**		2D13
4695 MAPLERIDGE DR	010-297-901	RS3	**R2**		2D13
4671 MAPLERIDGE DR	010-297-936	RS3	**R2**		2D13
4657 MAPLERIDGE DR	010-297-952	RS3	**R2**		2D13
4647 MAPLERIDGE DR	010-297-979	RS3	**R2**		2D13
434 MONTERAY AVE	008-526-532	RS3	**R2**		2D13
428 MONTERAY AVE	005-197-414	RS3	**R2**		2D13
804 CANYON BLVD	009-401-121	RS3	**R2**		2D13
810 CANYON BLVD	006-821-863	RS3	**R2**		2D13
822 CANYON BLVD	004-230-892	RS3	**R2**		2D13
990 BELVEDERE DR	009-243-551	RSCH	**R2**		2D13
888 CANYON BLVD	012-383-139	RS3	**R2**		2D13
876 CANYON BLVD	008-015-937	RS3	**R2**		2D13
836 CANYON BLVD	008-059-454	RS3	**R2**		2D13
4940 CEDARCREST AVE	012-383-155	RS3	**R2**		2D13
834 CANYON BLVD	012-383-210	RS3	**R2**		2D13
868 CANYON BLVD	012-383-252	RS3	**R2**		2D13
854 CANYON BLVD	012-383-261	RS3	**R2**		2D13
840 CANYON BLVD	012-383-295	RS3	**R2**		2D13
982 BELVEDERE DR	010-250-549	RSCH	**R2**		2D13
978 BELVEDERE DR	010-250-581	RSCH	**R2**		2D13
974 BELVEDERE DR	010-250-603	RSCH	**R2**		2D13
970 BELVEDERE DR	009-488-057	RSCH	**R2**		2D13
966 BELVEDERE DR	010-250-646	RSCH	**R2**		2D13
962 BELVEDERE DR	010-250-689	RSCH	**R2**		2D13
958 BELVEDERE DR	008-226-211	RSCH	**R2**		2D13
954 BELVEDERE DR	010-250-697	RSCH	**R2**		2D13
950 BELVEDERE DR	010-250-719	RSCH	**R2**		2D13
946 BELVEDERE DR	010-250-743	RSCH	**R2**		2D13
4770 MAPLERIDGE DR	010-250-221	RS3	**R2**		2D13
942 BELVEDERE DR	010-250-751	RSCH	**R2**		2D13
938 BELVEDERE DR	008-446-695	RSCH	**R2**		2D13
930 BELVEDERE DR	010-250-808	RSCH	**R2**		2D13
4681 HIGHLAND BLVD	010-250-824	RSCH	**R2**		2D13
4717 HIGHLAND BLVD	010-250-841	RSCH	**R2**		2D13
4725 HIGHLAND BLVD	010-250-859	RSCH	**R2**		2D13
4747 HIGHLAND BLVD	010-250-875	RSCH	**R2**		2D13
4775 HIGHLAND BLVD	010-250-905	RSCH	**R2**		2D13
907 MONTROYAL BLVD	010-250-913	RSCH	**R2**		2D13
911 MONTROYAL BLVD	010-250-921	RSCH	**R2**		2D13
4742 MAPLERIDGE DR	010-250-247	RS3	**R2**		2D13
921 MONTROYAL BLVD	010-250-972	RSCH	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
929 MONTROYAL BLVD	010-251-031	RSCH	**R2**		2D13
937 MONTROYAL BLVD	010-251-057	RSCH	**R2**		2D13
945 MONTROYAL BLVD	007-075-863	RSCH	**R2**		2D13
953 MONTROYAL BLVD	010-251-065	RSCH	**R2**		2D13
961 MONTROYAL BLVD	010-251-073	RSCH	**R2**		2D13
969 MONTROYAL BLVD	010-251-081	RSCH	**R2**		2D13
975 MONTROYAL BLVD	010-251-090	RSCH	**R2**		2D13
4730 MAPLERIDGE DR	010-250-271	RS3	**R2**		2D13
4710 MAPLERIDGE DR	010-250-328	RS3	**R2**		2D13
4678 MAPLERIDGE DR	010-250-361	RS3	**R2**		2D13
4656 MAPLERIDGE DR	010-250-395	RS3	**R2**		2D13
4644 MAPLERIDGE DR	004-052-960	RS3	**R2**		2D13
998 BELVEDERE DR	010-250-492	RSCH	**R2**		2D13
4228 SKYLINE DR	009-952-683	RSCH	**R2**		2D13
4256 SKYLINE DR	009-952-691	RSCH	**R2**		2D13
4284 SKYLINE DR	009-952-705	RSCH	**R2**		2D13
4300 SKYLINE DR	004-557-034	RSCH	**R2**		2D13
4390 SKYLINE DR	009-952-713	RSCH	**R2**		2D13
4374 SKYLINE DR	007-969-619	RSCH	**R2**		2D13
4358 SKYLINE DR	009-917-322	RSCH	**R2**		2D13
4342 SKYLINE DR	009-917-713	RSCH	**R2**		2D13
4263 VALENCIA AVE	009-694-889	RSD	**R2**		2D13
4287 VALENCIA AVE	009-694-897	RSD	**R2**		2D13
4788 MAPLERIDGE DR	009-426-477	RS3	**R2**		2D13
985 MONTROYAL BLVD	009-650-792	RS3	**R2**		2D13
504 MONTROYAL PL	009-498-290	RS3	**R2**		2D13
885 CANYON BLVD	007-281-234	RS3	**R2**		2D13
4555 MAPLERIDGE DR	007-275-340	RS3	**R2**		2D13
4549 MAPLERIDGE DR	007-275-366	RS3	**R2**		2D13
4545 MAPLERIDGE DR	007-275-382	RS3	**R2**		2D13
4541 MAPLERIDGE DR	007-275-391	RS3	**R2**		2D13
462 MONTROYAL BLVD	012-076-848	RS3	**R2**		2D13
456 MONTROYAL BLVD	012-076-864	RS3	**R2**		2D13
875 CANYON BLVD	012-382-213	RS3	**R2**		2D13
831 CANYON BLVD	012-382-434	RS3	**R2**		2D13
859 CANYON BLVD	004-107-438	RS3	**R2**		2D13
895 CANYON BLVD	012-382-442	RS3	**R2**		2D13
4875 RANGER AVE	012-382-469	RS3	**R2**		2D13
819 CANYON BLVD	002-506-181	RS3	**R2**		2D13
863 CANYON BLVD	012-382-477	RS3	**R2**		2D13
4599 MAPLERIDGE DR	010-256-199	RS3	**R2**		2D13
4597 MAPLERIDGE DR	010-256-211	RS3	**R2**		2D13
4593 MAPLERIDGE DR	010-256-270	RS3	**R2**		2D13
4587 MAPLERIDGE DR	010-256-296	RS3	**R2**		2D13
4565 MAPLERIDGE DR	010-256-318	RS3	**R2**		2D13
423 MONTERAY AVE	009-977-309	RS3	**R2**		2D13
419 MONTERAY AVE	009-977-325	RS3	**R2**		2D13
415 MONTERAY AVE	004-006-852	RS3	**R2**		2D13
411 MONTERAY AVE	009-977-333	RS3	**R2**		2D13
407 MONTERAY AVE	009-977-341	RS3	**R2**		2D13
4445 DELBROOK AVE	009-977-350	RS3	**R2**		2D13
402 MONTROYAL BLVD	007-213-620	RS3	**R2**		2D13
414 MONTROYAL BLVD	009-977-368	RS3	**R2**		2D13
422 MONTROYAL BLVD	009-177-795	RS3	**R2**		2D13
430 MONTROYAL BLVD	009-977-376	RS3	**R2**		2D13
489 MONTERAY AVE	009-977-228	RS3	**R2**		2D13
436 MONTROYAL BLVD	009-977-384	RS3	**R2**		2D13
442 MONTROYAL BLVD	009-977-392	RS3	**R2**		2D13
450 MONTROYAL BLVD	009-977-406	RS3	**R2**		2D13
468 MONTROYAL BLVD	009-977-414	RS3	**R2**		2D13
474 MONTROYAL BLVD	009-977-422	RS3	**R2**		2D13
480 MONTROYAL PL	009-977-431	RS3	**R2**		2D13
486 MONTROYAL PL	009-977-449	RS3	**R2**		2D13
492 MONTROYAL PL	009-977-457	RS3	**R2**		2D13
485 MONTERAY AVE	009-977-236	RS3	**R2**		2D13
498 MONTROYAL PL	009-977-465	RS3	**R2**		2D13
477 MONTERAY AVE	009-977-244	RS3	**R2**		2D13
473 MONTERAY AVE	009-977-252	RS3	**R2**		2D13
447 MONTERAY AVE	009-977-261	RS3	**R2**		2D13
435 MONTERAY AVE	009-977-279	RS3	**R2**		2D13
431 MONTERAY AVE	009-977-287	RS3	**R2**		2D13
427 MONTERAY AVE	009-977-295	RS3	**R2**		2D13
771 TUDOR AVE	005-087-741	RSCH	**R2**		2D13
4355 SKYLINE DR	009-952-616	RSCH	**R2**		2D13
4326 CHELSEA CRES	006-370-233	RSCH	**R2**		2D13

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4298 CHELSEA CRES	009-952-560	RSCH	**R2**		2D13
4276 CHELSEA CRES	009-952-578	RSCH	**R2**		2D13
4250 CHELSEA CRES	009-952-586	RSCH	**R2**		2D13
4247 SKYLINE DR	008-444-145	RSCH	**R2**		2D13
4297 SKYLINE DR	009-952-594	RSCH	**R2**		2D13
4315 SKYLINE DR	009-952-608	RSCH	**R2**		2D13
745 TUDOR AVE	004-058-968	RSCH	**R2**		2D13
857 CANYON BLVD	026-168-472	RS3	**R2**		2D13
853 CANYON BLVD	026-168-481	RS3	**R2**		2D13
843 CANYON BLVD	026-168-626	RS3	**R2**		2D13
4524 MAPLERIDGE DR	007-275-439	RS3	**R2**		2D13
999 BELVEDERE DR	004-359-305	RS3	**R2**		2D13
4505 LIONS AVE	010-256-750	RSCH	**R2**		2D13
4517 LIONS AVE	003-184-242	RSCH	**R2**		2D13
4529 LIONS AVE	010-257-772	RSCH	**R2**		2D13
4541 LIONS AVE	010-257-799	RSCH	**R2**		2D13
4553 LIONS AVE	010-257-802	RSCH	**R2**		2D13
4565 LIONS AVE	010-257-829	RSCH	**R2**		2D13
4577 LIONS AVE	010-257-845	RSCH	**R2**		2D13
995 BELVEDERE DR	008-150-486	RSCH	**R2**		2D13
4590 MAPLERIDGE DR	005-273-242	RS3	**R2**		2D13
4566 MAPLERIDGE DR	005-020-514	RS3	**R2**		2D13
4564 MAPLERIDGE DR	010-256-407	RS3	**R2**		2D13
4560 MAPLERIDGE DR	010-256-440	RS3	**R2**		2D13
4550 MAPLERIDGE DR	010-256-725	RS3	**R2**		2D13
4540 MAPLERIDGE DR	010-256-741	RS3	**R2**		2D13
441 MONTROYAL BLVD	009-967-974	RSD	**R2**		2D13
437 MONTROYAL BLVD	009-968-008	RSD	**R2**		2D13
433 MONTROYAL BLVD	006-791-921	RSD	**R2**		2D13
427 MONTROYAL BLVD	009-968-059	RSD	**R2**		2D13
415 MONTROYAL BLVD	009-968-091	RSD	**R2**		2D13
411 MONTROYAL BLVD	008-116-610	RSD	**R2**		2D13
409 MONTROYAL BLVD	009-968-113	RSD	**R2**		2D13
2-405 MONTROYAL BLVD		RSD	**R2**		2D13
4325 DELBROOK AVE	009-968-172	RSD	**R2**		2D13
412 CRESTWOOD AVE	009-968-199	RSD	**R2**		2D13
420 CRESTWOOD AVE	009-968-237	RSD	**R2**		2D13
428 CRESTWOOD AVE	009-968-270	RSD	**R2**		2D13
438 CRESTWOOD AVE	009-968-326	RSD	**R2**		2D13
460 CRESTWOOD AVE	009-968-377	RSD	**R2**		2D13
472 CRESTWOOD AVE	009-968-431	RSD	**R2**		2D13
480 GREENWAY AVE	009-968-466	RSD	**R2**		2D13
488 GREENWAY AVE	005-763-134	RSD	**R2**		2D13
793 TUDOR AVE	009-941-762	RSCH	**R2**		2D13
4253 CHELSEA CRES	009-941-983	RSCH	**R2**		2D13
2-4275 CHELSEA CRES		RSCH	**R2**		2D13
4297 CHELSEA CRES	005-090-288	RSCH	**R2**		2D13
4303 CHELSEA CRES	009-942-033	RSCH	**R2**		2D13
4335 CHELSEA CRES	009-942-068	RSCH	**R2**		2D13
4367 CHELSEA CRES	009-942-084	RSCH	**R2**		2D13
4344 RANGER CRES	009-941-789	RSCH	**R2**		2D13
4302 RANGER CRES	009-941-819	RSCH	**R2**		2D13
4274 RANGER CRES	009-941-827	RSCH	**R2**		2D13
4240 RANGER CRES	009-941-835	RSCH	**R2**		2D13
4214 RANGER CRES	009-941-843	RSCH	**R2**		2D13
532 VIENNA CRES	009-647-911	RSD	**R2**		2D13
541 HERMOSA AVE	005-577-624	RSD	**R2**		2D13
527 GENOA CRES	008-196-702	RSD	**R2**		2D13
519 GENOA CRES	009-647-929	RSD	**R2**		2D13
507 GENOA CRES	009-647-945	RSD	**R2**		2D13
495 GENOA CRES	009-647-953	RSD	**R2**		2D13
4343 GLENCANYON DR	008-888-655	RSD	**R2**		2D13
4335 GLENCANYON DR	008-888-671	RSD	**R2**		2D13
4327 GLENCANYON DR	008-888-701	RSD	**R2**		2D13
983 CANYON BLVD	009-287-931	RS3	**R2**		2D13
981 CANYON BLVD	009-287-965	RS3	**R2**		2D13
967 CANYON BLVD	012-376-191	RS3	**R2**		2D13
965 CANYON BLVD	012-376-213	RS3	**R2**		2D13
4891 SHIRLEY AVE	012-376-302	RS3	**R2**		2D13
4891 SHIRLEY AVE	012-376-353	RS3	**R2**		2D13
1009 CANYON BLVD	007-243-812	RS3	**R2**		2D13
1005 CANYON BLVD	007-243-863	RS3	**R2**		2D13
1003 CANYON BLVD	012-376-141	RS3	**R2**		2D13
1001 CANYON BLVD	012-376-167	RS3	**R2**		2D13
999 CANYON BLVD	005-028-043	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
997 CANYON BLVD	005-028-051	RS3	**R2**		2D13
989 CANYON BLVD	002-807-009	RS3	**R2**		2D13
975 CANYON BLVD	012-380-539	RS3	**R2**		2D13
971 CANYON BLVD	012-380-555	RS3	**R2**		2D13
4510 LIONS AVE	010-257-870	RSCH	**R2**		2D13
947 BELVISTA CRES	010-258-311	RSCH	**R2**		2D13
943 BELVISTA CRES	004-608-895	RSCH	**R2**		2D13
939 BELVISTA CRES	010-258-388	RSCH	**R2**		2D13
931 BELVISTA CRES	010-258-477	RSCH	**R2**		2D13
4526 LIONS AVE	010-257-934	RSCH	**R2**		2D13
4550 LIONS AVE	005-014-255	RSCH	**R2**		2D13
983 BELVISTA CRES	010-257-951	RSCH	**R2**		2D13
975 BELVISTA CRES	010-258-124	RSCH	**R2**		2D13
969 BELVISTA CRES	010-258-205	RSCH	**R2**		2D13
961 BELVISTA CRES	008-810-451	RSCH	**R2**		2D13
955 BELVISTA CRES	008-292-132	RSCH	**R2**		2D13
953 BELVISTA CRES	010-258-248	RSCH	**R2**		2D13
4443 GLENCANYON DR	009-962-221	RSD	**R2**		2D13
4431 GLENCANYON DR	009-962-298	RSD	**R2**		2D13
4423 GLENCANYON DR	009-962-328	RSD	**R2**		2D13
4417 GLENCANYON DR	009-962-379	RSD	**R2**		2D13
4411 GLENCANYON DR	009-962-395	RSD	**R2**		2D13
4405 GLENCANYON DR	009-962-450	RSD	**R2**		2D13
4393 GLENCANYON DR	009-962-484	RSD	**R2**		2D13
4387 GLENCANYON DR	009-963-651	RSD	**R2**		2D13
4379 GLENCANYON DR	009-963-715	RSD	**R2**		2D13
4355 GLENCANYON DR	009-963-774	RSD	**R2**		2D13
4351 GLENCANYON DR	009-963-839	RSD	**R2**		2D13
4347 GLENCANYON DR	008-210-489	RSD	**R2**		2D13
4479 GLENCANYON DR	007-214-821	RSD	**R2**		2D13
4477 GLENCANYON DR	009-767-878	RSD	**R2**		2D13
4463 GLENCANYON DR	009-962-131	RSD	**R2**		2D13
4455 GLENCANYON DR	009-962-166	RSD	**R2**		2D13
4449 GLENCANYON DR	009-962-182	RSD	**R2**		2D13
871 TUDOR AVE	009-940-308	RSCH	**R2**		2D13
4330 CANTERBURY CRES	009-940-324	RSCH	**R2**		2D13
4237 RANGER CRES	009-940-961	RSCH	**R2**		2D13
4263 RANGER CRES	009-940-979	RSCH	**R2**		2D13
4289 RANGER CRES	009-940-995	RSCH	**R2**		2D13
4305 RANGER CRES	009-941-011	RSCH	**R2**		2D13
4337 RANGER CRES	009-941-029	RSCH	**R2**		2D13
805 TUDOR AVE	009-941-045	RSCH	**R2**		2D13
4302 CANTERBURY CRES	009-940-367	RSCH	**R2**		2D13
4282 CANTERBURY CRES	009-940-383	RSCH	**R2**		2D13
4254 CANTERBURY CRES	007-400-659	RSCH	**R2**		2D13
4230 CANTERBURY CRES	009-940-413	RSCH	**R2**		2D13
471 HERMOSA AVE	008-109-176	RSD	**R2**		2D13
4243 DELBROOK AVE	009-647-341	RSD	**R2**		2D13
490 GENOA CRES	009-647-104	RSD	**R2**		2D13
4265 DELBROOK AVE	009-647-384	RSD	**R2**		2D13
4297 DELBROOK AVE	009-647-431	RSD	**R2**		2D13
4313 DELBROOK AVE	004-493-940	RSD	**R2**		2D13
423 HERMOSA AVE	009-647-465	RSD	**R2**		2D13
439 HERMOSA AVE	009-647-481	RSD	**R2**		2D13
455 HERMOSA AVE	009-647-490	RSD	**R2**		2D13
482 GENOA CRES	009-647-112	RSD	**R2**		2D13
474 GENOA CRES	009-647-139	RSD	**R2**		2D13
468 GENOA CRES	009-647-147	RSD	**R2**		2D13
460 GENOA CRES	009-647-155	RSD	**R2**		2D13
4470 GLENCANYON DR	008-361-282	RSD	**R2**		2D13
4476 GLENCANYON DR	002-800-837	RSD	**R2**		2D13
935 BELVEDERE DR	006-188-486	RSCH	**R2**		2D13
4593 HIGHLAND BLVD	005-967-058	RSCH	**R2**		2D13
4590 LIONS AVE	010-259-180	RSCH	**R2**		2D13
945 BELVEDERE DR	010-259-830	RSCH	**R2**		2D13
941 BELVEDERE DR	010-259-872	RSCH	**R2**		2D13
928 BELVISTA CRES	010-259-937	RSCH	**R2**		2D13
940 BELVISTA CRES	010-259-996	RSCH	**R2**		2D13
944 BELVISTA CRES	010-260-013	RSCH	**R2**		2D13
948 BELVISTA CRES	005-334-535	RSCH	**R2**		2D13
952 BELVISTA CRES	002-745-691	RSCH	**R2**		2D13
956 BELVISTA CRES	010-260-048	RSCH	**R2**		2D13
981 BELVEDERE DR	008-527-270	RSCH	**R2**		2D13
960 BELVISTA CRES	010-260-102	RSCH	**R2**		2D13
968 BELVISTA CRES	010-260-153	RSCH	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
972 BELVISTA CRES	010-260-200	RSCH	**R2**		2D13
976 BELVISTA CRES	010-260-234	RSCH	**R2**		2D13
980 BELVISTA CRES	010-260-269	RSCH	**R2**		2D13
4574 LIONS AVE	010-260-315	RSCH	**R2**		2D13
977 BELVEDERE DR	010-259-279	RSCH	**R2**		2D13
969 BELVEDERE DR	010-259-341	RSCH	**R2**		2D13
965 BELVEDERE DR	004-615-280	RSCH	**R2**		2D13
963 BELVEDERE DR	010-259-414	RSCH	**R2**		2D13
957 BELVEDERE DR	010-259-597	RSCH	**R2**		2D13
953 BELVEDERE DR	010-259-716	RSCH	**R2**		2D13
949 BELVEDERE DR	010-259-805	RSCH	**R2**		2D13
505 GREENWAY AVE	009-961-411	RSD	**R2**		2D13
493 GREENWAY AVE	009-961-429	RSD	**R2**		2D13
502 CRESTWOOD AVE	009-961-437	RSD	**R2**		2D13
510 CRESTWOOD AVE	004-554-001	RSD	**R2**		2D13
516 CRESTWOOD AVE	009-961-445	RSD	**R2**		2D13
528 CRESTWOOD AVE	009-961-461	RSD	**R2**		2D13
550 CRESTWOOD AVE	009-961-496	RSD	**R2**		2D13
552 CRESTWOOD AVE	009-961-518	RSD	**R2**		2D13
4350 VALENCIA AVE	005-079-233	RSD	**R2**		2D13
4366 VALENCIA AVE	009-961-542	RSD	**R2**		2D13
4390 VALENCIA AVE	009-961-577	RSD	**R2**		2D13
4394 VALENCIA AVE	007-488-408	RSD	**R2**		2D13
4398 VALENCIA AVE	009-961-607	RSD	**R2**		2D13
4414 VALENCIA AVE	009-961-623	RSD	**R2**		2D13
4426 VALENCIA AVE	009-961-640	RSD	**R2**		2D13
4438 VALENCIA AVE	009-961-666	RSD	**R2**		2D13
4450 VALENCIA AVE	009-961-682	RSD	**R2**		2D13
4458 GLENCANYON DR	007-171-862	RSD	**R2**		2D13
565 GREENWAY AVE	009-961-321	RSD	**R2**		2D13
561 GREENWAY AVE	006-005-799	RSD	**R2**		2D13
555 GREENWAY AVE	009-961-348	RSD	**R2**		2D13
543 GREENWAY AVE	009-961-364	RSD	**R2**		2D13
531 GREENWAY AVE	002-621-436	RSD	**R2**		2D13
515 GREENWAY AVE	009-961-381	RSD	**R2**		2D13
509 GREENWAY AVE	009-961-402	RSD	**R2**		2D13
4369 QUINTON PL	009-600-361	RSSG	**R2**		2D13
4902 RANGER AVE	009-017-836	RS3	**R2**		2D13
674 ALPINE CRT	008-723-290	RS3	**R2**		2D13
568 PALISADE DR	010-096-043	RS3	**R2**		2D13
966 MONTROYAL BLVD	004-400-496	RS3	**R2**	S1	2D13
968 MONTROYAL BLVD	004-400-500	RS3	**R2**	S1	2D13
970 MONTROYAL BLVD	011-005-785	RS3	**R2**	S1	2D13
972 MONTROYAL BLVD	011-005-807	RS3	**R2**	S1	2D13
974 MONTROYAL BLVD	008-518-947	RS3	**R2**	S1	2D13
976 MONTROYAL BLVD	008-518-963	RS3	**R2**	S1	2D13
978 MONTROYAL BLVD	012-376-388	RS3	**R2**	S1	2D13
980 MONTROYAL BLVD	005-060-532	RS3	**R2**	S1	2D13
986 MONTROYAL BLVD	012-376-469	RS3	**R2**	S1	2D13
986 MONTROYAL BLVD	012-376-582	RS3	**R2**	S1	2D13
992 MONTROYAL BLVD	004-333-349	RS3	**R2**	S1	2D13
994 MONTROYAL BLVD	004-333-373	RS3	**R2**	S1	2D13
1004 MONTROYAL BLVD	011-380-781	RS3	**R2**	S1	2D13
1006 MONTROYAL BLVD	011-380-837	RS3	**R2**	S1	2D13
4855 SHIRLEY AVE	012-376-639	RS3	**R2**	S1	2D13
1002 MONTROYAL BLVD	005-574-544	RS3	**R2**	S1	2D13
4877 SKYLINE DR	010-093-095	RS3	**R2**		2D13
4875 SKYLINE DR	010-093-133	RS3	**R2**		2D13
4867 SKYLINE DR	010-093-176	RS3	**R2**		2D13
4857 SKYLINE DR	010-093-265	RS3	**R2**		2D13
4851 SKYLINE DR	004-567-285	RS3	**R2**		2D13
4845 SKYLINE DR	010-093-303	RS3	**R2**		2D13
4841 SKYLINE DR	010-093-371	RS3	**R2**		2D13
4835 SKYLINE DR	010-093-524	RS3	**R2**		2D13
4829 SKYLINE DR	010-093-605	RS3	**R2**		2D13
4825 SKYLINE DR	010-093-656	RS3	**R2**		2D13
4836 SKYLINE DR	010-092-986	RS3	**R2**		2D13
4819 SKYLINE DR	010-093-702	RS3	**R2**		2D13
4811 SKYLINE DR	010-093-753	RS3	**R2**		2D13
588 ALPINE CRT	010-093-788	RS3	**R2**		2D13
580 ALPINE CRT	010-093-842	RS3	**R2**		2D13
574 ALPINE CRT	010-094-113	RS3	**R2**		2D13
568 ALPINE CRT	007-921-896	RS3	**R2**		2D13
562 ALPINE CRT	010-094-130	RS3	**R2**		2D13
556 ALPINE CRT	010-094-148	RS3	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
550 ALPINE CRT	010-094-172	RS3	**R2**		2D13
532 ALPINE CRT	010-094-202	RS3	**R2**		2D13
4884 SKYLINE DR	007-862-300	RS3	**R2**		2D13
528 ALPINE CRT	010-094-237	RS3	**R2**		2D13
520 ALPINE CRT	010-094-393	RS3	**R2**		2D13
518 ALPINE CRT	008-607-371	RS3	**R2**		2D13
4880 SKYLINE DR	010-093-010	RS3	**R2**		2D13
580 PALISADE DR	010-097-201	RS3	**R2**		2D13
540 BLUERIDGE AVE	010-095-659	RS3	**R2**		2D13
515 ALPINE CRT	010-095-683	RS3	**R2**		2D13
525 ALPINE CRT	005-672-881	RS3	**R2**		2D13
564 BLUERIDGE AVE	009-599-363	RS3	**R2**		2D13
588 BLUERIDGE AVE	010-095-748	RS3	**R2**		2D13
596 BLUERIDGE AVE	010-095-772	RS3	**R2**		2D13
575 ALPINE CRT	010-095-811	RS3	**R2**		2D13
563 ALPINE CRT	010-095-837	RS3	**R2**		2D13
559 ALPINE CRT	010-095-888	RS3	**R2**		2D13
533 ALPINE CRT	010-095-918	RS3	**R2**		2D13
552 PALISADE DR	010-095-926	RS3	**R2**		2D13
4895 SKYLINE DR	010-093-036	RS3	**R2**		2D13
4881 SKYLINE DR	010-093-052	RS3	**R2**		2D13
4904 CHALET PL	026-263-629	RS3	**R2**		2D13
4812 SKYLINE DR	026-263-637	RS3	**R2**		2D13
392 VENTURA CRES	009-271-554	RS3	**R2**		2D13
394 VENTURA CRES	008-337-772	RS3	**R2**		2D13
402 VENTURA CRES	009-180-206	RS3	**R2**		2D13
406 VENTURA CRES	009-180-222	RS3	**R2**		2D13
367 NEWDALE CRT	009-093-184	RS3	**R2**		2D13
371 NEWDALE CRT	003-385-213	RS3	**R2**		2D13
4685 PROSPECT RD	009-161-767	RS3	**R2**		2D13
384 NEWDALE CRT	009-092-919	RS3	**R2**		2D13
390 NEWDALE CRT	009-092-927	RS3	**R2**		2D13
4445 HIGHLAND BLVD	008-824-045	RSCH	**R2**		2D13
4433 HIGHLAND BLVD	009-838-660	RSCH	**R2**		2D13
4436 DERBY PL	002-863-383	RSCH	**R2**		2D13
4920 REDONDA DR	008-891-737	RS3	**R2**		2D13
675 ALPINE CRT	008-723-311	RS3	**R2**		2D13
941 HANDSWORTH RD	004-934-130	RSCH	**R2**		2D13
4402 HIGHLAND BLVD	009-895-604	RSCH	**R2**		2D13
4396 HIGHLAND BLVD	003-057-585	RSCH	**R2**		2D13
4392 HIGHLAND BLVD	009-895-621	RSCH	**R2**		2D13
4388 HIGHLAND BLVD	009-895-663	RSCH	**R2**		2D13
4384 HIGHLAND BLVD	009-895-680	RSCH	**R2**		2D13
4380 HIGHLAND BLVD	009-859-047	RSCH	**R2**		2D13
4376 HIGHLAND BLVD	009-895-701	RSCH	**R2**		2D13
942 TUDOR AVE	006-901-140	RSCH	**R2**		2D13
4365 CANTERBURY CRES	008-095-752	RSCH	**R2**		2D13
4365 PARLIAMENT CRES	008-359-369	RSCH	**R2**		2D13
4486 HIGHLAND BLVD	009-895-451	RSCH	**R2**		2D13
4371 PARLIAMENT CRES	009-895-728	RSCH	**R2**		2D13
4377 PARLIAMENT CRES	009-895-744	RSCH	**R2**		2D13
4383 PARLIAMENT CRES	009-895-761	RSCH	**R2**		2D13
4391 PARLIAMENT CRES	009-895-787	RSCH	**R2**		2D13
4399 PARLIAMENT CRES	009-895-809	RSCH	**R2**		2D13
4411 PARLIAMENT CRES	009-895-833	RSCH	**R2**		2D13
4419 PARLIAMENT CRES	009-895-841	RSCH	**R2**		2D13
4427 PARLIAMENT CRES	009-895-876	RSCH	**R2**		2D13
4439 PARLIAMENT CRES	009-895-892	RSCH	**R2**		2D13
4453 PARLIAMENT CRES	009-895-906	RSCH	**R2**		2D13
4468 HIGHLAND BLVD	009-895-477	RSCH	**R2**		2D13
4467 PARLIAMENT CRES	009-895-931	RSCH	**R2**		2D13
4475 PARLIAMENT CRES	009-895-957	RSCH	**R2**		2D13
4487 PARLIAMENT CRES	009-895-973	RSCH	**R2**		2D13
4495 PARLIAMENT CRES	009-896-007	RSCH	**R2**		2D13
4462 HIGHLAND BLVD	005-087-759	RSCH	**R2**		2D13
4450 HIGHLAND BLVD	009-895-485	RSCH	**R2**		2D13
4438 HIGHLAND BLVD	009-895-515	RSCH	**R2**		2D13
4426 HIGHLAND BLVD	009-895-531	RSCH	**R2**		2D13
4418 HIGHLAND BLVD	009-895-558	RSCH	**R2**		2D13
4410 HIGHLAND BLVD	009-895-574	RSCH	**R2**		2D13
4490 PARLIAMENT CRES	002-543-125	RSCH	**R2**		2D13
4388 PARLIAMENT CRES	009-896-678	RSCH	**R2**		2D13
4376 PARLIAMENT CRES	009-896-716	RSCH	**R2**		2D13
4389 CANTERBURY CRES	009-896-732	RSCH	**R2**		2D13
4401 CANTERBURY CRES	009-898-590	RSCH	**R2**		2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4415 CANTERBURY CRES	009-898-603	RSCH	**R2**		2D13
4427 CANTERBURY CRES	009-898-620	RSCH	**R2**		2D13
4441 CANTERBURY CRES	008-444-170	RSCH	**R2**		2D13
4449 CANTERBURY CRES	006-757-863	RSCH	**R2**		2D13
4461 CANTERBURY CRES	009-898-646	RSCH	**R2**		2D13
4473 CANTERBURY CRES	003-958-086	RSCH	**R2**		2D13
4484 PARLIAMENT CRES	009-896-538	RSCH	**R2**		2D13
4483 CANTERBURY CRES	009-898-671	RSCH	**R2**		2D13
4497 CANTERBURY CRES	009-898-701	RSCH	**R2**		2D13
4476 PARLIAMENT CRES	009-896-546	RSCH	**R2**		2D13
4472 PARLIAMENT CRES	009-896-571	RSCH	**R2**		2D13
4446 PARLIAMENT CRES	009-896-597	RSCH	**R2**		2D13
4430 PARLIAMENT CRES	006-605-087	RSCH	**R2**		2D13
4416 PARLIAMENT CRES	009-896-601	RSCH	**R2**		2D13
4404 PARLIAMENT CRES	009-896-627	RSCH	**R2**		2D13
4396 PARLIAMENT CRES	009-896-643	RSCH	**R2**		2D13
906 MONTROYAL BLVD	008-440-573	RS3	**R2**	S1	2D13
908 MONTROYAL BLVD	008-440-581	RS3	**R2**	S1	2D13
910 MONTROYAL BLVD	004-402-715	RS3	**R2**	S1	2D13
916 MONTROYAL BLVD	012-046-850	RS3	**R2**	S1	2D13
932 MONTROYAL BLVD	012-381-098	RS3	**R2**	S1	2D13
936 MONTROYAL BLVD	012-381-136	RS3	**R2**	S1	2D13
938 MONTROYAL BLVD	011-741-350	RS3	**R2**	S1	2D13
942 MONTROYAL BLVD	008-073-317	RS3	**R2**	S1	2D13
964 MONTROYAL BLVD	012-381-161	RS3	**R2**	S1	2D13
4818 SHIRLEY AVE	012-381-209	RS3	**R2**	S1	2D13
958 MONTROYAL BLVD	012-381-241	RS3	**R2**	S1	2D13
946 MONTROYAL BLVD	004-370-058	RS3	**R2**	S1	2D13
4825 CEDARCREST AVE	012-381-551	RS3	**R2**	S1	2D13
926 MONTROYAL BLVD	028-814-096	RS3	**R2**	S1	2D13
920 MONTROYAL BLVD	028-814-100	RS3	**R2**	S1	2D13
962 MONTROYAL BLVD	029-587-786	RS3	**R2**	S1	2D13
960 MONTROYAL BLVD	029-587-794	RS3	**R2**	S1	2D13
4880 SHIRLEY AVE	008-058-547	RS3	**R2**		2D13
955 CANYON BLVD	012-380-962	RS3	**R2**		2D13
941 CANYON BLVD	012-381-489	RS3	**R2**		2D13
937 CANYON BLVD	012-381-497	RS3	**R2**		2D13
929 CANYON BLVD	012-381-527	RS3	**R2**		2D13
4877 CEDARCREST AVE	012-381-560	RS3	**R2**		2D13
945 CANYON BLVD	012-381-594	RS3	**R2**		2D13
951 CANYON BLVD	012-381-616	RS3	**R2**		2D13
931 CANYON BLVD	010-137-424	RS3	**R2**		2D13
927 CANYON BLVD	012-381-659	RS3	**R2**		2D13
933 CANYON BLVD	012-381-713	RS3	**R2**		2D13
4344 DELBROOK AVE	009-388-435	RSD	**R2**		2D13
4260 DELBROOK AVE	002-866-455	RSD	**R2**		2D13
355 MONTROYAL BLVD	007-597-436	RSD	**R2**		2D13
4288 DELBROOK AVE	015-788-199	RSD	**R2**		2D13
4281 MADELEY RD	015-788-202	RSD	**R2**		2D13
4258 DELBROOK AVE	023-428-082	RSD	**R2**		2D13
4338 DELBROOK AVE	024-401-072	RSD	**R2**		2D13
4328 DELBROOK AVE	024-401-081	RSD	**R2**		2D13
945 TUDOR AVE	009-939-067	RSCH	**R2**		2D13
4340 HIGHLAND BLVD	009-939-105	RSCH	**R2**		2D13
4249 CANTERBURY CRES	009-944-257	RSCH	**R2**		2D13
4275 CANTERBURY CRES	007-408-455	RSCH	**R2**		2D13
4293 CANTERBURY CRES	009-944-273	RSCH	**R2**		2D13
4307 CANTERBURY CRES	009-944-303	RSCH	**R2**		2D13
4339 CANTERBURY CRES	009-944-320	RSCH	**R2**		2D13
4306 HIGHLAND BLVD	009-939-148	RSCH	**R2**		2D13
935 TUDOR AVE	009-944-354	RSCH	**R2**		2D13
4272 HIGHLAND BLVD	009-939-181	RSCH	**R2**		2D13
4266 HIGHLAND BLVD	005-629-004	RSCH	**R2**		2D13
4236 HIGHLAND BLVD	007-491-077	RSCH	**R2**		2D13
1011 CANYON BLVD	007-305-427	RS3	**R2**	S1	2D13
1017 CANYON BLVD	007-305-401	RS3	**R2**	S1	2D13
800 MONTROYAL BLVD	032-203-683	RS3	**R2**	S1	2D13
858 MONTROYAL BLVD	012-382-124	RS3	**R2**	S1	2D13
806 MONTROYAL BLVD	032-203-675	RS3	**R2**	S1	2D13
830 MONTROYAL BLVD	004-207-106	RS3	**R2**	S1	2D13
816 MONTROYAL BLVD	004-786-688	RS3	**R2**	S1	2D13
882 MONTROYAL BLVD	004-504-135	RS3	**R2**	S1	2D13
896 MONTROYAL BLVD	007-101-651	RS3	**R2**	S1	2D13
832 MONTROYAL BLVD	004-207-131	RS3	**R2**	S1	2D13
820 MONTROYAL BLVD	004-786-696	RS3	**R2**	S1	2D13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4820 CEDARCREST AVE	007-101-759	RS3	**R2**	S1	2D13
854 MONTROYAL BLVD	012-382-078	RS3	**R2**	S1	2D13
856 MONTROYAL BLVD	012-382-108	RS3	**R2**	S1	2D13
836 MONTROYAL BLVD	012-382-035	RS3	**R2**	S1	2D13
812 MONTROYAL BLVD	032-203-667	RS3	**R2**	S1	2D13
842 MONTROYAL BLVD	007-569-068	RS3	**R2**	S1	2D13
860 MONTROYAL BLVD	012-382-159	RS3	**R2**	S1	2D13
848 MONTROYAL BLVD	012-382-248	RS3	**R2**	S1	2D13
836 MONTROYAL BLVD	012-381-969	RS3	**R2**	S1	2D13
888 MONTROYAL BLVD	011-477-547	RS3	**R2**	S1	2D13
4456 SKYLINE DR	010-149-635	RSCH	**R2**		2D13
4448 SKYLINE DR	010-149-716	RSCH	**R2**		2D13
4440 SKYLINE DR	008-527-695	RSCH	**R2**		2D13
4432 SKYLINE DR	004-551-184	RSCH	**R2**		2D13
4416 SKYLINE DR	010-018-735	RSCH	**R2**		2D13
4408 SKYLINE DR	010-018-743	RSCH	**R2**		2D13
4424 SKYLINE DR	031-086-942	RSCH	**R2**		2D13
938 HANDSWORTH RD	010-261-109	RSCH	**R2**		2D13
4555 CEDARCREST AVE	010-261-206	RSCH	**R2**		2D13
4540 HIGHLAND BLVD	008-993-076	RSCH	**R2**		2D13
944 HANDSWORTH RD	010-261-095	RSCH	**R2**		2D13
4582 HIGHLAND BLVD	010-261-028	RSCH	**R2**		2D13
4549 CEDARCREST AVE	010-261-192	RSCH	**R2**		2D13
4507 CEDARCREST AVE	010-261-176	RSCH	**R2**		2D13
4534 HIGHLAND BLVD	010-261-061	RSCH	**R2**		2D13
4566 HIGHLAND BLVD	010-261-036	RSCH	**R2**		2D13
4590 HIGHLAND BLVD	010-260-994	RSCH	**R2**		2D13
932 HANDSWORTH RD	002-634-945	RSCH	**R2**		2D13
4596 HIGHLAND BLVD	008-720-282	RSCH	**R2**		2D13
4595 CEDARCREST AVE	010-261-257	RSCH	**R2**		2D13
4509 MARINEVIEW CRES	008-225-061	RSCH	**R2**		2D13
4578 HIGHLAND BLVD	004-622-499	RSCH	**R2**		2D13
4518 HIGHLAND BLVD	010-261-079	RSCH	**R2**		2D13
4563 CEDARCREST AVE	010-261-222	RSCH	**R2**		2D13
4552 HIGHLAND BLVD	010-261-044	RSCH	**R2**		2D13
5130 CLIFFRIDGE AVE	009-510-877	RS3	**R2**		2D15
1020 PROSPECT AVE	009-510-893	RS3	**R2**		2D15
907 PROSPECT AVE	002-701-910	RS3	**R2**		2D15
906 CLEMENTS AVE	005-118-301	RS3	**R2**		2D15
5026 RANGER AVE	009-406-336	RS3	**R2**		2D15
5229 SONORA DR	009-194-088	RS3	**R2**		2D15
5260 SONORA DR	009-194-100	RS3	**R2**		2D15
990 SONORA PL	009-194-142	RS3	**R2**		2D15
984 SONORA PL	009-194-193	RS3	**R2**		2D15
978 SONORA PL	009-194-223	RS3	**R2**		2D15
977 SONORA PL	009-194-339	RS3	**R2**		2D15
985 SONORA PL	009-194-355	RS3	**R2**		2D15
993 SONORA PL	009-194-444	RS3	**R2**		2D15
5196 SONORA DR	009-194-398	RS3	**R2**		2D15
5157 CLIFFRIDGE AVE	009-194-479	RS3	**R2**		2D15
5305 SONORA DR	009-194-002	RS3	**R2**		2D15
5283 SONORA DR	009-194-037	RS3	**R2**		2D15
5271 SONORA DR	008-301-794	RS3	**R2**		2D15
5257 SONORA DR	009-194-061	RS3	**R2**		2D15
5245 SONORA DR	009-194-070	RS3	**R2**		2D15
4918 RANGER AVE	005-949-611	RS3	**R2**		2D15
4944 RANGER AVE	009-017-844	RS3	**R2**		2D15
4966 RANGER AVE	009-017-852	RS3	**R2**		2D15
4990 RANGER AVE	009-017-879	RS3	**R2**		2D15
5002 RANGER AVE	009-017-895	RS3	**R2**		2D15
5050 RANGER AVE	009-017-925	RS3	**R2**		2D15
5084 RANGER AVE	009-017-941	RS3	**R2**		2D15
5098 RANGER AVE	009-017-950	RS3	**R2**		2D15
5152 CLIFFRIDGE AVE	008-938-555	RS3	**R2**		2D15
5170 SONORA DR	008-938-598	RS3	**R2**		2D15
5184 SONORA DR	008-938-610	RS3	**R2**		2D15
5197 SONORA DR	008-938-644	RS3	**R2**		2D15
5191 SONORA DR	008-938-652	RS3	**R2**		2D15
979 PROSPECT AVE	008-887-179	RS3	**R2**		2D15
967 PROSPECT AVE	008-141-797	RS3	**R2**		2D15
5055 SHIRLEY AVE	008-887-187	RS3	**R2**		2D15
5087 REDONDA DR	008-891-265	RS3	**R2**		2D15
5065 REDONDA DR	008-891-362	RS3	**R2**		2D15
5051 REDONDA DR	008-891-397	RS3	**R2**		2D15
5029 REDONDA DR	008-891-427	RS3	**R2**		2D15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
5005 REDONDA DR	008-891-435	RS3	**R2**		2D15
4981 REDONDA DR	008-891-443	RS3	**R2**		2D15
4963 REDONDA DR	008-891-478	RS3	**R2**		2D15
4945 REDONDA DR	008-891-508	RS3	**R2**		2D15
4927 REDONDA DR	008-891-524	RS3	**R2**		2D15
5145 SARITA AVE	008-789-151	RS3	**R2**		2D15
5181 SARITA PL	008-789-657	RS3	**R2**		2D15
5185 SARITA PL	007-942-001	RS3	**R2**		2D15
5189 SARITA PL	008-789-673	RS3	**R2**		2D15
5193 SARITA PL	003-650-596	RS3	**R2**		2D15
5149 SARITA PL	008-789-193	RS3	**R2**		2D15
5153 SARITA PL	008-789-223	RS3	**R2**		2D15
5157 SARITA PL	008-789-452	RS3	**R2**		2D15
5161 SARITA PL	008-789-509	RS3	**R2**		2D15
5165 SARITA PL	008-789-568	RS3	**R2**		2D15
5169 SARITA PL	008-436-231	RS3	**R2**		2D15
5175 SARITA PL	008-789-606	RS3	**R2**		2D15
5177 SARITA PL	008-789-631	RS3	**R2**		2D15
5140 SARITA AVE	004-049-314	RS3	**R2**		2D15
5195 SARITA AVE	008-664-668	RS3	**R2**		2D15
5339 RANGER AVE	008-664-765	RS3	**R2**		2D15
5197 SARITA AVE	008-664-676	RS3	**R2**		2D15
5320 RANGER AVE	008-664-897	RS3	**R2**		2D15
5308 RANGER AVE	008-664-901	RS3	**R2**		2D15
5296 RANGER AVE	003-583-759	RS3	**R2**		2D15
5288 RANGER AVE	008-664-919	RS3	**R2**		2D15
5273 RANGER AVE	008-664-927	RS3	**R2**		2D15
5285 RANGER AVE	008-664-935	RS3	**R2**		2D15
5284 SARITA AVE	008-664-951	RS3	**R2**		2D15
5240 SARITA AVE	008-032-319	RS3	**R2**		2D15
5201 SARITA AVE	007-187-947	RS3	**R2**		2D15
5222 SARITA AVE	007-892-390	RS3	**R2**		2D15
5204 SARITA AVE	008-664-960	RS3	**R2**		2D15
5219 SARITA AVE	008-664-692	RS3	**R2**		2D15
5237 SARITA AVE	008-664-706	RS3	**R2**		2D15
5263 SARITA AVE	008-664-722	RS3	**R2**		2D15
5301 RANGER AVE	004-860-942	RS3	**R2**		2D15
5315 RANGER AVE	008-664-731	RS3	**R2**		2D15
5327 RANGER AVE	008-664-757	RS3	**R2**		2D15
5127 RANGER AVE	008-594-333	RS3	**R2**		2D15
5139 RANGER AVE	008-594-392	RS3	**R2**		2D15
5171 RANGER AVE	007-958-633	RS3	**R2**		2D15
5185 RANGER AVE	008-593-701	RS3	**R2**		2D15
5199 RANGER AVE	008-593-728	RS3	**R2**		2D15
5211 RANGER AVE	008-593-736	RS3	**R2**		2D15
5225 RANGER AVE	008-593-761	RS3	**R2**		2D15
5237 RANGER AVE	008-594-040	RS3	**R2**		2D15
5249 RANGER AVE	008-594-066	RS3	**R2**		2D15
5261 RANGER AVE	008-594-082	RS3	**R2**		2D15
5280 RANGER AVE	008-594-104	RS3	**R2**		2D15
5264 RANGER AVE	008-594-121	RS3	**R2**		2D15
5262 RANGER AVE	008-594-155	RS3	**R2**		2D15
5240 RANGER AVE	008-594-163	RS3	**R2**		2D15
5228 RANGER AVE	008-594-171	RS3	**R2**		2D15
5216 RANGER AVE	008-594-198	RS3	**R2**		2D15
5204 RANGER AVE	008-594-201	RS3	**R2**		2D15
5192 RANGER AVE	004-684-303	RS3	**R2**		2D15
5178 RANGER AVE	008-594-210	RS3	**R2**		2D15
5166 RANGER AVE	008-594-228	RS3	**R2**		2D15
5154 RANGER AVE	008-594-236	RS3	**R2**		2D15
5258 CLIFFRIDGE AVE	006-691-412	RS3	**R2**		2D15
5274 CLIFFRIDGE AVE	008-535-701	RS3	**R2**		2D15
5290 CLIFFRIDGE AVE	008-535-710	RS3	**R2**		2D15
5316 CLIFFRIDGE AVE	008-535-736	RS3	**R2**		2D15
5344 CLIFFRIDGE AVE	008-535-744	RS3	**R2**		2D15
5386 CLIFFRIDGE AVE	008-535-761	RS3	**R2**		2D15
5359 CLIFFRIDGE AVE	008-535-868	RS3	**R2**		2D15
5343 CLIFFRIDGE AVE	008-141-975	RS3	**R2**		2D15
5304 ESPERANZA DR	004-576-781	RS3	**R2**		2D15
5179 SONORA DR	006-833-951	RS3	**R2**		2D15
5178 CLIFFRIDGE AVE	008-536-406	RS3	**R2**		2D15
5186 CLIFFRIDGE AVE	008-536-449	RS3	**R2**		2D15
5192 CLIFFRIDGE AVE	008-536-465	RS3	**R2**		2D15
5210 CLIFFRIDGE AVE	008-536-481	RS3	**R2**		2D15
5226 CLIFFRIDGE AVE	005-242-827	RS3	**R2**		2D15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
5242 CLIFFRIDGE AVE	008-536-490	RS3	**R2**		2D15
5130 RANGER AVE	004-543-891	RS3	**R2**		2D15
5124 RANGER AVE	008-520-852	RS3	**R2**		2D15
5118 RANGER AVE	004-483-812	RS3	**R2**		2D15
5112 RANGER AVE	008-520-887	RS3	**R2**		2D15
5106 RANGER AVE	008-520-925	RS3	**R2**		2D15
5105 REDONDA DR	002-513-706	RS3	**R2**		2D15
5111 REDONDA DR	008-511-098	RS3	**R2**		2D15
5123 REDONDA DR	008-511-110	RS3	**R2**		2D15
5135 REDONDA DR	008-511-128	RS3	**R2**		2D15
5147 REDONDA DR	008-511-136	RS3	**R2**		2D15
5159 REDONDA DR	008-092-486	RS3	**R2**		2D15
5173 REDONDA DR	008-511-152	RS3	**R2**		2D15
5187 REDONDA DR	008-511-161	RS3	**R2**		2D15
5190 REDONDA DR	008-511-179	RS3	**R2**		2D15
5182 REDONDA DR	008-511-187	RS3	**R2**		2D15
5168 REDONDA DR	008-511-195	RS3	**R2**		2D15
5189 MADEIRA CRT	008-511-241	RS3	**R2**		2D15
5272 MALASPINA PL	007-755-970	RS3	**R2**		2D15
5264 MALASPINA PL	007-755-988	RS3	**R2**		2D15
5256 MALASPINA PL	007-755-996	RS3	**R2**		2D15
5248 MALASPINA PL	007-756-003	RS3	**R2**		2D15
5240 MALASPINA PL	007-756-011	RS3	**R2**		2D15
5232 MALASPINA PL	005-065-500	RS3	**R2**		2D15
5210 MALASPINA PL	007-756-020	RS3	**R2**		2D15
5201 MALASPINA PL	007-756-046	RS3	**R2**		2D15
5211 MALASPINA PL	007-756-054	RS3	**R2**		2D15
5223 MALASPINA PL	004-864-361	RS3	**R2**		2D15
5231 MALASPINA PL	007-756-062	RS3	**R2**		2D15
5239 MALASPINA PL	007-756-071	RS3	**R2**		2D15
5247 MALASPINA PL	007-756-089	RS3	**R2**		2D15
5255 MALASPINA PL	007-756-097	RS3	**R2**		2D15
5263 MALASPINA PL	007-756-101	RS3	**R2**		2D15
5271 MALASPINA PL	004-390-709	RS3	**R2**		2D15
5279 MALASPINA PL	007-348-860	RS3	**R2**		2D15
5287 MALASPINA PL	007-077-131	RS3	**R2**		2D15
5508 MOLINA RD	007-265-891	RS3	**R2**		2D15
5510 MOLINA RD	003-264-611	RS3	**R2**		2D15
5528 MOLINA RD	007-265-905	RS3	**R2**		2D15
5536 MOLINA RD	007-265-930	RS3	**R2**		2D15
5548 MOLINA RD	002-939-291	RS3	**R2**		2D15
5560 MOLINA RD	007-265-972	RS3	**R2**		2D15
5572 MOLINA RD	007-265-999	RS3	**R2**		2D15
5588 MOLINA RD	007-266-014	RS3	**R2**		2D15
5594 MOLINA RD	004-525-761	RS3	**R2**		2D15
5595 MOLINA RD	007-266-057	RS3	**R2**		2D15
5585 MOLINA RD	007-266-090	RS3	**R2**		2D15
5575 MOLINA RD	007-266-111	RS3	**R2**		2D15
5565 MOLINA RD	007-266-138	RS3	**R2**		2D15
5551 MOLINA RD	007-266-171	RS3	**R2**		2D15
5535 MOLINA RD	007-266-197	RS3	**R2**		2D15
5515 MOLINA RD	007-266-201	RS3	**R2**		2D15
5414 MOLINA RD	007-266-766	RS3	**R2**		2D15
5410 MOLINA RD	007-266-308	RS3	**R2**		2D15
5402 MOLINA RD	007-266-332	RS3	**R2**		2D15
5450 CORTEZ RD	007-266-367	RS3	**R2**		2D15
5470 CORTEZ RD	007-283-636	RS3	**R2**		2D15
5490 CORTEZ RD	007-266-391	RS3	**R2**		2D15
5520 CORTEZ RD	007-266-448	RS3	**R2**		2D15
5538 CORTEZ RD	007-266-472	RS3	**R2**		2D15
5556 CORTEZ RD	004-900-057	RS3	**R2**		2D15
5568 CORTEZ RD	007-266-537	RS3	**R2**		2D15
5574 CORTEZ RD	005-133-581	RS3	**R2**		2D15
5588 CORTEZ RD	007-266-561	RS3	**R2**		2D15
5596 CORTEZ RD	007-266-600	RS3	**R2**		2D15
5569 CORTEZ RD	007-266-626	RS3	**R2**		2D15
5557 CORTEZ RD	007-266-642	RS3	**R2**		2D15
5535 CORTEZ RD	004-584-627	RS3	**R2**		2D15
5406 CORTEZ CRES	007-266-651	RS3	**R2**		2D15
5428 CORTEZ CRES	003-572-595	RS3	**R2**		2D15
5446 CORTEZ CRES	007-266-685	RS3	**R2**		2D15
5454 CORTEZ CRES	003-358-721	RS3	**R2**		2D15
5487 CORTEZ CRES	004-849-817	RS3	**R2**		2D15
5475 CORTEZ CRES	002-653-931	RS3	**R2**		2D15
5463 CORTEZ CRES	007-265-204	RS3	**R2**		2D15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
5445 CORTEZ CRES	007-265-247	RS3	**R2**		2D15
5429 CORTEZ CRES	007-265-271	RS3	**R2**		2D15
5407 CORTEZ RD	003-411-010	RS3	**R2**		2D15
5403 MOLINA RD	006-422-535	RS3	**R2**		2D15
5407 MOLINA RD	007-265-352	RS3	**R2**		2D15
5411 MOLINA RD	007-265-417	RS3	**R2**		2D15
5415 MOLINA CRES	007-265-484	RS3	**R2**		2D15
5417 MOLINA CRES	007-265-565	RS3	**R2**		2D15
5419 MOLINA CRES	007-265-590	RS3	**R2**		2D15
5421 MOLINA CRES	007-265-620	RS3	**R2**		2D15
5426 MOLINA CRES	007-265-735	RS3	**R2**		2D15
5432 MOLINA CRES	007-265-778	RS3	**R2**		2D15
5440 MOLINA CRES	007-265-808	RS3	**R2**		2D15
5460 MOLINA CRES	007-265-841	RS3	**R2**		2D15
5502 MOLINA RD	007-265-867	RS3	**R2**		2D15
805 CLEMENTS AVE	007-384-033	RS3	**R2**		2D15
4955 RANGER AVE	007-384-068	RS3	**R2**		2D15
892 PROSPECT AVE	007-370-687	RS3	**R2**		2D15
902 PROSPECT AVE	007-370-709	RS3	**R2**		2D15
5505 MOLINA RD	007-266-278	RS3	**R2**		2D15
4905 CHALET PL	023-166-924	RS2	**R2**	S2	2D15
4967 CHALET PL	023-167-017	RS2	**R2**	S2	2D15
4977 CHALET PL	023-167-025	RS2	**R2**	S2	2D15
4989 CHALET PL	023-167-033	RS2	**R2**	S2	2D15
4993 CHALET PL	023-167-041	RS2	**R2**	S2	2D15
2-4958 CHALET PL		RS2	**R2**	S2	2D15
4908 CHALET PL	023-167-092	RS2	**R2**	S2	2D15
4907 CHALET PL	023-166-932	RS2	**R2**	S2	2D15
4917 CHALET PL	023-166-941	RS2	**R2**	S2	2D15
4921 CHALET PL	023-166-959	RS2	**R2**	S2	2D15
4927 CHALET PL	023-166-967	RS2	**R2**	S2	2D15
4933 CHALET PL	023-166-975	RS2	**R2**	S2	2D15
4939 CHALET PL	023-166-983	RS2	**R2**	S2	2D15
4945 CHALET PL	023-166-991	RS2	**R2**	S2	2D15
4955 CHALET PL	023-167-009	RS2	**R2**	S2	2D15
5436 RANGER AVE	008-664-838	RS3	**R2**		2D15
5428 RANGER AVE	008-288-526	RS3	**R2**		2D15
5402 RANGER AVE	008-664-854	RS3	**R2**		2D15
5382 RANGER AVE	005-556-066	RS3	**R2**		2D15
5356 RANGER AVE	008-664-862	RS3	**R2**		2D15
5344 RANGER AVE	008-664-889	RS3	**R2**		2D15
5311 MALASPINA PL	007-756-127	RS3	**R2**		2D15
5319 MALASPINA PL	007-756-135	RS3	**R2**		2D15
5361 MALASPINA PL	007-756-143	RS3	**R2**		2D15
5369 MALASPINA PL	007-756-151	RS3	**R2**		2D15
5377 MALASPINA PL	007-103-085	RS3	**R2**		2D15
5374 MALASPINA PL	007-756-160	RS3	**R2**		2D15
5366 MALASPINA PL	007-756-178	RS3	**R2**		2D15
5358 MALASPINA PL	007-756-186	RS3	**R2**		2D15
5342 MALASPINA PL	005-037-212	RS3	**R2**		2D15
5334 MALASPINA PL	007-756-194	RS3	**R2**		2D15
1024 PROSPECT AVE	009-816-607	RS3	**R2**	S1	2D15
1009 CLEMENTS AVE	012-383-988	RS3	**R2**	S1	2D15
4985 CLIFFRIDGE AVE	004-702-921	RS3	**R2**	S1	2D15
5363 RANGER AVE	008-664-781	RS3	**R2**		2D15
5375 RANGER AVE	008-664-790	RS3	**R2**		2D15
5389 RANGER AVE	004-554-078	RS3	**R2**		2D15
5405 RANGER AVE	008-664-803	RS3	**R2**		2D15
5417 RANGER AVE	008-664-820	RS3	**R2**		2D15
5390 CLIFFRIDGE AVE	008-535-779	RS3	**R2**		2D15
5411 CLIFFRIDGE AVE	008-535-787	RS3	**R2**		2D15
5397 CLIFFRIDGE AVE	008-535-809	RS3	**R2**		2D15
5385 CLIFFRIDGE AVE	008-535-817	RS3	**R2**		2D15
5371 CLIFFRIDGE AVE	008-535-833	RS3	**R2**		2D15
5419 CLIFFRIDGE AVE	007-667-329	RS3	**R2**		2D15
5427 CLIFFRIDGE AVE	007-667-493	RS3	**R2**		2D15
5445 CLIFFRIDGE AVE	007-667-507	RS3	**R2**		2D15
5457 CLIFFRIDGE AVE	007-667-515	RS3	**R2**		2D15
5461 CLIFFRIDGE AVE	007-667-523	RS3	**R2**		2D15
5469 CLIFFRIDGE AVE	007-667-540	RS3	**R2**		2D15
5477 CLIFFRIDGE AVE	007-667-558	RS3	**R2**		2D15
5485 CLIFFRIDGE AVE	007-667-574	RS3	**R2**		2D15
5458 CLIFFRIDGE AVE	007-325-193	RS3	**R2**		2D15
5446 CLIFFRIDGE AVE	007-667-604	RS3	**R2**		2D15
5438 CLIFFRIDGE AVE	007-667-621	RS3	**R2**		2D15

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5430 CLIFFRIDGE AVE	007-667-639	RS3	**R2**		2D15
5394 CLIFFRIDGE AVE	004-955-498	RS3	**R2**		2D15
5392 CLIFFRIDGE AVE	007-667-655	RS3	**R2**		2D15
5540 CLIFFRIDGE PL	007-217-951	RS3	**R2**		2D15
5515 CLIFFRIDGE PL	007-282-478	RS3	**R2**		2D15
5519 CLIFFRIDGE PL	007-282-486	RS3	**R2**		2D15
5523 CLIFFRIDGE PL	002-606-925	RS3	**R2**		2D15
5527 CLIFFRIDGE PL	007-282-494	RS3	**R2**		2D15
5533 CLIFFRIDGE PL	003-347-711	RS3	**R2**		2D15
5532 CLIFFRIDGE PL	007-282-346	RS3	**R2**		2D15
5520 CLIFFRIDGE PL	007-282-354	RS3	**R2**		2D15
5510 CLIFFRIDGE PL	004-960-882	RS3	**R2**		2D15
5441 CLIFFRIDGE AVE	007-282-362	RS3	**R2**		2D15
5433 CLIFFRIDGE AVE	007-282-371	RS3	**R2**		2D15
5501 CLIFFRIDGE PL	007-282-389	RS3	**R2**		2D15
5505 CLIFFRIDGE PL	007-282-401	RS3	**R2**		2D15
5509 CLIFFRIDGE PL	007-282-443	RS3	**R2**		2D15
5537 CLIFFRIDGE PL	002-606-283	RS3	**R2**		2D15
5541 CLIFFRIDGE PL	007-234-929	RS3	**R2**		2D15
5545 CLIFFRIDGE PL	007-234-945	RS3	**R2**		2D15
965 CLEMENTS AVE	007-824-092	RS3	**R2**		2D15
977 CLEMENTS AVE	009-591-559	RS3	**R2**		2D15
985 CLEMENTS AVE	012-383-708	RS3	**R2**		2D15
991 CLEMENTS AVE	012-383-716	RS3	**R2**		2D15
4982 CLIFFRIDGE AVE	012-383-732	RS3	**R2**		2D15
999 CLEMENTS AVE	002-628-007	RS3	**R2**		2D15
1005 CLEMENTS AVE	005-153-981	RS3	**R2**		2D15
	007-918-232	RS3	**R2**		2D15
969 CLEMENTS AVE	007-918-267	RS3	**R2**		2D15
973 CLEMENTS AVE	012-383-791	RS3	**R2**		2D15
4990 CEDARCREST AVE	012-382-965	RS3	**R2**		2D15
853 CLEMENTS AVE	007-851-561	RS3	**R2**		2D15
849 CLEMENTS AVE	004-447-867	RS3	**R2**		2D15
845 CLEMENTS AVE	004-447-875	RS3	**R2**		2D15
837 CLEMENTS AVE	012-383-066	RS3	**R2**		2D15
831 CLEMENTS AVE	012-383-112	RS3	**R2**		2D15
829 CLEMENTS AVE	002-632-586	RS3	**R2**		2D15
825 CLEMENTS AVE	011-423-374	RS3	**R2**		2D15
887 CLEMENTS AVE	012-382-981	RS3	**R2**		2D15
869 CLEMENTS AVE	012-383-007	RS3	**R2**		2D15
869 CLEMENTS AVE	012-383-031	RS3	**R2**		2D15
855 CLEMENTS AVE	007-851-511	RS3	**R2**		2D15
877 CLEMENTS AVE	012-383-198	RS3	**R2**		2D15
811 CLEMENTS AVE	012-383-236	RS3	**R2**		2D15
5043 SHIRLEY AVE	002-619-407	RS3	**R2**		2D15
5015 SHIRLEY AVE	007-102-453	RS3	**R2**		2D15
946 CLEMENTS AVE	008-150-478	RS3	**R2**		2D15
5038 SHIRLEY AVE	010-261-273	RS3	**R2**		2D15
5050 SHIRLEY AVE	010-261-290	RS3	**R2**		2D15
5086 SHIRLEY AVE	010-261-311	RS3	**R2**		2D15
5042 CLIFFRIDGE AVE	009-417-885	RS3	**R2**		2D15
1010 CLEMENTS AVE	006-969-305	RS3	**R2**		2D15
748 ALPINE CRT	008-891-869	RS3	**R2**		2D15
5070 REDONDA DR	008-891-893	RS3	**R2**		2D15
742 ALPINE CRT	008-723-192	RS3	**R2**		2D15
736 ALPINE CRT	008-723-206	RS3	**R2**		2D15
730 MAURELLE CRT	008-279-489	RS3	**R2**		2D15
722 MAURELLE CRT	004-513-380	RS3	**R2**		2D15
716 MAURELLE CRT	008-723-214	RS3	**R2**		2D15
710 MAURELLE CRT	008-723-222	RS3	**R2**		2D15
704 MAURELLE CRT	008-723-249	RS3	**R2**		2D15
698 ALPINE CRT	008-723-257	RS3	**R2**		2D15
692 ALPINE CRT	008-723-265	RS3	**R2**		2D15
686 ALPINE CRT	008-723-273	RS3	**R2**		2D15
680 ALPINE CRT	008-723-281	RS3	**R2**		2D15
5157 MADEIRA CRT	008-511-209	RS3	**R2**		2D15
5165 MADEIRA CRT	008-511-217	RS3	**R2**		2D15
5173 MADEIRA CRT	008-511-225	RS3	**R2**		2D15
5181 MADEIRA CRT	008-511-233	RS3	**R2**		2D15
5197 MADEIRA CRT	004-206-592	RS3	**R2**		2D15
5196 MADEIRA CRT	008-511-250	RS3	**R2**		2D15
5188 MADEIRA CRT	008-511-268	RS3	**R2**		2D15
5180 MADEIRA CRT	008-511-276	RS3	**R2**		2D15
2-5172 MADEIRA CRT		RS3	**R2**		2D15
5164 MADEIRA CRT	008-511-292	RS3	**R2**		2D15

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5158 MADEIRA CRT	007-501-749	RS3	**R2**		2D15
5152 MADEIRA CRT	008-511-306	RS3	**R2**		2D15
5144 FRANCISCO CRT	008-511-314	RS3	**R2**		2D15
5136 FRANCISCO CRT	008-511-322	RS3	**R2**		2D15
5128 FRANCISCO CRT	004-584-252	RS3	**R2**		2D15
5129 FRANCISCO CRT	008-511-331	RS3	**R2**		2D15
5133 FRANCISCO CRT	008-511-357	RS3	**R2**		2D15
5141 FRANCISCO CRT	008-511-365	RS3	**R2**		2D15
5149 FRANCISCO CRT	008-511-373	RS3	**R2**		2D15
5138 REDONDA DR	008-511-381	RS3	**R2**		2D15
5126 REDONDA DR	008-511-403	RS3	**R2**		2D15
5118 REDONDA DR	008-511-411	RS3	**R2**		2D15
5102 REDONDA DR	008-511-420	RS3	**R2**		2D15
5117 FRANCISCO CRT	007-954-247	RS3	**R2**		2D15
5109 FRANCISCO CRT	007-954-255	RS3	**R2**		2D15
5101 FRANCISCO CRT	003-427-943	RS3	**R2**		2D15
5112 FRANCISCO CRT	007-954-298	RS3	**R2**		2D15
5120 FRANCISCO CRT	007-954-310	RS3	**R2**		2D15
5104 FRANCISCO CRT	007-854-340	RS3	**R2**		2D15
1061 BLUE GROUSE WAY	007-301-537	RS4	**R2**		2D15
1057 BLUE GROUSE WAY	007-301-561	RS4	**R2**		2D15
1055 BLUE GROUSE WAY	007-301-570	RS4	**R2**		2D15
1049 BLUE GROUSE WAY	007-301-596	RS4	**R2**		2D15
1045 BLUE GROUSE WAY	007-301-618	RS4	**R2**		2D15
5583 HUCKLEBERRY LANE	007-277-865	RM2	**R2**		2D15
5579 HUCKLEBERRY LANE	004-406-192	RM2	**R2**		2D15
5520 HUCKLEBERRY LANE	005-744-563	RM2	**R2**		2D15
5528 HUCKLEBERRY LANE	007-278-896	RM2	**R2**		2D15
5536 HUCKLEBERRY LANE	007-278-900	RM2	**R2**		2D15
5544 HUCKLEBERRY LANE	007-278-918	RM2	**R2**		2D15
5550 HUCKLEBERRY LANE	007-278-926	RM2	**R2**		2D15
5562 HUCKLEBERRY LANE	007-278-942	RM2	**R2**		2D15
5570 HUCKLEBERRY LANE	007-278-951	RM2	**R2**		2D15
5578 HUCKLEBERRY LANE	007-278-969	RM2	**R2**		2D15
5586 HUCKLEBERRY LANE	007-278-985	RM2	**R2**		2D15
5592 HUCKLEBERRY LANE	007-279-043	RM2	**R2**		2D15
5596 HUCKLEBERRY LANE	007-279-060	RM2	**R2**		2D15
5626 WHITE PINE LANE	007-254-059	RM2	**R2**		2D15
5612 WHITE PINE LANE	007-254-075	RM2	**R2**		2D15
5600 WHITE PINE LANE	007-254-083	RM2	**R2**		2D15
5611 PTARMIGAN PL	005-313-350	RM2	**R2**		2D15
5623 PTARMIGAN PL	007-212-771	RM2	**R2**		2D15
5648 PTARMIGAN PL	007-213-042	RM2	**R2**		2D15
5636 PTARMIGAN PL	007-213-085	RM2	**R2**		2D15
5628 PTARMIGAN PL	004-053-516	RM2	**R2**		2D15
5620 PTARMIGAN PL	007-213-158	RM2	**R2**		2D15
5615 HONEYSUCKLE PL	007-213-182	RM2	**R2**		2D15
5627 HONEYSUCKLE PL	002-443-589	RM2	**R2**		2D15
5639 HONEYSUCKLE PL	007-213-221	RM2	**R2**		2D15
5653 HONEYSUCKLE PL	007-213-271	RM2	**R2**		2D15
5661 HONEYSUCKLE PL	003-963-101	RM2	**R2**		2D15
5675 HONEYSUCKLE PL	003-201-295	RM2	**R2**		2D15
5660 HONEYSUCKLE PL	007-213-417	RM2	**R2**		2D15
5646 HONEYSUCKLE PL	007-213-441	RM2	**R2**		2D15
5634 HONEYSUCKLE PL	007-213-484	RM2	**R2**		2D15
5620 HONEYSUCKLE PL	007-213-514	RM2	**R2**		2D15
5610 HONEYSUCKLE PL	007-213-549	RM2	**R2**		2D15
5670 HONEYSUCKLE PL	007-213-361	RM2	**R2**		2D15
5567 DEERHORN LANE	003-122-727	RM2	**R2**		2D15
5563 STAGHORN PL	007-196-440	RM2	**R2**		2D15
5559 STAGHORN PL	007-196-466	RM2	**R2**		2D15
5555 STAGHORN PL	007-196-491	RM2	**R2**		2D15
5551 STAGHORN PL	007-196-512	RM2	**R2**		2D15
5549 DEERHORN LANE	004-871-570	RM2	**R2**		2D15
5545 DEERHORN LANE	006-876-501	RM2	**R2**		2D15
5539 DEERHORN LANE	003-298-345	RM2	**R2**		2D15
5535 DEERHORN LANE	007-196-521	RM2	**R2**		2D15
5531 DEERHORN LANE	007-196-547	RM2	**R2**		2D15
5527 DEERHORN LANE	007-196-555	RM2	**R2**		2D15
5523 DEERHORN LANE	005-971-586	RM2	**R2**		2D15
5519 DEERHORN LANE	007-196-571	RM2	**R2**		2D15
5517 DEERHORN LANE	007-196-598	RM2	**R2**		2D15
5500 DEERHORN LANE	007-196-610	RM2	**R2**		2D15
5510 DEERHORN LANE	007-196-636	RM2	**R2**		2D15
5514 DEERHORN LANE	005-399-874	RM2	**R2**		2D15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
5518 DEERHORN LANE	003-645-568	RM2	**R2**		2D15
5522 DEERHORN LANE	007-196-644	RM2	**R2**		2D15
5526 DEERHORN LANE	007-196-652	RM2	**R2**		2D15
5530 DEERHORN LANE	002-752-433	RM2	**R2**		2D15
5534 DEERHORN LANE	007-196-661	RM2	**R2**		2D15
5538 DEERHORN LANE	007-196-679	RM2	**R2**		2D15
5540 DEERHORN PL	007-196-687	RM2	**R2**		2D15
5542 DEERHORN PL	007-196-695	RM2	**R2**		2D15
5544 DEERHORN PL	004-684-109	RM2	**R2**		2D15
5546 DEERHORN PL	006-899-064	RM2	**R2**		2D15
5548 DEERHORN LANE	007-196-709	RM2	**R2**		2D15
5550 DEERHORN LANE	007-196-725	RM2	**R2**		2D15
5552 SWORDFERN PL	007-196-733	RM2	**R2**		2D15
5554 SWORDFERN PL	007-196-741	RM2	**R2**		2D15
5556 SWORDFERN PL	007-196-750	RM2	**R2**		2D15
5558 SWORDFERN PL	007-196-768	RM2	**R2**		2D15
5560 SWORDFERN PL	007-196-776	RM2	**R2**		2D15
5562 SWORDFERN PL	007-196-792	RM2	**R2**		2D15
5564 SWORDFERN PL	007-196-806	RM2	**R2**		2D15
5568 SWORDFERN PL	007-196-814	RM2	**R2**		2D15
5605 GROUSEWOODS PL	007-196-822	RM2	**R2**		2D15
5607 GROUSEWOODS PL	007-196-849	RM2	**R2**		2D15
5609 GROUSEWOODS PL	003-618-277	RM2	**R2**		2D15
5611 GROUSEWOODS PL	007-196-857	RM2	**R2**		2D15
5612 GROUSEWOODS PL	004-688-562	RM2	**R2**		2D15
5600 GROUSEWOODS PL	007-196-865	RM2	**R2**		2D15
5601 SUMAC PL	004-397-541	RM2	**R2**		2D15
5605 SUMAC PL	007-119-712	RM2	**R2**		2D15
5609 SUMAC PL	005-097-851	RM2	**R2**		2D15
5615 SUMAC PL	004-041-704	RM2	**R2**		2D15
5619 SUMAC PL	007-119-747	RM2	**R2**		2D15
5623 SUMAC PL	007-119-763	RM2	**R2**		2D15
5631 SUMAC PL	007-119-810	RM2	**R2**		2D15
5630 SUMAC PL	004-212-622	RM2	**R2**		2D15
5628 SUMAC PL	007-119-828	RM2	**R2**		2D15
5616 SUMAC PL	004-914-856	RM2	**R2**		2D15
5604 SUMAC PL	007-119-861	RM2	**R2**		2D15
956 PROSPECT AVE	008-669-431	RS3	**R2**		2D15
952 PROSPECT AVE	004-411-561	RS3	**R2**		2D15
948 PROSPECT AVE	014-286-521	RS3	**R2**		2D15
5141 SARITA AVE	014-286-548	RS3	**R2**		2D15
936 PROSPECT AVE	014-286-556	RS3	**R2**		2D15
932 PROSPECT AVE	014-287-391	RS3	**R2**		2D15
926 PROSPECT AVE	014-287-421	RS3	**R2**		2D15
918 PROSPECT AVE	014-287-463	RS3	**R2**		2D15
912 PROSPECT AVE	014-287-480	RS3	**R2**		2D15
906 PROSPECT AVE	014-287-528	RS3	**R2**		2D15
884 PROSPECT AVE	014-287-579	RS3	**R2**		2D15
868 PROSPECT AVE	014-287-633	RS3	**R2**		2D15
862 PROSPECT AVE	014-287-668	RS3	**R2**		2D15
852 PROSPECT AVE	014-287-692	RS3	**R2**		2D15
844 PROSPECT AVE	014-287-722	RS3	**R2**		2D15
832 PROSPECT AVE	014-287-803	RS3	**R2**		2D15
828 PROSPECT AVE	014-287-838	RS3	**R2**		2D15
820 PROSPECT AVE	014-287-846	RS3	**R2**		2D15
810 PROSPECT AVE	014-287-854	RS3	**R2**		2D15
5111 RANGER AVE	003-096-386	RS3	**R2**		2D15
1008 PROSPECT AVE	013-973-304	RS3	**R2**		2D15
1004 PROSPECT AVE	003-270-114	RS3	**R2**		2D15
988 PROSPECT AVE	014-286-505	RS3	**R2**		2D15
982 PROSPECT AVE	004-387-732	RS3	**R2**		2D15
976 PROSPECT AVE	004-311-914	RS3	**R2**		2D15
2-968 PROSPECT AVE		RS3	**R2**		2D15
964 PROSPECT AVE	014-287-978	RS3	**R2**		2D15
960 PROSPECT AVE	002-951-959	RS3	**R2**		2D15
945 PROSPECT AVE	014-285-568	RS3	**R2**		2D15
944 CLEMENTS AVE	014-285-592	RS3	**R2**		2D15
939 PROSPECT AVE	014-285-622	RS3	**R2**		2D15
942 CLEMENTS AVE	014-285-649	RS3	**R2**		2D15
933 PROSPECT AVE	014-285-665	RS3	**R2**		2D15
938 CLEMENTS AVE	014-285-681	RS3	**R2**		2D15
929 PROSPECT AVE	004-159-861	RS3	**R2**		2D15
926 CLEMENTS AVE	012-977-021	RS3	**R2**		2D15
923 PROSPECT AVE	014-285-690	RS3	**R2**		2D15
922 CLEMENTS AVE	014-285-703	RS3	**R2**		2D15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
915 PROSPECT AVE	006-078-320	RS3	**R2**		2D15
916 CLEMENTS AVE	014-285-711	RS3	**R2**		2D15
1015 PROSPECT AVE	003-530-183	RS3	**R2**		2D15
5080 CLIFFRIDGE AVE	014-285-410	RS3	**R2**		2D15
911 PROSPECT AVE	008-304-122	RS3	**R2**		2D15
910 CLEMENTS AVE	014-285-738	RS3	**R2**		2D15
903 PROSPECT AVE	014-285-746	RS3	**R2**		2D15
900 CLEMENTS AVE	014-285-754	RS3	**R2**		2D15
895 PROSPECT AVE	014-285-789	RS3	**R2**		2D15
896 CLEMENTS AVE	014-285-797	RS3	**R2**		2D15
877 PROSPECT AVE	008-342-938	RS3	**R2**		2D15
880 CLEMENTS AVE	012-469-866	RS3	**R2**		2D15
859 PROSPECT AVE	014-285-819	RS3	**R2**		2D15
872 CLEMENTS AVE	014-285-827	RS3	**R2**		2D15
855 PROSPECT AVE	014-066-513	RS3	**R2**		2D15
858 CLEMENTS AVE	004-275-195	RS3	**R2**		2D15
851 PROSPECT AVE	014-285-835	RS3	**R2**		2D15
850 CLEMENTS AVE	014-285-843	RS3	**R2**		2D15
843 PROSPECT AVE	006-812-163	RS3	**R2**		2D15
842 CLEMENTS AVE	011-924-934	RS3	**R2**		2D15
835 PROSPECT AVE	007-980-051	RS3	**R2**		2D15
838 CLEMENTS AVE	014-285-509	RS3	**R2**		2D15
827 PROSPECT AVE	006-703-224	RS3	**R2**		2D15
826 CLEMENTS AVE	005-239-028	RS3	**R2**		2D15
819 PROSPECT AVE	014-285-851	RS3	**R2**		2D15
818 CLEMENTS AVE	014-285-878	RS3	**R2**		2D15
811 PROSPECT AVE	002-767-864	RS3	**R2**		2D15
812 CLEMENTS AVE	014-285-886	RS3	**R2**		2D15
805 PROSPECT AVE	014-285-894	RS3	**R2**		2D15
806 CLEMENTS AVE	002-804-972	RS3	**R2**		2D15
1007 PROSPECT AVE	010-155-546	RS3	**R2**		2D15
1004 CLEMENTS AVE	014-285-428	RS3	**R2**		2D15
1001 PROSPECT AVE	008-055-891	RS3	**R2**		2D15
1002 CLEMENTS AVE	008-342-725	RS3	**R2**		2D15
993 PROSPECT AVE	005-274-541	RS3	**R2**		2D15
988 CLEMENTS AVE	003-119-467	RS3	**R2**		2D15
980 CLEMENTS AVE	014-285-517	RS3	**R2**		2D15
974 CLEMENTS AVE	014-285-533	RS3	**R2**		2D15
1026 PROSPECT AVE	006-436-528	RS3	**R2**	S1	2D15
5418 MOLINA CRES	018-267-629	RS3	**R2**		2D15
5422 MOLINA CRES	018-267-637	RS3	**R2**		2D15
5623 EAGLE CRT		RM2	**R2**		2D15
5623 EAGLE CRT	006-485-715	RM2	**R2**		2D15
5621 EAGLE CRT	004-971-396	RM2	**R2**		2D15
5621 EAGLE CRT		RM2	**R2**		2D15
5617 EAGLE CRT	002-599-651	RM2	**R2**		2D15
5615 EAGLE CRT	004-235-843	RM2	**R2**		2D15
5630 EAGLE CRT		RM2	**R2**		2D15
5626 EAGLE CRT	004-860-471	RM2	**R2**		2D15
5624 EAGLE CRT	006-485-774	RM2	**R2**		2D15
5622 EAGLE CRT	006-485-812	RM2	**R2**		2D15
5620 EAGLE CRT	006-485-839	RM2	**R2**		2D15
5616 EAGLE CRT	006-485-863	RM2	**R2**		2D15
5614 EAGLE CRT	006-485-901	RM2	**R2**		2D15
5629 EAGLE CRT	006-398-855	RM2	**R2**		2D15
5627 EAGLE CRT	004-971-388	RM2	**R2**		2D15
4938 REDONDA DR	008-891-745	RS3	**R2**		2D15
4960 REDONDA DR	008-891-770	RS3	**R2**		2D15
4984 REDONDA DR	008-565-775	RS3	**R2**		2D15
5008 REDONDA DR	008-891-796	RS3	**R2**		2D15
5030 REDONDA DR	008-891-834	RS3	**R2**		2D15
681 ALPINE CRT	008-723-320	RS3	**R2**		2D15
693 ALPINE CRT	008-723-346	RS3	**R2**		2D15
715 ALPINE CRT	008-723-354	RS3	**R2**		2D15
727 ALPINE CRT	008-723-362	RS3	**R2**		2D15
739 ALPINE CRT	008-444-412	RS3	**R2**		2D15
1019 PROSPECT AVE	014-288-460	RS3	**R2**	S1	2D15
1017 PROSPECT AVE	014-288-478	RS3	**R2**	S1	2D15
1021 PROSPECT AVE	002-606-364	RS3	**R2**	S1	2D15
1020 CLEMENTS AVE	014-288-818	RS3	**R2**	S1	2D15
1014 CLEMENTS AVE	010-810-358	RS3	**R2**	S1	2D15
909 CLEMENTS AVE	031-451-225	RS3	**R2**		2D15
901 CLEMENTS AVE	007-543-824	RS3	**R2**		2D15
907 CLEMENTS AVE	031-451-233	RS3	**R2**		2D15
959 CLEMENTS AVE	012-383-406	RS3	**R2**		2D15

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
943 CLEMENTS AVE	012-383-520	RS3	**R2**		2D15
905 CLEMENTS AVE	012-383-431	RS3	**R2**		2D15
939 CLEMENTS AVE	004-880-218	RS3	**R2**		2D15
935 CLEMENTS AVE	011-032-839	RS3	**R2**		2D15
937 CLEMENTS AVE	011-032-804	RS3	**R2**		2D15
927 CLEMENTS AVE	004-352-319	RS3	**R2**		2D15
4988 SHIRLEY AVE	012-383-384	RS3	**R2**		2D15
923 CLEMENTS AVE	012-383-457	RS3	**R2**		2D15
933 CLEMENTS AVE	010-055-185	RS3	**R2**		2D15
929 CLEMENTS AVE	004-352-301	RS3	**R2**		2D15
915 CLEMENTS AVE	012-383-601	RS3	**R2**		2D15
5685 WHITE PINE LANE	003-648-427	RM2	**R2**		2D17
5692 WHITE PINE LANE	007-253-427	RM2	**R2**		2D17
5670 WHITE PINE LANE	007-253-435	RM2	**R2**		2D17
5662 WHITE PINE LANE	007-254-164	RM2	**R2**		2D17
5650 WHITE PINE LANE	004-594-801	RM2	**R2**		2D17
5644 WHITE PINE LANE	007-254-008	RM2	**R2**		2D17
5635 PTARMIGAN PL	003-463-478	RM2	**R2**		2D17
5650 PTARMIGAN PL	007-212-836	RM2	**R2**		2D17
5660 PTARMIGAN PL	007-212-879	RM2	**R2**		2D17
5664 PTARMIGAN PL	007-212-968	RM2	**R2**		2D17
5645 COVEY PL	007-119-895	RM2	**R2**		2D17
5655 COVEY PL	007-119-909	RM2	**R2**		2D17
5661 COVEY PL	005-241-154	RM2	**R2**		2D17
5665 COVEY PL	007-119-941	RM2	**R2**		2D17
5667 COVEY PL	007-119-976	RM2	**R2**		2D17
5656 COVEY PL	004-499-590	RM2	**R2**		2D17
5646 COVEY PL	003-627-101	RM2	**R2**		2D17
5604 COVEY PL	005-412-153	RM2	**R2**		2D17
5624 COVEY PL	003-627-110	RM2	**R2**		2D17
5636 COVEY PL	007-120-044	RM2	**R2**		2D17
5633 COVEY PL	002-462-419	RM2	**R2**		2D17
5615 COVEY PL	004-084-632	RM2	**R2**		2D17
5605 COVEY PL	003-333-833	RM2	**R2**		2D17
5647 PTARMIGAN PL	006-999-204	RM2	**R2**		2D17
5715 GROUSEWOODS CRES	004-268-741	RM2	**R2**		2D17
5723 GROUSEWOODS CRES	004-160-100	RM2	**R2**		2D17
5731 GROUSEWOODS CRES	002-781-221	RM2	**R2**		2D17
5739 GROUSEWOODS CRES	005-970-776	RM2	**R2**		2D17
5747 GROUSEWOODS CRES	006-845-193	RM2	**R2**		2D17
5755 GROUSEWOODS CRES	003-423-689	RM2	**R2**		2D17
5763 GROUSEWOODS CRES	004-292-090	RM2	**R2**		2D17
5771 GROUSEWOODS CRES	003-714-292	RM2	**R2**		2D17
5779 GROUSEWOODS CRES	006-845-266	RM2	**R2**		2D17
5781 GROUSEWOODS CRES	006-845-282	RM2	**R2**		2D17
5791 GROUSEWOODS CRES	004-053-028	RM2	**R2**		2D17
5795 GROUSEWOODS CRES	003-574-211	RM2	**R2**		2D17
5799 GROUSEWOODS CRES	006-845-363	RM2	**R2**		2D17
5811 GROUSEWOODS CRES	002-593-637	RM2	**R2**		2D17
5815 GROUSEWOODS CRES	002-876-311	RM2	**R2**		2D17
5823 GROUSEWOODS CRES	006-845-398	RM2	**R2**		2D17
5829 GROUSEWOODS CRES	002-417-723	RM2	**R2**		2D17
5835 GROUSEWOODS CRES	004-646-487	RM2	**R2**		2D17
5841 GROUSEWOODS CRES	005-410-231	RM2	**R2**		2D17
5847 GROUSEWOODS CRES	004-238-281	RM2	**R2**		2D17
5853 GROUSEWOODS CRES	004-457-633	RM2	**R2**		2D17
5859 GROUSEWOODS CRES	005-508-690	RM2	**R2**		2D17
5865 GROUSEWOODS CRES	004-214-692	RM2	**R2**		2D17
5871 GROUSEWOODS CRES	004-351-606	RM2	**R2**		2D17
5877 GROUSEWOODS CRES	004-285-026	RM2	**R2**		2D17
5852 GROUSEWOODS CRES	004-805-186	RM2	**R2**		2D17
5842 GROUSEWOODS CRES	002-506-131	RM2	**R2**		2D17
5832 GROUSEWOODS CRES	002-506-033	RM2	**R2**		2D17
5828 GROUSEWOODS CRES	004-543-734	RM2	**R2**		2D17
5822 GROUSEWOODS CRES	004-381-360	RM2	**R2**		2D17
5802 GROUSEWOODS CRES	006-845-410	RM2	**R2**		2D17
5760 GROUSEWOODS CRES	006-845-479	RM2	**R2**		2D17
5750 GROUSEWOODS CRES	002-596-296	RM2	**R2**		2D17
5740 GROUSEWOODS CRES	004-684-818	RM2	**R2**		2D17
5730 GROUSEWOODS CRES	004-154-223	RM2	**R2**		2D17
5720 GROUSEWOODS DR	004-252-560	RM2	**R2**		2D17
5785 NANCY GREENE WAY	009-881-484	RS3	**R2**		2D17
5793 NANCY GREENE WAY	009-881-492	RS3	**R2**		2D17
5825 NANCY GREENE WAY	011-849-371	RS3	**R2**		2D17
5833 NANCY GREENE WAY	011-849-398	RS3	**R2**		2D17

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5855 NANCY GREENE WAY	011-849-410	RS3	**R2**		2D17
5869 NANCY GREENE WAY	011-849-452	RS3	**R2**		2D17
5885 NANCY GREENE WAY	011-849-428	RS3	**R2**		2D17
5899 NANCY GREENE WAY	011-849-444	RS3	**R2**		2D17
5909 NANCY GREENE WAY	011-849-487	RS3	**R2**		2D17
5630 WHITE PINE LANE	007-254-032	RM2	**R2**		2D17
5656 PTARMIGAN PL	007-213-018	RM2	**R2**		2D17
5646 EAGLE CRT	004-235-908	RM2	**R2**		2D17
5650 EAGLE CRT	004-089-545	RM2	**R2**		2D17
5640 EAGLE CRT	004-235-860	RM2	**R2**		2D17
5636 EAGLE CRT	004-235-894	RM2	**R2**		2D17
5630 EAGLE CRT	006-485-731	RM2	**R2**		2D17
5639 EAGLE CRT	003-005-046	RM2	**R2**		2D17
5635 EAGLE CRT	004-837-428	RM2	**R2**		2D17
5645 EAGLE CRT		RM2	**R2**		2D17
5645 EAGLE CRT	005-368-162	RM2	**R2**		2D17
2999 ST GEORGES AVE	014-685-035	RSQ	**R2**		2F09
3011 ST GEORGES AVE	014-685-051	RSQ	**R2**		2F09
3039 ST GEORGES AVE	014-685-094	RSQ	**R2**		2F09
195 E KINGS RD	008-592-705	RSQ	**R2**		2F09
185 E KINGS RD	014-685-175	RSQ	**R2**		2F09
415 E ST JAMES RD	014-601-834	RSQ	**R2**	S2	2F09
457 E ST JAMES RD	002-927-268	RSQ	**R2**	S2	2F09
494 E WINDSOR RD	014-601-842	RSQ	**R2**	S2	2F09
466 E WINDSOR RD	014-601-851	RSQ	**R2**	S2	2F09
440 E WINDSOR RD	014-601-869	RSQ	**R2**	S2	2F09
3260 ST ANDREWS AVE	014-601-893	RSQ	**R2**	S2	2F09
461 E ST JAMES RD	009-152-458	RSQ	**R2**	S2	2F09
	009-490-256	RSQ	**R2**	S2	2F09
3188 ST ANDREWS AVE	009-584-587	RSQ	**R2**	S2	2F09
425 E WINDSOR RD	004-288-050	RSQ	**R2**	S2	2F09
2992 MARKHAM PL	009-399-381	RSQ	**R2**	S2	2F09
3005 ST MARYS AVE	009-399-411	RSQ	**R2**	S2	2F09
443 E WINDSOR RD	002-932-091	RSQ	**R2**	S2	2F09
490 E KINGS RD	014-601-770	RSQ	**R2**	S2	2F09
484 E KINGS RD	014-601-788	RSQ	**R2**	S2	2F09
466 E KINGS RD	006-461-701	RSQ	**R2**	S2	2F09
442 E KINGS RD	007-700-903	RSQ	**R2**	S2	2F09
3180 ST MARYS AVE	014-601-478	RSQ	**R2**	S2	2F09
349 E WINDSOR RD	014-601-508	RSQ	**R2**	S2	2F09
361 E WINDSOR RD	014-601-524	RSQ	**R2**	S2	2F09
119 E KINGS RD	013-398-156	RSQ	**R2**		2F09
389 E WINDSOR RD	012-089-893	RSQ	**R2**	S2	2F09
390 E KINGS RD	005-468-680	RSQ	**R2**	S2	2F09
360 E KINGS RD	014-601-567	RSQ	**R2**	S2	2F09
368 E KINGS RD	014-601-559	RSQ	**R2**	S2	2F09
338 E KINGS RD	012-639-435	RSQ	**R2**	S2	2F09
310 E KINGS RD	010-635-131	RSQ	**R2**	S2	2F09
324 E KINGS RD	010-635-157	RSQ	**R2**	S2	2F09
317 E KINGS RD	014-601-257	RSQ	**R2**	S2	2F09
335 E KINGS RD	014-601-273	RSQ	**R2**	S2	2F09
361 E KINGS RD	014-601-290	RSQ	**R2**	S2	2F09
389 E KINGS RD	014-601-338	RSQ	**R2**	S2	2F09
3009 ST ANDREWS AVE	016-122-798	RSQ	**R2**	S2	2F09
360 E QUEENS RD	014-601-346	RSQ	**R2**	S2	2F09
338 E QUEENS RD	008-995-915	RSQ	**R2**	S2	2F09
310 E QUEENS RD	013-022-474	RSQ	**R2**	S2	2F09
384 E 29TH ST	009-490-264	RSQ	**R2**	S2	2F09
305 E QUEENS RD	014-599-988	RSQ	**R2**	S2	2F09
323 E QUEENS RD	014-600-242	RSQ	**R2**	S2	2F09
365 E QUEENS RD	014-600-251	RSQ	**R2**	S2	2F09
385 E QUEENS RD	014-600-285	RSQ	**R2**	S2	2F09
310 E 29TH ST	007-333-927	RSQ	**R2**	S2	2F09
163 E KINGS RD	011-282-088	RSQ	**R2**		2F09
182 E QUEENS RD	010-651-071	RSQ	**R2**		2F09
192 E QUEENS RD	010-651-098	RSQ	**R2**		2F09
268 W 29TH ST	002-758-512	RSNQ	**R2**		2F09
260 W 29TH ST	009-717-366	RSNQ	**R2**		2F09
252 W 29TH ST	009-717-391	RSNQ	**R2**		2F09
244 W 29TH ST	009-717-536	RSNQ	**R2**		2F09
234 W 29TH ST	009-717-552	RSNQ	**R2**		2F09
228 W 29TH ST	002-880-962	RSNQ	**R2**		2F09
2949 CHESTERFIELD AVE	009-717-579	RSNQ	**R2**		2F09
220 W 29TH ST	009-717-595	RSNQ	**R2**		2F09
338 E 29TH ST	007-671-164	RSQ	**R2**	S2	2F09

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
324 E 29TH ST	007-671-181	RSQ	**R2**	S2	2F09
461 E WINDSOR RD	007-240-635	RSQ	**R2**	S2	2F09
3290 REGENT AVE	014-616-211	RS2	**R2**		2F09
615 E ST JAMES RD	014-616-238	RS3	**R2**		2F09
671 E ST JAMES RD	009-849-556	RS3	**R2**		2F09
3041 ST MARYS AVE	014-133-695	RSQ	**R2**	S2	2F09
299 E KINGS RD	007-220-464	RSQ	**R2**	S2	2F09
3150 ST ANDREWS AVE	006-689-442	RSQ	**R2**	S2	2F09
416 E KINGS RD	006-689-451	RSQ	**R2**	S2	2F09
281 E WINDSOR RD	011-717-505	RSQ	**R2**	S2	2F09
627 E ST JAMES RD	009-644-954	RS3	**R2**		2F09
635 E ST JAMES RD	009-644-997	RS3	**R2**		2F09
643 E ST JAMES RD	009-645-012	RS3	**R2**		2F09
651 E ST JAMES RD	009-645-047	RS3	**R2**		2F09
659 E ST JAMES RD	009-645-063	RS3	**R2**		2F09
290 E KINGS RD	014-684-411	RSQ	**R2**	S2	2F09
687 E ST JAMES RD	009-543-422	RS3	**R2**		2F09
691 E ST JAMES RD	009-543-449	RS3	**R2**		2F09
662 E WINDSOR RD	009-515-780	RS3	**R2**		2F09
658 E WINDSOR RD	009-515-801	RS3	**R2**		2F09
646 E WINDSOR RD	008-558-787	RS3	**R2**		2F09
634 E WINDSOR RD	009-515-828	RS3	**R2**		2F09
184 E KINGS RD	009-571-728	RSQ	**R2**		2F09
286 E WINDSOR RD	012-628-727	RSQ	**R2**	S2	2F09
285 E ST JAMES RD	014-683-849	RSQ	**R2**	S2	2F09
3022 MARKHAM PL	009-399-453	RSQ	**R2**		2F09
3011 MARKHAM PL	009-399-461	RSQ	**R2**		2F09
2999 MARKHAM PL	009-399-470	RSQ	**R2**		2F09
620 E WINDSOR RD	009-350-926	RS3	**R2**		2F09
614 E WINDSOR RD	005-226-368	RS3	**R2**		2F09
606 E WINDSOR RD	009-350-942	RS3	**R2**		2F09
635 E WINDSOR RD	009-515-887	RS3	**R2**		2F09
661 E WINDSOR RD	009-515-917	RS3	**R2**		2F09
677 E WINDSOR RD	009-515-933	RS3	**R2**		2F09
622 E KINGS RD	009-125-370	RS3	**R2**		2F09
634 E KINGS RD	002-600-650	RS3	**R2**		2F09
646 E KINGS RD	009-125-418	RS3	**R2**		2F09
652 E KINGS RD	008-790-981	RS3	**R2**		2F09
658 E KINGS RD	008-791-015	RS3	**R2**		2F09
668 E KINGS RD	008-791-058	RS3	**R2**		2F09
3130 REGENT AVE	014-615-924	RS2	**R2**		2F09
621 E WINDSOR RD	014-615-886	RS3	**R2**		2F09
292 E ST JAMES RD	014-587-254	RSQ	**R2**	S2	2F09
294 E ST JAMES RD	014-587-262	RSQ	**R2**	S2	2F09
268 E ST JAMES RD	005-709-946	RSQ	**R2**	S2	2F09
3129 PRINCESS AVE	009-745-165	RS3	**R2**		2F09
3155 PRINCESS AVE	009-745-173	RS3	**R2**		2F09
3181 PRINCESS AVE	009-745-181	RS3	**R2**		2F09
434 E ST JAMES RD	009-271-228	RSQ	**R2**	S2	2F09
460 E ST JAMES RD	009-271-244	RSQ	**R2**	S2	2F09
607 E WINDSOR RD	009-417-435	RS3	**R2**		2F09
3160 REGENT AVE	009-417-478	RS3	**R2**		2F09
611 E WINDSOR RD	009-417-508	RS3	**R2**		2F09
168 W QUEENS RD	009-162-267	RSNQ	**R2**		2F09
156 W QUEENS RD	005-629-268	RSNQ	**R2**		2F09
145 E KINGS RD	009-122-451	RSQ	**R2**		2F09
151 E KINGS RD	009-122-460	RSQ	**R2**		2F09
603 E QUEENS RD	009-002-618	RS2	**R2**		2F09
2950 REGENT AVE	009-002-634	RS2	**R2**		2F09
2924 REGENT AVE	009-002-677	RS2	**R2**		2F09
3312 CALDER AVE	008-976-538	RSNQ	**R2**		2F09
3284 CALDER AVE	008-976-546	RSNQ	**R2**		2F09
3262 CALDER AVE	008-976-562	RSNQ	**R2**		2F09
3240 CALDER AVE	008-465-118	RSNQ	**R2**		2F09
3220 CALDER AVE	008-976-571	RSNQ	**R2**		2F09
506 E KINGS RD	014-615-711	RS2	**R2**		2F09
521 E WINDSOR RD	014-615-622	RS2	**R2**		2F09
539 E WINDSOR RD	014-615-649	RS2	**R2**		2F09
555 E WINDSOR RD	014-615-657	RS2	**R2**		2F09
579 E WINDSOR RD	014-615-665	RS2	**R2**		2F09
593 E WINDSOR RD	014-615-681	RS2	**R2**		2F09
590 E KINGS RD	008-194-645	RS2	**R2**		2F09
570 E KINGS RD	014-615-690	RS2	**R2**		2F09
554 E KINGS RD	009-472-592	RS2	**R2**		2F09
540 E KINGS RD	007-129-378	RS2	**R2**		2F09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
414 E ST JAMES RD	014-602-393	RSQ	**R2**	S2	2F09
492 E ST JAMES RD	007-661-479	RSQ	**R2**	S2	2F09
382 E ST JAMES RD	014-602-253	RSQ	**R2**	S2	2F09
3-362 E ST JAMES RD		RSQ	**R2**	S2	2F09
338 E ST JAMES RD	005-629-527	RSQ	**R2**	S2	2F09
310 E ST JAMES RD	014-602-318	RSQ	**R2**	S2	2F09
315 E ST JAMES RD	014-601-923	RSQ	**R2**	S2	2F09
335 E ST JAMES RD	011-093-285	RSQ	**R2**	S2	2F09
361 E ST JAMES RD	014-601-958	RSQ	**R2**	S2	2F09
389 E ST JAMES RD	014-601-974	RSQ	**R2**	S2	2F09
396 E WINDSOR RD	014-601-991	RSQ	**R2**	S2	2F09
360 E WINDSOR RD	014-602-016	RSQ	**R2**	S2	2F09
350 E WINDSOR RD	014-602-032	RSQ	**R2**	S2	2F09
320 E WINDSOR RD	014-602-067	RSQ	**R2**	S2	2F09
693 E KINGS RD	008-938-431	RS3	**R2**		2F09
3097 CONNAUGHT AVE	008-938-440	RS3	**R2**		2F09
3063 CONNAUGHT AVE	008-938-466	RS3	**R2**		2F09
3041 CONNAUGHT AVE	008-938-474	RS3	**R2**		2F09
3029 CONNAUGHT AVE	005-117-577	RS3	**R2**		2F09
2975 CONNAUGHT AVE	008-938-482	RS3	**R2**		2F09
2955 CONNAUGHT AVE	008-938-504	RS3	**R2**		2F09
2933 CONNAUGHT AVE	008-938-512	RS3	**R2**		2F09
684 E ST JAMES RD	006-818-269	RS3	**R2**		2F09
688 E ST JAMES RD	006-444-873	RS3	**R2**		2F09
690 E ST JAMES RD	007-077-157	RS3	**R2**		2F09
692 E ST JAMES RD	008-916-241	RS3	**R2**		2F09
3133 CONNAUGHT AVE	008-758-417	RS3	**R2**		2F09
692 E KINGS RD	008-758-425	RS3	**R2**		2F09
531 E KINGS RD	014-615-410	RS2	**R2**		2F09
545 E KINGS RD	013-701-932	RS2	**R2**		2F09
575 E KINGS RD	014-615-436	RS2	**R2**		2F09
583 E KINGS RD	010-816-259	RS2	**R2**		2F09
580 E QUEENS RD	014-615-452	RS2	**R2**		2F09
570 E QUEENS RD	014-615-479	RS2	**R2**		2F09
552 E QUEENS RD	014-615-487	RS2	**R2**		2F09
530 E QUEENS RD	014-615-495	RS2	**R2**		2F09
3064 ST KILDA AVE	003-633-012	RS2	**R2**		2F09
3050 ST KILDA AVE	011-159-057	RS2	**R2**		2F09
3096 ST KILDA AVE	011-081-635	RS2	**R2**		2F09
3084 ST KILDA AVE	011-081-660	RS2	**R2**		2F09
676 E WINDSOR RD	008-724-113	RS3	**R2**		2F09
690 E WINDSOR RD	008-724-130	RS3	**R2**		2F09
238 E WINDSOR RD	008-017-646	RSQ	**R2**		2F09
252 E WINDSOR RD	002-459-604	RSQ	**R2**		2F09
669 E KINGS RD	008-790-868	RS3	**R2**		2F09
657 E KINGS RD	002-658-321	RS3	**R2**		2F09
647 E KINGS RD	008-790-914	RS3	**R2**		2F09
611 E KINGS RD	014-615-291	RS2	**R2**		2F09
640 E QUEENS RD	005-008-212	RS2	**R2**		2F09
624 E QUEENS RD	010-723-315	RS2	**R2**		2F09
606 E QUEENS RD	014-615-339	RS2	**R2**		2F09
615 E KINGS RD	014-615-312	RS2	**R2**		2F09
623 E KINGS RD	014-615-321	RS3	**R2**		2F09
670 E QUEENS RD	007-969-121	RS3	**R2**		2F09
660 E QUEENS RD	004-350-901	RS2	**R2**		2F09
674 E QUEENS RD	009-745-149	RS3	**R2**		2F09
3025 PRINCESS AVE	009-745-157	RS3	**R2**		2F09
3051 PRINCESS AVE	009-745-122	RS3	**R2**		2F09
3077 PRINCESS AVE	009-745-131	RS3	**R2**		2F09
190 E KINGS RD	005-216-630	RSQ	**R2**		2F09
619 E QUEENS RD	014-615-266	RS2	**R2**		2F09
645 E QUEENS RD	007-144-041	RS2	**R2**		2F09
667 E QUEENS RD	010-472-959	RS2	**R2**		2F09
689 E QUEENS RD	014-615-274	RS2	**R2**		2F09
2929 PRINCESS AVE	009-745-106	RS3	**R2**		2F09
2951 PRINCESS AVE	008-110-077	RS3	**R2**		2F09
695 E QUEENS RD	009-745-114	RS3	**R2**		2F09
684 E 29TH ST	009-708-499	RS3	**R2**		2F09
672 E 29TH ST	009-708-502	RS3	**R2**		2F09
658 E 29TH ST	009-708-545	RS3	**R2**		2F09
648 E 29TH ST	009-708-570	RS3	**R2**		2F09
630 E 29TH ST	009-708-600	RS3	**R2**		2F09
616 E 29TH ST	007-501-838	RS3	**R2**		2F09
572 E 29TH ST	006-093-591	RS2	**R2**		2F09
584 E 29TH ST	004-313-810	RS2	**R2**		2F09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2990 ST KILDA AVE	014-297-795	RS2	**R2**		2F09
2900 ST KILDA AVE	011-374-659	RS2	**R2**		2F09
525 E QUEENS RD	014-615-207	RS2	**R2**		2F09
555 E QUEENS RD	014-615-215	RS2	**R2**		2F09
575 E QUEENS RD	014-615-223	RS2	**R2**		2F09
595 E QUEENS RD	014-615-231	RS2	**R2**		2F09
2923 REGENT AVE	014-615-240	RS2	**R2**		2F09
560 E 29TH ST	014-615-258	RS2	**R2**		2F09
530 E 29TH ST	010-017-640	RS2	**R2**		2F09
696 E ST JAMES RD	007-475-331	RS3	**R2**		2F09
150 W QUEENS RD	007-290-080	RSNQ	**R2**		2F09
144 W QUEENS RD	007-290-098	RSNQ	**R2**		2F09
435 E KINGS RD	004-786-483	RSQ	**R2**	S2	2F09
431 E KINGS RD	008-327-629	RSQ	**R2**	S2	2F09
3060 ST ANDREWS AVE	014-600-404	RSQ	**R2**	S2	2F09
453 E KINGS RD	007-671-245	RSQ	**R2**	S2	2F09
461 E KINGS RD	007-671-253	RSQ	**R2**	S2	2F09
433 E QUEENS RD	014-600-307	RSQ	**R2**	S2	2F09
442 E 29TH ST	014-600-366	RSQ	**R2**	S2	2F09
2902 ST ANDREWS AVE	013-468-642	RSQ	**R2**	S2	2F09
2955 ST KILDA AVE	014-600-331	RSQ	**R2**	S2	2F09
474 E 29TH ST	003-847-233	RSQ	**R2**	S2	2F09
2905 ST KILDA AVE	009-646-761	RSQ	**R2**	S2	2F09
430 E QUEENS RD	007-626-452	RSQ	**R2**	S2	2F09
2965 ST KILDA AVE	007-626-479	RSQ	**R2**	S2	2F09
437 E QUEENS RD	007-626-487	RSQ	**R2**	S2	2F09
434 E QUEENS RD	029-627-745	RSQ	**R2**	S2	2F09
436 E QUEENS RD	029-627-770	RSQ	**R2**	S2	2F09
3005 ST KILDA AVE	029-627-788	RSQ	**R2**	S2	2F09
2950 ST GEORGES AVE	002-735-768	RSQ	**R2**		2F09
2988 ST GEORGES AVE	014-684-641	RSQ	**R2**		2F09
2994 ST GEORGES AVE	008-774-331	RSQ	**R2**		2F09
3010 ST GEORGES AVE	008-059-241	RSQ	**R2**		2F09
3040 ST GEORGES AVE	011-710-101	RSQ	**R2**		2F09
3064 ST GEORGES AVE	014-684-675	RSQ	**R2**		2F09
3086 ST GEORGES AVE	014-684-683	RSQ	**R2**		2F09
269 E KINGS RD	014-684-705	RSQ	**R2**		2F09
245 E KINGS RD	014-684-713	RSQ	**R2**		2F09
138 E ST JAMES RD	002-618-877	RSQ	**R2**		2F09
140 E ST JAMES RD	002-618-885	RSQ	**R2**		2F09
142 E ST JAMES RD	011-978-627	RSQ	**R2**		2F09
148 E ST JAMES RD	011-978-643	RSQ	**R2**		2F09
3324 LONSDALE AVE	013-393-898	RSQ	**R2**		2F09
172 E ST JAMES RD	004-369-173	RSQ	**R2**		2F09
114 E ST JAMES RD	014-849-623	RSQ	**R2**		2F09
120 E ST JAMES RD	014-849-682	RSQ	**R2**		2F09
120 E ST JAMES RD	014-849-691	RSQ	**R2**		2F09
126 E ST JAMES RD	014-849-704	RSQ	**R2**		2F09
170 E ST JAMES RD	012-174-742	RSQ	**R2**		2F09
168 E ST JAMES RD	014-849-771	RSQ	**R2**		2F09
130 E ST JAMES RD	014-849-780	RSQ	**R2**		2F09
190 E ST JAMES RD	012-785-156	RSQ	**R2**		2F09
190 E ST JAMES RD	012-785-199	RSQ	**R2**		2F09
196 E ST JAMES RD	004-766-067	RSQ	**R2**		2F09
3242 PRINCESS AVE	008-344-230	RS3	**R2**		2F09
3232 PRINCESS AVE	008-344-264	RS3	**R2**		2F09
163 E ST JAMES RD	008-821-909	RSQ	**R2**		2F09
167 E ST JAMES RD	008-821-925	RSQ	**R2**		2F09
171 E ST JAMES RD	014-849-712	RSQ	**R2**		2F09
171 E ST JAMES RD	014-849-721	RSQ	**R2**		2F09
151 E ST JAMES RD	003-423-298	RSQ	**R2**		2F09
145 E ST JAMES RD	014-849-739	RSQ	**R2**		2F09
131 E ST JAMES RD	004-710-533	RSQ	**R2**		2F09
129 E ST JAMES RD	002-508-028	RSQ	**R2**		2F09
125 E ST JAMES RD	002-495-716	RSQ	**R2**		2F09
121 E ST JAMES RD	014-849-755	RSQ	**R2**		2F09
119 E ST JAMES RD	014-849-763	RSQ	**R2**		2F09
107 E ST JAMES RD	003-587-703	RSQ	**R2**		2F09
3288 LONSDALE AVE	006-396-437	RSQ	**R2**		2F09
3266 LONSDALE AVE	014-849-640	RSQ	**R2**		2F09
181 E WINDSOR RD	014-598-540	RSQ	**R2**		2F09
120 E WINDSOR RD	002-585-812	RSQ	**R2**		2F09
124 E WINDSOR RD	013-446-754	RSQ	**R2**		2F09
130 E WINDSOR RD	014-598-671	RSQ	**R2**		2F09
138 E WINDSOR RD	014-598-680	RSQ	**R2**		2F09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
146 E WINDSOR RD	014-598-698	RSQ	**R2**		2F09
154 E WINDSOR RD	008-386-536	RSQ	**R2**		2F09
175 E WINDSOR RD	014-598-566	RSQ	**R2**		2F09
166 E WINDSOR RD	009-977-554	RSQ	**R2**		2F09
172 E WINDSOR RD	014-598-701	RSQ	**R2**		2F09
180 E WINDSOR RD	014-598-710	RSQ	**R2**		2F09
163 E WINDSOR RD	014-598-582	RSQ	**R2**		2F09
155 E WINDSOR RD	014-478-242	RSQ	**R2**		2F09
145 E WINDSOR RD	014-598-591	RSQ	**R2**		2F09
141 E WINDSOR RD	007-768-834	RSQ	**R2**		2F09
131 E WINDSOR RD	014-598-604	RSQ	**R2**		2F09
123 E WINDSOR RD	014-598-621	RSQ	**R2**		2F09
115 E WINDSOR RD	014-598-639	RSQ	**R2**		2F09
193 E ST JAMES RD	012-785-211	RSQ	**R2**		2F09
3265 ST GEORGES AVE	011-187-581	RSQ	**R2**		2F09
198 E WINDSOR RD	011-187-590	RSQ	**R2**		2F09
192 E WINDSOR RD	011-187-603	RSQ	**R2**		2F09
186 E WINDSOR RD	011-187-611	RSQ	**R2**		2F09
164 E KINGS RD	002-481-260	RSQ	**R2**		2F09
172 E KINGS RD	013-380-974	RSQ	**R2**		2F09
180 E KINGS RD	005-285-241	RSQ	**R2**		2F09
120 E KINGS RD	011-001-275	RSQ	**R2**		2F09
124 E KINGS RD	013-380-923	RSQ	**R2**		2F09
130 E KINGS RD	011-939-991	RSQ	**R2**		2F09
142 E KINGS RD	013-380-931	RSQ	**R2**		2F09
148 E KINGS RD	013-380-958	RSQ	**R2**		2F09
156 E KINGS RD	013-380-966	RSQ	**R2**		2F09
169 E KINGS RD	026-385-066	RSQ	**R2**		2F09
177 E KINGS RD	026-385-074	RSQ	**R2**		2F09
256 E ST JAMES RD	005-705-967	RSQ	**R2**		2F09
3158 PRINCESS AVE	009-322-248	RS3	**R2**		2F09
3150 PRINCESS AVE	009-322-256	RS3	**R2**		2F09
3253 CONNAUGHT AVE	009-171-720	RS3	**R2**		2F09
3227 CONNAUGHT AVE	003-427-951	RS3	**R2**		2F09
304 W QUEENS RD	012-907-758	RSNQ	**R2**		2F09
316 W QUEENS RD	011-470-364	RSNQ	**R2**		2F09
318 W QUEENS RD	003-194-990	RSNQ	**R2**		2F09
330 W QUEENS RD	014-684-489	RSNQ	**R2**		2F09
342 W QUEENS RD	014-684-497	RSNQ	**R2**		2F09
3110 ST GEORGES AVE	007-431-317	RSQ	**R2**		2F09
3144 ST GEORGES AVE	014-684-373	RSQ	**R2**		2F09
3166 ST GEORGES AVE	014-684-381	RSQ	**R2**		2F09
3190 ST GEORGES AVE	004-206-991	RSQ	**R2**		2F09
261 E WINDSOR RD	014-684-390	RSQ	**R2**		2F09
245 E WINDSOR RD	014-684-403	RSQ	**R2**		2F09
260 E KINGS RD	014-684-446	RSQ	**R2**		2F09
240 E KINGS RD	014-684-438	RSQ	**R2**		2F09
3226 PRINCESS AVE	013-645-528	RS3	**R2**		2F09
3200 PRINCESS AVE	016-125-673	RS3	**R2**		2F09
3215 CONNAUGHT AVE	014-681-544	RS3	**R2**		2F09
3201 CONNAUGHT AVE	008-080-984	RS3	**R2**		2F09
3128 PRINCESS AVE	008-723-176	RS3	**R2**		2F09
3110 PRINCESS AVE	007-945-141	RS3	**R2**		2F09
686 E KINGS RD	008-723-184	RS3	**R2**		2F09
2951 ST GEORGES AVE	003-381-625	RSQ	**R2**		2F09
150 E 29TH ST	006-467-831	RSQ	**R2**		2F09
146 E 29TH ST	006-467-881	RSQ	**R2**		2F09
127 E QUEENS RD	014-098-555	RS4	**R2**		2F09
125 E QUEENS RD	014-098-571	RS4	**R2**		2F09
121 E QUEENS RD	014-098-652	RS4	**R2**		2F09
119 E QUEENS RD	013-774-018	RS4	**R2**		2F09
198 E 29TH ST	008-545-227	RSQ	**R2**		2F09
184 E 29TH ST	014-098-482	RSQ	**R2**		2F09
180 E 29TH ST	014-098-504	RSQ	**R2**		2F09
176 E 29TH ST	014-098-512	RSQ	**R2**		2F09
174 E 29TH ST	014-098-521	RSQ	**R2**		2F09
170 E 29TH ST	014-141-175	RSQ	**R2**		2F09
160 E 29TH ST	008-805-288	RSQ	**R2**		2F09
158 E 29TH ST	008-805-300	RSQ	**R2**		2F09
3177 CONNAUGHT AVE	012-055-093	RS3	**R2**		2F09
3151 CONNAUGHT AVE	005-647-959	RS3	**R2**		2F09
3293 CONNAUGHT AVE	011-398-477	RS3	**R2**		2F09
3291 CONNAUGHT AVE	008-767-572	RS3	**R2**		2F09
3269 CONNAUGHT AVE	011-398-493	RS3	**R2**		2F09
123 E QUEENS RD	025-737-694	RS4	**R2**		2F09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2921 CONNAUGHT AVE	007-838-514	RS3	**R2**		2F09
2914 PRINCESS AVE	008-094-241	RS3	**R2**		2F09
2936 PRINCESS AVE	009-745-190	RS3	**R2**		2F09
2958 PRINCESS AVE	009-745-203	RS3	**R2**		2F09
2980 PRINCESS AVE	009-745-211	RS3	**R2**		2F09
3002 PRINCESS AVE	009-745-220	RS3	**R2**		2F09
3024 PRINCESS AVE	009-745-238	RS3	**R2**		2F09
3046 PRINCESS AVE	009-745-246	RS3	**R2**		2F09
3068 PRINCESS AVE	009-745-254	RS3	**R2**		2F09
3090 PRINCESS AVE	009-745-262	RS3	**R2**		2F09
176 E ST JAMES RD	004-369-211	RSQ	**R2**		2F09
3223 NORWOOD AVE	003-498-131	RSNQ	**R2**		2F09
3233 NORWOOD AVE	003-498-166	RSNQ	**R2**		2F09
3249 NORWOOD AVE	014-866-188	RSNQ	**R2**		2F09
3263 NORWOOD AVE	006-040-691	RSNQ	**R2**		2F09
3301 NORWOOD AVE	014-866-196	RSNQ	**R2**		2F09
3269 NORWOOD AVE	014-866-200	RSNQ	**R2**		2F09
220 E WINDSOR RD	012-478-342	RSQ	**R2**		2F09
257 E ST JAMES RD	014-683-822	RSQ	**R2**		2F09
249 E ST JAMES RD	009-816-003	RSQ	**R2**		2F09
3236 ST GEORGES AVE	014-683-733	RSQ	**R2**		2F09
3264 ST GEORGES AVE	014-683-741	RSQ	**R2**		2F09
3290 ST GEORGES AVE	014-683-768	RSQ	**R2**		2F09
616 E ST JAMES RD	014-617-480	RS3	**R2**		2F09
604 E ST JAMES RD	014-617-501	RS2	**R2**		2F09
658 E ST JAMES RD	014-617-455	RS3	**R2**		2F09
672 E ST JAMES RD	012-039-829	RS3	**R2**		2F09
644 E ST JAMES RD	011-974-125	RS3	**R2**		2F09
628 E ST JAMES RD	011-974-133	RS3	**R2**		2F09
636 E ST JAMES RD	007-611-455	RS3	**R2**		2F09
3333 REGENT AVE	005-218-535	RS2	**R2**		2F09
510 E ST JAMES RD	007-661-401	RS2	**R2**		2F09
3150 CHESTERFIELD AVE	004-483-472	RSNQ	**R2**	S1	2F09
195 W WINDSOR RD	004-483-481	RSNQ	**R2**	S1	2F09
516 E ST JAMES RD	005-290-694	RS2	**R2**		2F09
528 E ST JAMES RD	002-836-424	RS2	**R2**		2F09
540 E ST JAMES RD	009-645-152	RS2	**R2**		2F09
564 E ST JAMES RD	009-645-179	RS2	**R2**		2F09
576 E ST JAMES RD	009-645-187	RS2	**R2**		2F09
	014-617-099	RS2	**R2**		2F09
575 E ST JAMES RD	014-617-030	RS2	**R2**		2F09
3281 REGENT AVE	014-617-056	RS2	**R2**		2F09
532 E WINDSOR RD	014-617-081	RS2	**R2**		2F09
509 E ST JAMES RD	009-644-768	RS2	**R2**		2F09
525 E ST JAMES RD	009-644-776	RS2	**R2**		2F09
535 E ST JAMES RD	009-644-784	RS2	**R2**		2F09
545 E ST JAMES RD	009-644-814	RS2	**R2**		2F09
555 E ST JAMES RD	009-644-822	RS2	**R2**		2F09
274 W QUEENS RD	015-041-395	RSNQ	**R2**		2F09
264 W QUEENS RD	011-253-371	RSNQ	**R2**		2F09
250 W QUEENS RD	004-204-751	RSNQ	**R2**		2F09
244 W QUEENS RD	004-399-684	RSNQ	**R2**		2F09
234 W QUEENS RD	015-041-409	RSNQ	**R2**		2F09
218 W QUEENS RD	007-181-388	RSNQ	**R2**		2F09
3011 CHESTERFIELD AVE	015-041-425	RSNQ	**R2**		2F09
286 W QUEENS RD	015-041-387	RSNQ	**R2**		2F09
305 W KINGS RD	014-596-245	RSNQ	**R2**		2F09
356 W QUEENS RD	014-684-501	RSNQ	**R2**		2F09
355 W KINGS RD	009-060-511	RSNQ	**R2**		2F09
343 W KINGS RD	010-471-537	RSNQ	**R2**		2F09
335 W KINGS RD	012-316-881	RSNQ	**R2**		2F09
325 W KINGS RD	014-306-522	RSNQ	**R2**		2F09
315 W KINGS RD	014-684-471	RSNQ	**R2**		2F09
207 W QUEENS RD	006-418-864	RSNQ	**R2**		2F09
219 W QUEENS RD	012-786-985	RSNQ	**R2**		2F09
229 W QUEENS RD	005-029-155	RSNQ	**R2**		2F09
251 W QUEENS RD	012-787-019	RSNQ	**R2**		2F09
261 W QUEENS RD	012-787-035	RSNQ	**R2**		2F09
265 W QUEENS RD	012-787-060	RSNQ	**R2**		2F09
267 W QUEENS RD	028-176-073	RSNQ	**R2**		2F09
194 W QUEENS RD	015-040-941	RSNQ	**R2**		2F09
186 W QUEENS RD	015-040-976	RSNQ	**R2**		2F09
174 W QUEENS RD	015-040-992	RSNQ	**R2**		2F09
134 W QUEENS RD	005-096-553	RSNQ	**R2**		2F09
124 W QUEENS RD	015-041-000	RSNQ	**R2**		2F09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
550 E WINDSOR RD	025-453-165	RS2	**R2**		2F09
3219 REGENT AVE	025-453-173	RS2	**R2**		2F09
171 W KINGS RD	015-039-986	RSNQ	**R2**		2F09
179 W KINGS RD	015-039-994	RSNQ	**R2**		2F09
187 W KINGS RD	005-589-258	RSNQ	**R2**		2F09
193 W KINGS RD	015-040-020	RSNQ	**R2**		2F09
194 W KINGS RD	015-040-038	RSNQ	**R2**		2F09
186 W KINGS RD	015-040-054	RSNQ	**R2**		2F09
162 W KINGS RD	011-348-747	RSNQ	**R2**		2F09
156 W KINGS RD	015-040-101	RSNQ	**R2**		2F09
144 W KINGS RD	015-040-127	RSNQ	**R2**		2F09
138 W KINGS RD	015-040-143	RSNQ	**R2**		2F09
126 W KINGS RD	015-040-151	RSNQ	**R2**		2F09
122 W KINGS RD	011-139-692	RSNQ	**R2**		2F09
114 W KINGS RD	015-040-160	RSNQ	**R2**		2F09
113 W KINGS RD	012-136-590	RSNQ	**R2**		2F09
119 W KINGS RD	015-039-901	RSNQ	**R2**		2F09
125 W KINGS RD	015-039-919	RSNQ	**R2**		2F09
139 W KINGS RD	015-039-935	RSNQ	**R2**		2F09
145 W KINGS RD	014-367-441	RSNQ	**R2**		2F09
157 W KINGS RD	015-039-951	RSNQ	**R2**		2F09
163 W KINGS RD	015-039-978	RSNQ	**R2**		2F09
180 W KINGS RD	015-040-216	RSNQ	**R2**		2F09
176 W KINGS RD	004-791-924	RSNQ	**R2**		2F09
172 W KINGS RD	015-040-071	RSNQ	**R2**		2F09
205 W KINGS RD	015-038-939	RSNQ	**R2**		2F09
293 W KINGS RD	015-039-609	RSNQ	**R2**		2F09
294 W KINGS RD	015-039-617	RSNQ	**R2**		2F09
284 W KINGS RD	015-039-633	RSNQ	**R2**		2F09
274 W KINGS RD	015-039-641	RSNQ	**R2**		2F09
262 W KINGS RD	004-439-830	RSNQ	**R2**		2F09
256 W KINGS RD	007-116-241	RSNQ	**R2**		2F09
242 W KINGS RD	015-039-650	RSNQ	**R2**		2F09
234 W KINGS RD	004-393-988	RSNQ	**R2**		2F09
228 W KINGS RD	008-251-665	RSNQ	**R2**		2F09
212 W KINGS RD	006-701-612	RSNQ	**R2**		2F09
215 W KINGS RD	015-038-955	RSNQ	**R2**		2F09
204 W KINGS RD	007-093-811	RSNQ	**R2**		2F09
225 W KINGS RD	015-039-552	RSNQ	**R2**		2F09
235 W KINGS RD	013-843-290	RSNQ	**R2**		2F09
245 W KINGS RD	005-411-165	RSNQ	**R2**		2F09
255 W KINGS RD	012-459-259	RSNQ	**R2**		2F09
265 W KINGS RD	015-039-579	RSNQ	**R2**		2F09
275 W KINGS RD	014-902-168	RSNQ	**R2**		2F09
287 W KINGS RD	015-039-587	RSNQ	**R2**		2F09
205 W WINDSOR RD	004-369-785	RSNQ	**R2**		2F09
293 W WINDSOR RD	013-937-812	RSNQ	**R2**		2F09
3210 NORWOOD AVE	016-010-116	RSNQ	**R2**		2F09
286 W WINDSOR RD	011-686-057	RSNQ	**R2**		2F09
274 W WINDSOR RD	004-905-113	RSNQ	**R2**		2F09
268 W WINDSOR RD	012-533-432	RSNQ	**R2**		2F09
254 W WINDSOR RD	012-820-903	RSNQ	**R2**		2F09
242 W WINDSOR RD	010-011-803	RSNQ	**R2**		2F09
234 W WINDSOR RD	004-550-978	RSNQ	**R2**		2F09
226 W WINDSOR RD	005-013-569	RSNQ	**R2**		2F09
212 W WINDSOR RD	014-404-443	RSNQ	**R2**		2F09
219 W WINDSOR RD	004-583-221	RSNQ	**R2**		2F09
204 W WINDSOR RD	015-038-823	RSNQ	**R2**		2F09
227 W WINDSOR RD	003-427-773	RSNQ	**R2**		2F09
233 W WINDSOR RD	015-038-718	RSNQ	**R2**		2F09
245 W WINDSOR RD	015-038-726	RSNQ	**R2**		2F09
255 W WINDSOR RD	015-038-742	RSNQ	**R2**		2F09
265 W WINDSOR RD	015-038-769	RSNQ	**R2**		2F09
273 W WINDSOR RD	015-038-793	RSNQ	**R2**		2F09
285 W WINDSOR RD	015-038-807	RSNQ	**R2**		2F09
180 W ST JAMES RD	015-037-916	RSNQ	**R2**		2F09
170 W ST JAMES RD	013-126-695	RSNQ	**R2**		2F09
164 W ST JAMES RD	002-784-971	RSNQ	**R2**		2F09
154 W ST JAMES RD	015-037-924	RSNQ	**R2**		2F09
146 W ST JAMES RD	015-037-932	RSNQ	**R2**		2F09
138 W ST JAMES RD	015-037-959	RSNQ	**R2**		2F09
130 W ST JAMES RD	015-037-967	RSNQ	**R2**		2F09
124 W ST JAMES RD	015-037-975	RSNQ	**R2**		2F09
112 W ST JAMES RD	015-037-983	RSNQ	**R2**		2F09
108 W ST JAMES RD	015-037-991	RSNQ	**R2**		2F09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3277 CHESTERFIELD AVE	015-036-189	RSNQ	**R2**		2F09
3250 NORWOOD AVE	015-036-278	RSNQ	**R2**		2F09
215 W ST JAMES RD	015-036-197	RSNQ	**R2**		2F09
223 W ST JAMES RD	015-036-201	RSNQ	**R2**		2F09
235 W ST JAMES RD	015-036-219	RSNQ	**R2**		2F09
245 W ST JAMES RD	015-036-448	RSNQ	**R2**		2F09
247 W ST JAMES RD	015-036-227	RSNQ	**R2**		2F09
261 W ST JAMES RD	015-036-243	RSNQ	**R2**		2F09
275 W ST JAMES RD	015-036-251	RSNQ	**R2**		2F09
285 W ST JAMES RD	002-403-501	RSNQ	**R2**		2F09
187 W WINDSOR RD	008-793-000	RSNQ	**R2**	S1	2F09
125 W WINDSOR RD	011-957-697	RSNQ	**R2**	S1	2F09
181 W WINDSOR RD	008-754-241	RSNQ	**R2**	S1	2F09
175 W WINDSOR RD	011-710-055	RSNQ	**R2**	S1	2F09
169 W WINDSOR RD	004-309-871	RSNQ	**R2**	S1	2F09
161 W WINDSOR RD	002-632-888	RSNQ	**R2**	S1	2F09
155 W WINDSOR RD	008-577-498	RSNQ	**R2**	S1	2F09
145 W WINDSOR RD	011-957-646	RSNQ	**R2**	S1	2F09
137 W WINDSOR RD	011-957-662	RSNQ	**R2**	S1	2F09
133 W WINDSOR RD	011-957-671	RSNQ	**R2**	S1	2F09
3275 LONSDALE AVE	005-189-390	RSNQ	**R2**		2F09
101 W ST JAMES RD	007-836-996	RSNQ	**R2**		2F09
117 W ST JAMES RD	015-037-827	RSNQ	**R2**		2F09
125 W ST JAMES RD	013-463-039	RSNQ	**R2**		2F09
131 W ST JAMES RD	015-037-835	RSNQ	**R2**		2F09
139 W ST JAMES RD	015-037-843	RSNQ	**R2**		2F09
151 W ST JAMES RD	015-037-851	RSNQ	**R2**		2F09
155 W ST JAMES RD	012-464-791	RSNQ	**R2**		2F09
167 W ST JAMES RD	013-498-878	RSNQ	**R2**		2F09
175 W ST JAMES RD	015-037-860	RSNQ	**R2**		2F09
181 W ST JAMES RD	002-704-927	RSNQ	**R2**		2F09
187 W ST JAMES RD	015-037-878	RSNQ	**R2**		2F09
3280 CHESTERFIELD AVE	015-037-886	RSNQ	**R2**		2F09
156 W WINDSOR RD	009-224-939	RSNQ	**R2**	S1	2F09
148 W WINDSOR RD	009-224-971	RSNQ	**R2**	S1	2F09
198 W WINDSOR RD	002-567-385	RSNQ	**R2**	S1	2F09
164 W WINDSOR RD	013-298-411	RSNQ	**R2**	S1	2F09
172 W WINDSOR RD	013-298-437	RSNQ	**R2**	S1	2F09
176 W WINDSOR RD	006-135-714	RSNQ	**R2**	S1	2F09
136 W WINDSOR RD	004-129-296	RSNQ	**R2**	S1	2F09
138 W WINDSOR RD	013-298-399	RSNQ	**R2**	S1	2F09
140 W WINDSOR RD	006-682-723	RSNQ	**R2**	S1	2F09
194 W WINDSOR RD	028-950-631	RSNQ	**R2**	S1	2F09
180 W WINDSOR RD	028-950-640	RSNQ	**R2**	S1	2F09
130 W WINDSOR RD	030-555-744	RSNQ	**R2**	S1	2F09
124 W WINDSOR RD	030-555-752	RSNQ	**R2**	S1	2F09
116 W WINDSOR RD	030-555-761	RSNQ	**R2**	S1	2F09
114 W WINDSOR RD	030-555-779	RSNQ	**R2**	S1	2F09
2944 CHESTERFIELD AVE	009-716-947	RS4	**R2**		2F09
342 E KENSINGTON RD	005-106-834	RS3	**R2**		2F11
334 E KENSINGTON RD	014-602-831	RS3	**R2**		2F11
320 E KENSINGTON RD	014-602-849	RS3	**R2**		2F11
477 E CARISBROOKE RD	008-358-222	RSQ	**R2**	S2	2F11
491 E CARISBROOKE RD	008-895-040	RSQ	**R2**	S2	2F11
4121 PROSPECT RD	008-951-748	RS2	**R2**	S2	2F11
226 WOODDALE RD	008-625-727	RS2	**R2**	S2	2F11
3961 ST ALBANS AVE	009-026-207	RS3	**R2**		2F11
132 E ROCKLAND RD	011-362-944	RS3	**R2**		2F11
118 E ROCKLAND RD	011-362-979	RS3	**R2**		2F11
3955 ST ALBANS AVE	009-768-777	RS3	**R2**		2F11
4179 PROSPECT RD	011-362-332	RS2	**R2**	S2	2F11
430 E CARISBROOKE RD	006-444-351	RSQ	**R2**	S2	2F11
3970 ST GEORGES AVE	009-595-783	RS3	**R2**		2F11
211 TAMARACK RD	009-595-791	RS3	**R2**		2F11
225 TAMARACK RD	009-595-805	RS3	**R2**		2F11
239 TAMARACK RD	009-595-821	RS3	**R2**		2F11
231 W BALMORAL RD	009-506-942	RSNQ	**R2**		2F11
233 W BALMORAL RD	009-506-969	RSNQ	**R2**		2F11
414 E CARISBROOKE RD	014-602-857	RSQ	**R2**	S2	2F11
380 E OSBORNE RD	014-602-458	RSQ	**R2**	S2	2F11
256 TAMARACK RD	008-938-351	RS3	**R2**		2F11
270 TAMARACK RD	009-577-211	RS3	**R2**		2F11
4021 ST MARYS AVE	009-577-254	RS3	**R2**		2F11
4047 ST MARYS AVE	009-577-335	RS3	**R2**		2F11
360 E OSBORNE RD	014-602-466	RSQ	**R2**	S2	2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
338 E OSBORNE RD	014-602-474	RSQ	**R2**	S2	2F11
310 E OSBORNE RD	014-602-521	RSQ	**R2**	S2	2F11
356 E CARISBROOKE RD	009-413-707	RSQ	**R2**		2F11
3530 ST ANDREWS AVE	009-457-640	RS3	**R2**		2F11
3554 ST ANDREWS AVE	009-457-666	RS3	**R2**		2F11
3586 ST ANDREWS AVE	009-457-704	RS3	**R2**		2F11
3620 ST ANDREWS AVE	009-457-721	RS3	**R2**		2F11
4058 ST GEORGES AVE	009-474-820	RS3	**R2**		2F11
4030 ST GEORGES AVE	002-932-181	RS3	**R2**		2F11
228 TAMARACK RD	009-474-846	RS3	**R2**		2F11
242 TAMARACK RD	009-474-889	RS3	**R2**		2F11
342 W ROCKLAND RD	009-472-142	RSNQ	**R2**		2F11
251 E BALMORAL RD	009-408-908	RS3	**R2**		2F11
255 E BALMORAL RD	009-408-916	RS3	**R2**		2F11
275 E OSBORNE RD	014-683-857	RSQ	**R2**	S2	2F11
3490 ST ANDREWS AVE	005-608-881	RSQ	**R2**	S2	2F11
259 E BALMORAL RD	009-404-805	RS3	**R2**		2F11
285 E BALMORAL RD	009-404-813	RS3	**R2**		2F11
258 E BRAEMAR RD	008-141-631	RS3	**R2**		2F11
3595 NORWOOD AVE	009-366-296	RSNQ	**R2**		2F11
3368 CALDER AVE	003-432-084	RSNQ	**R2**		2F11
232 E ROCKLAND RD	009-321-578	RS3	**R2**		2F11
240 E ROCKLAND RD	009-321-586	RS3	**R2**		2F11
435 E CARISBROOKE RD	005-872-626	RSQ	**R2**	S2	2F11
3450 CALDER AVE	009-243-305	RSNQ	**R2**		2F11
3421 ST KILDA AVE	008-488-541	RSQ	**R2**	S2	2F11
460 E OSBORNE RD	014-602-415	RSQ	**R2**	S2	2F11
3430 ST ANDREWS AVE	009-912-851	RSQ	**R2**	S2	2F11
432 E OSBORNE RD	009-912-860	RSQ	**R2**	S2	2F11
448 E OSBORNE RD	009-912-908	RSQ	**R2**	S2	2F11
411 E OSBORNE RD	007-543-778	RSQ	**R2**	S2	2F11
435 E OSBORNE RD	013-925-598	RSQ	**R2**	S2	2F11
228 W BALMORAL RD	008-094-489	RSNQ	**R2**		2F11
236 W BALMORAL RD	009-153-497	RSNQ	**R2**		2F11
3980 WOODBURY AVE	009-219-374	RSNQ	**R2**		2F11
226 W ROCKLAND RD	009-219-391	RSNQ	**R2**		2F11
3959 PROSPECT RD	009-219-412	RS3	**R2**		2F11
3967 PROSPECT RD	005-812-798	RS3	**R2**		2F11
3791 ST PAULS AVE	003-860-825	RS3	**R2**		2F11
3773 ST PAULS AVE	009-113-436	RS3	**R2**		2F11
3808 LONSDALE AVE	009-095-888	RS3	**R2**		2F11
3830 LONSDALE AVE	009-095-918	RS3	**R2**		2F11
3815 ST PAULS AVE	009-095-951	RS3	**R2**		2F11
3440 ST MARYS AVE	009-068-546	RSQ	**R2**		2F11
339 E CARISBROOKE RD	008-603-758	RSQ	**R2**		2F11
353 E CARISBROOKE RD	009-068-562	RSQ	**R2**		2F11
3741 ST ANDREWS AVE	009-022-384	RS3	**R2**		2F11
3752 ST ANDREWS AVE	009-022-554	RS3	**R2**		2F11
3746 ST ANDREWS AVE	009-022-562	RS3	**R2**		2F11
3749 ST ANDREWS AVE	009-022-406	RS3	**R2**		2F11
3757 ST ANDREWS AVE	009-022-414	RS3	**R2**		2F11
3765 ST ANDREWS AVE	009-022-431	RS3	**R2**		2F11
3773 ST ANDREWS AVE	009-022-457	RS3	**R2**		2F11
3776 ST ANDREWS AVE	009-022-465	RS3	**R2**		2F11
3770 ST ANDREWS AVE	009-022-490	RS3	**R2**		2F11
3764 ST ANDREWS AVE	009-022-511	RS3	**R2**		2F11
3758 ST ANDREWS AVE	009-022-538	RS3	**R2**		2F11
3595 ST GEORGES AVE	004-531-698	RS3	**R2**		2F11
3565 ST GEORGES AVE	009-036-156	RS3	**R2**		2F11
150 E KENSINGTON RD	005-162-939	RS3	**R2**		2F11
3779 ST ANDREWS AVE	006-399-479	RS3	**R2**		2F11
3782 ST ANDREWS AVE	008-993-238	RS3	**R2**		2F11
3788 ST ANDREWS AVE	008-993-289	RS3	**R2**		2F11
3794 ST ANDREWS AVE	008-993-246	RS3	**R2**		2F11
3335 NORWOOD AVE	008-976-511	RSNQ	**R2**		2F11
3346 CALDER AVE	008-976-520	RSNQ	**R2**		2F11
461 E OSBORNE RD	014-602-369	RSQ	**R2**	S2	2F11
489 E OSBORNE RD	014-602-377	RSQ	**R2**	S2	2F11
303 E OSBORNE RD	008-225-974	RSQ	**R2**	S2	2F11
335 E OSBORNE RD	014-602-156	RSQ	**R2**	S2	2F11
361 E OSBORNE RD	014-602-199	RSQ	**R2**	S2	2F11
389 E OSBORNE RD	014-602-229	RSQ	**R2**	S2	2F11
4186 ST GEORGES AVE	010-004-068	RS3	**R2**		2F11
4180 ST GEORGES AVE	004-499-328	RS3	**R2**		2F11
233 WOODDALE RD	010-004-076	RS3	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3796 NORWOOD AVE	005-411-700	RSNQ	**R2**		2F11
3780 NORWOOD AVE	009-931-473	RSNQ	**R2**		2F11
3746 NORWOOD AVE	009-931-481	RSNQ	**R2**		2F11
3726 NORWOOD AVE	009-931-503	RSNQ	**R2**		2F11
3475 NORWOOD AVE	008-974-144	RSNQ	**R2**		2F11
3455 NORWOOD AVE	008-974-161	RSNQ	**R2**		2F11
615 E OSBORNE RD	008-968-926	RS3	**R2**		2F11
627 E OSBORNE RD	008-968-951	RS3	**R2**		2F11
635 E OSBORNE RD	004-791-878	RS3	**R2**		2F11
3798 ST MARYS AVE	008-916-292	RS3	**R2**		2F11
3800 ST MARYS AVE	008-916-306	RS3	**R2**		2F11
3802 ST MARYS AVE	008-916-314	RS3	**R2**		2F11
354 WELLINGTON DR	008-908-486	RS3	**R2**		2F11
368 WELLINGTON DR	008-908-508	RS3	**R2**		2F11
186 E CARISBROOKE RD	008-898-286	RS3	**R2**		2F11
190 E CARISBROOKE RD	008-898-308	RS3	**R2**		2F11
4212 NORWOOD AVE	008-951-799	RSNQ	**R2**		2F11
3985 NORWOOD AVE	008-951-772	RSNQ	**R2**		2F11
329 CARTELIER RD	008-951-781	RSD	**R2**		2F11
4053 NORWOOD AVE	008-275-912	RSNQ	**R2**		2F11
4089 NORWOOD AVE	008-951-811	RSD	**R2**		2F11
241 W ROCKLAND RD	008-877-106	RSNQ	**R2**		2F11
235 W ROCKLAND RD	008-877-157	RSNQ	**R2**		2F11
3975 WOODBURY AVE	007-649-576	RSNQ	**R2**		2F11
250 W ROCKLAND RD	004-594-088	RSNQ	**R2**		2F11
3951 WOODBURY AVE	008-854-840	RSNQ	**R2**		2F11
345 W BRAEMAR RD	004-220-099	RSNQ	**R2**		2F11
267 E BRAEMAR RD	008-817-979	RS3	**R2**		2F11
255 E BRAEMAR RD	008-817-987	RS3	**R2**		2F11
170 E OSBORNE RD	008-829-187	RSQ	**R2**		2F11
182 E OSBORNE RD	008-829-195	RSQ	**R2**		2F11
3556 CALDER AVE	008-775-559	RSNQ	**R2**		2F11
3534 CALDER AVE	008-775-567	RSNQ	**R2**		2F11
3977 NORWOOD AVE	007-488-181	RSNQ	**R2**		2F11
3940 NORWOOD AVE	008-780-358	RSNQ	**R2**		2F11
274 W ROCKLAND RD	008-780-366	RSNQ	**R2**		2F11
4035 ST ALBANS AVE	008-750-653	RS3	**R2**		2F11
4091 ST ALBANS AVE	008-750-696	RS3	**R2**		2F11
3858 LONSDALE AVE	008-761-558	RS3	**R2**		2F11
4120 ST GEORGES AVE	015-791-327	RS3	**R2**		2F11
3880 ST MARYS AVE	008-741-352	RS3	**R2**		2F11
4147 ST MARYS AVE	008-747-628	RS3	**R2**		2F11
4161 ST MARYS AVE	008-747-644	RS3	**R2**		2F11
4107 ST MARYS AVE	008-747-661	RS3	**R2**		2F11
4119 ST MARYS AVE	008-747-709	RS3	**R2**		2F11
3660 ST ANDREWS AVE	008-724-385	RS3	**R2**		2F11
3738 ST ANDREWS AVE	005-163-005	RS3	**R2**		2F11
3904 ST MARYS AVE	005-284-759	RS3	**R2**		2F11
3900 ST MARYS AVE	008-721-483	RS3	**R2**		2F11
4104 ST GEORGES AVE	008-673-098	RS3	**R2**		2F11
4080 ST GEORGES AVE	007-717-890	RS3	**R2**		2F11
4100 ST GEORGES AVE	007-717-962	RS3	**R2**		2F11
4090 ST GEORGES AVE	007-717-938	RS3	**R2**		2F11
3677 REGENT AVE	008-658-579	RS3	**R2**		2F11
3651 REGENT AVE	008-658-587	RS3	**R2**		2F11
3639 REGENT AVE	008-658-609	RS3	**R2**		2F11
3621 REGENT AVE	008-658-617	RS3	**R2**		2F11
3605 REGENT AVE	008-658-633	RS3	**R2**		2F11
3597 REGENT AVE	008-658-641	RS3	**R2**		2F11
3573 REGENT AVE	004-456-041	RS3	**R2**		2F11
3551 REGENT AVE	005-096-618	RS3	**R2**		2F11
570 E CARISBROOKE RD	008-658-692	RS3	**R2**		2F11
578 E CARISBROOKE RD	008-658-722	RS3	**R2**		2F11
592 E CARISBROOKE RD	003-366-782	RS3	**R2**		2F11
3530 REGENT AVE	008-658-731	RS3	**R2**		2F11
606 E CARISBROOKE RD	008-658-749	RS3	**R2**		2F11
3548 REGENT AVE	008-658-757	RS3	**R2**		2F11
3566 REGENT AVE	008-658-765	RS3	**R2**		2F11
3602 REGENT AVE	002-842-581	RS3	**R2**		2F11
3610 REGENT AVE	006-646-336	RS3	**R2**		2F11
3620 REGENT AVE	008-658-781	RS3	**R2**		2F11
3626 REGENT AVE	008-658-790	RS3	**R2**		2F11
3634 REGENT AVE	008-658-838	RS3	**R2**		2F11
3648 REGENT AVE	003-718-492	RS3	**R2**		2F11
3680 REGENT AVE	008-658-862	RS3	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3712 REGENT AVE	008-658-897	RS3	**R2**		2F11
3748 REGENT AVE	005-225-141	RS3	**R2**		2F11
3755 REGENT AVE	008-658-366	RS3	**R2**		2F11
3731 REGENT AVE	008-658-447	RS3	**R2**		2F11
3723 REGENT AVE	008-658-463	RS3	**R2**		2F11
3717 REGENT AVE	008-658-510	RS3	**R2**		2F11
3693 REGENT AVE	008-658-544	RS3	**R2**		2F11
204 WOODDALE RD	008-625-689	RS3	**R2**		2F11
220 WOODDALE RD	008-625-701	RS3	**R2**		2F11
4085 NORWOOD AVE	004-274-733	RSNQ	**R2**		2F11
4193 NORWOOD AVE	008-574-502	RSNQ	**R2**		2F11
4171 NORWOOD AVE	008-574-537	RSNQ	**R2**		2F11
4145 NORWOOD AVE	008-574-561	RSNQ	**R2**		2F11
256 E BALMORAL RD	008-492-221	RS3	**R2**		2F11
258 E BALMORAL RD	002-757-133	RS3	**R2**		2F11
260 E BALMORAL RD	007-627-980	RS3	**R2**		2F11
3801 ST MARYS AVE	008-492-239	RS3	**R2**		2F11
4160 NORWOOD AVE	008-490-481	RSNQ	**R2**		2F11
4102 NORWOOD AVE	008-490-627	RSNQ	**R2**		2F11
4104 NORWOOD AVE	008-490-660	RSNQ	**R2**		2F11
4196 NORWOOD AVE	016-455-258	RSNQ	**R2**		2F11
4188 NORWOOD AVE	003-288-871	RSNQ	**R2**		2F11
333 CARTELIER RD	008-008-728	RSD	**R2**		2F11
503 E BRAEMAR RD	007-965-389	RS3	**R2**		2F11
511 E BRAEMAR RD	007-965-397	RS3	**R2**		2F11
525 E BRAEMAR RD	007-965-478	RS3	**R2**		2F11
535 E BRAEMAR RD	007-965-486	RS3	**R2**		2F11
549 E BRAEMAR RD	007-283-113	RS3	**R2**		2F11
551 E BRAEMAR RD	002-618-109	RS3	**R2**		2F11
563 E BRAEMAR RD	007-965-494	RS3	**R2**		2F11
575 E BRAEMAR RD	007-965-508	RS3	**R2**		2F11
587 E BRAEMAR RD	007-966-211	RS3	**R2**		2F11
3891 REGENT AVE	007-965-516	RS3	**R2**		2F11
516 E BRAEMAR RD	007-960-352	RS3	**R2**		2F11
3875 REGENT AVE	007-965-524	RS3	**R2**		2F11
3837 REGENT AVE	003-877-442	RS3	**R2**		2F11
3821 REGENT AVE	007-965-532	RS3	**R2**		2F11
3815 REGENT AVE	007-965-541	RS3	**R2**		2F11
3809 REGENT AVE	007-965-559	RS3	**R2**		2F11
2-3803 REGENT AVE		RS3	**R2**		2F11
3797 REGENT AVE	004-583-299	RS3	**R2**		2F11
3791 REGENT AVE	007-283-105	RS3	**R2**		2F11
3785 REGENT AVE	007-965-583	RS3	**R2**		2F11
3777 REGENT AVE	007-965-613	RS3	**R2**		2F11
524 E BRAEMAR RD	003-425-053	RS3	**R2**		2F11
3773 REGENT AVE	007-965-630	RS3	**R2**		2F11
3767 REGENT AVE	007-965-648	RS3	**R2**		2F11
3761 REGENT AVE	006-089-798	RS3	**R2**		2F11
3756 REGENT AVE	007-965-656	RS3	**R2**		2F11
3762 REGENT AVE	007-965-664	RS3	**R2**		2F11
3774 REGENT AVE	007-965-672	RS3	**R2**		2F11
3780 REGENT AVE	007-965-702	RS3	**R2**		2F11
3796 REGENT AVE	007-965-729	RS3	**R2**		2F11
3802 REGENT AVE	007-965-737	RS3	**R2**		2F11
3810 REGENT AVE	007-965-753	RS3	**R2**		2F11
536 E BRAEMAR RD	007-960-379	RS3	**R2**		2F11
3818 REGENT AVE	007-965-761	RS3	**R2**		2F11
3826 REGENT AVE	007-965-796	RS3	**R2**		2F11
3838 REGENT AVE	007-965-826	RS3	**R2**		2F11
3844 REGENT AVE	007-965-834	RS3	**R2**		2F11
3852 REGENT AVE	003-503-488	RS3	**R2**		2F11
3866 REGENT AVE	007-965-842	RS3	**R2**		2F11
3878 REGENT AVE	007-965-869	RS3	**R2**		2F11
3890 REGENT AVE	007-965-877	RS3	**R2**		2F11
609 E BRAEMAR RD	004-533-275	RS3	**R2**		2F11
548 E BRAEMAR RD	007-960-425	RS3	**R2**		2F11
554 E BRAEMAR RD	007-960-476	RS3	**R2**		2F11
566 E BRAEMAR RD	007-960-522	RS3	**R2**		2F11
572 E BRAEMAR RD	007-960-603	RS3	**R2**		2F11
584 E BRAEMAR RD	007-960-620	RS3	**R2**		2F11
406 E BRAEMAR RD	007-960-191	RS3	**R2**		2F11
680 WELLINGTON DR	007-961-375	RS3	**R2**		2F11
676 WELLINGTON DR	007-961-413	RS3	**R2**		2F11
672 WELLINGTON DR	007-961-448	RS3	**R2**		2F11
668 WELLINGTON DR	007-961-481	RS3	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3736 PRINCESS AVE	007-961-529	RS3	**R2**		2F11
3748 PRINCESS AVE	007-961-553	RS3	**R2**		2F11
3760 PRINCESS AVE	007-963-084	RS3	**R2**		2F11
3772 PRINCESS AVE	002-437-449	RS3	**R2**		2F11
3790 PRINCESS AVE	007-963-092	RS3	**R2**		2F11
422 E BRAEMAR RD	006-726-151	RS3	**R2**		2F11
3673 PRINCESS AVE	007-963-114	RS3	**R2**		2F11
3655 PRINCESS AVE	007-963-131	RS3	**R2**		2F11
3631 PRINCESS AVE	003-578-836	RS3	**R2**		2F11
3629 PRINCESS AVE	007-963-157	RS3	**R2**		2F11
3627 PRINCESS AVE	007-963-181	RS3	**R2**		2F11
3581 PRINCESS AVE	007-963-203	RS3	**R2**		2F11
438 E BRAEMAR RD	007-960-221	RS3	**R2**		2F11
3533 PRINCESS AVE	007-963-211	RS3	**R2**		2F11
3477 PRINCESS AVE	007-963-238	RS3	**R2**		2F11
2-677 E CARISBROOKE RD		RS3	**R2**		2F11
663 E CARISBROOKE RD	007-963-360	RS3	**R2**		2F11
645 E CARISBROOKE RD	007-963-378	RS3	**R2**		2F11
684 E CARISBROOKE RD	005-293-308	RS3	**R2**		2F11
672 E CARISBROOKE RD	004-039-262	RS3	**R2**		2F11
658 E CARISBROOKE RD	007-963-394	RS3	**R2**		2F11
630 E CARISBROOKE RD	007-963-441	RS3	**R2**		2F11
448 E BRAEMAR RD	007-960-298	RS3	**R2**		2F11
624 E CARISBROOKE RD	007-963-459	RS3	**R2**		2F11
3602 RUTHERFORD CRES	007-963-467	RS3	**R2**		2F11
3606 RUTHERFORD CRES	007-963-475	RS3	**R2**		2F11
3610 RUTHERFORD CRES	002-694-441	RS3	**R2**		2F11
3614 RUTHERFORD CRES	007-963-491	RS3	**R2**		2F11
3618 RUTHERFORD CRES	007-963-505	RS3	**R2**		2F11
3622 RUTHERFORD CRES	007-963-521	RS3	**R2**		2F11
3626 RUTHERFORD CRES	007-963-530	RS3	**R2**		2F11
3630 RUTHERFORD CRES	007-963-548	RS3	**R2**		2F11
3642 RUTHERFORD CRES	007-964-854	RS3	**R2**		2F11
3654 RUTHERFORD CRES	007-964-871	RS3	**R2**		2F11
3670 RUTHERFORD CRES	007-964-889	RS3	**R2**		2F11
3678 RUTHERFORD CRES	007-964-897	RS3	**R2**		2F11
3690 RUTHERFORD CRES	007-964-919	RS3	**R2**		2F11
3716 RUTHERFORD CRES	003-585-409	RS3	**R2**		2F11
3734 RUTHERFORD CRES	007-964-935	RS3	**R2**		2F11
3750 RUTHERFORD CRES	007-964-951	RS3	**R2**		2F11
3766 ROBLIN PL	007-964-986	RS3	**R2**		2F11
3783 ROBLIN PL	007-301-367	RS3	**R2**		2F11
3775 ROBLIN PL	007-965-044	RS3	**R2**		2F11
3743 ROBLIN PL	007-965-079	RS3	**R2**		2F11
3735 ROBLIN PL	007-965-141	RS3	**R2**		2F11
3719 ROBLIN PL	007-965-168	RS3	**R2**		2F11
3714 ROBLIN PL	007-965-184	RS3	**R2**		2F11
3747 RUTHERFORD CRES	007-965-206	RS3	**R2**		2F11
3731 RUTHERFORD CRES	006-133-118	RS3	**R2**		2F11
3709 RUTHERFORD CRES	007-965-231	RS3	**R2**		2F11
3687 RUTHERFORD CRES	007-965-257	RS3	**R2**		2F11
3665 RUTHERFORD CRES	007-965-265	RS3	**R2**		2F11
3643 RUTHERFORD CRES	002-604-531	RS3	**R2**		2F11
3607 RUTHERFORD CRES	007-965-281	RS3	**R2**		2F11
3605 RUTHERFORD CRES	007-510-161	RS3	**R2**		2F11
389 E BRAEMAR RD	007-965-311	RS3	**R2**		2F11
409 E BRAEMAR RD	007-965-338	RS3	**R2**		2F11
3798 ST ANDREWS AVE	004-284-445	RS3	**R2**		2F11
475 E BRAEMAR RD	007-965-362	RS3	**R2**		2F11
4175 ST MARYS AVE	008-477-698	RS3	**R2**		2F11
283 WOODDALE RD	008-477-710	RS3	**R2**		2F11
275 WOODDALE RD	008-477-728	RS3	**R2**		2F11
255 WOODDALE RD	008-477-736	RS3	**R2**		2F11
4020 ST MARYS AVE	007-898-428	RS3	**R2**		2F11
3625 PRINCESS AVE	007-879-717	RS3	**R2**		2F11
3595 PRINCESS AVE	007-879-741	RS3	**R2**		2F11
4214 NORWOOD AVE	007-879-326	RSNQ	**R2**		2F11
4197 NORWOOD AVE	003-689-549	RSNQ	**R2**		2F11
341 W BRAEMAR RD	007-783-311	RSNQ	**R2**		2F11
4081 PROSPECT RD	007-757-671	RS3	**R2**		2F11
	007-757-689	RS3	**R2**		2F11
4070 NORWOOD AVE	007-757-531	RSNQ	**R2**		2F11
689 E CARISBROOKE RD	007-752-814	RS3	**R2**		2F11
3445 PRINCESS AVE	007-752-822	RS3	**R2**		2F11
3429 PRINCESS AVE	007-752-865	RS3	**R2**		2F11

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4040 NORWOOD AVE	004-583-159	RSNQ	**R2**		2F11
4054 NORWOOD AVE	007-744-641	RSNQ	**R2**		2F11
4062 NORWOOD AVE	007-744-668	RSNQ	**R2**		2F11
4007 ST ALBANS AVE	007-742-029	RS3	**R2**		2F11
3850 ST MARYS AVE	007-741-260	RS3	**R2**		2F11
400 E BRAEMAR RD	007-741-294	RS3	**R2**		2F11
4214 MADELEY RD	003-196-801	RSD	**R2**		2F11
4198 MADELEY RD	011-106-603	RSD	**R2**		2F11
4111 NORWOOD AVE	007-681-453	RSNQ	**R2**		2F11
4116 MADELEY RD	007-681-488	RSD	**R2**		2F11
4148 MADELEY RD	007-681-518	RSD	**R2**		2F11
4164 MADELEY RD	007-681-534	RSD	**R2**		2F11
4180 MADELEY RD	007-681-569	RSD	**R2**		2F11
321 CARTELIER RD	007-683-022	RSD	**R2**		2F11
305 CARTELIER RD	007-683-049	RSD	**R2**		2F11
4069 MADELEY RD	007-683-065	RSD	**R2**		2F11
3751 ROBLIN PL	007-676-450	RS3	**R2**		2F11
3759 ROBLIN PL	007-676-468	RS3	**R2**		2F11
4085 ST MARYS AVE	002-695-367	RS3	**R2**		2F11
4067 ST MARYS AVE	007-663-901	RS3	**R2**		2F11
4252 MADELEY RD	007-662-297	RSD	**R2**		2F11
4230 MADELEY RD	007-662-343	RSD	**R2**		2F11
299 E BRAEMAR RD	007-659-539	RS3	**R2**		2F11
317 E BRAEMAR RD	006-558-267	RS3	**R2**		2F11
333 E BRAEMAR RD	007-659-563	RS3	**R2**		2F11
355 E BRAEMAR RD	007-659-598	RS3	**R2**		2F11
371 E BRAEMAR RD	007-659-601	RS3	**R2**		2F11
3862 LONSDALE AVE	003-646-106	RS3	**R2**		2F11
3870 LONSDALE AVE	007-676-336	RS3	**R2**		2F11
3866 LONSDALE AVE	006-161-022	RS3	**R2**		2F11
3863 ST PAULS AVE	007-676-344	RS3	**R2**		2F11
3881 ST PAULS AVE	007-676-361	RS3	**R2**		2F11
3831 PRINCESS AVE	007-709-757	RS3	**R2**		2F11
3897 ST PAULS AVE	007-666-985	RS3	**R2**		2F11
3884 LONSDALE AVE	007-666-993	RS3	**R2**		2F11
279 MONTROYAL BLVD	007-622-571	RSNQ	**R2**		2F11
275 MONTROYAL BLVD	007-622-597	RSNQ	**R2**		2F11
247 E BALMORAL RD	004-893-271	RS3	**R2**		2F11
296 E BRAEMAR RD	007-690-363	RS3	**R2**		2F11
4272 MADELEY RD	007-614-357	RSD	**R2**		2F11
271 MONTROYAL BLVD	002-814-293	RSNQ	**R2**		2F11
171 E ROCKLAND RD	011-343-745	RS3	**R2**		2F11
3878 ST PAULS AVE	011-343-753	RS3	**R2**		2F11
3860 ST PAULS AVE	005-175-801	RS3	**R2**		2F11
3855 ST GEORGES AVE	010-483-730	RS3	**R2**		2F11
3887 ST GEORGES AVE	011-344-431	RS3	**R2**		2F11
3895 ST GEORGES AVE	011-344-466	RS3	**R2**		2F11
3854 ST PAULS AVE	011-344-474	RS3	**R2**		2F11
3846 ST PAULS AVE	011-344-547	RS3	**R2**		2F11
3802 ST PAULS AVE	011-344-555	RS3	**R2**		2F11
3801 ST GEORGES AVE	011-344-598	RS3	**R2**		2F11
3807 ST GEORGES AVE	011-344-695	RS3	**R2**		2F11
3825 ST GEORGES AVE	011-344-717	RS3	**R2**		2F11
2-3790 ST PAULS AVE		RS3	**R2**		2F11
190 E BRAEMAR RD	011-343-141	RS3	**R2**		2F11
3780 ST PAULS AVE	004-791-703	RS3	**R2**		2F11
3760 ST PAULS AVE	011-343-044	RS3	**R2**		2F11
3750 ST PAULS AVE	003-997-154	RS3	**R2**		2F11
186 E BRAEMAR RD	003-997-201	RS3	**R2**		2F11
3797 ST GEORGES AVE	011-343-052	RS3	**R2**		2F11
3771 ST GEORGES AVE	004-387-376	RS3	**R2**		2F11
3729 ST GEORGES AVE	011-343-109	RS3	**R2**		2F11
705 WELLINGTON DR	007-587-465	RS3	**R2**		2F11
701 WELLINGTON DR	007-587-481	RS3	**R2**		2F11
260 MONTROYAL BLVD	004-530-179	RS3	**R2**		2F11
254 MONTROYAL BLVD	007-546-190	RS3	**R2**		2F11
689 E BRAEMAR RD	007-545-291	RS3	**R2**		2F11
691 E BRAEMAR RD	007-545-321	RS3	**R2**		2F11
693 E BRAEMAR RD	007-680-864	RS3	**R2**		2F11
695 E BRAEMAR RD	007-545-347	RS3	**R2**		2F11
697 E BRAEMAR RD	004-793-765	RS3	**R2**		2F11
699 E BRAEMAR RD	007-545-363	RS3	**R2**		2F11
282 MONTROYAL BLVD	007-536-801	RS3	**R2**		2F11
4093 ST MARYS AVE	007-512-422	RS3	**R2**		2F11
4055 ST MARYS AVE	007-512-449	RS3	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4091 NORWOOD AVE	007-501-528	RSNQ	**R2**		2F11
268 MONTROYAL BLVD	003-128-661	RS3	**R2**		2F11
264 MONTROYAL BLVD	007-439-199	RS3	**R2**		2F11
3789 ROBLIN PL	007-401-353	RS3	**R2**		2F11
3770 ROBLIN PL	007-401-370	RS3	**R2**		2F11
3489 ST MARYS AVE	007-397-399	RSQ	**R2**		2F11
3475 ST MARYS AVE	007-397-411	RSQ	**R2**		2F11
3902 ST GEORGES AVE	007-389-272	RS3	**R2**		2F11
220 E ROCKLAND RD	007-389-302	RS3	**R2**		2F11
266 E BRAEMAR RD	004-473-582	RS3	**R2**		2F11
3890 ST MARYS AVE	007-336-381	RS3	**R2**		2F11
3898 ST MARYS AVE	004-778-324	RS3	**R2**		2F11
3894 ST MARYS AVE	006-900-976	RS3	**R2**		2F11
191 E BRAEMAR RD	010-298-339	RS3	**R2**		2F11
157 E BRAEMAR RD	003-136-582	RS3	**R2**		2F11
175 E BRAEMAR RD	010-165-355	RS3	**R2**		2F11
176 E KENSINGTON RD	010-165-398	RS3	**R2**		2F11
139 E BRAEMAR RD	009-866-825	RS3	**R2**		2F11
143 E BRAEMAR RD	006-986-722	RS3	**R2**		2F11
107 E BRAEMAR RD	009-639-225	RS3	**R2**		2F11
123 E BRAEMAR RD	009-639-233	RS3	**R2**		2F11
164 E KENSINGTON RD	027-764-257	RS3	**R2**		2F11
170 E KENSINGTON RD	027-764-265	RS3	**R2**		2F11
169 E CARISBROOKE RD	007-317-336	RSQ	**R2**		2F11
177 E CARISBROOKE RD	007-317-352	RSQ	**R2**		2F11
155 E CARISBROOKE RD	007-317-409	RSQ	**R2**		2F11
3635 ST ANDREWS AVE	007-310-595	RS3	**R2**		2F11
3625 ST ANDREWS AVE	007-310-617	RS3	**R2**		2F11
4130 ST GEORGES AVE	007-290-055	RS3	**R2**		2F11
3986 ST MARYS AVE	007-287-917	RS3	**R2**		2F11
392 WELLINGTON DR	007-283-741	RS3	**R2**		2F11
384 WELLINGTON DR	007-283-750	RS3	**R2**		2F11
388 WELLINGTON DR	007-283-768	RS3	**R2**		2F11
206 W BALMORAL RD	007-280-289	RSNQ	**R2**		2F11
212 W BALMORAL RD	007-280-297	RSNQ	**R2**		2F11
3837 PROSPECT RD	007-280-301	RSNQ	**R2**		2F11
688 WELLINGTON PL	007-270-593	RS3	**R2**		2F11
684 WELLINGTON PL	007-270-615	RS3	**R2**		2F11
3847 PROSPECT RD	007-267-380	RSNQ	**R2**		2F11
217 W ROCKLAND RD	007-267-401	RSNQ	**R2**		2F11
211 W ROCKLAND RD	007-267-428	RSNQ	**R2**		2F11
	007-314-451	RS3	**R2**		2F11
4050 ST MARYS AVE	007-314-485	RS3	**R2**		2F11
510 E BRAEMAR RD	007-314-507	RS3	**R2**		2F11
4120 ST MARYS AVE	007-313-608	RS3	**R2**		2F11
275 E BRAEMAR RD	007-260-571	RS3	**R2**		2F11
277 E BRAEMAR RD	007-260-580	RS3	**R2**		2F11
4084 ST MARYS AVE	007-242-905	RS3	**R2**		2F11
111 E KENSINGTON RD	007-733-666	RS3	**R2**		2F11
157 E KENSINGTON RD	014-655-527	RS3	**R2**		2F11
159 E KENSINGTON RD	014-655-535	RS3	**R2**		2F11
163 E KENSINGTON RD	010-768-670	RS3	**R2**		2F11
165 E KENSINGTON RD	014-655-543	RS3	**R2**		2F11
177 E KENSINGTON RD	014-655-551	RS3	**R2**		2F11
179 E KENSINGTON RD	010-820-698	RS3	**R2**		2F11
180 E CARISBROOKE RD	002-493-829	RS3	**R2**		2F11
172 E CARISBROOKE RD	014-655-578	RS3	**R2**		2F11
164 E CARISBROOKE RD	014-655-586	RS3	**R2**		2F11
156 E CARISBROOKE RD	014-655-594	RS3	**R2**		2F11
3570 LONSDALE AVE	013-272-161	RS3	**R2**		2F11
152 E CARISBROOKE RD	006-311-890	RS3	**R2**		2F11
146 E CARISBROOKE RD	014-655-608	RS3	**R2**		2F11
142 E CARISBROOKE RD	014-655-616	RS3	**R2**		2F11
124 E CARISBROOKE RD	011-468-165	RS3	**R2**		2F11
116 E CARISBROOKE RD	014-655-624	RS3	**R2**		2F11
3540 LONSDALE AVE	014-655-641	RS3	**R2**		2F11
108 E CARISBROOKE RD	014-655-659	RS3	**R2**		2F11
123 E KENSINGTON RD	014-655-501	RS3	**R2**		2F11
131 E KENSINGTON RD	006-333-737	RS3	**R2**		2F11
145 E KENSINGTON RD	014-655-519	RS3	**R2**		2F11
3542 LONSDALE AVE	014-655-632	RS3	**R2**		2F11
3944 ST MARYS PL	007-235-640	RS3	**R2**		2F11
3938 ST MARYS PL	007-235-674	RS3	**R2**		2F11
3934 ST MARYS PL	007-235-691	RS3	**R2**		2F11
3928 ST MARYS PL	007-235-704	RS3	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3924 ST MARYS PL	007-235-712	RS3	**R2**		2F11
3920 ST MARYS PL	007-235-747	RS3	**R2**		2F11
3916 ST MARYS PL	007-235-763	RS3	**R2**		2F11
3910 ST MARYS PL	007-236-018	RS3	**R2**		2F11
3840 PROSPECT RD	014-271-427	RSNQ	**R2**		2F11
3832 PROSPECT RD	014-271-435	RSNQ	**R2**		2F11
272 MONTROYAL BLVD	007-215-215	RS3	**R2**		2F11
4199 STARLIGHT WAY	006-969-241	RS3	**R2**		2F11
152 E ROCKLAND RD	007-231-113	RS3	**R2**		2F11
160 E ROCKLAND RD	007-231-121	RS3	**R2**		2F11
4172 COVENTRY WAY	017-332-281	RS2	**R2**	S2	2F11
4149 COVENTRY WAY	017-332-389	RS2	**R2**	S2	2F11
4051 PROSPECT RD	007-190-841	RS3	**R2**		2F11
4041 PROSPECT RD	004-369-441	RS3	**R2**		2F11
4131 COVENTRY WAY	017-332-397	RS2	**R2**	S2	2F11
4212 PROSPECT RD	017-332-401	RS2	**R2**	S2	2F11
4188 COVENTRY WAY	017-332-290	RS2	**R2**	S2	2F11
4208 COVENTRY WAY	017-332-303	RS2	**R2**	S2	2F11
4218 COVENTRY WAY	017-332-311	RS2	**R2**	S2	2F11
4226 COVENTRY WAY	017-332-338	RS2	**R2**	S2	2F11
4222 COVENTRY WAY	017-332-346	RS2	**R2**	S2	2F11
4168 COVENTRY WAY	017-332-354	RS2	**R2**	S2	2F11
4217 COVENTRY WAY	017-332-362	RS2	**R2**	S2	2F11
4155 COVENTRY WAY	017-332-371	RS2	**R2**	S2	2F11
251 TAMARACK RD	009-467-971	RS3	**R2**		2F11
273 TAMARACK RD	009-468-013	RS3	**R2**		2F11
3965 ST MARYS AVE	002-398-419	RS3	**R2**		2F11
3505 NORWOOD AVE	014-867-443	RSNQ	**R2**		2F11
3519 NORWOOD AVE	014-867-451	RSNQ	**R2**		2F11
3527 NORWOOD AVE	008-592-543	RSNQ	**R2**		2F11
3533 NORWOOD AVE	006-370-535	RSNQ	**R2**		2F11
3545 NORWOOD AVE	006-370-543	RSNQ	**R2**		2F11
3563 NORWOOD AVE	014-867-478	RSNQ	**R2**		2F11
3567 NORWOOD AVE	014-867-486	RSNQ	**R2**		2F11
3573 NORWOOD AVE	014-867-494	RSNQ	**R2**		2F11
3573 NORWOOD AVE	014-867-508	RSNQ	**R2**		2F11
3575 NORWOOD AVE	011-374-861	RSNQ	**R2**		2F11
3587 NORWOOD AVE	004-230-884	RSNQ	**R2**		2F11
3570 CALDER AVE	014-867-419	RSNQ	**R2**		2F11
3993 WOODBURY AVE	011-362-324	RSNQ	**R2**		2F11
105 MONTE VISTA CRT	011-363-037	RS3	**R2**		2F11
3954 PROSPECT RD	008-842-591	RS3	**R2**		2F11
112 W ROCKLAND RD	004-870-999	RS3	**R2**		2F11
3980 NORWOOD AVE	008-254-991	RSNQ	**R2**		2F11
3361 ST GEORGES AVE	014-684-250	RSQ	**R2**		2F11
177 E OSBORNE RD	014-684-268	RSQ	**R2**		2F11
151 E OSBORNE RD	012-122-823	RSQ	**R2**		2F11
167 E OSBORNE RD	011-860-669	RSQ	**R2**		2F11
171 E OSBORNE RD	012-122-831	RSQ	**R2**		2F11
173 E OSBORNE RD	012-122-840	RSQ	**R2**		2F11
	012-122-785	RSQ	**R2**		2F11
129 E OSBORNE RD	012-122-793	RSQ	**R2**		2F11
133 E OSBORNE RD	012-122-807	RSQ	**R2**		2F11
139 E OSBORNE RD	010-803-513	RSQ	**R2**		2F11
145 E OSBORNE RD	012-122-815	RSQ	**R2**		2F11
4025 ST ALBANS AVE	006-854-290	RS3	**R2**		2F11
4015 ST ALBANS AVE	006-854-303	RS3	**R2**		2F11
388 E CARISBROOKE RD	005-663-113	RSQ	**R2**		2F11
3507 ST ANDREWS AVE	006-632-840	RSQ	**R2**		2F11
4170 STARLIGHT WAY	004-567-609	RS3	**R2**		2F11
200 MONTROYAL BLVD	003-119-912	RS3	**R2**		2F11
4186 STARLIGHT WAY	006-549-497	RS3	**R2**		2F11
4182 STARLIGHT WAY	006-549-501	RS3	**R2**		2F11
351 E KENSINGTON RD	002-708-582	RS3	**R2**		2F11
3535 ST ANDREWS AVE	002-715-953	RS3	**R2**		2F11
4100 NORWOOD AVE	002-923-611	RSNQ	**R2**		2F11
207 MONTROYAL BLVD	002-923-700	RSNQ	**R2**		2F11
199 MONTROYAL BLVD	002-923-777	RSNQ	**R2**		2F11
155 MONTROYAL BLVD	002-923-831	RSNQ	**R2**		2F11
224 E OSBORNE RD	007-249-918	RSQ	**R2**	S1	2F11
4210 STARLIGHT WAY	003-713-831	RS3	**R2**		2F11
4202 STARLIGHT WAY	003-854-922	RS3	**R2**		2F11
4235 PROSPECT RD	003-854-981	RS3	**R2**		2F11
4217 PROSPECT RD	003-854-990	RS3	**R2**		2F11
4200 STARLIGHT WAY	003-855-031	RS3	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4241 PROSPECT RD	004-269-152	RS3	**R2**		2F11
2-224 E BRAEMAR RD		RS4	**R2**		2F11
228 E BRAEMAR RD	004-427-254	RS4	**R2**		2F11
3460 ST GEORGES AVE	003-331-784	RSQ	**R2**	S1	2F11
3454 ST GEORGES AVE	003-331-768	RSQ	**R2**	S1	2F11
3344 LONSDALE AVE	008-208-069	RSQ	**R2**		2F11
230 E OSBORNE RD	003-291-103	RSQ	**R2**	S1	2F11
248 E OSBORNE RD	003-291-162	RSQ	**R2**	S1	2F11
4025 WOODBURY AVE	005-979-595	RSNQ	**R2**		2F11
3999 WOODBURY AVE	005-979-633	RSNQ	**R2**		2F11
100 E KENSINGTON RD	006-024-386	RS3	**R2**		2F11
120 E KENSINGTON RD	006-024-408	RS3	**R2**		2F11
4211 PROSPECT RD	006-336-621	RS3	**R2**		2F11
4215 PROSPECT RD	006-336-647	RS3	**R2**		2F11
4196 STARLIGHT WAY	006-336-655	RS3	**R2**		2F11
4188 STARLIGHT WAY	006-336-663	RS3	**R2**		2F11
4031 PROSPECT RD	006-788-777	RS3	**R2**		2F11
4015 PROSPECT RD	006-788-840	RS3	**R2**		2F11
188 MONTROYAL BLVD	006-788-904	RS3	**R2**		2F11
252 E ROCKLAND RD	009-554-319	RS3	**R2**		2F11
274 E ROCKLAND RD	009-554-343	RS3	**R2**		2F11
3919 ST MARYS AVE	009-554-351	RS3	**R2**		2F11
3545 DOWSLEY CRT	012-505-846	RS3	**R2**		2F11
238 E CARISBROOKE RD	012-505-889	RS3	**R2**		2F11
278 E CARISBROOKE RD	012-505-935	RS3	**R2**		2F11
4050 ST PAULS AVE	013-097-261	RS4	**R2**		2F11
4046 ST PAULS AVE	013-097-288	RS4	**R2**		2F11
4150 ST GEORGES AVE	014-890-879	RS3	**R2**		2F11
4138 ST GEORGES AVE	014-890-887	RS3	**R2**		2F11
3907 BRAEMAR PL	015-768-601	RS3	**R2**		2F11
3911 BRAEMAR PL	015-768-619	RS3	**R2**		2F11
3919 BRAEMAR PL	015-768-627	RS3	**R2**		2F11
3925 BRAEMAR PL	015-768-635	RS3	**R2**		2F11
3931 BRAEMAR PL	015-768-643	RS3	**R2**		2F11
3939 BRAEMAR PL	015-768-651	RS3	**R2**		2F11
3945 BRAEMAR PL	015-768-660	RS3	**R2**		2F11
3951 BRAEMAR PL	015-768-678	RS3	**R2**		2F11
3959 BRAEMAR PL	015-768-686	RS3	**R2**		2F11
3965 BRAEMAR PL	015-768-694	RS3	**R2**		2F11
3973 BRAEMAR PL	015-768-708	RS3	**R2**		2F11
3981 BRAEMAR PL	015-768-716	RS3	**R2**		2F11
3989 BRAEMAR PL	015-768-724	RS3	**R2**		2F11
3980 BRAEMAR PL	015-768-732	RS3	**R2**		2F11
3968 BRAEMAR PL	015-768-741	RS3	**R2**		2F11
3958 BRAEMAR PL	015-768-759	RS3	**R2**		2F11
3938 BRAEMAR PL	015-768-767	RS3	**R2**		2F11
3936 BRAEMAR PL	015-768-775	RS3	**R2**		2F11
3930 BRAEMAR PL	015-768-783	RS3	**R2**		2F11
3918 BRAEMAR PL	015-768-791	RS3	**R2**		2F11
3902 BRAEMAR PL	015-768-805	RS3	**R2**		2F11
3901 BRAEMAR PL	015-768-813	RS3	**R2**		2F11
257 E ROCKLAND RD	009-659-510	RS3	**R2**		2F11
269 E ROCKLAND RD	009-659-528	RS3	**R2**		2F11
277 E ROCKLAND RD	002-825-163	RS3	**R2**		2F11
285 E ROCKLAND RD	009-659-536	RS3	**R2**		2F11
253 E ROCKLAND RD	010-324-151	RS3	**R2**		2F11
234 E ST JAMES RD	005-319-544	RSQ	**R2**		2F11
210 E ST JAMES RD	002-883-562	RSQ	**R2**		2F11
3838 ST GEORGES AVE	002-620-430	RS3	**R2**		2F11
3848 ST GEORGES AVE	002-620-456	RS3	**R2**		2F11
224 E BALMORAL RD	003-572-781	RS3	**R2**		2F11
234 E BALMORAL RD	011-763-001	RS3	**R2**		2F11
250 E BALMORAL RD	008-148-180	RS3	**R2**		2F11
254 E BALMORAL RD	012-266-591	RS3	**R2**		2F11
3804 ST GEORGES AVE	013-023-942	RS3	**R2**		2F11
255 E ROCKLAND RD	009-967-494	RS3	**R2**		2F11
3768 ST GEORGES AVE	010-088-482	RS3	**R2**		2F11
3778 ST GEORGES AVE	010-088-512	RS3	**R2**		2F11
3782 ST GEORGES AVE	009-465-669	RS3	**R2**		2F11
3796 ST GEORGES AVE	004-780-205	RS3	**R2**		2F11
225 E BALMORAL RD	013-023-969	RS3	**R2**		2F11
227 E BALMORAL RD	013-023-977	RS3	**R2**		2F11
237 E BALMORAL RD	004-893-247	RS3	**R2**		2F11
216 E BRAEMAR RD	008-320-004	RS3	**R2**		2F11
234 E BRAEMAR RD	003-675-734	RS3	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
244 E BRAEMAR RD	003-675-785	RS3	**R2**		2F11
204 E BRAEMAR RD	013-220-047	RS3	**R2**		2F11
330 W ROCKLAND RD	009-914-340	RSNQ	**R2**		2F11
318 W ROCKLAND RD	009-241-787	RSNQ	**R2**		2F11
294 W ROCKLAND RD	009-914-382	RSNQ	**R2**		2F11
290 W ROCKLAND RD	009-914-412	RSNQ	**R2**		2F11
286 W ROCKLAND RD	009-914-447	RSNQ	**R2**		2F11
3508 ST GEORGES AVE	009-745-271	RS3	**R2**		2F11
3550 ST GEORGES AVE	009-745-289	RS3	**R2**		2F11
3594 ST GEORGES AVE	009-745-297	RS3	**R2**		2F11
3626 ST GEORGES AVE	009-745-301	RS3	**R2**		2F11
3565 DOWSLEY CRT	009-640-789	RS3	**R2**		2F11
3585 DOWSLEY CRT	009-640-797	RS3	**R2**		2F11
3597 DOWSLEY CRT	009-640-801	RS3	**R2**		2F11
3568 DOWSLEY CRT	009-640-843	RS3	**R2**		2F11
3546 DOWSLEY CRT	009-640-860	RS3	**R2**		2F11
3524 DOWSLEY CRT	008-765-987	RS3	**R2**		2F11
280 E CARISBROOKE RD	009-640-878	RS3	**R2**		2F11
3590 DOWSLEY CRT	009-640-819	RS3	**R2**		2F11
3680 ST GEORGES AVE	009-630-953	RS3	**R2**		2F11
225 E BRAEMAR RD	009-630-970	RS3	**R2**		2F11
243 E BRAEMAR RD	009-630-988	RS3	**R2**		2F11
3640 ST GEORGES AVE	009-630-937	RS3	**R2**		2F11
3512 CALDER AVE	014-867-427	RSNQ	**R2**		2F11
328 EVERGREEN PL	014-867-435	RSNQ	**R2**		2F11
310 W OSBORNE RD	004-535-391	RSNQ	**R2**		2F11
3365 NORWOOD AVE	002-858-835	RSNQ	**R2**		2F11
3375 NORWOOD AVE	005-097-754	RSNQ	**R2**		2F11
3379 NORWOOD AVE	014-867-168	RSNQ	**R2**		2F11
3435 NORWOOD AVE	004-996-283	RSNQ	**R2**		2F11
3445 NORWOOD AVE	004-996-291	RSNQ	**R2**		2F11
3418 CALDER AVE	014-867-214	RSNQ	**R2**		2F11
3404 CALDER AVE	014-867-249	RSNQ	**R2**		2F11
3376 CALDER AVE	014-867-257	RSNQ	**R2**		2F11
3495 NORWOOD AVE	014-867-192	RSNQ	**R2**		2F11
3480 CALDER AVE	011-686-138	RSNQ	**R2**		2F11
3512 ST MARYS AVE	014-602-725	RS3	**R2**		2F11
325 E KENSINGTON RD	014-602-733	RS3	**R2**		2F11
333 E KENSINGTON RD	010-230-360	RS3	**R2**		2F11
378 E CARISBROOKE RD	014-602-750	RSQ	**R2**		2F11
314 E CARISBROOKE RD	008-013-829	RSQ	**R2**		2F11
340 E CARISBROOKE RD	009-459-987	RSQ	**R2**		2F11
3444 ST KILDA AVE	014-617-790	RS2	**R2**		2F11
3420 ST KILDA AVE	014-618-001	RS2	**R2**		2F11
539 E CARISBROOKE RD	014-617-919	RS2	**R2**		2F11
551 E CARISBROOKE RD	014-617-927	RS2	**R2**		2F11
575 E CARISBROOKE RD	014-617-951	RS2	**R2**		2F11
580 E OSBORNE RD	014-617-978	RS2	**R2**		2F11
560 E OSBORNE RD	012-597-309	RS2	**R2**		2F11
546 E OSBORNE RD	007-702-345	RS2	**R2**		2F11
590 E OSBORNE RD	014-618-036	RS2	**R2**		2F11
385 E CARISBROOKE RD	012-552-917	RSQ	**R2**		2F11
3487 ST ANDREWS AVE	011-446-919	RSQ	**R2**		2F11
381 E CARISBROOKE RD	005-422-582	RSQ	**R2**		2F11
375 E CARISBROOKE RD	012-552-895	RSQ	**R2**		2F11
3374 ST GEORGES AVE	014-683-784	RSQ	**R2**		2F11
3388 ST GEORGES AVE	014-683-792	RSQ	**R2**		2F11
3366 ST GEORGES AVE	004-535-090	RSQ	**R2**		2F11
602 E OSBORNE RD	003-936-309	RS3	**R2**		2F11
3405 PRINCESS AVE	010-431-888	RS3	**R2**		2F11
686 E OSBORNE RD	010-431-918	RS3	**R2**		2F11
674 E OSBORNE RD	008-517-916	RS3	**R2**		2F11
662 E OSBORNE RD	010-431-942	RS3	**R2**		2F11
654 E OSBORNE RD	010-431-969	RS3	**R2**		2F11
640 E OSBORNE RD	010-431-985	RS3	**R2**		2F11
624 E OSBORNE RD	004-386-159	RS3	**R2**		2F11
606 E OSBORNE RD	003-360-385	RS3	**R2**		2F11
601 E CARISBROOKE RD	010-432-035	RS3	**R2**		2F11
609 E CARISBROOKE RD	010-432-027	RS3	**R2**		2F11
627 E CARISBROOKE RD	010-432-078	RS3	**R2**		2F11
325 W OSBORNE RD	009-953-779	RSNQ	**R2**		2F11
3350 CALDER AVE	007-352-425	RSNQ	**R2**		2F11
245 E OSBORNE RD	009-451-641	RSQ	**R2**		2F11
261 E OSBORNE RD	009-451-684	RSQ	**R2**		2F11
603 E OSBORNE RD	014-617-412	RS2	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
647 E OSBORNE RD	014-617-447	RS3	**R2**		2F11
669 E OSBORNE RD	009-744-576	RS3	**R2**		2F11
681 E OSBORNE RD	002-957-604	RS3	**R2**		2F11
693 E OSBORNE RD	009-744-584	RS3	**R2**		2F11
3892 ST GEORGES AVE	010-324-127	RS3	**R2**		2F11
3880 ST GEORGES AVE	009-258-973	RS3	**R2**		2F11
190 E OSBORNE RD	014-683-491	RSQ	**R2**		2F11
194 E OSBORNE RD	003-716-767	RSQ	**R2**		2F11
509 E OSBORNE RD	014-617-277	RS2	**R2**		2F11
537 E OSBORNE RD	014-617-285	RS2	**R2**		2F11
577 E OSBORNE RD	014-617-307	RS2	**R2**		2F11
585 E OSBORNE RD	014-617-315	RS2	**R2**		2F11
551 E OSBORNE RD	011-988-592	RS2	**R2**		2F11
4104 ST ALBANS AVE	011-346-469	RS3	**R2**		2F11
4101 ST PAULS AVE	011-346-485	RS3	**R2**		2F11
4100 ST PAULS AVE	011-348-071	RS3	**R2**		2F11
4103 ST GEORGES AVE	004-969-961	RS3	**R2**		2F11
3410 ST GEORGES AVE	012-585-726	RSQ	**R2**	S1	2F11
202 E OSBORNE RD	012-585-742	RSQ	**R2**	S1	2F11
4077 ST PAULS AVE	011-346-027	RS3	**R2**		2F11
4083 ST PAULS AVE	011-346-035	RS3	**R2**		2F11
4090 ST PAULS AVE	010-118-039	RS3	**R2**		2F11
4080 ST PAULS AVE	011-346-051	RS3	**R2**		2F11
4070 ST PAULS AVE	011-346-078	RS3	**R2**		2F11
4040 ST PAULS AVE	011-346-086	RS3	**R2**		2F11
3990 ST PAULS AVE	011-346-094	RS3	**R2**		2F11
3972 ST PAULS AVE	011-346-108	RS3	**R2**		2F11
3955 ST PAULS AVE	010-498-346	RS3	**R2**		2F11
3961 ST PAULS AVE	011-345-951	RS3	**R2**		2F11
3969 ST PAULS AVE	011-345-977	RS3	**R2**		2F11
4045 ST PAULS AVE	007-582-048	RS3	**R2**		2F11
4049 ST PAULS AVE	007-582-072	RS3	**R2**		2F11
4055 ST PAULS AVE	011-345-985	RS3	**R2**		2F11
4061 ST PAULS AVE	011-346-019	RS3	**R2**		2F11
3425 ST GEORGES AVE	014-135-256	RSQ	**R2**	S1	2F11
3468 ST GEORGES AVE	014-135-337	RSQ	**R2**	S1	2F11
3444 ST GEORGES AVE	014-135-353	RSQ	**R2**	S1	2F11
3434 ST GEORGES AVE	014-135-931	RSQ	**R2**	S1	2F11
220 W BALMORAL RD	014-967-022	RSNQ	**R2**		2F11
228 W BRAEMAR RD	014-967-197	RSMH	**R2**		2F11
216 W BALMORAL RD	011-920-173	RSNQ	**R2**		2F11
221 W ROCKLAND RD	007-511-612	RSNQ	**R2**		2F11
229 W ROCKLAND RD	014-966-930	RSNQ	**R2**		2F11
3428 ST GEORGES AVE	014-135-361	RSQ	**R2**	S1	2F11
3435 ST GEORGES AVE	002-736-322	RSQ	**R2**	S1	2F11
3445 ST GEORGES AVE	007-474-661	RSQ	**R2**	S1	2F11
3453 ST GEORGES AVE	014-135-272	RSQ	**R2**	S1	2F11
3463 ST GEORGES AVE	008-301-531	RSQ	**R2**	S1	2F11
3469 ST GEORGES AVE	014-135-281	RSQ	**R2**	S1	2F11
3481 ST GEORGES AVE	014-135-302	RSQ	**R2**	S1	2F11
3491 ST GEORGES AVE	005-136-849	RSQ	**R2**	S1	2F11
195 E CARISBROOKE RD	005-136-881	RSQ	**R2**	S1	2F11
3891 LONSDALE AVE	014-271-273	RSNQ	**R2**		2F11
3885 LONSDALE AVE	008-316-538	RSNQ	**R2**		2F11
3879 LONSDALE AVE	014-271-303	RSNQ	**R2**		2F11
3841 LONSDALE AVE	008-319-855	RSNQ	**R2**		2F11
3837 LONSDALE AVE	011-177-446	RSNQ	**R2**		2F11
3821 LONSDALE AVE	004-173-236	RSNQ	**R2**		2F11
3801 LONSDALE AVE	008-074-232	RSNQ	**R2**		2F11
158 W BALMORAL RD	014-271-354	RSNQ	**R2**		2F11
168 W BALMORAL RD	014-271-371	RSNQ	**R2**		2F11
3895 LONSDALE AVE	014-271-265	RSNQ	**R2**		2F11
136 W BALMORAL RD	014-271-478	RSNQ	**R2**		2F11
176 W BALMORAL RD	014-271-486	RSNQ	**R2**		2F11
3722 LONSDALE AVE	013-534-963	RS3	**R2**		2F11
136 E BRAEMAR RD	008-537-968	RS3	**R2**		2F11
168 E BRAEMAR RD	005-216-885	RS3	**R2**		2F11
3715 ST PAULS AVE	013-534-971	RS3	**R2**		2F11
3776 LONSDALE AVE	012-801-585	RS3	**R2**		2F11
3760 LONSDALE AVE	008-915-342	RS3	**R2**		2F11
3724 LONSDALE AVE	012-802-344	RS3	**R2**		2F11
3761 ST PAULS AVE	012-802-379	RS3	**R2**		2F11
3757 ST PAULS AVE	012-802-387	RS3	**R2**		2F11
276 E OSBORNE RD	004-423-178	RSQ	**R2**	S1	2F11
280 E OSBORNE RD	014-560-704	RSQ	**R2**	S1	2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
256 E OSBORNE RD	004-584-732	RSQ	**R2**	S1	2F11
260 E OSBORNE RD	014-560-682	RSQ	**R2**	S1	2F11
272 E OSBORNE RD	014-560-691	RSQ	**R2**	S1	2F11
223 W BALMORAL RD	010-349-065	RSNQ	**R2**		2F11
219 W BALMORAL RD	008-082-774	RSNQ	**R2**		2F11
216 W BRAEMAR RD	010-349-073	RSMH	**R2**		2F11
220 W BRAEMAR RD	010-349-081	RSMH	**R2**		2F11
211 W BALMORAL RD	010-396-250	RSNQ	**R2**		2F11
205 W BALMORAL RD	010-396-268	RSNQ	**R2**		2F11
208 W BRAEMAR RD	010-396-276	RSMH	**R2**		2F11
212 W BRAEMAR RD	010-396-284	RSMH	**R2**		2F11
3820 CALDER AVE	010-092-170	RSNQ	**R2**		2F11
3852 CALDER AVE	010-092-200	RSNQ	**R2**		2F11
3872 CALDER AVE	010-092-242	RSNQ	**R2**		2F11
2-3886 CALDER AVE		RSNQ	**R2**		2F11
3893 NORWOOD AVE	010-092-439	RSNQ	**R2**		2F11
3867 NORWOOD AVE	010-092-471	RSNQ	**R2**		2F11
3833 NORWOOD AVE	010-092-587	RSNQ	**R2**		2F11
300 W BALMORAL RD	010-092-609	RSNQ	**R2**		2F11
3889 DALKEITH DR	009-996-061	RSNQ	**R2**		2F11
3867 DALKEITH DR	009-996-095	RSNQ	**R2**		2F11
3835 DALKEITH DR	009-996-117	RSNQ	**R2**		2F11
3815 DALKEITH DR	009-996-141	RSNQ	**R2**		2F11
290 W BALMORAL RD	009-996-184	RSNQ	**R2**		2F11
3840 NORWOOD AVE	009-996-257	RSNQ	**R2**		2F11
3852 NORWOOD AVE	009-996-273	RSNQ	**R2**		2F11
3886 NORWOOD AVE	007-768-575	RSNQ	**R2**		2F11
3870 DALKEITH DR	009-931-635	RSNQ	**R2**		2F11
3834 DALKEITH DR	009-931-651	RSNQ	**R2**		2F11
3812 DALKEITH DR	009-931-678	RSNQ	**R2**		2F11
241 W BALMORAL RD	004-382-692	RSNQ	**R2**		2F11
235 W BALMORAL RD	007-654-774	RSNQ	**R2**		2F11
234 W BRAEMAR RD	009-912-479	RSMH	**R2**		2F11
246 W BRAEMAR RD	009-912-487	RSMH	**R2**		2F11
261 W BALMORAL RD	009-875-352	RSNQ	**R2**		2F11
247 W BALMORAL RD	009-875-379	RSNQ	**R2**		2F11
258 W BRAEMAR RD	009-875-409	RSMH	**R2**		2F11
272 W BRAEMAR RD	009-875-433	RSMH	**R2**		2F11
3892 DALKEITH DR	009-931-597	RSNQ	**R2**		2F11
4125 ST ALBANS AVE	025-521-489	RS3	**R2**		2F11
4105 ST ALBANS AVE	025-521-497	RS3	**R2**		2F11
3375 CHESTERFIELD AVE	028-211-715	RSNQ	**R2**		2F11
3359 CHESTERFIELD AVE	028-211-723	RSNQ	**R2**		2F11
145 W ROCKLAND RD	014-271-214	RSNQ	**R2**		2F11
145 W ROCKLAND RD	014-271-249	RSNQ	**R2**		2F11
139 W ROCKLAND RD	008-431-191	RSNQ	**R2**		2F11
135 W ROCKLAND RD	008-431-205	RSNQ	**R2**		2F11
3854 PROSPECT RD	014-271-451	RSNQ	**R2**		2F11
141 W ROCKLAND RD	014-271-460	RSNQ	**R2**		2F11
3820 PROSPECT RD	008-305-358	RSNQ	**R2**		2F11
3968 ST PAULS AVE	011-346-124	RS3	**R2**		2F11
180 E ROCKLAND RD	011-346-132	RS3	**R2**		2F11
194 E ROCKLAND RD	011-346-159	RS3	**R2**		2F11
196 E ROCKLAND RD	011-346-167	RS3	**R2**		2F11
4015 ST GEORGES AVE	011-346-175	RS3	**R2**		2F11
4017 ST GEORGES AVE	011-346-183	RS3	**R2**		2F11
4019 ST GEORGES AVE	011-346-191	RS3	**R2**		2F11
4021 ST GEORGES AVE	011-346-205	RS3	**R2**		2F11
4025 ST GEORGES AVE	007-767-064	RS3	**R2**		2F11
4041 ST GEORGES AVE	003-616-681	RS3	**R2**		2F11
4063 ST GEORGES AVE	007-686-889	RS3	**R2**		2F11
4169 ST GEORGES AVE	011-348-101	RS3	**R2**		2F11
4175 ST GEORGES AVE	011-348-127	RS3	**R2**		2F11
4205 ST GEORGES AVE	002-492-041	RS3	**R2**		2F11
4217 ST GEORGES AVE	009-276-912	RS3	**R2**		2F11
4077 ST GEORGES AVE	011-346-272	RS3	**R2**		2F11
4121 ST GEORGES AVE	010-667-491	RS3	**R2**		2F11
4137 ST GEORGES AVE	010-667-512	RS3	**R2**		2F11
176 W ROCKLAND RD	008-089-175	RS3	**R2**		2F11
3965 ST ALBANS AVE	009-026-126	RS3	**R2**		2F11
3963 ST ALBANS AVE	009-026-169	RS3	**R2**		2F11
395 WELLINGTON DR	009-457-895	RS3	**R2**		2F11
365 WELLINGTON DR	004-208-056	RS3	**R2**		2F11
3330 CHESTERFIELD AVE	015-037-894	RSNQ	**R2**		2F11
188 W ST JAMES RD	015-037-908	RSNQ	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3341 LONSDALE AVE	015-038-009	RSNQ	**R2**		2F11
284 W ST JAMES RD	015-036-308	RSNQ	**R2**		2F11
274 W ST JAMES RD	015-036-316	RSNQ	**R2**		2F11
266 W ST JAMES RD	015-036-332	RSNQ	**R2**		2F11
256 W ST JAMES RD	015-036-341	RSNQ	**R2**		2F11
244 W ST JAMES RD	015-036-359	RSNQ	**R2**		2F11
234 W ST JAMES RD	014-381-346	RSNQ	**R2**		2F11
224 W ST JAMES RD	015-036-367	RSNQ	**R2**		2F11
216 W ST JAMES RD	015-036-375	RSNQ	**R2**		2F11
204 W ST JAMES RD	013-841-793	RSNQ	**R2**		2F11
3340 NORWOOD AVE	002-619-121	RSNQ	**R2**		2F11
280 W OSBORNE RD	007-144-725	RSNQ	**R2**		2F11
268 W OSBORNE RD	015-035-573	RSNQ	**R2**		2F11
256 W OSBORNE RD	015-035-581	RSNQ	**R2**		2F11
244 W OSBORNE RD	015-035-603	RSNQ	**R2**		2F11
234 W OSBORNE RD	011-679-239	RSNQ	**R2**		2F11
224 W OSBORNE RD	011-081-872	RSNQ	**R2**		2F11
214 W OSBORNE RD	015-035-620	RSNQ	**R2**		2F11
3371 CHESTERFIELD AVE	015-035-654	RSNQ	**R2**		2F11
3483 CHESTERFIELD AVE	015-035-611	RSNQ	**R2**		2F11
221 W OSBORNE RD	002-866-293	RSNQ	**R2**		2F11
229 W OSBORNE RD	015-035-395	RSNQ	**R2**		2F11
237 W OSBORNE RD	015-035-409	RSNQ	**R2**		2F11
245 W OSBORNE RD	015-035-476	RSNQ	**R2**		2F11
259 W OSBORNE RD	011-858-800	RSNQ	**R2**		2F11
269 W OSBORNE RD	015-035-506	RSNQ	**R2**		2F11
273 W OSBORNE RD	015-035-514	RSNQ	**R2**		2F11
3361 LONSDALE AVE	014-659-417	RSNQ	**R2**		2F11
3380 CHESTERFIELD AVE	012-047-660	RSNQ	**R2**		2F11
3468 CHESTERFIELD AVE	015-034-241	RSMH	**R2**		2F11
195 HOLYROOD RD	015-034-267	RSMH	**R2**		2F11
180 W OSBORNE RD	015-034-283	RSMH	**R2**		2F11
173 HOLYROOD RD	010-161-571	RSMH	**R2**		2F11
162 W OSBORNE RD	015-034-313	RSMH	**R2**		2F11
150 W OSBORNE RD	015-034-330	RSMH	**R2**		2F11
3365 LONSDALE AVE	002-527-006	RSNQ	**R2**		2F11
145 SANDRINGHAM CRES	015-034-381	RSMH	**R2**		2F11
123 W OSBORNE RD	003-928-845	RSNQ	**R2**		2F11
127 W OSBORNE RD	002-710-471	RSNQ	**R2**		2F11
133 W OSBORNE RD	015-034-208	RSNQ	**R2**		2F11
139 W OSBORNE RD	009-752-129	RSNQ	**R2**		2F11
151 W OSBORNE RD	015-034-232	RSNQ	**R2**		2F11
159 W OSBORNE RD	005-668-077	RSNQ	**R2**		2F11
165 W OSBORNE RD	014-982-625	RSNQ	**R2**		2F11
173 W OSBORNE RD	002-767-678	RSNQ	**R2**		2F11
138 W OSBORNE RD	003-145-841	RSMH	**R2**		2F11
129 SANDRINGHAM CRES	012-034-789	RSMH	**R2**		2F11
115 SANDRINGHAM CRES	010-667-954	RSMH	**R2**		2F11
111 SANDRINGHAM CRES	010-667-989	RSMH	**R2**		2F11
195 SANDRINGHAM CRES	010-696-016	RSMH	**R2**		2F11
185 SANDRINGHAM CRES	010-696-032	RSMH	**R2**		2F11
3420 NORWOOD AVE	002-497-166	RSMH	**R2**		2F11
280 HOLYROOD RD	004-646-657	RSMH	**R2**		2F11
268 HOLYROOD RD	010-255-290	RSMH	**R2**		2F11
254 HOLYROOD RD	010-255-320	RSMH	**R2**		2F11
240 HOLYROOD RD	010-255-346	RSMH	**R2**		2F11
226 HOLYROOD RD	010-122-281	RSMH	**R2**		2F11
209 SANDRINGHAM CRES	010-255-389	RSMH	**R2**		2F11
215 SANDRINGHAM CRES	010-255-401	RSMH	**R2**		2F11
219 SANDRINGHAM CRES	010-255-427	RSMH	**R2**		2F11
233 SANDRINGHAM CRES	010-255-451	RSMH	**R2**		2F11
245 SANDRINGHAM CRES	004-070-658	RSMH	**R2**		2F11
255 SANDRINGHAM CRES	010-255-478	RSMH	**R2**		2F11
3588 NORWOOD AVE	010-255-494	RSMH	**R2**		2F11
3568 NORWOOD AVE	002-649-900	RSMH	**R2**		2F11
3544 NORWOOD AVE	007-905-386	RSMH	**R2**		2F11
3520 NORWOOD AVE	003-128-717	RSMH	**R2**		2F11
3502 NORWOOD AVE	010-255-532	RSMH	**R2**		2F11
3498 NORWOOD AVE	008-110-051	RSMH	**R2**		2F11
3418 CARNARVON AVE	012-034-592	RSNQ	**R2**		2F11
3422 CARNARVON AVE	012-034-614	RSNQ	**R2**		2F11
2-118 SANDRINGHAM CRES		RSNQ	**R2**		2F11
3430 CARNARVON AVE	012-034-622	RSNQ	**R2**		2F11
3460 CARNARVON AVE	012-034-631	RSNQ	**R2**		2F11
3468 CARNARVON AVE	012-034-649	RSNQ	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3470 CARNARVON AVE	012-034-657	RSNQ	**R2**		2F11
3480 CARNARVON AVE	012-034-665	RSNQ	**R2**		2F11
3488 CARNARVON AVE	012-034-673	RSNQ	**R2**		2F11
3498 CARNARVON AVE	012-034-681	RSNQ	**R2**		2F11
125 CARISBROOKE CRES	010-695-711	RSMH	**R2**		2F11
151 CARISBROOKE CRES	010-695-745	RSMH	**R2**		2F11
177 CARISBROOKE CRES	010-695-761	RSMH	**R2**		2F11
181 CARISBROOKE CRES	005-689-872	RSMH	**R2**		2F11
195 CARISBROOKE CRES	010-695-770	RSMH	**R2**		2F11
240 SANDRINGHAM CRES	010-695-818	RSMH	**R2**		2F11
220 SANDRINGHAM CRES	010-695-834	RSMH	**R2**		2F11
210 SANDRINGHAM CRES	008-116-466	RSMH	**R2**		2F11
190 SANDRINGHAM CRES	010-695-869	RSMH	**R2**		2F11
180 SANDRINGHAM CRES	003-065-740	RSMH	**R2**		2F11
170 SANDRINGHAM CRES	010-695-885	RSMH	**R2**		2F11
150 SANDRINGHAM CRES	002-552-167	RSMH	**R2**		2F11
124 SANDRINGHAM CRES	010-695-907	RSMH	**R2**		2F11
207 CARISBROOKE CRES	006-754-163	RSMH	**R2**		2F11
221 CARISBROOKE CRES	003-424-341	RSMH	**R2**		2F11
235 CARISBROOKE CRES	010-255-176	RSMH	**R2**		2F11
187 E BRAEMAR RD	018-569-889	RS3	**R2**		2F11
189 E BRAEMAR RD	018-569-919	RS3	**R2**		2F11
180 E KENSINGTON RD	023-180-471	RS3	**R2**		2F11
188 E KENSINGTON RD	023-180-528	RS3	**R2**		2F11
333 W BRAEMAR RD	023-186-062	RSNQ	**R2**		2F11
3645 NORWOOD AVE	023-186-071	RSNQ	**R2**		2F11
237 E CARISBROOKE RD	023-385-189	RSQ	**R2**		2F11
4185 ST GEORGES AVE	024-450-936	RS3	**R2**		2F11
4195 ST GEORGES AVE	024-450-944	RS3	**R2**		2F11
4081 WOODBURY AVE	024-560-201	RSNQ	**R2**		2F11
4047 WOODBURY AVE	024-560-219	RSNQ	**R2**		2F11
	024-631-094	RS3	**R2**		2F11
	024-631-108	RS3	**R2**		2F11
233 E CARISBROOKE RD	023-961-872	RSQ	**R2**	S1	2F11
221 E CARISBROOKE RD	023-961-881	RSQ	**R2**	S1	2F11
3494 ST GEORGES AVE	023-961-899	RSQ	**R2**	S1	2F11
3790 LONSDALE AVE	025-043-412	RS3	**R2**		2F11
3782 LONSDALE AVE	025-043-439	RS3	**R2**		2F11
3988 PROSPECT RD	017-894-611	RS3	**R2**		2F11
179 MONTE VISTA CRT	017-894-620	RS3	**R2**		2F11
157 MONTE VISTA CRT	017-894-638	RS3	**R2**		2F11
131 MONTE VISTA CRT	017-894-646	RS3	**R2**		2F11
111 MONTE VISTA CRT	017-894-654	RS3	**R2**		2F11
194 MONTROYAL BLVD	017-971-608	RS3	**R2**		2F11
192 MONTROYAL BLVD	017-971-616	RS3	**R2**		2F11
305 WELLINGTON DR	017-400-813	RS3	**R2**		2F11
333 WELLINGTON DR	017-400-821	RS3	**R2**		2F11
4235 ST GEORGES AVE	017-405-963	RS3	**R2**		2F11
3500 CARNARVON AVE	012-034-479	RSNQ	**R2**		2F11
3502 CARNARVON AVE	012-034-487	RSNQ	**R2**		2F11
	012-034-495	RSNQ	**R2**		2F11
3565 LONSDALE AVE	009-026-975	RSNQ	**R2**		2F11
3571 LONSDALE AVE	002-494-604	RSNQ	**R2**		2F11
115 KENSINGTON CRES	002-494-639	RSNQ	**R2**		2F11
3539 LONSDALE AVE	012-034-509	RSNQ	**R2**		2F11
191 KENSINGTON CRES	010-695-541	RSMH	**R2**		2F11
222 KENSINGTON CRES	010-695-478	RSMH	**R2**		2F11
130 KENSINGTON CRES	010-695-494	RSMH	**R2**		2F11
209 W BRAEMAR RD	010-695-575	RSMH	**R2**		2F11
225 W BRAEMAR RD	008-275-505	RSMH	**R2**		2F11
270 CARISBROOKE CRES	010-695-591	RSMH	**R2**		2F11
234 CARISBROOKE CRES	010-695-605	RSMH	**R2**		2F11
124 CARISBROOKE CRES	010-695-613	RSMH	**R2**		2F11
125 KENSINGTON CRES	010-695-524	RSMH	**R2**		2F11
220 CARISBROOKE CRES	007-824-441	RSMH	**R2**		2F11
210 CARISBROOKE CRES	010-254-714	RSMH	**R2**		2F11
198 CARISBROOKE CRES	010-254-749	RSMH	**R2**		2F11
182 CARISBROOKE CRES	010-254-781	RSMH	**R2**		2F11
170 CARISBROOKE CRES	010-254-838	RSMH	**R2**		2F11
150 CARISBROOKE CRES	010-254-897	RSMH	**R2**		2F11
211 KENSINGTON CRES	009-791-990	RSMH	**R2**		2F11
231 KENSINGTON CRES	010-254-935	RSMH	**R2**		2F11
253 KENSINGTON CRES	010-254-978	RSMH	**R2**		2F11
269 KENSINGTON CRES	010-254-994	RSMH	**R2**		2F11
110 KENSINGTON CRES	012-034-207	RSNQ	**R2**		2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3634 CARNARVON AVE	012-034-215	RSNQ	**R2**		2F11
3650 CARNARVON AVE	012-034-223	RSNQ	**R2**		2F11
3660 CARNARVON AVE	012-034-258	RSNQ	**R2**		2F11
3686 CARNARVON AVE	012-034-266	RSNQ	**R2**		2F11
3688 CARNARVON AVE	012-034-274	RSNQ	**R2**		2F11
3690 CARNARVON AVE	004-484-894	RSNQ	**R2**		2F11
111 W BRAEMAR RD	004-484-916	RSNQ	**R2**		2F11
177 W BRAEMAR RD	010-695-460	RSMH	**R2**		2F11
155 W BRAEMAR RD	010-695-435	RSMH	**R2**		2F11
289 CARISBROOKE CRES	010-695-371	RSMH	**R2**		2F11
279 CARISBROOKE CRES	010-695-427	RSMH	**R2**		2F11
269 CARISBROOKE CRES	009-426-370	RSMH	**R2**		2F11
270 SANDRINGHAM CRES	010-254-099	RSMH	**R2**		2F11
276 SANDRINGHAM CRES	010-254-111	RSMH	**R2**		2F11
284 SANDRINGHAM CRES	009-014-993	RSMH	**R2**		2F11
288 SANDRINGHAM CRES	010-254-145	RSMH	**R2**		2F11
281 W BRAEMAR RD	009-622-969	RSMH	**R2**		2F11
3636 NORWOOD AVE	009-622-977	RSMH	**R2**		2F11
281 SANDRINGHAM CRES	009-622-985	RSMH	**R2**		2F11
3594 NORWOOD AVE	009-622-993	RSMH	**R2**		2F11
4066 NORWOOD AVE	007-744-684	RSNQ	**R2**		2F11
3439 ST MARYS AVE	004-129-377	RSQ	**R2**		2F11
3723 LONSDALE AVE	012-814-237	RSNQ	**R2**		2F11
108 W BRAEMAR RD	012-814-245	RSNQ	**R2**		2F11
122 W BRAEMAR RD	002-817-268	RSMH	**R2**		2F11
160 W BRAEMAR RD	004-550-684	RSMH	**R2**		2F11
170 W BRAEMAR RD	012-814-253	RSMH	**R2**		2F11
180 W BRAEMAR RD	012-814-261	RSMH	**R2**		2F11
3747 LONSDALE AVE	011-106-760	RSNQ	**R2**		2F11
109 W BALMORAL RD	010-216-952	RSNQ	**R2**		2F11
127 W BALMORAL RD	010-217-037	RSNQ	**R2**		2F11
153 W BALMORAL RD	010-217-070	RSNQ	**R2**		2F11
163 W BALMORAL RD	010-217-100	RSNQ	**R2**		2F11
185 W BALMORAL RD	010-217-231	RSNQ	**R2**		2F11
3759 NORWOOD AVE	009-823-140	RSNQ	**R2**		2F11
3733 NORWOOD AVE	004-350-766	RSNQ	**R2**		2F11
330 W BRAEMAR RD	009-823-158	RSNQ	**R2**		2F11
344 W BRAEMAR RD	009-823-107	RSNQ	**R2**		2F11
3730 CALDER AVE	003-161-170	RSNQ	**R2**		2F11
3752 CALDER AVE	009-823-115	RSNQ	**R2**		2F11
3780 CALDER AVE	009-823-123	RSNQ	**R2**		2F11
3785 NORWOOD AVE	009-823-131	RSNQ	**R2**		2F11
333 W BALMORAL RD	010-092-129	RSNQ	**R2**		2F11
3797 NORWOOD AVE	010-092-641	RSNQ	**R2**		2F11
4191 MADELEY RD	007-678-487	RSD	**R2**		2F11
4205 MADELEY RD	007-678-495	RSD	**R2**		2F11
4135 MADELEY RD	007-677-138	RSD	**R2**		2F11
4153 MADELEY RD	007-677-154	RSD	**R2**		2F11
4091 MADELEY RD	007-245-912	RSD	**R2**		2F11
376 CARTELIER RD	005-097-312	RSD	**R2**		2F11
4245 MADELEY RD	002-939-240	RSD	**R2**		2F11
4225 MADELEY RD	007-236-832	RSD	**R2**		2F11
4169 MADELEY RD	007-231-971	RSD	**R2**		2F11
4157 MADELEY RD	004-337-671	RSD	**R2**		2F11
4253 MADELEY RD	023-154-845	RSD	**R2**		2F11
4080 PROSPECT RD	030-098-432	RS3	**R2**		2F11
4136 COVENTRY WAY	030-098-441	RS3	**R2**		2F11
112 MONTE VISTA CRT	030-098-459	RS3	**R2**		2F11
4102 PROSPECT RD	008-680-868	RS3	**R2**		2F11
4042 PROSPECT RD	007-872-577	RS3	**R2**		2F11
4060 PROSPECT RD	011-622-920	RS3	**R2**		2F11
118 MONTE VISTA CRT	017-764-751	RS3	**R2**		2F11
122 MONTE VISTA CRT	017-894-662	RS3	**R2**		2F11
188 MONTE VISTA CRT	017-894-671	RS3	**R2**		2F11
4138 COVENTRY WAY	017-332-419	RS3	**R2**		2F11
4128 COVENTRY WAY	017-332-427	RS3	**R2**		2F11
114 MONTE VISTA CRT	018-006-043	RS3	**R2**		2F11
4248 PROSPECT RD	003-550-583	RS1	**R2**	S3	2F11
4215 ST MARYS AVE	014-960-524	RS1	**R2**	S3	2F11
4220 PROSPECT RD	011-365-081	RS1	**R2**	S3	2F11
4220 ST MARYS AVE	002-658-623	RS1	**R2**	S3	2F11
4210 ST MARYS AVE	014-960-630	RS1	**R2**	S3	2F11
4225 ST MARYS AVE	014-960-460	RS1	**R2**	S3	2F11
4220 ST GEORGES AVE	014-960-486	RS1	**R2**	S3	2F11
4225 ST PAULS AVE	004-196-953	RS1	**R2**	S3	2F11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4227 ST PAULS AVE	006-480-381	RS1	**R2**	S3	2F11
4229 ST PAULS AVE	006-481-035	RS1	**R2**	S3	2F11
4228 ST PAULS AVE	004-456-190	RS1	**R2**	S3	2F11
4224 ST PAULS AVE	011-347-902	RS1	**R2**	S3	2F11
4200 ST PAULS AVE	011-347-929	RS1	**R2**	S3	2F11
4180 ST PAULS AVE	011-347-945	RS1	**R2**	S3	2F11
4178 ST PAULS AVE	011-347-961	RS1	**R2**	S3	2F11
4150 ST PAULS AVE	011-347-996	RS1	**R2**	S3	2F11
4140 ST PAULS AVE	011-348-054	RS1	**R2**	S3	2F11
4130 ST PAULS AVE	011-133-431	RS1	**R2**	S3	2F11
4121 ST PAULS AVE	011-346-540	RS1	**R2**	S3	2F11
4122 ST PAULS AVE	010-706-780	RS1	**R2**	S3	2F11
4131 ST PAULS AVE	011-346-566	RS1	**R2**	S3	2F11
4255 ST GEORGES AVE	011-348-666	RS1	**R2**	S3	2F11
4141 ST PAULS AVE	011-346-591	RS1	**R2**	S3	2F11
4147 ST PAULS AVE	011-346-663	RS1	**R2**	S3	2F11
4191 ST PAULS AVE	011-346-779	RS1	**R2**	S3	2F11
4201 ST PAULS AVE	011-346-809	RS1	**R2**	S3	2F11
4221 ST PAULS AVE	002-595-826	RS1	**R2**	S3	2F11
4245 ST GEORGES AVE	017-405-980	RS1	**R2**	S3	2F11
4320 PROSPECT RD	011-364-271	RS3	**R2**		2F13
4260 PROSPECT RD	026-672-588	RS3	**R2**		2F13
4250 PROSPECT RD	026-672-596	RS3	**R2**		2F13
4276 PROSPECT RD	026-672-600	RS3	**R2**		2F13
2-349 MONTERAY AVE		RS3	**R2**		2F13
341 MONTERAY AVE	009-321-233	RS3	**R2**		2F13
333 MONTERAY AVE	008-801-495	RS3	**R2**		2F13
350 VENTURA CRES	009-420-045	RS3	**R2**		2F13
358 VENTURA CRES	006-341-551	RS3	**R2**		2F13
360 VENTURA CRES	009-420-053	RS3	**R2**		2F13
366 VENTURA CRES	009-420-088	RS3	**R2**		2F13
4352 STARLIGHT WAY	009-285-521	RS3	**R2**		2F13
372 VENTURA CRES	004-333-390	RS3	**R2**		2F13
380 VENTURA CRES	009-271-481	RS3	**R2**		2F13
382 VENTURA CRES	009-271-503	RS3	**R2**		2F13
372 MONTROYAL BLVD	006-372-546	RS3	**R2**		2F13
368 MONTROYAL BLVD	007-483-091	RS3	**R2**		2F13
356 MONTROYAL BLVD	007-483-112	RS3	**R2**		2F13
344 MONTROYAL BLVD	003-429-245	RS3	**R2**		2F13
4227 STARLIGHT WAY	004-283-929	RS3	**R2**		2F13
4221 STARLIGHT WAY	004-283-937	RS3	**R2**		2F13
4376 STARLIGHT WAY	009-052-534	RS3	**R2**		2F13
4384 STARLIGHT WAY	007-763-751	RS3	**R2**		2F13
4392 STARLIGHT WAY	009-052-542	RS3	**R2**		2F13
4408 STARLIGHT WAY	009-052-551	RS3	**R2**		2F13
4420 STARLIGHT WAY	009-052-569	RS3	**R2**		2F13
4426 STARLIGHT WAY	009-052-585	RS3	**R2**		2F13
4438 STARLIGHT WAY	009-052-593	RS3	**R2**		2F13
4362 STARLIGHT WAY	009-052-496	RS3	**R2**		2F13
4370 STARLIGHT WAY	009-052-526	RS3	**R2**		2F13
291 MONTROYAL BLVD	008-951-764	RSD	**R2**		2F13
4296 MADELEY RD	007-614-322	RSD	**R2**		2F13
4284 MADELEY RD	007-614-331	RSD	**R2**		2F13
4602 PROSPECT RD	005-037-531	RS3	**R2**		2F13
4592 PROSPECT RD	013-366-831	RS3	**R2**		2F13
4560 PROSPECT RD	013-366-840	RS3	**R2**		2F13
4554 PROSPECT RD	013-366-858	RS3	**R2**		2F13
4676 PROSPECT RD	011-242-361	RS3	**R2**		2F13
4550 PROSPECT RD	009-823-361	RS3	**R2**		2F13
4517 PROSPECT RD	009-413-529	RS3	**R2**		2F13
4511 PROSPECT RD	009-413-553	RS3	**R2**		2F13
322 NEWDALE CRT	009-388-460	RS3	**R2**		2F13
311 BEAVER RD	009-388-516	RS3	**R2**		2F13
4531 PROSPECT RD	005-758-556	RS3	**R2**		2F13
310 NEWDALE CRT	005-050-821	RS3	**R2**		2F13
4395 PROSPECT RD	009-285-458	RS3	**R2**		2F13
275 NEWDALE CRT	009-052-607	RS3	**R2**		2F13
296 NEWDALE CRT	009-052-631	RS3	**R2**		2F13
4525 PROSPECT RD	009-087-524	RS3	**R2**		2F13
284 NEWDALE CRT	006-754-121	RS3	**R2**		2F13
272 NEWDALE CRT	009-087-532	RS3	**R2**		2F13
258 NEWDALE CRT	009-087-567	RS3	**R2**		2F13
4503 PROSPECT RD	009-087-575	RS3	**R2**		2F13
250 NEWDALE CRT	009-087-583	RS3	**R2**		2F13
4491 PROSPECT RD	009-087-613	RS3	**R2**		2F13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4483 PROSPECT RD	009-087-648	RS3	**R2**		2F13
212 NEWDALE CRT	009-087-672	RS3	**R2**		2F13
4465 PROSPECT RD	009-087-681	RS3	**R2**		2F13
4453 PROSPECT RD	004-288-858	RS3	**R2**		2F13
4441 PROSPECT RD	009-087-699	RS3	**R2**		2F13
4429 PROSPECT RD	009-087-702	RS3	**R2**		2F13
200 NEWDALE CRT	006-840-191	RS3	**R2**		2F13
215 NEWDALE CRT	009-087-711	RS3	**R2**		2F13
227 NEWDALE CRT	009-087-729	RS3	**R2**		2F13
239 NEWDALE CRT	002-882-451	RS3	**R2**		2F13
255 NEWDALE CRT	009-087-737	RS3	**R2**		2F13
263 NEWDALE CRT	009-087-745	RS3	**R2**		2F13
4407 PROSPECT RD	008-899-495	RS3	**R2**		2F13
4415 PROSPECT RD	008-899-533	RS3	**R2**		2F13
4389 PROSPECT RD	007-234-678	RS3	**R2**		2F13
4377 PROSPECT RD	007-234-686	RS3	**R2**		2F13
4220 STARLIGHT WAY	003-713-784	RS3	**R2**		2F13
4252 STARLIGHT WAY	003-911-802	RS3	**R2**		2F13
4240 STARLIGHT WAY	003-911-829	RS3	**R2**		2F13
4277 PROSPECT RD	003-911-837	RS3	**R2**		2F13
4285 PROSPECT RD	003-911-845	RS3	**R2**		2F13
4255 PROSPECT RD	004-269-136	RS3	**R2**		2F13
4351 PROSPECT RD	007-498-519	RS3	**R2**		2F13
301 BEAVER RD	004-077-636	RS3	**R2**		2F13
303 BEAVER RD	013-366-742	RS3	**R2**		2F13
305 BEAVER RD	013-366-751	RS3	**R2**		2F13
4350 STARLIGHT WAY	007-498-454	RS3	**R2**		2F13
4320 STARLIGHT WAY	007-498-462	RS3	**R2**		2F13
4300 STARLIGHT WAY	007-498-471	RS3	**R2**		2F13
4288 STARLIGHT WAY	007-498-497	RS3	**R2**		2F13
346 VENTURA CRES	009-388-541	RS3	**R2**		2F13
221 RONDOVAL CRES	009-400-109	RS3	**R2**		2F13
217 RONDOVAL CRES	009-400-133	RS3	**R2**		2F13
216 RONDOVAL CRES	008-737-428	RS3	**R2**		2F13
211 RONDOVAL CRES	004-584-244	RS3	**R2**		2F13
209 RONDOVAL CRES	008-737-444	RS3	**R2**		2F13
199 RONDOVAL CRES	008-708-525	RS3	**R2**		2F13
191 RONDOVAL CRES	008-708-533	RS3	**R2**		2F13
187 RONDOVAL CRES	008-708-541	RS3	**R2**		2F13
4450 PROSPECT RD	008-708-568	RS3	**R2**		2F13
4442 PROSPECT RD	008-708-584	RS3	**R2**		2F13
4434 PROSPECT RD	008-708-606	RS3	**R2**		2F13
4428 PROSPECT RD	008-708-622	RS3	**R2**		2F13
4416 PROSPECT RD	004-684-206	RS3	**R2**		2F13
4404 PROSPECT RD	008-708-631	RS3	**R2**		2F13
4392 PROSPECT RD	008-708-657	RS3	**R2**		2F13
4390 PROSPECT RD	008-708-673	RS3	**R2**		2F13
220 RONDOVAL CRES	007-670-991	RS3	**R2**		2F13
234 RONDOVAL CRES	009-823-280	RS3	**R2**		2F13
248 RONDOVAL CRES	009-823-301	RS3	**R2**		2F13
260 RONDOVAL CRES	009-823-328	RS3	**R2**		2F13
272 RONDOVAL CRES	009-823-336	RS3	**R2**		2F13
4466 PROSPECT RD	008-708-550	RS3	**R2**		2F13
4470 PROSPECT RD	009-823-409	RS3	**R2**		2F13
4482 PROSPECT RD	009-823-425	RS3	**R2**		2F13
4494 PROSPECT RD	009-823-441	RS3	**R2**		2F13
4504 PROSPECT RD	009-823-468	RS3	**R2**		2F13
4512 PROSPECT RD	009-823-476	RS3	**R2**		2F13
4520 PROSPECT RD	009-823-484	RS3	**R2**		2F13
4534 PROSPECT RD	009-823-506	RS3	**R2**		2F13
265 RONDOVAL CRES	009-823-379	RS3	**R2**		2F13
255 RONDOVAL CRES	009-823-387	RS3	**R2**		2F13
237 RONDOVAL CRES	009-664-076	RS3	**R2**		2F13
314 BEAVER RD	013-366-785	RS3	**R2**		2F13
310 BEAVER RD	013-366-807	RS3	**R2**		2F13
4555 PROSPECT RD	006-081-177	RS3	**R2**		2F13
300 BEAVER RD	013-366-815	RS3	**R2**		2F13
4567 PROSPECT RD	008-531-277	RS3	**R2**		2F13
4559 PROSPECT RD	013-366-866	RS3	**R2**		2F13
4315 PROSPECT RD	023-833-092	RS3	**R2**		2F13
	023-833-106	RS3	**R2**		2F13
307 NEWDALE CRT	008-345-406	RS3	**R2**		2F13
315 NEWDALE CRT	009-102-671	RS3	**R2**		2F13
323 NEWDALE CRT	009-102-809	RS3	**R2**		2F13
331 NEWDALE CRT	009-102-833	RS3	**R2**		2F13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
339 NEWDALE CRT	009-102-868	RS3	**R2**		2F13
347 NEWDALE CRT	009-102-876	RS3	**R2**		2F13
353 NEWDALE CRT	009-102-906	RS3	**R2**		2F13
359 NEWDALE CRT	009-102-914	RS3	**R2**		2F13
4595 PROSPECT RD	009-388-125	RS3	**R2**		2F13
4675 PROSPECT RD	009-373-730	RS3	**R2**		2F13
4663 PROSPECT RD	009-373-764	RS3	**R2**		2F13
4635 PROSPECT RD	009-373-781	RS3	**R2**		2F13
362 NEWDALE CRT	009-103-007	RS3	**R2**		2F13
368 NEWDALE CRT	009-092-447	RS3	**R2**		2F13
374 NEWDALE CRT	009-092-811	RS3	**R2**		2F13
380 NEWDALE CRT	009-092-846	RS3	**R2**		2F13
4601 PROSPECT RD	009-092-871	RS3	**R2**		2F13
4677 PROSPECT RD	008-812-055	RS3	**R2**		2F13
4717 PROSPECT RD	008-729-620	RS3	**R2**		2F13
4287 MADELEY RD	007-215-428	RSD	**R2**		2F13
353 MONTROYAL BLVD	015-788-211	RSD	**R2**		2F13
4263 MADELEY RD	023-154-837	RSD	**R2**		2F13
321 MONTERAY AVE	008-801-517	RS3	**R2**		2F13
309 MONTERAY AVE	008-801-533	RS3	**R2**		2F13
308 MONTROYAL BLVD	007-536-674	RS3	**R2**		2F13
296 MONTROYAL BLVD	007-536-704	RS3	**R2**		2F13
292 MONTROYAL BLVD	007-536-739	RS3	**R2**		2F13
288 MONTROYAL BLVD	005-066-531	RS3	**R2**		2F13
284 MONTROYAL BLVD	007-536-763	RS3	**R2**		2F13
4241 STARLIGHT WAY	004-283-911	RS3	**R2**		2F13
4441 STARLIGHT WAY	009-052-011	RS3	**R2**		2F13
4433 STARLIGHT WAY	009-052-372	RS3	**R2**		2F13
4425 STARLIGHT WAY	009-052-402	RS3	**R2**		2F13
4417 STARLIGHT WAY	009-052-437	RS3	**R2**		2F13
4409 STARLIGHT WAY	009-052-453	RS3	**R2**		2F13
4395 STARLIGHT WAY	009-052-470	RS3	**R2**		2F13
4383 STARLIGHT WAY	009-016-708	RS3	**R2**		2F13
4371 STARLIGHT WAY	009-016-724	RS3	**R2**		2F13
2-4359 STARLIGHT WAY		RS3	**R2**		2F13
328 MONTERAY AVE	008-801-797	RS3	**R2**		2F13
320 MONTERAY AVE	008-801-843	RS3	**R2**		2F13
312 MONTERAY AVE	008-801-851	RS3	**R2**		2F13
304 MONTERAY AVE	008-801-894	RS3	**R2**		2F13
324 MONTROYAL BLVD	007-483-121	RS3	**R2**		2F13
4388 PROSPECT RD	011-364-149	RS1	**R2**	S3	2F13
4336 PROSPECT RD	008-116-571	RS1	**R2**	S3	2F13
4302 PROSPECT RD	011-364-891	RS1	**R2**	S3	2F13
4350 ST MARYS AVE	014-960-613	RS1	**R2**	S3	2F13
	014-960-575	RS1	**R2**	S3	2F13
	014-960-435	RS1	**R2**	S3	2F13
4250 ST GEORGES AVE	014-960-451	RS1	**R2**	S3	2F13
4301 ST MARYS AVE	005-124-905	RS1	**R2**	S3	2F13
4255 ST PAULS AVE	011-346-914	RS1	**R2**	S3	2F13
4265 ST PAULS AVE	011-346-949	RS1	**R2**	S3	2F13
4275 ST PAULS AVE	011-346-957	RS1	**R2**	S3	2F13
4265 ST GEORGES AVE	011-347-481	RS1	**R2**	S3	2F13
4275 ST GEORGES AVE	007-700-504	RS1	**R2**	S3	2F13
4299 ST GEORGES AVE	007-700-512	RS1	**R2**	S3	2F13
4288 ST PAULS AVE	018-597-289	RS1	**R2**	S3	2F13
4248 ST PAULS AVE	018-597-378	RS1	**R2**	S3	2F13
4238 ST PAULS AVE	018-597-394	RS1	**R2**	S3	2F13
210 RONDOVAL CRES	003-985-253	RS1	**R2**	S3	2F13
202 RONDOVAL CRES	003-985-261	RS1	**R2**	S3	2F13
196 RONDOVAL CRES	003-984-761	RS1	**R2**	S3	2F13
	004-688-660	RS1	**R2**	S3	2F13
772 E 13TH ST	013-755-528	RSKL	**R2**		2H05
780 E 13TH ST	013-755-536	RSKL	**R2**		2H05
773 E 14TH ST	013-755-544	RSKL	**R2**		2H05
767 E 14TH ST	013-755-552	RSKL	**R2**		2H05
798 E 13TH ST	013-547-780	RSKL	**R2**		2H05
792 E 13TH ST	013-547-798	RSKL	**R2**		2H05
786 E 13TH ST	004-262-271	RSKL	**R2**		2H05
785 E 14TH ST	013-547-810	RSKL	**R2**		2H05
791 E 14TH ST	002-844-125	RSKL	**R2**		2H05
1395 HENDRY AVE	013-547-828	RSKL	**R2**		2H05
749 E 14TH ST	002-971-330	RSKL	**R2**		2H05
757 E 14TH ST	013-353-632	RSKL	**R2**		2H05
763 E 14TH ST	010-179-275	RSKL	**R2**		2H05
762 E 13TH ST	013-353-675	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
760 E 13TH ST	013-357-824	RSKL	**R2**		2H05
754 E 13TH ST	013-357-832	RSKL	**R2**		2H05
733 E 14TH ST	006-322-000	RSKL	**R2**		2H05
741 E 14TH ST	012-223-271	RSKL	**R2**		2H05
746 E 13TH ST	010-613-706	RSKL	**R2**		2H05
738 E 13TH ST	012-223-301	RSKL	**R2**		2H05
726 E 13TH ST	011-079-444	RSKL	**R2**		2H05
725 E 14TH ST	011-079-398	RSKL	**R2**		2H05
731 E 14TH ST	011-079-401	RSKL	**R2**		2H05
732 E 13TH ST	011-079-428	RSKL	**R2**		2H05
1390 SUTHERLAND AVE	010-057-030	RSKL	**R2**		2H05
717 E 14TH ST	010-057-056	RSKL	**R2**		2H05
714 E 13TH ST	010-057-064	RSKL	**R2**		2H05
1340 SUTHERLAND AVE	010-057-072	RSKL	**R2**		2H05
1004 MOUNTAIN HWY	009-762-604	RS3	**R2**		2H05
1142 ARBORLYNN DR	009-762-744	RS3	**R2**		2H05
1156 ARBORLYNN DR	009-762-761	RS3	**R2**		2H05
1170 ARBORLYNN DR	009-762-787	RS3	**R2**		2H05
1184 ARBORLYNN DR	009-762-809	RS3	**R2**		2H05
1198 ARBORLYNN DR	009-762-833	RS3	**R2**		2H05
1210 ARBORLYNN DR	009-762-850	RS3	**R2**		2H05
1020 MOUNTAIN HWY	009-762-639	RS3	**R2**		2H05
1036 MOUNTAIN HWY	009-762-647	RS3	**R2**		2H05
1054 MOUNTAIN HWY	009-762-671	RS3	**R2**		2H05
1072 ARBORLYNN DR	003-123-839	RS3	**R2**		2H05
1088 ARBORLYNN DR	009-762-698	RS3	**R2**		2H05
1102 ARBORLYNN DR	009-762-710	RS3	**R2**		2H05
1114 ARBORLYNN DR	002-789-400	RS3	**R2**		2H05
1128 ARBORLYNN DR	009-762-736	RS3	**R2**		2H05
1065 MOUNTAIN HWY	009-513-043	RS3	**R2**		2H05
859 DRAYTON ST	009-491-091	RSKL	**R2**		2H05
863 DRAYTON ST	009-491-121	RSKL	**R2**		2H05
1315 E 14TH ST	005-770-220	RS3	**R2**		2H05
1323 E 14TH ST	009-407-341	RS3	**R2**		2H05
873 E 14TH ST	003-628-965	RSKL	**R2**		2H05
867 E 14TH ST	008-387-915	RSKL	**R2**		2H05
851 E 14TH ST	009-401-580	RSKL	**R2**		2H05
835 E 14TH ST	009-401-636	RSKL	**R2**		2H05
829 E 14TH ST	004-261-046	RSKL	**R2**		2H05
1177 ARBORLYNN DR	009-322-086	RS3	**R2**		2H05
1333 E 8TH ST	005-095-174	RS3	**R2**		2H05
1335 E 8TH ST	012-925-373	RS3	**R2**		2H05
1337 E 8TH ST	009-289-950	RS3	**R2**		2H05
1339 E 8TH ST	005-672-171	RS3	**R2**		2H05
1331 E 8TH ST	012-925-888	RS3	**R2**		2H05
1301 E 8TH ST	027-115-119	RS3	**R2**		2H05
1315 E 8TH ST	027-115-127	RS3	**R2**		2H05
865 E 11TH ST	013-798-782	RSKL	**R2**		2H05
868 DRAYTON ST	013-704-524	RSKL	**R2**		2H05
2-866 E 10TH ST		RSKL	**R2**		2H05
864 E 10TH ST	005-410-282	RSKL	**R2**		2H05
850 E 10TH ST	005-746-833	RSKL	**R2**		2H05
844 E 10TH ST	013-798-936	RSKL	**R2**		2H05
840 E 10TH ST	013-799-029	RSKL	**R2**		2H05
832 E 10TH ST	013-799-053	RSKL	**R2**		2H05
828 E 10TH ST	012-008-427	RSKL	**R2**		2H05
822 E 10TH ST	012-008-435	RSKL	**R2**		2H05
821 E 11TH ST	013-798-588	RSKL	**R2**		2H05
829 E 11TH ST	013-798-618	RSKL	**R2**		2H05
835 E 11TH ST	013-798-651	RSKL	**R2**		2H05
839 E 11TH ST	013-798-693	RSKL	**R2**		2H05
843 E 11TH ST	013-798-723	RSKL	**R2**		2H05
847 E 11TH ST	008-359-130	RSKL	**R2**		2H05
859 E 11TH ST	013-798-758	RSKL	**R2**		2H05
1020 HENDRY AVE	013-799-151	RSKL	**R2**		2H05
808 E 10TH ST	013-799-096	RSKL	**R2**		2H05
1212 GLADSTONE AVE	009-184-961	RSKL	**R2**		2H05
1208 GLADSTONE AVE	009-185-011	RSKL	**R2**		2H05
1204 GLADSTONE AVE	009-185-046	RSKL	**R2**		2H05
1200 GLADSTONE AVE	008-196-354	RSKL	**R2**		2H05
901 E 12TH ST	009-185-089	RSKL	**R2**		2H05
897 E 12TH ST	009-185-097	RSKL	**R2**		2H05
895 E 12TH ST	009-185-119	RSKL	**R2**		2H05
894 E 11TH ST	009-185-135	RSKL	**R2**		2H05
898 E 11TH ST	003-463-427	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
900 E 11TH ST	009-185-178	RSKL	**R2**		2H05
964 DRAYTON ST	009-185-194	RSKL	**R2**		2H05
1348 MOUNTAIN HWY	009-071-580	RS3	**R2**		2H05
1342 MOUNTAIN HWY	009-071-628	RS3	**R2**		2H05
1347 E 14TH ST	009-014-071	RS3	**R2**		2H05
1355 E 14TH ST	009-014-080	RS3	**R2**		2H05
1369 E 14TH ST	009-014-101	RS3	**R2**		2H05
1371 E 14TH ST	009-014-128	RS3	**R2**		2H05
805 WHITCHURCH ST	009-021-981	RSKL	**R2**		2H05
1149 ARBORLYNN DR	010-626-859	RS3	**R2**		2H05
879 E 14TH ST	009-031-677	RSKL	**R2**		2H05
885 E 14TH ST	009-031-723	RSKL	**R2**		2H05
891 E 14TH ST	004-448-235	RSKL	**R2**		2H05
894 E 13TH ST	009-001-794	RSKL	**R2**		2H05
784 CALVERHALL ST	008-998-094	RSKL	**R2**		2H05
788 CALVERHALL ST	008-998-116	RSKL	**R2**		2H05
792 CALVERHALL ST	008-998-132	RSKL	**R2**		2H05
725 KENNARD AVE	008-998-141	RSKL	**R2**		2H05
1358 E 14TH ST	014-385-384	RS3	**R2**		2H05
1342 E 14TH ST	008-592-675	RS3	**R2**		2H05
1330 E 14TH ST	003-675-963	RS3	**R2**		2H05
1076 SUTHERLAND AVE	007-461-607	RSKL	**R2**		2H05
781 E 11TH ST	014-186-306	RSKL	**R2**		2H05
789 E 11TH ST	014-186-349	RSKL	**R2**		2H05
797 E 11TH ST	014-186-357	RSKL	**R2**		2H05
1001 HENDRY AVE	010-112-511	RSKL	**R2**		2H05
788 E 10TH ST	014-186-390	RSKL	**R2**		2H05
780 E 10TH ST	014-186-608	RSKL	**R2**		2H05
772 E 10TH ST	014-186-624	RSKL	**R2**		2H05
2-764 E 10TH ST		RSKL	**R2**		2H05
756 E 10TH ST	014-186-667	RSKL	**R2**		2H05
748 E 10TH ST	014-186-683	RSKL	**R2**		2H05
715 E 11TH ST	003-463-877	RSKL	**R2**		2H05
740 E 10TH ST	014-186-713	RSKL	**R2**		2H05
732 E 10TH ST	014-186-730	RSKL	**R2**		2H05
724 E 10TH ST	002-874-326	RSKL	**R2**		2H05
710 E 10TH ST	013-016-954	RSKL	**R2**		2H05
706 E 10TH ST	014-186-756	RSKL	**R2**		2H05
731 E 11TH ST	014-186-179	RSKL	**R2**		2H05
733 E 11TH ST	014-186-217	RSKL	**R2**		2H05
741 E 11TH ST	014-186-233	RSKL	**R2**		2H05
749 E 11TH ST	014-186-241	RSKL	**R2**		2H05
755 E 11TH ST	014-186-276	RSKL	**R2**		2H05
761 E 11TH ST	004-075-391	RSKL	**R2**		2H05
775 E 11TH ST	014-186-292	RSKL	**R2**		2H05
1370 E 14TH ST	009-767-410	RS3	**R2**		2H05
1211 ADDERLEY ST	008-953-813	RSKL	**R2**		2H05
1213 ADDERLEY ST	008-953-830	RSKL	**R2**		2H05
1293 MOUNTAIN HWY	008-884-641	RS3	**R2**		2H05
1283 MOUNTAIN HWY	008-884-650	RS3	**R2**		2H05
1265 MOUNTAIN HWY	008-884-668	RS3	**R2**		2H05
1247 MOUNTAIN HWY	005-331-498	RS3	**R2**		2H05
1205 MOUNTAIN HWY	008-884-676	RS3	**R2**		2H05
1193 MOUNTAIN HWY	008-884-684	RS3	**R2**		2H05
1302 MOUNTAIN HWY	028-844-106	RS3	**R2**		2H05
1300 MOUNTAIN HWY	028-844-114	RS3	**R2**		2H05
790 HENDRY AVE	008-806-853	RSKL	**R2**		2H05
780 HENDRY AVE	008-806-811	RSKL	**R2**		2H05
839 DRAYTON ST	008-763-330	RSKL	**R2**		2H05
845 DRAYTON ST	008-763-348	RSKL	**R2**		2H05
1329 APPIN RD	008-749-892	RS3	**R2**		2H05
1311 APPIN RD	008-749-914	RS3	**R2**		2H05
1295 APPIN RD	008-749-957	RS3	**R2**		2H05
1273 APPIN RD	008-749-973	RS3	**R2**		2H05
1251 ARBORLYNN DR	008-749-981	RS3	**R2**		2H05
1219 ARBORLYNN DR	008-749-990	RS3	**R2**		2H05
1250 MOUNTAIN HWY	008-749-787	RS3	**R2**		2H05
1280 MOUNTAIN HWY	008-749-809	RS3	**R2**		2H05
1290 MOUNTAIN HWY	008-749-817	RS3	**R2**		2H05
1314 MOUNTAIN HWY	008-749-841	RS3	**R2**		2H05
1330 MOUNTAIN HWY	008-749-850	RS3	**R2**		2H05
1341 APPIN RD	008-749-884	RS3	**R2**		2H05
958 HENDRY AVE	011-573-988	RSKL	**R2**		2H05
	011-574-046	RSKL	**R2**		2H05
811 E 10TH ST	011-573-996	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
821 E 10TH ST	011-574-003	RSKL	**R2**		2H05
827 E 10TH ST	007-134-614	RSKL	**R2**		2H05
900 HENDRY AVE	011-574-011	RSKL	**R2**		2H05
818 DRAYTON ST	011-574-020	RSKL	**R2**		2H05
835 E 10TH ST	010-752-927	RSKL	**R2**		2H05
1228 ADDERLEY ST	008-708-339	RSKL	**R2**		2H05
1234 ADDERLEY ST	007-770-081	RSKL	**R2**		2H05
809 DRAYTON ST	008-702-250	RSKL	**R2**		2H05
814 WHITCHURCH ST	008-702-225	RSKL	**R2**		2H05
810 WHITCHURCH ST	002-657-937	RSKL	**R2**		2H05
808 WHITCHURCH ST	008-195-536	RSKL	**R2**		2H05
1203 AIRLYNN PL	008-652-180	RS3	**R2**		2H05
1211 AIRLYNN PL	008-652-198	RS3	**R2**		2H05
1240 MOUNTAIN HWY	008-652-201	RS3	**R2**		2H05
1221 AIRLYNN PL	008-234-230	RS3	**R2**		2H05
1440 MOUNTAIN HWY	008-610-681	RS3	**R2**		2H05
1308 E 14TH ST	008-610-690	RS3	**R2**		2H05
1326 E 14TH ST	008-610-711	RS3	**R2**		2H05
1195 ADDERLEY ST	008-023-450	RSKL	**R2**		2H05
871 BROOKSBANK AVE	008-023-468	RSKL	**R2**		2H05
990 SUTHERLAND AVE	004-397-401	RSKL	**R2**		2H05
789 E 10TH ST	012-085-456	RSKL	**R2**		2H05
951 HENDRY AVE	014-266-423	RSKL	**R2**		2H05
901 HENDRY AVE	014-266-431	RSKL	**R2**		2H05
788 E 9TH ST	011-659-521	RSKL	**R2**		2H05
780 E 9TH ST	014-266-440	RSKL	**R2**		2H05
774 E 9TH ST	005-621-551	RSKL	**R2**		2H05
750 E 9TH ST	002-710-978	RSKL	**R2**		2H05
748 E 9TH ST	014-266-458	RSKL	**R2**		2H05
744 E 9TH ST	014-266-466	RSKL	**R2**		2H05
715 E 10TH ST	004-710-541	RSKL	**R2**		2H05
740 E 9TH ST	014-266-474	RSKL	**R2**		2H05
723 E 10TH ST	014-266-369	RSKL	**R2**		2H05
731 E 10TH ST	014-266-377	RSKL	**R2**		2H05
741 E 10TH ST	014-266-385	RSKL	**R2**		2H05
749 E 10TH ST	010-579-711	RSKL	**R2**		2H05
755 E 10TH ST	014-266-393	RSKL	**R2**		2H05
763 E 10TH ST	014-266-407	RSKL	**R2**		2H05
771 E 10TH ST	014-266-415	RSKL	**R2**		2H05
940 SUTHERLAND AVE	014-266-482	RSKL	**R2**		2H05
710 E 9TH ST	014-266-491	RSKL	**R2**		2H05
1077 MOUNTAIN HWY	007-918-160	RS3	**R2**		2H05
1089 MOUNTAIN HWY	007-918-208	RS3	**R2**		2H05
1103 MOUNTAIN HWY	007-918-216	RS3	**R2**		2H05
1115 MOUNTAIN HWY	007-918-241	RS3	**R2**		2H05
1131 MOUNTAIN HWY	007-918-259	RS3	**R2**		2H05
1147 MOUNTAIN HWY	003-918-831	RS3	**R2**		2H05
1169 MOUNTAIN HWY	007-918-275	RS3	**R2**		2H05
850 HENDRY AVE	007-894-252	RSKL	**R2**		2H05
844 HENDRY AVE	007-894-279	RSKL	**R2**		2H05
732 E 9TH ST	002-529-815	RSKL	**R2**		2H05
720 E 9TH ST	007-819-145	RSKL	**R2**		2H05
886 SUTHERLAND AVE	014-265-907	RSKL	**R2**		2H05
781 E 9TH ST	014-266-016	RSKL	**R2**		2H05
789 E 9TH ST	014-266-024	RSKL	**R2**		2H05
875 HENDRY AVE	014-266-032	RSKL	**R2**		2H05
796 E 8TH ST	014-266-041	RSKL	**R2**		2H05
788 E 8TH ST	014-266-059	RSKL	**R2**		2H05
780 E 8TH ST	014-266-067	RSKL	**R2**		2H05
772 E 8TH ST	014-266-091	RSKL	**R2**		2H05
762 E 8TH ST	011-747-251	RSKL	**R2**		2H05
754 E 8TH ST	011-895-055	RSKL	**R2**		2H05
748 E 8TH ST	014-266-105	RSKL	**R2**		2H05
717 E 9TH ST	014-265-923	RSKL	**R2**		2H05
740 E 8TH ST	014-266-113	RSKL	**R2**		2H05
732 E 8TH ST	014-266-130	RSKL	**R2**		2H05
714 E 8TH ST	002-953-684	RSKL	**R2**		2H05
830 SUTHERLAND AVE	002-953-641	RSKL	**R2**		2H05
723 E 9TH ST	014-265-940	RSKL	**R2**		2H05
729 E 9TH ST	014-265-966	RSKL	**R2**		2H05
733 E 9TH ST	014-265-974	RSKL	**R2**		2H05
747 E 9TH ST	003-909-280	RSKL	**R2**		2H05
753 E 9TH ST	014-265-982	RSKL	**R2**		2H05
765 E 9TH ST	014-265-991	RSKL	**R2**		2H05
771 E 9TH ST	006-308-490	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1151 ARBORLYNN DR	007-664-508	RS3	**R2**		2H05
1165 ARBORLYNN DR	007-664-516	RS3	**R2**		2H05
930 WHITCHURCH ST	018-949-118	RSKL	**R2**		2H05
913 DRAYTON ST	007-439-938	RSKL	**R2**		2H05
915 DRAYTON ST	006-710-905	RSKL	**R2**		2H05
1231 E 14TH ST	007-377-967	RS3	**R2**		2H05
1253 E 14TH ST	007-377-991	RS3	**R2**		2H05
1257 LUCKING PL	007-378-033	RS3	**R2**		2H05
1269 LUCKING PL	007-378-084	RS3	**R2**		2H05
1281 LUCKING PL	007-378-122	RS3	**R2**		2H05
1285 LUCKING PL	007-378-165	RS3	**R2**		2H05
1289 LUCKING PL	004-684-184	RS3	**R2**		2H05
1293 E 14TH ST	007-378-203	RS3	**R2**		2H05
1297 E 14TH ST	007-378-271	RS3	**R2**		2H05
851 DRAYTON ST	013-794-566	RSKL	**R2**		2H05
869 DRAYTON ST	004-129-369	RSKL	**R2**		2H05
875 DRAYTON ST	005-890-942	RSKL	**R2**		2H05
887 DRAYTON ST	013-794-591	RSKL	**R2**		2H05
893 DRAYTON ST	013-794-612	RSKL	**R2**		2H05
899 DRAYTON ST	010-091-939	RSKL	**R2**		2H05
890 WHITCHURCH ST	013-794-621	RSKL	**R2**		2H05
886 WHITCHURCH ST	013-794-655	RSKL	**R2**		2H05
882 WHITCHURCH ST	013-794-680	RSKL	**R2**		2H05
878 WHITCHURCH ST	013-017-039	RSKL	**R2**		2H05
874 WHITCHURCH ST	013-794-701	RSKL	**R2**		2H05
866 WHITCHURCH ST	013-794-728	RSKL	**R2**		2H05
860 WHITCHURCH ST	008-172-986	RSKL	**R2**		2H05
854 WHITCHURCH ST	005-060-591	RSKL	**R2**		2H05
840 WHITCHURCH ST	013-794-736	RSKL	**R2**		2H05
838 WHITCHURCH ST	013-794-744	RSKL	**R2**		2H05
836 WHITCHURCH ST	013-794-761	RSKL	**R2**		2H05
832 WHITCHURCH ST	013-794-779	RSKL	**R2**		2H05
828 WHITCHURCH ST	002-619-245	RSKL	**R2**		2H05
820 WHITCHURCH ST	013-794-787	RSKL	**R2**		2H05
818 WHITCHURCH ST	013-794-795	RSKL	**R2**		2H05
821 DRAYTON ST	013-794-507	RSKL	**R2**		2H05
825 DRAYTON ST	002-542-811	RSKL	**R2**		2H05
833 DRAYTON ST	002-543-036	RSKL	**R2**		2H05
847 DRAYTON ST	013-794-523	RSKL	**R2**		2H05
880 E 13TH ST	007-283-695	RSKL	**R2**		2H05
884 E 13TH ST	007-283-709	RSKL	**R2**		2H05
1189 AIRLYNN PL	007-282-630	RS3	**R2**		2H05
1185 AIRLYNN PL	004-057-201	RS3	**R2**		2H05
1022 GLADSTONE AVE	013-792-385	RSKL	**R2**		2H05
953 DRAYTON ST	013-792-750	RSKL	**R2**		2H05
959 DRAYTON ST	010-064-486	RSKL	**R2**		2H05
963 DRAYTON ST	013-792-768	RSKL	**R2**		2H05
969 DRAYTON ST	013-792-784	RSKL	**R2**		2H05
975 DRAYTON ST	013-792-792	RSKL	**R2**		2H05
981 DRAYTON ST	013-792-962	RSKL	**R2**		2H05
995 DRAYTON ST	013-792-989	RSKL	**R2**		2H05
999 DRAYTON ST	002-927-489	RSKL	**R2**		2H05
1131 BROOKSBANK AVE	013-793-004	RSKL	**R2**		2H05
988 WHITCHURCH ST	013-793-012	RSKL	**R2**		2H05
911 DRAYTON ST	013-792-423	RSKL	**R2**		2H05
980 WHITCHURCH ST	010-082-573	RSKL	**R2**		2H05
974 WHITCHURCH ST	002-766-841	RSKL	**R2**		2H05
962 WHITCHURCH ST	013-793-039	RSKL	**R2**		2H05
958 WHITCHURCH ST	013-793-047	RSKL	**R2**		2H05
956 WHITCHURCH ST	009-106-758	RSKL	**R2**		2H05
950 WHITCHURCH ST	013-793-071	RSKL	**R2**		2H05
948 WHITCHURCH ST	012-203-262	RSKL	**R2**		2H05
944 WHITCHURCH ST	013-793-080	RSKL	**R2**		2H05
940 WHITCHURCH ST	005-763-461	RSKL	**R2**		2H05
924 WHITCHURCH ST	013-793-101	RSKL	**R2**		2H05
916 WHITCHURCH ST	004-382-323	RSKL	**R2**		2H05
912 WHITCHURCH ST	013-793-110	RSKL	**R2**		2H05
906 WHITCHURCH ST	013-794-213	RSKL	**R2**		2H05
929 DRAYTON ST	013-792-458	RSKL	**R2**		2H05
937 DRAYTON ST	013-792-687	RSKL	**R2**		2H05
943 DRAYTON ST	013-792-717	RSKL	**R2**		2H05
949 DRAYTON ST	010-176-128	RSKL	**R2**		2H05
951 DRAYTON ST	013-792-725	RSKL	**R2**		2H05
800 HENDRY AVE	004-111-346	RSKL	**R2**		2H05
804 WHITCHURCH ST	007-143-524	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1011 DRAYTON ST	013-329-791	RSKL	**R2**		2H05
1018 WHITCHURCH ST	013-329-855	RSKL	**R2**		2H05
1012 WHITCHURCH ST	013-329-863	RSKL	**R2**		2H05
1120 BROOKSBANK AVE	013-329-871	RSKL	**R2**		2H05
1054 WHITCHURCH ST	013-329-804	RSKL	**R2**		2H05
1042 WHITCHURCH ST	013-329-812	RSKL	**R2**		2H05
1036 WHITCHURCH ST	013-329-821	RSKL	**R2**		2H05
1030 WHITCHURCH ST	013-329-839	RSKL	**R2**		2H05
1026 WHITCHURCH ST	013-329-847	RSKL	**R2**		2H05
1033 DRAYTON ST	006-313-086	RSKL	**R2**		2H05
1019 DRAYTON ST	006-312-888	RSKL	**R2**		2H05
1344 HENDRY AVE	002-439-786	RSKL	**R2**		2H05
811 E 14TH ST	011-098-805	RSKL	**R2**		2H05
819 E 14TH ST	004-202-406	RSKL	**R2**		2H05
823 E 14TH ST	011-098-848	RSKL	**R2**		2H05
826 E 13TH ST	011-098-864	RSKL	**R2**		2H05
820 E 13TH ST	003-347-508	RSKL	**R2**		2H05
812 E 13TH ST	008-021-155	RSKL	**R2**		2H05
806 E 13TH ST	003-148-963	RSKL	**R2**		2H05
834 E 13TH ST	010-257-098	RSKL	**R2**		2H05
840 E 13TH ST	010-257-101	RSKL	**R2**		2H05
846 E 13TH ST	010-257-110	RSKL	**R2**		2H05
858 E 13TH ST	008-433-445	RSKL	**R2**		2H05
866 E 13TH ST	010-166-459	RSKL	**R2**		2H05
878 E 13TH ST	003-133-915	RSKL	**R2**		2H05
1209 ARBORLYNN DR	009-767-525	RS3	**R2**		2H05
1070 BROOKSBANK AVE	013-329-651	RSKL	**R2**		2H05
1063 WHITCHURCH ST	013-329-731	RSKL	**R2**		2H05
1069 WHITCHURCH ST	003-968-383	RSKL	**R2**		2H05
1075 WHITCHURCH ST	008-754-136	RSKL	**R2**		2H05
1092 CALVERHALL ST	006-709-877	RSKL	**R2**		2H05
1088 CALVERHALL ST	006-709-931	RSKL	**R2**		2H05
1082 CALVERHALL ST	012-138-371	RSKL	**R2**		2H05
1064 CALVERHALL ST	013-329-740	RSKL	**R2**		2H05
1060 CALVERHALL ST	013-329-758	RSKL	**R2**		2H05
1054 CALVERHALL ST	013-329-766	RSKL	**R2**		2H05
1052 CALVERHALL ST	008-138-320	RSKL	**R2**		2H05
1009 WHITCHURCH ST	013-329-669	RSKL	**R2**		2H05
1046 CALVERHALL ST	013-329-774	RSKL	**R2**		2H05
1040 CALVERHALL ST	004-615-751	RSKL	**R2**		2H05
1034 CALVERHALL ST	008-796-297	RSKL	**R2**		2H05
2-1028 CALVERHALL ST		RSKL	**R2**		2H05
1022 CALVERHALL ST	006-273-441	RSKL	**R2**		2H05
1016 CALVERHALL ST	007-943-831	RSKL	**R2**		2H05
1014 CALVERHALL ST	011-773-260	RSKL	**R2**		2H05
1020 BROOKSBANK AVE	011-773-189	RSKL	**R2**		2H05
1017 WHITCHURCH ST	012-048-178	RSKL	**R2**		2H05
1021 WHITCHURCH ST	013-329-677	RSKL	**R2**		2H05
1031 WHITCHURCH ST	013-329-685	RSKL	**R2**		2H05
1037 WHITCHURCH ST	013-329-693	RSKL	**R2**		2H05
1043 WHITCHURCH ST	013-329-707	RSKL	**R2**		2H05
1051 WHITCHURCH ST	013-329-715	RSKL	**R2**		2H05
1057 WHITCHURCH ST	013-329-723	RSKL	**R2**		2H05
905 WHITCHURCH ST	008-359-814	RSKL	**R2**		2H05
959 WHITCHURCH ST	013-791-711	RSKL	**R2**		2H05
961 WHITCHURCH ST	013-791-729	RSKL	**R2**		2H05
965 WHITCHURCH ST	013-791-753	RSKL	**R2**		2H05
1025 BROOKSBANK AVE	013-791-770	RSKL	**R2**		2H05
984 CALVERHALL ST	008-846-693	RSKL	**R2**		2H05
907 WHITCHURCH ST	008-359-822	RSKL	**R2**		2H05
972 CALVERHALL ST	013-791-826	RSKL	**R2**		2H05
970 CALVERHALL ST	011-464-950	RSKL	**R2**		2H05
968 CALVERHALL ST	013-791-834	RSKL	**R2**		2H05
958 CALVERHALL ST	013-791-842	RSKL	**R2**		2H05
956 CALVERHALL ST	013-791-851	RSKL	**R2**		2H05
952 CALVERHALL ST	013-791-869	RSKL	**R2**		2H05
948 CALVERHALL ST	013-791-877	RSKL	**R2**		2H05
944 CALVERHALL ST	010-810-455	RSKL	**R2**		2H05
940 CALVERHALL ST	013-791-907	RSKL	**R2**		2H05
934 CALVERHALL ST	013-791-915	RSKL	**R2**		2H05
915 WHITCHURCH ST	007-406-614	RSKL	**R2**		2H05
928 CALVERHALL ST	013-791-923	RSKL	**R2**		2H05
926 CALVERHALL ST	013-791-940	RSKL	**R2**		2H05
916 CALVERHALL ST	011-849-789	RSKL	**R2**		2H05
910 CALVERHALL ST	013-791-958	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
914 GLADSTONE AVE	013-791-966	RSKL	**R2**		2H05
921 WHITCHURCH ST	013-791-672	RSKL	**R2**		2H05
925 WHITCHURCH ST	002-973-634	RSKL	**R2**		2H05
929 WHITCHURCH ST	002-973-928	RSKL	**R2**		2H05
939 WHITCHURCH ST	013-791-699	RSKL	**R2**		2H05
945 WHITCHURCH ST	006-648-762	RSKL	**R2**		2H05
951 WHITCHURCH ST	013-791-702	RSKL	**R2**		2H05
995 WHITCHURCH ST	005-829-640	RSKL	**R2**		2H05
1055 BROOKSBANK AVE	005-829-691	RSKL	**R2**		2H05
971 WHITCHURCH ST	010-067-795	RSKL	**R2**		2H05
975 WHITCHURCH ST	010-067-833	RSKL	**R2**		2H05
983 WHITCHURCH ST	010-067-868	RSKL	**R2**		2H05
857 WHITCHURCH ST	013-791-362	RSKL	**R2**		2H05
863 WHITCHURCH ST	013-791-371	RSKL	**R2**		2H05
867 WHITCHURCH ST	009-265-686	RSKL	**R2**		2H05
871 WHITCHURCH ST	002-704-579	RSKL	**R2**		2H05
875 WHITCHURCH ST	011-777-222	RSKL	**R2**		2H05
879 WHITCHURCH ST	004-987-284	RSKL	**R2**		2H05
885 WHITCHURCH ST	013-791-401	RSKL	**R2**		2H05
953 GLADSTONE AVE	013-791-419	RSKL	**R2**		2H05
890 CALVERHALL ST	013-791-435	RSKL	**R2**		2H05
888 CALVERHALL ST	013-791-443	RSKL	**R2**		2H05
886 CALVERHALL ST	004-977-581	RSKL	**R2**		2H05
884 CALVERHALL ST	013-791-478	RSKL	**R2**		2H05
880 CALVERHALL ST	013-791-486	RSKL	**R2**		2H05
876 CALVERHALL ST	013-791-494	RSKL	**R2**		2H05
872 CALVERHALL ST	006-370-373	RSKL	**R2**		2H05
856 CALVERHALL ST	013-791-524	RSKL	**R2**		2H05
850 CALVERHALL ST	005-665-507	RSKL	**R2**		2H05
844 CALVERHALL ST	013-791-532	RSKL	**R2**		2H05
838 CALVERHALL ST	010-073-515	RSKL	**R2**		2H05
832 CALVERHALL ST	013-791-559	RSKL	**R2**		2H05
817 WHITCHURCH ST	013-791-184	RSKL	**R2**		2H05
828 CALVERHALL ST	013-791-567	RSKL	**R2**		2H05
820 CALVERHALL ST	011-076-941	RSKL	**R2**		2H05
816 CALVERHALL ST	004-505-255	RSKL	**R2**		2H05
808 CALVERHALL ST	010-155-601	RSKL	**R2**		2H05
800 CALVERHALL ST	004-710-665	RSKL	**R2**		2H05
823 WHITCHURCH ST	013-791-214	RSKL	**R2**		2H05
829 WHITCHURCH ST	013-791-222	RSKL	**R2**		2H05
831 WHITCHURCH ST	013-791-265	RSKL	**R2**		2H05
835 WHITCHURCH ST	013-791-281	RSKL	**R2**		2H05
843 WHITCHURCH ST	013-791-290	RSKL	**R2**		2H05
851 WHITCHURCH ST	012-820-393	RSKL	**R2**		2H05
796 KENNARD AVE	013-791-150	RSKL	**R2**		2H05
790 KENNARD AVE	007-358-172	RSKL	**R2**		2H05
791 KENNARD AVE	010-854-690	RSKL	**R2**		2H05
766 CALVERHALL ST	010-058-290	RSKL	**R2**		2H05
770 HENDRY AVE	003-462-081	RSKL	**R2**		2H05
801 CALVERHALL ST	004-783-212	RSKL	**R2**		2H05
844 E KEITH RD	009-935-568	RSKL	**R2**		2H05
856 E KEITH RD	009-935-592	RSKL	**R2**		2H05
803 CALVERHALL ST	013-825-771	RSKL	**R2**		2H05
859 CALVERHALL ST	013-825-844	RSKL	**R2**		2H05
861 CALVERHALL ST	005-412-498	RSKL	**R2**		2H05
865 CALVERHALL ST	013-256-971	RSKL	**R2**		2H05
871 CALVERHALL ST	013-825-852	RSKL	**R2**		2H05
875 CALVERHALL ST	008-198-942	RSKL	**R2**		2H05
881 CALVERHALL ST	013-825-861	RSKL	**R2**		2H05
887 CALVERHALL ST	007-640-358	RSKL	**R2**		2H05
895 CALVERHALL ST	009-910-263	RSKL	**R2**		2H05
1098 ADDERLEY ST	007-405-715	RSKL	**R2**		2H05
1090 ADDERLEY ST	004-072-855	RSKL	**R2**		2H05
809 CALVERHALL ST	013-825-780	RSKL	**R2**		2H05
1082 ADDERLEY ST	013-825-879	RSKL	**R2**		2H05
1078 ADDERLEY ST	013-825-887	RSKL	**R2**		2H05
1054 ADDERLEY ST	013-825-895	RSKL	**R2**		2H05
1042 ADDERLEY ST	013-825-909	RSKL	**R2**		2H05
1040 ADDERLEY ST	013-825-917	RSKL	**R2**		2H05
1038 ADDERLEY ST	013-825-925	RSKL	**R2**		2H05
1036 ADDERLEY ST	013-825-933	RSKL	**R2**		2H05
817 CALVERHALL ST	007-311-583	RSKL	**R2**		2H05
1030 ADDERLEY ST	013-825-941	RSKL	**R2**		2H05
1024 ADDERLEY ST	013-825-950	RSKL	**R2**		2H05
1016 ADDERLEY ST	013-825-968	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
819 CALVERHALL ST	013-825-798	RSKL	**R2**		2H05
821 CALVERHALL ST	013-825-801	RSKL	**R2**		2H05
823 CALVERHALL ST	013-825-810	RSKL	**R2**		2H05
835 CALVERHALL ST	005-322-588	RSKL	**R2**		2H05
843 CALVERHALL ST	013-825-828	RSKL	**R2**		2H05
851 CALVERHALL ST	013-825-836	RSKL	**R2**		2H05
890 E KEITH RD	017-044-944	RSKL	**R2**		2H05
1060 ADDERLEY ST	027-475-808	RSKL	**R2**		2H05
1066 ADDERLEY ST	027-475-816	RSKL	**R2**		2H05
1072 ADDERLEY ST	027-475-824	RSKL	**R2**		2H05
901 CALVERHALL ST	013-789-139	RSKL	**R2**		2H05
951 CALVERHALL ST	004-265-823	RSKL	**R2**		2H05
955 CALVERHALL ST	013-789-295	RSKL	**R2**		2H05
961 CALVERHALL ST	013-789-309	RSKL	**R2**		2H05
967 CALVERHALL ST	013-789-325	RSKL	**R2**		2H05
973 CALVERHALL ST	004-316-851	RSKL	**R2**		2H05
979 CALVERHALL ST	004-046-978	RSKL	**R2**		2H05
985 CALVERHALL ST	013-789-333	RSKL	**R2**		2H05
995 CALVERHALL ST	013-789-341	RSKL	**R2**		2H05
923 BROOKSBANK AVE	013-469-762	RSKL	**R2**		2H05
1194 ADDERLEY ST	013-789-368	RSKL	**R2**		2H05
909 CALVERHALL ST	013-789-155	RSKL	**R2**		2H05
1180 ADDERLEY ST	013-789-384	RSKL	**R2**		2H05
1174 ADDERLEY ST	010-808-523	RSKL	**R2**		2H05
1168 ADDERLEY ST	004-583-329	RSKL	**R2**		2H05
1160 ADDERLEY ST	013-789-406	RSKL	**R2**		2H05
1156 ADDERLEY ST	013-789-414	RSKL	**R2**		2H05
1154 ADDERLEY ST	013-789-422	RSKL	**R2**		2H05
1150 ADDERLEY ST	013-580-353	RSKL	**R2**		2H05
1146 ADDERLEY ST	013-580-361	RSKL	**R2**		2H05
1142 ADDERLEY ST	002-979-047	RSKL	**R2**		2H05
1136 ADDERLEY ST	005-162-793	RSKL	**R2**		2H05
915 CALVERHALL ST	013-789-180	RSKL	**R2**		2H05
1130 ADDERLEY ST	013-789-449	RSKL	**R2**		2H05
1124 ADDERLEY ST	006-945-813	RSKL	**R2**		2H05
1118 ADDERLEY ST	002-673-177	RSKL	**R2**		2H05
1110 ADDERLEY ST	011-292-199	RSKL	**R2**		2H05
1104 ADDERLEY ST	008-212-864	RSKL	**R2**		2H05
923 CALVERHALL ST	013-789-201	RSKL	**R2**		2H05
931 CALVERHALL ST	013-789-228	RSKL	**R2**		2H05
935 CALVERHALL ST	013-789-244	RSKL	**R2**		2H05
939 CALVERHALL ST	013-789-252	RSKL	**R2**		2H05
945 CALVERHALL ST	013-789-261	RSKL	**R2**		2H05
947 CALVERHALL ST	013-789-287	RSKL	**R2**		2H05
980 BROOKSBANK AVE	013-329-413	RSKL	**R2**		2H05
1059 CALVERHALL ST	013-329-499	RSKL	**R2**		2H05
1065 CALVERHALL ST	006-715-494	RSKL	**R2**		2H05
1071 CALVERHALL ST	013-329-502	RSKL	**R2**		2H05
1077 CALVERHALL ST	013-329-511	RSKL	**R2**		2H05
1083 CALVERHALL ST	013-329-529	RSKL	**R2**		2H05
1089 CALVERHALL ST	013-329-537	RSKL	**R2**		2H05
1095 CALVERHALL ST	013-329-545	RSKL	**R2**		2H05
1298 ADDERLEY ST	013-329-553	RSKL	**R2**		2H05
1292 ADDERLEY ST	007-102-674	RSKL	**R2**		2H05
1280 ADDERLEY ST	013-329-561	RSKL	**R2**		2H05
1015 CALVERHALL ST	013-329-421	RSKL	**R2**		2H05
1274 ADDERLEY ST	013-329-570	RSKL	**R2**		2H05
1270 ADDERLEY ST	013-329-588	RSKL	**R2**		2H05
1264 ADDERLEY ST	013-329-596	RSKL	**R2**		2H05
1258 ADDERLEY ST	008-537-992	RSKL	**R2**		2H05
1254 ADDERLEY ST	013-329-600	RSKL	**R2**		2H05
1248 ADDERLEY ST	008-198-993	RSKL	**R2**		2H05
1240 ADDERLEY ST	013-023-209	RSKL	**R2**		2H05
1224 ADDERLEY ST	013-329-618	RSKL	**R2**		2H05
1017 CALVERHALL ST	013-329-430	RSKL	**R2**		2H05
1218 ADDERLEY ST	013-329-626	RSKL	**R2**		2H05
1212 ADDERLEY ST	013-329-634	RSKL	**R2**		2H05
920 BROOKSBANK AVE	013-329-642	RSKL	**R2**		2H05
1023 CALVERHALL ST	013-329-448	RSKL	**R2**		2H05
1029 CALVERHALL ST	013-329-456	RSKL	**R2**		2H05
1035 CALVERHALL ST	010-856-528	RSKL	**R2**		2H05
1041 CALVERHALL ST	013-329-464	RSKL	**R2**		2H05
1047 CALVERHALL ST	013-329-472	RSKL	**R2**		2H05
1053 CALVERHALL ST	013-329-481	RSKL	**R2**		2H05
1257 ADDERLEY ST	013-329-260	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1267 ADDERLEY ST	013-329-278	RSKL	**R2**		2H05
1275 ADDERLEY ST	012-850-781	RSKL	**R2**		2H05
1277 ADDERLEY ST	013-329-286	RSKL	**R2**		2H05
1285 ADDERLEY ST	013-329-308	RSKL	**R2**		2H05
1291 ADDERLEY ST	009-266-836	RSKL	**R2**		2H05
1292 CLOVERLEY ST	012-616-974	RSKL	**R2**		2H05
1286 CLOVERLEY ST	013-329-316	RSKL	**R2**		2H05
1274 CLOVERLEY ST	013-329-324	RSKL	**R2**		2H05
1270 CLOVERLEY ST	013-329-332	RSKL	**R2**		2H05
1264 CLOVERLEY ST	013-329-341	RSKL	**R2**		2H05
1258 CLOVERLEY ST	003-418-545	RSKL	**R2**		2H05
1254 CLOVERLEY ST	012-403-041	RSKL	**R2**		2H05
1250 CLOVERLEY ST	013-329-359	RSKL	**R2**		2H05
1238 CLOVERLEY ST	013-329-367	RSKL	**R2**		2H05
1230 CLOVERLEY ST	013-329-375	RSKL	**R2**		2H05
1222 CLOVERLEY ST	013-329-383	RSKL	**R2**		2H05
1214 CLOVERLEY ST	013-329-391	RSKL	**R2**		2H05
1206 CLOVERLEY ST	013-329-405	RSKL	**R2**		2H05
1225 ADDERLEY ST	008-556-458	RSKL	**R2**		2H05
1231 ADDERLEY ST	013-329-227	RSKL	**R2**		2H05
1235 ADDERLEY ST	013-329-235	RSKL	**R2**		2H05
1237 ADDERLEY ST	009-999-809	RSKL	**R2**		2H05
1245 ADDERLEY ST	013-329-243	RSKL	**R2**		2H05
1249 ADDERLEY ST	013-329-251	RSKL	**R2**		2H05
903 E 14TH ST	013-804-782	RSKL	**R2**		2H05
958 E 13TH ST	009-465-294	RSKL	**R2**		2H05
944 E 13TH ST	013-804-898	RSKL	**R2**		2H05
934 E 13TH ST	013-804-901	RSKL	**R2**		2H05
926 E 13TH ST	013-804-936	RSKL	**R2**		2H05
914 E 13TH ST	013-804-944	RSKL	**R2**		2H05
915 E 14TH ST	007-701-888	RSKL	**R2**		2H05
906 E 13TH ST	013-804-961	RSKL	**R2**		2H05
927 E 14TH ST	013-227-076	RSKL	**R2**		2H05
935 E 14TH ST	013-804-821	RSKL	**R2**		2H05
937 E 14TH ST	013-804-863	RSKL	**R2**		2H05
939 E 14TH ST	004-939-239	RSKL	**R2**		2H05
1363 APPIN RD	009-767-487	RS3	**R2**		2H05
1105 ADDERLEY ST	010-963-740	RSKL	**R2**		2H05
1153 ADDERLEY ST	007-717-857	RSKL	**R2**		2H05
1153 ADDERLEY ST	007-717-865	RSKL	**R2**		2H05
1161 ADDERLEY ST	005-365-651	RSKL	**R2**		2H05
1167 ADDERLEY ST	013-825-640	RSKL	**R2**		2H05
1175 ADDERLEY ST	013-825-658	RSKL	**R2**		2H05
1185 ADDERLEY ST	013-825-674	RSKL	**R2**		2H05
1194 CLOVERLEY ST	007-917-422	RSKL	**R2**		2H05
1186 CLOVERLEY ST	013-825-682	RSKL	**R2**		2H05
1109 ADDERLEY ST	005-161-827	RSKL	**R2**		2H05
1180 CLOVERLEY ST	006-384-692	RSKL	**R2**		2H05
1174 CLOVERLEY ST	013-825-691	RSKL	**R2**		2H05
1168 CLOVERLEY ST	013-825-704	RSKL	**R2**		2H05
1164 CLOVERLEY ST	013-825-712	RSKL	**R2**		2H05
1156 CLOVERLEY ST	013-825-721	RSKL	**R2**		2H05
1152 CLOVERLEY ST	008-100-977	RSKL	**R2**		2H05
1148 CLOVERLEY ST	013-867-601	RSKL	**R2**		2H05
1144 CLOVERLEY ST	013-825-739	RSKL	**R2**		2H05
1140 CLOVERLEY ST	013-825-747	RSKL	**R2**		2H05
1136 CLOVERLEY ST	013-825-755	RSKL	**R2**		2H05
1117 ADDERLEY ST	013-469-711	RSKL	**R2**		2H05
1132 CLOVERLEY ST	002-793-351	RSKL	**R2**		2H05
1124 CLOVERLEY ST	003-367-622	RSKL	**R2**		2H05
1118 CLOVERLEY ST	013-501-691	RSKL	**R2**		2H05
1110 CLOVERLEY ST	002-708-973	RSKL	**R2**		2H05
1102 CLOVERLEY ST	013-825-763	RSKL	**R2**		2H05
1123 ADDERLEY ST	013-825-607	RSKL	**R2**		2H05
1131 ADDERLEY ST	013-825-615	RSKL	**R2**		2H05
1135 ADDERLEY ST	013-825-623	RSKL	**R2**		2H05
1139 ADDERLEY ST	009-451-382	RSKL	**R2**		2H05
1141 ADDERLEY ST	013-246-828	RSKL	**R2**		2H05
1147 ADDERLEY ST	013-825-631	RSKL	**R2**		2H05
1081 ADDERLEY ST	013-788-809	RSKL	**R2**		2H05
1087 ADDERLEY ST	004-900-812	RSKL	**R2**		2H05
1093 ADDERLEY ST	004-254-422	RSKL	**R2**		2H05
1090 CLOVERLEY ST	013-711-288	RSKL	**R2**		2H05
1086 CLOVERLEY ST	007-472-056	RSKL	**R2**		2H05
1080 CLOVERLEY ST	013-788-841	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1074 CLOVERLEY ST	013-788-850	RSKL	**R2**		2H05
990 E KEITH RD	005-751-349	RSKL	**R2**		2H05
984 E KEITH RD	013-788-868	RSKL	**R2**		2H05
1037 ADDERLEY ST	013-787-993	RSKL	**R2**		2H05
1045 ADDERLEY ST	013-490-958	RSKL	**R2**		2H05
1049 ADDERLEY ST	002-602-059	RSKL	**R2**		2H05
1055 ADDERLEY ST	007-097-816	RSKL	**R2**		2H05
1063 ADDERLEY ST	013-788-752	RSKL	**R2**		2H05
1067 ADDERLEY ST	013-788-787	RSKL	**R2**		2H05
1071 ADDERLEY ST	011-122-731	RSKL	**R2**		2H05
1075 ADDERLEY ST	013-788-795	RSKL	**R2**		2H05
1103 CLOVERLEY ST	012-972-088	RSKL	**R2**		2H05
1155 CLOVERLEY ST	013-816-675	RSKL	**R2**		2H05
1159 CLOVERLEY ST	013-816-683	RSKL	**R2**		2H05
1163 CLOVERLEY ST	013-816-705	RSKL	**R2**		2H05
1167 CLOVERLEY ST	013-816-713	RSKL	**R2**		2H05
1169 CLOVERLEY ST	012-048-194	RSKL	**R2**		2H05
737 BROOKSBANK AVE	013-816-721	RSKL	**R2**		2H05
1188 SHAVINGTON ST	013-574-299	RSKL	**R2**		2H05
1115 CLOVERLEY ST	006-412-629	RSKL	**R2**		2H05
1119 CLOVERLEY ST	013-451-278	RSKL	**R2**		2H05
1125 CLOVERLEY ST	011-825-081	RSKL	**R2**		2H05
1131 CLOVERLEY ST	013-816-624	RSKL	**R2**		2H05
1135 CLOVERLEY ST	013-816-632	RSKL	**R2**		2H05
1137 CLOVERLEY ST	008-914-788	RSKL	**R2**		2H05
1143 CLOVERLEY ST	013-816-641	RSKL	**R2**		2H05
1149 CLOVERLEY ST	013-816-659	RSKL	**R2**		2H05
1060 E KEITH RD	013-825-593	RSKL	**R2**		2H05
1078 E KEITH RD	009-699-384	RSKL	**R2**		2H05
1126 SHAVINGTON ST	009-699-406	RSKL	**R2**		2H05
1132 SHAVINGTON ST	005-743-168	RSKL	**R2**		2H05
1138 SHAVINGTON ST	009-699-414	RSKL	**R2**		2H05
1144 SHAVINGTON ST	009-699-449	RSKL	**R2**		2H05
1150 SHAVINGTON ST	009-699-465	RSKL	**R2**		2H05
1156 SHAVINGTON ST	009-699-481	RSKL	**R2**		2H05
1162 SHAVINGTON ST	009-699-490	RSKL	**R2**		2H05
1168 SHAVINGTON ST	009-699-511	RSKL	**R2**		2H05
1174 SHAVINGTON ST	009-699-538	RSKL	**R2**		2H05
1180 SHAVINGTON ST	009-699-562	RSKL	**R2**		2H05
1179 CLOVERLEY ST	009-560-459	RSKL	**R2**		2H05
1185 CLOVERLEY ST	009-560-483	RSKL	**R2**		2H05
1191 CLOVERLEY ST	009-560-521	RSKL	**R2**		2H05
1203 CLOVERLEY ST	013-329-090	RSKL	**R2**		2H05
1248 SHAVINGTON ST	013-329-189	RSKL	**R2**		2H05
1244 SHAVINGTON ST	013-329-197	RSKL	**R2**		2H05
1240 SHAVINGTON ST	009-829-806	RSKL	**R2**		2H05
1236 SHAVINGTON ST	008-116-415	RSKL	**R2**		2H05
1220 SHAVINGTON ST	013-329-201	RSKL	**R2**		2H05
1210 SHAVINGTON ST	004-987-357	RSKL	**R2**		2H05
1217 CLOVERLEY ST	013-329-103	RSKL	**R2**		2H05
1225 CLOVERLEY ST	013-329-111	RSKL	**R2**		2H05
1231 CLOVERLEY ST	013-329-120	RSKL	**R2**		2H05
1243 CLOVERLEY ST	008-488-649	RSKL	**R2**		2H05
1251 CLOVERLEY ST	012-266-558	RSKL	**R2**		2H05
1263 CLOVERLEY ST	013-329-138	RSKL	**R2**		2H05
1269 CLOVERLEY ST	013-329-146	RSKL	**R2**		2H05
1281 CLOVERLEY ST	013-329-154	RSKL	**R2**		2H05
1295 CLOVERLEY ST	013-329-219	RSKL	**R2**		2H05
1121 SHAVINGTON ST	005-318-297	RSKL	**R2**		2H05
1131 SHAVINGTON ST	005-318-301	RSKL	**R2**		2H05
1155 SHAVINGTON ST	011-119-594	RSKL	**R2**		2H05
1163 SHAVINGTON ST	013-328-948	RSKL	**R2**		2H05
1167 SHAVINGTON ST	007-092-652	RSKL	**R2**		2H05
1175 SHAVINGTON ST	013-328-956	RSKL	**R2**		2H05
1181 SHAVINGTON ST	013-328-964	RSKL	**R2**		2H05
1189 SHAVINGTON ST	013-328-972	RSKL	**R2**		2H05
1197 SHAVINGTON ST	013-328-981	RSKL	**R2**		2H05
1480 MOUNTAIN HWY	014-385-376	RS3	**R2**		2H05
903 E 13TH ST	013-803-972	RSKL	**R2**		2H05
915 E 13TH ST	013-804-294	RSKL	**R2**		2H05
923 E 13TH ST	004-768-655	RSKL	**R2**		2H05
931 E 13TH ST	013-804-308	RSKL	**R2**		2H05
945 E 13TH ST	013-804-316	RSKL	**R2**		2H05
953 E 13TH ST	002-459-701	RSKL	**R2**		2H05
1427 APPIN RD	009-767-363	RS3	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1415 APPIN RD	009-767-380	RS3	**R2**		2H05
1325 E 15TH ST	009-767-207	RS3	**R2**		2H05
1337 E 15TH ST	009-767-223	RS3	**R2**		2H05
1349 E 15TH ST	009-767-240	RS3	**R2**		2H05
1361 E 15TH ST	009-767-258	RS3	**R2**		2H05
1373 E 15TH ST	009-767-274	RS3	**R2**		2H05
1385 E 15TH ST	009-767-304	RS3	**R2**		2H05
1471 APPIN RD	009-767-321	RS3	**R2**		2H05
1449 APPIN RD	009-767-355	RS3	**R2**		2H05
803 E 13TH ST	013-803-361	RSKL	**R2**		2H05
869 E 13TH ST	013-803-514	RSKL	**R2**		2H05
877 E 13TH ST	013-803-531	RSKL	**R2**		2H05
881 E 13TH ST	013-803-557	RSKL	**R2**		2H05
887 E 13TH ST	013-803-573	RSKL	**R2**		2H05
893 E 13TH ST	002-649-802	RSKL	**R2**		2H05
892 E 12TH ST	006-461-263	RSKL	**R2**		2H05
886 E 12TH ST	013-803-590	RSKL	**R2**		2H05
880 E 12TH ST	013-803-611	RSKL	**R2**		2H05
876 E 12TH ST	013-803-638	RSKL	**R2**		2H05
868 E 12TH ST	013-803-654	RSKL	**R2**		2H05
815 E 13TH ST	013-803-387	RSKL	**R2**		2H05
860 E 12TH ST	013-803-662	RSKL	**R2**		2H05
854 E 12TH ST	003-479-838	RSKL	**R2**		2H05
848 E 12TH ST	008-230-846	RSKL	**R2**		2H05
842 E 12TH ST	013-803-689	RSKL	**R2**		2H05
838 E 12TH ST	013-803-697	RSKL	**R2**		2H05
832 E 12TH ST	013-803-701	RSKL	**R2**		2H05
828 E 12TH ST	013-803-719	RSKL	**R2**		2H05
822 E 12TH ST	010-475-184	RSKL	**R2**		2H05
1220 HENDRY AVE	007-855-303	RSKL	**R2**		2H05
823 E 13TH ST	011-100-443	RSKL	**R2**		2H05
829 E 13TH ST	013-803-409	RSKL	**R2**		2H05
833 E 13TH ST	013-803-417	RSKL	**R2**		2H05
837 E 13TH ST	013-803-433	RSKL	**R2**		2H05
841 E 13TH ST	013-803-450	RSKL	**R2**		2H05
847 E 13TH ST	013-803-476	RSKL	**R2**		2H05
855 E 13TH ST	013-803-492	RSKL	**R2**		2H05
1344 APPIN RD	004-131-088	RS3	**R2**		2H05
1366 APPIN RD	009-766-324	RS3	**R2**		2H05
1439 AVONLYNN CRES	009-766-618	RS3	**R2**		2H05
1427 AVONLYNN CRES	009-766-626	RS3	**R2**		2H05
1415 AVONLYNN CRES	009-766-634	RS3	**R2**		2H05
1407 AVONLYNN CRES	009-766-642	RS3	**R2**		2H05
1397 AVONLYNN CRES	009-766-651	RS3	**R2**		2H05
1381 AVONLYNN CRES	009-766-669	RS3	**R2**		2H05
1363 ARBORLYNN DR	008-292-272	RS3	**R2**		2H05
1388 APPIN RD	006-374-468	RS3	**R2**		2H05
1345 ARBORLYNN DR	009-766-677	RS3	**R2**		2H05
1329 ARBORLYNN DR	009-766-685	RS3	**R2**		2H05
1315 ARBORLYNN DR	009-766-693	RS3	**R2**		2H05
1281 ARBORLYNN DR	009-766-715	RS3	**R2**		2H05
1410 APPIN RD	009-766-341	RS3	**R2**		2H05
1430 APPIN RD	009-766-359	RS3	**R2**		2H05
1454 APPIN RD	009-766-375	RS3	**R2**		2H05
1468 APPIN RD	009-766-383	RS3	**R2**		2H05
1109 E 15TH ST	014-385-392	RS3	**R2**		2H05
1266 E 14TH ST	004-370-716	RS3	**R2**		2H05
1240 E 14TH ST	014-385-481	RS3	**R2**		2H05
1224 E 14TH ST	009-753-044	RS3	**R2**		2H05
1220 E 14TH ST	014-385-490	RS3	**R2**		2H05
1210 E 14TH ST	011-124-865	RS3	**R2**		2H05
1139 E 15TH ST	014-385-406	RS3	**R2**		2H05
1177 E 15TH ST	014-385-414	RS3	**R2**		2H05
1191 E 15TH ST	014-385-422	RS3	**R2**		2H05
1215 E 15TH ST	002-583-844	RS3	**R2**		2H05
1261 E 15TH ST	014-385-431	RS3	**R2**		2H05
1425 MOUNTAIN HWY	014-385-457	RS3	**R2**		2H05
1286 E 14TH ST	014-385-465	RS3	**R2**		2H05
1443 MOUNTAIN HWY	005-023-068	RS3	**R2**		2H05
779 E 13TH ST	014-139-570	RSKL	**R2**		2H05
787 E 13TH ST	014-139-596	RSKL	**R2**		2H05
1225 HENDRY AVE	011-118-741	RSKL	**R2**		2H05
1221 HENDRY AVE	014-139-618	RSKL	**R2**		2H05
788 E 12TH ST	014-139-642	RSKL	**R2**		2H05
780 E 12TH ST	002-668-688	RSKL	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
778 E 12TH ST	014-139-651	RSKL	**R2**		2H05
762 E 12TH ST	014-139-669	RSKL	**R2**		2H05
760 E 12TH ST	003-675-939	RSKL	**R2**		2H05
756 E 12TH ST	010-979-638	RSKL	**R2**		2H05
752 E 12TH ST	014-139-677	RSKL	**R2**		2H05
732 E 12TH ST	014-139-707	RSKL	**R2**		2H05
726 E 12TH ST	014-139-723	RSKL	**R2**		2H05
725 E 13TH ST	014-138-875	RSKL	**R2**		2H05
733 E 13TH ST	002-543-052	RSKL	**R2**		2H05
745 E 13TH ST	008-305-889	RSKL	**R2**		2H05
747 E 13TH ST	014-138-883	RSKL	**R2**		2H05
749 E 13TH ST	014-139-456	RSKL	**R2**		2H05
763 E 13TH ST	011-695-480	RSKL	**R2**		2H05
771 E 13TH ST	011-691-859	RSKL	**R2**		2H05
1216 SUTHERLAND AVE	013-365-479	RSKL	**R2**		2H05
1230 SUTHERLAND AVE	013-365-487	RSKL	**R2**		2H05
1254 SUTHERLAND AVE	005-529-875	RSKL	**R2**		2H05
707 E 13TH ST	009-627-634	RSKL	**R2**		2H05
1276 SUTHERLAND AVE	009-627-642	RSKL	**R2**		2H05
1467 MOUNTAIN HWY	009-536-230	RS3	**R2**		2H05
705 E 12TH ST	006-441-530	RSKL	**R2**		2H05
773 E 12TH ST	008-240-817	RSKL	**R2**		2H05
787 E 12TH ST	014-138-328	RSKL	**R2**		2H05
793 E 12TH ST	014-138-352	RSKL	**R2**		2H05
796 E 11TH ST	014-138-379	RSKL	**R2**		2H05
788 E 11TH ST	014-138-409	RSKL	**R2**		2H05
780 E 11TH ST	011-830-131	RSKL	**R2**		2H05
772 E 11TH ST	014-138-425	RSKL	**R2**		2H05
764 E 11TH ST	014-138-450	RSKL	**R2**		2H05
752 E 11TH ST	009-489-045	RSKL	**R2**		2H05
748 E 11TH ST	014-138-476	RSKL	**R2**		2H05
715 E 12TH ST	014-137-909	RSKL	**R2**		2H05
740 E 11TH ST	014-138-492	RSKL	**R2**		2H05
732 E 11TH ST	014-138-531	RSKL	**R2**		2H05
720 E 11TH ST	014-138-557	RSKL	**R2**		2H05
714 E 11TH ST	014-138-573	RSKL	**R2**		2H05
706 E 11TH ST	014-138-603	RSKL	**R2**		2H05
725 E 12TH ST	013-429-256	RSKL	**R2**		2H05
733 E 12TH ST	010-101-225	RSKL	**R2**		2H05
741 E 12TH ST	014-137-925	RSKL	**R2**		2H05
747 E 12TH ST	014-137-950	RSKL	**R2**		2H05
755 E 12TH ST	014-138-107	RSKL	**R2**		2H05
761 E 12TH ST	014-138-123	RSKL	**R2**		2H05
769 E 12TH ST	014-138-310	RSKL	**R2**		2H05
1180 HENDRY AVE	006-431-992	RSKL	**R2**		2H05
865 E 12TH ST	011-785-357	RSKL	**R2**		2H05
871 E 12TH ST	013-801-929	RSKL	**R2**		2H05
879 E 12TH ST	013-802-046	RSKL	**R2**		2H05
883 E 12TH ST	009-743-766	RSKL	**R2**		2H05
886 E 11TH ST	013-802-071	RSKL	**R2**		2H05
880 E 11TH ST	013-802-127	RSKL	**R2**		2H05
870 E 11TH ST	013-802-160	RSKL	**R2**		2H05
854 E 11TH ST	013-248-081	RSKL	**R2**		2H05
823 E 12TH ST	013-800-965	RSKL	**R2**		2H05
852 E 11TH ST	013-802-194	RSKL	**R2**		2H05
850 E 11TH ST	013-802-291	RSKL	**R2**		2H05
846 E 11TH ST	007-098-979	RSKL	**R2**		2H05
840 E 11TH ST	003-726-711	RSKL	**R2**		2H05
836 E 11TH ST	008-306-001	RSKL	**R2**		2H05
830 E 11TH ST	013-802-305	RSKL	**R2**		2H05
822 E 11TH ST	013-802-321	RSKL	**R2**		2H05
816 E 11TH ST	012-494-810	RSKL	**R2**		2H05
804 E 11TH ST	013-802-348	RSKL	**R2**		2H05
825 E 12TH ST	008-805-547	RSKL	**R2**		2H05
827 E 12TH ST	002-704-692	RSKL	**R2**		2H05
831 E 12TH ST	013-800-981	RSKL	**R2**		2H05
839 E 12TH ST	013-801-007	RSKL	**R2**		2H05
847 E 12TH ST	013-801-023	RSKL	**R2**		2H05
855 E 12TH ST	013-801-058	RSKL	**R2**		2H05
857 E 12TH ST	013-801-074	RSKL	**R2**		2H05
952 DRAYTON ST	010-129-430	RSKL	**R2**		2H05
940 E 11TH ST	013-799-720	RSKL	**R2**		2H05
928 E 11TH ST	013-800-264	RSKL	**R2**		2H05
916 E 11TH ST	003-580-563	RSKL	**R2**		2H05
1384 E KEITH RD	012-925-705	RS4	**R2**		2H05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1378 E KEITH RD	004-957-482	RS4	**R2**		2H05
1376 E KEITH RD	002-984-091	RS4	**R2**		2H05
1368 E KEITH RD	012-925-713	RS4	**R2**		2H05
1364 E KEITH RD	012-925-721	RS4	**R2**		2H05
1344 E KEITH RD	012-925-781	RS4	**R2**		2H05
1360 E KEITH RD	012-925-730	RS4	**R2**		2H05
1310 E KEITH RD	006-985-912	RS4	**R2**		2H05
1332 E KEITH RD	007-189-192	RS4	**R2**		2H05
1336 E KEITH RD	007-189-214	RS4	**R2**		2H05
1340 E KEITH RD	012-925-802	RS4	**R2**		2H05
1316 E KEITH RD	002-654-041	RS4	**R2**		2H05
1320 E KEITH RD	006-985-921	RS4	**R2**		2H05
1324 E KEITH RD	005-088-488	RS4	**R2**		2H05
1346 E KEITH RD	012-925-772	RS4	**R2**		2H05
1352 E KEITH RD	012-925-756	RS4	**R2**		2H05
1356 E KEITH RD	005-208-076	RS4	**R2**		2H05
1358 E KEITH RD	012-925-748	RS4	**R2**		2H05
785 MOUNTAIN HWY	007-818-548	RS4	**R2**		2H05
	007-818-572	RS4	**R2**		2H05
781 E 8TH ST	014-265-362	RSKL	**R2**		2H05
787 E 8TH ST	014-265-389	RSKL	**R2**		2H05
793 E 8TH ST	004-576-837	RSKL	**R2**		2H05
777 HENDRY AVE	014-265-401	RSKL	**R2**		2H05
790 E KEITH RD	014-265-427	RSKL	**R2**		2H05
780 E KEITH RD	014-265-435	RSKL	**R2**		2H05
772 E KEITH RD	014-265-451	RSKL	**R2**		2H05
764 E KEITH RD	014-265-486	RSKL	**R2**		2H05
756 E KEITH RD	023-982-039	RSKL	**R2**		2H05
748 E KEITH RD	009-163-620	RSKL	**R2**		2H05
740 E KEITH RD	014-265-508	RSKL	**R2**		2H05
706 E KEITH RD	008-420-009	RSKL	**R2**		2H05
741 E 8TH ST	014-265-311	RSKL	**R2**		2H05
749 E 8TH ST	014-265-320	RSKL	**R2**		2H05
755 E 8TH ST	002-484-838	RSKL	**R2**		2H05
761 E 8TH ST	014-265-338	RSKL	**R2**		2H05
779 E 8TH ST	014-265-346	RSKL	**R2**		2H05
750 SUTHERLAND AVE	014-265-524	RSKL	**R2**		2H05
707 E 8TH ST	007-352-476	RSKL	**R2**		2H05
786 SUTHERLAND AVE	009-931-121	RSKL	**R2**		2H05
723 E 8TH ST	009-931-198	RSKL	**R2**		2H05
735 E 8TH ST	009-931-163	RSKL	**R2**		2H05
712 E KEITH RD	030-433-134	RSKL	**R2**		2H05
718 E KEITH RD	030-433-142	RSKL	**R2**		2H05
730 E KEITH RD	030-433-151	RSKL	**R2**		2H05
1349 MOUNTAIN HWY	011-549-882	RS3	**R2**		2H05
1341 MOUNTAIN HWY	011-549-891	RS3	**R2**		2H05
1207 SHAVINGTON ST	013-329-031	RSKL	**R2**		2H05
1221 SHAVINGTON ST	013-329-049	RSKL	**R2**		2H05
1235 SHAVINGTON ST	013-329-057	RSKL	**R2**		2H05
1239 SHAVINGTON ST	013-329-065	RSKL	**R2**		2H05
1298 E KEITH RD	007-979-312	RS4	**R2**		2H05
1294 E KEITH RD	007-979-321	RS4	**R2**		2H05
1290 E KEITH RD	007-979-339	RS4	**R2**		2H05
1295 BARLYNN CRES	009-450-459	RS3	**R2**		2H07
1283 BARLYNN CRES	009-450-467	RS3	**R2**		2H07
1271 BARLYNN CRES	009-450-483	RS3	**R2**		2H07
	014-193-019	RS4	**R2**		2H07
779 E 21ST ST	014-193-027	RS4	**R2**		2H07
763 E 21ST ST	005-153-051	RS4	**R2**		2H07
2030 MOUNTAIN HWY	012-677-612	RS3	**R2**		2H07
2020 MOUNTAIN HWY	011-921-617	RS3	**R2**		2H07
1302 E 20TH ST	011-921-625	RS3	**R2**		2H07
2060 MOUNTAIN HWY	013-369-628	RS3	**R2**		2H07
2058 MOUNTAIN HWY	007-627-971	RS3	**R2**		2H07
2054 MOUNTAIN HWY	005-095-310	RS3	**R2**		2H07
2048 MOUNTAIN HWY	004-907-078	RS3	**R2**		2H07
2075 WILLIAM AVE	009-658-084	RS4	**R2**		2H07
2061 WILLIAM AVE	009-658-092	RS4	**R2**		2H07
1983 MOUNTAIN HWY	009-631-437	RS3	**R2**		2H07
1969 MOUNTAIN HWY	003-532-488	RS3	**R2**		2H07
1955 MOUNTAIN HWY	009-631-453	RS3	**R2**		2H07
2025 MOUNTAIN HWY	009-559-388	RS3	**R2**		2H07
2045 MOUNTAIN HWY	009-559-426	RS3	**R2**		2H07
2034 MOUNTAIN HWY	026-222-001	RS3	**R2**		2H07
2032 MOUNTAIN HWY	026-222-019	RS3	**R2**		2H07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1366 E 16TH ST	014-385-333	RS3	**R2**		2H07
1352 E 16TH ST	014-385-341	RS3	**R2**		2H07
1348 E 16TH ST	014-385-350	RS3	**R2**		2H07
1336 E 16TH ST	004-155-661	RS3	**R2**		2H07
1324 E 16TH ST	014-385-368	RS3	**R2**		2H07
1312 E 16TH ST	004-697-618	RS3	**R2**		2H07
1603 AYLESLYNN DR	009-763-627	RS3	**R2**		2H07
1750 ALDERLYNN DR	009-763-571	RS3	**R2**		2H07
1810 ALDERLYNN DR	007-533-616	RS3	**R2**		2H07
1621 AYLESLYNN DR	009-763-589	RS3	**R2**		2H07
1378 E 16TH ST	008-705-909	RS3	**R2**		2H07
1390 E 16TH ST	009-744-797	RS3	**R2**		2H07
1820 ALDERLYNN DR	005-037-123	RS3	**R2**		2H07
1317 E 17TH ST	002-603-594	RS3	**R2**		2H07
1680 MOUNTAIN HWY	002-578-743	RS3	**R2**		2H07
1321 E 17TH ST	005-089-271	RS3	**R2**		2H07
1698 ALDERLYNN DR	003-270-858	RS3	**R2**		2H07
1662 ALDERLYNN DR	009-529-969	RS3	**R2**		2H07
1645 AYLESLYNN DR	009-529-985	RS3	**R2**		2H07
1667 AYLESLYNN DR	004-551-141	RS3	**R2**		2H07
2221 MOUNTAIN HWY	009-704-060	RS3	**R2**		2H07
2155 MOUNTAIN HWY	009-491-414	RS3	**R2**		2H07
2139 MOUNTAIN HWY	009-491-422	RS3	**R2**		2H07
2123 MOUNTAIN HWY	009-491-449	RS3	**R2**		2H07
1290 BARLYNN CRES	009-450-432	RS3	**R2**		2H07
2105 MOUNTAIN HWY	013-641-034	RS3	**R2**		2H07
1278 BARLYNN CRES	009-450-441	RS3	**R2**		2H07
1645 MOUNTAIN HWY	009-411-682	RS3	**R2**		2H07
1288 E 16TH ST	009-411-763	RS3	**R2**		2H07
2166 MOUNTAIN HWY	009-314-636	RS3	**R2**		2H07
2150 MOUNTAIN HWY	004-391-098	RS3	**R2**		2H07
2134 MOUNTAIN HWY	009-314-661	RS3	**R2**		2H07
2112 MOUNTAIN HWY	009-314-687	RS3	**R2**		2H07
2106 MOUNTAIN HWY	009-314-695	RS3	**R2**		2H07
1580 MOUNTAIN HWY	010-810-412	RS3	**R2**		2H07
835 E 21ST ST	011-729-775	RS3	**R2**		2H07
1322 BRIARLYNN CRES	009-711-261	RS3	**R2**		2H07
1435 BRIARLYNN CRES	009-711-333	RS3	**R2**		2H07
1441 BRIARLYNN CRES	005-275-318	RS3	**R2**		2H07
1449 BRIARLYNN CRES	009-711-341	RS3	**R2**		2H07
1433 E 20TH ST	009-711-368	RS3	**R2**		2H07
1415 E 20TH ST	009-711-384	RS3	**R2**		2H07
1387 E 20TH ST	009-711-406	RS3	**R2**		2H07
1349 E 20TH ST	008-444-234	RS3	**R2**		2H07
1334 BRIARLYNN CRES	009-711-279	RS3	**R2**		2H07
1346 BRIARLYNN CRES	009-711-287	RS3	**R2**		2H07
1358 BRIARLYNN CRES	004-257-685	RS3	**R2**		2H07
1370 BRIARLYNN CRES	009-711-295	RS3	**R2**		2H07
1378 BRIARLYNN CRES	004-525-418	RS3	**R2**		2H07
1386 BRIARLYNN CRES	004-206-151	RS3	**R2**		2H07
1394 BRIARLYNN CRES	009-711-317	RS3	**R2**		2H07
1417 BRIARLYNN CRES	009-711-325	RS3	**R2**		2H07
2070 WILLIAM AVE	009-655-531	RS4	**R2**		2H07
2066 WILLIAM AVE	009-655-549	RS4	**R2**		2H07
2062 WILLIAM AVE	009-655-565	RS4	**R2**		2H07
2044 WILLIAM AVE	009-655-573	RS4	**R2**		2H07
	009-655-581	RS4	**R2**		2H07
1325 E 16TH ST	009-169-024	RS3	**R2**		2H07
1345 E 16TH ST	008-987-441	RS3	**R2**		2H07
1351 E 16TH ST	008-987-475	RS3	**R2**		2H07
1357 E 16TH ST	008-987-505	RS3	**R2**		2H07
1369 E 16TH ST	008-987-521	RS3	**R2**		2H07
1383 E 16TH ST	008-987-556	RS3	**R2**		2H07
1391 E 16TH ST	008-987-688	RS3	**R2**		2H07
1699 MOUNTAIN HWY	003-056-571	RS3	**R2**		2H07
1693 MOUNTAIN HWY	008-955-034	RS3	**R2**		2H07
1671 MOUNTAIN HWY	008-955-042	RS3	**R2**		2H07
1248 EASTVIEW RD	008-939-764	RS3	**R2**		2H07
1240 EASTVIEW RD	008-939-772	RS3	**R2**		2H07
1232 EASTVIEW RD	008-939-811	RS3	**R2**		2H07
1220 EASTVIEW RD	004-229-088	RS3	**R2**		2H07
1214 EASTVIEW RD	008-939-837	RS3	**R2**		2H07
1202 EASTVIEW RD	005-765-862	RS3	**R2**		2H07
1205 EASTVIEW RD	008-939-845	RS3	**R2**		2H07
1211 EASTVIEW RD	008-939-853	RS3	**R2**		2H07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1219 EASTVIEW RD	008-939-870	RS3	**R2**		2H07
1257 EASTVIEW RD	008-939-888	RS3	**R2**		2H07
1252 E 16TH ST	003-496-988	RS3	**R2**		2H07
1244 E 16TH ST	008-939-900	RS3	**R2**		2H07
1228 E 16TH ST	008-939-926	RS3	**R2**		2H07
1216 E 16TH ST	008-939-951	RS3	**R2**		2H07
1286 E 16TH ST	008-939-667	RS3	**R2**		2H07
1274 E 16TH ST	008-939-705	RS3	**R2**		2H07
1262 EASTVIEW RD	008-939-721	RS3	**R2**		2H07
1256 EASTVIEW RD	008-939-756	RS3	**R2**		2H07
1331 E 24TH ST	008-907-463	RS3	**R2**		2H07
1347 CRAYFORD CLOSE	007-045-662	RS3	**R2**		2H07
1350 CRAYFORD CLOSE	008-907-781	RS3	**R2**		2H07
1344 CRAYFORD CLOSE	008-907-838	RS3	**R2**		2H07
1332 CRAYFORD CLOSE	008-907-960	RS3	**R2**		2H07
1320 CRAYFORD CLOSE	005-669-952	RS3	**R2**		2H07
1335 E 24TH ST	008-907-901	RS3	**R2**		2H07
2370 MOUNTAIN HWY	008-907-510	RS3	**R2**		2H07
2352 MOUNTAIN HWY	008-907-544	RS3	**R2**		2H07
2334 MOUNTAIN HWY	002-632-306	RS3	**R2**		2H07
1308 CRAYFORD CLOSE	008-907-609	RS3	**R2**		2H07
1311 CRAYFORD CLOSE	008-907-641	RS3	**R2**		2H07
2230 MOUNTAIN HWY	008-907-692	RS3	**R2**		2H07
1327 CRAYFORD CLOSE	008-907-722	RS3	**R2**		2H07
1335 CRAYFORD CLOSE	008-109-401	RS3	**R2**		2H07
1719 MOUNTAIN HWY	008-847-703	RS3	**R2**		2H07
2081 ANITA CRT	008-751-692	RS3	**R2**		2H07
874 E 21ST ST	008-630-721	RS3	**R2**		2H07
850 E 21ST ST	004-343-948	RS3	**R2**		2H07
862 E 21ST ST	008-630-704	RS3	**R2**		2H07
1291 E 18TH ST	002-892-561	RS3	**R2**		2H07
1295 E 18TH ST	008-625-492	RS3	**R2**		2H07
1777 MOUNTAIN HWY	007-945-281	RS3	**R2**		2H07
1753 MOUNTAIN HWY	004-970-331	RS3	**R2**		2H07
1741 MOUNTAIN HWY	008-576-491	RS3	**R2**		2H07
925 E 21ST ST	008-053-928	RS3	**R2**		2H07
2069 ANITA CRT	007-878-095	RS3	**R2**		2H07
2047 ANITA CRT	007-878-109	RS3	**R2**		2H07
2025 ANITA CRT	007-878-125	RS3	**R2**		2H07
2020 ANITA CRT	007-878-206	RS3	**R2**		2H07
2042 ANITA CRT	007-878-231	RS3	**R2**		2H07
2086 ANITA CRT	007-878-265	RS3	**R2**		2H07
911 E 21ST ST	007-878-290	RS3	**R2**		2H07
919 E 21ST ST	007-878-311	RS3	**R2**		2H07
2065 CASANO DR	005-714-761	RS3	**R2**		2H07
2043 CASANO DR	007-878-320	RS3	**R2**		2H07
2021 CASANO DR	007-878-346	RS3	**R2**		2H07
2024 CASANO DR	007-878-362	RS3	**R2**		2H07
2038 CASANO DR	007-878-371	RS3	**R2**		2H07
2060 CASANO DR	007-352-034	RS3	**R2**		2H07
945 E 21ST ST	007-878-397	RS3	**R2**		2H07
959 E 21ST ST	007-878-401	RS3	**R2**		2H07
2064 ANITA CRT	007-878-257	RS3	**R2**		2H07
972 E 21ST ST	007-758-588	RS3	**R2**		2H07
964 E 21ST ST	007-758-596	RS3	**R2**		2H07
956 E 21ST ST	007-758-600	RS3	**R2**		2H07
2110 WILLIAM AVE	004-489-993	RS4	**R2**		2H07
2114 WILLIAM AVE	007-756-623	RS4	**R2**		2H07
2116 WILLIAM AVE	007-686-153	RS4	**R2**		2H07
824 E 21ST ST	007-206-062	RS3	**R2**		2H07
1272 BARLYNN CRES	007-439-776	RS3	**R2**		2H07
1268 BARLYNN CRES	007-439-784	RS3	**R2**		2H07
1250 BARLYNN CRES	007-439-792	RS3	**R2**		2H07
1240 BARLYNN CRES	007-439-806	RS3	**R2**		2H07
1235 BARLYNN CRES	006-400-582	RS3	**R2**		2H07
1241 BARLYNN CRES	007-439-814	RS3	**R2**		2H07
1253 BARLYNN CRES	007-439-822	RS3	**R2**		2H07
1265 BARLYNN CRES	003-855-236	RS3	**R2**		2H07
811 E 21ST ST	007-366-752	RS3	**R2**		2H07
2052 KIRKSTONE RD	007-332-921	RS3	**R2**		2H07
2046 KIRKSTONE RD	007-332-939	RS3	**R2**		2H07
2040 KIRKSTONE RD	007-332-955	RS3	**R2**		2H07
2034 KIRKSTONE RD	007-332-971	RS3	**R2**		2H07
2026 KIRKSTONE RD	007-333-005	RS3	**R2**		2H07
2018 KIRKSTONE RD	007-333-021	RS3	**R2**		2H07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2010 KIRKSTONE RD	007-333-056	RS3	**R2**		2H07
2009 KIRKSTONE RD	002-612-623	RS3	**R2**		2H07
2015 KIRKSTONE RD	007-333-153	RS3	**R2**		2H07
2021 KIRKSTONE RD	007-333-170	RS3	**R2**		2H07
2027 KIRKSTONE RD	007-333-196	RS3	**R2**		2H07
2033 KIRKSTONE RD	007-333-218	RS3	**R2**		2H07
2039 KIRKSTONE RD	003-020-134	RS3	**R2**		2H07
2045 KIRKSTONE RD	007-562-161	RS3	**R2**		2H07
2036 CEDAR VILLAGE CRES	005-542-413	RS3	**R2**		2H07
2033 CEDAR VILLAGE CRES	007-333-234	RS3	**R2**		2H07
2109 KIRKSTONE RD	007-333-251	RS3	**R2**		2H07
2117 KIRKSTONE RD	002-482-037	RS3	**R2**		2H07
2123 KIRKSTONE RD	007-333-269	RS3	**R2**		2H07
2127 KIRKSTONE RD	007-333-277	RS3	**R2**		2H07
2131 KIRKSTONE RD	007-333-293	RS3	**R2**		2H07
2135 KIRKSTONE RD	007-333-315	RS3	**R2**		2H07
2141 KIRKSTONE RD	003-181-421	RS3	**R2**		2H07
2147 KIRKSTONE RD	007-333-340	RS3	**R2**		2H07
2153 KIRKSTONE RD	007-333-358	RS3	**R2**		2H07
2159 KIRKSTONE RD	007-333-374	RS3	**R2**		2H07
2161 KIRKSTONE RD	003-619-397	RS3	**R2**		2H07
2165 KIRKSTONE RD	007-333-382	RS3	**R2**		2H07
2173 KIRKSTONE RD	007-333-404	RS3	**R2**		2H07
2181 KIRKSTONE RD	007-333-412	RS3	**R2**		2H07
2187 KIRKSTONE RD	007-333-421	RS3	**R2**		2H07
2188 RUFUS DR	002-424-126	RS3	**R2**		2H07
2182 RUFUS DR	007-333-471	RS3	**R2**		2H07
2168 RUFUS DR	007-333-480	RS3	**R2**		2H07
2150 RUFUS DR	007-333-501	RS3	**R2**		2H07
2130 RUFUS DR	002-626-179	RS3	**R2**		2H07
2100 RUFUS DR	005-223-539	RS3	**R2**		2H07
2090 RUFUS DR	007-423-861	RS3	**R2**		2H07
2070 RUFUS DR	005-980-691	RS3	**R2**		2H07
2050 RUFUS DR	007-333-510	RS3	**R2**		2H07
2030 RUFUS DR	007-333-528	RS3	**R2**		2H07
2010 RUFUS DR	007-333-536	RS3	**R2**		2H07
2000 RUFUS DR	007-333-544	RS3	**R2**		2H07
2001 RUFUS DR	003-771-245	RS3	**R2**		2H07
2021 RUFUS DR	003-771-261	RS3	**R2**		2H07
2035 RUFUS DR	007-333-552	RS3	**R2**		2H07
2055 RUFUS DR	007-333-561	RS3	**R2**		2H07
2075 RUFUS DR	007-333-579	RS3	**R2**		2H07
980 E 21ST ST	007-333-609	RS3	**R2**		2H07
2123 RUFUS DR	007-333-625	RS3	**R2**		2H07
2145 RUFUS DR	004-996-411	RS3	**R2**		2H07
2163 RUFUS DR	007-333-641	RS3	**R2**		2H07
2185 RUFUS DR	007-333-668	RS3	**R2**		2H07
950 E 21ST ST	007-333-749	RS3	**R2**		2H07
942 E 21ST ST	004-284-755	RS3	**R2**		2H07
926 E 21ST ST	007-333-773	RS3	**R2**		2H07
910 E 21ST ST	007-333-790	RS3	**R2**		2H07
886 E 21ST ST	007-333-811	RS3	**R2**		2H07
2060 KIRKSTONE RD	007-332-912	RS3	**R2**		2H07
1361 E 24TH ST	007-309-252	RS3	**R2**		2H07
1367 E 24TH ST	007-309-287	RS3	**R2**		2H07
1371 E 24TH ST	007-309-309	RS3	**R2**		2H07
1323 E 18TH ST	007-289-979	RS3	**R2**		2H07
1190 E 15TH ST	007-251-581	RS3	**R2**		2H07
1238 E 15TH ST	007-252-846	RS3	**R2**		2H07
1889 ALDERLYNN DR	009-728-627	RS3	**R2**		2H07
809 E 21ST ST	007-138-474	RS3	**R2**		2H07
819 E 21ST ST	007-138-491	RS3	**R2**		2H07
1819 MOUNTAIN HWY	016-072-596	RS3	**R2**		2H07
1841 MOUNTAIN HWY	006-843-476	RS3	**R2**		2H07
1885 MOUNTAIN HWY	009-657-924	RS3	**R2**		2H07
1875 MOUNTAIN HWY	009-657-932	RS3	**R2**		2H07
2137 KIRKSTONE PL	007-260-865	RS5	**R2**	S1	2H07
2129 KIRKSTONE PL	007-260-890	RS5	**R2**	S1	2H07
2125 KIRKSTONE PL	007-260-920	RS5	**R2**	S1	2H07
2121 KIRKSTONE PL	007-260-938	RS5	**R2**	S1	2H07
2119 KIRKSTONE PL	006-743-749	RS5	**R2**	S1	2H07
2111 KIRKSTONE PL	007-260-946	RS5	**R2**	S1	2H07
2107 KIRKSTONE PL	007-260-954	RS5	**R2**	S1	2H07
2102 KIRKSTONE PL	007-260-962	RS5	**R2**	S1	2H07
2110 KIRKSTONE PL	007-260-989	RS5	**R2**	S1	2H07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2114 KIRKSTONE PL	007-261-004	RS5	**R2**	S1	2H07
2118 KIRKSTONE PL	002-981-033	RS5	**R2**	S1	2H07
2122 KIRKSTONE PL	007-261-012	RS5	**R2**	S1	2H07
2126 KIRKSTONE PL	003-614-786	RS5	**R2**	S1	2H07
2130 KIRKSTONE PL	003-347-656	RS5	**R2**	S1	2H07
2136 KIRKSTONE PL	003-346-170	RS5	**R2**	S1	2H07
2140 KIRKSTONE PL	004-393-805	RS5	**R2**	S1	2H07
2144 KIRKSTONE PL	002-607-000	RS5	**R2**	S1	2H07
1647 ALDERLYNN DR	003-892-018	RS3	**R2**		2H07
1625 ALDERLYNN DR	003-892-026	RS3	**R2**		2H07
1209 E 16TH ST	014-385-554	RS3	**R2**		2H07
1178 E 15TH ST	014-385-708	RS3	**R2**		2H07
1168 E 15TH ST	003-445-763	RS3	**R2**		2H07
1120 E 15TH ST	014-385-775	RS3	**R2**		2H07
1225 E 16TH ST	014-385-589	RS3	**R2**		2H07
1247 E 16TH ST	014-385-601	RS3	**R2**		2H07
1259 E 16TH ST	012-597-333	RS3	**R2**		2H07
1277 E 16TH ST	014-385-619	RS3	**R2**		2H07
1285 E 16TH ST	006-684-661	RS3	**R2**		2H07
1284 E 15TH ST	014-385-635	RS3	**R2**		2H07
1250 E 15TH ST	014-385-660	RS3	**R2**		2H07
1549 MOUNTAIN HWY	014-385-627	RS3	**R2**		2H07
1595 MOUNTAIN HWY	002-927-004	RS3	**R2**		2H07
1575 MOUNTAIN HWY	011-104-201	RS3	**R2**		2H07
1504 APPIN RD	009-766-421	RS3	**R2**		2H07
1516 APPIN RD	009-766-430	RS3	**R2**		2H07
1530 APPIN RD	008-130-680	RS3	**R2**		2H07
1542 APPIN RD	005-161-541	RS3	**R2**		2H07
1490 APPIN RD	009-766-405	RS3	**R2**		2H07
1495 MOUNTAIN HWY	009-536-183	RS3	**R2**		2H07
1507 APPIN RD	009-765-395	RS3	**R2**		2H07
1521 APPIN RD	009-765-409	RS3	**R2**		2H07
1549 ALDERLYNN DR	009-765-417	RS3	**R2**		2H07
1603 ALDERLYNN DR	009-765-425	RS3	**R2**		2H07
1314 E 15TH ST	009-765-221	RS3	**R2**		2H07
1326 E 15TH ST	008-688-311	RS3	**R2**		2H07
1338 E 15TH ST	009-765-247	RS3	**R2**		2H07
1350 E 15TH ST	009-765-271	RS3	**R2**		2H07
1362 E 15TH ST	009-765-298	RS3	**R2**		2H07
1374 E 15TH ST	009-765-336	RS3	**R2**		2H07
1386 E 15TH ST	009-765-344	RS3	**R2**		2H07
1398 E 15TH ST	009-765-379	RS3	**R2**		2H07
1339 E 18TH ST	009-764-704	RS3	**R2**		2H07
1353 E 18TH ST	009-764-739	RS3	**R2**		2H07
1367 E 18TH ST	009-764-763	RS3	**R2**		2H07
1381 E 18TH ST	004-232-526	RS3	**R2**		2H07
1395 E 18TH ST	009-764-810	RS3	**R2**		2H07
1415 E 18TH ST	009-764-836	RS3	**R2**		2H07
1685 ALDERLYNN DR	005-116-821	RS3	**R2**		2H07
1651 ALDERLYNN DR	005-546-958	RS3	**R2**		2H07
1371 E 17TH ST	009-764-585	RS3	**R2**		2H07
1360 E 17TH ST	002-620-383	RS3	**R2**		2H07
1348 E 17TH ST	009-764-623	RS3	**R2**		2H07
1336 E 17TH ST	009-764-640	RS3	**R2**		2H07
1324 E 17TH ST	009-764-666	RS3	**R2**		2H07
1310 E 17TH ST	009-764-691	RS3	**R2**		2H07
1840 MOUNTAIN HWY	008-094-276	RS3	**R2**		2H07
1320 E 18TH ST	009-551-310	RS3	**R2**		2H07
1870 MOUNTAIN HWY	009-764-186	RS3	**R2**		2H07
1404 E 18TH ST	002-709-261	RS3	**R2**		2H07
1801 ALDERLYNN DR	008-850-879	RS3	**R2**		2H07
1328 E 18TH ST	009-764-194	RS3	**R2**		2H07
1336 E 18TH ST	004-259-653	RS3	**R2**		2H07
1344 E 18TH ST	009-764-224	RS3	**R2**		2H07
1358 E 18TH ST	009-764-232	RS3	**R2**		2H07
1366 E 18TH ST	009-764-267	RS3	**R2**		2H07
1380 E 18TH ST	008-116-725	RS3	**R2**		2H07
1392 E 18TH ST	009-764-283	RS3	**R2**		2H07
1823 ALDERLYNN DR	009-728-554	RS3	**R2**		2H07
1845 ALDERLYNN DR	009-728-571	RS3	**R2**		2H07
1867 ALDERLYNN DR	009-728-597	RS3	**R2**		2H07
1450 BRIARLYNN CRES	003-405-940	RS3	**R2**		2H07
1446 BRIARLYNN CRES	009-728-813	RS3	**R2**		2H07
1440 BRIARLYNN CRES	009-728-830	RS3	**R2**		2H07
1432 BRIARLYNN CRES	009-728-848	RS3	**R2**		2H07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1424 BRIARLYNN CRES	002-635-739	RS3	**R2**		2H07
1418 BRIARLYNN CRES	009-728-864	RS3	**R2**		2H07
1412 BRIARLYNN CRES	002-813-220	RS3	**R2**		2H07
1405 BRIARLYNN CRES	009-728-881	RS3	**R2**		2H07
1399 BRIARLYNN CRES	009-728-902	RS3	**R2**		2H07
1391 BRIARLYNN CRES	009-728-929	RS3	**R2**		2H07
1385 BRIARLYNN CRES	009-728-937	RS3	**R2**		2H07
1373 BRIARLYNN CRES	009-728-945	RS3	**R2**		2H07
1367 BRIARLYNN CRES	009-674-608	RS3	**R2**		2H07
1361 BRIARLYNN CRES	009-674-616	RS3	**R2**		2H07
1359 BRIARLYNN CRES	009-674-632	RS3	**R2**		2H07
1353 BRIARLYNN CRES	005-936-560	RS3	**R2**		2H07
1339 BRIARLYNN CRES	009-674-641	RS3	**R2**		2H07
1327 BRIARLYNN CRES	009-674-659	RS3	**R2**		2H07
1315 E 20TH ST	009-674-675	RS3	**R2**		2H07
1307 E 20TH ST	009-674-683	RS3	**R2**		2H07
1970 MOUNTAIN HWY	009-674-691	RS3	**R2**		2H07
1954 MOUNTAIN HWY	009-674-705	RS3	**R2**		2H07
1938 MOUNTAIN HWY	009-674-713	RS3	**R2**		2H07
1922 MOUNTAIN HWY	002-625-687	RS3	**R2**		2H07
1906 MOUNTAIN HWY	009-674-721	RS3	**R2**		2H07
785 E 21ST ST	009-658-068	RS4	**R2**		2H07
1383 E 24TH ST	013-555-570	RS3	**R2**		2H07
1375 E 24TH ST	002-589-842	RS3	**R2**		2H07
1324 E 20TH ST	009-657-851	RS3	**R2**		2H07
2045 FLORALYNN CRES	009-658-050	RS3	**R2**		2H07
2057 FLORALYNN CRES	003-824-853	RS3	**R2**		2H07
2071 FLORALYNN CRES	009-658-076	RS3	**R2**		2H07
2101 FLORALYNN CRES	009-658-165	RS3	**R2**		2H07
2109 FLORALYNN CRES	009-658-173	RS3	**R2**		2H07
2117 FLORALYNN CRES	003-414-558	RS3	**R2**		2H07
2125 FLORALYNN CRES	007-038-666	RS3	**R2**		2H07
2133 FLORALYNN CRES	009-658-181	RS3	**R2**		2H07
2142 FLORALYNN CRES	005-011-230	RS3	**R2**		2H07
1340 E 20TH ST	009-657-860	RS3	**R2**		2H07
2150 FLORALYNN CRES	009-658-203	RS3	**R2**		2H07
2158 FLORALYNN CRES	008-224-838	RS3	**R2**		2H07
2166 FLORALYNN CRES	009-658-246	RS3	**R2**		2H07
2174 FLORALYNN CRES	009-658-262	RS3	**R2**		2H07
2182 FLORALYNN CRES	009-658-301	RS3	**R2**		2H07
2190 FLORALYNN CRES	009-658-335	RS3	**R2**		2H07
2219 VIEWLYNN DR	003-123-677	RS3	**R2**		2H07
2241 VIEWLYNN DR	009-658-351	RS3	**R2**		2H07
2263 VIEWLYNN DR	008-794-782	RS3	**R2**		2H07
2285 VIEWLYNN DR	009-658-785	RS3	**R2**		2H07
1362 E 20TH ST	009-657-878	RS3	**R2**		2H07
2307 VIEWLYNN DR	009-658-793	RS3	**R2**		2H07
2349 VIEWLYNN DR	009-658-807	RS3	**R2**		2H07
2391 VIEWLYNN DR	009-658-815	RS3	**R2**		2H07
2388 HAZELLYNN PL	009-658-831	RS3	**R2**		2H07
2366 HAZELLYNN PL	009-658-840	RS3	**R2**		2H07
2344 HAZELLYNN PL	009-658-866	RS3	**R2**		2H07
2322 HAZELLYNN PL	009-658-882	RS3	**R2**		2H07
2298 HAZELLYNN PL	009-658-891	RS3	**R2**		2H07
2276 HAZELLYNN PL	009-658-904	RS3	**R2**		2H07
2273 HAZELLYNN PL	009-658-912	RS3	**R2**		2H07
1388 E 20TH ST	009-657-886	RS3	**R2**		2H07
2295 HAZELLYNN PL	004-377-273	RS3	**R2**		2H07
2327 HAZELLYNN PL	009-658-921	RS3	**R2**		2H07
2349 HAZELLYNN PL	009-658-947	RS3	**R2**		2H07
1426 E 20TH ST	009-657-908	RS3	**R2**		2H07
2003 VIEWLYNN DR	009-657-916	RS3	**R2**		2H07
2021 FLORALYNN CRES	009-657-983	RS3	**R2**		2H07
2033 FLORALYNN CRES	009-658-017	RS3	**R2**		2H07
2039 FLORALYNN CRES	008-089-345	RS3	**R2**		2H07
1320 E 20TH ST	009-458-093	RS3	**R2**		2H07
1316 E 20TH ST	009-458-115	RS3	**R2**		2H07
1308 E 20TH ST	009-459-065	RS3	**R2**		2H07
2087 FLORALYNN CRES	009-459-120	RS3	**R2**		2H07
2079 FLORALYNN CRES	009-459-146	RS3	**R2**		2H07
2037 MOUNTAIN HWY	009-559-396	RS3	**R2**		2H07
2078 FLORALYNN CRES	009-655-701	RS3	**R2**		2H07
2185 FLORALYNN CRES	009-655-824	RS3	**R2**		2H07
2177 FLORALYNN CRES	009-655-832	RS3	**R2**		2H07
2169 FLORALYNN CRES	009-655-841	RS3	**R2**		2H07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2161 FLORALYNN CRES	004-782-771	RS3	**R2**		2H07
2122 FLORALYNN CRES	009-655-859	RS3	**R2**		2H07
2066 FLORALYNN CRES	009-655-743	RS3	**R2**		2H07
2052 FLORALYNN CRES	002-957-108	RS3	**R2**		2H07
2044 FLORALYNN CRES	009-655-751	RS3	**R2**		2H07
2036 FLORALYNN CRES	009-655-760	RS3	**R2**		2H07
2079 VIEWLYNN DR	009-655-778	RS3	**R2**		2H07
2121 VIEWLYNN DR	009-655-794	RS3	**R2**		2H07
2165 VIEWLYNN DR	009-655-808	RS3	**R2**		2H07
2193 VIEWLYNN DR	009-655-816	RS3	**R2**		2H07
2310 DUCHESS AVE	013-909-622	RS3	**R2**		2H07
2401 WEYMOUTH PL	007-334-460	RS3	**R2**		2H07
2400 WEYMOUTH PL	005-226-465	RS3	**R2**		2H07
809 LYNN VALLEY RD	004-984-048	RS4	**R2**		2H07
2366 WILLIAM AVE	009-571-850	RS4	**R2**		2H07
2330 WILLIAM AVE	009-571-906	RS4	**R2**		2H07
2310 WILLIAM AVE	004-576-772	RS4	**R2**		2H07
2312 WILLIAM AVE	008-226-989	RS4	**R2**		2H07
2268 WILLIAM AVE	008-888-582	RS4	**R2**		2H07
2220 WILLIAM AVE	004-314-450	RS4	**R2**		2H07
2180 WILLIAM AVE	008-888-604	RS4	**R2**		2H07
780 MORGAN RD	008-776-105	RS4	**R2**		2H07
2295 WILLIAM AVE	004-359-755	RS4	**R2**		2H07
2325 WILLIAM AVE	007-698-321	RS4	**R2**		2H07
2120 WILLIAM AVE	007-686-188	RS4	**R2**		2H07
838 E 21ST ST	007-686-226	RS3	**R2**		2H07
2318 KIRKSTONE RD	007-334-061	RS3	**R2**		2H07
2316 KIRKSTONE RD	007-334-095	RS3	**R2**		2H07
2303 KIRKSTONE RD	002-466-422	RS3	**R2**		2H07
2305 KIRKSTONE RD	007-333-706	RS3	**R2**		2H07
2311 KIRKSTONE RD	007-333-722	RS3	**R2**		2H07
2313 KIRKSTONE RD	007-333-731	RS3	**R2**		2H07
2317 KIRKSTONE RD	007-333-838	RS3	**R2**		2H07
2319 KIRKSTONE RD	007-333-862	RS3	**R2**		2H07
2321 KIRKSTONE RD	007-333-889	RS3	**R2**		2H07
2323 KIRKSTONE RD	005-702-062	RS3	**R2**		2H07
2275 ENNERDALE RD	007-333-901	RS3	**R2**		2H07
2305 ENNERDALE RD	007-333-919	RS3	**R2**		2H07
2325 ENNERDALE RD	007-261-357	RS3	**R2**		2H07
2323 ENNERDALE RD	004-845-714	RS3	**R2**		2H07
2319 ENNERDALE RD	007-261-365	RS3	**R2**		2H07
2315 ENNERDALE RD	007-261-373	RS3	**R2**		2H07
2316 ENNERDALE RD	007-261-381	RS3	**R2**		2H07
2312 ENNERDALE RD	007-261-390	RS3	**R2**		2H07
2308 ENNERDALE RD	007-261-403	RS3	**R2**		2H07
2304 ENNERDALE RD	007-261-411	RS3	**R2**		2H07
2300 ENNERDALE RD	007-261-420	RS3	**R2**		2H07
2260 ENNERDALE RD	007-261-438	RS3	**R2**		2H07
2250 ENNERDALE RD	007-261-446	RS3	**R2**		2H07
2255 ENNERDALE RD	007-261-454	RS3	**R2**		2H07
2306 WILLIAM AVE	004-906-608	RS4	**R2**		2H07
2285 ENNERDALE RD	007-203-942	RS3	**R2**		2H07
2124 WILLIAM AVE	007-197-098	RS4	**R2**		2H07
2267 ENNERDALE RD	007-197-101	RS3	**R2**		2H07
2271 ENNERDALE RD	007-197-110	RS3	**R2**		2H07
2328 WILLIAM AVE	007-194-391	RS4	**R2**		2H07
2311 ENNERDALE RD	007-194-404	RS3	**R2**		2H07
2280 ENNERDALE RD	006-873-774	RS3	**R2**		2H07
2270 ENNERDALE RD	007-186-711	RS3	**R2**		2H07
2315 MAGNUSSEN PL	005-380-766	RS3	**R2**		2H07
2307 MAGNUSSEN PL	007-026-447	RS3	**R2**		2H07
2305 MAGNUSSEN PL	007-026-463	RS3	**R2**		2H07
2271 MAGNUSSEN PL	004-912-519	RS3	**R2**		2H07
2263 MAGNUSSEN PL	007-026-480	RS3	**R2**		2H07
2255 MAGNUSSEN PL	007-026-501	RS3	**R2**		2H07
2251 MAGNUSSEN PL	005-520-673	RS3	**R2**		2H07
2250 MAGNUSSEN PL	007-026-528	RS3	**R2**		2H07
2258 MAGNUSSEN PL	007-026-536	RS3	**R2**		2H07
2266 MAGNUSSEN PL	007-026-544	RS3	**R2**		2H07
2276 MAGNUSSEN PL	007-026-587	RS3	**R2**		2H07
2310 MAGNUSSEN PL	006-551-262	RS3	**R2**		2H07
2300 MAGNUSSEN PL	006-551-271	RS3	**R2**		2H07
	013-909-266	RS4	**R2**		2H07
729 LYNN VALLEY RD	013-909-274	RS4	**R2**		2H07
737 LYNN VALLEY RD	005-622-719	RS4	**R2**		2H07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
751 LYNN VALLEY RD	005-678-323	RS4	**R2**		2H07
753 LYNN VALLEY RD	013-909-282	RS4	**R2**		2H07
765 LYNN VALLEY RD	013-909-291	RS4	**R2**		2H07
767 LYNN VALLEY RD	013-909-312	RS4	**R2**		2H07
779 LYNN VALLEY RD	006-034-519	RS4	**R2**		2H07
783 MORGAN RD	013-909-321	RS4	**R2**		2H07
779 MORGAN RD	013-909-339	RS4	**R2**		2H07
771 MORGAN RD	005-938-481	RS4	**R2**		2H07
763 MORGAN RD	013-909-355	RS4	**R2**		2H07
759 MORGAN RD	002-797-739	RS4	**R2**		2H07
755 MORGAN RD	013-909-380	RS4	**R2**		2H07
745 MORGAN RD	002-953-617	RS4	**R2**		2H07
701 MORGAN RD	012-186-163	RS4	**R2**		2H07
727 LYNN VALLEY RD	013-909-401	RS4	**R2**		2H07
	013-909-444	RS4	**R2**		2H07
720 E 21ST ST	013-909-461	RS4	**R2**		2H07
728 E 21ST ST	013-909-479	RS4	**R2**		2H07
736 E 21ST ST	013-909-495	RS4	**R2**		2H07
744 E 21ST ST	013-909-517	RS4	**R2**		2H07
758 E 21ST ST	013-909-533	RS4	**R2**		2H07
770 E 21ST ST	013-909-550	RS4	**R2**		2H07
780 E 21ST ST	013-909-576	RS4	**R2**		2H07
788 E 21ST ST	013-909-606	RS4	**R2**		2H07
2165 WILLIAM AVE	013-909-631	RS4	**R2**		2H07
784 LYNN VALLEY RD	008-776-890	RS4	**R2**		2H07
2401 WILLIAM AVE	008-776-911	RS4	**R2**		2H07
776 LYNN VALLEY RD	013-909-193	RS4	**R2**		2H07
768 LYNN VALLEY RD	013-909-207	RS4	**R2**		2H07
760 LYNN VALLEY RD	013-909-223	RS4	**R2**		2H07
754 LYNN VALLEY RD	013-909-231	RS4	**R2**		2H07
746 LYNN VALLEY RD	013-909-240	RS4	**R2**		2H07
738 LYNN VALLEY RD	013-909-258	RS4	**R2**		2H07
726 LYNN VALLEY RD	009-849-289	RS4	**R2**		2H07
730 LYNN VALLEY RD	009-849-301	RS4	**R2**		2H07
734 LYNN VALLEY RD	002-754-738	RS4	**R2**		2H07
2151 KIRKSTONE PL	007-261-071	RS5	**R2**	S1	2H07
2149 KIRKSTONE PL	007-261-080	RS5	**R2**	S1	2H07
2143 KIRKSTONE PL	007-261-098	RS5	**R2**	S1	2H07
2150 KIRKSTONE PL	003-380-386	RS5	**R2**	S1	2H07
2163 KIRKSTONE PL	002-715-848	RS5	**R2**	S1	2H07
2157 KIRKSTONE PL	007-261-039	RS5	**R2**	S1	2H07
2155 KIRKSTONE PL	007-261-055	RS5	**R2**	S1	2H07
796 E 21ST ST	013-909-614	RS4	**R2**		2H07
3238 CONNAUGHT AVE	012-247-898	RS3	**R2**		2H09
867 SHAKESPEARE AVE	002-457-261	RS3	**R2**		2H09
3084 DRYDEN WAY	004-232-437	RS3	**R2**		2H09
3070 DRYDEN WAY	008-952-001	RS3	**R2**		2H09
3058 DRYDEN WAY	008-952-027	RS3	**R2**		2H09
3042 DRYDEN WAY	008-952-078	RS3	**R2**		2H09
788 E 26TH ST	008-748-951	RS3	**R2**		2H09
2673 WILLIAM AVE	007-659-130	RS3	**R2**		2H09
2685 WILLIAM AVE	006-710-611	RS3	**R2**		2H09
2751 WILLIAM AVE	008-027-854	RS3	**R2**		2H09
757 E KINGS RD	009-575-774	RS3	**R2**		2H09
765 E KINGS RD	009-575-782	RS3	**R2**		2H09
773 E KINGS RD	009-575-791	RS3	**R2**		2H09
3054 ROYAL AVE	009-575-804	RS3	**R2**		2H09
3032 ROYAL AVE	009-575-863	RS3	**R2**		2H09
1431 E 27TH ST	009-569-154	RS3	**R2**		2H09
1401 E 27TH ST	009-573-372	RS3	**R2**		2H09
2673 VIEWLYNN DR	005-058-732	RS3	**R2**		2H09
2661 VIEWLYNN DR	007-569-122	RS3	**R2**		2H09
1430 CHUCKART PL	009-573-062	RS3	**R2**		2H09
2611 VIEWLYNN DR	006-375-936	RS3	**R2**		2H09
2603 VIEWLYNN DR	009-573-089	RS3	**R2**		2H09
2601 VIEWLYNN DR	009-573-119	RS3	**R2**		2H09
1415 CHUCKART PL	009-573-143	RS3	**R2**		2H09
1416 CHUCKART PL	009-573-186	RS3	**R2**		2H09
2721 CRESTLYNN DR	004-541-669	RS3	**R2**		2H09
2747 CRESTLYNN DR	008-835-985	RS3	**R2**		2H09
2763 CRESTLYNN DR	009-518-291	RS3	**R2**		2H09
2779 CRESTLYNN DR	009-518-304	RS3	**R2**		2H09
2795 CRESTLYNN DR	009-518-312	RS3	**R2**		2H09
2857 CRESTLYNN DR	009-518-321	RS3	**R2**		2H09
2871 CRESTLYNN DR	009-518-339	RS3	**R2**		2H09

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2885 CRESTLYNN DR	009-518-347	RS3	**R2**		2H09
2899 CRESTLYNN DR	005-724-198	RS3	**R2**		2H09
1326 E 29TH ST	009-518-355	RS3	**R2**		2H09
1334 E 29TH ST	007-601-581	RS3	**R2**		2H09
1350 E 29TH ST	009-518-363	RS3	**R2**		2H09
1371 ROSS RD	009-518-371	RS3	**R2**		2H09
2678 AILSA CRES	008-226-440	RS3	**R2**		2H09
2737 AILSA CRES	009-421-556	RS3	**R2**		2H09
2711 AILSA CRES	009-421-602	RS3	**R2**		2H09
2685 AILSA CRES	009-421-637	RS3	**R2**		2H09
2669 AILSA CRES	009-421-670	RS3	**R2**		2H09
2643 AILSA CRES	009-421-858	RS3	**R2**		2H09
2617 AILSA CRES	008-057-249	RS3	**R2**		2H09
2591 AILSA CRES	009-422-137	RS3	**R2**		2H09
2610 AILSA CRES	007-687-486	RS3	**R2**		2H09
2636 AILSA CRES	008-470-201	RS3	**R2**		2H09
2662 AILSA CRES	014-471-574	RS3	**R2**		2H09
2704 AILSA CRES	006-049-745	RS3	**R2**		2H09
2730 AILSA CRES	009-422-650	RS3	**R2**		2H09
2584 AILSA CRES	009-422-641	RS3	**R2**		2H09
897 E 29TH ST	009-412-310	RS3	**R2**		2H09
2765 MASEFIELD RD	009-413-235	RS3	**R2**		2H09
2779 MASEFIELD RD	009-413-251	RS3	**R2**		2H09
2795 MASEFIELD RD	009-413-278	RS3	**R2**		2H09
2817 MASEFIELD RD	009-413-359	RS3	**R2**		2H09
2841 MASEFIELD RD	009-413-391	RS3	**R2**		2H09
2865 MASEFIELD RD	006-959-091	RS3	**R2**		2H09
835 E 29TH ST	005-805-996	RS3	**R2**		2H09
898 VINEY RD	009-412-379	RS3	**R2**		2H09
2828 MASEFIELD RD	009-431-268	RS3	**R2**		2H09
2840 MASEFIELD RD	009-412-395	RS3	**R2**		2H09
2858 MASEFIELD RD	009-412-972	RS3	**R2**		2H09
2882 MASEFIELD RD	009-413-006	RS3	**R2**		2H09
895 VINEY RD	009-413-031	RS3	**R2**		2H09
883 VINEY RD	009-413-162	RS3	**R2**		2H09
2764 MASEFIELD RD	009-413-189	RS3	**R2**		2H09
875 SHAKESPEARE AVE	009-432-701	RS3	**R2**		2H09
827 E 29TH ST	009-330-771	RS3	**R2**		2H09
2866 WILLIAM AVE	009-162-828	RS3	**R2**		2H09
2842 WILLIAM AVE	009-330-780	RS3	**R2**		2H09
2818 WILLIAM AVE	009-330-810	RS3	**R2**		2H09
2796 WILLIAM AVE	009-330-828	RS3	**R2**		2H09
2774 WILLIAM AVE	009-330-844	RS3	**R2**		2H09
2766 WILLIAM AVE	009-330-861	RS3	**R2**		2H09
886 E 29TH ST	009-283-315	RS3	**R2**		2H09
872 E 29TH ST	009-283-331	RS3	**R2**		2H09
864 E 29TH ST	009-283-358	RS3	**R2**		2H09
858 E 29TH ST	009-283-447	RS3	**R2**		2H09
842 E 29TH ST	009-283-374	RS3	**R2**		2H09
834 E 29TH ST	009-283-391	RS3	**R2**		2H09
830 E 29TH ST	009-283-412	RS3	**R2**		2H09
1383 ROSS RD	009-267-514	RS3	**R2**		2H09
1406 E 29TH ST	009-267-611	RS3	**R2**		2H09
1392 E 29TH ST	009-267-620	RS3	**R2**		2H09
1378 E 29TH ST	009-267-638	RS3	**R2**		2H09
1364 E 29TH ST	009-267-646	RS3	**R2**		2H09
1391 ROSS RD	009-267-522	RS3	**R2**		2H09
1399 ROSS RD	009-267-549	RS3	**R2**		2H09
1415 ROSS RD	003-428-648	RS3	**R2**		2H09
1431 ROSS RD	009-267-557	RS3	**R2**		2H09
1447 ROSS RD	003-199-487	RS3	**R2**		2H09
1420 E 29TH ST	009-267-581	RS3	**R2**		2H09
1414 E 29TH ST	009-267-590	RS3	**R2**		2H09
3190 ROYAL AVE	009-419-535	RS3	**R2**		2H09
3268 ROYAL AVE	012-247-855	RS3	**R2**		2H09
3254 ROYAL AVE	009-816-631	RS3	**R2**		2H09
3230 ROYAL AVE	012-247-871	RS3	**R2**		2H09
751 E ST JAMES RD	012-247-847	RS3	**R2**		2H09
3202 ROYAL AVE	009-419-497	RS3	**R2**		2H09
1397 E 27TH ST	009-162-054	RS3	**R2**		2H09
1394 CHUCKART PL	009-162-071	RS3	**R2**		2H09
1391 CHUCKART PL	004-533-224	RS3	**R2**		2H09
1379 CHUCKART PL	009-162-097	RS3	**R2**		2H09
1382 CHUCKART PL	009-162-101	RS3	**R2**		2H09
1385 E 27TH ST	009-162-127	RS3	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1373 E 27TH ST	009-162-143	RS3	**R2**		2H09
1370 CHUCKART PL	009-162-186	RS3	**R2**		2H09
1367 CHUCKART PL	007-876-190	RS3	**R2**		2H09
3271 ROYAL AVE	009-137-459	RS3	**R2**		2H09
3247 ROYAL AVE	008-290-903	RS3	**R2**		2H09
3219 ROYAL AVE	009-137-505	RS3	**R2**		2H09
3195 ROYAL AVE	009-137-530	RS3	**R2**		2H09
890 E 29TH ST	008-101-183	RS3	**R2**		2H09
904 E 29TH ST	008-897-743	RS3	**R2**		2H09
914 E 29TH ST	009-130-276	RS3	**R2**		2H09
926 E 29TH ST	009-130-292	RS3	**R2**		2H09
938 E 29TH ST	009-130-306	RS3	**R2**		2H09
950 E 29TH ST	004-422-651	RS3	**R2**		2H09
723 E ST JAMES RD	009-072-756	RS3	**R2**		2H09
729 E ST JAMES RD	009-072-811	RS3	**R2**		2H09
3180 CONNAUGHT AVE	009-067-647	RS3	**R2**		2H09
3150 CONNAUGHT AVE	009-067-655	RS3	**R2**		2H09
3022 ROYAL AVE	009-162-771	RS3	**R2**		2H09
3010 ROYAL AVE	010-328-092	RS3	**R2**		2H09
2926 ROYAL AVE	012-444-936	RS3	**R2**		2H09
3041 DUCHESS AVE	012-247-375	RS3	**R2**		2H09
3055 DUCHESS AVE	012-247-359	RS3	**R2**		2H09
777 E KINGS RD	012-247-448	RS3	**R2**		2H09
3031 DUCHESS AVE	012-247-413	RS3	**R2**		2H09
796 E 29TH ST	012-089-923	RS3	**R2**		2H09
2955 DUCHESS AVE	012-089-931	RS3	**R2**		2H09
3230 CONNAUGHT AVE	008-969-051	RS3	**R2**		2H09
851 SHAKESPEARE AVE	008-951-993	RS3	**R2**		2H09
3087 DRYDEN WAY	008-951-853	RS3	**R2**		2H09
3075 DRYDEN WAY	008-951-861	RS3	**R2**		2H09
3063 DRYDEN WAY	008-951-870	RS3	**R2**		2H09
3051 DRYDEN WAY	003-626-946	RS3	**R2**		2H09
3029 DRYDEN WAY	008-951-888	RS3	**R2**		2H09
3017 DRYDEN WAY	008-951-896	RS3	**R2**		2H09
2976 WILLIAM AVE	008-916-462	RS3	**R2**		2H09
2988 WILLIAM AVE	005-381-771	RS3	**R2**		2H09
3004 WILLIAM AVE	008-916-471	RS3	**R2**		2H09
3022 WILLIAM AVE	008-916-489	RS3	**R2**		2H09
3040 WILLIAM AVE	008-916-501	RS3	**R2**		2H09
3058 WILLIAM AVE	008-916-519	RS3	**R2**		2H09
3063 WILLIAM AVE	008-916-616	RS3	**R2**		2H09
3045 WILLIAM AVE	008-916-624	RS3	**R2**		2H09
3027 WILLIAM AVE	006-901-328	RS3	**R2**		2H09
3009 WILLIAM AVE	004-482-476	RS3	**R2**		2H09
2991 WILLIAM AVE	008-916-632	RS3	**R2**		2H09
2979 WILLIAM AVE	008-916-641	RS3	**R2**		2H09
2960 WILLIAM AVE	008-916-438	RS3	**R2**		2H09
3212 CONNAUGHT AVE	008-908-354	RS3	**R2**		2H09
877 ROSS RD	008-890-919	RS3	**R2**		2H09
883 ROSS RD	008-890-960	RS3	**R2**		2H09
889 ROSS RD	008-890-986	RS3	**R2**		2H09
2-895 ROSS RD		RS3	**R2**		2H09
3003 DUCHESS AVE	008-885-656	RS3	**R2**		2H09
2997 DUCHESS AVE	002-613-247	RS3	**R2**		2H09
2967 WILLIAM AVE	008-889-881	RS3	**R2**		2H09
826 E 29TH ST	008-889-911	RS3	**R2**		2H09
828 E 29TH ST	008-889-945	RS3	**R2**		2H09
778 E 29TH ST	012-089-915	RS3	**R2**		2H09
780 E 29TH ST	009-462-601	RS3	**R2**		2H09
1142 HAROLD RD	008-815-551	RS4	**R2**		2H09
2991 DUCHESS AVE	012-346-128	RS3	**R2**		2H09
2965 DUCHESS AVE	010-505-253	RS3	**R2**		2H09
3035 CHAUCER AVE	008-757-526	RS3	**R2**		2H09
3049 CHAUCER AVE	008-475-997	RS3	**R2**		2H09
3056 CHAUCER AVE	008-757-534	RS3	**R2**		2H09
3044 CHAUCER AVE	008-757-569	RS3	**R2**		2H09
3032 CHAUCER AVE	008-757-593	RS3	**R2**		2H09
1086 ROSS RD	004-067-789	RS3	**R2**		2H09
1072 ROSS RD	008-757-623	RS3	**R2**		2H09
1058 ROSS RD	008-757-666	RS3	**R2**		2H09
924 VINEY RD	009-584-897	RS3	**R2**		2H09
936 VINEY RD	009-584-901	RS3	**R2**		2H09
948 VINEY RD	009-584-927	RS3	**R2**		2H09
960 VINEY RD	008-183-821	RS3	**R2**		2H09
972 VINEY RD	009-584-943	RS3	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
984 VINEY RD	009-584-951	RS3	**R2**		2H09
996 VINEY RD	004-067-886	RS3	**R2**		2H09
2765 ST CHRISTOPHERS RD	009-584-960	RS3	**R2**		2H09
985 VINEY RD	009-584-994	RS3	**R2**		2H09
973 VINEY RD	009-585-001	RS3	**R2**		2H09
959 VINEY RD	009-585-010	RS3	**R2**		2H09
945 VINEY RD	009-804-030	RS3	**R2**		2H09
933 VINEY RD	009-585-036	RS3	**R2**		2H09
909 VINEY RD	009-585-044	RS3	**R2**		2H09
912 VINEY RD	009-276-149	RS3	**R2**		2H09
2636 WILLIAM AVE	008-749-019	RS3	**R2**		2H09
2845 WILLIAM AVE	004-417-445	RS3	**R2**		2H09
821 E 29TH ST	008-749-001	RS3	**R2**		2H09
2648 WILLIAM AVE	008-749-035	RS3	**R2**		2H09
2680 WILLIAM AVE	008-749-043	RS3	**R2**		2H09
2722 WILLIAM AVE	008-749-051	RS3	**R2**		2H09
2748 WILLIAM AVE	008-749-060	RS3	**R2**		2H09
2769 WILLIAM AVE	008-748-969	RS3	**R2**		2H09
2777 WILLIAM AVE	008-748-977	RS3	**R2**		2H09
2793 WILLIAM AVE	008-748-985	RS3	**R2**		2H09
2821 WILLIAM AVE	008-748-993	RS3	**R2**		2H09
780 VINEDALE RD	008-741-182	RS3	**R2**		2H09
767 E 26TH ST	008-741-204	RS3	**R2**		2H09
753 E 26TH ST	008-741-212	RS3	**R2**		2H09
739 E 26TH ST	008-741-247	RS3	**R2**		2H09
736 VINEDALE RD	008-741-255	RS3	**R2**		2H09
742 VINEDALE RD	008-741-271	RS3	**R2**		2H09
750 VINEDALE RD	002-832-020	RS3	**R2**		2H09
768 VINEDALE RD	008-741-280	RS3	**R2**		2H09
3132 CONNAUGHT AVE	008-740-917	RS3	**R2**		2H09
3118 CONNAUGHT AVE	008-740-925	RS3	**R2**		2H09
726 E KINGS RD	004-813-031	RS3	**R2**		2H09
3088 DUCHESS AVE	008-532-176	RS3	**R2**		2H09
807 E KINGS RD	008-532-214	RS3	**R2**		2H09
809 E KINGS RD	008-532-231	RS3	**R2**		2H09
811 E KINGS RD	008-031-665	RS3	**R2**		2H09
754 E KINGS RD	008-531-820	RS3	**R2**		2H09
760 E KINGS RD	008-531-846	RS3	**R2**		2H09
770 E KINGS RD	008-531-897	RS3	**R2**		2H09
782 E KINGS RD	007-180-209	RS3	**R2**		2H09
786 E KINGS RD	007-572-905	RS3	**R2**		2H09
2625 MASEFIELD RD	008-489-408	RS3	**R2**		2H09
2632 MASEFIELD RD	002-522-705	RS3	**R2**		2H09
2654 MASEFIELD RD	008-489-416	RS3	**R2**		2H09
2666 MASEFIELD RD	005-223-288	RS3	**R2**		2H09
2688 MASEFIELD RD	008-489-424	RS3	**R2**		2H09
2722 MASEFIELD RD	004-448-171	RS3	**R2**		2H09
2740 MASEFIELD RD	008-489-432	RS3	**R2**		2H09
2733 MASEFIELD RD	008-489-378	RS3	**R2**		2H09
2717 MASEFIELD RD	005-478-081	RS3	**R2**		2H09
2683 MASEFIELD RD	005-821-401	RS3	**R2**		2H09
2659 MASEFIELD RD	008-489-394	RS3	**R2**		2H09
1134 HAROLD RD	008-005-940	RS4	**R2**		2H09
789 E KINGS RD	008-002-614	RS3	**R2**		2H09
3077 DUCHESS AVE	008-002-631	RS3	**R2**		2H09
2596 WILLIAM AVE	002-552-744	RS3	**R2**		2H09
2599 MASEFIELD RD	007-970-412	RS3	**R2**		2H09
2591 MASEFIELD RD	005-619-947	RS3	**R2**		2H09
2583 MASEFIELD RD	007-970-439	RS3	**R2**		2H09
2575 MASEFIELD RD	005-868-246	RS3	**R2**		2H09
2567 MASEFIELD RD	007-970-455	RS3	**R2**		2H09
2559 MASEFIELD RD	007-970-544	RS3	**R2**		2H09
2577 AILSA CRES	007-970-552	RS3	**R2**		2H09
2586 MASEFIELD RD	007-970-587	RS3	**R2**		2H09
3311 TENNYSON CRES	007-959-273	RS3	**R2**		2H09
3339 TENNYSON CRES	007-959-290	RS3	**R2**		2H09
3330 TENNYSON CRES	007-959-303	RS3	**R2**		2H09
3328 TENNYSON CRES	007-959-338	RS3	**R2**		2H09
3306 TENNYSON CRES	005-087-210	RS3	**R2**		2H09
3298 TENNYSON CRES	007-959-362	RS3	**R2**		2H09
3284 TENNYSON CRES	007-941-722	RS3	**R2**		2H09
3266 TENNYSON CRES	007-959-427	RS3	**R2**		2H09
3242 TENNYSON CRES	007-959-443	RS3	**R2**		2H09
3228 TENNYSON CRES	007-959-451	RS3	**R2**		2H09
854 SHAKESPEARE AVE	007-959-184	RS3	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3216 TENNYSON CRES	007-959-478	RS3	**R2**		2H09
3204 TENNYSON CRES	002-620-294	RS3	**R2**		2H09
3170 TENNYSON CRES	007-959-486	RS3	**R2**		2H09
3150 TENNYSON CRES	007-959-508	RS3	**R2**		2H09
3130 TENNYSON CRES	008-064-407	RS3	**R2**		2H09
3207 MILTON AVE	007-959-524	RS3	**R2**		2H09
3221 MILTON AVE	007-959-559	RS3	**R2**		2H09
3233 MILTON AVE	007-959-575	RS3	**R2**		2H09
3243 MILTON AVE	007-959-605	RS3	**R2**		2H09
3255 MILTON AVE	007-959-613	RS3	**R2**		2H09
888 SHAKESPEARE AVE	007-959-206	RS3	**R2**		2H09
3248 MILTON AVE	007-959-630	RS3	**R2**		2H09
3236 MILTON AVE	007-959-648	RS3	**R2**		2H09
3224 MILTON AVE	007-959-664	RS3	**R2**		2H09
3212 MILTON AVE	007-959-681	RS3	**R2**		2H09
3267 CHAUCER AVE	007-959-702	RS3	**R2**		2H09
3279 CHAUCER AVE	007-959-745	RS3	**R2**		2H09
3291 CHAUCER AVE	007-959-761	RS3	**R2**		2H09
3303 CHAUCER AVE	007-959-770	RS3	**R2**		2H09
3315 CHAUCER AVE	003-571-289	RS3	**R2**		2H09
3147 TENNYSON CRES	007-959-214	RS3	**R2**		2H09
3163 TENNYSON CRES	007-959-222	RS3	**R2**		2H09
3201 TENNYSON CRES	007-959-249	RS3	**R2**		2H09
3225 TENNYSON CRES	007-959-257	RS3	**R2**		2H09
3257 TENNYSON CRES	005-799-252	RS3	**R2**		2H09
3273 TENNYSON CRES	007-959-265	RS3	**R2**		2H09
756 E 29TH ST	002-874-458	RS3	**R2**		2H09
762 E 29TH ST	007-831-650	RS3	**R2**		2H09
772 E 29TH ST	004-805-160	RS3	**R2**		2H09
2-907 SHAKESPEARE AVE		RS3	**R2**		2H09
952 ROSS RD	007-802-994	RS3	**R2**		2H09
966 ROSS RD	007-803-028	RS3	**R2**		2H09
919 SHAKESPEARE AVE	007-803-125	RS3	**R2**		2H09
931 SHAKESPEARE AVE	005-225-175	RS3	**R2**		2H09
953 SHAKESPEARE AVE	004-220-242	RS3	**R2**		2H09
975 SHAKESPEARE AVE	007-802-935	RS3	**R2**		2H09
904 ROSS RD	007-803-133	RS3	**R2**		2H09
916 ROSS RD	007-803-176	RS3	**R2**		2H09
928 ROSS RD	007-803-206	RS3	**R2**		2H09
940 ROSS RD	007-803-222	RS3	**R2**		2H09
911 ROSS RD	007-766-742	RS3	**R2**		2H09
919 ROSS RD	007-766-751	RS3	**R2**		2H09
927 ROSS RD	007-766-769	RS3	**R2**		2H09
935 ROSS RD	007-766-785	RS3	**R2**		2H09
943 ROSS RD	007-759-185	RS3	**R2**		2H09
959 ROSS RD	004-245-946	RS3	**R2**		2H09
971 ROSS RD	007-759-193	RS3	**R2**		2H09
987 ROSS RD	007-759-207	RS3	**R2**		2H09
	007-781-610	RS3	**R2**		2H09
1345 ST STEPHENS PL	007-781-644	RS3	**R2**		2H09
1352 ST STEPHENS PL	007-781-679	RS3	**R2**		2H09
1346 ST STEPHENS PL	007-781-709	RS3	**R2**		2H09
1334 ST STEPHENS PL	004-851-889	RS3	**R2**		2H09
1320 ST STEPHENS PL	007-781-768	RS3	**R2**		2H09
1318 ST STEPHENS PL	007-010-788	RS3	**R2**		2H09
1306 ST STEPHENS PL	007-781-792	RS3	**R2**		2H09
801 E 29TH ST	007-668-724	RS3	**R2**		2H09
803 E 29TH ST	002-652-013	RS3	**R2**		2H09
805 E 29TH ST	007-668-732	RS3	**R2**		2H09
807 E 29TH ST	004-996-399	RS3	**R2**		2H09
809 E 29TH ST	007-668-741	RS3	**R2**		2H09
815 E 29TH ST	007-668-775	RS3	**R2**		2H09
3150 CHAUCER AVE	007-662-173	RS3	**R2**		2H09
3140 CHAUCER AVE	007-662-190	RS3	**R2**		2H09
3280 CHAUCER AVE	007-649-126	RS3	**R2**		2H09
3268 CHAUCER AVE	005-172-233	RS3	**R2**		2H09
3160 ROYAL AVE	007-625-057	RS3	**R2**		2H09
3140 ROYAL AVE	007-625-065	RS3	**R2**		2H09
848 LYNN VALLEY RD	007-617-526	RS4	**R2**		2H09
812 SHAKESPEARE AVE	004-392-680	RS3	**R2**		2H09
3081 WILLIAM AVE	007-587-082	RS3	**R2**		2H09
3099 WILLIAM AVE	007-587-112	RS3	**R2**		2H09
3257 WILLIAM AVE	007-587-147	RS3	**R2**		2H09
808 E KINGS RD	007-587-155	RS3	**R2**		2H09
806 E KINGS RD	007-587-210	RS3	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
804 E KINGS RD	007-587-228	RS3	**R2**		2H09
802 E KINGS RD	007-591-489	RS3	**R2**		2H09
746 E ST JAMES RD	007-587-279	RS3	**R2**		2H09
734 E ST JAMES RD	007-587-309	RS3	**R2**		2H09
722 E ST JAMES RD	007-587-325	RS3	**R2**		2H09
3159 DRYDEN WAY	007-517-955	RS3	**R2**		2H09
3153 DRYDEN WAY	007-517-971	RS3	**R2**		2H09
3149 DRYDEN WAY	007-517-998	RS3	**R2**		2H09
844 SHAKESPEARE AVE	007-518-005	RS3	**R2**		2H09
3138 DRYDEN WAY	007-501-587	RS3	**R2**		2H09
3146 DRYDEN WAY	007-501-595	RS3	**R2**		2H09
3166 DRYDEN WAY	007-501-609	RS3	**R2**		2H09
3172 DRYDEN WAY	005-329-507	RS3	**R2**		2H09
3178 DRYDEN WAY	007-501-617	RS3	**R2**		2H09
3167 DRYDEN WAY	005-235-715	RS3	**R2**		2H09
3253 WILLIAM AVE	005-275-598	RS3	**R2**		2H09
3235 WILLIAM AVE	007-485-841	RS3	**R2**		2H09
3211 WILLIAM AVE	007-485-867	RS3	**R2**		2H09
3169 WILLIAM AVE	006-167-772	RS3	**R2**		2H09
3147 WILLIAM AVE	004-284-801	RS3	**R2**		2H09
3125 WILLIAM AVE	007-485-891	RS3	**R2**		2H09
3113 WILLIAM AVE	002-973-065	RS3	**R2**		2H09
3101 WILLIAM AVE	007-485-905	RS3	**R2**		2H09
3351 TENNYSON CRES	007-485-603	RS3	**R2**		2H09
3355 TENNYSON CRES	007-485-620	RS3	**R2**		2H09
3240 WILLIAM AVE	007-485-654	RS3	**R2**		2H09
3228 WILLIAM AVE	007-485-671	RS3	**R2**		2H09
3206 WILLIAM AVE	007-485-701	RS3	**R2**		2H09
3154 WILLIAM AVE	007-485-743	RS3	**R2**		2H09
3132 WILLIAM AVE	007-485-751	RS3	**R2**		2H09
820 SHAKESPEARE AVE	007-485-760	RS3	**R2**		2H09
3338 TENNYSON CRES	007-477-783	RS3	**R2**		2H09
3344 TENNYSON CRES	007-477-813	RS3	**R2**		2H09
3348 TENNYSON CRES	007-477-830	RS3	**R2**		2H09
3352 TENNYSON CRES	007-477-856	RS3	**R2**		2H09
3349 TENNYSON CRES	007-477-864	RS3	**R2**		2H09
3345 TENNYSON CRES	007-477-899	RS3	**R2**		2H09
3341 TENNYSON CRES	007-477-937	RS3	**R2**		2H09
698 E ST JAMES RD	007-475-365	RS3	**R2**		2H09
3320 CHAUCER AVE	007-336-471	RS3	**R2**		2H09
3310 CHAUCER AVE	007-336-497	RS3	**R2**		2H09
3300 CHAUCER AVE	007-336-519	RS3	**R2**		2H09
1108 HAROLD RD	007-265-018	RS4	**R2**		2H09
3086 WILLIAM AVE	005-598-974	RS3	**R2**		2H09
3090 WILLIAM AVE	007-242-824	RS3	**R2**		2H09
1436 DRAYCOTT RD	013-290-347	RS3	**R2**	S1	2H09
1430 DRAYCOTT RD	013-290-363	RS3	**R2**	S1	2H09
1426 DRAYCOTT RD	013-290-380	RS3	**R2**	S1	2H09
1422 DRAYCOTT RD	013-290-398	RS3	**R2**	S1	2H09
1405 HAROLD RD	005-307-872	RS3	**R2**	S1	2H09
1407 HAROLD RD	013-290-266	RS3	**R2**	S1	2H09
1411 HAROLD RD	013-290-274	RS3	**R2**	S1	2H09
1415 HAROLD RD	013-290-282	RS3	**R2**	S1	2H09
1435 HAROLD RD	012-176-303	RS3	**R2**	S1	2H09
1440 DRAYCOTT RD	013-290-321	RS3	**R2**	S1	2H09
892 ROSS RD	008-952-086	RS3	**R2**		2H09
893 SHAKESPEARE AVE	009-657-894	RS3	**R2**		2H09
2717 WILLIAM AVE	006-924-956	RS3	**R2**		2H09
1389 HAROLD RD	007-659-890	RS3	**R2**	S1	2H09
757 E ST JAMES RD	005-108-152	RS3	**R2**		2H09
3150 DUCHESS AVE	005-108-292	RS3	**R2**		2H09
3148 DUCHESS AVE	005-108-306	RS3	**R2**		2H09
3138 DUCHESS AVE	005-108-314	RS3	**R2**		2H09
3136 DUCHESS AVE	005-108-322	RS3	**R2**		2H09
3132 DUCHESS AVE	005-108-331	RS3	**R2**		2H09
3130 DUCHESS AVE	005-108-349	RS3	**R2**		2H09
3122 DUCHESS AVE	005-108-357	RS3	**R2**		2H09
3116 DUCHESS AVE	005-108-365	RS3	**R2**		2H09
3111 DUCHESS AVE	005-108-217	RS3	**R2**		2H09
3121 DUCHESS AVE	005-108-250	RS3	**R2**		2H09
761 E ST JAMES RD	005-108-161	RS3	**R2**		2H09
3131 DUCHESS AVE	005-108-268	RS3	**R2**		2H09
3139 DUCHESS AVE	005-108-276	RS3	**R2**		2H09
767 E ST JAMES RD	005-108-179	RS3	**R2**		2H09
771 E ST JAMES RD	005-108-187	RS3	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
777 E ST JAMES RD	005-108-195	RS3	**R2**		2H09
787 E ST JAMES RD	005-108-209	RS3	**R2**		2H09
789 E ST JAMES RD	005-108-225	RS3	**R2**		2H09
795 E ST JAMES RD	005-108-233	RS3	**R2**		2H09
1395 HAROLD RD	002-492-440	RS3	**R2**	S1	2H09
1393 HAROLD RD	011-118-199	RS3	**R2**	S1	2H09
1180 HAROLD RD	013-765-574	RS4	**R2**		2H09
1186 HAROLD RD	013-765-591	RS4	**R2**		2H09
3085 BAIRD RD	004-711-653	RS4	**R2**		2H09
3077 BAIRD RD	013-084-852	RS4	**R2**		2H09
3075 BAIRD RD	013-084-895	RS4	**R2**		2H09
1005 SHAKESPEARE AVE	012-288-101	RS3	**R2**		2H09
1005 SHAKESPEARE AVE	012-288-110	RS3	**R2**		2H09
1017 SHAKESPEARE AVE	012-288-136	RS3	**R2**		2H09
1028 ROSS RD	012-287-482	RS3	**R2**		2H09
1040 ROSS RD	012-287-628	RS3	**R2**		2H09
1029 SHAKESPEARE AVE	012-288-225	RS3	**R2**		2H09
1016 ROSS RD	012-288-250	RS3	**R2**		2H09
1008 ROSS RD	012-288-268	RS3	**R2**		2H09
1007 E 29TH ST	012-262-749	RS3	**R2**		2H09
1096 VINEY RD	011-119-900	RS3	**R2**		2H09
1084 VINEY RD	002-897-237	RS3	**R2**		2H09
1072 VINEY RD	012-262-811	RS3	**R2**		2H09
1060 VINEY RD	012-262-820	RS3	**R2**		2H09
1050 VINEY RD	012-262-838	RS3	**R2**		2H09
1040 VINEY RD	008-149-011	RS3	**R2**		2H09
1038 VINEY RD	012-262-846	RS3	**R2**		2H09
1015 E 29TH ST	012-262-757	RS3	**R2**		2H09
1023 E 29TH ST	012-262-765	RS3	**R2**		2H09
1035 E 29TH ST	005-274-109	RS3	**R2**		2H09
1047 E 29TH ST	012-262-773	RS3	**R2**		2H09
1055 E 29TH ST	012-262-781	RS3	**R2**		2H09
1069 E 29TH ST	012-262-790	RS3	**R2**		2H09
1081 E 29TH ST	012-262-803	RS3	**R2**		2H09
1095 E 29TH ST	003-107-949	RS3	**R2**		2H09
987 SHAKESPEARE AVE	010-319-018	RS3	**R2**		2H09
995 SHAKESPEARE AVE	010-319-034	RS3	**R2**		2H09
994 ROSS RD	010-319-051	RS3	**R2**		2H09
980 ROSS RD	002-667-266	RS3	**R2**		2H09
3123 BAIRD RD	009-561-200	RS4	**R2**		2H09
3105 BAIRD RD	009-561-218	RS4	**R2**		2H09
2871 ST CHRISTOPHERS RD	009-584-790	RS3	**R2**		2H09
986 E 29TH ST	011-761-717	RS3	**R2**		2H09
962 E 29TH ST	011-762-179	RS3	**R2**		2H09
998 E 29TH ST	011-762-195	RS3	**R2**		2H09
2710 MOUNTAIN HWY	010-041-052	RS3	**R2**		2H09
2732 MOUNTAIN HWY	010-041-061	RS3	**R2**		2H09
2740 MOUNTAIN HWY	010-041-109	RS3	**R2**		2H09
2750 MOUNTAIN HWY	010-041-125	RS3	**R2**		2H09
972 E 29TH ST	011-762-152	RS3	**R2**		2H09
1154 HAROLD RD	013-186-744	RS4	**R2**		2H09
1172 HAROLD RD	013-186-914	RS4	**R2**		2H09
1176 HAROLD RD	011-435-321	RS4	**R2**		2H09
1192 HAROLD RD	005-018-251	RS4	**R2**		2H09
1198 HAROLD RD	013-186-931	RS4	**R2**		2H09
3293 BAIRD RD	007-875-720	RS4	**R2**		2H09
1195 RONAYNE RD	004-267-303	RS4	**R2**		2H09
1181 RONAYNE RD	015-995-984	RS4	**R2**		2H09
1177 RONAYNE RD	013-186-965	RS4	**R2**		2H09
1165 RONAYNE RD	013-186-973	RS4	**R2**		2H09
1149 RONAYNE RD	012-428-311	RS4	**R2**		2H09
1141 RONAYNE RD	004-880-196	RS4	**R2**		2H09
1148 HAROLD RD	013-186-639	RS4	**R2**		2H09
1156 HAROLD RD	010-118-667	RS4	**R2**		2H09
1168 HAROLD RD	013-186-868	RS4	**R2**		2H09
1175 RONAYNE RD	013-187-091	RS4	**R2**		2H09
1035 SHAKESPEARE AVE	012-288-233	RS3	**R2**		2H09
2550 WILLIAM AVE	003-727-653	RS4	**R2**		2H09
2412 WILLIAM AVE	010-293-833	RS4	**R2**		2H09
2404 WILLIAM AVE	010-293-841	RS4	**R2**		2H09
820 LYNN VALLEY RD	002-629-852	RS4	**R2**		2H09
828 LYNN VALLEY RD	008-150-443	RS4	**R2**		2H09
836 LYNN VALLEY RD	010-293-868	RS4	**R2**		2H09
842 LYNN VALLEY RD	010-293-884	RS4	**R2**		2H09
2548 WILLIAM AVE	003-998-878	RS4	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2530 WILLIAM AVE	007-345-348	RS4	**R2**		2H09
2522 WILLIAM AVE	010-292-837	RS4	**R2**		2H09
2504 WILLIAM AVE	010-292-845	RS4	**R2**		2H09
2456 WILLIAM AVE	010-293-671	RS4	**R2**		2H09
2440 WILLIAM AVE	010-293-698	RS4	**R2**		2H09
2432 WILLIAM AVE	010-293-728	RS4	**R2**		2H09
2420 WILLIAM AVE	010-293-787	RS4	**R2**		2H09
3294 FROMME RD	009-440-771	RS4	**R2**		2H09
3276 FROMME RD	009-440-828	RS4	**R2**		2H09
1119 RONAYNE RD	009-440-844	RS4	**R2**		2H09
1137 RONAYNE RD	009-440-861	RS4	**R2**		2H09
1103 ROSS RD	008-199-400	RS3	**R2**		2H09
1310 E 29TH ST	011-792-086	RS4	**R2**		2H09
1308 E 29TH ST	006-497-934	RS4	**R2**		2H09
1304 E 29TH ST	013-736-710	RS4	**R2**		2H09
1322 E 29TH ST	013-736-671	RS4	**R2**		2H09
1318 E 29TH ST	013-736-680	RS4	**R2**		2H09
1314 E 29TH ST	012-346-926	RS4	**R2**		2H09
3246 CONNAUGHT AVE	011-729-783	RS3	**R2**		2H09
713 E ST JAMES RD	012-247-880	RS3	**R2**		2H09
707 E ST JAMES RD	012-247-901	RS3	**R2**		2H09
3299 ROYAL AVE	012-247-910	RS3	**R2**		2H09
738 E KINGS RD	012-040-746	RS3	**R2**		2H09
746 E KINGS RD	006-042-651	RS3	**R2**		2H09
3171 ROYAL AVE	012-040-762	RS3	**R2**		2H09
3163 ROYAL AVE	007-856-148	RS3	**R2**		2H09
3125 ROYAL AVE	012-040-720	RS3	**R2**		2H09
1363 ROSS RD	002-571-056	RS3	**R2**		2H09
1335 ROSS RD	014-596-989	RS3	**R2**		2H09
1313 ROSS RD	003-904-318	RS4	**R2**		2H09
1329 ROSS RD	009-549-854	RS4	**R2**		2H09
1323 ROSS RD	009-549-862	RS4	**R2**		2H09
3151 ROYAL AVE	012-040-771	RS3	**R2**		2H09
730 E KINGS RD	012-040-711	RS3	**R2**		2H09
3259 CHURCH ST	013-529-901	RS4	**R2**		2H09
3305 CHURCH ST	011-739-088	RS4	**R2**		2H09
3309 CHURCH ST	013-529-927	RS4	**R2**		2H09
3296 INSTITUTE RD	013-530-283	RS4	**R2**		2H09
3284 INSTITUTE RD	013-530-305	RS4	**R2**		2H09
3270 INSTITUTE RD	013-530-321	RS4	**R2**		2H09
1382 LYNN VALLEY RD	005-087-872	RS4	**R2**		2H09
1386 LYNN VALLEY RD	006-344-551	RS4	**R2**		2H09
1350 LYNN VALLEY RD	013-530-348	RS4	**R2**		2H09
1374 LYNN VALLEY RD	013-530-356	RS4	**R2**		2H09
1378 LYNN VALLEY RD	013-530-381	RS4	**R2**		2H09
1390 LYNN VALLEY RD	009-215-328	RS4	**R2**		2H09
3252 INSTITUTE RD	013-530-399	RS4	**R2**		2H09
3329 CHURCH ST	002-488-884	RS4	**R2**		2H09
3339 CHURCH ST	013-089-951	RS4	**R2**		2H09
1371 LYNN VALLEY RD	013-366-971	RS3	**R2**		2H09
1373 LYNN VALLEY RD	013-366-998	RS3	**R2**		2H09
1375 LYNN VALLEY RD	011-586-605	RS3	**R2**		2H09
1377 LYNN VALLEY RD	013-258-907	RS3	**R2**		2H09
1383 LYNN VALLEY RD	013-258-915	RS3	**R2**		2H09
1387 LYNN VALLEY RD	008-579-334	RS3	**R2**		2H09
1399 LYNN VALLEY RD	003-374-581	RS3	**R2**		2H09
1420 LYNN VALLEY RD	013-027-484	RS4	**R2**		2H09
1434 LYNN VALLEY RD	010-471-481	RS4	**R2**		2H09
3350 CHURCH ST	013-027-425	RS4	**R2**		2H09
3320 CHURCH ST	003-113-957	RS4	**R2**		2H09
979 E 29TH ST	009-584-803	RS3	**R2**		2H09
967 E 29TH ST	009-584-820	RS3	**R2**		2H09
953 E 29TH ST	009-584-846	RS3	**R2**		2H09
941 E 29TH ST	009-584-862	RS3	**R2**		2H09
929 E 29TH ST	004-473-531	RS3	**R2**		2H09
917 E 29TH ST	009-584-871	RS3	**R2**		2H09
905 E 29TH ST	007-801-475	RS3	**R2**		2H09
920 SHAKESPEARE AVE	003-264-319	RS3	**R2**		2H09
950 SHAKESPEARE AVE	007-092-903	RS3	**R2**		2H09
3121 MILTON AVE	013-372-092	RS3	**R2**		2H09
3131 MILTON AVE	013-372-106	RS3	**R2**		2H09
3141 MILTON AVE	013-372-114	RS3	**R2**		2H09
3143 MILTON AVE	013-372-122	RS3	**R2**		2H09
3145 MILTON AVE	013-372-131	RS3	**R2**		2H09
3003 FROMME RD	010-461-914	RS4	**R2**	S1	2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3021 FROMME RD	008-905-517	RS4	**R2**	S1	2H09
3027 FROMME RD	005-898-986	RS4	**R2**	S1	2H09
3031 FROMME RD	005-899-184	RS4	**R2**	S1	2H09
3045 FROMME RD	007-352-140	RS4	**R2**	S1	2H09
3051 FROMME RD	012-288-152	RS4	**R2**	S1	2H09
3059 FROMME RD	012-288-161	RS4	**R2**	S1	2H09
3063 FROMME RD	012-288-179	RS4	**R2**	S1	2H09
3071 FROMME RD	012-288-187	RS4	**R2**	S1	2H09
3073 FROMME RD	012-288-209	RS4	**R2**	S1	2H09
2-3075 FROMME RD		RS4	**R2**	S1	2H09
1432 HAROLD RD	009-488-588	RS3	**R2**	S1	2H09
1430 HAROLD RD	013-367-218	RS3	**R2**	S1	2H09
3127 CHAUCER AVE	013-371-487	RS3	**R2**		2H09
3141 CHAUCER AVE	009-238-654	RS3	**R2**		2H09
3151 CHAUCER AVE	013-371-495	RS3	**R2**		2H09
3161 CHAUCER AVE	004-274-971	RS3	**R2**		2H09
3261 CHAUCER AVE	004-557-000	RS3	**R2**		2H09
3263 CHAUCER AVE	013-371-509	RS3	**R2**		2H09
3265 CHAUCER AVE	013-371-517	RS3	**R2**		2H09
3208 MILTON AVE	004-016-416	RS3	**R2**		2H09
3200 MILTON AVE	004-016-424	RS3	**R2**		2H09
3146 MILTON AVE	004-905-385	RS3	**R2**		2H09
1004 SHAKESPEARE AVE	013-371-525	RS3	**R2**		2H09
1032 SHAKESPEARE AVE	013-371-541	RS3	**R2**		2H09
3231 CHAUCER AVE	002-645-726	RS3	**R2**		2H09
3132 MILTON AVE	013-371-568	RS3	**R2**		2H09
820 E 29TH ST	009-701-320	RS3	**R2**		2H09
2940 DUCHESS AVE	009-701-346	RS3	**R2**		2H09
2950 DUCHESS AVE	009-701-389	RS3	**R2**		2H09
2988 DUCHESS AVE	009-701-419	RS3	**R2**		2H09
3002 DUCHESS AVE	009-701-435	RS3	**R2**		2H09
3010 DUCHESS AVE	009-701-443	RS3	**R2**		2H09
3020 DUCHESS AVE	009-701-451	RS3	**R2**		2H09
3099 DRYDEN WAY	008-951-845	RS3	**R2**		2H09
3130 CHAUCER AVE	008-089-141	RS3	**R2**		2H09
3120 CHAUCER AVE	013-371-045	RS3	**R2**		2H09
1060 SHAKESPEARE AVE	013-371-053	RS3	**R2**		2H09
3244 CHAUCER AVE	013-370-961	RS3	**R2**		2H09
3230 CHAUCER AVE	013-370-995	RS3	**R2**		2H09
3262 CHAUCER AVE	013-371-223	RS3	**R2**		2H09
1342 E 27TH ST	010-185-143	RS3	**R2**		2H09
1319 E 29TH ST	013-736-736	RS4	**R2**		2H09
1323 E 29TH ST	013-736-779	RS4	**R2**		2H09
2892 MOUNTAIN HWY	009-815-996	RS4	**R2**		2H09
2850 MOUNTAIN HWY	009-804-200	RS4	**R2**		2H09
1157 RONAYNE RD	018-418-554	RS4	**R2**		2H09
1155 RONAYNE RD	018-418-562	RS4	**R2**		2H09
1088 SHAKESPEARE AVE	013-371-061	RS4	**R2**	S1	2H09
3169 FROMME RD	013-371-070	RS4	**R2**	S1	2H09
3181 FROMME RD	008-138-311	RS4	**R2**	S1	2H09
3191 FROMME RD	013-371-088	RS4	**R2**	S1	2H09
3193 FROMME RD	013-371-096	RS4	**R2**	S1	2H09
3199 FROMME RD	010-432-868	RS4	**R2**	S1	2H09
3217 FROMME RD	013-371-126	RS4	**R2**	S1	2H09
3243 FROMME RD	013-371-142	RS4	**R2**	S1	2H09
3251 FROMME RD	013-371-177	RS4	**R2**	S1	2H09
3267 FROMME RD	013-371-207	RS4	**R2**	S1	2H09
3271 FROMME RD	012-083-496	RS4	**R2**	S1	2H09
3279 FROMME RD	012-993-743	RS4	**R2**	S1	2H09
3285 FROMME RD	012-993-751	RS4	**R2**	S1	2H09
3297 FROMME RD	004-984-153	RS4	**R2**	S1	2H09
3311 FROMME RD	012-993-760	RS4	**R2**	S1	2H09
3321 FROMME RD	009-851-291	RS4	**R2**	S1	2H09
3333 FROMME RD	010-512-004	RS4	**R2**	S1	2H09
3239 FROMME RD	018-850-499	RS4	**R2**	S1	2H09
3227 FROMME RD	018-850-502	RS4	**R2**	S1	2H09
2922 ROYAL AVE	023-660-384	RS3	**R2**		2H09
2920 ROYAL AVE	023-660-392	RS3	**R2**		2H09
1397 HAROLD RD	017-665-493	RS3	**R2**	S1	2H09
1399 HAROLD RD	017-665-507	RS3	**R2**	S1	2H09
708 E ST JAMES RD	023-894-628	RS3	**R2**		2H09
718 E ST JAMES RD	023-894-636	RS3	**R2**		2H09
1403 HAROLD RD	017-665-515	RS3	**R2**	S1	2H09
2808 ST CHRISTOPHERS RD	025-213-423	RS3	**R2**		2H09
1022 VINEY RD	025-213-466	RS3	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2405 WEYMOUTH PL	007-334-478	RS3	**R2**		2H09
2402 WEYMOUTH PL	007-334-451	RS3	**R2**		2H09
2404 WEYMOUTH PL	007-334-443	RS3	**R2**		2H09
2409 WEYMOUTH PL	007-334-486	RS3	**R2**		2H09
2421 WILLIAM AVE	007-186-363	RS4	**R2**		2H09
2416 WEYMOUTH PL	007-334-427	RS3	**R2**		2H09
2417 WEYMOUTH PL	007-334-508	RS3	**R2**		2H09
2413 WEYMOUTH PL	007-334-494	RS3	**R2**		2H09
2419 WEYMOUTH PL	007-334-516	RS3	**R2**		2H09
2427 WILLIAM AVE	009-735-054	RS4	**R2**		2H09
2426 WEYMOUTH PL	007-334-371	RS3	**R2**		2H09
2421 WEYMOUTH PL	007-334-524	RS3	**R2**		2H09
2441 WILLIAM AVE	005-200-989	RS4	**R2**		2H09
763 WEYMOUTH DR	007-334-362	RS3	**R2**		2H09
733 WEYMOUTH DR	007-334-567	RS3	**R2**		2H09
739 WEYMOUTH DR	007-334-559	RS3	**R2**		2H09
743 WEYMOUTH DR	007-334-541	RS3	**R2**		2H09
2443 WEYMOUTH PL	007-334-532	RS3	**R2**		2H09
2467 WILLIAM AVE	009-656-626	RS4	**R2**		2H09
2473 WILLIAM AVE	009-656-651	RS4	**R2**		2H09
768 WEYMOUTH DR	007-334-354	RS3	**R2**		2H09
760 WEYMOUTH DR	007-334-346	RS3	**R2**		2H09
756 WEYMOUTH DR	007-334-320	RS3	**R2**		2H09
750 WEYMOUTH DR	007-334-303	RS3	**R2**		2H09
744 WEYMOUTH DR	007-334-281	RS3	**R2**		2H09
740 WEYMOUTH DR	007-334-257	RS3	**R2**		2H09
732 WEYMOUTH DR	007-334-231	RS3	**R2**		2H09
2505 WILLIAM AVE	008-637-423	RS4	**R2**		2H09
2515 WILLIAM AVE	008-474-141	RS4	**R2**		2H09
759 VINEDALE RD	008-741-123	RS3	**R2**		2H09
753 VINEDALE RD	008-741-115	RS3	**R2**		2H09
747 VINEDALE RD	008-741-077	RS3	**R2**		2H09
741 VINEDALE RD	008-741-051	RS3	**R2**		2H09
735 VINEDALE RD	008-741-034	RS3	**R2**		2H09
765 VINEDALE RD	008-741-131	RS3	**R2**		2H09
2537 WILLIAM AVE	003-868-184	RS4	**R2**		2H09
771 VINEDALE RD	006-728-740	RS3	**R2**		2H09
2-2571 WILLIAM AVE		RS4	**R2**		2H09
777 VINEDALE RD	002-842-076	RS3	**R2**		2H09
2583 WILLIAM AVE	009-760-873	RS4	**R2**		2H09
2595 WILLIAM AVE	009-760-865	RS4	**R2**		2H09
791 E 26TH ST	008-741-158	RS3	**R2**		2H09
783 VINEDALE RD	004-789-628	RS3	**R2**		2H09
1110 RONAYNE RD	008-891-095	RS4	**R2**		2H09
3355 BAIRD RD	013-670-093	RS4	**R2**		2H09
1188 RONAYNE RD	011-689-366	RS4	**R2**		2H09
1182 RONAYNE RD	013-670-107	RS4	**R2**		2H09
1176 RONAYNE RD	013-670-115	RS4	**R2**		2H09
1164 RONAYNE RD	005-223-563	RS4	**R2**		2H09
1158 RONAYNE RD	012-845-183	RS4	**R2**		2H09
1150 RONAYNE RD	013-670-123	RS4	**R2**		2H09
1148 RONAYNE RD	013-670-131	RS4	**R2**		2H09
1136 RONAYNE RD	002-825-261	RS4	**R2**		2H09
1130 RONAYNE RD	013-670-140	RS4	**R2**		2H09
1112 RONAYNE RD	008-169-063	RS4	**R2**		2H09
3342 FROMME RD	007-866-151	RS4	**R2**		2H09
3003 SUNNYHURST RD	006-949-380	RS4	**R2**		2H09
3021 SUNNYHURST RD	006-949-428	RS4	**R2**		2H09
3051 SUNNYHURST RD	006-865-810	RS4	**R2**		2H09
3055 SUNNYHURST RD	006-865-844	RS4	**R2**		2H09
3145 SUNNYHURST RD	013-176-943	RS4	**R2**		2H09
3163 SUNNYHURST RD	004-164-334	RS4	**R2**		2H09
3079 SUNNYHURST RD	013-086-693	RS4	**R2**		2H09
3067 SUNNYHURST RD	013-086-758	RS4	**R2**		2H09
3025 SUNNYHURST RD	013-086-774	RS4	**R2**		2H09
3170 FROMME RD	013-176-901	RS4	**R2**		2H09
1121 HAROLD RD	013-176-820	RS4	**R2**		2H09
3190 FROMME RD	013-176-846	RS4	**R2**		2H09
3120 FROMME RD	002-705-401	RS4	**R2**		2H09
3110 FROMME RD	002-705-664	RS4	**R2**		2H09
3102 FROMME RD	007-333-226	RS4	**R2**		2H09
3020 FROMME RD	015-901-289	RS4	**R2**		2H09
3096 FROMME RD	009-471-928	RS4	**R2**		2H09
3080 FROMME RD	009-471-995	RS4	**R2**		2H09
3104 SUNNYHURST RD	013-177-079	RS4	**R2**		2H09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3096 SUNNYHURST RD	008-163-936	RS4	**R2**		2H09
3072 SUNNYHURST RD	007-922-787	RS4	**R2**		2H09
3063 ROYAL AVE	007-812-213	RS3	**R2**		2H09
3029 ROYAL AVE	009-121-471	RS3	**R2**		2H09
716 E 29TH ST	009-096-183	RS3	**R2**		2H09
724 E 29TH ST	009-096-281	RS3	**R2**		2H09
732 E 29TH ST	007-812-221	RS3	**R2**		2H09
740 E 29TH ST	009-096-311	RS3	**R2**		2H09
748 E 29TH ST	009-096-345	RS3	**R2**		2H09
3030 CONNAUGHT AVE	008-921-181	RS3	**R2**		2H09
3020 CONNAUGHT AVE	008-921-202	RS3	**R2**		2H09
2994 CONNAUGHT AVE	008-808-091	RS3	**R2**		2H09
2956 CONNAUGHT AVE	005-776-074	RS3	**R2**		2H09
3090 CONNAUGHT AVE	008-740-623	RS3	**R2**		2H09
3086 CONNAUGHT AVE	008-740-640	RS3	**R2**		2H09
717 E KINGS RD	008-740-658	RS3	**R2**		2H09
3001 ROYAL AVE	012-445-193	RS3	**R2**		2H09
3015 ROYAL AVE	008-480-044	RS3	**R2**		2H09
3009 ROYAL AVE	009-234-624	RS3	**R2**		2H09
3042 CONNAUGHT AVE	011-656-956	RS3	**R2**		2H09
2987 ROYAL AVE	029-540-437	RS3	**R2**		2H09
2973 ROYAL AVE	029-540-445	RS3	**R2**		2H09
2955 ROYAL AVE	029-140-773	RS3	**R2**		2H09
2951 ROYAL AVE	029-140-781	RS3	**R2**		2H09
1470 ROSS RD	008-758-395	RS3	**R2**		2H09
1404 ROSS RD	007-745-320	RS3	**R2**		2H09
1466 ROSS RD	005-460-867	RS3	**R2**		2H09
1468 ROSS RD	007-659-946	RS3	**R2**		2H09
	011-633-034	RS3	**R2**		2H09
1318 ROSS RD	011-144-254	RS3	**R2**		2H09
1320 ROSS RD	011-144-220	RS3	**R2**		2H09
1360 ROSS RD	011-632-526	RS3	**R2**		2H09
1368 ROSS RD	010-418-687	RS3	**R2**		2H09
1370 ROSS RD	011-632-551	RS3	**R2**		2H09
1376 ROSS RD	011-632-577	RS3	**R2**		2H09
1380 ROSS RD	003-535-185	RS3	**R2**		2H09
1388 ROSS RD	011-632-631	RS3	**R2**		2H09
1396 ROSS RD	002-674-327	RS3	**R2**		2H09
1350 ROSS RD	011-156-449	RS3	**R2**		2H09
1348 ROSS RD	011-156-465	RS3	**R2**		2H09
1340 ROSS RD	011-156-473	RS3	**R2**		2H09
1330 ROSS RD	011-156-481	RS3	**R2**		2H09
1017 ROSS RD	011-761-474	RS3	**R2**		2H09
1023 ROSS RD	004-779-207	RS3	**R2**		2H09
1037 ROSS RD	011-761-491	RS3	**R2**		2H09
1053 ROSS RD	011-761-539	RS3	**R2**		2H09
1059 ROSS RD	011-761-571	RS3	**R2**		2H09
1061 ROSS RD	011-761-601	RS3	**R2**		2H09
1075 ROSS RD	009-296-395	RS3	**R2**		2H09
1083 ROSS RD	009-296-433	RS3	**R2**		2H09
1001 ROSS RD	011-761-423	RS3	**R2**		2H09
1003 ROSS RD	011-761-458	RS3	**R2**		2H09
1062 E 29TH ST	011-761-610	RS3	**R2**		2H09
1050 E 29TH ST	011-761-636	RS3	**R2**		2H09
1034 E 29TH ST	011-398-388	RS3	**R2**		2H09
1034 E 29TH ST	011-398-418	RS3	**R2**		2H09
1032 E 29TH ST	011-761-652	RS3	**R2**		2H09
1030 E 29TH ST	007-831-021	RS3	**R2**		2H09
1022 E 29TH ST	011-761-687	RS3	**R2**		2H09
1014 E 29TH ST	011-761-709	RS3	**R2**		2H09
1006 E 29TH ST	005-921-805	RS3	**R2**		2H09
2943 FROMME RD	015-082-776	RS3	**R2**		2H09
2925 FROMME RD	010-978-917	RS3	**R2**		2H09
1087 ROSS RD	029-775-515	RS3	**R2**		2H09
1091 ROSS RD	029-775-523	RS3	**R2**		2H09
2995 FROMME RD	029-775-531	RS3	**R2**		2H09
2742 CRESTLYNN DR	009-518-142	RS3	**R2**		2H09
2758 CRESTLYNN DR	009-518-151	RS3	**R2**		2H09
2802 CRESTLYNN PL	009-518-169	RS3	**R2**		2H09
2806 CRESTLYNN PL	009-518-177	RS3	**R2**		2H09
2810 CRESTLYNN PL	009-518-185	RS3	**R2**		2H09
2814 CRESTLYNN PL	009-518-193	RS3	**R2**		2H09
2818 CRESTLYNN PL	009-223-258	RS3	**R2**		2H09
2834 CRESTLYNN PL	009-518-231	RS3	**R2**		2H09
2838 CRESTLYNN PL	009-518-240	RS3	**R2**		2H09

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2842 CRESTLYNN PL	009-518-258	RS3	**R2**		2H09
2846 CRESTLYNN PL	009-518-266	RS3	**R2**		2H09
2852 CRESTLYNN PL	009-518-274	RS3	**R2**		2H09
2870 CRESTLYNN DR	009-518-282	RS3	**R2**		2H09
1428 E 27TH ST	009-518-096	RS3	**R2**		2H09
1416 E 27TH ST	009-518-100	RS3	**R2**		2H09
1402 E 27TH ST	009-518-118	RS3	**R2**		2H09
1388 E 27TH ST	009-518-126	RS3	**R2**		2H09
1374 E 27TH ST	009-518-134	RS3	**R2**		2H09
2730 CRESTLYNN DR	006-642-756	RS3	**R2**		2H09
2890 CRESTLYNN DR	009-267-697	RS3	**R2**		2H09
2882 CRESTLYNN DR	009-267-719	RS3	**R2**		2H09
1383 E 29TH ST	009-267-727	RS3	**R2**		2H09
1401 E 29TH ST	009-267-662	RS3	**R2**		2H09
1409 E 29TH ST	004-776-267	RS3	**R2**		2H09
1417 E 29TH ST	009-267-671	RS3	**R2**		2H09
823 LYNN VALLEY RD	009-571-825	RS3	**R2**		2H09
2320 KIRKSTONE RD	007-334-044	RS3	**R2**		2H09
2327 KIRKSTONE RD	007-333-935	RS3	**R2**		2H09
2329 KIRKSTONE RD	007-333-943	RS3	**R2**		2H09
2331 KIRKSTONE RD	007-333-951	RS3	**R2**		2H09
833 LYNN VALLEY RD	007-333-978	RS3	**R2**		2H09
2333 KIRKSTONE RD	007-333-986	RS3	**R2**		2H09
2330 KIRKSTONE RD	007-333-994	RS3	**R2**		2H09
2328 KIRKSTONE RD	007-334-010	RS3	**R2**		2H09
2326 KIRKSTONE RD	005-040-264	RS3	**R2**		2H09
2324 KIRKSTONE RD	007-334-028	RS3	**R2**		2H09
2322 KIRKSTONE RD	007-334-036	RS3	**R2**		2H09
2455 MOLLIE NYE WAY	017-221-315	RS3	**R2**		2H09
2451 MOLLIE NYE WAY	017-221-323	RS3	**R2**		2H09
2406 WEYMOUTH PL	007-334-435	RS3	**R2**		2H09
2417 WILLIAM AVE	007-186-380	RS4	**R2**		2H09
2403 WILLIAM AVE	007-186-401	RS4	**R2**		2H09
1219 HAROLD RD	002-693-615	RS4	**R2**		2H09
1225 HAROLD RD	012-812-391	RS4	**R2**		2H09
1231 HAROLD RD	012-812-404	RS4	**R2**		2H09
3340 BAIRD RD	007-833-121	RS4	**R2**		2H09
3292 BAIRD RD	007-833-148	RS4	**R2**		2H09
3266 BAIRD RD	007-833-172	RS4	**R2**		2H09
3344 BAIRD RD	007-833-156	RS4	**R2**		2H09
3360 BAIRD RD	007-604-432	RS4	**R2**		2H09
3356 BAIRD RD	005-274-311	RS4	**R2**		2H09
3352 BAIRD RD	004-813-073	RS4	**R2**		2H09
3348 BAIRD RD	007-757-123	RS4	**R2**		2H09
3248 BAIRD RD	012-998-249	RS4	**R2**		2H09
3230 BAIRD RD	012-198-161	RS4	**R2**		2H09
3222 BAIRD RD	012-998-281	RS4	**R2**		2H09
1210 HAROLD RD	012-998-354	RS4	**R2**		2H09
1378 E 24TH ST	013-937-197	RS3	**R2**		2H09
1386 E 24TH ST	009-454-373	RS3	**R2**		2H09
1394 E 24TH ST	004-333-462	RS3	**R2**		2H09
1422 E 24TH ST	009-454-411	RS3	**R2**		2H09
1438 E 24TH ST	009-454-454	RS3	**R2**		2H09
2425 VIEWLYNN DR	009-416-391	RS3	**R2**		2H09
3046 SUNNYHURST RD	013-086-651	RS4	**R2**		2H09
1059 FREDERICK RD	012-813-303	RS3	**R2**		2H11
1088 HENDECOURT RD	011-549-653	RS3	**R2**		2H11
1080 HENDECOURT RD	011-549-661	RS3	**R2**		2H11
1078 HENDECOURT RD	011-549-688	RS3	**R2**		2H11
3450 INSTITUTE RD	005-440-556	RS4	**R2**		2H11
3474 INSTITUTE RD	002-722-496	RS4	**R2**		2H11
1358 WELLINGTON DR	011-725-150	RS4	**R2**		2H11
1354 WELLINGTON DR	003-983-099	RS4	**R2**		2H11
3539 CHURCH ST	011-673-958	RS4	**R2**		2H11
3523 CHURCH ST	011-673-966	RS4	**R2**		2H11
3540 INSTITUTE RD	011-673-974	RS4	**R2**		2H11
3536 INSTITUTE RD	004-786-572	RS4	**R2**		2H11
1428 WELLINGTON DR	011-541-873	RS4	**R2**		2H11
1310 WELLINGTON DR	009-718-893	RS4	**R2**		2H11
1322 WELLINGTON DR	008-195-501	RS4	**R2**		2H11
3439 CHURCH ST	009-462-031	RS4	**R2**		2H11
1081 WELLINGTON DR	009-506-632	RS3	**R2**		2H11
1089 WELLINGTON DR	009-506-667	RS3	**R2**		2H11
3675 FROMME RD	009-506-691	RS3	**R2**		2H11
3663 FROMME RD	008-229-287	RS3	**R2**		2H11

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1177 KILMER RD	009-510-834	RS3	**R2**		2H11
1007 WELLINGTON DR	004-989-198	RS3	**R2**		2H11
1011 WELLINGTON DR	002-831-929	RS3	**R2**		2H11
1131 KILMER RD	009-415-416	RS3	**R2**		2H11
1313 CHAMBERLAIN DR	009-450-530	RS4	**R2**		2H11
1331 CHAMBERLAIN DR	004-708-563	RS4	**R2**		2H11
1339 CHAMBERLAIN DR	009-450-556	RS4	**R2**		2H11
1347 CHAMBERLAIN DR	009-451-803	RS4	**R2**		2H11
1355 CHAMBERLAIN DR	009-451-846	RS4	**R2**		2H11
1344 DEMPSEY RD	009-384-201	RS3	**R2**		2H11
1336 DEMPSEY RD	009-384-219	RS3	**R2**		2H11
1270 DEMPSEY RD	004-860-373	RS3	**R2**		2H11
1262 DEMPSEY RD	013-347-420	RS3	**R2**		2H11
1254 DEMPSEY RD	013-347-438	RS3	**R2**		2H11
1366 DEMPSEY RD	005-285-615	RS3	**R2**		2H11
1358 DEMPSEY RD	004-339-291	RS3	**R2**		2H11
1286 DEMPSEY RD	009-435-913	RS3	**R2**		2H11
1278 DEMPSEY RD	009-435-964	RS3	**R2**		2H11
1231 FREDERICK RD	014-587-556	RS4	**R2**		2H11
1296 ARGYLE RD	014-587-645	RS4	**R2**		2H11
1290 ARGYLE RD	013-769-090	RS4	**R2**		2H11
1284 ARGYLE RD	012-624-128	RS4	**R2**		2H11
1278 ARGYLE RD	004-395-921	RS4	**R2**		2H11
1243 FREDERICK RD	014-587-602	RS4	**R2**		2H11
1249 FREDERICK RD	009-420-533	RS4	**R2**		2H11
1265 FREDERICK RD	005-283-914	RS4	**R2**		2H11
1115 DORAN RD	012-117-307	RS4	**R2**		2H11
1171 DORAN RD	004-218-728	RS4	**R2**		2H11
1177 DORAN RD	012-117-552	RS4	**R2**		2H11
1187 DORAN RD	012-118-010	RS4	**R2**		2H11
1195 DORAN RD	012-118-036	RS4	**R2**		2H11
1201 DORAN RD	002-404-567	RS4	**R2**		2H11
1207 DORAN RD	012-118-087	RS4	**R2**		2H11
1215 DORAN RD	012-118-109	RS4	**R2**		2H11
1225 DORAN RD	007-817-304	RS4	**R2**		2H11
1237 DORAN RD	004-340-329	RS4	**R2**		2H11
1243 DORAN RD	005-737-621	RS4	**R2**		2H11
1119 DORAN RD	012-117-404	RS4	**R2**		2H11
1249 DORAN RD	012-118-168	RS4	**R2**		2H11
1271 DORAN RD	010-008-918	RS4	**R2**		2H11
1125 DORAN RD	012-117-421	RS4	**R2**		2H11
1147 DORAN RD	012-117-463	RS4	**R2**		2H11
1157 DORAN RD	012-117-498	RS4	**R2**		2H11
1159 DORAN RD	011-435-283	RS4	**R2**		2H11
1165 DORAN RD	012-117-528	RS4	**R2**		2H11
1266 ARGYLE RD	002-955-091	RS4	**R2**		2H11
1272 ARGYLE RD	009-692-461	RS4	**R2**		2H11
1310 DEMPSEY RD	005-059-691	RS3	**R2**		2H11
1328 DEMPSEY RD	009-645-306	RS3	**R2**		2H11
1105 KILMER RD	009-095-837	RS3	**R2**		2H11
1406 DEMPSEY RD	002-579-049	RS3	**R2**		2H11
1408 DEMPSEY RD	011-672-579	RS3	**R2**		2H11
1410 DEMPSEY RD	011-672-650	RS3	**R2**		2H11
1414 DEMPSEY RD	011-672-803	RS3	**R2**		2H11
1350 FREDERICK RD	009-013-091	RS4	**R2**		2H11
3433 MOUNTAIN HWY	009-163-212	RS4	**R2**		2H11
3391 MOUNTAIN HWY	009-163-255	RS4	**R2**		2H11
935 FREDERICK RD	009-014-861	RS3	**R2**		2H11
947 FREDERICK RD	004-687-302	RS3	**R2**		2H11
983 FREDERICK RD	009-014-870	RS3	**R2**		2H11
1377 KILMER RD	009-003-789	RS3	**R2**		2H11
3502 INSTITUTE RD	006-341-829	RS4	**R2**		2H11
3491 CHURCH ST	008-956-014	RS4	**R2**		2H11
3477 CHURCH ST	006-184-006	RS4	**R2**		2H11
3490 INSTITUTE RD	008-956-022	RS4	**R2**		2H11
947 WELLINGTON DR	008-916-233	RS3	**R2**		2H11
780 WELLINGTON DR	008-888-221	RS3	**R2**		2H11
786 WELLINGTON DR	008-888-230	RS3	**R2**		2H11
794 WELLINGTON DR	008-888-400	RS3	**R2**		2H11
3641 MOUNTAIN HWY	008-821-780	RS4	**R2**		2H11
3653 MOUNTAIN HWY	008-821-798	RS4	**R2**		2H11
1133 DORAN RD	008-858-306	RS4	**R2**		2H11
1143 DORAN RD	003-623-807	RS4	**R2**		2H11
1193 KILMER RD	008-832-196	RS3	**R2**		2H11
1144 CHAMBERLAIN DR	008-832-170	RS3	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1152 CHAMBERLAIN DR	008-832-188	RS3	**R2**		2H11
1168 CHAMBERLAIN DR	008-832-153	RS3	**R2**		2H11
1160 CHAMBERLAIN DR	008-832-161	RS3	**R2**		2H11
1234 CHAMBERLAIN DR	008-832-293	RS3	**R2**		2H11
1242 CHAMBERLAIN DR	008-832-285	RS3	**R2**		2H11
1218 CHAMBERLAIN DR	008-832-251	RS3	**R2**		2H11
1226 CHAMBERLAIN DR	008-832-242	RS3	**R2**		2H11
1192 CHAMBERLAIN DR	008-832-218	RS3	**R2**		2H11
1210 CHAMBERLAIN DR	008-566-135	RS3	**R2**		2H11
897 WELLINGTON DR	008-801-347	RS3	**R2**		2H11
1137 KILMER RD	008-801-312	RS3	**R2**		2H11
1141 KILMER RD	008-801-321	RS3	**R2**		2H11
1243 KILMER RD	008-776-831	RS3	**R2**		2H11
1249 KILMER RD	008-776-857	RS3	**R2**		2H11
1115 KILMER RD	008-766-878	RS3	**R2**		2H11
1128 CHAMBERLAIN DR	008-766-886	RS3	**R2**		2H11
1136 CHAMBERLAIN DR	007-470-151	RS3	**R2**		2H11
1185 KILMER RD	008-761-752	RS3	**R2**		2H11
1174 CHAMBERLAIN DR	006-616-925	RS3	**R2**		2H11
1186 CHAMBERLAIN DR	005-788-927	RS3	**R2**		2H11
1393 KILMER RD	008-731-713	RS3	**R2**		2H11
1399 KILMER RD	008-731-721	RS3	**R2**		2H11
1398 CHAMBERLAIN DR	008-731-756	RS4	**R2**		2H11
1392 CHAMBERLAIN DR	008-731-764	RS4	**R2**		2H11
1253 DORAN RD	008-717-672	RS4	**R2**		2H11
1265 DORAN RD	008-717-699	RS4	**R2**		2H11
1272 CHAMBERLAIN DR	008-722-218	RS3	**R2**		2H11
1258 CHAMBERLAIN DR	008-722-234	RS3	**R2**		2H11
1386 KILMER RD	008-721-904	RS3	**R2**		2H11
3687 MAGINNIS AVE	008-698-074	RS4	**R2**		2H11
3679 MAGINNIS AVE	008-698-104	RS4	**R2**		2H11
3671 MAGINNIS AVE	008-698-112	RS4	**R2**		2H11
3663 MAGINNIS AVE	008-698-121	RS4	**R2**		2H11
3655 MAGINNIS AVE	008-698-147	RS4	**R2**		2H11
1299 FREDERICK RD	008-591-008	RS4	**R2**		2H11
1281 FREDERICK RD	002-567-318	RS4	**R2**		2H11
958 FREDERICK PL	008-583-871	RS3	**R2**		2H11
962 FREDERICK PL	004-415-558	RS3	**R2**		2H11
966 FREDERICK PL	008-583-897	RS3	**R2**		2H11
970 FREDERICK PL	007-649-673	RS3	**R2**		2H11
974 FREDERICK PL	008-583-901	RS3	**R2**		2H11
978 FREDERICK PL	008-583-927	RS3	**R2**		2H11
959 WELLINGTON DR	008-583-935	RS3	**R2**		2H11
971 WELLINGTON DR	006-248-918	RS3	**R2**		2H11
982 FREDERICK PL	007-921-381	RS3	**R2**		2H11
986 FREDERICK PL	008-583-951	RS3	**R2**		2H11
990 FREDERICK PL	008-583-960	RS3	**R2**		2H11
992 FREDERICK PL	008-172-391	RS3	**R2**		2H11
994 FREDERICK PL	008-003-386	RS3	**R2**		2H11
3671 BAIRD RD	015-074-641	RS4	**R2**		2H11
3677 BAIRD RD	015-074-676	RS4	**R2**		2H11
3699 BAIRD RD	015-074-706	RS4	**R2**		2H11
1195 WELLINGTON DR	015-844-226	RS4	**R2**		2H11
3698 BAIRD RD	015-074-820	RS4	**R2**		2H11
2-3680 BAIRD RD		RS4	**R2**		2H11
3674 BAIRD RD	015-074-846	RS4	**R2**		2H11
3664 BAIRD RD	015-075-427	RS4	**R2**		2H11
3650 BAIRD RD	015-075-435	RS4	**R2**		2H11
3638 BAIRD RD	015-075-443	RS4	**R2**		2H11
3630 BAIRD RD	015-075-451	RS4	**R2**		2H11
3620 BAIRD RD	010-799-061	RS4	**R2**		2H11
1198 CROFT RD	010-846-751	RS4	**R2**		2H11
3665 BAIRD RD	015-074-625	RS4	**R2**		2H11
1271 WELLINGTON DR	013-159-283	RS4	**R2**		2H11
1277 WELLINGTON DR	007-747-900	RS4	**R2**		2H11
1283 WELLINGTON DR	009-655-921	RS4	**R2**		2H11
1295 WELLINGTON DR	009-655-930	RS4	**R2**		2H11
3693 MOUNTAIN HWY	009-655-948	RS4	**R2**		2H11
3685 MOUNTAIN HWY	009-655-964	RS4	**R2**		2H11
776 WELLINGTON DR	007-960-859	RS3	**R2**		2H11
742 WELLINGTON DR	007-961-073	RS3	**R2**		2H11
730 WELLINGTON DR	007-961-235	RS3	**R2**		2H11
718 WELLINGTON DR	007-961-294	RS3	**R2**		2H11
704 WELLINGTON DR	007-961-332	RS3	**R2**		2H11
682 WELLINGTON DR	004-483-847	RS3	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1417 DORAN RD	004-508-653	RS4	**R2**		2H11
1420 WELLINGTON DR	008-057-478	RS4	**R2**		2H11
1412 WELLINGTON DR	007-956-363	RS4	**R2**		2H11
1404 WELLINGTON DR	007-956-398	RS4	**R2**		2H11
1396 WELLINGTON DR	007-956-428	RS4	**R2**		2H11
3571 SYKES RD	007-856-890	RS3	**R2**		2H11
994 HENDECOURT RD	007-857-021	RS3	**R2**		2H11
1006 HENDECOURT RD	007-857-047	RS3	**R2**		2H11
1018 HENDECOURT RD	007-857-063	RS3	**R2**		2H11
1032 HENDECOURT RD	007-857-071	RS3	**R2**		2H11
1040 HENDECOURT RD	007-857-080	RS3	**R2**		2H11
1071 HENDECOURT RD	007-857-110	RS3	**R2**		2H11
1063 HENDECOURT RD	004-231-023	RS3	**R2**		2H11
1055 HENDECOURT RD	007-857-128	RS3	**R2**		2H11
1047 HENDECOURT RD	007-857-144	RS3	**R2**		2H11
3563 SYKES RD	005-174-872	RS3	**R2**		2H11
1039 HENDECOURT RD	007-857-152	RS3	**R2**		2H11
1023 HENDECOURT RD	007-857-161	RS3	**R2**		2H11
1017 HENDECOURT RD	007-857-187	RS3	**R2**		2H11
1011 HENDECOURT RD	007-857-195	RS3	**R2**		2H11
1003 HENDECOURT RD	005-313-899	RS3	**R2**		2H11
995 HENDECOURT RD	007-857-217	RS3	**R2**		2H11
987 HENDECOURT RD	007-857-233	RS3	**R2**		2H11
981 HENDECOURT RD	007-857-250	RS3	**R2**		2H11
963 HENDECOURT RD	007-857-268	RS3	**R2**		2H11
957 HENDECOURT RD	007-857-276	RS3	**R2**		2H11
3555 SYKES RD	005-174-848	RS3	**R2**		2H11
909 HENDECOURT RD	002-468-174	RS3	**R2**		2H11
903 HENDECOURT RD	007-857-284	RS3	**R2**		2H11
897 HENDECOURT RD	007-857-292	RS3	**R2**		2H11
889 HENDECOURT RD	002-957-973	RS3	**R2**		2H11
899 HENDECOURT RD	007-857-306	RS3	**R2**		2H11
915 HENDECOURT PL	004-603-168	RS3	**R2**		2H11
901 HENDECOURT RD	007-857-314	RS3	**R2**		2H11
921 HENDECOURT PL	007-857-322	RS3	**R2**		2H11
3596 SYKES RD	007-856-938	RS3	**R2**		2H11
945 HENDECOURT PL	007-857-331	RS3	**R2**		2H11
951 HENDECOURT PL	007-857-349	RS3	**R2**		2H11
969 HENDECOURT RD	002-765-721	RS3	**R2**		2H11
975 HENDECOURT RD	007-857-357	RS3	**R2**		2H11
3333 CHAUCER AVE	007-857-381	RS3	**R2**		2H11
3327 CHAUCER AVE	007-857-390	RS3	**R2**		2H11
3578 SYKES RD	007-856-946	RS3	**R2**		2H11
3564 SYKES RD	007-856-971	RS3	**R2**		2H11
920 HENDECOURT RD	007-856-989	RS3	**R2**		2H11
999 FREDERICK RD	007-857-004	RS3	**R2**		2H11
1269 KILMER RD	007-822-961	RS4	**R2**		2H11
3973 MOUNTAIN HWY	007-822-979	RS4	**R2**		2H11
3400 CHURCH ST	007-782-721	RS4	**R2**		2H11
3390 CHURCH ST	007-782-756	RS4	**R2**		2H11
3391 CHURCH ST	004-369-483	RS4	**R2**		2H11
3399 CHURCH ST	007-769-857	RS4	**R2**		2H11
1210 DEMPSEY RD	007-758-502	RS3	**R2**		2H11
1007 FREDERICK RD	007-757-425	RS3	**R2**		2H11
1015 FREDERICK RD	007-757-433	RS3	**R2**		2H11
3498 CHURCH ST	007-756-933	RS4	**R2**		2H11
3520 CHURCH ST	007-756-941	RS4	**R2**		2H11
3536 CHURCH ST	007-752-946	RS4	**R2**		2H11
961 FREDERICK RD	007-719-001	RS3	**R2**		2H11
942 HENDECOURT RD	007-719-019	RS3	**R2**		2H11
954 HENDECOURT RD	007-719-027	RS3	**R2**		2H11
966 HENDECOURT RD	007-719-035	RS3	**R2**		2H11
978 HENDECOURT RD	007-719-043	RS3	**R2**		2H11
982 HENDECOURT RD	007-719-051	RS3	**R2**		2H11
1012 FREDERICK RD	007-698-402	RS3	**R2**		2H11
2-1020 FREDERICK RD		RS3	**R2**		2H11
3667 MOUNTAIN HWY	014-683-156	RS4	**R2**		2H11
3631 MOUNTAIN HWY	013-379-615	RS4	**R2**		2H11
3629 MOUNTAIN HWY	009-810-943	RS4	**R2**		2H11
3384 CHAUCER AVE	006-704-794	RS3	**R2**		2H11
3376 CHAUCER AVE	005-129-079	RS3	**R2**		2H11
3815 MOUNTAIN HWY	007-693-508	RS4	**R2**		2H11
1266 DORAN RD	007-693-524	RS4	**R2**		2H11
3673 MOUNTAIN HWY	007-669-011	RS4	**R2**		2H11
3675 MOUNTAIN HWY	005-663-105	RS4	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3679 MOUNTAIN HWY	007-669-178	RS4	**R2**		2H11
3360 CHAUCER AVE	003-731-341	RS3	**R2**		2H11
3340 CHAUCER AVE	007-677-979	RS3	**R2**		2H11
927 HENDECOURT PL	007-667-787	RS3	**R2**		2H11
933 HENDECOURT PL	005-067-871	RS3	**R2**		2H11
937 HENDECOURT PL	005-196-817	RS3	**R2**		2H11
1357 WELLINGTON DR	007-654-391	RS4	**R2**		2H11
1370 DOVERCOURT RD	007-654-511	RS4	**R2**		2H11
1362 DOVERCOURT RD	007-654-529	RS4	**R2**		2H11
1354 DOVERCOURT RD	007-927-631	RS4	**R2**		2H11
1365 WELLINGTON DR	007-654-421	RS4	**R2**		2H11
1373 WELLINGTON DR	007-654-448	RS4	**R2**		2H11
1381 WELLINGTON DR	007-654-456	RS4	**R2**		2H11
1389 WELLINGTON DR	007-654-464	RS4	**R2**		2H11
1397 WELLINGTON DR	007-654-481	RS4	**R2**		2H11
1394 DOVERCOURT RD	004-000-153	RS4	**R2**		2H11
1386 DOVERCOURT RD	004-581-695	RS4	**R2**		2H11
1378 DOVERCOURT RD	007-654-502	RS4	**R2**		2H11
714 REGAL CRES	007-709-439	RS3	**R2**		2H11
747 REGAL CRES	003-918-891	RS3	**R2**		2H11
741 REGAL CRES	007-709-625	RS3	**R2**		2H11
735 REGAL CRES	004-835-174	RS3	**R2**		2H11
729 REGAL CRES	007-709-668	RS3	**R2**		2H11
723 REGAL CRES	007-709-692	RS3	**R2**		2H11
717 REGAL CRES	007-709-706	RS3	**R2**		2H11
711 REGAL CRES	007-709-714	RS3	**R2**		2H11
3840 PRINCESS AVE	004-478-011	RS3	**R2**		2H11
3838 PRINCESS AVE	004-524-055	RS3	**R2**		2H11
3832 PRINCESS AVE	007-709-722	RS3	**R2**		2H11
722 REGAL CRES	007-709-471	RS3	**R2**		2H11
3833 PRINCESS AVE	004-941-543	RS3	**R2**		2H11
3835 PRINCESS AVE	004-793-625	RS3	**R2**		2H11
3837 PRINCESS AVE	004-794-915	RS3	**R2**		2H11
3839 PRINCESS AVE	004-835-166	RS3	**R2**		2H11
3841 PRINCESS AVE	007-709-765	RS3	**R2**		2H11
3843 PRINCESS AVE	007-709-781	RS3	**R2**		2H11
3845 PRINCESS AVE	007-709-803	RS3	**R2**		2H11
730 REGAL CRES	007-709-498	RS3	**R2**		2H11
738 REGAL CRES	006-390-978	RS3	**R2**		2H11
2-746 REGAL CRES		RS3	**R2**		2H11
754 REGAL CRES	007-709-528	RS3	**R2**		2H11
762 REGAL CRES	007-709-544	RS3	**R2**		2H11
753 REGAL CRES	007-709-609	RS3	**R2**		2H11
1224 DEMPSEY RD	007-654-731	RS3	**R2**		2H11
1152 WELLINGTON DR	007-625-073	RS4	**R2**		2H11
1154 WELLINGTON DR	007-625-081	RS4	**R2**		2H11
1353 DOVERCOURT RD	007-622-791	RS4	**R2**		2H11
1361 DOVERCOURT RD	007-622-805	RS4	**R2**		2H11
1373 DOVERCOURT RD	007-622-821	RS4	**R2**		2H11
1381 DOVERCOURT RD	007-622-830	RS4	**R2**		2H11
1362 WELLINGTON DR	007-626-762	RS4	**R2**		2H11
1370 WELLINGTON DR	007-626-789	RS4	**R2**		2H11
977 WELLINGTON DR	007-626-631	RS3	**R2**		2H11
983 WELLINGTON DR	007-626-649	RS3	**R2**		2H11
3401 CHURCH ST	007-605-382	RS4	**R2**		2H11
3405 CHURCH ST	007-605-412	RS4	**R2**		2H11
1389 DOVERCOURT RD	007-616-856	RS4	**R2**		2H11
1356 FREDERICK RD	007-617-275	RS4	**R2**		2H11
1397 DOVERCOURT RD	007-616-864	RS4	**R2**		2H11
1398 FREDERICK RD	007-617-127	RS4	**R2**		2H11
1386 FREDERICK RD	007-617-151	RS4	**R2**		2H11
1374 FREDERICK RD	007-617-186	RS4	**R2**		2H11
1360 FREDERICK RD	007-617-232	RS4	**R2**		2H11
1333 WELLINGTON DR	010-364-579	RS4	**R2**		2H11
1345 WELLINGTON DR	013-001-302	RS4	**R2**		2H11
1341 WELLINGTON DR	013-001-311	RS4	**R2**		2H11
1325 DOVERCOURT RD	009-490-183	RS4	**R2**		2H11
1335 WELLINGTON DR	013-001-337	RS4	**R2**		2H11
3690 MOUNTAIN HWY	010-364-587	RS4	**R2**		2H11
3686 MOUNTAIN HWY	012-697-702	RS4	**R2**		2H11
3680 MOUNTAIN HWY	013-001-175	RS4	**R2**		2H11
3674 MOUNTAIN HWY	013-001-191	RS4	**R2**		2H11
3668 MOUNTAIN HWY	013-001-213	RS4	**R2**		2H11
3658 MOUNTAIN HWY	013-001-221	RS4	**R2**		2H11
1308 DOVERCOURT RD	013-001-248	RS4	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1330 FREDERICK RD	013-001-558	RS4	**R2**		2H11
1344 FREDERICK RD	013-001-671	RS4	**R2**		2H11
1260 FREDERICK RD	007-588-429	RS4	**R2**		2H11
3611 MOUNTAIN HWY	007-588-437	RS4	**R2**		2H11
3615 MOUNTAIN HWY	007-588-453	RS4	**R2**		2H11
875 WELLINGTON DR	007-585-675	RS3	**R2**		2H11
3609 SYKES RD	004-706-773	RS3	**R2**		2H11
759 WELLINGTON DR	007-587-392	RS3	**R2**		2H11
755 WELLINGTON DR	007-587-414	RS3	**R2**		2H11
721 WELLINGTON DR	007-587-431	RS3	**R2**		2H11
717 WELLINGTON DR	007-590-083	RS3	**R2**		2H11
3601 SYKES RD	007-585-748	RS3	**R2**		2H11
711 WELLINGTON DR	007-587-457	RS3	**R2**		2H11
707 E BRAEMAR RD	005-412-251	RS3	**R2**		2H11
709 E BRAEMAR RD	007-545-461	RS3	**R2**		2H11
711 E BRAEMAR RD	007-545-509	RS3	**R2**		2H11
713 E BRAEMAR RD	007-545-533	RS3	**R2**		2H11
715 E BRAEMAR RD	007-545-550	RS3	**R2**		2H11
717 E BRAEMAR RD	007-545-584	RS3	**R2**		2H11
3855 PRINCESS AVE	005-036-534	RS3	**R2**		2H11
3849 PRINCESS AVE	005-570-018	RS3	**R2**		2H11
3847 PRINCESS AVE	007-545-614	RS3	**R2**		2H11
701 E BRAEMAR RD	007-545-398	RS3	**R2**		2H11
703 E BRAEMAR RD	007-545-401	RS3	**R2**		2H11
705 E BRAEMAR RD	007-545-436	RS3	**R2**		2H11
1387 KILMER RD	007-544-839	RS3	**R2**		2H11
1391 KILMER RD	007-544-847	RS3	**R2**		2H11
1370 CHAMBERLAIN DR	004-240-162	RS4	**R2**		2H11
1366 CHAMBERLAIN DR	004-529-961	RS4	**R2**		2H11
1362 CHAMBERLAIN DR	007-544-880	RS4	**R2**		2H11
1359 CHAMBERLAIN DR	007-500-700	RS4	**R2**		2H11
1363 CHAMBERLAIN DR	007-500-718	RS4	**R2**		2H11
1369 CHAMBERLAIN DR	007-500-734	RS4	**R2**		2H11
1373 CHAMBERLAIN DR	007-500-769	RS4	**R2**		2H11
1375 DORAN RD	007-672-241	RS4	**R2**		2H11
1367 DORAN RD	004-086-236	RS4	**R2**		2H11
1355 DORAN RD	002-908-395	RS4	**R2**		2H11
1349 DORAN RD	006-041-221	RS4	**R2**		2H11
3645 MOUNTAIN HWY	007-429-886	RS4	**R2**		2H11
3643 MOUNTAIN HWY	007-429-894	RS4	**R2**		2H11
1315 DOVERCOURT RD	012-775-801	RS4	**R2**		2H11
1347 DOVERCOURT RD	013-001-566	RS4	**R2**		2H11
1339 DOVERCOURT RD	013-001-582	RS4	**R2**		2H11
1331 DOVERCOURT RD	013-001-655	RS4	**R2**		2H11
3638 MOUNTAIN HWY	012-775-835	RS4	**R2**		2H11
3630 MOUNTAIN HWY	013-001-451	RS4	**R2**		2H11
3626 MOUNTAIN HWY	007-572-778	RS4	**R2**		2H11
3618 MOUNTAIN HWY	013-001-531	RS4	**R2**		2H11
3610 MOUNTAIN HWY	004-359-372	RS4	**R2**		2H11
1336 DOVERCOURT RD	008-190-291	RS4	**R2**		2H11
1346 DOVERCOURT RD	013-001-281	RS4	**R2**		2H11
1330 DOVERCOURT RD	013-001-256	RS4	**R2**		2H11
3655 SYKES RD	007-323-450	RS4	**R2**		2H11
3649 SYKES RD	006-755-607	RS4	**R2**		2H11
1382 WELLINGTON DR	007-304-731	RS4	**R2**		2H11
1387 DORAN RD	007-304-765	RS4	**R2**		2H11
1359 DYCK RD	007-289-758	RS3	**R2**		2H11
1361 DYCK RD	006-710-336	RS3	**R2**		2H11
1380 CHAMBERLAIN DR	007-280-572	RS4	**R2**		2H11
1384 CHAMBERLAIN DR	007-280-602	RS4	**R2**		2H11
698 WELLINGTON PL	007-270-534	RS3	**R2**		2H11
696 WELLINGTON PL	007-270-569	RS3	**R2**		2H11
692 WELLINGTON PL	004-554-124	RS3	**R2**		2H11
998 DEMPSEY RD	018-621-651	RS2	**R2**	S2	2H11
1230 FREDERICK RD	007-255-527	RS4	**R2**		2H11
1248 FREDERICK RD	007-255-543	RS4	**R2**		2H11
1228 FREDERICK RD	005-570-140	RS4	**R2**		2H11
1240 FREDERICK RD	004-965-086	RS4	**R2**		2H11
1244 FREDERICK RD	004-084-543	RS4	**R2**		2H11
4128 CITADEL CRT	018-621-741	RS2	**R2**	S2	2H11
4126 CITADEL CRT	018-621-759	RS2	**R2**	S2	2H11
4118 CITADEL CRT	018-621-767	RS2	**R2**	S2	2H11
4119 CITADEL CRT	018-621-660	RS2	**R2**	S2	2H11
4121 CITADEL CRT	018-621-678	RS2	**R2**	S2	2H11
1325 DEMPSEY RD	004-410-807	RS3	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4133 CITADEL CRT	018-621-686	RS2	**R2**	S2	2H11
4139 CITADEL CRT	018-621-694	RS2	**R2**	S2	2H11
4188 CITADEL CRT	018-621-724	RS2	**R2**	S2	2H11
4148 CITADEL CRT	018-621-732	RS2	**R2**	S2	2H11
1404 FREDERICK RD	013-913-905	RS4	**R2**		2H11
1362 DYCK RD	007-204-183	RS3	**R2**		2H11
1368 DYCK RD	007-204-205	RS3	**R2**		2H11
1242 DEMPSEY RD	007-150-725	RS3	**R2**		2H11
1315 DEMPSEY RD	005-076-102	RS3	**R2**		2H11
1204 FREDERICK RD	007-095-422	RS4	**R2**		2H11
1208 FREDERICK RD	007-144-644	RS4	**R2**		2H11
860 WELLINGTON DR	002-645-165	RS3	**R2**		2H11
864 WELLINGTON DR	007-103-557	RS3	**R2**		2H11
870 WELLINGTON DR	007-103-565	RS3	**R2**		2H11
874 WELLINGTON DR	007-103-573	RS3	**R2**		2H11
1419 DEMPSEY RD	007-052-278	RS3	**R2**		2H11
1421 DEMPSEY RD	007-052-286	RS3	**R2**		2H11
1061 DEMPSEY RD	015-896-218	RS2	**R2**	S2	2H11
1051 DEMPSEY RD	015-896-226	RS2	**R2**	S2	2H11
1037 DEMPSEY RD	015-896-234	RS2	**R2**	S2	2H11
1027 DEMPSEY RD	015-896-251	RS2	**R2**	S2	2H11
1017 DEMPSEY RD	015-896-277	RS2	**R2**	S2	2H11
1007 DEMPSEY RD	015-896-285	RS2	**R2**	S2	2H11
4068 MICHENER WAY	018-749-259	RS2	**R2**	S2	2H11
4088 MICHENER WAY	018-749-267	RS2	**R2**	S2	2H11
4105 E BRAEMAR RD	019-088-663	RS2	**R2**	S2	2H11
4008 E BRAEMAR RD	019-088-752	RS2	**R2**	S2	2H11
915 DEMPSEY RD	019-088-761	RS2	**R2**	S2	2H11
927 DEMPSEY RD	019-088-779	RS2	**R2**	S2	2H11
933 DEMPSEY RD	019-088-787	RS2	**R2**	S2	2H11
939 DEMPSEY RD	019-088-795	RS2	**R2**	S2	2H11
967 DEMPSEY RD	019-088-809	RS2	**R2**	S2	2H11
987 DEMPSEY RD	019-088-817	RS2	**R2**	S2	2H11
989 DEMPSEY RD	019-088-825	RS2	**R2**	S2	2H11
4115 E BRAEMAR RD	019-088-671	RS2	**R2**	S2	2H11
4189 E BRAEMAR RD	019-088-680	RS2	**R2**	S2	2H11
4110 E BRAEMAR RD	019-088-698	RS2	**R2**	S2	2H11
4116 E BRAEMAR RD	019-088-701	RS2	**R2**	S2	2H11
4128 E BRAEMAR RD	019-088-710	RS2	**R2**	S2	2H11
4188 E BRAEMAR RD	019-088-728	RS2	**R2**	S2	2H11
938 DEMPSEY RD	019-088-736	RS2	**R2**	S2	2H11
988 DEMPSEY RD	019-088-744	RS2	**R2**	S2	2H11
1220 FREDERICK RD	006-993-486	RS4	**R2**		2H11
1224 FREDERICK RD	006-993-494	RS4	**R2**		2H11
3442 CHURCH ST	006-983-804	RS4	**R2**		2H11
3440 CHURCH ST	006-983-847	RS4	**R2**		2H11
1075 FREDERICK RD	004-756-568	RS4	**R2**	S1	2H11
3585 FROMME RD	004-756-576	RS4	**R2**	S1	2H11
3575 FROMME RD	010-161-198	RS4	**R2**	S1	2H11
3555 FROMME RD	012-813-273	RS4	**R2**	S1	2H11
3553 FROMME RD	012-813-281	RS4	**R2**	S1	2H11
3541 FROMME RD	012-813-290	RS4	**R2**	S1	2H11
3527 FROMME RD	011-704-586	RS4	**R2**	S1	2H11
3521 FROMME RD	002-891-123	RS4	**R2**	S1	2H11
1395 FREDERICK RD	013-381-181	RS4	**R2**	S1	2H11
1385 FREDERICK RD	013-381-458	RS4	**R2**	S1	2H11
1375 FREDERICK RD	013-381-750	RS4	**R2**	S1	2H11
1355 FREDERICK RD	013-381-849	RS4	**R2**	S1	2H11
1345 FREDERICK RD	013-381-857	RS4	**R2**	S1	2H11
1335 FREDERICK RD	009-429-077	RS4	**R2**	S1	2H11
3570 INSTITUTE RD	013-381-865	RS4	**R2**	S1	2H11
3787 MOUNTAIN HWY	012-118-214	RS4	**R2**		2H11
3775 MOUNTAIN HWY	012-118-231	RS4	**R2**		2H11
3763 MOUNTAIN HWY	011-631-031	RS4	**R2**		2H11
3737 MOUNTAIN HWY	002-635-411	RS4	**R2**		2H11
3733 MOUNTAIN HWY	004-077-261	RS4	**R2**		2H11
1298 WELLINGTON DR	012-118-265	RS4	**R2**		2H11
1290 WELLINGTON DR	012-118-290	RS4	**R2**		2H11
1288 WELLINGTON DR	012-118-320	RS4	**R2**		2H11
1286 WELLINGTON DR	012-118-362	RS4	**R2**		2H11
1284 WELLINGTON DR	012-118-389	RS4	**R2**		2H11
1280 WELLINGTON DR	012-118-532	RS4	**R2**		2H11
1278 WELLINGTON DR	012-118-567	RS4	**R2**		2H11
1232 WELLINGTON DR	012-118-591	RS4	**R2**		2H11
1228 WELLINGTON DR	012-118-621	RS4	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1226 WELLINGTON DR	005-313-040	RS4	**R2**		2H11
1212 WELLINGTON DR	005-133-351	RS4	**R2**		2H11
1202 WELLINGTON DR	012-118-630	RS4	**R2**		2H11
1190 WELLINGTON DR	012-118-648	RS4	**R2**		2H11
1160 WELLINGTON DR	012-118-664	RS4	**R2**		2H11
1156 WELLINGTON DR	007-646-844	RS4	**R2**		2H11
1120 WELLINGTON DR	004-481-666	RS4	**R2**		2H11
1114 WELLINGTON DR	012-118-681	RS4	**R2**		2H11
1110 WELLINGTON DR	012-118-974	RS4	**R2**		2H11
3730 FROMME RD	012-119-024	RS4	**R2**		2H11
1246 DEMPSEY RD	006-927-467	RS3	**R2**		2H11
1148 FREDERICK RD	013-175-319	RS4	**R2**	S1	2H11
3602 FROMME RD	013-175-661	RS4	**R2**	S1	2H11
3614 FROMME RD	011-758-601	RS4	**R2**	S1	2H11
1188 FREDERICK RD	013-173-324	RS4	**R2**	S1	2H11
1330 KILMER RD	006-569-323	RS3	**R2**		2H11
1334 KILMER RD	006-569-358	RS3	**R2**		2H11
3650 FROMME RD	013-175-726	RS4	**R2**	S1	2H11
1111 CROFT RD	013-175-742	RS4	**R2**	S1	2H11
1162 FREDERICK RD	013-173-456	RS4	**R2**	S1	2H11
1156 FREDERICK RD	013-173-537	RS4	**R2**	S1	2H11
3636 FROMME RD	008-129-631	RS4	**R2**	S1	2H11
3648 FROMME RD	013-176-447	RS4	**R2**	S1	2H11
1130 FREDERICK RD	007-761-805	RS4	**R2**	S1	2H11
1128 FREDERICK RD	013-175-637	RS4	**R2**	S1	2H11
1184 FREDERICK RD	013-173-375	RS4	**R2**	S1	2H11
1170 FREDERICK RD	003-427-544	RS4	**R2**	S1	2H11
1176 FREDERICK RD	013-176-234	RS4	**R2**	S1	2H11
1142 FREDERICK RD	013-176-382	RS4	**R2**	S1	2H11
1127 CROFT RD	013-175-769	RS4	**R2**	S1	2H11
1131 CROFT RD	013-175-777	RS4	**R2**	S1	2H11
1135 CROFT RD	004-498-593	RS4	**R2**	S1	2H11
1139 CROFT RD	004-498-607	RS4	**R2**	S1	2H11
1151 CROFT RD	013-175-785	RS4	**R2**	S1	2H11
1155 CROFT RD	013-175-815	RS4	**R2**	S1	2H11
1161 CROFT RD	004-373-448	RS4	**R2**	S1	2H11
1177 CROFT RD	005-609-399	RS4	**R2**	S1	2H11
1189 CROFT RD	013-175-831	RS4	**R2**	S1	2H11
1173 CROFT RD	013-176-161	RS4	**R2**	S1	2H11
1191 CROFT RD	027-347-702	RS4	**R2**	S1	2H11
1195 CROFT RD	027-347-711	RS4	**R2**	S1	2H11
3611 BAIRD RD	015-074-609	RS4	**R2**	S1	2H11
1199 CROFT RD	027-210-227	RS4	**R2**	S1	2H11
3633 BAIRD RD	027-210-235	RS4	**R2**	S1	2H11
1196 CROFT RD	025-882-341	RS4	**R2**	S1	2H11
1197 CROFT RD	025-882-350	RS4	**R2**	S1	2H11
3451 CHURCH ST	003-347-613	RS4	**R2**		2H11
3441 CHURCH ST	002-871-033	RS4	**R2**		2H11
3373 FROMME RD	002-409-291	RS4	**R2**	S1	2H11
3381 FROMME RD	010-477-993	RS4	**R2**	S1	2H11
3385 FROMME RD	002-874-245	RS4	**R2**	S1	2H11
3396 CHAUCER AVE	002-874-261	RS4	**R2**	S1	2H11
1380 KILMER RD	003-386-341	RS3	**R2**		2H11
	006-551-319	RS3	**R2**		2H11
3503 FROMME RD	007-697-392	RS4	**R2**	S1	2H11
3509 FROMME RD	002-418-991	RS4	**R2**	S1	2H11
3515 FROMME RD	007-675-038	RS4	**R2**	S1	2H11
3475 FROMME RD	007-674-384	RS4	**R2**	S1	2H11
3451 FROMME RD	007-674-414	RS4	**R2**	S1	2H11
3637 MAGINNIS AVE	007-617-054	RS4	**R2**	S1	2H11
3633 MAGINNIS AVE	007-617-071	RS4	**R2**	S1	2H11
1313 DEMPSEY RD	007-245-904	RS3	**R2**	S1	2H11
1408 FREDERICK RD	013-913-778	RS4	**R2**	S1	2H11
3615 MAGINNIS AVE	013-913-794	RS4	**R2**	S1	2H11
1192 FREDERICK RD	002-721-121	RS4	**R2**	S1	2H11
1196 FREDERICK RD	007-193-009	RS4	**R2**	S1	2H11
799 E ST JAMES RD	005-108-241	RS3	**R2**		2H11
798 WELLINGTON DR	009-201-815	RS3	**R2**		2H11
802 WELLINGTON DR	009-201-807	RS3	**R2**		2H11
3918 FROMME RD	013-825-224	RS3	**R2**		2H11
3898 FROMME RD	013-825-232	RS3	**R2**		2H11
1321 DORAN RD	015-687-015	RS4	**R2**		2H11
4121 QUARRY CRT	015-893-642	RS3	**R2**		2H11
4130 QUARRY CRT	015-893-456	RS3	**R2**		2H11
4168 QUARRY CRT	015-893-472	RS3	**R2**		2H11

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4178 QUARRY CRT	015-893-499	RS3	**R2**		2H11
4188 QUARRY CRT	015-893-511	RS3	**R2**		2H11
4187 QUARRY CRT	015-893-553	RS3	**R2**		2H11
4177 QUARRY CRT	015-893-588	RS3	**R2**		2H11
4153 QUARRY CRT	015-893-600	RS3	**R2**		2H11
4139 QUARRY CRT	015-893-626	RS3	**R2**		2H11
884 WELLINGTON DR	010-184-783	RS3	**R2**		2H11
880 WELLINGTON DR	013-432-273	RS3	**R2**		2H11
909 WELLINGTON DR	013-743-309	RS4	**R2**		2H11
918 FREDERICK RD	013-743-392	RS4	**R2**		2H11
3620 SYKES RD	013-743-414	RS4	**R2**		2H11
3626 SYKES RD	013-743-431	RS4	**R2**		2H11
3638 SYKES RD	013-743-465	RS4	**R2**		2H11
3642 SYKES RD	007-718-381	RS4	**R2**		2H11
3650 SYKES RD	013-743-473	RS4	**R2**		2H11
3658 SYKES RD	013-743-601	RS4	**R2**		2H11
3666 SYKES RD	013-743-635	RS4	**R2**		2H11
3683 SYKES RD	013-743-317	RS4	**R2**		2H11
3674 SYKES RD	008-154-783	RS4	**R2**		2H11
3682 SYKES RD	005-224-926	RS4	**R2**		2H11
3690 SYKES RD	013-743-651	RS4	**R2**		2H11
954 FREDERICK PL	005-630-720	RS3	**R2**		2H11
950 FREDERICK RD	007-895-585	RS3	**R2**		2H11
1008 FREDERICK RD	013-743-660	RS3	**R2**		2H11
998 FREDERICK PL	013-743-678	RS3	**R2**		2H11
3659 SYKES RD	002-588-412	RS4	**R2**		2H11
1070 HENDECOURT RD	011-549-696	RS3	**R2**		2H11
1060 HENDECOURT RD	011-549-700	RS3	**R2**		2H11
1425 DORAN RD	008-147-001	RS4	**R2**		2H11
1271 CHAMBERLAIN DR	008-551-197	RS4	**R2**		2H11
3877 MOUNTAIN HWY	008-551-219	RS4	**R2**		2H11
3867 MOUNTAIN HWY	002-842-271	RS4	**R2**		2H11
3849 MOUNTAIN HWY	013-098-667	RS4	**R2**		2H11
3825 MOUNTAIN HWY	003-644-421	RS4	**R2**		2H11
1307 CHAMBERLAIN DR	011-975-351	RS4	**R2**		2H11
3890 MOUNTAIN HWY	011-975-369	RS4	**R2**		2H11
3862 MOUNTAIN HWY	005-719-381	RS4	**R2**		2H11
3846 MOUNTAIN HWY	006-415-059	RS4	**R2**		2H11
3832 MOUNTAIN HWY	011-975-377	RS4	**R2**		2H11
3824 MOUNTAIN HWY	011-975-393	RS4	**R2**		2H11
3824 MOUNTAIN HWY	011-975-415	RS4	**R2**		2H11
1318 DORAN RD	006-702-422	RS4	**R2**		2H11
1395 CHAMBERLAIN DR	010-300-724	RS4	**R2**		2H11
3853 SYMONDS RD	010-300-732	RS4	**R2**		2H11
1383 KILMER RD	012-398-365	RS3	**R2**		2H11
1358 CHAMBERLAIN DR	012-891-410	RS4	**R2**		2H11
1350 CHAMBERLAIN DR	012-891-428	RS4	**R2**		2H11
1341 KILMER RD	012-891-380	RS3	**R2**		2H11
1349 KILMER RD	012-891-398	RS3	**R2**		2H11
1355 KILMER RD	011-091-380	RS3	**R2**		2H11
1331 KILMER RD	007-097-697	RS4	**R2**		2H11
3976 MOUNTAIN HWY	013-225-561	RS4	**R2**		2H11
3954 MOUNTAIN HWY	013-225-588	RS4	**R2**		2H11
3932 MOUNTAIN HWY	003-615-812	RS4	**R2**		2H11
3918 MOUNTAIN HWY	008-772-665	RS4	**R2**		2H11
1333 KILMER RD	012-878-189	RS3	**R2**		2H11
1335 KILMER RD	013-225-596	RS3	**R2**		2H11
1336 CHAMBERLAIN DR	013-225-618	RS4	**R2**		2H11
1330 CHAMBERLAIN DR	013-225-642	RS4	**R2**		2H11
3957 MOUNTAIN HWY	006-469-205	RS4	**R2**		2H11
3931 MOUNTAIN HWY	012-588-440	RS4	**R2**		2H11
1286 CHAMBERLAIN DR	012-588-466	RS4	**R2**		2H11
1229 KILMER RD	008-832-277	RS3	**R2**		2H11
1237 KILMER RD	002-879-727	RS3	**R2**		2H11
1209 KILMER RD	008-832-226	RS3	**R2**		2H11
1217 KILMER RD	008-832-234	RS3	**R2**		2H11
1201 KILMER RD	008-832-200	RS3	**R2**		2H11
1163 KILMER RD	008-832-145	RS3	**R2**		2H11
1155 KILMER RD	005-410-932	RS3	**R2**		2H11
3431 FROMME RD	003-693-546	RS4	**R2**	S1	2H11
3441 FROMME RD	003-693-562	RS4	**R2**	S1	2H11
1337 DORAN RD	004-473-175	RS4	**R2**		2H11
1345 DORAN RD	008-227-918	RS4	**R2**		2H11
1344 KILMER RD	009-630-848	RS3	**R2**		2H11
1350 KILMER RD	009-630-856	RS3	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1374 KILMER RD	014-931-923	RS3	**R2**		2H11
1410 KILMER RD	014-931-931	RS3	**R2**		2H11
1401 DEMPSEY RD	014-931-940	RS3	**R2**		2H11
1365 DEMPSEY RD	027-645-517	RS3	**R2**		2H11
1376 DYCK RD	027-645-525	RS3	**R2**		2H11
1359 DEMPSEY RD	027-645-550	RS3	**R2**		2H11
1372 DYCK RD	027-645-568	RS3	**R2**		2H11
1355 DEMPSEY RD	012-821-543	RS3	**R2**		2H11
1347 DEMPSEY RD	012-821-560	RS3	**R2**		2H11
3490 CHURCH ST	007-462-034	RS4	**R2**		2H11
3380 CHURCH ST	013-027-310	RS4	**R2**		2H11
3380 CHURCH ST	013-027-336	RS4	**R2**		2H11
3456 CHURCH ST	013-027-263	RS4	**R2**		2H11
3446 CHURCH ST	002-890-119	RS4	**R2**		2H11
3444 CHURCH ST	007-486-537	RS4	**R2**		2H11
3360 CHURCH ST	009-803-891	RS4	**R2**		2H11
3621 MAGINNIS AVE	011-626-402	RS4	**R2**	S1	2H11
3627 MAGINNIS AVE	011-626-429	RS4	**R2**	S1	2H11
1313 DORAN RD	028-131-967	RS4	**R2**		2H11
3780 MOUNTAIN HWY	028-131-975	RS4	**R2**		2H11
3772 MOUNTAIN HWY	028-131-983	RS4	**R2**		2H11
3764 MOUNTAIN HWY	028-131-991	RS4	**R2**		2H11
4032 MOUNTAIN HWY	012-041-882	RS3	**R2**	S1	2H11
4030 MOUNTAIN HWY	012-041-891	RS3	**R2**	S1	2H11
4028 MOUNTAIN HWY	007-469-845	RS3	**R2**	S1	2H11
4026 MOUNTAIN HWY	012-041-904	RS3	**R2**	S1	2H11
4022 MOUNTAIN HWY	008-578-001	RS3	**R2**	S1	2H11
1300 KILMER RD	008-578-028	RS3	**R2**	S1	2H11
4080 MOUNTAIN HWY	012-041-866	RS3	**R2**	S1	2H11
4080 MOUNTAIN HWY	012-041-874	RS3	**R2**	S1	2H11
1345 DYCK RD	012-041-912	RS3	**R2**	S1	2H11
1353 DYCK RD	012-041-921	RS3	**R2**	S1	2H11
1337 DYCK RD	008-382-603	RS3	**R2**	S1	2H11
1395 DORAN RD	026-385-171	RS4	**R2**		2H11
1405 DORAN RD	026-385-180	RS4	**R2**		2H11
3681 SYKES RD	025-443-691	RS4	**R2**		2H11
3675 SYKES RD	025-443-704	RS4	**R2**		2H11
1326 WELLINGTON DR	028-763-301	RS4	**R2**		2H11
1334 WELLINGTON DR	028-763-319	RS4	**R2**		2H11
1350 WELLINGTON DR	028-763-327	RS4	**R2**		2H11
1403 FREDERICK RD	013-928-007	RS4	**R2**	S1	2H11
1411 FREDERICK RD	013-928-015	RS4	**R2**	S1	2H11
1415 FREDERICK RD	002-571-340	RS4	**R2**	S1	2H11
1425 FREDERICK RD	014-063-034	RS4	**R2**	S1	2H11
1342 DYCK RD	012-821-535	RS3	**R2**	S1	2H11
1356 DYCK RD	004-227-131	RS3	**R2**	S1	2H11
4120 MOUNTAIN HWY	012-821-497	RS3	**R2**	S1	2H11
4116 MOUNTAIN HWY	009-290-141	RS3	**R2**	S1	2H11
4110 MOUNTAIN HWY	005-771-285	RS3	**R2**	S1	2H11
4104 MOUNTAIN HWY	012-821-501	RS3	**R2**	S1	2H11
1308 DYCK RD	012-821-527	RS3	**R2**	S1	2H11
1330 DYCK RD	012-821-578	RS3	**R2**	S1	2H11
4130 MOUNTAIN HWY	027-804-135	RS3	**R2**	S1	2H11
4124 MOUNTAIN HWY	027-804-143	RS3	**R2**	S1	2H11
741 WELLINGTON DR	014-679-574	RS3	**R2**		2H11
735 WELLINGTON DR	014-679-540	RS3	**R2**		2H11
822 WELLINGTON DR	009-782-567	RS3	**R2**		2H11
844 WELLINGTON DR	009-782-621	RS3	**R2**		2H11
852 WELLINGTON DR	009-782-656	RS3	**R2**		2H11
828 WELLINGTON DR	017-465-206	RS3	**R2**		2H11
836 WELLINGTON DR	017-465-222	RS3	**R2**		2H11
3948 MICHENER CRT	018-748-660	RS3	**R2**		2H11
3954 MICHENER CRT	018-748-678	RS3	**R2**		2H11
3968 MICHENER CRT	018-748-686	RS3	**R2**		2H11
3982 MICHENER CRT	018-748-694	RS3	**R2**		2H11
3988 MICHENER CRT	018-748-708	RS3	**R2**		2H11
3996 MICHENER CRT	018-748-716	RS3	**R2**		2H11
3883 MICHENER WAY	018-748-724	RS3	**R2**		2H11
3873 MICHENER WAY	018-748-732	RS3	**R2**		2H11
3833 MICHENER WAY	018-748-741	RS3	**R2**		2H11
3823 MICHENER WAY	018-748-759	RS3	**R2**		2H11
3819 MICHENER WAY	018-748-767	RS3	**R2**		2H11
860 SAUVE CRT	018-748-775	RS3	**R2**		2H11
858 SAUVE CRT	018-748-783	RS3	**R2**		2H11
838 SAUVE CRT	018-748-791	RS3	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
822 SAUVE CRT	018-748-805	RS3	**R2**		2H11
833 SAUVE CRT	018-748-821	RS3	**R2**		2H11
839 SAUVE CRT	018-748-830	RS3	**R2**		2H11
851 SAUVE CRT	018-748-848	RS3	**R2**		2H11
857 SAUVE CRT	018-748-856	RS3	**R2**		2H11
859 SAUVE CRT	018-748-864	RS3	**R2**		2H11
861 SAUVE CRT	018-748-881	RS3	**R2**		2H11
871 SAUVE CRT	018-748-899	RS3	**R2**		2H11
875 SAUVE CRT	018-748-902	RS3	**R2**		2H11
887 SAUVE CRT	018-748-911	RS3	**R2**		2H11
889 SAUVE CRT	018-748-929	RS3	**R2**		2H11
3937 MICHENER CRT	018-748-651	RS3	**R2**		2H11
3341 FROMME RD	012-993-778	RS4	**R2**	S1	2H11
1168 WELLINGTON DR	018-928-820	RS4	**R2**		2H11
1188 WELLINGTON DR	018-928-838	RS4	**R2**		2H11
1378 DEMPSEY RD	019-052-715	RS3	**R2**		2H11
1388 DEMPSEY RD	019-052-723	RS3	**R2**		2H11
1400 DEMPSEY RD	019-052-731	RS3	**R2**		2H11
1277 ARGYLE RD	023-220-929	RS4	**R2**		2H11
1289 ARGYLE RD	023-220-937	RS4	**R2**		2H11
1297 ARGYLE RD	023-220-945	RS4	**R2**		2H11
1400 KILMER RD	017-713-005	RS3	**R2**		2H11
772 REGAL CRES	017-730-872	RS3	**R2**		2H11
881 REGAL CRES	017-730-961	RS3	**R2**		2H11
877 REGAL CRES	017-730-970	RS3	**R2**		2H11
871 REGAL CRES	017-730-988	RS3	**R2**		2H11
863 REGAL CRES	017-730-996	RS3	**R2**		2H11
851 REGAL CRES	017-731-003	RS3	**R2**		2H11
843 REGAL CRES	017-731-011	RS3	**R2**		2H11
833 REGAL CRES	017-731-020	RS3	**R2**		2H11
801 REGAL CRES	017-731-038	RS3	**R2**		2H11
797 REGAL CRES	017-731-046	RS3	**R2**		2H11
783 REGAL CRES	017-731-054	RS3	**R2**		2H11
782 REGAL CRES	017-730-881	RS3	**R2**		2H11
773 REGAL CRES	017-731-062	RS3	**R2**		2H11
792 REGAL CRES	017-730-899	RS3	**R2**		2H11
802 REGAL CRES	017-730-902	RS3	**R2**		2H11
820 REGAL CRES	017-730-911	RS3	**R2**		2H11
836 REGAL CRES	017-730-929	RS3	**R2**		2H11
848 REGAL CRES	017-730-937	RS3	**R2**		2H11
858 REGAL CRES	017-730-945	RS3	**R2**		2H11
898 REGAL CRES	017-730-953	RS3	**R2**		2H11
1075 WELLINGTON DR	024-634-930	RS3	**R2**		2H11
1077 WELLINGTON DR	024-634-948	RS3	**R2**		2H11
3613 SYKES RD	017-785-731	RS4	**R2**		2H11
3645 SYKES RD	017-928-699	RS4	**R2**		2H11
3633 SYKES RD	017-928-702	RS4	**R2**		2H11
3363 BAIRD RD	009-039-287	RS4	**R2**		2H11
3354 FROMME RD	008-863-814	RS4	**R2**		2H11
3367 BAIRD RD	009-039-261	RS4	**R2**		2H11
1149 WENDEL PL	007-546-068	RS4	**R2**		2H11
1157 WENDEL PL	005-066-492	RS4	**R2**		2H11
1145 WENDEL PL	006-959-539	RS4	**R2**		2H11
1141 WENDEL PL	006-583-997	RS4	**R2**		2H11
1133 WENDEL PL	013-670-069	RS4	**R2**		2H11
1125 WENDEL PL	013-670-051	RS4	**R2**		2H11
3360 FROMME RD	008-190-453	RS4	**R2**		2H11
1165 WENDEL PL	005-601-291	RS4	**R2**		2H11
3373 BAIRD RD	007-593-040	RS4	**R2**		2H11
1173 WENDEL PL	007-546-076	RS4	**R2**		2H11
1150 WENDEL PL	007-696-248	RS4	**R2**		2H11
1142 WENDEL PL	007-758-570	RS4	**R2**		2H11
1140 WENDEL PL	007-758-561	RS4	**R2**		2H11
1126 WENDEL PL	007-758-553	RS4	**R2**		2H11
1118 WENDEL PL	003-572-633	RS4	**R2**		2H11
1108 WENDEL PL	005-033-071	RS4	**R2**		2H11
3440 FROMME RD	007-256-574	RS4	**R2**		2H11
3420 FROMME RD	007-256-817	RS4	**R2**		2H11
3460 FROMME RD	007-256-621	RS4	**R2**		2H11
3464 FROMME RD	007-256-639	RS4	**R2**		2H11
3678 FROMME RD	011-852-402	RS4	**R2**	S1	2H11
1125 WELLINGTON DR	013-176-145	RS4	**R2**	S1	2H11
1129 WELLINGTON DR	013-176-471	RS4	**R2**	S1	2H11
1131 WELLINGTON DR	010-684-841	RS4	**R2**	S1	2H11
1145 WELLINGTON DR	009-281-355	RS4	**R2**	S1	2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1149 WELLINGTON DR	007-654-561	RS4	**R2**	S1	2H11
1153 WELLINGTON DR	010-810-897	RS4	**R2**	S1	2H11
1157 WELLINGTON DR	004-071-565	RS4	**R2**	S1	2H11
1163 WELLINGTON DR	004-071-727	RS4	**R2**	S1	2H11
1167 WELLINGTON DR	005-217-318	RS4	**R2**	S1	2H11
1177 WELLINGTON DR	005-217-326	RS4	**R2**	S1	2H11
1187 WELLINGTON DR	005-217-334	RS4	**R2**	S1	2H11
3690 FROMME RD	013-176-111	RS4	**R2**	S1	2H11
1111 WELLINGTON DR	013-176-129	RS4	**R2**	S1	2H11
3672 FROMME RD	029-322-103	RS4	**R2**	S1	2H11
3664 FROMME RD	029-322-111	RS4	**R2**	S1	2H11
1110 CROFT RD	008-736-081	RS4	**R2**	S1	2H11
1126 CROFT RD	008-736-103	RS4	**R2**	S1	2H11
1191 WELLINGTON DR	007-308-710	RS4	**R2**	S1	2H11
1193 WELLINGTON DR	007-308-736	RS4	**R2**	S1	2H11
1126 KILMER RD	006-754-058	RS3	**R2**		2H11
1233 DEMPSEY RD	009-178-325	RS3	**R2**		2H11
1241 DEMPSEY RD	009-282-211	RS3	**R2**		2H11
4131 MOUNTAIN HWY	009-030-786	RS3	**R2**		2H11
4125 MOUNTAIN HWY	003-502-228	RS3	**R2**		2H11
4117 MOUNTAIN HWY	004-835-131	RS3	**R2**		2H11
4109 MOUNTAIN HWY	004-432-967	RS3	**R2**		2H11
1288 DYCK RD	009-030-794	RS3	**R2**		2H11
1184 KILMER RD	008-989-192	RS3	**R2**		2H11
1172 KILMER RD	008-978-093	RS3	**R2**		2H11
1259 DEMPSEY RD	008-891-559	RS3	**R2**		2H11
1275 DEMPSEY RD	008-322-597	RS3	**R2**		2H11
1220 KILMER RD	008-684-596	RS3	**R2**		2H11
1025 DORAN RD	008-645-213	RS3	**R2**		2H11
1014 WELLINGTON DR	008-645-272	RS3	**R2**		2H11
1065 KILMER RD	007-955-553	RS3	**R2**		2H11
1073 KILMER RD	007-955-588	RS3	**R2**		2H11
1081 KILMER RD	005-032-296	RS3	**R2**		2H11
1089 KILMER RD	002-602-679	RS3	**R2**		2H11
1017 DORAN RD	007-862-661	RS3	**R2**		2H11
1008 WELLINGTON DR	007-862-679	RS3	**R2**		2H11
1198 KILMER RD	007-625-871	RS3	**R2**		2H11
1252 KILMER RD	007-597-177	RS3	**R2**		2H11
1258 KILMER RD	007-597-185	RS3	**R2**		2H11
4025 MOUNTAIN HWY	007-438-311	RS3	**R2**		2H11
1262 KILMER RD	007-438-338	RS3	**R2**		2H11
990 CHAMBERLAIN DR	007-324-979	RS3	**R2**		2H11
1010 CHAMBERLAIN DR	007-325-029	RS3	**R2**		2H11
1016 CHAMBERLAIN DR	004-081-242	RS3	**R2**		2H11
1108 KILMER RD	007-275-528	RS3	**R2**		2H11
1100 KILMER RD	007-275-587	RS3	**R2**		2H11
1226 KILMER RD	004-473-833	RS3	**R2**		2H11
1037 DORAN RD	013-432-575	RS3	**R2**		2H11
1045 DORAN RD	013-432-591	RS3	**R2**		2H11
1053 DORAN RD	013-432-605	RS3	**R2**		2H11
1061 DORAN RD	013-432-613	RS3	**R2**		2H11
1073 DORAN RD	013-432-630	RS3	**R2**		2H11
1081 DORAN RD	013-432-648	RS3	**R2**		2H11
1094 WELLINGTON DR	013-432-664	RS3	**R2**		2H11
1084 WELLINGTON DR	013-432-681	RS3	**R2**		2H11
1076 WELLINGTON DR	004-516-575	RS3	**R2**		2H11
1072 WELLINGTON DR	011-738-111	RS3	**R2**		2H11
1068 WELLINGTON DR	013-432-711	RS3	**R2**		2H11
1060 WELLINGTON DR	005-678-757	RS3	**R2**		2H11
1002 WELLINGTON DR	013-432-796	RS3	**R2**		2H11
996 WELLINGTON DR	013-432-800	RS3	**R2**		2H11
990 WELLINGTON DR	008-783-071	RS3	**R2**		2H11
978 WELLINGTON DR	013-432-826	RS3	**R2**		2H11
966 WELLINGTON DR	013-432-851	RS3	**R2**		2H11
954 WELLINGTON DR	007-105-932	RS3	**R2**		2H11
942 WELLINGTON DR	013-432-877	RS3	**R2**		2H11
930 WELLINGTON DR	013-433-105	RS3	**R2**		2H11
918 WELLINGTON DR	007-187-777	RS3	**R2**		2H11
912 WELLINGTON DR	010-982-906	RS3	**R2**		2H11
906 WELLINGTON DR	013-433-121	RS3	**R2**		2H11
1001 CHAMBERLAIN DR	006-841-929	RS3	**R2**		2H11
1040 CHAMBERLAIN DR	004-078-942	RS3	**R2**		2H11
1070 CHAMBERLAIN DR	002-607-191	RS3	**R2**		2H11
1072 CHAMBERLAIN DR	004-905-032	RS3	**R2**		2H11
1080 CHAMBERLAIN DR	004-358-139	RS3	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1084 CHAMBERLAIN DR	004-358-147	RS3	**R2**		2H11
1088 CHAMBERLAIN DR	004-358-155	RS3	**R2**		2H11
1190 KILMER RD	014-747-529	RS3	**R2**		2H11
1245 DYCK RD	016-005-902	RS3	**R2**		2H11
1263 DYCK RD	016-005-911	RS3	**R2**		2H11
1281 DYCK RD	016-005-929	RS3	**R2**		2H11
1289 DYCK RD	016-005-937	RS3	**R2**		2H11
981 CHAMBERLAIN DR	005-609-372	RS3	**R2**		2H11
993 CHAMBERLAIN DR	013-432-079	RS3	**R2**		2H11
1002 DORAN RD	009-251-090	RS3	**R2**		2H11
990 DORAN RD	013-432-206	RS3	**R2**		2H11
1180 KILMER RD	016-396-812	RS3	**R2**		2H11
1041 KILMER RD	013-429-671	RS3	**R2**		2H11
1049 KILMER RD	012-956-325	RS3	**R2**		2H11
1057 KILMER RD	013-429-680	RS3	**R2**		2H11
1094 CHAMBERLAIN DR	013-429-698	RS3	**R2**		2H11
1032 CHAMBERLAIN DR	013-429-701	RS3	**R2**		2H11
1020 CHAMBERLAIN DR	013-429-710	RS3	**R2**		2H11
1122 KILMER RD	029-156-629	RS3	**R2**		2H11
1115 DYCK RD	029-156-637	RS3	**R2**		2H11
1117 DYCK RD	029-156-645	RS3	**R2**		2H11
1130 KILMER RD	011-593-563	RS3	**R2**		2H11
1133 DYCK RD	011-593-601	RS3	**R2**		2H11
1127 DYCK RD	011-593-636	RS3	**R2**		2H11
1121 DYCK RD	011-593-652	RS3	**R2**		2H11
1128 KILMER RD	011-593-661	RS3	**R2**		2H11
1234 KILMER RD	007-640-455	RS3	**R2**		2H11
1227 DYCK RD	026-213-206	RS3	**R2**		2H11
1237 DYCK RD	026-213-214	RS3	**R2**		2H11
1247 DEMPSEY RD	026-963-612	RS3	**R2**		2H11
1228 DYCK RD	026-963-621	RS3	**R2**		2H11
1238 DYCK RD	026-963-639	RS3	**R2**		2H11
1268 DYCK RD	026-963-647	RS3	**R2**		2H11
1278 DYCK RD	026-963-655	RS3	**R2**		2H11
919 SAUVE CRT	018-748-945	RS3	**R2**		2H11
921 SAUVE CRT	018-748-953	RS3	**R2**		2H11
933 SAUVE CRT	018-748-961	RS3	**R2**		2H11
935 SAUVE CRT	018-748-970	RS3	**R2**		2H11
955 SAUVE CRT	018-748-988	RS3	**R2**		2H11
969 SAUVE CRT	018-748-996	RS3	**R2**		2H11
981 SAUVE CRT	018-749-003	RS3	**R2**		2H11
983 SAUVE CRT	018-749-011	RS3	**R2**		2H11
985 SAUVE CRT	018-749-020	RS3	**R2**		2H11
988 SAUVE CRT	018-749-046	RS3	**R2**		2H11
3858 SAUVE PL	018-749-054	RS3	**R2**		2H11
3875 SAUVE PL	018-749-062	RS3	**R2**		2H11
3855 SAUVE PL	018-749-071	RS3	**R2**		2H11
3839 SAUVE PL	018-749-089	RS3	**R2**		2H11
942 SAUVE CRT	018-749-097	RS3	**R2**		2H11
938 SAUVE CRT	018-749-101	RS3	**R2**		2H11
924 SAUVE CRT	018-749-119	RS3	**R2**		2H11
918 SAUVE CRT	018-749-127	RS3	**R2**		2H11
908 SAUVE CRT	018-749-135	RS3	**R2**		2H11
906 SAUVE CRT	018-749-143	RS3	**R2**		2H11
3818 MICHENER WAY	018-749-151	RS3	**R2**		2H11
3828 MICHENER WAY	018-749-160	RS3	**R2**		2H11
3832 MICHENER WAY	018-749-178	RS3	**R2**		2H11
3838 MICHENER WAY	018-749-186	RS3	**R2**		2H11
3842 MICHENER WAY	018-749-194	RS3	**R2**		2H11
3866 MICHENER WAY	018-749-208	RS3	**R2**		2H11
3888 MICHENER WAY	018-749-216	RS3	**R2**		2H11
3890 MICHENER WAY	018-749-224	RS3	**R2**		2H11
3898 MICHENER WAY	018-749-232	RS3	**R2**		2H11
1001 KILMER RD	018-749-305	RS3	**R2**		2H11
970 CHAMBERLAIN DR	018-749-313	RS3	**R2**		2H11
979 CHAMBERLAIN DR	018-749-321	RS3	**R2**		2H11
1178 DYCK RD	018-999-000	RS3	**R2**		2H11
1180 DYCK RD	018-999-018	RS3	**R2**		2H11
1165 DYCK RD	017-307-066	RS3	**R2**		2H11
1101 DEMPSEY RD	017-640-091	RS3	**R2**		2H11
1086 KILMER RD	024-527-424	RSK	**R2**		2H11
1003 KILMER RD	024-527-513	RSK	**R2**		2H11
1015 KILMER RD	024-527-521	RSK	**R2**		2H11
1021 KILMER RD	024-527-530	RSK	**R2**		2H11
1033 KILMER RD	024-527-548	RSK	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1074 KILMER RD	024-527-432	RSK	**R2**		2H11
1060 KILMER RD	024-527-441	RSK	**R2**		2H11
1058 KILMER RD	024-527-459	RSK	**R2**		2H11
1038 KILMER RD	024-527-467	RSK	**R2**		2H11
1028 KILMER RD	024-527-475	RSK	**R2**		2H11
1020 KILMER RD	024-527-483	RSK	**R2**		2H11
1014 KILMER RD	024-527-491	RSK	**R2**		2H11
1008 KILMER RD	024-527-505	RSK	**R2**		2H11
1185 DYCK RD	017-340-918	RS3	**R2**		2H11
1195 DYCK RD	017-340-926	RS3	**R2**		2H11
1085 DORAN RD	024-598-186	RS3	**R2**		2H11
3761 FROMME RD	024-598-194	RS3	**R2**		2H11
1240 KILMER RD	017-829-488	RS3	**R2**		2H11
1151 DYCK RD	018-003-702	RS3	**R2**		2H11
1164 KILMER RD	018-003-711	RS3	**R2**		2H11
1215 DYCK RD	017-409-039	RS3	**R2**		2H11
1225 DYCK RD	017-409-047	RS3	**R2**		2H11
1173 DYCK RD	016-858-425	RS3	**R2**		2H11
1181 DYCK RD	016-858-433	RS3	**R2**		2H11
1174 DORAN RD	009-408-843	RS4	**R2**		2H11
1234 DORAN RD	009-067-523	RS4	**R2**		2H11
1240 DORAN RD	009-067-582	RS4	**R2**		2H11
1246 DORAN RD	009-067-604	RS4	**R2**		2H11
1186 DORAN RD	009-067-191	RS4	**R2**		2H11
1218 DORAN RD	008-094-543	RS4	**R2**		2H11
1158 DORAN RD	008-856-648	RS4	**R2**		2H11
1204 DORAN RD	008-856-419	RS4	**R2**		2H11
1180 DORAN RD	008-856-478	RS4	**R2**		2H11
1173 CHAMBERLAIN DR	008-856-494	RS3	**R2**		2H11
1189 CHAMBERLAIN DR	008-856-435	RS3	**R2**		2H11
1181 CHAMBERLAIN DR	008-856-516	RS3	**R2**		2H11
1207 CHAMBERLAIN DR	008-856-451	RS3	**R2**		2H11
1231 CHAMBERLAIN DR	008-856-371	RS3	**R2**		2H11
1239 CHAMBERLAIN DR	008-856-389	RS3	**R2**		2H11
1247 CHAMBERLAIN DR	003-934-071	RS3	**R2**		2H11
3876 FROMME RD	008-060-096	RS3	**R2**		2H11
3850 FROMME RD	008-776-687	RS3	**R2**		2H11
1127 CHAMBERLAIN DR	008-776-695	RS3	**R2**		2H11
1135 CHAMBERLAIN DR	008-776-725	RS3	**R2**		2H11
1141 CHAMBERLAIN DR	008-776-750	RS3	**R2**		2H11
1104 DORAN RD	008-744-106	RS4	**R2**		2H11
1116 DORAN RD	008-060-134	RS4	**R2**		2H11
1250 DORAN RD	008-735-867	RS4	**R2**		2H11
1258 DORAN RD	008-735-859	RS4	**R2**		2H11
1120 DORAN RD	007-985-541	RS4	**R2**		2H11
1126 DORAN RD	007-985-568	RS4	**R2**		2H11
1220 DORAN RD	007-698-186	RS4	**R2**		2H11
1222 DORAN RD	007-698-194	RS4	**R2**		2H11
1138 DORAN RD	012-148-075	RS4	**R2**		2H11
1144 DORAN RD	002-981-742	RS4	**R2**		2H11
1142 DORAN RD	012-148-067	RS4	**R2**		2H11
1155 CHAMBERLAIN DR	008-856-702	RS3	**R2**		2H11
1167 CHAMBERLAIN DR	008-856-737	RS3	**R2**		2H11
1151 CHAMBERLAIN DR	012-148-041	RS3	**R2**		2H11
1215 CHAMBERLAIN DR	008-856-354	RS3	**R2**		2H11
1255 CHAMBERLAIN DR	013-098-683	RS3	**R2**		2H11
1261 CHAMBERLAIN DR	013-098-691	RS3	**R2**		2H11
1168 CROFT RD	013-176-013	RS4	**R2**	S1	2H11
1156 CROFT RD	013-176-030	RS4	**R2**	S1	2H11
1154 CROFT RD	012-172-961	RS4	**R2**	S1	2H11
1152 CROFT RD	006-725-023	RS4	**R2**	S1	2H11
1150 CROFT RD	003-429-661	RS4	**R2**	S1	2H11
1148 CROFT RD	013-176-056	RS4	**R2**	S1	2H11
1144 CROFT RD	013-176-064	RS4	**R2**	S1	2H11
1140 CROFT RD	013-176-102	RS4	**R2**	S1	2H11
1182 CROFT RD	025-664-425	RS4	**R2**	S1	2H11
1186 CROFT RD	025-664-433	RS4	**R2**	S1	2H11
1192 CROFT RD	030-265-177	RS4	**R2**	S1	2H11
1194 CROFT RD	030-265-185	RS4	**R2**	S1	2H11
1174 CROFT RD	018-414-419	RS4	**R2**	S1	2H11
1180 CROFT RD	018-414-427	RS4	**R2**	S1	2H11
3999 MICHENER CRT	018-748-571	RS3	**R2**		2H11
3993 MICHENER CRT	018-748-589	RS3	**R2**		2H11
3989 MICHENER CRT	018-748-597	RS3	**R2**		2H11
3983 MICHENER CRT	018-748-601	RS3	**R2**		2H11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3963 MICHENER CRT	018-748-619	RS3	**R2**		2H11
3961 MICHENER CRT	018-748-627	RS3	**R2**		2H11
3949 MICHENER CRT	018-748-635	RS3	**R2**		2H11
4000 E BRAEMAR RD	023-109-858	RS3	**R2**		2H11
918 LISGAR CRT	023-109-866	RS3	**R2**		2H11
924 LISGAR CRT	023-109-874	RS3	**R2**		2H11
938 LISGAR CRT	023-109-882	RS3	**R2**		2H11
958 LISGAR CRT	023-109-891	RS3	**R2**		2H11
3373 MOUNTAIN HWY	009-163-280	RS4	**R2**		2H11
3364 BAIRD RD	007-665-423	RS4	**R2**		2H11
3366 BAIRD RD	007-665-482	RS4	**R2**		2H11
3368 BAIRD RD	007-187-351	RS4	**R2**		2H11
1009 CHAMBERLAIN DR	006-841-953	RS3	**R2**		2H11
1085 CHAMBERLAIN DR	005-455-812	RS3	**R2**		2H11
3855 FROMME RD	006-606-148	RS3	**R2**		2H11
3817 FROMME RD	004-775-953	RS3	**R2**		2H11
1037 CHAMBERLAIN DR	006-407-994	RS3	**R2**		2H11
1051 CHAMBERLAIN DR	013-432-095	RS3	**R2**		2H11
1061 CHAMBERLAIN DR	013-237-675	RS3	**R2**		2H11
1071 CHAMBERLAIN DR	007-810-504	RS3	**R2**		2H11
1077 CHAMBERLAIN DR	004-702-905	RS3	**R2**		2H11
1070 DORAN RD	013-432-117	RS3	**R2**		2H11
1064 DORAN RD	013-432-133	RS3	**R2**		2H11
1056 DORAN RD	013-432-168	RS3	**R2**		2H11
1050 DORAN RD	013-432-176	RS3	**R2**		2H11
1038 DORAN RD	013-432-184	RS3	**R2**		2H11
1026 DORAN RD	007-001-754	RS3	**R2**		2H11
1014 DORAN RD	013-432-192	RS3	**R2**		2H11
1025 CHAMBERLAIN DR	029-435-978	RS3	**R2**		2H11
1033 CHAMBERLAIN DR	029-435-986	RS3	**R2**		2H11
1076 DORAN RD	030-096-120	RS3	**R2**		2H11
1084 DORAN RD	030-096-138	RS3	**R2**		2H11
1322 DORAN RD	009-411-798	RS4	**R2**		2H11
1340 DORAN RD	007-044-151	RS4	**R2**		2H11
1344 DORAN RD	007-044-160	RS4	**R2**		2H11
1356 DORAN RD	008-999-007	RS4	**R2**		2H11
3821 SYMONDS RD	004-392-167	RS4	**R2**		2H11
1376 DORAN RD	007-872-402	RS4	**R2**		2H11
1380 DORAN RD	007-872-411	RS4	**R2**		2H11
1350 DORAN RD	007-038-551	RS4	**R2**		2H11
1370 DORAN RD	012-335-665	RS4	**R2**		2H11
1368 DORAN RD	005-257-191	RS4	**R2**		2H11
1362 DORAN RD	012-335-673	RS4	**R2**		2H11
1374 DORAN RD	012-335-649	RS4	**R2**		2H11
1195 DEMPSEY RD	008-533-652	RS3	**R2**		2H11
1225 DEMPSEY RD	002-654-377	RS3	**R2**		2H11
1197 DEMPSEY RD	030-568-668	RS3	**R2**		2H11
1205 DEMPSEY RD	030-568-676	RS3	**R2**		2H11
1186 DYCK RD	018-999-026	RS3	**R2**		2H11
1188 DYCK RD	018-999-034	RS3	**R2**		2H11
1208 DYCK RD	018-999-042	RS3	**R2**		2H11
1198 DEMPSEY RD	014-940-981	RS3	**R2**		2H13
1333 EVELYN ST	009-384-162	RS3	**R2**		2H13
1351 EVELYN ST	009-384-197	RS3	**R2**		2H13
4533 MEADOWBANK CLOSE	004-755-341	RS3	**R2**		2H13
1388 COLEMAN ST	009-307-974	RS3	**R2**		2H13
1424 COLEMAN ST	009-307-753	RS3	**R2**		2H13
4604 MOUNTAIN HWY	009-307-796	RS3	**R2**		2H13
1332 MCNAIR DR	009-307-800	RS3	**R2**		2H13
1375 BORTHWICK RD	009-307-834	RS3	**R2**		2H13
1371 BORTHWICK RD	004-245-652	RS3	**R2**		2H13
1327 MCNAIR DR	002-702-053	RS3	**R2**		2H13
1339 MCNAIR DR	009-307-877	RS3	**R2**		2H13
4680 MOUNTAIN HWY	009-307-206	RS3	**R2**		2H13
4550 MEADOWBANK CLOSE	007-601-301	RS3	**R2**		2H13
1265 EVELYN ST	004-351-177	RS3	**R2**		2H13
1277 EVELYN ST	003-640-205	RS3	**R2**		2H13
1299 EVELYN ST	002-403-625	RS3	**R2**		2H13
1369 EVELYN ST	009-283-242	RS3	**R2**		2H13
1383 EVELYN ST	009-283-251	RS3	**R2**		2H13
1409 EVELYN ST	011-672-773	RS3	**R2**		2H13
1370 MCNAIR DR	009-070-532	RS3	**R2**		2H13
1351 MCNAIR DR	003-128-792	RS3	**R2**		2H13
1363 MCNAIR DR	009-070-541	RS3	**R2**		2H13
1369 MCNAIR DR	009-070-567	RS3	**R2**		2H13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1305 COLEMAN ST	009-094-091	RS3	**R2**		2H13
4490 MOUNTAIN HWY	009-094-121	RS3	**R2**		2H13
4422 MOUNTAIN HWY	009-094-148	RS3	**R2**		2H13
1308 MILL ST	007-636-750	RS3	**R2**		2H13
1322 MILL ST	009-094-156	RS3	**R2**		2H13
4504 MOUNTAIN HWY	009-057-480	RS3	**R2**		2H13
1365 MILL ST	009-196-064	RS3	**R2**		2H13
1383 MILL ST	009-196-072	RS3	**R2**		2H13
1370 EVELYN ST	009-196-081	RS3	**R2**		2H13
1376 EVELYN ST	008-925-372	RS3	**R2**		2H13
4240 MOUNTAIN HWY	009-014-152	RS3	**R2**		2H13
4282 MOUNTAIN HWY	009-014-179	RS3	**R2**		2H13
1379 COLEMAN ST	009-002-839	RS3	**R2**		2H13
1391 COLEMAN ST	007-407-122	RS3	**R2**		2H13
1388 MILL ST	003-645-771	RS3	**R2**		2H13
1392 MILL ST	009-002-871	RS3	**R2**		2H13
4633 MOUNTAIN HWY	008-953-724	RS3	**R2**		2H13
4623 MOUNTAIN HWY	008-953-732	RS3	**R2**		2H13
4615 MOUNTAIN HWY	008-953-759	RS3	**R2**		2H13
4601 MOUNTAIN HWY	008-953-775	RS3	**R2**		2H13
1389 MILL ST	008-916-446	RS3	**R2**		2H13
1395 MILL ST	008-916-454	RS3	**R2**		2H13
1401 MILL ST	005-258-391	RS3	**R2**		2H13
4285 MOUNTAIN HWY	008-887-039	RS3	**R2**		2H13
4243 MOUNTAIN HWY	008-887-047	RS3	**R2**		2H13
1407 COLEMAN ST	008-850-674	RS3	**R2**		2H13
1415 COLEMAN ST	008-850-691	RS3	**R2**		2H13
1404 MILL ST	002-799-863	RS3	**R2**		2H13
2-1418 MILL ST		RS3	**R2**		2H13
4577 MEADOWBANK CLOSE	008-849-242	RS3	**R2**		2H13
4595 MEADOWBANK CLOSE	008-849-412	RS3	**R2**		2H13
4598 MEADOWBANK CLOSE	008-849-439	RS3	**R2**		2H13
4582 MEADOWBANK CLOSE	008-849-447	RS3	**R2**		2H13
4566 MEADOWBANK CLOSE	006-133-061	RS3	**R2**		2H13
1311 MILL ST	011-877-090	RS3	**R2**		2H13
1337 MILL ST	004-969-677	RS3	**R2**		2H13
1325 MILL ST	011-877-171	RS3	**R2**		2H13
4370 MOUNTAIN HWY	011-877-103	RS3	**R2**		2H13
1334 EVELYN ST	011-877-120	RS3	**R2**		2H13
1340 EVELYN ST	011-877-138	RS3	**R2**		2H13
1358 EVELYN ST	011-877-154	RS3	**R2**		2H13
1349 MILL ST	011-877-162	RS3	**R2**		2H13
1368 COLEMAN ST	008-835-934	RS3	**R2**		2H13
4515 MEADOWBANK CLOSE	004-330-331	RS3	**R2**		2H13
4521 MEADOWBANK CLOSE	008-835-942	RS3	**R2**		2H13
4527 MEADOWBANK CLOSE	008-835-951	RS3	**R2**		2H13
1380 COLEMAN ST	008-866-678	RS3	**R2**		2H13
4530 MEADOWBANK CLOSE	008-866-732	RS3	**R2**		2H13
1406 COLEMAN ST	008-861-471	RS3	**R2**		2H13
1396 COLEMAN ST	008-861-480	RS3	**R2**		2H13
4548 MEADOWBANK CLOSE	008-861-498	RS3	**R2**		2H13
1382 EVELYN ST	008-833-532	RS3	**R2**		2H13
1388 EVELYN ST	008-833-541	RS3	**R2**		2H13
1395 EVELYN ST	008-804-362	RS3	**R2**		2H13
1391 EVELYN ST	008-804-371	RS3	**R2**		2H13
1387 EVELYN ST	008-804-397	RS3	**R2**		2H13
4549 MEADOWBANK CLOSE	003-398-242	RS3	**R2**		2H13
4561 MEADOWBANK CLOSE	008-829-322	RS3	**R2**		2H13
1306 MCNAIR DR	008-751-218	RS3	**R2**		2H13
1310 MCNAIR DR	008-436-304	RS3	**R2**		2H13
4540 MOUNTAIN HWY	008-745-358	RS3	**R2**		2H13
4518 MOUNTAIN HWY	008-745-366	RS3	**R2**		2H13
4567 MOUNTAIN HWY	008-688-389	RS3	**R2**		2H13
4555 MOUNTAIN HWY	004-569-504	RS3	**R2**		2H13
1394 MCNAIR DR	008-637-831	RS3	**R2**		2H13
1406 MCNAIR DR	008-637-865	RS3	**R2**		2H13
1414 MCNAIR DR	006-025-561	RS3	**R2**		2H13
1401 MCNAIR DR	008-637-741	RS3	**R2**		2H13
1393 MCNAIR DR	008-637-750	RS3	**R2**		2H13
1385 MCNAIR DR	008-637-768	RS3	**R2**		2H13
1377 MCNAIR DR	008-637-784	RS3	**R2**		2H13
1382 MCNAIR DR	008-637-814	RS3	**R2**		2H13
4599 MOUNTAIN HWY	008-626-537	RS3	**R2**		2H13
4585 MOUNTAIN HWY	008-626-553	RS3	**R2**		2H13
1351 COLEMAN ST	008-546-011	RS3	**R2**		2H13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1365 COLEMAN ST	008-546-037	RS3	**R2**		2H13
1366 MILL ST	008-546-045	RS3	**R2**		2H13
1360 MILL ST	008-546-070	RS3	**R2**		2H13
1403 MILL ST	008-008-493	RS3	**R2**		2H13
1410 EVELYN ST	008-008-515	RS3	**R2**		2H13
1402 EVELYN ST	008-008-531	RS3	**R2**		2H13
4693 MALORY CRT	007-919-395	RS3	**R2**		2H13
4656 MOUNTAIN HWY	003-066-550	RS3	**R2**		2H13
4628 MOUNTAIN HWY	007-904-606	RS3	**R2**		2H13
4608 MOUNTAIN HWY	007-904-622	RS3	**R2**		2H13
4634 TOURNEY RD	007-918-682	RS3	**R2**		2H13
4648 TOURNEY RD	007-918-704	RS3	**R2**		2H13
4656 TOURNEY RD	007-918-739	RS3	**R2**		2H13
4680 TOURNEY RD	007-918-747	RS3	**R2**		2H13
4686 TOURNEY RD	007-918-755	RS3	**R2**		2H13
4692 TOURNEY RD	007-918-780	RS3	**R2**		2H13
4700 TOURNEY RD	007-918-844	RS3	**R2**		2H13
4722 TOURNEY RD	007-918-879	RS3	**R2**		2H13
4744 TOURNEY RD	007-422-385	RS3	**R2**		2H13
4766 TOURNEY RD	006-453-422	RS3	**R2**		2H13
4795 TOURNEY RD	007-919-182	RS3	**R2**		2H13
4783 TOURNEY RD	003-640-281	RS3	**R2**		2H13
4775 TOURNEY RD	007-919-212	RS3	**R2**		2H13
4739 TOURNEY RD	007-919-271	RS3	**R2**		2H13
4727 TOURNEY RD	007-919-301	RS3	**R2**		2H13
4719 TOURNEY RD	007-919-336	RS3	**R2**		2H13
4715 MALORY CRT	003-931-307	RS3	**R2**		2H13
4709 MALORY CRT	005-247-641	RS3	**R2**		2H13
4701 MALORY CRT	007-919-352	RS3	**R2**		2H13
4687 TOURNEY RD	007-919-409	RS3	**R2**		2H13
4679 TOURNEY RD	007-919-425	RS3	**R2**		2H13
1415 EVELYN ST	007-952-571	RS3	**R2**		2H13
1423 EVELYN ST	002-590-379	RS3	**R2**		2H13
4657 MOUNTAIN HWY	008-477-647	RS3	**R2**		2H13
4645 MOUNTAIN HWY	008-477-655	RS3	**R2**		2H13
4493 MOUNTAIN HWY	013-383-698	RS3	**R2**		2H13
4485 MOUNTAIN HWY	013-384-449	RS3	**R2**		2H13
4433 MOUNTAIN HWY	002-890-224	RS3	**R2**		2H13
4427 MOUNTAIN HWY	011-423-340	RS3	**R2**		2H13
4419 MOUNTAIN HWY	013-384-465	RS3	**R2**		2H13
1288 MILL ST	002-790-521	RS3	**R2**		2H13
1270 MILL ST	013-384-481	RS3	**R2**		2H13
1268 MILL ST	013-384-490	RS3	**R2**		2H13
1256 MILL ST	013-384-503	RS3	**R2**		2H13
4694 MOUNTAIN HWY	007-758-863	RS3	**R2**		2H13
4692 MOUNTAIN HWY	007-758-871	RS3	**R2**		2H13
4698 MOUNTAIN HWY	007-758-880	RS3	**R2**		2H13
1321 COLEMAN ST	009-195-831	RS3	**R2**		2H13
1343 COLEMAN ST	009-195-858	RS3	**R2**		2H13
1334 MILL ST	009-195-904	RS3	**R2**		2H13
1346 MILL ST	009-195-947	RS3	**R2**		2H13
4671 TOURNEY RD	007-748-141	RS3	**R2**		2H13
4663 TOURNEY RD	007-748-175	RS3	**R2**		2H13
4655 TOURNEY RD	007-748-221	RS3	**R2**		2H13
4626 MOUNTAIN HWY	007-691-131	RS3	**R2**		2H13
4633 TOURNEY RD	007-691-149	RS3	**R2**		2H13
4641 TOURNEY RD	007-691-173	RS3	**R2**		2H13
4645 TOURNEY RD	007-691-190	RS3	**R2**		2H13
4649 TOURNEY RD	007-691-211	RS3	**R2**		2H13
1426 MILL ST	007-522-835	RS3	**R2**		2H13
1423 COLEMAN ST	005-097-738	RS3	**R2**		2H13
4515 MOUNTAIN HWY	007-522-720	RS3	**R2**		2H13
4525 MOUNTAIN HWY	007-522-746	RS3	**R2**		2H13
4665 MOUNTAIN HWY	007-508-140	RS3	**R2**		2H13
4691 MOUNTAIN HWY	007-508-174	RS3	**R2**		2H13
4717 MOUNTAIN HWY	007-508-263	RS3	**R2**		2H13
4700 MOUNTAIN HWY	007-505-931	RS3	**R2**		2H13
4759 MOUNTAIN HWY	007-506-791	RS3	**R2**		2H13
4720 MOUNTAIN HWY	007-505-949	RS3	**R2**		2H13
4730 MOUNTAIN HWY	007-506-643	RS3	**R2**		2H13
4740 MOUNTAIN HWY	007-506-660	RS3	**R2**		2H13
1313 BORTHWICK RD	007-506-708	RS3	**R2**		2H13
1369 BORTHWICK RD	007-409-273	RS3	**R2**		2H13
4727 MOUNTAIN HWY	007-506-732	RS3	**R2**		2H13
4737 MOUNTAIN HWY	007-506-767	RS3	**R2**		2H13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4749 MOUNTAIN HWY	007-506-775	RS3	**R2**		2H13
1399 BORTHWICK RD	004-757-939	RS3	**R2**		2H13
1385 BORTHWICK RD	004-757-971	RS3	**R2**		2H13
4163 CITADEL CRT	018-621-708	RS2	**R2**	S2	2H13
4183 CITADEL CRT	018-621-716	RS2	**R2**	S2	2H13
1311 MCNAIR DR	007-218-931	RS3	**R2**		2H13
1313 MCNAIR DR	007-218-966	RS3	**R2**		2H13
4365 MOUNTAIN HWY	004-900-073	RS3	**R2**		2H13
4359 MOUNTAIN HWY	006-928-013	RS3	**R2**		2H13
1298 EVELYN ST	003-414-744	RS3	**R2**		2H13
1240 EVELYN ST	006-160-883	RS3	**R2**		2H13
4395 MOUNTAIN HWY	006-927-912	RS3	**R2**		2H13
4377 MOUNTAIN HWY	006-927-963	RS3	**R2**		2H13
1245 EVELYN ST	003-389-511	RS3	**R2**		2H13
1255 EVELYN ST	006-633-609	RS3	**R2**		2H13
1251 MILL ST	006-623-719	RS3	**R2**		2H13
1250 EVELYN ST	006-623-778	RS3	**R2**		2H13
1257 MILL ST	006-616-232	RS3	**R2**		2H13
1270 EVELYN ST	006-616-259	RS3	**R2**		2H13
1265 MILL ST	002-921-022	RS3	**R2**		2H13
1286 EVELYN ST	004-392-906	RS3	**R2**		2H13
1253 MILL ST	003-663-621	RS3	**R2**		2H13
1260 EVELYN ST	003-663-639	RS3	**R2**		2H13
1250 COLEMAN CLOSE	009-065-580	RS3	**R2**		2H13
1252 COLEMAN CLOSE	009-065-598	RS3	**R2**		2H13
1254 COLEMAN CLOSE	009-065-601	RS3	**R2**		2H13
1256 COLEMAN CLOSE	009-065-636	RS3	**R2**		2H13
1258 COLEMAN CLOSE	009-065-644	RS3	**R2**		2H13
1260 COLEMAN CLOSE	009-065-652	RS3	**R2**		2H13
1262 COLEMAN CLOSE	009-065-679	RS3	**R2**		2H13
1270 COLEMAN ST	009-065-687	RS3	**R2**		2H13
4535 MOUNTAIN HWY	009-429-140	RS3	**R2**		2H13
1255 MCNAIR ST	025-830-066	RS3	**R2**		2H13
1277 MCNAIR ST	025-830-074	RS3	**R2**		2H13
1287 MCNAIR ST	025-830-082	RS3	**R2**		2H13
1320 COLEMAN ST	018-251-838	RS3	**R2**		2H13
1344 COLEMAN ST	018-251-846	RS3	**R2**		2H13
4364 MOUNTAIN HWY	018-024-343	RS3	**R2**		2H13
4356 MOUNTAIN HWY	018-024-351	RS3	**R2**		2H13
1310 COLEMAN ST	018-038-361	RS3	**R2**		2H13
1248 MILL ST	017-407-401	RS3	**R2**		2H13
1236 MILL ST	017-407-419	RS3	**R2**		2H13
1249 COLEMAN ST	017-407-427	RS3	**R2**		2H13
1247 COLEMAN ST	017-407-435	RS3	**R2**		2H13
1241 COLEMAN ST	017-407-443	RS3	**R2**		2H13
1239 COLEMAN ST	017-407-451	RS3	**R2**		2H13
1233 COLEMAN ST	017-407-460	RS3	**R2**		2H13
1231 COLEMAN ST	017-407-478	RS3	**R2**		2H13
1229 COLEMAN ST	017-407-486	RS3	**R2**		2H13
1229 MILL ST	005-507-162	RS3	**R2**		2H13
1259 COLEMAN ST	013-384-520	RS1	**R2**	S3	2H13
1265 COLEMAN ST	013-384-546	RS1	**R2**	S3	2H13
1277 COLEMAN ST	013-384-554	RS1	**R2**	S3	2H13
1332 BORTHWICK RD	004-392-710	RS1	**R2**	S3	2H13
	011-435-577	RS1	**R2**	S3	2H13
1340 BORTHWICK RD	011-434-538	RS1	**R2**	S3	2H13
1338 BORTHWICK RD	011-434-554	RS1	**R2**	S3	2H13
1336 BORTHWICK RD	011-434-571	RS1	**R2**	S3	2H13
1326 BORTHWICK RD	011-434-601	RS1	**R2**	S3	2H13
1320 BORTHWICK RD	011-434-597	RS1	**R2**	S3	2H13
685 RIVERSIDE DR	012-458-686	RS3	**R2**		2J03
681 RIVERSIDE DR	013-365-886	RS3	**R2**		2J03
669 RIVERSIDE DR	005-775-787	RS3	**R2**		2J03
	012-631-621	RS2	**R2**	S2	2J03
2041 PARKHURST RD	007-523-017	RS2	**R2**	S2	2J03
	007-523-106	RS2	**R2**	S2	2J03
670 SEYMOUR BLVD	013-830-465	RS2	**R2**	S2	2J03
660 SEYMOUR BLVD	013-830-481	RS2	**R2**	S2	2J03
658 SEYMOUR BLVD	013-830-490	RS2	**R2**	S2	2J03
720 RIVERSIDE DR	009-156-992	RS3	**R2**		2J03
2244 WINDRIDGE DR	009-157-158	RS4	**R2**		2J03
2252 WINDRIDGE DR	009-157-026	RS4	**R2**		2J03
2256 WINDRIDGE DR	009-157-042	RS4	**R2**		2J03
1964 DOLLARTON HWY	008-926-832	RS4	**R2**		2J03
2240 WINDRIDGE DR	007-754-591	RS4	**R2**		2J03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2238 WINDRIDGE DR	007-754-604	RS4	**R2**		2J03
699 RIVERSIDE DR	004-953-631	RS3	**R2**		2J03
697 RIVERSIDE DR	004-953-649	RS3	**R2**		2J03
1506 BOND ST	007-291-345	RS4	**R2**		2J03
1512 BOND ST	007-291-353	RS4	**R2**		2J03
1501 BOND ST	007-289-642	RS4	**R2**		2J03
1507 BOND ST	007-289-651	RS4	**R2**		2J03
2210 WINDRIDGE DR	007-263-350	RS4	**R2**		2J03
2216 WINDRIDGE DR	007-263-376	RS4	**R2**		2J03
2212 WINDRIDGE DR	005-320-097	RS4	**R2**		2J03
2214 WINDRIDGE DR	007-195-061	RS4	**R2**		2J03
1536 BOND ST	007-133-472	RS4	**R2**		2J03
1542 BOND ST	007-133-511	RS4	**R2**		2J03
611 RIVERSIDE DR	005-337-933	RS2	**R2**	S2	2J03
617 RIVERSIDE DR	005-337-950	RS2	**R2**	S2	2J03
2154 MT SEYMOUR PKWY	011-169-605	RS2	**R2**	S2	2J03
2164 MT SEYMOUR PKWY	011-169-761	RS2	**R2**	S2	2J03
593 RIVERSIDE DR	011-169-818	RS2	**R2**	S2	2J03
615 RIVERSIDE DR	005-772-966	RS2	**R2**	S2	2J03
691 RIVERSIDE DR	010-890-173	RS2	**R2**	S2	2J03
673 RIVERSIDE DR	010-890-203	RS2	**R2**	S2	2J03
663 RIVERSIDE DR	010-890-211	RS2	**R2**	S2	2J03
651 RIVERSIDE DR	010-796-436	RS2	**R2**	S2	2J03
619 RIVERSIDE DR	026-012-090	RS2	**R2**	S2	2J03
625 RIVERSIDE DR	031-002-412	RS2	**R2**	S2	2J03
405 ORWELL ST	002-925-524	RS5	**R2**	S1	2J03
411 ORWELL ST	006-960-855	RS5	**R2**	S1	2J03
425 ORWELL ST	006-960-880	RS5	**R2**	S1	2J03
433 ORWELL ST	006-960-901	RS5	**R2**	S1	2J03
451 ORWELL ST	002-511-886	RS5	**R2**	S1	2J03
455 ORWELL ST	006-960-936	RS5	**R2**	S1	2J03
461 ORWELL ST	006-960-952	RS5	**R2**	S1	2J03
467 ORWELL ST	002-607-123	RS5	**R2**	S1	2J03
475 ORWELL ST	003-462-897	RS5	**R2**	S1	2J03
479 ORWELL ST	002-889-145	RS5	**R2**	S1	2J03
481 ORWELL ST	002-813-734	RS5	**R2**	S1	2J03
485 ORWELL ST	003-249-751	RS5	**R2**	S1	2J03
1984 OLD DOLLARTON RD	014-706-351	RS4	**R2**		2J03
1998 OLD DOLLARTON RD	014-706-440	RS4	**R2**		2J03
2012 OLD DOLLARTON RD	014-706-211	RS4	**R2**		2J03
1565 BOND ST	012-181-137	RS4	**R2**		2J03
1569 BOND ST	014-742-179	RS4	**R2**		2J03
1519 BOND ST	011-705-418	RS4	**R2**		2J03
1537 BOND ST	014-742-152	RS4	**R2**		2J03
1541 BOND ST	012-127-680	RS4	**R2**		2J03
1545 BOND ST	012-127-744	RS4	**R2**		2J03
1555 BOND ST	014-742-161	RS4	**R2**		2J03
1557 BOND ST	014-742-276	RS4	**R2**		2J03
1559 BOND ST	002-491-818	RS4	**R2**		2J03
1598 BOND ST	014-741-563	RS4	**R2**		2J03
1588 BOND ST	014-741-571	RS4	**R2**		2J03
1580 BOND ST	004-643-925	RS4	**R2**		2J03
1570 BOND ST	004-643-933	RS4	**R2**		2J03
1568 BOND ST	012-024-490	RS4	**R2**		2J03
1566 BOND ST	012-024-503	RS4	**R2**		2J03
2205 WINDRIDGE DR	013-874-713	RS4	**R2**		2J03
2259 WINDRIDGE DR	013-874-934	RS4	**R2**		2J03
2209 WINDRIDGE DR	013-874-748	RS4	**R2**		2J03
2215 WINDRIDGE DR	013-874-756	RS4	**R2**		2J03
2221 WINDRIDGE DR	008-555-184	RS4	**R2**		2J03
2233 WINDRIDGE DR	013-874-799	RS4	**R2**		2J03
2239 WINDRIDGE DR	013-874-829	RS4	**R2**		2J03
2245 WINDRIDGE DR	013-874-853	RS4	**R2**		2J03
2253 WINDRIDGE DR	013-874-861	RS4	**R2**		2J03
2255 WINDRIDGE DR	013-874-926	RS4	**R2**		2J03
2204 OLD DOLLARTON RD	013-881-965	RS4	**R2**		2J03
2212 OLD DOLLARTON RD	013-881-604	RS4	**R2**		2J03
347 SEYMOUR RIVER PL	012-120-499	RS4	**R2**		2J03
335 SEYMOUR RIVER PL	007-918-712	RS4	**R2**		2J03
337 SEYMOUR RIVER PL	012-120-243	RS4	**R2**		2J03
339 SEYMOUR RIVER PL	012-120-090	RS4	**R2**		2J03
341 SEYMOUR RIVER PL	012-120-120	RS4	**R2**		2J03
343 SEYMOUR RIVER PL	012-120-472	RS4	**R2**		2J03
1518 BOND ST	024-535-567	RS4	**R2**		2J03
1528 BOND ST	024-535-575	RS4	**R2**		2J03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
	011-683-023	RS4	**R2**		2J03
498 SEYMOUR RIVER PL	011-683-031	RS4	**R2**		2J03
488 SEYMOUR RIVER PL	011-683-040	RS4	**R2**		2J03
482 SEYMOUR RIVER PL	011-683-058	RS4	**R2**		2J03
476 SEYMOUR RIVER PL	011-683-066	RS4	**R2**		2J03
470 SEYMOUR RIVER PL	011-447-982	RS4	**R2**		2J03
460 SEYMOUR RIVER PL	008-248-338	RS4	**R2**		2J03
458 SEYMOUR RIVER PL	002-472-171	RS4	**R2**		2J03
505 RIVERSIDE DR	011-683-341	RS4	**R2**		2J03
505 RIVERSIDE DR	011-683-350	RS4	**R2**		2J03
525 RIVERSIDE DR	008-071-560	RS4	**R2**		2J03
531 RIVERSIDE DR	008-033-285	RS4	**R2**		2J03
561 RIVERSIDE DR	003-499-596	RS4	**R2**		2J03
591 RIVERSIDE DR	011-683-368	RS4	**R2**		2J03
470 MARIE PL	007-155-158	RS5	**R2**	S1	2J03
420 MARIE PL	007-155-255	RS5	**R2**	S1	2J03
410 MARIE PL	007-155-263	RS5	**R2**	S1	2J03
440 MARIE PL	007-155-212	RS5	**R2**	S1	2J03
450 MARIE PL	007-155-182	RS5	**R2**	S1	2J03
430 MARIE PL	007-155-221	RS5	**R2**	S1	2J03
460 MARIE PL	007-155-166	RS5	**R2**	S1	2J03
480 MARIE PL	004-246-705	RS5	**R2**	S1	2J03
400 MARIE PL	007-155-280	RS5	**R2**	S1	2J03
275 ORWELL ST	011-746-351	RS4	**R2**		2J03
	014-742-403	RS4	**R2**		2J03
1583 BOND ST	005-304-814	RS4	**R2**		2J03
279 ORWELL ST	014-564-173	RS4	**R2**		2J03
1591 BOND ST	008-589-810	RS4	**R2**		2J03
	031-205-666	RS4	**R2**		2J03
1547 CROWN ST	013-249-444	RS4	**R2**		2J03
1567 CROWN ST	005-225-078	RS4	**R2**		2J03
1585 CROWN ST	002-561-654	RS4	**R2**		2J03
1599 CROWN ST	014-740-087	RS4	**R2**		2J03
1590 RUPERT ST	014-740-125	RS4	**R2**		2J03
1580 RUPERT ST	014-740-141	RS4	**R2**		2J03
1570 RUPERT ST	014-659-735	RS4	**R2**		2J03
1560 RUPERT ST	014-659-743	RS4	**R2**		2J03
1552 RUPERT ST	003-069-435	RS4	**R2**		2J03
1548 RUPERT ST	004-698-886	RS4	**R2**		2J03
1544 RUPERT ST	012-821-101	RS4	**R2**		2J03
1532 RUPERT ST	010-667-385	RS4	**R2**		2J03
1528 RUPERT ST	014-662-124	RS4	**R2**		2J03
1524 RUPERT ST	008-470-316	RS4	**R2**		2J03
1523 CROWN ST	011-751-142	RS4	**R2**		2J03
1527 CROWN ST	011-751-151	RS4	**R2**		2J03
1531 CROWN ST	014-740-044	RS4	**R2**		2J03
1535 CROWN ST	014-740-061	RS4	**R2**		2J03
1573 CROWN ST	014-740-257	RS4	**R2**		2J03
	014-741-521	RS4	**R2**		2J03
1551 RUPERT ST	013-420-267	RS4	**R2**		2J03
1559 RUPERT ST	014-741-547	RS4	**R2**		2J03
1561 RUPERT ST	002-593-513	RS4	**R2**		2J03
2220 OLD DOLLARTON RD	013-881-612	RS4	**R2**		2J03
2236 SEYMOUR BLVD	011-186-551	RS2	**R2**	S2	2J05
785 GRANTHAM PL	013-365-789	RS3	**R2**		2J05
2249 SEYMOUR BLVD	008-904-481	RS2	**R2**	S2	2J05
1061 SEYMOUR BLVD	008-904-529	RS2	**R2**	S2	2J05
1039 SEYMOUR BLVD	004-213-980	RS2	**R2**	S2	2J05
1167 SEYMOUR BLVD	007-891-211	RS2	**R2**	S2	2J05
925 SEYMOUR BLVD	007-891-229	RS2	**R2**	S2	2J05
887 SEYMOUR BLVD	007-788-282	RS2	**R2**	S2	2J05
920 HERITAGE BLVD	004-742-559	RS2	**R2**	S2	2J05
901 SEYMOUR BLVD	007-729-707	RS2	**R2**	S2	2J05
913 SEYMOUR BLVD	007-694-792	RS2	**R2**	S2	2J05
905 SEYMOUR BLVD	004-293-207	RS2	**R2**	S2	2J05
909 SEYMOUR BLVD	005-099-579	RS2	**R2**	S2	2J05
1287 SEYMOUR BLVD	006-115-403	RS2	**R2**	S2	2J05
1273 SEYMOUR BLVD	007-604-181	RS2	**R2**	S2	2J05
1261 SEYMOUR BLVD	007-604-203	RS2	**R2**	S2	2J05
1228 ARBORLYNN DR	009-762-868	RS3	**R2**		2J05
1246 ARBORLYNN DR	009-762-884	RS3	**R2**		2J05
1264 ARBORLYNN DR	009-762-931	RS3	**R2**		2J05
1282 ARBORLYNN DR	009-762-965	RS3	**R2**		2J05
1304 ARBORLYNN DR	002-605-325	RS3	**R2**		2J05
1322 ARBORLYNN DR	009-762-973	RS3	**R2**		2J05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1340 ARBORLYNN DR	004-576-110	RS3	**R2**		2J05
1358 ARBORLYNN DR	009-762-981	RS3	**R2**		2J05
1376 ARBORLYNN DR	006-390-251	RS3	**R2**		2J05
1394 ARBORLYNN DR	009-762-990	RS3	**R2**		2J05
1408 ARBORLYNN DR	009-763-015	RS3	**R2**		2J05
1422 ARBORLYNN DR	009-763-023	RS3	**R2**		2J05
1436 ARBORLYNN DR	003-025-683	RS3	**R2**		2J05
1450 ARBORLYNN DR	009-763-031	RS3	**R2**		2J05
1468 ARBORLYNN DR	007-627-955	RS3	**R2**		2J05
1478 ARBORLYNN DR	002-444-976	RS3	**R2**		2J05
1160 HILARY PL	005-411-017	RS2	**R2**	S2	2J05
2-1190 HILARY PL		RS2	**R2**	S2	2J05
1220 SEYMOUR BLVD	007-239-688	RS2	**R2**	S2	2J05
1200 HILARY PL	007-239-696	RS2	**R2**	S2	2J05
1240 SEYMOUR BLVD	007-215-231	RS2	**R2**	S2	2J05
1250 SEYMOUR BLVD	007-215-240	RS2	**R2**	S2	2J05
1260 SEYMOUR BLVD	007-215-304	RS2	**R2**	S2	2J05
1226 SEYMOUR BLVD	007-215-151	RS2	**R2**	S2	2J05
1230 SEYMOUR BLVD	007-215-177	RS2	**R2**	S2	2J05
1236 SEYMOUR BLVD	007-215-193	RS2	**R2**	S2	2J05
995 SEYMOUR BLVD	006-926-550	RS2	**R2**	S2	2J05
997 SEYMOUR BLVD	006-926-631	RS2	**R2**	S2	2J05
2221 TANAGER PL	006-926-657	RS2	**R2**	S2	2J05
2215 TANAGER PL	006-926-720	RS2	**R2**	S2	2J05
2207 TANAGER PL	006-926-746	RS2	**R2**	S2	2J05
2201 TANAGER PL	006-926-762	RS2	**R2**	S2	2J05
2200 TANAGER PL	006-926-843	RS2	**R2**	S2	2J05
2231 SEYMOUR BLVD	006-923-194	RS2	**R2**	S2	2J05
2218 TANAGER PL	006-923-135	RS2	**R2**	S2	2J05
2228 TANAGER PL	006-923-143	RS2	**R2**	S2	2J05
957 SEYMOUR BLVD	003-951-651	RS2	**R2**	S2	2J05
989 SEYMOUR BLVD	003-951-669	RS2	**R2**	S2	2J05
2250 SEYMOUR BLVD	009-102-931	RS2	**R2**	S2	2J05
970 SEYMOUR BLVD	013-189-565	RS2	**R2**	S2	2J05
869 SEYMOUR BLVD	012-638-595	RS2	**R2**	S2	2J05
883 SEYMOUR BLVD	012-638-617	RS2	**R2**	S2	2J05
890 SEYMOUR BLVD	012-638-447	RS2	**R2**	S2	2J05
910 SEYMOUR BLVD	011-974-443	RS2	**R2**	S2	2J05
936 SEYMOUR BLVD	012-638-463	RS2	**R2**	S2	2J05
928 SEYMOUR BLVD	005-037-000	RS2	**R2**	S2	2J05
876 SEYMOUR BLVD	012-638-480	RS2	**R2**	S2	2J05
838 RIVERSIDE DR	004-388-933	RS3	**R2**		2J05
822 RIVERSIDE DR	009-156-976	RS3	**R2**		2J05
802 RIVERSIDE DR	009-156-984	RS3	**R2**		2J05
780 RIVERSIDE DR	003-571-530	RS3	**R2**		2J05
854 RIVERSIDE DR	009-156-968	RS3	**R2**		2J05
682 SEYMOUR BLVD	004-390-156	RS2	**R2**	S2	2J05
845 RIVERSIDE DR	008-656-657	RS3	**R2**		2J05
847 RIVERSIDE DR	008-656-681	RS3	**R2**		2J05
849 RIVERSIDE DR	008-656-703	RS3	**R2**		2J05
790 GRANTHAM PL	004-394-356	RS3	**R2**		2J05
770 GRANTHAM PL	007-755-406	RS3	**R2**		2J05
1195 SEYMOUR BLVD	005-117-798	RS3	**R2**		2J05
817 HERITAGE BLVD	007-753-811	RS3	**R2**		2J05
805 HERITAGE BLVD	007-753-829	RS3	**R2**		2J05
799 HERITAGE BLVD	007-753-837	RS3	**R2**		2J05
791 HERITAGE BLVD	007-753-845	RS3	**R2**		2J05
783 HERITAGE BLVD	007-753-888	RS3	**R2**		2J05
777 HERITAGE BLVD	007-753-900	RS3	**R2**		2J05
765 HERITAGE BLVD	007-753-918	RS3	**R2**		2J05
1193 SEYMOUR BLVD	007-753-756	RS3	**R2**		2J05
1191 SEYMOUR BLVD	007-753-772	RS3	**R2**		2J05
1185 SEYMOUR BLVD	007-276-966	RS3	**R2**		2J05
839 HERITAGE BLVD	007-753-781	RS3	**R2**		2J05
831 HERITAGE BLVD	007-753-799	RS3	**R2**		2J05
823 HERITAGE BLVD	007-753-802	RS3	**R2**		2J05
802 HERITAGE BLVD	007-696-906	RS4	**R2**		2J05
859 RIVERSIDE DR	007-634-170	RS3	**R2**		2J05
867 RIVERSIDE DR	007-634-196	RS3	**R2**		2J05
746 GRANTHAM PL	009-429-123	RS3	**R2**		2J05
750 GRANTHAM PL	007-992-807	RS3	**R2**		2J05
731 GRANTHAM PL	013-365-835	RS3	**R2**		2J05
721 GRANTHAM PL	013-365-878	RS3	**R2**		2J05
747 GRANTHAM PL	013-365-916	RS3	**R2**		2J05
787 SEYMOUR BLVD	007-158-149	RS4	**R2**		2J05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
809 SEYMOUR BLVD	007-290-829	RS4	**R2**		2J05
819 SEYMOUR BLVD	007-304-218	RS4	**R2**		2J05
816 HERITAGE BLVD	007-304-234	RS4	**R2**		2J05
958 SEYMOUR BLVD	017-930-251	RS2	**R2**	S2	2J05
952 SEYMOUR BLVD	017-930-260	RS2	**R2**	S2	2J05
950 SEYMOUR BLVD	017-930-278	RS2	**R2**	S2	2J05
799 GRANTHAM PL	010-890-165	RS2	**R2**	S2	2J05
663 SEYMOUR BLVD	007-969-261	RS4	**R2**		2J05
675 SEYMOUR BLVD	008-093-776	RS4	**R2**		2J05
681 SEYMOUR BLVD	008-527-725	RS4	**R2**		2J05
601 SEYMOUR BLVD	009-250-409	RS4	**R2**		2J05
609 SEYMOUR BLVD	009-250-425	RS4	**R2**		2J05
657 SEYMOUR CRT	010-517-766	RS4	**R2**		2J05
615 SEYMOUR CRT	010-517-936	RS4	**R2**		2J05
	013-830-511	RS4	**R2**		2J05
838 HERITAGE BLVD	013-181-041	RS4	**R2**		2J05
841 SEYMOUR BLVD	013-181-068	RS4	**R2**		2J05
686 SEYMOUR BLVD	016-299-418	RS4	**R2**		2J05
690 SEYMOUR BLVD	016-299-426	RS4	**R2**		2J05
769 SEYMOUR BLVD	007-407-751	RS4	**R2**		2J05
763 SEYMOUR BLVD	012-638-391	RS4	**R2**		2J05
735 SEYMOUR BLVD	007-252-960	RS4	**R2**		2J05
753 SEYMOUR BLVD	012-633-224	RS4	**R2**		2J05
707 SEYMOUR BLVD	012-633-259	RS4	**R2**		2J05
721 SEYMOUR BLVD	012-633-399	RS4	**R2**		2J05
775 SEYMOUR BLVD	010-292-730	RS4	**R2**		2J05
822 HERITAGE BLVD	010-292-764	RS4	**R2**		2J05
850 SEYMOUR BLVD	012-632-546	RS4	**R2**		2J05
770 SEYMOUR BLVD	004-237-919	RS4	**R2**		2J05
770 SEYMOUR BLVD	004-237-935	RS4	**R2**		2J05
764 SEYMOUR BLVD	012-632-601	RS4	**R2**		2J05
764 SEYMOUR BLVD	012-632-619	RS4	**R2**		2J05
730 SEYMOUR BLVD	012-632-716	RS4	**R2**		2J05
846 SEYMOUR BLVD	012-632-554	RS4	**R2**		2J05
706 SEYMOUR BLVD	012-632-732	RS4	**R2**		2J05
698 SEYMOUR BLVD	010-085-017	RS4	**R2**		2J05
696 SEYMOUR BLVD	010-085-068	RS4	**R2**		2J05
834 SEYMOUR BLVD	012-632-571	RS4	**R2**		2J05
834 SEYMOUR BLVD	012-632-589	RS4	**R2**		2J05
820 SEYMOUR BLVD	008-286-850	RS4	**R2**		2J05
714 SEYMOUR BLVD	012-632-759	RS4	**R2**		2J05
750 SEYMOUR BLVD	012-632-767	RS4	**R2**		2J05
792 SEYMOUR BLVD	007-829-833	RS4	**R2**		2J05
808 SEYMOUR BLVD	003-966-755	RS4	**R2**		2J05
677 BOW CRT	018-395-147	RS4	**R2**		2J05
829 RIVERSIDE DR	018-649-351	RS3	**R2**		2J05
837 RIVERSIDE DR	018-649-360	RS3	**R2**		2J05
736 SEYMOUR BLVD	018-937-667	RS4	**R2**		2J05
687 SEYMOUR BLVD	018-960-499	RS4	**R2**		2J05
732 SEYMOUR BLVD	023-287-110	RS4	**R2**		2J05
695 SEYMOUR BLVD	023-760-303	RS4	**R2**		2J05
699 SEYMOUR BLVD	023-760-320	RS4	**R2**		2J05
1397 RIVERSIDE DR	008-484-406	RS3	**R2**		2J05
1419 RIVERSIDE DR	014-050-005	RS3	**R2**		2J05
1443 RIVERSIDE DR	013-042-327	RS3	**R2**		2J05
1495 EDGEWATER LANE	013-042-246	RS3	**R2**		2J05
1493 EDGEWATER LANE	013-042-254	RS3	**R2**		2J05
1491 EDGEWATER LANE	007-887-078	RS3	**R2**		2J05
1557 EDGEWATER LANE	013-042-220	RS3	**R2**		2J05
1557 EDGEWATER LANE	013-042-238	RS3	**R2**		2J05
1555 EDGEWATER LANE	008-870-918	RS3	**R2**		2J05
1547 EDGEWATER LANE	008-870-934	RS3	**R2**		2J05
1519 EDGEWATER LANE	006-710-077	RS3	**R2**		2J05
1527 EDGEWATER LANE	013-042-301	RS3	**R2**		2J05
864 ORWELL ST	007-637-691	RS3	**R2**		2J05
	002-958-147	RS3	**R2**		2J05
755 FORSMAN AVE	002-958-155	RS3	**R2**		2J05
771 FORSMAN AVE	011-836-750	RS3	**R2**		2J05
820 ST DENIS AVE	013-739-816	RS3	**R2**		2J05
806 ST DENIS AVE	013-023-578	RS3	**R2**		2J05
794 ST DENIS AVE	013-739-824	RS3	**R2**		2J05
	007-698-046	RS1	**R2**	S3	2J05
1492 ARBORLYNN DR	009-763-040	RS3	**R2**		2J07
1530 ARBORLYNN DR	009-763-066	RS3	**R2**		2J07
1544 ARBORLYNN DR	009-763-074	RS3	**R2**		2J07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1562 ARBORLYNN DR	009-763-091	RS3	**R2**		2J07
1606 AYLESLYNN DR	009-763-651	RS3	**R2**		2J07
1624 AYLESLYNN DR	008-109-061	RS3	**R2**		2J07
1652 AYLESLYNN DR	009-763-686	RS3	**R2**		2J07
1670 AYLESLYNN DR	009-763-716	RS3	**R2**		2J07
1688 AYLESLYNN DR	009-763-741	RS3	**R2**		2J07
1663 APPIN RD	009-763-767	RS3	**R2**		2J07
1641 APPIN RD	007-407-891	RS3	**R2**		2J07
1619 APPIN RD	009-763-805	RS3	**R2**		2J07
1601 APPIN RD	005-325-285	RS3	**R2**		2J07
1715 BELLELYNN PL	009-728-341	RS3	**R2**		2J07
1733 BELLELYNN PL	009-728-368	RS3	**R2**		2J07
1747 BELLELYNN PL	006-706-291	RS3	**R2**		2J07
1761 BELLELYNN PL	009-728-376	RS3	**R2**		2J07
1779 BELLELYNN PL	009-728-392	RS3	**R2**		2J07
1795 BELLELYNN PL	009-728-414	RS3	**R2**		2J07
1837 APPIN RD	009-728-449	RS3	**R2**		2J07
1851 APPIN RD	006-597-891	RS3	**R2**		2J07
1865 APPIN RD	008-359-377	RS3	**R2**		2J07
1883 APPIN RD	009-711-490	RS3	**R2**		2J07
1899 APPIN RD	009-711-511	RS3	**R2**		2J07
1951 APPIN RD	007-485-506	RS3	**R2**		2J07
1978 ALDERLYNN DR	009-711-538	RS3	**R2**		2J07
1972 ALDERLYNN DR	009-711-546	RS3	**R2**		2J07
1950 ALDERLYNN DR	009-711-554	RS3	**R2**		2J07
1928 ALDERLYNN DR	008-915-181	RS3	**R2**		2J07
1904 ALDERLYNN DR	009-711-562	RS3	**R2**		2J07
1876 BEAULYNN PL	009-711-589	RS3	**R2**		2J07
1870 BEAULYNN PL	009-711-601	RS3	**R2**		2J07
1864 BEAULYNN PL	009-711-627	RS3	**R2**		2J07
1858 BEAULYNN PL	009-711-643	RS3	**R2**		2J07
1852 BEAULYNN PL	009-711-660	RS3	**R2**		2J07
1846 BEAULYNN PL	009-711-686	RS3	**R2**		2J07
1610 BIRCHLYNN PL	009-529-578	RS3	**R2**		2J07
1724 ARBORLYNN DR	009-529-799	RS3	**R2**		2J07
1746 ARBORLYNN DR	007-142-030	RS3	**R2**		2J07
1768 ARBORLYNN DR	009-529-811	RS3	**R2**		2J07
1780 ARBORLYNN DR	009-529-845	RS3	**R2**		2J07
1636 BIRCHLYNN PL	004-509-765	RS3	**R2**		2J07
1664 BIRCHLYNN PL	004-333-551	RS3	**R2**		2J07
1521 E 20TH ST	009-542-833	RS3	**R2**		2J07
1529 E 20TH ST	009-542-841	RS3	**R2**		2J07
1537 E 20TH ST	009-542-850	RS3	**R2**		2J07
1545 E 20TH ST	009-542-876	RS3	**R2**		2J07
1963 ARBORLYNN DR	009-542-884	RS3	**R2**		2J07
1941 ARBORLYNN DR	009-542-892	RS3	**R2**		2J07
1919 ARBORLYNN DR	009-542-906	RS3	**R2**		2J07
1897 ARBORLYNN DR	009-542-914	RS3	**R2**		2J07
1875 ARBORLYNN DR	008-846-189	RS3	**R2**		2J07
1680 ARBORLYNN DR	009-529-748	RS3	**R2**		2J07
1835 ARBORLYNN DR	009-542-922	RS3	**R2**		2J07
1831 ARBORLYNN DR	009-542-931	RS3	**R2**		2J07
1809 ARBORLYNN DR	003-518-281	RS3	**R2**		2J07
1787 ARBORLYNN DR	007-700-377	RS3	**R2**		2J07
1765 ARBORLYNN DR	009-542-949	RS3	**R2**		2J07
1743 ARBORLYNN DR	009-542-965	RS3	**R2**		2J07
1721 ARBORLYNN DR	009-542-973	RS3	**R2**		2J07
1705 ARBORLYNN DR	009-542-981	RS3	**R2**		2J07
1695 ARBORLYNN DR	009-542-990	RS3	**R2**		2J07
1687 ARBORLYNN DR	009-543-007	RS3	**R2**		2J07
1696 ARBORLYNN DR	002-709-619	RS3	**R2**		2J07
1669 ARBORLYNN DR	009-543-023	RS3	**R2**		2J07
1643 ARBORLYNN DR	009-543-040	RS3	**R2**		2J07
1621 ARBORLYNN DR	009-543-058	RS3	**R2**		2J07
1708 ARBORLYNN DR	009-529-772	RS3	**R2**		2J07
2438 HOSKINS RD	009-241-663	RS3	**R2**		2J07
1731 TORQUAY AVE	009-241-671	RS3	**R2**		2J07
2366 KILMARNOCK CRES	009-180-907	RS3	**R2**		2J07
2374 KILMARNOCK CRES	009-180-923	RS3	**R2**		2J07
2378 KILMARNOCK CRES	009-180-940	RS3	**R2**		2J07
2390 KILMARNOCK CRES	009-180-966	RS3	**R2**		2J07
2410 KILMARNOCK CRES	009-180-982	RS3	**R2**		2J07
2430 KILMARNOCK PL	005-806-518	RS3	**R2**		2J07
2432 KILMARNOCK PL	009-181-024	RS3	**R2**		2J07
2434 KILMARNOCK PL	009-181-059	RS3	**R2**		2J07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2436 KILMARNOCK PL	009-181-083	RS3	**R2**		2J07
2438 KILMARNOCK PL	009-181-105	RS3	**R2**		2J07
2450 KILMARNOCK CRES	005-755-891	RS3	**R2**		2J07
2351 KILMARNOCK CRES	009-181-156	RS3	**R2**		2J07
2357 KILMARNOCK CRES	009-181-202	RS3	**R2**		2J07
2363 KILMARNOCK CRES	009-181-229	RS3	**R2**		2J07
2369 KILMARNOCK CRES	009-181-237	RS3	**R2**		2J07
2375 KILMARNOCK CRES	008-151-857	RS3	**R2**		2J07
2381 KILMARNOCK CRES	009-181-253	RS3	**R2**		2J07
2387 KILMARNOCK CRES	008-725-365	RS3	**R2**		2J07
2393 KILMARNOCK CRES	009-181-300	RS3	**R2**		2J07
2399 KILMARNOCK CRES	009-181-334	RS3	**R2**		2J07
2405 KILMARNOCK CRES	009-181-351	RS3	**R2**		2J07
2417 KILMARNOCK CRES	009-181-369	RS3	**R2**		2J07
2429 KILMARNOCK CRES	009-181-407	RS3	**R2**		2J07
2422 HOSKINS RD	009-165-240	RS3	**R2**		2J07
2416 HOSKINS RD	009-165-258	RS3	**R2**		2J07
2380 HOSKINS RD	009-165-274	RS3	**R2**		2J07
2356 HOSKINS RD	009-165-282	RS3	**R2**		2J07
2332 HOSKINS RD	004-396-758	RS3	**R2**		2J07
2308 HOSKINS RD	009-165-291	RS3	**R2**		2J07
2290 HOSKINS RD	009-165-304	RS3	**R2**		2J07
2272 HOSKINS RD	009-165-312	RS3	**R2**		2J07
2307 KILMARNOCK CRES	009-165-321	RS3	**R2**		2J07
2315 KILMARNOCK CRES	009-165-339	RS3	**R2**		2J07
2321 KILMARNOCK CRES	009-165-347	RS3	**R2**		2J07
2327 KILMARNOCK CRES	009-165-355	RS3	**R2**		2J07
2333 KILMARNOCK CRES	009-165-363	RS3	**R2**		2J07
2339 KILMARNOCK CRES	009-165-371	RS3	**R2**		2J07
2345 KILMARNOCK CRES	009-165-380	RS3	**R2**		2J07
2322 KILMARNOCK CRES	009-165-398	RS3	**R2**		2J07
2318 KILMARNOCK CRES	009-165-401	RS3	**R2**		2J07
2314 KILMARNOCK CRES	009-165-410	RS3	**R2**		2J07
2310 KILMARNOCK CRES	009-165-428	RS3	**R2**		2J07
2306 KILMARNOCK CRES	009-165-436	RS3	**R2**		2J07
2335 HOSKINS RD	009-165-444	RS3	**R2**		2J07
2373 HOSKINS RD	008-308-110	RS3	**R2**		2J07
2397 HOSKINS RD	009-165-452	RS3	**R2**		2J07
2419 HOSKINS RD	009-165-461	RS3	**R2**		2J07
2250 HOSKINS RD	009-147-101	RS3	**R2**		2J07
2234 HOSKINS RD	009-147-136	RS3	**R2**		2J07
2210 HOSKINS RD	005-179-335	RS3	**R2**		2J07
2192 HOSKINS RD	009-147-161	RS3	**R2**		2J07
2174 HOSKINS RD	009-147-209	RS3	**R2**		2J07
2158 HOSKINS RD	009-147-233	RS3	**R2**		2J07
2136 HOSKINS RD	009-147-268	RS3	**R2**		2J07
2114 HOSKINS RD	009-147-284	RS3	**R2**		2J07
2096 HOSKINS RD	009-147-314	RS3	**R2**		2J07
2074 HOSKINS RD	009-147-331	RS3	**R2**		2J07
1691 DAVENPORT PL	009-147-349	RS3	**R2**		2J07
1677 DAVENPORT PL	009-147-365	RS3	**R2**		2J07
1665 DAVENPORT PL	009-147-403	RS3	**R2**		2J07
1659 DAVENPORT PL	008-508-739	RS3	**R2**		2J07
1664 DAVENPORT PL	009-147-446	RS3	**R2**		2J07
1672 DAVENPORT PL	009-147-462	RS3	**R2**		2J07
1680 DAVENPORT PL	009-147-501	RS3	**R2**		2J07
1688 DAVENPORT PL	009-147-527	RS3	**R2**		2J07
1696 DAVENPORT PL	009-147-594	RS3	**R2**		2J07
2163 HOSKINS RD	009-147-624	RS3	**R2**		2J07
2179 HOSKINS RD	009-147-667	RS3	**R2**		2J07
2195 HOSKINS RD	009-147-691	RS3	**R2**		2J07
2211 HOSKINS RD	009-147-721	RS3	**R2**		2J07
2036 HOSKINS RD	009-147-764	RS3	**R2**		2J07
2048 HOSKINS RD	006-405-959	RS3	**R2**		2J07
1996 HOSKINS RD	009-127-755	RS3	**R2**		2J07
1975 GREENOCK PL	008-464-791	RS3	**R2**		2J07
1947 GREENOCK PL	009-127-763	RS3	**R2**		2J07
1921 GREENOCK PL	009-127-780	RS3	**R2**		2J07
1895 GREENOCK PL	009-127-801	RS3	**R2**		2J07
1873 GREENOCK PL	009-127-828	RS3	**R2**		2J07
1857 GREENOCK PL	002-603-870	RS3	**R2**		2J07
1831 GREENOCK PL	009-128-441	RS3	**R2**		2J07
1819 GREENOCK PL	009-128-468	RS3	**R2**		2J07
1818 GREENOCK PL	009-128-476	RS3	**R2**		2J07
1830 GREENOCK PL	009-128-913	RS3	**R2**		2J07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1856 GREENOCK PL	009-128-972	RS3	**R2**		2J07
1872 GREENOCK PL	009-129-022	RS3	**R2**		2J07
1894 GREENOCK PL	002-803-526	RS3	**R2**		2J07
1916 GREENOCK PL	009-129-111	RS3	**R2**		2J07
1924 LIMERICK PL	009-129-154	RS3	**R2**		2J07
1940 LIMERICK PL	009-129-189	RS3	**R2**		2J07
1956 LIMERICK PL	009-129-219	RS3	**R2**		2J07
1970 LIMERICK PL	003-627-527	RS3	**R2**		2J07
1982 LIMERICK PL	009-129-278	RS3	**R2**		2J07
1994 GREENOCK PL	004-684-401	RS3	**R2**		2J07
2402 HOSKINS RD	009-165-266	RS3	**R2**		2J07
1553 E 20TH ST	008-847-011	RS3	**R2**		2J07
1985 ARBORLYNN DR	008-065-870	RS3	**R2**		2J07
1548 MERLYNN CRES	007-606-010	RS3	**R2**		2J07
2050 CARMARIA CRT	007-606-028	RS3	**R2**		2J07
2180 CARMARIA CRT	003-331-148	RS3	**R2**		2J07
2398 CARMARIA CRT	007-311-931	RS3	**R2**		2J07
2404 CARMARIA CRT	007-311-958	RS3	**R2**		2J07
2194 CARMARIA CRT	007-311-737	RS3	**R2**		2J07
2220 CARMARIA CRT	007-311-761	RS3	**R2**		2J07
2252 CARMARIA CRT	007-311-770	RS3	**R2**		2J07
2306 CARMARIA CRT	007-311-800	RS3	**R2**		2J07
2344 CARMARIA CRT	007-311-834	RS3	**R2**		2J07
2358 CARMARIA CRT	007-311-851	RS3	**R2**		2J07
2388 CARMARIA CRT	007-311-877	RS3	**R2**		2J07
2394 CARMARIA CRT	007-311-907	RS3	**R2**		2J07
1911 ALDERLYNN DR	009-728-635	RS3	**R2**		2J07
1923 ALDERLYNN DR	009-728-643	RS3	**R2**		2J07
1935 ALDERLYNN DR	009-728-651	RS3	**R2**		2J07
1947 ALDERLYNN DR	009-728-678	RS3	**R2**		2J07
1959 ALDERLYNN DR	006-646-441	RS3	**R2**		2J07
1975 ALDERLYNN DR	009-728-708	RS3	**R2**		2J07
1671 AYLESLYNN DR	006-983-031	RS3	**R2**		2J07
1679 AYLESLYNN DR	006-983-065	RS3	**R2**		2J07
1554 APPIN RD	009-766-448	RS3	**R2**		2J07
1566 APPIN RD	009-766-464	RS3	**R2**		2J07
1578 APPIN RD	004-511-956	RS3	**R2**		2J07
1586 APPIN RD	009-766-472	RS3	**R2**		2J07
1594 APPIN RD	009-766-481	RS3	**R2**		2J07
1612 APPIN RD	009-766-499	RS3	**R2**		2J07
1634 APPIN RD	002-908-727	RS3	**R2**		2J07
1656 APPIN RD	009-766-502	RS3	**R2**		2J07
1605 ARBORLYNN DR	009-766-511	RS3	**R2**		2J07
1573 ARBORLYNN DR	009-766-901	RS3	**R2**		2J07
1551 ARBORLYNN DR	009-766-529	RS3	**R2**		2J07
1547 ARBORLYNN DR	009-766-537	RS3	**R2**		2J07
1525 AVONLYNN CRES	009-766-545	RS3	**R2**		2J07
1511 AVONLYNN CRES	009-766-553	RS3	**R2**		2J07
1499 AVONLYNN CRES	009-766-561	RS3	**R2**		2J07
1487 AVONLYNN CRES	009-766-570	RS3	**R2**		2J07
1475 AVONLYNN CRES	008-275-564	RS3	**R2**		2J07
1463 AVONLYNN CRES	005-947-596	RS3	**R2**		2J07
1451 AVONLYNN CRES	009-766-588	RS3	**R2**		2J07
1690 APPIN RD	009-728-953	RS3	**R2**		2J07
1704 APPIN RD	009-728-961	RS3	**R2**		2J07
1722 APPIN RD	009-728-970	RS3	**R2**		2J07
1796 APPIN RD	009-728-988	RS3	**R2**		2J07
1832 APPIN RD	009-728-996	RS3	**R2**		2J07
1840 APPIN RD	009-729-003	RS3	**R2**		2J07
1852 APPIN RD	009-729-020	RS3	**R2**		2J07
1860 APPIN RD	009-729-046	RS3	**R2**		2J07
1874 APPIN RD	005-036-496	RS3	**R2**		2J07
1882 APPIN RD	009-729-062	RS3	**R2**		2J07
1890 APPIN RD	009-729-071	RS3	**R2**		2J07
1898 APPIN RD	009-729-097	RS3	**R2**		2J07
1924 APPIN RD	009-729-101	RS3	**R2**		2J07
1940 APPIN RD	003-823-288	RS3	**R2**		2J07
1956 APPIN RD	009-729-127	RS3	**R2**		2J07
1995 ALDERLYNN DR	009-728-724	RS3	**R2**		2J07
1489 E 20TH ST	009-728-741	RS3	**R2**		2J07
1481 E 20TH ST	008-173-206	RS3	**R2**		2J07
1473 E 20TH ST	009-728-767	RS3	**R2**		2J07
1465 E 20TH ST	009-728-783	RS3	**R2**		2J07
2094 VIEWLYNN DR	006-733-735	RS3	**R2**		2J07
2209 GREYLYNN CRES	009-646-345	RS3	**R2**		2J07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2223 GREYLYNN CRES	009-646-639	RS3	**R2**		2J07
2251 GREYLYNN CRES	007-904-118	RS3	**R2**		2J07
2269 GREYLYNN CRES	009-646-671	RS3	**R2**		2J07
2268 VIEWLYNN DR	009-646-701	RS3	**R2**		2J07
2252 VIEWLYNN DR	009-646-744	RS3	**R2**		2J07
2212 VIEWLYNN DR	009-646-795	RS3	**R2**		2J07
2206 VIEWLYNN DR	009-646-833	RS3	**R2**		2J07
2194 VIEWLYNN DR	009-646-850	RS3	**R2**		2J07
2188 VIEWLYNN DR	009-646-876	RS3	**R2**		2J07
2010 FLORALYNN CRES	009-645-713	RS3	**R2**		2J07
2150 VIEWLYNN DR	008-229-112	RS3	**R2**		2J07
2112 VIEWLYNN DR	009-646-892	RS3	**R2**		2J07
2004 FLORALYNN CRES	009-645-730	RS3	**R2**		2J07
2095 GREYLYNN CRES	009-645-756	RS3	**R2**		2J07
2117 GREYLYNN CRES	009-645-934	RS3	**R2**		2J07
2135 GREYLYNN CRES	009-645-969	RS3	**R2**		2J07
2159 GREYLYNN CRES	009-646-175	RS3	**R2**		2J07
2175 GREYLYNN CRES	009-646-264	RS3	**R2**		2J07
2191 GREYLYNN CRES	009-646-272	RS3	**R2**		2J07
2050 VIEWLYNN DR	009-466-746	RS3	**R2**		2J07
1516 E 20TH ST	009-466-983	RS3	**R2**		2J07
1521 MERLYNN CRES	009-466-991	RS3	**R2**		2J07
1527 MERLYNN CRES	009-467-017	RS3	**R2**		2J07
1533 MERLYNN CRES	009-467-041	RS3	**R2**		2J07
1541 MERLYNN CRES	009-467-068	RS3	**R2**		2J07
1552 MERLYNN CRES	009-467-092	RS3	**R2**		2J07
1558 MERLYNN CRES	009-467-122	RS3	**R2**		2J07
1564 MERLYNN CRES	009-467-173	RS3	**R2**		2J07
1570 MERLYNN CRES	009-467-238	RS3	**R2**		2J07
2007 FLORALYNN CRES	009-466-771	RS3	**R2**		2J07
1576 MERLYNN CRES	005-161-584	RS3	**R2**		2J07
1582 MERLYNN CRES	009-467-271	RS3	**R2**		2J07
1588 MERLYNN CRES	009-467-319	RS3	**R2**		2J07
2174 GREYLYNN CRES	006-365-728	RS3	**R2**		2J07
2190 GREYLYNN CRES	009-467-408	RS3	**R2**		2J07
2208 GREYLYNN CRES	009-467-432	RS3	**R2**		2J07
2224 GREYLYNN CRES	006-754-139	RS3	**R2**		2J07
2232 GREYLYNN CRES	009-467-483	RS3	**R2**		2J07
2240 GREYLYNN CRES	009-467-505	RS3	**R2**		2J07
2248 GREYLYNN CRES	009-467-530	RS3	**R2**		2J07
2028 VIEWLYNN DR	009-466-827	RS3	**R2**		2J07
2256 GREYLYNN CRES	009-467-564	RS3	**R2**		2J07
2264 GREYLYNN CRES	009-467-572	RS3	**R2**		2J07
2272 GREYLYNN CRES	009-467-611	RS3	**R2**		2J07
2302 VIEWLYNN DR	005-645-000	RS3	**R2**		2J07
2140 GREYLYNN CRES	008-793-042	RS3	**R2**		2J07
2118 GREYLYNN CRES	009-467-629	RS3	**R2**		2J07
2090 GREYLYNN CRES	009-467-637	RS3	**R2**		2J07
2084 GREYLYNN CRES	009-467-653	RS3	**R2**		2J07
2078 GREYLYNN CRES	007-760-884	RS3	**R2**		2J07
2072 GREYLYNN CRES	009-467-688	RS3	**R2**		2J07
2059 GREYLYNN CRES	009-466-843	RS3	**R2**		2J07
1495 MERLYNN CRES	009-467-700	RS3	**R2**		2J07
1518 MERLYNN CRES	009-467-726	RS3	**R2**		2J07
1530 MERLYNN CRES	009-467-742	RS3	**R2**		2J07
1555 MERLYNN CRES	007-957-424	RS3	**R2**		2J07
1561 MERLYNN CRES	009-467-751	RS3	**R2**		2J07
1569 MERLYNN CRES	009-467-777	RS3	**R2**		2J07
1575 MERLYNN CRES	009-467-807	RS3	**R2**		2J07
1464 E 20TH ST	009-466-886	RS3	**R2**		2J07
1470 E 20TH ST	009-466-916	RS3	**R2**		2J07
1476 E 20TH ST	009-466-932	RS3	**R2**		2J07
1490 E 20TH ST	009-466-959	RS3	**R2**		2J07
1509 MERLYNN CRES	009-466-975	RS3	**R2**		2J07
2402 LAURALYNN DR	009-454-659	RS3	**R2**		2J07
2410 LAURALYNN DR	007-142-081	RS3	**R2**		2J07
2418 LAURALYNN DR	009-454-713	RS3	**R2**		2J07
2426 LAURALYNN DR	009-454-730	RS3	**R2**		2J07
2438 LAURALYNN DR	009-454-764	RS3	**R2**		2J07
2450 LAURALYNN DR	009-454-829	RS3	**R2**		2J07
2462 LAURALYNN DR	009-416-897	RS3	**R2**		2J07
2266 SWINBURNE AVE	007-892-853	RS3	**R2**		2J07
2260 SWINBURNE AVE	005-128-366	RS3	**R2**		2J07
2254 SWINBURNE AVE	007-821-701	RS3	**R2**		2J07
1659 EDGEWATER LANE	007-695-853	RS3	**R2**		2J07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1691 EDGEWATER LANE	007-695-900	RS3	**R2**		2J07
1723 EDGEWATER LANE	007-695-861	RS3	**R2**		2J07
1739 EDGEWATER LANE	007-695-870	RS3	**R2**		2J07
1755 EDGEWATER LANE	007-695-888	RS3	**R2**		2J07
1829 RIVERSIDE DR	007-620-055	RS3	**R2**		2J07
1675 EDGEWATER LANE	007-397-283	RS3	**R2**		2J07
1717 EDGEWATER LANE	006-988-130	RS3	**R2**		2J07
2252 SWINBURNE AVE	013-966-847	RS3	**R2**		2J07
1575 EDGEWATER LANE	013-042-271	RS3	**R2**		2J07
1754 EDGEWATER LANE	025-161-474	RS3	**R2**		2J07
1541 ROSS RD	013-365-428	RS3	**R2**		2J09
1561 ROSS RD	013-365-436	RS3	**R2**		2J09
1573 ROSS RD	013-365-444	RS3	**R2**		2J09
1585 ROSS RD	010-670-734	RS3	**R2**		2J09
1525 ROSS RD	013-365-401	RS3	**R2**		2J09
1830 ROSS RD	009-415-319	RS3	**R2**		2J09
1844 ROSS RD	009-415-335	RS3	**R2**		2J09
1882 ROSS RD	009-415-351	RS3	**R2**		2J09
1660 KILKENNY RD	009-327-321	RS3	**R2**		2J09
1724 KILKENNY RD	009-328-858	RS3	**R2**		2J09
1730 KILKENNY RD	009-328-874	RS3	**R2**		2J09
1742 KILKENNY RD	002-939-355	RS3	**R2**		2J09
1748 KILKENNY RD	009-328-947	RS3	**R2**		2J09
1754 KILKENNY RD	009-329-102	RS3	**R2**		2J09
1760 KILKENNY RD	002-981-181	RS3	**R2**		2J09
1766 KILKENNY RD	009-329-161	RS3	**R2**		2J09
1772 KILKENNY RD	008-450-129	RS3	**R2**		2J09
1778 KILKENNY RD	009-329-293	RS3	**R2**		2J09
1668 KILKENNY RD	006-514-456	RS3	**R2**		2J09
1790 KILKENNY RD	002-863-278	RS3	**R2**		2J09
1791 KILKENNY RD	009-329-315	RS3	**R2**		2J09
2725 WEMBLEY DR	009-329-331	RS3	**R2**		2J09
1783 KILKENNY RD	009-329-366	RS3	**R2**		2J09
1777 KILKENNY RD	009-329-382	RS3	**R2**		2J09
1771 KILKENNY RD	009-329-404	RS3	**R2**		2J09
1765 KILKENNY RD	009-329-421	RS3	**R2**		2J09
1761 KILKENNY RD	003-494-012	RS3	**R2**		2J09
1753 KILKENNY RD	009-329-447	RS3	**R2**		2J09
1747 KILKENNY RD	009-329-471	RS3	**R2**		2J09
1676 KILKENNY RD	009-327-347	RS3	**R2**		2J09
1717 KILKENNY RD	009-329-498	RS3	**R2**		2J09
1703 KILKENNY RD	009-329-510	RS3	**R2**		2J09
2862 HOSKINS RD	009-043-993	RS3	**R2**		2J09
2846 HOSKINS RD	009-329-544	RS3	**R2**		2J09
2828 HOSKINS RD	009-329-587	RS3	**R2**		2J09
2810 HOSKINS RD	009-329-617	RS3	**R2**		2J09
2792 HOSKINS RD	009-329-633	RS3	**R2**		2J09
2776 HOSKINS RD	009-329-668	RS3	**R2**		2J09
2760 HOSKINS RD	009-329-960	RS3	**R2**		2J09
2744 HOSKINS RD	009-330-020	RS3	**R2**		2J09
1684 KILKENNY RD	005-525-462	RS3	**R2**		2J09
2728 HOSKINS RD	004-985-257	RS3	**R2**		2J09
2709 WEMBLEY DR	009-330-054	RS3	**R2**		2J09
1661 KILKENNY RD	009-330-119	RS3	**R2**		2J09
1673 KILKENNY RD	009-330-143	RS3	**R2**		2J09
1681 KILKENNY RD	009-330-275	RS3	**R2**		2J09
2883 HOSKINS RD	009-330-321	RS3	**R2**		2J09
2869 HOSKINS RD	009-330-348	RS3	**R2**		2J09
1690 HAVERHILL PL	009-330-372	RS3	**R2**		2J09
1682 HAVERHILL PL	009-330-399	RS3	**R2**		2J09
1674 HAVERHILL PL	009-330-411	RS3	**R2**		2J09
2925 HOSKINS RD	009-327-479	RS3	**R2**		2J09
1666 HAVERHILL PL	009-330-445	RS3	**R2**		2J09
1667 HAVERHILL PL	009-330-453	RS3	**R2**		2J09
1671 HAVERHILL PL	009-330-488	RS3	**R2**		2J09
1683 HAVERHILL PL	009-330-500	RS3	**R2**		2J09
1695 HAVERHILL PL	009-330-534	RS3	**R2**		2J09
2801 HOSKINS RD	009-330-542	RS3	**R2**		2J09
2789 HOSKINS RD	009-330-577	RS3	**R2**		2J09
2757 KILMARNOCK CRES	009-330-615	RS3	**R2**		2J09
2758 KILMARNOCK CRES	004-001-320	RS3	**R2**		2J09
2733 HOSKINS RD	009-330-623	RS3	**R2**		2J09
2920 HOSKINS RD	009-327-495	RS3	**R2**		2J09
2717 HOSKINS RD	009-330-640	RS3	**R2**		2J09
2705 HOSKINS RD	009-330-666	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2708 WEMBLEY DR	004-786-432	RS3	**R2**		2J09
2722 WEMBLEY DR	009-330-682	RS3	**R2**		2J09
2730 WEMBLEY DR	009-330-704	RS3	**R2**		2J09
2738 WEMBLEY DR	009-330-721	RS3	**R2**		2J09
2746 WEMBLEY DR	009-330-755	RS3	**R2**		2J09
1706 KILKENNY RD	009-327-541	RS3	**R2**		2J09
1712 KILKENNY RD	009-327-550	RS3	**R2**		2J09
1718 KILKENNY RD	009-328-807	RS3	**R2**		2J09
1763 ROSS RD	009-293-540	RS3	**R2**		2J09
1775 ROSS RD	009-293-566	RS3	**R2**		2J09
1785 ROSS RD	009-293-591	RS3	**R2**		2J09
1791 ROSS RD	009-293-604	RS3	**R2**		2J09
1792 ROSS RD	009-359-699	RS3	**R2**		2J09
2808 BUSHNELL PL	009-273-476	RS3	**R2**		2J09
2820 BUSHNELL PL	009-273-492	RS3	**R2**		2J09
2842 BUSHNELL PL	009-273-514	RS3	**R2**		2J09
2864 BUSHNELL PL	009-273-531	RS3	**R2**		2J09
1631 KILKENNY RD	009-273-557	RS3	**R2**		2J09
2916 BUSHNELL PL	009-273-581	RS3	**R2**		2J09
1644 KILKENNY RD	004-313-551	RS3	**R2**		2J09
1463 ROSS RD	009-267-573	RS3	**R2**		2J09
2687 HOSKINS RD	009-241-931	RS3	**R2**		2J09
2668 HOSKINS RD	009-241-540	RS3	**R2**		2J09
2652 HOSKINS RD	006-188-435	RS3	**R2**		2J09
2636 HOSKINS RD	009-241-558	RS3	**R2**		2J09
2620 HOSKINS RD	009-241-566	RS3	**R2**		2J09
2604 HOSKINS RD	009-241-574	RS3	**R2**		2J09
2598 HOSKINS RD	009-241-582	RS3	**R2**		2J09
2586 HOSKINS RD	009-241-591	RS3	**R2**		2J09
2562 HOSKINS RD	007-687-681	RS3	**R2**		2J09
2540 HOSKINS RD	009-241-604	RS3	**R2**		2J09
2526 HOSKINS RD	007-895-895	RS3	**R2**		2J09
2512 HOSKINS RD	009-241-621	RS3	**R2**		2J09
2496 HOSKINS RD	009-241-639	RS3	**R2**		2J09
2470 HOSKINS RD	009-241-647	RS3	**R2**		2J09
2454 HOSKINS RD	009-241-655	RS3	**R2**		2J09
1723 TORQUAY AVE	009-241-680	RS3	**R2**		2J09
1715 TORQUAY AVE	009-241-701	RS3	**R2**		2J09
1709 TORQUAY AVE	007-769-181	RS3	**R2**		2J09
1710 TORQUAY AVE	009-241-728	RS3	**R2**		2J09
1716 TORQUAY AVE	009-241-736	RS3	**R2**		2J09
1728 TORQUAY AVE	009-241-752	RS3	**R2**		2J09
2465 HOSKINS RD	004-547-128	RS3	**R2**		2J09
2501 HOSKINS RD	009-241-761	RS3	**R2**		2J09
2523 HOSKINS RD	009-241-779	RS3	**R2**		2J09
2545 HOSKINS RD	009-241-795	RS3	**R2**		2J09
2567 HOSKINS RD	009-241-817	RS3	**R2**		2J09
2589 HOSKINS RD	009-241-825	RS3	**R2**		2J09
2607 HOSKINS RD	009-241-841	RS3	**R2**		2J09
2623 HOSKINS RD	003-868-257	RS3	**R2**		2J09
2639 HOSKINS RD	009-241-868	RS3	**R2**		2J09
2655 HOSKINS RD	009-241-906	RS3	**R2**		2J09
2671 HOSKINS RD	009-241-914	RS3	**R2**		2J09
1701 TORQUAY AVE	003-532-933	RS3	**R2**		2J09
2479 KILMARNOCK CRES	008-464-693	RS3	**R2**		2J09
2491 KILMARNOCK CRES	009-190-457	RS3	**R2**		2J09
2503 KILMARNOCK CRES	009-190-473	RS3	**R2**		2J09
2519 KILMARNOCK CRES	009-190-490	RS3	**R2**		2J09
2547 KILMARNOCK CRES	009-190-503	RS3	**R2**		2J09
2573 KILMARNOCK CRES	009-190-520	RS3	**R2**		2J09
2601 KILMARNOCK CRES	008-286-108	RS3	**R2**		2J09
2615 KILMARNOCK CRES	005-043-212	RS3	**R2**		2J09
2631 KILMARNOCK CRES	009-190-538	RS3	**R2**		2J09
2649 KILMARNOCK CRES	009-190-546	RS3	**R2**		2J09
2665 KILMARNOCK CRES	009-190-562	RS3	**R2**		2J09
2683 KILMARNOCK CRES	009-190-571	RS3	**R2**		2J09
2717 KILMARNOCK CRES	009-190-627	RS3	**R2**		2J09
2725 KILMARNOCK CRES	009-190-651	RS3	**R2**		2J09
2733 KILMARNOCK CRES	009-190-686	RS3	**R2**		2J09
2745 KILMARNOCK CRES	009-190-708	RS3	**R2**		2J09
2732 KILMARNOCK CRES	003-064-026	RS3	**R2**		2J09
2704 KILMARNOCK CRES	004-396-677	RS3	**R2**		2J09
2686 KILMARNOCK CRES	005-014-816	RS3	**R2**		2J09
2672 KILMARNOCK CRES	008-109-303	RS3	**R2**		2J09
2658 KILMARNOCK CRES	009-190-732	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2644 KILMARNOCK CRES	009-190-767	RS3	**R2**		2J09
2630 KILMARNOCK CRES	009-190-783	RS3	**R2**		2J09
2616 KILMARNOCK CRES	009-190-813	RS3	**R2**		2J09
2602 KILMARNOCK CRES	009-190-830	RS3	**R2**		2J09
2590 KILMARNOCK CRES	009-190-856	RS3	**R2**		2J09
2566 KILMARNOCK CRES	009-190-881	RS3	**R2**		2J09
2536 KILMARNOCK CRES	009-190-911	RS3	**R2**		2J09
2522 KILMARNOCK CRES	009-190-945	RS3	**R2**		2J09
2500 KILMARNOCK CRES	009-190-970	RS3	**R2**		2J09
2441 KILMARNOCK CRES	009-181-431	RS3	**R2**		2J09
2449 KILMARNOCK CRES	009-181-440	RS3	**R2**		2J09
2455 KILMARNOCK CRES	009-181-466	RS3	**R2**		2J09
2467 KILMARNOCK CRES	009-181-482	RS3	**R2**		2J09
2836 WEMBLEY DR	009-127-488	RS3	**R2**		2J09
2824 WEMBLEY DR	009-127-496	RS3	**R2**		2J09
2816 WEMBLEY DR	009-127-500	RS3	**R2**		2J09
2810 WEMBLEY DR	006-469-337	RS3	**R2**		2J09
2796 WEMBLEY DR	009-127-518	RS3	**R2**		2J09
2784 WEMBLEY DR	009-127-534	RS3	**R2**		2J09
2770 WEMBLEY DR	009-127-542	RS3	**R2**		2J09
2762 WEMBLEY DR	009-127-551	RS3	**R2**		2J09
2754 WEMBLEY DR	004-238-079	RS3	**R2**		2J09
2763 WEMBLEY DR	005-013-470	RS3	**R2**		2J09
2775 WEMBLEY DR	009-127-569	RS3	**R2**		2J09
2791 WEMBLEY DR	009-127-585	RS3	**R2**		2J09
2809 WEMBLEY DR	009-127-593	RS3	**R2**		2J09
2823 WEMBLEY DR	009-127-607	RS3	**R2**		2J09
2831 WEMBLEY DR	009-127-615	RS3	**R2**		2J09
1480 ROSS RD	007-290-527	RS3	**R2**		2J09
1846 WESTOVER RD	002-659-743	RS3	**R2**		2J09
1829 ROSS RD	009-098-810	RS3	**R2**		2J09
1843 ROSS RD	009-098-844	RS3	**R2**		2J09
2973 WEMBLEY DR	009-098-909	RS3	**R2**		2J09
1881 ROSS RD	009-098-933	RS3	**R2**		2J09
2972 WEMBLEY DR	009-098-968	RS3	**R2**		2J09
2950 WEMBLEY DR	003-666-042	RS3	**R2**		2J09
2934 WEMBLEY DR	009-098-984	RS3	**R2**		2J09
2898 WEMBLEY DR	009-099-000	RS3	**R2**		2J09
2872 WEMBLEY DR	009-099-034	RS3	**R2**		2J09
2854 WEMBLEY DR	009-099-077	RS3	**R2**		2J09
2848 WEMBLEY DR	009-099-093	RS3	**R2**		2J09
2843 WEMBLEY DR	009-099-336	RS3	**R2**		2J09
2857 WEMBLEY PL	009-099-361	RS3	**R2**		2J09
2861 WEMBLEY PL	009-099-123	RS3	**R2**		2J09
2865 WEMBLEY PL	006-161-979	RS3	**R2**		2J09
2869 WEMBLEY PL	009-099-158	RS3	**R2**		2J09
2873 WEMBLEY PL	002-602-393	RS3	**R2**		2J09
2877 WEMBLEY PL	009-099-174	RS3	**R2**		2J09
2881 WEMBLEY PL	009-099-182	RS3	**R2**		2J09
2885 WEMBLEY PL	009-099-204	RS3	**R2**		2J09
2887 WEMBLEY PL	009-099-221	RS3	**R2**		2J09
2893 WEMBLEY PL	009-099-247	RS3	**R2**		2J09
2935 WEMBLEY DR	009-099-255	RS3	**R2**		2J09
3085 ALLAN RD	008-603-804	RS3	**R2**		2J09
2985 BUSHNELL PL	009-063-501	RS3	**R2**		2J09
2963 BUSHNELL PL	008-102-643	RS3	**R2**		2J09
3202 HOSKINS RD	004-485-564	RS3	**R2**		2J09
3218 HOSKINS RD	009-021-884	RS3	**R2**		2J09
3260 HOSKINS RD	009-021-906	RS3	**R2**		2J09
3274 HOSKINS RD	006-739-369	RS3	**R2**		2J09
3014 DUVAL RD	014-255-863	RS3	**R2**		2J09
3086 HOSKINS RD	009-005-757	RS3	**R2**		2J09
1717 DRAYCOTT RD	014-108-046	RS3	**R2**		2J09
1725 DRAYCOTT RD	014-108-089	RS3	**R2**		2J09
1733 DRAYCOTT RD	014-108-101	RS3	**R2**		2J09
1747 DRAYCOTT RD	014-108-313	RS3	**R2**		2J09
1730 ROSS RD	014-108-364	RS3	**R2**		2J09
1726 ROSS RD	014-108-488	RS3	**R2**		2J09
1722 ROSS RD	005-059-771	RS3	**R2**		2J09
1712 ROSS RD	014-108-500	RS3	**R2**		2J09
3000 HOSKINS RD	014-108-534	RS3	**R2**		2J09
3194 ALLAN RD	008-971-102	RS3	**R2**		2J09
3176 ALLAN RD	008-971-200	RS3	**R2**		2J09
3152 ALLAN RD	008-971-226	RS3	**R2**		2J09
3130 ALLAN RD	008-971-277	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3108 ALLAN RD	003-486-711	RS3	**R2**		2J09
1476 ROSS RD	008-939-551	RS3	**R2**		2J09
1808 WESTOVER RD	008-920-729	RS3	**R2**		2J09
3235 ALLAN RD	008-899-762	RS3	**R2**		2J09
3219 ALLAN RD	008-773-807	RS3	**R2**		2J09
3033 ALLAN RD	008-801-304	RS3	**R2**		2J09
2960 HOSKINS RD	005-569-672	RS3	**R2**		2J09
1715 ROSS RD	008-808-627	RS3	**R2**		2J09
1721 ROSS RD	008-808-643	RS3	**R2**		2J09
1727 ROSS RD	008-808-660	RS3	**R2**		2J09
1733 ROSS RD	008-808-678	RS3	**R2**		2J09
1739 ROSS RD	008-808-686	RS3	**R2**		2J09
1745 ROSS RD	008-808-716	RS3	**R2**		2J09
1751 ROSS RD	008-808-724	RS3	**R2**		2J09
1757 ROSS RD	008-808-732	RS3	**R2**		2J09
1554 WESTOVER RD	008-771-308	RS3	**R2**		2J09
3279 ROBINSON RD	002-399-547	RS3	**R2**		2J09
3265 ROBINSON RD	008-699-933	RS3	**R2**		2J09
1788 ROSS RD	008-702-322	RS3	**R2**		2J09
3215 DUVAL RD	008-700-052	RS3	**R2**		2J09
3028 DUVAL RD	008-699-992	RS3	**R2**		2J09
3207 DUVAL RD	008-700-036	RS3	**R2**		2J09
1471 LYNN VALLEY RD	008-625-581	RS3	**R2**		2J09
1485 LYNN VALLEY RD	008-625-590	RS3	**R2**		2J09
1723 WESTOVER RD	006-974-155	RS3	**R2**		2J09
3288 HOSKINS RD	008-533-351	RS3	**R2**		2J09
1732 DRAYCOTT RD	008-519-871	RS3	**R2**		2J09
1726 DRAYCOTT RD	008-519-889	RS3	**R2**		2J09
1718 DRAYCOTT RD	008-519-901	RS3	**R2**		2J09
1714 DRAYCOTT RD	008-519-927	RS3	**R2**		2J09
1738 DRAYCOTT PL	008-519-935	RS3	**R2**		2J09
1746 DRAYCOTT PL	008-519-943	RS3	**R2**		2J09
1752 DRAYCOTT PL	008-519-951	RS3	**R2**		2J09
1758 DRAYCOTT PL	008-519-978	RS3	**R2**		2J09
1764 DRAYCOTT PL	008-519-986	RS3	**R2**		2J09
1770 DRAYCOTT RD	002-624-826	RS3	**R2**		2J09
1776 DRAYCOTT RD	008-022-127	RS3	**R2**		2J09
3283 HOSKINS RD	008-508-640	RS3	**R2**		2J09
1790 DRAYCOTT RD	008-022-186	RS3	**R2**		2J09
1796 DRAYCOTT RD	008-022-208	RS3	**R2**		2J09
1804 DRAYCOTT RD	008-022-224	RS3	**R2**		2J09
1818 DRAYCOTT RD	008-022-232	RS3	**R2**		2J09
1832 DRAYCOTT RD	008-022-259	RS3	**R2**		2J09
1846 DRAYCOTT RD	008-022-267	RS3	**R2**		2J09
1860 DRAYCOTT RD	008-022-275	RS3	**R2**		2J09
1874 DRAYCOTT RD	008-022-283	RS3	**R2**		2J09
1888 DRAYCOTT RD	008-022-291	RS3	**R2**		2J09
1896 DRAYCOTT RD	008-022-500	RS3	**R2**		2J09
3137 DUVAL RD	008-022-526	RS3	**R2**		2J09
3165 DUVAL RD	008-022-542	RS3	**R2**		2J09
3183 DUVAL RD	007-582-536	RS3	**R2**		2J09
3191 DUVAL RD	005-390-478	RS3	**R2**		2J09
3050 DUVAL RD	002-818-621	RS3	**R2**		2J09
3140 ROBINSON RD	008-022-577	RS3	**R2**		2J09
3148 ROBINSON RD	008-022-593	RS3	**R2**		2J09
3156 ROBINSON RD	008-022-607	RS3	**R2**		2J09
3164 ROBINSON RD	008-022-615	RS3	**R2**		2J09
3196 ROBINSON RD	008-022-623	RS3	**R2**		2J09
3204 ROBINSON RD	008-022-640	RS3	**R2**		2J09
3212 ROBINSON RD	008-022-666	RS3	**R2**		2J09
3236 ROBINSON RD	008-022-674	RS3	**R2**		2J09
3248 ROBINSON RD	008-022-691	RS3	**R2**		2J09
3260 ROBINSON RD	008-022-712	RS3	**R2**		2J09
3266 ROBINSON RD	002-632-659	RS3	**R2**		2J09
3280 ROBINSON RD	008-022-739	RS3	**R2**		2J09
3217 ROBINSON RD	008-022-755	RS3	**R2**		2J09
3203 ROBINSON RD	003-143-821	RS3	**R2**		2J09
3185 ROBINSON RD	008-022-763	RS3	**R2**		2J09
3159 ROBINSON RD	004-913-604	RS3	**R2**		2J09
3151 ROBINSON RD	008-022-801	RS3	**R2**		2J09
3143 ROBINSON RD	008-022-828	RS3	**R2**		2J09
3186 DUVAL RD	008-022-844	RS3	**R2**		2J09
3204 DUVAL RD	008-022-861	RS3	**R2**		2J09
1855 DRAYCOTT RD	008-022-330	RS3	**R2**		2J09
1867 DRAYCOTT RD	008-022-348	RS3	**R2**		2J09

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1879 DRAYCOTT RD	008-022-364	RS3	**R2**		2J09
3243 ALLAN RD	007-892-489	RS3	**R2**		2J09
3239 ALLAN RD	007-892-501	RS3	**R2**		2J09
1759 DRAYCOTT RD	007-874-553	RS3	**R2**		2J09
1763 DRAYCOTT RD	007-874-570	RS3	**R2**		2J09
1775 DRAYCOTT RD	007-874-600	RS3	**R2**		2J09
1783 DRAYCOTT RD	007-874-626	RS3	**R2**		2J09
1789 DRAYCOTT RD	007-874-651	RS3	**R2**		2J09
1788 PIERARD RD	007-821-557	RS3	**R2**		2J09
1802 WESTOVER RD	007-821-565	RS3	**R2**		2J09
3172 ROBINSON RD	007-818-432	RS3	**R2**		2J09
3180 ROBINSON RD	007-760-655	RS3	**R2**		2J09
3188 ROBINSON RD	007-818-441	RS3	**R2**		2J09
3192 ROBINSON RD	007-818-467	RS3	**R2**		2J09
3272 ROBINSON RD	004-965-019	RS3	**R2**		2J09
1755 WESTOVER RD	007-780-613	RS3	**R2**		2J09
3372 DUVAL RD	007-716-222	RS3	**R2**		2J09
3340 DUVAL RD	007-716-273	RS3	**R2**		2J09
1780 SCOTT RD	007-682-875	RS3	**R2**		2J09
1788 SCOTT RD	007-682-891	RS3	**R2**		2J09
1779 SCOTT RD	007-682-921	RS3	**R2**		2J09
1771 SCOTT RD	007-682-948	RS3	**R2**		2J09
1763 SCOTT RD	007-682-964	RS3	**R2**		2J09
1757 SCOTT RD	007-682-981	RS3	**R2**		2J09
1749 SCOTT RD	007-683-057	RS3	**R2**		2J09
1741 SCOTT RD	008-224-960	RS3	**R2**		2J09
1733 SCOTT RD	007-683-081	RS3	**R2**		2J09
1725 SCOTT RD	007-683-103	RS3	**R2**		2J09
1765 WESTOVER RD	004-393-261	RS3	**R2**		2J09
1743 WESTOVER RD	007-682-701	RS3	**R2**		2J09
1737 WESTOVER RD	007-682-727	RS3	**R2**		2J09
1740 SCOTT RD	002-426-153	RS3	**R2**		2J09
1748 SCOTT RD	007-682-760	RS3	**R2**		2J09
1756 SCOTT RD	006-549-454	RS3	**R2**		2J09
1764 SCOTT RD	007-682-794	RS3	**R2**		2J09
1772 SCOTT RD	007-682-859	RS3	**R2**		2J09
1796 ROSS RD	007-678-681	RS3	**R2**		2J09
1837 DRAYCOTT RD	007-678-690	RS3	**R2**		2J09
1821 DRAYCOTT RD	007-678-711	RS3	**R2**		2J09
1883 DRAYCOTT RD	007-675-101	RS3	**R2**		2J09
3031 DUVAL RD	007-675-143	RS3	**R2**		2J09
3044 DUVAL RD	003-559-467	RS3	**R2**		2J09
3036 DUVAL RD	005-481-261	RS3	**R2**		2J09
1860 ROSS RD	002-838-125	RS3	**R2**		2J09
2940 ALLAN RD	003-444-759	RS3	**R2**		2J09
1930 WESTOVER RD	007-664-443	RS3	**R2**		2J09
1934 WESTOVER RD	002-713-136	RS3	**R2**		2J09
1509 ROSS RD	007-662-203	RS3	**R2**		2J09
1496 ROSS RD	007-648-243	RS3	**R2**		2J09
1870 SCOTT RD	007-623-160	RS3	**R2**		2J09
1876 SCOTT RD	007-623-178	RS3	**R2**		2J09
1734 ROSS RD	007-605-102	RS3	**R2**		2J09
1740 ROSS RD	007-605-137	RS3	**R2**		2J09
1727 WESTOVER RD	007-591-829	RS3	**R2**		2J09
1720 SCOTT RD	007-591-845	RS3	**R2**		2J09
3197 HOSKINS RD	007-509-553	RS3	**R2**		2J09
3193 HOSKINS RD	003-427-986	RS3	**R2**		2J09
3187 HOSKINS RD	007-509-561	RS3	**R2**		2J09
3183 HOSKINS RD	007-509-588	RS3	**R2**		2J09
1731 WESTOVER RD	007-504-624	RS3	**R2**		2J09
1736 SCOTT RD	007-504-641	RS3	**R2**		2J09
3196 HOSKINS RD	004-465-385	RS3	**R2**		2J09
3192 HOSKINS RD	007-481-471	RS3	**R2**		2J09
3188 HOSKINS RD	007-481-497	RS3	**R2**		2J09
3179 HOSKINS RD	007-364-971	RS3	**R2**		2J09
1782 ROSS RD	007-423-365	RS3	**R2**		2J09
3282 ALLAN RD	011-717-475	RS3	**R2**		2J09
3270 ALLAN RD	011-747-161	RS3	**R2**		2J09
3252 ALLAN RD	005-013-593	RS3	**R2**		2J09
3246 ALLAN RD	014-131-676	RS3	**R2**		2J09
3234 ALLAN RD	011-858-559	RS3	**R2**		2J09
3220 ALLAN RD	014-131-731	RS3	**R2**		2J09
1799 DRAYCOTT RD	007-306-954	RS3	**R2**		2J09
2410 CARMARIA CRT	007-311-974	RS3	**R2**		2J09
2412 CARMARIA CRT	007-311-991	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2416 CARMARIA CRT	007-312-024	RS3	**R2**		2J09
2420 CARMARIA CRT	007-312-032	RS3	**R2**		2J09
2424 CARMARIA CRT	007-312-059	RS3	**R2**		2J09
2602 LAURALYNN DR	007-312-083	RS3	**R2**		2J09
2604 LAURALYNN DR	007-312-148	RS3	**R2**		2J09
1660 DRAYCOTT RD	007-284-144	RS3	**R2**		2J09
1650 DRAYCOTT RD	007-284-152	RS3	**R2**		2J09
1940 WESTOVER RD	007-264-917	RS3	**R2**		2J09
1950 WESTOVER RD	007-265-140	RS3	**R2**		2J09
1563 WESTOVER RD	007-248-911	RS3	**R2**		2J09
1575 WESTOVER RD	007-248-938	RS3	**R2**		2J09
1609 ROSS RD	007-228-139	RS3	**R2**		2J09
1613 ROSS RD	007-228-155	RS3	**R2**		2J09
3299 BERMON PL	007-148-500	RS3	**R2**		2J09
1625 WESTOVER RD	007-148-917	RS3	**R2**		2J09
2-1635 WESTOVER RD		RS3	**R2**		2J09
1566 DRAYCOTT RD	007-149-689	RS3	**R2**		2J09
1622 DRAYCOTT RD	007-149-719	RS3	**R2**		2J09
1626 DRAYCOTT RD	007-149-751	RS3	**R2**		2J09
1630 DRAYCOTT RD	002-687-631	RS3	**R2**		2J09
1636 DRAYCOTT RD	007-149-808	RS3	**R2**		2J09
1640 DRAYCOTT RD	007-149-832	RS3	**R2**		2J09
1644 DRAYCOTT RD	007-149-859	RS3	**R2**		2J09
3200 BERMON PL	007-148-739	RS3	**R2**		2J09
1591 WESTOVER RD	003-392-431	RS3	**R2**		2J09
1593 WESTOVER RD	007-148-780	RS3	**R2**		2J09
1609 WESTOVER RD	007-148-844	RS3	**R2**		2J09
1572 DRAYCOTT RD	007-045-310	RS3	**R2**		2J09
1580 DRAYCOTT RD	007-045-328	RS3	**R2**		2J09
1581 WESTOVER RD	007-044-780	RS3	**R2**		2J09
1585 WESTOVER RD	007-044-798	RS3	**R2**		2J09
2901 ALLAN RD	002-735-008	RS2	**R2**	S2	2J09
2889 ALLAN RD	007-147-538	RS2	**R2**	S2	2J09
1540 DRAYCOTT RD	003-194-515	RS3	**R2**		2J09
3295 BERMON PL	006-976-514	RS3	**R2**		2J09
3285 BERMON PL	004-567-587	RS3	**R2**		2J09
3275 BERMON PL	006-976-328	RS3	**R2**		2J09
3265 BERMON PL	006-976-361	RS3	**R2**		2J09
3223 BERMON PL	006-976-395	RS3	**R2**		2J09
3215 BERMON PL	006-976-425	RS3	**R2**		2J09
3195 BERMON PL	015-996-328	RS3	**R2**		2J09
3192 BERMON PL	002-626-233	RS3	**R2**		2J09
3220 BERMON PL	004-576-551	RS3	**R2**		2J09
3240 BERMON PL	015-996-336	RS3	**R2**		2J09
3260 BERMON PL	015-996-140	RS3	**R2**		2J09
3280 BERMON PL	015-996-263	RS3	**R2**		2J09
1442 HAROLD RD	013-367-196	RS3	**R2**	S1	2J09
1655 HOSKINS PL	006-934-366	RS3	**R2**		2J09
1675 HOSKINS PL	006-934-382	RS3	**R2**		2J09
3123 ALLAN RD	011-118-181	RS3	**R2**	S1	2J09
1641 ROSS RD	003-530-213	RS3	**R2**		2J09
1655 ROSS RD	006-116-337	RS3	**R2**		2J09
1679 ROSS RD	013-365-100	RS3	**R2**		2J09
1693 ROSS RD	013-365-118	RS3	**R2**		2J09
1453 HAROLD RD	011-633-654	RS3	**R2**	S1	2J09
1448 DRAYCOTT RD	011-633-662	RS3	**R2**	S1	2J09
1497 HAROLD RD	011-633-379	RS3	**R2**	S1	2J09
1489 HAROLD RD	011-633-387	RS3	**R2**	S1	2J09
1485 HAROLD RD	011-633-425	RS3	**R2**	S1	2J09
1453 HAROLD RD	011-633-646	RS3	**R2**	S1	2J09
1439 HAROLD RD	025-979-451	RS3	**R2**	S1	2J09
1441 HAROLD RD	025-979-469	RS3	**R2**	S1	2J09
1658 HOSKINS PL	006-923-445	RS3	**R2**		2J09
1670 HOSKINS PL	006-923-461	RS3	**R2**		2J09
2930 ALLAN RD	006-696-988	RS3	**R2**		2J09
2920 ALLAN RD	004-924-568	RS3	**R2**		2J09
1679 WESTOVER RD	006-639-984	RS3	**R2**		2J09
1675 WESTOVER RD	002-859-688	RS3	**R2**		2J09
1484 DRAYCOTT RD	007-208-685	RS3	**R2**	S1	2J09
1691 WESTOVER RD	012-988-162	RS3	**R2**		2J09
3231 HOSKINS RD	002-492-075	RS3	**R2**		2J09
3205 HOSKINS RD	012-990-264	RS3	**R2**		2J09
3271 HOSKINS RD	012-990-329	RS3	**R2**		2J09
2695 KILMARNOCK CRES	011-904-739	RS3	**R2**		2J09
2691 KILMARNOCK CRES	011-903-422	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2709 KILMARNOCK CRES	011-904-976	RS3	**R2**		2J09
2689 KILMARNOCK CRES	011-905-123	RS3	**R2**		2J09
1603 KERRSTEAD PL	015-157-865	RS3	**R2**		2J09
1611 KERRSTEAD PL	015-157-881	RS3	**R2**		2J09
1621 KERRSTEAD PL	015-308-375	RS3	**R2**		2J09
1625 KERRSTEAD PL	015-308-405	RS3	**R2**		2J09
1629 KERRSTEAD PL	015-308-413	RS3	**R2**		2J09
1604 DRAYCOTT RD	015-308-634	RS3	**R2**		2J09
1618 DRAYCOTT RD	015-308-651	RS3	**R2**		2J09
3230 KERRSTEAD PL	015-310-205	RS3	**R2**		2J09
1626 KERRSTEAD PL	015-310-264	RS3	**R2**		2J09
1638 KERRSTEAD PL	015-310-337	RS3	**R2**		2J09
1660 KERRSTEAD PL	015-310-345	RS3	**R2**		2J09
3253 KERRSTEAD PL	015-724-549	RS3	**R2**		2J09
3233 KERRSTEAD PL	015-724-565	RS3	**R2**		2J09
3223 KERRSTEAD PL	015-724-581	RS3	**R2**		2J09
1608 KERRSTEAD PL	015-724-611	RS3	**R2**		2J09
1618 KERRSTEAD PL	015-724-620	RS3	**R2**		2J09
1633 KERRSTEAD PL	015-724-646	RS3	**R2**		2J09
1639 KERRSTEAD PL	015-724-654	RS3	**R2**		2J09
1643 KERRSTEAD PL	015-724-671	RS3	**R2**		2J09
1653 KERRSTEAD PL	015-724-689	RS3	**R2**		2J09
1767 WESTOVER RD	004-958-969	RS3	**R2**		2J09
1771 WESTOVER RD	004-958-985	RS3	**R2**		2J09
1775 WESTOVER RD	012-936-120	RS3	**R2**		2J09
1881 WESTOVER RD	013-421-832	RS3	**R2**		2J09
1883 WESTOVER RD	013-421-867	RS3	**R2**		2J09
1895 WESTOVER RD	013-421-875	RS3	**R2**		2J09
3243 DUVAL RD	007-145-349	RS3	**R2**		2J09
1861 WESTOVER RD	013-421-905	RS3	**R2**		2J09
3347 DUVAL RD	003-645-649	RS3	**R2**		2J09
1878 WESTOVER RD	003-169-375	RS3	**R2**		2J09
1862 WESTOVER RD	010-302-018	RS3	**R2**		2J09
1850 WESTOVER RD	008-138-176	RS3	**R2**		2J09
1842 WESTOVER RD	013-482-475	RS3	**R2**		2J09
1820 WESTOVER RD	015-024-300	RS3	**R2**		2J09
1576 WESTOVER RD	004-709-039	RS3	**R2**		2J09
1594 WESTOVER RD	014-069-539	RS3	**R2**		2J09
1568 WESTOVER RD	014-069-474	RS3	**R2**		2J09
1536 WESTOVER RD	013-363-981	RS3	**R2**		2J09
1542 WESTOVER RD	007-887-051	RS3	**R2**		2J09
3225 ROBINSON RD	014-256-291	RS3	**R2**		2J09
3239 ROBINSON RD	014-256-304	RS3	**R2**		2J09
3251 ROBINSON RD	014-256-339	RS3	**R2**		2J09
	013-428-365	RS3	**R2**		2J09
3290 DUVAL RD	013-428-381	RS3	**R2**		2J09
3272 DUVAL RD	014-256-231	RS3	**R2**		2J09
3258 DUVAL RD	008-849-358	RS3	**R2**		2J09
3232 DUVAL RD	014-256-240	RS3	**R2**		2J09
3218 DUVAL RD	014-256-258	RS3	**R2**		2J09
3210 DUVAL RD	014-256-274	RS3	**R2**		2J09
3105 ALLAN RD	004-446-038	RS3	**R2**	S1	2J09
1441 LYNN VALLEY RD	013-367-226	RS3	**R2**		2J09
2-3259 ALLAN RD		RS3	**R2**		2J09
3327 ALLAN RD	002-978-571	RS3	**R2**		2J09
3315 ALLAN RD	012-836-281	RS3	**R2**		2J09
3305 ALLAN RD	010-172-611	RS3	**R2**		2J09
3355 UPTON RD	013-027-522	RS4	**R2**		2J09
1438 HAROLD RD	002-893-835	RS3	**R2**	S1	2J09
2498 LAURALYNN DR	006-398-723	RS3	**R2**		2J09
2510 LAURALYNN DR	009-416-978	RS3	**R2**		2J09
2526 LAURALYNN DR	009-417-001	RS3	**R2**		2J09
2542 LAURALYNN DR	009-417-036	RS3	**R2**		2J09
2558 LAURALYNN DR	009-417-044	RS3	**R2**		2J09
2574 LAURALYNN DR	009-417-061	RS3	**R2**		2J09
2590 LAURALYNN DR	009-417-079	RS3	**R2**		2J09
2474 LAURALYNN DR	006-137-407	RS3	**R2**		2J09
2-2486 LAURALYNN DR		RS3	**R2**		2J09
2404 VIEWLYNN DR	009-454-578	RS3	**R2**		2J09
2415 LAURALYNN DR	009-454-586	RS3	**R2**		2J09
2465 LAURALYNN DR	004-273-974	RS3	**R2**		2J09
2693 POPLYNN DR	009-416-579	RS3	**R2**		2J09
2694 VIEWLYNN DR	009-416-595	RS3	**R2**		2J09
2676 VIEWLYNN DR	008-243-786	RS3	**R2**		2J09
2658 VIEWLYNN DR	009-416-617	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2640 VIEWLYNN DR	009-416-633	RS3	**R2**		2J09
2620 VIEWLYNN DR	009-416-676	RS3	**R2**		2J09
2602 VIEWLYNN DR	004-934-326	RS3	**R2**		2J09
2586 VIEWLYNN DR	009-416-706	RS3	**R2**		2J09
2560 VIEWLYNN DR	009-416-749	RS3	**R2**		2J09
2534 VIEWLYNN DR	009-416-765	RS3	**R2**		2J09
2508 VIEWLYNN DR	009-416-781	RS3	**R2**		2J09
2482 VIEWLYNN DR	009-416-803	RS3	**R2**		2J09
2456 VIEWLYNN DR	009-416-820	RS3	**R2**		2J09
2430 VIEWLYNN DR	006-695-396	RS3	**R2**		2J09
2479 LAURALYNN DR	009-416-455	RS3	**R2**		2J09
2491 LAURALYNN DR	009-416-480	RS3	**R2**		2J09
2495 LAURALYNN DR	009-416-528	RS3	**R2**		2J09
2593 POPLYNN DR	009-605-541	RS3	**R2**		2J09
2609 POPLYNN DR	009-605-550	RS3	**R2**		2J09
2623 POPLYNN DR	009-605-568	RS3	**R2**		2J09
2645 POPLYNN DR	004-172-809	RS3	**R2**		2J09
2679 POPLYNN DR	009-605-576	RS3	**R2**		2J09
2681 POPLYNN DR	009-605-584	RS3	**R2**		2J09
2527 POPLYNN DR	009-605-517	RS3	**R2**		2J09
2549 POPLYNN DR	009-605-525	RS3	**R2**		2J09
2571 POPLYNN DR	009-605-533	RS3	**R2**		2J09
2509 LAURALYNN DR	009-416-021	RS3	**R2**		2J09
1535 E 27TH ST	009-416-315	RS3	**R2**		2J09
1527 E 27TH ST	004-338-197	RS3	**R2**		2J09
1519 E 27TH ST	009-416-340	RS3	**R2**		2J09
1511 E 27TH ST	009-416-366	RS3	**R2**		2J09
2696 POPLYNN DR	008-359-385	RS3	**R2**		2J09
2533 LAURALYNN DR	009-416-048	RS3	**R2**		2J09
2549 LAURALYNN DR	009-416-064	RS3	**R2**		2J09
2567 LAURALYNN DR	007-090-005	RS3	**R2**		2J09
2581 LAURALYNN DR	009-178-872	RS3	**R2**		2J09
2599 LAURALYNN DR	009-416-129	RS3	**R2**		2J09
2617 LAURALYNN DR	009-416-161	RS3	**R2**		2J09
2641 LAURALYNN DR	009-416-200	RS3	**R2**		2J09
2663 LAURALYNN DR	009-416-234	RS3	**R2**		2J09
2684 POPLYNN DR	009-604-251	RS3	**R2**		2J09
2672 POPLYNN DR	009-604-332	RS3	**R2**		2J09
2660 POPLYNN PL	009-604-375	RS3	**R2**		2J09
2652 POPLYNN PL	009-604-413	RS3	**R2**		2J09
2644 POPLYNN PL	009-604-430	RS3	**R2**		2J09
2636 POPLYNN PL	009-604-464	RS3	**R2**		2J09
2628 POPLYNN PL	009-604-481	RS3	**R2**		2J09
2620 POPLYNN PL	009-604-545	RS3	**R2**		2J09
2606 POPLYNN DR	009-604-561	RS3	**R2**		2J09
2562 POPLYNN DR	009-604-642	RS3	**R2**		2J09
2530 POPLYNN DR	009-604-677	RS3	**R2**		2J09
1508 E 27TH ST	009-430-890	RS3	**R2**		2J09
2638 LAURALYNN DR	009-430-849	RS3	**R2**		2J09
2620 LAURALYNN DR	009-430-857	RS3	**R2**		2J09
1516 E 27TH ST	009-430-750	RS3	**R2**		2J09
1524 E 27TH ST	009-430-776	RS3	**R2**		2J09
1532 E 27TH ST	009-430-784	RS3	**R2**		2J09
1540 E 27TH ST	003-169-219	RS3	**R2**		2J09
1548 E 27TH ST	002-969-394	RS3	**R2**		2J09
2692 LAURALYNN DR	008-426-686	RS3	**R2**		2J09
2674 LAURALYNN DR	009-430-792	RS3	**R2**		2J09
2656 LAURALYNN DR	009-430-822	RS3	**R2**		2J09
1736 KILKENNY RD	018-642-128	RS3	**R2**		2J09
1738 KILKENNY RD	018-642-136	RS3	**R2**		2J09
3125 ALLAN RD	017-681-901	RS3	**R2**	S1	2J09
3115 ALLAN RD	017-681-910	RS3	**R2**	S1	2J09
1797 DRAYCOTT RD	024-546-925	RS3	**R2**		2J09
1651 WESTOVER RD	017-779-995	RS3	**R2**		2J09
3236 KERRSTEAD PL	017-780-004	RS3	**R2**		2J09
3234 KERRSTEAD PL	017-780-012	RS3	**R2**		2J09
1778 ROSS RD	025-111-175	RS3	**R2**		2J09
1768 ROSS RD	025-111-183	RS3	**R2**		2J09
1780 ROSS RD	018-038-450	RS3	**R2**		2J09
1494 ROSS RD	005-515-823	RS3	**R2**		2J09
1628 WESTOVER RD	009-066-667	RS3	**R2**		2J09
1636 WESTOVER RD	009-066-683	RS3	**R2**		2J09
1680 WESTOVER RD	002-890-381	RS3	**R2**		2J09
1674 WESTOVER RD	008-891-419	RS3	**R2**		2J09
1768 WESTOVER RD	008-739-765	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1752 WESTOVER RD	008-739-781	RS3	**R2**		2J09
1744 WESTOVER RD	008-739-811	RS3	**R2**		2J09
1736 WESTOVER RD	008-739-820	RS3	**R2**		2J09
1696 WESTOVER RD	008-739-838	RS3	**R2**		2J09
1688 WESTOVER RD	007-999-186	RS3	**R2**		2J09
1732 WESTOVER RD	007-876-068	RS3	**R2**		2J09
1728 WESTOVER RD	007-876-076	RS3	**R2**		2J09
1704 WESTOVER RD	007-755-376	RS3	**R2**		2J09
1662 WESTOVER RD	007-678-738	RS3	**R2**		2J09
1650 WESTOVER RD	007-678-754	RS3	**R2**		2J09
1587 PIERARD RD	007-546-122	RS3	**R2**		2J09
1724 WESTOVER RD	007-518-617	RS3	**R2**		2J09
1620 WESTOVER RD	029-405-459	RS3	**R2**		2J09
1622 WESTOVER RD	029-405-467	RS3	**R2**		2J09
1466 E 27TH ST	009-518-061	RS3	**R2**		2J09
2822 CRESTLYNN PL	009-518-207	RS3	**R2**		2J09
2826 CRESTLYNN PL	009-518-215	RS3	**R2**		2J09
2830 CRESTLYNN PL	009-518-223	RS3	**R2**		2J09
1454 E 27TH ST	009-518-070	RS3	**R2**		2J09
1440 E 27TH ST	009-518-088	RS3	**R2**		2J09
1425 E 29TH ST	005-535-697	RS3	**R2**		2J09
1433 E 29TH ST	004-693-841	RS3	**R2**		2J09
1441 E 29TH ST	009-267-689	RS3	**R2**		2J09
1449 E 29TH ST	004-785-452	RS3	**R2**		2J09
1472 E 27TH ST	009-045-511	RS3	**R2**		2J09
1486 E 27TH ST	009-045-520	RS3	**R2**		2J09
1492 E 27TH ST	009-045-538	RS3	**R2**		2J09
1481 ROSS RD	006-194-729	RS3	**R2**		2J09
1485 ROSS RD	008-540-721	RS3	**R2**		2J09
1491 E 29TH ST	008-540-756	RS3	**R2**		2J09
2965 ALLAN RD	007-904-690	RS3	**R2**		2J09
1495 ROSS RD	007-904-711	RS3	**R2**		2J09
1491 ROSS RD	007-684-894	RS3	**R2**		2J09
1571 DRAYCOTT RD	013-382-071	RS3	**R2**		2J09
1581 DRAYCOTT RD	003-182-495	RS3	**R2**		2J09
1583 DRAYCOTT RD	013-382-080	RS3	**R2**		2J09
1585 DRAYCOTT RD	013-382-110	RS3	**R2**		2J09
1582 ROSS RD	007-810-571	RS3	**R2**		2J09
1570 ROSS RD	013-382-349	RS3	**R2**		2J09
1566 ROSS RD	013-382-365	RS3	**R2**		2J09
1562 ROSS RD	013-382-403	RS3	**R2**		2J09
1554 ROSS RD	009-977-562	RS3	**R2**		2J09
1542 ROSS RD	013-382-411	RS3	**R2**		2J09
1517 DRAYCOTT RD	008-852-928	RS3	**R2**		2J09
1504 ROSS RD	013-382-438	RS3	**R2**		2J09
1504 ROSS RD	013-382-446	RS3	**R2**		2J09
1549 DRAYCOTT RD	013-382-047	RS3	**R2**		2J09
1557 DRAYCOTT RD	013-382-055	RS3	**R2**		2J09
1520 ROSS RD	002-635-232	RS3	**R2**		2J09
1536 ROSS RD	013-382-489	RS3	**R2**		2J09
3092 ALLAN RD	013-382-535	RS3	**R2**		2J09
3060 ALLAN RD	013-382-543	RS3	**R2**		2J09
1521 DRAYCOTT RD	019-040-415	RS3	**R2**		2J09
1525 DRAYCOTT RD	019-040-423	RS3	**R2**		2J09
1621 DRAYCOTT RD	014-107-368	RS3	**R2**		2J09
1680 ROSS RD	010-815-015	RS3	**R2**		2J09
1674 ROSS RD	014-107-465	RS3	**R2**		2J09
1666 ROSS RD	014-107-473	RS3	**R2**		2J09
1654 ROSS RD	014-107-481	RS3	**R2**		2J09
1646 ROSS RD	014-107-503	RS3	**R2**		2J09
1642 ROSS RD	014-107-511	RS3	**R2**		2J09
1638 ROSS RD	008-328-625	RS3	**R2**		2J09
1634 ROSS RD	014-107-520	RS3	**R2**		2J09
1627 DRAYCOTT RD	011-713-046	RS3	**R2**		2J09
1630 ROSS RD	014-107-546	RS3	**R2**		2J09
1626 ROSS RD	014-107-554	RS3	**R2**		2J09
1622 ROSS RD	008-313-873	RS3	**R2**		2J09
1631 DRAYCOTT RD	005-079-349	RS3	**R2**		2J09
1635 DRAYCOTT RD	014-107-406	RS3	**R2**		2J09
1639 DRAYCOTT RD	014-107-422	RS3	**R2**		2J09
1647 DRAYCOTT RD	014-107-449	RS3	**R2**		2J09
1618 ROSS RD	007-457-235	RS3	**R2**		2J09
1610 ROSS RD	013-382-306	RS3	**R2**		2J09
1617 DRAYCOTT RD	013-382-501	RS3	**R2**		2J09
3095 HOSKINS RD	007-280-238	RS3	**R2**		2J09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3091 HOSKINS RD	007-280-246	RS3	**R2**		2J09
3087 HOSKINS RD	006-962-491	RS3	**R2**		2J09
4281 UNDERWOOD AVE	008-995-095	RS3	**R2**		2J11
1696 DEMPSEY RD	013-339-320	RS3	**R2**		2J11
1432 WELLINGTON DR	011-541-831	RS4	**R2**		2J11
4269 UNDERWOOD AVE	009-559-361	RS3	**R2**		2J11
4255 UNDERWOOD AVE	008-756-589	RS3	**R2**		2J11
1515 DOVERCOURT RD	009-585-273	RS4	**R2**		2J11
1517 DOVERCOURT RD	009-585-281	RS4	**R2**		2J11
3849 PHYLLIS RD	010-024-964	RS4	**R2**		2J11
3880 LYNN VALLEY RD	003-046-711	RS3	**R2**		2J11
3868 LYNN VALLEY RD	009-453-831	RS3	**R2**		2J11
3850 LYNN VALLEY RD	009-453-849	RS3	**R2**		2J11
3836 LYNN VALLEY RD	004-253-205	RS3	**R2**		2J11
3822 LYNN VALLEY RD	009-453-865	RS3	**R2**		2J11
1804 BURRILL AVE	009-453-881	RS3	**R2**		2J11
1808 BURRILL AVE	009-453-903	RS4	**R2**		2J11
1689 PETERS RD	009-405-097	RS3	**R2**		2J11
1422 KILMER RD	009-393-609	RS3	**R2**		2J11
1434 KILMER RD	009-393-617	RS3	**R2**		2J11
4056 LYNN VALLEY RD	009-382-798	RS3	**R2**		2J11
4030 LYNN VALLEY RD	004-264-657	RS3	**R2**		2J11
1808 CRAWFORD RD	009-382-887	RS3	**R2**		2J11
1498 DORAN RD	009-363-840	RS4	**R2**		2J11
1492 DORAN RD	007-093-845	RS4	**R2**		2J11
1655 EVELYN ST	004-394-402	RS3	**R2**		2J11
1661 EVELYN ST	013-339-281	RS3	**R2**		2J11
1669 EVELYN ST	013-339-290	RS3	**R2**		2J11
1669 EVELYN ST	013-339-303	RS3	**R2**		2J11
1685 EVELYN ST	013-339-338	RS3	**R2**		2J11
1641 EVELYN ST	012-127-639	RS3	**R2**		2J11
1643 EVELYN ST	009-608-290	RS3	**R2**		2J11
1649 EVELYN ST	009-608-311	RS3	**R2**		2J11
3682 MCEWEN AVE	009-127-640	RS3	**R2**		2J11
1426 DEMPSEY RD	011-672-706	RS3	**R2**		2J11
1428 DEMPSEY RD	003-564-843	RS3	**R2**		2J11
1422 DEMPSEY RD	011-672-781	RS3	**R2**		2J11
1533 DOVERCOURT RD	009-012-672	RS4	**R2**		2J11
1541 DOVERCOURT RD	007-035-403	RS4	**R2**		2J11
1629 ASHLEY CLOSE	008-996-521	RS3	**R2**		2J11
1617 ASHLEY CLOSE	007-073-879	RS3	**R2**		2J11
1631 LYNN VALLEY RD	008-996-547	RS3	**R2**		2J11
1635 LYNN VALLEY RD	008-996-555	RS3	**R2**		2J11
1639 LYNN VALLEY RD	008-996-580	RS3	**R2**		2J11
1627 ASHLEY CLOSE	002-695-065	RS3	**R2**		2J11
1625 ASHLEY CLOSE	008-996-598	RS3	**R2**		2J11
1720 PETERS RD	008-996-601	RS3	**R2**		2J11
1718 PETERS RD	008-996-636	RS3	**R2**		2J11
1714 PETERS RD	008-996-644	RS3	**R2**		2J11
1653 PETERS RD	015-024-091	RS3	**R2**		2J11
1631 PETERS RD	009-029-290	RS3	**R2**		2J11
4251 HOSKINS RD	013-787-179	RS3	**R2**		2J11
4250 NOTTINGHAM RD	011-421-932	RS3	**R2**		2J11
1877 BURRILL AVE	009-505-423	RS3	**R2**		2J11
3851 LYNN VALLEY RD	008-904-413	RS3	**R2**		2J11
3843 LYNN VALLEY RD	008-904-430	RS3	**R2**		2J11
1449 CHAMBERLAIN DR	008-885-907	RS4	**R2**		2J11
1461 CHAMBERLAIN DR	008-885-923	RS4	**R2**		2J11
1475 CHAMBERLAIN DR	008-885-940	RS4	**R2**		2J11
1483 CHAMBERLAIN DR	008-885-974	RS4	**R2**		2J11
3704 CAMPBELL AVE	006-140-734	RS4	**R2**		2J11
3720 CAMPBELL AVE	008-841-951	RS4	**R2**		2J11
1425 KILMER RD	008-566-038	RS3	**R2**		2J11
1429 KILMER RD	008-858-420	RS3	**R2**		2J11
1426 CHAMBERLAIN DR	008-810-664	RS4	**R2**		2J11
1420 CHAMBERLAIN DR	002-765-543	RS4	**R2**		2J11
1446 DORAN RD	008-781-354	RS4	**R2**		2J11
1448 DORAN RD	008-781-401	RS4	**R2**		2J11
1869 PETERS RD	008-739-757	RS3	**R2**		2J11
1720 PIERARD RD	006-086-195	RS3	**R2**		2J11
1704 PIERARD RD	008-739-846	RS3	**R2**		2J11
1719 PETERS RD	002-687-828	RS3	**R2**		2J11
1717 PETERS RD	007-768-699	RS3	**R2**		2J11
1575 LYNN VALLEY RD	008-739-871	RS3	**R2**		2J11
1561 LYNN VALLEY RD	004-268-857	RS3	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1549 LYNN VALLEY RD	008-739-994	RS3	**R2**		2J11
1545 LYNN VALLEY RD	008-153-752	RS3	**R2**		2J11
1501 KILMER PL	008-733-937	RS4	**R2**		2J11
1503 KILMER PL	006-648-835	RS4	**R2**		2J11
1505 KILMER PL	008-733-953	RS4	**R2**		2J11
1507 KILMER PL	008-733-961	RS4	**R2**		2J11
1509 KILMER PL	008-733-996	RS4	**R2**		2J11
1651 KILMER RD	008-698-368	RS3	**R2**		2J11
1657 KILMER RD	008-698-406	RS3	**R2**		2J11
1663 KILMER RD	004-971-884	RS3	**R2**		2J11
1669 KILMER RD	008-698-449	RS3	**R2**		2J11
1675 KILMER RD	008-698-473	RS3	**R2**		2J11
1681 KILMER RD	008-698-503	RS3	**R2**		2J11
3644 MAGINNIS AVE	008-697-990	RS4	**R2**		2J11
3652 MAGINNIS AVE	008-698-007	RS4	**R2**		2J11
3660 MAGINNIS AVE	008-698-015	RS4	**R2**		2J11
3668 MAGINNIS AVE	008-698-023	RS4	**R2**		2J11
3676 MAGINNIS AVE	004-994-744	RS4	**R2**		2J11
3684 MAGINNIS AVE	008-698-031	RS4	**R2**		2J11
3692 MAGINNIS AVE	008-698-040	RS4	**R2**		2J11
	007-765-819	RS3	**R2**		2J11
3896 LYNN VALLEY RD	008-718-695	RS3	**R2**		2J11
3888 LYNN VALLEY RD	007-623-011	RS3	**R2**		2J11
1721 LANGWORTHY ST	004-878-132	RS3	**R2**		2J11
1620 PIERARD RD	003-142-647	RS3	**R2**		2J11
1626 PIERARD RD	008-604-142	RS3	**R2**		2J11
1632 PIERARD RD	008-604-193	RS3	**R2**		2J11
1638 PIERARD RD	008-604-223	RS3	**R2**		2J11
1644 PIERARD RD	008-604-258	RS3	**R2**		2J11
1639 PIERARD RD	008-604-282	RS3	**R2**		2J11
1631 PIERARD RD	008-604-291	RS3	**R2**		2J11
1536 DOVERCOURT RD	007-542-143	RS4	**R2**		2J11
1542 DOVERCOURT RD	004-309-936	RS4	**R2**		2J11
1550 DOVERCOURT RD	012-087-840	RS4	**R2**		2J11
1511 KILMER PL	008-046-336	RS4	**R2**		2J11
1515 KILMER PL	008-046-352	RS4	**R2**		2J11
1517 KILMER PL	008-046-387	RS4	**R2**		2J11
1519 KILMER PL	008-046-409	RS4	**R2**		2J11
1521 KILMER PL	008-046-425	RS4	**R2**		2J11
1523 KILMER PL	008-046-433	RS4	**R2**		2J11
1525 KILMER PL	007-768-737	RS4	**R2**		2J11
1527 KILMER PL	008-046-450	RS4	**R2**		2J11
1529 KILMER PL	008-046-476	RS4	**R2**		2J11
1531 KILMER PL	004-860-969	RS4	**R2**		2J11
1533 KILMER PL	005-625-408	RS4	**R2**		2J11
3669 HOSKINS RD	008-508-577	RS4	**R2**		2J11
1580 DOVERCOURT RD	008-508-585	RS4	**R2**		2J11
1592 DOVERCOURT RD	008-508-607	RS4	**R2**		2J11
1656 PIERARD RD	003-574-245	RS3	**R2**		2J11
1650 PIERARD RD	008-499-233	RS3	**R2**		2J11
1662 PIERARD RD	008-499-276	RS3	**R2**		2J11
1668 PIERARD RD	004-598-202	RS3	**R2**		2J11
1663 PIERARD RD	008-499-292	RS3	**R2**		2J11
1655 PIERARD RD	008-499-331	RS3	**R2**		2J11
1647 PIERARD RD	008-499-365	RS3	**R2**		2J11
1520 FREDERICK RD	008-227-012	RS4	**R2**		2J11
1530 FREDERICK RD	008-497-532	RS4	**R2**		2J11
1542 FREDERICK RD	008-497-567	RS4	**R2**		2J11
3715 CAMPBELL AVE	004-769-180	RS4	**R2**		2J11
3719 CAMPBELL AVE	008-489-246	RS4	**R2**		2J11
3650 HENDERSON AVE	008-023-417	RS3	**R2**		2J11
3638 HENDERSON AVE	008-023-433	RS3	**R2**		2J11
1734 PIERARD RD	007-998-856	RS3	**R2**		2J11
1748 PIERARD RD	007-998-864	RS3	**R2**		2J11
1754 PIERARD RD	007-998-881	RS3	**R2**		2J11
1760 PIERARD RD	007-998-899	RS3	**R2**		2J11
1727 PIERARD RD	007-998-945	RS3	**R2**		2J11
1719 PIERARD RD	004-650-239	RS3	**R2**		2J11
1711 PIERARD RD	007-998-961	RS3	**R2**		2J11
1703 PIERARD RD	007-998-970	RS3	**R2**		2J11
1695 PIERARD RD	002-797-763	RS3	**R2**		2J11
1687 PIERARD RD	007-998-988	RS3	**R2**		2J11
1679 PIERARD RD	007-998-996	RS3	**R2**		2J11
1671 PIERARD RD	007-999-003	RS3	**R2**		2J11
1664 PLATT CRES	007-999-038	RS3	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1676 PLATT CRES	007-999-046	RS3	**R2**		2J11
1682 PLATT CRES	007-999-071	RS3	**R2**		2J11
4120 LYNN VALLEY RD	007-992-661	RS3	**R2**		2J11
1455 KILMER RD	007-992-602	RS3	**R2**		2J11
1459 KILMER RD	007-992-611	RS3	**R2**		2J11
1480 CHAMBERLAIN DR	007-992-629	RS4	**R2**		2J11
1535 DEMPSEY RD	007-956-797	RS3	**R2**		2J11
1539 DEMPSEY RD	004-394-640	RS3	**R2**		2J11
1663 LANGWORTHY ST	006-619-258	RS3	**R2**		2J11
3867 LYNN VALLEY RD	004-712-099	RS3	**R2**		2J11
3833 LYNN VALLEY RD	007-904-789	RS3	**R2**		2J11
1497 KILMER RD	007-954-069	RS4	**R2**		2J11
1675 LANGWORTHY ST	008-484-333	RS3	**R2**		2J11
1685 LANGWORTHY ST	008-484-341	RS3	**R2**		2J11
1458 KILMER RD	007-892-586	RS3	**R2**		2J11
3448 UPTON RD	005-202-345	RS4	**R2**		2J11
3438 UPTON RD	007-832-923	RS4	**R2**		2J11
3428 UPTON RD	007-832-940	RS4	**R2**		2J11
1474 LYNN VALLEY RD	007-832-966	RS4	**R2**		2J11
1685 PETERS RD	007-828-870	RS3	**R2**		2J11
1672 PIERARD RD	007-828-888	RS3	**R2**		2J11
1674 PIERARD RD	007-828-900	RS3	**R2**		2J11
1772 PIERARD RD	007-821-549	RS3	**R2**		2J11
1658 PLATT CRES	007-782-586	RS3	**R2**		2J11
1640 PLATT CRES	004-535-243	RS3	**R2**		2J11
1707 DEMPSEY RD	007-765-789	RS3	**R2**		2J11
1691 PETERS RD	004-190-874	RS3	**R2**		2J11
1686 PIERARD RD	007-759-177	RS3	**R2**		2J11
1491 DEMPSEY RD	007-759-100	RS3	**R2**		2J11
1489 DEMPSEY RD	007-759-118	RS3	**R2**		2J11
4235 NORDBY PL	007-758-341	RS3	**R2**		2J11
1440 DEMPSEY RD	007-758-359	RS3	**R2**		2J11
1718 PLATT CRES	007-760-418	RS3	**R2**		2J11
1700 PLATT CRES	007-760-426	RS3	**R2**		2J11
1698 PLATT CRES	007-760-451	RS3	**R2**		2J11
1440 WELLINGTON DR	007-754-566	RS4	**R2**		2J11
1444 WELLINGTON DR	007-754-574	RS4	**R2**		2J11
1456 WELLINGTON DR	007-754-582	RS4	**R2**		2J11
3711 CAMPBELL AVE	002-863-910	RS4	**R2**		2J11
3495 UPTON RD	007-752-962	RS4	**R2**		2J11
3515 UPTON RD	007-752-971	RS4	**R2**		2J11
3533 UPTON RD	007-752-989	RS4	**R2**		2J11
3520 UPTON RD	007-752-997	RS4	**R2**		2J11
3504 UPTON RD	004-551-150	RS4	**R2**		2J11
3486 UPTON RD	007-753-004	RS4	**R2**		2J11
3472 UPTON RD	007-753-021	RS4	**R2**		2J11
3466 UPTON RD	007-753-039	RS4	**R2**		2J11
3458 UPTON RD	007-753-047	RS4	**R2**		2J11
3869 LAWRENCE PL	002-605-341	RS3	**R2**		2J11
3844 LAWRENCE PL	007-748-485	RS3	**R2**		2J11
3856 LAWRENCE PL	004-533-305	RS3	**R2**		2J11
3868 LAWRENCE PL	007-748-515	RS3	**R2**		2J11
3882 LAWRENCE PL	007-748-558	RS3	**R2**		2J11
3894 LAWRENCE PL	007-748-825	RS3	**R2**		2J11
1639 LANGWORTHY ST	007-748-850	RS3	**R2**		2J11
1651 LANGWORTHY ST	007-748-884	RS3	**R2**		2J11
1647 LANGWORTHY ST	007-748-922	RS3	**R2**		2J11
1643 LANGWORTHY ST	007-748-949	RS3	**R2**		2J11
3827 LYNN VALLEY RD	007-748-965	RS3	**R2**		2J11
3857 LAWRENCE PL	007-748-353	RS3	**R2**		2J11
1646 LYNN VALLEY RD	007-748-981	RS3	**R2**		2J11
1642 LYNN VALLEY RD	005-269-750	RS3	**R2**		2J11
1638 LYNN VALLEY RD	004-053-621	RS3	**R2**		2J11
1634 LYNN VALLEY RD	007-749-066	RS3	**R2**		2J11
3845 LAWRENCE PL	007-748-388	RS3	**R2**		2J11
3833 LAWRENCE PL	003-125-751	RS3	**R2**		2J11
3811 LAWRENCE PL	004-390-555	RS3	**R2**		2J11
3805 LAWRENCE PL	007-748-400	RS3	**R2**		2J11
3808 LAWRENCE PL	007-748-442	RS3	**R2**		2J11
3820 LAWRENCE PL	007-748-451	RS3	**R2**		2J11
3832 LAWRENCE PL	004-479-467	RS3	**R2**		2J11
1695 PETERS RD	007-698-101	RS3	**R2**		2J11
1694 PIERARD RD	007-698-119	RS3	**R2**		2J11
4263 NORDBY PL	007-711-743	RS3	**R2**		2J11
1506 DORAN RD	007-690-754	RS4	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1516 DORAN RD	007-690-762	RS4	**R2**		2J11
1526 DORAN RD	007-690-771	RS4	**R2**		2J11
1489 KILMER RD	007-627-050	RS3	**R2**		2J11
1486 CHAMBERLAIN DR	005-216-834	RS4	**R2**		2J11
1494 CHAMBERLAIN DR	007-627-068	RS4	**R2**		2J11
1522 DOVERCOURT RD	007-610-114	RS4	**R2**		2J11
1530 DOVERCOURT RD	007-610-131	RS4	**R2**		2J11
1557 LYNN VALLEY RD	005-097-843	RS3	**R2**		2J11
1539 LYNN VALLEY RD	007-546-670	RS3	**R2**		2J11
1531 LYNN VALLEY RD	007-546-688	RS3	**R2**		2J11
4045 SELBY RD	007-518-421	RS3	**R2**		2J11
4025 SELBY RD	007-518-455	RS3	**R2**		2J11
1452 KILMER RD	007-518-463	RS3	**R2**		2J11
4030 SELBY RD	007-518-480	RS3	**R2**		2J11
4050 SELBY RD	007-518-498	RS3	**R2**		2J11
4080 SELBY RD	005-216-842	RS3	**R2**		2J11
1457 DEMPSEY RD	004-393-449	RS3	**R2**		2J11
1471 DEMPSEY RD	007-512-333	RS3	**R2**		2J11
4124 SELBY RD	007-370-229	RS3	**R2**		2J11
4114 SELBY RD	004-569-431	RS3	**R2**		2J11
4108 SELBY RD	007-512-481	RS3	**R2**		2J11
1493 KILMER RD	007-507-658	RS4	**R2**		2J11
1498 KILMER RD	007-382-235	RS3	**R2**		2J11
1697 KILMER RD	007-368-658	RS3	**R2**		2J11
1699 KILMER RD	007-368-674	RS3	**R2**		2J11
1511 FREDERICK RD	007-272-049	RS4	**R2**		2J11
3553 FREDERICK RD	007-272-073	RS4	**R2**		2J11
3548 FREDERICK RD	007-197-063	RS4	**R2**		2J11
3534 FREDERICK RD	007-267-061	RS4	**R2**		2J11
3520 FREDERICK RD	007-267-151	RS4	**R2**		2J11
1538 LYNN VALLEY RD	007-267-193	RS4	**R2**		2J11
3650 MCEWEN AVE	004-581-601	RS3	**R2**		2J11
1835 MCEWEN PL	007-264-291	RS3	**R2**		2J11
1825 MCEWEN PL	006-270-263	RS3	**R2**		2J11
3622 MCEWEN AVE	007-264-313	RS3	**R2**		2J11
1820 PETERS RD	007-264-321	RS3	**R2**		2J11
1860 PETERS RD	007-264-381	RS3	**R2**		2J11
1870 PETERS RD	007-264-399	RS3	**R2**		2J11
1899 BURRILL AVE	007-264-062	RS3	**R2**		2J11
1880 PETERS RD	007-264-411	RS3	**R2**		2J11
1898 PETERS RD	007-264-429	RS3	**R2**		2J11
1904 PETERS RD	007-264-445	RS3	**R2**		2J11
3633 ROBINSON RD	005-016-801	RS3	**R2**		2J11
3642 ROBINSON RD	007-264-534	RS3	**R2**		2J11
3636 ROBINSON RD	004-386-825	RS3	**R2**		2J11
3630 ROBINSON RD	004-386-868	RS3	**R2**		2J11
3626 ROBINSON RD	002-488-833	RS3	**R2**		2J11
1891 BURRILL AVE	007-264-089	RS3	**R2**		2J11
3614 ROBINSON RD	007-264-569	RS3	**R2**		2J11
1997 PETERS RD	007-264-828	RS3	**R2**		2J11
1995 PETERS RD	007-264-844	RS3	**R2**		2J11
3535 ROBINSON RD	007-264-861	RS3	**R2**		2J11
3533 ROBINSON RD	005-152-763	RS3	**R2**		2J11
1873 BURRILL AVE	007-264-097	RS3	**R2**		2J11
3331 ROBINSON RD	007-264-895	RS3	**R2**		2J11
1869 BURRILL AVE	007-264-101	RS3	**R2**		2J11
1857 BURRILL AVE	007-264-127	RS3	**R2**		2J11
1849 BURRILL AVE	007-264-160	RS3	**R2**		2J11
1845 BURRILL AVE	007-264-194	RS3	**R2**		2J11
3676 MCEWEN AVE	007-264-275	RS3	**R2**		2J11
3664 MCEWEN AVE	007-257-171	RS3	**R2**		2J11
3668 MCEWEN AVE	007-257-180	RS3	**R2**		2J11
3459 UPTON RD	007-252-510	RS4	**R2**		2J11
3447 UPTON RD	007-252-552	RS4	**R2**		2J11
3431 UPTON RD	005-411-254	RS4	**R2**		2J11
3415 UPTON RD	007-252-579	RS4	**R2**		2J11
3389 UPTON RD	007-252-617	RS4	**R2**		2J11
3377 UPTON RD	007-252-625	RS4	**R2**		2J11
3365 UPTON RD	007-252-641	RS4	**R2**		2J11
4125 FIRCREST PL	002-541-009	RS3	**R2**		2J11
4131 FIRCREST PL	007-236-701	RS3	**R2**		2J11
4137 FIRCREST PL	007-236-735	RS3	**R2**		2J11
4145 FIRCREST PL	007-236-778	RS3	**R2**		2J11
1545 DEMPSEY RD	007-236-271	RS3	**R2**		2J11
4151 FIRCREST PL	007-236-301	RS3	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4121 FIRCREST PL	007-236-484	RS3	**R2**		2J11
1562 DOVERCOURT RD	007-214-901	RS4	**R2**		2J11
1566 DOVERCOURT RD	007-214-936	RS4	**R2**		2J11
1570 DOVERCOURT RD	007-214-979	RS4	**R2**		2J11
1491 CHAMBERLAIN DR	005-086-213	RS4	**R2**		2J11
1495 CHAMBERLAIN DR	007-184-590	RS4	**R2**		2J11
3383 ROBINSON RD	007-187-653	RS3	**R2**		2J11
3394 DUVAL RD	007-187-670	RS3	**R2**		2J11
3550 ROBINSON RD	007-130-279	RS3	**R2**		2J11
3540 ROBINSON RD	007-130-287	RS3	**R2**		2J11
3530 ROBINSON RD	007-130-295	RS3	**R2**		2J11
3510 ROBINSON RD	004-575-156	RS3	**R2**		2J11
3488 ROBINSON RD	007-130-317	RS3	**R2**		2J11
3444 ROBINSON RD	007-130-333	RS3	**R2**		2J11
3434 ROBINSON RD	007-130-368	RS3	**R2**		2J11
1830 MCEWEN PL	007-135-564	RS3	**R2**		2J11
1840 MCEWEN PL	007-135-823	RS3	**R2**		2J11
1850 MCEWEN PL	005-106-460	RS3	**R2**		2J11
1860 MCEWEN PL	007-135-840	RS3	**R2**		2J11
1870 MCEWEN PL	004-499-565	RS3	**R2**		2J11
1880 MCEWEN PL	006-802-885	RS3	**R2**		2J11
1885 MCEWEN PL	003-359-247	RS3	**R2**		2J11
1875 MCEWEN PL	007-135-866	RS3	**R2**		2J11
1865 MCEWEN PL	007-135-947	RS3	**R2**		2J11
1855 MCEWEN PL	007-135-998	RS3	**R2**		2J11
1845 MCEWEN PL	007-136-021	RS3	**R2**		2J11
3695 CAMPBELL AVE	014-546-396	RS4	**R2**		2J11
3623 CAMPBELL AVE	009-708-138	RS4	**R2**		2J11
3600 CAMPBELL AVE	014-546-451	RS4	**R2**		2J11
1496 FREDERICK RD	014-546-477	RS4	**R2**		2J11
1498 FREDERICK RD	014-546-485	RS4	**R2**		2J11
3687 CAMPBELL AVE	010-579-419	RS4	**R2**		2J11
3664 CAMPBELL AVE	008-772-649	RS4	**R2**		2J11
3672 CAMPBELL AVE	014-546-507	RS4	**R2**		2J11
3680 CAMPBELL AVE	014-546-523	RS4	**R2**		2J11
3686 CAMPBELL AVE	014-546-531	RS4	**R2**		2J11
3690 CAMPBELL AVE	014-546-540	RS4	**R2**		2J11
3681 CAMPBELL AVE	014-546-400	RS4	**R2**		2J11
3673 CAMPBELL AVE	003-775-577	RS4	**R2**		2J11
3665 CAMPBELL AVE	004-756-711	RS4	**R2**		2J11
3659 CAMPBELL AVE	014-546-418	RS4	**R2**		2J11
3645 CAMPBELL AVE	012-428-183	RS4	**R2**		2J11
3639 CAMPBELL AVE	014-546-426	RS4	**R2**		2J11
3631 CAMPBELL AVE	014-546-434	RS4	**R2**		2J11
1518 FREDERICK RD	014-069-393	RS4	**R2**		2J11
1516 FREDERICK RD	014-069-407	RS4	**R2**		2J11
1512 FREDERICK RD	014-069-423	RS4	**R2**		2J11
1506 FREDERICK RD	005-750-351	RS4	**R2**		2J11
1502 FREDERICK RD	014-069-431	RS4	**R2**		2J11
1550 FREDERICK RD	007-801-050	RS4	**R2**		2J11
4110 THAMES CRT	007-013-868	RS3	**R2**		2J11
4114 THAMES CRT	007-013-876	RS3	**R2**		2J11
4118 THAMES CRT	004-067-959	RS3	**R2**		2J11
4122 THAMES CRT	007-013-892	RS3	**R2**		2J11
4126 THAMES CRT	004-068-017	RS3	**R2**		2J11
4130 THAMES CRT	007-013-906	RS3	**R2**		2J11
4134 THAMES CRT	004-265-840	RS3	**R2**		2J11
1515 DEMPSEY RD	007-013-931	RS3	**R2**		2J11
3380 DUVAL RD	003-892-115	RS3	**R2**		2J11
3333 ROBINSON RD	007-014-988	RS3	**R2**		2J11
1925 PETERS RD	006-997-741	RS3	**R2**		2J11
3545 ROBINSON RD	006-997-775	RS3	**R2**		2J11
1553 DOVERCOURT RD	007-001-533	RS4	**R2**		2J11
3388 DUVAL RD	006-985-033	RS3	**R2**		2J11
3355 ROBINSON RD	006-985-041	RS3	**R2**		2J11
1496 CHAMBERLAIN DR	006-978-002	RS4	**R2**		2J11
1498 CHAMBERLAIN DR	006-978-029	RS4	**R2**		2J11
3500 DUVAL RD	006-977-774	RS3	**R2**		2J11
3529 ROBINSON RD	006-977-804	RS3	**R2**		2J11
3456 DUVAL RD	006-949-550	RS3	**R2**		2J11
3443 ROBINSON RD	006-950-574	RS3	**R2**		2J11
3433 ROBINSON RD	006-950-604	RS3	**R2**		2J11
3434 DUVAL RD	006-950-663	RS3	**R2**		2J11
1491 DORAN RD	006-931-146	RS4	**R2**		2J11
1495 DORAN RD	006-931-162	RS4	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3730 CAMPBELL AVE	006-931-189	RS4	**R2**		2J11
3731 HOSKINS RD	004-547-055	RS4	**R2**	S1	2J11
3735 HOSKINS RD	004-547-063	RS4	**R2**	S1	2J11
3871 HOSKINS RD	011-878-355	RS4	**R2**	S1	2J11
3883 HOSKINS RD	011-878-363	RS4	**R2**	S1	2J11
3769 HOSKINS RD	011-878-380	RS4	**R2**	S1	2J11
3871 LAWRENCE PL	008-932-956	RS3	**R2**		2J11
3873 LAWRENCE PL	002-423-367	RS3	**R2**		2J11
1621 LANGWORTHY ST	004-576-098	RS3	**R2**		2J11
3755 HOSKINS RD	028-038-843	RS4	**R2**	S1	2J11
3747 HOSKINS RD	028-038-851	RS4	**R2**	S1	2J11
3741 HOSKINS RD	028-038-860	RS4	**R2**	S1	2J11
1429 DEMPSEY RD	006-845-843	RS3	**R2**		2J11
1427 DEMPSEY RD	006-845-886	RS3	**R2**		2J11
1588 LYNN VALLEY RD	002-734-699	RS4	**R2**		2J11
1592 LYNN VALLEY RD	002-921-014	RS4	**R2**		2J11
1628 KILMER RD	002-578-891	RS3	**R2**		2J11
1630 KILMER RD	006-762-786	RS3	**R2**		2J11
1636 KILMER RD	006-762-794	RS3	**R2**		2J11
1650 KILMER RD	006-762-808	RS3	**R2**		2J11
1803 BURRILL AVE	006-706-959	RS3	**R2**		2J11
1801 BURRILL AVE	002-984-482	RS3	**R2**		2J11
1423 DEMPSEY RD	002-953-765	RS3	**R2**		2J11
1425 DEMPSEY RD	003-182-975	RS3	**R2**		2J11
1543 KILMER RD	005-921-325	RS4	**R2**	S1	2J11
1621 PETERS RD	004-176-430	RS3	**R2**		2J11
1625 PETERS RD	006-017-282	RS3	**R2**		2J11
3482 DUVAL RD	006-651-674	RS3	**R2**		2J11
3513 ROBINSON RD	006-651-747	RS3	**R2**		2J11
3962 LYNN VALLEY RD	005-724-236	RS3	**R2**	S1	2J11
1616 DEMPSEY RD	009-429-018	RS3	**R2**	S1	2J11
1686 DEMPSEY RD	013-339-346	RS3	**R2**	S1	2J11
1680 DEMPSEY RD	013-339-354	RS3	**R2**	S1	2J11
1678 DEMPSEY RD	003-205-266	RS3	**R2**	S1	2J11
1668 DEMPSEY RD	003-205-274	RS3	**R2**	S1	2J11
1660 DEMPSEY RD	008-163-961	RS3	**R2**	S1	2J11
4246 HOSKINS RD	011-948-035	RS3	**R2**	S1	2J11
4238 HOSKINS RD	011-001-496	RS3	**R2**	S1	2J11
1636 DEMPSEY RD	007-875-924	RS3	**R2**	S1	2J11
1640 DEMPSEY RD	009-279-423	RS3	**R2**	S1	2J11
1646 DEMPSEY RD	004-315-430	RS3	**R2**	S1	2J11
1650 DEMPSEY RD	006-348-432	RS3	**R2**	S1	2J11
1654 DEMPSEY RD	004-516-681	RS3	**R2**	S1	2J11
4226 HOSKINS RD	028-919-467	RS3	**R2**	S1	2J11
1541 KILMER RD	008-733-902	RS4	**R2**	S1	2J11
1537 KILMER RD	004-924-541	RS4	**R2**	S1	2J11
1571 KILMER RD	007-864-167	RS4	**R2**	S1	2J11
1575 KILMER RD	007-864-175	RS4	**R2**	S1	2J11
1529 BURRILL AVE	007-675-178	RS4	**R2**	S1	2J11
1533 BURRILL AVE	007-675-186	RS4	**R2**	S1	2J11
1477 DEMPSEY RD	002-432-854	RS3	**R2**		2J11
4131 THAMES CRT	002-432-994	RS3	**R2**		2J11
4151 THAMES CRT	002-433-044	RS3	**R2**		2J11
3910 PHYLLIS RD	007-490-593	RS4	**R2**	S1	2J11
3865 HOSKINS RD	007-304-544	RS4	**R2**	S1	2J11
3843 HOSKINS RD	007-304-561	RS4	**R2**	S1	2J11
3787 HOSKINS RD	007-304-595	RS4	**R2**	S1	2J11
1445 FREDERICK RD	007-289-791	RS4	**R2**	S1	2J11
1457 FREDERICK RD	007-289-812	RS4	**R2**	S1	2J11
3628 MAGINNIS AVE	013-913-832	RS4	**R2**	S1	2J11
3636 MAGINNIS AVE	013-913-859	RS4	**R2**	S1	2J11
3638 MAGINNIS AVE	013-913-891	RS4	**R2**	S1	2J11
3618 MAGINNIS AVE	002-876-850	RS4	**R2**	S1	2J11
3622 MAGINNIS AVE	003-909-310	RS4	**R2**	S1	2J11
1530 KILMER RD	002-581-035	RS4	**R2**	S1	2J11
1472 FREDERICK RD	014-546-442	RS4	**R2**	S1	2J11
1492 FREDERICK RD	010-137-696	RS4	**R2**	S1	2J11
1494 FREDERICK RD	004-316-576	RS4	**R2**	S1	2J11
1438 FREDERICK RD	006-754-198	RS4	**R2**	S1	2J11
1444 FREDERICK RD	013-913-816	RS4	**R2**	S1	2J11
1452 FREDERICK RD	002-779-617	RS4	**R2**	S1	2J11
1856 BURRILL AVE	003-977-561	RS4	**R2**		2J11
1860 BURRILL AVE	003-977-587	RS4	**R2**		2J11
1605 LANGWORTHY ST	013-119-486	RS4	**R2**	S1	2J11
3750 HOSKINS RD	003-070-000	RS4	**R2**	S1	2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3740 HOSKINS RD	003-070-026	RS4	**R2**	S1	2J11
3720 HOSKINS RD	013-119-494	RS4	**R2**	S1	2J11
3710 HOSKINS RD	013-119-508	RS4	**R2**	S1	2J11
3886 HOSKINS RD	008-201-587	RS4	**R2**	S1	2J11
3870 HOSKINS RD	011-767-588	RS4	**R2**	S1	2J11
3828 HOSKINS RD	026-876-175	RS4	**R2**	S1	2J11
3838 HOSKINS RD	026-876-183	RS4	**R2**	S1	2J11
3790 HOSKINS RD	028-336-402	RS4	**R2**	S1	2J11
3782 HOSKINS RD	028-336-429	RS4	**R2**	S1	2J11
1488 KILMER RD	012-114-502	RS3	**R2**		2J11
1480 KILMER RD	012-114-898	RS3	**R2**		2J11
1474 KILMER RD	012-114-928	RS3	**R2**		2J11
1468 KILMER RD	012-114-936	RS3	**R2**		2J11
3683 MCEWEN AVE	012-809-764	RS3	**R2**		2J11
3675 MCEWEN AVE	012-809-781	RS3	**R2**		2J11
3623 ROBINSON RD	013-217-275	RS3	**R2**		2J11
1936 PETERS RD	013-217-291	RS3	**R2**		2J11
3449 DUVAL RD	010-302-123	RS3	**R2**		2J11
3355 DUVAL RD	010-302-026	RS3	**R2**		2J11
3363 DUVAL RD	010-302-051	RS3	**R2**		2J11
3373 DUVAL RD	010-302-085	RS3	**R2**		2J11
3401 DUVAL RD	010-302-115	RS3	**R2**		2J11
3443 DUVAL RD	010-125-957	RS3	**R2**		2J11
1429 DORAN RD	011-541-601	RS4	**R2**		2J11
1433 DORAN RD	011-541-679	RS4	**R2**		2J11
1445 DORAN RD	011-541-709	RS4	**R2**		2J11
1449 DORAN RD	011-541-725	RS4	**R2**		2J11
1451 DORAN RD	011-541-776	RS4	**R2**		2J11
1453 DORAN RD	004-870-956	RS4	**R2**		2J11
1465 DORAN RD	011-176-083	RS4	**R2**		2J11
1518 WESTOVER RD	013-363-948	RS3	**R2**		2J11
1522 WESTOVER RD	013-363-972	RS3	**R2**		2J11
1516 WESTOVER RD	013-364-014	RS3	**R2**		2J11
1488 DORAN RD	003-384-772	RS4	**R2**		2J11
1484 DORAN RD	003-330-851	RS4	**R2**		2J11
1470 DORAN RD	013-037-196	RS4	**R2**		2J11
1462 DORAN RD	011-689-447	RS4	**R2**		2J11
1430 DORAN RD	011-446-765	RS4	**R2**		2J11
1458 DORAN RD	004-862-538	RS4	**R2**		2J11
1452 DORAN RD	007-851-677	RS4	**R2**		2J11
1407 CHAMBERLAIN DR	011-446-714	RS4	**R2**		2J11
1425 CHAMBERLAIN DR	011-446-749	RS4	**R2**		2J11
1401 CHAMBERLAIN DR	011-446-781	RS4	**R2**		2J11
1689 KILMER RD	012-768-685	RS3	**R2**		2J11
1735 PETERS RD	004-044-860	RS3	**R2**		2J11
1735 PETERS RD	004-044-843	RS3	**R2**		2J11
1725 PETERS RD	014-034-646	RS3	**R2**		2J11
1723 PETERS RD	014-034-654	RS3	**R2**		2J11
1747 PETERS RD	013-679-953	RS3	**R2**		2J11
1779 PETERS RD	004-297-491	RS3	**R2**		2J11
1781 PETERS RD	010-799-613	RS3	**R2**		2J11
1783 PETERS RD	013-679-970	RS3	**R2**		2J11
1777 PETERS RD	004-600-380	RS3	**R2**		2J11
1803 PETERS RD	006-476-961	RS3	**R2**		2J11
1797 PETERS RD	013-785-940	RS3	**R2**		2J11
1795 PETERS RD	013-785-982	RS3	**R2**		2J11
1793 PETERS RD	013-785-991	RS3	**R2**		2J11
1791 PETERS RD	013-786-008	RS3	**R2**		2J11
1787 PETERS RD	008-225-591	RS3	**R2**		2J11
1785 PETERS RD	008-225-605	RS3	**R2**		2J11
1468 CHAMBERLAIN DR	025-706-454	RS4	**R2**		2J11
1861 PETERS RD	013-014-528	RS3	**R2**		2J11
1853 PETERS RD	010-119-523	RS3	**R2**		2J11
1845 PETERS RD	010-066-276	RS3	**R2**		2J11
1835 PETERS RD	013-785-761	RS3	**R2**		2J11
1827 PETERS RD	013-785-796	RS3	**R2**		2J11
1825 PETERS RD	013-131-788	RS3	**R2**		2J11
1821 PETERS RD	006-477-003	RS3	**R2**		2J11
1445 KILMER RD	009-930-493	RS3	**R2**		2J11
1449 KILMER RD	012-972-843	RS3	**R2**		2J11
1462 CHAMBERLAIN DR	025-706-438	RS4	**R2**		2J11
1466 CHAMBERLAIN DR	025-706-446	RS4	**R2**		2J11
1875 PETERS RD	014-486-237	RS3	**R2**		2J11
1883 PETERS RD	014-486-261	RS3	**R2**		2J11
1895 PETERS RD	004-236-947	RS3	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3561 DUVAL RD	009-532-471	RS3	**R2**		2J11
3545 DUVAL RD	014-486-318	RS3	**R2**		2J11
3521 DUVAL RD	014-486-334	RS3	**R2**		2J11
3501 DUVAL RD	014-486-377	RS3	**R2**		2J11
3493 DUVAL RD	008-199-434	RS3	**R2**		2J11
3481 DUVAL RD	002-644-762	RS3	**R2**		2J11
1448 CHAMBERLAIN DR	012-972-827	RS4	**R2**		2J11
3669 MCEWEN AVE	012-296-741	RS3	**R2**		2J11
1798 PETERS RD	013-739-221	RS3	**R2**		2J11
3617 MCEWEN AVE	013-739-247	RS3	**R2**		2J11
3629 MCEWEN AVE	013-739-255	RS3	**R2**		2J11
3635 MCEWEN AVE	008-651-043	RS3	**R2**		2J11
3647 MCEWEN AVE	013-739-263	RS3	**R2**		2J11
3651 MCEWEN AVE	013-739-271	RS3	**R2**		2J11
3663 MCEWEN AVE	003-615-367	RS3	**R2**		2J11
3634 HENDERSON AVE	011-913-231	RS3	**R2**		2J11
3630 HENDERSON AVE	006-644-058	RS3	**R2**		2J11
3624 HENDERSON AVE	013-739-191	RS3	**R2**		2J11
3612 HENDERSON AVE	013-739-204	RS3	**R2**		2J11
3604 HENDERSON AVE	013-739-212	RS3	**R2**		2J11
3617 HENDERSON AVE	008-727-864	RS3	**R2**		2J11
3621 HENDERSON AVE	013-739-140	RS3	**R2**		2J11
3629 HENDERSON AVE	013-739-158	RS3	**R2**		2J11
3635 HENDERSON AVE	013-739-166	RS3	**R2**		2J11
3645 HENDERSON AVE	013-739-174	RS3	**R2**		2J11
3653 HENDERSON AVE	010-799-541	RS3	**R2**		2J11
3659 HENDERSON AVE	016-125-851	RS3	**R2**		2J11
1748 PETERS RD	013-739-131	RS3	**R2**		2J11
1618 KILMER RD	002-493-063	RS3	**R2**		2J11
1622 KILMER RD	002-488-949	RS3	**R2**		2J11
4044 HOSKINS RD	009-759-239	RS4	**R2**		2J11
4028 HOSKINS RD	009-759-255	RS4	**R2**		2J11
4004 HOSKINS RD	009-759-263	RS4	**R2**		2J11
1627 KILMER RD	026-053-802	RS3	**R2**		2J11
1635 KILMER RD	026-054-779	RS3	**R2**		2J11
1643 KILMER RD	026-054-795	RS3	**R2**		2J11
1621 KILMER RD	028-558-855	RS3	**R2**		2J11
1623 KILMER RD	028-558-863	RS3	**R2**		2J11
1692 PETERS RD	006-132-375	RS3	**R2**		2J11
1674 PETERS RD	009-635-238	RS3	**R2**		2J11
1660 PETERS RD	004-163-231	RS3	**R2**		2J11
1600 PETERS RD	009-635-424	RS3	**R2**		2J11
1611 LYNN VALLEY RD	004-296-338	RS3	**R2**		2J11
1615 LYNN VALLEY RD	009-635-718	RS3	**R2**		2J11
1614 LYNN VALLEY RD	008-846-642	RS4	**R2**		2J11
1606 LYNN VALLEY RD	010-857-877	RS4	**R2**		2J11
3660 HOSKINS RD	010-857-885	RS4	**R2**		2J11
1502 DOVERCOURT RD	014-698-714	RS4	**R2**		2J11
1534 DOVERCOURT RD	011-150-912	RS4	**R2**		2J11
1510 DOVERCOURT RD	014-698-846	RS4	**R2**		2J11
1504 DOVERCOURT RD	002-492-342	RS4	**R2**		2J11
1500 DOVERCOURT RD	008-346-321	RS4	**R2**		2J11
1501 DOVERCOURT RD	002-693-275	RS4	**R2**		2J11
1503 DOVERCOURT RD	007-370-849	RS4	**R2**		2J11
1507 DOVERCOURT RD	013-630-857	RS4	**R2**		2J11
1559 DOVERCOURT RD	011-906-511	RS4	**R2**		2J11
1561 DOVERCOURT RD	014-069-369	RS4	**R2**		2J11
1560 LYNN VALLEY RD	014-069-377	RS4	**R2**		2J11
1556 LYNN VALLEY RD	007-711-557	RS4	**R2**		2J11
1548 LYNN VALLEY RD	004-547-144	RS4	**R2**		2J11
1544 LYNN VALLEY RD	012-712-531	RS4	**R2**		2J11
1511 DOVERCOURT RD	014-069-342	RS4	**R2**		2J11
1521 DOVERCOURT RD	004-576-616	RS4	**R2**		2J11
1531 DOVERCOURT RD	014-069-351	RS4	**R2**		2J11
3550 ALLAN RD	005-153-948	RS4	**R2**		2J11
3546 ALLAN RD	004-785-355	RS4	**R2**		2J11
1510 LYNN VALLEY RD	009-657-517	RS4	**R2**		2J11
1516 LYNN VALLEY RD	009-657-525	RS4	**R2**		2J11
1520 LYNN VALLEY RD	009-657-533	RS4	**R2**		2J11
3534 ALLAN RD	009-657-541	RS4	**R2**		2J11
1575 DOVERCOURT RD	014-698-871	RS4	**R2**		2J11
1564 LYNN VALLEY RD	010-579-516	RS4	**R2**		2J11
3696 HOSKINS RD	009-718-656	RS4	**R2**		2J11
3682 HOSKINS RD	009-718-672	RS4	**R2**		2J11
3674 HOSKINS RD	006-270-182	RS4	**R2**		2J11

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3668 HOSKINS RD	009-718-711	RS4	**R2**		2J11
3675 HENDERSON AVE	013-819-381	RS3	**R2**		2J11
3679 HENDERSON AVE	013-819-402	RS3	**R2**		2J11
3681 HENDERSON AVE	013-819-429	RS3	**R2**		2J11
3690 HENDERSON AVE	013-819-577	RS3	**R2**		2J11
3680 HENDERSON AVE	004-996-216	RS3	**R2**		2J11
3678 HENDERSON AVE	002-686-091	RS3	**R2**		2J11
3674 HENDERSON AVE	004-001-338	RS3	**R2**		2J11
3668 HENDERSON AVE	013-739-182	RS3	**R2**		2J11
3676 HENDERSON AVE	028-687-663	RS3	**R2**		2J11
1905 PETERS RD	004-059-271	RS3	**R2**		2J11
3560 DUVAL RD	009-599-673	RS3	**R2**		2J11
3556 DUVAL RD	010-333-525	RS3	**R2**		2J11
3530 DUVAL RD	014-256-380	RS3	**R2**		2J11
3516 DUVAL RD	014-256-401	RS3	**R2**		2J11
1581 KILMER RD	011-448-474	RS4	**R2**		2J11
3967 HOSKINS RD	011-456-531	RS4	**R2**		2J11
4019 HOSKINS RD	010-473-076	RS4	**R2**		2J11
4035 HOSKINS RD	007-794-282	RS4	**R2**		2J11
3945 HOSKINS RD	009-125-434	RS4	**R2**		2J11
3935 HOSKINS RD	009-616-322	RS4	**R2**		2J11
3925 HOSKINS RD	009-616-349	RS4	**R2**		2J11
1603 PAGE RD	007-761-783	RS4	**R2**		2J11
4072 HOSKINS RD	013-626-230	RS4	**R2**		2J11
4064 HOSKINS RD	013-626-264	RS4	**R2**		2J11
4150 HOSKINS RD	013-626-086	RS4	**R2**		2J11
4124 HOSKINS RD	003-728-145	RS4	**R2**		2J11
1604 PAGE RD	004-836-936	RS4	**R2**		2J11
1495 LYNN VALLEY RD	002-649-403	RS3	**R2**		2J11
1497 LYNN VALLEY RD	005-097-363	RS3	**R2**		2J11
3588 ALLAN RD	013-055-135	RS4	**R2**		2J11
3588 ALLAN RD	013-055-160	RS4	**R2**		2J11
1488 LYNN VALLEY RD	011-980-010	RS4	**R2**		2J11
1496 LYNN VALLEY RD	011-980-028	RS4	**R2**		2J11
3531 ALLAN RD	003-488-527	RS4	**R2**		2J11
3505 ALLAN RD	010-455-329	RS4	**R2**		2J11
3543 ALLAN RD	011-980-036	RS4	**R2**		2J11
3523 ALLAN RD	008-092-613	RS4	**R2**		2J11
3519 ALLAN RD	003-420-159	RS4	**R2**		2J11
3511 ALLAN RD	002-595-222	RS4	**R2**		2J11
3559 ALLAN RD	009-646-469	RS4	**R2**		2J11
3581 ALLAN RD	009-646-477	RS4	**R2**		2J11
1501 FREDERICK RD	009-646-515	RS4	**R2**		2J11
1736 DEMPSEY RD	009-974-989	RS3	**R2**		2J11
1724 DEMPSEY RD	009-975-012	RS3	**R2**		2J11
1716 DEMPSEY RD	009-975-039	RS3	**R2**		2J11
1710 DEMPSEY RD	002-951-576	RS3	**R2**		2J11
4230 UNDERWOOD AVE	008-190-330	RS3	**R2**		2J11
1760 DEMPSEY RD	009-974-865	RS3	**R2**		2J11
2-1752 DEMPSEY RD		RS3	**R2**		2J11
1750 DEMPSEY RD	009-974-903	RS3	**R2**		2J11
1748 DEMPSEY RD	009-974-946	RS3	**R2**		2J11
3964 HOSKINS RD	011-636-751	RS4	**R2**	S1	2J11
3958 HOSKINS RD	011-636-793	RS4	**R2**	S1	2J11
3952 HOSKINS RD	011-636-823	RS4	**R2**	S1	2J11
1608 LANGWORTHY ST	003-428-699	RS4	**R2**	S1	2J11
3938 HOSKINS RD	009-630-767	RS4	**R2**	S1	2J11
1605 KILMER RD	028-363-655	RS4	**R2**	S1	2J11
3976 HOSKINS RD	028-363-663	RS4	**R2**	S1	2J11
1541 BURRILL AVE	012-812-480	RS4	**R2**	S1	2J11
1545 BURRILL AVE	007-226-802	RS4	**R2**	S1	2J11
1553 BURRILL AVE	012-812-501	RS4	**R2**	S1	2J11
1555 BURRILL AVE	012-812-510	RS4	**R2**	S1	2J11
1561 BURRILL AVE	008-796-025	RS4	**R2**	S1	2J11
1575 BURRILL AVE	006-702-678	RS4	**R2**	S1	2J11
1581 BURRILL AVE	010-239-731	RS4	**R2**	S1	2J11
3679 HOSKINS RD	012-812-536	RS4	**R2**	S1	2J11
3677 HOSKINS RD	011-848-472	RS4	**R2**	S1	2J11
3673 HOSKINS RD	011-686-201	RS4	**R2**	S1	2J11
1505 BURRILL AVE	012-812-439	RS4	**R2**	S1	2J11
1511 BURRILL AVE	012-812-447	RS4	**R2**	S1	2J11
1517 BURRILL AVE	008-266-778	RS4	**R2**	S1	2J11
1521 BURRILL AVE	012-812-471	RS4	**R2**	S1	2J11
1525 BURRILL AVE	008-248-290	RS4	**R2**	S1	2J11
1501 BURRILL AVE	012-812-421	RS4	**R2**	S1	2J11

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3691 HOSKINS RD	028-597-184	RS4	**R2**	S1	2J11
3685 HOSKINS RD	028-597-192	RS4	**R2**	S1	2J11
1552 KILMER RD	009-668-063	RS4	**R2**	S1	2J11
1554 KILMER RD	008-240-418	RS4	**R2**	S1	2J11
1556 KILMER RD	011-456-426	RS4	**R2**	S1	2J11
1549 KILMER RD	011-456-523	RS4	**R2**	S1	2J11
1558 KILMER RD	011-456-434	RS4	**R2**	S1	2J11
1560 KILMER RD	011-456-442	RS4	**R2**	S1	2J11
1566 KILMER RD	011-456-451	RS4	**R2**	S1	2J11
1572 KILMER RD	011-456-477	RS4	**R2**	S1	2J11
1578 KILMER RD	004-400-682	RS4	**R2**	S1	2J11
1584 KILMER RD	011-456-485	RS4	**R2**	S1	2J11
1550 KILMER RD	004-351-720	RS4	**R2**	S1	2J11
1544 KILMER RD	004-351-746	RS4	**R2**	S1	2J11
1540 KILMER RD	011-331-119	RS4	**R2**	S1	2J11
1538 KILMER RD	008-152-951	RS4	**R2**	S1	2J11
1528 KILMER RD	007-549-202	RS4	**R2**	S1	2J11
1526 KILMER RD	004-386-604	RS4	**R2**	S1	2J11
1524 KILMER RD	007-351-771	RS4	**R2**	S1	2J11
1520 KILMER RD	011-331-143	RS4	**R2**	S1	2J11
1514 KILMER RD	011-331-178	RS4	**R2**	S1	2J11
1510 KILMER RD	011-331-194	RS4	**R2**	S1	2J11
1553 KILMER RD	028-677-706	RS4	**R2**	S1	2J11
1557 KILMER RD	028-677-714	RS4	**R2**	S1	2J11
1620 PAGE RD	013-626-175	RS4	**R2**	S1	2J11
1651 DEMPSEY RD	013-626-183	RS3	**R2**	S1	2J11
1645 DEMPSEY RD	003-571-386	RS3	**R2**	S1	2J11
1641 DEMPSEY RD	006-694-063	RS3	**R2**	S1	2J11
1633 DEMPSEY RD	006-694-021	RS3	**R2**	S1	2J11
1615 DEMPSEY RD	013-626-213	RS3	**R2**	S1	2J11
1605 PAGE RD	013-626-281	RS4	**R2**	S1	2J11
1611 PAGE RD	004-939-255	RS4	**R2**	S1	2J11
1617 PAGE RD	013-626-329	RS4	**R2**	S1	2J11
4160 HOSKINS RD	013-626-051	RS3	**R2**	S1	2J11
1606 PAGE RD	013-626-116	RS4	**R2**	S1	2J11
1608 PAGE RD	013-626-141	RS4	**R2**	S1	2J11
1610 PAGE RD	013-626-167	RS4	**R2**	S1	2J11
1723 DEMPSEY RD	008-224-765	RS3	**R2**		2J11
1739 DEMPSEY RD	009-976-256	RS3	**R2**		2J11
1619 DEMPSEY RD	027-291-472	RS3	**R2**	S1	2J11
1621 DEMPSEY RD	027-291-481	RS3	**R2**	S1	2J11
4190 HOSKINS RD	025-838-261	RS3	**R2**	S1	2J11
4188 HOSKINS RD	025-838-318	RS3	**R2**	S1	2J11
1493 FREDERICK RD	009-646-523	RS4	**R2**	S1	2J11
1485 FREDERICK RD	009-646-540	RS4	**R2**	S1	2J11
1471 FREDERICK RD	009-646-558	RS4	**R2**	S1	2J11
1429 FREDERICK RD	010-381-023	RS4	**R2**	S1	2J11
3741 PHYLLIS RD	010-024-883	RS4	**R2**		2J11
3743 PHYLLIS RD	010-024-891	RS4	**R2**		2J11
3761 PHYLLIS RD	010-024-921	RS4	**R2**		2J11
3807 PHYLLIS RD	003-065-421	RS4	**R2**		2J11
3895 PHYLLIS RD	010-024-719	RS4	**R2**		2J11
3886 PHYLLIS RD	010-025-073	RS4	**R2**		2J11
1886 BURRILL AVE	010-025-235	RS4	**R2**		2J11
1882 BURRILL AVE	010-025-251	RS4	**R2**		2J11
1878 BURRILL AVE	010-025-316	RS4	**R2**		2J11
1878 BURRILL AVE	010-025-341	RS4	**R2**		2J11
3738 PHYLLIS RD	010-025-375	RS4	**R2**		2J11
3750 PHYLLIS RD	010-025-391	RS4	**R2**		2J11
1860 LANGWORTHY ST	010-025-090	RS4	**R2**		2J11
1870 LANGWORTHY ST	005-012-571	RS4	**R2**		2J11
1880 LANGWORTHY ST	010-025-120	RS4	**R2**		2J11
1894 BURRILL AVE	010-025-162	RS4	**R2**		2J11
1890 BURRILL AVE	010-025-201	RS4	**R2**		2J11
1898 BURRILL AVE	010-025-049	RS4	**R2**		2J11
4278 HOSKINS RD	025-493-761	RS3	**R2**	S1	2J11
4268 HOSKINS RD	025-493-779	RS3	**R2**	S1	2J11
3990 LYNN VALLEY RD	003-895-891	RS3	**R2**	S1	2J11
4150 LYNN VALLEY RD	010-027-602	RS3	**R2**		2J11
4160 LYNN VALLEY RD	005-619-807	RS3	**R2**		2J11
3980 LYNN VALLEY RD	010-024-077	RS3	**R2**	S1	2J11
3926 LYNN VALLEY RD	010-024-085	RS3	**R2**	S1	2J11
3920 LYNN VALLEY RD	010-024-093	RS3	**R2**	S1	2J11
3994 LYNN VALLEY RD	010-024-034	RS3	**R2**	S1	2J11
1815 CRAWFORD RD	010-027-564	RS4	**R2**	S1	2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3998 PHYLLIS RD	010-027-572	RS4	**R2**	S1	2J11
3970 PHYLLIS RD	002-578-875	RS4	**R2**	S1	2J11
3960 PHYLLIS RD	008-190-381	RS4	**R2**	S1	2J11
3950 PHYLLIS RD	002-678-641	RS4	**R2**	S1	2J11
3940 PHYLLIS RD	008-849-277	RS4	**R2**	S1	2J11
3988 PHYLLIS RD	010-027-556	RS4	**R2**	S1	2J11
1640 PAGE RD	023-708-875	RS4	**R2**	S1	2J11
1658 PAGE RD	023-708-883	RS4	**R2**	S1	2J11
1908 PETERS RD	024-772-461	RS3	**R2**		2J11
1918 PETERS RD	024-772-470	RS3	**R2**		2J11
1928 PETERS RD	024-772-488	RS3	**R2**		2J11
1625 PAGE RD	024-776-777	RS4	**R2**	S1	2J11
1635 PAGE RD	024-776-785	RS4	**R2**	S1	2J11
1571 BURRILL AVE	024-780-782	RS4	**R2**	S1	2J11
1573 BURRILL AVE	024-780-791	RS4	**R2**	S1	2J11
1547 BURRILL AVE	025-188-887	RS4	**R2**	S1	2J11
3776 HOSKINS RD	025-116-002	RS4	**R2**	S1	2J11
3760 HOSKINS RD	025-115-995	RS4	**R2**	S1	2J11
1624 DEMPSEY RD	025-126-644	RS3	**R2**	S1	2J11
1630 DEMPSEY RD	025-126-652	RS3	**R2**	S1	2J11
3960 LYNN VALLEY RD	025-181-751	RS3	**R2**	S1	2J11
3952 LYNN VALLEY RD	025-181-769	RS3	**R2**	S1	2J11
3912 LYNN VALLEY RD	018-176-577	RS3	**R2**	S1	2J11
1780 LANGWORTHY ST	018-176-585	RS3	**R2**	S1	2J11
1850 LANGWORTHY ST	010-024-123	RS4	**R2**	S1	2J11
3915 PHYLLIS RD	010-024-131	RS4	**R2**	S1	2J11
3943 PHYLLIS RD	010-024-158	RS4	**R2**	S1	2J11
3957 PHYLLIS RD	010-024-174	RS4	**R2**	S1	2J11
4224 HOSKINS RD	028-919-475	RS3	**R2**	S1	2J11
1572 DEMPSEY RD	013-787-080	RS3	**R2**	S1	2J11
1580 DEMPSEY RD	013-787-101	RS3	**R2**	S1	2J11
1584 DEMPSEY RD	013-787-110	RS3	**R2**	S1	2J11
1586 DEMPSEY RD	013-787-136	RS3	**R2**	S1	2J11
1596 DEMPSEY RD	013-464-485	RS3	**R2**	S1	2J11
1560 DEMPSEY RD	023-438-223	RS3	**R2**	S1	2J11
1554 DEMPSEY RD	007-290-331	RS3	**R2**	S1	2J11
1556 DEMPSEY RD	007-290-349	RS3	**R2**	S1	2J11
1568 DEMPSEY RD	007-281-218	RS3	**R2**	S1	2J11
1570 DEMPSEY RD	005-544-017	RS3	**R2**	S1	2J11
1618 LANGWORTHY ST	009-360-204	RS3	**R2**	S1	2J11
1636 LANGWORTHY ST	011-636-858	RS3	**R2**	S1	2J11
1818 BURRILL AVE	008-939-381	RS4	**R2**		2J11
1830 BURRILL AVE	008-939-390	RS4	**R2**		2J11
1836 BURRILL AVE	008-939-403	RS4	**R2**		2J11
1842 BURRILL AVE	004-155-505	RS4	**R2**		2J11
1850 BURRILL AVE	010-024-841	RS4	**R2**		2J11
1662 LANGWORTHY ST	008-786-291	RS3	**R2**	S1	2J11
1670 LANGWORTHY ST	008-786-330	RS3	**R2**	S1	2J11
3901 LYNN VALLEY RD	007-765-754	RS3	**R2**	S1	2J11
1644 LANGWORTHY ST	007-725-027	RS3	**R2**	S1	2J11
1656 LANGWORTHY ST	012-768-707	RS3	**R2**	S1	2J11
1678 LANGWORTHY ST	010-799-869	RS3	**R2**	S1	2J11
1680 LANGWORTHY ST	010-916-831	RS3	**R2**	S1	2J11
1536 DEMPSEY RD	029-141-371	RS3	**R2**		2J11
4229 NOTTINGHAM RD	029-141-389	RS3	**R2**		2J11
1462 DEMPSEY RD	008-956-812	RS3	**R2**		2J11
1478 DEMPSEY RD	008-956-839	RS3	**R2**		2J11
1494 DEMPSEY RD	002-715-651	RS3	**R2**		2J11
1522 DEMPSEY RD	003-335-089	RS3	**R2**		2J11
1528 DEMPSEY RD	008-477-752	RS3	**R2**		2J11
1682 LANGWORTHY ST	012-768-758	RS3	**R2**	S1	2J11
1682 LANGWORTHY ST	012-768-782	RS3	**R2**	S1	2J11
1688 LANGWORTHY ST	004-059-514	RS3	**R2**	S1	2J11
1612 LANGWORTHY ST	003-191-427	RS3	**R2**	S1	2J11
1616 LANGWORTHY ST	004-473-302	RS3	**R2**	S1	2J11
1628 LANGWORTHY ST	026-998-513	RS3	**R2**	S1	2J11
1632 LANGWORTHY ST	026-998-521	RS3	**R2**	S1	2J11
1638 LANGWORTHY ST	029-261-171	RS3	**R2**	S1	2J11
1640 LANGWORTHY ST	029-261-180	RS3	**R2**	S1	2J11
1623 PIERARD RD	008-604-321	RS3	**R2**		2J11
1615 PIERARD RD	008-604-339	RS3	**R2**		2J11
1599 PIERARD RD	008-604-363	RS3	**R2**		2J11
1767 PIERARD RD	007-998-902	RS3	**R2**		2J11
1759 PIERARD RD	007-998-929	RS3	**R2**		2J11
1751 PIERARD RD	004-264-584	RS3	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1743 PIERARD RD	007-998-937	RS3	**R2**		2J11
1665 PLATT CRES	007-999-101	RS3	**R2**		2J11
1677 PLATT CRES	007-999-135	RS3	**R2**		2J11
1693 PLATT CRES	007-999-160	RS3	**R2**		2J11
1601 PLATT CRES	007-782-632	RS3	**R2**		2J11
1623 PLATT CRES	007-782-641	RS3	**R2**		2J11
1649 PLATT CRES	004-218-345	RS3	**R2**		2J11
1661 PLATT CRES	007-782-667	RS3	**R2**		2J11
1725 PLATT CRES	007-755-384	RS3	**R2**		2J11
1707 PLATT CRES	007-755-392	RS3	**R2**		2J11
1699 PLATT CRES	007-760-370	RS3	**R2**		2J11
1591 PIERARD RD	007-546-106	RS3	**R2**		2J11
1719 PLATT CRES	007-518-609	RS3	**R2**		2J11
4275 LYNN VALLEY RD	004-765-729	RS3	**R2**		2J11
4245 LYNN VALLEY RD	009-974-717	RS3	**R2**		2J11
4223 LYNN VALLEY RD	009-974-741	RS3	**R2**		2J11
4201 LYNN VALLEY RD	009-974-814	RS3	**R2**		2J11
3945 LYNN VALLEY RD	002-891-654	RS3	**R2**	S1	2J11
3981 LYNN VALLEY RD	007-765-762	RS3	**R2**	S1	2J11
3993 LYNN VALLEY RD	004-386-078	RS3	**R2**	S1	2J11
4007 LYNN VALLEY RD	026-891-735	RS3	**R2**	S1	2J11
4011 LYNN VALLEY RD	026-891-743	RS3	**R2**	S1	2J11
4015 LYNN VALLEY RD	026-891-751	RS3	**R2**	S1	2J11
4141 LYNN VALLEY RD	007-351-992	RS3	**R2**	S1	2J11
4125 LYNN VALLEY RD	007-352-000	RS3	**R2**	S1	2J11
4117 LYNN VALLEY RD	009-976-418	RS3	**R2**	S1	2J11
4081 LYNN VALLEY RD	009-976-426	RS3	**R2**	S1	2J11
4055 LYNN VALLEY RD	004-849-132	RS3	**R2**	S1	2J11
4055 LYNN VALLEY RD	004-849-141	RS3	**R2**	S1	2J11
4039 LYNN VALLEY RD	009-976-451	RS3	**R2**	S1	2J11
4035 LYNN VALLEY RD	009-976-477	RS3	**R2**	S1	2J11
4167 LYNN VALLEY RD	009-976-361	RS3	**R2**	S1	2J11
4161 LYNN VALLEY RD	009-976-388	RS3	**R2**	S1	2J11
4151 LYNN VALLEY RD	009-976-400	RS3	**R2**	S1	2J11
4023 LYNN VALLEY RD	009-976-507	RS3	**R2**	S1	2J11
4149 LYNN VALLEY RD	029-540-372	RS3	**R2**	S1	2J11
4143 LYNN VALLEY RD	029-540-381	RS3	**R2**	S1	2J11
1502 BURRILL AVE	012-812-552	RS4	**R2**	S1	2J11
1514 BURRILL AVE	004-588-444	RS4	**R2**	S1	2J11
1520 BURRILL AVE	012-812-561	RS4	**R2**	S1	2J11
1528 BURRILL AVE	010-811-354	RS4	**R2**	S1	2J11
1538 BURRILL AVE	004-685-245	RS4	**R2**	S1	2J11
1540 BURRILL AVE	012-812-579	RS4	**R2**	S1	2J11
1554 BURRILL AVE	011-878-339	RS4	**R2**	S1	2J11
1558 BURRILL AVE	011-410-744	RS4	**R2**	S1	2J11
1560 BURRILL AVE	011-878-347	RS4	**R2**	S1	2J11
1578 BURRILL AVE	011-878-398	RS4	**R2**	S1	2J11
1530 BURRILL AVE	029-933-234	RS4	**R2**	S1	2J11
1534 BURRILL AVE	029-933-242	RS4	**R2**	S1	2J11
1536 BURRILL AVE	029-933-251	RS4	**R2**	S1	2J11
1566 BURRILL AVE	023-293-322	RS4	**R2**	S1	2J11
1568 BURRILL AVE	023-293-331	RS4	**R2**	S1	2J11
4130 FIRCREST PL	007-236-344	RS3	**R2**		2J11
4124 FIRCREST PL	007-236-387	RS3	**R2**		2J11
4120 FIRCREST PL	007-236-425	RS3	**R2**		2J11
4118 FIRCREST PL	007-236-450	RS3	**R2**		2J11
1602 PIERARD RD	008-604-436	RS3	**R2**		2J11
1596 PIERARD RD	008-604-487	RS3	**R2**		2J11
1517 LYNN VALLEY RD		RS4	**R2**		2J11
	003-040-917	RS4	**R2**		2J11
	003-968-154	RS4	**R2**		2J11
	003-968-171	RS4	**R2**		2J11
	003-968-197	RS4	**R2**		2J11
	003-968-201	RS4	**R2**		2J11
	003-968-219	RS4	**R2**		2J11
	003-968-227	RS4	**R2**		2J11
1587 DEMPSEY RD	009-532-404	RS3	**R2**		2J11
4183 HOSKINS RD	009-532-421	RS3	**R2**		2J11
4151 HOSKINS RD	005-392-136	RS4	**R2**		2J11
4129 HOSKINS RD	009-382-453	RS4	**R2**		2J11
1571 DEMPSEY RD	005-224-250	RS3	**R2**		2J11
4081 HOSKINS RD	004-217-454	RS4	**R2**		2J11
1573 DEMPSEY RD	008-290-652	RS3	**R2**		2J11
4153 HOSKINS RD	029-800-838	RS4	**R2**		2J11
4157 HOSKINS RD	030-376-971	RS4	**R2**		2J11

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4155 HOSKINS RD	030-376-980	RS4	**R2**		2J11
1555 DEMPSEY RD	017-431-425	RS3	**R2**		2J11
1569 DEMPSEY RD	017-431-441	RS3	**R2**		2J11
4287 UNDERWOOD AVE	013-339-265	RS3	**R2**		2J13
1650 EVELYN ST	005-713-595	RS3	**R2**		2J13
1662 EVELYN ST	011-185-180	RS3	**R2**		2J13
1646 EVELYN ST	012-127-621	RS3	**R2**		2J13
1630 EVELYN ST	012-127-710	RS3	**R2**		2J13
1616 EVELYN ST	012-127-736	RS3	**R2**		2J13
1640 EVELYN ST	012-127-752	RS3	**R2**		2J13
1644 EVELYN ST	008-033-226	RS3	**R2**		2J13
1592 COLEMAN ST	009-594-990	RS3	**R2**		2J13
1580 COLEMAN ST	009-595-007	RS3	**R2**		2J13
1572 COLEMAN ST	009-595-015	RS3	**R2**		2J13
1564 COLEMAN ST	009-595-023	RS3	**R2**		2J13
4551 VALLEY RD	009-440-283	RS3	**R2**		2J13
4577 RAMSAY RD	003-573-273	RS3	**R2**		2J13
4555 RAMSAY RD	006-735-371	RS3	**R2**		2J13
4537 RAMSAY RD	009-405-852	RS3	**R2**		2J13
4547 VALLEY RD	009-381-058	RS3	**R2**		2J13
4533 VALLEY RD	005-118-310	RS3	**R2**		2J13
4517 VALLEY RD	009-381-091	RS3	**R2**		2J13
1440 COLEMAN ST	009-381-112	RS3	**R2**		2J13
4712 RAMSAY RD	009-307-320	RS3	**R2**		2J13
4615 VALLEY RD	009-307-605	RS3	**R2**		2J13
4589 RAMSAY RD	009-307-630	RS3	**R2**		2J13
1449 MCNAIR DR	009-307-851	RS3	**R2**		2J13
4720 RAMSAY RD	008-196-796	RS3	**R2**		2J13
2-1674 EVELYN ST		RS3	**R2**		2J13
1688 EVELYN ST	008-155-721	RS3	**R2**		2J13
4547 PRIME ST	009-226-991	RS3	**R2**		2J13
4533 PRIME ST	003-307-778	RS3	**R2**		2J13
1639 EVELYN ST	012-127-647	RS3	**R2**		2J13
1637 EVELYN ST	004-877-969	RS3	**R2**		2J13
1612 COLEMAN ST	009-180-044	RS3	**R2**		2J13
1606 COLEMAN ST	004-231-040	RS3	**R2**		2J13
4536 VALLEY RD	009-136-398	RS3	**R2**		2J13
4528 VALLEY RD	009-136-410	RS3	**R2**		2J13
4520 VALLEY RD	009-136-428	RS3	**R2**		2J13
1452 COLEMAN ST	009-136-444	RS3	**R2**		2J13
1453 COLEMAN ST	009-118-756	RS3	**R2**		2J13
1461 COLEMAN ST	009-118-870	RS3	**R2**		2J13
1429 EVELYN ST	011-672-722	RS3	**R2**		2J13
1427 EVELYN ST	011-672-749	RS3	**R2**		2J13
4698 RAMSAY RD	007-124-708	RS4	**R2**		2J13
4694 RAMSAY RD	008-091-838	RS4	**R2**		2J13
4686 RAMSAY RD	009-063-773	RS4	**R2**		2J13
4682 RAMSAY RD	009-063-803	RS4	**R2**		2J13
4656 RAMSAY RD	009-063-854	RS4	**R2**		2J13
4640 RAMSAY RD	009-063-889	RS4	**R2**		2J13
4604 RAMSAY RD	009-063-901	RS4	**R2**		2J13
4592 RAMSAY RD	009-063-935	RS4	**R2**		2J13
4584 RAMSAY RD	009-063-994	RS4	**R2**		2J13
1425 EVELYN ST	011-672-765	RS3	**R2**		2J13
4548 VALLEY RD	009-039-325	RS3	**R2**		2J13
4554 VALLEY RD	009-039-333	RS3	**R2**		2J13
4691 RAMSAY RD	009-024-042	RS3	**R2**		2J13
4277 HOSKINS RD	013-787-217	RS3	**R2**		2J13
4315 RUTH CRES	011-518-600	RS3	**R2**		2J13
4315 RUTH CRES	011-518-618	RS3	**R2**		2J13
4295 NOTTINGHAM RD	011-518-626	RS3	**R2**		2J13
4319 RUTH CRES	011-518-634	RS3	**R2**		2J13
4340 NOTTINGHAM RD	009-603-484	RS3	**R2**		2J13
4308 NOTTINGHAM RD	009-603-506	RS3	**R2**		2J13
4405 HOSKINS RD	009-478-914	RS3	**R2**		2J13
4391 HOSKINS RD	009-478-931	RS3	**R2**		2J13
4290 NOTTINGHAM RD	009-452-591	RS3	**R2**		2J13
4270 NOTTINGHAM RD	009-452-621	RS3	**R2**		2J13
1437 COLEMAN ST	008-968-624	RS3	**R2**		2J13
4351 NORDBY PL	002-953-609	RS3	**R2**		2J13
1466 COLEMAN ST	008-848-882	RS3	**R2**		2J13
1478 COLEMAN ST	008-848-904	RS3	**R2**		2J13
4304 RUTH CRES	008-790-108	RS3	**R2**		2J13
4310 RUTH CRES	008-790-132	RS3	**R2**		2J13
4316 RUTH CRES	008-790-159	RS3	**R2**		2J13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4570 VALLEY RD	008-785-431	RS3	**R2**		2J13
4586 VALLEY RD	008-785-473	RS3	**R2**		2J13
4598 UNDERWOOD AVE	008-773-114	RS3	**R2**		2J13
4591 VALLEY RD	008-114-633	RS3	**R2**		2J13
4575 VALLEY RD	008-763-020	RS3	**R2**		2J13
4567 VALLEY RD	007-937-202	RS3	**R2**		2J13
4347 RUTH CRES	008-759-375	RS3	**R2**		2J13
4343 RUTH CRES	003-438-848	RS3	**R2**		2J13
4339 RUTH CRES	008-759-383	RS3	**R2**		2J13
4335 RUTH CRES	008-759-391	RS3	**R2**		2J13
4331 RUTH CRES	008-759-405	RS3	**R2**		2J13
4327 RUTH CRES	008-759-413	RS3	**R2**		2J13
4323 RUTH CRES	008-759-430	RS3	**R2**		2J13
4338 RUTH CRES	008-759-448	RS3	**R2**		2J13
4344 RUTH CRES	004-465-261	RS3	**R2**		2J13
4343 NOTTINGHAM RD	008-759-464	RS3	**R2**		2J13
1589 COLEMAN ST	007-838-603	RS3	**R2**		2J13
4445 HOSKINS RD	008-740-585	RS3	**R2**		2J13
4421 HOSKINS RD	006-042-368	RS3	**R2**		2J13
1555 COLEMAN ST	008-740-551	RS3	**R2**		2J13
1561 COLEMAN ST	008-740-569	RS3	**R2**		2J13
1569 COLEMAN ST	008-740-577	RS3	**R2**		2J13
1577 COLEMAN ST	002-530-368	RS3	**R2**		2J13
4621 VALLEY RD	002-430-631	RS3	**R2**		2J13
4611 RAMSAY RD	005-216-699	RS3	**R2**		2J13
4605 RAMSAY RD	005-154-596	RS3	**R2**		2J13
4608 VALLEY RD	008-736-448	RS3	**R2**		2J13
4622 VALLEY RD	008-736-456	RS3	**R2**		2J13
4634 VALLEY RD	008-736-464	RS3	**R2**		2J13
4646 VALLEY RD	008-736-472	RS3	**R2**		2J13
4627 VALLEY RD	008-089-167	RS3	**R2**		2J13
4633 VALLEY RD	004-762-975	RS3	**R2**		2J13
4639 VALLEY RD	008-736-383	RS3	**R2**		2J13
4645 VALLEY RD	008-736-391	RS3	**R2**		2J13
4651 VALLEY RD	008-736-405	RS3	**R2**		2J13
4657 VALLEY RD	008-736-413	RS3	**R2**		2J13
4679 RAMSAY RD	008-736-421	RS3	**R2**		2J13
4660 VALLEY RD	008-736-430	RS3	**R2**		2J13
1441 MCNAIR DR	002-760-878	RS3	**R2**		2J13
4527 RAMSAY RD	008-736-341	RS3	**R2**		2J13
4531 RAMSAY RD	008-736-359	RS3	**R2**		2J13
4425 NOTTINGHAM RD	008-722-111	RS3	**R2**		2J13
4443 NOTTINGHAM RD	008-722-129	RS3	**R2**		2J13
4455 NOTTINGHAM RD	008-722-145	RS3	**R2**		2J13
1547 COLEMAN ST	008-687-315	RS3	**R2**		2J13
4450 NOTTINGHAM RD	008-687-374	RS3	**R2**		2J13
4420 NOTTINGHAM RD	008-687-404	RS3	**R2**		2J13
4359 NOTTINGHAM RD	008-678-987	RS3	**R2**		2J13
4375 NOTTINGHAM RD	008-679-011	RS3	**R2**		2J13
4391 NOTTINGHAM RD	008-679-037	RS3	**R2**		2J13
4374 RUTH CRES	008-679-053	RS3	**R2**		2J13
4356 RUTH CRES	008-679-070	RS3	**R2**		2J13
4350 RUTH CRES	007-978-715	RS3	**R2**		2J13
4353 RUTH CRES	008-679-126	RS3	**R2**		2J13
4361 RUTH CRES	008-679-185	RS3	**R2**		2J13
4367 RUTH CRES	008-679-207	RS3	**R2**		2J13
1619 EVELYN ST	008-656-240	RS3	**R2**		2J13
1635 EVELYN ST	008-656-266	RS3	**R2**		2J13
4284 NORDBY PL	008-652-546	RS3	**R2**		2J13
4280 NORDBY PL	005-663-032	RS3	**R2**		2J13
1433 MCNAIR DR	008-637-661	RS3	**R2**		2J13
1428 MCNAIR DR	008-637-873	RS3	**R2**		2J13
1430 MCNAIR DR	007-707-835	RS3	**R2**		2J13
1438 MCNAIR DR	003-167-488	RS3	**R2**		2J13
1446 MCNAIR DR	008-637-903	RS3	**R2**		2J13
1454 MCNAIR DR	008-637-911	RS3	**R2**		2J13
1462 MCNAIR DR	008-637-920	RS3	**R2**		2J13
1470 MCNAIR DR	008-637-954	RS3	**R2**		2J13
1425 MCNAIR DR	008-637-679	RS3	**R2**		2J13
1417 MCNAIR DR	008-637-687	RS3	**R2**		2J13
1409 MCNAIR DR	008-637-717	RS3	**R2**		2J13
4341 HOSKINS RD	008-599-149	RS3	**R2**		2J13
4353 HOSKINS RD	008-599-157	RS3	**R2**		2J13
1457 MCNAIR DR	008-597-251	RS3	**R2**		2J13
1465 MCNAIR DR	008-597-278	RS3	**R2**		2J13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4685 RAMSAY RD	008-597-286	RS3	**R2**		2J13
1511 MCNAIR DR	008-024-537	RS3	**R2**		2J13
4789 HOSKINS RD	008-024-812	RS3	**R2**		2J13
4787 HOSKINS RD	008-024-839	RS3	**R2**		2J13
4785 HOSKINS RD	008-024-847	RS3	**R2**		2J13
4783 HOSKINS RD	008-024-871	RS3	**R2**		2J13
4781 HOSKINS RD	004-473-787	RS3	**R2**		2J13
4779 HOSKINS RD	008-024-677	RS3	**R2**		2J13
4777 HOSKINS RD	008-025-371	RS3	**R2**		2J13
4653 HOSKINS RD	002-604-493	RS3	**R2**		2J13
4651 HOSKINS RD	004-119-517	RS3	**R2**		2J13
4649 HOSKINS RD	004-576-152	RS3	**R2**		2J13
1515 MCNAIR DR	008-024-545	RS3	**R2**		2J13
4647 HOSKINS RD	008-025-380	RS3	**R2**		2J13
4645 HOSKINS RD	008-025-398	RS3	**R2**		2J13
4643 HOSKINS RD	008-025-401	RS3	**R2**		2J13
4641 HOSKINS RD	008-025-410	RS3	**R2**		2J13
4597 HOSKINS RD	006-092-535	RS3	**R2**		2J13
4563 HOSKINS RD	004-315-227	RS3	**R2**		2J13
4551 HOSKINS RD	008-025-436	RS3	**R2**		2J13
4547 HOSKINS RD	004-576-594	RS3	**R2**		2J13
1589 MCNAIR DR	008-024-561	RS3	**R2**		2J13
4542 HOSKINS RD	008-025-444	RS3	**R2**		2J13
4556 HOSKINS RD	008-025-452	RS3	**R2**		2J13
4570 HOSKINS RD	008-025-461	RS3	**R2**		2J13
4584 HOSKINS RD	008-025-479	RS3	**R2**		2J13
4598 HOSKINS RD	008-025-495	RS3	**R2**		2J13
4632 HOSKINS RD	008-025-509	RS3	**R2**		2J13
4636 HOSKINS RD	008-025-525	RS3	**R2**		2J13
4642 HOSKINS RD	008-025-533	RS3	**R2**		2J13
4644 HOSKINS RD	008-025-541	RS3	**R2**		2J13
4648 HOSKINS RD	008-025-550	RS3	**R2**		2J13
1593 MCNAIR DR	008-024-634	RS3	**R2**		2J13
4650 HOSKINS RD	008-025-568	RS3	**R2**		2J13
4654 HOSKINS RD	008-025-576	RS3	**R2**		2J13
4656 HOSKINS RD	008-025-584	RS3	**R2**		2J13
4660 HOSKINS RD	008-025-592	RS3	**R2**		2J13
4772 HOSKINS RD	008-024-651	RS3	**R2**		2J13
4774 HOSKINS RD	008-024-898	RS3	**R2**		2J13
4778 HOSKINS RD	008-024-901	RS3	**R2**		2J13
4780 HOSKINS RD	005-205-981	RS3	**R2**		2J13
4782 HOSKINS RD	008-024-910	RS3	**R2**		2J13
4786 HOSKINS RD	005-191-343	RS3	**R2**		2J13
1607 MCNAIR DR	008-024-642	RS3	**R2**		2J13
4788 HOSKINS RD	007-604-211	RS3	**R2**		2J13
1594 MCNAIR DR	008-024-596	RS3	**R2**		2J13
1590 MCNAIR DR	008-024-600	RS3	**R2**		2J13
1586 MCNAIR DR	008-024-618	RS3	**R2**		2J13
1510 MCNAIR DR	005-759-943	RS3	**R2**		2J13
1611 MCNAIR DR	008-024-758	RS3	**R2**		2J13
1502 MCNAIR DR	008-043-132	RS3	**R2**		2J13
1615 MCNAIR DR	008-024-774	RS3	**R2**		2J13
4797 HOSKINS RD	008-024-791	RS3	**R2**		2J13
4793 HOSKINS RD	005-744-504	RS3	**R2**		2J13
4435 UNDERWOOD AVE	008-195-544	RS3	**R2**		2J13
4575 HOSKINS RD	008-498-008	RS3	**R2**		2J13
4585 HOSKINS RD	002-838-982	RS3	**R2**		2J13
4360 UNDERWOOD AVE	008-484-431	RS3	**R2**		2J13
1788 RALPH ST	006-642-853	RS3	**R2**		2J13
4445 JEROME PL	008-484-490	RS3	**R2**		2J13
1750 RALPH ST	008-474-231	RS3	**R2**		2J13
1744 RALPH ST	008-484-503	RS3	**R2**		2J13
1736 RALPH ST	008-484-511	RS3	**R2**		2J13
1730 RALPH ST	008-484-520	RS3	**R2**		2J13
1718 RALPH ST	008-484-538	RS3	**R2**		2J13
4420 UNDERWOOD AVE	008-484-546	RS3	**R2**		2J13
1717 COLEMAN ST	008-484-562	RS3	**R2**		2J13
4380 UNDERWOOD AVE	006-398-324	RS3	**R2**		2J13
1725 COLEMAN ST	007-691-432	RS3	**R2**		2J13
1733 COLEMAN ST	008-484-571	RS3	**R2**		2J13
1741 COLEMAN ST	008-484-589	RS3	**R2**		2J13
1749 COLEMAN ST	008-484-597	RS3	**R2**		2J13
4455 JEROME PL	007-922-507	RS3	**R2**		2J13
4508 JEROME PL	008-486-298	RS3	**R2**		2J13
4516 JEROME PL	008-486-310	RS3	**R2**		2J13

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4520 JEROME PL	008-486-336	RS3	**R2**		2J13
4528 JEROME PL	008-486-361	RS3	**R2**		2J13
4536 JEROME PL	008-486-379	RS3	**R2**		2J13
1729 RALPH ST	008-484-449	RS3	**R2**		2J13
4544 JEROME PL	003-052-494	RS3	**R2**		2J13
4549 JEROME PL	007-996-942	RS3	**R2**		2J13
4537 JEROME PL	007-010-931	RS3	**R2**		2J13
4533 JEROME PL	008-486-409	RS3	**R2**		2J13
4529 JEROME PL	008-486-425	RS3	**R2**		2J13
4525 JEROME PL	004-501-918	RS3	**R2**		2J13
1740 COLEMAN ST	008-486-441	RS3	**R2**		2J13
1738 COLEMAN ST	004-971-957	RS3	**R2**		2J13
1726 COLEMAN ST	008-486-450	RS3	**R2**		2J13
1714 COLEMAN ST	008-486-468	RS3	**R2**		2J13
1737 RALPH ST	008-484-457	RS3	**R2**		2J13
4510 UNDERWOOD AVE	008-486-484	RS3	**R2**		2J13
4526 UNDERWOOD AVE	008-486-514	RS3	**R2**		2J13
4544 UNDERWOOD AVE	008-486-522	RS3	**R2**		2J13
4558 UNDERWOOD AVE	008-486-557	RS3	**R2**		2J13
4572 UNDERWOOD AVE	002-495-406	RS3	**R2**		2J13
4586 UNDERWOOD AVE	003-970-175	RS3	**R2**		2J13
1727 IRENE PL	008-486-573	RS3	**R2**		2J13
1735 IRENE PL	008-486-590	RS3	**R2**		2J13
1743 IRENE PL	008-486-611	RS3	**R2**		2J13
1751 IRENE PL	008-486-638	RS3	**R2**		2J13
1745 RALPH ST	008-484-465	RS3	**R2**		2J13
1742 IRENE PL	008-486-654	RS3	**R2**		2J13
1736 IRENE PL	008-486-671	RS3	**R2**		2J13
1728 IRENE PL	008-486-697	RS3	**R2**		2J13
4606 UNDERWOOD AVE	008-486-701	RS3	**R2**		2J13
4634 UNDERWOOD AVE	003-572-676	RS3	**R2**		2J13
1753 RALPH ST	008-484-473	RS3	**R2**		2J13
4427 JEROME PL	008-484-481	RS3	**R2**		2J13
1629 COLEMAN ST	012-588-229	RS3	**R2**		2J13
1633 COLEMAN ST	012-588-237	RS3	**R2**		2J13
1598 MCNAIR DR	007-959-354	RS3	**R2**		2J13
1602 MCNAIR DR	006-463-444	RS3	**R2**		2J13
1606 MCNAIR DR	007-959-401	RS3	**R2**		2J13
4770 ARMOUR CRT	007-918-917	RS3	**R2**		2J13
4774 ARMOUR CRT	007-918-925	RS3	**R2**		2J13
4778 ARMOUR CRT	007-918-933	RS3	**R2**		2J13
4782 ARMOUR CRT	007-918-950	RS3	**R2**		2J13
4786 ARMOUR CRT	007-919-034	RS3	**R2**		2J13
4788 ARMOUR CRT	007-919-085	RS3	**R2**		2J13
4792 TOURNEY RD	007-919-115	RS3	**R2**		2J13
4396 NOTTINGHAM RD	007-950-942	RS3	**R2**		2J13
4374 NOTTINGHAM RD	007-950-951	RS3	**R2**		2J13
4360 NOTTINGHAM RD	007-950-969	RS3	**R2**		2J13
4348 NOTTINGHAM RD	002-803-615	RS3	**R2**		2J13
4278 NORDBY PL	007-869-428	RS3	**R2**		2J13
4637 UNDERWOOD AVE	007-755-783	RS3	**R2**		2J13
4500 JEROME PL	007-743-955	RS3	**R2**		2J13
4492 JEROME PL	007-743-971	RS3	**R2**		2J13
4476 JEROME PL	007-744-005	RS3	**R2**		2J13
4454 JEROME PL	007-744-048	RS3	**R2**		2J13
4432 JEROME PL	007-744-072	RS3	**R2**		2J13
4410 JEROME PL	007-744-081	RS3	**R2**		2J13
1449 COLEMAN ST	007-743-599	RS3	**R2**		2J13
4645 MCNAIR PL	007-740-581	RS3	**R2**		2J13
4736 MCNAIR PL	007-740-883	RS3	**R2**		2J13
4710 MCNAIR PL	005-066-212	RS3	**R2**		2J13
4692 MCNAIR PL	007-740-905	RS3	**R2**		2J13
4684 MCNAIR PL	007-740-921	RS3	**R2**		2J13
4670 MCNAIR PL	004-794-931	RS3	**R2**		2J13
4638 MCNAIR PL	005-209-641	RS3	**R2**		2J13
4663 MCNAIR PL	007-740-611	RS3	**R2**		2J13
4677 MCNAIR PL	007-740-638	RS3	**R2**		2J13
4689 MCNAIR PL	002-486-113	RS3	**R2**		2J13
4723 MCNAIR PL	007-740-654	RS3	**R2**		2J13
4733 MCNAIR PL	007-740-662	RS3	**R2**		2J13
4771 MCNAIR PL	007-740-671	RS3	**R2**		2J13
4786 MCNAIR PL	007-740-794	RS3	**R2**		2J13
4754 MCNAIR PL	007-740-832	RS3	**R2**		2J13
4465 UNDERWOOD AVE	013-380-737	RS3	**R2**		2J13
4459 UNDERWOOD AVE	013-380-753	RS3	**R2**		2J13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4483 UNDERWOOD AVE	013-380-834	RS3	**R2**		2J13
1647 COLEMAN ST	004-499-271	RS3	**R2**		2J13
1657 COLEMAN ST	012-588-253	RS3	**R2**		2J13
4285 NORDBY PL	007-711-735	RS3	**R2**		2J13
1515 COLEMAN ST	007-726-058	RS3	**R2**		2J13
4375 RUTH CRES	007-726-074	RS3	**R2**		2J13
1469 COLEMAN ST	007-669-500	RS3	**R2**		2J13
1681 COLEMAN ST	005-325-978	RS3	**R2**		2J13
1693 COLEMAN ST	007-693-401	RS3	**R2**		2J13
1771 RALPH ST	004-996-402	RS3	**R2**		2J13
1787 RALPH ST	007-657-196	RS3	**R2**		2J13
1661 COLEMAN ST	007-676-212	RS3	**R2**		2J13
1669 COLEMAN ST	007-676-239	RS3	**R2**		2J13
1475 COLEMAN ST	007-622-881	RS3	**R2**		2J13
1470 MILL ST	007-622-970	RS3	**R2**		2J13
1466 MILL ST	007-622-899	RS3	**R2**		2J13
1454 MILL ST	007-622-902	RS3	**R2**		2J13
1455 MILL ST	007-626-410	RS3	**R2**		2J13
1477 MILL ST	007-626-428	RS3	**R2**		2J13
4290 NORDBY PL	007-626-436	RS3	**R2**		2J13
1443 MILL ST	007-619-235	RS3	**R2**		2J13
1449 MILL ST	007-619-243	RS3	**R2**		2J13
4598 PRIME ST	013-215-493	RS3	**R2**		2J13
4511 UNDERWOOD AVE	004-752-848	RS3	**R2**		2J13
4513 UNDERWOOD AVE	004-741-137	RS3	**R2**		2J13
4523 UNDERWOOD AVE	010-318-844	RS3	**R2**		2J13
4535 UNDERWOOD AVE	013-215-558	RS3	**R2**		2J13
4547 UNDERWOOD AVE	013-215-566	RS3	**R2**		2J13
4559 UNDERWOOD AVE	013-215-604	RS3	**R2**		2J13
4573 UNDERWOOD AVE	013-215-621	RS3	**R2**		2J13
4581 UNDERWOOD AVE	013-215-639	RS3	**R2**		2J13
4588 PRIME ST	013-215-507	RS3	**R2**		2J13
4568 PRIME ST	012-712-370	RS3	**R2**		2J13
4550 PRIME ST	013-215-515	RS3	**R2**		2J13
4542 PRIME ST	013-215-523	RS3	**R2**		2J13
4536 PRIME ST	013-215-531	RS3	**R2**		2J13
4524 PRIME ST	011-429-674	RS3	**R2**		2J13
4512 PRIME ST	005-111-609	RS3	**R2**		2J13
4506 PRIME ST	005-767-610	RS3	**R2**		2J13
4655 UNDERWOOD AVE	010-215-069	RS3	**R2**		2J13
1434 MILL ST	007-522-827	RS3	**R2**		2J13
1445 COLEMAN ST	007-586-094	RS3	**R2**		2J13
1438 MILL ST	007-586-108	RS3	**R2**		2J13
1442 MILL ST	007-586-132	RS3	**R2**		2J13
1417 MILL ST	007-510-594	RS3	**R2**		2J13
1429 MILL ST	007-510-624	RS3	**R2**		2J13
1793 RALPH ST	007-512-201	RS3	**R2**		2J13
1791 RALPH ST	007-512-210	RS3	**R2**		2J13
1438 EVELYN ST	007-672-195	RS3	**R2**		2J13
4595 PRIME ST	007-339-704	RS3	**R2**		2J13
4569 PRIME ST	007-339-721	RS3	**R2**		2J13
4565 PRIME PL	007-339-739	RS3	**R2**		2J13
4561 PRIME PL	007-339-755	RS3	**R2**		2J13
4557 PRIME PL	007-339-798	RS3	**R2**		2J13
4555 PRIME PL	007-339-836	RS3	**R2**		2J13
4549 PRIME PL	007-339-861	RS3	**R2**		2J13
4595 UNDERWOOD AVE	007-339-909	RS3	**R2**		2J13
4599 UNDERWOOD AVE	007-339-925	RS3	**R2**		2J13
4611 UNDERWOOD AVE	007-339-933	RS3	**R2**		2J13
4695 UNDERWOOD AVE	007-339-984	RS3	**R2**		2J13
4689 UNDERWOOD AVE	007-340-001	RS3	**R2**		2J13
4685 UNDERWOOD PL	007-340-010	RS3	**R2**		2J13
4683 UNDERWOOD PL	007-340-028	RS3	**R2**		2J13
4681 UNDERWOOD PL	007-340-036	RS3	**R2**		2J13
4679 UNDERWOOD PL	007-340-044	RS3	**R2**		2J13
4677 UNDERWOOD PL	007-340-052	RS3	**R2**		2J13
4675 UNDERWOOD PL	007-340-061	RS3	**R2**		2J13
4673 UNDERWOOD PL	007-340-079	RS3	**R2**		2J13
4671 UNDERWOOD PL	007-340-087	RS3	**R2**		2J13
4669 UNDERWOOD PL	007-340-095	RS3	**R2**		2J13
4665 UNDERWOOD AVE	007-570-368	RS3	**R2**		2J13
4661 UNDERWOOD AVE	007-341-067	RS3	**R2**		2J13
4796 HOSKINS RD	007-339-615	RS3	**R2**		2J13
4794 HOSKINS RD	003-771-237	RS3	**R2**		2J13
4792 HOSKINS RD	007-339-631	RS3	**R2**		2J13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4609 PRIME ST	002-430-657	RS3	**R2**		2J13
4605 PRIME ST	007-339-666	RS3	**R2**		2J13
4601 PRIME ST	007-339-674	RS3	**R2**		2J13
1660 COLEMAN ST	013-385-755	RS3	**R2**		2J13
1660 COLEMAN ST	013-385-798	RS3	**R2**		2J13
1652 COLEMAN ST	013-385-836	RS3	**R2**		2J13
1648 COLEMAN ST	013-385-852	RS3	**R2**		2J13
1638 COLEMAN ST	013-385-895	RS3	**R2**		2J13
1636 COLEMAN ST	013-385-917	RS3	**R2**		2J13
1618 COLEMAN ST	013-385-950	RS3	**R2**		2J13
1614 COLEMAN ST	004-071-956	RS3	**R2**		2J13
1617 COLEMAN ST	007-317-107	RS3	**R2**		2J13
1625 COLEMAN ST	007-317-131	RS3	**R2**		2J13
1525 COLEMAN ST	007-314-876	RS3	**R2**		2J13
1531 COLEMAN ST	007-314-884	RS3	**R2**		2J13
4379 RUTH CRES	007-314-892	RS3	**R2**		2J13
4599 VALLEY RD	004-218-531	RS3	**R2**		2J13
4609 VALLEY RD	002-657-945	RS3	**R2**		2J13
4560 RAMSAY RD	013-090-704	RS4	**R2**		2J13
4548 RAMSAY RD	013-090-712	RS4	**R2**		2J13
4536 RAMSAY RD	008-030-626	RS4	**R2**		2J13
1520 COLEMAN ST	013-090-739	RS4	**R2**		2J13
1611 RALPH ST	003-316-815	RS3	**R2**	S1	2J13
4390 HOSKINS RD	012-588-270	RS3	**R2**	S1	2J13
4350 HOSKINS RD	002-467-135	RS3	**R2**	S1	2J13
4334 HOSKINS RD	002-467-151	RS3	**R2**	S1	2J13
4330 HOSKINS RD	012-127-591	RS3	**R2**	S1	2J13
4324 HOSKINS RD	012-127-612	RS3	**R2**	S1	2J13
1428 EVELYN ST	006-628-826	RS3	**R2**		2J13
1434 EVELYN ST	002-970-694	RS3	**R2**		2J13
1611 EVELYN ST	006-709-451	RS3	**R2**	S1	2J13
4284 HOSKINS RD	012-127-655	RS3	**R2**	S1	2J13
4360 HOSKINS RD	012-588-288	RS3	**R2**	S1	2J13
4358 HOSKINS RD	012-588-318	RS3	**R2**	S1	2J13
1644 RALPH ST	026-549-735	RS3	**R2**	S1	2J13
1648 RALPH ST	026-549-743	RS3	**R2**	S1	2J13
1678 RALPH ST	013-380-770	RS3	**R2**	S1	2J13
1676 RALPH ST	013-380-788	RS3	**R2**	S1	2J13
1672 RALPH ST	013-380-796	RS3	**R2**	S1	2J13
1668 RALPH ST	013-380-800	RS3	**R2**	S1	2J13
1666 RALPH ST	004-303-199	RS3	**R2**	S1	2J13
1664 RALPH ST	013-380-818	RS3	**R2**	S1	2J13
1662 RALPH ST	004-337-697	RS3	**R2**	S1	2J13
4490 HOSKINS RD	012-588-181	RS3	**R2**	S1	2J13
1660 RALPH ST	006-711-791	RS3	**R2**	S1	2J13
1650 RALPH ST	003-136-841	RS3	**R2**	S1	2J13
4480 HOSKINS RD	008-315-647	RS3	**R2**	S1	2J13
1636 RALPH ST	005-676-657	RS3	**R2**	S1	2J13
1632 RALPH ST	005-676-673	RS3	**R2**	S1	2J13
1624 RALPH ST	012-588-261	RS3	**R2**	S1	2J13
1618 RALPH ST	005-097-061	RS3	**R2**	S1	2J13
1616 RALPH ST	005-097-070	RS3	**R2**	S1	2J13
4454 HOSKINS RD	012-588-199	RS3	**R2**	S1	2J13
4442 HOSKINS RD	012-588-202	RS3	**R2**	S1	2J13
4418 HOSKINS RD	008-278-849	RS3	**R2**	S1	2J13
4406 HOSKINS RD	008-278-857	RS3	**R2**	S1	2J13
4464 HOSKINS RD	008-234-493	RS3	**R2**	S1	2J13
4331 HOSKINS RD	002-431-807	RS3	**R2**		2J13
4321 HOSKINS RD	002-431-823	RS3	**R2**		2J13
4311 HOSKINS RD	002-431-947	RS3	**R2**		2J13
4528 RAMSAY RD	013-340-191	RS4	**R2**		2J13
4532 RAMSAY RD	013-340-221	RS4	**R2**		2J13
4628 RAMSAY RD	013-702-734	RS4	**R2**		2J13
4616 RAMSAY RD	013-702-751	RS4	**R2**		2J13
4524 RAMSAY RD	013-090-721	RS4	**R2**		2J13
4701 UNDERWOOD AVE	005-711-002	RS5	**R2**	S1	2J13
4749 WOODROW CRES	005-711-134	RS5	**R2**	S1	2J13
4753 WOODROW CRES	005-711-177	RS5	**R2**	S1	2J13
4757 WOODROW CRES	005-711-193	RS5	**R2**	S1	2J13
4761 WOODROW CRES	005-711-207	RS5	**R2**	S1	2J13
4767 WOODROW CRES	005-711-215	RS5	**R2**	S1	2J13
4771 WOODROW CRES	005-711-231	RS5	**R2**	S1	2J13
4709 UNDERWOOD AVE	005-711-011	RS5	**R2**	S1	2J13
4715 WOODROW CRES	005-711-029	RS5	**R2**	S1	2J13
4721 WOODROW CRES	005-711-037	RS5	**R2**	S1	2J13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4706 UNDERWOOD AVE	005-711-720	RS5	**R2**	S1	2J13
4700 UNDERWOOD AVE	005-711-746	RS5	**R2**	S1	2J13
4727 WOODROW CRES	005-711-045	RS5	**R2**	S1	2J13
4737 UNDERWOOD AVE	005-711-771	RS5	**R2**	S1	2J13
4733 UNDERWOOD AVE	005-711-797	RS5	**R2**	S1	2J13
4729 UNDERWOOD AVE	005-711-801	RS5	**R2**	S1	2J13
4727 UNDERWOOD AVE	005-711-827	RS5	**R2**	S1	2J13
4730 WOODROW CRES	005-711-835	RS5	**R2**	S1	2J13
4719 UNDERWOOD AVE	005-711-843	RS5	**R2**	S1	2J13
4735 WOODROW CRES	005-711-053	RS5	**R2**	S1	2J13
4739 WOODROW CRES	005-711-061	RS5	**R2**	S1	2J13
4741 WOODROW CRES	005-711-096	RS5	**R2**	S1	2J13
4745 WOODROW CRES	005-711-126	RS5	**R2**	S1	2J13
4480 UNDERWOOD AVE	008-484-554	RS3	**R2**		2J13
4670 RAMSAY RD	025-454-650	RS4	**R2**		2J13
4660 RAMSAY RD	025-454-668	RS4	**R2**		2J13
4395 RICE LAKE RD	010-027-734	RS3	**R2**		2J13
4393 RICE LAKE RD	010-027-742	RS3	**R2**		2J13
4439 UNDERWOOD AVE	024-236-896	RS3	**R2**		2J13
4437 UNDERWOOD AVE	024-236-900	RS3	**R2**		2J13
4350 UNDERWOOD AVE	029-149-681	RS3	**R2**		2J13
4340 UNDERWOOD AVE	029-149-690	RS3	**R2**		2J13
1762 EVELYN ST	009-974-521	RS3	**R2**		2J13
1760 EVELYN ST	003-413-942	RS3	**R2**		2J13
1756 EVELYN ST	003-413-977	RS3	**R2**		2J13
1740 EVELYN ST	009-974-547	RS3	**R2**		2J13
1734 EVELYN ST	009-974-580	RS3	**R2**		2J13
1728 EVELYN ST	009-974-598	RS3	**R2**		2J13
1766 EVELYN ST	009-974-458	RS3	**R2**		2J13
4276 NORDBY PL	008-790-574	RS3	**R2**		2J13
1777 EVELYN ST	003-571-955	RS3	**R2**		2J13
4777 WOODROW CRES	005-711-240	RS5	**R2**	S1	2J13
4781 UNDERWOOD AVE	005-711-258	RS5	**R2**	S1	2J13
4787 UNDERWOOD AVE	005-711-266	RS5	**R2**	S1	2J13
4791 UNDERWOOD AVE	005-711-274	RS5	**R2**	S1	2J13
4795 UNDERWOOD AVE	005-711-282	RS5	**R2**	S1	2J13
4799 UNDERWOOD AVE	005-711-304	RS5	**R2**	S1	2J13
4803 UNDERWOOD AVE	005-711-312	RS5	**R2**	S1	2J13
4807 UNDERWOOD AVE	005-711-321	RS5	**R2**	S1	2J13
4811 UNDERWOOD AVE	005-711-339	RS5	**R2**	S1	2J13
4815 UNDERWOOD AVE	005-711-347	RS5	**R2**	S1	2J13
4819 UNDERWOOD AVE	005-711-355	RS5	**R2**	S1	2J13
4848 UNDERWOOD AVE	005-711-371	RS5	**R2**	S1	2J13
4840 UNDERWOOD AVE	005-711-380	RS5	**R2**	S1	2J13
4834 UNDERWOOD AVE	005-711-401	RS5	**R2**	S1	2J13
4828 UNDERWOOD AVE	005-711-410	RS5	**R2**	S1	2J13
4820 UNDERWOOD AVE	005-711-436	RS5	**R2**	S1	2J13
4808 UNDERWOOD AVE	005-711-444	RS5	**R2**	S1	2J13
4802 UNDERWOOD AVE	005-711-452	RS5	**R2**	S1	2J13
4798 RUSH CRT	005-711-461	RS5	**R2**	S1	2J13
4778 RUSH CRT	005-711-479	RS5	**R2**	S1	2J13
4748 RUSH CRT	005-711-487	RS5	**R2**	S1	2J13
4740 RUSH CRT	005-711-495	RS5	**R2**	S1	2J13
4792 UNDERWOOD AVE	005-711-509	RS5	**R2**	S1	2J13
4788 UNDERWOOD AVE	005-711-525	RS5	**R2**	S1	2J13
4780 UNDERWOOD AVE	005-711-541	RS5	**R2**	S1	2J13
4736 UNDERWOOD AVE	005-711-550	RS5	**R2**	S1	2J13
4732 UNDERWOOD AVE	005-711-576	RS5	**R2**	S1	2J13
4728 UNDERWOOD AVE	005-711-606	RS5	**R2**	S1	2J13
4726 UNDERWOOD AVE	005-711-631	RS5	**R2**	S1	2J13
4722 UNDERWOOD AVE	005-711-665	RS5	**R2**	S1	2J13
4716 UNDERWOOD AVE	005-711-681	RS5	**R2**	S1	2J13
4712 UNDERWOOD AVE	005-711-703	RS5	**R2**	S1	2J13
1677 RALPH ST	013-380-842	RS3	**R2**		2J13
	013-339-249	RS3	**R2**		2J13
4347 UNDERWOOD AVE	013-339-257	RS3	**R2**		2J13
4375 UNDERWOOD AVE	013-339-222	RS3	**R2**		2J13
4367 UNDERWOOD AVE	013-339-231	RS3	**R2**		2J13
1613 RALPH ST	012-588-326	RS3	**R2**		2J13
1617 RALPH ST	004-393-503	RS3	**R2**		2J13
1627 RALPH ST	012-588-334	RS3	**R2**		2J13
1633 RALPH ST	009-427-627	RS3	**R2**		2J13
1641 RALPH ST	009-427-686	RS3	**R2**		2J13
1649 RALPH ST	012-588-351	RS3	**R2**		2J13
1663 RALPH ST	009-360-603	RS3	**R2**		2J13

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1667 RALPH ST	009-360-620	RS3	**R2**		2J13
1659 RALPH ST	006-396-241	RS3	**R2**		2J13
1685 RALPH ST	008-952-264	RS3	**R2**		2J13
1695 RALPH ST	008-952-272	RS3	**R2**		2J13
1484 MCNAIR DR	009-307-290	RS1	**R2**	S3	2J13
4462 MARION RD	007-844-026	RS1	**R2**	S3	2J13
4366 RICE LAKE RD	010-027-645	RS1	**R2**	S3	2J13
4390 RICE LAKE RD	010-027-637	RS1	**R2**	S3	2J13
4360 RICE LAKE RD	010-027-688	RS1	**R2**	S3	2J13
2728 DOLLARTON HWY	009-072-951	RS4	**R2**		2L03
	004-946-511	RS4	**R2**		2L03
2748 DOLLARTON HWY	014-574-837	RS4	**R2**		2L03
2752 DOLLARTON HWY	008-154-562	RS4	**R2**		2L03
2778 DOLLARTON HWY	014-574-802	RS4	**R2**		2L03
2784 DOLLARTON HWY	005-312-710	RS4	**R2**		2L03
2792 DOLLARTON HWY	007-572-999	RS4	**R2**		2L03
2796 DOLLARTON HWY	009-228-098	RS4	**R2**		2L03
2801 DOLLARTON HWY	004-947-053	RS4	**R2**		2L03
2802 DOLLARTON HWY	008-497-133	RS4	**R2**		2L03
2812 DOLLARTON HWY	008-634-726	RS4	**R2**		2L03
2817 DOLLARTON HWY	004-947-029	RS4	**R2**		2L03
2817 DOLLARTON HWY	004-947-029	RS4	**R2**		2L03
2820 DOLLARTON HWY	014-575-124	RS4	**R2**		2L03
2825 DOLLARTON HWY	004-946-995	RS4	**R2**		2L03
2825 DOLLARTON HWY	004-946-995	RS4	**R2**		2L03
2830 DOLLARTON HWY	006-694-870	RS4	**R2**		2L03
2831 DOLLARTON HWY	004-946-944	RS4	**R2**		2L03
2353 WINDRIDGE DR	007-748-094	RS4	**R2**		2L03
2363 WINDRIDGE DR	009-421-254	RS4	**R2**		2L03
718 BROWNING PL	009-409-050	RS3	**R2**		2L03
684 BROWNING PL	009-409-068	RS3	**R2**		2L03
725 BROWNING PL	009-411-160	RS3	**R2**		2L03
707 BROWNING PL	009-409-041	RS3	**R2**		2L03
687 BROWNING PL	004-490-070	RS3	**R2**		2L03
675 BROWNING PL	005-216-702	RS3	**R2**		2L03
681 PLYMOUTH DR	002-624-699	RS3	**R2**		2L03
693 PLYMOUTH DR	009-227-831	RS3	**R2**		2L03
533 BOURNEMOUTH CRES	009-227-911	RS3	**R2**		2L03
527 BOURNEMOUTH CRES	009-227-946	RS3	**R2**		2L03
519 BOURNEMOUTH CRES	009-227-997	RS3	**R2**		2L03
511 BOURNEMOUTH CRES	004-504-275	RS3	**R2**		2L03
503 BOURNEMOUTH CRES	009-228-047	RS3	**R2**		2L03
433 ELLIS ST	003-395-294	RS3	**R2**		2L03
428 ELLIS ST	004-688-597	RS3	**R2**		2L03
2831 DOLLARTON HWY	004-946-944	RS4	**R2**		2L03
2840 DOLLARTON HWY	009-773-819	RS4	**R2**		2L03
2845 DOLLARTON HWY	004-946-901	RS4	**R2**		2L03
2845 DOLLARTON HWY	004-946-901	RS4	**R2**		2L03
2846 DOLLARTON HWY	006-094-708	RS4	**R2**		2L03
2849 DOLLARTON HWY	004-946-871	RS4	**R2**		2L03
2849 DOLLARTON HWY	004-946-871	RS4	**R2**		2L03
775 PLYMOUTH DR	009-150-111	RS3	**R2**		2L03
702 PLYMOUTH DR	010-540-539	RS3	**R2**		2L03
710 PLYMOUTH DR	010-540-555	RS3	**R2**		2L03
718 PLYMOUTH DR	004-970-306	RS3	**R2**		2L03
751 PLYMOUTH DR	010-540-610	RS3	**R2**		2L03
723 PLYMOUTH DR	010-540-644	RS3	**R2**		2L03
697 PLYMOUTH DR	010-540-652	RS3	**R2**		2L03
742 PLYMOUTH DR	010-540-440	RS3	**R2**		2L03
724 PLYMOUTH DR	010-540-504	RS3	**R2**		2L03
2414 WINDRIDGE DR	002-494-507	RS3	**R2**		2L03
2854 DOLLARTON HWY	014-575-086	RS4	**R2**		2L03
2-2391 WINDRIDGE DR		RS4	**R2**		2L03
2409 WINDRIDGE DR	009-073-043	RS4	**R2**		2L03
455 ELLIS ST	008-875-847	RS3	**R2**		2L03
498 ELLIS ST	005-481-147	RS3	**R2**		2L03
484 ELLIS ST	008-875-995	RS3	**R2**		2L03
470 ELLIS ST	008-876-002	RS3	**R2**		2L03
452 ELLIS ST	008-876-029	RS3	**R2**		2L03
440 ELLIS ST	003-634-132	RS3	**R2**		2L03
495 BOURNEMOUTH CRES	008-875-855	RS3	**R2**		2L03
563 ELLIS ST	008-875-901	RS3	**R2**		2L03
581 ELLIS ST	008-875-910	RS3	**R2**		2L03
595 ELLIS ST	008-875-936	RS3	**R2**		2L03
593 PLYMOUTH DR	008-875-952	RS3	**R2**		2L03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
598 PLYMOUTH DR	008-875-961	RS3	**R2**		2L03
534 ELLIS ST	008-875-987	RS3	**R2**		2L03
516 ELLIS ST	006-325-751	RS3	**R2**		2L03
610 PLYMOUTH DR	008-850-844	RS3	**R2**		2L03
618 PLYMOUTH DR	008-850-861	RS3	**R2**		2L03
626 PLYMOUTH DR	008-850-909	RS3	**R2**		2L03
642 PLYMOUTH DR	002-447-690	RS3	**R2**		2L03
650 PLYMOUTH DR	008-850-933	RS3	**R2**		2L03
664 PLYMOUTH DR	008-850-950	RS3	**R2**		2L03
676 PLYMOUTH DR	008-850-976	RS3	**R2**		2L03
682 PLYMOUTH DR	007-475-101	RS3	**R2**		2L03
690 PLYMOUTH DR	008-851-018	RS3	**R2**		2L03
675 PLYMOUTH DR	006-865-062	RS3	**R2**		2L03
667 PLYMOUTH DR	008-851-034	RS3	**R2**		2L03
659 PLYMOUTH DR	008-851-077	RS3	**R2**		2L03
643 PLYMOUTH DR	008-851-085	RS3	**R2**		2L03
637 PLYMOUTH DR	008-851-123	RS3	**R2**		2L03
631 PLYMOUTH DR	008-851-140	RS3	**R2**		2L03
625 PLYMOUTH DR	008-851-166	RS3	**R2**		2L03
620 MCCARTNEY CLOSE	008-851-182	RS3	**R2**		2L03
601 MCCARTNEY CLOSE	005-132-291	RS3	**R2**		2L03
2903 EDDYSTONE CRES	008-771-391	RS3	**R2**		2L03
2907 EDDYSTONE CRES	008-771-405	RS3	**R2**		2L03
2911 EDDYSTONE CRES	008-771-413	RS3	**R2**		2L03
2915 EDDYSTONE CRES	008-771-421	RS3	**R2**		2L03
2919 EDDYSTONE CRES	008-771-430	RS3	**R2**		2L03
2923 EDDYSTONE CRES	008-771-448	RS3	**R2**		2L03
2927 EDDYSTONE CRES	008-771-456	RS3	**R2**		2L03
2947 EDDYSTONE CRES	008-771-464	RS3	**R2**		2L03
2951 EDDYSTONE CRES	005-668-573	RS3	**R2**		2L03
2955 EDDYSTONE CRES	008-771-472	RS3	**R2**		2L03
2959 EDDYSTONE CRES	008-771-481	RS3	**R2**		2L03
2963 EDDYSTONE CRES	008-771-499	RS3	**R2**		2L03
2967 EDDYSTONE CRES	008-771-502	RS3	**R2**		2L03
2975 EXMOUTH RD	004-584-236	RS3	**R2**		2L03
2984 EXMOUTH RD	003-462-358	RS3	**R2**		2L03
2978 EXMOUTH RD	008-771-511	RS3	**R2**		2L03
2979 EDDYSTONE CRES	008-771-529	RS3	**R2**		2L03
2983 EDDYSTONE CRES	008-771-537	RS3	**R2**		2L03
2987 EDDYSTONE CRES	008-771-545	RS3	**R2**		2L03
2990 EDDYSTONE CRES	008-771-553	RS3	**R2**		2L03
2986 EDDYSTONE CRES	008-771-561	RS3	**R2**		2L03
2982 EDDYSTONE CRES	008-224-366	RS3	**R2**		2L03
2980 EDDYSTONE CRES	008-771-570	RS3	**R2**		2L03
2974 EDDYSTONE CRES	008-771-588	RS3	**R2**		2L03
2966 EDDYSTONE CRES	008-771-596	RS3	**R2**		2L03
2958 EDDYSTONE CRES	008-771-600	RS3	**R2**		2L03
2936 EDDYSTONE CRES	008-769-940	RS3	**R2**		2L03
2930 EDDYSTONE CRES	008-771-618	RS3	**R2**		2L03
2922 EDDYSTONE CRES	008-771-626	RS3	**R2**		2L03
2918 EDDYSTONE CRES	002-901-498	RS3	**R2**		2L03
2912 EDDYSTONE CRES	008-771-634	RS3	**R2**		2L03
2908 EDDYSTONE CRES	008-771-642	RS3	**R2**		2L03
2904 EDDYSTONE CRES	008-771-651	RS3	**R2**		2L03
636 MCCARTNEY CLOSE	008-424-390	RS3	**R2**		2L03
640 MCCARTNEY CLOSE	008-708-479	RS3	**R2**		2L03
645 MCCARTNEY CLOSE	008-708-487	RS3	**R2**		2L03
639 MCCARTNEY CLOSE	008-708-495	RS3	**R2**		2L03
617 BOURNEMOUTH CRES	008-646-147	RS3	**R2**		2L03
618 ELLIS ST	008-646-155	RS3	**R2**		2L03
612 ELLIS ST	008-646-163	RS3	**R2**		2L03
606 ELLIS ST	003-131-394	RS3	**R2**		2L03
600 ELLIS ST	008-646-171	RS3	**R2**		2L03
612 BOURNEMOUTH CRES	008-645-663	RS3	**R2**		2L03
604 BOURNEMOUTH CRES	008-645-698	RS3	**R2**		2L03
546 BOURNEMOUTH CRES	008-645-744	RS3	**R2**		2L03
538 BOURNEMOUTH CRES	008-645-752	RS3	**R2**		2L03
530 BOURNEMOUTH CRES	008-645-906	RS3	**R2**		2L03
539 BOURNEMOUTH CRES	008-645-922	RS3	**R2**		2L03
551 BOURNEMOUTH CRES	008-645-957	RS3	**R2**		2L03
557 BOURNEMOUTH CRES	008-645-981	RS3	**R2**		2L03
563 BOURNEMOUTH CRES	008-646-015	RS3	**R2**		2L03
569 BOURNEMOUTH CRES	007-542-381	RS3	**R2**		2L03
575 BOURNEMOUTH CRES	008-646-031	RS3	**R2**		2L03
581 BOURNEMOUTH CRES	008-646-058	RS3	**R2**		2L03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
587 BOURNEMOUTH CRES	008-646-082	RS3	**R2**		2L03
593 BOURNEMOUTH CRES	005-624-843	RS3	**R2**		2L03
599 BOURNEMOUTH CRES	008-646-104	RS3	**R2**		2L03
605 BOURNEMOUTH CRES	008-646-139	RS3	**R2**		2L03
611 BOURNEMOUTH CRES	003-396-011	RS3	**R2**		2L03
2943 EDDYSTONE CRES	008-609-292	RS3	**R2**		2L03
2931 EDDYSTONE CRES	008-642-320	RS3	**R2**		2L03
2933 EDDYSTONE CRES	008-642-354	RS3	**R2**		2L03
2939 EDDYSTONE CRES	008-642-371	RS3	**R2**		2L03
633 MCCARTNEY CLOSE	004-006-089	RS3	**R2**		2L03
627 MCCARTNEY CLOSE	008-533-440	RS3	**R2**		2L03
621 MCCARTNEY CLOSE	008-533-466	RS3	**R2**		2L03
2855 DOLLARTON HWY	004-946-839	RS4	**R2**		2L03
2855 DOLLARTON HWY	004-946-839	RS4	**R2**		2L03
2861 DOLLARTON HWY	004-946-791	RS4	**R2**		2L03
2861 DOLLARTON HWY	004-946-791	RS4	**R2**		2L03
2866 DOLLARTON HWY	014-575-051	RS4	**R2**		2L03
2874 DOLLARTON HWY	007-758-693	RS4	**R2**		2L03
2882 DOLLARTON HWY	007-758-685	RS4	**R2**		2L03
2883 DOLLARTON HWY	004-946-774	RS4	**R2**		2L03
2883 DOLLARTON HWY	004-946-774	RS4	**R2**		2L03
2885 DOLLARTON HWY	004-946-731	RS4	**R2**		2L03
2265 WINDRIDGE DR	009-178-465	RS4	**R2**		2L03
2269 WINDRIDGE DR	009-411-194	RS4	**R2**		2L03
2275 WINDRIDGE DR	004-035-992	RS4	**R2**		2L03
2297 WINDRIDGE DR	012-041-645	RS4	**R2**		2L03
2260 WINDRIDGE DR	012-041-653	RS4	**R2**		2L03
2258 WINDRIDGE DR	012-041-661	RS4	**R2**		2L03
2274 WINDRIDGE DR	007-727-780	RS4	**R2**		2L03
2371 WINDRIDGE DR	009-570-560	RS4	**R2**		2L03
2381 WINDRIDGE DR	002-876-914	RS4	**R2**		2L03
2885 DOLLARTON HWY	004-946-731	RS4	**R2**		2L03
2888 DOLLARTON HWY	013-461-427	RS4	**R2**		2L03
2891 DOLLARTON HWY	004-946-693	RS4	**R2**		2L03
2893 DOLLARTON HWY	004-946-651	RS4	**R2**		2L03
2898 DOLLARTON HWY	013-461-397	RS4	**R2**		2L03
2901 DOLLARTON HWY	004-946-596	RS4	**R2**		2L03
2901 DOLLARTON HWY	004-946-596	RS4	**R2**		2L03
2904 DOLLARTON HWY	007-917-228	RS4	**R2**		2L03
2912 DOLLARTON HWY	012-613-738	RS4	**R2**		2L03
2915 DOLLARTON HWY	004-946-545	RS4	**R2**		2L03
2915 DOLLARTON HWY	004-946-545	RS4	**R2**		2L03
778 PLYMOUTH DR	009-148-744	RS3	**R2**		2L03
760 PLYMOUTH DR	010-540-415	RS3	**R2**		2L03
519 ELLIS ST	008-875-871	RS3	**R2**		2L03
537 ELLIS ST	008-875-898	RS3	**R2**		2L03
2920 DOLLARTON HWY	014-575-311	RS4	**R2**		2L03
2929 DOLLARTON HWY	004-946-481	RS4	**R2**		2L03
2929 DOLLARTON HWY	004-946-481	RS4	**R2**		2L03
2934 DOLLARTON HWY	005-096-871	RS4	**R2**		2L03
2936 DOLLARTON HWY	014-575-299	RS4	**R2**		2L03
2939 DOLLARTON HWY	004-946-448	RS4	**R2**		2L03
2939 DOLLARTON HWY	004-946-448	RS4	**R2**		2L03
	004-946-511	RS4	**R2**		2L03
2941 DOLLARTON HWY	004-946-405	RS4	**R2**		2L03
2942 DOLLARTON HWY	014-575-281	RS4	**R2**		2L03
2945 DOLLARTON HWY	004-946-341	RS4	**R2**		2L03
2948 DOLLARTON HWY	003-288-854	RS4	**R2**		2L03
2951 DOLLARTON HWY	004-946-316	RS4	**R2**		2L03
2954 DOLLARTON HWY	012-178-853	RS4	**R2**		2L03
2959 DOLLARTON HWY	004-946-251	RS4	**R2**		2L03
2960 DOLLARTON HWY	014-575-272	RS4	**R2**		2L03
2965 DOLLARTON HWY	004-946-227	RS4	**R2**		2L03
2965 DOLLARTON HWY	004-946-227	RS4	**R2**		2L03
2971 DOLLARTON HWY	004-946-162	RS4	**R2**		2L03
2971 DOLLARTON HWY	004-946-162	RS4	**R2**		2L03
2976 DOLLARTON HWY	014-575-264	RS4	**R2**		2L03
2984 DOLLARTON HWY	007-980-043	RS4	**R2**		2L03
2985 DOLLARTON HWY	004-946-065	RS4	**R2**		2L03
2985 DOLLARTON HWY	004-946-065	RS4	**R2**		2L03
2992 DOLLARTON HWY	006-950-779	RS4	**R2**		2L03
1138 HILARY PL	007-239-653	RS2	**R2**	S2	2L05
1152 HILARY PL	007-239-661	RS2	**R2**	S2	2L05
	009-102-965	RS2	**R2**	S2	2L05
1287 BERKLEY RD	009-414-266	RS3	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1265 BERKLEY RD	009-414-291	RS3	**R2**		2L05
1243 BERKLEY RD	009-414-312	RS3	**R2**		2L05
2480 CARNATION ST	003-117-871	RS3	**R2**		2L05
2632 BENDALE PL	009-458-204	RS4	**R2**		2L05
2626 BENDALE PL	009-458-247	RS4	**R2**		2L05
741 BROWNING PL	009-409-033	RS3	**R2**		2L05
2524 CARNATION ST	009-384-944	RS3	**R2**		2L05
1238 BERKLEY RD	009-385-029	RS3	**R2**		2L05
1260 BERKLEY RD	005-540-828	RS3	**R2**		2L05
2515 BELLOC ST	009-385-169	RS3	**R2**		2L05
2527 BELLOC ST	009-385-371	RS3	**R2**		2L05
2533 BELLOC ST	005-311-276	RS3	**R2**		2L05
2539 BELLOC ST	009-385-410	RS3	**R2**		2L05
2545 BELLOC ST	009-385-436	RS3	**R2**		2L05
2560 CARNATION ST	008-526-583	RS3	**R2**		2L05
2556 CARNATION ST	009-385-452	RS3	**R2**		2L05
2520 BELLOC ST	007-924-313	RS3	**R2**		2L05
2910 BRIXHAM RD	009-227-661	RS3	**R2**		2L05
2996 PLYMOUTH DR	009-227-725	RS3	**R2**		2L05
3004 PLYMOUTH DR	005-095-638	RS3	**R2**		2L05
3003 PLYMOUTH DR	009-227-750	RS3	**R2**		2L05
865 PLYMOUTH DR	009-227-865	RS3	**R2**		2L05
923 FAIRFIELD RD	002-497-981	RS3	**R2**		2L05
915 FAIRFIELD RD	003-661-211	RS3	**R2**		2L05
899 FAIRFIELD RD	009-220-241	RS3	**R2**		2L05
885 FAIRFIELD RD	009-220-313	RS3	**R2**		2L05
	007-601-450	RS3	**R2**		2L05
2551 BELLOC ST	009-165-541	RS3	**R2**		2L05
2559 BELLOC ST	009-236-651	RS3	**R2**		2L05
2568 CARNATION ST	009-236-716	RS3	**R2**		2L05
2574 CARNATION ST	009-236-759	RS3	**R2**		2L05
2590 CARNATION ST	009-236-783	RS3	**R2**		2L05
2596 CARNATION ST	007-637-756	RS3	**R2**		2L05
960 RIVERSIDE DR	009-156-755	RS3	**R2**		2L05
954 RIVERSIDE DR	009-156-879	RS3	**R2**		2L05
946 RIVERSIDE DR	009-156-852	RS3	**R2**		2L05
938 RIVERSIDE DR	009-156-895	RS3	**R2**		2L05
932 RIVERSIDE DR	009-156-941	RS3	**R2**		2L05
920 RIVERSIDE DR	005-134-552	RS3	**R2**		2L05
851 PLYMOUTH DR	009-149-708	RS3	**R2**		2L05
837 PLYMOUTH DR	009-150-099	RS3	**R2**		2L05
799 PLYMOUTH DR	004-568-117	RS3	**R2**		2L05
871 FAIRFIELD RD	008-101-141	RS3	**R2**		2L05
898 PLYMOUTH DR	009-149-350	RS3	**R2**		2L05
879 PLYMOUTH DR	004-053-893	RS3	**R2**		2L05
893 PLYMOUTH DR	003-429-270	RS3	**R2**		2L05
1562 BERKLEY RD	002-560-712	RS3	**R2**		2L05
1534 BERKLEY RD	007-768-648	RS3	**R2**		2L05
1526 BERKLEY RD	009-135-103	RS3	**R2**		2L05
2546 BELLOC ST	009-065-041	RS3	**R2**		2L05
2550 BELLOC ST	009-065-059	RS3	**R2**		2L05
2556 BELLOC ST	009-065-075	RS3	**R2**		2L05
2562 BELLOC ST	009-065-083	RS3	**R2**		2L05
2576 BELLOC ST	002-430-177	RS3	**R2**		2L05
2563 BELLOC ST	009-065-091	RS3	**R2**		2L05
2567 BELLOC ST	009-065-113	RS3	**R2**		2L05
2571 BELLOC ST	009-065-121	RS3	**R2**		2L05
911 PLYMOUTH DR	009-141-294	RS3	**R2**		2L05
917 PLYMOUTH DR	002-437-848	RS3	**R2**		2L05
923 PLYMOUTH DR	009-141-324	RS3	**R2**		2L05
949 PLYMOUTH DR	009-141-634	RS3	**R2**		2L05
965 PLYMOUTH DR	009-142-860	RS3	**R2**		2L05
971 PLYMOUTH DR	009-142-894	RS3	**R2**		2L05
2961 BRIXHAM RD	009-142-908	RS3	**R2**		2L05
2939 BRIXHAM RD	009-142-932	RS3	**R2**		2L05
2915 BRIXHAM RD	009-142-967	RS3	**R2**		2L05
2932 BRIXHAM RD	009-142-975	RS3	**R2**		2L05
2946 BRIXHAM RD	009-142-983	RS3	**R2**		2L05
2958 BRIXHAM RD	009-143-009	RS3	**R2**		2L05
2972 BRIXHAM RD	005-313-104	RS3	**R2**		2L05
2978 PLYMOUTH DR	009-143-017	RS3	**R2**		2L05
2984 PLYMOUTH DR	009-143-033	RS3	**R2**		2L05
2990 PLYMOUTH DR	009-143-050	RS3	**R2**		2L05
2991 PLYMOUTH DR	009-143-068	RS3	**R2**		2L05
2975 PLYMOUTH DR	009-143-092	RS3	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
972 PLYMOUTH DR	009-143-122	RS3	**R2**		2L05
962 PLYMOUTH PL	009-143-149	RS3	**R2**		2L05
956 PLYMOUTH PL	009-143-165	RS3	**R2**		2L05
950 PLYMOUTH PL	009-143-211	RS3	**R2**		2L05
944 PLYMOUTH PL	002-604-311	RS3	**R2**		2L05
938 PLYMOUTH PL	009-143-220	RS3	**R2**		2L05
932 PLYMOUTH PL	009-143-238	RS3	**R2**		2L05
926 PLYMOUTH PL	008-526-524	RS3	**R2**		2L05
920 PLYMOUTH PL	007-571-895	RS3	**R2**		2L05
910 PLYMOUTH DR	009-143-246	RS3	**R2**		2L05
904 PLYMOUTH DR	009-143-262	RS3	**R2**		2L05
906 TOLLCROSS RD	009-141-243	RS3	**R2**		2L05
1228 LENNOX ST	009-091-700	RS3	**R2**		2L05
1216 LENNOX ST	009-091-726	RS3	**R2**		2L05
2438 CARNATION ST	008-275-882	RS3	**R2**		2L05
1190 BERKLEY RD	004-232-054	RS3	**R2**		2L05
997 TOLLCROSS RD	008-986-606	RS3	**R2**		2L05
950 TOLLCROSS RD	008-986-673	RS3	**R2**		2L05
958 TOLLCROSS RD	008-986-681	RS3	**R2**		2L05
966 TOLLCROSS RD	008-986-690	RS3	**R2**		2L05
989 TOLLCROSS RD	008-158-860	RS3	**R2**		2L05
981 TOLLCROSS RD	007-760-434	RS3	**R2**		2L05
975 TOLLCROSS RD	008-986-614	RS3	**R2**		2L05
965 TOLLCROSS RD	008-986-622	RS3	**R2**		2L05
957 TOLLCROSS RD	008-986-631	RS3	**R2**		2L05
949 TOLLCROSS RD	008-986-649	RS3	**R2**		2L05
941 TOLLCROSS RD	008-986-657	RS3	**R2**		2L05
944 TOLLCROSS RD	005-763-347	RS3	**R2**		2L05
	013-659-316	RS3	**R2**		2L05
	013-659-359	RS3	**R2**		2L05
1372 RIVERSIDE DR	009-596-933	RS3	**R2**		2L05
1350 RIVERSIDE DR	009-596-925	RS3	**R2**		2L05
1320 RIVERSIDE DR	009-596-895	RS3	**R2**		2L05
2588 BELLOC ST	008-962-910	RS3	**R2**		2L05
2590 BELLOC ST	008-962-928	RS3	**R2**		2L05
2591 BELLOC ST	008-962-936	RS3	**R2**		2L05
2589 BELLOC ST	008-962-944	RS3	**R2**		2L05
2583 BELLOC ST	008-962-952	RS3	**R2**		2L05
2577 BELLOC ST	008-962-961	RS3	**R2**		2L05
2528 BELLOC ST	008-919-470	RS3	**R2**		2L05
2548 CARNATION ST	008-908-371	RS3	**R2**		2L05
2552 CARNATION ST	004-311-396	RS3	**R2**		2L05
1017 CARNABY PL	008-884-811	RS3	**R2**		2L05
2524 BENDALE RD	008-884-820	RS3	**R2**		2L05
1039 CARNABY PL	008-884-838	RS3	**R2**		2L05
1063 CARNABY PL	008-884-846	RS3	**R2**		2L05
1071 CARNABY PL	008-884-854	RS3	**R2**		2L05
1099 CARNABY PL	008-884-862	RS3	**R2**		2L05
1127 CARNABY PL	008-884-871	RS3	**R2**		2L05
1143 CARNABY PL	008-884-889	RS3	**R2**		2L05
1155 CARNABY PL	008-884-901	RS3	**R2**		2L05
2547 CARNATION ST	008-884-919	RS3	**R2**		2L05
2553 CARNATION ST	008-884-927	RS3	**R2**		2L05
2559 CARNATION ST	008-884-943	RS3	**R2**		2L05
2565 CARNATION ST	008-884-951	RS3	**R2**		2L05
2571 CARNATION ST	008-884-960	RS3	**R2**		2L05
1154 CARNABY PL	008-884-986	RS3	**R2**		2L05
1138 CARNABY PL	008-884-994	RS3	**R2**		2L05
1122 CARNABY PL	008-885-001	RS3	**R2**		2L05
1096 CARNABY PL	008-885-010	RS3	**R2**		2L05
1068 CARNABY PL	008-885-028	RS3	**R2**		2L05
1050 CARNABY PL	008-885-036	RS3	**R2**		2L05
1038 CARNABY PL	008-885-061	RS3	**R2**		2L05
1014 CARNABY PL	008-885-079	RS3	**R2**		2L05
2564 BENDALE RD	008-885-095	RS3	**R2**		2L05
2570 BENDALE RD	008-885-117	RS3	**R2**		2L05
968 RIVERSIDE DR	004-532-856	RS3	**R2**		2L05
757 BROWNING PL	008-814-261	RS3	**R2**		2L05
972 BERKLEY RD	008-861-030	RS3	**R2**		2L05
960 BERKLEY RD	007-043-741	RS3	**R2**		2L05
795 BROWNING PL	008-807-477	RS3	**R2**		2L05
752 BROWNING PL	008-814-287	RS3	**R2**		2L05
823 BROWNING PL	008-807-493	RS3	**R2**		2L05
812 BROWNING PL	008-807-515	RS3	**R2**		2L05
804 BROWNING PL	008-807-604	RS3	**R2**		2L05

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768 BROWNING PL	008-807-621	RS3	**R2**		2L05
2617 CARNATION ST	006-928-005	RS4	**R2**		2L05
2625 CARNATION ST	008-776-555	RS4	**R2**		2L05
2633 CARNATION ST	008-776-580	RS4	**R2**		2L05
2521 BENDALE RD	008-771-871	RS3	**R2**		2L05
2529 BENDALE RD	008-771-880	RS3	**R2**		2L05
2537 BENDALE RD	008-155-909	RS3	**R2**		2L05
2549 BENDALE RD	008-771-901	RS3	**R2**		2L05
2575 BENDALE RD	008-751-561	RS3	**R2**		2L05
2553 BENDALE RD	008-750-513	RS3	**R2**		2L05
950 BERKLEY RD	008-750-530	RS3	**R2**		2L05
	013-658-611	RS3	**R2**		2L05
1451 LENNOX ST	008-717-494	RS3	**R2**		2L05
1439 LENNOX ST	008-717-516	RS3	**R2**		2L05
772 BROWNING PL	008-734-119	RS3	**R2**		2L05
1188 EMERSON WAY	007-830-815	RS3	**R2**		2L05
1166 EMERSON WAY	008-699-356	RS3	**R2**		2L05
1148 EMERSON WAY	008-699-372	RS3	**R2**		2L05
1130 EMERSON WAY	004-205-952	RS3	**R2**		2L05
925 TOLLCROSS RD	008-702-331	RS3	**R2**		2L05
933 TOLLCROSS RD	008-702-357	RS3	**R2**		2L05
924 TOLLCROSS RD	008-702-381	RS3	**R2**		2L05
912 TOLLCROSS RD	008-702-411	RS3	**R2**		2L05
908 TOLLCROSS RD	008-702-454	RS3	**R2**		2L05
1420 BERKLEY RD	008-653-526	RS3	**R2**		2L05
1442 BERKLEY RD	008-653-534	RS3	**R2**		2L05
1430 EMERSON WAY	008-612-064	RS3	**R2**		2L05
1390 EMERSON WAY	008-612-072	RS3	**R2**		2L05
1360 EMERSON WAY	008-612-081	RS3	**R2**		2L05
1320 EMERSON WAY	008-612-099	RS3	**R2**		2L05
1316 EMERSON WAY	008-612-102	RS3	**R2**		2L05
2752 TRILLIUM PL	008-612-111	RS3	**R2**		2L05
2770 TRILLIUM PL	008-612-129	RS3	**R2**		2L05
2794 TRILLIUM PL	008-612-137	RS3	**R2**		2L05
2808 TRILLIUM PL	008-612-145	RS3	**R2**		2L05
2816 TRILLIUM PL	008-612-153	RS3	**R2**		2L05
2824 TRILLIUM PL	008-612-161	RS3	**R2**		2L05
2832 TRILLIUM PL	008-612-170	RS3	**R2**		2L05
2840 TRILLIUM PL	008-612-188	RS3	**R2**		2L05
2848 TRILLIUM PL	008-612-196	RS3	**R2**		2L05
2856 TRILLIUM PL	008-612-200	RS3	**R2**		2L05
2864 TRILLIUM PL	008-612-218	RS3	**R2**		2L05
2872 TRILLIUM PL	008-612-242	RS3	**R2**		2L05
2875 TRILLIUM PL	005-051-771	RS3	**R2**		2L05
2867 TRILLIUM PL	007-768-711	RS3	**R2**		2L05
2859 TRILLIUM PL	008-612-251	RS3	**R2**		2L05
2851 TRILLIUM PL	008-612-269	RS3	**R2**		2L05
2843 TRILLIUM PL	008-612-277	RS3	**R2**		2L05
2835 TRILLIUM PL	008-612-285	RS3	**R2**		2L05
2827 TRILLIUM PL	008-612-307	RS3	**R2**		2L05
2819 TRILLIUM PL	008-612-315	RS3	**R2**		2L05
2811 TRILLIUM PL	007-550-413	RS3	**R2**		2L05
2803 TRILLIUM PL	008-612-323	RS3	**R2**		2L05
2791 TRILLIUM PL	008-612-331	RS3	**R2**		2L05
2779 TRILLIUM PL	008-612-358	RS3	**R2**		2L05
2591 SWINBURNE AVE	008-611-017	RS3	**R2**		2L05
2590 SHELLEY RD	008-611-033	RS3	**R2**		2L05
2596 SHELLEY RD	008-611-050	RS3	**R2**		2L05
2605 BELLOC ST	008-611-076	RS3	**R2**		2L05
2603 BELLOC ST	008-611-106	RS3	**R2**		2L05
2601 BELLOC ST	008-611-131	RS3	**R2**		2L05
2599 BELLOC ST	008-611-157	RS3	**R2**		2L05
2592 BELLOC ST	008-610-878	RS3	**R2**		2L05
2597 BELLOC ST	008-611-165	RS3	**R2**		2L05
2595 BELLOC ST	008-611-173	RS3	**R2**		2L05
2593 BELLOC ST	008-611-181	RS3	**R2**		2L05
2685 TRILLIUM PL	008-611-238	RS3	**R2**		2L05
2693 TRILLIUM PL	008-611-246	RS3	**R2**		2L05
2707 TRILLIUM PL	008-611-262	RS3	**R2**		2L05
1305 EMERSON WAY	008-611-297	RS3	**R2**		2L05
2594 BELLOC ST	008-610-886	RS3	**R2**		2L05
1321 EMERSON WAY	008-611-301	RS3	**R2**		2L05
1349 EMERSON WAY	008-611-319	RS3	**R2**		2L05
1363 EMERSON WAY	008-611-327	RS3	**R2**		2L05
1379 EMERSON WAY	008-611-335	RS3	**R2**		2L05

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2729 HARDY CRES	008-611-343	RS3	**R2**		2L05
2721 HARDY CRES	008-611-351	RS3	**R2**		2L05
2709 HARDY CRES	008-611-360	RS3	**R2**		2L05
2695 HARDY CRES	008-611-386	RS3	**R2**		2L05
2689 HARDY CRES	008-611-394	RS3	**R2**		2L05
2681 HARDY CRES	007-085-753	RS3	**R2**		2L05
2596 BELLOC ST	008-610-908	RS3	**R2**		2L05
2673 HARDY CRES	008-611-408	RS3	**R2**		2L05
2667 HARDY CRES	008-611-416	RS3	**R2**		2L05
2663 HARDY CRES	008-611-424	RS3	**R2**		2L05
2655 HARDY CRES	008-611-432	RS3	**R2**		2L05
2649 HARDY CRES	008-611-441	RS3	**R2**		2L05
2643 HARDY CRES	008-611-459	RS3	**R2**		2L05
2637 HARDY CRES	008-611-467	RS3	**R2**		2L05
2631 HARDY CRES	007-625-898	RS3	**R2**		2L05
2625 HARDY CRES	008-611-475	RS3	**R2**		2L05
2619 HARDY CRES	008-611-483	RS3	**R2**		2L05
2598 BELLOC ST	008-610-924	RS3	**R2**		2L05
2611 HARDY CRES	008-611-505	RS3	**R2**		2L05
2612 HARDY CRES	008-611-521	RS3	**R2**		2L05
2620 HARDY CRES	008-611-548	RS3	**R2**		2L05
2628 HARDY CRES	005-956-251	RS3	**R2**		2L05
2636 HARDY CRES	008-611-581	RS3	**R2**		2L05
2644 HARDY CRES	008-611-602	RS3	**R2**		2L05
2660 HARDY CRES	008-611-637	RS3	**R2**		2L05
2668 HARDY CRES	008-611-653	RS3	**R2**		2L05
2676 HARDY CRES	008-611-661	RS3	**R2**		2L05
2600 BELLOC ST	008-610-932	RS3	**R2**		2L05
2684 HARDY CRES	003-572-692	RS3	**R2**		2L05
2690 HARDY CRES	008-611-688	RS3	**R2**		2L05
2708 HARDY CRES	008-611-696	RS3	**R2**		2L05
2716 HARDY CRES	008-611-718	RS3	**R2**		2L05
2724 HARDY CRES	008-611-734	RS3	**R2**		2L05
2732 HARDY CRES	008-611-751	RS3	**R2**		2L05
1417 EMERSON WAY	008-611-777	RS3	**R2**		2L05
1433 EMERSON WAY	006-162-363	RS3	**R2**		2L05
1445 EMERSON WAY	008-611-793	RS3	**R2**		2L05
1469 EMERSON WAY	008-196-478	RS3	**R2**		2L05
2785 WALPOLE CRES	008-611-815	RS3	**R2**		2L05
2753 WYAT PL	002-629-534	RS3	**R2**		2L05
2725 WYAT PL	008-611-831	RS3	**R2**		2L05
2711 WYAT PL	008-611-858	RS3	**R2**		2L05
2699 WYAT PL	008-611-866	RS3	**R2**		2L05
2687 WYAT PL	008-611-882	RS3	**R2**		2L05
2675 WYAT PL	008-611-891	RS3	**R2**		2L05
2669 WYAT PL	008-611-904	RS3	**R2**		2L05
2651 WYAT PL	008-611-912	RS3	**R2**		2L05
2658 WYAT PL	008-611-921	RS3	**R2**		2L05
2670 WYAT PL	008-611-939	RS3	**R2**		2L05
2682 WYAT PL	008-611-947	RS3	**R2**		2L05
2694 WYAT PL	008-611-955	RS3	**R2**		2L05
2706 WYAT PL	008-611-963	RS3	**R2**		2L05
2718 WYAT PL	008-611-971	RS3	**R2**		2L05
2730 WYAT PL	008-611-980	RS3	**R2**		2L05
2738 WYAT PL	008-611-998	RS3	**R2**		2L05
2754 WYAT PL	008-612-005	RS3	**R2**		2L05
1488 BERKLEY RD	008-610-967	RS3	**R2**		2L05
2749 WALPOLE CRES	008-612-013	RS3	**R2**		2L05
2760 WALPOLE CRES	004-394-704	RS3	**R2**		2L05
1490 EMERSON WAY	006-348-831	RS3	**R2**		2L05
1470 EMERSON WAY	008-612-048	RS3	**R2**		2L05
1450 EMERSON WAY	008-612-056	RS3	**R2**		2L05
2799 CARNATION ST	008-519-749	RS3	**R2**		2L05
882 RIVERSIDE DR	006-616-763	RS3	**R2**		2L05
870 RIVERSIDE DR	004-531-809	RS3	**R2**		2L05
2545 SWINBURNE AVE	008-005-788	RS3	**R2**		2L05
2568 SHELLEY RD	008-005-800	RS3	**R2**		2L05
2556 SHELLEY RD	008-005-818	RS3	**R2**		2L05
2544 SHELLEY RD	003-144-020	RS3	**R2**		2L05
1043 LYTTON ST	003-425-231	RS3	**R2**		2L05
2592 BENDALE RD	007-992-955	RS3	**R2**		2L05
2576 BENDALE RD	007-992-904	RS3	**R2**		2L05
2584 BENDALE RD	007-992-912	RS3	**R2**		2L05
1059 LYTTON ST	007-992-939	RS3	**R2**		2L05
1051 LYTTON ST	007-992-947	RS3	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1488 RIVERSIDE DR	013-658-441	RS3	**R2**		2L05
1460 RIVERSIDE DR	009-144-421	RS3	**R2**		2L05
1458 RIVERSIDE DR	009-144-811	RS3	**R2**		2L05
1400 RIVERSIDE DR	013-658-468	RS3	**R2**		2L05
1502 RIVERSIDE DR	013-658-425	RS3	**R2**		2L05
1580 RIVERSIDE DR	012-458-635	RS3	**R2**		2L05
1444 RIVERSIDE DR	013-659-375	RS3	**R2**		2L05
1426 RIVERSIDE DR	013-659-391	RS3	**R2**		2L05
1554 RIVERSIDE DR	013-659-405	RS3	**R2**		2L05
1530 RIVERSIDE DR	013-659-421	RS3	**R2**		2L05
1408 RIVERSIDE DR	019-115-164	RS3	**R2**		2L05
1418 RIVERSIDE DR	019-115-172	RS3	**R2**		2L05
2737 WALPOLE CRES	007-981-716	RS3	**R2**		2L05
1289 EMERSON WAY	007-955-812	RS3	**R2**		2L05
1265 EMERSON WAY	007-955-821	RS3	**R2**		2L05
2557 SWINBURNE AVE	007-918-569	RS3	**R2**		2L05
2569 SWINBURNE AVE	005-071-585	RS3	**R2**		2L05
2583 SWINBURNE AVE	007-918-577	RS3	**R2**		2L05
2582 SHELLEY RD	007-918-585	RS3	**R2**		2L05
2577 CARNATION ST	007-895-151	RS3	**R2**		2L05
2583 CARNATION ST	007-895-178	RS3	**R2**		2L05
2589 CARNATION ST	007-895-194	RS3	**R2**		2L05
2595 CARNATION ST	007-895-216	RS3	**R2**		2L05
2581 SHELLEY RD	007-892-918	RS3	**R2**		2L05
1067 LYTTON ST	007-832-796	RS3	**R2**		2L05
1079 LYTTON ST	007-832-834	RS3	**R2**		2L05
2737 WYAT PL	007-785-518	RS3	**R2**		2L05
2749 WYAT PL	007-785-542	RS3	**R2**		2L05
2547 SHELLEY RD	007-780-478	RS3	**R2**		2L05
2559 SHELLEY RD	007-780-486	RS3	**R2**		2L05
1177 LYTTON PL	004-877-314	RS3	**R2**		2L05
1157 LYTTON PL	007-771-355	RS3	**R2**		2L05
1145 LYTTON PL	004-900-634	RS3	**R2**		2L05
1111 LYTTON PL	004-782-909	RS3	**R2**		2L05
1081 LYTTON ST	007-771-371	RS3	**R2**		2L05
1557 LENNOX ST	007-747-764	RS3	**R2**		2L05
2456 CARNATION ST	007-701-136	RS3	**R2**		2L05
	013-658-913	RS3	**R2**		2L05
2445 BELLOC ST	007-727-836	RS3	**R2**		2L05
2459 BELLOC ST	007-727-852	RS3	**R2**		2L05
2477 BELLOC ST	004-169-093	RS3	**R2**		2L05
2483 BELLOC ST	007-727-887	RS3	**R2**		2L05
2442 CARNATION ST	007-727-917	RS3	**R2**		2L05
2433 KEATS RD	007-727-542	RS3	**R2**		2L05
2449 KEATS RD	007-727-631	RS3	**R2**		2L05
2465 KEATS RD	007-727-674	RS3	**R2**		2L05
2477 KEATS RD	007-727-682	RS3	**R2**		2L05
2488 BELLOC ST	007-727-721	RS3	**R2**		2L05
2472 BELLOC ST	007-727-739	RS3	**R2**		2L05
2466 BELLOC ST	007-727-763	RS3	**R2**		2L05
2454 BELLOC ST	007-727-801	RS3	**R2**		2L05
2775 CARNATION ST	007-686-030	RS3	**R2**		2L05
2535 SHELLEY RD	012-638-293	RS3	**R2**		2L05
2757 CARNATION ST	004-573-960	RS3	**R2**		2L05
2768 VIOLET ST	007-715-803	RS3	**R2**		2L05
2760 VIOLET ST	004-086-449	RS3	**R2**		2L05
1108 EMERSON WAY	004-086-520	RS3	**R2**		2L05
2508 BENDALE RD	004-785-258	RS3	**R2**		2L05
2516 BENDALE RD	007-388-501	RS3	**R2**		2L05
2541 CARNATION ST	007-676-417	RS3	**R2**		2L05
	013-658-930	RS3	**R2**		2L05
2535 KEATS RD	007-587-961	RS3	**R2**		2L05
2537 KEATS RD	007-587-996	RS3	**R2**		2L05
2555 KEATS RD	007-588-011	RS3	**R2**		2L05
2565 KEATS RD	007-588-054	RS3	**R2**		2L05
1485 LENNOX ST	007-582-757	RS3	**R2**		2L05
1491 LENNOX ST	007-582-765	RS3	**R2**		2L05
1499 LENNOX ST	007-582-781	RS3	**R2**		2L05
2532 BELLOC ST	007-549-636	RS3	**R2**		2L05
2533 KEATS RD	007-549-652	RS3	**R2**		2L05
2525 KEATS RD	007-549-687	RS3	**R2**		2L05
2573 SHELLEY RD	007-518-501	RS3	**R2**		2L05
2550 KEATS RD	007-518-528	RS3	**R2**		2L05
2590 KEATS RD	007-518-536	RS3	**R2**		2L05
2509 BENDALE RD	007-510-888	RS3	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
980 BERKLEY RD	007-510-900	RS3	**R2**		2L05
2532 KEATS RD	007-486-308	RS3	**R2**		2L05
2536 KEATS RD	005-380-065	RS3	**R2**		2L05
2772 VIOLET ST	007-479-387	RS3	**R2**		2L05
1180 BERKLEY RD	007-399-634	RS3	**R2**		2L05
1168 BERKLEY RD	007-399-669	RS3	**R2**		2L05
1150 BERKLEY RD	007-399-693	RS3	**R2**		2L05
1130 BERKLEY RD	007-399-707	RS3	**R2**		2L05
2526 KEATS RD	004-081-056	RS3	**R2**		2L05
2530 KEATS RD	007-378-891	RS3	**R2**		2L05
2756 WALPOLE CRES	006-656-773	RS3	**R2**		2L05
2750 WALPOLE CRES	004-874-030	RS3	**R2**		2L05
2746 WALPOLE CRES	007-365-748	RS3	**R2**		2L05
2742 WALPOLE CRES	007-365-756	RS3	**R2**		2L05
1056 BERKLEY RD	007-388-489	RS3	**R2**		2L05
1038 BERKLEY RD	007-388-497	RS3	**R2**		2L05
1122 BERKLEY RD	007-388-454	RS3	**R2**		2L05
1090 BERKLEY RD	007-388-462	RS3	**R2**		2L05
1074 BERKLEY RD	004-707-940	RS3	**R2**		2L05
1090 RIVERSIDE DR	004-425-227	RS3	**R2**		2L05
1110 RIVERSIDE DR	003-614-409	RS3	**R2**		2L05
1168 RIVERSIDE DR	007-428-545	RS3	**R2**		2L05
1178 RIVERSIDE DR	007-428-553	RS3	**R2**		2L05
1184 RIVERSIDE DR	007-428-561	RS3	**R2**		2L05
1190 RIVERSIDE DR	007-428-570	RS3	**R2**		2L05
1192 RIVERSIDE DR	007-428-588	RS3	**R2**		2L05
1050 RIVERSIDE DR	004-976-100	RS3	**R2**		2L05
1070 RIVERSIDE DR	007-428-529	RS3	**R2**		2L05
1226 RIVERSIDE DR	007-428-456	RS3	**R2**		2L05
2673 VIOLET ST	007-291-027	RS4	**R2**		2L05
2681 VIOLET ST	007-291-035	RS4	**R2**		2L05
2835 CARNATION ST	006-143-687	RS3	**R2**		2L05
2836 VIOLET ST	007-290-071	RS3	**R2**		2L05
2815 CARNATION ST	007-231-288	RS3	**R2**		2L05
2827 CARNATION ST	007-231-369	RS3	**R2**		2L05
2790 VIOLET ST	007-231-318	RS3	**R2**		2L05
2794 VIOLET ST	003-983-595	RS3	**R2**		2L05
2800 VIOLET ST	007-231-334	RS3	**R2**		2L05
2458 CARNATION ST	007-118-091	RS3	**R2**		2L05
2460 CARNATION ST	007-118-112	RS3	**R2**		2L05
2847 CARNATION ST	007-081-804	RS3	**R2**		2L05
2845 CARNATION ST	007-081-821	RS3	**R2**		2L05
2841 CARNATION ST	007-081-847	RS3	**R2**		2L05
2838 CARNATION ST	007-051-603	RS3	**R2**		2L05
1583 LENNOX ST	014-050-145	RS3	**R2**		2L05
2715 TRILLIUM PL	013-738-399	RS3	**R2**		2L05
1229 EMERSON WAY	013-738-402	RS3	**R2**		2L05
2720 CARNATION ST	013-738-429	RS3	**R2**		2L05
2718 CARNATION ST	013-738-437	RS3	**R2**		2L05
2706 CARNATION ST	013-738-470	RS3	**R2**		2L05
2692 CARNATION ST	013-738-488	RS3	**R2**		2L05
2680 CARNATION ST	007-824-041	RS3	**R2**		2L05
2668 CARNATION ST	013-738-496	RS3	**R2**		2L05
2650 CARNATION ST	004-731-875	RS3	**R2**		2L05
980 SEYMOUR BLVD	013-189-506	RS2	**R2**	S2	2L05
978 SEYMOUR BLVD	013-189-531	RS2	**R2**	S2	2L05
2629 VIOLET ST	006-976-018	RS4	**R2**		2L05
2631 VIOLET ST	006-976-034	RS4	**R2**		2L05
1535 LENNOX ST	007-711-581	RS3	**R2**		2L05
2741 TRILLIUM PL	013-738-241	RS3	**R2**		2L05
2755 TRILLIUM PL	004-229-509	RS3	**R2**		2L05
2834 CARNATION ST	013-738-275	RS3	**R2**		2L05
2826 CARNATION ST	013-738-283	RS3	**R2**		2L05
2818 CARNATION ST	011-830-026	RS3	**R2**		2L05
2810 CARNATION ST	013-738-291	RS3	**R2**		2L05
2802 CARNATION ST	013-738-305	RS3	**R2**		2L05
2794 CARNATION ST	013-738-321	RS3	**R2**		2L05
2770 CARNATION ST	013-738-330	RS3	**R2**		2L05
2764 CARNATION ST	013-738-348	RS3	**R2**		2L05
1220 EMERSON WAY	013-738-356	RS3	**R2**		2L05
2767 TRILLIUM PL	013-738-267	RS3	**R2**		2L05
2825 CARNATION ST	006-614-612	RS3	**R2**		2L05
2565 BENDALE RD	005-644-101	RS3	**R2**		2L05
1483 LENNOX ST	007-960-387	RS3	**R2**		2L05
1479 LENNOX ST	007-960-468	RS3	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1477 LENNOX ST	007-960-506	RS3	**R2**		2L05
1471 LENNOX ST	007-960-549	RS3	**R2**		2L05
2494 BENDALE RD	009-384-740	RS3	**R2**		2L05
2464 BERTON PL	009-384-936	RS3	**R2**		2L05
2460 BERTON PL	009-384-961	RS3	**R2**		2L05
2458 BERTON PL	009-384-987	RS3	**R2**		2L05
2439 BERTON PL	009-384-995	RS3	**R2**		2L05
2441 BERTON PL	009-385-002	RS3	**R2**		2L05
2445 BERTON PL	009-385-045	RS3	**R2**		2L05
2449 BERTON PL	009-385-061	RS3	**R2**		2L05
2451 BERTON PL	009-385-070	RS3	**R2**		2L05
2455 BERTON PL	009-385-088	RS3	**R2**		2L05
2461 BERTON PL	009-385-096	RS3	**R2**		2L05
2492 BENDALE RD	009-384-758	RS3	**R2**		2L05
2465 BERTON PL	009-385-100	RS3	**R2**		2L05
2469 BERTON PL	009-385-118	RS3	**R2**		2L05
2475 BERTON PL	009-385-142	RS3	**R2**		2L05
2477 BERTON PL	009-385-151	RS3	**R2**		2L05
2490 BENDALE RD	009-384-782	RS3	**R2**		2L05
2488 BENDALE RD	009-384-791	RS3	**R2**		2L05
2486 BENDALE RD	009-384-821	RS3	**R2**		2L05
2482 BERTON PL	009-384-847	RS3	**R2**		2L05
2478 BERTON PL	009-384-855	RS3	**R2**		2L05
2474 BERTON PL	009-384-880	RS3	**R2**		2L05
2468 BERTON PL	009-384-898	RS3	**R2**		2L05
2429 MOWAT PL	010-290-664	RS3	**R2**		2L05
2433 MOWAT PL	010-290-702	RS3	**R2**		2L05
2437 MOWAT PL	010-290-711	RS3	**R2**		2L05
2441 MOWAT PL	010-290-737	RS3	**R2**		2L05
2445 MOWAT PL	010-290-753	RS3	**R2**		2L05
2451 MOWAT PL	010-290-770	RS3	**R2**		2L05
2455 MOWAT PL	010-290-796	RS3	**R2**		2L05
2461 MOWAT PL	010-290-800	RS3	**R2**		2L05
2465 MOWAT PL	010-290-818	RS3	**R2**		2L05
2471 MOWAT PL	010-290-834	RS3	**R2**		2L05
2475 MOWAT PL	010-290-842	RS3	**R2**		2L05
2478 MOWAT PL	010-290-851	RS3	**R2**		2L05
2470 MOWAT PL	010-290-877	RS3	**R2**		2L05
2468 MOWAT PL	010-290-893	RS3	**R2**		2L05
2460 MOWAT PL	010-290-907	RS3	**R2**		2L05
2442 MOWAT PL	010-290-923	RS3	**R2**		2L05
2436 MOWAT PL	010-291-121	RS3	**R2**		2L05
2434 MOWAT PL	010-291-130	RS3	**R2**		2L05
2430 MOWAT PL	010-291-148	RS3	**R2**		2L05
2455 CARNATION ST	010-291-156	RS3	**R2**		2L05
2475 CARNATION ST	010-291-164	RS3	**R2**		2L05
2477 CARNATION ST	010-291-181	RS3	**R2**		2L05
2479 CARNATION ST	010-291-199	RS3	**R2**		2L05
2425 MOWAT PL	010-291-202	RS3	**R2**		2L05
1279 LENNOX ST	011-747-714	RS3	**R2**		2L05
1275 LENNOX ST	011-747-722	RS3	**R2**		2L05
1077 LYTTON ST	011-867-060	RS3	**R2**		2L05
1075 LYTTON ST	011-867-086	RS3	**R2**		2L05
1073 LYTTON ST	011-867-094	RS3	**R2**		2L05
1425 LENNOX ST	014-050-153	RS3	**R2**		2L05
1383 LENNOX ST	009-657-606	RS3	**R2**		2L05
1345 LENNOX ST	009-657-657	RS3	**R2**		2L05
1369 LENNOX ST	009-657-762	RS3	**R2**		2L05
1305 LENNOX ST	009-657-681	RS3	**R2**		2L05
1231 LENNOX ST	009-879-781	RS3	**R2**		2L05
1611 LARKHALL CRES	018-086-144	RS3	**R2**		2L05
1639 LARKHALL CRES	018-086-152	RS3	**R2**		2L05
1655 LARKHALL CRES	018-086-161	RS3	**R2**		2L05
1288 LENNOX ST	009-560-301	RS3	**R2**		2L05
1608 LARKHALL CRES	018-086-306	RS3	**R2**		2L05
1628 LARKHALL CRES	018-086-314	RS3	**R2**		2L05
1636 LARKHALL CRES	018-086-322	RS3	**R2**		2L05
1675 ORKNEY PL	018-086-713	RS4	**R2**		2L05
1659 ORKNEY PL	018-086-721	RS4	**R2**		2L05
1647 ORKNEY PL	018-086-730	RS4	**R2**		2L05
1602 LARKHALL CRES	018-086-748	RS4	**R2**		2L05
1612 ORKNEY PL	018-086-756	RS4	**R2**		2L05
1620 ORKNEY PL	018-086-764	RS4	**R2**		2L05
1638 ORKNEY PL	018-086-772	RS4	**R2**		2L05
1640 ORKNEY PL	018-086-781	RS4	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1658 ORKNEY PL	018-086-799	RS4	**R2**		2L05
2635 VIOLET ST	012-987-344	RS4	**R2**		2L05
2639 VIOLET ST	004-442-482	RS4	**R2**		2L05
2649 VIOLET ST	013-209-701	RS4	**R2**		2L05
2653 VIOLET ST	003-919-625	RS4	**R2**		2L05
2659 VIOLET ST	012-120-821	RS4	**R2**		2L05
2665 VIOLET ST	003-389-723	RS4	**R2**		2L05
2601 CARNATION ST	013-209-914	RS4	**R2**		2L05
2687 VIOLET ST	012-120-847	RS4	**R2**		2L05
2699 VIOLET ST	005-380-235	RS4	**R2**		2L05
2715 VIOLET ST	002-813-602	RS4	**R2**		2L05
2719 VIOLET ST	008-149-054	RS4	**R2**		2L05
2707 VIOLET ST	012-121-681	RS4	**R2**		2L05
1080 LYTTON ST	028-348-796	RS4	**R2**		2L05
2627 VIOLET ST	028-348-800	RS4	**R2**		2L05
1390 BERKLEY RD	006-030-661	RS3	**R2**		2L05
1378 BERKLEY RD	007-915-535	RS3	**R2**		2L05
1350 BERKLEY RD	009-283-587	RS3	**R2**		2L05
1399 BERKLEY RD	009-283-501	RS3	**R2**		2L05
1381 BERKLEY RD	009-283-510	RS3	**R2**		2L05
1365 BERKLEY RD	009-283-536	RS3	**R2**		2L05
1349 BERKLEY RD	007-276-923	RS3	**R2**		2L05
1302 LENNOX ST	014-050-161	RS3	**R2**		2L05
1372 LENNOX ST	009-430-148	RS3	**R2**		2L05
1396 LENNOX ST	009-430-130	RS3	**R2**		2L05
1358 LENNOX ST	009-430-156	RS3	**R2**		2L05
1314 LENNOX ST	009-430-164	RS3	**R2**		2L05
2644 BENDALE PL	013-209-647	RS4	**R2**		2L05
2638 BENDALE PL	013-209-833	RS4	**R2**		2L05
2622 BENDALE PL	013-209-655	RS4	**R2**		2L05
2618 BENDALE PL	013-209-680	RS4	**R2**		2L05
2639 CARNATION ST	007-761-520	RS4	**R2**		2L05
2649 CARNATION ST	007-761-538	RS4	**R2**		2L05
2665 CARNATION ST	012-120-596	RS4	**R2**		2L05
2665 CARNATION ST	012-120-634	RS4	**R2**		2L05
2648 BENDALE PL	012-120-880	RS4	**R2**		2L05
2656 BENDALE PL	012-120-901	RS4	**R2**		2L05
2662 BENDALE PL	012-120-928	RS4	**R2**		2L05
2678 BENDALE PL	007-228-066	RS4	**R2**		2L05
2688 BENDALE PL	012-120-936	RS4	**R2**		2L05
2692 BENDALE PL	011-675-896	RS4	**R2**		2L05
2698 BENDALE PL	012-121-002	RS4	**R2**		2L05
2702 BENDALE PL	012-121-622	RS4	**R2**		2L05
2726 MT SEYMOUR PKWY	004-902-904	RS4	**R2**		2L05
2736 MT SEYMOUR PKWY	012-121-657	RS4	**R2**		2L05
2683 CARNATION ST	008-227-802	RS4	**R2**		2L05
2687 CARNATION ST	008-227-811	RS4	**R2**		2L05
2718 MT SEYMOUR PKWY	011-106-786	RS4	**R2**		2L05
2691 CARNATION ST	005-152-429	RS4	**R2**		2L05
2710 MT SEYMOUR PKWY	028-697-103	RS4	**R2**		2L05
2712 MT SEYMOUR PKWY	028-697-111	RS4	**R2**		2L05
2705 CARNATION ST	012-120-685	RS4	**R2**		2L05
2719 CARNATION ST	007-218-010	RS4	**R2**		2L05
1195 EMERSON WAY	008-142-271	RS4	**R2**		2L05
1075 EMERSON WAY	004-284-976	RS4	**R2**		2L05
2707 CARNATION ST	012-121-711	RS4	**R2**		2L05
2725 VIOLET ST	027-125-734	RS4	**R2**		2L05
2727 VIOLET ST	027-125-742	RS4	**R2**		2L05
2519 SWINBURNE AVE	026-164-400	RS3	**R2**		2L05
2537 SWINBURNE AVE	026-164-418	RS3	**R2**		2L05
2538 SHELLEY RD	026-164-426	RS3	**R2**		2L05
2530 SHELLEY RD	026-164-434	RS3	**R2**		2L05
898 FAIRFIELD RD	015-996-441	RS3	**R2**		2L05
3007 PLYMOUTH DR	009-646-281	RS3	**R2**		2L05
3012 PLYMOUTH DR	009-646-370	RS3	**R2**		2L05
3015 PLYMOUTH DR	009-646-299	RS3	**R2**		2L05
963 FAIRFIELD RD	009-646-302	RS3	**R2**		2L05
949 FAIRFIELD RD	009-646-311	RS3	**R2**		2L05
939 FAIRFIELD RD	009-646-329	RS3	**R2**		2L05
927 FAIRFIELD RD	009-646-337	RS3	**R2**		2L05
914 FAIRFIELD RD	009-607-765	RS3	**R2**		2L05
908 FAIRFIELD RD	007-300-328	RS3	**R2**		2L05
904 FAIRFIELD RD	009-315-080	RS3	**R2**		2L05
868 FAIRFIELD RD	009-148-591	RS3	**R2**		2L05
832 PLYMOUTH DR	009-148-639	RS3	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
814 PLYMOUTH DR	009-148-671	RS3	**R2**		2L05
790 PLYMOUTH DR	009-148-710	RS3	**R2**		2L05
1238 RIVERSIDE DR	017-699-703	RS3	**R2**		2L05
1260 RIVERSIDE DR	017-699-711	RS3	**R2**		2L05
2311 SWINBURNE AVE	024-431-419	RS3	**R2**		2L05
2315 SWINBURNE AVE	024-431-427	RS3	**R2**		2L05
1601 EMERSON CRT	017-177-987	RS3	**R2**		2L05
1617 EMERSON CRT	017-178-029	RS3	**R2**		2L05
1631 EMERSON CRT	017-178-037	RS3	**R2**		2L05
1645 EMERSON CRT	017-178-045	RS3	**R2**		2L05
1606 EMERSON CRT	017-178-088	RS3	**R2**		2L05
1628 EMERSON CRT	017-178-100	RS3	**R2**		2L05
1638 EMERSON CRT	017-178-126	RS3	**R2**		2L05
1573 RIVERSIDE DR	008-706-140	RS3	**R2**		2L05
1551 RIVERSIDE DR	008-706-166	RS3	**R2**		2L05
1570 EDGEWATER LANE	007-832-605	RS3	**R2**		2L05
1542 EDGEWATER LANE	005-598-443	RS3	**R2**		2L05
1391 RIVERSIDE DR	007-213-841	RS3	**R2**		2L05
1433 RIVERSIDE DR	007-184-671	RS3	**R2**		2L05
1475 RIVERSIDE DR	011-651-792	RS3	**R2**		2L05
1535 RIVERSIDE DR	013-042-289	RS3	**R2**		2L05
1519 RIVERSIDE DR	004-775-431	RS3	**R2**		2L05
1485 RIVERSIDE DR	013-042-335	RS3	**R2**		2L05
1319 RIVERSIDE DR	014-050-111	RS3	**R2**		2L05
1488 EDGEWATER LANE	004-499-280	RS3	**R2**		2L05
1528 EDGEWATER LANE	013-042-262	RS3	**R2**		2L05
1520 EDGEWATER LANE	013-042-319	RS3	**R2**		2L05
1490 EDGEWATER LANE	003-844-218	RS3	**R2**		2L05
1251 RIVERSIDE DR	008-500-100	RS3	**R2**		2L05
1327 RIVERSIDE DR	029-073-189	RS3	**R2**		2L05
1333 RIVERSIDE DR	029-073-197	RS3	**R2**		2L05
1321 RIVERSIDE DR	018-369-774	RS3	**R2**		2L05
1225 RIVERSIDE DR	024-836-761	RS3	**R2**		2L05
2787 MT SEYMOUR PKWY	007-939-485	RS3	**R2**		2L05
958 BROADVIEW DR	008-464-642	RS3	**R2**		2L05
950 BROADVIEW DR	009-509-992	RS3	**R2**		2L05
942 BROADVIEW DR	006-398-545	RS3	**R2**		2L05
983 BROADVIEW DR	009-510-044	RS3	**R2**		2L05
975 BROADVIEW DR	009-509-887	RS3	**R2**		2L05
961 BROADVIEW DR	009-509-895	RS3	**R2**		2L05
982 BROADVIEW DR	009-510-265	RS3	**R2**		2L05
2825 MT SEYMOUR PKWY	006-783-821	RS3	**R2**		2L05
2837 MT SEYMOUR PKWY	009-510-338	RS3	**R2**		2L05
974 BROADVIEW DR	009-509-933	RS3	**R2**		2L05
966 BROADVIEW DR	009-509-968	RS3	**R2**		2L05
921 BROADVIEW DR	009-408-266	RS3	**R2**		2L05
925 BROADVIEW DR	009-408-291	RS3	**R2**		2L05
953 BROADVIEW DR	009-408-282	RS3	**R2**		2L05
2765 MT SEYMOUR PKWY	007-581-459	RS3	**R2**		2L05
2755 MT SEYMOUR PKWY	007-581-467	RS3	**R2**		2L05
2792 MT SEYMOUR PKWY	008-925-399	RS3	**R2**		2L05
1092 EMERSON WAY	008-012-571	RS3	**R2**		2L05
1078 EMERSON WAY	008-115-044	RS3	**R2**		2L05
1056 EMERSON WAY	006-670-105	RS3	**R2**		2L05
2763 VIOLET ST	007-715-820	RS3	**R2**		2L05
2777 VIOLET ST	002-605-368	RS3	**R2**		2L05
2781 VIOLET ST	007-479-409	RS3	**R2**		2L05
2793 VIOLET ST	007-479-417	RS3	**R2**		2L05
2797 VIOLET ST	007-479-433	RS3	**R2**		2L05
2804 MT SEYMOUR PKWY	007-479-441	RS3	**R2**		2L05
2840 MT SEYMOUR PKWY	007-288-921	RS3	**R2**		2L05
2867 VIOLET ST	007-288-760	RS3	**R2**		2L05
2857 VIOLET ST	007-288-778	RS3	**R2**		2L05
2847 VIOLET ST	007-288-794	RS3	**R2**		2L05
2837 VIOLET ST	007-288-808	RS3	**R2**		2L05
2827 VIOLET ST	007-288-816	RS3	**R2**		2L05
2860 MT SEYMOUR PKWY	007-288-824	RS3	**R2**		2L05
1040 EMERSON WAY	009-685-588	RS3	**R2**		2L05
2770 MT SEYMOUR PKWY	009-685-618	RS3	**R2**		2L05
2780 MT SEYMOUR PKWY	009-685-651	RS3	**R2**		2L05
2801 VIOLET ST	030-050-987	RS3	**R2**		2L05
2820 MT SEYMOUR PKWY	030-050-995	RS3	**R2**		2L05
919 BERKLEY RD	009-138-421	RS3	**R2**		2L05
905 BERKLEY RD	009-138-439	RS3	**R2**		2L05
945 BERKLEY RD	004-261-101	RS3	**R2**		2L05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
933 BERKLEY RD	009-002-235	RS3	**R2**		2L05
890 BROWNING PL	008-782-938	RS3	**R2**		2L05
878 BROWNING PL	005-615-461	RS3	**R2**		2L05
776 BROWNING PL	008-734-089	RS3	**R2**		2L05
774 BROWNING PL	005-079-977	RS3	**R2**		2L05
782 BROWNING PL	014-262-843	RS3	**R2**		2L05
788 BROWNING PL	014-262-851	RS3	**R2**		2L05
870 BROWNING PL	030-133-106	RS3	**R2**		2L05
856 BROWNING PL	030-133-114	RS3	**R2**		2L05
848 BROWNING PL	030-133-122	RS3	**R2**		2L05
2638 VIOLET ST	013-209-744	RS4	**R2**		2L05
2630 VIOLET ST	013-209-795	RS4	**R2**		2L05
2626 VIOLET ST	013-209-817	RS4	**R2**		2L05
2612 VIOLET ST	013-209-825	RS4	**R2**		2L05
2604 VIOLET ST	006-859-321	RS4	**R2**		2L05
2652 VIOLET ST	009-267-484	RS4	**R2**		2L05
2658 VIOLET ST	012-120-707	RS4	**R2**		2L05
2646 VIOLET ST	030-230-934	RS4	**R2**		2L05
2650 VIOLET ST	030-230-942	RS4	**R2**		2L05
2664 VIOLET ST	007-826-532	RS4	**R2**		2L05
2680 VIOLET ST	008-226-539	RS4	**R2**		2L05
2684 VIOLET ST	008-226-547	RS4	**R2**		2L05
2704 VIOLET ST	008-745-536	RS4	**R2**		2L05
2672 VIOLET ST	026-159-341	RS4	**R2**		2L05
2678 VIOLET ST	026-159-350	RS4	**R2**		2L05
2690 VIOLET ST	029-731-194	RS4	**R2**		2L05
2698 VIOLET ST	029-731-208	RS4	**R2**		2L05
2708 VIOLET ST	012-120-723	RS4	**R2**		2L05
2720 VIOLET ST	012-120-731	RS4	**R2**		2L05
2724 VIOLET ST	012-120-766	RS4	**R2**		2L05
2728 VIOLET ST	012-120-782	RS4	**R2**		2L05
2732 VIOLET ST	012-120-804	RS4	**R2**		2L05
2464 KEATS RD	008-883-971	RS3	**R2**		2L05
2452 KEATS RD	008-883-980	RS3	**R2**		2L05
2440 KEATS RD	008-883-998	RS3	**R2**		2L05
1410 LENNOX ST	008-884-005	RS3	**R2**		2L05
2427 BIRNEY PL	009-048-197	RS3	**R2**		2L05
2412 BIRNEY PL	008-884-030	RS3	**R2**		2L05
1532 LENNOX ST	008-884-056	RS3	**R2**		2L05
1567 BERKLEY RD	008-883-904	RS3	**R2**		2L05
1580 LENNOX ST	008-884-072	RS3	**R2**		2L05
2431 SWINBURNE AVE	008-884-102	RS3	**R2**		2L05
2449 SWINBURNE AVE	008-884-137	RS3	**R2**		2L05
2463 SWINBURNE AVE	008-884-161	RS3	**R2**		2L05
2481 SWINBURNE AVE	008-884-188	RS3	**R2**		2L05
1491 BERKLEY RD	008-883-921	RS3	**R2**		2L05
1473 BERKLEY RD	008-883-939	RS3	**R2**		2L05
1435 BERKLEY RD	004-255-038	RS3	**R2**		2L05
1433 BERKLEY RD	008-883-947	RS3	**R2**		2L05
1431 BERKLEY RD	008-883-955	RS3	**R2**		2L05
2476 KEATS RD	008-883-963	RS3	**R2**		2L05
2460 BIRNEY PL	004-014-901	RS3	**R2**		2L05
2465 BIRNEY PL	008-779-678	RS3	**R2**		2L05
2449 BIRNEY PL	008-779-686	RS3	**R2**		2L05
2424 BIRNEY PL	008-779-694	RS3	**R2**		2L05
2436 BIRNEY PL	008-779-708	RS3	**R2**		2L05
2448 BIRNEY PL	005-255-848	RS3	**R2**		2L05
2405 BIRNEY PL	013-500-210	RS3	**R2**		2L05
2423 BIRNEY PL	013-500-236	RS3	**R2**		2L05
1438 LENNOX ST	013-500-368	RS3	**R2**		2L05
1535 BERKLEY RD	030-314-704	RS3	**R2**		2L05
1529 BERKLEY RD	030-314-712	RS3	**R2**		2L05
905 BROADVIEW DR	007-955-332	RS3	**R2**		2L05
2751 MT SEYMOUR PKWY	008-684-499	RS3	**R2**		2L05
915 BROADVIEW DR	007-955-294	RS3	**R2**		2L05
911 BROADVIEW DR	012-531-537	RS3	**R2**		2L05
2-2745 MT SEYMOUR PKWY		RS3	**R2**		2L05
919 BROADVIEW DR	007-955-260	RS3	**R2**		2L05
829 BROWNING PL		RS1	**R2**	S3	2L05
2281 CHAPMAN WAY	009-860-037	RS3	**R2**		2L07
2230 RIVERSIDE DR	009-860-193	RS3	**R2**		2L07
2250 RIVERSIDE DR	009-860-207	RS3	**R2**		2L07
2266 RIVERSIDE DR	009-860-240	RS3	**R2**		2L07
2288 RIVERSIDE DR	009-860-258	RS3	**R2**		2L07
2243 CHAPMAN WAY	009-860-045	RS3	**R2**		2L07

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2225 CHAPMAN WAY	009-860-053	RS3	**R2**		2L07
2207 CHAPMAN WAY	009-860-096	RS3	**R2**		2L07
2185 CHAPMAN WAY	009-860-118	RS3	**R2**		2L07
2151 CHAPMAN WAY	009-860-134	RS3	**R2**		2L07
2172 RIVERSIDE DR	008-283-681	RS3	**R2**		2L07
2184 RIVERSIDE DR	009-860-142	RS3	**R2**		2L07
2206 RIVERSIDE DR	009-860-177	RS3	**R2**		2L07
2781 SECHELT DR	009-175-644	RS3	**R2**		2L07
2785 SECHELT DR	009-175-661	RS3	**R2**		2L07
2054 DUNROBIN CRES	008-918-422	RS3	**R2**		2L07
1990 DUNROBIN CRES	004-416-651	RS3	**R2**		2L07
2053 TOMPKINS CRES	008-916-811	RS3	**R2**		2L07
2063 DUNROBIN CRES	008-916-837	RS3	**R2**		2L07
2051 DUNROBIN CRES	008-915-245	RS3	**R2**		2L07
2035 DUNROBIN CRES	008-916-845	RS3	**R2**		2L07
2019 DUNROBIN CRES	008-916-861	RS3	**R2**		2L07
2007 DUNROBIN CRES	008-916-896	RS3	**R2**		2L07
1993 DUNROBIN CRES	008-916-918	RS3	**R2**		2L07
2066 DUNROBIN CRES	008-918-431	RS3	**R2**		2L07
1914 WHITMAN AVE	009-729-496	RS3	**R2**		2L07
1930 WHITMAN AVE	009-729-518	RS3	**R2**		2L07
2041 TOMPKINS CRES	008-918-457	RS3	**R2**		2L07
1954 BERKLEY AVE	008-224-846	RS3	**R2**		2L07
1910 BERKLEY AVE	009-593-985	RS3	**R2**		2L07
1969 ARROYO CRT	009-594-001	RS3	**R2**		2L07
2631 STANDISH DR	009-594-035	RS3	**R2**		2L07
2637 STANDISH DR	009-594-051	RS3	**R2**		2L07
2632 DERBYSHIRE WAY	009-582-291	RS3	**R2**		2L07
2637 CACTUS CRT	005-764-670	RS3	**R2**		2L07
2625 CACTUS CRT	009-582-754	RS3	**R2**		2L07
2609 CACTUS CRT	004-871-545	RS3	**R2**		2L07
2602 CACTUS CRT	009-582-771	RS3	**R2**		2L07
2614 CACTUS CRT	009-582-797	RS3	**R2**		2L07
2626 CACTUS CRT	008-470-189	RS3	**R2**		2L07
2638 CACTUS CRT	009-582-827	RS3	**R2**		2L07
2650 CACTUS CRT	009-582-851	RS3	**R2**		2L07
2649 DERBYSHIRE WAY	009-582-878	RS3	**R2**		2L07
2633 DERBYSHIRE WAY	009-582-894	RS3	**R2**		2L07
2634 DERBYSHIRE WAY	009-582-312	RS3	**R2**		2L07
2619 DERBYSHIRE WAY	009-582-908	RS3	**R2**		2L07
2605 DERBYSHIRE WAY	009-582-916	RS3	**R2**		2L07
2589 DERBYSHIRE WAY	004-789-822	RS3	**R2**		2L07
2573 DERBYSHIRE WAY	009-582-924	RS3	**R2**		2L07
2565 DERBYSHIRE WAY	009-582-932	RS3	**R2**		2L07
2557 DERBYSHIRE WAY	009-582-941	RS3	**R2**		2L07
2545 DERBYSHIRE WAY	009-582-959	RS3	**R2**		2L07
2537 DERBYSHIRE WAY	009-582-975	RS3	**R2**		2L07
2646 DERBYSHIRE WAY	009-582-321	RS3	**R2**		2L07
2652 DERBYSHIRE WAY	009-582-347	RS3	**R2**		2L07
2666 DERBYSHIRE WAY	007-895-844	RS3	**R2**		2L07
2674 CACTUS CRT	009-582-363	RS3	**R2**		2L07
2665 CACTUS CRT	007-716-541	RS3	**R2**		2L07
2681 CACTUS CRT	007-423-853	RS3	**R2**		2L07
2681 DERBYSHIRE WAY	009-582-720	RS3	**R2**		2L07
1886 BERKLEY RD	004-557-042	RS3	**R2**		2L07
1868 BERKLEY RD	009-573-798	RS3	**R2**		2L07
1852 BERKLEY RD	009-573-836	RS3	**R2**		2L07
1834 BERKLEY RD	009-574-000	RS3	**R2**		2L07
1818 BERKLEY RD	009-574-182	RS3	**R2**		2L07
2504 BYRON RD	008-060-100	RS3	**R2**		2L07
2632 BRONTE DR	009-438-181	RS3	**R2**		2L07
2510 BYRON RD	009-438-513	RS3	**R2**		2L07
2514 BRONTE DR	009-438-548	RS3	**R2**		2L07
2509 BRONTE DR	009-438-581	RS3	**R2**		2L07
2554 BYRON RD	009-438-637	RS3	**R2**		2L07
2568 BYRON RD	009-438-661	RS3	**R2**		2L07
2543 BRONTE DR	009-438-718	RS3	**R2**		2L07
2555 BRONTE DR	008-959-064	RS3	**R2**		2L07
2567 BRONTE DR	009-438-777	RS3	**R2**		2L07
2620 BRONTE DR	009-438-220	RS3	**R2**		2L07
2600 BRONTE DR	009-438-289	RS3	**R2**		2L07
2544 BRONTE DR	008-224-935	RS3	**R2**		2L07
2540 BRONTE DR	009-438-351	RS3	**R2**		2L07
2532 BRONTE DR	009-438-467	RS3	**R2**		2L07
2528 BRONTE DR	009-177-892	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2522 BRONTE DR	009-438-491	RS3	**R2**		2L07
2643 STANDISH DR	003-871-339	RS3	**R2**		2L07
2649 STANDISH DR	009-412-999	RS3	**R2**		2L07
2655 STANDISH DR	009-413-022	RS3	**R2**		2L07
2663 STANDISH DR	009-413-065	RS3	**R2**		2L07
2669 STANDISH DR	008-345-384	RS3	**R2**		2L07
2675 STANDISH DR	009-413-090	RS3	**R2**		2L07
2681 STANDISH DR	009-413-111	RS3	**R2**		2L07
2687 STANDISH DR	009-413-154	RS3	**R2**		2L07
2695 STANDISH DR	006-043-755	RS3	**R2**		2L07
2703 STANDISH DR	009-413-197	RS3	**R2**		2L07
2715 STANDISH DR	009-413-227	RS3	**R2**		2L07
2727 STANDISH DR	009-413-294	RS3	**R2**		2L07
2739 STANDISH DR	009-413-316	RS3	**R2**		2L07
1906 WHITMAN AVE	006-640-931	RS3	**R2**		2L07
2760 BYRON RD	009-413-332	RS3	**R2**		2L07
2756 BYRON RD	009-413-375	RS3	**R2**		2L07
2235 WHITMAN AVE	002-693-453	RS3	**R2**		2L07
2263 WHITMAN AVE	009-174-567	RS3	**R2**		2L07
2281 WHITMAN AVE	009-174-575	RS3	**R2**		2L07
2207 WHITMAN AVE	009-174-559	RS3	**R2**		2L07
2811 SECHELT DR	009-174-451	RS3	**R2**		2L07
2097 TOMPKINS CRES	009-175-679	RS3	**R2**		2L07
2786 SECHELT DR	009-172-785	RS3	**R2**		2L07
2774 SECHELT DR	005-536-235	RS3	**R2**		2L07
2762 SECHELT DR	009-172-815	RS3	**R2**		2L07
2823 SECHELT DR	005-624-550	RS3	**R2**		2L07
1968 WHITMAN AVE	009-175-601	RS3	**R2**		2L07
2767 SECHELT DR	009-175-610	RS3	**R2**		2L07
2779 SECHELT DR	009-175-636	RS3	**R2**		2L07
2682 CACTUS CRT	009-174-532	RS3	**R2**		2L07
2710 CACTUS CRT	009-174-541	RS3	**R2**		2L07
2791 SECHELT DR	004-644-221	RS3	**R2**		2L07
2265 BERKLEY AVE	009-150-609	RS3	**R2**		2L07
2590 DERBYSHIRE WAY	008-308-128	RS3	**R2**		2L07
2608 DERBYSHIRE WAY	009-150-625	RS3	**R2**		2L07
2616 DERBYSHIRE WAY	009-150-641	RS3	**R2**		2L07
2624 DERBYSHIRE WAY	009-150-668	RS3	**R2**		2L07
2297 WHITMAN AVE	009-150-684	RS3	**R2**		2L07
2289 WHITMAN AVE	009-150-706	RS3	**R2**		2L07
2298 WHITMAN AVE	009-151-125	RS3	**R2**		2L07
2292 WHITMAN AVE	009-151-150	RS3	**R2**		2L07
2284 WHITMAN AVE	009-151-176	RS3	**R2**		2L07
2280 TOMPKINS CRES	007-359-624	RS3	**R2**		2L07
2276 TOMPKINS CRES	009-151-192	RS3	**R2**		2L07
2272 TOMPKINS CRES	009-151-206	RS3	**R2**		2L07
2268 TOMPKINS CRES	009-151-231	RS3	**R2**		2L07
2511 SWINBURNE AVE	004-588-461	RS3	**R2**		2L07
2255 RIVERSIDE DR	009-125-744	RS3	**R2**		2L07
2235 RIVERSIDE DR	009-125-761	RS3	**R2**		2L07
2215 RIVERSIDE DR	009-125-787	RS3	**R2**		2L07
2185 RIVERSIDE DR	009-125-809	RS3	**R2**		2L07
2167 RIVERSIDE DR	009-125-833	RS3	**R2**		2L07
2619 BRONTE DR	008-973-938	RS3	**R2**		2L07
1818 RIVERSIDE DR	008-923-019	RS3	**R2**		2L07
1819 BERKLEY RD	007-106-271	RS3	**R2**		2L07
1827 BERKLEY RD	008-917-698	RS3	**R2**		2L07
1845 BERKLEY RD	008-917-710	RS3	**R2**		2L07
1859 BERKLEY RD	008-917-752	RS3	**R2**		2L07
2052 TOMPKINS CRES	008-917-795	RS3	**R2**		2L07
2030 TOMPKINS CRES	008-917-825	RS3	**R2**		2L07
2270 HYANNIS DR	008-918-538	RS3	**R2**		2L07
2090 HYANNIS DR	008-918-813	RS3	**R2**		2L07
2088 HYANNIS DR	008-918-678	RS3	**R2**		2L07
2072 HYANNIS DR	008-918-716	RS3	**R2**		2L07
2060 HYANNIS DR	006-473-679	RS3	**R2**		2L07
2910 DRESDEN WAY	008-918-741	RS3	**R2**		2L07
2918 DRESDEN WAY	008-918-759	RS3	**R2**		2L07
2926 DRESDEN WAY	008-918-821	RS3	**R2**		2L07
2934 DRESDEN WAY	008-918-864	RS3	**R2**		2L07
1973 HYANNIS DR	008-917-647	RS3	**R2**		2L07
1967 HYANNIS DR	006-354-653	RS3	**R2**		2L07
2256 HYANNIS DR	008-918-554	RS3	**R2**		2L07
1953 HYANNIS DR	008-917-655	RS3	**R2**		2L07
1947 HYANNIS DR	008-917-671	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1939 HYANNIS DR	008-917-701	RS3	**R2**		2L07
2086 TOMPKINS CRES	008-917-728	RS3	**R2**		2L07
2068 TOMPKINS CRES	008-917-779	RS3	**R2**		2L07
2006 TOMPKINS CRES	008-917-868	RS3	**R2**		2L07
1988 TOMPKINS CRES	008-917-892	RS3	**R2**		2L07
2242 HYANNIS DR	008-918-589	RS3	**R2**		2L07
2228 HYANNIS DR	008-918-601	RS3	**R2**		2L07
2214 HYANNIS DR	008-918-627	RS3	**R2**		2L07
2178 HYANNIS DR	004-387-511	RS3	**R2**		2L07
2168 HYANNIS DR	008-918-635	RS3	**R2**		2L07
2130 HYANNIS DR	008-918-660	RS3	**R2**		2L07
2104 HYANNIS DR	003-046-842	RS3	**R2**		2L07
1621 BERKLEY RD	008-908-605	RS3	**R2**		2L07
1649 BERKLEY RD	008-908-621	RS3	**R2**		2L07
1667 BERKLEY RD	008-908-630	RS3	**R2**		2L07
1691 BERKLEY RD	008-908-656	RS3	**R2**		2L07
1799 BERKLEY RD	008-884-218	RS3	**R2**		2L07
1807 BERKLEY RD	003-054-489	RS3	**R2**		2L07
1899 LAYTON DR	008-884-242	RS3	**R2**		2L07
1903 BERKLEY AVE	002-495-881	RS3	**R2**		2L07
1937 BERKLEY AVE	008-884-269	RS3	**R2**		2L07
2445 HAYSEED CLOSE	008-884-285	RS3	**R2**		2L07
2439 HAYSEED CLOSE	008-884-293	RS3	**R2**		2L07
1797 LAYTON DR	008-884-544	RS3	**R2**		2L07
1775 LAYTON DR	008-884-552	RS3	**R2**		2L07
1753 LAYTON DR	008-884-561	RS3	**R2**		2L07
1709 LAYTON DR	008-884-579	RS3	**R2**		2L07
2414 SWINBURNE AVE	008-884-587	RS3	**R2**		2L07
2508 BOSWELL AVE	006-757-286	RS3	**R2**		2L07
1730 BERKLEY RD	008-867-763	RS3	**R2**		2L07
1742 BERKLEY RD	008-867-780	RS3	**R2**		2L07
2501 BYRON RD	008-867-801	RS3	**R2**		2L07
2515 BYRON RD	008-867-828	RS3	**R2**		2L07
2523 BYRON RD	008-867-861	RS3	**R2**		2L07
2537 BYRON RD	008-867-879	RS3	**R2**		2L07
1715 BERKLEY RD	008-811-466	RS3	**R2**		2L07
1729 BERKLEY RD	008-811-474	RS3	**R2**		2L07
1737 BERKLEY RD	008-811-491	RS3	**R2**		2L07
2149 RIVERSIDE DR	008-774-773	RS3	**R2**		2L07
	008-392-641	RS3	**R2**		2L07
1981 RIVERSIDE DR	004-432-401	RS3	**R2**		2L07
1975 RIVERSIDE DR	008-762-635	RS3	**R2**		2L07
1863 LAYTON DR	008-738-319	RS3	**R2**		2L07
1869 LAYTON DR	008-738-335	RS3	**R2**		2L07
1875 LAYTON DR	008-738-343	RS3	**R2**		2L07
1883 LAYTON DR	008-738-351	RS3	**R2**		2L07
1887 LAYTON DR	008-738-360	RS3	**R2**		2L07
1895 LAYTON DR	008-738-378	RS3	**R2**		2L07
1894 LAYTON DR	008-738-394	RS3	**R2**		2L07
1886 LAYTON DR	008-738-408	RS3	**R2**		2L07
1878 LAYTON DR	004-941-471	RS3	**R2**		2L07
1862 LAYTON DR	004-533-241	RS3	**R2**		2L07
1856 LAYTON DR	008-738-432	RS3	**R2**		2L07
2279 BERKLEY AVE	008-756-082	RS3	**R2**		2L07
2409 BERKLEY AVE	008-756-678	RS3	**R2**		2L07
2425 BERKLEY AVE	008-756-708	RS3	**R2**		2L07
2398 WHITMAN AVE	008-756-759	RS3	**R2**		2L07
2372 WHITMAN AVE	007-025-416	RS3	**R2**		2L07
2356 WHITMAN AVE	004-261-003	RS3	**R2**		2L07
2334 WHITMAN AVE	004-900-600	RS3	**R2**		2L07
2311 WHITMAN AVE	008-756-147	RS3	**R2**		2L07
2325 WHITMAN AVE	008-756-171	RS3	**R2**		2L07
2339 WHITMAN AVE	008-756-180	RS3	**R2**		2L07
2357 WHITMAN AVE	008-756-791	RS3	**R2**		2L07
2293 BERKLEY AVE	008-756-414	RS3	**R2**		2L07
2373 WHITMAN AVE	008-756-830	RS3	**R2**		2L07
2396 BERKLEY AVE	006-332-641	RS3	**R2**		2L07
2594 DERBYSHIRE PL	008-756-236	RS3	**R2**		2L07
2310 BERKLEY AVE	008-756-279	RS3	**R2**		2L07
2294 BERKLEY AVE	008-756-295	RS3	**R2**		2L07
2280 BERKLEY AVE	007-188-579	RS3	**R2**		2L07
2307 BERKLEY AVE	008-756-422	RS3	**R2**		2L07
2321 BERKLEY AVE	008-756-465	RS3	**R2**		2L07
2335 BERKLEY AVE	008-756-503	RS3	**R2**		2L07
2349 BERKLEY AVE	008-756-546	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2363 BERKLEY AVE	008-756-571	RS3	**R2**		2L07
2377 BERKLEY AVE	008-756-619	RS3	**R2**		2L07
2391 BERKLEY AVE	008-259-402	RS3	**R2**		2L07
1847 LAYTON DR	006-959-326	RS3	**R2**		2L07
1710 LAYTON DR	008-737-801	RS3	**R2**		2L07
1726 LAYTON DR	004-495-624	RS3	**R2**		2L07
2443 LAMPMAN PL	008-737-827	RS3	**R2**		2L07
2455 LAMPMAN PL	008-494-584	RS3	**R2**		2L07
2467 LAMPMAN PL	008-737-835	RS3	**R2**		2L07
2472 LAMPMAN PL	008-737-851	RS3	**R2**		2L07
2458 LAMPMAN PL	007-734-697	RS3	**R2**		2L07
2446 LAMPMAN PL	008-737-886	RS3	**R2**		2L07
2434 LAMPMAN PL	008-737-916	RS3	**R2**		2L07
1800 LAYTON DR	008-737-959	RS3	**R2**		2L07
1818 LAYTON DR	008-737-991	RS3	**R2**		2L07
1834 LAYTON DR	008-738-009	RS3	**R2**		2L07
1850 LAYTON DR	002-695-383	RS3	**R2**		2L07
1855 LAYTON DR	008-738-033	RS3	**R2**		2L07
1839 LAYTON DR	008-738-050	RS3	**R2**		2L07
2390 CARMAN PL	008-738-076	RS3	**R2**		2L07
2386 CARMAN PL	008-738-114	RS3	**R2**		2L07
2372 CARMAN PL	008-738-131	RS3	**R2**		2L07
2360 CARMAN PL	008-738-157	RS3	**R2**		2L07
2379 CARMAN PL	008-738-173	RS3	**R2**		2L07
2391 CARMAN PL	008-738-203	RS3	**R2**		2L07
2393 CARMAN PL	008-738-220	RS3	**R2**		2L07
1815 LAYTON DR	008-738-246	RS3	**R2**		2L07
1810 RIVERSIDE DR	008-737-509	RS3	**R2**		2L07
1780 RIVERSIDE DR	008-526-648	RS3	**R2**		2L07
1788 RIVERSIDE DR	008-737-525	RS3	**R2**		2L07
2320 WHITMAN AVE	008-722-773	RS3	**R2**		2L07
2304 WHITMAN AVE	003-534-332	RS3	**R2**		2L07
1691 LAYTON DR	008-731-900	RS3	**R2**		2L07
1751 BERKLEY RD	008-731-951	RS3	**R2**		2L07
1702 LAYTON DR	008-731-969	RS3	**R2**		2L07
1688 LAYTON DR	005-406-749	RS3	**R2**		2L07
1672 LAYTON DR	008-731-985	RS3	**R2**		2L07
1731 LAYTON DR	008-323-186	RS3	**R2**		2L07
2382 BERKLEY AVE	003-936-511	RS3	**R2**		2L07
2598 DERBYSHIRE PL	008-721-874	RS3	**R2**		2L07
2602 DERBYSHIRE PL	008-721-882	RS3	**R2**		2L07
2459 HYANNIS DR	004-391-039	RS3	**R2**		2L07
2475 HYANNIS DR	008-689-598	RS3	**R2**		2L07
2491 HYANNIS DR	008-689-610	RS3	**R2**		2L07
2438 BERKLEY AVE	008-689-695	RS3	**R2**		2L07
2433 BERKLEY AVE	008-689-709	RS3	**R2**		2L07
2441 BERKLEY AVE	007-734-468	RS3	**R2**		2L07
2449 BERKLEY AVE	008-689-725	RS3	**R2**		2L07
2457 BERKLEY AVE	008-689-750	RS3	**R2**		2L07
2465 BERKLEY AVE	004-708-571	RS3	**R2**		2L07
2331 HYANNIS DR	008-689-504	RS3	**R2**		2L07
2473 BERKLEY AVE	008-689-768	RS3	**R2**		2L07
2481 BERKLEY AVE	008-689-792	RS3	**R2**		2L07
2489 BERKLEY AVE	004-220-188	RS3	**R2**		2L07
2497 BERKLEY AVE	008-689-814	RS3	**R2**		2L07
2498 HYANNIS DR	008-689-822	RS3	**R2**		2L07
2480 HYANNIS DR	008-689-849	RS3	**R2**		2L07
2468 HYANNIS DR	008-689-865	RS3	**R2**		2L07
2446 HYANNIS DR	008-689-873	RS3	**R2**		2L07
2422 HYANNIS DR	008-689-890	RS3	**R2**		2L07
2408 HYANNIS DR	005-615-593	RS3	**R2**		2L07
2343 HYANNIS DR	002-580-489	RS3	**R2**		2L07
2394 HYANNIS DR	008-689-911	RS3	**R2**		2L07
2380 HYANNIS DR	007-818-661	RS3	**R2**		2L07
2359 HYANNIS DR	008-689-521	RS3	**R2**		2L07
2375 HYANNIS DR	008-689-539	RS3	**R2**		2L07
2387 HYANNIS DR	008-689-555	RS3	**R2**		2L07
2401 HYANNIS DR	008-689-563	RS3	**R2**		2L07
2417 HYANNIS DR	004-765-893	RS3	**R2**		2L07
2433 HYANNIS DR	008-689-580	RS3	**R2**		2L07
2362 HYANNIS DR	008-590-907	RS3	**R2**		2L07
2344 HYANNIS DR	008-590-931	RS3	**R2**		2L07
2326 HYANNIS DR	008-590-966	RS3	**R2**		2L07
2322 HYANNIS DR	008-590-974	RS3	**R2**		2L07
2511 BOSWELL AVE	008-592-969	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1640 BERKLEY RD	008-592-977	RS3	**R2**		2L07
1638 BERKLEY RD	008-592-985	RS3	**R2**		2L07
2504 SWINBURNE AVE	008-592-993	RS3	**R2**		2L07
2666 BYRON RD	008-506-183	RS3	**R2**		2L07
1616 MEDWIN PL	008-508-402	RS3	**R2**		2L07
2730 WALPOLE CRES	008-508-411	RS3	**R2**		2L07
2678 BYRON RD	008-506-191	RS3	**R2**		2L07
2690 BYRON RD	005-133-378	RS3	**R2**		2L07
2704 BYRON RD	008-506-213	RS3	**R2**		2L07
2708 BYRON RD	008-504-687	RS3	**R2**		2L07
2712 BYRON RD	008-506-256	RS3	**R2**		2L07
2716 BYRON RD	007-194-242	RS3	**R2**		2L07
2718 BYRON PL	008-156-107	RS3	**R2**		2L07
2720 BYRON PL	002-565-838	RS3	**R2**		2L07
2724 BYRON PL	008-506-272	RS3	**R2**		2L07
2728 BYRON PL	008-506-311	RS3	**R2**		2L07
2732 BYRON PL	008-506-345	RS3	**R2**		2L07
2736 BYRON PL	008-506-493	RS3	**R2**		2L07
2740 BYRON PL	008-506-558	RS3	**R2**		2L07
2744 BYRON RD	008-506-574	RS3	**R2**		2L07
2748 BYRON RD	008-506-604	RS3	**R2**		2L07
2752 BYRON RD	004-996-381	RS3	**R2**		2L07
2763 BYRON RD	008-154-031	RS3	**R2**		2L07
2757 BYRON RD	005-226-457	RS3	**R2**		2L07
2576 BYRON RD	008-506-001	RS3	**R2**		2L07
2753 BYRON RD	008-102-741	RS3	**R2**		2L07
2749 BYRON RD	008-506-621	RS3	**R2**		2L07
2745 BYRON RD	007-137-443	RS3	**R2**		2L07
2741 BYRON RD	008-506-639	RS3	**R2**		2L07
2735 BYRON RD	008-506-663	RS3	**R2**		2L07
2733 BYRON RD	008-506-680	RS3	**R2**		2L07
2727 BYRON RD	008-506-728	RS3	**R2**		2L07
2723 BYRON RD	008-506-736	RS3	**R2**		2L07
2719 BYRON RD	008-506-779	RS3	**R2**		2L07
2717 BYRON RD	007-583-613	RS3	**R2**		2L07
2584 BYRON RD	008-506-027	RS3	**R2**		2L07
2711 BYRON RD	006-630-995	RS3	**R2**		2L07
2705 BYRON RD	008-506-809	RS3	**R2**		2L07
2701 BYRON RD	008-506-817	RS3	**R2**		2L07
2693 BYRON RD	008-506-833	RS3	**R2**		2L07
2685 BYRON RD	008-506-850	RS3	**R2**		2L07
2673 BYRON RD	008-506-868	RS3	**R2**		2L07
2661 BYRON RD	002-805-006	RS3	**R2**		2L07
2647 BYRON RD	008-506-892	RS3	**R2**		2L07
2639 BYRON RD	008-234-256	RS3	**R2**		2L07
2633 BYRON RD	008-506-906	RS3	**R2**		2L07
2588 BYRON RD	008-506-035	RS3	**R2**		2L07
2621 BYRON RD	008-506-922	RS3	**R2**		2L07
2615 BYRON RD	003-587-380	RS3	**R2**		2L07
2607 BYRON RD	008-506-949	RS3	**R2**		2L07
2595 BYRON RD	008-506-965	RS3	**R2**		2L07
2591 BYRON RD	008-506-981	RS3	**R2**		2L07
2583 BYRON RD	008-507-015	RS3	**R2**		2L07
2575 BYRON RD	008-507-023	RS3	**R2**		2L07
2567 BYRON RD	008-507-082	RS3	**R2**		2L07
2555 BYRON RD	008-507-490	RS3	**R2**		2L07
2610 BYRON RD	008-506-078	RS3	**R2**		2L07
2556 BOSWELL AVE	008-566-666	RS3	**R2**		2L07
2564 BOSWELL AVE	008-507-503	RS3	**R2**		2L07
2598 SWINBURNE AVE	006-470-378	RS3	**R2**		2L07
2570 WALPOLE CRES	008-507-520	RS3	**R2**		2L07
2582 WALPOLE CRES	004-805-101	RS3	**R2**		2L07
2590 WALPOLE CRES	008-507-554	RS3	**R2**		2L07
2604 WALPOLE CRES	008-507-589	RS3	**R2**		2L07
2616 WALPOLE CRES	008-507-635	RS3	**R2**		2L07
2622 BYRON RD	008-506-116	RS3	**R2**		2L07
2630 WALPOLE CRES	008-507-708	RS3	**R2**		2L07
2642 WALPOLE CRES	005-636-442	RS3	**R2**		2L07
2656 WALPOLE CRES	008-507-716	RS3	**R2**		2L07
2664 WALPOLE CRES	008-507-732	RS3	**R2**		2L07
2672 WALPOLE CRES	008-507-759	RS3	**R2**		2L07
2688 WALPOLE CRES	008-352-208	RS3	**R2**		2L07
2702 WALPOLE CRES	008-507-767	RS3	**R2**		2L07
2710 WALPOLE CRES	008-507-783	RS3	**R2**		2L07
2718 WALPOLE CRES	008-507-791	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2722 WALPOLE CRES	008-507-805	RS3	**R2**		2L07
2634 BYRON RD	008-506-141	RS3	**R2**		2L07
1627 MEDWIN PL	008-507-813	RS3	**R2**		2L07
1659 MEDWIN PL	002-575-051	RS3	**R2**		2L07
1681 MEDWIN PL	008-507-821	RS3	**R2**		2L07
1707 MEDWIN PL	008-507-830	RS3	**R2**		2L07
1723 MEDWIN PL	008-507-848	RS3	**R2**		2L07
1739 MEDWIN PL	008-507-856	RS3	**R2**		2L07
1755 MEDWIN PL	008-507-864	RS3	**R2**		2L07
1771 MEDWIN PL	008-507-872	RS3	**R2**		2L07
1783 MEDWIN PL	008-507-881	RS3	**R2**		2L07
1791 MEDWIN PL	008-507-899	RS3	**R2**		2L07
2650 BYRON RD	008-506-167	RS3	**R2**		2L07
1790 MEDWIN PL	008-507-902	RS3	**R2**		2L07
1784 MEDWIN PL	008-507-929	RS3	**R2**		2L07
1776 MEDWIN PL	008-508-348	RS3	**R2**		2L07
1768 MEDWIN PL	008-508-356	RS3	**R2**		2L07
1760 MEDWIN PL	008-508-364	RS3	**R2**		2L07
1742 MEDWIN PL	008-508-381	RS3	**R2**		2L07
1720 MEDWIN PL	008-508-399	RS3	**R2**		2L07
2304 RIVERSIDE DR	008-195-552	RS3	**R2**		2L07
2300 CHAPMAN WAY	008-023-484	RS3	**R2**		2L07
2298 CHAPMAN WAY	008-023-492	RS3	**R2**		2L07
2548 SWINBURNE AVE	006-616-640	RS3	**R2**		2L07
1632 RIVERSIDE DR	005-031-338	RS3	**R2**		2L07
1640 RIVERSIDE DR	007-993-447	RS3	**R2**		2L07
2109 RIVERSIDE DR	007-973-314	RS3	**R2**		2L07
2131 RIVERSIDE DR	007-973-381	RS3	**R2**		2L07
2285 TOMPKINS CRES	007-921-331	RS3	**R2**		2L07
2279 TOMPKINS CRES	009-172-572	RS3	**R2**		2L07
2115 TOMPKINS CRES	008-183-872	RS3	**R2**		2L07
2260 WHITMAN AVE	009-173-749	RS3	**R2**		2L07
2070 WHITMAN AVE	009-172-840	RS3	**R2**		2L07
2100 WHITMAN AVE	009-172-858	RS3	**R2**		2L07
2122 WHITMAN AVE	009-172-882	RS3	**R2**		2L07
2144 WHITMAN AVE	009-172-912	RS3	**R2**		2L07
2166 WHITMAN AVE	007-058-179	RS3	**R2**		2L07
2188 WHITMAN AVE	009-172-947	RS3	**R2**		2L07
2261 TOMPKINS CRES	009-172-602	RS3	**R2**		2L07
2204 WHITMAN AVE	009-172-963	RS3	**R2**		2L07
2243 TOMPKINS CRES	009-172-637	RS3	**R2**		2L07
2225 TOMPKINS CRES	009-172-661	RS3	**R2**		2L07
2211 TOMPKINS CRES	009-172-696	RS3	**R2**		2L07
2197 TOMPKINS CRES	009-172-734	RS3	**R2**		2L07
2173 TOMPKINS CRES	002-957-272	RS3	**R2**		2L07
2151 TOMPKINS CRES	004-439-864	RS3	**R2**		2L07
2129 TOMPKINS CRES	009-172-769	RS3	**R2**		2L07
2569 WALPOLE CRES	007-981-309	RS3	**R2**		2L07
2677 WALPOLE CRES	007-981-538	RS3	**R2**		2L07
2689 WALPOLE CRES	007-981-554	RS3	**R2**		2L07
2701 WALPOLE CRES	007-981-562	RS3	**R2**		2L07
2709 WALPOLE CRES	007-981-601	RS3	**R2**		2L07
2717 WALPOLE CRES	007-981-651	RS3	**R2**		2L07
2729 WALPOLE CRES	007-981-678	RS3	**R2**		2L07
2738 WALPOLE CRES	007-981-741	RS3	**R2**		2L07
2734 WALPOLE CRES	007-981-767	RS3	**R2**		2L07
2585 WALPOLE CRES	007-981-384	RS3	**R2**		2L07
2597 WALPOLE CRES	007-981-422	RS3	**R2**		2L07
2608 HARDY CRES	005-380-677	RS3	**R2**		2L07
2617 WALPOLE CRES	007-981-431	RS3	**R2**		2L07
2629 WALPOLE CRES	004-984-234	RS3	**R2**		2L07
2641 WALPOLE CRES	007-981-465	RS3	**R2**		2L07
2653 WALPOLE CRES	005-632-641	RS3	**R2**		2L07
2665 WALPOLE CRES	007-981-481	RS3	**R2**		2L07
2520 BOSWELL AVE	007-955-936	RS3	**R2**		2L07
2532 BOSWELL AVE	007-955-995	RS3	**R2**		2L07
2540 BOSWELL AVE	007-956-011	RS3	**R2**		2L07
2548 BOSWELL AVE	007-956-037	RS3	**R2**		2L07
2549 BYRON RD	007-956-053	RS3	**R2**		2L07
2545 HYANNIS POINT	004-111-745	RS3	**R2**		2L07
2547 HYANNIS POINT	007-906-056	RS3	**R2**		2L07
2549 HYANNIS POINT	007-906-072	RS3	**R2**		2L07
2551 HYANNIS POINT	007-906-099	RS3	**R2**		2L07
2553 HYANNIS POINT	007-906-102	RS3	**R2**		2L07
2557 HYANNIS POINT	007-906-145	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2092 RIVERSIDE DR	007-954-956	RS3	**R2**		2L07
2084 RIVERSIDE DR	007-954-930	RS3	**R2**		2L07
2076 RIVERSIDE DR	007-954-964	RS3	**R2**		2L07
2062 RIVERSIDE DR	007-954-972	RS3	**R2**		2L07
2058 RIVERSIDE DR	007-955-006	RS3	**R2**		2L07
2044 RIVERSIDE DR	004-249-925	RS3	**R2**		2L07
2441 RIVERSIDE DR	007-949-286	RS3	**R2**		2L07
	007-949-294	RS3	**R2**		2L07
2521 BOSWELL AVE	005-796-563	RS3	**R2**		2L07
2535 BOSWELL AVE	008-484-384	RS3	**R2**		2L07
2402 SWINBURNE AVE	007-894-295	RS3	**R2**		2L07
2410 SWINBURNE AVE	007-894-309	RS3	**R2**		2L07
2559 BOSWELL AVE	007-891-091	RS3	**R2**		2L07
2560 SWINBURNE AVE	007-868-910	RS3	**R2**		2L07
2549 BOSWELL AVE	007-868-928	RS3	**R2**		2L07
2541 BOSWELL AVE	007-868-936	RS3	**R2**		2L07
2586 SWINBURNE AVE	002-859-157	RS3	**R2**		2L07
2574 SWINBURNE AVE	007-868-812	RS3	**R2**		2L07
2569 BOSWELL AVE	007-868-804	RS3	**R2**		2L07
1802 RIVERSIDE DR	007-783-264	RS3	**R2**		2L07
2407 TREETOP LANE	007-758-260	RS3	**R2**		2L07
2385 TREETOP LANE	007-758-278	RS3	**R2**		2L07
2406 RIVERSIDE DR	003-736-351	RS3	**R2**		2L07
2361 TREETOP LANE	007-758-286	RS3	**R2**		2L07
2339 TREETOP LANE	007-758-294	RS3	**R2**		2L07
2296 CHAPMAN WAY	007-717-393	RS3	**R2**		2L07
2336 TREETOP LANE	007-758-197	RS3	**R2**		2L07
2354 TREETOP LANE	007-758-201	RS3	**R2**		2L07
2-2372 TREETOP LANE		RS3	**R2**		2L07
2390 TREETOP LANE	007-758-227	RS3	**R2**		2L07
2414 TREETOP LANE	007-758-235	RS3	**R2**		2L07
2438 TREETOP LANE	007-758-243	RS3	**R2**		2L07
2419 TREETOP LANE	007-758-251	RS3	**R2**		2L07
2430 RIVERSIDE DR	007-758-308	RS3	**R2**		2L07
1710 RIVERSIDE DR	007-741-863	RS3	**R2**		2L07
1718 RIVERSIDE DR	007-741-880	RS3	**R2**		2L07
2820 SECHELT DR	009-173-471	RS3	**R2**		2L07
2250 TOMPKINS CRES	009-173-722	RS3	**R2**		2L07
2264 TOMPKINS CRES	002-992-787	RS3	**R2**		2L07
2810 SECHELT DR	005-246-725	RS3	**R2**		2L07
2126 TOMPKINS CRES	009-173-510	RS3	**R2**		2L07
2148 TOMPKINS CRES	009-173-552	RS3	**R2**		2L07
2170 TOMPKINS CRES	002-957-515	RS3	**R2**		2L07
2194 TOMPKINS CRES	009-173-579	RS3	**R2**		2L07
2208 TOMPKINS CRES	009-173-625	RS3	**R2**		2L07
2222 TOMPKINS CRES	009-173-641	RS3	**R2**		2L07
2234 TOMPKINS CRES	009-173-684	RS3	**R2**		2L07
2838 SECHELT DR	002-797-712	RS3	**R2**		2L07
2155 HYANNIS DR	008-312-508	RS3	**R2**		2L07
2177 HYANNIS DR	008-916-985	RS3	**R2**		2L07
2203 HYANNIS DR	008-917-027	RS3	**R2**		2L07
2221 HYANNIS DR	008-917-035	RS3	**R2**		2L07
2237 HYANNIS DR	008-917-043	RS3	**R2**		2L07
2245 HYANNIS DR	008-917-051	RS3	**R2**		2L07
2259 HYANNIS DR	008-917-086	RS3	**R2**		2L07
2273 HYANNIS DR	008-917-108	RS3	**R2**		2L07
1880 RIVERSIDE DR	007-711-182	RS3	**R2**		2L07
1884 RIVERSIDE DR	007-711-212	RS3	**R2**		2L07
2322 RIVERBANK PL	007-679-653	RS3	**R2**		2L07
2336 RIVERBANK PL	007-679-661	RS3	**R2**		2L07
2346 RIVERBANK PL	007-679-670	RS3	**R2**		2L07
2352 RIVERBANK PL	007-679-688	RS3	**R2**		2L07
2029 RIVERGROVE PL	007-679-696	RS3	**R2**		2L07
2353 RIVERBANK PL	007-679-700	RS3	**R2**		2L07
2331 RIVERBANK PL	007-679-718	RS3	**R2**		2L07
2319 RIVERBANK PL	007-679-726	RS3	**R2**		2L07
2067 RIVERGROVE PL	007-679-734	RS3	**R2**		2L07
2086 RIVERGROVE PL	004-320-018	RS3	**R2**		2L07
2078 RIVERGROVE PL	007-679-742	RS3	**R2**		2L07
2064 RIVERGROVE PL	004-735-765	RS3	**R2**		2L07
2050 RIVERGROVE PL	003-022-099	RS3	**R2**		2L07
2038 RIVERGROVE PL	007-679-751	RS3	**R2**		2L07
2026 RIVERGROVE PL	007-679-769	RS3	**R2**		2L07
2018 RIVERGROVE PL	007-679-785	RS3	**R2**		2L07
2310 RIVERBANK PL	007-679-645	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2315 HYANNIS DR	007-679-637	RS3	**R2**		2L07
2285 HYANNIS DR	002-417-880	RS3	**R2**		2L07
1972 TOMPKINS CRES	007-674-619	RS3	**R2**		2L07
1964 TOMPKINS CRES	007-674-643	RS3	**R2**		2L07
1956 TOMPKINS CRES	007-674-678	RS3	**R2**		2L07
2021 TOMPKINS CRES	007-674-708	RS3	**R2**		2L07
1993 TOMPKINS CRES	005-968-704	RS3	**R2**		2L07
1977 TOMPKINS CRES	007-674-741	RS3	**R2**		2L07
2433 TREETOP LANE	007-694-873	RS3	**R2**		2L07
1593 LENNOX ST	007-348-894	RS3	**R2**		2L07
2574 BYRON RD	007-649-134	RS3	**R2**		2L07
2631 BRONTE DR	007-649-142	RS3	**R2**		2L07
2570 BYRON RD	007-649-169	RS3	**R2**		2L07
1988 DUNROBIN CRES	007-646-194	RS3	**R2**		2L07
1982 DUNROBIN CRES	007-646-208	RS3	**R2**		2L07
1976 DUNROBIN CRES	007-646-216	RS3	**R2**		2L07
1991 DUNROBIN CRES	007-647-166	RS3	**R2**		2L07
1989 DUNSTONE PL	006-299-474	RS3	**R2**		2L07
1987 DUNSTONE PL	007-647-182	RS3	**R2**		2L07
1985 DUNSTONE PL	007-647-255	RS3	**R2**		2L07
1983 DUNSTONE PL	007-647-280	RS3	**R2**		2L07
1981 DUNSTONE PL	007-647-310	RS3	**R2**		2L07
1979 DUNSTONE PL	007-647-336	RS3	**R2**		2L07
1977 DUNSTONE PL	007-647-361	RS3	**R2**		2L07
1975 DUNROBIN CRES	007-647-379	RS3	**R2**		2L07
1973 DUNROBIN CRES	007-647-417	RS3	**R2**		2L07
1969 TOMPKINS CRES	007-646-127	RS3	**R2**		2L07
2002 RIVERGROVE PL	007-442-718	RS3	**R2**		2L07
1988 RIVERGROVE PL	007-623-216	RS3	**R2**		2L07
1978 RIVERGROVE PL	007-623-232	RS3	**R2**		2L07
1950 RIVERGROVE PL	007-623-241	RS3	**R2**		2L07
1946 RIVERGROVE PL	007-623-259	RS3	**R2**		2L07
1916 RIVERGROVE PL	006-810-543	RS3	**R2**		2L07
1904 RIVERGROVE PL	007-623-411	RS3	**R2**		2L07
1935 RIVERGROVE PL	004-259-611	RS3	**R2**		2L07
1951 RIVERGROVE PL	007-623-445	RS3	**R2**		2L07
1977 RIVERGROVE PL	007-623-470	RS3	**R2**		2L07
1985 RIVERGROVE PL	006-717-667	RS3	**R2**		2L07
2015 RIVERGROVE PL	007-623-526	RS3	**R2**		2L07
2342 RIVERSIDE DR	007-626-975	RS3	**R2**		2L07
1892 RIVERSIDE DR	007-604-581	RS3	**R2**		2L07
1928 RIVERGROVE PL	007-604-629	RS3	**R2**		2L07
1940 RIVERGROVE PL	007-604-700	RS3	**R2**		2L07
2015 HYANNIS DR	008-917-540	RS3	**R2**		2L07
2047 HYANNIS DR	008-917-469	RS3	**R2**		2L07
2039 HYANNIS DR	008-917-485	RS3	**R2**		2L07
2031 HYANNIS DR	008-917-507	RS3	**R2**		2L07
2023 HYANNIS DR	008-917-523	RS3	**R2**		2L07
2009 HYANNIS DR	008-917-558	RS3	**R2**		2L07
1995 HYANNIS DR	008-917-591	RS3	**R2**		2L07
1981 HYANNIS DR	008-917-612	RS3	**R2**		2L07
2829 SECHELT DR	008-917-370	RS3	**R2**		2L07
2095 HYANNIS DR	008-917-388	RS3	**R2**		2L07
2087 HYANNIS DR	008-917-400	RS3	**R2**		2L07
2079 HYANNIS DR	008-073-406	RS3	**R2**		2L07
2071 HYANNIS DR	008-917-426	RS3	**R2**		2L07
2063 HYANNIS DR	004-005-988	RS3	**R2**		2L07
2055 HYANNIS DR	008-917-442	RS3	**R2**		2L07
1698 MEDWIN PL	007-594-909	RS3	**R2**		2L07
1670 MEDWIN PL	005-669-871	RS3	**R2**		2L07
1648 MEDWIN PL	007-594-917	RS3	**R2**		2L07
1922 HYANNIS DR	007-436-980	RS3	**R2**		2L07
1929 HYANNIS DR	007-436-874	RS3	**R2**		2L07
1919 HYANNIS DR	007-436-904	RS3	**R2**		2L07
1590 RIVERSIDE DR	013-659-367	RS3	**R2**		2L07
2429 RIVERSIDE DR	003-458-202	RS3	**R2**		2L07
2403 RIVERSIDE DR	007-088-299	RS3	**R2**		2L07
2919 DRESDEN WAY	004-311-418	RS3	**R2**		2L07
1924 HYANNIS DR	008-919-224	RS3	**R2**		2L07
2028 HYANNIS DR	008-919-089	RS3	**R2**		2L07
2016 HYANNIS DR	008-919-127	RS3	**R2**		2L07
2008 HYANNIS DR	005-162-271	RS3	**R2**		2L07
1984 HYANNIS DR	008-919-160	RS3	**R2**		2L07
1972 HYANNIS DR	008-919-194	RS3	**R2**		2L07
1960 HYANNIS DR	003-967-212	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1948 HYANNIS DR	008-565-635	RS3	**R2**		2L07
1936 HYANNIS DR	002-755-751	RS3	**R2**		2L07
2027 HILL DR	006-977-511	RS3	**R2**		2L07
2023 HILL DR	006-977-553	RS3	**R2**		2L07
2019 HILL DR	006-977-570	RS3	**R2**		2L07
2015 HILL DR	006-977-600	RS3	**R2**		2L07
2007 HILL DR	006-977-618	RS3	**R2**		2L07
2003 HILL DR	006-977-634	RS3	**R2**		2L07
1997 HILL DR	006-977-651	RS3	**R2**		2L07
1995 HILL DR	006-977-685	RS3	**R2**		2L07
2160 HILL DR	006-977-227	RS3	**R2**		2L07
2150 HILL DR	004-588-177	RS3	**R2**		2L07
2140 HILL DR	006-977-243	RS3	**R2**		2L07
2130 HILL DR	006-977-260	RS3	**R2**		2L07
2120 HILL DR	006-977-294	RS3	**R2**		2L07
2910 MARYKIRK PL	006-977-316	RS3	**R2**		2L07
2930 MARYKIRK PL	006-977-341	RS3	**R2**		2L07
2934 MARYKIRK PL	006-977-391	RS3	**R2**		2L07
2940 MARYKIRK PL	004-499-409	RS3	**R2**		2L07
2935 MARYKIRK PL	006-975-003	RS3	**R2**		2L07
2937 MARYKIRK PL	004-412-711	RS3	**R2**		2L07
2931 MARYKIRK PL	006-975-046	RS3	**R2**		2L07
2929 MARYKIRK PL	006-975-062	RS3	**R2**		2L07
2040 HILL DR	006-975-097	RS3	**R2**		2L07
2036 HILL DR	006-975-127	RS3	**R2**		2L07
2030 HILL DR	006-975-381	RS3	**R2**		2L07
2026 HILL DR	006-590-586	RS3	**R2**		2L07
2020 HILL DR	006-975-399	RS3	**R2**		2L07
2261 HILL DR	006-969-682	RS3	**R2**		2L07
2157 HILL DR	006-969-712	RS3	**R2**		2L07
2151 HILL DR	006-969-739	RS3	**R2**		2L07
2145 HILL DR	006-969-747	RS3	**R2**		2L07
2137 HILL DR	006-969-780	RS3	**R2**		2L07
2129 HILL DR	006-969-798	RS3	**R2**		2L07
2125 HILL DR	006-969-828	RS3	**R2**		2L07
2948 MARYKIRK PL	006-972-292	RS3	**R2**		2L07
2954 MARYKIRK PL	006-972-314	RS3	**R2**		2L07
2961 MARYKIRK PL	006-972-331	RS3	**R2**		2L07
2955 MARYKIRK PL	006-972-349	RS3	**R2**		2L07
2016 HILL DR	006-972-161	RS3	**R2**		2L07
2011 BLAIRVIEW AVE	006-972-187	RS3	**R2**		2L07
2015 BLAIRVIEW AVE	006-972-209	RS3	**R2**		2L07
2105 HILL DR	006-971-997	RS3	**R2**		2L07
2055 HILL DR	006-972-012	RS3	**R2**		2L07
2051 HILL DR	006-972-021	RS3	**R2**		2L07
2047 HILL DR	006-972-047	RS3	**R2**		2L07
2043 HILL DR	007-212-461	RS3	**R2**		2L07
2035 HILL DR	007-212-488	RS3	**R2**		2L07
2031 HILL DR	005-900-808	RS3	**R2**		2L07
2052 BLAIRVIEW AVE	006-969-313	RS3	**R2**		2L07
2046 BLAIRVIEW AVE	006-969-321	RS3	**R2**		2L07
2042 BLAIRVIEW AVE	006-969-330	RS3	**R2**		2L07
2038 BLAIRVIEW AVE	005-412-447	RS3	**R2**		2L07
2032 BLAIRVIEW AVE	006-969-356	RS3	**R2**		2L07
2008 BLAIRVIEW AVE	006-969-364	RS3	**R2**		2L07
2022 BLAIRVIEW AVE	006-969-372	RS3	**R2**		2L07
2941 MARYKIRK PL	006-969-151	RS3	**R2**		2L07
2939 MARYKIRK PL	006-901-310	RS3	**R2**		2L07
2025 BLAIRVIEW AVE	006-969-178	RS3	**R2**		2L07
2035 BLAIRVIEW AVE	006-969-186	RS3	**R2**		2L07
2045 BLAIRVIEW AVE	006-969-194	RS3	**R2**		2L07
2055 BLAIRVIEW AVE	006-969-208	RS3	**R2**		2L07
2065 BLAIRVIEW AVE	006-969-232	RS3	**R2**		2L07
2940 DRESDEN WAY	006-921-141	RS3	**R2**		2L07
2985 DRESDEN WAY	006-921-248	RS3	**R2**		2L07
2965 DRESDEN WAY	006-921-256	RS3	**R2**		2L07
2955 DRESDEN WAY	006-921-272	RS3	**R2**		2L07
2939 DRESDEN WAY	006-921-302	RS3	**R2**		2L07
2935 DRESDEN WAY	006-921-311	RS3	**R2**		2L07
2925 DRESDEN WAY	006-921-329	RS3	**R2**		2L07
2921 DRESDEN WAY	002-596-075	RS3	**R2**		2L07
2944 DRESDEN WAY	006-921-159	RS3	**R2**		2L07
2946 DRESDEN WAY	006-921-167	RS3	**R2**		2L07
2948 DRESDEN WAY	006-921-183	RS3	**R2**		2L07
2956 DRESDEN WAY	006-921-191	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2-2966 DRESDEN WAY		RS3	**R2**		2L07
2990 DRESDEN WAY	006-921-221	RS3	**R2**		2L07
2996 DRESDEN WAY	002-413-540	RS3	**R2**		2L07
2999 DRESDEN WAY	006-921-230	RS3	**R2**		2L07
2158 CHAPMAN WAY	009-859-781	RS3	**R2**		2L07
2148 CHAPMAN WAY	009-859-802	RS3	**R2**		2L07
2136 CHAPMAN WAY	009-859-829	RS3	**R2**		2L07
2124 CHAPMAN WAY	009-859-845	RS3	**R2**		2L07
2112 CHAPMAN WAY	009-859-861	RS3	**R2**		2L07
2170 CHAPMAN WAY	009-859-756	RS3	**R2**		2L07
2300 SWINBURNE AVE	006-854-877	RS3	**R2**		2L07
1620 RIVERSIDE DR	006-854-885	RS3	**R2**		2L07
2312 SWINBURNE AVE	006-765-505	RS3	**R2**		2L07
2316 SWINBURNE AVE	006-765-530	RS3	**R2**		2L07
2320 SWINBURNE AVE	004-016-173	RS3	**R2**		2L07
2326 SWINBURNE AVE	003-395-995	RS3	**R2**		2L07
1949 ARROYO CRT	012-227-803	RS3	**R2**		2L07
1938 ARROYO CRT	012-227-838	RS3	**R2**		2L07
1795 EMERSON CRT	015-549-585	RS3	**R2**		2L07
1788 EMERSON CRT	015-549-593	RS3	**R2**		2L07
1766 EMERSON CRT	015-549-607	RS3	**R2**		2L07
1756 EMERSON CRT	015-549-615	RS3	**R2**		2L07
1748 EMERSON CRT	015-549-623	RS3	**R2**		2L07
1732 EMERSON CRT	015-549-631	RS3	**R2**		2L07
1677 EMERSON CRT	015-549-500	RS3	**R2**		2L07
1921 TOMPKINS CRES	015-549-721	RS3	**R2**		2L07
1948 TOMPKINS CRES	015-549-763	RS3	**R2**		2L07
1695 EMERSON CRT	015-549-518	RS3	**R2**		2L07
1705 EMERSON CRT	015-549-526	RS3	**R2**		2L07
1723 EMERSON CRT	015-549-534	RS3	**R2**		2L07
1733 EMERSON CRT	015-549-542	RS3	**R2**		2L07
1757 EMERSON CRT	015-549-551	RS3	**R2**		2L07
1775 EMERSON CRT	015-549-569	RS3	**R2**		2L07
1785 EMERSON CRT	015-549-577	RS3	**R2**		2L07
2315 RIVERSIDE DR	015-663-400	RS3	**R2**		2L07
2301 RIVERSIDE DR	015-663-426	RS3	**R2**		2L07
1972 DUNROBIN CRES	015-937-861	RS3	**R2**		2L07
1971 DUNROBIN CRES	015-937-887	RS3	**R2**		2L07
1969 DUNROBIN CRES	015-937-917	RS3	**R2**		2L07
1967 DUNROBIN CRES	015-937-941	RS3	**R2**		2L07
1965 DUNROBIN CRES	015-937-976	RS3	**R2**		2L07
1945 TOMPKINS CRES	015-938-034	RS3	**R2**		2L07
1953 TOMPKINS CRES	015-938-107	RS3	**R2**		2L07
1970 DUNROBIN CRES	015-938-069	RS3	**R2**		2L07
1961 TOMPKINS CRES	007-646-160	RS3	**R2**		2L07
1669 EMERSON CRT	017-178-061	RS3	**R2**		2L07
1673 EMERSON CRT	017-178-070	RS3	**R2**		2L07
1650 EMERSON CRT	017-178-134	RS3	**R2**		2L07
1668 EMERSON CRT	017-178-142	RS3	**R2**		2L07
1688 EMERSON CRT	017-178-177	RS3	**R2**		2L07
1708 EMERSON CRT	017-178-185	RS3	**R2**		2L07
1718 EMERSON CRT	017-178-207	RS3	**R2**		2L07
1656 LAYTON DR	008-748-861	RS3	**R2**		2L07
1644 LAYTON DR	008-748-870	RS3	**R2**		2L07
1630 LAYTON DR	005-759-749	RS3	**R2**		2L07
2478 SWINBURNE AVE	008-748-888	RS3	**R2**		2L07
1907 LARKHALL CRES	018-085-954	RS3	**R2**		2L07
1993 LARKHALL CRES	018-086-047	RS3	**R2**		2L07
1917 LARKHALL CRES	018-085-962	RS3	**R2**		2L07
1925 LARKHALL CRES	018-085-971	RS3	**R2**		2L07
1933 LARKHALL CRES	018-085-989	RS3	**R2**		2L07
1939 LARKHALL CRES	018-085-997	RS3	**R2**		2L07
1961 LARKHALL CRES	018-086-004	RS3	**R2**		2L07
1965 LARKHALL CRES	018-086-012	RS3	**R2**		2L07
1975 LARKHALL CRES	018-086-021	RS3	**R2**		2L07
1985 LARKHALL CRES	018-086-039	RS3	**R2**		2L07
1908 LARKHALL CRES	018-086-055	RS3	**R2**		2L07
1928 LARKHALL CRES	018-086-063	RS3	**R2**		2L07
1938 LARKHALL CRES	018-086-071	RS3	**R2**		2L07
1964 LARKHALL CRES	018-086-080	RS3	**R2**		2L07
1972 LARKHALL CRES	018-086-098	RS3	**R2**		2L07
1988 LARKHALL CRES	018-086-101	RS3	**R2**		2L07
1990 LARKHALL CRES	018-086-110	RS3	**R2**		2L07
1767 LARKHALL CRES	018-086-233	RS3	**R2**		2L07
1771 LARKHALL CRES	018-086-241	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1783 LARKHALL CRES	018-086-250	RS3	**R2**		2L07
1799 LARKHALL CRES	018-086-268	RS3	**R2**		2L07
1833 LARKHALL CRES	018-086-276	RS3	**R2**		2L07
1843 LARKHALL CRES	018-086-284	RS3	**R2**		2L07
1893 LARKHALL CRES	018-086-292	RS3	**R2**		2L07
1677 LARKHALL CRES	018-086-179	RS3	**R2**		2L07
1693 LARKHALL CRES	018-086-187	RS3	**R2**		2L07
1717 LARKHALL CRES	018-086-195	RS3	**R2**		2L07
1723 LARKHALL CRES	018-086-209	RS3	**R2**		2L07
1731 LARKHALL CRES	018-086-217	RS3	**R2**		2L07
1745 LARKHALL CRES	018-086-225	RS3	**R2**		2L07
2442 HAYSEED CLOSE	009-846-638	RS3	**R2**		2L07
2448 HAYSEED CLOSE	010-076-824	RS3	**R2**		2L07
2454 HAYSEED CLOSE	009-846-654	RS3	**R2**		2L07
2462 HAYSEED CLOSE	009-846-697	RS3	**R2**		2L07
2468 HAYSEED CLOSE	009-846-719	RS3	**R2**		2L07
2474 HAYSEED CLOSE	009-846-735	RS3	**R2**		2L07
2480 HAYSEED CLOSE	009-846-751	RS3	**R2**		2L07
1961 BERKLEY AVE	002-399-016	RS3	**R2**		2L07
1987 BERKLEY AVE	009-846-531	RS3	**R2**		2L07
2011 BERKLEY AVE	009-607-251	RS3	**R2**		2L07
2037 BERKLEY AVE	009-846-557	RS3	**R2**		2L07
2499 HAYSEED CLOSE	008-234-272	RS3	**R2**		2L07
2477 HAYSEED CLOSE	009-846-565	RS3	**R2**		2L07
2457 HAYSEED CLOSE	009-846-603	RS3	**R2**		2L07
2451 HAYSEED CLOSE	006-474-276	RS3	**R2**		2L07
1768 LARKHALL CRES	018-086-390	RS3	**R2**		2L07
1772 LARKHALL CRES	018-086-403	RS3	**R2**		2L07
1788 LARKHALL CRES	018-086-411	RS3	**R2**		2L07
1816 LARKHALL CRES	018-086-420	RS3	**R2**		2L07
1828 LARKHALL CRES	018-086-438	RS3	**R2**		2L07
1852 LARKHALL CRES	018-086-446	RS3	**R2**		2L07
1668 LARKHALL CRES	018-086-331	RS3	**R2**		2L07
1688 LARKHALL CRES	018-086-349	RS3	**R2**		2L07
1712 LARKHALL CRES	018-086-357	RS3	**R2**		2L07
1726 LARKHALL CRES	018-086-365	RS3	**R2**		2L07
1734 LARKHALL CRES	018-086-373	RS3	**R2**		2L07
1738 LARKHALL CRES	018-086-381	RS3	**R2**		2L07
1887 ORKNEY PL	018-086-454	RS4	**R2**		2L07
1711 ORKNEY PL	018-086-675	RS4	**R2**		2L07
1707 ORKNEY PL	018-086-683	RS4	**R2**		2L07
1695 ORKNEY PL	018-086-691	RS4	**R2**		2L07
1687 ORKNEY PL	018-086-705	RS4	**R2**		2L07
1867 ORKNEY PL	018-086-462	RS4	**R2**		2L07
1817 ORKNEY PL	018-086-471	RS4	**R2**		2L07
1785 ORKNEY PL	018-086-489	RS4	**R2**		2L07
1763 ORKNEY PL	018-086-624	RS4	**R2**		2L07
1755 ORKNEY PL	018-086-632	RS4	**R2**		2L07
1739 ORKNEY PL	018-086-641	RS4	**R2**		2L07
1737 ORKNEY PL	018-086-659	RS4	**R2**		2L07
1725 ORKNEY PL	018-086-667	RS4	**R2**		2L07
1726 ORKNEY PL	018-086-845	RS4	**R2**		2L07
1732 ORKNEY PL	018-086-853	RS4	**R2**		2L07
1748 ORKNEY PL	018-086-861	RS4	**R2**		2L07
1756 ORKNEY PL	018-086-870	RS4	**R2**		2L07
1770 ORKNEY PL	018-086-888	RS4	**R2**		2L07
1808 ORKNEY PL	018-086-896	RS4	**R2**		2L07
1836 ORKNEY PL	018-086-900	RS4	**R2**		2L07
1840 ORKNEY PL	018-088-341	RS4	**R2**		2L07
1672 ORKNEY PL	018-086-802	RS4	**R2**		2L07
1680 ORKNEY PL	018-086-811	RS4	**R2**		2L07
1708 ORKNEY PL	018-086-829	RS4	**R2**		2L07
1718 ORKNEY PL	018-086-837	RS4	**R2**		2L07
2086 BERKLEY AVE	009-845-518	RS3	**R2**		2L07
2037 ARROYO CRT	009-845-712	RS3	**R2**		2L07
2011 ARROYO CRT	009-845-721	RS3	**R2**		2L07
1989 ARROYO CRT	009-845-747	RS3	**R2**		2L07
1968 ARROYO CRT	009-845-771	RS3	**R2**		2L07
1988 ARROYO CRT	009-845-801	RS3	**R2**		2L07
2018 ARROYO CRT	009-845-844	RS3	**R2**		2L07
2048 ARROYO CRT	009-845-895	RS3	**R2**		2L07
2537 SECHELT DR	009-845-925	RS3	**R2**		2L07
2060 BERKLEY AVE	005-155-762	RS3	**R2**		2L07
2559 SECHELT DR	009-846-077	RS3	**R2**		2L07
2036 BERKLEY AVE	009-845-542	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2010 BERKLEY AVE	008-361-312	RS3	**R2**		2L07
1986 BERKLEY AVE	009-845-569	RS3	**R2**		2L07
1960 BERKLEY AVE	009-845-623	RS3	**R2**		2L07
2515 SECHELT DR	009-845-658	RS3	**R2**		2L07
2061 ARROYO CRT	009-845-691	RS3	**R2**		2L07
2420 SWINBURNE AVE	008-790-558	RS3	**R2**		2L07
1625 LAYTON DR	008-748-837	RS3	**R2**		2L07
1639 LAYTON DR	008-748-845	RS3	**R2**		2L07
1663 LAYTON DR	008-748-853	RS3	**R2**		2L07
1677 LAYTON DR	008-731-918	RS3	**R2**		2L07
2528 DERBYSHIRE WAY	009-582-444	RS3	**R2**		2L07
2536 DERBYSHIRE WAY	009-582-452	RS3	**R2**		2L07
2544 DERBYSHIRE WAY	009-582-479	RS3	**R2**		2L07
2552 DERBYSHIRE WAY	009-582-495	RS3	**R2**		2L07
2560 DERBYSHIRE WAY	003-545-873	RS3	**R2**		2L07
2568 DERBYSHIRE WAY	009-582-509	RS3	**R2**		2L07
2576 DERBYSHIRE WAY	009-582-525	RS3	**R2**		2L07
2584 DERBYSHIRE WAY	009-582-533	RS3	**R2**		2L07
2262 BERKLEY AVE	009-731-890	RS3	**R2**		2L07
2108 BERKLEY AVE	006-748-392	RS3	**R2**		2L07
2520 DERBYSHIRE WAY	009-732-420	RS3	**R2**		2L07
2248 BERKLEY AVE	009-731-938	RS3	**R2**		2L07
2234 BERKLEY AVE	009-731-962	RS3	**R2**		2L07
2220 BERKLEY AVE	004-973-097	RS3	**R2**		2L07
2206 BERKLEY AVE	004-960-751	RS3	**R2**		2L07
2188 BERKLEY AVE	009-731-989	RS3	**R2**		2L07
2168 BERKLEY AVE	009-732-021	RS3	**R2**		2L07
2152 BERKLEY AVE	009-732-047	RS3	**R2**		2L07
2130 BERKLEY AVE	009-732-055	RS3	**R2**		2L07
2525 DERBYSHIRE WAY	009-731-326	RS3	**R2**		2L07
2550 SECHELT DR	009-731-377	RS3	**R2**		2L07
2582 SECHELT DR	007-700-342	RS3	**R2**		2L07
2590 SECHELT DR	009-731-407	RS3	**R2**		2L07
2602 SECHELT DR	009-731-466	RS3	**R2**		2L07
2614 SECHELT DR	009-731-521	RS3	**R2**		2L07
2626 SECHELT DR	006-692-699	RS3	**R2**		2L07
2689 DERBYSHIRE WAY	009-065-792	RS3	**R2**		2L07
1758 RIVERSIDE DR	025-723-359	RS3	**R2**		2L07
1748 RIVERSIDE DR	025-723-367	RS3	**R2**		2L07
2674 STANDISH DR	009-730-974	RS3	**R2**		2L07
2670 STANDISH DR	009-731-008	RS3	**R2**		2L07
2660 STANDISH DR	009-731-016	RS3	**R2**		2L07
2652 STANDISH DR	009-731-041	RS3	**R2**		2L07
2646 STANDISH DR	009-194-801	RS3	**R2**		2L07
2603 SECHELT DR	009-729-666	RS3	**R2**		2L07
2705 SECHELT DR	009-730-079	RS3	**R2**		2L07
2715 SECHELT DR	009-730-702	RS3	**R2**		2L07
2725 SECHELT DR	009-730-737	RS3	**R2**		2L07
1961 WHITMAN AVE	009-730-745	RS3	**R2**		2L07
1943 WHITMAN AVE	009-730-761	RS3	**R2**		2L07
2724 STANDISH DR	009-730-788	RS3	**R2**		2L07
2710 STANDISH DR	005-041-538	RS3	**R2**		2L07
2702 STANDISH DR	009-730-907	RS3	**R2**		2L07
2694 STANDISH DR	009-730-923	RS3	**R2**		2L07
2686 STANDISH DR	009-730-940	RS3	**R2**		2L07
2611 SECHELT DR	009-729-691	RS3	**R2**		2L07
2680 STANDISH DR	009-730-966	RS3	**R2**		2L07
2640 STANDISH DR	008-291-705	RS3	**R2**		2L07
2625 SECHELT DR	009-729-747	RS3	**R2**		2L07
2637 SECHELT DR	009-729-755	RS3	**R2**		2L07
2649 SECHELT DR	009-729-771	RS3	**R2**		2L07
2663 SECHELT DR	009-729-798	RS3	**R2**		2L07
2671 SECHELT DR	009-729-801	RS3	**R2**		2L07
2679 SECHELT DR	009-729-836	RS3	**R2**		2L07
2693 SECHELT DR	009-729-879	RS3	**R2**		2L07
1650 RIVERSIDE DR	005-044-359	RS3	**R2**		2L07
1730 RIVERSIDE DR	011-391-405	RS3	**R2**		2L07
2585 SECHELT DR	009-729-640	RS3	**R2**		2L07
2611 STANDISH DR	004-864-301	RS3	**R2**		2L07
2617 STANDISH DR	004-716-094	RS3	**R2**		2L07
2623 STANDISH DR	004-169-751	RS3	**R2**		2L07
1838 RIVERSIDE DR	013-966-901	RS3	**R2**		2L07
2695 CACTUS CRT	009-175-741	RS3	**R2**		2L07
2147 WHITMAN AVE	006-999-077	RS3	**R2**		2L07
2105 WHITMAN AVE	009-175-750	RS3	**R2**		2L07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2063 WHITMAN AVE	009-175-768	RS3	**R2**		2L07
2730 SECHELT DR	009-175-776	RS3	**R2**		2L07
2687 CACTUS CRT	009-175-725	RS3	**R2**		2L07
2692 DERBYSHIRE WAY	009-729-551	RS3	**R2**		2L07
2670 SECHELT DR	008-843-511	RS3	**R2**		2L07
2680 SECHELT DR	009-729-569	RS3	**R2**		2L07
2692 SECHELT DR	009-729-577	RS3	**R2**		2L07
2704 SECHELT DR	009-729-593	RS3	**R2**		2L07
2714 SECHELT DR	009-729-607	RS3	**R2**		2L07
2536 SWINBURNE AVE	012-214-183	RS3	**R2**		2L07
2518 SWINBURNE AVE	012-214-191	RS3	**R2**		2L07
2325 RIVERSIDE DR	017-557-747	RS3	**R2**		2L07
2450 RIVERSIDE DR	019-032-803	RS3	**R2**		2L07
2357 RIVERSIDE DR	017-557-810	RS3	**R2**		2L07
	017-557-828	RS3	**R2**		2L07
2534 BRONTE DR	019-124-554	RS3	**R2**		2L07
2536 BRONTE DR	019-124-562	RS3	**R2**		2L07
	CP-VR2541	RS3	**R2**		2L07
2358 RIVERSIDE DR	015-195-961	RS3	**R2**		2L07
2368 RIVERSIDE DR	015-195-970	RS3	**R2**		2L07
2251 BERKLEY AVE	009-150-579	RS3	**R2**		2L07
2256 CHAPMAN WAY	003-545-849	RS3	**R2**		2L07
2230 CHAPMAN WAY	009-859-608	RS3	**R2**		2L07
2222 CHAPMAN WAY	009-859-675	RS3	**R2**		2L07
2206 CHAPMAN WAY	009-859-691	RS3	**R2**		2L07
2192 CHAPMAN WAY	009-859-721	RS3	**R2**		2L07
2180 CHAPMAN WAY	009-859-730	RS3	**R2**		2L07
2486 HAYSEED CLOSE	008-504-407	RS3	**R2**		2L07
2091 BERKLEY AVE	009-846-778	RS3	**R2**		2L07
2107 BERKLEY AVE	009-846-786	RS3	**R2**		2L07
2125 BERKLEY AVE	009-846-808	RS3	**R2**		2L07
2141 BERKLEY AVE	009-846-824	RS3	**R2**		2L07
2217 BERKLEY AVE	009-846-875	RS3	**R2**		2L07
2223 BERKLEY AVE	009-846-891	RS3	**R2**		2L07
2249 BERKLEY AVE	009-846-913	RS3	**R2**		2L07
1651 RIVERSIDE DR	008-767-467	RS3	**R2**		2L07
1595 RIVERSIDE DR	008-706-123	RS3	**R2**		2L07
1943 RIVERSIDE DR	007-955-651	RS3	**R2**		2L07
1629 RIVERSIDE DR	003-390-136	RS3	**R2**		2L07
1617 RIVERSIDE DR	007-955-057	RS3	**R2**		2L07
2290 SWINBURNE AVE	004-016-211	RS3	**R2**		2L07
2280 SWINBURNE AVE	007-892-845	RS3	**R2**		2L07
1857 RIVERSIDE DR	007-759-061	RS3	**R2**		2L07
1677 RIVERSIDE DR	007-695-713	RS3	**R2**		2L07
1701 RIVERSIDE DR	007-695-730	RS3	**R2**		2L07
1715 RIVERSIDE DR	007-695-756	RS3	**R2**		2L07
1733 RIVERSIDE DR	007-695-772	RS3	**R2**		2L07
1749 RIVERSIDE DR	007-695-799	RS3	**R2**		2L07
1748 EDGEWATER LANE	003-866-220	RS3	**R2**		2L07
1734 EDGEWATER LANE	007-695-802	RS3	**R2**		2L07
1720 EDGEWATER LANE	007-695-811	RS3	**R2**		2L07
1706 EDGEWATER LANE	007-695-829	RS3	**R2**		2L07
1682 EDGEWATER LANE	007-695-837	RS3	**R2**		2L07
1650 EDGEWATER LANE	007-695-845	RS3	**R2**		2L07
1752 EDGEWATER LANE	007-626-444	RS3	**R2**		2L07
1833 RIVERSIDE DR	007-620-004	RS3	**R2**		2L07
1819 RIVERSIDE DR	007-620-021	RS3	**R2**		2L07
1843 RIVERSIDE DR	007-263-023	RS3	**R2**		2L07
1837 RIVERSIDE DR	007-263-040	RS3	**R2**		2L07
1893 RIVERSIDE DR	012-617-890	RS3	**R2**		2L07
1887 RIVERSIDE DR	012-617-920	RS3	**R2**		2L07
1875 RIVERSIDE DR	012-617-962	RS3	**R2**		2L07
	029-562-155	RS3	**R2**		2L07
1580 EDGEWATER LANE	008-099-839	RS3	**R2**		2L07
1777 RIVERSIDE DR	025-161-466	RS3	**R2**		2L07
1571 BERKLEY RD	008-883-891	RS3	**R2**		2L07
2440 TREETOP LANE	030-795-338	RS3	**R2**		2L07
2520 HYANNIS DR	007-905-921	RS3	**R2**		2L09
2528 HYANNIS DR	007-905-947	RS3	**R2**		2L09
2550 HYANNIS DR	007-905-963	RS3	**R2**		2L09
2586 HYANNIS DR	007-905-971	RS3	**R2**		2L09
2525 HYANNIS POINT	007-905-980	RS3	**R2**		2L09
2527 HYANNIS POINT	007-905-998	RS3	**R2**		2L09
2529 HYANNIS POINT	002-555-689	RS3	**R2**		2L09
2533 HYANNIS POINT	007-906-005	RS3	**R2**		2L09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2537 HYANNIS POINT	007-906-013	RS3	**R2**		2L09
2541 HYANNIS POINT	007-906-021	RS3	**R2**		2L09
2561 HYANNIS POINT	003-161-277	RS3	**R2**		2L09
2565 HYANNIS POINT	007-906-170	RS3	**R2**		2L09
2569 HYANNIS POINT	004-576-179	RS3	**R2**		2L09
2577 HYANNIS POINT	007-906-188	RS3	**R2**		2L09
2579 HYANNIS POINT	004-813-529	RS3	**R2**		2L09
2581 HYANNIS POINT	007-906-200	RS3	**R2**		2L09
2591 HYANNIS POINT	007-906-218	RS3	**R2**		2L09
2597 HYANNIS POINT	007-906-226	RS3	**R2**		2L09
2599 HYANNIS POINT	007-906-234	RS3	**R2**		2L09
	012-044-270	RS1	**R1**		2L09
	012-105-112	RS1	**R1**		2L09
	012-105-341	RS1	**R1**		2L09
3706 DOLLARTON HWY	030-839-637	RS3	**R2**		2N03
3707 DOLLARTON HWY	029-357-845	RS3	**R2**		2N03
3714 DOLLARTON HWY	030-839-645	RS3	**R2**		2N03
3715 DOLLARTON HWY	029-357-853	RS3	**R2**		2N03
3096 PLYMOUTH DR	005-576-342	RS3	**R2**		2N05
3084 PLYMOUTH DR	009-700-234	RS3	**R2**		2N05
3076 PLYMOUTH DR	009-700-251	RS3	**R2**		2N05
3068 PLYMOUTH DR	002-706-385	RS3	**R2**		2N05
3060 PLYMOUTH DR	005-895-251	RS3	**R2**		2N05
3052 PLYMOUTH DR	009-700-293	RS3	**R2**		2N05
3044 PLYMOUTH DR	009-646-353	RS3	**R2**		2N05
3036 PLYMOUTH DR	009-646-361	RS3	**R2**		2N05
3028 PLYMOUTH DR	004-465-369	RS3	**R2**		2N05
3156 STRATHAVEN LANE	004-262-948	RS3	**R2**		2N05
966 STRATHAVEN DR	008-002-061	RS3	**R2**		2N05
958 STRATHAVEN DR	008-114-218	RS3	**R2**		2N05
3171 HUNTLEIGH CRES	008-002-070	RS3	**R2**		2N05
3163 HUNTLEIGH CRES	008-002-088	RS3	**R2**		2N05
3155 HUNTLEIGH CRES	008-002-096	RS3	**R2**		2N05
3149 HUNTLEIGH CRES	004-287-533	RS3	**R2**		2N05
3141 HUNTLEIGH CRES	002-860-091	RS3	**R2**		2N05
936 STRATHAVEN DR	008-002-100	RS3	**R2**		2N05
928 STRATHAVEN DR	008-002-118	RS3	**R2**		2N05
922 STRATHAVEN DR	008-002-126	RS3	**R2**		2N05
3160 STRATHAVEN LANE	008-002-002	RS3	**R2**		2N05
914 STRATHAVEN DR	008-002-134	RS3	**R2**		2N05
906 STRATHAVEN DR	008-002-142	RS3	**R2**		2N05
890 STRATHAVEN DR	008-002-151	RS3	**R2**		2N05
882 STRATHAVEN DR	004-984-072	RS3	**R2**		2N05
874 STRATHAVEN DR	008-002-169	RS3	**R2**		2N05
879 STRATHAVEN DR	008-002-177	RS3	**R2**		2N05
883 STRATHAVEN DR	008-002-185	RS3	**R2**		2N05
887 STRATHAVEN DR	008-002-193	RS3	**R2**		2N05
895 STRATHAVEN DR	008-002-207	RS3	**R2**		2N05
903 STRATHAVEN DR	008-002-215	RS3	**R2**		2N05
3168 STRATHAVEN LANE	008-002-011	RS3	**R2**		2N05
911 STRATHAVEN DR	008-002-223	RS3	**R2**		2N05
915 STRATHAVEN DR	008-002-231	RS3	**R2**		2N05
919 STRATHAVEN DR	008-002-240	RS3	**R2**		2N05
933 STRATHAVEN DR	008-002-258	RS3	**R2**		2N05
941 STRATHAVEN DR	008-002-266	RS3	**R2**		2N05
949 STRATHAVEN DR	004-649-109	RS3	**R2**		2N05
957 STRATHAVEN DR	008-002-274	RS3	**R2**		2N05
965 STRATHAVEN DR	008-002-282	RS3	**R2**		2N05
973 STRATHAVEN DR	008-002-291	RS3	**R2**		2N05
989 STRATHAVEN DR	008-002-304	RS3	**R2**		2N05
3176 STRATHAVEN LANE	008-002-029	RS3	**R2**		2N05
3182 STRATHAVEN LANE	005-262-429	RS3	**R2**		2N05
3174 HUNTLEIGH CRES	008-002-037	RS3	**R2**		2N05
3166 HUNTLEIGH CRES	008-002-045	RS3	**R2**		2N05
3158 HUNTLEIGH CRES	004-960-874	RS3	**R2**		2N05
3150 HUNTLEIGH CRES	008-002-053	RS3	**R2**		2N05
3188 STRATHAVEN LANE	003-564-002	RS3	**R2**		2N05
3192 STRATHAVEN LANE	004-448-057	RS3	**R2**		2N05
3182 HUNTLEIGH CRES	007-996-233	RS3	**R2**		2N05
3190 HUNTLEIGH CRES	007-996-250	RS3	**R2**		2N05
3179 HUNTLEIGH CRES	007-996-268	RS3	**R2**		2N05
3185 HUNTLEIGH CRES	007-996-284	RS3	**R2**		2N05
860 STRATHAVEN DR	007-996-292	RS3	**R2**		2N05
848 STRATHAVEN DR	002-452-332	RS3	**R2**		2N05
865 STRATHAVEN DR	007-996-314	RS3	**R2**		2N05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
857 STRATHAVEN DR	007-996-322	RS3	**R2**		2N05
1042 STRATHAVEN DR	007-679-611	RS3	**R2**		2N05
1010 STRATHAVEN DR	007-679-629	RS3	**R2**		2N05
3164 MT SEYMOUR PKWY	007-945-159	RS3	**R2**		2N05
3168 MT SEYMOUR PKWY	007-708-211	RS3	**R2**		2N05
3172 MT SEYMOUR PKWY	006-041-272	RS3	**R2**		2N05
3176 MT SEYMOUR PKWY	007-613-571	RS3	**R2**		2N05
3198 STRATHAVEN LANE	007-242-522	RS3	**R2**		2N05
3204 STRATHAVEN LANE	007-242-557	RS3	**R2**		2N05
3206 STRATHAVEN LANE	003-138-941	RS3	**R2**		2N05
3196 HUNTLEIGH CRES	007-242-573	RS3	**R2**		2N05
3195 HUNTLEIGH CRES	003-249-972	RS3	**R2**		2N05
3203 HUNTLEIGH CRES	007-242-581	RS3	**R2**		2N05
3219 HUNTLEIGH CRES	007-242-603	RS3	**R2**		2N05
3231 HUNTLEIGH CRES	007-242-611	RS3	**R2**		2N05
3237 HUNTLEIGH CRES	007-242-638	RS3	**R2**		2N05
3240 HUNTLEIGH CRES	007-242-654	RS3	**R2**		2N05
3234 HUNTLEIGH CRES	007-242-697	RS3	**R2**		2N05
3230 HUNTLEIGH CRES	007-242-701	RS3	**R2**		2N05
3226 HUNTLEIGH CRES	007-242-727	RS3	**R2**		2N05
3258 STRATHAVEN LANE	007-242-735	RS3	**R2**		2N05
3212 STRATHAVEN LANE	007-238-185	RS3	**R2**		2N05
3218 STRATHAVEN LANE	002-818-728	RS3	**R2**		2N05
3224 STRATHAVEN LANE	007-238-258	RS3	**R2**		2N05
3236 STRATHAVEN LANE	007-238-312	RS3	**R2**		2N05
3220 HUNTLEIGH CRES	007-238-339	RS3	**R2**		2N05
3214 HUNTLEIGH CRES	007-238-363	RS3	**R2**		2N05
3208 HUNTLEIGH CRES	007-238-371	RS3	**R2**		2N05
3202 HUNTLEIGH CRES	007-238-398	RS3	**R2**		2N05
3211 HUNTLEIGH CRES	007-238-487	RS3	**R2**		2N05
3215 HUNTLEIGH CRES	007-238-509	RS3	**R2**		2N05
3055 PLYMOUTH DR	009-734-023	RS3	**R2**		2N05
3095 PLYMOUTH DR	008-255-229	RS3	**R2**		2N05
3091 PLYMOUTH DR	009-733-906	RS3	**R2**		2N05
3087 PLYMOUTH DR	009-733-914	RS3	**R2**		2N05
3083 PLYMOUTH DR	007-904-860	RS3	**R2**		2N05
3079 PLYMOUTH DR	009-733-949	RS3	**R2**		2N05
3075 PLYMOUTH DR	009-733-965	RS3	**R2**		2N05
3067 PLYMOUTH DR	007-673-477	RS3	**R2**		2N05
3061 PLYMOUTH DR	009-734-007	RS3	**R2**		2N05
3049 PLYMOUTH DR	009-659-021	RS3	**R2**		2N05
980 FAIRFIELD RD	009-659-030	RS3	**R2**		2N05
964 FAIRFIELD RD	009-659-048	RS3	**R2**		2N05
992 HARTFORD PL	009-659-056	RS3	**R2**		2N05
988 HARTFORD PL	009-659-081	RS3	**R2**		2N05
982 HARTFORD PL	007-693-133	RS3	**R2**		2N05
978 HARTFORD PL	009-659-064	RS3	**R2**		2N05
974 HARTFORD PL	009-659-099	RS3	**R2**		2N05
968 HARTFORD PL	009-659-072	RS3	**R2**		2N05
964 HARTFORD PL	009-607-544	RS3	**R2**		2N05
960 HARTFORD PL	009-607-561	RS3	**R2**		2N05
956 HARTFORD PL	009-607-587	RS3	**R2**		2N05
952 HARTFORD PL	009-607-595	RS3	**R2**		2N05
948 HARTFORD PL	009-607-609	RS3	**R2**		2N05
944 HARTFORD PL	009-607-617	RS3	**R2**		2N05
940 HARTFORD PL	009-607-625	RS3	**R2**		2N05
936 HARTFORD PL	009-607-641	RS3	**R2**		2N05
930 HARTFORD PL	009-607-668	RS3	**R2**		2N05
924 HARTFORD PL	009-607-684	RS3	**R2**		2N05
920 HARTFORD PL	009-607-714	RS3	**R2**		2N05
3483 MT SEYMOUR PKWY	006-765-939	RS3	**R2**		2N05
885 NICOLUM CRT	006-567-452	RS5	**R2**	S1	2N05
818 NICOLUM CRT	006-567-665	RS5	**R2**	S1	2N05
828 NICOLUM CRT	004-386-795	RS5	**R2**	S1	2N05
830 NICOLUM CRT	006-567-673	RS5	**R2**	S1	2N05
842 NICOLUM CRT	006-567-681	RS5	**R2**	S1	2N05
877 NICOLUM CRT	006-567-487	RS5	**R2**	S1	2N05
854 NICOLUM CRT	006-567-703	RS5	**R2**	S1	2N05
866 NICOLUM CRT	006-567-720	RS5	**R2**	S1	2N05
872 NICOLUM CRT	006-567-738	RS5	**R2**	S1	2N05
880 NICOLUM CRT	002-929-554	RS5	**R2**	S1	2N05
886 NICOLUM CRT	006-567-754	RS5	**R2**	S1	2N05
871 NICOLUM CRT	006-567-495	RS5	**R2**	S1	2N05
865 NICOLUM CRT	006-567-509	RS5	**R2**	S1	2N05
861 NICOLUM CRT	006-567-525	RS5	**R2**	S1	2N05

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855 NICOLUM CRT	004-663-128	RS5	**R2**	S1	2N05
841 NICOLUM CRT	006-567-550	RS5	**R2**	S1	2N05
3300 MANNING CRES	006-567-312	RS5	**R2**	S1	2N05
3320 GARIBALDI DR	006-567-355	RS5	**R2**	S1	2N05
3330 GARIBALDI DR	003-571-726	RS5	**R2**	S1	2N05
883 NAIRN CRT	004-996-607	RS5	**R2**	S1	2N05
875 NAIRN CRT	003-458-211	RS5	**R2**	S1	2N05
861 NAIRN CRT	004-100-719	RS5	**R2**	S1	2N05
855 NAIRN CRT	003-179-371	RS5	**R2**	S1	2N05
849 NAIRN CRT	002-792-711	RS5	**R2**	S1	2N05
843 NAIRN CRT	003-120-155	RS5	**R2**	S1	2N05
840 NAIRN CRT	002-792-826	RS5	**R2**	S1	2N05
846 NAIRN CRT	006-614-213	RS5	**R2**	S1	2N05
852 NAIRN CRT	002-543-761	RS5	**R2**	S1	2N05
860 NAIRN CRT	002-557-258	RS5	**R2**	S1	2N05
868 NAIRN CRT	006-614-248	RS5	**R2**	S1	2N05
874 NAIRN CRT	002-800-055	RS5	**R2**	S1	2N05
880 NAIRN CRT	003-137-252	RS5	**R2**	S1	2N05
3370 GARIBALDI DR	002-970-414	RS5	**R2**	S1	2N05
3388 GARIBALDI DR	003-999-793	RS5	**R2**	S1	2N05
3334 GARIBALDI DR	006-614-434	RS5	**R2**	S1	2N05
3340 GARIBALDI DR	002-461-315	RS5	**R2**	S1	2N05
3342 GARIBALDI DR	002-874-059	RS5	**R2**	S1	2N05
3350 GARIBALDI DR	002-443-767	RS5	**R2**	S1	2N05
3356 GARIBALDI DR	002-756-706	RS5	**R2**	S1	2N05
3360 GARIBALDI DR	006-614-451	RS5	**R2**	S1	2N05
3439 MANNING CRES	004-334-027	RS5	**R2**	S1	2N05
3421 MANNING CRES	004-127-382	RS5	**R2**	S1	2N05
3415 MANNING CRES	003-999-866	RS5	**R2**	S1	2N05
3405 MANNING CRES	004-127-412	RS5	**R2**	S1	2N05
3400 MANNING CRES	003-430-723	RS5	**R2**	S1	2N05
3406 MANNING CRES	003-660-290	RS5	**R2**	S1	2N05
3420 MANNING PL	003-660-311	RS5	**R2**	S1	2N05
3430 MANNING PL	003-660-338	RS5	**R2**	S1	2N05
3440 MANNING PL	003-660-354	RS5	**R2**	S1	2N05
3450 MANNING PL	004-228-928	RS5	**R2**	S1	2N05
3460 MANNING PL	004-313-321	RS5	**R2**	S1	2N05
3470 MANNING PL	004-068-068	RS5	**R2**	S1	2N05
3480 MANNING PL	004-924-576	RS5	**R2**	S1	2N05
3475 MANNING PL	004-791-916	RS5	**R2**	S1	2N05
3465 MANNING PL	004-112-458	RS5	**R2**	S1	2N05
940 FAIRFIELD RD	009-607-188	RS3	**R2**		2N05
926 FAIRFIELD RD	009-607-366	RS3	**R2**		2N05
932 FAIRFIELD RD	007-510-845	RS3	**R2**		2N05
993 HARTFORD PL	009-607-218	RS3	**R2**		2N05
989 HARTFORD PL	009-607-234	RS3	**R2**		2N05
975 HARTFORD PL	009-607-269	RS3	**R2**		2N05
955 HARTFORD PL	009-607-285	RS3	**R2**		2N05
949 HARTFORD PL	009-607-315	RS3	**R2**		2N05
939 HARTFORD PL	003-366-600	RS3	**R2**		2N05
929 HARTFORD PL	008-927-600	RS3	**R2**		2N05
922 FAIRFIELD RD	009-607-323	RS3	**R2**		2N05
3455 MANNING PL	003-660-362	RS5	**R2**	S1	2N05
3445 MANNING PL	003-660-397	RS5	**R2**	S1	2N05
3435 MANNING PL	004-793-145	RS5	**R2**	S1	2N05
3428 MANNING CRES	003-660-389	RS5	**R2**	S1	2N05
3444 GARIBALDI DR	003-660-419	RS5	**R2**	S1	2N05
3448 GARIBALDI DR	003-660-435	RS5	**R2**	S1	2N05
890 RUCKLE CRT	003-021-921	RS5	**R2**	S1	2N05
880 RUCKLE CRT	003-021-963	RS5	**R2**	S1	2N05
870 RUCKLE CRT	003-021-980	RS5	**R2**	S1	2N05
860 RUCKLE CRT	004-599-683	RS5	**R2**	S1	2N05
850 RUCKLE CRT	005-716-381	RS5	**R2**	S1	2N05
840 RUCKLE CRT	006-545-262	RS5	**R2**	S1	2N05
835 RUCKLE CRT	004-575-725	RS5	**R2**	S1	2N05
845 RUCKLE CRT	006-545-432	RS5	**R2**	S1	2N05
855 RUCKLE CRT	006-545-556	RS5	**R2**	S1	2N05
865 RUCKLE CRT	004-987-144	RS5	**R2**	S1	2N05
875 RUCKLE CRT	004-268-661	RS5	**R2**	S1	2N05
885 RUCKLE CRT	003-022-005	RS5	**R2**	S1	2N05
895 RUCKLE CRT	006-545-602	RS5	**R2**	S1	2N05
890 PORTEAU PL	002-828-464	RS5	**R2**	S1	2N05
881 PORTEAU PL	002-828-502	RS5	**R2**	S1	2N05
3375 MANNING CRES	003-042-456	RS5	**R2**	S1	2N05
3365 MANNING CRES	003-042-502	RS5	**R2**	S1	2N05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3363 MANNING CRES	003-042-529	RS5	**R2**	S1	2N05
3355 MANNING CRES	003-042-570	RS5	**R2**	S1	2N05
3343 MANNING CRES	003-042-634	RS5	**R2**	S1	2N05
3333 MANNING CRES	003-042-677	RS5	**R2**	S1	2N05
3325 MANNING CRES	003-042-723	RS5	**R2**	S1	2N05
3315 MANNING CRES	003-042-758	RS5	**R2**	S1	2N05
3304 MANNING CRES	003-042-961	RS5	**R2**	S1	2N05
3308 MANNING CRES	003-043-126	RS5	**R2**	S1	2N05
3312 MANNING CRES	003-043-185	RS5	**R2**	S1	2N05
3320 MANNING CRES	003-043-231	RS5	**R2**	S1	2N05
3324 MANNING CRES	003-043-274	RS5	**R2**	S1	2N05
3328 MANNING CRES	003-043-291	RS5	**R2**	S1	2N05
3336 MANNING CRES	003-043-321	RS5	**R2**	S1	2N05
3344 MANNING CRES	003-043-347	RS5	**R2**	S1	2N05
3348 MANNING CRES	003-043-363	RS5	**R2**	S1	2N05
3352 MANNING CRES	003-043-398	RS5	**R2**	S1	2N05
3358 MANNING CRES	003-043-410	RS5	**R2**	S1	2N05
3362 MANNING CRES	003-043-428	RS5	**R2**	S1	2N05
3368 MANNING CRES	003-043-436	RS5	**R2**	S1	2N05
3372 MANNING CRES	003-043-444	RS5	**R2**	S1	2N05
3376 MANNING CRES	003-043-461	RS5	**R2**	S1	2N05
3380 MANNING CRES	003-043-487	RS5	**R2**	S1	2N05
3301 GARIBALDI DR	003-187-284	RS5	**R2**	S1	2N05
3305 GARIBALDI DR	003-187-314	RS5	**R2**	S1	2N05
3307 GARIBALDI DR	003-187-349	RS5	**R2**	S1	2N05
3311 GARIBALDI DR	003-187-365	RS5	**R2**	S1	2N05
3330 APEX PL	003-187-411	RS5	**R2**	S1	2N05
3326 APEX PL	003-187-438	RS5	**R2**	S1	2N05
3310 APEX PL	003-187-489	RS5	**R2**	S1	2N05
3300 APEX PL	003-187-497	RS5	**R2**	S1	2N05
3303 APEX PL	003-187-527	RS5	**R2**	S1	2N05
3315 APEX PL	003-187-535	RS5	**R2**	S1	2N05
3335 APEX PL	003-187-551	RS5	**R2**	S1	2N05
3341 APEX PL	003-187-586	RS5	**R2**	S1	2N05
3636 OSPREY CRT	003-499-871	RS5	**R2**	S1	2N05
3626 OSPREY CRT	003-499-910	RS5	**R2**	S1	2N05
3620 OSPREY CRT	003-499-987	RS5	**R2**	S1	2N05
3618 OSPREY CRT	003-500-004	RS5	**R2**	S1	2N05
3606 OSPREY CRT	003-500-047	RS5	**R2**	S1	2N05
3600 OSPREY CRT	003-500-063	RS5	**R2**	S1	2N05
3605 OSPREY CRT	003-500-110	RS5	**R2**	S1	2N05
3611 OSPREY CRT	003-500-152	RS5	**R2**	S1	2N05
3625 OSPREY CRT	003-500-179	RS5	**R2**	S1	2N05
3629 OSPREY CRT	003-500-217	RS5	**R2**	S1	2N05
3631 OSPREY CRT	003-500-241	RS5	**R2**	S1	2N05
3635 OSPREY CRT	003-500-284	RS5	**R2**	S1	2N05
3637 GARIBALDI DR	003-499-341	RS5	**R2**	S1	2N05
3639 GARIBALDI DR	003-499-375	RS5	**R2**	S1	2N05
3641 GARIBALDI DR	003-499-405	RS5	**R2**	S1	2N05
3651 GARIBALDI DR	003-499-456	RS5	**R2**	S1	2N05
3660 OSPREY CRT	003-499-481	RS5	**R2**	S1	2N05
3654 OSPREY CRT	003-499-570	RS5	**R2**	S1	2N05
3640 OSPREY CRT	003-499-847	RS5	**R2**	S1	2N05
3450 GARIBALDI DR	003-931-552	RS5	**R2**	S1	2N05
3460 GARIBALDI DR	003-931-587	RS5	**R2**	S1	2N05
3464 GARIBALDI DR	003-931-609	RS5	**R2**	S1	2N05
3470 GARIBALDI DR	003-931-617	RS5	**R2**	S1	2N05
3472 GARIBALDI DR	003-931-633	RS5	**R2**	S1	2N05
3484 GARIBALDI DR	003-931-641	RS5	**R2**	S1	2N05
875 PORTEAU PL	004-283-961	RS5	**R2**	S1	2N05
869 PORTEAU PL	004-283-970	RS5	**R2**	S1	2N05
861 PORTEAU PL	004-283-996	RS5	**R2**	S1	2N05
855 PORTEAU PL	004-284-003	RS5	**R2**	S1	2N05
851 PORTEAU PL	004-284-020	RS5	**R2**	S1	2N05
845 PORTEAU PL	004-284-038	RS5	**R2**	S1	2N05
831 PORTEAU PL	004-284-046	RS5	**R2**	S1	2N05
827 PORTEAU PL	004-284-054	RS5	**R2**	S1	2N05
821 PORTEAU PL	004-284-062	RS5	**R2**	S1	2N05
815 PORTEAU PL	004-284-071	RS5	**R2**	S1	2N05
811 PORTEAU PL	004-284-089	RS5	**R2**	S1	2N05
807 PORTEAU PL	004-284-097	RS5	**R2**	S1	2N05
801 PORTEAU PL	004-284-101	RS5	**R2**	S1	2N05
846 PORTEAU PL	004-284-208	RS5	**R2**	S1	2N05
850 PORTEAU PL	004-284-216	RS5	**R2**	S1	2N05
856 PORTEAU PL	004-284-224	RS5	**R2**	S1	2N05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
860 PORTEAU PL	004-284-232	RS5	**R2**	S1	2N05
868 PORTEAU PL	004-284-241	RS5	**R2**	S1	2N05
876 PORTEAU PL	004-284-259	RS5	**R2**	S1	2N05
880 PORTEAU PL	004-284-267	RS5	**R2**	S1	2N05
3612 GARIBALDI DR	009-745-785	RS5	**R2**	S1	2N05
3614 GARIBALDI DR	009-745-793	RS5	**R2**	S1	2N05
3616 GARIBALDI DR	009-745-807	RS5	**R2**	S1	2N05
3620 GARIBALDI DR	009-745-815	RS5	**R2**	S1	2N05
3622 GARIBALDI DR	009-745-823	RS5	**R2**	S1	2N05
3626 GARIBALDI DR	009-745-831	RS5	**R2**	S1	2N05
3632 GARIBALDI DR	009-745-840	RS5	**R2**	S1	2N05
3610 GARIBALDI DR	009-745-858	RS5	**R2**	S1	2N05
3603 GARIBALDI DR	010-099-280	RS5	**R2**	S1	2N05
3611 GARIBALDI DR	010-099-298	RS5	**R2**	S1	2N05
3613 GARIBALDI DR	010-099-328	RS5	**R2**	S1	2N05
3623 GARIBALDI DR	010-099-336	RS5	**R2**	S1	2N05
3633 GARIBALDI DR	010-099-352	RS5	**R2**	S1	2N05
3635 GARIBALDI DR	010-099-361	RS5	**R2**	S1	2N05
3099 PLYMOUTH DR	009-733-868	RS3	**R2**		2N05
3403 MT SEYMOUR PKWY	009-430-172	RS3	**R2**		2N05
3415 MT SEYMOUR PKWY	007-941-498	RS3	**R2**		2N05
3421 MT SEYMOUR PKWY	009-430-199	RS3	**R2**		2N05
3435 MT SEYMOUR PKWY	009-430-202	RS3	**R2**		2N05
3441 MT SEYMOUR PKWY	009-430-211	RS3	**R2**		2N05
3453 MT SEYMOUR PKWY	009-430-229	RS3	**R2**		2N05
3020 PLYMOUTH DR	002-861-704	RS3	**R2**		2N05
975 FAIRFIELD RD	003-366-456	RS3	**R2**		2N05
918 HARTFORD PL	009-607-749	RS3	**R2**		2N05
843 STRATHAVEN DR	019-137-508	RS3	**R2**		2N05
835 STRATHAVEN DR	019-137-516	RS3	**R2**		2N05
817 STRATHAVEN DR	019-137-524	RS3	**R2**		2N05
809 STRATHAVEN DR	019-137-532	RS3	**R2**		2N05
832 STRATHAVEN DR	019-137-541	RS3	**R2**		2N05
3303 HUNTLEIGH CRT	019-137-559	RS3	**R2**		2N05
3319 HUNTLEIGH CRT	019-137-567	RS3	**R2**		2N05
3339 HUNTLEIGH CRT	019-137-575	RS3	**R2**		2N05
3345 HUNTLEIGH CRT	019-137-583	RS3	**R2**		2N05
3363 HUNTLEIGH CRT	019-137-591	RS3	**R2**		2N05
3369 HUNTLEIGH CRT	019-137-605	RS3	**R2**		2N05
3373 HUNTLEIGH CRT	019-137-613	RS3	**R2**		2N05
3377 HUNTLEIGH CRT	019-137-621	RS3	**R2**		2N05
3562 MT SEYMOUR PKWY	004-176-707	RS3	**R2**		2N05
821 NICOLUM CRT	006-567-584	RS5	**R2**	S1	2N05
812 NICOLUM CRT	006-567-649	RS5	**R2**	S1	2N05
835 NICOLUM CRT	006-567-568	RS5	**R2**	S1	2N05
829 NICOLUM CRT	006-567-576	RS5	**R2**	S1	2N05
815 NICOLUM CRT	006-567-592	RS5	**R2**	S1	2N05
805 NICOLUM CRT	006-567-606	RS5	**R2**	S1	2N05
800 NICOLUM CRT	006-567-614	RS5	**R2**	S1	2N05
806 NICOLUM CRT	003-330-443	RS5	**R2**	S1	2N05
830 RUCKLE CRT	006-545-343	RS5	**R2**	S1	2N05
815 RUCKLE CRT	006-545-408	RS5	**R2**	S1	2N05
825 RUCKLE CRT	004-621-794	RS5	**R2**	S1	2N05
3601 OSPREY CRT	003-500-098	RS5	**R2**	S1	2N05
804 PORTEAU PL	004-284-119	RS5	**R2**	S1	2N05
808 PORTEAU PL	004-284-127	RS5	**R2**	S1	2N05
812 PORTEAU PL	004-284-135	RS5	**R2**	S1	2N05
818 PORTEAU PL	004-284-143	RS5	**R2**	S1	2N05
820 PORTEAU PL	004-284-151	RS5	**R2**	S1	2N05
828 PORTEAU PL	004-284-160	RS5	**R2**	S1	2N05
832 PORTEAU PL	004-284-178	RS5	**R2**	S1	2N05
836 PORTEAU PL	004-284-186	RS5	**R2**	S1	2N05
840 PORTEAU PL	004-284-194	RS5	**R2**	S1	2N05
3426 GASPE PL	005-011-124	RS1	**R2**	S3	2N05
	005-011-345	RS1	**R2**	S3	2N05
3400 GASPE PL	005-011-060	RS1	**R2**	S3	2N05
3408 GASPE PL	005-011-086	RS1	**R2**	S3	2N05
3414 GASPE PL	005-011-094	RS1	**R2**	S3	2N05
3420 GASPE PL	005-011-108	RS1	**R2**	S3	2N05
3424 GASPE PL	005-011-116	RS1	**R2**	S3	2N05
3188 MT SEYMOUR PKWY	011-442-883	RS1	**R2**	S3	2N05
3180 MT SEYMOUR PKWY	011-442-891	RS1	**R2**	S3	2N05
3196 MT SEYMOUR PKWY	011-442-905	RS1	**R2**	S3	2N05
3558 MT SEYMOUR PKWY	013-018-345	RS1	**R2**	S3	2N05
3540 MT SEYMOUR PKWY	013-018-256	RS1	**R2**	S3	2N05

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3544 MT SEYMOUR PKWY	013-018-299	RS1	**R2**	S3	2N05
3550 MT SEYMOUR PKWY	013-018-329	RS1	**R2**	S3	2N05
3538 MT SEYMOUR PKWY	013-018-353	RS1	**R2**	S3	2N05
3383 GASPE PL	005-011-019	RS1	**R2**	S3	2N05
3420 MT SEYMOUR PKWY	013-370-111	RS1	**R2**	S3	2N05
	015-549-992	RS1	**R2**	S3	2N05
	012-376-035	RS3	**R2**		2N07
	015-549-852	RS4	**R2**		2N07
	015-549-861	RS4	**R2**		2N07
	015-549-879	RS3	**R2**		2N07
	013-774-506	RS1	**R1**		2N07
	013-774-468	RS1	**R1**		2N07
3498 ANNE MACDONALD WAY	023-394-099	RS1	**R2**	S3	2N07
3533 ANNE MACDONALD WAY	031-136-141	RS1	**R2**	S3	2N07
3529 ANNE MACDONALD WAY	031-136-150	RS1	**R2**	S3	2N07
3525 ANNE MACDONALD WAY	031-136-168	RS1	**R2**	S3	2N07
3521 ANNE MACDONALD WAY	031-136-176	RS1	**R2**	S3	2N07
		RS1	**R2**	S3	2N07
215 N DOLLARTON HWY	007-755-872	RS3	**R2**		2P03
223 N DOLLARTON HWY	007-752-458	RS3	**R2**		2P03
231 N DOLLARTON HWY	007-752-431	RS3	**R2**		2P03
239 N DOLLARTON HWY	007-752-423	RS3	**R2**		2P03
247 N DOLLARTON HWY	007-767-773	RS3	**R2**		2P03
255 N DOLLARTON HWY	007-767-790	RS3	**R2**		2P03
279 N DOLLARTON HWY	010-067-388	RS3	**R2**		2P03
287 N DOLLARTON HWY	010-645-365	RS3	**R2**		2P03
650 BEACHVIEW DR	008-916-357	RS2	**R2**	S2	2P03
650 LOWRY LANE	008-916-373	RS2	**R2**	S2	2P03
638 BEACHVIEW DR	008-916-390	RS2	**R2**	S2	2P03
4126 CADDY RD	009-645-586	RS3	**R2**		2P03
4142 CADDY RD	007-819-471	RS3	**R2**		2P03
4154 CADDY RD	009-645-659	RS3	**R2**		2P03
4168 CADDY RD	009-645-691	RS3	**R2**		2P03
382 SEA SHELL LANE	010-013-474	RS3	**R2**		2P03
374 SEA SHELL LANE	010-013-784	RS3	**R2**		2P03
356 SEA SHELL LANE	002-455-005	RS3	**R2**		2P03
340 SEA SHELL LANE	009-828-419	RS3	**R2**		2P03
326 SEA SHELL LANE	008-150-354	RS3	**R2**		2P03
314 SEA SHELL LANE	002-806-550	RS3	**R2**		2P03
726 FAIRWAY DR	009-892-303	RS3	**R2**		2P03
712 FAIRWAY DR	008-756-473	RS3	**R2**		2P03
758 FAIRWAY DR	009-892-281	RS3	**R2**		2P03
746 FAIRWAY DR	006-612-628	RS3	**R2**		2P03
734 FAIRWAY DR	009-892-290	RS3	**R2**		2P03
711 HUNTINGDON CRES	008-310-009	RS3	**R2**		2P03
715 HUNTINGDON CRES	009-645-764	RS3	**R2**		2P03
727 HUNTINGDON CRES	009-645-772	RS3	**R2**		2P03
739 HUNTINGDON CRES	009-645-781	RS3	**R2**		2P03
751 HUNTINGDON CRES	009-645-853	RS3	**R2**		2P03
765 HUNTINGDON CRES	009-645-870	RS3	**R2**		2P03
4333 BAKER VIEW ST	009-433-821	RS3	**R2**		2P03
4345 BAKER VIEW ST	009-433-881	RS3	**R2**		2P03
588 ROSLYN BLVD	009-398-252	RS3	**R2**		2P03
587 BEACHVIEW DR	009-398-295	RS3	**R2**		2P03
498 FAIRWAY DR	009-360-751	RS3	**R2**		2P03
4155 DOLLAR RD	009-360-786	RS3	**R2**		2P03
4179 DOLLAR RD	009-360-913	RS3	**R2**		2P03
4205 DOLLAR RD	009-360-956	RS3	**R2**		2P03
4225 DOLLAR RD	004-705-831	RS3	**R2**		2P03
4227 DOLLAR RD	009-360-981	RS3	**R2**		2P03
4300 DOLLAR RD	009-322-230	RS3	**R2**		2P03
4365 DOLLAR RD	008-744-939	RS3	**R2**		2P03
488 ROSLYN BLVD	008-682-585	RS3	**R2**		2P03
301 N DOLLARTON HWY	007-745-303	RS3	**R2**		2P03
555 ROSLYN BLVD	009-222-774	RS3	**R2**		2P03
306 N DOLLARTON HWY	010-597-468	RS3	**R2**		2P03
314 N DOLLARTON HWY	006-632-921	RS3	**R2**		2P03
317 N DOLLARTON HWY	007-757-034	RS3	**R2**		2P03
486 FAIRWAY DR	008-988-650	RS3	**R2**		2P03
474 FAIRWAY DR	002-626-047	RS3	**R2**		2P03
462 FAIRWAY DR	008-988-706	RS3	**R2**		2P03
450 FAIRWAY DR	008-988-731	RS3	**R2**		2P03
438 FAIRWAY DR	008-988-781	RS3	**R2**		2P03
426 FAIRWAY DR	008-988-803	RS3	**R2**		2P03
414 FAIRWAY DR	006-989-594	RS3	**R2**		2P03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4122 GOLF DR	004-755-456	RS3	**R2**		2P03
614 LOWRY LANE	009-828-443	RS2	**R2**	S2	2P03
2-626 LOWRY LANE		RS2	**R2**	S2	2P03
632 LOWRY LANE	009-828-478	RS2	**R2**	S2	2P03
638 LOWRY LANE	008-916-381	RS2	**R2**	S2	2P03
320 N DOLLARTON HWY	002-805-260	RS3	**R2**		2P03
325 N DOLLARTON HWY	006-384-579	RS3	**R2**		2P03
330 N DOLLARTON HWY	024-746-461	RS3	**R2**		2P03
333 N DOLLARTON HWY	007-782-390	RS3	**R2**		2P03
415 FAIRWAY DR	008-937-249	RS3	**R2**		2P03
403 FAIRWAY DR	008-937-265	RS3	**R2**		2P03
4091 DOLLAR RD	008-937-001	RS3	**R2**		2P03
493 FAIRWAY DR	008-937-044	RS3	**R2**		2P03
481 FAIRWAY DR	008-937-095	RS3	**R2**		2P03
467 FAIRWAY DR	008-937-125	RS3	**R2**		2P03
459 FAIRWAY DR	008-937-168	RS3	**R2**		2P03
441 FAIRWAY DR	008-937-206	RS3	**R2**		2P03
433 FAIRWAY DR	008-937-214	RS3	**R2**		2P03
427 FAIRWAY DR	006-724-116	RS3	**R2**		2P03
753 BEACHVIEW DR	005-290-627	RS2	**R2**	S2	2P03
731 BEACHVIEW DR	010-655-387	RS2	**R2**	S2	2P03
707 BEACHVIEW DR	010-655-476	RS2	**R2**	S2	2P03
687 BEACHVIEW DR	004-775-554	RS2	**R2**	S2	2P03
683 BEACHVIEW DR	010-655-557	RS2	**R2**	S2	2P03
673 BEACHVIEW DR	004-439-627	RS2	**R2**	S2	2P03
665 BEACHVIEW DR	010-655-638	RS2	**R2**	S2	2P03
651 BEACHVIEW DR	002-711-150	RS2	**R2**	S2	2P03
4172 DOLLAR RD	008-227-683	RS3	**R2**		2P03
4160 DOLLAR RD	008-891-613	RS3	**R2**		2P03
4148 DOLLAR RD	008-891-605	RS3	**R2**		2P03
4136 DOLLAR RD	008-891-648	RS3	**R2**		2P03
506 FAIRWAY DR	008-891-664	RS3	**R2**		2P03
639 BEACHVIEW DR	010-655-671	RS2	**R2**	S2	2P03
4242 DOLLAR RD	008-848-092	RS3	**R2**		2P03
4238 DOLLAR RD	008-848-131	RS3	**R2**		2P03
338 N DOLLARTON HWY	024-746-452	RS3	**R2**		2P03
341 N DOLLARTON HWY	007-782-365	RS3	**R2**		2P03
399 FAIRWAY DR	008-811-695	RS3	**R2**		2P03
4140 GOLF DR	008-803-536	RS3	**R2**		2P03
650 FAIRWAY DR	008-801-355	RS3	**R2**		2P03
3944 SPARROW LANE	008-751-129	RS3	**R2**		2P03
348 N DOLLARTON HWY	010-594-906	RS3	**R2**		2P03
631 BEACHVIEW DR	004-791-801	RS2	**R2**	S2	2P03
623 BEACHVIEW DR	010-655-727	RS2	**R2**	S2	2P03
617 BEACHVIEW DR	008-571-163	RS2	**R2**	S2	2P03
611 BEACHVIEW DR	010-655-778	RS2	**R2**	S2	2P03
609 BEACHVIEW DR	010-655-808	RS2	**R2**	S2	2P03
606 BEACHVIEW DR	010-656-677	RS2	**R2**	S2	2P03
614 BEACHVIEW DR	010-655-891	RS2	**R2**	S2	2P03
628 BEACHVIEW DR	010-655-905	RS2	**R2**	S2	2P03
668 BEACHVIEW DR	010-655-921	RS2	**R2**	S2	2P03
672 BEACHVIEW DR	010-655-948	RS2	**R2**	S2	2P03
682 BEACHVIEW DR	010-655-956	RS2	**R2**	S2	2P03
688 BEACHVIEW DR	010-655-964	RS2	**R2**	S2	2P03
700 BEACHVIEW DR	010-655-981	RS2	**R2**	S2	2P03
732 BEACHVIEW DR	010-656-006	RS2	**R2**	S2	2P03
754 BEACHVIEW DR	010-656-022	RS2	**R2**	S2	2P03
349 N DOLLARTON HWY	007-782-349	RS3	**R2**		2P03
352 N DOLLARTON HWY	010-594-884	RS3	**R2**		2P03
592 FAIRWAY DR	008-738-491	RS3	**R2**		2P03
4230 DOLLAR RD	008-747-865	RS3	**R2**		2P03
4216 DOLLAR RD	008-747-890	RS3	**R2**		2P03
4208 DOLLAR RD	008-747-903	RS3	**R2**		2P03
4196 DOLLAR RD	008-747-920	RS3	**R2**		2P03
4184 DOLLAR RD	008-747-938	RS3	**R2**		2P03
4246 DOLLAR RD	008-735-816	RS3	**R2**		2P03
4262 DOLLAR RD	004-288-726	RS3	**R2**		2P03
368 N DOLLARTON HWY	014-654-423	RS3	**R2**		2P03
4205 CADDY RD	008-719-314	RS3	**R2**		2P03
4214 GLENHAVEN CRES	008-719-438	RS3	**R2**		2P03
4212 GLENHAVEN CRES	008-719-454	RS3	**R2**		2P03
4210 GLENHAVEN CRES	007-713-096	RS3	**R2**		2P03
4201 GLENHAVEN CRES	004-533-895	RS3	**R2**		2P03
4203 GLENHAVEN CRES	008-719-471	RS3	**R2**		2P03
4205 GLENHAVEN CRES	008-719-489	RS3	**R2**		2P03

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4207 GLENHAVEN CRES	008-719-501	RS3	**R2**		2P03
4209 GLENHAVEN CRES	008-719-527	RS3	**R2**		2P03
4211 GLENHAVEN CRES	008-719-543	RS3	**R2**		2P03
4230 GLENHAVEN CRES	008-719-349	RS3	**R2**		2P03
4215 GLENHAVEN CRES	008-719-560	RS3	**R2**		2P03
4217 GLENHAVEN CRES	008-719-594	RS3	**R2**		2P03
4219 GLENHAVEN CRES	008-719-608	RS3	**R2**		2P03
4221 GLENHAVEN CRES	003-136-108	RS3	**R2**		2P03
4223 GLENHAVEN CRES	008-719-632	RS3	**R2**		2P03
4225 GLENHAVEN CRES	008-719-641	RS3	**R2**		2P03
4227 GLENHAVEN CRES	008-719-667	RS3	**R2**		2P03
4229 GLENHAVEN CRES	008-392-684	RS3	**R2**		2P03
4231 GLENHAVEN CRES	008-719-683	RS3	**R2**		2P03
4233 GLENHAVEN CRES	008-719-713	RS3	**R2**		2P03
4228 GLENHAVEN CRES	008-719-357	RS3	**R2**		2P03
4237 GLENHAVEN CRES	008-719-730	RS3	**R2**		2P03
4226 GLENHAVEN CRES	008-719-365	RS3	**R2**		2P03
4224 GLENHAVEN CRES	008-719-381	RS3	**R2**		2P03
4222 GLENHAVEN CRES	008-719-390	RS3	**R2**		2P03
4220 GLENHAVEN CRES	007-866-186	RS3	**R2**		2P03
4218 GLENHAVEN CRES	008-719-403	RS3	**R2**		2P03
4216 GLENHAVEN CRES	008-719-420	RS3	**R2**		2P03
558 FAIRWAY DR	007-409-176	RS3	**R2**		2P03
520 FAIRWAY DR	008-699-054	RS3	**R2**		2P03
528 ROSLYN BLVD	008-721-220	RS3	**R2**		2P03
533 BEACHVIEW DR	008-721-246	RS3	**R2**		2P03
566 FAIRWAY DR	008-672-474	RS3	**R2**		2P03
542 FAIRWAY DR	008-672-512	RS3	**R2**		2P03
369 N DOLLARTON HWY	007-782-322	RS3	**R2**		2P03
4186 GLENHAVEN CRES	008-576-696	RS3	**R2**		2P03
4188 GLENHAVEN CRES	008-576-700	RS3	**R2**		2P03
4190 GLENHAVEN CRES	008-576-718	RS3	**R2**		2P03
4196 GLENHAVEN CRES	007-851-961	RS3	**R2**		2P03
4199 GLENHAVEN CRES	008-576-726	RS3	**R2**		2P03
4197 GLENHAVEN CRES	008-576-742	RS3	**R2**		2P03
4195 GLENHAVEN CRES	008-576-751	RS3	**R2**		2P03
4193 GLENHAVEN CRES	008-576-777	RS3	**R2**		2P03
4191 GLENHAVEN CRES	008-576-793	RS3	**R2**		2P03
4189 GLENHAVEN CRES	008-576-823	RS3	**R2**		2P03
4187 GLENHAVEN CRES	008-576-840	RS3	**R2**		2P03
4185 GLENHAVEN CRES	008-576-921	RS3	**R2**		2P03
417 FELTON RD	008-592-811	RS3	**R2**		2P03
429 FELTON RD	008-592-845	RS3	**R2**		2P03
660 FAIRWAY DR	003-994-511	RS3	**R2**		2P03
4175 GLENHAVEN CRES	008-052-662	RS3	**R2**		2P03
4177 GLENHAVEN CRES	008-052-689	RS3	**R2**		2P03
4179 GLENHAVEN CRES	006-494-056	RS3	**R2**		2P03
4181 GLENHAVEN CRES	008-052-701	RS3	**R2**		2P03
4183 GLENHAVEN CRES	008-052-719	RS3	**R2**		2P03
4184 GLENHAVEN CRES	008-052-727	RS3	**R2**		2P03
4182 GLENHAVEN CRES	008-052-735	RS3	**R2**		2P03
4180 GLENHAVEN CRES	008-052-751	RS3	**R2**		2P03
4178 GLENHAVEN CRES	008-052-778	RS3	**R2**		2P03
4176 GLENHAVEN CRES	008-052-786	RS3	**R2**		2P03
441 FELTON RD	008-131-490	RS3	**R2**		2P03
453 FELTON RD	008-497-486	RS3	**R2**		2P03
465 FELTON RD	008-497-494	RS3	**R2**		2P03
477 FELTON RD	008-497-516	RS3	**R2**		2P03
4174 GLENHAVEN CRES	005-702-046	RS3	**R2**		2P03
4172 GLENHAVEN CRES	007-835-787	RS3	**R2**		2P03
4171 GLENHAVEN CRES	007-835-795	RS3	**R2**		2P03
4113 CADDY RD	007-835-841	RS3	**R2**		2P03
678 FAIRWAY DR	007-835-850	RS3	**R2**		2P03
4173 GLENHAVEN CRES	002-850-699	RS3	**R2**		2P03
3722 DOLLARTON HWY	006-282-245	RS3	**R2**		2P03
3742 DOLLARTON HWY	009-413-685	RS3	**R2**		2P03
3750 DOLLARTON HWY	009-413-677	RS3	**R2**		2P03
3753 DOLLARTON HWY	010-291-954	RS1	**R2**	S3	2P03
4147 GOLF DR	007-757-018	RS3	**R2**		2P03
3754 DOLLARTON HWY	008-616-957	RS3	**R2**		2P03
3760 DOLLARTON HWY	006-702-431	RS3	**R2**		2P03
3761 DOLLARTON HWY	027-110-362	RS3	**R2**		2P03
3763 DOLLARTON HWY	027-110-371	RS3	**R2**		2P03
366 FAIRWAY DR	002-626-144	RS3	**R2**		2P03
348 FAIRWAY DR	007-752-598	RS3	**R2**		2P03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
334 FAIRWAY DR	007-752-601	RS3	**R2**		2P03
320 FAIRWAY DR	007-752-628	RS3	**R2**		2P03
312 FAIRWAY DR	007-752-652	RS3	**R2**		2P03
4148 FAIRWAY PL	007-752-679	RS3	**R2**		2P03
4164 FAIRWAY PL	002-805-103	RS3	**R2**		2P03
4178 FAIRWAY PL	007-752-709	RS3	**R2**		2P03
4136 FAIRWAY PL	007-752-547	RS3	**R2**		2P03
4133 FAIRWAY PL	004-311-329	RS3	**R2**		2P03
4141 FAIRWAY PL	007-752-555	RS3	**R2**		2P03
4173 FAIRWAY PL	004-425-103	RS3	**R2**		2P03
4157 FAIRWAY PL	007-752-504	RS3	**R2**		2P03
4165 FAIRWAY PL	004-977-033	RS3	**R2**		2P03
4181 FAIRWAY PL	007-752-512	RS3	**R2**		2P03
3765 DOLLARTON HWY	027-110-389	RS3	**R2**		2P03
3766 DOLLARTON HWY	007-758-081	RS3	**R2**		2P03
4186 FAIRWAY PL	007-752-261	RS3	**R2**		2P03
4190 FAIRWAY PL	007-752-270	RS3	**R2**		2P03
4200 FAIRWAY PL	007-752-288	RS3	**R2**		2P03
4202 FAIRWAY PL	007-752-296	RS3	**R2**		2P03
4208 FAIRWAY PL	007-752-300	RS3	**R2**		2P03
4205 FAIRWAY PL	007-752-351	RS3	**R2**		2P03
4211 FAIRWAY PL	007-752-369	RS3	**R2**		2P03
4217 FAIRWAY PL	007-752-393	RS3	**R2**		2P03
3767 DOLLARTON HWY	027-110-397	RS3	**R2**		2P03
3769 DOLLARTON HWY	027-110-401	RS3	**R2**		2P03
4118 FAIRWAY PL	003-182-606	RS3	**R2**		2P03
4122 FAIRWAY PL	007-751-192	RS3	**R2**		2P03
4130 FAIRWAY PL	007-751-214	RS3	**R2**		2P03
4117 FAIRWAY PL	007-751-231	RS3	**R2**		2P03
4125 FAIRWAY PL	007-751-249	RS3	**R2**		2P03
4149 FAIRWAY PL	007-747-063	RS3	**R2**		2P03
3771 DOLLARTON HWY	027-110-419	RS3	**R2**		2P03
3772 DOLLARTON HWY	007-758-090	RS3	**R2**		2P03
3778 DOLLARTON HWY	006-463-274	RS3	**R2**		2P03
759 FAIRWAY DR	007-713-258	RS3	**R2**		2P03
745 FAIRWAY DR	007-713-266	RS3	**R2**		2P03
731 FAIRWAY DR	004-405-145	RS3	**R2**		2P03
717 FAIRWAY DR	007-713-282	RS3	**R2**		2P03
703 FAIRWAY DR	007-713-291	RS3	**R2**		2P03
691 FAIRWAY DR	007-713-321	RS3	**R2**		2P03
679 FAIRWAY DR	007-713-347	RS3	**R2**		2P03
667 FAIRWAY DR	006-989-403	RS3	**R2**		2P03
655 FAIRWAY DR	006-089-712	RS3	**R2**		2P03
631 FAIRWAY DR	007-713-371	RS3	**R2**		2P03
607 FAIRWAY DR	007-713-398	RS3	**R2**		2P03
593 FAIRWAY DR	004-508-734	RS3	**R2**		2P03
575 FAIRWAY DR	007-713-410	RS3	**R2**		2P03
561 FAIRWAY DR	007-713-495	RS3	**R2**		2P03
547 FAIRWAY DR	007-713-533	RS3	**R2**		2P03
533 FAIRWAY DR	007-713-541	RS3	**R2**		2P03
4104 DOLLAR RD	005-275-571	RS3	**R2**		2P03
4096 DOLLAR RD	007-713-568	RS3	**R2**		2P03
4086 DOLLAR RD	007-713-584	RS3	**R2**		2P03
4078 DOLLAR RD	007-713-606	RS3	**R2**		2P03
4070 DOLLAR RD	007-713-614	RS3	**R2**		2P03
4062 DOLLAR RD	007-713-631	RS3	**R2**		2P03
4054 DOLLAR RD	003-535-614	RS3	**R2**		2P03
4048 DOLLAR RD	007-713-649	RS3	**R2**		2P03
4040 DOLLAR RD	007-713-673	RS3	**R2**		2P03
470 FELTON RD	007-781-971	RS3	**R2**		2P03
426 FELTON PL	007-782-161	RS3	**R2**		2P03
422 FELTON PL	007-782-187	RS3	**R2**		2P03
418 FELTON RD	007-782-209	RS3	**R2**		2P03
412 FELTON RD	007-782-225	RS3	**R2**		2P03
408 FELTON RD	007-782-241	RS3	**R2**		2P03
4184 GOLF DR	005-162-742	RS3	**R2**		2P03
4206 GOLF DR	007-782-292	RS3	**R2**		2P03
3802 DOLLARTON HWY	010-082-921	RS3	**R2**		2P03
462 FELTON RD	007-782-012	RS3	**R2**		2P03
3818 DOLLARTON HWY	019-037-309	RS3	**R2**		2P03
382 N DOLLARTON HWY	014-654-415	RS3	**R2**		2P03
3820 DOLLARTON HWY	019-037-317	RS3	**R2**		2P03
3860 DOLLARTON HWY	013-330-659	RS3	**R2**		2P03
444 FELTON RD	007-782-021	RS3	**R2**		2P03
438 FELTON PL	007-782-047	RS3	**R2**		2P03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
436 FELTON PL	007-782-071	RS3	**R2**		2P03
434 FELTON PL	003-414-418	RS3	**R2**		2P03
4239 DOLLAR RD	007-782-101	RS3	**R2**		2P03
430 FELTON PL	007-782-128	RS3	**R2**		2P03
3866 DOLLARTON HWY	002-962-519	RS3	**R2**		2P03
3870 DOLLARTON HWY	007-649-274	RS3	**R2**		2P03
3878 DOLLARTON HWY	013-330-675	RS3	**R2**		2P03
388 N DOLLARTON HWY	014-654-393	RS3	**R2**		2P03
4199 FAIRWAY PL	007-694-946	RS3	**R2**		2P03
4193 FAIRWAY PL	005-100-097	RS3	**R2**		2P03
4187 FAIRWAY PL	007-694-954	RS3	**R2**		2P03
4235 GOLF DR	007-678-398	RS3	**R2**		2P03
4243 GOLF DR	007-678-401	RS3	**R2**		2P03
4251 GOLF DR	007-678-410	RS3	**R2**		2P03
4263 GOLF DR	007-678-428	RS3	**R2**		2P03
4267 GOLF DR	002-650-851	RS3	**R2**		2P03
4266 GOLF DR	007-678-436	RS3	**R2**		2P03
4254 GOLF DR	007-678-444	RS3	**R2**		2P03
4230 GOLF DR	007-678-452	RS3	**R2**		2P03
4218 GOLF DR	007-678-479	RS3	**R2**		2P03
655 BEACHVIEW DR	010-262-504	RS2	**R2**	S2	2P03
518 BEACHVIEW DR	007-649-592	RS3	**R2**		2P03
4410 DOLLAR RD	007-649-631	RS3	**R2**		2P03
3906 DOLLARTON HWY	013-330-616	RS3	**R2**		2P03
744 ROSLYN BLVD	010-655-310	RS2	**R2**	S2	2P03
728 ROSLYN BLVD	010-655-352	RS2	**R2**	S2	2P03
706 ROSLYN BLVD	010-655-425	RS2	**R2**	S2	2P03
312 LOACH PL	007-626-509	RS3	**R2**		2P03
300 LOACH PL	007-626-517	RS3	**R2**		2P03
309 LOACH PL	007-626-525	RS3	**R2**		2P03
317 LOACH PL	007-626-533	RS3	**R2**		2P03
325 LOACH PL	007-626-541	RS3	**R2**		2P03
333 LOACH PL	007-626-550	RS3	**R2**		2P03
341 LOACH PL	007-626-568	RS3	**R2**		2P03
349 LOACH PL	005-096-626	RS3	**R2**		2P03
380 FAIRWAY DR	007-626-576	RS3	**R2**		2P03
324 LOACH PL	007-626-495	RS3	**R2**		2P03
694 ROSLYN BLVD	010-655-506	RS2	**R2**	S2	2P03
682 ROSLYN BLVD	003-379-892	RS2	**R2**	S2	2P03
674 ROSLYN BLVD	010-655-581	RS2	**R2**	S2	2P03
660 ROSLYN BLVD	009-600-264	RS2	**R2**	S2	2P03
648 ROSLYN BLVD	004-264-720	RS2	**R2**	S2	2P03
642 ROSLYN BLVD	003-355-535	RS2	**R2**	S2	2P03
619 ROSLYN BLVD	010-653-899	RS2	**R2**	S2	2P03
635 ROSLYN BLVD	010-653-937	RS2	**R2**	S2	2P03
641 ROSLYN BLVD	010-653-970	RS2	**R2**	S2	2P03
657 ROSLYN BLVD	010-654-003	RS2	**R2**	S2	2P03
669 ROSLYN BLVD	010-654-038	RS2	**R2**	S2	2P03
683 ROSLYN BLVD	010-654-062	RS2	**R2**	S2	2P03
697 ROSLYN BLVD	010-654-101	RS2	**R2**	S2	2P03
387 FAIRWAY DR	007-595-018	RS3	**R2**		2P03
375 FAIRWAY DR	007-595-034	RS3	**R2**		2P03
363 FAIRWAY DR	004-688-678	RS3	**R2**		2P03
361 FAIRWAY DR	002-632-845	RS3	**R2**		2P03
355 FAIRWAY DR	007-595-042	RS3	**R2**		2P03
331 FAIRWAY DR	002-601-711	RS3	**R2**		2P03
640 FAIRWAY DR	007-512-155	RS3	**R2**		2P03
636 FAIRWAY DR	007-512-163	RS3	**R2**		2P03
709 ROSLYN BLVD	010-654-127	RS2	**R2**	S2	2P03
725 ROSLYN BLVD	010-654-151	RS2	**R2**	S2	2P03
743 ROSLYN BLVD	010-654-186	RS2	**R2**	S2	2P03
3920 DOLLARTON HWY	007-757-131	RS3	**R2**		2P03
654 ROSLYN BLVD	010-262-512	RS2	**R2**	S2	2P03
4123 GOLF DR	007-707-274	RS3	**R2**		2P03
4135 GOLF DR	002-754-690	RS3	**R2**		2P03
609 BAYCREST DR	010-652-884	RS2	**R2**	S2	2P03
627 BAYCREST DR	010-652-922	RS2	**R2**	S2	2P03
645 BAYCREST DR	003-723-488	RS2	**R2**	S2	2P03
651 BAYCREST DR	010-652-957	RS2	**R2**	S2	2P03
667 BAYCREST DR	005-008-662	RS2	**R2**	S2	2P03
681 BAYCREST DR	010-652-981	RS2	**R2**	S2	2P03
693 BAYCREST DR	007-352-263	RS2	**R2**	S2	2P03
711 BAYCREST DR	010-653-015	RS2	**R2**	S2	2P03
725 BAYCREST DR	008-711-682	RS2	**R2**	S2	2P03
745 BAYCREST DR	010-653-040	RS2	**R2**	S2	2P03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
742 BAYCREST DR	010-653-619	RS2	**R2**	S2	2P03
726 BAYCREST DR	010-653-651	RS2	**R2**	S2	2P03
712 BAYCREST DR	010-653-708	RS2	**R2**	S2	2P03
694 BAYCREST DR	002-693-500	RS2	**R2**	S2	2P03
680 BAYCREST DR	010-653-767	RS2	**R2**	S2	2P03
668 BAYCREST DR	010-653-783	RS2	**R2**	S2	2P03
656 BAYCREST DR	010-653-821	RS2	**R2**	S2	2P03
644 BAYCREST DR	010-653-848	RS2	**R2**	S2	2P03
624 BAYCREST DR	005-102-201	RS2	**R2**	S2	2P03
612 BAYCREST DR	010-653-872	RS2	**R2**	S2	2P03
4225 FAIRWAY PL	007-255-195	RS3	**R2**		2P03
4255 FAIRWAY PL	007-255-187	RS3	**R2**		2P03
595 ROSLYN BLVD	007-214-944	RS3	**R2**		2P03
571 ROSLYN BLVD	007-215-002	RS3	**R2**		2P03
301 FAIRWAY DR	007-131-691	RS3	**R2**		2P03
288 ROCHE POINT DR	004-740-386	RS3	**R2**		2P03
300 ROCHE POINT DR	004-740-394	RS3	**R2**		2P03
333 ROCHE POINT DR	004-044-738	RS3	**R2**		2P03
327 ROCHE POINT DR	004-044-754	RS3	**R2**		2P03
4084 CUMMINS PL	005-312-957	RS3	**R2**		2P03
4070 CUMMINS PL	007-130-597	RS3	**R2**		2P03
4066 CUMMINS PL	007-130-619	RS3	**R2**		2P03
4054 CUMMINS PL	002-456-826	RS3	**R2**		2P03
4044 CUMMINS PL	007-130-643	RS3	**R2**		2P03
4040 CUMMINS PL	002-980-878	RS3	**R2**		2P03
4034 CUMMINS PL	002-958-023	RS3	**R2**		2P03
4022 CUMMINS PL	007-130-660	RS3	**R2**		2P03
4010 CUMMINS PL	007-130-686	RS3	**R2**		2P03
4002 CUMMINS PL	007-130-694	RS3	**R2**		2P03
4000 CUMMINS PL	007-130-708	RS3	**R2**		2P03
4001 CUMMINS PL	007-130-716	RS3	**R2**		2P03
4007 CUMMINS PL	007-130-724	RS3	**R2**		2P03
4011 CUMMINS PL	004-984-099	RS3	**R2**		2P03
4015 CUMMINS PL	007-130-741	RS3	**R2**		2P03
4025 CUMMINS PL	007-130-767	RS3	**R2**		2P03
4033 CUMMINS PL	007-130-783	RS3	**R2**		2P03
4045 CUMMINS PL	007-131-631	RS3	**R2**		2P03
4055 CUMMINS PL	002-606-429	RS3	**R2**		2P03
4067 CUMMINS PL	007-131-658	RS3	**R2**		2P03
4077 CUMMINS PL	004-743-318	RS3	**R2**		2P03
4083 CUMMINS PL	004-740-327	RS3	**R2**		2P03
4020 DOLLAR RD	007-028-211	RS3	**R2**		2P03
4030 DOLLAR RD	007-028-253	RS3	**R2**		2P03
4033 DOLLAR RD	004-904-249	RS3	**R2**		2P03
4025 DOLLAR RD	007-028-270	RS3	**R2**		2P03
4011 DOLLAR RD	007-028-296	RS3	**R2**		2P03
4321 DOLLAR RD	006-980-490	RS3	**R2**		2P03
4048 DOLLARTON HWY	018-252-834	RS3	**R2**		2P03
4060 DOLLARTON HWY	012-318-540	RS3	**R2**		2P03
4078 DOLLARTON HWY	012-318-574	RS3	**R2**		2P03
3964 SPARROW LANE	004-060-300	RS3	**R2**		2P03
3968 SPARROW LANE	004-060-318	RS3	**R2**		2P03
201 ROCHE POINT DR	004-060-326	RS3	**R2**		2P03
233 ROCHE POINT DR	004-060-334	RS3	**R2**		2P03
255 ROCHE POINT DR	004-060-342	RS3	**R2**		2P03
277 ROCHE POINT DR	004-060-351	RS3	**R2**		2P03
3969 BLANTYRE PL	004-060-369	RS3	**R2**		2P03
3965 BLANTYRE PL	004-060-385	RS3	**R2**		2P03
3955 BLANTYRE PL	004-060-407	RS3	**R2**		2P03
3951 BLANTYRE PL	004-060-415	RS3	**R2**		2P03
3945 BLANTYRE PL	004-060-423	RS3	**R2**		2P03
3939 BLANTYRE PL	004-060-431	RS3	**R2**		2P03
3925 BLANTYRE PL	004-060-440	RS3	**R2**		2P03
3915 BLANTYRE PL	004-060-458	RS3	**R2**		2P03
3924 BLANTYRE PL	004-060-512	RS3	**R2**		2P03
3930 BLANTYRE PL	004-060-521	RS3	**R2**		2P03
3940 BLANTYRE PL	004-060-539	RS3	**R2**		2P03
3950 BLANTYRE PL	004-060-555	RS3	**R2**		2P03
3960 BLANTYRE PL	004-060-571	RS3	**R2**		2P03
303 ROCHE POINT DR	004-060-580	RS3	**R2**		2P03
311 ROCHE POINT DR	004-060-598	RS3	**R2**		2P03
323 ROCHE POINT DR	004-060-601	RS3	**R2**		2P03
3930 SPARROW LANE	004-060-253	RS3	**R2**		2P03
3950 SPARROW LANE	004-060-261	RS3	**R2**		2P03
3954 SPARROW LANE	004-060-270	RS3	**R2**		2P03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3958 SPARROW LANE	004-060-288	RS3	**R2**		2P03
3960 SPARROW LANE	004-060-296	RS3	**R2**		2P03
338 ROCHE POINT DR	004-747-909	RS3	**R2**		2P03
330 ROCHE POINT DR	004-747-925	RS3	**R2**		2P03
328 ROCHE POINT DR	004-747-933	RS3	**R2**		2P03
318 ROCHE POINT DR	004-747-941	RS3	**R2**		2P03
308 ROCHE POINT DR	004-747-968	RS3	**R2**		2P03
306 ROCHE POINT DR	004-747-976	RS3	**R2**		2P03
240 ROCHE POINT DR	004-747-992	RS3	**R2**		2P03
230 ROCHE POINT DR	004-748-000	RS3	**R2**		2P03
200 ROCHE POINT DR	004-748-026	RS3	**R2**		2P03
4181 GOLF DR	011-263-083	RS3	**R2**		2P03
4219 GOLF DR	011-302-607	RS3	**R2**		2P03
4191 GOLF DR	011-302-631	RS3	**R2**		2P03
3916 BLANTYRE PL	011-863-579	RS3	**R2**		2P03
3920 BLANTYRE PL	011-863-587	RS3	**R2**		2P03
4088 DOLLARTON HWY	012-318-612	RS3	**R2**		2P03
4104 DOLLARTON HWY	007-756-968	RS3	**R2**		2P03
4106 DOLLARTON HWY	007-729-812	RS3	**R2**		2P03
4113 FAIRWAY PL	012-318-655	RS3	**R2**		2P03
4111 ROCHE PL	012-318-680	RS3	**R2**		2P03
4105 ROCHE PL	012-318-710	RS3	**R2**		2P03
4103 ROCHE PL	012-318-752	RS3	**R2**		2P03
4102 ROCHE PL	012-318-817	RS3	**R2**		2P03
4106 ROCHE PL	012-318-868	RS3	**R2**		2P03
4110 ROCHE PL	012-318-949	RS3	**R2**		2P03
3901 BLANTYRE PL	013-330-667	RS3	**R2**		2P03
4108 DOLLARTON HWY	007-757-026	RS3	**R2**		2P03
4122 DOLLARTON HWY	007-756-976	RS3	**R2**		2P03
3911 BLANTYRE PL	013-330-624	RS3	**R2**		2P03
3910 BLANTYRE PL	013-330-632	RS3	**R2**		2P03
3908 BLANTYRE PL	013-330-641	RS3	**R2**		2P03
4136 DOLLARTON HWY	004-534-107	RS3	**R2**		2P03
4088 ROCHE PL	014-497-310	RS3	**R2**		2P03
268 ROCHE POINT DR	014-497-328	RS3	**R2**		2P03
4150 DOLLARTON HWY	007-752-521	RS3	**R2**		2P03
4158 DOLLARTON HWY	007-756-984	RS3	**R2**		2P03
4166 DOLLARTON HWY	007-756-992	RS3	**R2**		2P03
4092 ROCHE PL	016-589-947	RS3	**R2**		2P03
4254 CADDY RD	009-643-559	RS3	**R2**		2P03
4246 CADDY RD	009-643-664	RS3	**R2**		2P03
4238 CADDY RD	009-643-702	RS3	**R2**		2P03
4226 CADDY RD	005-701-945	RS3	**R2**		2P03
4218 CADDY RD	009-643-770	RS3	**R2**		2P03
712 HUNTINGDON CRES	009-643-818	RS3	**R2**		2P03
714 HUNTINGDON CRES	006-038-247	RS3	**R2**		2P03
738 FRIAR CRES	009-643-834	RS3	**R2**		2P03
750 FRIAR CRES	005-528-551	RS3	**R2**		2P03
762 FRIAR CRES	009-643-851	RS3	**R2**		2P03
4174 DOLLARTON HWY	005-096-715	RS3	**R2**		2P03
418 N DOLLARTON HWY	008-095-795	RS3	**R2**		2P03
4182 DOLLARTON HWY	008-840-644	RS3	**R2**		2P03
450 BEACHVIEW DR	010-619-372	RS3	**R2**		2P03
418 BEACHVIEW DR	010-619-381	RS3	**R2**		2P03
410 SEA SHELL LANE	010-619-411	RS3	**R2**		2P03
438 ROSLYN BLVD	010-619-313	RS3	**R2**		2P03
412 ROSLYN BLVD	008-197-105	RS3	**R2**		2P03
413 BEACHVIEW DR	010-619-321	RS3	**R2**		2P03
439 BEACHVIEW DR	010-619-330	RS3	**R2**		2P03
463 BEACHVIEW DR	010-619-348	RS3	**R2**		2P03
477 BEACHVIEW DR	010-619-356	RS3	**R2**		2P03
4422 DOLLAR RD	010-619-399	RS3	**R2**		2P03
484 BEACHVIEW DR	002-606-135	RS3	**R2**		2P03
524 LOWRY LANE	009-828-401	RS3	**R2**		2P03
540 LOWRY LANE	009-828-494	RS3	**R2**		2P03
550 LOWRY LANE	009-828-508	RS3	**R2**		2P03
578 LOWRY LANE	003-020-495	RS3	**R2**		2P03
588 LOWRY LANE	009-828-427	RS3	**R2**		2P03
754 HUNTINGDON CRES	009-642-625	RS3	**R2**		2P03
2-725 FRIAR CRES		RS3	**R2**		2P03
595 BEACHVIEW DR	010-655-816	RS3	**R2**		2P03
563 BEACHVIEW DR	003-445-917	RS3	**R2**		2P03
555 BEACHVIEW DR	010-655-824	RS3	**R2**		2P03
545 BEACHVIEW DR	010-655-832	RS3	**R2**		2P03
525 BEACHVIEW DR	010-656-596	RS3	**R2**		2P03

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
509 BEACHVIEW DR	010-655-859	RS3	**R2**		2P03
510 ROSLYN BLVD	006-745-008	RS3	**R2**		2P03
534 BEACHVIEW DR	010-655-875	RS3	**R2**		2P03
552 BEACHVIEW DR	010-655-883	RS3	**R2**		2P03
590 BEACHVIEW DR	004-484-525	RS3	**R2**		2P03
566 BEACHVIEW DR	009-783-130	RS3	**R2**		2P03
543 ROSLYN BLVD	010-652-744	RS3	**R2**		2P03
533 ROSLYN BLVD	010-652-761	RS3	**R2**		2P03
519 ROSLYN BLVD	010-652-795	RS3	**R2**		2P03
511 ROSLYN BLVD	005-293-294	RS3	**R2**		2P03
415 ROSLYN BLVD	009-817-557	RS3	**R2**		2P03
451 ROSLYN BLVD	009-817-573	RS3	**R2**		2P03
487 ROSLYN BLVD	009-817-590	RS3	**R2**		2P03
4327 DOLLAR RD	005-715-547	RS3	**R2**		2P03
4190 DOLLARTON HWY	007-757-042	RS3	**R2**		2P03
432 N DOLLARTON HWY	008-952-582	RS3	**R2**		2P03
438 N DOLLARTON HWY	006-963-544	RS3	**R2**		2P03
440 N DOLLARTON HWY	005-436-184	RS3	**R2**		2P03
515 N DOLLARTON HWY	008-735-832	RS3	**R2**		2P03
327 BEACHVIEW DR	010-125-051	RS4	**R2**		2P03
335 BEACHVIEW DR	010-125-141	RS4	**R2**		2P03
345 BEACHVIEW DR	010-125-191	RS4	**R2**		2P03
351 BEACHVIEW DR	004-257-057	RS4	**R2**		2P03
367 BEACHVIEW DR	010-125-230	RS4	**R2**		2P03
375 BEACHVIEW DR	007-272-995	RS4	**R2**		2P03
389 BEACHVIEW DR	010-125-299	RS4	**R2**		2P03
388 ROSLYN BLVD	010-125-345	RS4	**R2**		2P03
376 ROSLYN BLVD	010-125-396	RS4	**R2**		2P03
364 ROSLYN BLVD	010-125-493	RS4	**R2**		2P03
350 ROSLYN BLVD	008-188-262	RS4	**R2**		2P03
342 ROSLYN BLVD	010-125-566	RS4	**R2**		2P03
334 ROSLYN BLVD	009-015-752	RS4	**R2**		2P03
326 ROSLYN BLVD	010-125-604	RS4	**R2**		2P03
310 ROSLYN BLVD	010-125-647	RS4	**R2**		2P03
311 BEACHVIEW DR	010-125-001	RS4	**R2**		2P03
316 BEACHVIEW DR	010-013-890	RS3	**R2**		2P03
328 BEACHVIEW DR	010-013-946	RS3	**R2**		2P03
344 BEACHVIEW DR	010-014-314	RS3	**R2**		2P03
358 BEACHVIEW DR	009-751-785	RS3	**R2**		2P03
374 BEACHVIEW DR	010-015-582	RS3	**R2**		2P03
386 BEACHVIEW DR	004-377-443	RS3	**R2**		2P03
4101 ROCHE PL	018-252-818	RS3	**R2**		2P03
518 N DOLLARTON HWY	009-322-281	RS3	**R2**		2P03
527 N DOLLARTON HWY	004-257-499	RS3	**R2**		2P03
534 N DOLLARTON HWY	009-322-311	RS3	**R2**		2P03
542 N DOLLARTON HWY	009-222-723	RS3	**R2**		2P03
555 N DOLLARTON HWY	009-069-038	RS3	**R2**		2P03
556 N DOLLARTON HWY	009-322-213	RS3	**R2**		2P03
563 N DOLLARTON HWY	009-069-020	RS3	**R2**		2P03
568 N DOLLARTON HWY	009-322-221	RS3	**R2**		2P03
331 ROSLYN BLVD	006-987-834	RS4	**R2**		2P03
323 ROSLYN BLVD	010-152-334	RS4	**R2**		2P03
387 ROSLYN BLVD	010-152-041	RS4	**R2**		2P03
377 ROSLYN BLVD	010-152-083	RS4	**R2**		2P03
367 ROSLYN BLVD	010-152-121	RS4	**R2**		2P03
355 ROSLYN BLVD	010-152-172	RS4	**R2**		2P03
345 ROSLYN BLVD	010-152-229	RS4	**R2**		2P03
		RS3	**R2**		2P03
571 N DOLLARTON HWY	009-068-996	RS3	**R2**		2P03
575 N DOLLARTON HWY	008-500-851	RS3	**R2**		2P03
580 N DOLLARTON HWY	009-654-046	RS3	**R2**		2P03
587 N DOLLARTON HWY	008-500-835	RS3	**R2**		2P03
594 N DOLLARTON HWY	009-622-888	RS3	**R2**		2P03
611 N DOLLARTON HWY	015-080-200	RS3	**R2**		2P03
623 N DOLLARTON HWY	007-696-914	RS3	**R2**		2P03
633 N DOLLARTON HWY	007-489-200	RS3	**R2**		2P03
649 N DOLLARTON HWY	012-666-599	RS3	**R2**		2P03
655 N DOLLARTON HWY	008-757-852	RS3	**R2**		2P03
661 N DOLLARTON HWY	015-080-315	RS3	**R2**		2P03
677 N DOLLARTON HWY	008-656-045	RS3	**R2**		2P03
687 N DOLLARTON HWY	008-656-029	RS3	**R2**		2P03
731 N DOLLARTON HWY	002-618-214	RS3	**R2**		2P03
745 N DOLLARTON HWY	009-643-508	RS3	**R2**		2P03
759 N DOLLARTON HWY	009-643-427	RS3	**R2**		2P03
850 FAIRWAY DR	009-892-231	RS3	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
828 FAIRWAY DR	009-892-249	RS3	**R2**		2P05
806 FAIRWAY DR	009-892-257	RS3	**R2**		2P05
794 FAIRWAY DR	005-018-846	RS3	**R2**		2P05
782 FAIRWAY DR	009-892-265	RS3	**R2**		2P05
774 FAIRWAY DR	009-892-273	RS3	**R2**		2P05
777 HUNTINGDON CRES	009-645-888	RS3	**R2**		2P05
789 HUNTINGDON CRES	004-351-541	RS3	**R2**		2P05
811 HUNTINGDON CRES	009-645-896	RS3	**R2**		2P05
833 HUNTINGDON CRES	008-640-661	RS3	**R2**		2P05
845 HUNTINGDON CRES	009-645-900	RS3	**R2**		2P05
4234 MT SEYMOUR PKWY	013-375-997	RS4	**R2**		2P05
1567 DEEP COVE RD	011-015-403	RS4	**R2**		2P05
1571 DEEP COVE RD	008-116-687	RS4	**R2**		2P05
1575 DEEP COVE RD	010-021-761	RS4	**R2**		2P05
4240 MT SEYMOUR PKWY	013-376-004	RS4	**R2**		2P05
4244 MT SEYMOUR PKWY	010-799-699	RS4	**R2**		2P05
4248 MT SEYMOUR PKWY	013-376-012	RS4	**R2**		2P05
3888 MT SEYMOUR PKWY	005-012-015	RS3	**R2**		2P05
1015 CALEDONIA AVE	013-376-101	RS4	**R2**		2P05
1128 DEEP COVE RD	012-134-619	RS4	**R2**		2P05
1122 DEEP COVE RD	013-376-411	RS4	**R2**		2P05
1110 DEEP COVE RD	013-376-420	RS4	**R2**		2P05
1031 CALEDONIA AVE	013-376-128	RS4	**R2**		2P05
1047 DEEP COVE RD	013-376-438	RS4	**R2**		2P05
1053 DEEP COVE RD	013-376-446	RS4	**R2**		2P05
1055 DEEP COVE RD	005-647-924	RS4	**R2**		2P05
1065 DEEP COVE RD	013-376-454	RS4	**R2**		2P05
1101 DEEP COVE RD	013-376-471	RS4	**R2**		2P05
1103 DEEP COVE RD	013-376-489	RS4	**R2**		2P05
1043 CALEDONIA AVE	013-376-136	RS4	**R2**		2P05
1147 DEEP COVE RD	013-376-497	RS4	**R2**		2P05
1059 CALEDONIA AVE	013-376-152	RS4	**R2**		2P05
1073 CALEDONIA AVE	013-376-179	RS4	**R2**		2P05
1095 CALEDONIA AVE	013-376-187	RS4	**R2**		2P05
1103 CALEDONIA AVE	009-183-248	RS4	**R2**		2P05
1165 CALEDONIA AVE	008-107-360	RS4	**R2**		2P05
1169 CALEDONIA AVE	003-045-196	RS4	**R2**		2P05
4289 STRATHCONA RD	011-852-712	RS4	**R2**		2P05
4274 MT SEYMOUR PKWY	013-376-063	RS4	**R2**		2P05
4288 MT SEYMOUR PKWY	013-376-071	RS4	**R2**		2P05
1235 DEEP COVE RD	013-377-337	RS4	**R2**		2P05
1554 DEEP COVE RD	013-377-345	RS4	**R2**		2P05
1161 CALEDONIA AVE	013-377-353	RS4	**R2**		2P05
1127 CALEDONIA AVE	007-654-626	RS4	**R2**		2P05
1145 CALEDONIA AVE	004-911-130	RS4	**R2**		2P05
1050 HARRIS AVE	009-133-607	RS4	**R2**		2P05
4467 STONEHAVEN AVE	006-304-273	RS4	**R2**		2P05
4455 HARRIS PL	004-217-187	RS4	**R2**		2P05
4467 HARRIS PL	009-133-640	RS4	**R2**		2P05
3801 BROCKTON CRES	009-020-314	RS3	**R2**		2P05
3790 MT SEYMOUR PKWY	009-020-331	RS3	**R2**		2P05
3808 MT SEYMOUR PKWY	009-020-365	RS3	**R2**		2P05
3858 MT SEYMOUR PKWY	003-931-358	RS3	**R2**		2P05
1650 DEEP COVE RD	005-111-552	RS4	**R2**		2P05
1659 DEEP COVE RD	012-855-502	RS4	**R2**		2P05
779 BEACHVIEW DR	010-655-271	RS2	**R2**	S2	2P05
4038 MT SEYMOUR PKWY	007-186-177	RS3	**R2**		2P05
4042 MT SEYMOUR PKWY	008-811-776	RS3	**R2**		2P05
4046 MT SEYMOUR PKWY	008-811-768	RS3	**R2**		2P05
4050 MT SEYMOUR PKWY	008-811-750	RS3	**R2**		2P05
4222 MT SEYMOUR PKWY	004-014-898	RS3	**R2**		2P05
4230 MT SEYMOUR PKWY	007-473-842	RS3	**R2**		2P05
4085 BROCKTON CRES	008-751-293	RS3	**R2**		2P05
4093 BROCKTON CRES	008-751-323	RS3	**R2**		2P05
4403 STRATHCONA RD	008-749-329	RS4	**R2**		2P05
4415 STRATHCONA RD	008-749-337	RS4	**R2**		2P05
4427 STRATHCONA RD	003-910-369	RS4	**R2**		2P05
1207 HARRIS AVE	008-749-353	RS4	**R2**		2P05
770 BEACHVIEW DR	010-656-031	RS2	**R2**	S2	2P05
788 BEACHVIEW DR	010-656-057	RS2	**R2**	S2	2P05
810 BEACHVIEW DR	010-656-081	RS2	**R2**	S2	2P05
828 BEACHVIEW DR	010-656-120	RS2	**R2**	S2	2P05
850 BEACHVIEW DR	010-656-146	RS2	**R2**	S2	2P05
872 BEACHVIEW DR	010-656-171	RS2	**R2**	S2	2P05
894 BEACHVIEW DR	008-065-292	RS2	**R2**	S2	2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
910 BEACHVIEW DR	010-656-219	RS2	**R2**	S2	2P05
930 BEACHVIEW DR	003-645-606	RS2	**R2**	S2	2P05
4057 VIOLET ST	008-662-622	RS3	**R2**		2P05
4061 VIOLET ST	008-662-631	RS3	**R2**		2P05
4073 VIOLET ST	008-662-649	RS3	**R2**		2P05
958 BEACHVIEW DR	010-656-251	RS2	**R2**	S2	2P05
978 BEACHVIEW DR	010-656-294	RS2	**R2**	S2	2P05
1021 KINLOCH LANE	008-546-746	RS4	**R2**		2P05
1043 KINLOCH LANE	002-547-953	RS4	**R2**		2P05
3854 MT SEYMOUR PKWY	008-481-075	RS3	**R2**		2P05
3995 MT SEYMOUR PKWY	007-992-700	RS3	**R2**		2P05
3989 MT SEYMOUR PKWY	007-992-718	RS3	**R2**		2P05
986 BEACHVIEW DR	010-656-341	RS2	**R2**	S2	2P05
789 BAYCREST DR	010-653-066	RS2	**R2**	S2	2P05
811 BAYCREST DR	010-653-112	RS2	**R2**	S2	2P05
4505 COVE CLIFF RD	012-216-267	RS4	**R2**		2P05
4513 COVE CLIFF RD	012-216-275	RS4	**R2**		2P05
4511 SUMMERSIDE LANE	004-912-586	RS4	**R2**		2P05
4507 SUMMERSIDE LANE	011-954-051	RS4	**R2**		2P05
829 BAYCREST DR	004-232-372	RS2	**R2**	S2	2P05
833 BAYCREST DR	010-653-155	RS2	**R2**	S2	2P05
873 BAYCREST DR	010-653-171	RS2	**R2**	S2	2P05
891 BAYCREST DR	010-653-201	RS2	**R2**	S2	2P05
909 BAYCREST DR	010-653-228	RS2	**R2**	S2	2P05
931 BAYCREST DR	002-984-806	RS2	**R2**	S2	2P05
4158 MT SEYMOUR PKWY	007-899-823	RS3	**R2**		2P05
4078 BROCKTON CRES	007-954-891	RS3	**R2**		2P05
4086 BROCKTON CRES	007-954-905	RS3	**R2**		2P05
3842 MT SEYMOUR PKWY	007-899-068	RS3	**R2**		2P05
953 BAYCREST DR	010-653-261	RS2	**R2**	S2	2P05
971 BAYCREST DR	010-653-317	RS2	**R2**	S2	2P05
985 BAYCREST DR	007-323-271	RS2	**R2**	S2	2P05
986 BAYCREST DR	010-653-333	RS2	**R2**	S2	2P05
972 BAYCREST DR	010-653-350	RS2	**R2**	S2	2P05
954 BAYCREST DR	010-653-392	RS2	**R2**	S2	2P05
948 BAYCREST DR	010-653-414	RS2	**R2**	S2	2P05
910 BAYCREST DR	010-653-431	RS2	**R2**	S2	2P05
884 BAYCREST DR	010-653-449	RS2	**R2**	S2	2P05
4432 STRATHCONA RD	007-757-271	RS4	**R2**		2P05
4434 STRATHCONA RD	007-757-280	RS4	**R2**		2P05
4009 MT SEYMOUR PKWY	002-715-252	RS3	**R2**		2P05
4017 MT SEYMOUR PKWY	007-712-731	RS3	**R2**		2P05
4025 MT SEYMOUR PKWY	007-712-782	RS3	**R2**		2P05
4033 MT SEYMOUR PKWY	007-712-804	RS3	**R2**		2P05
4041 MT SEYMOUR PKWY	007-712-839	RS3	**R2**		2P05
4049 MT SEYMOUR PKWY	007-493-843	RS3	**R2**		2P05
4057 MT SEYMOUR PKWY	007-712-863	RS3	**R2**		2P05
4065 MT SEYMOUR PKWY	005-248-329	RS3	**R2**		2P05
4073 MT SEYMOUR PKWY	007-712-901	RS3	**R2**		2P05
4081 MT SEYMOUR PKWY	007-712-910	RS3	**R2**		2P05
4089 MT SEYMOUR PKWY	004-955-471	RS3	**R2**		2P05
993 FAIRWAY DR	007-712-936	RS3	**R2**		2P05
987 FAIRWAY DR	007-712-961	RS3	**R2**		2P05
979 FAIRWAY DR	007-712-987	RS3	**R2**		2P05
965 FAIRWAY DR	007-713-002	RS3	**R2**		2P05
951 FAIRWAY DR	007-713-037	RS3	**R2**		2P05
937 FAIRWAY DR	007-713-053	RS3	**R2**		2P05
911 FAIRWAY DR	007-713-070	RS3	**R2**		2P05
899 FAIRWAY DR	004-866-266	RS3	**R2**		2P05
885 FAIRWAY DR	007-713-100	RS3	**R2**		2P05
871 FAIRWAY DR	007-713-126	RS3	**R2**		2P05
857 FAIRWAY DR	007-713-142	RS3	**R2**		2P05
829 FAIRWAY DR	007-713-151	RS3	**R2**		2P05
815 FAIRWAY DR	007-713-177	RS3	**R2**		2P05
801 FAIRWAY DR	007-713-193	RS3	**R2**		2P05
787 FAIRWAY DR	007-713-207	RS3	**R2**		2P05
773 FAIRWAY DR	007-713-231	RS3	**R2**		2P05
870 BAYCREST DR	010-653-465	RS2	**R2**	S2	2P05
858 BAYCREST DR	010-653-490	RS2	**R2**	S2	2P05
836 BAYCREST DR	010-653-511	RS2	**R2**	S2	2P05
812 BAYCREST DR	010-653-538	RS2	**R2**	S2	2P05
790 BAYCREST DR	010-653-589	RS2	**R2**	S2	2P05
787 ROSLYN BLVD	010-654-259	RS2	**R2**	S2	2P05
809 ROSLYN BLVD	010-654-291	RS2	**R2**	S2	2P05
827 ROSLYN BLVD	010-654-348	RS2	**R2**	S2	2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
849 ROSLYN BLVD	010-654-399	RS2	**R2**	S2	2P05
861 ROSLYN BLVD	008-182-671	RS2	**R2**	S2	2P05
889 ROSLYN BLVD	010-654-429	RS2	**R2**	S2	2P05
905 ROSLYN BLVD	010-654-461	RS2	**R2**	S2	2P05
921 ROSLYN BLVD	005-052-360	RS2	**R2**	S2	2P05
949 ROSLYN BLVD	010-654-496	RS2	**R2**	S2	2P05
967 ROSLYN BLVD	010-654-526	RS2	**R2**	S2	2P05
985 ROSLYN BLVD	010-654-593	RS2	**R2**	S2	2P05
994 ROSLYN BLVD	010-654-640	RS2	**R2**	S2	2P05
987 BEACHVIEW DR	009-770-526	RS2	**R2**	S2	2P05
978 ROSLYN BLVD	010-055-398	RS2	**R2**	S2	2P05
969 BEACHVIEW DR	004-986-539	RS2	**R2**	S2	2P05
948 ROSLYN BLVD	010-654-691	RS2	**R2**	S2	2P05
951 BEACHVIEW DR	003-723-518	RS2	**R2**	S2	2P05
926 ROSLYN BLVD	010-654-721	RS2	**R2**	S2	2P05
933 BEACHVIEW DR	010-654-763	RS2	**R2**	S2	2P05
900 ROSLYN BLVD	003-429-067	RS2	**R2**	S2	2P05
4405 COVE CLIFF RD	012-216-101	RS4	**R2**		2P05
4483 COVE CLIFF RD	011-923-679	RS4	**R2**		2P05
4493 COVE CLIFF RD	012-216-127	RS4	**R2**		2P05
4477 SUMMERSIDE LANE	012-216-151	RS4	**R2**		2P05
4443 SUMMERSIDE LANE	012-216-194	RS4	**R2**		2P05
4439 SUMMERSIDE LANE	012-216-208	RS4	**R2**		2P05
4431 SUMMERSIDE LANE	012-216-232	RS4	**R2**		2P05
4413 COVE CLIFF RD	005-748-101	RS4	**R2**		2P05
4421 SUMMERSIDE LANE	011-747-358	RS4	**R2**		2P05
4413 SUMMERSIDE LANE	012-132-446	RS4	**R2**		2P05
4405 SUMMERSIDE LANE	012-216-259	RS4	**R2**		2P05
4421 COVE CLIFF RD	007-466-897	RS4	**R2**		2P05
4431 COVE CLIFF RD	002-983-443	RS4	**R2**		2P05
4439 COVE CLIFF RD	002-583-950	RS4	**R2**		2P05
4445 COVE CLIFF RD	002-595-087	RS4	**R2**		2P05
4457 COVE CLIFF RD	009-288-180	RS4	**R2**		2P05
4465 COVE CLIFF RD	008-711-968	RS4	**R2**		2P05
4473 COVE CLIFF RD	012-216-119	RS4	**R2**		2P05
911 BEACHVIEW DR	010-654-828	RS2	**R2**	S2	2P05
888 ROSLYN BLVD	010-654-852	RS2	**R2**	S2	2P05
893 BEACHVIEW DR	010-654-909	RS2	**R2**	S2	2P05
862 ROSLYN BLVD	010-654-968	RS2	**R2**	S2	2P05
871 BEACHVIEW DR	010-655-000	RS2	**R2**	S2	2P05
848 ROSLYN BLVD	010-655-042	RS2	**R2**	S2	2P05
847 BEACHVIEW DR	010-655-085	RS2	**R2**	S2	2P05
826 ROSLYN BLVD	007-479-425	RS2	**R2**	S2	2P05
831 BEACHVIEW DR	010-655-115	RS2	**R2**	S2	2P05
808 ROSLYN BLVD	010-655-140	RS2	**R2**	S2	2P05
809 BEACHVIEW DR	010-655-174	RS2	**R2**	S2	2P05
788 ROSLYN BLVD	007-470-096	RS2	**R2**	S2	2P05
791 BEACHVIEW DR	010-655-204	RS2	**R2**	S2	2P05
1133 DEEP COVE RD	007-663-854	RS4	**R2**		2P05
1125 DEEP COVE RD	007-850-328	RS4	**R2**		2P05
4040 MT SEYMOUR PKWY	007-636-784	RS3	**R2**		2P05
1011 HARRIS AVE	007-612-656	RS4	**R2**		2P05
1085 KINLOCH LANE	007-612-044	RS4	**R2**		2P05
1061 KINLOCH LANE	007-612-486	RS4	**R2**		2P05
4477 STRATHCONA RD	004-941-616	RS4	**R2**		2P05
4481 STRATHCONA RD	007-904-991	RS4	**R2**		2P05
4489 HARRIS PL	010-650-491	RS4	**R2**		2P05
3804 BROCKTON CRES	007-473-222	RS3	**R2**		2P05
3802 BROCKTON CRES	007-473-214	RS3	**R2**		2P05
4436 STRATHCONA WAY	007-466-021	RS4	**R2**		2P05
4438 STRATHCONA WAY	007-466-048	RS4	**R2**		2P05
4440 STRATHCONA WAY	003-495-639	RS4	**R2**		2P05
4072 VIOLET ST	007-445-890	RS3	**R2**		2P05
4084 VIOLET ST	007-439-458	RS3	**R2**		2P05
1168 CALEDONIA AVE	007-439-423	RS4	**R2**		2P05
1154 CALEDONIA AVE	007-439-440	RS4	**R2**		2P05
769 ROSLYN BLVD	010-654-224	RS2	**R2**	S2	2P05
768 ROSLYN BLVD	002-412-845	RS2	**R2**	S2	2P05
4336 STRATHCONA RD	007-362-927	RS4	**R2**		2P05
4340 STRATHCONA RD	007-362-935	RS4	**R2**		2P05
4472 STRATHCONA RD	004-975-171	RS4	**R2**		2P05
4490 STRATHCONA RD	007-317-450	RS4	**R2**		2P05
4118 MT SEYMOUR PKWY	007-290-012	RS3	**R2**		2P05
4122 MT SEYMOUR PKWY	002-822-351	RS3	**R2**		2P05
4280 STRATHCONA RD	007-270-836	RS4	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4290 STRATHCONA RD	007-270-887	RS4	**R2**		2P05
3916 MT SEYMOUR PKWY	007-269-927	RS3	**R2**		2P05
1005 LIMA RD	007-269-625	RS3	**R2**		2P05
1025 LIMA RD	007-269-650	RS3	**R2**		2P05
1045 LIMA RD	007-472-641	RS3	**R2**		2P05
1065 LIMA RD	007-269-706	RS3	**R2**		2P05
1103 LIMA RD	004-789-741	RS3	**R2**		2P05
1123 LIMA RD	007-269-731	RS3	**R2**		2P05
1143 LIMA RD	007-269-757	RS3	**R2**		2P05
1163 LIMA RD	007-269-781	RS3	**R2**		2P05
1185 LIMA RD	007-269-790	RS3	**R2**		2P05
763 BAYCREST DR	008-286-523	RS2	**R2**	S2	2P05
768 BAYCREST DR	010-653-601	RS2	**R2**	S2	2P05
4164 MT SEYMOUR PKWY	007-254-296	RS3	**R2**		2P05
4170 MT SEYMOUR PKWY	007-254-318	RS3	**R2**		2P05
4045 VIOLET ST	007-243-014	RS3	**R2**		2P05
4004 VIOLET ST	007-243-049	RS3	**R2**		2P05
4020 VIOLET ST	004-232-771	RS3	**R2**		2P05
4032 VIOLET ST	007-243-081	RS3	**R2**		2P05
4048 VIOLET ST	007-243-090	RS3	**R2**		2P05
4052 VIOLET ST	007-243-111	RS3	**R2**		2P05
4043 BROCKTON CRES	007-243-138	RS3	**R2**		2P05
4011 VIOLET ST	007-242-948	RS3	**R2**		2P05
4021 VIOLET ST	007-242-964	RS3	**R2**		2P05
4027 VIOLET ST	007-242-981	RS3	**R2**		2P05
4039 VIOLET ST	007-242-999	RS3	**R2**		2P05
4260 STRATHCONA RD	007-240-678	RS4	**R2**		2P05
4270 STRATHCONA RD	007-240-694	RS4	**R2**		2P05
4022 BROCKTON CRES	007-195-133	RS3	**R2**		2P05
4020 BROCKTON CRES	007-195-150	RS3	**R2**		2P05
4018 BROCKTON CRES	007-195-168	RS3	**R2**		2P05
4012 BROCKTON CRES	007-195-184	RS3	**R2**		2P05
4008 BROCKTON CRES	007-195-206	RS3	**R2**		2P05
4033 BROCKTON CRES	007-194-633	RS3	**R2**		2P05
4021 BROCKTON CRES	007-194-641	RS3	**R2**		2P05
4011 BROCKTON CRES	007-194-650	RS3	**R2**		2P05
4005 BROCKTON CRES	007-194-684	RS3	**R2**		2P05
3815 BISHOP PL	007-094-272	RS4	**R2**		2P05
1316 ORLOHMA PL	007-094-299	RS4	**R2**		2P05
1270 BEAUFORT RD	007-094-426	RS3	**R2**		2P05
1260 BEAUFORT RD	007-094-442	RS3	**R2**		2P05
1250 BEAUFORT RD	007-094-451	RS3	**R2**		2P05
1221 RUSSELL AVE	007-094-477	RS3	**R2**		2P05
1233 RUSSELL AVE	007-094-485	RS3	**R2**		2P05
1245 RUSSELL AVE	007-094-507	RS3	**R2**		2P05
1210 CLEGG PL	007-051-085	RS4	**R2**		2P05
1221 CLEGG PL	007-051-182	RS4	**R2**		2P05
1211 CLEGG PL	007-051-212	RS4	**R2**		2P05
1222 CLEGG PL	002-437-236	RS4	**R2**		2P05
1230 CLEGG PL	002-437-091	RS4	**R2**		2P05
1240 CLEGG PL	007-051-107	RS4	**R2**		2P05
1260 CLEGG PL	007-051-115	RS4	**R2**		2P05
1280 CLEGG PL	007-051-131	RS4	**R2**		2P05
1288 CLEGG PL	004-390-733	RS4	**R2**		2P05
1269 CLEGG PL	007-051-158	RS4	**R2**		2P05
1233 CLEGG PL	007-051-174	RS4	**R2**		2P05
3887 BROCKTON CRES	003-346-137	RS4	**R2**		2P05
3898 BROCKTON PL	003-050-432	RS4	**R2**		2P05
3888 BROCKTON PL	007-050-721	RS4	**R2**		2P05
3868 BROCKTON PL	007-050-755	RS4	**R2**		2P05
3864 BROCKTON PL	002-437-325	RS4	**R2**		2P05
3860 BROCKTON PL	002-437-333	RS4	**R2**		2P05
3889 BROCKTON CRES	007-050-623	RS4	**R2**		2P05
3891 BROCKTON CRES	007-050-631	RS4	**R2**		2P05
3893 BROCKTON CRES	004-569-512	RS4	**R2**		2P05
3899 BROCKTON CRES	007-050-666	RS4	**R2**		2P05
1197 BROCKTON PL	007-050-691	RS4	**R2**		2P05
1185 BROCKTON PL	007-050-704	RS4	**R2**		2P05
1155 BROCKTON PL	003-050-351	RS4	**R2**		2P05
1111 BROCKTON PL	002-559-366	RS4	**R2**		2P05
4463 SUMMERSIDE LANE	012-215-988	RS4	**R2**		2P05
4465 SUMMERSIDE LANE	012-215-996	RS4	**R2**		2P05
4469 SUMMERSIDE LANE	012-216-003	RS4	**R2**		2P05
1201 ORLOHMA PL	006-768-873	RS4	**R2**		2P05
3830 BROCKTON CRES	006-405-878	RS4	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
3805 ORLOHMA PL	004-780-795	RS4	**R2**		2P05
3809 ORLOHMA PL	004-576-527	RS4	**R2**		2P05
3815 ORLOHMA PL	006-769-292	RS4	**R2**		2P05
3821 ORLOHMA PL	006-769-314	RS4	**R2**		2P05
3825 ORLOHMA PL	006-769-365	RS4	**R2**		2P05
3829 ORLOHMA PL	006-769-381	RS4	**R2**		2P05
3833 ORLOHMA PL	006-769-411	RS4	**R2**		2P05
3810 ORLOHMA PL	006-769-471	RS4	**R2**		2P05
3816 ORLOHMA PL	006-769-543	RS4	**R2**		2P05
1213 ORLOHMA PL	006-768-890	RS4	**R2**		2P05
3822 ORLOHMA PL	006-769-608	RS4	**R2**		2P05
3830 ORLOHMA PL	006-769-632	RS4	**R2**		2P05
3834 ORLOHMA PL	006-769-691	RS4	**R2**		2P05
3838 ORLOHMA PL	006-769-713	RS4	**R2**		2P05
3844 ORLOHMA PL	006-769-748	RS4	**R2**		2P05
3848 ORLOHMA PL	006-769-764	RS4	**R2**		2P05
3852 ORLOHMA PL	003-333-248	RS4	**R2**		2P05
1301 ORLOHMA PL	006-769-811	RS4	**R2**		2P05
1313 ORLOHMA PL	006-769-845	RS4	**R2**		2P05
1225 ORLOHMA PL	006-768-911	RS4	**R2**		2P05
1233 ORLOHMA PL	006-768-938	RS4	**R2**		2P05
1255 ORLOHMA PL	006-768-962	RS4	**R2**		2P05
3866 BROCKTON CRES	003-736-016	RS4	**R2**		2P05
3858 BROCKTON CRES	006-769-063	RS4	**R2**		2P05
3844 BROCKTON CRES	006-769-250	RS4	**R2**		2P05
3838 BROCKTON CRES	006-769-276	RS4	**R2**		2P05
3820 BISHOP PL	007-035-462	RS4	**R2**		2P05
3828 BISHOP PL	007-035-471	RS4	**R2**		2P05
1212 ORLOHMA PL	007-174-250	RS4	**R2**		2P05
1230 ORLOHMA PL	007-035-535	RS4	**R2**		2P05
1250 ORLOHMA PL	003-534-600	RS4	**R2**		2P05
1282 ORLOHMA PL	007-035-551	RS4	**R2**		2P05
1300 ORLOHMA PL	007-035-560	RS4	**R2**		2P05
1310 ORLOHMA PL	007-035-586	RS4	**R2**		2P05
1326 ORLOHMA PL	007-035-608	RS4	**R2**		2P05
1330 ORLOHMA PL	007-035-616	RS4	**R2**		2P05
1334 ORLOHMA PL	007-035-659	RS4	**R2**		2P05
1335 ORLOHMA PL	003-331-857	RS4	**R2**		2P05
1333 ORLOHMA PL	007-035-667	RS4	**R2**		2P05
1321 ORLOHMA PL	007-035-683	RS4	**R2**		2P05
4040 BROCKTON CRES	003-121-160	RS3	**R2**		2P05
3811 BROCKTON CRES	007-015-771	RS4	**R2**		2P05
3815 BROCKTON CRES	007-015-780	RS4	**R2**		2P05
3825 BROCKTON CRES	007-015-798	RS4	**R2**		2P05
3835 BROCKTON CRES	007-015-828	RS4	**R2**		2P05
3845 BROCKTON CRES	007-141-661	RS4	**R2**		2P05
3851 BROCKTON CRES	007-015-852	RS4	**R2**		2P05
3853 BROCKTON CRES	004-531-833	RS4	**R2**		2P05
3855 BROCKTON CRES	007-016-000	RS4	**R2**		2P05
3865 BROCKTON CRES	007-016-034	RS4	**R2**		2P05
3838 BISHOP PL	007-011-245	RS4	**R2**		2P05
3883 BROCKTON CRES	007-011-211	RS4	**R2**		2P05
3885 BROCKTON CRES	004-392-744	RS4	**R2**		2P05
3842 BISHOP PL	007-008-759	RS4	**R2**		2P05
3848 BISHOP PL	007-008-775	RS4	**R2**		2P05
3839 BISHOP PL	007-008-791	RS4	**R2**		2P05
3850 BISHOP PL	006-993-958	RS4	**R2**		2P05
3856 BISHOP PL	006-993-974	RS4	**R2**		2P05
3858 BISHOP PL	006-993-982	RS4	**R2**		2P05
3835 BISHOP PL	005-744-661	RS4	**R2**		2P05
4141 BEST CRT	006-979-718	RS3	**R2**		2P05
4101 RUSSELL CRT	006-979-858	RS3	**R2**		2P05
1166 RUSSELL AVE	006-979-882	RS3	**R2**		2P05
1180 RUSSELL AVE	006-979-912	RS3	**R2**		2P05
1184 RUSSELL AVE	006-979-955	RS3	**R2**		2P05
1188 RUSSELL AVE	006-979-998	RS3	**R2**		2P05
1190 RUSSELL AVE	006-980-015	RS3	**R2**		2P05
1200 RUSSELL AVE	006-980-058	RS3	**R2**		2P05
1212 RUSSELL AVE	006-980-082	RS3	**R2**		2P05
4104 RUSSELL CRT	006-980-104	RS3	**R2**		2P05
4110 RUSSELL CRT	006-980-139	RS3	**R2**		2P05
4145 BEST CRT	006-631-428	RS3	**R2**		2P05
4114 RUSSELL CRT	006-980-147	RS3	**R2**		2P05
4118 RUSSELL CRT	003-736-393	RS3	**R2**		2P05
4122 RUSSELL CRT	004-160-126	RS3	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4128 RUSSELL CRT	006-980-163	RS3	**R2**		2P05
4130 RUSSELL CRT	006-980-198	RS3	**R2**		2P05
4129 RUSSELL CRT	006-980-201	RS3	**R2**		2P05
4127 RUSSELL CRT	006-980-228	RS3	**R2**		2P05
4125 RUSSELL CRT	005-262-551	RS3	**R2**		2P05
4121 RUSSELL CRT	006-980-309	RS3	**R2**		2P05
4111 RUSSELL CRT	004-650-042	RS3	**R2**		2P05
4149 BEST CRT	004-966-619	RS3	**R2**		2P05
4155 BEST CRT	006-979-742	RS3	**R2**		2P05
4161 BEST CRT	006-979-815	RS3	**R2**		2P05
4188 BEST CRT	002-466-538	RS3	**R2**		2P05
4174 BEST CRT	002-466-732	RS3	**R2**		2P05
4150 BEST CRT	006-979-831	RS3	**R2**		2P05
1100 RUSSELL AVE	004-232-330	RS3	**R2**		2P05
3845 BISHOP PL	006-966-144	RS4	**R2**		2P05
3868 MT SEYMOUR PKWY	004-406-761	RS3	**R2**		2P05
1213 RUSSELL AVE	006-931-294	RS3	**R2**		2P05
1211 RUSSELL AVE	005-927-609	RS3	**R2**		2P05
1200 BEAUFORT RD	006-931-251	RS3	**R2**		2P05
	006-929-231	RS3	**R2**		2P05
1141 RUSSELL AVE	006-929-249	RS3	**R2**		2P05
	006-930-964	RS3	**R2**		2P05
	006-931-049	RS3	**R2**		2P05
1188 BEAUFORT RD	006-929-028	RS3	**R2**		2P05
1185 RUSSELL AVE	005-259-860	RS3	**R2**		2P05
1181 RUSSELL AVE	006-929-044	RS3	**R2**		2P05
1177 RUSSELL AVE	006-928-811	RS3	**R2**		2P05
1165 RUSSELL AVE	006-928-846	RS3	**R2**		2P05
993 FRIAR CRES	009-892-117	RS3	**R2**		2P05
918 FAIRWAY DR	009-892-206	RS3	**R2**		2P05
896 FAIRWAY DR	009-892-214	RS3	**R2**		2P05
880 FAIRWAY DR	009-892-222	RS3	**R2**		2P05
864 FAIRWAY DR	005-070-864	RS3	**R2**		2P05
4169 MT SEYMOUR PKWY	009-892-125	RS3	**R2**		2P05
4145 MT SEYMOUR PKWY	009-892-133	RS3	**R2**		2P05
4129 MT SEYMOUR PKWY	009-892-141	RS3	**R2**		2P05
998 FAIRWAY DR	009-892-150	RS3	**R2**		2P05
982 FAIRWAY DR	009-892-168	RS3	**R2**		2P05
966 FAIRWAY DR	009-892-176	RS3	**R2**		2P05
950 FAIRWAY DR	009-892-184	RS3	**R2**		2P05
934 FAIRWAY DR	009-892-192	RS3	**R2**		2P05
867 HUNTINGDON CRES	008-444-269	RS3	**R2**		2P05
879 HUNTINGDON CRES	009-645-446	RS3	**R2**		2P05
893 HUNTINGDON CRES	009-645-462	RS3	**R2**		2P05
911 HUNTINGDON CRES	009-645-489	RS3	**R2**		2P05
923 HUNTINGDON CRES	009-645-497	RS3	**R2**		2P05
935 HUNTINGDON CRES	005-154-022	RS3	**R2**		2P05
947 HUNTINGDON CRES	009-600-329	RS3	**R2**		2P05
959 HUNTINGDON CRES	009-645-519	RS3	**R2**		2P05
981 FRIAR CRES	009-645-535	RS3	**R2**		2P05
3877 BROCKTON CRES	007-010-915	RS4	**R2**		2P05
3900 MT SEYMOUR PKWY	006-631-771	RS3	**R2**		2P05
3912 MT SEYMOUR PKWY	004-357-191	RS3	**R2**		2P05
3831 BISHOP PL	003-346-595	RS4	**R2**		2P05
3825 BISHOP PL	003-343-171	RS4	**R2**		2P05
3821 BISHOP PL	003-254-917	RS4	**R2**		2P05
3875 HAMBER PL	002-552-990	RS5	**R2**	S1	2P05
3871 HAMBER PL	006-769-861	RS5	**R2**	S1	2P05
3865 HAMBER PL	006-769-888	RS5	**R2**	S1	2P05
3859 HAMBER PL	006-769-918	RS5	**R2**	S1	2P05
3855 HAMBER PL	006-769-934	RS5	**R2**	S1	2P05
3841 HAMBER PL	005-088-810	RS5	**R2**	S1	2P05
3837 HAMBER PL	006-769-951	RS5	**R2**	S1	2P05
3815 HAMBER PL	006-769-977	RS5	**R2**	S1	2P05
3805 HAMBER PL	006-770-011	RS5	**R2**	S1	2P05
3801 HAMBER PL	006-770-037	RS5	**R2**	S1	2P05
3797 HAMBER PL	006-770-053	RS5	**R2**	S1	2P05
3791 HAMBER PL	006-770-070	RS5	**R2**	S1	2P05
3787 HAMBER PL	006-770-100	RS5	**R2**	S1	2P05
3781 HAMBER PL	006-770-118	RS5	**R2**	S1	2P05
3763 HAMBER PL	006-770-347	RS5	**R2**	S1	2P05
3755 HAMBER PL	002-435-985	RS5	**R2**	S1	2P05
3747 HAMBER PL	002-435-608	RS5	**R2**	S1	2P05
3737 HAMBER PL	006-770-355	RS5	**R2**	S1	2P05
3727 HAMBER PL	006-770-363	RS5	**R2**	S1	2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1435 HAMBER CRT	006-770-371	RS5	**R2**	S1	2P05
1455 HAMBER CRT	006-770-398	RS5	**R2**	S1	2P05
1465 HAMBER CRT	006-770-410	RS5	**R2**	S1	2P05
1475 HAMBER CRT	006-770-428	RS5	**R2**	S1	2P05
1470 HAMBER CRT	006-770-436	RS5	**R2**	S1	2P05
1460 HAMBER CRT	006-770-452	RS5	**R2**	S1	2P05
1458 HAMBER CRT	006-770-461	RS5	**R2**	S1	2P05
1454 HAMBER CRT	006-770-487	RS5	**R2**	S1	2P05
1450 HAMBER CRT	005-802-652	RS5	**R2**	S1	2P05
3770 HAMBER PL	006-770-509	RS5	**R2**	S1	2P05
3788 HAMBER PL	006-771-092	RS5	**R2**	S1	2P05
3794 HAMBER PL	006-771-114	RS5	**R2**	S1	2P05
3802 HAMBER PL	006-771-122	RS5	**R2**	S1	2P05
3810 HAMBER PL	006-771-131	RS5	**R2**	S1	2P05
3816 HAMBER PL	006-771-149	RS5	**R2**	S1	2P05
3822 HAMBER PL	006-771-165	RS5	**R2**	S1	2P05
3834 HAMBER PL	006-771-173	RS5	**R2**	S1	2P05
3838 HAMBER PL	006-771-190	RS5	**R2**	S1	2P05
3844 HAMBER PL	006-771-211	RS5	**R2**	S1	2P05
3850 HAMBER PL	006-771-238	RS5	**R2**	S1	2P05
3860 HAMBER PL	006-771-254	RS5	**R2**	S1	2P05
3878 HAMBER PL	006-771-271	RS5	**R2**	S1	2P05
3880 HAMBER PL	006-868-240	RS5	**R2**	S1	2P05
1487 HAMBER CRT	007-003-374	RS5	**R2**	S1	2P05
1477 HAMBER CRT	007-143-672	RS5	**R2**	S1	2P05
1480 HAMBER CRT	007-003-391	RS5	**R2**	S1	2P05
1490 JUBILEE CRT	007-003-412	RS5	**R2**	S1	2P05
1496 JUBILEE CRT	007-003-447	RS5	**R2**	S1	2P05
1500 JUBILEE CRT	007-003-471	RS5	**R2**	S1	2P05
1504 JUBILEE CRT	007-003-498	RS5	**R2**	S1	2P05
1510 JUBILEE CRT	002-953-587	RS5	**R2**	S1	2P05
1516 JUBILEE CRT	004-773-454	RS5	**R2**	S1	2P05
1525 JUBILEE CRT	007-003-200	RS5	**R2**	S1	2P05
1520 JUBILEE CRT	007-003-510	RS5	**R2**	S1	2P05
1515 JUBILEE CRT	007-003-226	RS5	**R2**	S1	2P05
1509 JUBILEE CRT	007-003-251	RS5	**R2**	S1	2P05
1288 BEAUFORT RD	005-123-607	RS3	**R2**		2P05
4070 SHONE RD	005-123-712	RS3	**R2**		2P05
4060 SHONE RD	005-123-721	RS3	**R2**		2P05
1505 JUBILEE CRT	007-003-269	RS5	**R2**	S1	2P05
1501 JUBILEE CRT	007-003-285	RS5	**R2**	S1	2P05
1499 JUBILEE CRT	007-003-293	RS5	**R2**	S1	2P05
1495 JUBILEE CRT	007-003-315	RS5	**R2**	S1	2P05
1491 JUBILEE CRT	007-003-340	RS5	**R2**	S1	2P05
4117 BEAUFORT PL	005-123-615	RS3	**R2**		2P05
1527 NORTON CRT	006-945-449	RS5	**R2**	S1	2P05
4125 BEAUFORT PL	005-123-631	RS3	**R2**		2P05
1521 NORTON CRT	006-945-473	RS5	**R2**	S1	2P05
1515 NORTON CRT	002-860-082	RS5	**R2**	S1	2P05
1511 NORTON CRT	006-945-481	RS5	**R2**	S1	2P05
1503 NORTON CRT	006-945-490	RS5	**R2**	S1	2P05
1497 NORTON CRT	006-945-503	RS5	**R2**	S1	2P05
1491 NORTON CRT	006-945-511	RS5	**R2**	S1	2P05
1487 NORTON CRT	006-945-660	RS5	**R2**	S1	2P05
1485 NORTON CRT	005-767-288	RS5	**R2**	S1	2P05
1482 NORTON CRT	006-945-686	RS5	**R2**	S1	2P05
1484 NORTON CRT	006-945-732	RS5	**R2**	S1	2P05
4124 BEAUFORT PL	005-123-640	RS3	**R2**		2P05
1488 NORTON CRT	006-945-767	RS5	**R2**	S1	2P05
1492 NORTON CRT	002-873-265	RS5	**R2**	S1	2P05
1498 NORTON CRT	005-226-562	RS5	**R2**	S1	2P05
1502 NORTON CRT	006-945-805	RS5	**R2**	S1	2P05
1506 NORTON CRT	006-945-830	RS5	**R2**	S1	2P05
1512 NORTON CRT	006-945-864	RS5	**R2**	S1	2P05
1518 NORTON CRT	004-787-218	RS5	**R2**	S1	2P05
1522 NORTON CRT	003-519-007	RS5	**R2**	S1	2P05
4118 BEAUFORT PL	005-123-666	RS3	**R2**		2P05
4110 BEAUFORT PL	005-123-674	RS3	**R2**		2P05
4090 SHONE RD	005-123-682	RS3	**R2**		2P05
4088 SHONE RD	005-123-691	RS3	**R2**		2P05
4078 SHONE RD	005-123-704	RS3	**R2**		2P05
3865 BROCKTON PL	007-262-779	RS4	**R2**		2P05
4063 SHONE RD	007-799-721	RS3	**R2**		2P05
4067 SHONE RD	007-799-756	RS3	**R2**		2P05
4071 SHONE RD	007-799-799	RS3	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4075 SHONE RD	007-799-870	RS3	**R2**		2P05
1501 OSTLER CRT	008-423-016	RS4	**R2**		2P05
1515 OSTLER CRT	008-423-024	RS4	**R2**		2P05
1529 OSTLER CRT	008-423-032	RS4	**R2**		2P05
1535 OSTLER CRT	008-423-041	RS4	**R2**		2P05
1541 OSTLER CRT	008-423-059	RS4	**R2**		2P05
1551 OSTLER CRT	008-423-067	RS4	**R2**		2P05
1616 COLDWELL RD	008-423-075	RS4	**R2**		2P05
1520 THETA CRT	008-423-083	RS4	**R2**		2P05
1510 THETA CRT	008-423-091	RS4	**R2**		2P05
1500 THETA CRT	008-423-105	RS4	**R2**		2P05
1501 THETA CRT	008-423-113	RS4	**R2**		2P05
1511 THETA CRT	008-423-121	RS4	**R2**		2P05
1521 THETA CRT	008-423-130	RS4	**R2**		2P05
1535 THETA CRT	008-423-148	RS4	**R2**		2P05
1541 THETA CRT	008-423-156	RS4	**R2**		2P05
1551 THETA CRT	008-423-164	RS4	**R2**		2P05
1555 THETA CRT	008-423-172	RS4	**R2**		2P05
1571 THETA CRT	008-423-181	RS4	**R2**		2P05
1560 THETA CRT	008-423-202	RS4	**R2**		2P05
1550 THETA CRT	008-423-211	RS4	**R2**		2P05
1540 THETA CRT	008-423-229	RS4	**R2**		2P05
4134 BEAUFORT PL	008-982-244	RS3	**R2**		2P05
4129 BEAUFORT PL	008-982-538	RS3	**R2**		2P05
4140 BEAUFORT PL	008-982-261	RS3	**R2**		2P05
4146 BEAUFORT PL	008-982-422	RS3	**R2**		2P05
4154 BEAUFORT PL	008-982-431	RS3	**R2**		2P05
4155 BEAUFORT PL	008-982-457	RS3	**R2**		2P05
4145 BEAUFORT PL	008-982-465	RS3	**R2**		2P05
4141 BEAUFORT PL	008-982-490	RS3	**R2**		2P05
4139 BEAUFORT PL	008-982-511	RS3	**R2**		2P05
4133 BEAUFORT PL	008-982-520	RS3	**R2**		2P05
3826 MT SEYMOUR PKWY	014-655-811	RS3	**R2**		2P05
3838 MT SEYMOUR PKWY	014-655-829	RS3	**R2**		2P05
4460 STRATHCONA RD	002-598-752	RS4	**R2**		2P05
4462 STRATHCONA RD	012-215-899	RS4	**R2**		2P05
4468 STRATHCONA RD	012-215-902	RS4	**R2**		2P05
4508 STRATHCONA RD	005-226-317	RS4	**R2**		2P05
4459 STRATHCONA RD	007-320-485	RS4	**R2**		2P05
4510 EPPS AVE	012-215-783	RS4	**R2**		2P05
4506 EPPS AVE	012-215-805	RS4	**R2**		2P05
4496 EPPS AVE	012-215-813	RS4	**R2**		2P05
4488 EPPS AVE	009-310-045	RS4	**R2**		2P05
4482 EPPS AVE	012-215-821	RS4	**R2**		2P05
4467 STRATHCONA RD	012-215-651	RS4	**R2**		2P05
4468 EPPS AVE	012-215-830	RS4	**R2**		2P05
4466 EPPS AVE	012-215-848	RS4	**R2**		2P05
4458 EPPS AVE	003-397-360	RS4	**R2**		2P05
1230 HARRIS AVE	008-004-501	RS4	**R2**		2P05
4473 STRATHCONA RD	012-215-660	RS4	**R2**		2P05
4489 STRATHCONA RD	012-215-678	RS4	**R2**		2P05
4495 STRATHCONA RD	012-215-686	RS4	**R2**		2P05
1232 HARRIS AVE	026-272-423	RS4	**R2**		2P05
1234 HARRIS AVE	026-272-431	RS4	**R2**		2P05
3805 BROCKTON CRES	007-016-085	RS4	**R2**		2P05
3807 BROCKTON CRES	007-016-115	RS4	**R2**		2P05
3809 BROCKTON CRES	007-016-182	RS4	**R2**		2P05
4386 STRATHCONA RD	008-989-621	RS4	**R2**		2P05
4376 STRATHCONA RD	002-706-920	RS4	**R2**		2P05
4368 STRATHCONA RD	009-179-399	RS4	**R2**		2P05
4352 STRATHCONA RD	012-215-627	RS4	**R2**		2P05
4344 STRATHCONA RD	007-201-931	RS4	**R2**		2P05
4328 STRATHCONA RD	012-215-635	RS4	**R2**		2P05
4410 STRATHCONA RD	012-215-872	RS4	**R2**		2P05
1008 CALEDONIA AVE	012-215-520	RS4	**R2**		2P05
4344 MT SEYMOUR PKWY	008-842-370	RS4	**R2**		2P05
4346 MT SEYMOUR PKWY	012-215-538	RS4	**R2**		2P05
1082 CALEDONIA AVE	012-215-503	RS4	**R2**		2P05
1022 CALEDONIA AVE	012-215-511	RS4	**R2**		2P05
	012-215-252	RS4	**R2**		2P05
1009 KINLOCH LANE	007-145-446	RS4	**R2**		2P05
4388 MT SEYMOUR PKWY	012-215-368	RS4	**R2**		2P05
1033 BANBURY RD	012-215-376	RS4	**R2**		2P05
1092 KINLOCH LANE	012-215-384	RS4	**R2**		2P05
1108 KINLOCH LANE	012-215-392	RS4	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1140 KINLOCH LANE	006-345-450	RS4	**R2**		2P05
1156 KINLOCH LANE	005-859-077	RS4	**R2**		2P05
1178 KINLOCH LANE	011-686-251	RS4	**R2**		2P05
4355 STRATHCONA RD	012-215-287	RS4	**R2**		2P05
1194 KINLOCH LANE	012-215-406	RS4	**R2**		2P05
1151 KINLOCH LANE	012-215-309	RS4	**R2**		2P05
1129 KINLOCH LANE	012-215-333	RS4	**R2**		2P05
1107 KINLOCH LANE	012-215-341	RS4	**R2**		2P05
1018 BANBURY RD	012-214-931	RS4	**R2**		2P05
1010 BANBURY RD	012-214-949	RS4	**R2**		2P05
1055 HARRIS AVE	005-253-951	RS4	**R2**		2P05
1061 HARRIS AVE	010-548-742	RS4	**R2**		2P05
1087 HARRIS AVE	012-214-973	RS4	**R2**		2P05
1111 HARRIS AVE	006-013-970	RS4	**R2**		2P05
1038 BANBURY RD	009-123-598	RS4	**R2**		2P05
1026 BANBURY RD	012-214-922	RS4	**R2**		2P05
1137 HARRIS AVE	012-214-981	RS4	**R2**		2P05
1529 LIGHTHALL CRT	002-430-665	RS5	**R2**	S1	2P05
1525 LIGHTHALL CRT	006-603-831	RS5	**R2**	S1	2P05
1521 LIGHTHALL CRT	003-359-417	RS5	**R2**	S1	2P05
1517 LIGHTHALL CRT	004-126-696	RS5	**R2**	S1	2P05
1511 LIGHTHALL CRT	003-692-442	RS5	**R2**	S1	2P05
1509 LIGHTHALL CRT	003-614-093	RS5	**R2**	S1	2P05
1194 BROCKTON PL	002-971-216	RS4	**R2**		2P05
3987 BROCKTON CRES	007-310-820	RS3	**R2**		2P05
3977 BROCKTON CRES	007-310-862	RS3	**R2**		2P05
1190 BROCKTON PL	002-605-376	RS4	**R2**		2P05
1188 BROCKTON PL	007-310-676	RS4	**R2**		2P05
1166 BROCKTON PL	002-588-757	RS4	**R2**		2P05
1122 BROCKTON PL	007-310-692	RS4	**R2**		2P05
3966 BROCKTON PL	007-310-722	RS3	**R2**		2P05
3976 BROCKTON PL	007-310-731	RS3	**R2**		2P05
3996 BROCKTON PL	007-310-765	RS3	**R2**		2P05
3999 BROCKTON CRES	007-310-790	RS3	**R2**		2P05
4060 BROCKTON CRES	013-397-770	RS3	**R2**		2P05
4090 BROCKTON CRES	010-877-541	RS3	**R2**		2P05
4070 BROCKTON CRES	013-397-800	RS3	**R2**		2P05
4047 BROCKTON CRES	013-120-069	RS3	**R2**		2P05
1075 BEAUFORT RD	013-120-166	RS3	**R2**		2P05
1025 BEAUFORT RD	011-414-596	RS3	**R2**		2P05
4084 MT SEYMOUR PKWY	013-120-174	RS3	**R2**		2P05
4060 MT SEYMOUR PKWY	010-789-359	RS3	**R2**		2P05
4060 MT SEYMOUR PKWY	010-789-430	RS3	**R2**		2P05
4051 BROCKTON CRES	013-120-077	RS3	**R2**		2P05
4065 BROCKTON CRES	013-120-085	RS3	**R2**		2P05
4069 BROCKTON CRES	013-120-093	RS3	**R2**		2P05
4073 BROCKTON CRES	013-120-107	RS3	**R2**		2P05
4077 BROCKTON CRES	013-120-115	RS3	**R2**		2P05
4095 VIOLET ST	013-120-158	RS3	**R2**		2P05
4097 VIOLET ST	011-933-151	RS3	**R2**		2P05
4078 MT SEYMOUR PKWY	013-120-123	RS3	**R2**		2P05
4087 VIOLET ST	007-143-001	RS3	**R2**		2P05
4092 VIOLET ST	004-154-061	RS3	**R2**		2P05
4062 VIOLET ST	013-120-131	RS3	**R2**		2P05
4060 VIOLET ST	013-120-140	RS3	**R2**		2P05
1505 LIGHTHALL CRT	003-613-631	RS5	**R2**	S1	2P05
1607 DEEP COVE RD	012-855-669	RS4	**R2**		2P05
1621 DEEP COVE RD	012-855-456	RS4	**R2**		2P05
1635 DEEP COVE RD	012-861-791	RS4	**R2**		2P05
1501 LIGHTHALL CRT	004-078-861	RS5	**R2**	S1	2P05
990 FRIAR CRES	004-986-865	RS3	**R2**		2P05
4221 MT SEYMOUR PKWY	009-892-087	RS3	**R2**		2P05
4235 MT SEYMOUR PKWY	009-892-095	RS3	**R2**		2P05
4245 MT SEYMOUR PKWY	009-892-109	RS3	**R2**		2P05
771 N DOLLARTON HWY	009-643-389	RS3	**R2**		2P05
783 N DOLLARTON HWY	004-375-874	RS3	**R2**		2P05
795 N DOLLARTON HWY	009-643-222	RS3	**R2**		2P05
862 FRIAR CRES	009-645-217	RS3	**R2**		2P05
882 FRIAR CRES	009-645-225	RS3	**R2**		2P05
894 FRIAR CRES	009-645-250	RS3	**R2**		2P05
916 FRIAR CRES	009-645-276	RS3	**R2**		2P05
932 FRIAR CRES	009-645-314	RS3	**R2**		2P05
944 FRIAR CRES	008-130-761	RS3	**R2**		2P05
958 FRIAR CRES	009-645-322	RS3	**R2**		2P05
970 FRIAR CRES	009-645-331	RS3	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
811 N DOLLARTON HWY	008-449-996	RS3	**R2**		2P05
829 N DOLLARTON HWY	004-886-364	RS3	**R2**		2P05
845 N DOLLARTON HWY	009-643-125	RS3	**R2**		2P05
863 N DOLLARTON HWY	009-645-144	RS3	**R2**		2P05
883 N DOLLARTON HWY	009-645-128	RS3	**R2**		2P05
1499 LIGHTHALL CRT	003-223-451	RS5	**R2**	S1	2P05
1495 LIGHTHALL CRT	002-917-149	RS5	**R2**	S1	2P05
1498 LIGHTHALL CRT	006-603-921	RS5	**R2**	S1	2P05
1500 LIGHTHALL CRT	002-982-358	RS5	**R2**	S1	2P05
1502 LIGHTHALL CRT	003-014-070	RS5	**R2**	S1	2P05
1504 LIGHTHALL CRT	003-359-433	RS5	**R2**	S1	2P05
1510 LIGHTHALL CRT	006-603-955	RS5	**R2**	S1	2P05
1514 LIGHTHALL CRT	003-575-292	RS5	**R2**	S1	2P05
1518 LIGHTHALL CRT	002-970-180	RS5	**R2**	S1	2P05
1522 LIGHTHALL CRT	003-630-242	RS5	**R2**	S1	2P05
1526 LIGHTHALL CRT	006-604-030	RS5	**R2**	S1	2P05
1530 LIGHTHALL CRT	002-492-024	RS5	**R2**	S1	2P05
4453 EPPS AVE	006-315-887	RS4	**R2**		2P05
4457 EPPS AVE	012-214-787	RS4	**R2**		2P05
4469 EPPS AVE	012-214-795	RS4	**R2**		2P05
4475 EPPS AVE	012-214-809	RS4	**R2**		2P05
4487 EPPS AVE	005-254-914	RS4	**R2**		2P05
4493 EPPS AVE	012-214-817	RS4	**R2**		2P05
4497 EPPS AVE	012-214-825	RS4	**R2**		2P05
4505 EPPS AVE	007-039-891	RS4	**R2**		2P05
4511 EPPS AVE	012-214-833	RS4	**R2**		2P05
4475 STONEHAVEN AVE	005-412-013	RS4	**R2**		2P05
4481 STONEHAVEN AVE	008-068-585	RS4	**R2**		2P05
4489 STONEHAVEN AVE	012-214-701	RS4	**R2**		2P05
4497 STONEHAVEN AVE	002-493-187	RS4	**R2**		2P05
4505 STONEHAVEN AVE	012-214-710	RS4	**R2**		2P05
4052 MT SEYMOUR PKWY	011-828-218	RS3	**R2**		2P05
4070 MT SEYMOUR PKWY	011-922-851	RS3	**R2**		2P05
3869 BROCKTON PL	007-051-255	RS4	**R2**		2P05
3963 BROCKTON PL	007-051-387	RS4	**R2**		2P05
3975 BROCKTON PL	007-051-395	RS3	**R2**		2P05
3989 BROCKTON PL	007-051-417	RS3	**R2**		2P05
3995 BROCKTON PL	007-051-425	RS3	**R2**		2P05
3875 BROCKTON PL	007-051-263	RS4	**R2**		2P05
3881 BROCKTON PL	007-051-271	RS4	**R2**		2P05
3895 BROCKTON PL	007-051-280	RS4	**R2**		2P05
3901 BROCKTON PL	007-051-310	RS4	**R2**		2P05
3927 BROCKTON PL	007-051-328	RS4	**R2**		2P05
3939 BROCKTON PL	007-051-344	RS4	**R2**		2P05
3951 BROCKTON PL	007-051-361	RS4	**R2**		2P05
3955 BROCKTON PL	007-051-379	RS4	**R2**		2P05
3782 MT SEYMOUR PKWY	013-022-547	RS3	**R2**		2P05
3776 MT SEYMOUR PKWY	012-456-900	RS3	**R2**		2P05
3772 MT SEYMOUR PKWY	013-022-555	RS3	**R2**		2P05
3768 MT SEYMOUR PKWY	013-022-571	RS3	**R2**		2P05
3800 BROCKTON CRES	013-022-636	RS3	**R2**		2P05
1634 DEEP COVE RD	004-823-931	RS4	**R2**		2P05
1610 DEEP COVE RD	012-854-140	RS4	**R2**		2P05
1606 DEEP COVE RD	012-854-182	RS4	**R2**		2P05
3930 MT SEYMOUR PKWY	012-423-661	RS3	**R2**		2P05
3876 MT SEYMOUR PKWY	012-121-983	RS3	**R2**		2P05
3870 MT SEYMOUR PKWY	012-122-009	RS3	**R2**		2P05
3880 MT SEYMOUR PKWY	010-831-878	RS3	**R2**		2P05
3994 MT SEYMOUR PKWY	004-309-626	RS3	**R2**		2P05
3990 MT SEYMOUR PKWY	010-842-021	RS3	**R2**		2P05
3984 MT SEYMOUR PKWY	007-611-641	RS3	**R2**		2P05
3980 MT SEYMOUR PKWY	011-656-727	RS3	**R2**		2P05
3976 MT SEYMOUR PKWY	011-656-743	RS3	**R2**		2P05
3968 MT SEYMOUR PKWY	011-656-760	RS3	**R2**		2P05
3956 MT SEYMOUR PKWY	011-656-786	RS3	**R2**		2P05
3952 MT SEYMOUR PKWY	002-961-148	RS3	**R2**		2P05
3948 MT SEYMOUR PKWY	011-656-794	RS3	**R2**		2P05
3940 MT SEYMOUR PKWY	006-354-131	RS3	**R2**		2P05
895 N DOLLARTON HWY	009-645-101	RS3	**R2**		2P05
905 N DOLLARTON HWY	009-645-080	RS3	**R2**		2P05
774 FRIAR CRES	009-643-907	RS3	**R2**		2P05
786 FRIAR CRES	009-643-982	RS3	**R2**		2P05
798 FRIAR CRES	009-644-008	RS3	**R2**		2P05
810 FRIAR CRES	009-644-024	RS3	**R2**		2P05
828 FRIAR CRES	009-644-083	RS3	**R2**		2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
844 FRIAR CRES	005-314-518	RS3	**R2**		2P05
919 N DOLLARTON HWY	009-645-055	RS3	**R2**		2P05
935 N DOLLARTON HWY	009-645-021	RS3	**R2**		2P05
949 N DOLLARTON HWY	009-644-962	RS3	**R2**		2P05
961 N DOLLARTON HWY	003-238-199	RS3	**R2**		2P05
1032 BEAUFORT RD	013-377-396	RS3	**R2**		2P05
4106 MT SEYMOUR PKWY	013-377-400	RS3	**R2**		2P05
1220 BEAUFORT RD	013-377-418	RS3	**R2**		2P05
1210 BEAUFORT RD	013-377-426	RS3	**R2**		2P05
1178 BEAUFORT RD	008-244-898	RS3	**R2**		2P05
1150 BEAUFORT RD	013-377-434	RS3	**R2**		2P05
1144 BEAUFORT RD	013-377-442	RS3	**R2**		2P05
1100 BEAUFORT RD	013-377-451	RS3	**R2**		2P05
1100 BEAUFORT RD	013-377-469	RS3	**R2**		2P05
4114 MT SEYMOUR PKWY	013-377-477	RS3	**R2**		2P05
1170 BEAUFORT RD	002-776-952	RS3	**R2**		2P05
1058 BEAUFORT RD	013-377-485	RS3	**R2**		2P05
1074 BEAUFORT RD	013-377-493	RS3	**R2**		2P05
1034 BEAUFORT RD	013-377-507	RS3	**R2**		2P05
1046 BEAUFORT RD	005-011-493	RS3	**R2**		2P05
1277 BEAUFORT RD	008-466-955	RS3	**R2**		2P05
4085 SHONE RD	008-466-998	RS3	**R2**		2P05
4081 SHONE RD	004-327-233	RS3	**R2**		2P05
832 HUNTINGDON CRES	009-642-544	RS3	**R2**		2P05
795 FRIAR CRES	009-642-676	RS3	**R2**		2P05
819 FRIAR CRES	009-642-684	RS3	**R2**		2P05
837 FRIAR CRES	009-642-692	RS3	**R2**		2P05
814 HUNTINGDON CRES	009-642-552	RS3	**R2**		2P05
790 HUNTINGDON CRES	009-642-579	RS3	**R2**		2P05
778 HUNTINGDON CRES	009-642-595	RS3	**R2**		2P05
766 HUNTINGDON CRES	009-642-609	RS3	**R2**		2P05
777 FRIAR CRES	006-196-284	RS3	**R2**		2P05
783 FRIAR CRES	009-642-668	RS3	**R2**		2P05
934 HUNTINGDON CRES	005-235-600	RS3	**R2**		2P05
939 FRIAR CRES	009-640-932	RS3	**R2**		2P05
920 HUNTINGDON CRES	006-927-670	RS3	**R2**		2P05
904 HUNTINGDON CRES	005-091-977	RS3	**R2**		2P05
888 HUNTINGDON CRES	009-640-835	RS3	**R2**		2P05
876 HUNTINGDON CRES	009-640-851	RS3	**R2**		2P05
881 FRIAR CRES	009-640-886	RS3	**R2**		2P05
893 FRIAR CRES	009-640-894	RS3	**R2**		2P05
907 FRIAR CRES	009-640-908	RS3	**R2**		2P05
925 FRIAR CRES	009-640-916	RS3	**R2**		2P05
4142 MT SEYMOUR PKWY	027-399-826	RS3	**R2**		2P05
4150 MT SEYMOUR PKWY	027-399-834	RS3	**R2**		2P05
4050 SHONE RD	005-123-739	RS5	**R2**	S1	2P05
4042 SHONE RD	005-123-747	RS5	**R2**	S1	2P05
4033 GOLDIE CRT	005-123-763	RS5	**R2**	S1	2P05
4063 GOLDIE CRT	005-123-771	RS5	**R2**	S1	2P05
4071 GOLDIE CRT	005-123-780	RS5	**R2**	S1	2P05
4077 GOLDIE CRT	005-123-798	RS5	**R2**	S1	2P05
4087 GOLDIE CRT	005-123-801	RS5	**R2**	S1	2P05
4099 GOLDIE CRT	005-123-810	RS5	**R2**	S1	2P05
4090 GOLDIE CRT	005-123-836	RS5	**R2**	S1	2P05
4088 GOLDIE CRT	005-123-852	RS5	**R2**	S1	2P05
4080 GOLDIE CRT	005-124-107	RS5	**R2**	S1	2P05
4070 GOLDIE CRT	005-124-115	RS5	**R2**	S1	2P05
4068 GOLDIE CRT	005-124-123	RS5	**R2**	S1	2P05
4060 GOLDIE CRT	005-124-131	RS5	**R2**	S1	2P05
4040 GOLDIE CRT	005-124-140	RS5	**R2**	S1	2P05
4022 SHONE RD	005-124-158	RS5	**R2**	S1	2P05
4020 SHONE RD	005-124-166	RS5	**R2**	S1	2P05
4010 SHONE RD	005-124-174	RS5	**R2**	S1	2P05
1470 PERCY CRT	005-124-191	RS5	**R2**	S1	2P05
1480 PERCY CRT	005-124-204	RS5	**R2**	S1	2P05
1490 PERCY CRT	005-124-212	RS5	**R2**	S1	2P05
1491 PERCY CRT	005-124-247	RS5	**R2**	S1	2P05
1485 PERCY CRT	005-124-255	RS5	**R2**	S1	2P05
1479 PERCY CRT	005-124-271	RS5	**R2**	S1	2P05
1471 PERCY CRT	005-124-280	RS5	**R2**	S1	2P05
1463 PERCY CRT	005-124-310	RS5	**R2**	S1	2P05
1455 PERCY CRT	005-124-328	RS5	**R2**	S1	2P05
4001 SHONE RD	005-124-344	RS5	**R2**	S1	2P05
4007 SHONE RD	005-124-379	RS5	**R2**	S1	2P05
4015 SHONE RD	005-124-387	RS5	**R2**	S1	2P05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4019 SHONE RD	005-124-395	RS5	**R2**	S1	2P05
4025 SHONE RD	005-124-417	RS5	**R2**	S1	2P05
4031 SHONE RD	005-124-433	RS5	**R2**	S1	2P05
4039 SHONE RD	005-124-441	RS5	**R2**	S1	2P05
4043 SHONE RD	005-124-450	RS5	**R2**	S1	2P05
4047 SHONE RD	005-124-468	RS5	**R2**	S1	2P05
4051 SHONE RD	005-124-476	RS5	**R2**	S1	2P05
4059 SHONE RD	005-124-484	RS5	**R2**	S1	2P05
1165 DEEP COVE RD	013-376-519	RS4	**R2**		2P05
1189 DEEP COVE RD	013-377-361	RS4	**R2**		2P05
4206 MT SEYMOUR PKWY	010-123-121	RS3	**R2**		2P05
1026 LIMA RD	009-426-426	RS3	**R2**		2P05
1044 LIMA RD	010-252-274	RS3	**R2**		2P05
1070 LIMA RD	010-252-282	RS3	**R2**		2P05
1106 LIMA RD	010-252-304	RS3	**R2**		2P05
1120 LIMA RD	010-252-321	RS3	**R2**		2P05
1144 LIMA RD	005-411-432	RS3	**R2**		2P05
1162 LIMA RD	010-252-339	RS3	**R2**		2P05
1190 LIMA RD	008-064-067	RS3	**R2**		2P05
1035 BANBURY RD	017-682-061	RS4	**R2**		2P05
1039 BANBURY RD	017-682-070	RS4	**R2**		2P05
1068 CALEDONIA AVE	017-900-638	RS4	**R2**		2P05
1060 CALEDONIA AVE	017-900-646	RS4	**R2**		2P05
3851 BISHOP PL	017-925-631	RS4	**R2**		2P05
3853 BISHOP PL	017-925-665	RS4	**R2**		2P05
3859 BISHOP PL	017-925-673	RS4	**R2**		2P05
		RS4	**R2**		2P05
1221 CALEDONIA AVE	004-402-626	RS4	**R2**		2P05
1236 CALEDONIA AVE	002-428-776	RS4	**R2**		2P05
1234 CALEDONIA AVE	002-506-769	RS4	**R2**		2P05
1230 CALEDONIA AVE	006-371-060	RS4	**R2**		2P05
1226 CALEDONIA AVE	006-371-078	RS4	**R2**		2P05
1224 CALEDONIA AVE	006-371-086	RS4	**R2**		2P05
1222 CALEDONIA AVE	006-371-108	RS4	**R2**		2P05
1220 CALEDONIA AVE	006-371-116	RS4	**R2**		2P05
1223 CALEDONIA AVE	006-370-993	RS4	**R2**		2P05
1225 CALEDONIA AVE	006-371-001	RS4	**R2**		2P05
1227 CALEDONIA AVE	006-371-019	RS4	**R2**		2P05
1229 CALEDONIA AVE	006-371-027	RS4	**R2**		2P05
1231 CALEDONIA AVE	004-837-347	RS4	**R2**		2P05
1233 CALEDONIA AVE	006-371-035	RS4	**R2**		2P05
1235 CALEDONIA AVE	006-371-043	RS4	**R2**		2P05
1238 CALEDONIA AVE	006-371-051	RS4	**R2**		2P05
1167 DEEP COVE PL	004-426-908	RS3	**R2**		2P05
1169 DEEP COVE PL	004-426-959	RS3	**R2**		2P05
1171 DEEP COVE PL	004-426-975	RS3	**R2**		2P05
1175 DEEP COVE PL	004-427-025	RS3	**R2**		2P05
1177 DEEP COVE PL	004-427-050	RS3	**R2**		2P05
1181 DEEP COVE PL	004-427-076	RS3	**R2**		2P05
1183 DEEP COVE PL	004-427-084	RS3	**R2**		2P05
2250 INDIAN RIVER CRES	006-540-295	RS3	**R2**		2P07
2250 INDIAN RIVER CRES	006-540-295	RS3	**R2**		2P07
2230 INDIAN RIVER CRES	006-540-422	RS3	**R2**		2P07
	004-530-951	RS4	**R2**		2P07
4323 NAUGHTON AVE	011-882-255	RS4	**R2**		2P07
1967 PANORAMA DR	007-827-695	RS4	**R2**		2P07
1955 PANORAMA DR	012-220-906	RS4	**R2**		2P07
1943 PANORAMA DR	005-086-531	RS4	**R2**		2P07
1931 PANORAMA DR	002-844-451	RS4	**R2**		2P07
1906 PANORAMA DR	011-454-059	RS4	**R2**		2P07
1918 PANORAMA DR	012-220-922	RS4	**R2**		2P07
2077 PANORAMA DR	012-220-728	RS4	**R2**		2P07
1954 PANORAMA DR	012-220-957	RS4	**R2**		2P07
1966 PANORAMA DR	012-220-990	RS4	**R2**		2P07
1980 PANORAMA DR	012-221-031	RS4	**R2**		2P07
1990 PANORAMA DR	005-567-335	RS4	**R2**		2P07
2006 PANORAMA DR	003-116-719	RS4	**R2**		2P07
2020 PANORAMA DR	012-221-058	RS4	**R2**		2P07
2034 PANORAMA DR	012-221-074	RS4	**R2**		2P07
2076 PANORAMA DR	007-407-904	RS4	**R2**		2P07
2065 PANORAMA DR	012-220-744	RS4	**R2**		2P07
2090 PANORAMA DR	012-221-082	RS4	**R2**		2P07
2057 PANORAMA DR	012-220-761	RS4	**R2**		2P07
2035 PANORAMA DR	012-220-787	RS4	**R2**		2P07
2021 PANORAMA DR	012-220-817	RS4	**R2**		2P07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2007 PANORAMA DR	012-220-841	RS4	**R2**		2P07
1991 PANORAMA DR	003-411-222	RS4	**R2**		2P07
1979 PANORAMA DR	012-220-876	RS4	**R2**		2P07
1901 IRON CRT	008-430-934	RS4	**R2**		2P07
1900 IRON CRT	008-431-078	RS4	**R2**		2P07
1909 IRON CRT	008-430-951	RS4	**R2**		2P07
1915 IRON CRT	008-430-977	RS4	**R2**		2P07
1923 IRON CRT	008-430-985	RS4	**R2**		2P07
1925 IRON CRT	008-430-993	RS4	**R2**		2P07
1930 IRON CRT	008-431-019	RS4	**R2**		2P07
4377 RAEBURN ST	012-216-828	RS4	**R2**		2P07
4392 CLIFFMONT RD	012-216-836	RS4	**R2**		2P07
4384 CLIFFMONT RD	012-216-844	RS4	**R2**		2P07
4376 CLIFFMONT RD	004-252-802	RS4	**R2**		2P07
4368 CLIFFMONT RD	012-216-852	RS4	**R2**		2P07
4360 CLIFFMONT RD	012-216-861	RS4	**R2**		2P07
4352 CLIFFMONT RD	006-038-930	RS4	**R2**		2P07
4344 CLIFFMONT RD	004-576-144	RS4	**R2**		2P07
4336 CLIFFMONT RD	012-216-879	RS4	**R2**		2P07
4328 CLIFFMONT RD	012-216-887	RS4	**R2**		2P07
4320 CLIFFMONT RD	005-623-383	RS4	**R2**		2P07
4312 CLIFFMONT RD	012-216-909	RS4	**R2**		2P07
4304 CLIFFMONT RD	012-216-925	RS4	**R2**		2P07
4325 RAEBURN ST	012-216-763	RS4	**R2**		2P07
4329 RAEBURN ST	012-216-771	RS4	**R2**		2P07
4337 RAEBURN ST	006-915-540	RS4	**R2**		2P07
4345 RAEBURN ST	012-216-780	RS4	**R2**		2P07
4353 RAEBURN ST	012-216-798	RS4	**R2**		2P07
4359 RAEBURN ST	012-216-801	RS4	**R2**		2P07
4365 RAEBURN ST	012-216-810	RS4	**R2**		2P07
2004 DEEP COVE RD	007-295-987	RS4	**R2**		2P07
4311 CLIFFMONT RD	012-216-623	RS4	**R2**		2P07
4373 CLIFFMONT RD	012-216-704	RS4	**R2**		2P07
4377 CLIFFMONT RD	012-216-712	RS4	**R2**		2P07
1763 BANBURY RD	012-216-721	RS4	**R2**		2P07
1737 BANBURY RD	003-045-790	RS4	**R2**		2P07
4378 COVE CLIFF RD	012-216-739	RS4	**R2**		2P07
4360 COVE CLIFF RD	012-216-747	RS4	**R2**		2P07
4313 CLIFFMONT RD	012-216-631	RS4	**R2**		2P07
4317 CLIFFMONT RD	011-429-721	RS4	**R2**		2P07
4333 CLIFFMONT RD	012-216-658	RS4	**R2**		2P07
4339 CLIFFMONT RD	012-216-666	RS4	**R2**		2P07
4345 CLIFFMONT RD	012-216-674	RS4	**R2**		2P07
4349 CLIFFMONT RD	012-216-682	RS4	**R2**		2P07
4353 CLIFFMONT RD	003-446-352	RS4	**R2**		2P07
4369 CLIFFMONT RD	012-216-691	RS4	**R2**		2P07
2506 CALEDONIA AVE	009-014-888	RS4	**R2**		2P07
2490 CALEDONIA AVE	009-014-896	RS4	**R2**		2P07
2497 PANORAMA DR	012-710-521	RS4	**R2**		2P07
4255 CLIFFMONT RD	008-852-987	RS4	**R2**		2P07
1658 DEEP COVE RD	012-854-115	RS4	**R2**		2P07
1669 DEEP COVE RD	012-855-529	RS4	**R2**		2P07
1776 DEEP COVE RD	012-853-968	RS4	**R2**		2P07
1677 DEEP COVE RD	012-855-553	RS4	**R2**		2P07
1689 DEEP COVE RD	005-398-525	RS4	**R2**		2P07
1717 DEEP COVE RD	004-394-500	RS4	**R2**		2P07
1721 DEEP COVE RD	005-802-504	RS4	**R2**		2P07
1737 DEEP COVE RD	012-855-570	RS4	**R2**		2P07
1749 DEEP COVE RD	005-635-489	RS4	**R2**		2P07
1763 DEEP COVE RD	012-855-588	RS4	**R2**		2P07
1777 DEEP COVE RD	009-891-048	RS4	**R2**		2P07
1791 DEEP COVE RD	007-913-320	RS4	**R2**		2P07
1760 DEEP COVE RD	012-853-984	RS4	**R2**		2P07
1748 DEEP COVE RD	002-459-060	RS4	**R2**		2P07
1734 DEEP COVE RD	012-854-000	RS4	**R2**		2P07
1720 DEEP COVE RD	010-803-424	RS4	**R2**		2P07
1706 DEEP COVE RD	002-451-417	RS4	**R2**		2P07
1682 DEEP COVE RD	012-854-026	RS4	**R2**		2P07
1670 DEEP COVE RD	012-854-051	RS4	**R2**		2P07
4490 COVE CLIFF RD	012-216-577	RS4	**R2**		2P07
4482 COVE CLIFF RD	012-216-585	RS4	**R2**		2P07
4474 COVE CLIFF RD	004-686-373	RS4	**R2**		2P07
4460 COVE CLIFF RD	012-216-593	RS4	**R2**		2P07
4454 COVE CLIFF RD	012-216-607	RS4	**R2**		2P07
4448 COVE CLIFF RD	007-044-917	RS4	**R2**		2P07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4418 COVE CLIFF RD	012-216-615	RS4	**R2**		2P07
1824 DEEP COVE RD	010-889-825	RS4	**R2**		2P07
1806 DEEP COVE RD	010-889-841	RS4	**R2**		2P07
1976 DEEP COVE RD	010-889-736	RS4	**R2**		2P07
1962 DEEP COVE RD	003-733-726	RS4	**R2**		2P07
1950 DEEP COVE RD	010-889-744	RS4	**R2**		2P07
1934 DEEP COVE RD	010-889-761	RS4	**R2**		2P07
1926 DEEP COVE RD	010-889-787	RS4	**R2**		2P07
1910 DEEP COVE RD	010-889-809	RS4	**R2**		2P07
2435 CALEDONIA AVE	008-771-201	RS4	**R2**		2P07
2441 PANORAMA DR	008-283-940	RS4	**R2**		2P07
2443 PANORAMA DR	008-757-372	RS4	**R2**		2P07
4506 COVE CLIFF RD	012-216-518	RS4	**R2**		2P07
1860 CALEDONIA AVE	008-660-255	RS4	**R2**		2P07
1830 CALEDONIA AVE	008-660-271	RS4	**R2**		2P07
1907 PANORAMA DR	008-016-631	RS4	**R2**		2P07
1919 PANORAMA DR	008-016-666	RS4	**R2**		2P07
4382 COVE CLIFF RD	007-757-727	RS4	**R2**		2P07
4386 COVE CLIFF RD	007-757-735	RS4	**R2**		2P07
4430 COVE CLIFF RD	007-701-616	RS4	**R2**		2P07
4438 COVE CLIFF RD	007-701-624	RS4	**R2**		2P07
1940 PANORAMA DR	007-783-027	RS4	**R2**		2P07
1930 PANORAMA DR	007-783-035	RS4	**R2**		2P07
1661 BANBURY RD	010-748-229	RS4	**R2**		2P07
1977 CALEDONIA AVE	007-367-805	RS4	**R2**		2P07
1909 CALEDONIA AVE	007-367-597	RS4	**R2**		2P07
1917 CALEDONIA AVE	007-367-619	RS4	**R2**		2P07
1925 CALEDONIA AVE	007-367-732	RS4	**R2**		2P07
1933 CALEDONIA AVE	007-367-759	RS4	**R2**		2P07
1945 CALEDONIA AVE	004-903-340	RS4	**R2**		2P07
1957 CALEDONIA AVE	007-367-775	RS4	**R2**		2P07
1969 CALEDONIA AVE	006-469-931	RS4	**R2**		2P07
2030 CLIFFWOOD RD	007-310-773	RS4	**R2**		2P07
2056 CLIFFWOOD RD	006-332-315	RS4	**R2**		2P07
2066 CLIFFWOOD RD	004-824-121	RS4	**R2**		2P07
2092 CLIFFWOOD LANE	007-310-811	RS4	**R2**		2P07
2122 CLIFFWOOD RD	007-310-846	RS4	**R2**		2P07
2128 CLIFFWOOD RD	007-310-871	RS4	**R2**		2P07
2086 CLIFFWOOD LANE	007-310-935	RS4	**R2**		2P07
2078 CLIFFWOOD LANE	007-310-951	RS4	**R2**		2P07
2072 CLIFFWOOD LANE	007-310-994	RS4	**R2**		2P07
2062 CLIFFWOOD LANE	007-311-010	RS4	**R2**		2P07
2044 CLIFFWOOD LANE	007-311-061	RS4	**R2**		2P07
2022 CLIFFWOOD LANE	007-311-109	RS4	**R2**		2P07
2004 CLIFFWOOD LANE	007-311-125	RS4	**R2**		2P07
2387 CALEDONIA AVE	005-738-491	RS4	**R2**		2P07
2363 CALEDONIA AVE	007-290-535	RS4	**R2**		2P07
2448 CALEDONIA AVE	007-289-391	RS4	**R2**		2P07
2433 PANORAMA DR	007-289-405	RS4	**R2**		2P07
1995 CLIFFWOOD RD	007-276-184	RS4	**R2**		2P07
2015 CLIFFWOOD RD	007-276-214	RS4	**R2**		2P07
2019 CLIFFWOOD RD	007-276-249	RS4	**R2**		2P07
2035 CLIFFWOOD RD	006-089-607	RS4	**R2**		2P07
2045 CLIFFWOOD RD	007-276-273	RS4	**R2**		2P07
2055 CLIFFWOOD RD	007-276-290	RS4	**R2**		2P07
2059 CLIFFWOOD RD	007-276-311	RS4	**R2**		2P07
2185 CLIFFWOOD RD	007-276-338	RS4	**R2**		2P07
2127 CLIFFWOOD RD	007-263-538	RS4	**R2**		2P07
2095 CLIFFWOOD RD	002-492-504	RS4	**R2**		2P07
2040 PANORAMA DR	007-255-594	RS4	**R2**		2P07
2062 PANORAMA DR	007-255-616	RS4	**R2**		2P07
1858 DEEP COVE RD	007-196-300	RS4	**R2**		2P07
1838 DEEP COVE RD	007-196-318	RS4	**R2**		2P07
1980 CLIFFWOOD RD	007-035-420	RS4	**R2**		2P07
2002 CLIFFWOOD LANE	007-035-438	RS4	**R2**		2P07
2001 DEEP COVE RD	006-840-108	RS4	**R2**		2P07
2291 CALEDONIA AVE	006-971-601	RS4	**R2**		2P07
2161 BADGER RD	006-965-571	RS4	**R2**		2P07
2185 BADGER RD	004-074-084	RS4	**R2**		2P07
2177 BADGER RD	006-965-598	RS4	**R2**		2P07
2211 BADGER RD	006-969-542	RS4	**R2**		2P07
2365 BADGER RD	006-969-470	RS4	**R2**		2P07
2373 BADGER RD	006-969-496	RS4	**R2**		2P07
2399 BADGER RD	006-969-526	RS4	**R2**		2P07
2225 BADGER RD	006-969-399	RS4	**R2**		2P07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2235 BADGER RD	003-049-795	RS4	**R2**		2P07
2255 BADGER RD	004-386-116	RS4	**R2**		2P07
2267 BADGER RD	004-214-528	RS4	**R2**		2P07
2303 BADGER RD	002-511-576	RS4	**R2**		2P07
2323 BADGER RD	006-969-429	RS4	**R2**		2P07
2327 BADGER RD	006-969-445	RS4	**R2**		2P07
2345 BADGER RD	006-969-453	RS4	**R2**		2P07
2260 BADGER RD	006-958-141	RS4	**R2**		2P07
2277 CALEDONIA AVE	006-958-150	RS4	**R2**		2P07
2290 BADGER RD	006-971-628	RS4	**R2**		2P07
2256 BADGER RD	006-959-580	RS4	**R2**		2P07
2263 CALEDONIA AVE	006-959-598	RS4	**R2**		2P07
2097 BURNS AVE	006-092-047	RS4	**R2**		2P07
1967 EASTLEIGH LANE	012-220-078	RS4	**R2**		2P07
1955 EASTLEIGH LANE	012-220-108	RS4	**R2**		2P07
1943 EASTLEIGH LANE	003-808-459	RS4	**R2**		2P07
1931 EASTLEIGH LANE	012-220-132	RS4	**R2**		2P07
1931 BANBURY RD	012-220-159	RS4	**R2**		2P07
1943 BANBURY RD	004-903-293	RS4	**R2**		2P07
2087 BURNS AVE	006-092-071	RS4	**R2**		2P07
1955 BANBURY RD	012-220-175	RS4	**R2**		2P07
1967 BANBURY RD	002-832-780	RS4	**R2**		2P07
1979 BANBURY RD	012-220-213	RS4	**R2**		2P07
1991 BANBURY RD	010-096-230	RS4	**R2**		2P07
2007 BANBURY RD	012-220-248	RS4	**R2**		2P07
2021 BANBURY RD	012-220-272	RS4	**R2**		2P07
2035 BANBURY RD	012-220-281	RS4	**R2**		2P07
2049 BANBURY RD	012-220-311	RS4	**R2**		2P07
2063 BANBURY RD	009-234-691	RS4	**R2**		2P07
2075 BANBURY RD	011-076-381	RS4	**R2**		2P07
2063 BURNS AVE	012-219-967	RS4	**R2**		2P07
2091 BANBURY RD	002-853-949	RS4	**R2**		2P07
2051 BURNS AVE	012-219-991	RS4	**R2**		2P07
2035 EASTLEIGH LANE	012-220-019	RS4	**R2**		2P07
2021 EASTLEIGH LANE	009-046-232	RS4	**R2**		2P07
2007 EASTLEIGH LANE	008-616-230	RS4	**R2**		2P07
1985 EASTLEIGH LANE	007-865-970	RS4	**R2**		2P07
1979 EASTLEIGH LANE	012-220-035	RS4	**R2**		2P07
4368 RAEBURN ST	012-220-353	RS4	**R2**		2P07
4360 RAEBURN ST	012-220-396	RS4	**R2**		2P07
1663 CASCADE CRT	004-937-678	RS4	**R2**		2P07
1719 CASCADE CRT	006-924-565	RS4	**R2**		2P07
1721 CASCADE CRT	006-924-573	RS4	**R2**		2P07
1740 CASCADE CRT	005-290-732	RS4	**R2**		2P07
1720 CASCADE CRT	005-098-050	RS4	**R2**		2P07
1718 CASCADE CRT	006-924-611	RS4	**R2**		2P07
1716 CASCADE CRT	002-663-694	RS4	**R2**		2P07
1712 CASCADE CRT	002-467-330	RS4	**R2**		2P07
1708 CASCADE CRT	002-543-117	RS4	**R2**		2P07
1704 CASCADE CRT	006-924-662	RS4	**R2**		2P07
1700 CASCADE CRT	002-742-497	RS4	**R2**		2P07
1669 CASCADE CRT	006-924-417	RS4	**R2**		2P07
1690 CASCADE CRT	006-924-719	RS4	**R2**		2P07
1680 CASCADE CRT	004-482-239	RS4	**R2**		2P07
1660 CASCADE CRT	006-924-743	RS4	**R2**		2P07
1677 CASCADE CRT	006-924-425	RS4	**R2**		2P07
1699 CASCADE CRT	006-924-450	RS4	**R2**		2P07
1707 CASCADE CRT	006-924-468	RS4	**R2**		2P07
1709 CASCADE CRT	006-924-476	RS4	**R2**		2P07
1711 CASCADE CRT	006-924-506	RS4	**R2**		2P07
1713 CASCADE CRT	004-689-721	RS4	**R2**		2P07
1715 CASCADE CRT	006-924-522	RS4	**R2**		2P07
2375 CALEDONIA AVE	003-217-035	RS4	**R2**		2P07
2390 BADGER RD	006-921-612	RS4	**R2**		2P07
2380 BADGER RD	006-921-621	RS4	**R2**		2P07
2370 BADGER RD	003-882-942	RS4	**R2**		2P07
2200 BADGER RD	006-877-761	RS4	**R2**		2P07
2220 BADGER RD	006-877-800	RS4	**R2**		2P07
2244 BADGER RD	002-939-151	RS4	**R2**		2P07
2249 CALEDONIA AVE	006-863-396	RS4	**R2**		2P07
2250 BADGER RD	006-863-426	RS4	**R2**		2P07
2360 BADGER RD	006-864-813	RS4	**R2**		2P07
2341 CALEDONIA AVE	006-864-856	RS4	**R2**		2P07
2350 BADGER RD	006-763-243	RS4	**R2**		2P07
2319 CALEDONIA AVE	006-763-260	RS4	**R2**		2P07

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2307 CALEDONIA AVE	006-704-280	RS4	**R2**		2P07
2322 BADGER RD	006-704-298	RS4	**R2**		2P07
1847 DEEP COVE RD	007-253-109	RS4	**R2**	S1	2P07
1837 DEEP COVE RD	007-253-117	RS4	**R2**	S1	2P07
1931 DEEP COVE RD	007-198-515	RS4	**R2**	S1	2P07
1941 DEEP COVE RD	007-198-523	RS4	**R2**	S1	2P07
1875 DEEP COVE RD	007-190-760	RS4	**R2**	S1	2P07
1891 DEEP COVE RD	007-195-559	RS4	**R2**	S1	2P07
1901 DEEP COVE RD	007-195-567	RS4	**R2**	S1	2P07
1911 DEEP COVE RD	002-592-053	RS4	**R2**	S1	2P07
1921 DEEP COVE RD	007-038-861	RS4	**R2**	S1	2P07
4040 FELIX CRT	004-531-230	RS4	**R2**		2P07
4030 FELIX CRT	004-531-272	RS4	**R2**		2P07
4020 FELIX CRT	004-531-299	RS4	**R2**		2P07
4010 FELIX CRT	004-531-337	RS4	**R2**		2P07
1995 INDIAN RIVER CRES	005-836-981	RS4	**R2**		2P07
1985 INDIAN RIVER CRES	005-836-999	RS4	**R2**		2P07
1975 INDIAN RIVER CRES	005-837-014	RS4	**R2**		2P07
1965 INDIAN RIVER CRES	005-837-022	RS4	**R2**		2P07
1955 INDIAN RIVER CRES	005-837-031	RS4	**R2**		2P07
1945 INDIAN RIVER CRES	005-837-057	RS4	**R2**		2P07
4003 FELIX CRT	009-567-500	RS4	**R2**		2P07
4011 FELIX CRT	009-567-551	RS4	**R2**		2P07
4015 FELIX CRT	009-567-607	RS4	**R2**		2P07
4033 FELIX CRT	009-567-666	RS4	**R2**		2P07
4008 DEANE PL	008-422-842	RS4	**R2**		2P07
4020 DEANE PL	008-422-869	RS4	**R2**		2P07
4038 DEANE PL	008-422-877	RS4	**R2**		2P07
4058 DEANE PL	008-422-885	RS4	**R2**		2P07
4068 DEANE PL	008-422-893	RS4	**R2**		2P07
4055 DEANE PL	008-422-907	RS4	**R2**		2P07
4033 DEANE PL	008-422-923	RS4	**R2**		2P07
4029 DEANE PL	008-422-931	RS4	**R2**		2P07
4015 DEANE PL	008-422-940	RS4	**R2**		2P07
4005 DEANE PL	008-422-958	RS4	**R2**		2P07
1550 OSTLER CRT	008-422-966	RS4	**R2**		2P07
1538 OSTLER CRT	008-422-974	RS4	**R2**		2P07
1528 OSTLER CRT	008-422-982	RS4	**R2**		2P07
1518 OSTLER CRT	008-422-991	RS4	**R2**		2P07
1510 OSTLER CRT	008-423-008	RS4	**R2**		2P07
1580 THETA CRT	008-423-199	RS4	**R2**		2P07
1651 COLDWELL RD	008-423-237	RS4	**R2**		2P07
1661 COLDWELL RD	008-423-245	RS4	**R2**		2P07
1671 COLDWELL RD	008-423-253	RS4	**R2**		2P07
1707 COLDWELL RD	008-423-261	RS4	**R2**		2P07
1717 COLDWELL RD	008-423-270	RS4	**R2**		2P07
1727 COLDWELL RD	008-423-288	RS4	**R2**		2P07
1737 COLDWELL RD	008-423-296	RS4	**R2**		2P07
1747 COLDWELL RD	008-423-300	RS4	**R2**		2P07
1757 COLDWELL RD	008-423-318	RS4	**R2**		2P07
1767 COLDWELL RD	008-423-326	RS4	**R2**		2P07
1801 COLDWELL RD	008-430-802	RS4	**R2**		2P07
1811 COLDWELL RD	008-430-837	RS4	**R2**		2P07
1821 COLDWELL RD	008-430-845	RS4	**R2**		2P07
1831 COLDWELL RD	008-430-853	RS4	**R2**		2P07
1851 COLDWELL RD	008-430-870	RS4	**R2**		2P07
1871 COLDWELL RD	008-430-900	RS4	**R2**		2P07
1922 IRON CRT	008-431-027	RS4	**R2**		2P07
1918 IRON CRT	008-431-043	RS4	**R2**		2P07
1910 IRON CRT	008-431-051	RS4	**R2**		2P07
1919 BANBURY RD	011-612-258	RS4	**R2**		2P07
1907 BANBURY RD	011-612-282	RS4	**R2**		2P07
4404 CLIFFMONT RD	015-871-886	RS4	**R2**		2P07
4412 CLIFFMONT RD	015-871-894	RS4	**R2**		2P07
2463 CALEDONIA AVE	016-811-216	RS4	**R2**		2P07
2468 BADGER RD	016-811-224	RS4	**R2**		2P07
2515 CALEDONIA AVE	016-853-865	RS4	**R2**		2P07
2526 BADGER RD	016-853-857	RS4	**R2**		2P07
2557 CALEDONIA AVE	017-023-220	RS4	**R2**		2P07
2568 BADGER RD	017-023-211	RS4	**R2**		2P07
2588 BADGER RD	017-022-991	RS4	**R2**		2P07
2575 CALEDONIA AVE	017-023-025	RS4	**R2**		2P07
2508 BADGER RD	017-019-320	RS4	**R2**		2P07
2507 CALEDONIA AVE	017-019-354	RS4	**R2**		2P07
2591 CALEDONIA AVE	017-020-531	RS4	**R2**		2P07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2590 BADGER RD	017-020-557	RS4	**R2**		2P07
2542 BADGER RD	017-021-651	RS4	**R2**		2P07
2537 CALEDONIA AVE	017-021-669	RS4	**R2**		2P07
2407 CALEDONIA AVE	017-082-072	RS4	**R2**		2P07
2408 BADGER RD	017-082-099	RS4	**R2**		2P07
1966 BANBURY RD	010-798-382	RS4	**R2**		2P07
1954 BANBURY RD	011-150-921	RS4	**R2**		2P07
1942 BANBURY RD	006-334-946	RS4	**R2**		2P07
1930 BANBURY RD	007-968-311	RS4	**R2**		2P07
1916 BANBURY RD	012-219-738	RS4	**R2**		2P07
1906 BANBURY RD	002-902-320	RS4	**R2**		2P07
1907 ROCKCLIFF RD	012-219-240	RS4	**R2**		2P07
1919 ROCKCLIFF RD	012-219-258	RS4	**R2**		2P07
1931 ROCKCLIFF RD	011-308-176	RS4	**R2**		2P07
1943 ROCKCLIFF RD	012-219-282	RS4	**R2**		2P07
1955 ROCKCLIFF RD	012-219-291	RS4	**R2**		2P07
1967 ROCKCLIFF RD	012-219-304	RS4	**R2**		2P07
1979 ROCKCLIFF RD	009-828-451	RS4	**R2**		2P07
1991 ROCKCLIFF RD	008-060-142	RS4	**R2**		2P07
2007 ROCKCLIFF RD	012-219-312	RS4	**R2**		2P07
2023 ROCKCLIFF RD	012-040-703	RS4	**R2**		2P07
2035 ROCKCLIFF RD	012-219-428	RS4	**R2**		2P07
2062 BANBURY RD	012-219-177	RS4	**R2**		2P07
2048 BANBURY RD	012-219-193	RS4	**R2**		2P07
2034 BANBURY RD	012-219-207	RS4	**R2**		2P07
2024 BANBURY RD	012-219-215	RS4	**R2**		2P07
2014 BANBURY RD	012-219-223	RS4	**R2**		2P07
1990 BANBURY RD	012-219-231	RS4	**R2**		2P07
1978 BANBURY RD	007-866-003	RS4	**R2**		2P07
1735 CALEDONIA AVE	012-854-239	RS4	**R2**		2P07
1749 CALEDONIA AVE	012-854-255	RS4	**R2**		2P07
1755 CALEDONIA AVE	012-854-301	RS4	**R2**		2P07
1777 CALEDONIA AVE	012-854-336	RS4	**R2**		2P07
1789 CALEDONIA AVE	012-854-565	RS4	**R2**		2P07
1912 CLIFFWOOD RD	008-359-270	RS4	**R2**		2P07
1902 CLIFFWOOD RD	012-803-821	RS4	**R2**		2P07
1880 CLIFFWOOD RD	012-803-901	RS4	**R2**		2P07
1974 CLIFFWOOD RD	012-802-417	RS4	**R2**		2P07
1964 CLIFFWOOD RD	012-659-754	RS4	**R2**		2P07
1954 CLIFFWOOD RD	010-484-736	RS4	**R2**		2P07
1938 CLIFFWOOD RD	010-172-475	RS4	**R2**		2P07
1928 CLIFFWOOD RD	005-483-689	RS4	**R2**		2P07
1920 CLIFFWOOD RD	012-803-812	RS4	**R2**		2P07
1842 CLIFFWOOD RD	010-216-898	RS4	**R2**		2P07
1866 CLIFFWOOD RD	004-914-058	RS4	**R2**		2P07
1989 CLIFFWOOD RD	006-440-452	RS4	**R2**		2P07
1967 CLIFFWOOD RD	011-461-365	RS4	**R2**		2P07
1949 CLIFFWOOD RD	011-461-373	RS4	**R2**		2P07
1933 CLIFFWOOD RD	011-461-390	RS4	**R2**		2P07
1887 CLIFFWOOD RD	003-450-015	RS4	**R2**		2P07
1857 CLIFFWOOD RD	003-450-066	RS4	**R2**		2P07
1835 CLIFFWOOD RD	011-461-420	RS4	**R2**		2P07
1811 CLIFFWOOD RD	005-096-545	RS4	**R2**		2P07
2111 BADGER RD	026-497-581	RS4	**R2**		2P07
2125 BADGER RD	026-497-603	RS4	**R2**		2P07
2477 CALEDONIA AVE	011-117-168	RS4	**R2**		2P07
2488 BADGER RD	010-671-617	RS4	**R2**		2P07
2235 CALEDONIA AVE	010-988-211	RS4	**R2**		2P07
2221 CALEDONIA AVE	010-988-254	RS4	**R2**		2P07
2207 CALEDONIA AVE	010-988-246	RS4	**R2**		2P07
2068 BADGER RD	006-049-559	RS4	**R2**		2P07
2170 BADGER RD	010-940-529	RS4	**R2**		2P07
2150 BADGER RD	010-940-600	RS4	**R2**		2P07
2145 DEEP COVE RD	010-940-944	RS4	**R2**		2P07
2071 DEEP COVE RD	010-940-227	RS4	**R2**		2P07
2095 DEEP COVE RD	007-680-171	RS4	**R2**		2P07
2118 BADGER RD	010-940-243	RS4	**R2**		2P07
2130 BADGER RD		RS4	**R2**		2P07
2171 DEEP COVE RD	010-940-391	RS4	**R2**		2P07
2181 DEEP COVE RD	010-940-472	RS4	**R2**		2P07
2185 DEEP COVE RD	010-940-812	RS4	**R2**		2P07
2190 BADGER RD	007-571-551	RS4	**R2**		2P07
2458 BADGER RD	026-071-240	RS4	**R2**		2P07
2438 BADGER RD	026-071-258	RS4	**R2**		2P07
2449 CALEDONIA AVE	026-071-266	RS4	**R2**		2P07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4220 CLIFFMONT RD	003-350-045	RS4	**R2**		2P07
2512 CALEDONIA AVE	014-909-235	RS4	**R2**		2P07
2501 PANORAMA DR	007-202-008	RS4	**R2**		2P07
2493 PANORAMA DR	014-909-243	RS4	**R2**		2P07
2524 CALEDONIA AVE	002-714-019	RS4	**R2**		2P07
2475 PANORAMA DR	008-255-164	RS4	**R2**		2P07
2481 PANORAMA DR	011-022-736	RS4	**R2**		2P07
2480 CALEDONIA AVE	011-022-680	RS4	**R2**		2P07
2470 CALEDONIA AVE	011-022-701	RS4	**R2**		2P07
2454 CALEDONIA AVE	011-022-710	RS4	**R2**		2P07
2463 PANORAMA DR	011-022-728	RS4	**R2**		2P07
2399 PANORAMA DR	010-955-437	RS4	**R2**		2P07
2489 PANORAMA DR	010-954-872	RS4	**R2**		2P07
2391 PANORAMA DR	010-922-806	RS4	**R2**		2P07
4505 RAEBURN ST	011-928-310	RS4	**R2**		2P07
3901 FRAMES PL	005-914-329	RS5	**R2**	S1	2P07
3941 FRAMES PL	005-914-442	RS5	**R2**	S1	2P07
3945 FRAMES PL	005-914-451	RS5	**R2**	S1	2P07
3949 FRAMES PL	005-914-469	RS5	**R2**	S1	2P07
3955 FRAMES PL	005-914-477	RS5	**R2**	S1	2P07
3959 FRAMES PL	005-914-493	RS5	**R2**	S1	2P07
3965 FRAMES PL	005-914-507	RS5	**R2**	S1	2P07
3969 FRAMES PL	005-914-523	RS5	**R2**	S1	2P07
2502 PANORAMA DR	011-018-585	RS4	**R2**		2P07
	011-018-607	RS4	**R2**		2P07
2514 PANORAMA DR	011-018-615	RS4	**R2**		2P07
2520 PANORAMA DR	011-018-623	RS4	**R2**		2P07
2528 PANORAMA DR	011-018-631	RS4	**R2**		2P07
2534 PANORAMA DR	004-873-327	RS4	**R2**		2P07
2540 PANORAMA DR	011-018-640	RS4	**R2**		2P07
2546 PANORAMA DR	011-018-658	RS4	**R2**		2P07
2552 PANORAMA DR	011-018-666	RS4	**R2**		2P07
2558 PANORAMA DR	011-018-674	RS4	**R2**		2P07
2564 PANORAMA DR	011-018-682	RS4	**R2**		2P07
2570 PANORAMA DR	011-018-691	RS4	**R2**		2P07
2578 PANORAMA DR	003-238-245	RS4	**R2**		2P07
3975 FRAMES PL	005-914-540	RS5	**R2**	S1	2P07
3979 FRAMES PL	005-914-558	RS5	**R2**	S1	2P07
3985 FRAMES PL	005-914-574	RS5	**R2**	S1	2P07
3905 FRAMES PL	005-914-345	RS5	**R2**	S1	2P07
3989 FRAMES PL	005-914-582	RS5	**R2**	S1	2P07
3995 FRAMES PL	005-914-591	RS5	**R2**	S1	2P07
3994 FRAMES PL	005-914-604	RS5	**R2**	S1	2P07
3990 FRAMES PL	005-914-612	RS5	**R2**	S1	2P07
3986 FRAMES PL	005-914-621	RS5	**R2**	S1	2P07
3980 FRAMES PL	005-914-655	RS5	**R2**	S1	2P07
3974 FRAMES PL	005-914-663	RS5	**R2**	S1	2P07
3968 FRAMES PL	005-914-671	RS5	**R2**	S1	2P07
3950 FRAMES PL	005-914-701	RS5	**R2**	S1	2P07
3946 FRAMES PL	005-914-710	RS5	**R2**	S1	2P07
3909 FRAMES PL	005-914-353	RS5	**R2**	S1	2P07
3942 FRAMES PL	005-914-736	RS5	**R2**	S1	2P07
3934 FRAMES PL	005-914-752	RS5	**R2**	S1	2P07
2004 FRAMES CRT	005-914-761	RS5	**R2**	S1	2P07
2020 FRAMES CRT	005-916-291	RS5	**R2**	S1	2P07
2032 FRAMES CRT	005-916-305	RS5	**R2**	S1	2P07
2036 FRAMES CRT	005-916-313	RS5	**R2**	S1	2P07
2040 FRAMES CRT	005-916-321	RS5	**R2**	S1	2P07
2045 FRAMES CRT	005-916-330	RS5	**R2**	S1	2P07
2041 FRAMES CRT	005-916-348	RS5	**R2**	S1	2P07
2035 FRAMES CRT	005-916-356	RS5	**R2**	S1	2P07
3915 FRAMES PL	005-914-361	RS5	**R2**	S1	2P07
2027 FRAMES CRT	005-916-364	RS5	**R2**	S1	2P07
2011 FRAMES CRT	005-916-372	RS5	**R2**	S1	2P07
2005 FRAMES CRT	005-916-381	RS5	**R2**	S1	2P07
3919 FRAMES PL	005-914-388	RS5	**R2**	S1	2P07
3925 FRAMES PL	005-914-396	RS5	**R2**	S1	2P07
3929 FRAMES PL	005-914-400	RS5	**R2**	S1	2P07
3935 FRAMES PL	005-914-418	RS5	**R2**	S1	2P07
3939 FRAMES PL	005-914-426	RS5	**R2**	S1	2P07
2342 CALEDONIA AVE	008-155-798	RS4	**R2**		2P07
2341 PANORAMA DR	010-078-410	RS4	**R2**		2P07
2325 PANORAMA DR	010-088-342	RS4	**R2**		2P07
2307 PANORAMA DR	014-669-579	RS4	**R2**		2P07
2291 PANORAMA DR	008-861-595	RS4	**R2**		2P07

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2277 PANORAMA DR	014-669-587	RS4	**R2**		2P07
2263 PANORAMA DR	014-669-595	RS4	**R2**		2P07
2249 PANORAMA DR	014-669-609	RS4	**R2**		2P07
2248 CALEDONIA AVE	014-669-528	RS4	**R2**		2P07
2262 CALEDONIA AVE	010-593-527	RS4	**R2**		2P07
2280 CALEDONIA AVE	014-669-536	RS4	**R2**		2P07
2290 CALEDONIA AVE	014-669-552	RS4	**R2**		2P07
2306 CALEDONIA AVE	009-764-534	RS4	**R2**		2P07
2324 CALEDONIA AVE	004-160-002	RS4	**R2**		2P07
2427 PANORAMA DR	010-955-542	RS4	**R2**		2P07
2414 CALEDONIA AVE	010-955-372	RS4	**R2**		2P07
2414 CALEDONIA AVE	010-955-402	RS4	**R2**		2P07
2407 PANORAMA DR	010-955-461	RS4	**R2**		2P07
2415 PANORAMA DR	010-955-496	RS4	**R2**		2P07
2417 PANORAMA DR	010-955-500	RS4	**R2**		2P07
2432 CALEDONIA AVE	007-562-098	RS4	**R2**		2P07
2396 CALEDONIA AVE	006-920-365	RS4	**R2**		2P07
2380 CALEDONIA AVE	010-922-687	RS4	**R2**		2P07
2376 CALEDONIA AVE	010-922-717	RS4	**R2**		2P07
2376 CALEDONIA AVE	010-922-733	RS4	**R2**		2P07
2360 CALEDONIA AVE	010-922-768	RS4	**R2**		2P07
2355 PANORAMA DR	008-843-449	RS4	**R2**		2P07
2379 PANORAMA DR	010-922-784	RS4	**R2**		2P07
2385 PANORAMA DR	010-922-792	RS4	**R2**		2P07
1807 DEEP COVE RD	012-803-928	RS4	**R2**	S1	2P07
1991 DEEP COVE RD	011-941-871	RS4	**R2**	S1	2P07
1953 DEEP COVE RD	012-803-987	RS4	**R2**	S1	2P07
1959 DEEP COVE RD	012-803-995	RS4	**R2**	S1	2P07
1967 DEEP COVE RD	012-804-011	RS4	**R2**	S1	2P07
1975 DEEP COVE RD	012-804-029	RS4	**R2**	S1	2P07
2535 PANORAMA DR	011-018-577	RS4	**R2**	S1	2P07
2529 PANORAMA DR	005-667-798	RS4	**R2**	S1	2P07
2525 PANORAMA DR	011-019-301	RS4	**R2**	S1	2P07
2505 PANORAMA DR	011-019-328	RS4	**R2**	S1	2P07
2115 HIXON CRT	017-303-681	RS3	**R2**		2P07
2108 HIXON CRT	017-304-041	RS3	**R2**		2P07
3970 HIXON PL	017-304-083	RS3	**R2**		2P07
3988 HIXON PL	017-304-113	RS3	**R2**		2P07
3905 HIXON PL	017-304-148	RS3	**R2**		2P07
3921 HIXON PL	017-304-172	RS3	**R2**		2P07
3939 HIXON PL	017-304-202	RS3	**R2**		2P07
3963 HIXON PL	017-304-229	RS3	**R2**		2P07
3969 HIXON PL	017-304-245	RS3	**R2**		2P07
3977 HIXON PL	017-304-261	RS3	**R2**		2P07
3981 HIXON PL	017-304-288	RS3	**R2**		2P07
2133 HIXON CRT	017-303-699	RS3	**R2**		2P07
2151 HIXON CRT	017-303-702	RS3	**R2**		2P07
2177 HIXON CRT	017-303-737	RS3	**R2**		2P07
2193 HIXON CRT	017-303-885	RS3	**R2**		2P07
2182 HIXON CRT	017-303-907	RS3	**R2**		2P07
2160 HIXON CRT	017-303-931	RS3	**R2**		2P07
2138 HIXON CRT	017-303-958	RS3	**R2**		2P07
2120 HIXON CRT	017-304-016	RS3	**R2**		2P07
1919 CLIFFWOOD RD	018-757-022	RS4	**R2**		2P07
1909 CLIFFWOOD RD	018-757-162	RS4	**R2**		2P07
4383 COVE CLIFF RD	023-473-240	RS4	**R2**		2P07
4385 COVE CLIFF RD	023-473-258	RS4	**R2**		2P07
4383 RAEBURN ST	023-642-815	RS4	**R2**		2P07
4385 RAEBURN ST	023-642-823	RS4	**R2**		2P07
2422 BADGER RD	025-423-126	RS4	**R2**		2P07
2423 CALEDONIA AVE	025-423-134	RS4	**R2**		2P07
1867 DEEP COVE RD	025-391-470	RS4	**R2**	S1	2P07
1857 DEEP COVE RD	025-391-488	RS4	**R2**	S1	2P07
2489 CALEDONIA AVE	018-168-451	RS4	**R2**		2P07
1890 BANBURY RD	002-431-131	RS4	**R2**		2P07
4413 RAEBURN ST	008-115-826	RS4	**R2**		2P07
2234 CALEDONIA AVE	014-669-501	RS4	**R2**		2P07
2235 PANORAMA DR	014-669-617	RS4	**R2**		2P07
1885 CALEDONIA AVE	007-367-589	RS4	**R2**		2P07
1865 CALEDONIA AVE	003-535-797	RS4	**R2**		2P07
1825 CALEDONIA AVE	010-889-876	RS4	**R2**		2P07
1855 CALEDONIA AVE	010-889-884	RS4	**R2**		2P07
4225 CLIFFMONT RD	012-854-921	RS1	**R2**	S3	2P07
1790 CLIFFWOOD RD	003-571-670	RS1	**R2**	S3	2P07
	015-996-948	RS3	**R2**		2P07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
	009-861-254	RS1	**R1**		2P09
	013-541-927	RS1	**R1**		2P09
	013-541-935	RS1	**R1**		2P09
	013-540-670	RS1	**R1**		2P09
2582 PANORAMA DR	011-018-704	RS4	**R2**		2P09
2588 PANORAMA DR	011-018-712	RS4	**R2**		2P09
2594 PANORAMA DR	011-018-739	RS4	**R2**		2P09
2602 PANORAMA DR	011-018-810	RS4	**R2**		2P09
2608 PANORAMA DR	011-018-844	RS4	**R2**		2P09
2614 PANORAMA DR	011-018-852	RS4	**R2**		2P09
2620 PANORAMA DR	011-018-861	RS4	**R2**		2P09
2626 PANORAMA DR	011-018-879	RS4	**R2**		2P09
2632 PANORAMA DR	011-018-984	RS4	**R2**		2P09
2638 PANORAMA DR	011-019-018	RS4	**R2**		2P09
2644 PANORAMA DR	011-019-107	RS4	**R2**		2P09
2655 PANORAMA DR	014-049-279	RS4	**R2**	S1	2P09
2659 PANORAMA DR	014-049-287	RS4	**R2**	S1	2P09
2679 PANORAMA DR	011-018-445	RS4	**R2**	S1	2P09
2671 PANORAMA DR	007-903-677	RS4	**R2**	S1	2P09
2663 PANORAMA DR	011-019-581	RS4	**R2**	S1	2P09
2643 PANORAMA DR	011-018-453	RS4	**R2**	S1	2P09
2637 PANORAMA DR	011-018-461	RS4	**R2**	S1	2P09
2621 PANORAMA DR	008-228-299	RS4	**R2**	S1	2P09
2615 PANORAMA DR	011-018-470	RS4	**R2**	S1	2P09
2609 PANORAMA DR	011-018-488	RS4	**R2**	S1	2P09
2603 PANORAMA DR	006-415-318	RS4	**R2**	S1	2P09
2595 PANORAMA DR	011-018-496	RS4	**R2**	S1	2P09
2589 PANORAMA DR	011-018-500	RS4	**R2**	S1	2P09
2583 PANORAMA DR	011-018-518	RS4	**R2**	S1	2P09
2577 PANORAMA DR	002-690-381	RS4	**R2**	S1	2P09
2571 PANORAMA DR	011-018-526	RS4	**R2**	S1	2P09
2565 PANORAMA DR	011-018-534	RS4	**R2**	S1	2P09
2559 PANORAMA DR	009-332-758	RS4	**R2**	S1	2P09
2553 PANORAMA DR	011-018-542	RS4	**R2**	S1	2P09
2547 PANORAMA DR	011-018-551	RS4	**R2**	S1	2P09
2541 PANORAMA DR	009-178-848	RS4	**R2**	S1	2P09
2629 PANORAMA DR	023-203-811	RS4	**R2**	S1	2P09
2633 PANORAMA DR	023-203-820	RS4	**R2**	S1	2P09
4565 STRATHCONA RD	002-444-534	RS4	**R2**		2R05
4573 STRATHCONA RD	009-403-876	RS4	**R2**		2R05
4857 COVE CLIFF PL	010-067-973	RS3	**R2**		2R05
4879 COVE CLIFF PL	010-067-981	RS3	**R2**		2R05
4515 STONEHAVEN AVE	008-811-563	RS4	**R2**		2R05
4527 STONEHAVEN AVE	008-811-601	RS4	**R2**		2R05
4591 STRATHCONA RD	008-760-578	RS4	**R2**		2R05
4587 STRATHCONA RD	008-760-667	RS4	**R2**		2R05
4595 STRATHCONA RD	008-760-730	RS4	**R2**		2R05
1506 ROXBURY RD	010-250-336	RS4	**R2**		2R05
1554 ROXBURY RD	008-688-427	RS3	**R2**		2R05
1558 ROXBURY RD	008-688-435	RS3	**R2**		2R05
4885 COVE CLIFF PL	008-532-401	RS3	**R2**		2R05
4755 COVE CLIFF RD	008-532-419	RS3	**R2**		2R05
4805 STRATHCONA RD	008-003-378	RS3	**R2**		2R05
4607 COVE CLIFF RD	013-420-461	RS3	**R2**		2R05
4717 COVE CLIFF RD	013-420-623	RS3	**R2**		2R05
4729 COVE CLIFF RD	013-420-658	RS3	**R2**		2R05
4743 COVE CLIFF RD	002-548-224	RS3	**R2**		2R05
4680 LOCKEHAVEN PL	013-420-704	RS3	**R2**		2R05
4670 LOCKEHAVEN PL	006-801-668	RS3	**R2**		2R05
4666 LOCKEHAVEN PL	002-920-891	RS3	**R2**		2R05
4621 COVE CLIFF RD	012-099-431	RS3	**R2**		2R05
4664 LOCKEHAVEN PL	010-136-339	RS3	**R2**		2R05
4638 LOCKEHAVEN PL	013-420-721	RS3	**R2**		2R05
4626 LOCKEHAVEN PL	013-420-739	RS3	**R2**		2R05
4620 LOCKEHAVEN PL	004-531-744	RS3	**R2**		2R05
4635 COVE CLIFF RD	013-420-488	RS3	**R2**		2R05
4649 COVE CLIFF RD	013-420-518	RS3	**R2**		2R05
4657 COVE CLIFF RD	013-420-526	RS3	**R2**		2R05
4671 COVE CLIFF RD	013-420-551	RS3	**R2**		2R05
4683 COVE CLIFF RD	013-420-585	RS3	**R2**		2R05
4695 COVE CLIFF RD	013-420-593	RS3	**R2**		2R05
4701 COVE CLIFF RD	013-420-615	RS3	**R2**		2R05
4577 COVE CLIFF RD	012-216-313	RS4	**R2**		2R05
4585 COVE CLIFF RD	012-216-321	RS4	**R2**		2R05
4593 COVE CLIFF RD	003-368-793	RS4	**R2**		2R05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4533 SUMMERSIDE LANE	002-706-369	RS4	**R2**		2R05
4525 SUMMERSIDE LANE	002-521-466	RS4	**R2**		2R05
4515 SUMMERSIDE LANE	011-397-993	RS4	**R2**		2R05
4521 COVE CLIFF RD	008-556-938	RS4	**R2**		2R05
4529 COVE CLIFF RD	004-554-477	RS4	**R2**		2R05
4537 COVE CLIFF RD	012-216-283	RS4	**R2**		2R05
4545 COVE CLIFF RD	012-216-291	RS4	**R2**		2R05
4553 COVE CLIFF RD	008-223-785	RS4	**R2**		2R05
4565 COVE CLIFF RD	002-644-878	RS4	**R2**		2R05
4571 COVE CLIFF RD	012-216-305	RS4	**R2**		2R05
4825 STRATHCONA RD	008-227-756	RS3	**R2**		2R05
4817 STRATHCONA RD	008-484-392	RS3	**R2**		2R05
4535 STONEHAVEN AVE	007-869-266	RS4	**R2**		2R05
1620 ROXBURY RD	006-710-735	RS3	**R2**		2R05
1580 LOOK OUT POINT	007-830-297	RS3	**R2**		2R05
1574 LOOK OUT POINT	007-830-335	RS3	**R2**		2R05
1570 LOOK OUT POINT	007-830-343	RS3	**R2**		2R05
1566 LOOK OUT POINT	005-246-784	RS3	**R2**		2R05
1562 LOOK OUT POINT	007-830-386	RS3	**R2**		2R05
1600 LOOK OUT POINT	004-456-807	RS3	**R2**		2R05
1630 ROXBURY PL	007-830-246	RS3	**R2**		2R05
1592 LOOK OUT POINT	007-830-254	RS3	**R2**		2R05
1588 LOOK OUT POINT	007-830-262	RS3	**R2**		2R05
1586 LOOK OUT POINT	007-830-271	RS3	**R2**		2R05
1584 LOOK OUT POINT	007-830-289	RS3	**R2**		2R05
1610 ROXBURY RD	007-758-961	RS3	**R2**		2R05
4629 STRATHCONA RD	007-758-910	RS4	**R2**		2R05
4633 STRATHCONA RD	006-341-799	RS4	**R2**		2R05
1640 ROXBURY PL	007-938-616	RS3	**R2**		2R05
1646 ROXBURY PL	007-767-196	RS3	**R2**		2R05
1650 ROXBURY PL	007-767-200	RS3	**R2**		2R05
1616 ROXBURY RD	002-805-197	RS3	**R2**		2R05
1624 ROXBURY PL	007-766-912	RS3	**R2**		2R05
1628 ROXBURY PL	007-766-955	RS3	**R2**		2R05
1632 ROXBURY PL	007-766-980	RS3	**R2**		2R05
4672 WICKENDEN RD	007-698-585	RS3	**R2**		2R05
4666 WICKENDEN RD	012-894-320	RS3	**R2**		2R05
4654 WICKENDEN RD	013-418-289	RS3	**R2**		2R05
4642 WICKENDEN RD	013-418-297	RS3	**R2**		2R05
4640 WICKENDEN RD	013-418-301	RS3	**R2**		2R05
4626 WICKENDEN RD	008-470-081	RS3	**R2**		2R05
4635 LOCKEHAVEN PL	013-418-238	RS3	**R2**		2R05
4643 LOCKEHAVEN PL	013-418-254	RS3	**R2**		2R05
4647 LOCKEHAVEN PL	011-446-609	RS3	**R2**		2R05
4655 LOCKEHAVEN PL	013-418-262	RS3	**R2**		2R05
4661 LOCKEHAVEN PL	013-418-271	RS3	**R2**		2R05
1672 ROXBURY PL	007-669-267	RS3	**R2**		2R05
1670 ROXBURY PL	002-913-984	RS3	**R2**		2R05
4623 WICKENDEN RD	004-399-846	RS3	**R2**		2R05
4666 STRATHCONA RD	013-418-017	RS4	**R2**		2R05
4660 STRATHCONA RD	013-418-033	RS4	**R2**		2R05
4652 STRATHCONA RD	013-418-041	RS4	**R2**		2R05
4646 STRATHCONA RD	013-418-050	RS4	**R2**		2R05
4638 STRATHCONA RD	013-418-068	RS4	**R2**		2R05
4630 STRATHCONA RD	013-418-076	RS4	**R2**		2R05
4624 STRATHCONA RD	010-411-232	RS4	**R2**		2R05
4618 STRATHCONA RD	013-418-092	RS4	**R2**		2R05
4612 STRATHCONA RD	005-312-752	RS4	**R2**		2R05
4625 WICKENDEN RD	004-399-889	RS3	**R2**		2R05
4639 WICKENDEN RD	013-417-941	RS3	**R2**		2R05
4665 WICKENDEN RD	013-417-959	RS4	**R2**		2R05
4675 WICKENDEN RD	013-417-975	RS4	**R2**		2R05
4686 STRATHCONA RD	009-297-821	RS4	**R2**		2R05
4680 STRATHCONA RD	013-417-983	RS4	**R2**		2R05
4674 STRATHCONA RD	013-418-009	RS4	**R2**		2R05
4705 STRATHCONA RD	013-417-401	RS4	**R2**		2R05
4781 STRATHCONA RD	013-417-487	RS4	**R2**		2R05
4793 STRATHCONA RD	013-417-495	RS4	**R2**		2R05
4701 STRATHCONA PL	003-345-815	RS4	**R2**		2R05
4703 STRATHCONA PL	013-417-428	RS4	**R2**		2R05
4707 STRATHCONA PL	013-417-410	RS4	**R2**		2R05
4725 STRATHCONA RD	013-417-436	RS4	**R2**		2R05
4737 STRATHCONA RD	013-417-444	RS4	**R2**		2R05
4749 STRATHCONA RD	013-417-452	RS4	**R2**		2R05
4759 STRATHCONA RD	013-417-461	RS4	**R2**		2R05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4771 STRATHCONA RD	013-417-479	RS4	**R2**		2R05
1530 ROXBURY RD	004-835-107	RS4	**R2**		2R05
4688 LOCKEHAVEN PL	007-282-109	RS3	**R2**		2R05
4690 LOCKEHAVEN PL	007-282-125	RS3	**R2**		2R05
4696 LOCKEHAVEN PL	007-282-141	RS3	**R2**		2R05
1609 ROXBURY RD	007-282-150	RS3	**R2**		2R05
1585 ROXBURY RD	007-282-168	RS3	**R2**		2R05
	016-010-663	RS2	**R2**	S2	2R05
4645 WICKENDEN RD	007-234-589	RS3	**R2**		2R05
4657 WICKENDEN RD	004-388-054	RS3	**R2**		2R05
4661 STRATHCONA RD	004-939-085	RS4	**R2**		2R05
4675 STRATHCONA RD	011-499-338	RS4	**R2**		2R05
4681 STRATHCONA RD	013-416-936	RS4	**R2**		2R05
4687 STRATHCONA RD	010-364-692	RS4	**R2**		2R05
4693 STRATHCONA RD	013-416-944	RS4	**R2**		2R05
4695 STRATHCONA PL	013-416-979	RS4	**R2**		2R05
4697 STRATHCONA PL	007-234-716	RS4	**R2**		2R05
4699 STRATHCONA PL	007-839-642	RS4	**R2**		2R05
4673 STRATHCONA RD	003-340-538	RS4	**R2**		2R05
4669 STRATHCONA RD	004-939-077	RS4	**R2**		2R05
4659 STRATHCONA RD	013-416-995	RS4	**R2**		2R05
4655 STRATHCONA RD	009-266-879	RS4	**R2**		2R05
4645 STRATHCONA RD	013-417-011	RS4	**R2**		2R05
4637 STRATHCONA RD	009-298-819	RS4	**R2**		2R05
4619 STRATHCONA RD	013-417-029	RS4	**R2**		2R05
4621 STRATHCONA RD	011-839-287	RS4	**R2**		2R05
4639 STRATHCONA RD	005-133-441	RS4	**R2**		2R05
4647 STRATHCONA RD	013-416-880	RS4	**R2**		2R05
4653 STRATHCONA RD	011-806-516	RS4	**R2**		2R05
4657 STRATHCONA RD	013-416-901	RS4	**R2**		2R05
4625 STRATHCONA RD	004-407-733	RS4	**R2**		2R05
4535 SUMMERSIDE LANE	007-226-543	RS4	**R2**		2R05
4605 LOCKEHAVEN PL	008-725-403	RS3	**R2**		2R05
4615 LOCKEHAVEN PL	008-725-390	RS3	**R2**		2R05
4616 WICKENDEN RD	007-226-799	RS3	**R2**		2R05
4606 WICKENDEN RD	007-226-861	RS3	**R2**		2R05
4600 WICKENDEN RD	007-226-942	RS3	**R2**		2R05
4601 WICKENDEN RD	007-227-019	RS3	**R2**		2R05
4605 WICKENDEN RD	007-227-086	RS3	**R2**		2R05
4611 WICKENDEN RD	007-227-132	RS3	**R2**		2R05
4625 LOCKEHAVEN PL	007-227-183	RS3	**R2**		2R05
4622 WICKENDEN RD	007-227-205	RS3	**R2**		2R05
4541 SUMMERSIDE LANE	007-226-594	RS4	**R2**		2R05
4545 SUMMERSIDE LANE	007-226-624	RS4	**R2**		2R05
4577 SUMMERSIDE LANE	007-226-659	RS4	**R2**		2R05
4599 SUMMERSIDE LANE	007-226-675	RS4	**R2**		2R05
1611 LOCKEHAVEN RD	007-226-705	RS3	**R2**		2R05
1607 LOCKEHAVEN RD	007-226-713	RS3	**R2**		2R05
1605 LOCKEHAVEN RD	007-226-756	RS3	**R2**		2R05
4604 STRATHCONA RD	007-189-788	RS4	**R2**		2R05
1660 ROXBURY PL	007-189-435	RS3	**R2**		2R05
1664 ROXBURY PL	007-189-443	RS3	**R2**		2R05
1668 ROXBURY PL	007-189-486	RS3	**R2**		2R05
4526 STRATHCONA RD	007-194-714	RS4	**R2**		2R05
4528 STRATHCONA RD	007-194-722	RS4	**R2**		2R05
1555 ROXBURY RD	007-146-990	RS3	**R2**		2R05
4675 LOCKEHAVEN PL	005-399-238	RS3	**R2**		2R05
4689 LOCKEHAVEN PL	006-546-650	RS3	**R2**		2R05
4680 WICKENDEN RD	002-541-246	RS3	**R2**		2R05
1488 ROXBURY RD	015-342-751	RS4	**R2**		2R05
1468 ROXBURY RD	015-342-760	RS4	**R2**		2R05
1428 ROXBURY RD	015-342-786	RS4	**R2**		2R05
4514 STRATHCONA RD	012-215-911	RS4	**R2**		2R05
4520 STRATHCONA RD	004-338-138	RS4	**R2**		2R05
4540 STRATHCONA RD	012-215-929	RS4	**R2**		2R05
4542 STRATHCONA RD	012-215-937	RS4	**R2**		2R05
4551 STRATHCONA RD	011-106-875	RS4	**R2**		2R05
4559 STRATHCONA RD	011-106-867	RS4	**R2**		2R05
4527 STRATHCONA RD	008-242-437	RS4	**R2**		2R05
4531 STRATHCONA RD	012-215-694	RS4	**R2**		2R05
4533 STRATHCONA RD	012-215-708	RS4	**R2**		2R05
4539 STRATHCONA RD	012-215-716	RS4	**R2**		2R05
4545 STRATHCONA RD	012-215-724	RS4	**R2**		2R05
4541 STRATHCONA RD	011-687-398	RS4	**R2**		2R05
4570 EPPS AVE	012-215-732	RS4	**R2**		2R05

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
4566 EPPS AVE	012-215-741	RS4	**R2**		2R05
4540 EPPS AVE	012-215-759	RS4	**R2**		2R05
4530 EPPS AVE	012-215-767	RS4	**R2**		2R05
4522 EPPS AVE	009-910-166	RS4	**R2**		2R05
4514 EPPS AVE	012-215-775	RS4	**R2**		2R05
4509 STRATHCONA RD	012-215-856	RS4	**R2**		2R05
4519 EPPS AVE	012-214-841	RS4	**R2**		2R05
4527 EPPS AVE	012-214-850	RS4	**R2**		2R05
4533 EPPS AVE	012-214-868	RS4	**R2**		2R05
4543 EPPS AVE	012-214-876	RS4	**R2**		2R05
4555 STONEHAVEN AVE	012-214-752	RS4	**R2**		2R05
4563 STONEHAVEN AVE	010-715-185	RS4	**R2**		2R05
4575 EPPS AVE	012-214-761	RS4	**R2**		2R05
4511 STONEHAVEN AVE	012-214-728	RS4	**R2**		2R05
4693 LOCKEHAVEN PL	018-246-460	RS3	**R2**		2R05
1565 ROXBURY RD	018-246-478	RS3	**R2**		2R05
4546 EPPS AVE	017-678-439	RS4	**R2**		2R05
4550 EPPS AVE	017-678-447	RS4	**R2**		2R05
4541 STONEHAVEN AVE	024-768-367	RS4	**R2**		2R05
4547 STONEHAVEN AVE	024-768-405	RS4	**R2**		2R05
4802 STRATHCONA RD	004-432-908	RS3	**R2**		2R05
4568 STRATHCONA RD	007-673-922	RS4	**R2**		2R05
4576 STRATHCONA RD	008-777-616	RS4	**R2**		2R05
4522 STRATHCONA RD	032-528-884	RS4	**R2**		2R05
4622 COVE CLIFF RD	009-393-676	RS3	**R2**		2R07
4634 COVE CLIFF RD	007-093-918	RS3	**R2**		2R07
4646 COVE CLIFF RD	009-393-692	RS3	**R2**		2R07
1734 CARDINAL CRES	002-546-744	RS3	**R2**		2R07
1937 CARDINAL CRES	009-100-172	RS3	**R2**		2R07
1999 CARDINAL CRES	009-100-504	RS3	**R2**		2R07
2025 CARDINAL CRES	009-100-211	RS3	**R2**		2R07
2050 CARDINAL CRES	009-100-237	RS3	**R2**		2R07
2074 CARDINAL CRES	009-100-253	RS3	**R2**		2R07
2048 CARDINAL CRES	009-100-270	RS3	**R2**		2R07
2022 CARDINAL CRES	004-861-124	RS3	**R2**		2R07
1996 CARDINAL CRES	009-100-326	RS3	**R2**		2R07
1972 CARDINAL CRES	009-100-351	RS3	**R2**		2R07
1944 CARDINAL CRES	004-163-010	RS3	**R2**		2R07
1760 CARDINAL CRES	009-099-832	RS3	**R2**		2R07
1866 NAOMI PL	005-420-245	RS3	**R2**		2R07
1840 NAOMI PL	009-100-377	RS3	**R2**		2R07
1762 NAOMI PL	009-100-393	RS3	**R2**		2R07
1736 NAOMI PL	003-550-311	RS3	**R2**		2R07
4850 COVE CLIFF PL	009-100-415	RS3	**R2**		2R07
1784 CARDINAL CRES	009-099-875	RS3	**R2**		2R07
1812 CARDINAL CRES	009-099-905	RS3	**R2**		2R07
1838 CARDINAL CRES	009-099-921	RS3	**R2**		2R07
1864 CARDINAL CRES	009-100-059	RS3	**R2**		2R07
1890 CARDINAL CRES	009-100-075	RS3	**R2**		2R07
1905 CARDINAL CRES	009-100-458	RS3	**R2**		2R07
1921 CARDINAL CRES	009-100-482	RS3	**R2**		2R07
4684 COVE CLIFF RD	009-057-455	RS3	**R2**		2R07
4682 EASTRIDGE RD	009-030-816	RS4	**R2**		2R07
4684 EASTRIDGE RD	009-030-824	RS4	**R2**		2R07
4575 CLIFFMONT RD	012-216-411	RS4	**R2**		2R07
4585 CLIFFMONT RD	012-216-429	RS4	**R2**		2R07
4593 CLIFFMONT RD	012-216-437	RS4	**R2**		2R07
4592 COVE CLIFF RD	012-216-445	RS4	**R2**		2R07
4584 COVE CLIFF RD	012-216-453	RS4	**R2**		2R07
4576 COVE CLIFF RD	012-216-461	RS4	**R2**		2R07
4568 COVE CLIFF RD	011-933-399	RS4	**R2**		2R07
4560 COVE CLIFF RD	012-216-470	RS4	**R2**		2R07
4552 COVE CLIFF RD	012-216-488	RS4	**R2**		2R07
4534 COVE CLIFF RD	012-216-496	RS4	**R2**		2R07
4526 COVE CLIFF RD	012-216-500	RS4	**R2**		2R07
4518 COVE CLIFF RD	007-548-206	RS4	**R2**		2R07
4563 CLIFFMONT RD	012-216-402	RS4	**R2**		2R07
4565 CLIFFMONT RD	012-216-372	RS4	**R2**		2R07
4567 CLIFFMONT RD	012-216-399	RS4	**R2**		2R07
4569 CLIFFMONT RD	011-713-437	RS4	**R2**		2R07
2136 LOCKEHAVEN RD	005-768-560	RS4	**R2**		2R07
2128 LOCKEHAVEN RD	007-957-815	RS4	**R2**		2R07
4610 COVE CLIFF RD	007-759-126	RS3	**R2**		2R07
4757 COVE CLIFF RD	007-758-987	RS3	**R2**		2R07
4761 COVE CLIFF RD	007-758-995	RS3	**R2**		2R07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
1938 CARDINAL CRES	007-755-635	RS3	**R2**		2R07
1922 CARDINAL CRES	007-755-643	RS3	**R2**		2R07
1894 NAOMI PL	007-755-651	RS3	**R2**		2R07
2081 PARKSIDE LANE	007-582-129	RS4	**R2**		2R07
4763 COVE CLIFF RD	007-521-961	RS3	**R2**		2R07
4765 COVE CLIFF RD	007-522-002	RS3	**R2**		2R07
4630 EASTRIDGE RD	007-297-157	RS4	**R2**		2R07
4636 EASTRIDGE RD	007-297-203	RS4	**R2**		2R07
4644 EASTRIDGE RD	007-297-220	RS4	**R2**		2R07
4652 EASTRIDGE RD	007-297-238	RS4	**R2**		2R07
4648 EASTRIDGE RD	007-297-173	RS4	**R2**		2R07
		RS4	**R2**		2R07
4726 EASTRIDGE RD	008-573-786	RS4	**R2**		2R07
1814 NAOMI PL	010-080-601	RS3	**R2**		2R07
1788 NAOMI PL	010-080-619	RS3	**R2**		2R07
4742 EASTRIDGE RD	017-230-365	RS4	**R2**		2R07
4688 EASTRIDGE RD	010-935-550	RS4	**R2**		2R07
4704 EASTRIDGE RD	010-935-592	RS4	**R2**		2R07
4712 EASTRIDGE RD	010-935-606	RS4	**R2**		2R07
4760 EASTRIDGE RD	010-935-860	RS4	**R2**		2R07
4776 EASTRIDGE RD	010-935-681	RS4	**R2**		2R07
4616 EASTRIDGE RD	009-609-971	RS4	**R2**		2R07
4624 EASTRIDGE RD	009-609-997	RS4	**R2**		2R07
1949 PARKSIDE LANE	005-047-111	RS4	**R2**		2R07
1935 PARKSIDE LANE	012-217-921	RS4	**R2**		2R07
1921 PARKSIDE LANE	012-217-948	RS4	**R2**		2R07
1907 PARKSIDE LANE	002-802-759	RS4	**R2**		2R07
1908 PARKSIDE LANE	004-502-213	RS4	**R2**		2R07
1912 PARKSIDE LANE	012-217-964	RS4	**R2**		2R07
1934 PARKSIDE LANE	010-088-032	RS4	**R2**		2R07
1946 PARKSIDE LANE	012-217-999	RS4	**R2**		2R07
1958 PARKSIDE LANE	012-218-014	RS4	**R2**		2R07
1970 PARKSIDE LANE	010-816-674	RS4	**R2**		2R07
2063 PARKSIDE LANE	012-217-751	RS4	**R2**		2R07
1992 PARKSIDE LANE	009-496-629	RS4	**R2**		2R07
2010 PARKSIDE LANE	012-218-031	RS4	**R2**		2R07
2022 PARKSIDE LANE	012-218-065	RS4	**R2**		2R07
2036 PARKSIDE LANE	012-218-090	RS4	**R2**		2R07
2040 PARKSIDE LANE	012-218-111	RS4	**R2**		2R07
2050 PARKSIDE LANE	012-218-120	RS4	**R2**		2R07
2094 PARKSIDE LANE	012-218-154	RS4	**R2**		2R07
2108 PARKSIDE LANE	012-218-162	RS4	**R2**		2R07
2116 PARKSIDE LANE	012-218-189	RS4	**R2**		2R07
2049 PARKSIDE LANE	012-217-760	RS4	**R2**		2R07
2035 PARKSIDE LANE	012-217-816	RS4	**R2**		2R07
2021 PARKSIDE LANE	012-217-824	RS4	**R2**		2R07
2009 PARKSIDE LANE	012-217-841	RS4	**R2**		2R07
1991 PARKSIDE LANE	012-217-875	RS4	**R2**		2R07
1977 PARKSIDE LANE	009-107-282	RS4	**R2**		2R07
1961 PARKSIDE LANE	004-213-963	RS4	**R2**		2R07
4577 RAEBURN ST	012-217-344	RS4	**R2**		2R07
4585 RAEBURN ST	012-217-379	RS4	**R2**		2R07
4593 RAEBURN ST	003-042-375	RS4	**R2**		2R07
4588 CLIFFMONT RD	012-217-395	RS4	**R2**		2R07
4584 CLIFFMONT RD	012-217-433	RS4	**R2**		2R07
4576 CLIFFMONT RD	012-217-441	RS4	**R2**		2R07
4568 CLIFFMONT RD	012-214-892	RS4	**R2**		2R07
4566 CLIFFMONT RD	012-217-450	RS4	**R2**		2R07
4564 CLIFFMONT RD	012-217-476	RS4	**R2**		2R07
4562 CLIFFMONT RD	012-217-042	RS4	**R2**		2R07
4535 RAEBURN ST	006-087-931	RS4	**R2**		2R07
4545 RAEBURN ST	012-217-212	RS4	**R2**		2R07
4553 RAEBURN ST	012-217-255	RS4	**R2**		2R07
4567 RAEBURN ST	012-217-301	RS4	**R2**		2R07
4569 RAEBURN ST	011-990-767	RS4	**R2**		2R07
4720 EASTRIDGE RD	023-141-417	RS4	**R2**		2R07
4750 EASTRIDGE RD	023-141-425	RS4	**R2**		2R07
4734 EASTRIDGE RD	023-196-688	RS4	**R2**		2R07
4696 EASTRIDGE RD	024-589-675	RS4	**R2**		2R07
2132 PARKSIDE LANE	017-344-328	RS4	**R2**		2R07
4768 EASTRIDGE RD	017-943-019	RS4	**R2**		2R07
4680 EASTRIDGE RD	006-369-952	RS4	**R2**		2R07
4670 EASTRIDGE RD	006-369-995	RS4	**R2**		2R07
4660 EASTRIDGE RD	006-370-004	RS4	**R2**		2R07
4678 EASTRIDGE RD	006-370-021	RS4	**R2**		2R07

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
2708 PANORAMA DR	008-935-351	RS4	**R2**		2R09
2867 PANORAMA DR	008-003-327	RS4	**R2**		2R09
2749 PANORAMA DR	007-955-871	RS4	**R2**		2R09
2802 PANORAMA DR	007-757-263	RS4	**R2**		2R09
4488 INDIAN RIVER DR	002-662-507	RS1	**R1**		2R09
2740 PANORAMA DR	007-399-065	RS4	**R2**		2R09
2736 PANORAMA DR	003-423-824	RS4	**R2**		2R09
2744 PANORAMA DR	002-703-408	RS4	**R2**		2R09
2758 PANORAMA DR	002-469-758	RS4	**R2**		2R09
2754 PANORAMA DR	007-290-772	RS4	**R2**		2R09
2728 PANORAMA DR	012-101-176	RS4	**R2**		2R09
2784 PANORAMA DR	012-043-931	RS4	**R2**		2R09
2694 PANORAMA DR	014-906-945	RS4	**R2**		2R09
2648 PANORAMA DR	011-019-140	RS4	**R2**		2R09
2654 PANORAMA DR	011-019-174	RS4	**R2**		2R09
2660 PANORAMA DR	011-019-191	RS4	**R2**		2R09
2666 PANORAMA DR	011-019-212	RS4	**R2**		2R09
2672 PANORAMA DR	011-019-239	RS4	**R2**		2R09
2678 PANORAMA DR	011-019-255	RS4	**R2**		2R09
2682 PANORAMA DR	006-733-468	RS4	**R2**		2R09
2688 PANORAMA DR	011-019-280	RS4	**R2**		2R09
2762 PANORAMA DR	006-056-814	RS4	**R2**		2R09
2814 PANORAMA DR	002-874-067	RS4	**R2**		2R09
2820 PANORAMA DR	014-905-906	RS4	**R2**		2R09
2844 PANORAMA DR	005-888-816	RS4	**R2**		2R09
2848 PANORAMA DR	014-906-368	RS4	**R2**		2R09
2730 PANORAMA DR	014-905-752	RS4	**R2**		2R09
2788 PANORAMA DR	003-730-905	RS4	**R2**		2R09
2838 PANORAMA DR	014-906-236	RS4	**R2**		2R09
2826 PANORAMA DR	012-343-005	RS4	**R2**		2R09
2780 PANORAMA DR	012-036-722	RS4	**R2**		2R09
2748 PANORAMA DR	007-367-546	RS4	**R2**		2R09
2689 PANORAMA DR	011-018-429	RS4	**R2**	S1	2R09
2683 PANORAMA DR	011-018-437	RS4	**R2**	S1	2R09
2796 PANORAMA DR	018-756-352	RS4	**R2**		2R09
2868 PANORAMA DR	017-593-891	RS4	**R2**		2R09
2858 PANORAMA DR	017-594-324	RS4	**R2**		2R09
2872 PANORAMA DR	017-594-332	RS4	**R2**		2R09
2860 PANORAMA DR	017-594-359	RS4	**R2**		2R09
2888 PANORAMA DR	024-014-231	RS3	**R2**		2R09
2882 PANORAMA DR	023-441-909	RS3	**R2**		2R09
2886 PANORAMA DR	023-441-917	RS3	**R2**		2R09
2877 PANORAMA DR	023-441-941	RS3	**R2**		2R09
2881 PANORAMA DR	023-441-950	RS3	**R2**		2R09
	023-441-968	RS3	**R2**		2R09
2778 PANORAMA DR	023-802-430	RS4	**R2**		2R09
2770 PANORAMA DR	023-802-448	RS4	**R2**		2R09
2716 PANORAMA DR	023-866-144	RS4	**R2**		2R09
5289 INDIAN RIVER DR	012-493-619	RS2	**R1**		2R09
5273 INDIAN RIVER DR	014-756-714	RS2	**R1**		2R09
	013-649-396	RS1	**R1**		2R09
	013-649-426	RS1	**R1**		2R09
5181 INDIAN RIVER DR	014-756-765	RS2	**R1**		2R09
	014-756-757	RS2	**R1**		2R09
	007-242-913	RS2	**R1**		2R09
5157 INDIAN RIVER DR	007-325-720	RS2	**R1**		2R09
5133 INDIAN RIVER DR	012-993-859	RS2	**R1**		2R09
5109 INDIAN RIVER DR	011-435-127	RS2	**R1**		2R09
5099 INDIAN ARM	012-993-875	RS2	**R1**		2R09
5125 INDIAN RIVER DR	026-568-926	RS2	**R1**		2R09
5115 INDIAN RIVER DR	026-648-733	RS2	**R1**		2R09
5095 INDIAN ARM	002-582-562	RS2	**R1**		2R09
5089 INDIAN ARM	004-516-281	RS2	**R1**		2R09
5085 INDIAN ARM	010-987-550	RS2	**R1**		2R09
	004-144-058	RS2	**R1**		2R09
5065 INDIAN ARM	010-987-584	RS2	**R1**		2R09
	010-987-606	RS2	**R1**		2R09
5177 INDIAN RIVER DR	016-797-582	RS2	**R1**		2R09
	016-797-639	RS2	**R1**		2R09
	004-144-066	RS2	**R1**		2R09
	004-144-074	RS2	**R1**		2R09
	004-144-082	RS2	**R1**		2R09
5025 INDIAN ARM	004-144-091	RS2	**R1**		2R09
	004-144-104	RS2	**R1**		2R09
	004-144-112	RS2	**R1**		2R09

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FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
	004-144-121	RS2	**R1**		2R09
5101 INDIAN RIVER DR	029-663-016	RS2	**R1**		2R09
5265 INDIAN RIVER DR	024-784-991	RS2	**R1**		2R09
5257 INDIAN RIVER DR	014-756-731	RS2	**R1**		2R09
5249 INDIAN RIVER DR	030-965-225	RS2	**R1**		2R09
5241 INDIAN RIVER DR	007-507-101	RS2	**R1**		2R09
5421 INDIAN RIVER DR	002-579-251	RS2	**R1**		2R11
5405 INDIAN RIVER DR	003-481-794	RS2	**R1**		2R11
5401 INDIAN RIVER DR	014-756-676	RS2	**R1**		2R11
	013-649-248	RS1	**R1**		2R11
5302 INDIAN RIVER DR	013-649-523	RS1	**R1**		2R11
5369 INDIAN RIVER DR	009-184-414	RS2	**R1**		2R11
	023-337-371	RS2	**R1**		2R11
5413 INDIAN RIVER DR	023-337-401	RS2	**R1**		2R11
5417 INDIAN RIVER DR	023-337-419	RS2	**R1**		2R11
	003-189-244	RS1	**R1**		2R11
	013-649-558	RS1	**R1**		2R11
5313 INDIAN RIVER DR	014-756-692	RS2	**R1**		2R11
5301 INDIAN RIVER DR	014-756-684	RS2	**R1**		2R11
5345 INDIAN RIVER DR	009-184-422	RS2	**R1**		2R11
5293 INDIAN RIVER DR	010-099-271	RS2	**R1**		2R11
5297 INDIAN RIVER DR	008-640-874	RS2	**R1**		2R11
	008-640-912	RS1	**R1**		2R11
	012-145-637	RS1	**R1**		2R11
5215 INDIAN RIVER DR	013-649-329	RS1	**R1**		2R11
5618 INDIAN RIVER DR	014-583-763	RS2	**R1**		2T11
5624 INDIAN RIVER DR	014-583-771	RS2	**R1**		2T11
5630 INDIAN RIVER DR	014-583-780	RS2	**R1**		2T11
5636 INDIAN RIVER DR	002-815-001	RS2	**R1**		2T11
5672 INDIAN RIVER DR	002-728-613	RS2	**R1**		2T11
5666 INDIAN RIVER DR	011-496-029	RS2	**R1**		2T11
5660 INDIAN RIVER DR	011-496-037	RS2	**R1**		2T11
5648 INDIAN RIVER DR	011-496-053	RS2	**R1**		2T11
5642 INDIAN RIVER DR	011-496-061	RS2	**R1**		2T11
5560 INDIAN RIVER DR	014-583-836	RS1	**R1**		2T11
5580 INDIAN RIVER DR	014-583-798	RS1	**R1**		2T11
5502 INDIAN RIVER DR	014-583-801	RS1	**R1**		2T11
	011-985-291	RS2	**R1**		2T11
	011-985-305	RS2	**R1**		2T11
5614 INDIAN RIVER DR	014-582-317	RS2	**R1**		2T11
	007-129-858	RS2	**R1**		2T11
5606 INDIAN RIVER DR	004-501-683	RS2	**R1**		2T11
5693 SUNSHINE FALLS LANE	014-834-529	RS2	**R1**		2T11
5695 SUNSHINE FALLS LANE	014-834-545	RS2	**R1**		2T11
	014-834-618	RS2	**R1**		2T11
5751 SUNSHINE FALLS LANE	014-835-398	RS2	**R1**		2T11
5751 SUNSHINE FALLS LANE	014-835-410	RS2	**R1**		2T11
5703 SUNSHINE FALLS LANE	014-834-804	RS2	**R1**		2T11
5712 SUNSHINE FALLS LANE	014-834-812	RS2	**R1**		2T11
5730 SUNSHINE FALLS LANE	005-532-965	RS2	**R1**		2T11
5718 SUNSHINE FALLS LANE	028-425-685	RS2	**R1**		2T11
5750 SUNSHINE FALLS LANE	017-004-519	RS2	**R1**		2T11
5775 SUNSHINE FALLS LANE	017-005-337	RS2	**R1**		2T11
5691 SUNSHINE FALLS LANE	014-406-161	RS2	**R1**		2T11
5684 INDIAN RIVER DR	011-496-070	RS2	**R1**		2T11
5678 INDIAN RIVER DR	002-484-579	RS2	**R1**		2T11
5690 INDIAN RIVER DR	011-496-096	RS2	**R1**		2T11
5748 SUNSHINE FALLS LANE	014-834-855	RS2	**R1**		2T11
5744 SUNSHINE FALLS LANE	014-834-871	RS2	**R1**		2T11
5766 SUNSHINE FALLS LANE	013-938-681	RS2	**R1**		2T11
5786 SUNSHINE FALLS LANE	007-622-775	RS2	**R1**		2T11
	014-375-010	RS2	**R1**		2T11
5788 SUNSHINE FALLS LANE	004-050-177	RS2	**R1**		2T11
5790 SUNSHINE FALLS LANE	014-262-380	RS2	**R1**		2T11
5654 INDIAN RIVER DR	024-874-094	RS2	**R1**		2T11
	014-375-109	RS2	**R1**		2T11
	014-262-398	RS2	**R1**		2T11
5772 SUNSHINE FALLS LANE	026-615-754	RS2	**R1**		2T11
5608 INDIAN RIVER DR	014-583-828	RS2	**R1**		2T11
5559 INDIAN RIVER DR	009-243-011	RS2	**R1**		2T11
5573 INDIAN RIVER DR	009-543-678	RS2	**R1**		2T11
5425 INDIAN RIVER DR	015-025-586	RS2	**R1**		2T11
5457 INDIAN RIVER DR	014-363-895	RS2	**R1**		2T11
5451 INDIAN RIVER DR	015-025-535	RS2	**R1**		2T11
5445 INDIAN RIVER DR	006-202-489	RS2	**R1**		2T11

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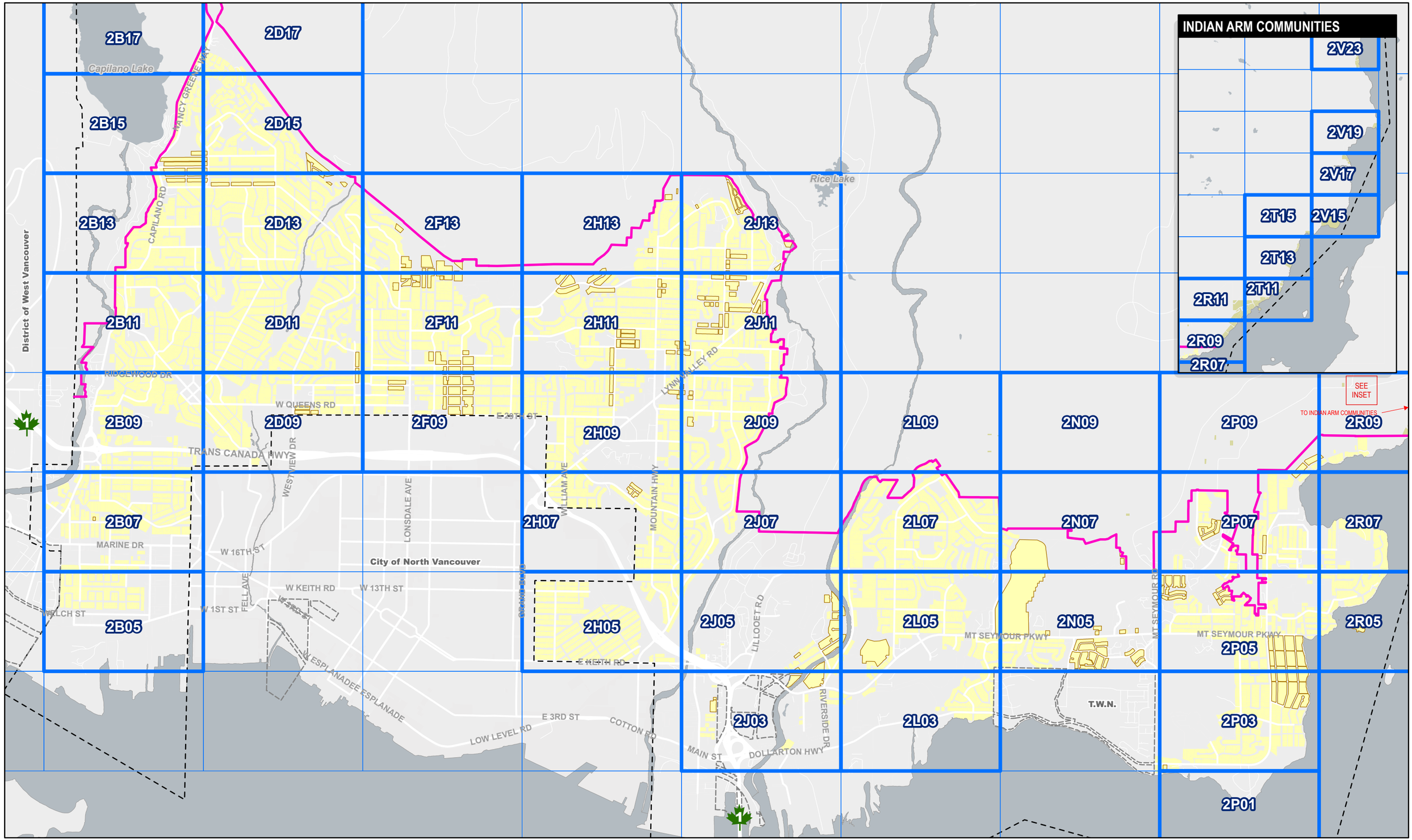
FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
5439 INDIAN RIVER DR	009-298-355	RS2	**R1**		2T11
5433 INDIAN RIVER DR	015-025-551	RS2	**R1**		2T11
5429 INDIAN RIVER DR	015-025-616	RS2	**R1**		2T11
5581 INDIAN RIVER DR	002-559-170	RS2	**R1**		2T11
5473 INDIAN RIVER DR	011-977-639	RS2	**R1**		2T11
5473 INDIAN RIVER DR		RS2	**R1**		2T11
5585 INDIAN RIVER DR	011-977-078	RS2	**R1**		2T11
	011-977-086	RS2	**R1**		2T11
5555 INDIAN RIVER DR	011-977-108	RS2	**R1**		2T11
5497 INDIAN RIVER DR	011-977-558	RS2	**R1**		2T11
5487 INDIAN RIVER DR	011-977-604	RS1	**R1**		2T11
5481 INDIAN RIVER DR	011-977-680	RS1	**R1**		2T11
5495 INDIAN RIVER DR	011-977-698	RS2	**R1**		2T11
5547 INDIAN RIVER DR	008-018-995	RS2	**R1**		2T11
5523 INDIAN RIVER DR	016-971-680	RS2	**R1**		2T11
5515 INDIAN RIVER DR	007-437-609	RS2	**R1**		2T11
	002-439-883	RS2	**R1**		2T11
5501 INDIAN RIVER DR	002-439-905	RS2	**R1**		2T11
5463 INDIAN RIVER DR	016-971-779	RS2	**R1**		2T11
5577 INDIAN RIVER DR	017-126-797	RS2	**R1**		2T11
5469 INDIAN RIVER DR	030-127-718	RS2	**R1**		2T11
	019-171-633	RS2	**R1**		2T11
5605 INDIAN RIVER DR	019-171-641	RS2	**R1**		2T11
327 SASAMAT LANE	009-606-441	RS2	**R1**		2T13
326 SASAMAT LANE	011-125-861	RS2	**R1**		2T13
325 SASAMAT LANE	011-125-870	RS2	**R1**		2T13
335 SASAMAT LANE	011-125-802	RS2	**R1**		2T13
334 SASAMAT LANE	011-125-811	RS2	**R1**		2T13
333 SASAMAT LANE	011-125-837	RS2	**R1**		2T13
332 SASAMAT LANE	004-071-531	RS2	**R1**		2T13
338 SASAMAT LANE	026-554-208	RS2	**R1**		2T13
336 SASAMAT LANE	026-554-216	RS2	**R1**		2T13
324 SASAMAT LANE	008-210-284	RS2	**R1**		2T13
315 SASAMAT LANE	011-100-907	RS2	**R1**		2T13
314 SASAMAT LANE	011-100-940	RS2	**R1**		2T13
	011-101-059	RS2	**R1**		2T13
312 SASAMAT LANE	011-101-091	RS2	**R1**		2T13
311 SASAMAT LANE	011-101-113	RS2	**R1**		2T13
310 SASAMAT LANE	002-463-067	RS2	**R1**		2T13
	011-101-130	RS2	**R1**		2T13
	011-101-164	RS2	**R1**		2T13
307 SASAMAT LANE	011-101-202	RS2	**R1**		2T13
306 SASAMAT LANE	011-101-229	RS2	**R1**		2T13
323 SASAMAT LANE	011-099-275	RS2	**R1**		2T13
305 SASAMAT LANE	011-101-318	RS2	**R1**		2T13
304 SASAMAT LANE	011-101-334	RS2	**R1**		2T13
322 SASAMAT LANE	011-099-291	RS2	**R1**		2T13
321 SASAMAT LANE	009-606-653	RS2	**R1**		2T13
320 SASAMAT LANE	009-606-742	RS2	**R1**		2T13
319 SASAMAT LANE	011-099-330	RS2	**R1**		2T13
318 SASAMAT LANE	011-100-851	RS2	**R1**		2T13
317 SASAMAT LANE	011-100-869	RS2	**R1**		2T13
	011-100-885	RS2	**R1**		2T13
330 SASAMAT LANE	023-550-465	RS2	**R1**		2T13
328 SASAMAT LANE	023-550-473	RS2	**R1**		2T13
301 SASAMAT LANE	032-121-954	RS2	**R1**		2T13
	028-939-255	RS2	**R1**		2T13
7070 INDIAN ARM	013-624-482	RS2	**R1**		2T15
	007-306-776	RS2	**R1**		2V15
7090 INDIAN ARM	011-130-741	RS2	**R1**		2V15
	009-274-367	RS2	**R1**		2V17
	009-274-375	RS2	**R1**		2V17
	009-274-383	RS2	**R1**		2V17
	009-274-405	RS2	**R1**		2V17
520 FRAMES LANDING	013-967-720	RS2	**R1**		2V17
	013-967-738	RS2	**R1**		2V17
	010-300-571	RS2	**R1**		2V17
	015-069-494	RS2	**R1**		2V17
	015-069-524		**R1**		2V17
	011-866-519	RS2	**R1**		2V19
	008-255-652	RS2	**R1**		2V19
	005-392-543	RS2	**R1**		2V19
	014-830-400	RS2	**R1**		2V19
	014-830-418	RS2	**R1**		2V19
	014-830-396	RS2	**R1**		2V19

NOTE: This list only includes properties being rezoned to R1 and R2 as part of Rezoning Bylaw 8799. If your property is not listed, it is not being rezoned at this time and retains its existing zoning.

FULL ADDRESS	PID	Old RS ("Single Family") Zoning	New Zoning (R1,R2)	Subdivision Modifier (S1,S2,S3)	Schedule B Grid Map Reference
	011-567-643	RS2	**R1**		2V19
	027-611-434	RS2	**R1**		2V19
	015-069-541	RS2	**R1**		2V19
	005-265-495	RS2	**R1**		2V23
	007-899-548	RS2	**R1**		2V23
	007-899-556	RS2	**R1**		2V23
	005-409-403	RS2	**R1**		2V23
	007-899-645	RS2	**R1**		2V23
	005-095-646	RS2	**R1**		2V23
	007-899-670	RS2	**R1**		2V23
	007-899-688	RS2	**R1**		2V23
	007-899-696	RS2	**R1**		2V23
	003-503-551	RS2	**R1**		2V23
	007-899-718	RS2	**R1**		2V23
	016-838-262	RS2	**R1**		2V23
	012-892-530	RS2	**R1**		2V23
	012-892-564	RS2	**R1**		2V23
	012-892-572	RS2	**R1**		2V23
	008-181-501	RS2	**R1**		2V23
	008-181-527	RS2	**R1**		2V23
	012-712-493	RS2	**R1**		2V23
	012-712-507	RS2	**R1**		2V23
	005-982-791	RS2	**R1**		2V23
	005-982-821	RS2	**R1**		2V23
	005-982-880	RS2	**R1**		2V23
	005-982-928	RS2	**R1**		2V23

Schedule B to Bylaw 8799

Map package illustrating the application of R1 and R2 zones across the District of North Vancouver



DISTRICT OF NORTH VANCOUVER

0 0.5 1 2 Kilometers

1:34,000

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier Grid*

**This map applies a grid across the District to identify the areas where the R1 and R2 zones will be applied. For a more detailed view, refer to the specific grid block as identified on this map.*

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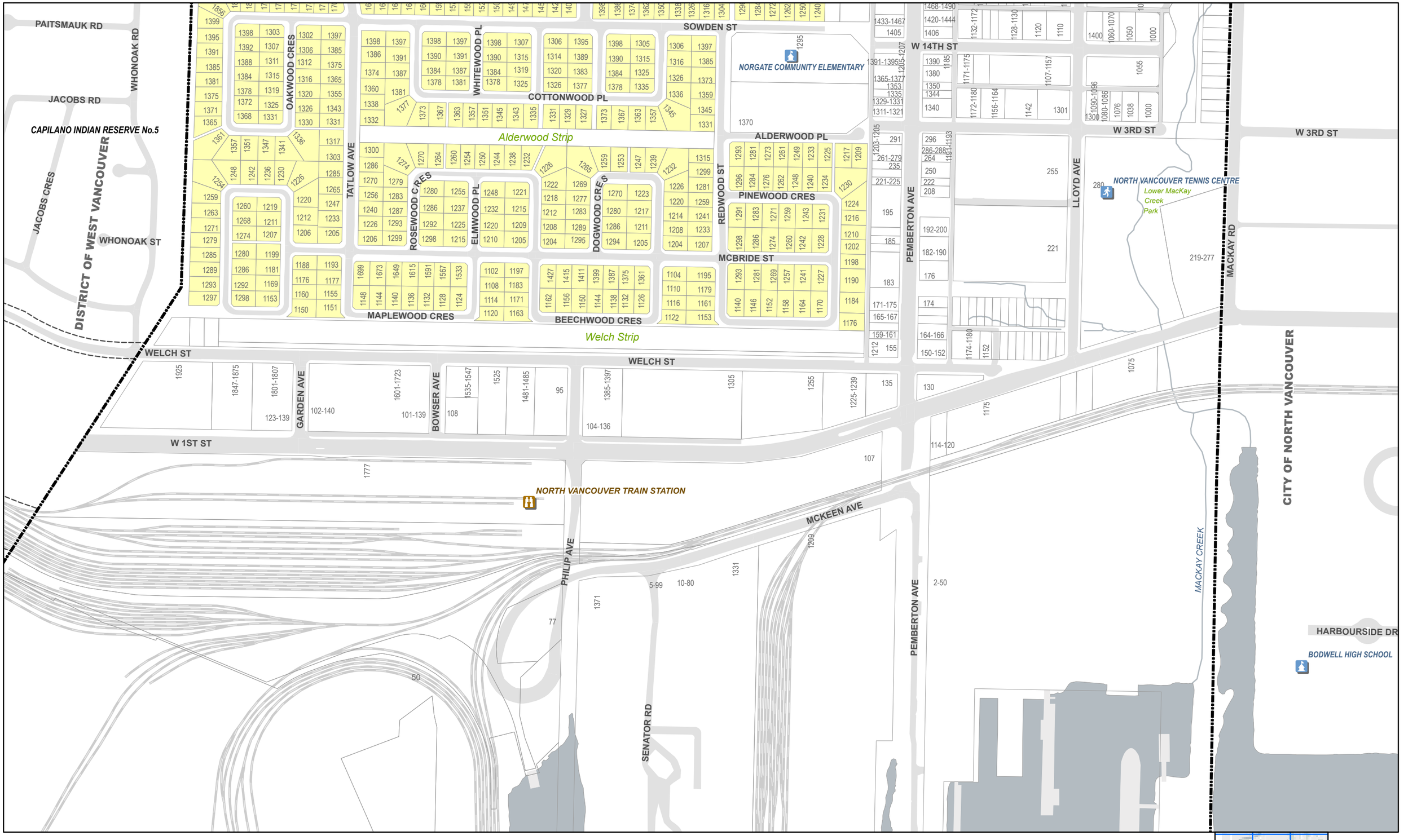

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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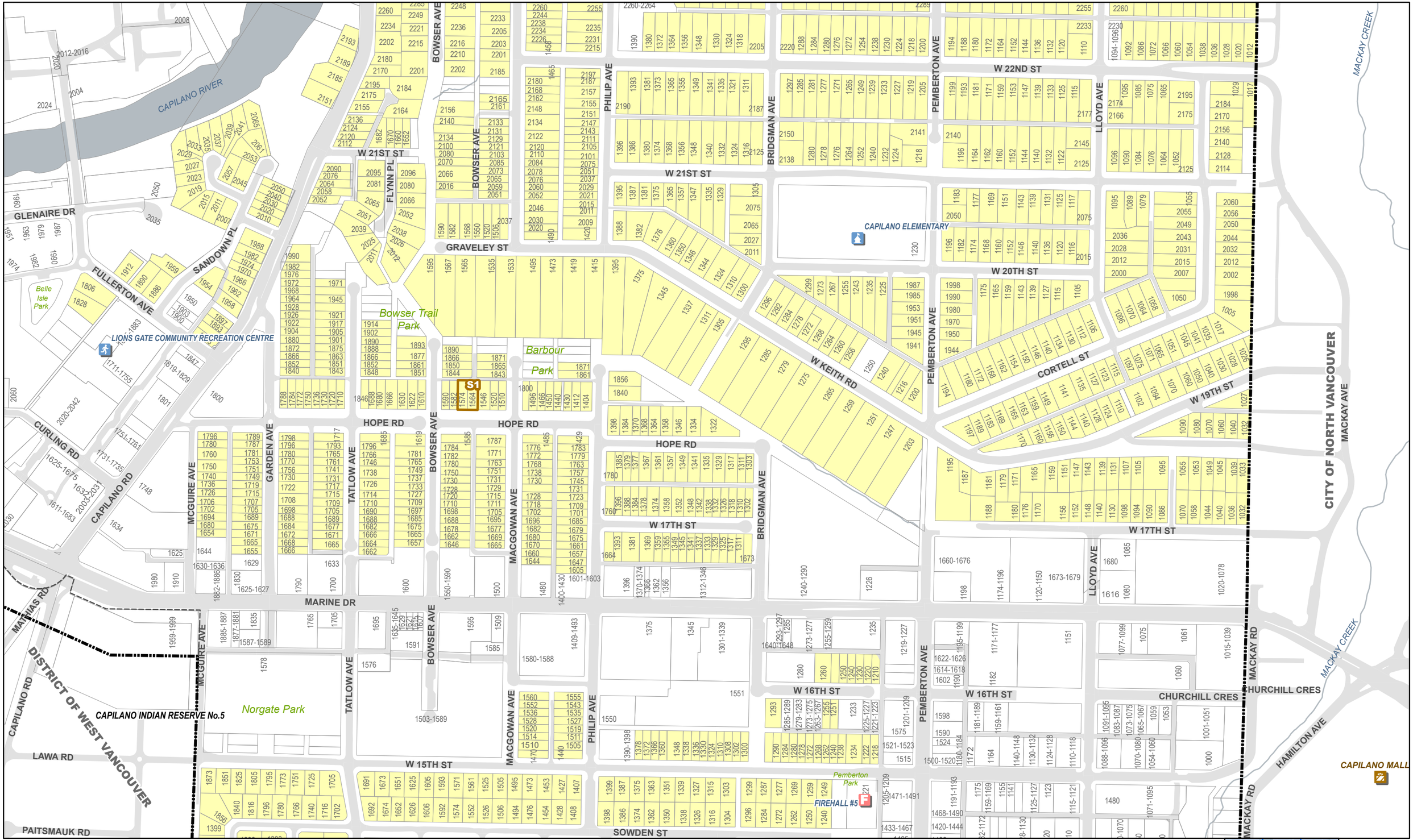
2A07	2B07	2D07
2A05	2B05	2D05
2A03	2B03	2D03

MAP 2B05

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

0 50 100 200 Meters

1:4,200

DISTRICT OF NORTH VANCOUVER

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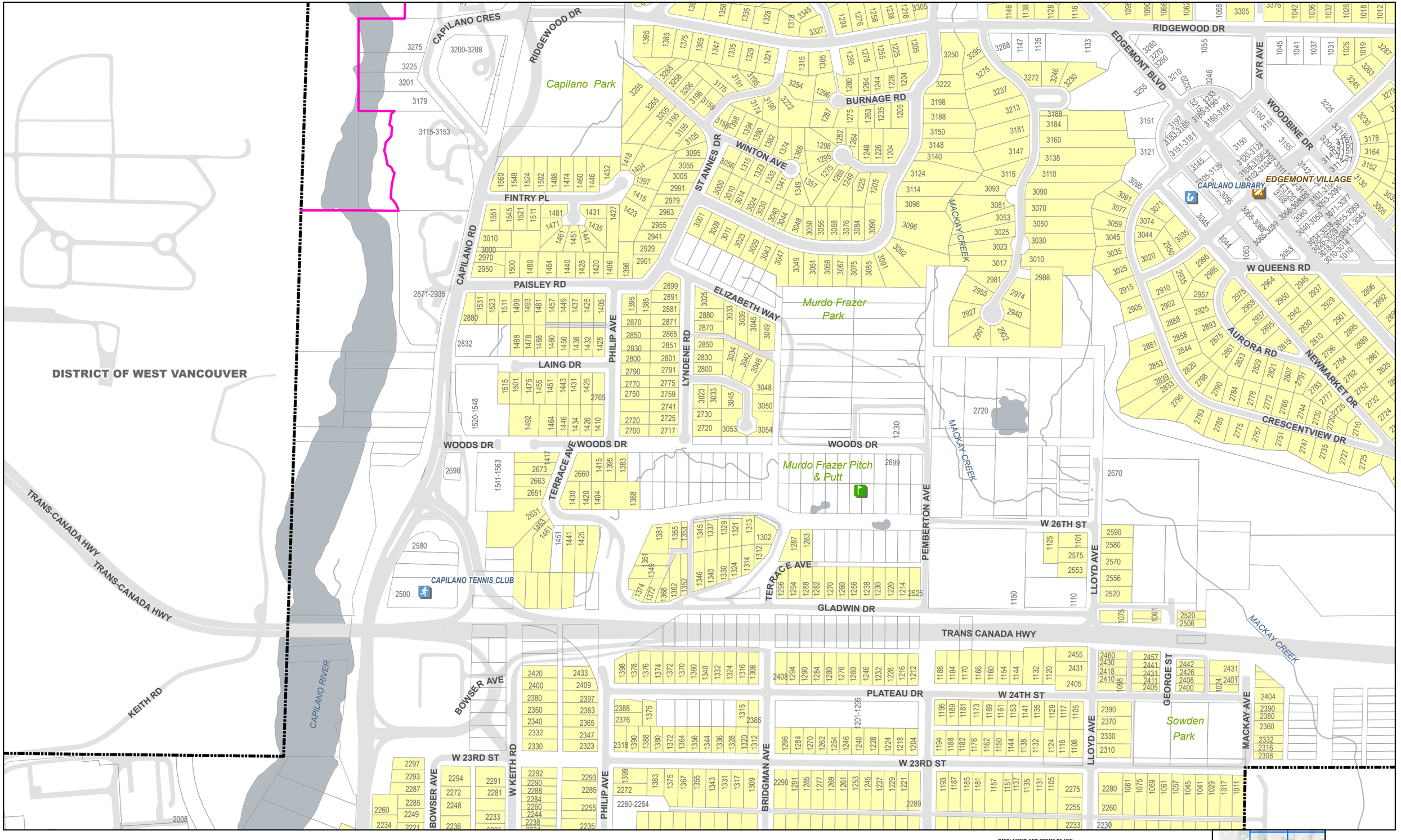
2A09	2B09	2D09
2A07	2B07	2D07
2A05	2B05	2D05

MAP 2B07

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

0 50 100 200 Meters

1:4,200

DISTRICT OF NORTH VANCOUVER

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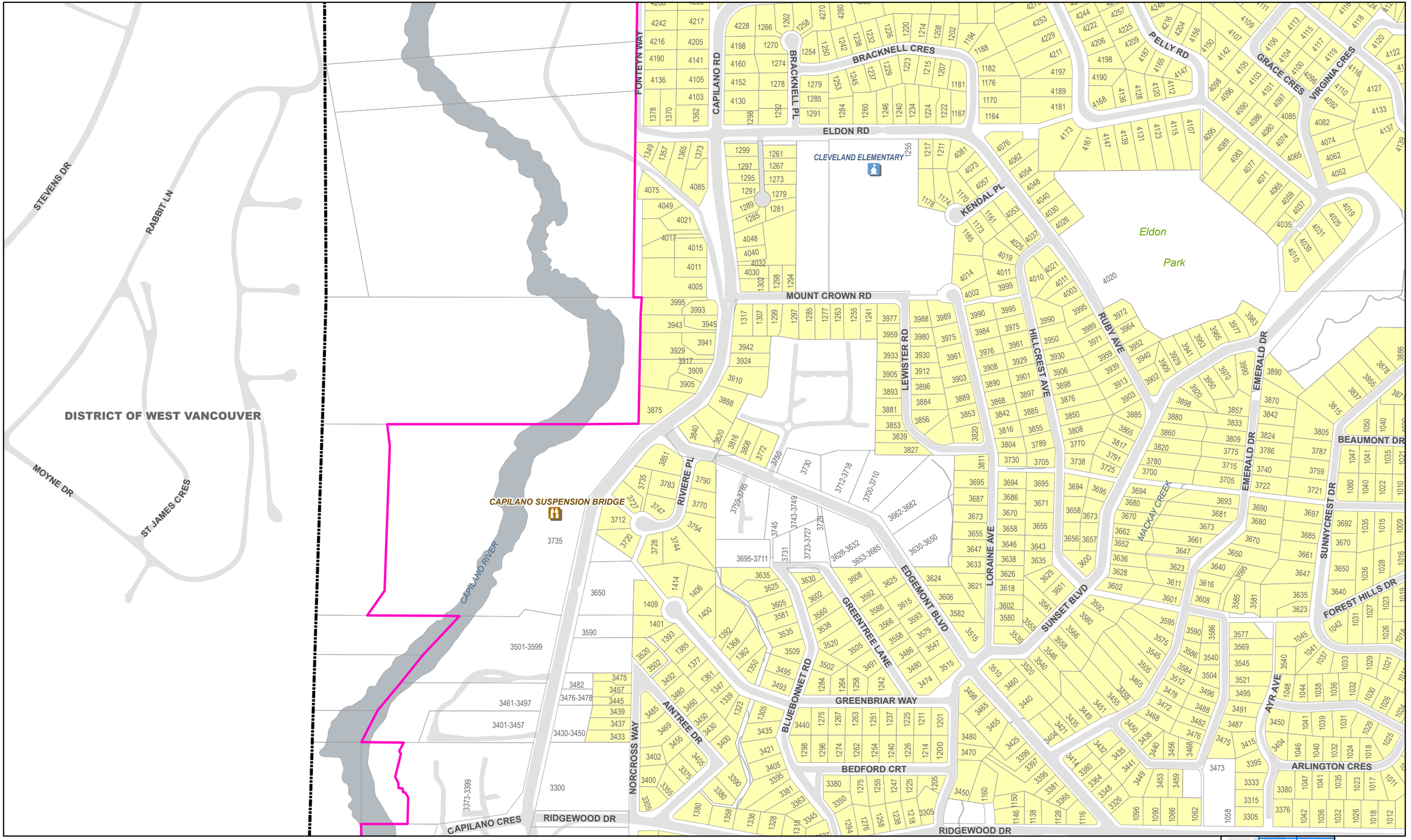
	2B11	2D11
2A09	2B09	2D09
2A07	2B07	2D07

MAP 2B09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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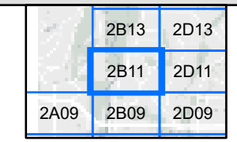
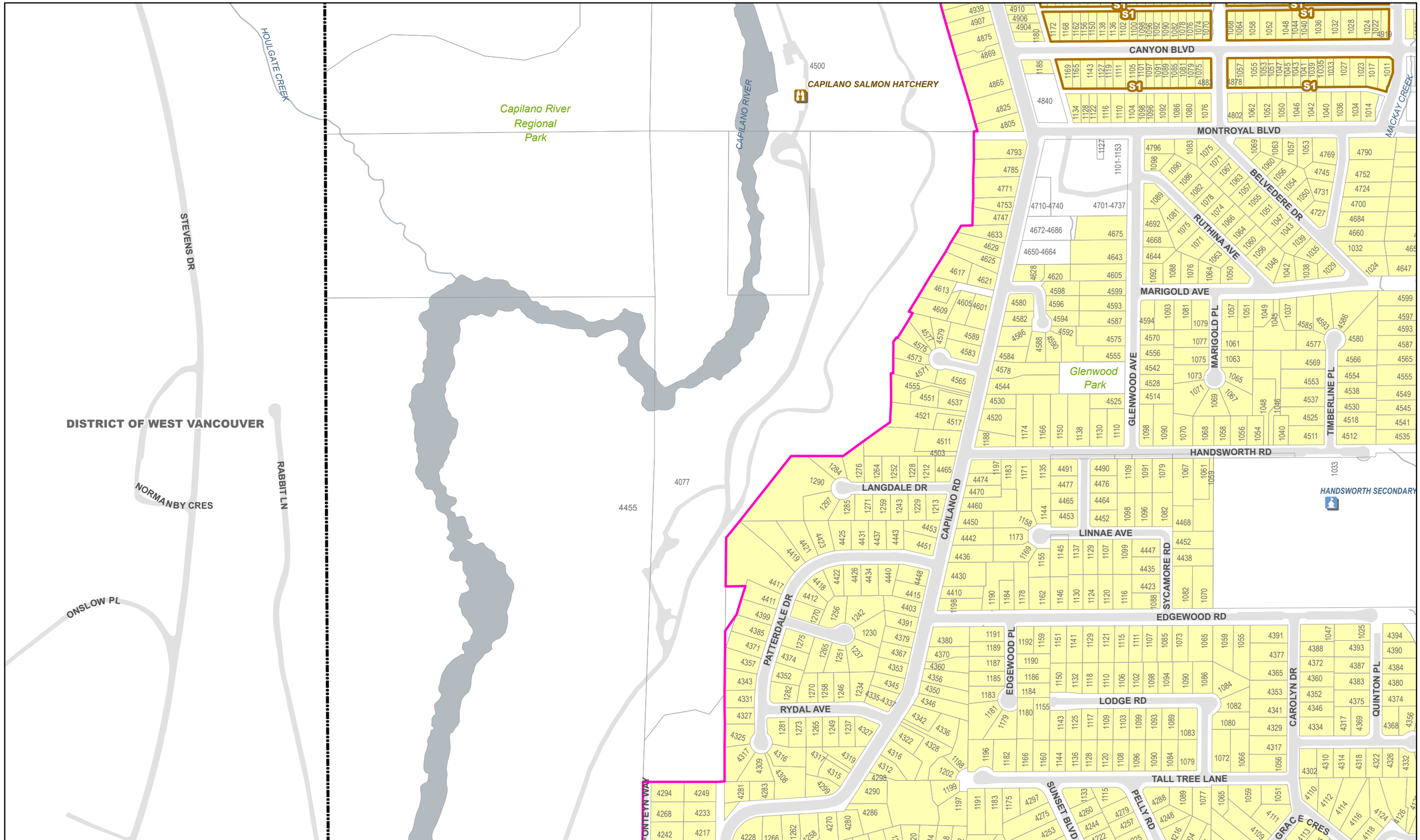


MAP 2B11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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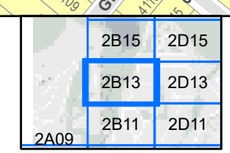
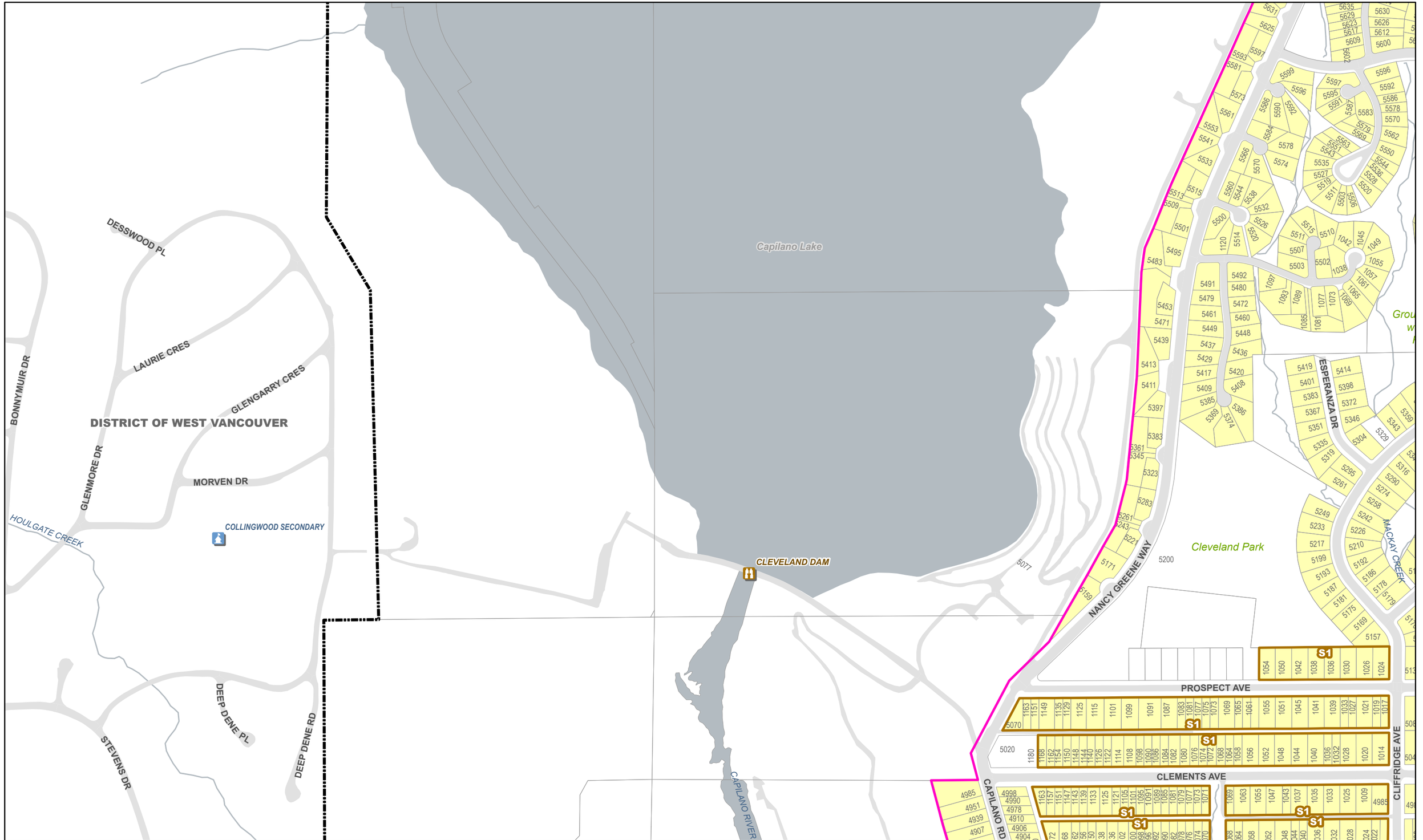


MAP 2B13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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2B17	2D17
2B15	2D15
2B13	2D13

MAP 2B15

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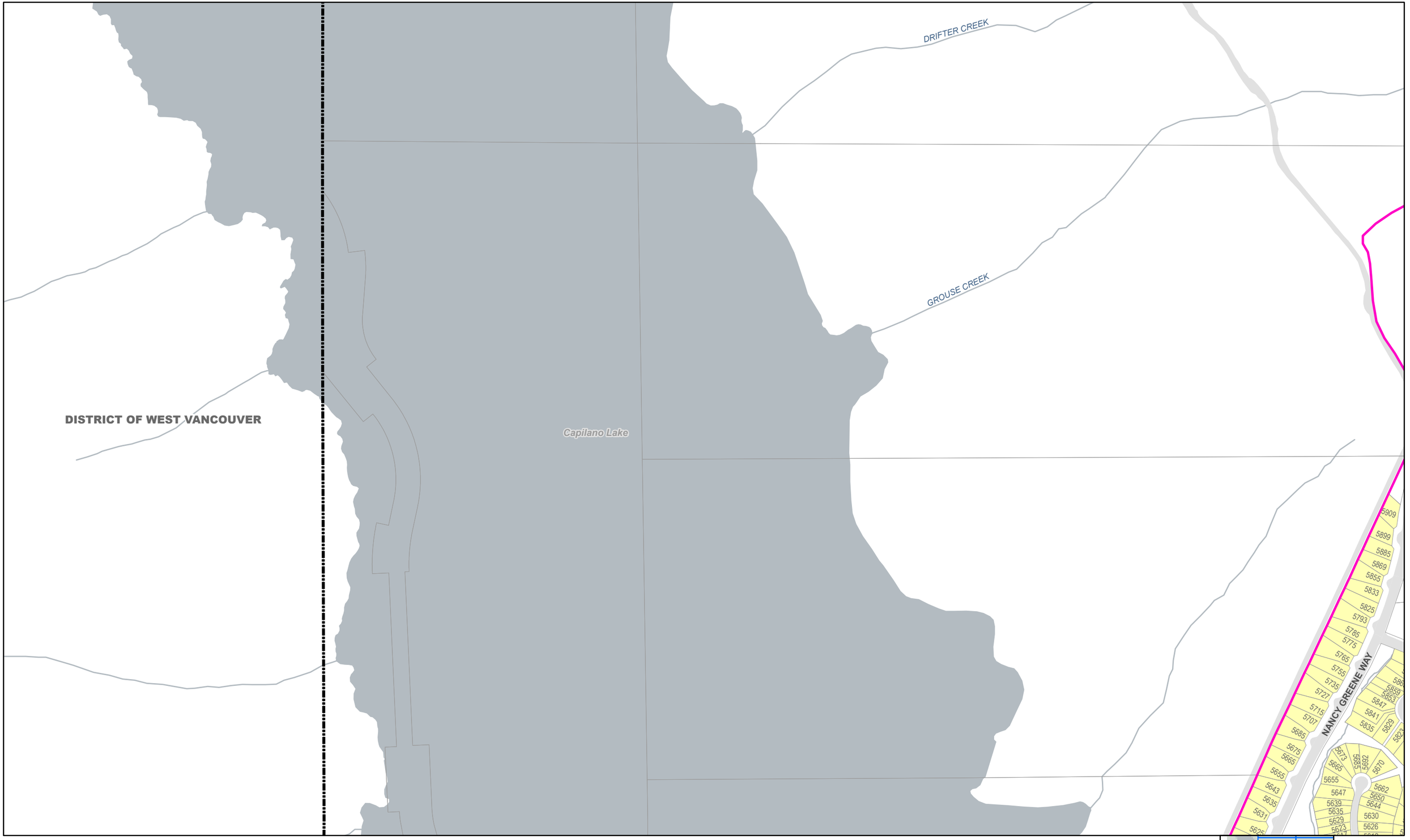

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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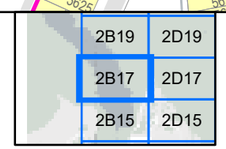
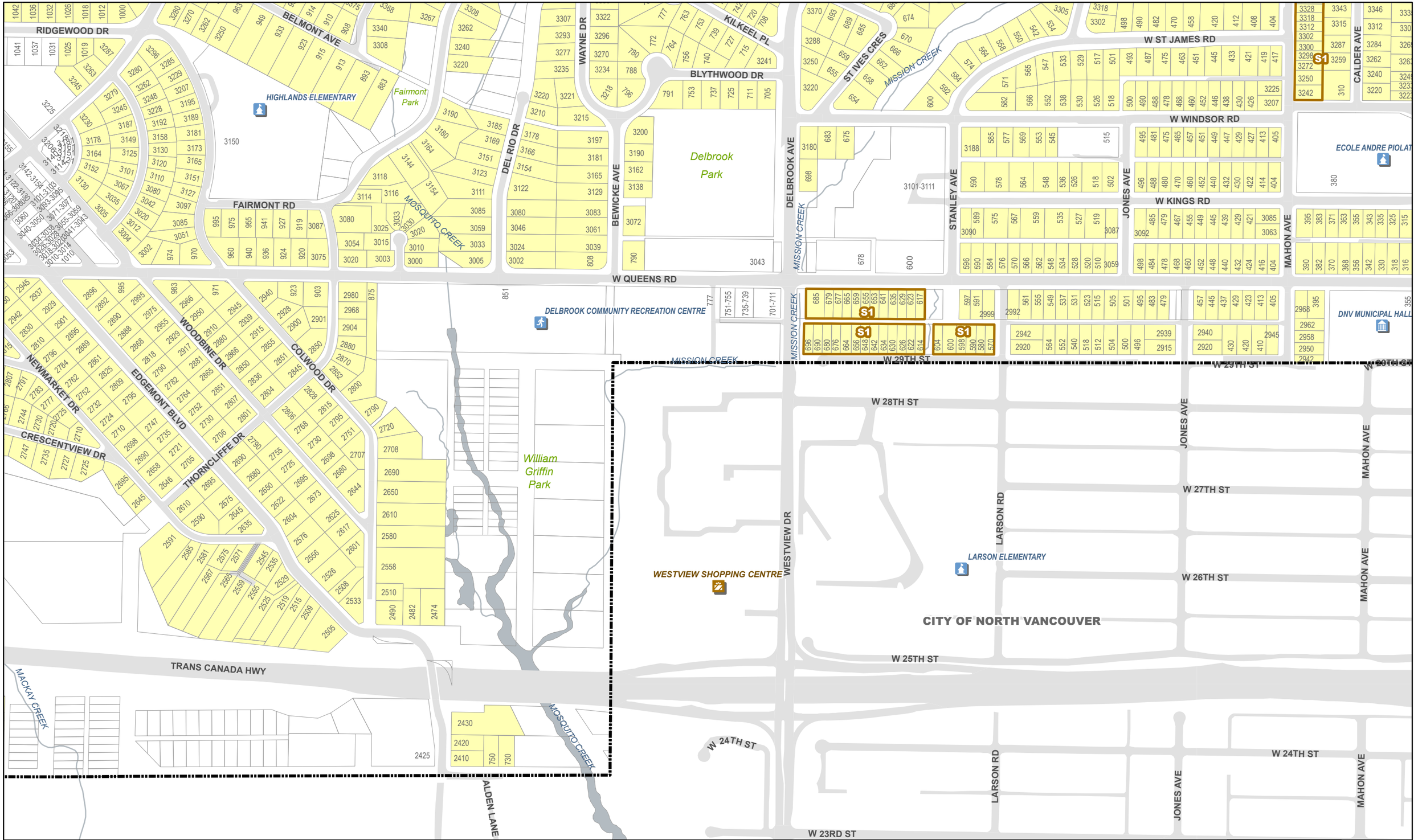


MAP 2B17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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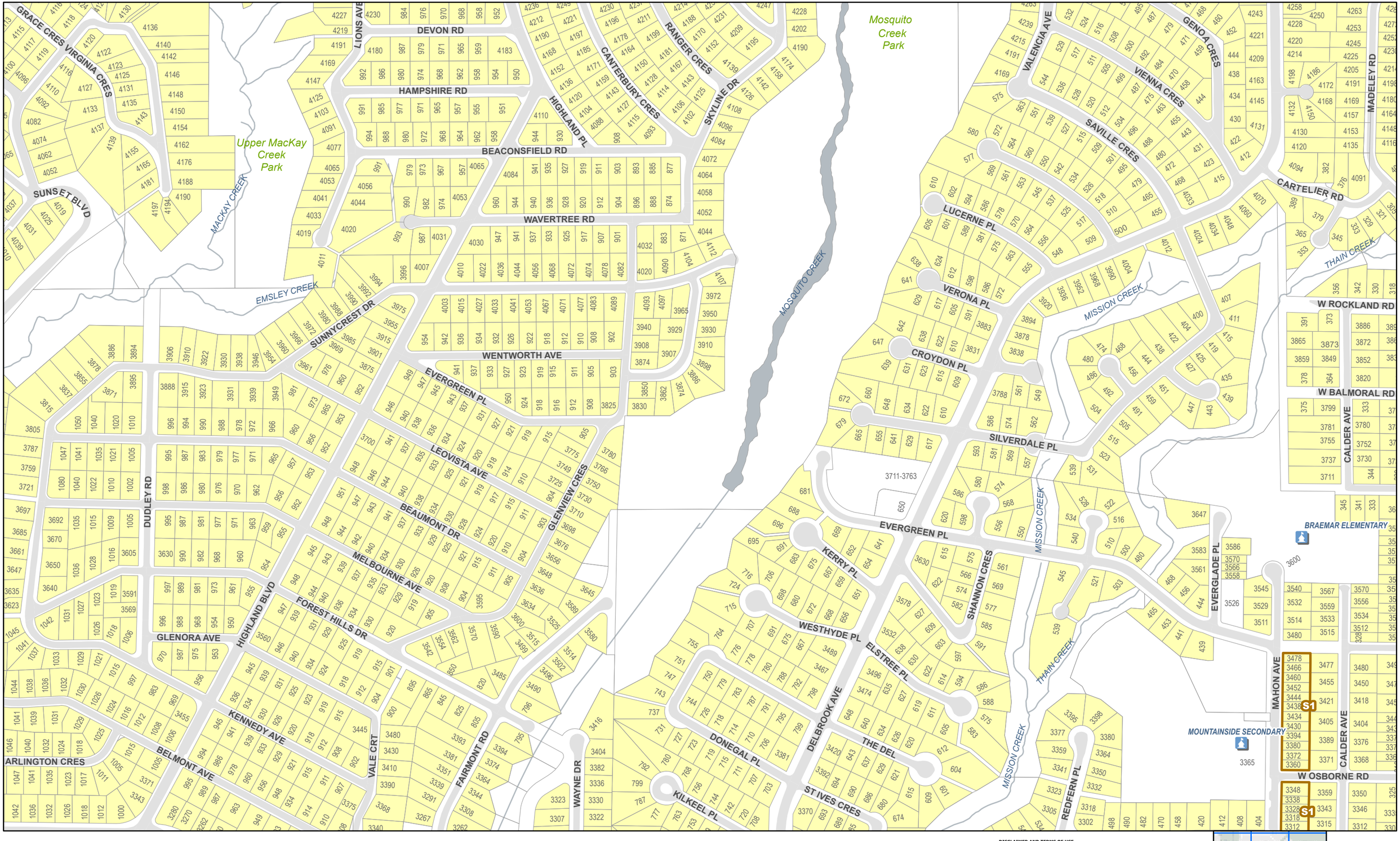
2B09	2D09	2F09
2B07	2D07	2F07

MAP 2D09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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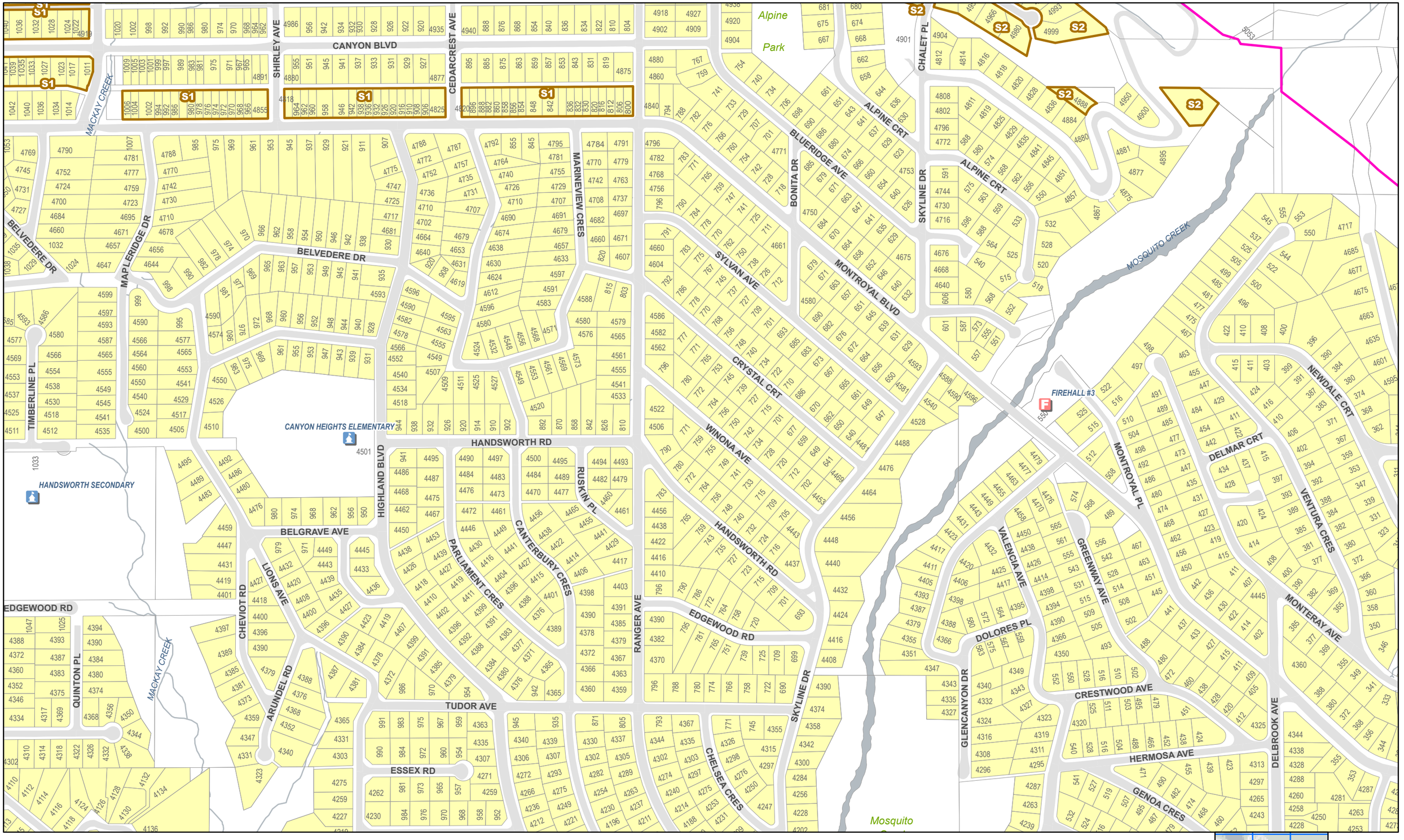
2B11	2D11	2F11
2B09	2D09	2F09

MAP 2D11

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

0 50 100 200 Meters

1:4,200

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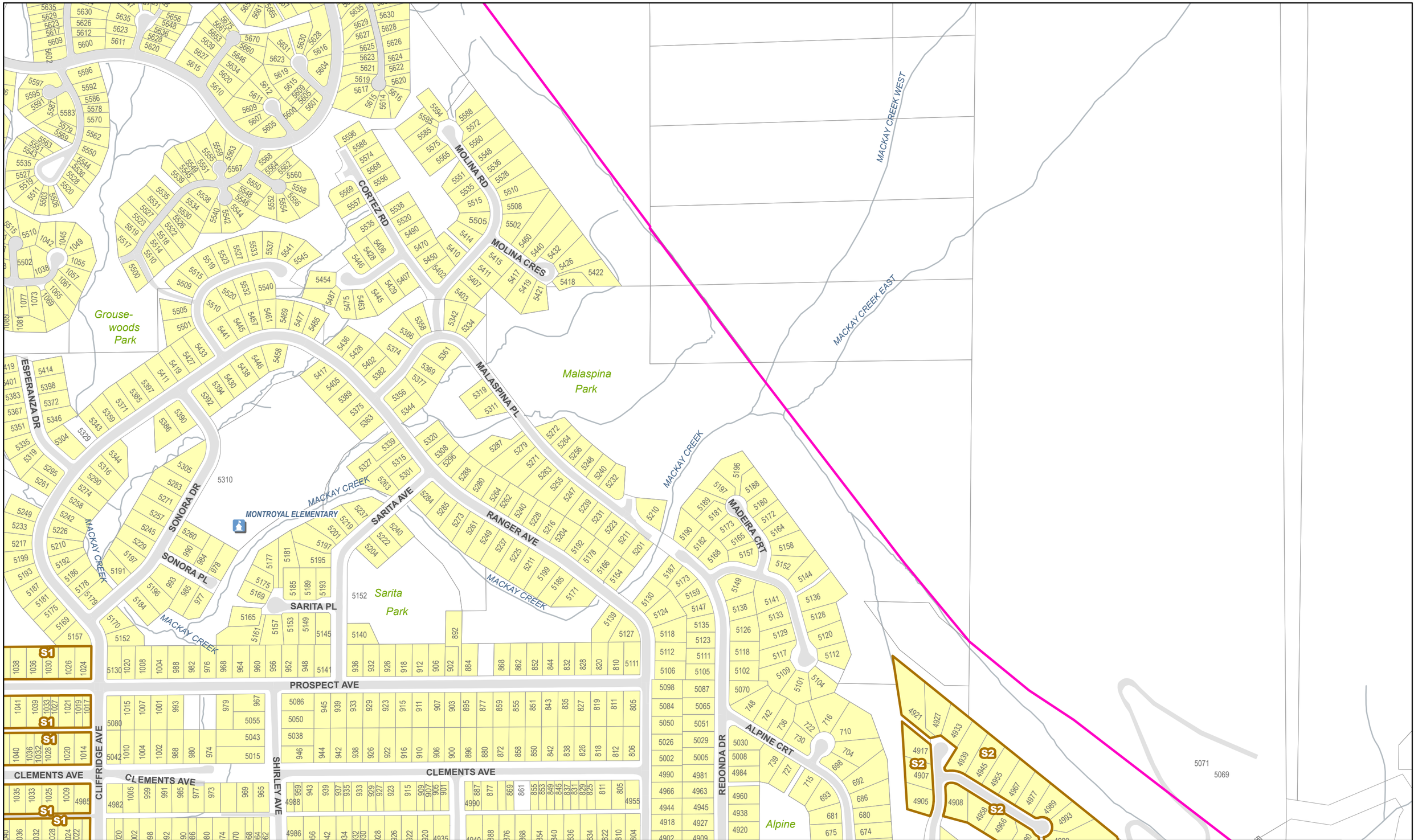
2B15	2D15	2F15
2B13	2D13	2F13
2B11	2D11	2F11

MAP 2D13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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2B17	2D17	2F17
2B15	2D15	2F15
2B13	2D13	2F13

MAP 2D15

Published: May 19, 2026

GROUSE CREEK

MACKAY CREEK

GROUSE MOUNTAIN TRAM STATION

NANCY GREENE WAY

5900-5960

5700-5734

OWL CRT

GROUSEWOODS DR

MACKAY CREEK

MACKAY CREEK WEST

MACKAY CREEK EAST

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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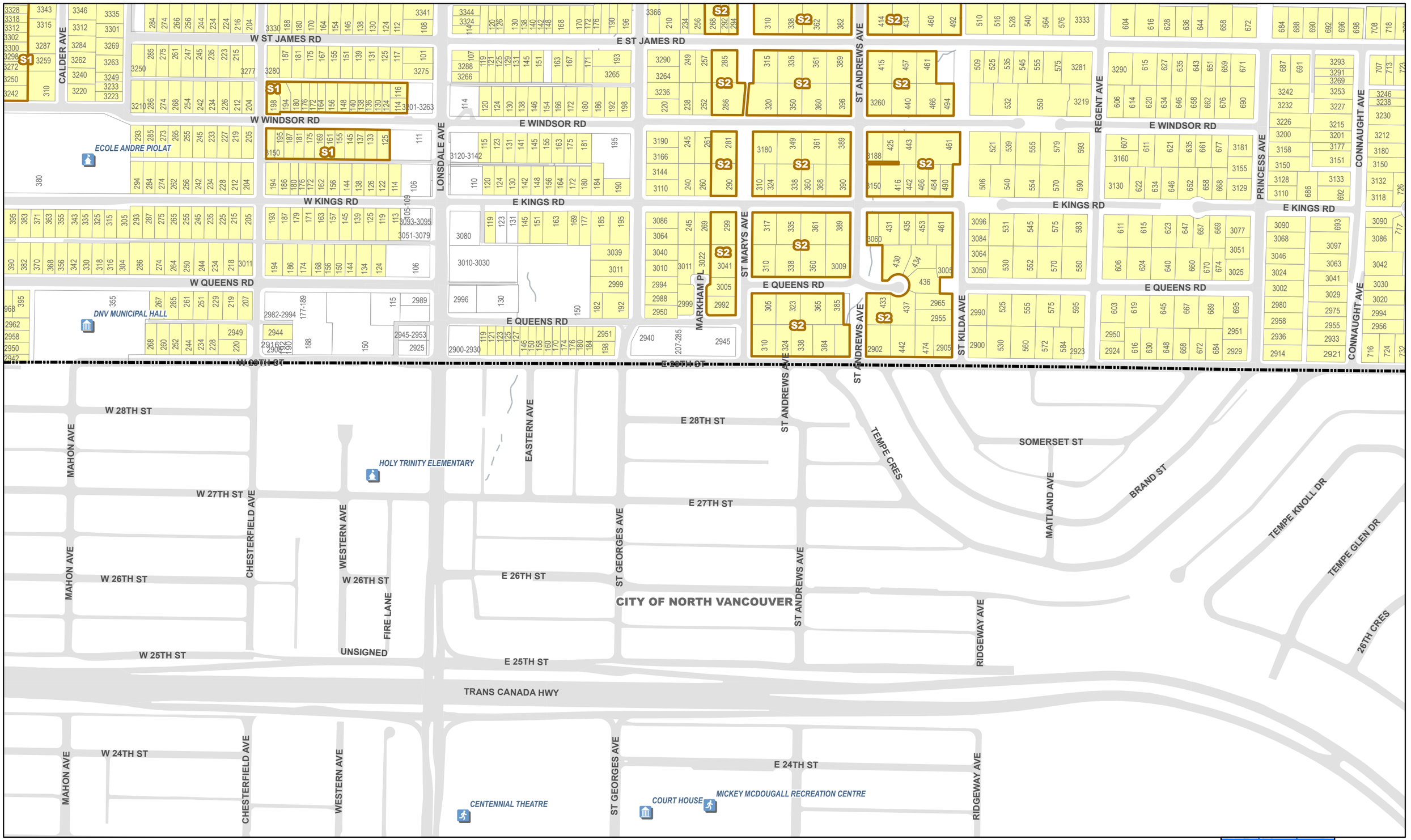
2B17	2D17	2F17
2B15	2D15	2F15

MAP 2D17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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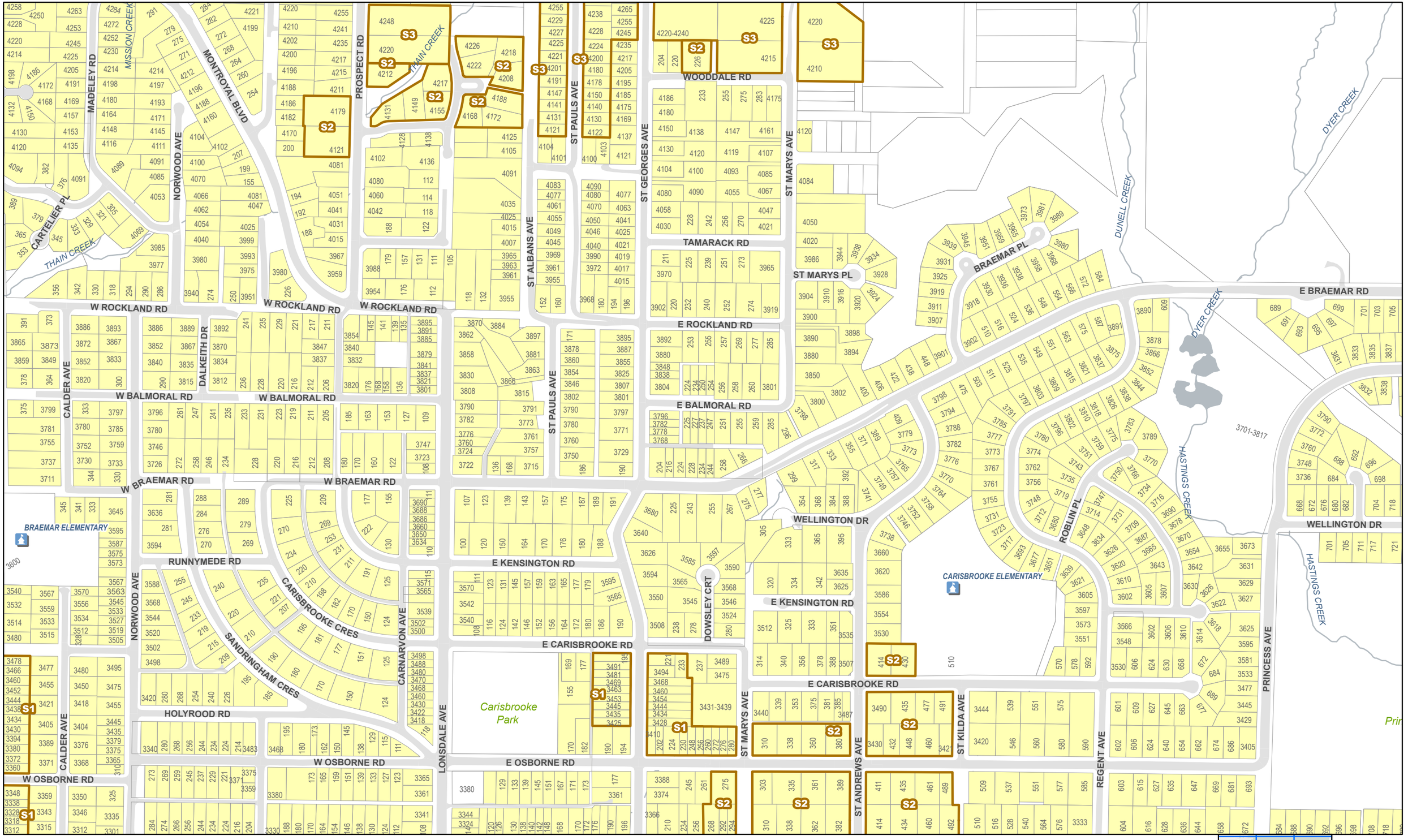
2D11	2F11	2H11
2D09	2F09	2H09
2D07	2F07	2H07

MAP 2F09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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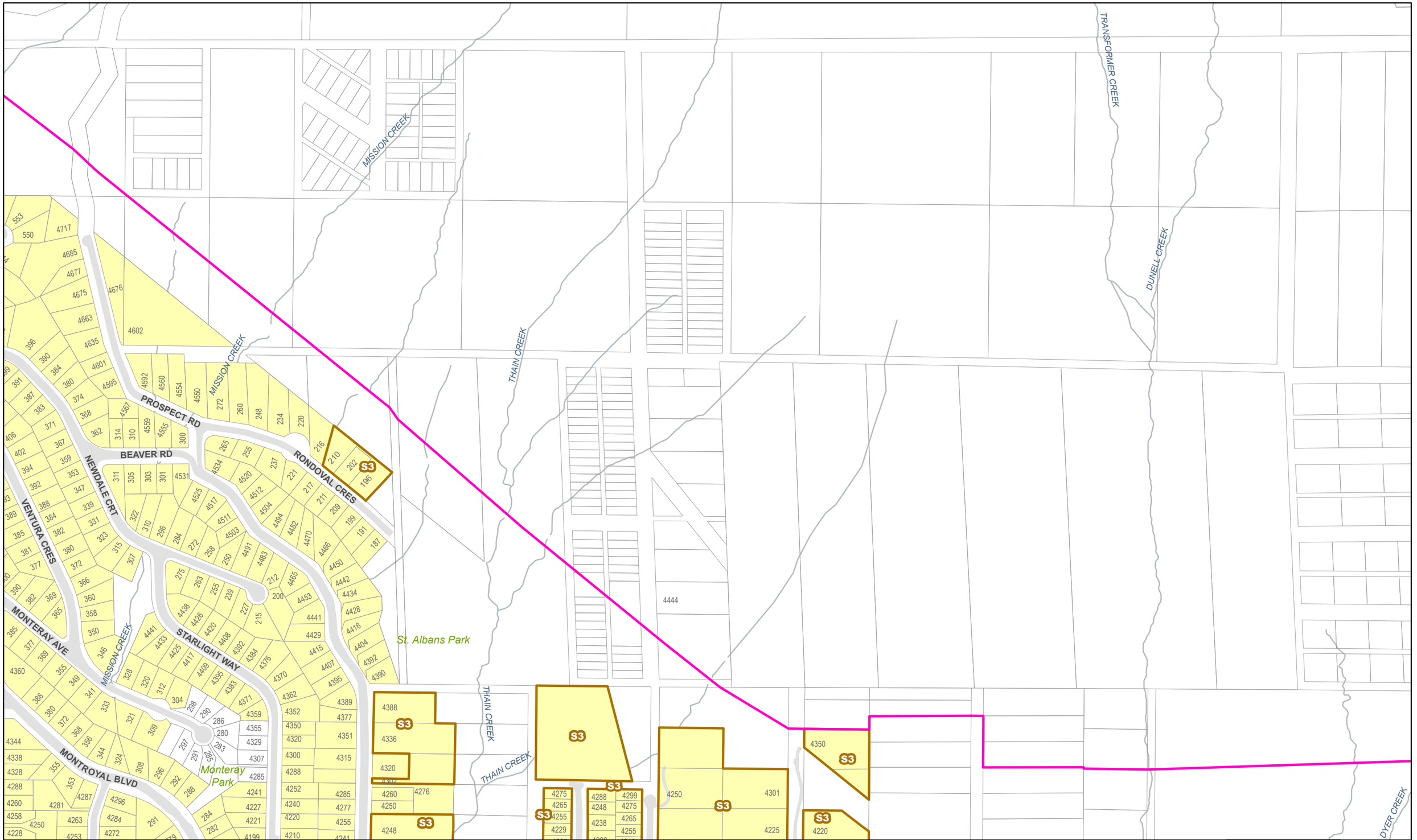
2D13	2F13	2H13
2D11	2F11	2H11
2D09	2F09	2H09

MAP 2F11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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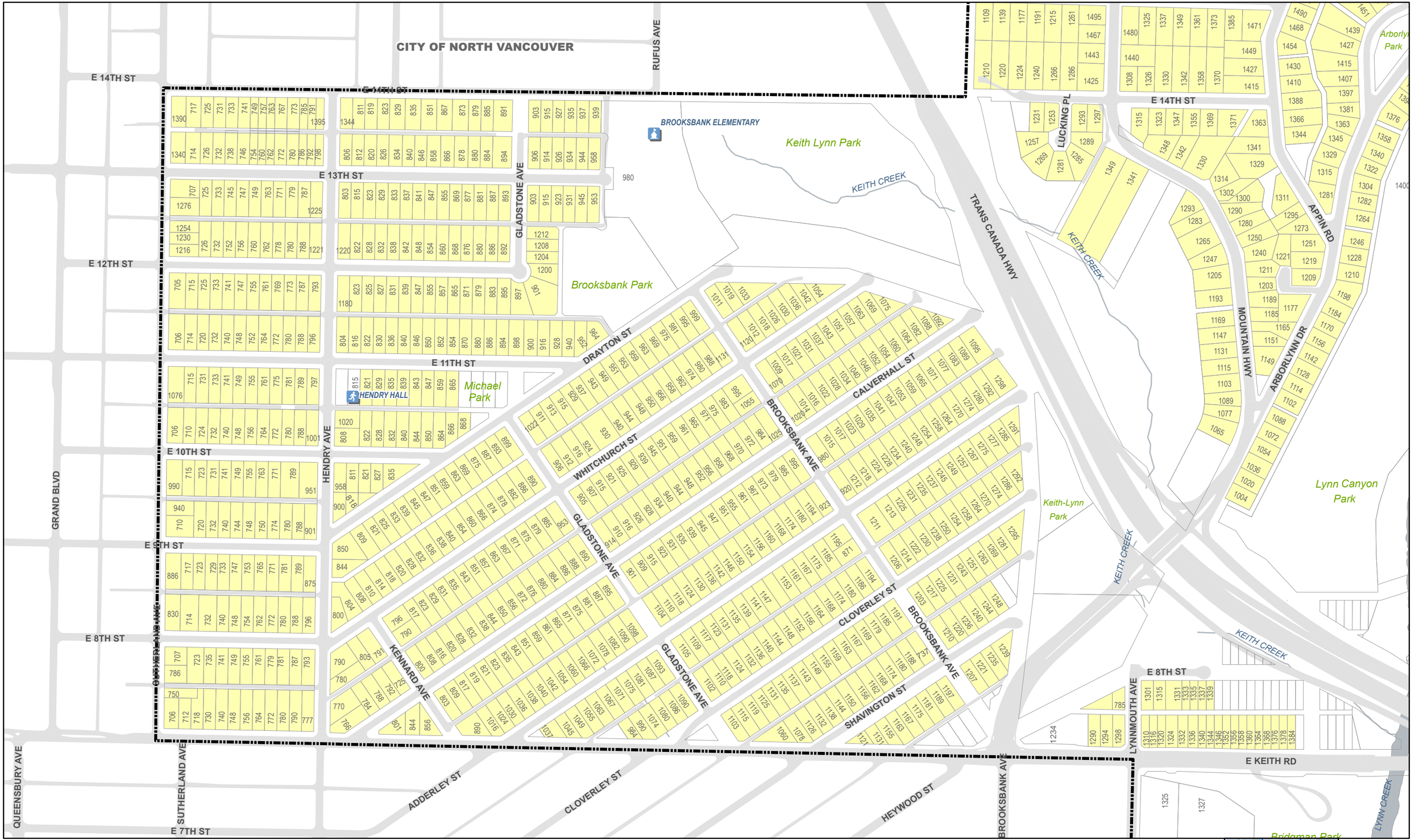
2D15	2F15	2H15
2D13	2F13	2H13
2D11	2F11	2H11

MAP 2F13

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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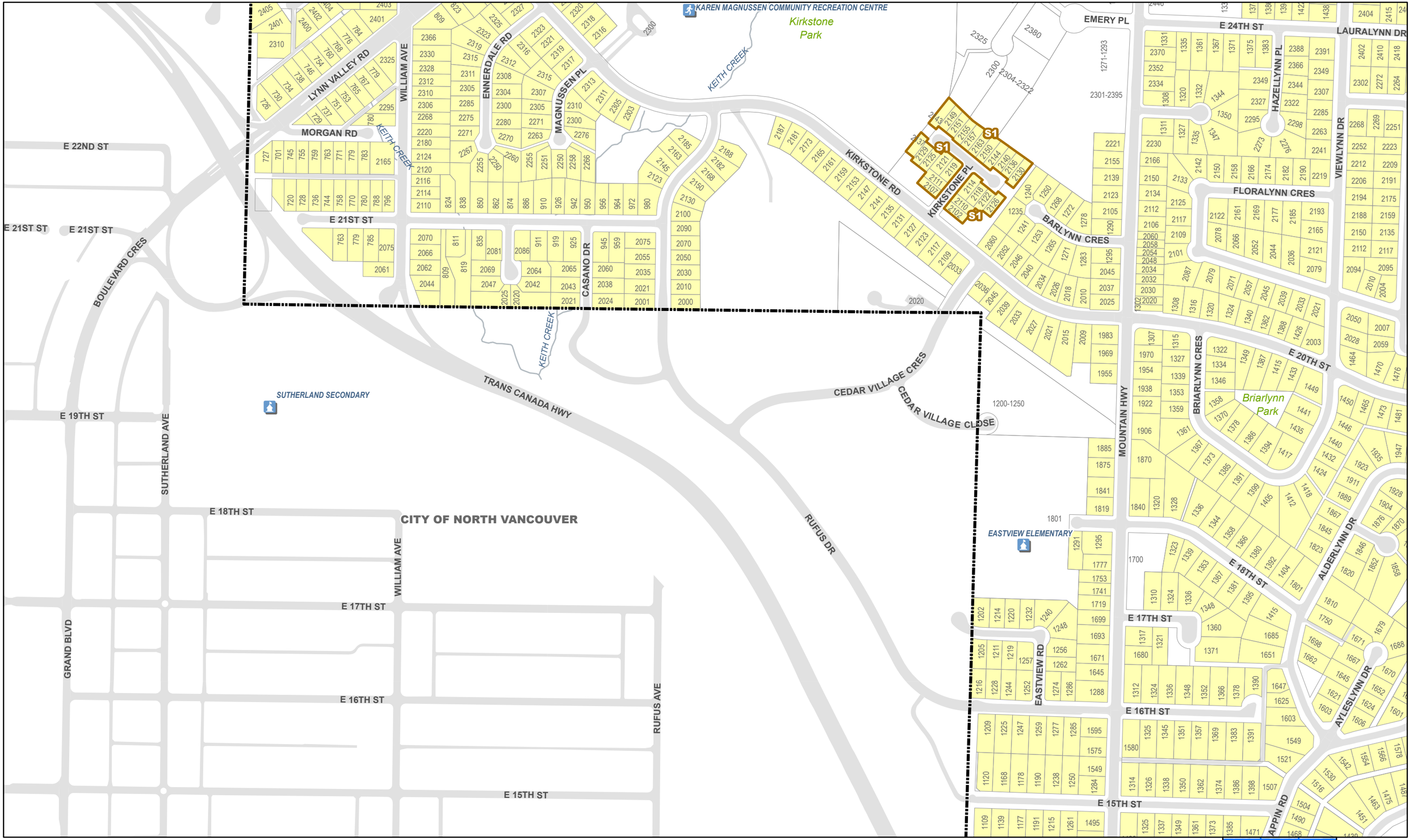
2F07	2H07	2J07
2F05	2H05	2J05
2F03	2H03	2J03

MAP 2H05

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

0 50 100 200 Meters

1:4,200

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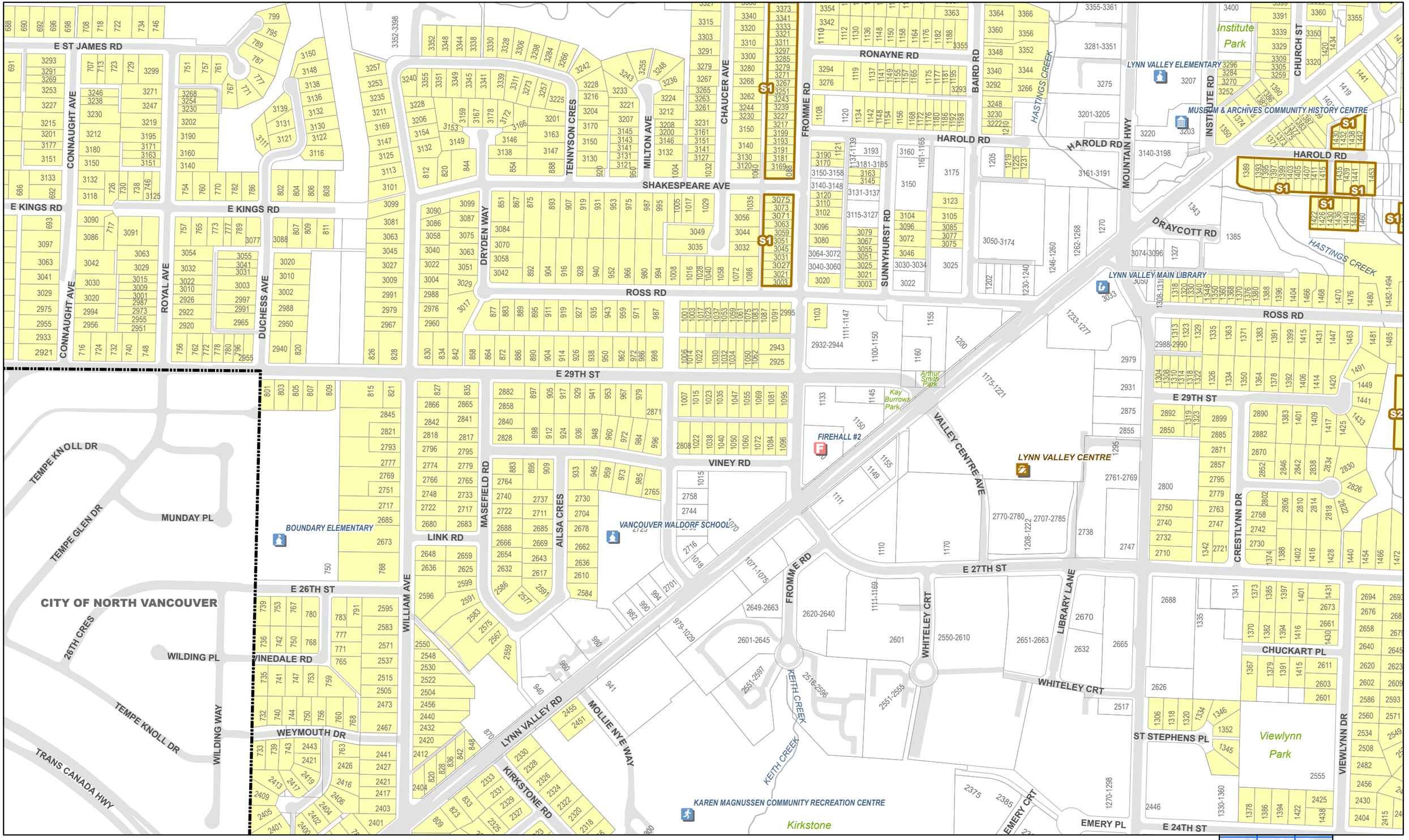
2F07	2H07	2J07
2F05	2H05	2J05

MAP 2H07

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

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R1 R2 Subdivision Modifier

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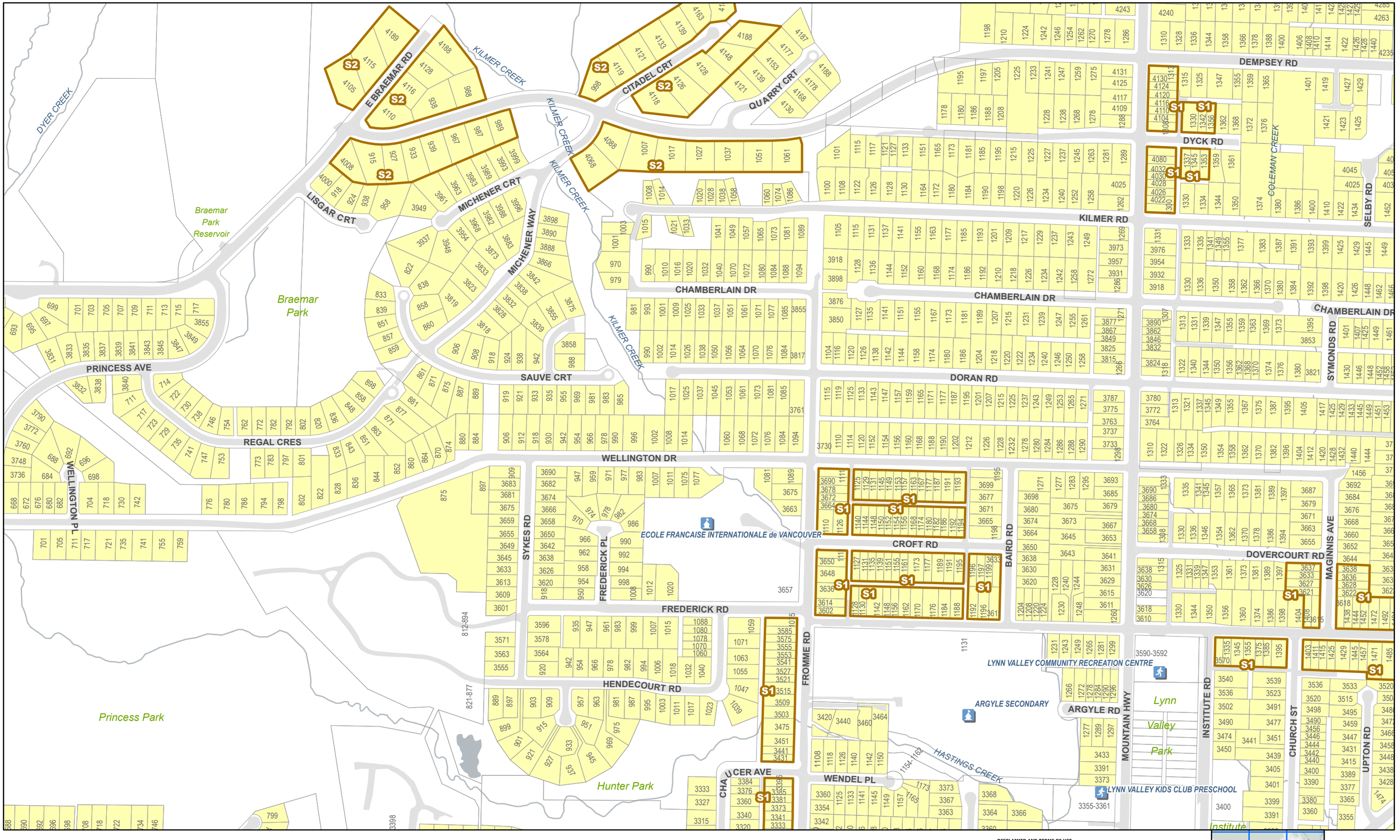
2F09	2H09	2J09
2F07	2H07	2J07

MAP 2H09

Published: May 25, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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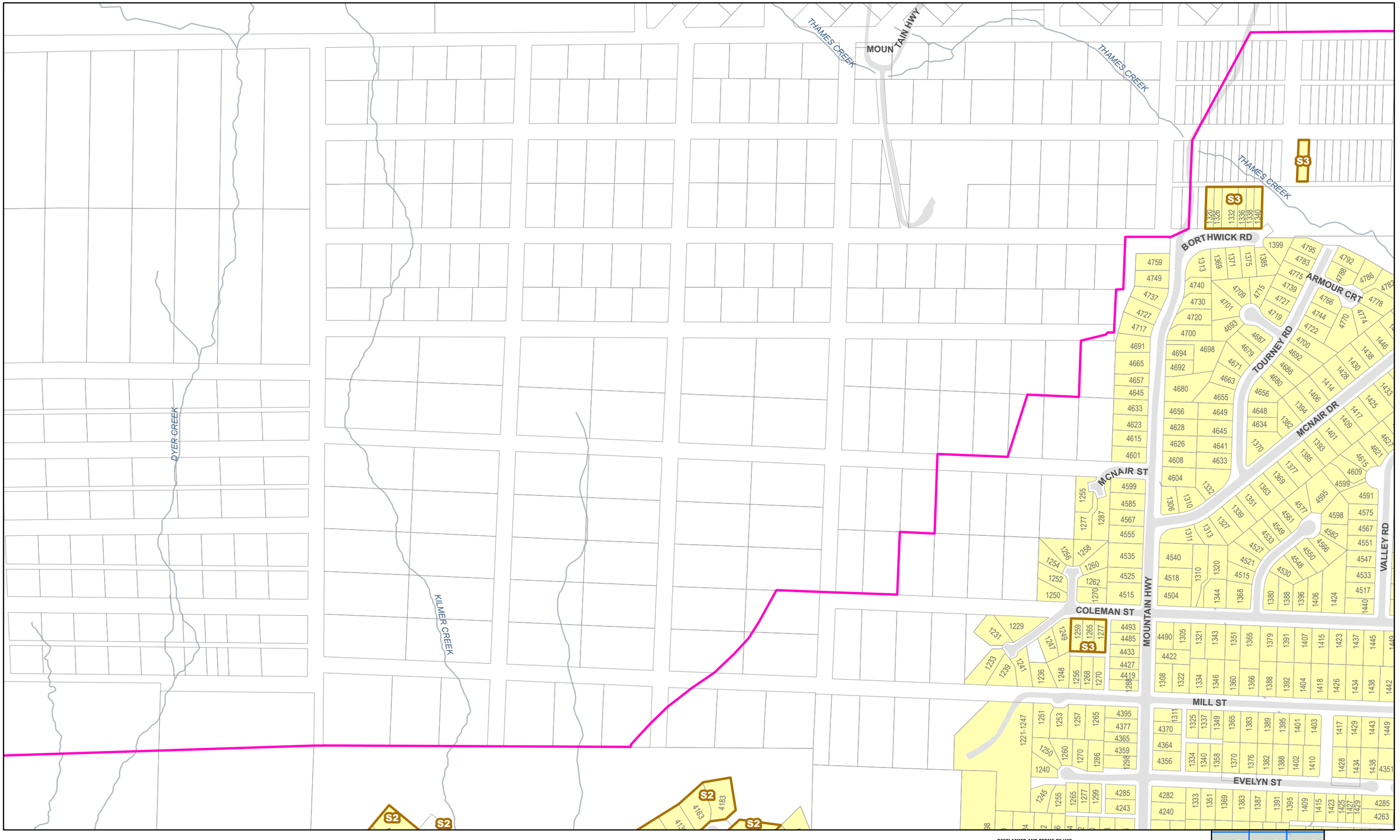
2F13	2H13	2J13
2F11	2H11	2J11
2F09	2H09	2J09

MAP 2H11

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

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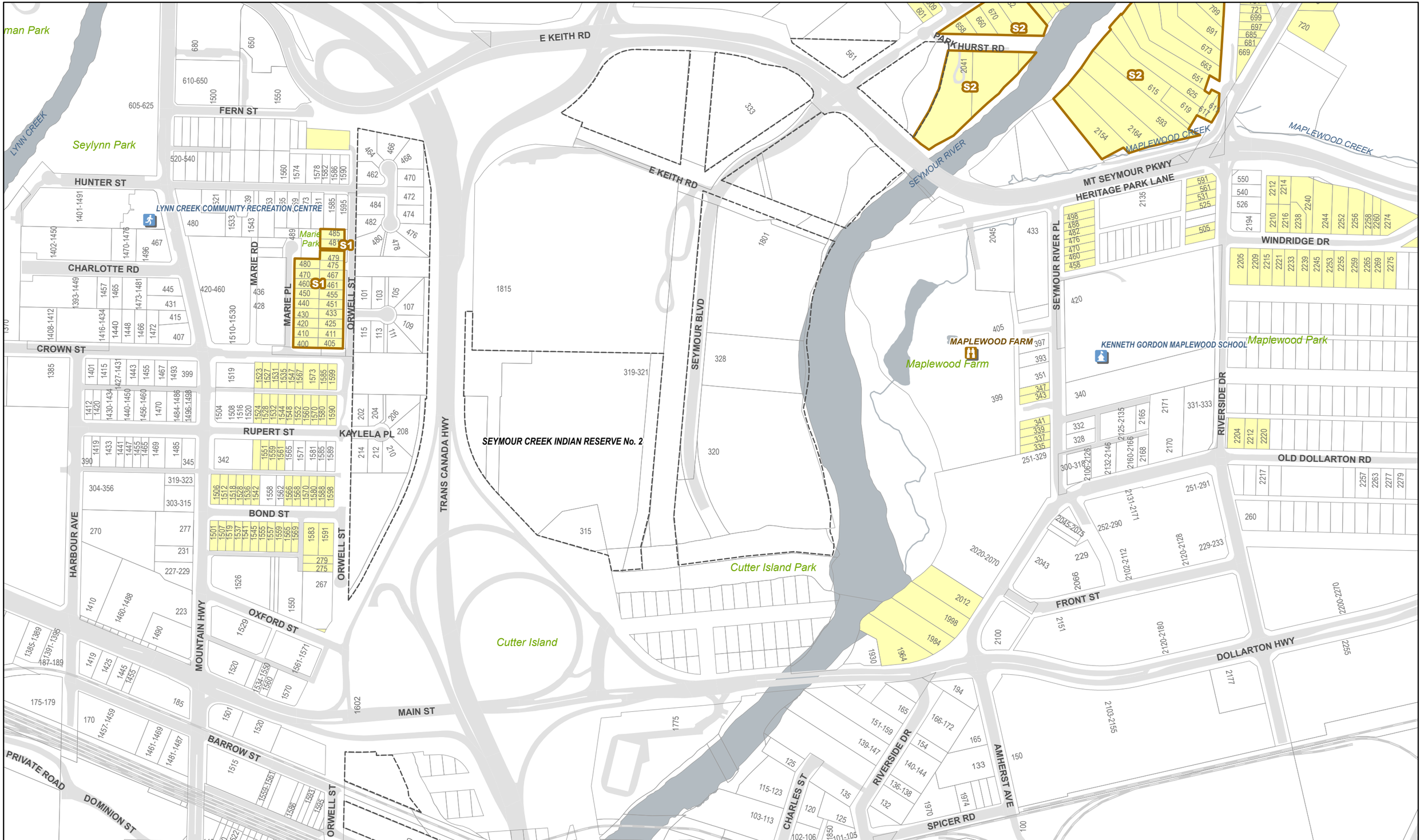
2F13	2H13	2J13
2F11	2H11	2J11

MAP 2H13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

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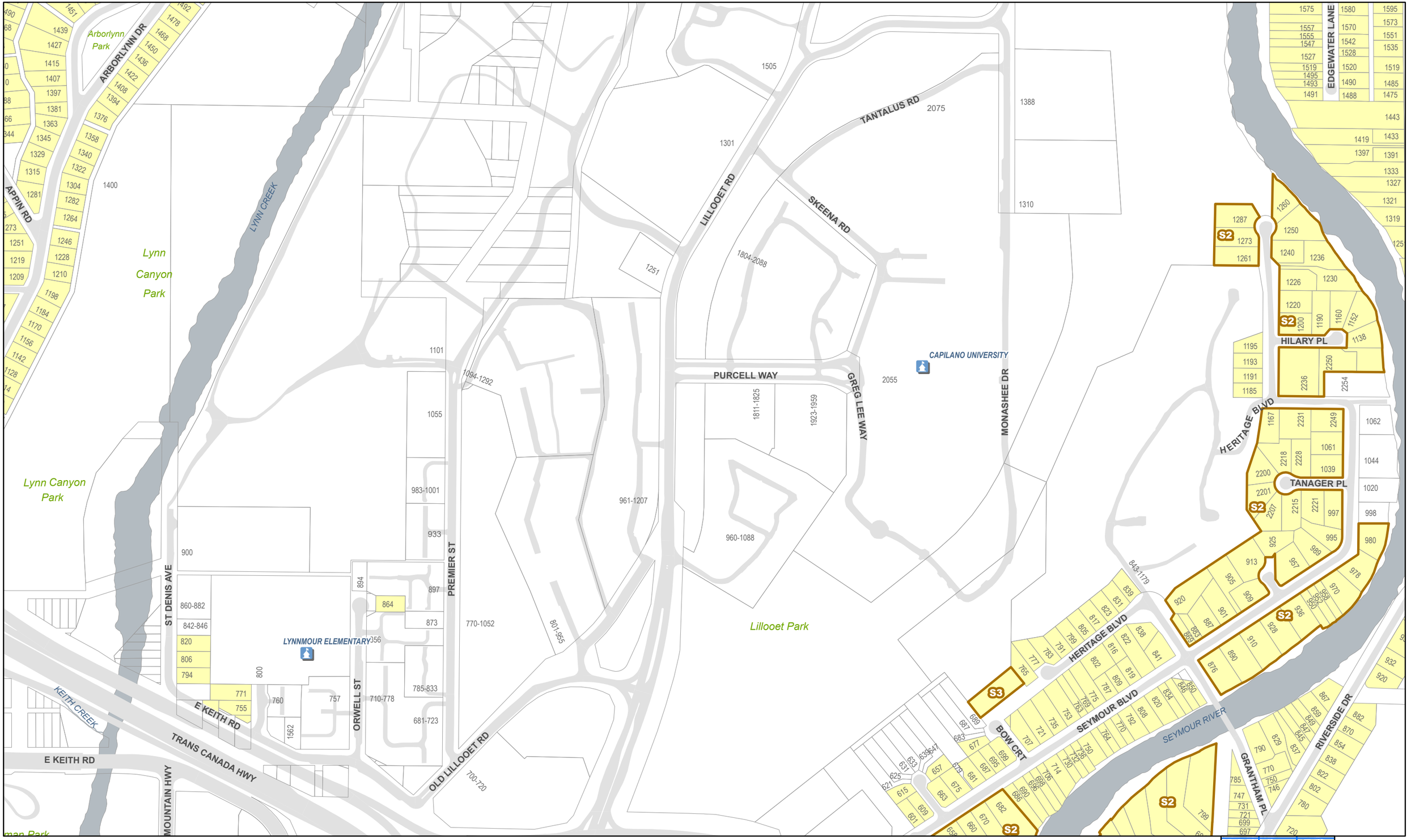
2H05	2J05	2L05
2H03	2J03	2L03
2H01	2J01	2L01

MAP 2J03

Published: May 19, 2026


ARBORLYNN DR
Arborlynn Park
APPIN RD
LYNN CREEK
Lynn Canyon Park
1400
1505
1301
1251
1804-2088
LILLOOET RD
TANTALUS RD
2075
SKEENA RD
1388
1310
EDGEWATER LANE
1443
1433
1391
1333
1327
1321
1319
1260
1250
1240
1236
1230
1226
1220
1200
1190
1160
1152
1138
1287
1273
1261
S2
HILARY PL
1195
1193
1191
1185
2250
2236
2254
CAPILANO UNIVERSITY
PURCELL WAY
GREG LEE WAY
2055
MONASHEE DR
1101
1094-1292
1055
1811-1825
1923-1959
HERITAGE BLVD
1167
2231
2249
1061
1039
1062
1044
1020
998
TANAGER PL
2200
2201
2207
2215
2221
997
995
980
925
913
905
909
901
887
893
853
920
978
970
958
952
950
936
928
910
890
876
843-1179
HERITAGE BLVD
SEYMOUR BLVD
BOW CRT
SEYMOUR RIVER
RIVERSIDE DR
GRANTHAM PL
S3
1961-2047
1811-1965
1101-1207
1208-1292
1301-1505
1310-1388
1400-1562
1563-1804
1805-2088
2089-2200
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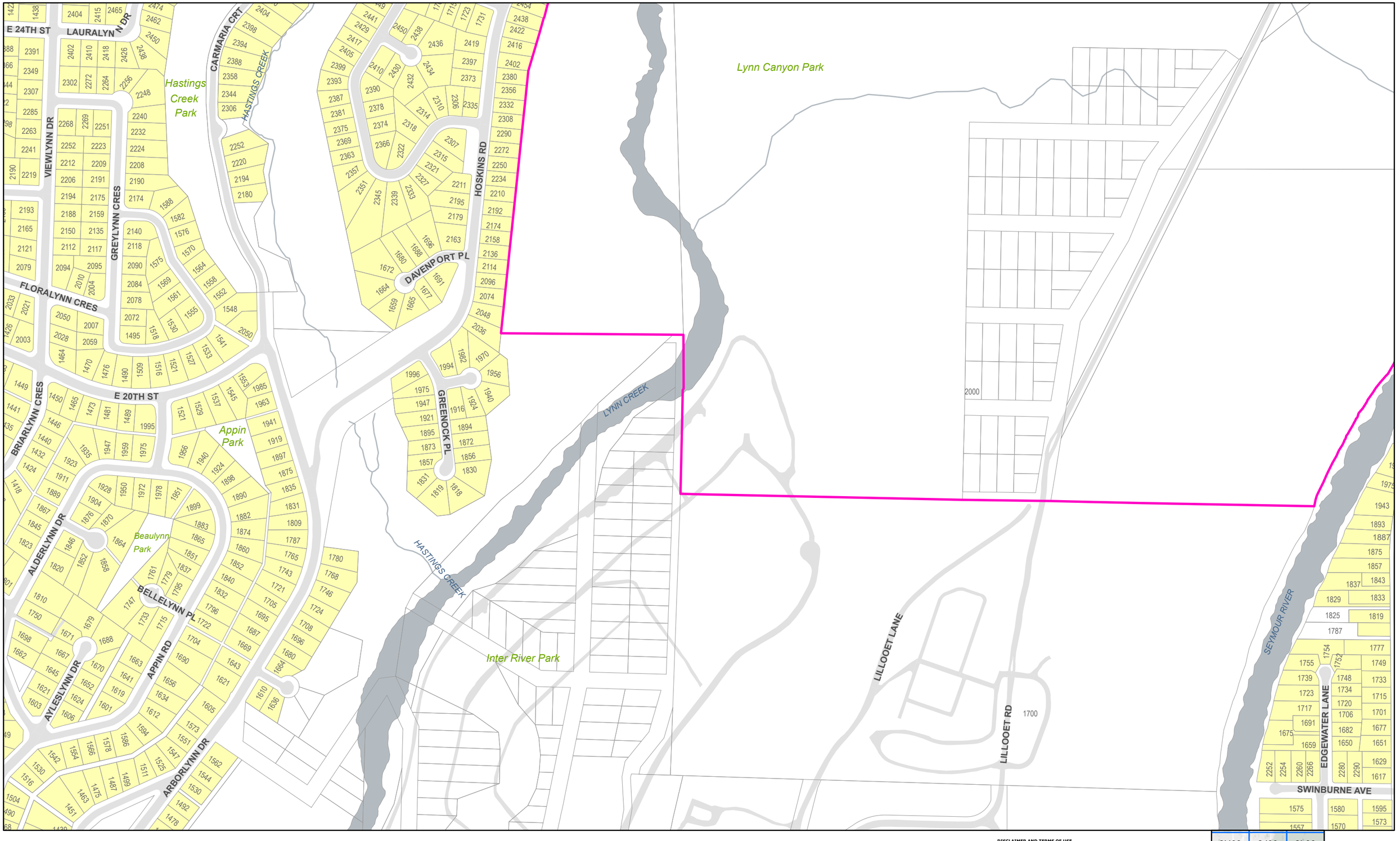
1055



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

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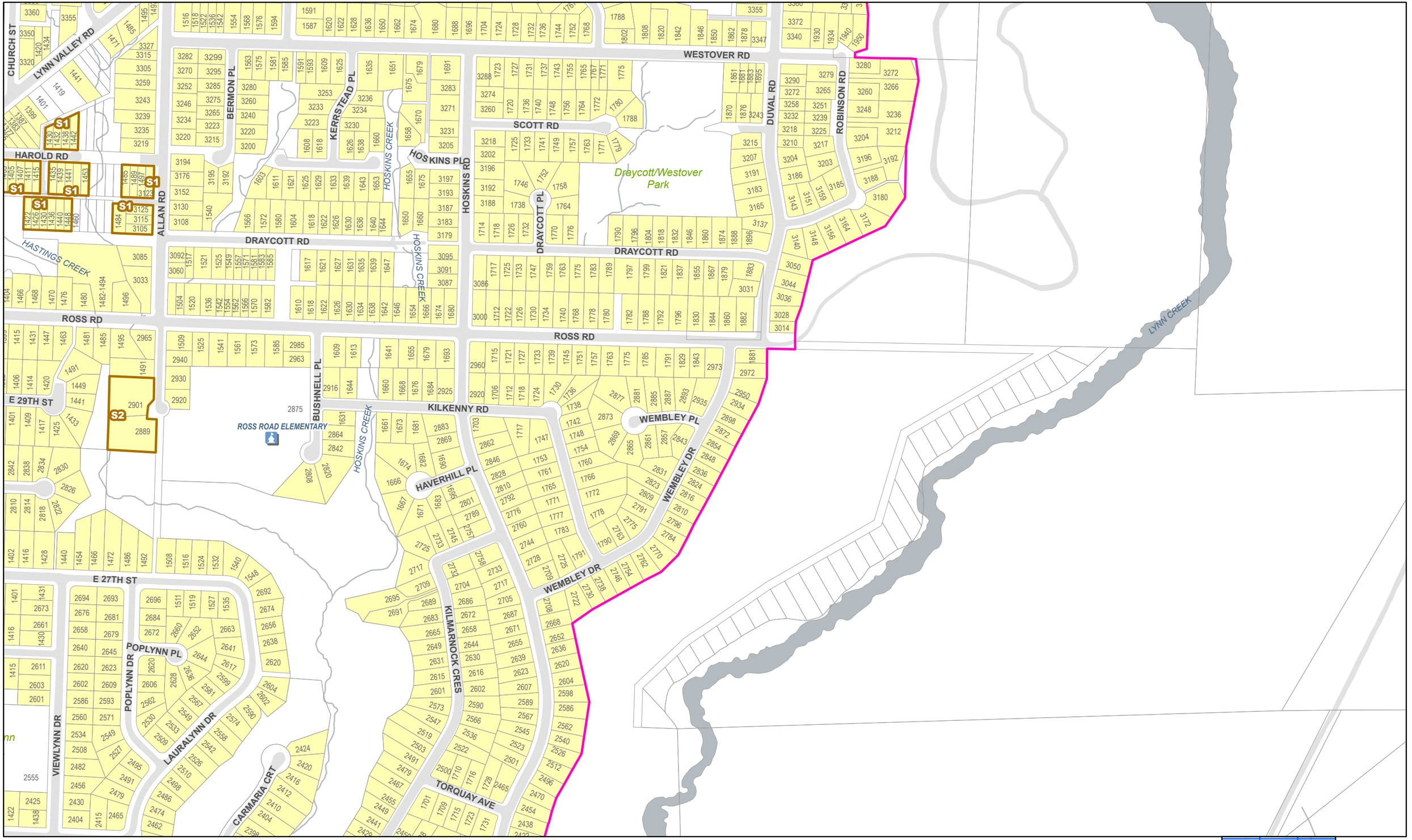
2H09	2J09	2L09
2H07	2J07	2L07
2H05	2J05	2L05

MAP 2J07

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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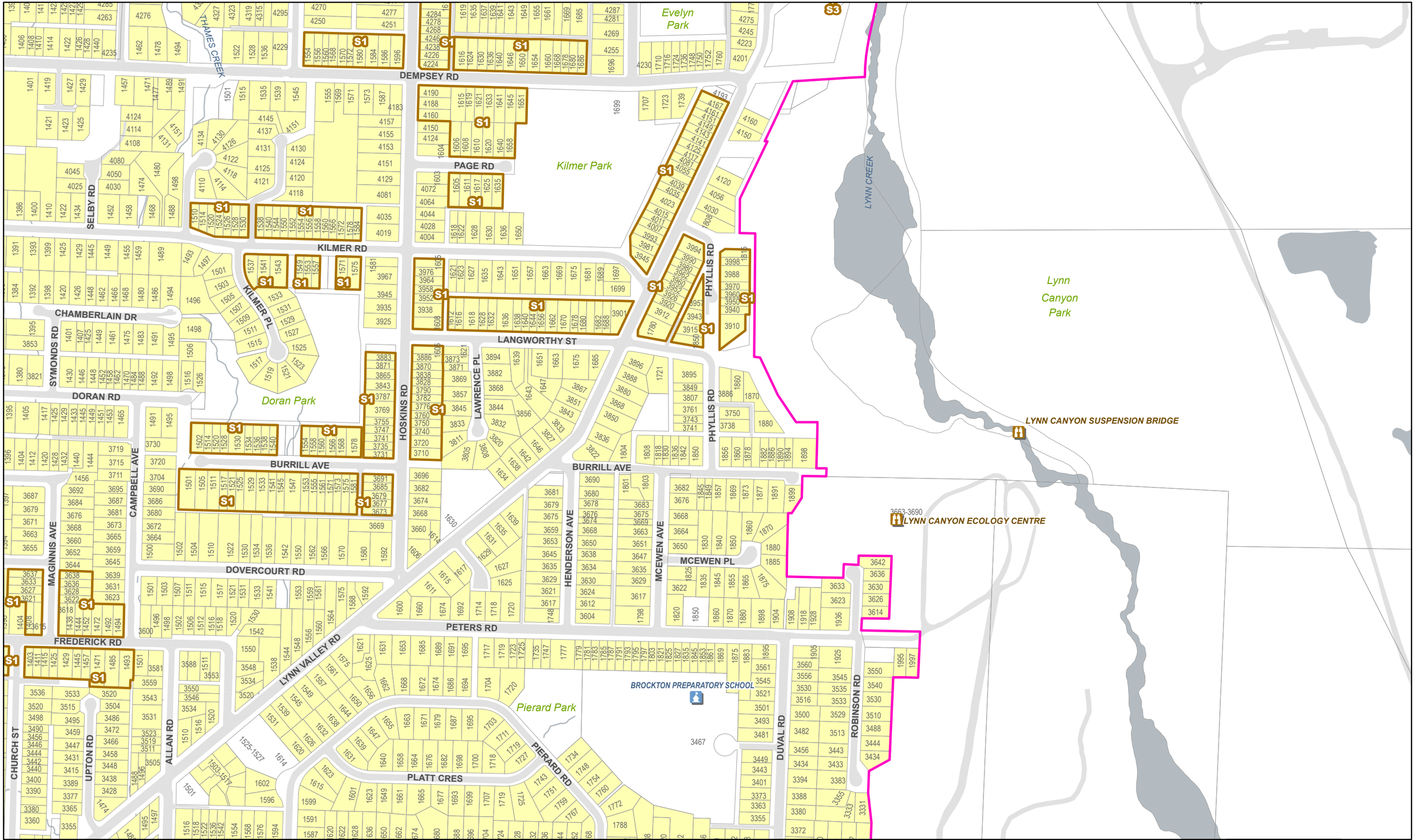
2H11	2J11	2L11
2H09	2J09	2L09
2H07	2J07	2L07

MAP 2J09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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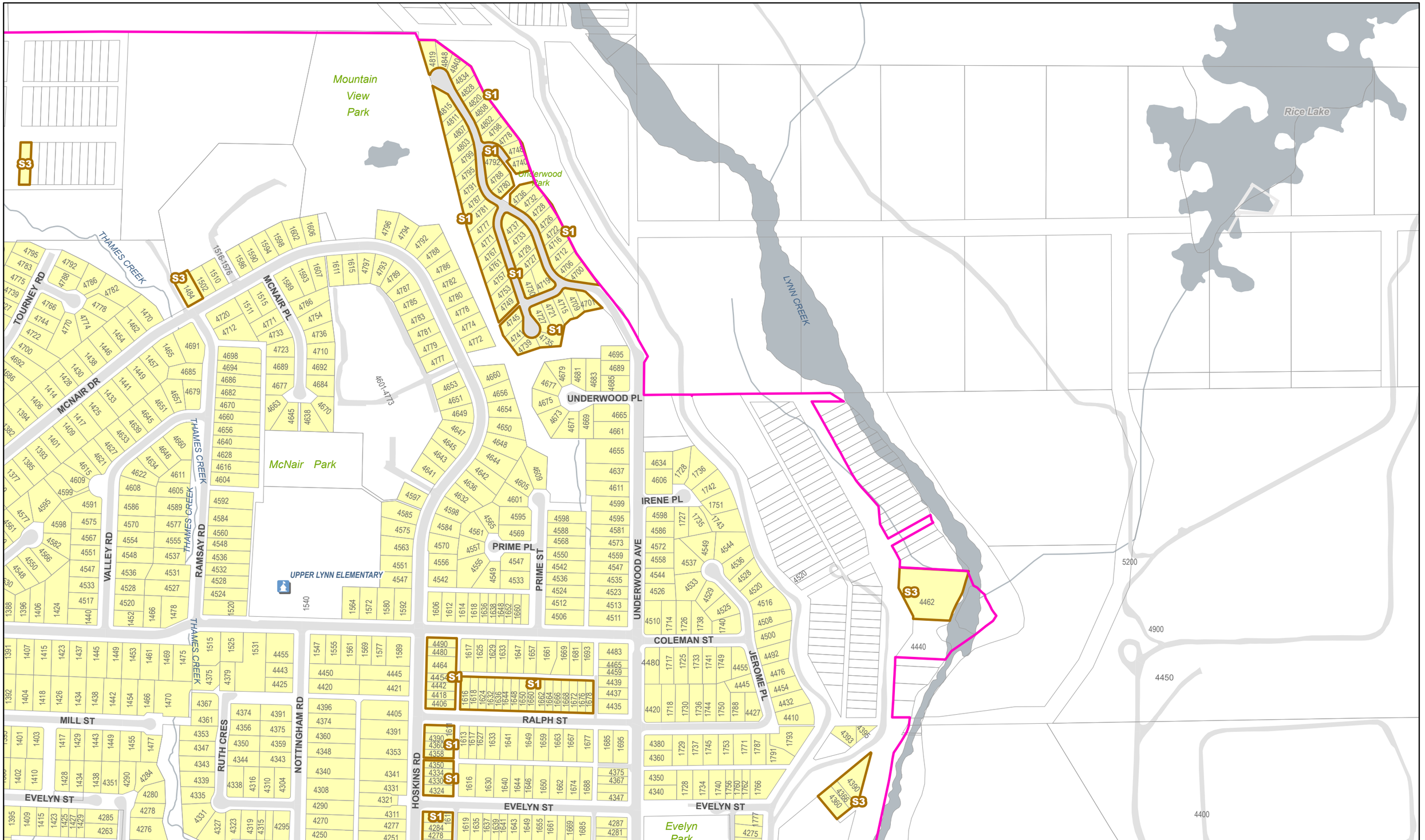
2H13	2J13	2L13
2H11	2J11	2L11
2H09	2J09	2L09

MAP 2J11

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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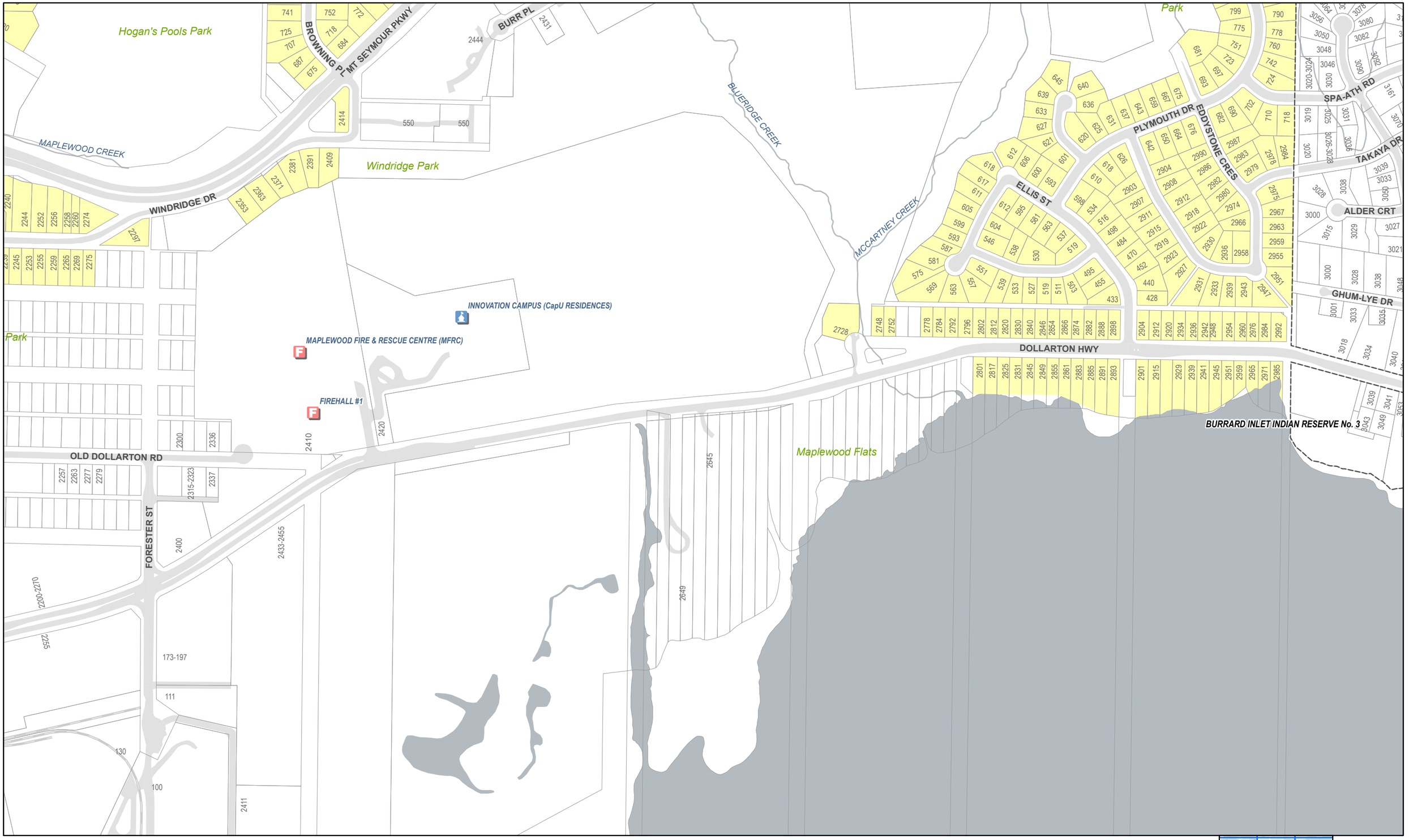
2H15	2J15	2L15
2H13	2J13	2L13
2H11	2J11	2L11

MAP 2J13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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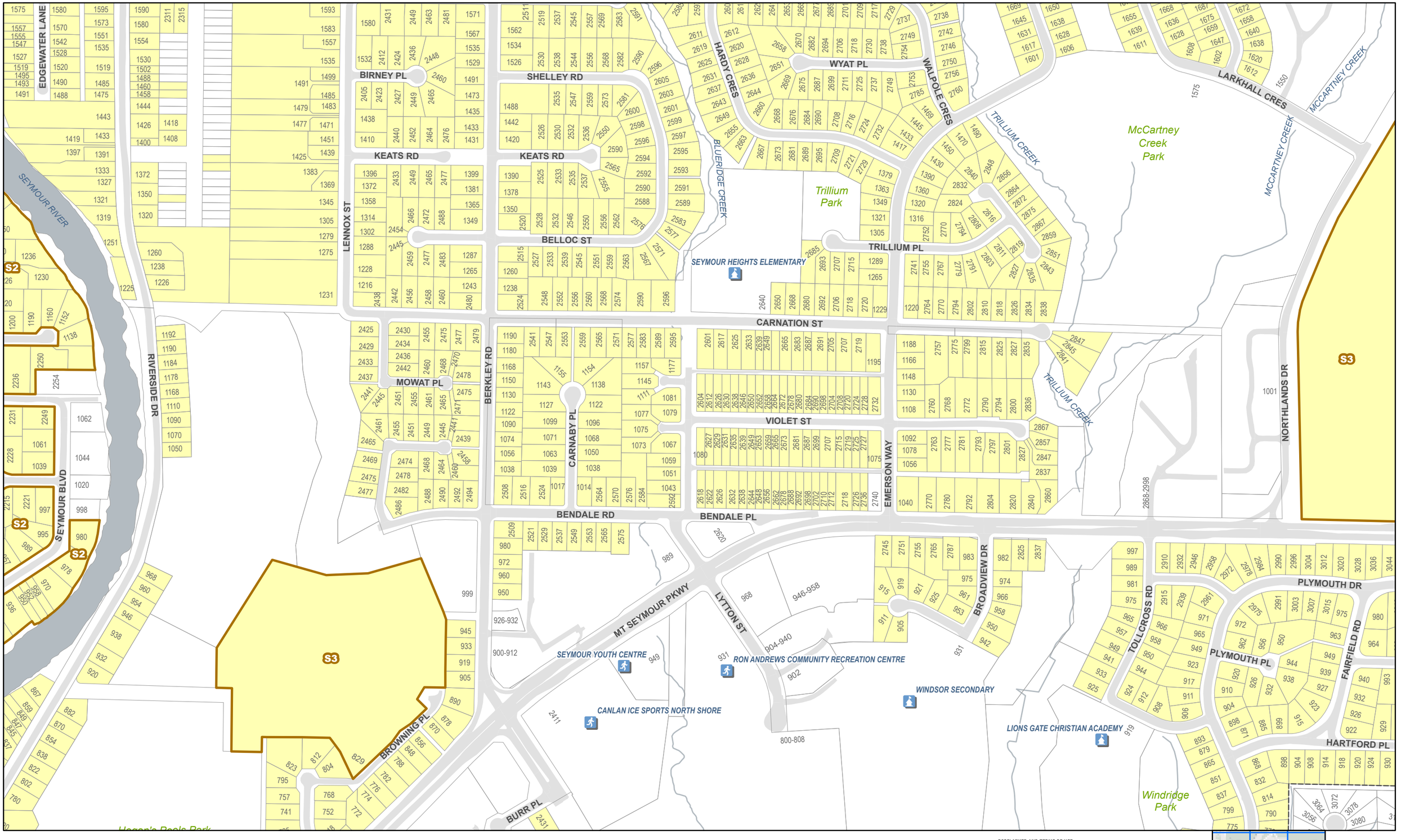
2J05	2L05	2N05
2J03	2L03	2N03
2J01	2L01	2N01

MAP 2L03

Published: Jun 8, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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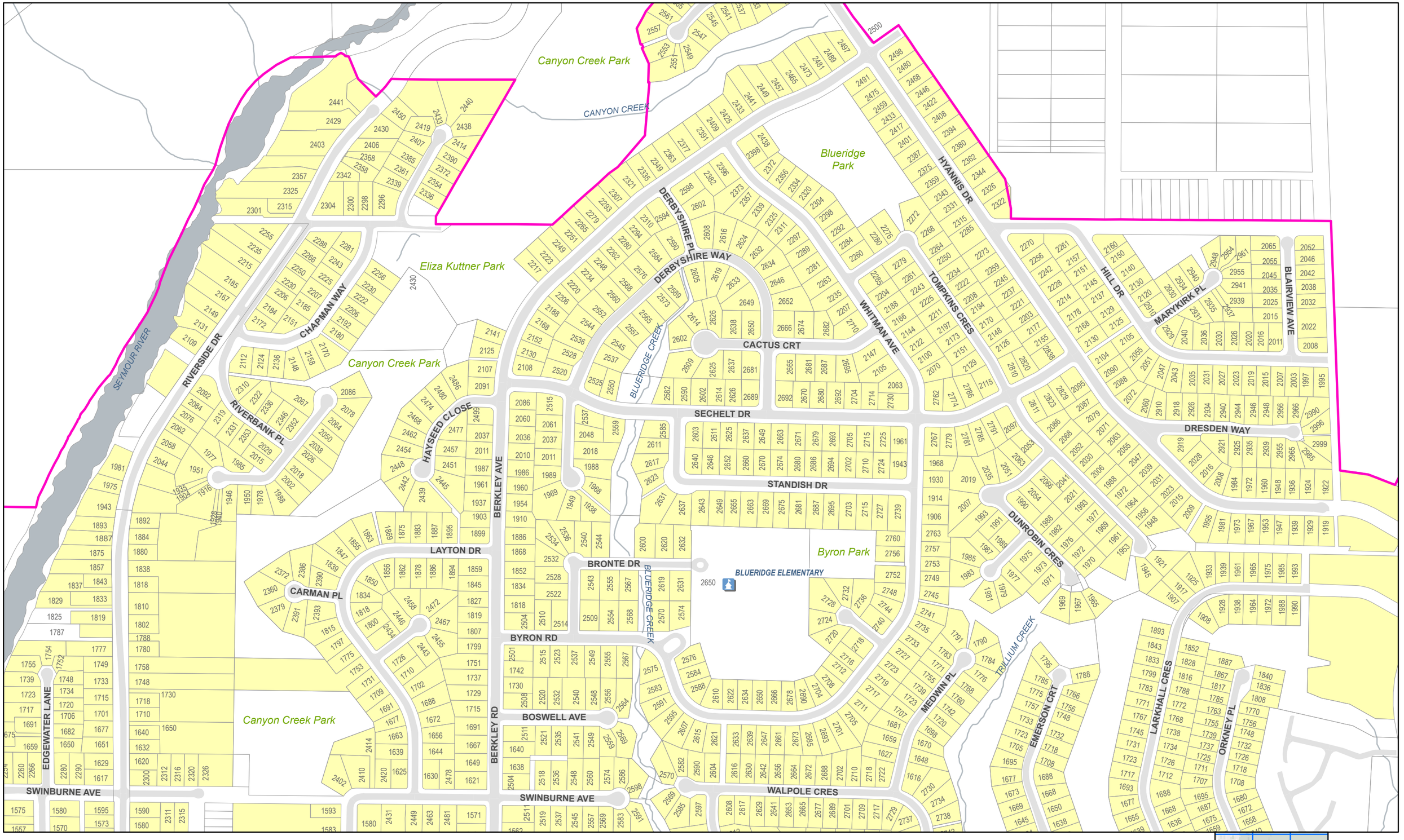
2J07	2L07	2N07
2J05	2L05	2N05
2J03	2L03	2N03

MAP 2L05

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

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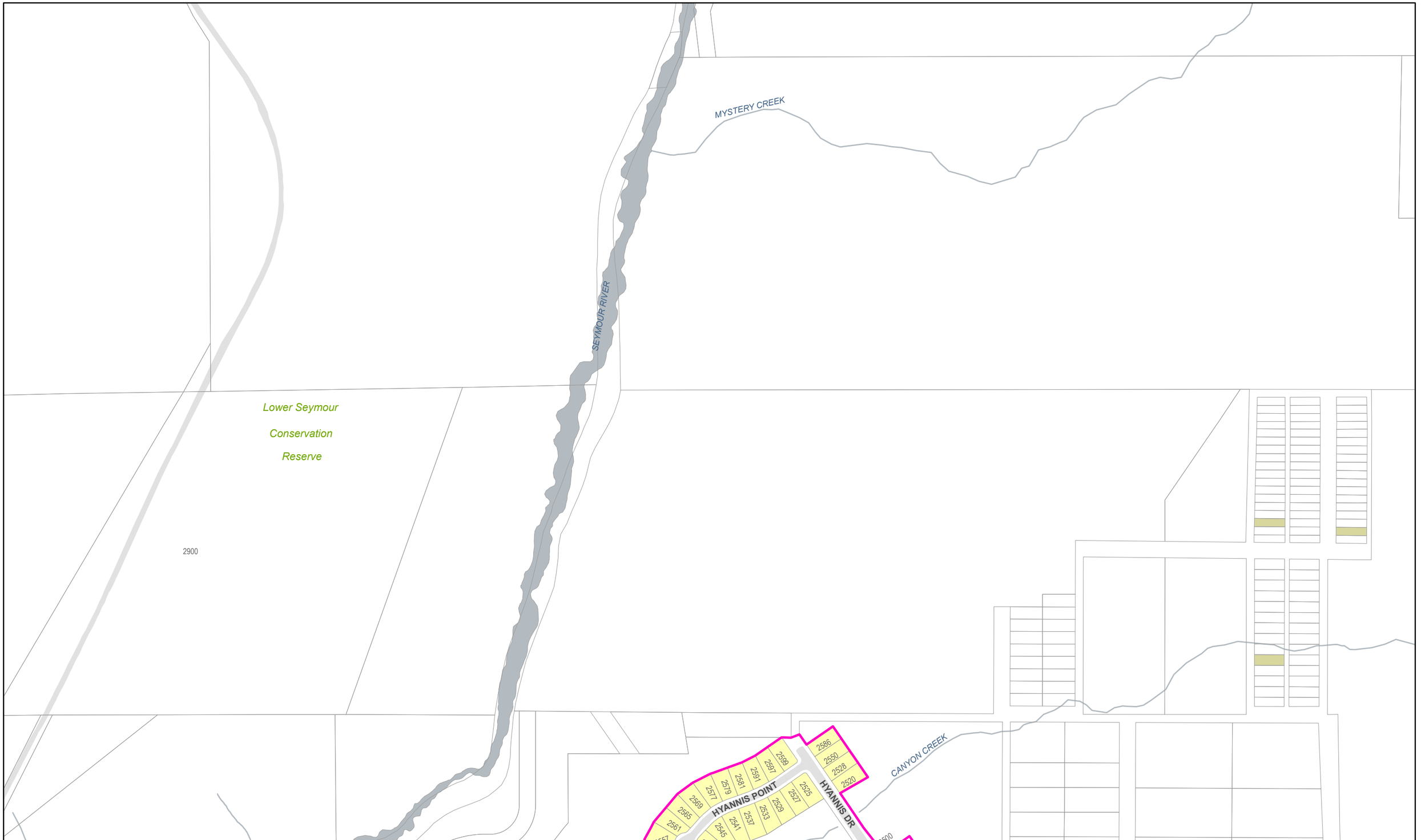
2J09	2L09	2N09
2J07	2L07	2N07
2J05	2L05	2N05

MAP 2L07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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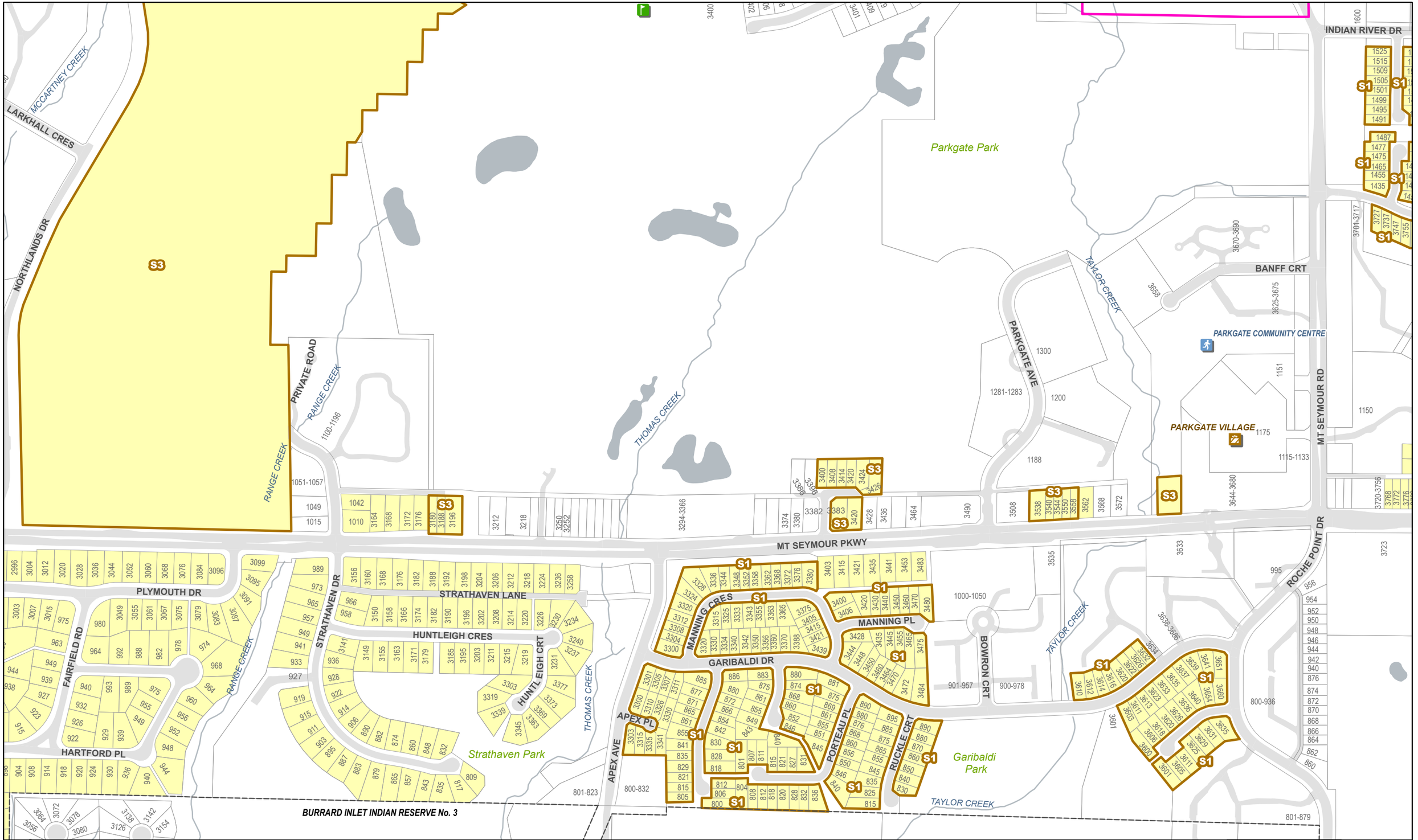
2J11	2L11	2N11
2J09	2L09	2N09
2J07	2L07	2N07

MAP 2L09

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

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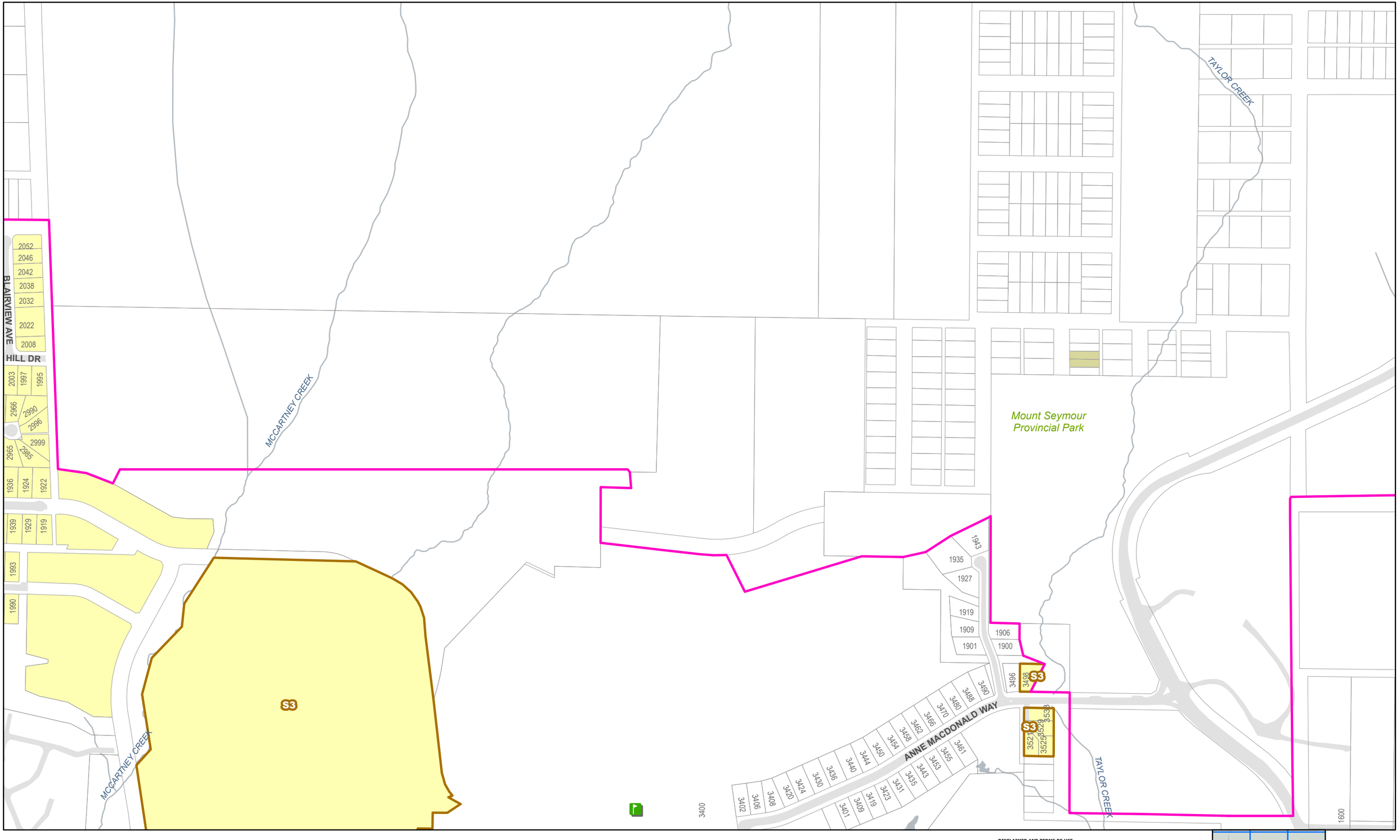
2L07	2N07	2P07
2L05	2N05	2P05
2L03	2N03	2P03

MAP 2N05

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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2L09	2N09	2P09
2L07	2N07	2P07
2L05	2N05	2P05

MAP 2N07

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

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2L09	2N09	2P09
2L07	2N07	2P07

MAP 2N09

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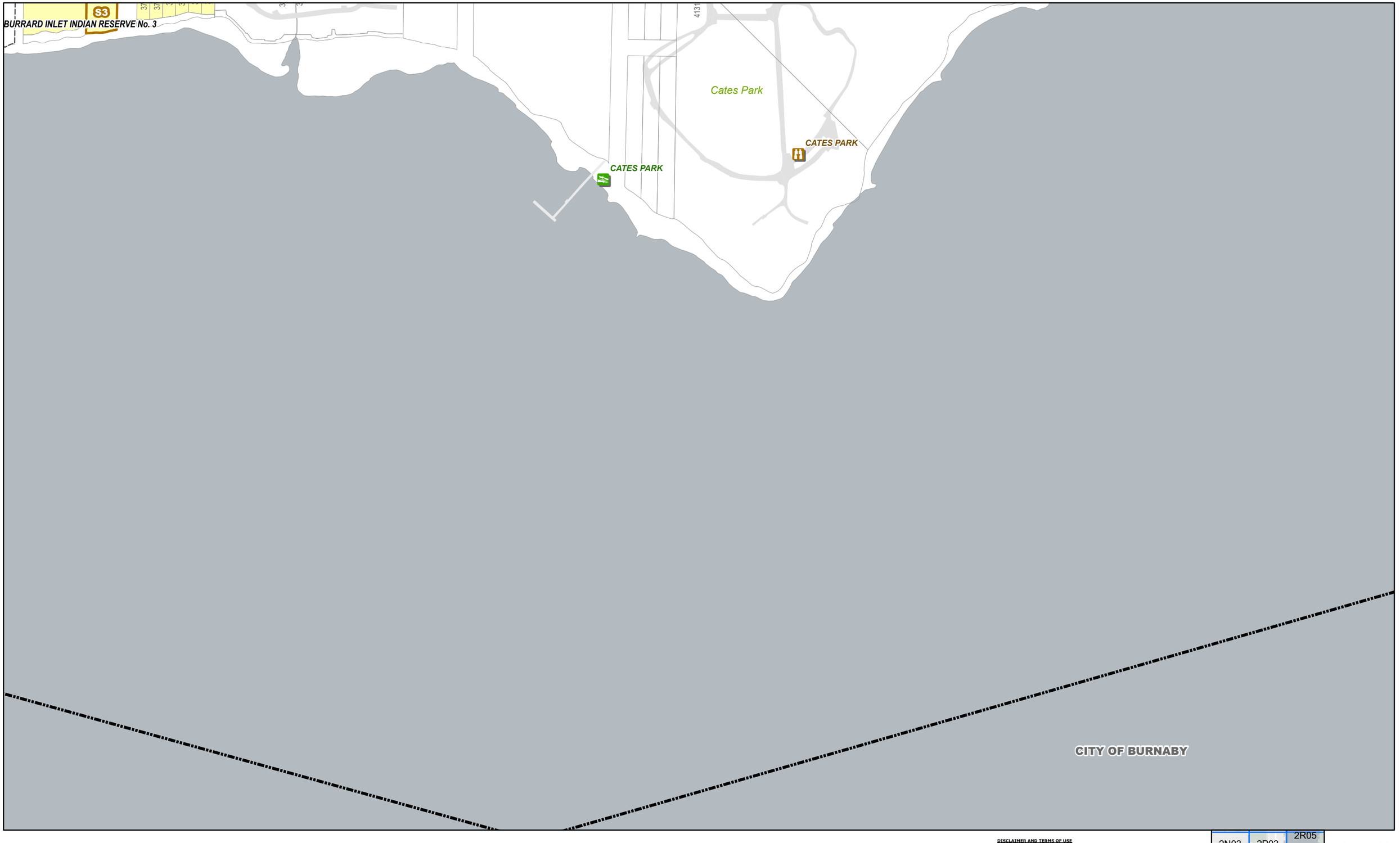

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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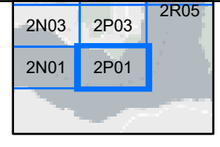

MAP 2P01

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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2N05	2P05	2R05
2N03	2P03	
2N01	2P01	

MAP 2P03

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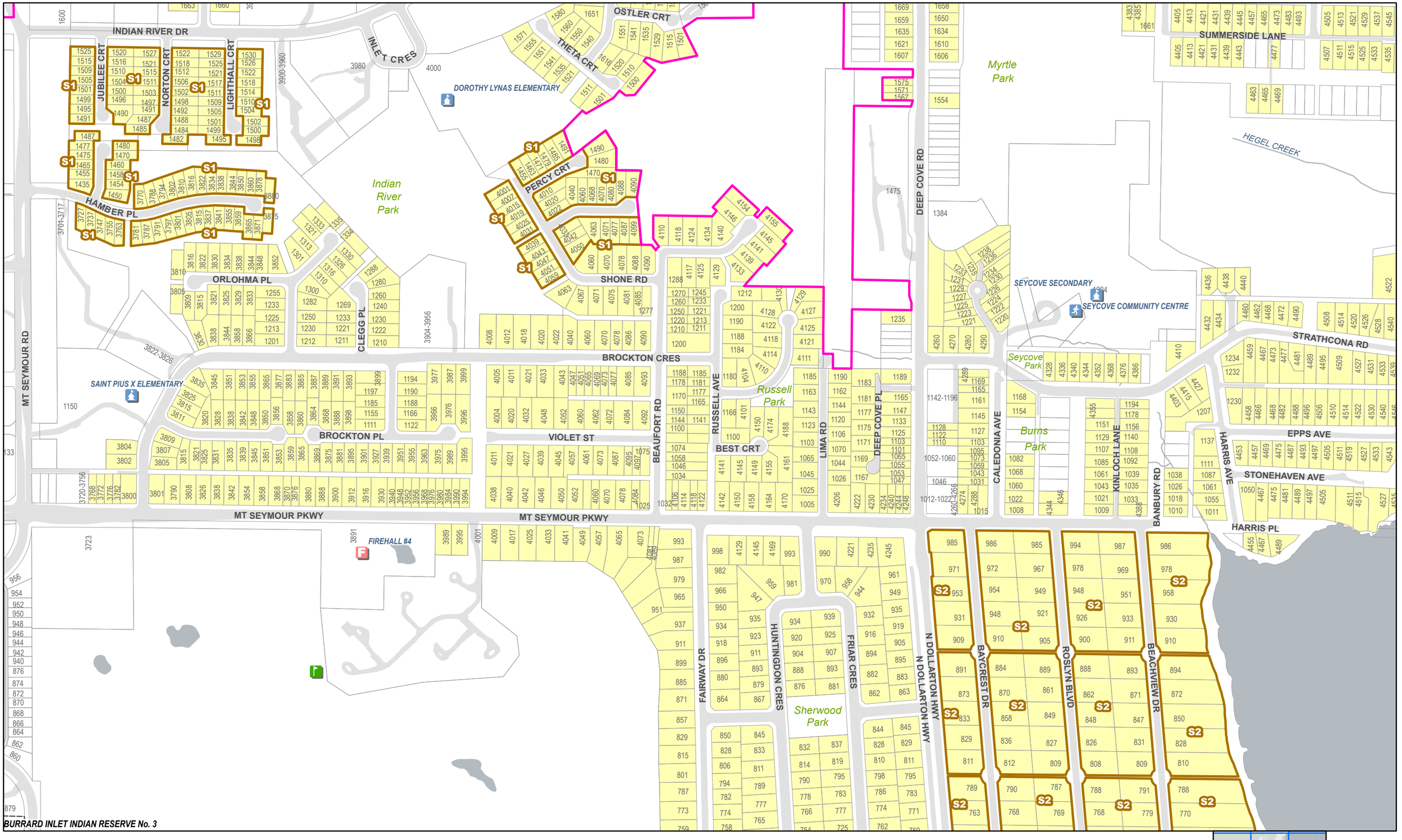

DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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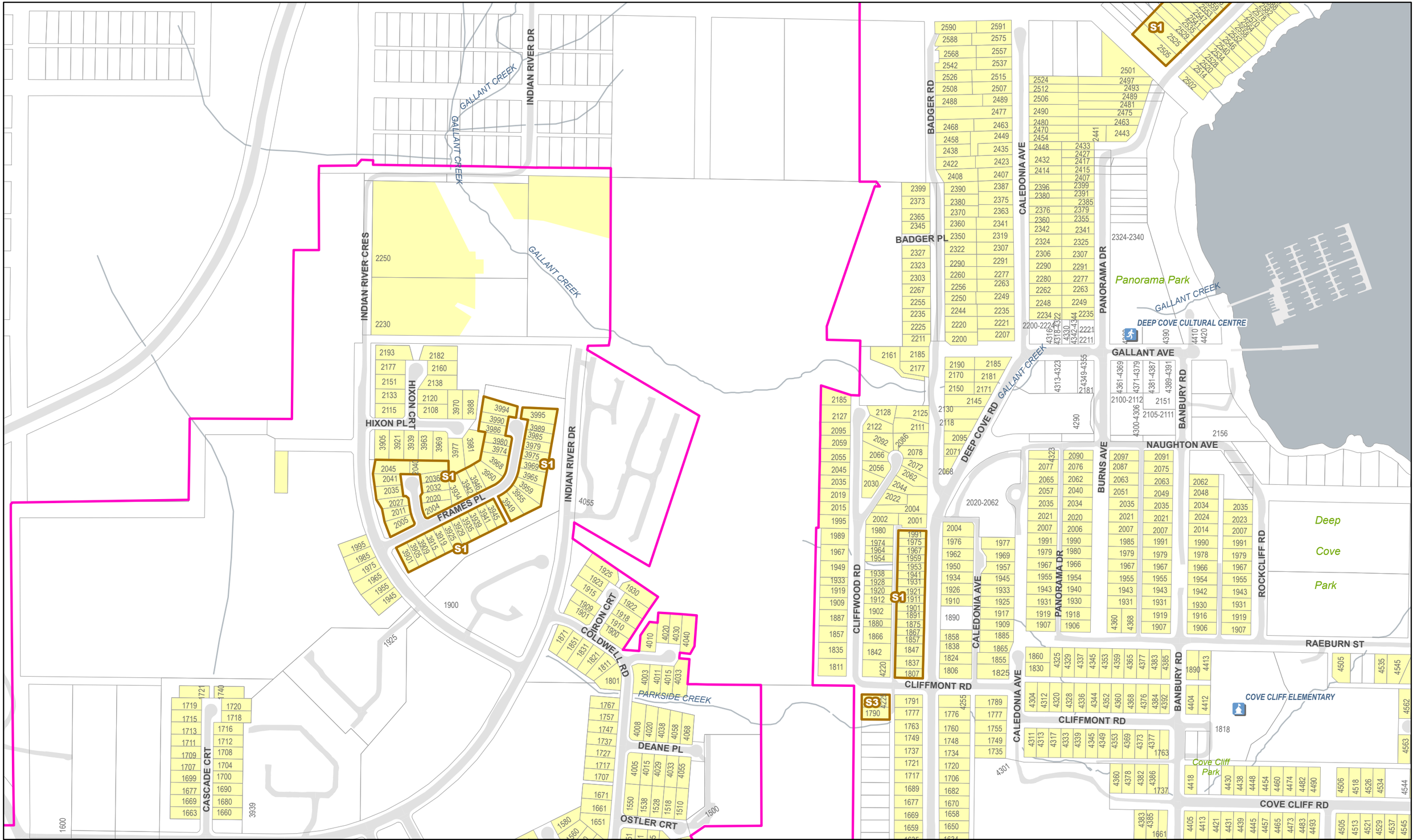
2N05	2P05	2R05
2N03	2P03	

MAP 2P05

Published: May 19, 2026



R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

0 50 100 200 Meters

1:4,200

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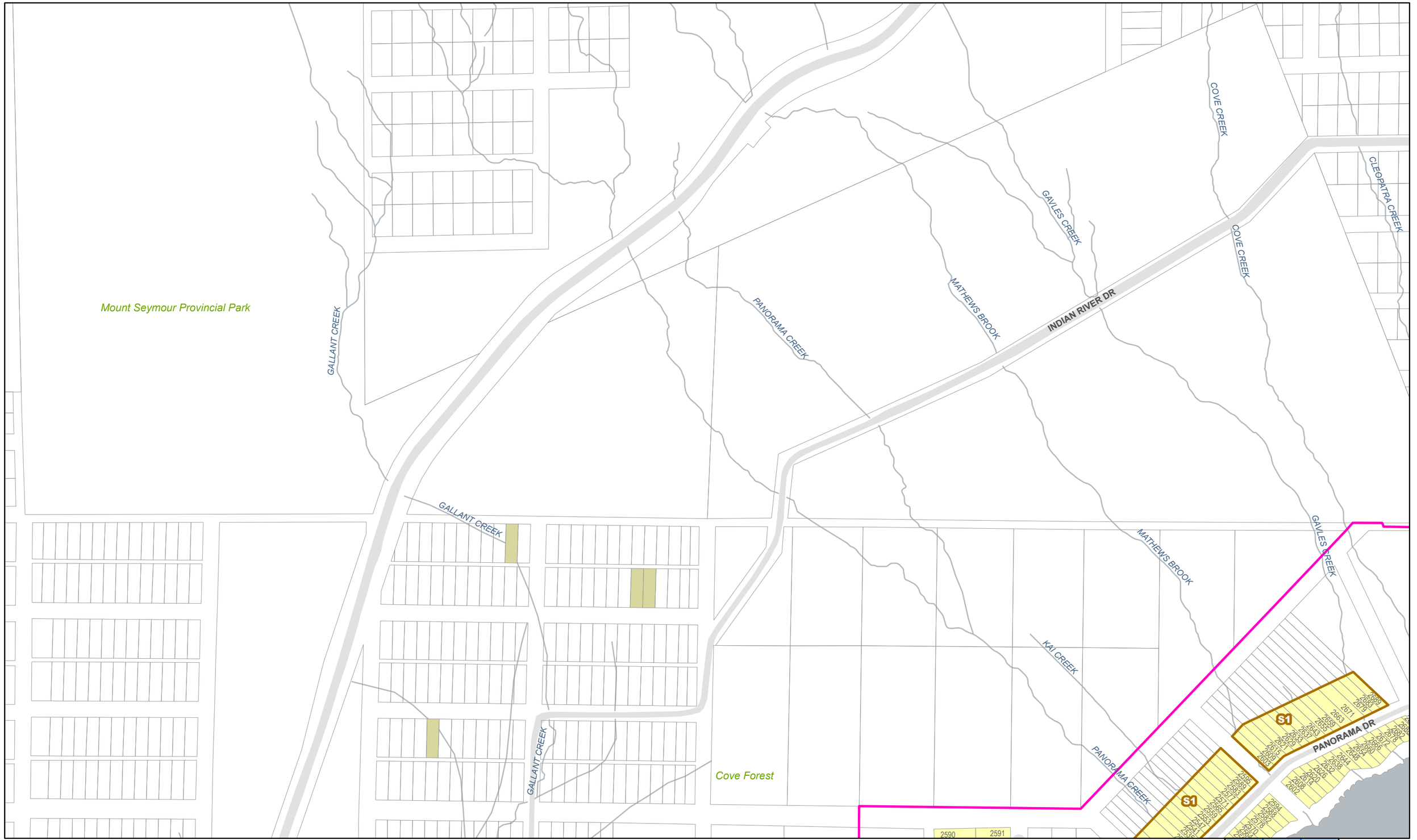
2N07	2P07	2R07
2N05	2P05	2R05

MAP 2P07

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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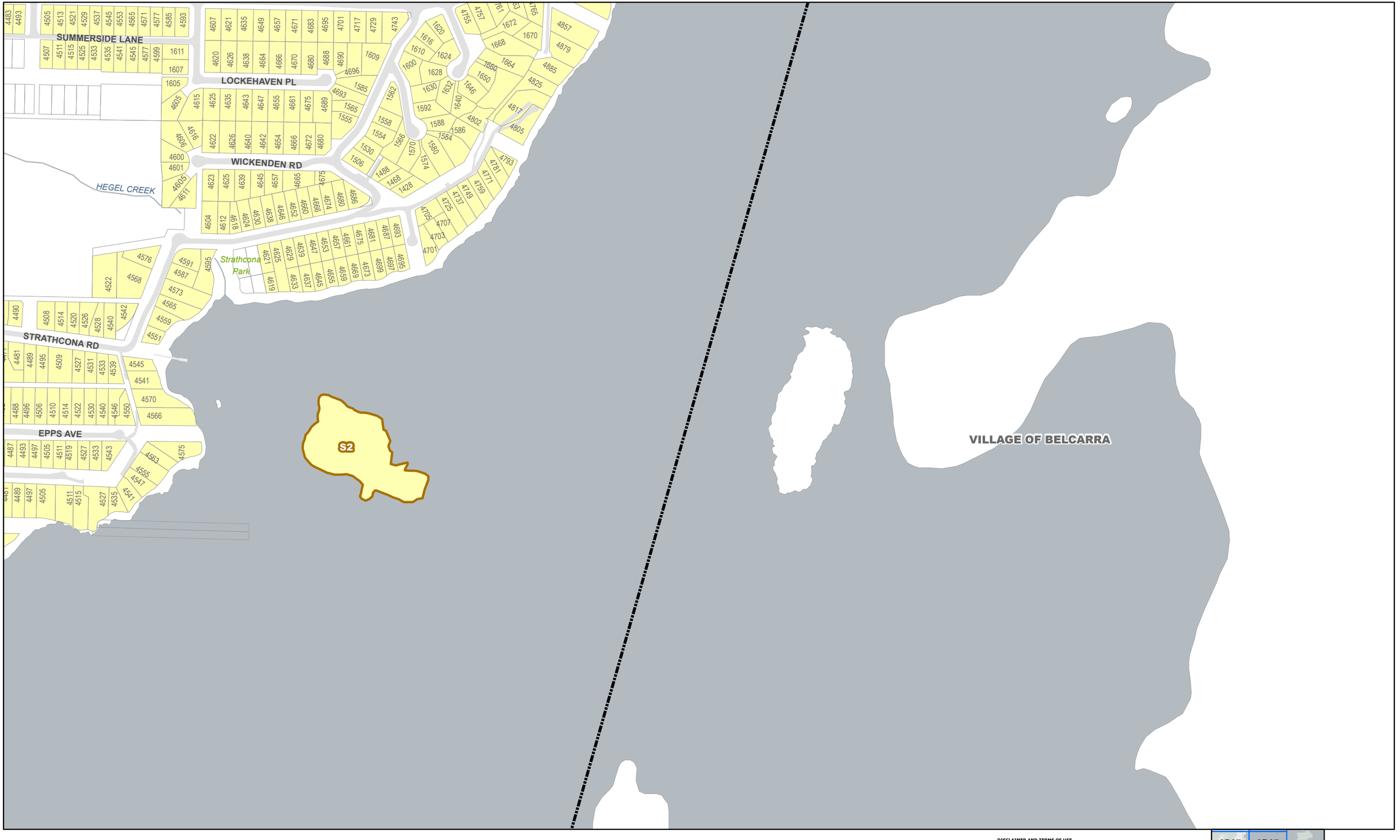
2N09	2P09	2R09
2N07	2P07	2R07

MAP 2P09

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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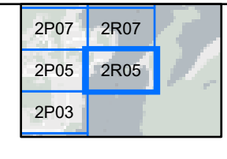
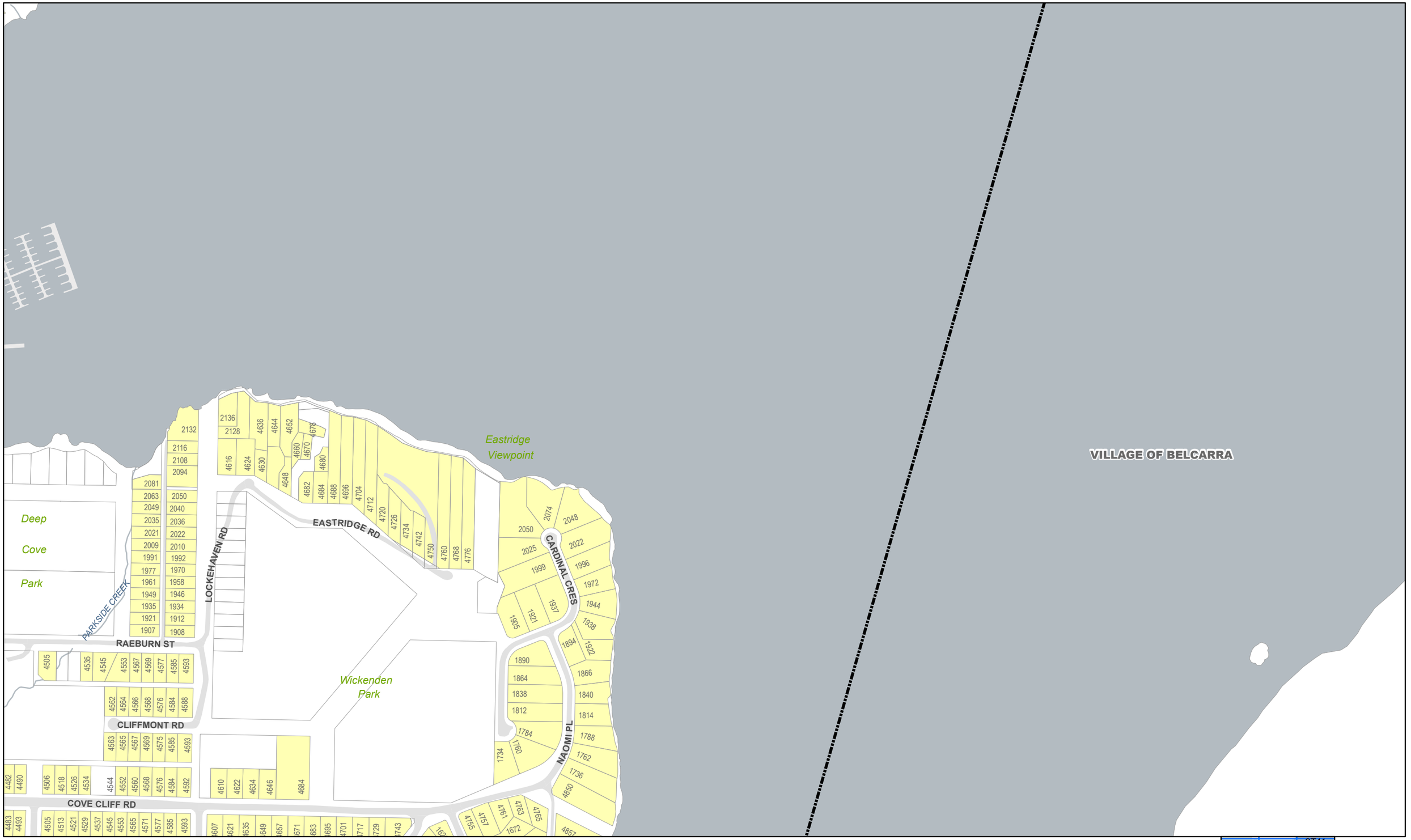


MAP 2R05

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

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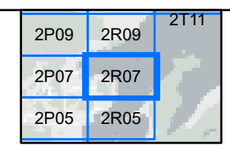
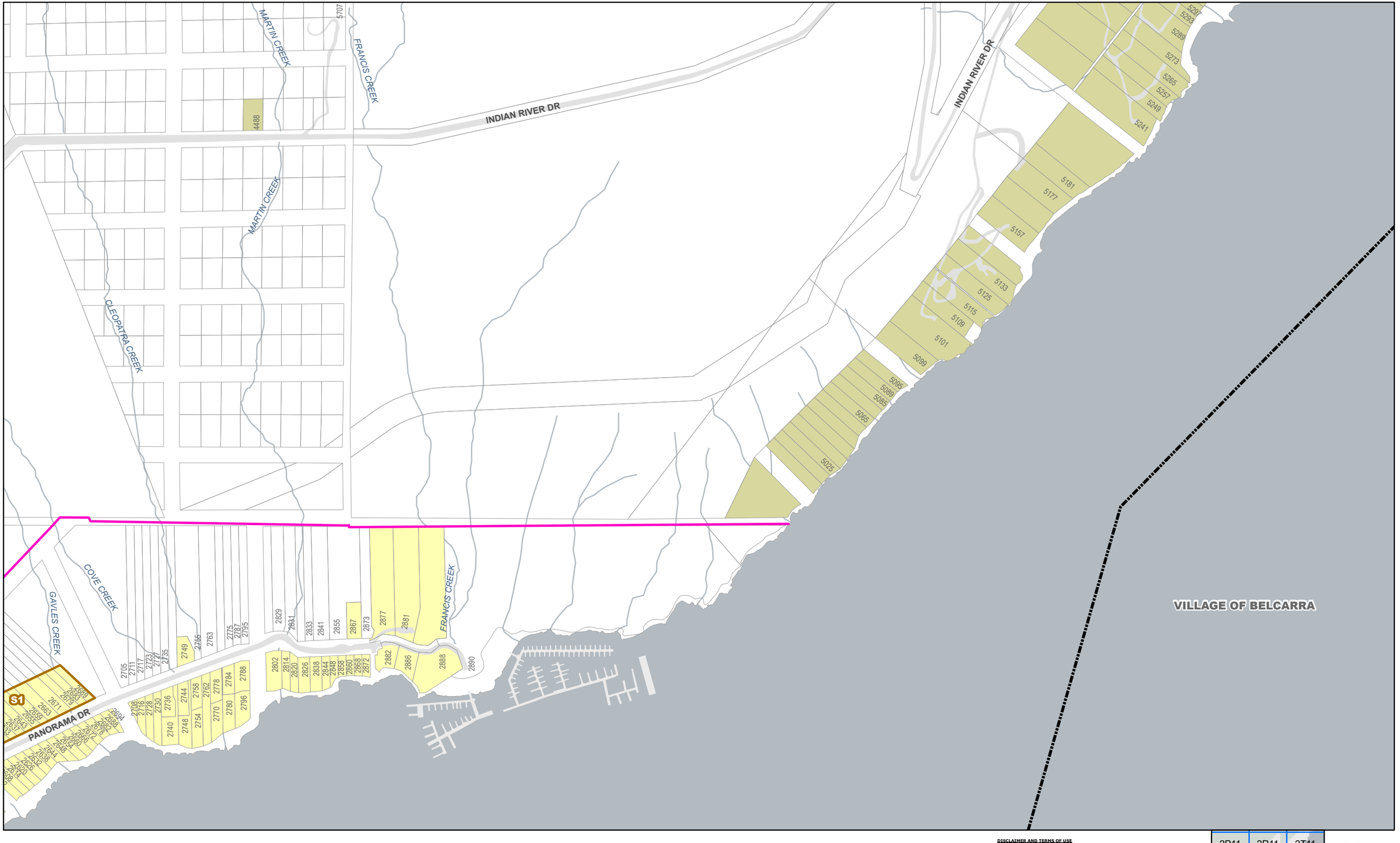


MAP 2R07

Published: May 19, 2026



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0 50 100 200 Meters

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R1 R2 Subdivision Modifier

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2P09	2R09	
2P07	2R07	

MAP 2R09

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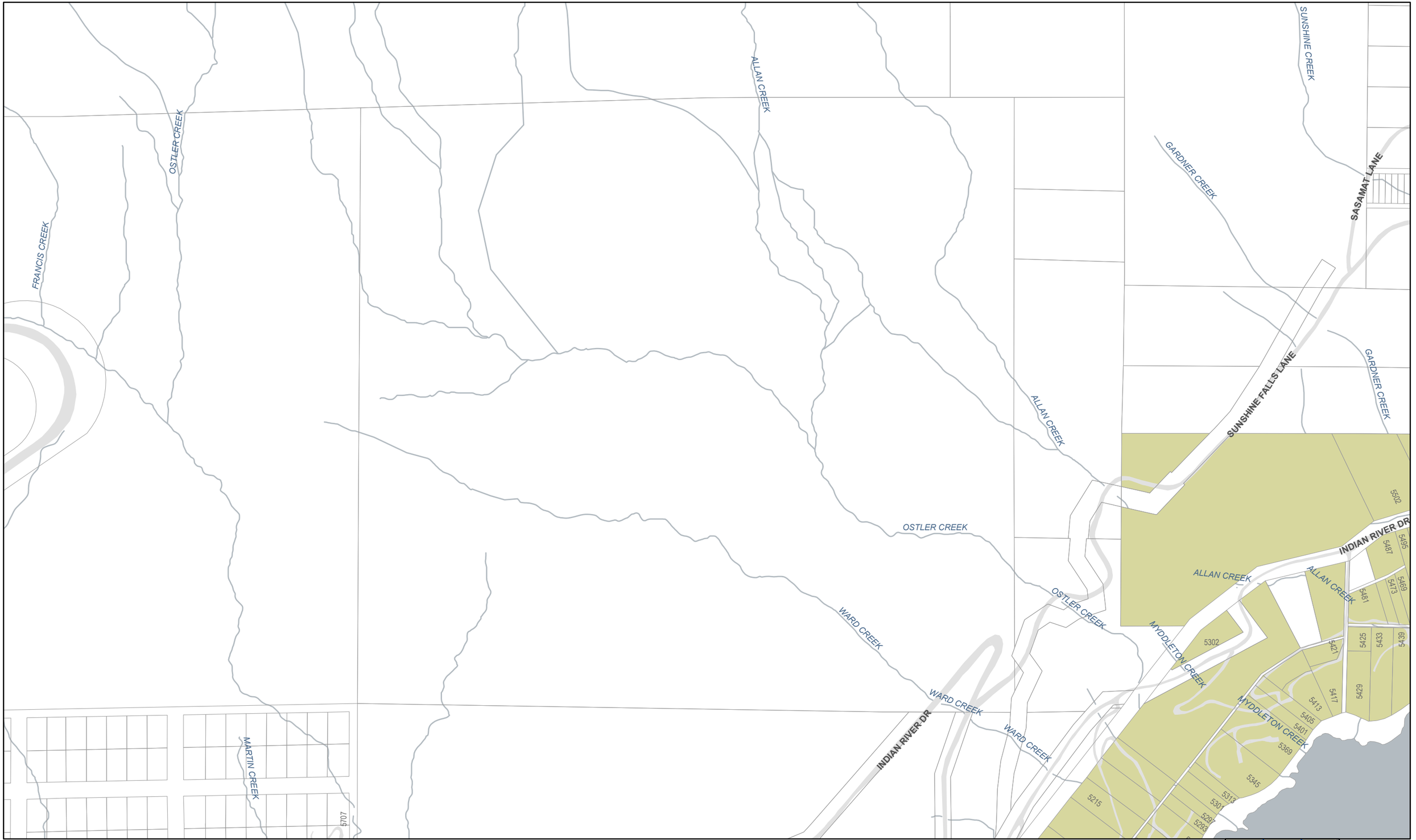

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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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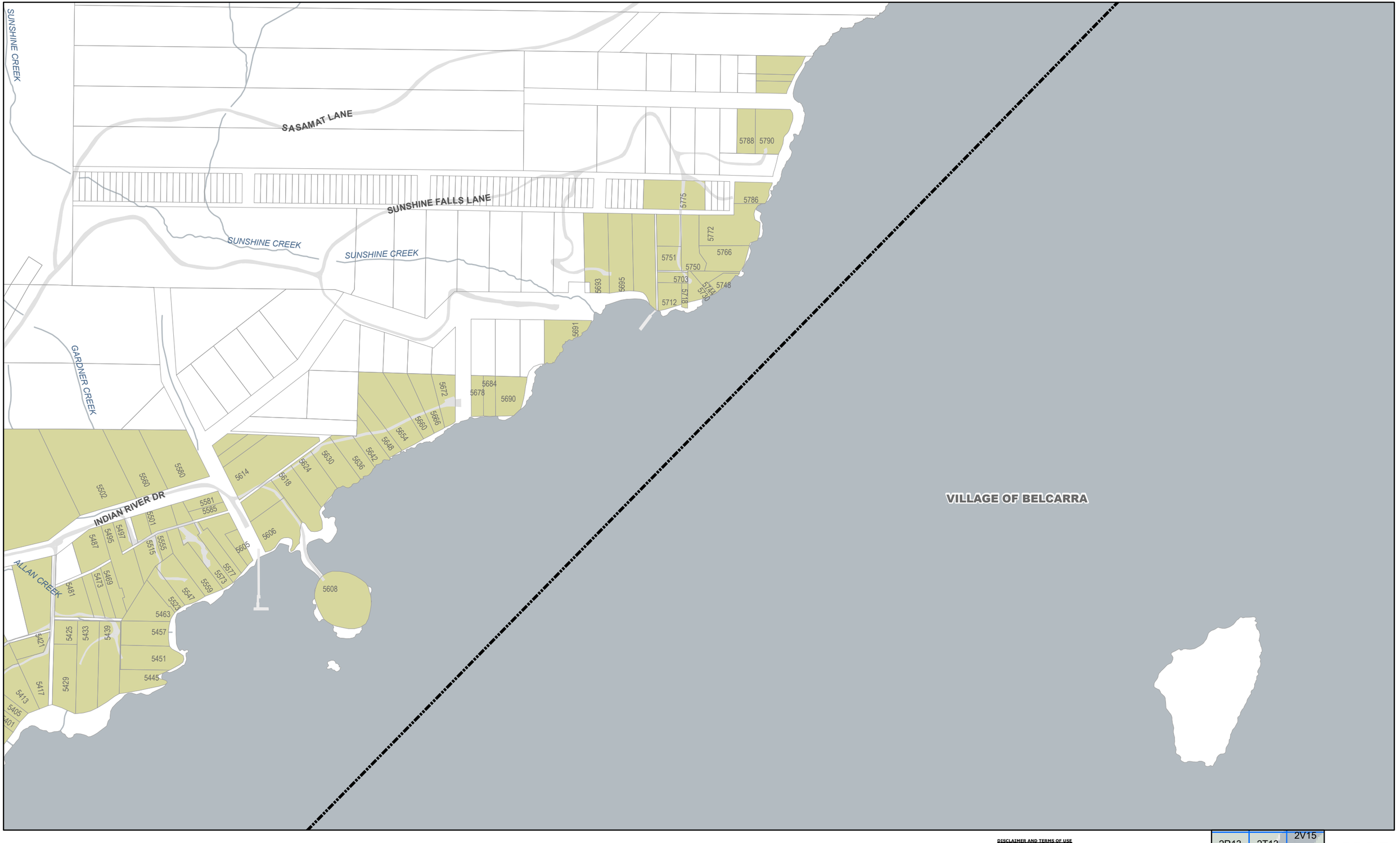
2P13	2R13	2T13
2P11	2R11	2T11
2P09	2R09	

MAP 2R11

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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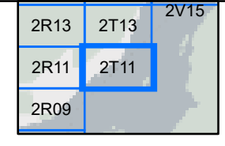

MAP 2T11

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

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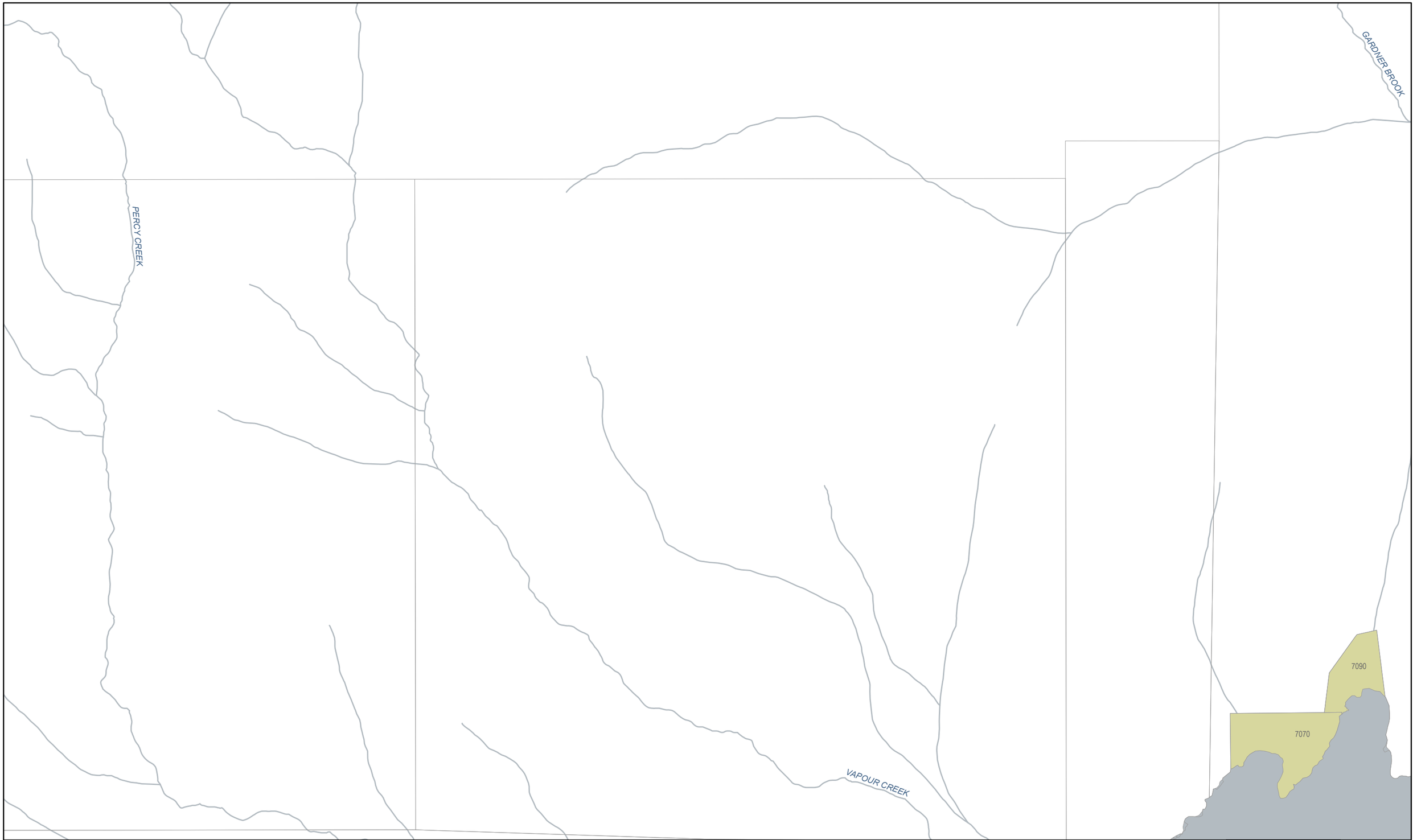
2R15	2T15	2V15
2R13	2T13	
2R11	2T11	

MAP 2T13

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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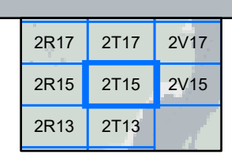
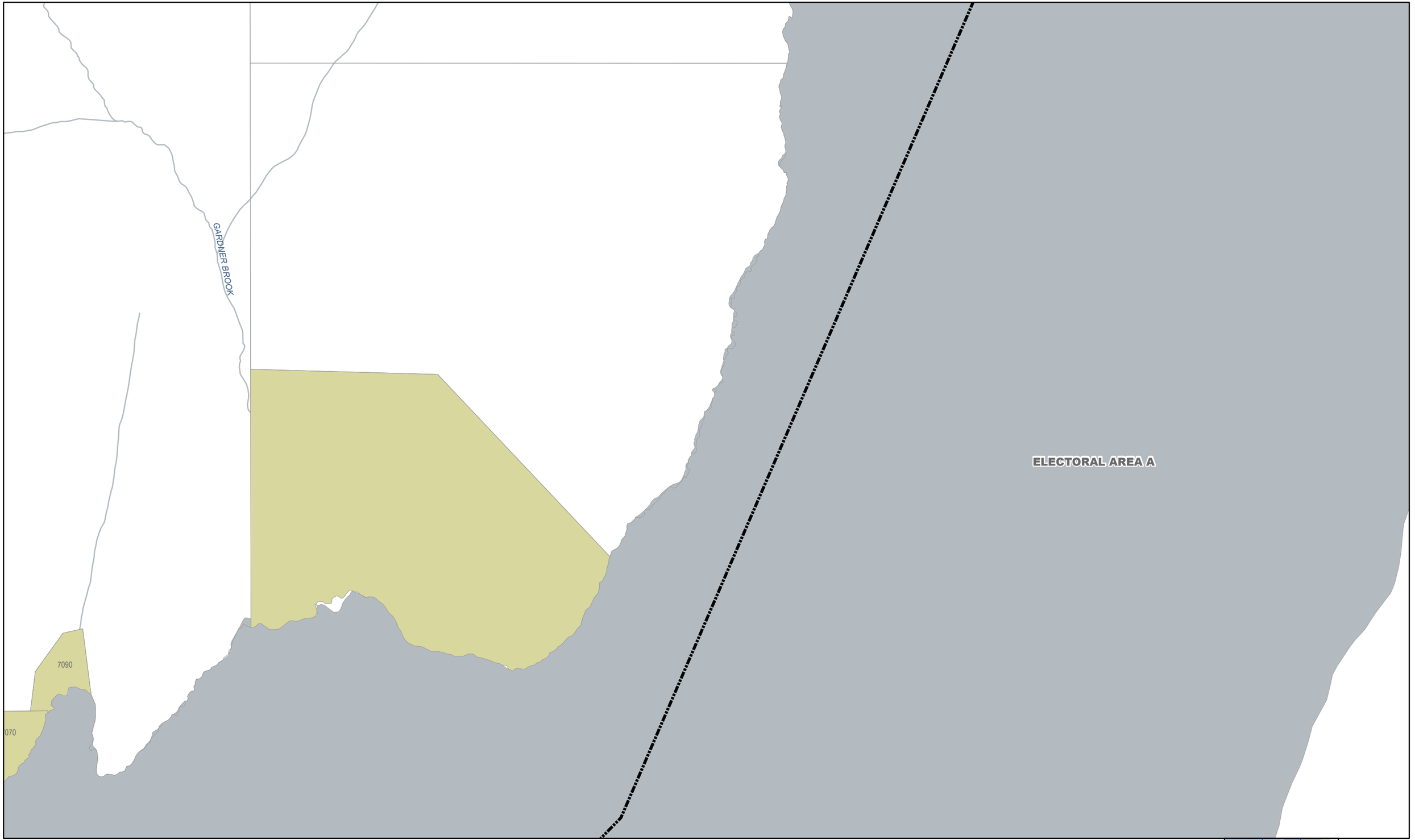


MAP 2T15

Published: May 19, 2026



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R1 & R2 ZONING MAP SET

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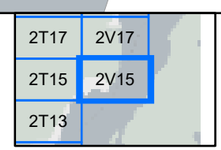
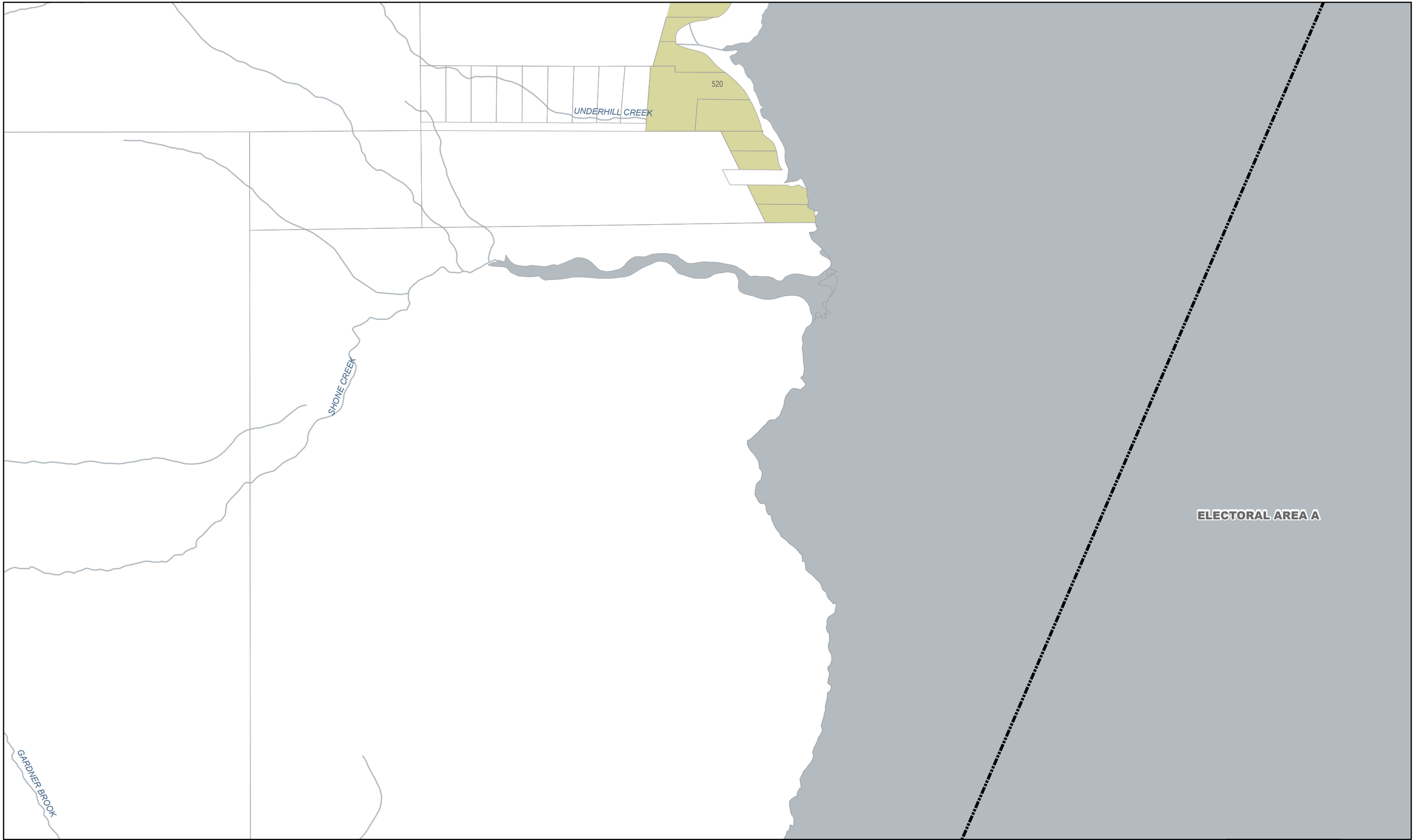


MAP 2V15

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

0 50 100 200 Meters

1:4,200

R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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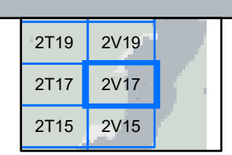
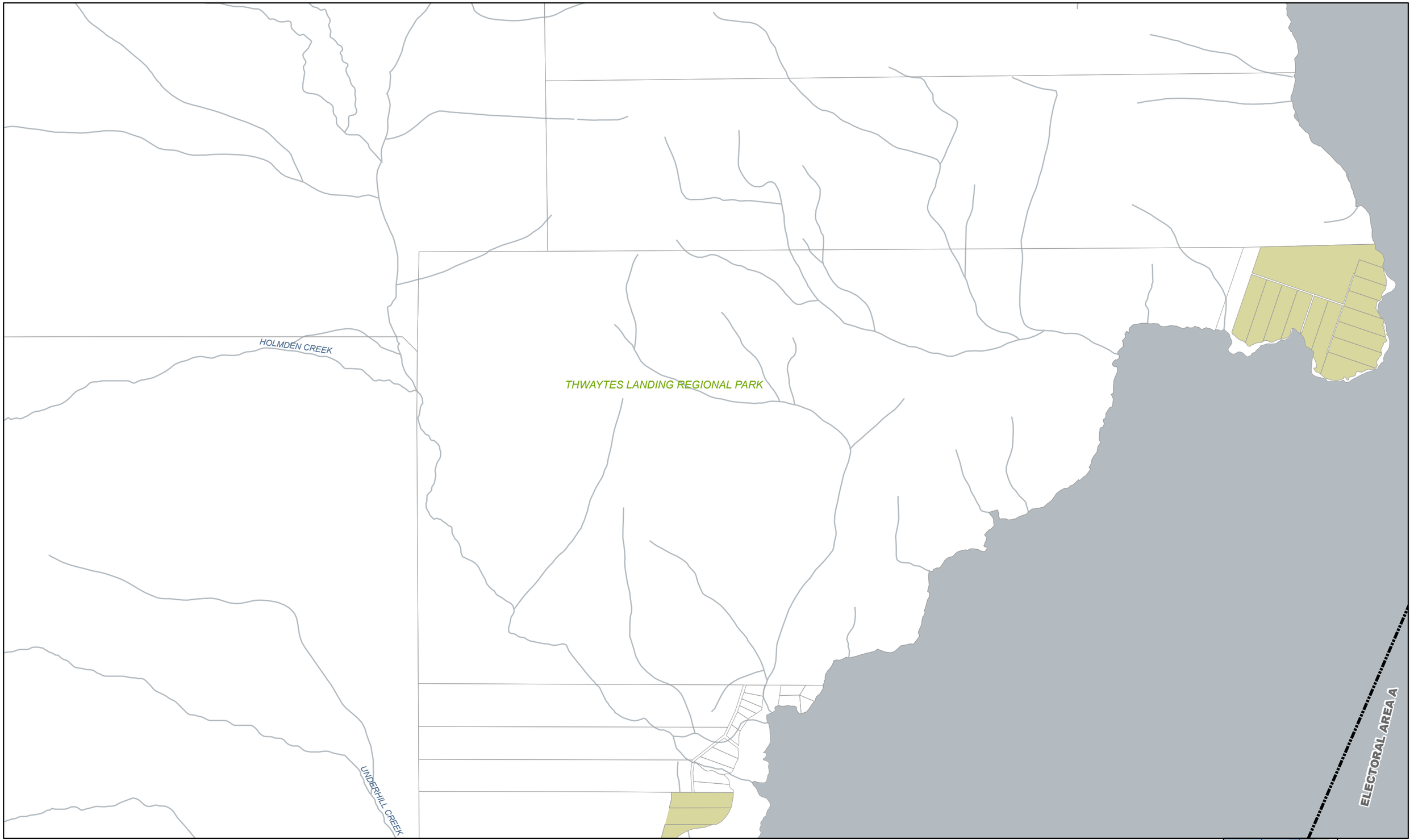


MAP 2V17

Published: May 19, 2026



DISTRICT OF NORTH VANCOUVER

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R1 & R2 ZONING MAP SET

R1 R2 Subdivision Modifier

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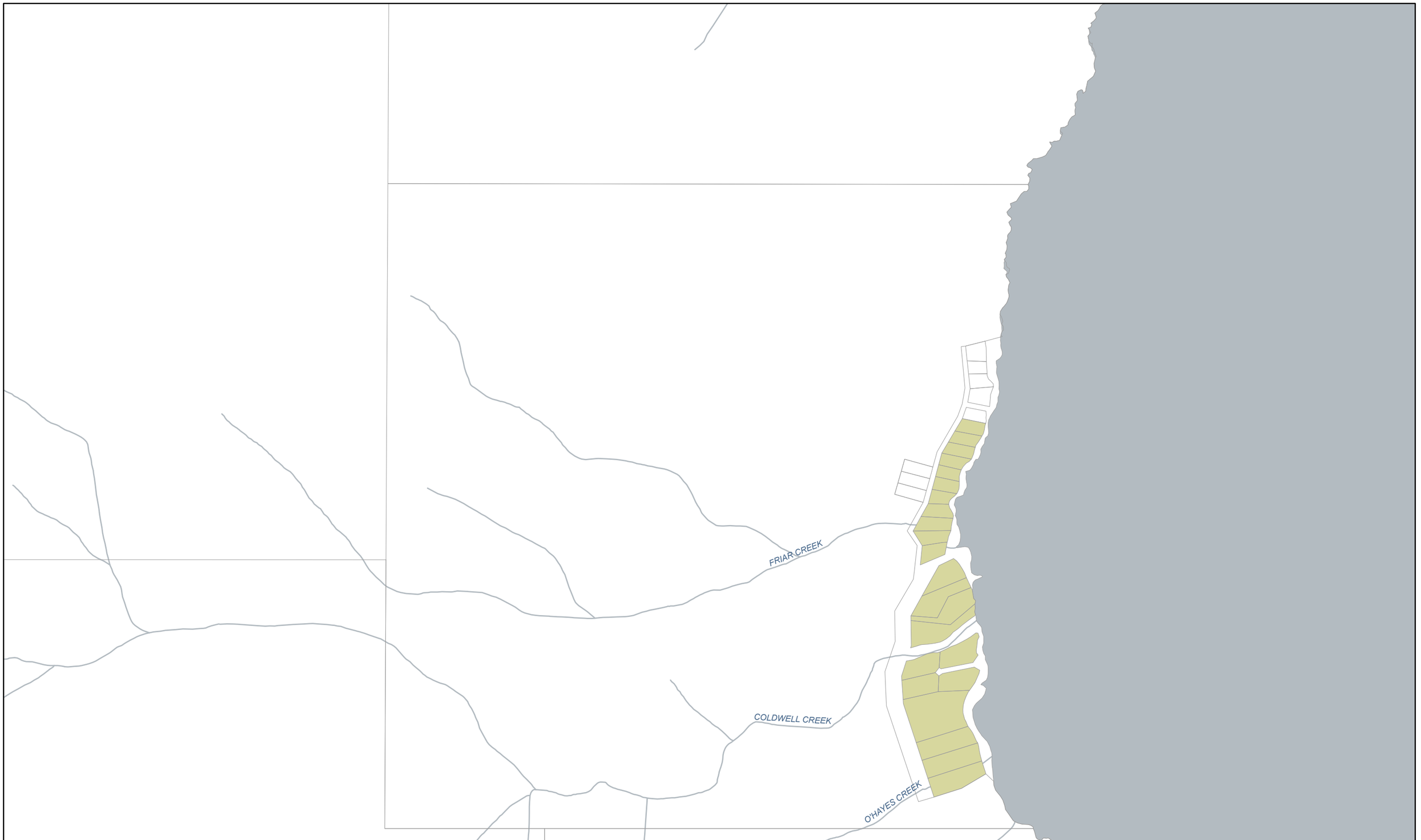
2T21	2V21
2T19	2V19
2T17	2V17

MAP 2V19

Published: May 19, 2026



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0 50 100 200 Meters

1:4,200

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2T25	2V25
2T23	2V23
2T21	2V21

MAP 2V23

Published: May 19, 2026

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO (acting)
☒ Regular Meeting	Date: June 23, 2025			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

Date: June 10, 2025
File: 09.3900.30/003.001

AUTHOR: Kevin Zhang, Senior Development Planner

SUBJECT: Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes

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RECOMMENDATION

THAT staff are directed to prepare an amendment bylaw for Council's consideration in early fall 2025, as described in the staff report titled "Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes".

REASON FOR REPORT

This report proposes a suite of changes to single-family zoning regulations for properties located within the Urban Containment Boundary. These changes affect the construction of, renovation of, and additions to buildings on single-family properties. The proposed changes are based on extensive staff analysis and incorporate input from Council, the public, and industry experts such as designers and builders. If Council are supportive of the scope of changes, staff will return in the fall with the final zoning provisions.

BACKGROUND

The Zoning Bylaw Rewrite project was formally launched following a report to Council on October 3, 2024[1]. Staff recommend that the District's current Zoning Bylaw, first adopted in 1965, be updated to ensure the effective regulation of land uses in the District. The rewrite aims to create an entirely new bylaw that is modern, streamlined, and easy to use.

This report is focused on updating the single-family regulations; which has been a topic of sustained interest with both Council and the public. A highlight of recent Council discussions on this topic include:

- **October 2015 – June 2016:** Strategies for mitigating impacts of single-family renewal[2] (good neighbour program, information awareness, regulation review).
- **March 2017 – March 2018:** Single-family key work priorities[3] (enforcement, erosion and sediment control, greenspace and landscaping, and house size, form, and character).

[1] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6395065
[2] https://app.dnv.org/OpenDocument/Default.aspx?docNum=2913310
[3] https://app.dnv.org/OpenDocument/Default.aspx?docNum=3512238

- **February 2023:** Housing Options for Single-Family Neighbourhoods public engagement[4] (strong public support for larger suites, increases to building height to "lift" basements out of the ground, and exploration of infill housing typologies like coach houses, duplexes, and triplexes).

- **December 2023:** Maximum coach house height increased to two storeys[5].

- **June 2024:** Zoning amendments were adopted[6] that permit a principal dwelling, a secondary suite, and a coach house (for a total of three units) on all single-family zoned properties located within the Urban Containment Boundary.

- **February 2025:** Coach House Process Improvements adopted[7] (streamlined regulations and delegation of more variances to staff).

DISCUSSION

With the OCP Update that is currently underway, the District is planning to accommodate additional housing units in the next 20 years. While Council continues to support the urban form described in the OCP where the majority of future growth is directed to key growth centres, gentle densification of single-family neighbourhoods within the Urban Containment Boundary is expected to create opportunities for diverse households (e.g. young adults, families with children, multi-general arrangements, and seniors aging in place).

The proposed zoning bylaw amendments described within this report are intended to ease regulatory constraints for new houses, suites, and coach houses to address the goal of offering more diverse housing options that better suit the community's needs.

Another significant consideration is that new regulations must be streamlined to increase clarity and effectiveness as well as address current issues such as climate and environment response. They should reduce outdated and unnecessary constraints to approval, and be easier to understand for homeowners, designers, builders, and staff. Ultimately, the changes can be expected to also reduce permit processing and implementation timeliness.

In practice, the new regulations are expected to support incremental change over time, and not dramatically alter established neighbourhoods. This is because the District has an annual net average of around 120 single family homes and coach houses that are built or substantially renovated out of approximately 16,000 exist ing homes. This represents less than 1% replacement per year.

Guiding Principles

The following is a summary of the guiding principles for the proposed changes, developed based on industry best practice as well as feedback received from Council and the public:

1. **Improving liveability and climate response:** Enhance the safety and comfort of homes by eliminating full cellars thereby allowing better natural daylight to all spaces in

[4] http://app.dnv.org/OpenDocument/Default.aspx?docNum=5916357
[5] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6170769
[6] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6312153
[7] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6476653

the home. This also has the potential to reduce impacts from excavation and site disturbance, tree loss, groundwater changes, and embodied carbon.

2. **Streamline regulations and provide flexibility:** Create regulations that are easier to understand and implement for homeowners, builders, and District staff. More options for how people want to build and utilize their permitted floor space and yard space.
3. **Balance change with maintaining key neighbourhood character:** Recognize the valued character of existing single-family neighbourhoods and ensure compatible building form and scale of new construction and incremental changes over time.
4. **Enable affordable construction and cost efficiency:** Facilitate construction techniques that could reduce overall building costs, such as simpler building forms and above grade construction.
5. **Maintain overall buildable areas in comparison with existing regulations:** Ensure new regulations, in general, do not reduce the total buildable floor area permitted on a property compared to existing regulations. This concept is described in greater detail later in the report.

Summary of the Proposed Changes

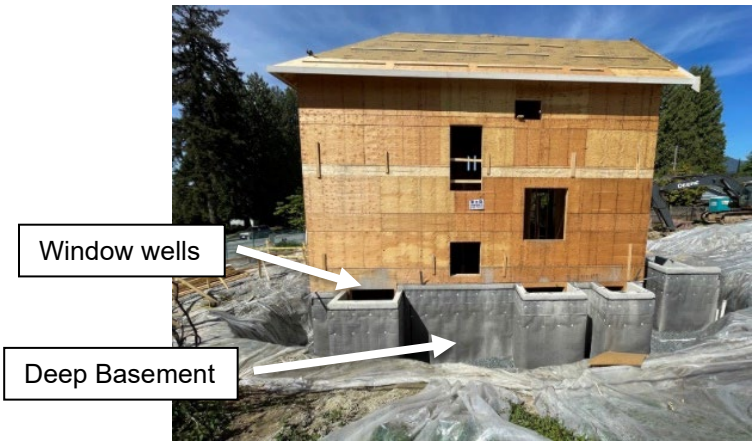
The following table highlights the key proposed changes with detailed discussion on each change outlined in the sections following.

	Proposed Changes to Single-Family Zoning Regulations	Rationale
1	Remove floor space exemption for basements and cellars	Reducing the incentive to build deep basements and cellars will help create healthier living spaces with more natural light, reduce flood risks during heavy storms, protect groundwater flow and tree roots, have less embodied carbon, and lower construction costs.
2	Increase the maximum height of the main house	To keep the same amount of living space while reducing deep basements, houses will need to be taller.
3	Permit more buildable area in the front setback area	Permitting living space (not just the garage) to be partially within the front yard allows for more flexible building designs and siting possibilities.
4	Increase maximum coach house size to 1,400 sq. ft.	Increasing the size cap will create more liveable, family-oriented coach houses and give homeowners more flexibility in their living arrangements.
5	Consolidate most single-family zones	Standardizing single-family zoning across the District will lead to simpler, more consistent, and predictable regulations.
6	Other changes	Other proposed changes that: • Are consequential to the key changes; • Aimed to clarify and simplify regulations; and • Improve liveability, building efficiency, and environmental stewardship.

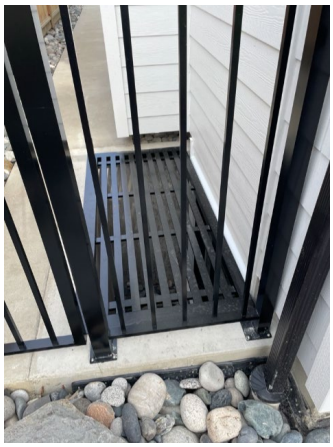
Remove Floor Space Exemptions for Basements and Cellars

The new single-family zone proposes to **remove floor space exemptions for deep basements and cellars** to discourage fully below-ground living spaces. This change is supported by feedback in both 2022 and 2025 public consultations.

Currently, all single-family zones contain a floor space exemption rule that grants "free floor space" to deep basements and cellars (fully in-ground spaces). This regulation, in combination with building height regulations, creates an incentive for new homes to contain deep basements and cellars - often around 35% of the total building (this space is most often the location of the secondary suite). Even on lots where basements are not necessary for topographic reasons, builders are intentionally digging the lowest floor into the ground to take advantage of this regulation.

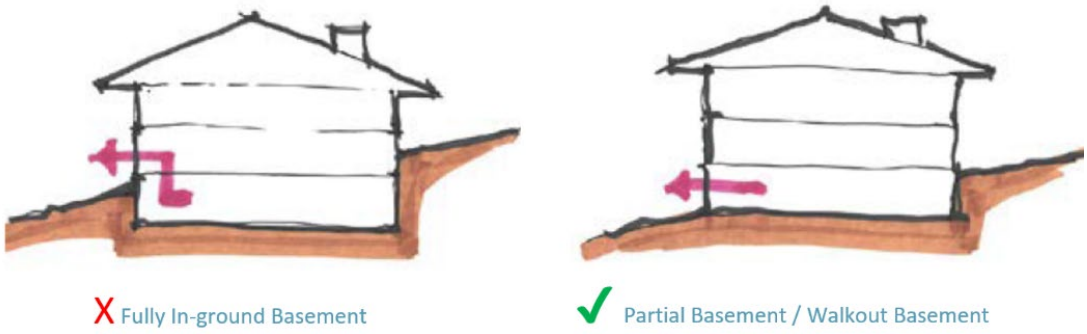


Example of home with deep basement under construction



Example of completed window well to basement

The first image above shows a home under construction in the District with a deep basement (i.e. a cellar). The second image is an example of a completed window well with grates. This covered opening is often the main source of light and air for a fully in-ground basement suite. Staff are proposing regulations that would discourage fully in-ground basements (below left diagram) while permitting partial basements (below right diagram) which are necessary to build homes on sloped lots.



Comparison of fully in-ground basements versus partial basements (red arrow denotes exit path)

The significant issues associated with the creation of cellars are further summarized below:



Climate Change Vulnerability: Basements are more susceptible to flooding during intense storm events, which are increasing in frequency.



Environmental Impacts: Excavation can disrupt natural groundwater flow and remove soil that would otherwise absorb and retain stormwater. This negatively affects creeks and tree preservation.



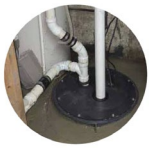
Liveability Concerns: Fully in-ground spaces often lack natural light and fresh air, relying on small window wells, which can create less pleasant and healthy living environments and pose challenges for emergency egress.



Accessibility Issues: Significant grade differences make these spaces inherently difficult to access for individuals with mobility limitations.



Construction Costs and Carbon Footprint: Deep concrete basements are expensive to construct due to excavation, shoring, formwork, and waterproofing, and concrete has a relatively high carbon footprint.



Mechanical Systems: Basements often require complex ventilation, dehumidification, and sump pump systems, increasing initial and ongoing costs and energy consumption.

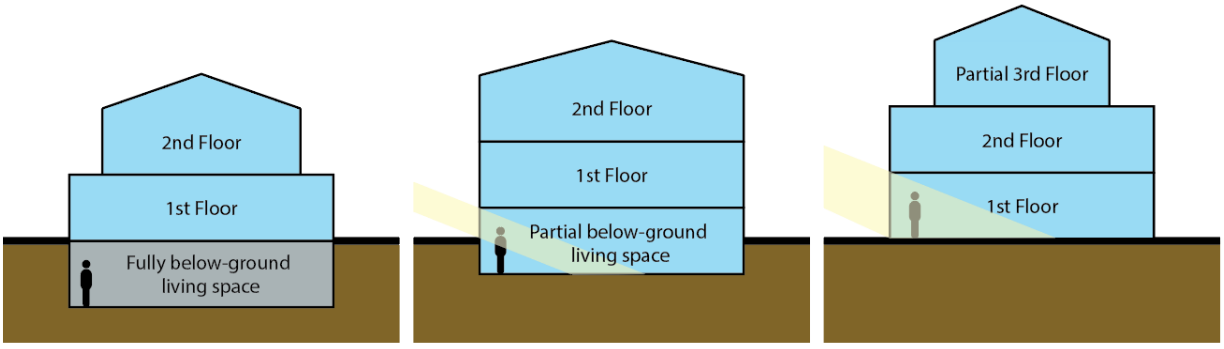
Given these concerns, a core strategy of the proposed single-family zoning update is to no longer incentivize basements and cellars by allowing them to be excluded from floor space calculations. Instead, reallocate that potential living space above ground, where it is more cost-effective to build, accessible, liveable, and resilient to climate change.

Staff recommend that with this change homeowners still have access to a similar amount of total buildable floor space, the total permitted floor space on a lot is proposed to be increased to offset the removal of the basement floor space exemption.

While basements and cellars are no longer incentivised, partial basements are still proposed to be permitted. Without the regulatory incentive to build below grade, it is expected that the financial, technical, environmental, and liveability challenges associated with constructing cellars will deter such practice. Although, basement depth and height regulations may still be varied in response to unique or highly constrained circumstances.

Increase Maximum Height to Facilitate Buildings to be "Lifted" out of the Ground

The new single-family zone proposes to **permit a partial third storey for the principal building** to facilitate "lifting" basements out of the ground, as illustrated by the diagram below. This change is supported by public feedback (60% support, 545 of 920 responses). Note that coach houses are still proposed to be limited to two storeys.



Existing Regulations	Proposed Regulations (Permit both scenarios below)	
All Scenarios: • 2 storeys in height above grade • Living space can be fully in-ground	**Partial Basement Scenario:** • 2.5 storeys in height above grade • Living space can be a maximum of half a storey below ground	**Slab on Grade Scenario:** • 3 storeys in height above grade • The 3rd floor is limited to 75% of the floor area of the 2nd floor.
Pro: • Smaller building form • Less privacy/shadowing impacts	**Pro:** • More liveable spaces • Less environmental impact • Less susceptible to flooding • Less expensive to construct • Less soil disturbance	**Pro:** • Most liveable spaces • Least environmental impact • Least susceptible to flooding • Least expensive to construct • Least soil disturbance
Con: • Less liveable spaces • Most environmental impact • Most susceptible to flooding • Most expensive to construct • Most soil disturbance	**Con:** • Larger building form • More privacy/shadowing impacts	**Con:** • Largest building form • Most privacy/shadowing impacts

Comparison of Existing and Proposed Basement/Height Regulations

It is important to note that given the District's sloped terrain, existing regulations already permit portions of houses to be three storeys in height through "localized depression" regulations (see photo to right).



To summarize, staff's recommendation aims to strike a balance between allowing basements to be lifted out of the ground and not creating too much visual bulk in existing streetscape context (i.e. where there are lower existing buildings).

Alternatives to staff's recommendation could include:

a) ***Permit a full third storey on all homes*** – this will allow the most flexibility in terms of re-allocating the basement volume without reducing yard spaces. There is some public support for such flexibility. However, staff recommend taking an incremental approach to allow a partial third floor at this time, which would allow staff to monitor height variances requests and their impacts to neighbours. Staff can return to Council with this option in the future, if warranted; or
b) ***Make no changes to existing height regulations*** - should no changes be made to height regulations, it is expected that buildings will have greater footprints, occupying more yard space. This may result in more height and siting variance applications.

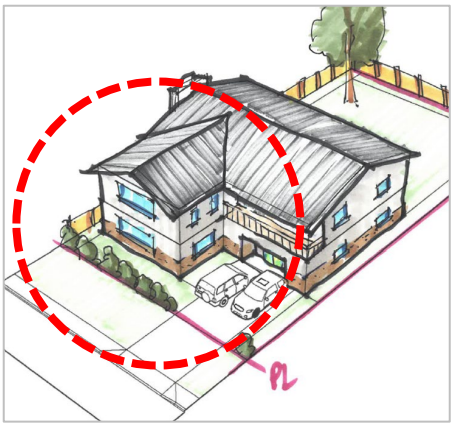
Permit More Buildable Area within the Front Setback Area

If the District were to "lift" basements out of the ground, while accommodating more floor space above grade, the following proposed changes would allow for greater flexibility in building design and siting:

a) **Slightly reduce the front setback**, thereby allowing all homes to come closer to the street; and
b) **Allow two storey living spaces in a portion of the front setback area**, in the same location as where side-entry garages are currently permitted (see diagram below).

These changes are supported by recent public feedback received in the spring, in conjunction with the OCP Update. (73% support, 675 of 915 responses). Permitting more floor space in the front yard preserves more open space in the rear yard which benefits privacy, use for leisure activities, landscaping, tree protection, and stormwater management.





Existing Regulations	Proposed Regulations
Portion of house within the front setback area is limited to garage use and 1 storey	Portion of house within the front setback area may also be used as living space and may be 2 storeys

Staff recommend that the existing limitations on the size of the portion of the building in the front yard will remain (e.g. the footprints of buildings and driveways combined cannot be more than 60% of the front yard).

Increase Maximum Coach House Size

To facilitate coach house construction, the new single-family zone proposes to:

a) **Increase the maximum coach house size from 90 m^2 (969 sq. ft.) to 130 m^2 (1,400 sq. ft.)**, large enough for a three-bedroom home; and

b) **Provide a small amount of additional density** if a property contains a coach house.

These changes are supported by public feedback (73% support, 663 of 911 responses). Note that the combined total floor area of the coach house and main house still need to satisfy the maximum permitted floor area on the lot. For context, the current maximum secondary suite size is the lesser of 1,400 sq. ft. or 49% of the main house.

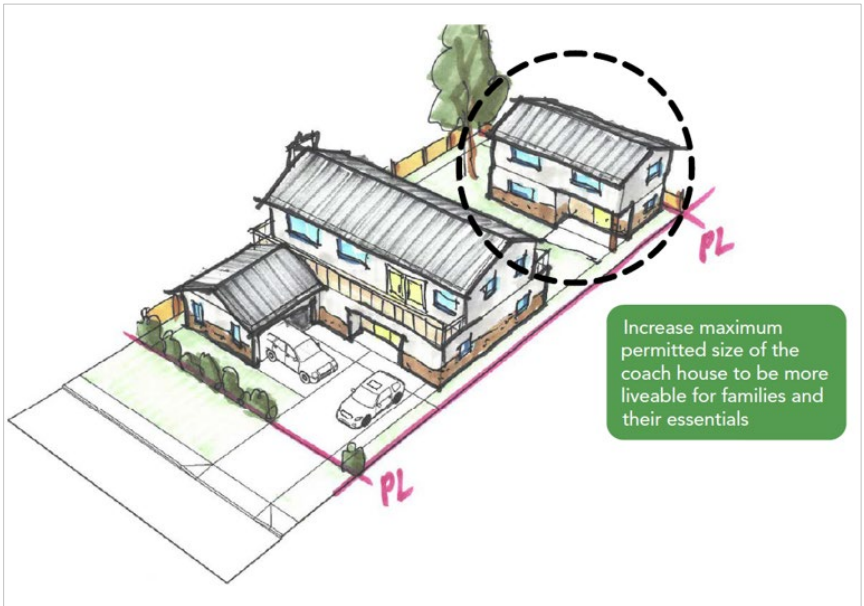


Illustration of a 1,400 sq. ft. coach house in a two-storey form

This would enable larger, more family-friendly coach houses, supporting multi-generational living and/or providing more substantial rental suites. This change also gives homeowners more choice in how they use their property. For example, one could choose to build a larger coach house and have a slightly smaller main house, if the combined size of both buildings stays within the property's overall limit.

Not every property will be able to build the maximum 1,400 square foot coach house. The ability to build depends on factors such as the remaining unrealized floor area on a lot, available space after meeting setback requirements from property lines and environmental features, and whether the lot has adequate servicing and water pressure for fire safety.

Should Council support this direction, staff will bring back detailed coach house regulations, particularly on siting, setbacks and orientations to mitigate any potential privacy and overlook impact to neighbouring properties.

Maintaining the Total Buildable Floor Area

Staff recommend that a key principle unpinning the proposed changes is to **generally maintain the existing development rights of single-family lots**. Should Council choose not to implement this principle, this will lead to widespread and significant cases of existing non-conformities across the District, causing long-term financial and liveability impacts to many single-family properties.

Development rights in the single-family context can best be approximated by the "total buildable floor area". The following clarifies the difference between "buildable" and "countable" floor area:

- Total "**buildable floor area**" is the true size of a home, inclusive of basements, garages, and accessory buildings; and
- Total "**countable floor area**" is a number used only to determine zoning compliance.

The following hypothetical development illustrates why the total buildable floor area is typically greater than the total countable floor area under existing regulations. For example, while the limit within a RS3 zone is 0.35 FSR (floor space ratio), various exemptions for basements, garages allow the actual floor space ratio to be about 0.71 FSR.

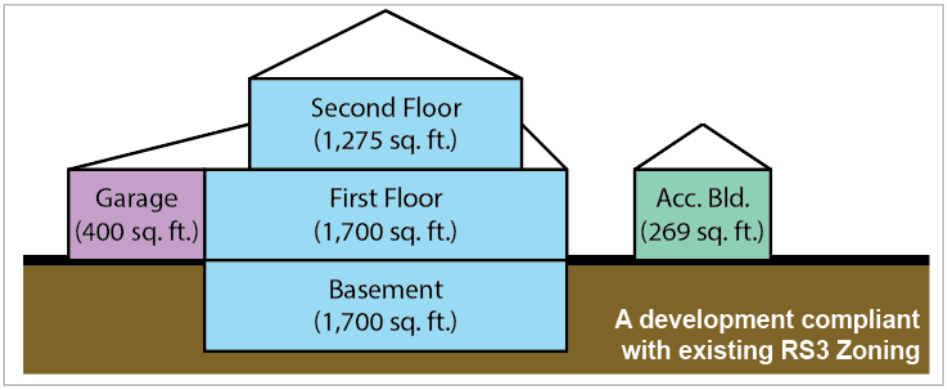


Illustration of a zoning-compliant development on a typical 7,500 sq. ft. RS3-zoned property

	Buildable Floor Area (sq. ft.)	Countable Floor Area (sq. ft.)	RS3 Floor Area Exemptions
Second Storey	1,275	1,275	-
First Storey	1,700	1,350	up to 350 sq. ft. of main house exempted
Basement	1,700	0	entire basement exempted
Garage	400	0	up to 400 sq. ft. of garage exempted
Accessory Building	269	0	up to 269 sq. ft. of accessory building exempted
Total Floor Area	**5,344**	**2,625**	
FSR	0.71 FSR	0.35 FSR	

Comparison of total Buildable Floor Area vs Countable Floor Area on a typical 7,500 sq. ft. RS3-zoned property with existing regulations

Based on new construction building permits issued within the last 5 years, the most common new single-family home in the District is between 5,000 and 6,000 square feet in total constructed floor area. This generally equates to an FSR greater than 0.70.

Consolidate Existing Single-Family Zones

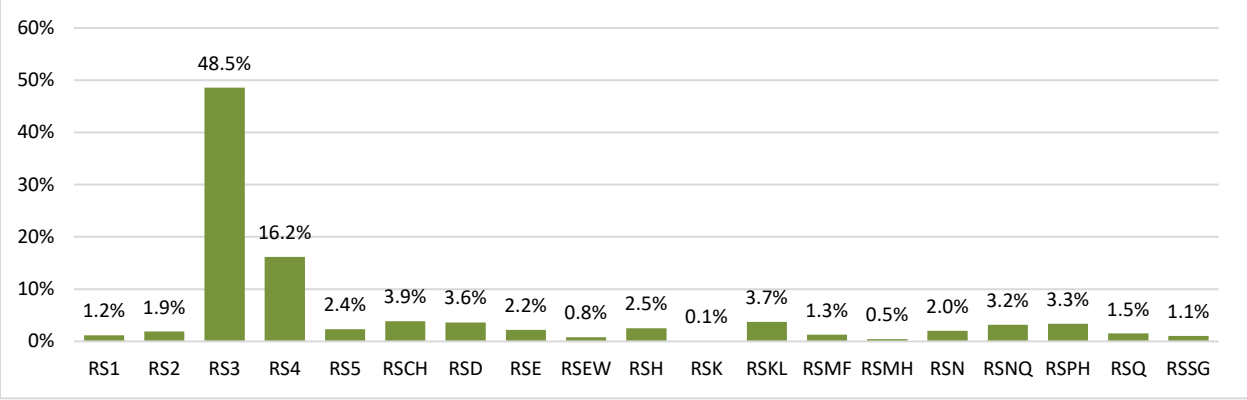
Based on public feedback and best practice research, Staff propose to **consolidate most of the existing single-family zones.** The consolidated zone aims **to provide approximately the same "total buildable floor area" as existing regulations** (see section above).

This change will make regulations more consistent and easier to understand for homeowners, designers, builders. Also, fewer single-family zones are much easier for the District to administer, leading to faster review and permitting timelines.

There are over 20 different zones that permit single-family developments. They can be categorized into the following:

- Five (5) "standard single-family zones" that were drafted in 1965: RS1, RS2, RS3, RS4, and RS5;
- Fourteen (14) "neighbourhood single-family zones" that were drafted in the 1990s: RSCH, RSD, RSE, RSEW, RSH, RSK, RSKL, RSMF, RSMH, RSN, RSNQ, RSPH, RSQ, and RSSG; and
- Certain Comprehensive Development (CD) zones.

All single-family zones are very similar in nature, with only slight variations in certain regulations. These slight variations have been sources of confusion for many homeowners, designers, and builders over the last decades. In addition, just two zones (RS3 and RS4) make up the vast majority (65%) of single-family properties in the District. The frequency of each existing single-family zones is shown by the chart below.



Frequency of single-family lots in the District by different RS zones

Maintain Existing Parking Requirements

With the contemplated changes to raise basement and to allow a bigger coach house, it is generally expected that this can be achieved without increasing overall parking demand for an individual site. Further, staff analyzed options to decrease parking requirements, which include overall one parking stall reduction, or reduction at locations near public transit and amenities. Public feedback on this issue is relatively split between support for parking reduction and keeping the existing status quo. Staff recommend maintaining the existing minimum vehicle parking requirements (2 stalls for a house, 3 stalls for a house with a suite and/or a coach house). In cases where a parking reduction is supportable given proximity to transit, specific site constraints, or other reasons, staff can process such requests through variance applications. In the future, the parking issue may warrant a revisit should staff be able to gather enough data from permitting and from analysis on how people park in the single-family neighbourhoods.

As an alternative to staff's recommendation, Council may direct staff to introduce reduced parking requirements in areas close to transit and amenities, such as town and village centres. This approach provides more flexibility to residents who are less car-dependent, while at the same time recognizes that many single-family lots in the District can voluntarily accommodate three or more parking spaces without the need for strict minimums set out in zoning regulations.

Other Consequential and Miscellaneous Changes

Other proposed changes can be generally categorized into the following three types:

1) Changes that are **consequences of key changes** discussed above in the report, such as:

    a) Increasing total permitted gross floor area and total building coverage to offset removal of basement floor space exemption;
    b) Modifying height definitions and limitations;
    c) Modifying localized depression regulations;
    d) Modifying building coverage and site coverage limits;
    e) Refining basement, crawlspace, and cellar regulations; and
    f) Refining localized depression regulations.

2) Changes to **clarify and simplify** regulations, examples include:

    a) Updating definitions and general regulations;
    b) Standardizing setbacks and separations;
    c) Standardizing gross floor area inclusions and exemptions;
    d) Standardizing subdivision requirements;
    e) Removing outdated siting plans;
    f) Removing eave height regulations; and
    g) Simplifying of use restrictions so that homeowners can allocated their total permitted floor space between vehicle or living use with more flexibility.

3) Changes to improve **liveability, building efficiency, and environmental stewardship**, examples include:

   a) Adding floor space exemption and regulations regarding elevators;
   b) Modifying exterior wall definitions to encourage more energy efficient wall assemblies;
   c) Modifying outdoor amenity space regulations;
   d) Modifying landscaping regulations;
   e) Exploring regulatory tools for tree retention and replanting;
   f) Removing the requirement for the second floor to be 75% of the floor below; and
   g) Adding pedestrian access requirements.

All the proposed changes will be described in detail in a Report to Council when the new single-family zoning bylaw is brought to Council for consideration in the fall.

Rate of Change in Existing Single-Family Neighbourhoods

Should Council support the proposed changes in this report and ultimately adopt the proposed zoning amendments, staff will prepare materials and processes to inform the public about the new zoning regulations. In addition, staff will be monitoring the implementation of these regulations.

While it is expected that there may be an increase in permit applications due to the increased flexibility in the regulations, the overall rate of change within our single-family neighbourhoods will likely remain low, as evidenced by the current rate of building permits issued summarized below. Faster change and residential unit growth is anticipated to take place in our Town and Village Centres, inline with the OCP's objective of focusing growth in areas well served by transit and amenities.

New Construction Permits	Major Addition Permits	Minor Addition Permits
Approx. 50 per year	Approx. 35 per year	Approx. 23 per year

Frequency of relevant Building Permits issued in the last 5 years Note: Other permits that do not impact the overall size and massing of the building are not shown (e.g. electrical, plumbing, gas)

CONCURRENCE

The proposed new single-family zone is a continuing collaboration of interdisciplinary staff, including members of the building, planning, engineering, transportation, legal, and environment departments. In particular, the single-family plans review team has been integral in the analysis of the proposed changes to ensure that they generate building forms that meet the needs of community.

Staff have presented to and solicited feedback from the Advisory Design Panel on proposed changes to single-family zoning regulations. Staff anticipate further engagement with the panel later this year, particularly in the drafting, testing, and review of new multi-family and mixed-use zones.

In addition, the proposed changes are being reviewed by a team of external consultants including architects, designers, builders, planners, and lawyers.

FINANCIAL IMPLICATIONS

All fees associated with the construction and/or renovation of principal dwellings, secondary suite, and coach houses are not impacted by the proposed zoning regulation changes.

The reduction of basements, which are costly to build, in new home designs will likely lead to lower overall declared total construction value of new construction and major addition building permit applications.

In the short term, the adoption of new regulations will require both staff and financial resources to be dedicated towards public communication, staff training, and updates to informational materials, website resources, and application processing systems. However, in the long term, the set of simplified and standardized regulations is expected to lead to reduced informational enquiries and reduced permit review times.

ENVIRONMENTAL IMPLICATIONS

With the proposed regulations discouraging fully in-ground basements, it is expected that there will be a net benefit to the achievement of environment sustainability goals in the form of:

- reduced blockage, diversion, and removal of ground water flow;
- increased stormwater absorption;
- reduced excavations and soil disturbance which would facilitate the retention of existing trees; and
- reduced use of concrete, thereby reducing embodied carbon.

The applicability of Environmental Protection and Natural Hazard Development Permit Areas (DPA) are not impacted by the proposed zoning regulation changes. All developments on properties within such DPAs require continue to require submissions from Qualified Professionals and permits issues by the District.

The applicability of the Environmental Protection and Preservation Bylaw is not impacted by the proposed zoning regulation changes. It will continue to be applied to protect, preserve and conserve the District’s ecological systems of watercourses, trees, soils, lands and visual assets, especially during the construction phases of a single-family development.

Regarding the potential for tree loss due to coach house construction and single-family renewal, staff will continue to explore strategies for tree retention, tree planting, and increasing overall canopy coverage within the District.

PUBLIC INPUT

Public engagement is a critical component of the Zoning Bylaw Rewrite project and builds on past surveys and discussions with Council and the community. Public engagement on the proposed single-family zoning regulations changes was conducted in conjunction with the Official Community Plan update. Public engagement was conducted at the Consult level on the District's public engagement spectrum:

PUBLIC ENGAGEMENT SPECTRUM

Adapted and used with permission from the International Association for Public Participation (IAP2 Federation).

Inform	Listen & Learn	Consult	Involve	Collaborate	Empower
"We will keep you informed. We will provide information that is timely, accurate, balanced, objective, and easily understood. We will respond to questions for clarification and direct you to sources of additional information."	"We will listen to you and learn about your plans, views, and issues; and work to understand your concerns, expectations, and ideas."	"We will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision."	"We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed, and we will report back on how your input influenced the decision."	"We will look to you for advice and innovation in formulating solutions, and we will incorporate your recommendations into the decisions to the maximum extent possible."	"We will implement what you decide."

There was a total of 1,596 interactions through a variety of engagement opportunities. These included an online survey (958 completed surveys), in-person community information open houses, virtual information sessions, and in-person pop-ups.

A variety of print and digital communication tactics were used to engage participants, including the Spring 2025 Community Report that was mailed to all residences, District website updates, signs posted throughout the District, a number of both paid and organic social media posts, print and digital advertisements in the North Shore News, emails to subscribers, postcards distributed at community centres, libraries and District Hall, and direct outreach in person.



Public Engagement Event at Ross Road Elementary School on April 16, 2025

Overall, there was general support from the public on the proposed changes. Common themes expressed by the public include:

- **Liveability:**
  - Strong support for "lifting" basements out of the ground to create more liveable suites and reduce environmental impacts, understanding that buildings will be taller to accommodate this change.
  - Support for building height increase is tempered by concerns for potential negative impacts to neighbourhood character, views, and privacy.

- **Multi-generational Housing:**
  - Interest in multi-generational housing with a strong desire to retain the currently permitted total floor area.
  - Strong interest in additional development configurations such as duplexes, triplexes, and house-plexes.

- **More Flexible Regulations:**
  - Support for reduced front setbacks and the ability to make greater use of the front yard, with the caveat that a portion of the front yard be maintained for landscaping.
  - Strong support for increasing maximum coach house size to make them more family friendly.

- **Parking:**
  - Mixed views on reducing the total number of required parking spaces with support for reductions in some situations but recognition that many residents still rely on cars.

A complete summary of the public feedback received is provided as **Attachment 1**.

TIMING AND NEXT STEPS

The overall Zoning Bylaw Rewrite project is a multi-phased initiative with four key work streams. A summary and timeline of the work streams are provided below.

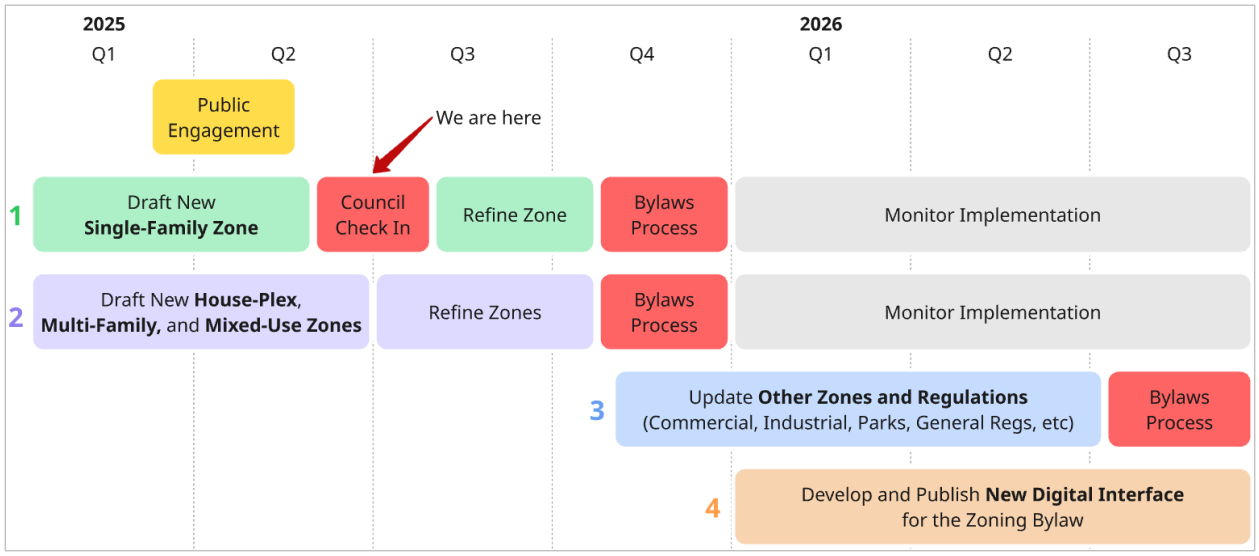
1. **Single-Family Zones:** The focus currently is to bring forward single-family zoning changes aligned with Council decisions to date and public feedback gathered. This work will also help implement the OCP update and partially meet the District's housing needs. If Council is generally supportive of the suite of changes outlined in this report, staff will bring back final bylaw provisions in the early fall for Council consideration.

   Please note this stream of work will also include an examination of single-family lots outside of the Urban Containment Boundary. This work may need to dovetail with house-plex and multi-family streams of work, which are anticipated to take place in the second half of this year.

2. **House-Plex, Multi-Family, and Mixed-Use Zones**: Also in 2025, the project team is developing new standard multiplex, and mixed-use zones that implement the ongoing OCP Update, the Economic Development Strategy, and address ongoing housing needs. The multiplex zone is envisioned to permit up to four residential units and be applied to specific neighbourhoods, as identified in the OCP Update, which is being considered by Council at the same time of this report.

3. **Other Zones and Regulations:** In 2026, the project team will move on to updating all other zones and regulations (e.g. commercial, industrial, institutional, parks, general regulations, etc) with the aim of producing a modernized Zoning Bylaw towards fall 2026.

4. **New Digital Interface:** The project team anticipates launching a new digital interface for the Zoning Bylaw to enhance accessibility and functionality towards winter 2026/2027.



Timeline of the four key work streams of the Zoning Bylaw Rewrite project

CONCLUSION

The proposed suite of changes to single-family zoning regulations for properties located within the Urban Containment Boundary represent a significant and considered step in the evolution of our traditionally single-family neighbourhoods. These changes are designed to create a more flexible, streamlined, and responsive regulatory framework that supports the District's goals for housing diversity, environmental responsibility, enhanced livability, and neighbourhood compatibility.

The feedback received from the public and stakeholders to date has been instrumental in shaping these proposals. Staff will refine these concepts based on Council's directions with the objective of bringing forward a draft bylaw for Council's consideration in the fall. This work is crucial for ensuring our Zoning Bylaw effectively addresses the evolving needs of our community and aligns with corporate strategic priorities for years to come.

OPTIONS

THAT Council:

1. THAT staff are directed to prepare an amendment bylaw for Council's consideration in early fall 2025, as described in the staff report titled "Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes."

   or

2. Give specific directions regarding one or more of the changes outlined in the report, direct staff to prepare a Zoning Amendment Bylaw, and bring the bylaw back in early fall for Council consideration and subsequent public hearing;

   or

3. Refer the report to a Council workshop where Council may ask further questions and/or give specific directions regarding one or more of the changes (this option will delay the implementation of the zoning changes);

   or

4. Provide alternative directions to staff.

Respectfully submitted,



Kevin Zhang
Senior Development Planner

ATTACHMENTS

1. Official Community Plan & Zoning Bylaw Update - What We Heard Report - June 2025

REVIEWED WITH:

❑ Business and Economic		❑ Finance		External Agencies:	
❑ Bylaw Services	CW	❑ Fire Services		❑ Library Board	
❑ Clerk's Office		❑ GIS		❑ Museum and Archives	
❑ Climate and Biodiversity		❑ Human Resources		❑ NSEM	
❑ Communications		❑ Integrated Planning		❑ NS Health	
❑ Community Planning	ZT	❑ ITS		❑ NVRC	
❑ Development Engineering		❑ Parks		❑ RCMP	
❑ Development Planning		❑ Real Estate		❑ Other:	
❑ Engineering Operations		❑ Review and Compliance			
❑ Environment		❑ Solicitor			
❑ Facilities		❑ Utilities			

DISTRICT OF NORTH VANCOUVER

Official Community Plan & Zoning Bylaw Update

Engagement Summary Report
May 2025

Prepared with MODUS planning design engagement

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1. About this report

This report provides a summary of the community engagement conducted by the District of North Vancouver (District) and the input received. The purpose of the engagement was to inform the community and collect input on how to provide for 22,369 new housing units between 2021 and 2041 in the Official Community Plan (OCP) as required by the Province's legislation, as well as to ask respondents for their perspectives on updates to the single-family zones in the Zoning Bylaw.

Public engagement took place April 1-29, 2025, with opportunities to participate in-person and virtually. Engagement with interest holders, implementation partners and District committees was also completed in spring 2025.

This report includes:

- A summary of promotional and notification activities used to inform the community about the project and engagement process
- An overview of opportunities to provide input and level of participation
- A summary of feedback and input received

Not included in this report is a summary of government-to-government engagement through ongoing conversations with North Shore municipalities and First Nations, which will be presented separately to Council.

The District of North Vancouver respectfully acknowledges the original peoples of these lands and waters, specifically the səlilwətaɬ (Tsleil-Waututh), Sḵwx̱wú7mesh 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.

2. Executive summary

Outreach and participation

Public engagement took place between April 1 and 29, 2025, while engagement with interest holders, implementation partners and District committees was completed throughout the spring. The purpose of this engagement was to collect feedback on required updates to the OCP, as mandated by the Province, as well as proposed changes to the District's single-family zones.

The opportunity to participate was promoted through the following methods:

- District of North Vancouver website updates
- Community Report mailed to all residences
- Email to subscribers
- Social media posts
- Large format signs
- Small lawn signs
- Newspaper advertisements
- Direct outreach

There was a total of 1,596 interactions through a variety of engagement opportunities, including:

- Online survey - 958 completed surveys
- 5 virtual information sessions - 144 participants
- 3 in-person community information open houses - 205 participants
- 4 in-person pop-ups - 181 participants
- 5 District committee meetings - 35 participants
- 5 interest holder meetings - 23 participants
- 7 implementation partner meetings - 24 participants
- Email correspondence - 25 emails

Key findings and themes

OCP Update

When presented with trade-offs about how we plan for more housing, survey respondents indicated:

- More preferred to **build new homes across the District** as a mix of multiplexes, townhouses, and apartments (68%, 636 of 937), compared to build new homes in dense urban areas in predominantly high-rise apartments (32%, 301 of 937)
- More preferred to **build new homes near major transit** where there are more transportation options (84%, 765 of 915), versus further away from major transit where there are fewer transportation options (16%, 150 of 915)
- More preferred to **prioritize housing with below-market rents for moderate-income households** (79%, 709 of 900), rather than prioritize deeply subsidized housing for low-income households (21%, 191 of 900)

Three scenarios were presented to illustrate how the District could provide for 22,369 new housing units between 2021 and 2041 as required by the Province's legislation. Survey respondents indicated:

- More preferred **Scenario 3 Distribute Growth** (62%, 580 of 943 selected good or very good)
- Followed by **Scenario 2 Expand Centres** (53%, 498 of 942)
- Then Scenario 1 Concentrate Growth (40%, 377 of 946)
  (Note the number of respondents varied by question as questions were optional.)

Top priorities for survey respondents as the District plans for more housing included:

- Transportation and transit infrastructure
- Housing options and affordability
- Public services (e.g., healthcare, schools)
- Community amenities (e.g., recreation centres, parks, libraries)

Common themes included:

- Concerns about traffic congestion, aging infrastructure, and amenity capacity
- Desire for diverse housing options and increased affordability
- Desire to locate new homes close to transit, services and amenities
- Support for more moderate densities and a general preference for distributing growth as opposed to concentrating growth
- Suggestions to streamline government processes and collaborate with or advocate to other government agencies

Changes to Single-Family Zones

To create more livable housing options, to simplify regulations and adapt to a changing climate, one proposed change is to discourage new, fully in-ground basements. Survey respondents were asked about their preferences about with options of how to re-allocate basement floor space above ground. Survey respondents indicated:

- More preferred to **build taller homes** (60%, 565 of 946 agreed or strongly agreed)
- More preferred to **build closer to the street** (75%, 701 of 941 agreed or strongly agreed)
- More preferred to **allow slightly larger coach houses** (73%, 687 of 939)

When asked about reducing parking requirements for single-family homes, more survey respondents supported to **reduce parking requirements overall or reduce near transit** (60%, 565 of 939), while 40% (374 of 939) did not support reducing parking requirements.

Common themes included:

- Livability:
    - Strong support for creating more liveable suites and reducing environmental impacts by discouraging new fully in-ground basements, with the understanding that buildings will be taller to accommodate this change.
    - Support for moderate building height increase is combined with concerns for potential negative impacts to neighbourhood character, views, and privacy.
- Multi-generational housing:
    - Interest in multi-generational housing to house adult children and aging parents with a strong desire to retain the currently permitted total floor area.
    - Strong interest in duplexes, triplexes, and multiplexes.
- More flexible regulations:
    - Support for building in the front yard by reducing front yard setbacks, with a portion of the front yard be maintained for landscaping.
    - Strong support for increasing coach house size to be more family friendly.
- Parking:
    - Mixed views on reducing the total number of required parking spaces.
    - Support for reductions in some situations (e.g. proximity to transit)

3. Background

The Province is requiring the District to provide for 22,369 new housing units between 2021 and 2041, and to complete this planning work by December 31, 2025. To meet the Province's requirements, the District is conducting a planning process to update the Official Community Plan (OCP) and Zoning Bylaw to identify areas for residential development to meet the anticipated housing needs. Alongside the work related to the Province's legislation, the District is exploring potential regulatory changes to single-family neighbourhoods to provide for a diverse range of housing options and choice. Further information about the Province's legislation, OCP Update, and Zoning Bylaw Update is available on the District's website.

Using the key themes and findings from this engagement and further technical analysis, the land use scenario will be refined to one scenario to illustrate how the District can accommodate approximately 22,400 new housing units, and the single-family potential regulatory changes will be refined. The drafts, along with this What We Heard report, will be presented to Council for consideration. Visit *DNV.org/OCP-2025* for updates.

4. Engagement activities

The purpose of this engagement was to gather feedback on:

- Where and how to plan for approximately 22,400 new housing units in the District as mandated by the Province. Three land use scenarios were presented as options of how the District could provide for the new homes in a manner generally consistent with the OCP (2011) and OCP Action Plan (2021).
- How to simplify and standardize our regulations for single-family zones to create more livable housing options, adapt to climate change, and support the community's vision.

Public engagement took place April 1-29, 2025 with opportunities to participate in-person and virtually. The District promoted the public engagement opportunities using the following methods:

Method	Description	Dates
District of North Vancouver website	Updated page with project information, videos, and link to the online survey DNV.org/OCP-2025	Webpage updated March 26, 2025
Community Report	OCP Update was the lead story on the Spring 2025 Community Report, mailed to every residence in the District	Mailed on April 2, 2025
Email to subscribers	Notification of engagement opportunity was emailed to subscribers	Emailed on March 25, 2025
Social media	Facebook, Instagram and LinkedIn posts, with a total reach of 42,821 and 424 link clicks (includes both unpaid posts and paid ads)	Posts on March 28, April 1, 5, 7, 10, 12, 14, 16, 17, 18, 19, 28, 2025
Large signs	11 large format signs placed at key intersections and two additional signs and “Final Week” stickers added on April 21	Installed on April 1, 2025 and updated April 21, 2025
Small lawn signs	Thirty-five 24 x24 inch lawn signs installed throughout the District	Installed on April 1, 2025
Newspaper advertisements	Digital and four 1/3 page print advertisements in the North Shore News to promote opportunities to learn more and provide input. Linked to DNV.org/OCP-2025	Print ads: March 26, April 2, 9, 23, 2025

5. Participation

The District collected community input using the following engagement methods:

Opportunity	Description	Dates
Community information open houses	Three in-person information open houses were held in different areas of the District. It included information about the OCP Update and changes to single-family zones. Staff and the project consultant were available to discuss with participants and answer questions.	April 2, 2025: Dorothy Lynas Elementary School April 12: Delbrook Community Recreation Centre April 16: Ross Road Elementary School
Virtual information sessions	Five virtual information sessions were held to share information about the project. Three focused on the OCP Update and two focused on proposed changes to single-family zones.	April 3, 8, 9, 10, and 24, 2025
Pop-up events	Four pop-up events were held in the community to share information about the project and opportunities to provide input.	April 5, 11, 23, and 25, 2025
Online survey	An online survey was created using the ZenCity tool to share information and collect input, priorities and opinions. A total of 958 surveys were completed with participants clicking through all pages to the end. All questions in the survey were optional and not every participant answered every question. A summary of responses and comments are provided in the "What we heard" section to follow.	April 1 - 29, 2025
Website	OCP Update: *DNV.org/OCP-2025* Zoning Bylaw Rewrite: *DNV.org/zoning-bylaw-rewrite* Both webpages include opportunities to email staff with questions and comments.	2025 and ongoing

6. What we heard

Note that the input received reflects the interests and opinions of people who chose to participate in the engagement process.

Online survey

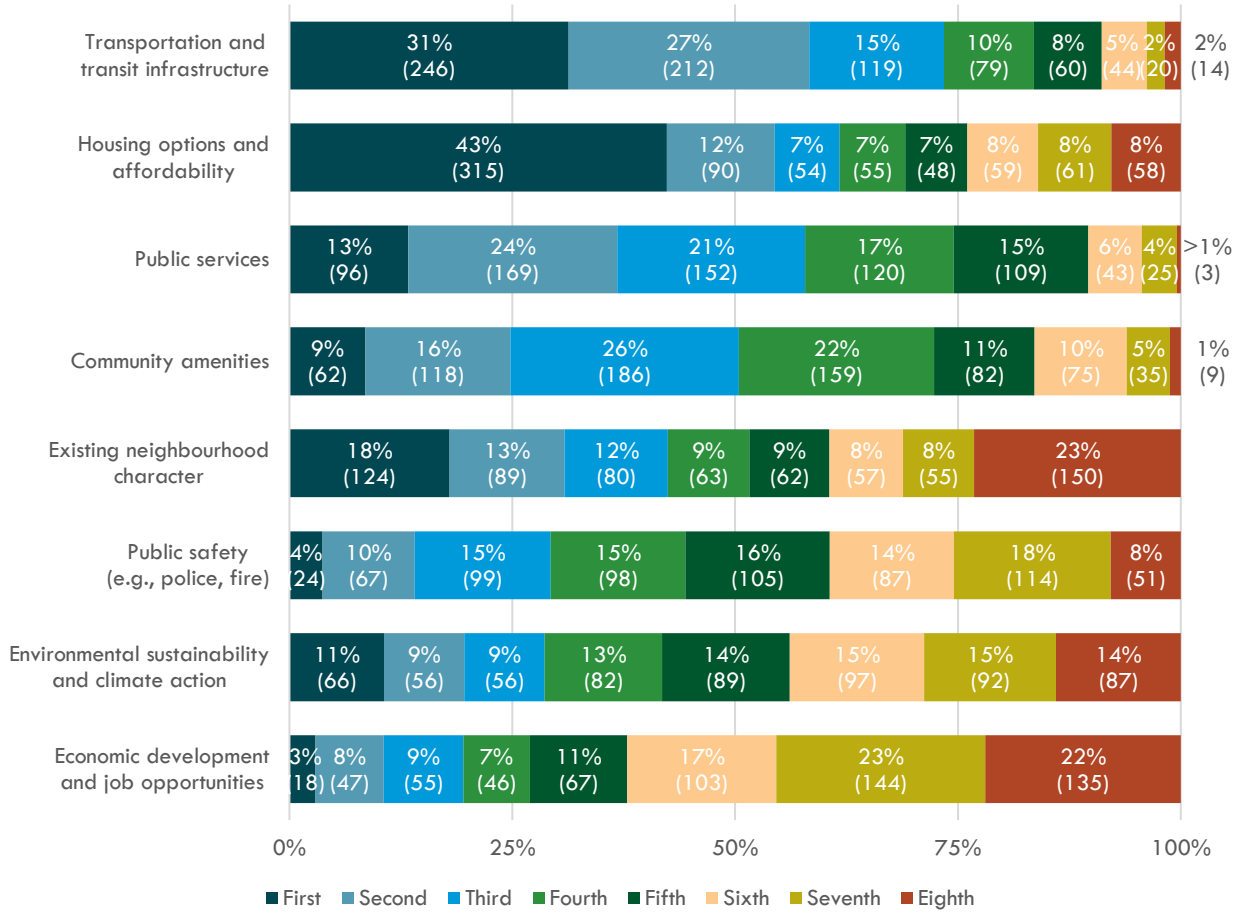
The survey was designed to seek feedback related to the OCP Update and changes to single-family zones. Questions in the survey asked respondents about their priorities for housing by ranking key topics and considering a series of key trade-offs. All questions were optional.

OCP Update – Community Priorities

Priorities

Question: ***As we plan for more housing in the District, what is most important to you?*** *(n=950)*

The following graph shows how respondents ranked a list of priorities and the percentage of respondents who ranked each item in the list in order of their importance to them, i.e. first, second, third, etc. Note that as all questions were optional, not all respondents ranked every priority.

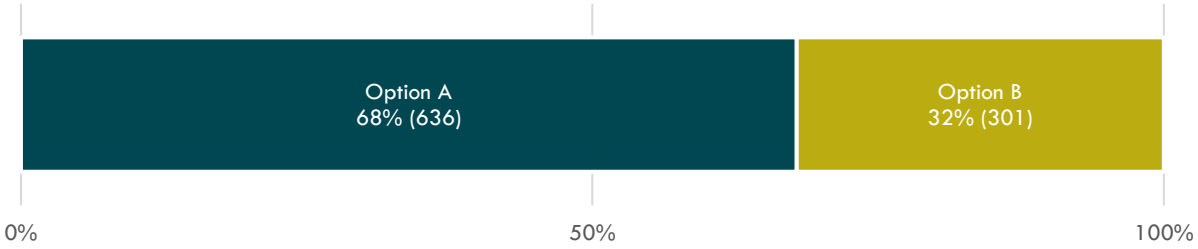


Trade-offs

The following questions ask what survey respondents prefer when presented with trade-offs about how we plan for more housing.

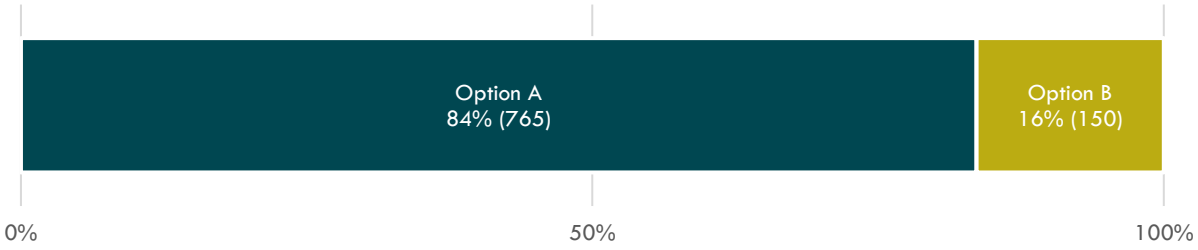
Question: *Please select the statement that best fits your priorities.* *(n=937)*

- *Option A: Build new homes across the District, a mix of multiplexes, townhouses, and apartments. Growth includes some single-family areas.*
- *Option B: Build new homes in dense urban areas, predominantly high-rise apartments, with minimal growth in single-family areas.*



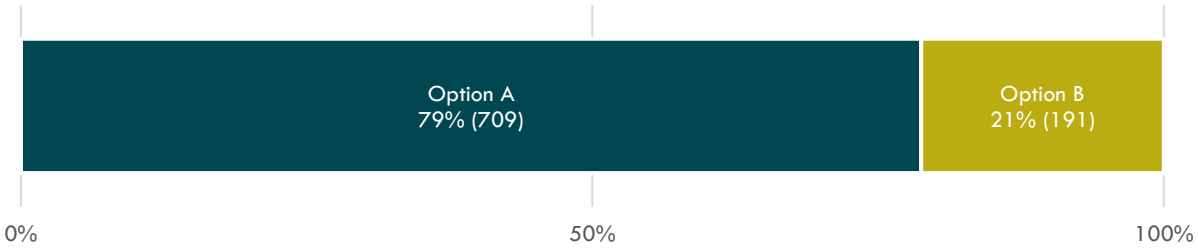
Question: *Please select the statement that best fits your priorities.* *(n=915)*

- *Option A: Build new homes near major transit where there are more transportation options.*
- *Option B: Build new homes further away from major transit where there are fewer transportation options.*



Question: *Please select the statement that best fits your priorities.* *(n=900)*

- *Option A: Prioritize housing with below-market rents for moderate-income households (e.g., teachers, healthcare workers, trades).*
- *Option B: Prioritize deeply subsidized housing for low-income households (e.g., persons with disabilities, seniors, families, students).*



OCP Update – Residential Growth Scenarios

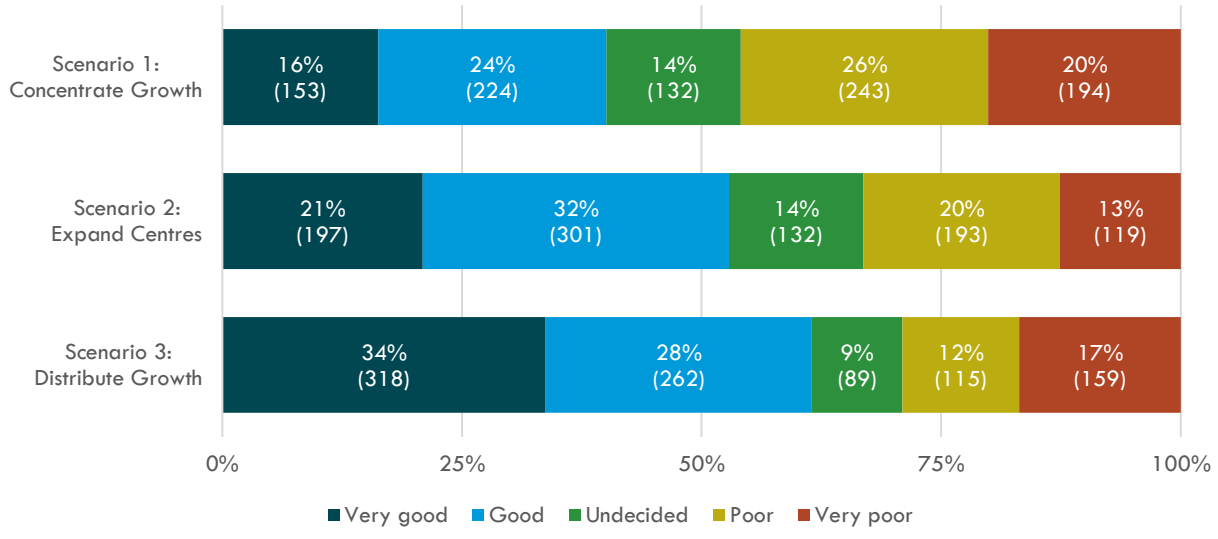
Scenarios for Accommodating Growth

The following questions asked for feedback on three conceptual growth scenarios that illustrate different ways of where and how the District could provide for 22,369 new homes by 2041 as mandated by the Province.

The three scenarios presented in the survey were:

> Scenario 1: Concentrate Growth – Provides for 90% of the new homes in the four existing key growth centres (Lions Gate Village Centre/Marine Drive, Lynn Creek Town Centre, Lynn Valley Town Centre, Maplewood Village Centre). The remaining 10% is planned to be distributed throughout the District.
>
> Scenario 2: Expand Centres – Provides for 90% of the new homes in two expanded growth centres (Lions Gate Village Centre/Marine Drive and Lynn Valley Town Centre) and two existing growth centres (Lynn Creek Town Centre and Maplewood Village Centre). The remaining 10% is planned to be distributed throughout the District.
>
> Scenario 3: Distribute Growth – Provides for growth to be distributed more broadly across the District with 75% of the new homes in the four existing key growth centres and 25% of the new homes in other corridors, smaller centres, and neighbourhoods in the District.

Question: ***Given that we are mandated to plan how to add 22,369 new homes in the District by 2041, how would you rate this scenario?*** *(n=946, 942, 943 for Scenarios 1, 2, and 3 respectively)*

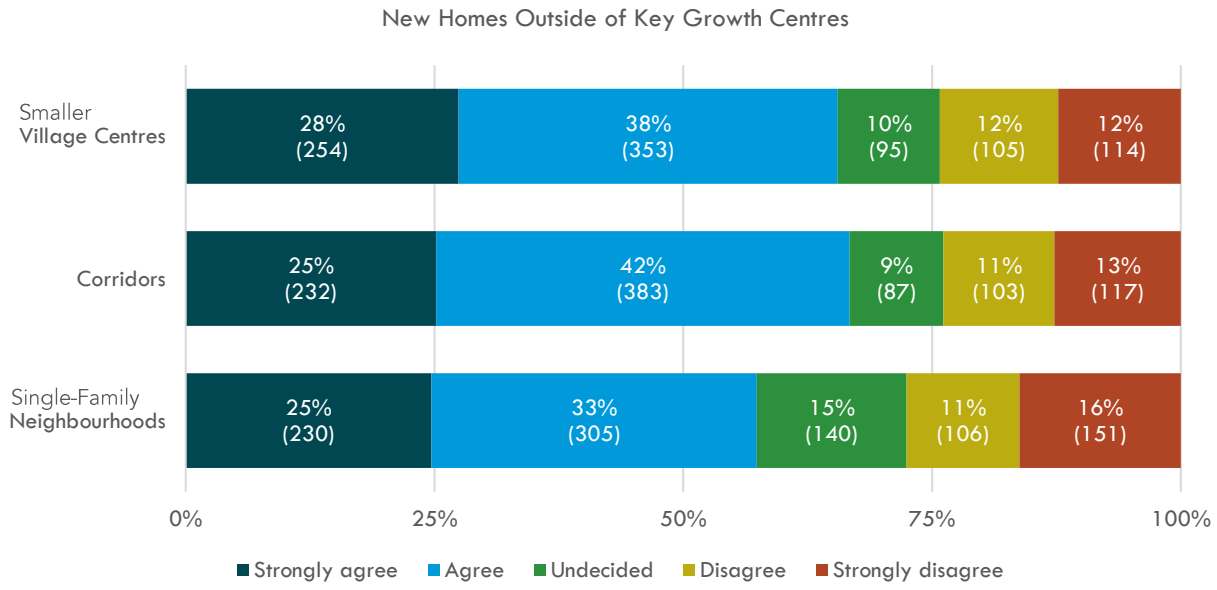


Distributed Growth in Scenario 3

Question: ***When you think of the remaining 25% of new homes to be planned for outside of key growth centres, where do you envision these locations to be?*** *(n=921, 922, 932 for smaller village centres, corridors, and single-family neighbourhoods respectively)*

The three locations presented in the survey (along with housing type examples) included:

- *Smaller Village Centres: In smaller village centres, such as Edgemont, Queensdale and Parkgate (mid-rise buildings)*
- *Corridors: Along corridors that connect centres, such as West Queens Road, Lynn Valley Road, East 29th Street, and Mt. Seymour Parkway (low-density multi-family)*
- *Single-Family Neighbourhoods: In neighbourhoods outside of town and village centres and corridors (duplex, triplex, and multi-plex)*



Written Comments

Question: *Do you have additional thoughts to share?* *(n=582)*

Respondents' comments were reviewed and coded into the themes shown in the table below. As many comments were attributed to multiple themes, the number of themed comments is greater than the number of respondents. Themed comments with 10 or more mentions are included, except where noted below. The themed comments are presented first by the three scenarios, then in order of the number of comments.

Themes	Comments Related to Each Theme
Scenario 1: Concentrate Growth *38 comments*	• Support for Scenario 1 includes: better concentrates investment, reduces vehicle traffic, and/or has the greatest potential to attract SkyTrain *(21 comments)* • Concerns about Scenario 1 include: tower forms don't fit with the North Shore's character, it strains community amenities and infrastructure, may worsen congestion, negatively impacts the environment, and/or risks displacing long-time tenants living in current centres *(17 comments)*
Scenario 2: Expand Centres *22 comments*	• Support for Scenario 2 includes: it strikes a balance between increasing housing supply and maintaining neighbourhood character, offers a more gradual transition between higher- and lower-density housing forms, and/or promotes greater diversity and equity *(18 comments)* • Concerns about Scenario 2 include: it doesn't represent enough change from the current model for managing growth, which has not served the community well *(4 comments)*
Scenario 3: Distribute Growth *24 comments*	• Support for Scenario 3 includes: it spreads housing across more of the District, doesn't overburden any one neighbourhood, reduces strain on community services, is more likely to create equitable communities, and/or better accommodates a mix of housing options to support different household types and aging in place *(18 comments)* • Concerns about Scenario 3 include: it would increase road and bridge congestion and/or would require more significant investment in transportation and infrastructure improvements *(6 comments)*
Transportation *224 comments*	• Concerns about increased traffic congestion on the North Shore, and/or suggestions to address congestion in District plans to accommodate more growth *(65 comments)* • Desire for growth needs to be supported by improved regional and local transit service *(57 comments)* • Desire for improved walkability and bike infrastructure across the District and/or in areas where growth is projected *(21 comments)* • Suggestions that parking should be increased with growth in different areas *(16 comments)*

Themes	Comments Related to Each Theme

Specific Locations
198 comments
	• Support for growth to be directed toward areas of the District with existing higher density development, amenities, transportation options, and/or infrastructure, such as in:
	  ○ Village centres, such as Edgemont, and/or Queensdale (25 comments)
	  ○ Key growth centres, such as Lions Gate/Marine Drive, Lynn Creek *(14 comments)*
	• Concern that growth should not be directed towards areas that have few amenities, poor transit service, poor emergency access, and/or strained infrastructure, such as in:
	  ○ Outside key growth centres, such as Lynnmour, Parkgate, Deep Cove, Norgate, or in general east of the Seymour River *(15 comments)*
	  ○ Key growth centres, such as Lynn Valley, Maplewood *(15 comments)*

Housing *119 comments*	• Support for more affordable housing, suitable for families, youth, seniors, lower-income households, essential workers, and/or marginalized communities *(71 comments)* • Support for more diverse housing options, especially infill and low- to mid-rise forms *(40 comments)*
Amenities *113 comments*	• Concerns that amenities on the North Shore are already at or exceeding capacity *(70 comments)* • Desire for a growing community to be supported by community amenities (e.g., community centres, aquatic facilities, libraries, child care, parks, etc.), essential services (e.g., health care and education facilities) and commercial development (e.g., grocery, retail, and other services) *(43 comments)*
Density *105 comments*	• Support for moderate densities, as opposed to tower forms, because of concerns with impacts like shadowing, heat, and infrastructure strain *(44 comments)* • Support for increasing density, especially in urban areas and along key corridors to improve affordability, access to amenities, and/or provide more housing options *(31 comments)* • Concerns that intensification and especially higher density forms of housing would disrupt the character of existing neighbourhoods *(18 comments)* • Concerns about increasing density because it may overwhelm existing infrastructure, impact access to key services, and/or make it harder to get around *(12 comments)*
Infrastructure *81 comments*	• Desire that infrastructure should be put in place ahead of new development *(48 comments)* • Concerns that existing infrastructure cannot accommodate projected growth *(21 comments)*

Themes	Comments Related to Each Theme
Governance *65 comments*	• Desire to streamline government approvals processes and increase flexibility for property owners *(29 comments)* • Suggestions that the District should collaborate with other North Shore municipalities and advocate to senior levels of government for improved transit service and funding for infrastructure to support growth *(28 comments)*
Growth (non-location specific) *31 comments*	• Concerns about accommodating growth due overcrowding on the North Shore, and/or suggestions that other municipalities in the region are better suited to accommodate growth *(27 comments)*
Environment & Climate Change *22 comments*	• Support for strengthening environmental protections to preserve green spaces, natural habitats, and ecosystems *(16 comments)*
Safety & Security *16 comments*	• Desire to keep residential areas safe, clean, calm and charming, alongside concerns that growth and more urban forms of development will increase crime *(16 comments)*

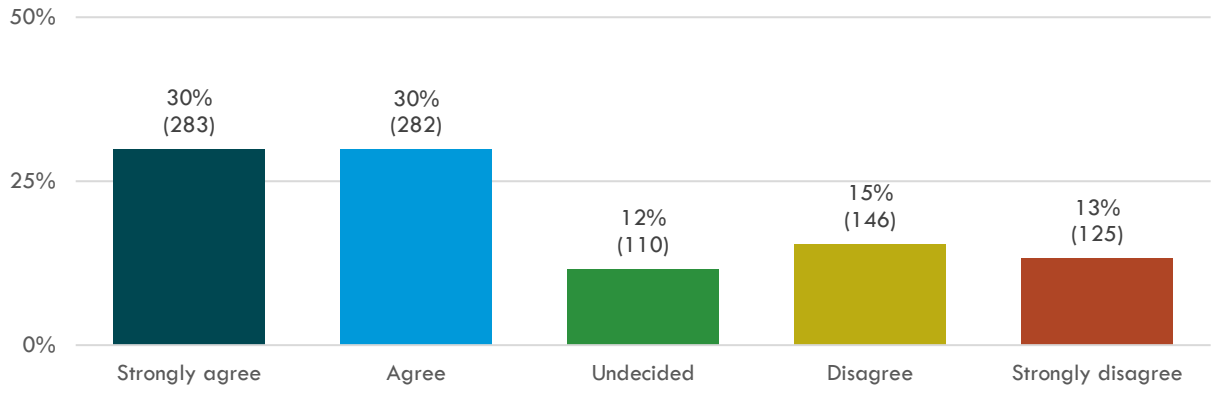
Changes to Single-Family Zones

This section of the survey asked for feedback on several potential changes to the District's Zoning Bylaw regulations that apply to neighbourhoods that have traditionally been made up of single-family homes. The intent of the potential changes is to create more livable housing options, to simplify regulations and to adapt to a changing climate. The potential changes presented in the survey include:

- Discouraging new fully in-ground basements and re-allocating the basement floor space above ground by any of these three options:
    - Building taller homes
    - Building closer to the street
    - Allowing slightly larger coach houses
- Reducing parking requirements for single-family homes

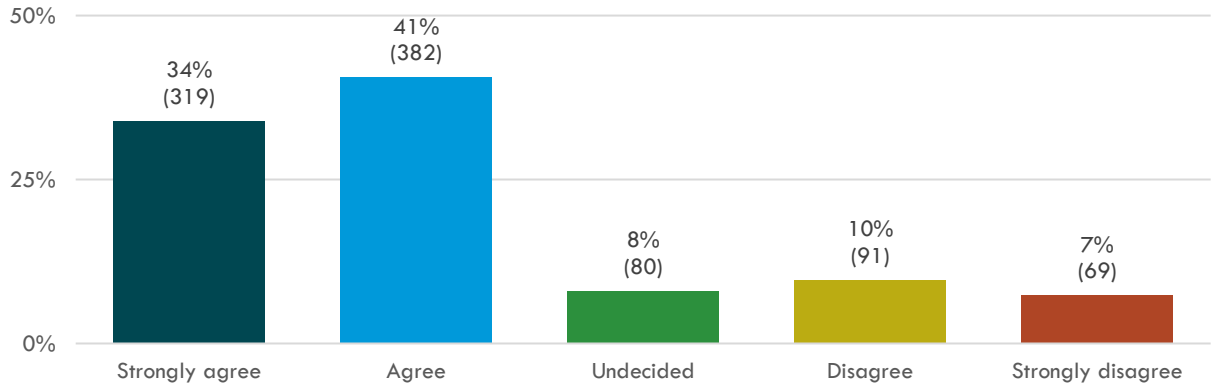
Taller Homes Up to Three Storeys

Question: *We are proposing a change to zoning regulations to permit taller homes up to three storeys in height. Do you agree or disagree?* (n=946)



Homes Built Closer to the Street

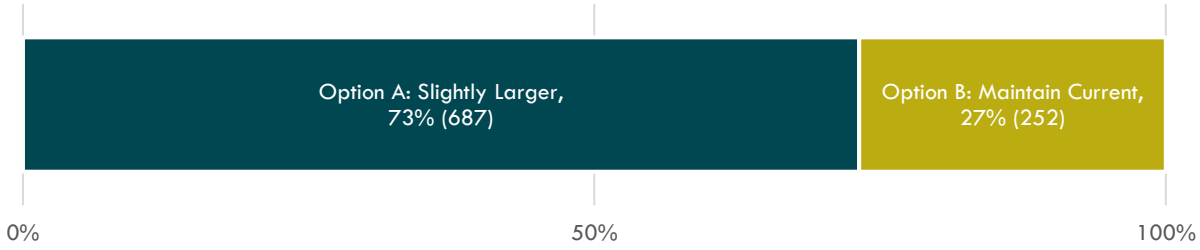
Question: *We are proposing a change to zoning regulations to permit houses to be built closer to the street. Do you agree or disagree?* *(n=941)*



Coach House Size

Question: *Please indicate your preference out of the options provided below.* *(n=939)*

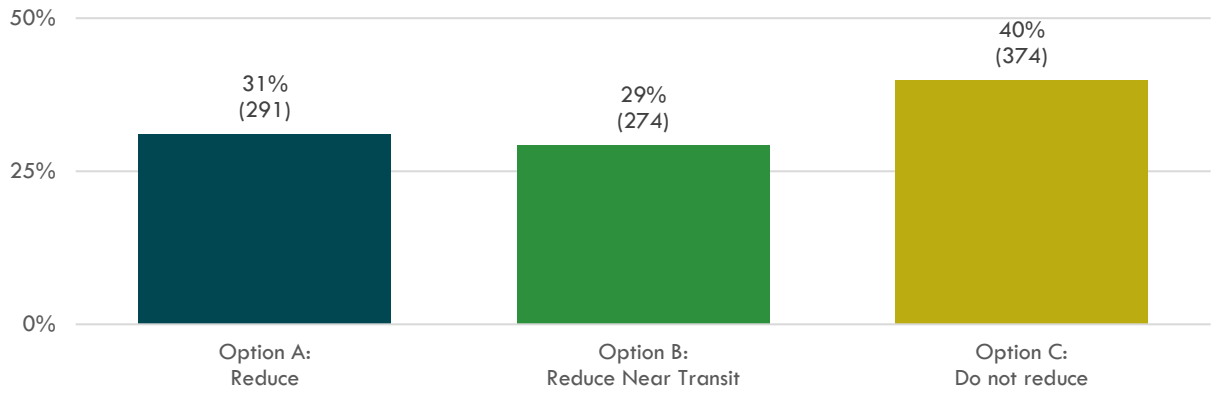
- *Option A: I support the change to allow slightly larger coach houses up to 1400 sq ft*
- *Option B: I support maintaining the current maximum coach house size of up to 969 sq ft*



Parking Reductions

Question: *Please indicate your preference out of the options provided below.* *(n=939)*

- *Option A: I support reductions to parking requirements*
- *Option B: I support reductions to parking only when located near transit*
- *Option C: I do not support reductions to parking requirements*



Written Comments

Question: *Do you have any additional thoughts to share on these proposed changes to single-family zones?* *(n=420)*

Respondents' comments were reviewed and coded into the following themes. As many comments were attributed to multiple themes, the number of themed comments is greater than the number of respondents. Themed comments with 10 or more mentions are included, except where noted below. The themed comments are presented first by the three options, then in order of the number of comments.

Themes	Comments Related to Each Theme
Option 1: Building taller homes *46 comments*	• Support for allowing property owners to build taller homes up to three storeys *(19 comments)* • Concerns about building exceptionally large houses, blocking views, shadowing adjacent properties, disrupting neighbourhood character, and/or buildings not being energy efficient *(27 comments)*
Option 2: Building closer to the street *25 comments*	• Support for allowing property owners to build homes closer to the street *(20 comments)* • Concerns about reducing green space, shadowing the street, and/or encroaching on the sidewalk or boulevard *(5 comments)*
Option 3: Allowing slightly larger coach houses *39 comments*	• Support for allowing property owners to build larger coach houses *(23 comments)* • Concerns about reducing green space and the size of backyards, blocking views, and/or impacting neighbourhood character *(16 comments)*

Themes	Comments Related to Each Theme

Parking
118 comments
	• Differing perspectives about whether to:
	  ○ Increase parking *(34 comments);*
	  ○ Reduce parking *(21 comments)*; or
	  ○ Leave parking requirements unchanged *(20 comments)*
	• Desire to better enforce existing parking requirements and/or ensure that garages and driveways are better utilized *(43 comments)*

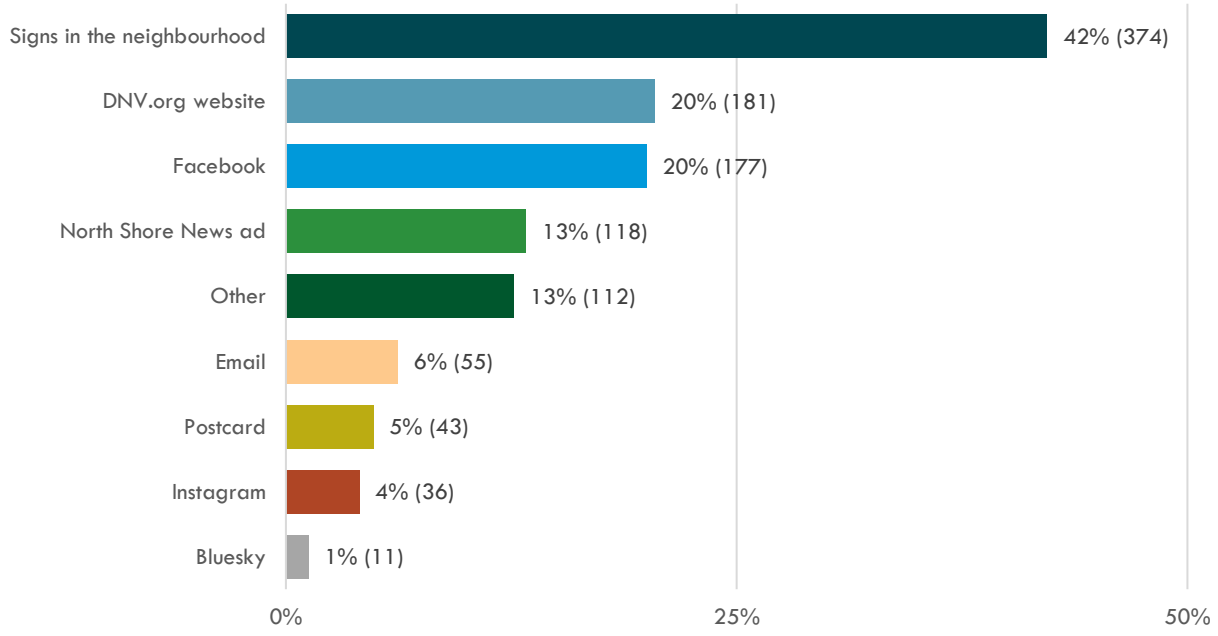
Housing *88 comments*	• Desire for more diverse housing options that can fit more seamlessly into single-family neighbourhoods *(50 comments)* • Desire for more affordable housing that is suitable for a greater range of household types *(26 comments)* • Desire for multi-generational housing *(12 comments)* • Desire to find ways to reduce rent costs, promote home ownership, and ensure that suites can continue to supplement mortgage costs *(12 comments)*
Transportation *84 comments*	• Suggestions to improve transportation infrastructure for all modes across the District, especially with reducing parking *(84 comments)*
Government process *64 comments*	• A desire to streamline and speed up government approvals processes and increase flexibility for property owners *(54 comments)*
Neighbourhood Character *54 comments*	• General concerns that the proposed changes to single-family zones would disrupt neighbourhood character, impacting privacy, views, and/or yard space *(24 comments)* • Concerns that taller homes will disrupt neighbourhood character, impacting views and privacy and/or blocking sunlight *(16 comments)* • Concerns that larger homes will disrupt neighbourhood character, impacting yard space and/or privacy *(10 comments)*
Density *53 comments*	• Support for increasing density and liveable space to make more efficient use of land, and/or to consider more multi-family housing forms *(41 comments)* • Concerns that increasing density will impact neighbourhood character, views, and parking *(12 comments)*
Basements *44 comments*	• Desire to keep basements to provide affordable living and storage space, regulate air temperature, and/or reduce the footprint of the building *(26 comments)* • Suggestions to allow partial or fully in-ground basements in certain neighbourhoods where the risk of flooding is lower *(12 comments)* • Support for prohibiting fully in-ground basements to reduce construction costs, and/or improve liveability and climate resilience *(6 comments)*
Environment & Climate Change *39 comments*	• Desire to strengthen environmental protections to preserve and replace trees, retain green spaces, and improve ecosystem health and biodiversity *(17 comments)* • Support climate-friendly development practices like low-carbon construction, energy efficient buildings, emissions reductions, solar panels, rainwater capture and green infrastructure *(11 comments)*

Survey Demographics

The survey asked several other questions to help the District determine if outreach efforts were reaching a balanced and diverse mix of community members.

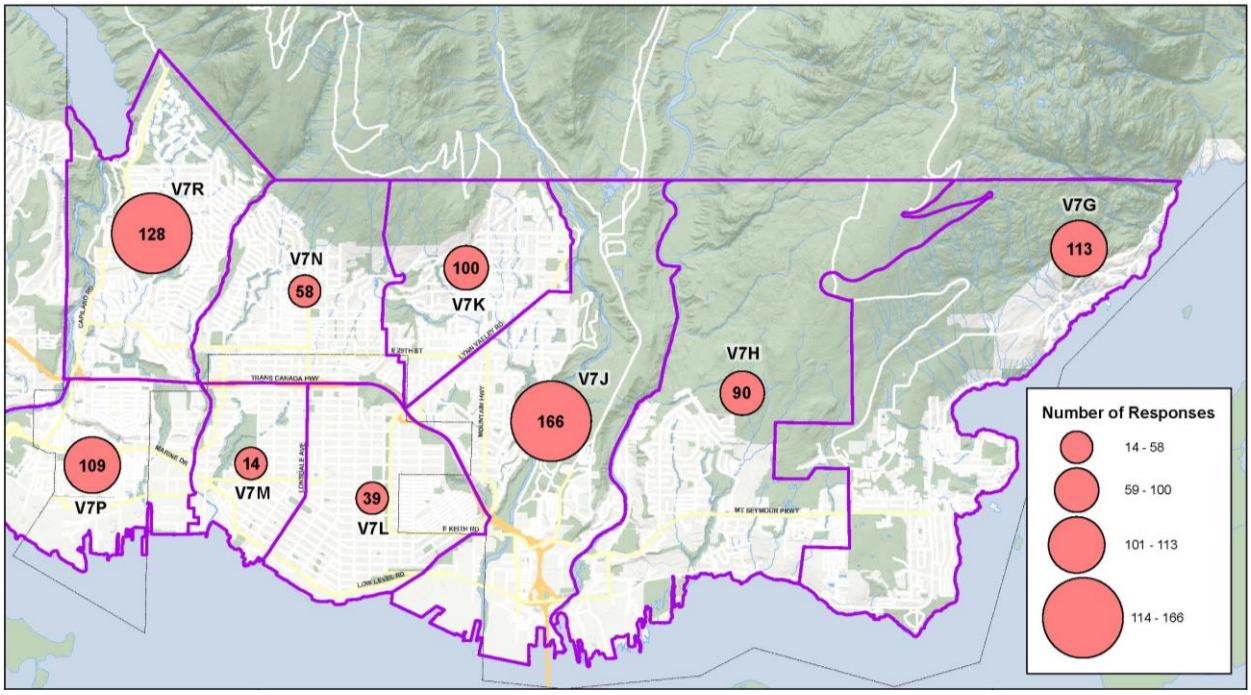
Outreach

Question: *How did you hear about this engagement? Please select all that apply.* *(n=886)*
Note the percentages represent the number of respondents who selected an option.



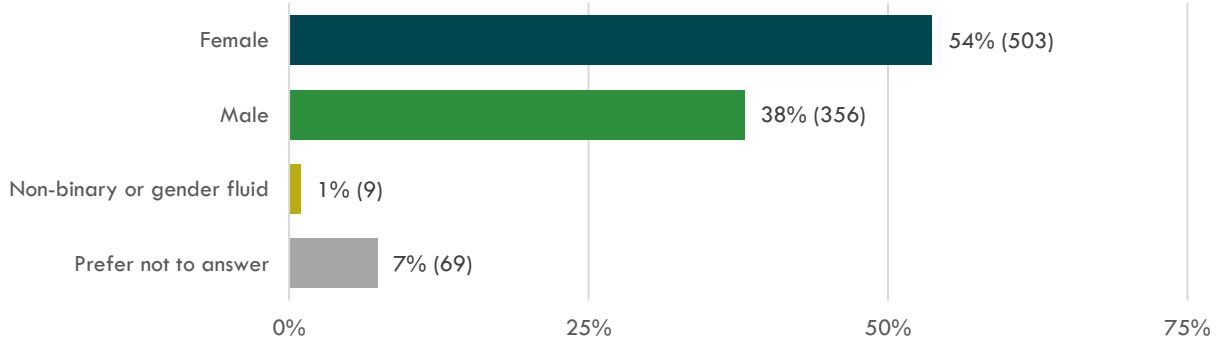
Postal Code

Question: Please provide your 3-digit postal code to help us understand who is responding to this survey. *(n=890)*



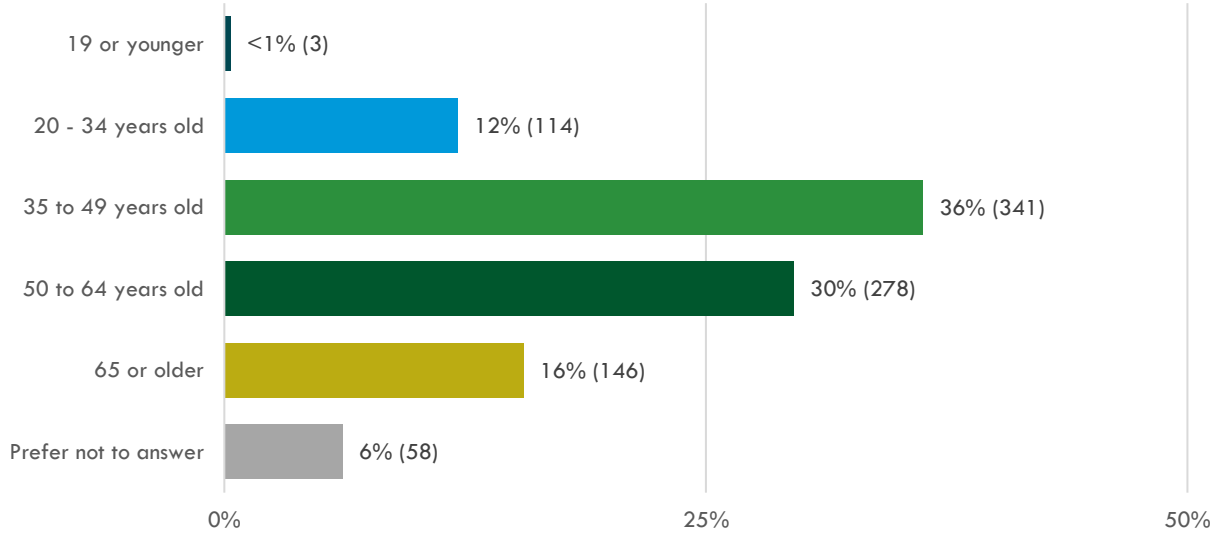
Gender

Question: What is your gender? *(n=937)*



Age

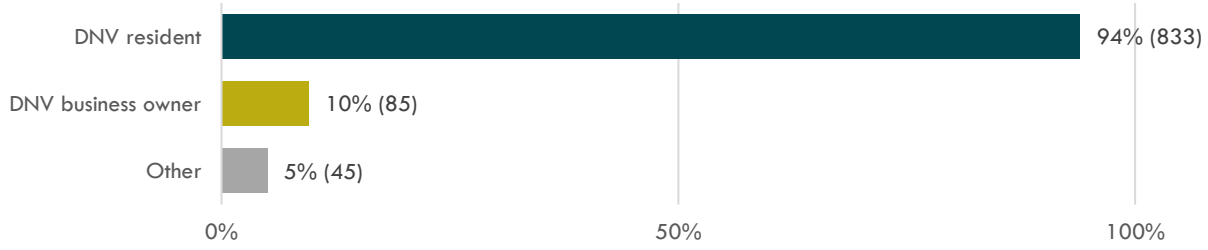
Question: Which of the following ranges includes your age? *(n=940)*



Residents & Business Owners

Question: Which of the following options best describes you? Select all that apply. *(n=886)*

Note the percentages represent the number of respondents who selected an option.



Virtual information sessions

Five virtual information sessions were hosted on different days and times throughout the engagement period. Three sessions focused on the OCP update and two focused on changes to single-family zones. Each session started with an overview presentation from staff followed by a Q&A. In total, there were 144 participants at the five sessions.

Date	Topic
Thursday, April 3, 2025, 7:00-8:30pm	OCP Update
Wednesday, April 9, 2025, 12:00-1:30pm	OCP Update
Thursday, April 24, 2025, 7:00-8:30pm	OCP Update
Tuesday, April 8, 2025, 7:00-8:00pm	Changes to single-family zones
Thursday, April 10, 2025, 12:00 -1:00pm	Changes to single-family zones

At each session, the questions and comments posed throughout the Q&A were recorded and were used to derive the themes listed below.

Themes	Questions & Comments Related to Each Theme
Scenarios	• Interest in the intent of the update and the scenario planning exercise • Interest in the resemblance of each scenario to the current OCP • Interest in the process for arriving at each scenario and how the scale of growth in different areas was determined • Interest in more specific details than those shared during the presentation, such as the expected Floor Space Ratio (FSR), boundaries, and/or land use designation changes for different areas • Interest in locating new homes close to transit, amenities, and services
Zoning changes	• Interest in information about pre-zoning properties alongside updates to the OCP • Interest in what is allowed to be built within current single-family zones • Support for other forms of small-scale multi-unit housing is being considered as part of the zoning changes • Interest in specific details related to basements, parking, FSR, laneways, lot size, number of storeys, subdivision and stratification
Transportation	• Support for alignment between growth and transportation planning • Concerns about the impact of growth on existing transportation infrastructure • Concerns about exacerbating existing challenges related to congestion on the North Shore • Concerns about whether improved transit service will be delivered to accommodate growth
Infrastructure	• Concerns about the impact of growth on aging infrastructure • Interest in how infrastructure improvements will be paid for

Themes	Questions & Comments Related to Each Theme
Amenities	• Concerns about the impact of growth on current amenities, including community centres, libraries, schools, daycare, retail • Interest in whether new amenities will be built to support growth
Housing	• Support for a mix of forms and tenures in different areas • Support for accommodating more affordable housing • Support for housing tailored to the specific needs of various groups, such as seniors, families, and students • Interest in how the anticipated housing units will be delivered and who will build them
Environment	• Interest in the relationship between growth and the impact on the natural environment
Economy	• Interest in the relationship between accommodating new housing and supporting commercial development
Government	• Interest in the approval process and timing for updates to the OCP and zoning bylaw • Interest in the role of and relationship with other government agencies and neighbouring Indigenous communities

Open houses

Three in-person open houses were hosted on different days and times. At the open houses, 30 poster boards provided detailed information about the OCP Update and changes to single-family zones (boards available at *DNV.org/OCP-2025)*. Staff from various departments and the project consultant were present to receive comments and answer questions. The poster boards for changes to single-family zones also provided several opportunities for interactive feedback via sticky notes where participants could share their ideas. In total, there were 205 participants at the three open houses.

When	Where
Wednesday, April 2, 2025, 6:30-8:30pm	Dorothy Lynas Elementary School Gym
Saturday, April 12, 2025, 2:30-5:30pm	Delbrook Community Recreation Centre Arbutus Room
Wednesday, April 16, 2025, 6:30-8:30pm	Ross Road Elementary School Gym

After the open houses, staff summarized questions and comments which are reflected in the themes listed below.

Themes	Examples of Comments Related to Each Theme
Growth	• General understanding that the Province has mandated growth; with a few expressing pushback on the Province • Generally more interest in Scenario 3 (distribute growth) or a mix of Scenario 3 with other scenarios • Interest in locating new homes close to transportation, transit options, services, and amenities
Density	• Some concerns about increased density in specific neighbourhoods, particularly Lynn Valley
Housing	• Interest in low-density multi-family housing options, such as duplexes, triplexes, and multiplexes • Interest in diverse housing types for the needs of different residents, including housing for seniors, affordable housing, and co-ops • Concerns around housing affordability and how it can be addressed
Transportation	• Concerns about traffic congestion, transit, and the transportation infrastructure needed to support population growth
Infrastructure & Amenities	• Concerns about the infrastructure needed to accommodate growth, including servicing, utilities, and transportation • Concerns about public amenities needed to support growing population (e.g., schools, parks, health care, community facilities)
Single-Family Zoning	• Broad interest in the proposed changes to single-family zoning, particularly around making better use of existing lots, accommodating multi-generational housing, and simplifying regulations • General support for lifting basements out of the ground and creating more livable homes • General support for reduced front yard setbacks • General support for coach houses that can accommodate a family • General support for taller buildings but mixed views on allowing a full third storey • Mixed views on reducing parking requirements

Single-Family Zones: Written Comments on Boards

During the open houses, participants provided written comments on the changes to single-family zones by adding post it notes to the boards. Staff summarized the written comments which are reflected in the themes listed below.

Themes	Comments Related to Each Theme
Unit mix	• Interest in coach houses • Support for an increase to coach house size • Concerns about cost of construction • Desire for stratification to facilitate financing • General interest in duplexes and triplexes
More flexible building regulations	• Support for increased flexibility in regulations • Interest in reduced building setbacks • Interest in flexibility in coach house location • Support for increased building heights • Support for all basement forms • Support for smaller lots sizes
Transportation	• Increase transit service • Improve cycling infrastructure • Improve pedestrian infrastructure • Focus development along transit corridors
Climate	• Support climate resilient design with new regulations • Support tree planting and preservation • Interest in creek protection and storm water management

Community pop-ups

Four in-person pop-up events were held across the community on weekdays and weekends, in the morning and afternoons. This allowed for informal opportunities for the public to learn about the OCP Update project, ask questions, and learn about other engagement activities. These events aimed to intercept passers-by to increase access to audiences that might not have otherwise contributed or attended more formal, scheduled engagement events. The locations were chosen based on opportunities for interaction. In total, there were approximately 181 interactions at the four events.

When	Where
Saturday, April 5, 2025, 11-1pm	Parkgate Community Centre/Library
Friday, April 11, 2025, 2-4pm	Lynn Valley Village/Library
Wednesday, April 23, 10am-12pm	Edgemont Village
Friday, April 25, 1-3pm	Lions Gate Village/Community Centre

After the pop-ups, staff summarized questions and comments which are reflected in the themes listed below.

Themes	Examples of Comments Related to Each Theme
Growth	• Interest in Scenario 3 for its potential to reduce pressure in growth centres, limit the high-rise building form in centres, and/or provide more equitable growth across the District • Some support for taller buildings near transit and amenities, while others preferred mid-rise or low-density multi-family forms spread out more widely
Housing	• Interest in low-density multi-family housing options, such as duplexes, triplexes, and multiplexes • Interest in diverse housing types for the needs of different residents, including housing for seniors, affordable housing, and co-ops
Transportation	• Concerns around transportation infrastructure and traffic congestion
Infrastructure & Amenities	• Concerns around existing and future capacity for community services (e.g., health care, schools, green space) • Desire for community services and amenities to be in close proximity to new housing (e.g., parks, grocery stores)
Single-Family Zoning	• Interest in simplifying and adding flexibility to zoning regulations for single-family areas

Implementation partners

Implementation partners are internal departments and external agencies that implement and operate important community infrastructure and services. Staff conducted meetings about the OCP Update with staff from these groups. At these meetings, staff gave a presentation on the OCP Update, with a focus on the three growth scenarios. After the presentation, participants were provided an opportunity to provide comments and ask questions. A total of 24 participants took part in these meetings, including:

- BC Hydro
- Capilano University
- District of North Vancouver Fire & Rescue Services
- North Shore Emergency Management
- North Vancouver District Public Library
- School District 44

Staff took notes at the meetings with implementation partners, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	• Support for coordinated, long-range planning for growth • Desire for equity-informed approach to growth • Suggestion that more concentrated growth (i.e., Scenarios 1 and 2) is easier to plan for servicing and infrastructure (e.g., hydro infrastructure) • Desire for coordination between jurisdictions when planning for growth
Infrastructure & Amenities	• Desire to proactively address servicing challenges associated with increased density • Noted greater servicing and infrastructure needs in certain areas that may experience growth (e.g., Capilano University area) • Concerns around the cost and complexity of upgrading infrastructure • Desire to plan for public amenities including libraries, recreation, and schools, alongside growth • Noted that existing amenities in some areas of the District have more capacity to accommodate growth than others
Safety & Security	• Support to plan for emergency management and related services alongside growth • Concern about accommodating new housing in areas with natural hazards

Interest holders

Interest holders include community organizations, housing and social service providers, development industry representatives, regional agencies, and business associations. An initial outreach e-mail was sent to a broad list of interest holders to offer an opportunity to meet with staff, learn about the project, and ask questions. Of the organizations that replied with interest, District staff held meetings with representatives of the interest holder groups about the OCP Update. A total of five meetings were held and included 23 participants from the following organizations:

- Chamber of Commerce
- Community Housing Action Committee
- Kiwanis North Shore Housing Society
- North Shore Women's Centre
- North Vancouver Community Association's Network
- Parkgate Community Services Society
- TransLink
- Vancouver Coastal Health

Staff took notes at the meetings with interest holders, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	• Generally more support for a more distributed growth scenario • Support for concentrating growth in areas well-served by transit • Desire for growth that supports complete communities and all demographics, including families, seniors, and vulnerable populations • Desire for coordination between jurisdictions when planning for growth
Housing	• Concerns around housing affordability • Concerns about tenant displacement • Interest in low-density multi-family housing and gentle density options, such as duplexes, triplexes, and multiplexes • Interest in mechanisms for housing diversity and affordability (e.g., inclusionary zoning, mid-market housing policies, rent-to-own models, building co-ops, building transitional and supportive housing)
Transportation	• Desire to align land use with regional transit planning objectives • Concerns about traffic congestion and the potential strain on existing transportation infrastructure
Infrastructure & Amenities	• Concerns about how infrastructure and amenity needs will be paid for • Desire to plan for the infrastructure required to accommodate growth • Desire to plan for the amenities required to support growth (e.g., schools, social services, retail, employment areas, recreation)
Economy & Employment	• Desire for the protection and intensification of employment lands • Desire to prevent residential encroachment into designated non-residential commercial or industrial areas • Desire for commercial amenities that serve the needs of residents and locally within neighbourhoods

District committees

District staff presented to five District committees about the OCP Update during April and May 2025. At these meetings, staff presented an overview of the project and provided an opportunity for committee members to ask questions and provide feedback. There were a total of 35 participants from the following committees:

- Advisory Design Panel
- Climate Action Advisory Committee
- Community Services Advisory Committee
- Community Heritage Advisory Committee
- Parks and Natural Environment Advisory Committee

Staff took notes at the committee meetings, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	• Concerns that scenarios that distribute growth could have more impact on heritage properties • Desire to ensure livability and quality of life as growth occurs • Support for concentrating growth in areas well-served by transit • Support for concentrating growth to build more complete communities • Desire for coordination between jurisdictions when planning for growth
Housing	• Concerns about housing affordability • Concerns about tenant displacement and the redevelopment of older apartment buildings
Transportation	• Concerns around transportation infrastructure and traffic congestion
Infrastructure & Amenities	• Desire to plan for the infrastructure required to accommodate growth (e.g., water, sewer, and other utilities) • Desire to plan for amenities required to support growth (e.g., green space, trails, daily needs, childcare) • Concerns about how infrastructure and amenity needs will be paid for
Environment & Climate Change	• Concerns about the urban heat island effect, stormwater runoff, and emissions impacts from new development • Desire to ensure that future development aligns with the District's climate action targets and goals • Suggestion to consider potential natural hazards
Heritage Conservation	• Desire for more protection of heritage properties

Email correspondence

OCP Update

Thirteen emails were received about the OCP Update during the engagement period. Staff responded to all the e-mails. No phone inquiries were received. The feedback is summarized below:

- Requests for additional information and supporting documents
- Questions about the scenarios (e.g., what are the associated densities with each scenario map), permitted densities in Transit-Oriented Areas (TOAs) and TOA boundaries, density changes for specific properties and roads, potential road network changes, zoning and potential pre-zoning, and Inclusionary Zoning
- Desire for more distributed density and infill housing options
- Comment on advertising the engagement for the OCP Update

Changes to Single-Family Zoning

Twelve emails were received about single-family zoning during the engagement period. The feedback is summarized below:

- Streamlining Regulations
    - Increase flexibility to provide greater ability to create more liveable homes
    - Simplify regulations
    - Facilitate building permit review
    - Improve the digital interface
- Unit Types
    - Support for coach houses
    - Support for coach houses in the front yard
    - Support for stratification
    - Interest in duplexes and triplexes
- Multi-generational Housing
    - Support for family-oriented (larger) coach houses
    - Support for seniors' housing and aging in place
- Density Increase
    - Support for increases in permitted gross floor area and Floor Space Ratio (FSR) to accommodate additions and renovations to existing homes

Zoning Bylaw Rewrite: **Proposed Single-Family Zoning Changes**

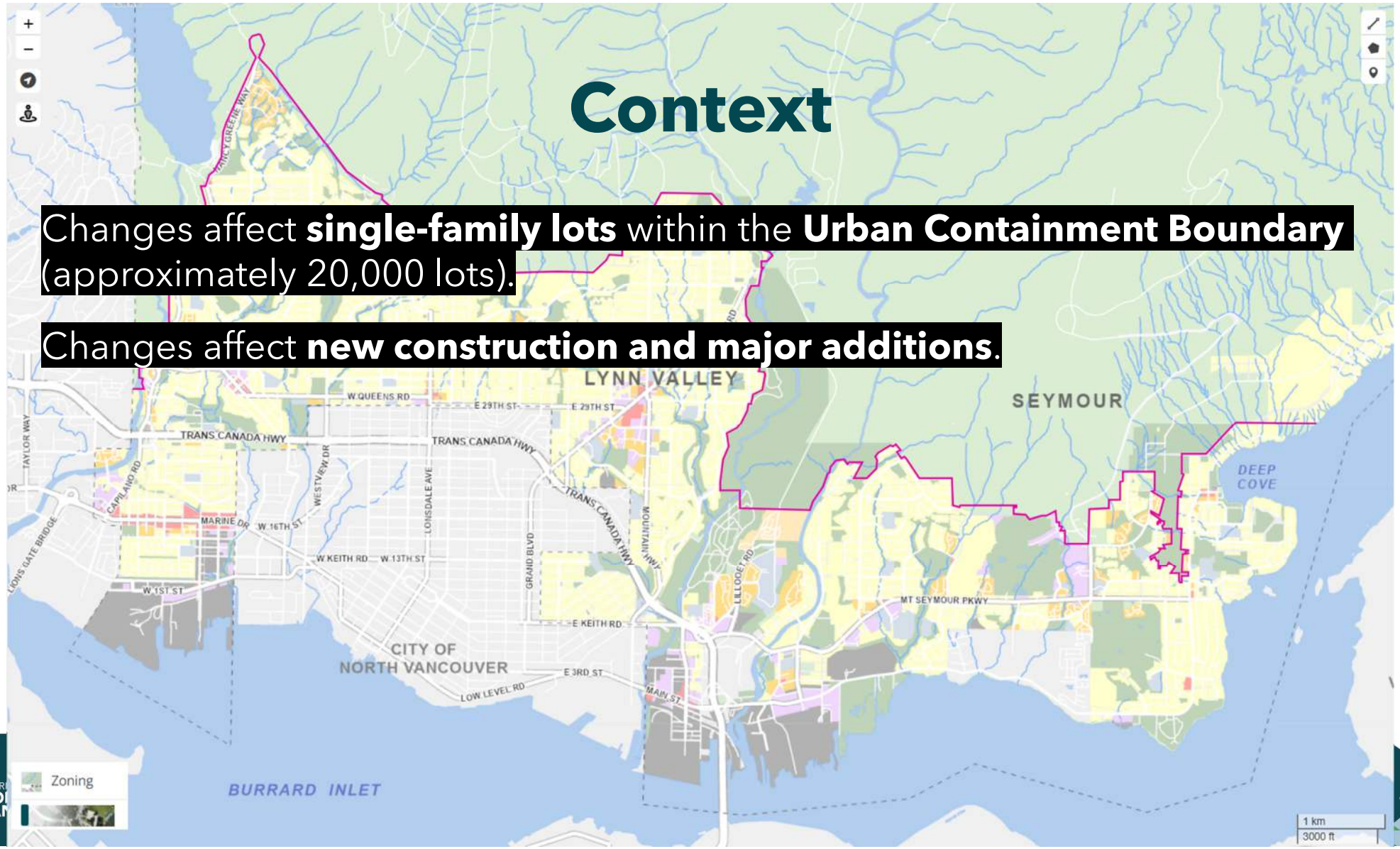
District of North Vancouver – June 23, 2025

Kevin Zhang, Senior Development Planner

Context

Changes affect **single-family lots** within the **Urban Containment Boundary** (approximately 20,000 lots).

Changes affect **new construction and major additions**.



Single-Family Background

2015-2016

Mitigating impacts of single-family renewal

2017-2018

Single-family key work priorities

2023

Housing options survey

Two storey coach houses

2024

House, suite and coach house

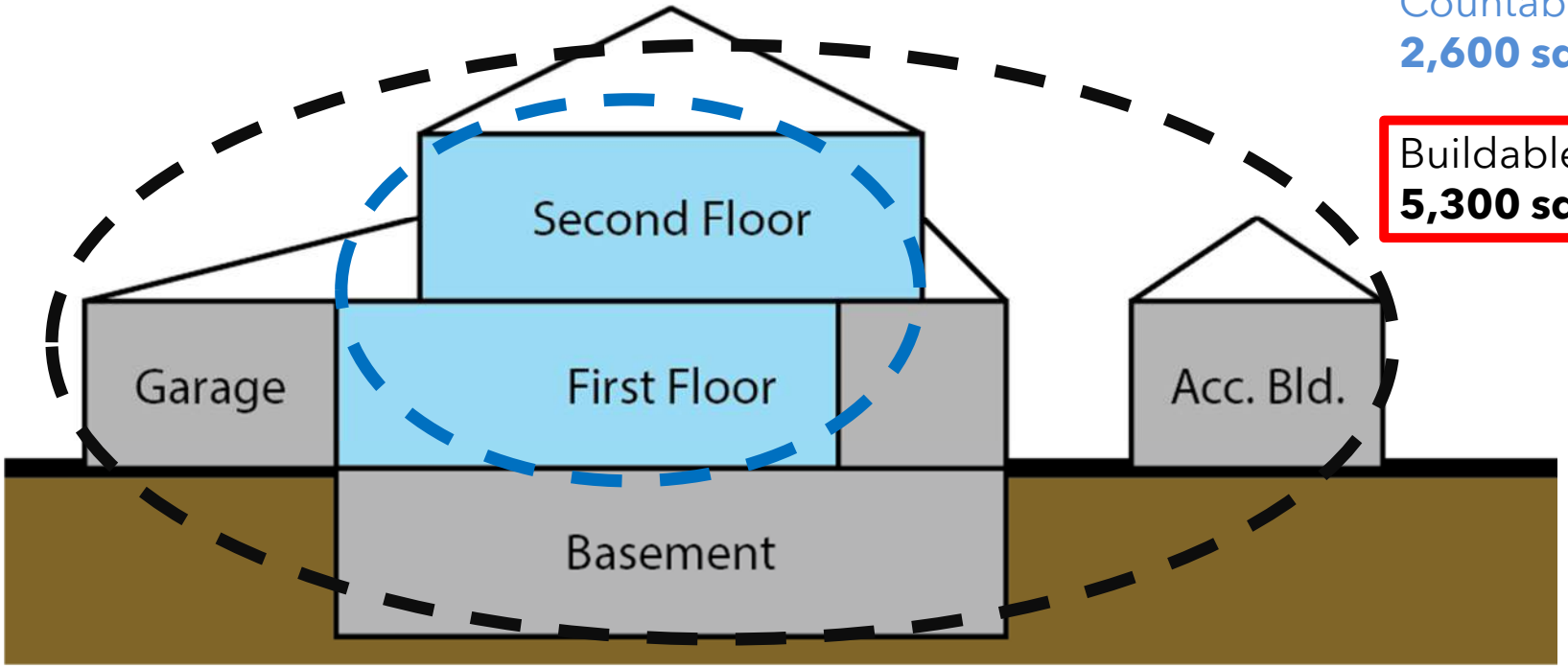
2025

Coach House Process Improvements

Guiding Principles

1. **Improve Liveability & Climate Response**
2. **Streamline Regulations & Add Flexibility**
3. **Balance Change & Neighbourhood Character**
4. **Enable Cost-Efficient Construction**
5. **Maintain Existing Buildable Area**

Maintain Buildable Area



Countable Area:
2,600 sq. ft. (0.35 FSR)

Buildable Area:
5,300 sq. ft. (0.7 FSR)

Key Proposed Changes

1. **Remove Floor Space Exemptions** for basements and cellars.
2. **Increase Maximum House Height** to a partial third storey.
3. **Permit More Buildable Area** in the front setback.
4. **Increase Maximum Coach House Size** to 1,400 sq. ft.
5. **Consolidate most Single-Family Zones**.

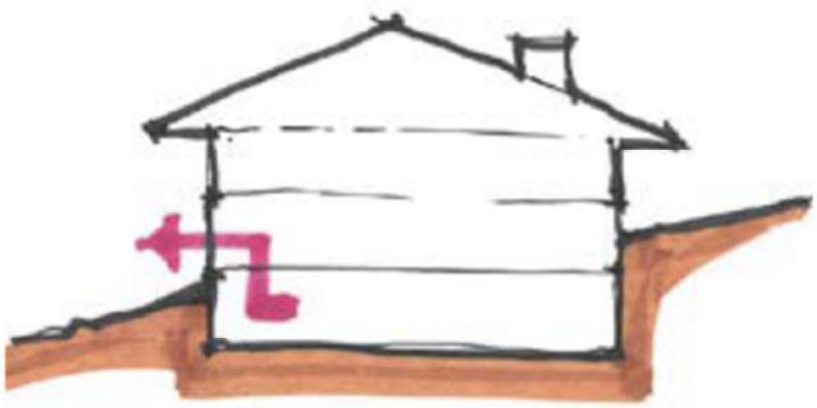
Public Engagement

- 1,596 interactions with 958 completed surveys
- Key themes from public input:
  - ✓ lifting basements out of the ground
  - ✓ taller buildings while noting potential impacts
  - ✓ more flexible living arrangements
  - ✓ larger coach houses
  - ✓ more building in front yards
  - ? parking reductions

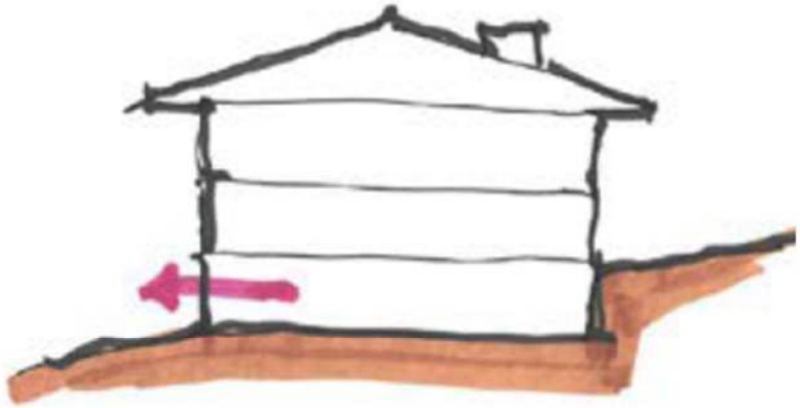


Change #1: Basements and Cellars

- **Proposed Change:** All basement and cellar areas will be counted as floor space (remove floor space exemptions).

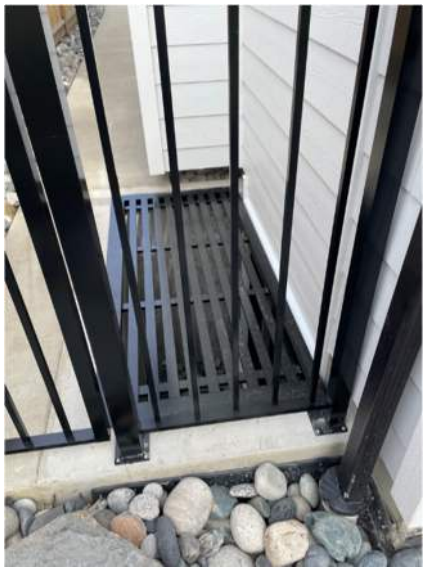


X Fully In-ground Basement



✓ Partial Basement / Walkout Basement

Why Discourage Deep Basements and cellars?



Light and Air



Accessibility



Flooding

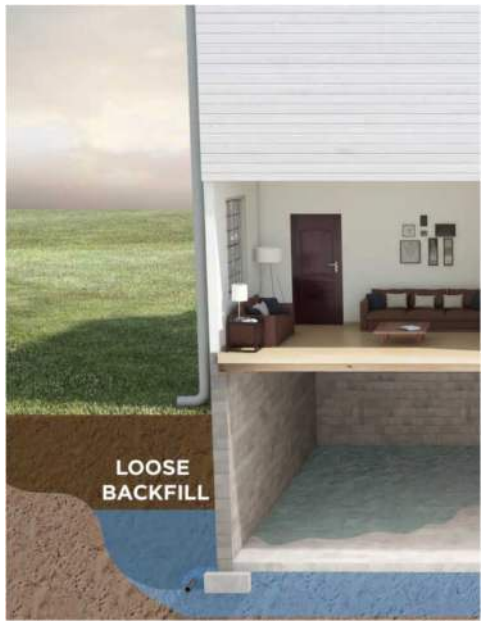
Why Discourage Deep Basements and cellars?



Soil Disturbance, Tree Retention



Cost, Embodied Carbon



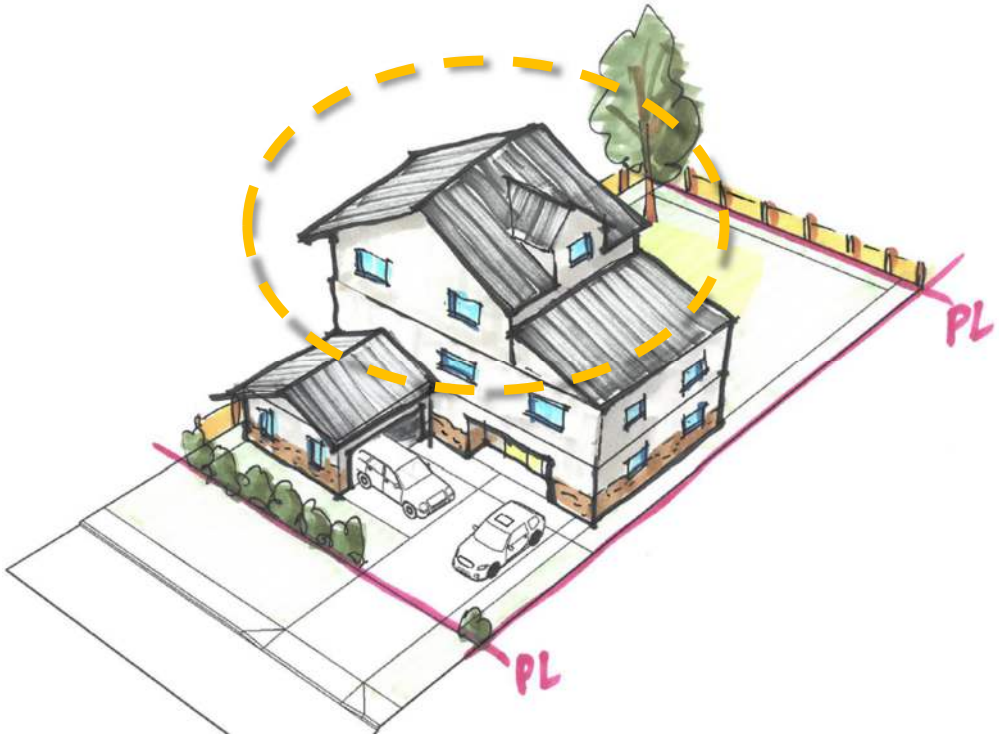
Stormwater, Groundwater



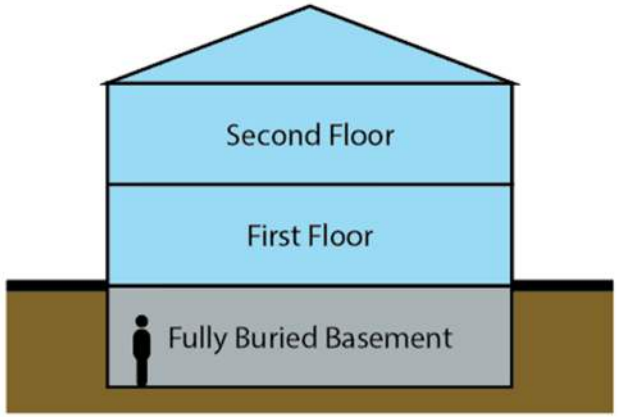
Mechanical Systems

Change #2: House Height

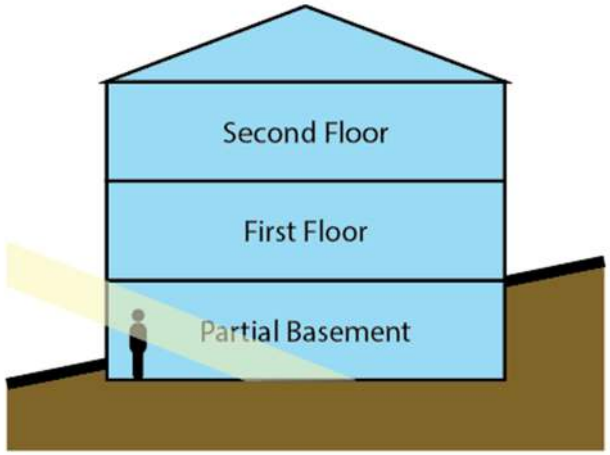
- **Proposed Change:** Permit a partial 3rd storey for the main house.

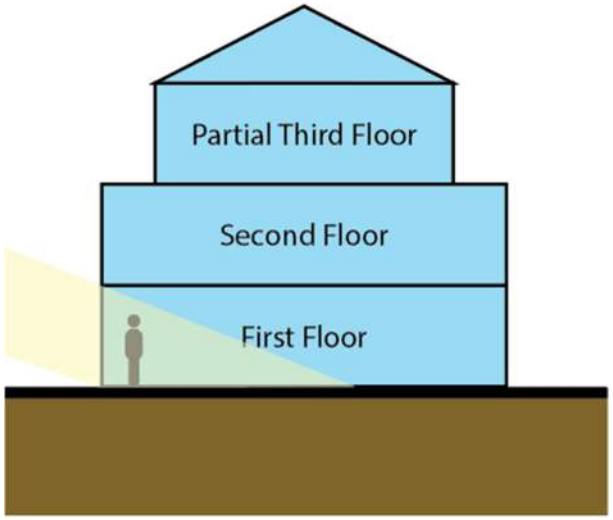


Existing Height Regulations



Proposed Height Regulations





Building Form
Privacy & Shadowing

"Basement Trade-Off"

Liveable Spaces
Groundwater & Stormwater
Environmental Impact
Flooding Susceptibility
Construction Cost
Soil Disturbance

Examples of Existing 3-Storey Elements



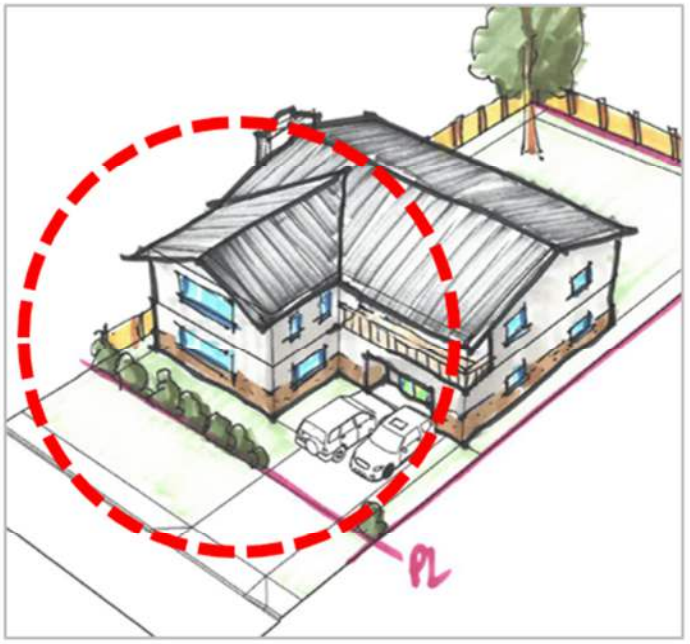



Change #3: Building in the front yard

- **Proposed Change:** Allow two-storey living space in a portion of the front setback (where garages are currently permitted)







Existing Regulations	Proposed Regulations
Portion of house within the front setback area is limited to garage use and 1 storey	Portion of house within the front setback area may also be used as living space and may be 2 storeys

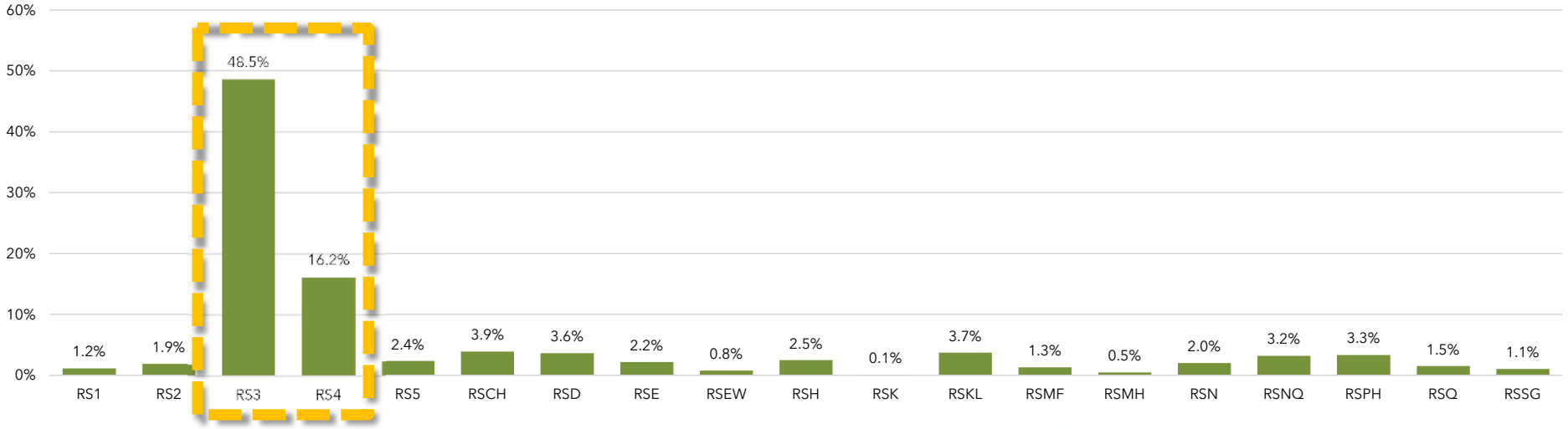
Change #4: Coach House Size

- **Proposed Change:** Increase max coach house size to 1,400 sq. ft.
  - Creates more liveable, family-oriented housing options.
  - Supports multi-generational living arrangements.
  - Gives homeowners more choice in how to use their permitted floor area.



Change #5: Zone Consolidation

- **Proposed Change:** Consolidate the current 20+ different single-family zones within the Urban Containment Boundary to a few zones.



Vehicle Parking Requirements

- **Recommendation:** Maintain existing minimum parking requirements for now.
  - **2 stalls** for a principal dwelling only.
  - **3 stalls** for a house with a suite and/or coach house.

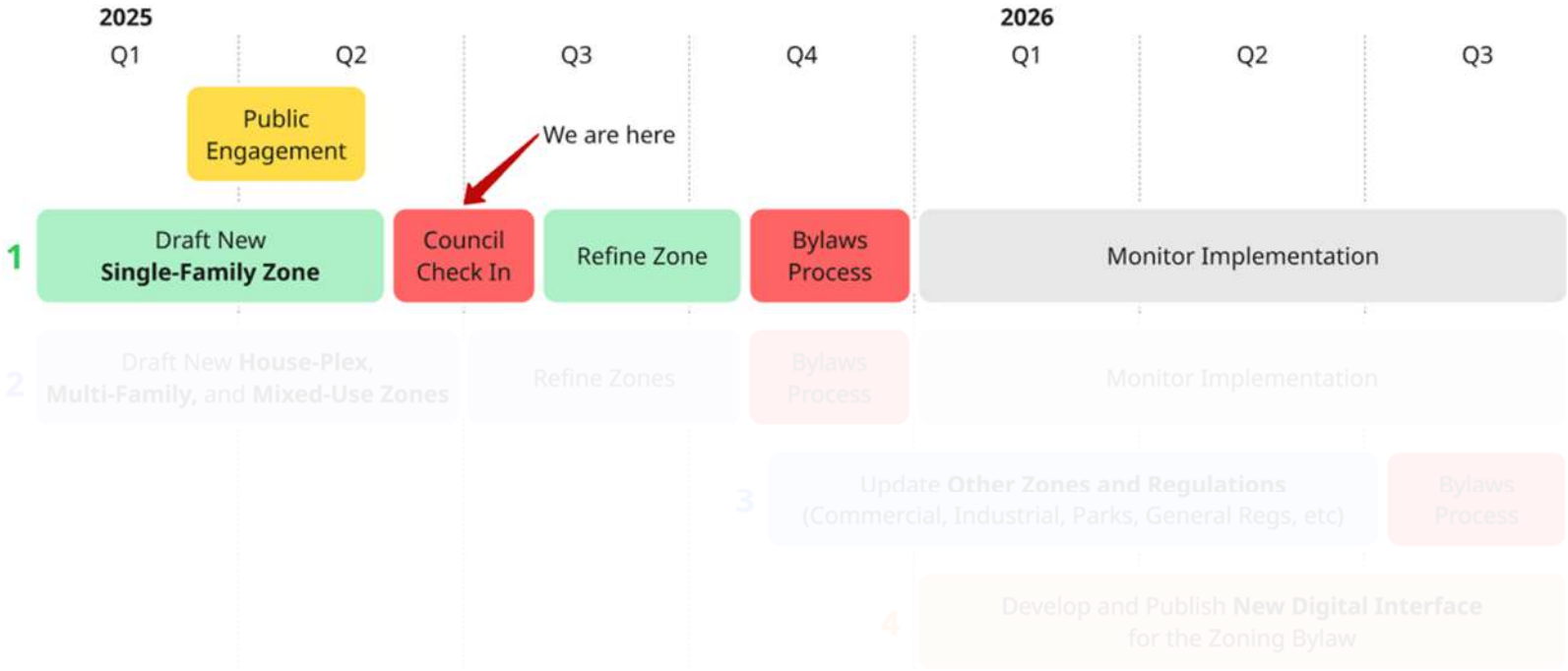
- **Variances** can still be considered for specific situations.
- This issue can be **revisited in the future** as we gather more data.



Other Changes

- Other proposed changes that:
  - Are **consequential** to the key changes;
  - Aimed to **clarify and simplify** regulations; and
  - Improve **liveability, building efficiency, and environmental stewardship**.

Project Timeline & Next Steps



Conclusion

- **Recommendation:** THAT staff are directed to prepare a Zoning Amendment Bylaw for Council's consideration in fall 2025.

Summary of Proposed Changes				
1 Disincentivize basements and cellars	**2** Increase main house height	**3** Permit more building in the front yard	**4** Increase maximum coach house size	**5** Consolidate most single-family zones

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:			
☒ Other: Council Workshop	Date: December 2, 2025			

The District of North Vancouver
REPORT TO COUNCIL

Date: September 29, 2025
File: 09.3900.30/003.001

AUTHOR: Kevin Zhang, Senior Development Planner

SUBJECT: Proposed Single-Family Zoning Changes Workshop

RECOMMENDATION

THAT the September 29, 2025 report titled "Proposed Single-Family Zoning Changes Workshop" is received for information.

AND THAT staff are directed to prepare a zoning amendment bylaw for consideration at a Regular Meeting of Council in fall 2025 to implement the proposed changes to single-family zones.

REASON FOR REPORT

At the June 23, 2025 Council meeting, Council was presented with a suite of proposed changes[1] to single-family zoning regulations for properties located within the Urban Containment Boundary. These changes affect the construction of, renovation of, and additions to buildings on the approximately 20,000 single-family properties within the District.

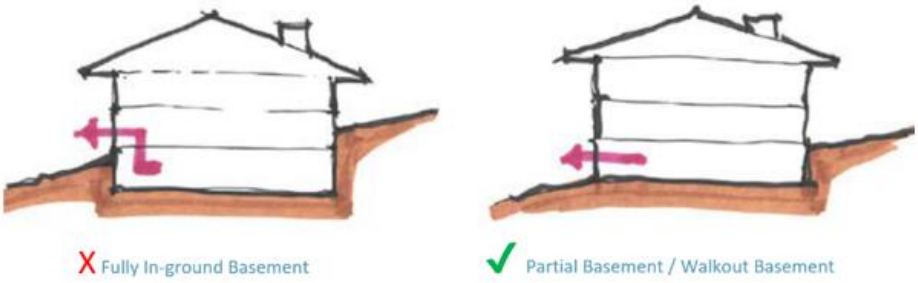
Council referred the report to a Council Workshop to allow for more discussion on the proposed changes.

DISCUSSION

Staff have prepared extensive analysis including diagrams and illustrations related to the following key proposed changes, which will be presented at the workshop on December 2, 2025. The following headings represent the 4 main areas of proposed change together with a simplified graphic to illustrate the concept. The workshop presentation material will go into greater detail in each area of change.

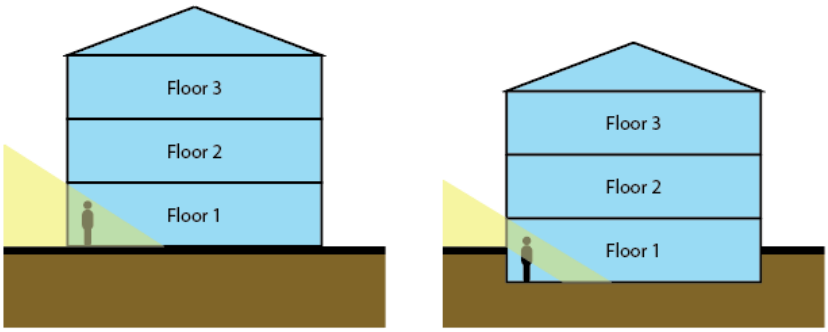
[1] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6539196

1. **Remove floor space exemption for basements and cellars**
   Reducing the incentive to build deep basements and cellars will help create healthier living spaces with more natural light, reduce flood risks during heavy storms, protect groundwater flow and tree roots, have less embodied carbon, and lower construction costs.



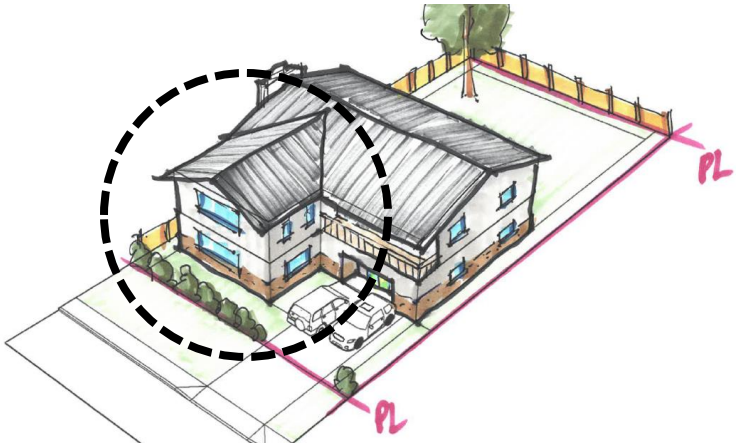
- Additional information to be provided at Workshop:
  - Exploration of total permitted floor space under existing regulations
  - Calculations related to proposed total permitted floor space
  - Discussion of relationship between building height and building coverage
  - Diagrams of types of basements permitted and not permitted
  - Comparison with existing regulations

2. **Increase the maximum height of the main house**
   To keep the same amount of living space while reducing deep basements, houses will need to be taller.



- Additional information to be provided at Workshop:
  - Diagrams of number of storeys permitted
  - Visual comparisons with existing homes
  - Precedents of existing 3-storey homes within the District
  - Further analysis on sloped lots
  - Comparison with existing regulations

3. **Permit more buildable area in the front setback area**
   Permitting living space (not just the garage) to be partially within the front yard allows for more flexible building designs and siting possibilities.



- Additional information to be provided at Workshop:
  - Diagram and visual analysis of 2-storey buildings within a portion of the front setback area
  - Exploration of potential locations of the secondary suite within the main house
  - Analysis of front setback uniformity in existing neighbourhoods
  - Comparison with existing regulations

4. **Increase maximum coach house size to 1,400 sq. ft.**
   Increasing the size cap will create more liveable, family-oriented coach houses and give homeowners more flexibility in their living arrangements.



- Additional information to be provided at Workshop:
  - Visual analysis of massing and orientation of coach houses
  - Discussion of bonus density dedicated to coach houses
  - Impacts to coach house feasibility, especially in scenarios where existing homes are retained
  - Comparison with existing regulations

Please note that the presentation materials presented at the workshop will differ slightly from and contain additional illustrations than **Attachment 1**, due to the limitations of print media when compared with the graphic and animations capabilities of PowerPoint.

CONCLUSION

As part of the overall Zoning Rewrite project, and in support of the proposed changes to single-family zoning regulations, staff are providing additional information to Council in an upcoming Council Workshop.

OPTIONS

The options are available to Council:

1. THAT the September 29, 2025 report titled “Proposed Single-Family Zoning Changes Workshop” is received for information.

   AND THAT staff are directed to prepare a zoning amendment bylaw for consideration to implement the proposed changes to single-family zones.

   or

2. Provide alternative directions to staff.

Respectfully submitted,



Kevin Zhang
Senior Development Planner

ATTACHMENTS

1. Excerpts from Workshop Presentation Slides
2. June 23, 2025 Report to Council “Zoning Bylaw Amendment – Proposed Single-Family Zoning Changes”

REVIEWED WITH:

❑ Business and Economic	___	❑ Finance	___	External Agencies:	
❑ Bylaw Services	___	❑ Fire Services	___	❑ Library Board	___
❑ Clerk's Office	___	❑ GIS	___	❑ Museum and Archives	___
❑ Climate and Biodiversity	___	❑ Human Resources	___	❑ NSEM	___
❑ Communications	___	❑ Integrated Planning	___	❑ NS Health	___
❑ Community Planning	___	❑ ITS	___	❑ NVRC	___
❑ Development Engineering	___	❑ Parks	___	❑ RCMP	___
❑ Development Planning	___	❑ Real Estate	___	❑ Other:	___
❑ Engineering Operations	___	❑ Review and Compliance	___		
❑ Environment	___	❑ Solicitor	___		
❑ Facilities	___	❑ Utilities	___		

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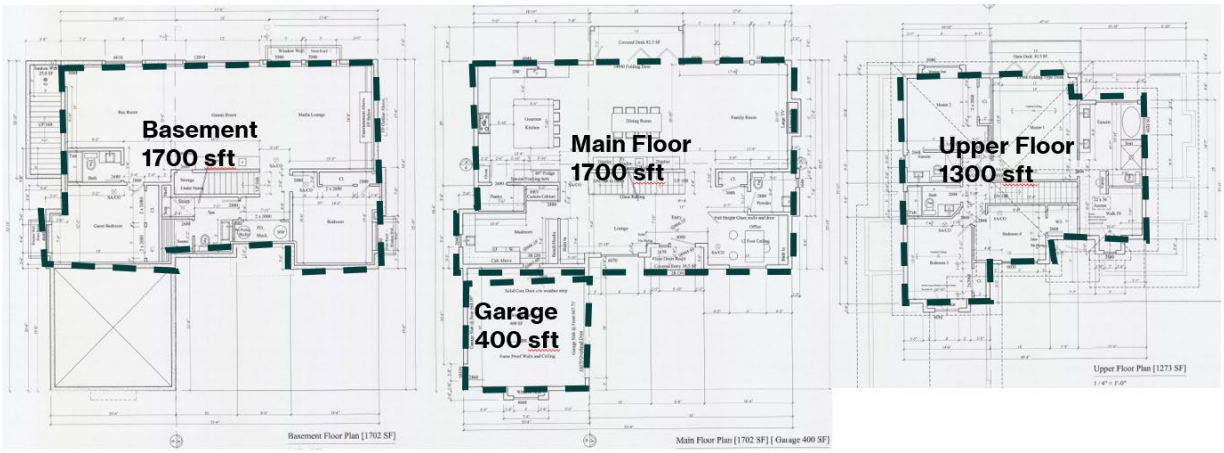
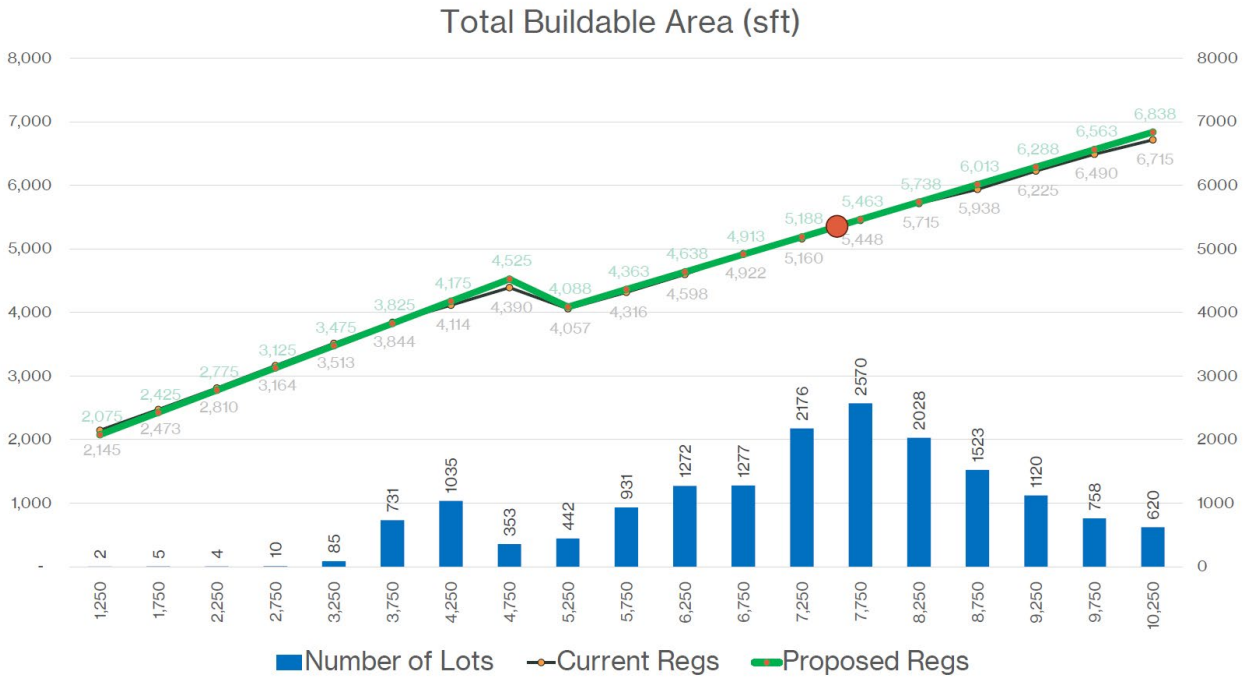
Attachment 1: Excerpts from Workshop Presentation Slides

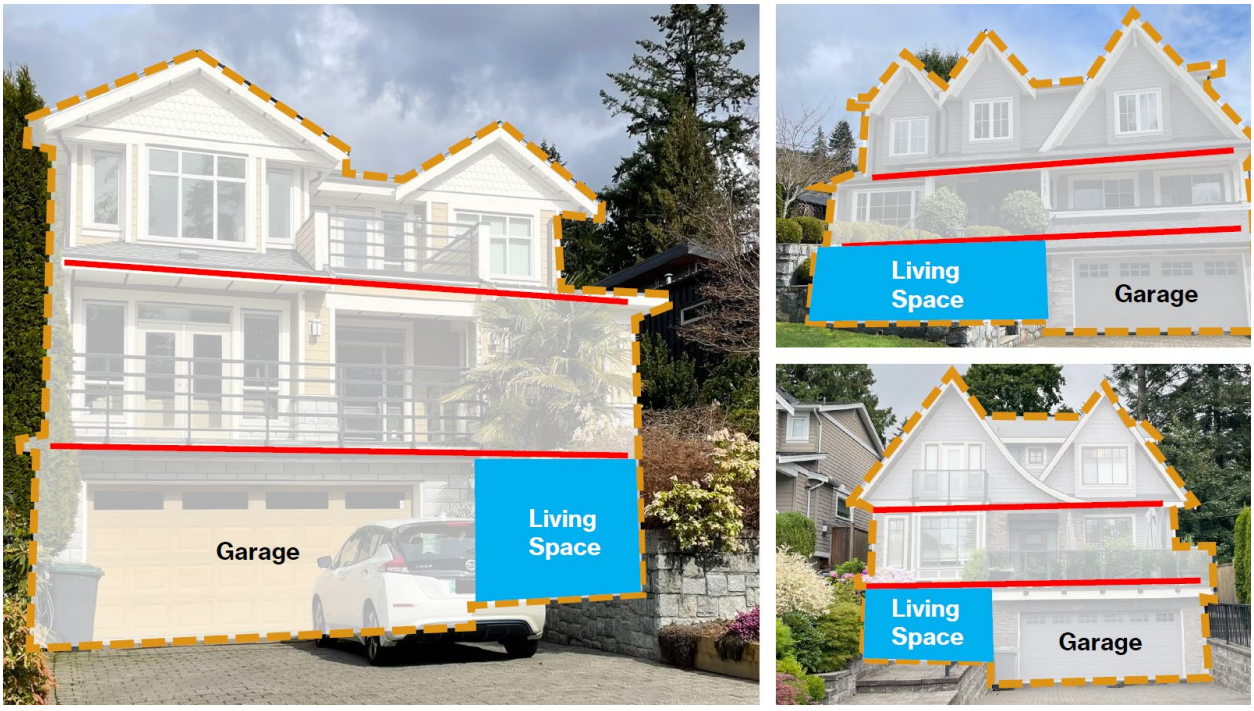
Example of Currently Permitted Homes



1,700+1,700+400+1,300 = **5100 square feet**

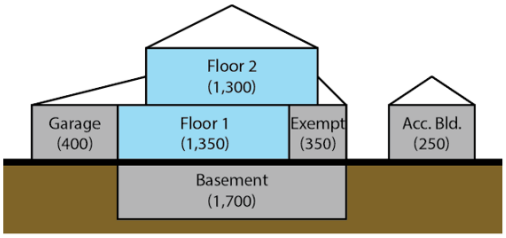
On 7,500 square feet lot = **0.68 FSR** (before accessory structure exemptions)





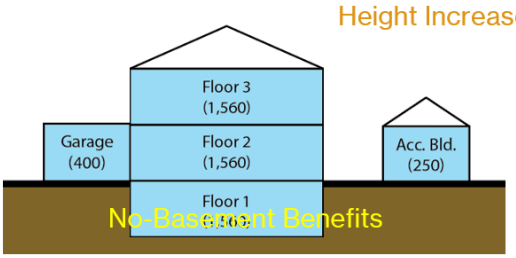
Existing vs Proposed Regulations

- **0.35 FSR** + 350 + 400 + 269
  with full basement exemption



Total Buildable: ~ 5,350 sq. ft.

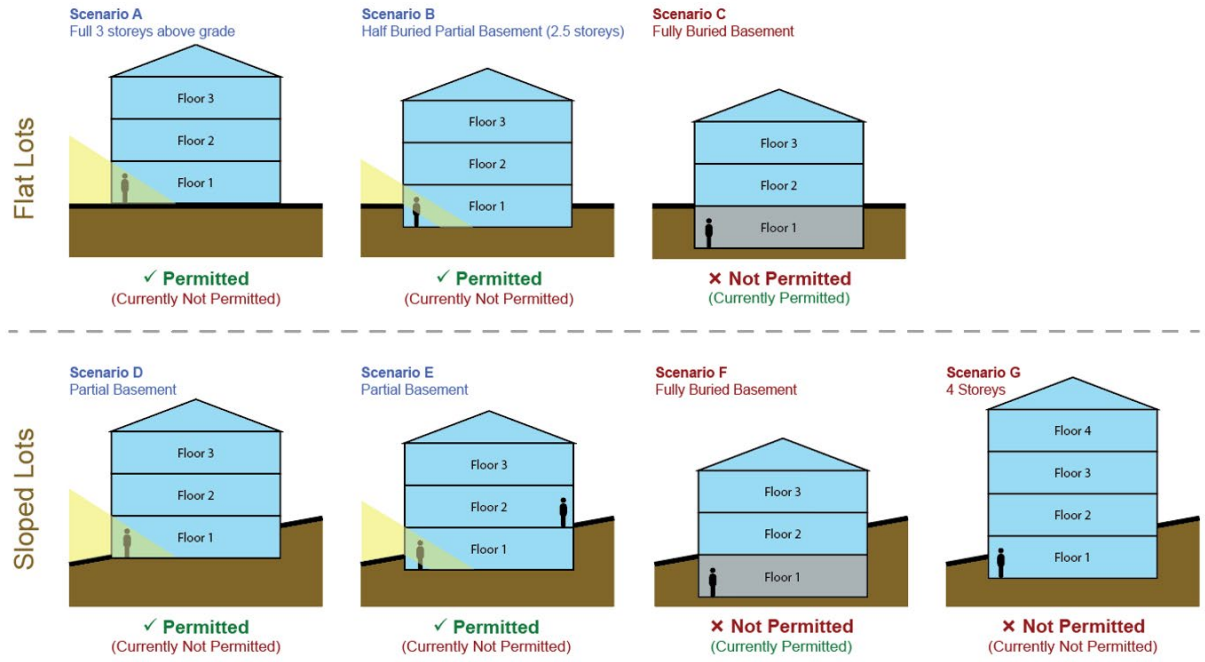
- **0.55 FSR** + 1200
  without basement exemption



Total Buildable: ~ 5,350 sq. ft.

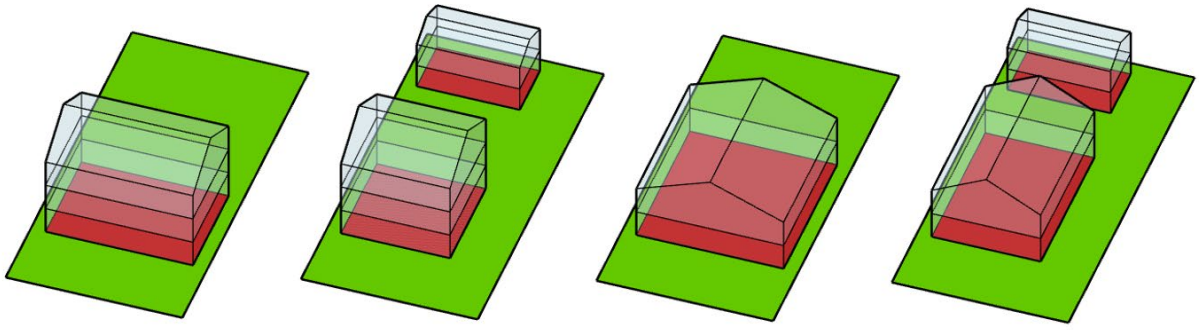
All metrics, illustrations, and diagrams are draft and subject to change.

Height, Storeys, and Basements



All metrics, illustrations, and diagrams are draft and subject to change.

Building Coverage



23-34%

3 storey house

25-40%

3 storey house
2 storey coach house

34-51%

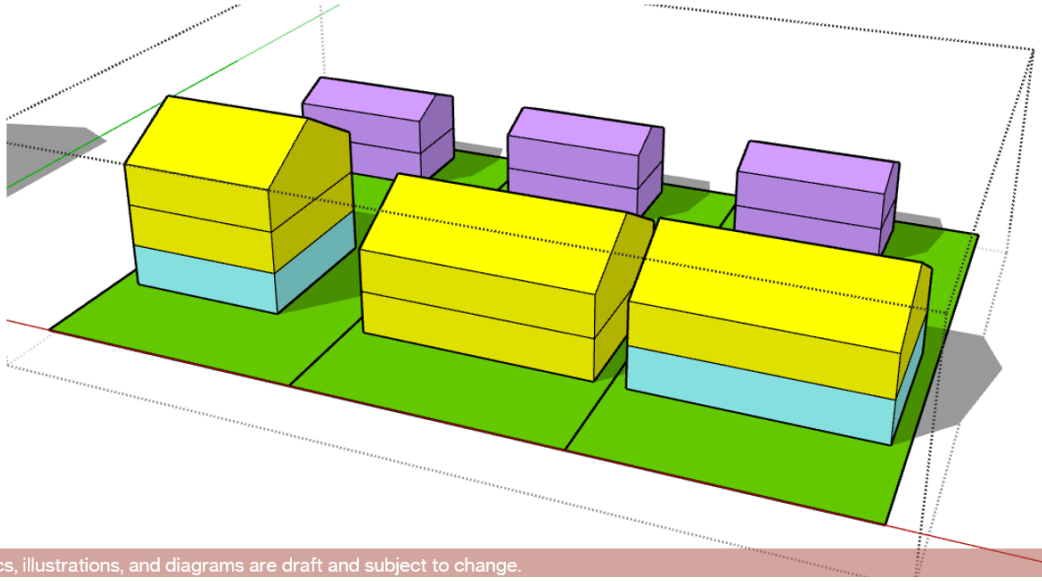
2 storey house

34-51%

2 storey house
2 storey coach house

All metrics, illustrations, and diagrams are draft and subject to change.

Potential Unit Configurations



All metrics, illustrations, and diagrams are draft and subject to change.

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO (acting)
☒ Regular Meeting	Date: June 23, 2025			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

Date: June 10, 2025
File: 09.3900.30/003.001

AUTHOR: Kevin Zhang, Senior Development Planner

SUBJECT: Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes

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RECOMMENDATION

THAT staff are directed to prepare an amendment bylaw for Council's consideration in early fall 2025, as described in the staff report titled "Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes".

REASON FOR REPORT

This report proposes a suite of changes to single-family zoning regulations for properties located within the Urban Containment Boundary. These changes affect the construction of, renovation of, and additions to buildings on single-family properties. The proposed changes are based on extensive staff analysis and incorporate input from Council, the public, and industry experts such as designers and builders. If Council are supportive of the scope of changes, staff will return in the fall with the final zoning provisions.

BACKGROUND

The Zoning Bylaw Rewrite project was formally launched following a report to Council on October 3, 2024[1]. Staff recommend that the District's current Zoning Bylaw, first adopted in 1965, be updated to ensure the effective regulation of land uses in the District. The rewrite aims to create an entirely new bylaw that is modern, streamlined, and easy to use.

This report is focused on updating the single-family regulations; which has been a topic of sustained interest with both Council and the public. A highlight of recent Council discussions on this topic include:

- **October 2015 – June 2016:** Strategies for mitigating impacts of single-family renewal[2] (good neighbour program, information awareness, regulation review).
- **March 2017 – March 2018:** Single-family key work priorities[3] (enforcement, erosion and sediment control, greenspace and landscaping, and house size, form, and character).

[1] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6395065
[2] https://app.dnv.org/OpenDocument/Default.aspx?docNum=2913310
[3] https://app.dnv.org/OpenDocument/Default.aspx?docNum=3512238

- **February 2023:** Housing Options for Single-Family Neighbourhoods public engagement[4] (strong public support for larger suites, increases to building height to "lift" basements out of the ground, and exploration of infill housing typologies like coach houses, duplexes, and triplexes).

- **December 2023:** Maximum coach house height increased to two storeys[5].

- **June 2024:** Zoning amendments were adopted[6] that permit a principal dwelling, a secondary suite, and a coach house (for a total of three units) on all single-family zoned properties located within the Urban Containment Boundary.

- **February 2025:** Coach House Process Improvements adopted[7] (streamlined regulations and delegation of more variances to staff).

DISCUSSION

With the OCP Update that is currently underway, the District is planning to accommodate additional housing units in the next 20 years. While Council continues to support the urban form described in the OCP where the majority of future growth is directed to key growth centres, gentle densification of single-family neighbourhoods within the Urban Containment Boundary is expected to create opportunities for diverse households (e.g. young adults, families with children, multi-general arrangements, and seniors aging in place).

The proposed zoning bylaw amendments described within this report are intended to ease regulatory constraints for new houses, suites, and coach houses to address the goal of offering more diverse housing options that better suit the community's needs.

Another significant consideration is that new regulations must be streamlined to increase clarity and effectiveness as well as address current issues such as climate and environment response. They should reduce outdated and unnecessary constraints to approval, and be easier to understand for homeowners, designers, builders, and staff. Ultimately, the changes can be expected to also reduce permit processing and implementation timeliness.

In practice, the new regulations are expected to support incremental change over time, and not dramatically alter established neighbourhoods. This is because the District has an annual net average of around 120 single family homes and coach houses that are built or substantially renovated out of approximately 16,000 exist ing homes. This represents less than 1% replacement per year.

Guiding Principles

The following is a summary of the guiding principles for the proposed changes, developed based on industry best practice as well as feedback received from Council and the public:

1. **Improving liveability and climate response:** Enhance the safety and comfort of homes by eliminating full cellars thereby allowing better natural daylight to all spaces in

[4] http://app.dnv.org/OpenDocument/Default.aspx?docNum=5916357
[5] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6170769
[6] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6312153
[7] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6476653

the home. This also has the potential to reduce impacts from excavation and site disturbance, tree loss, groundwater changes, and embodied carbon.

2. **Streamline regulations and provide flexibility:** Create regulations that are easier to understand and implement for homeowners, builders, and District staff. More options for how people want to build and utilize their permitted floor space and yard space.
3. **Balance change with maintaining key neighbourhood character:** Recognize the valued character of existing single-family neighbourhoods and ensure compatible building form and scale of new construction and incremental changes over time.
4. **Enable affordable construction and cost efficiency:** Facilitate construction techniques that could reduce overall building costs, such as simpler building forms and above grade construction.
5. **Maintain overall buildable areas in comparison with existing regulations:** Ensure new regulations, in general, do not reduce the total buildable floor area permitted on a property compared to existing regulations. This concept is described in greater detail later in the report.

Summary of the Proposed Changes

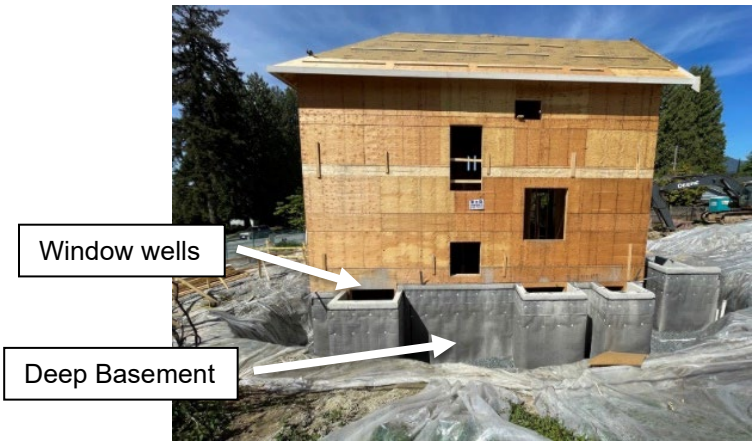
The following table highlights the key proposed changes with detailed discussion on each change outlined in the sections following.

	Proposed Changes to Single-Family Zoning Regulations	Rationale
1	Remove floor space exemption for basements and cellars	Reducing the incentive to build deep basements and cellars will help create healthier living spaces with more natural light, reduce flood risks during heavy storms, protect groundwater flow and tree roots, have less embodied carbon, and lower construction costs.
2	Increase the maximum height of the main house	To keep the same amount of living space while reducing deep basements, houses will need to be taller.
3	Permit more buildable area in the front setback area	Permitting living space (not just the garage) to be partially within the front yard allows for more flexible building designs and siting possibilities.
4	Increase maximum coach house size to 1,400 sq. ft.	Increasing the size cap will create more liveable, family-oriented coach houses and give homeowners more flexibility in their living arrangements.
5	Consolidate most single-family zones	Standardizing single-family zoning across the District will lead to simpler, more consistent, and predictable regulations.
6	Other changes	Other proposed changes that: • Are consequential to the key changes; • Aimed to clarify and simplify regulations; and • Improve liveability, building efficiency, and environmental stewardship.

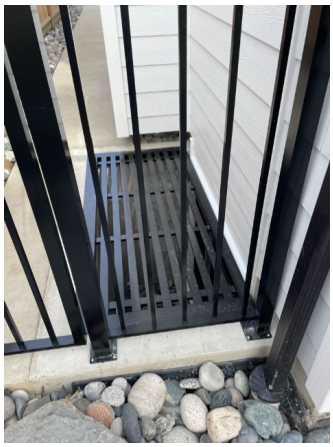
Remove Floor Space Exemptions for Basements and Cellars

The new single-family zone proposes to **remove floor space exemptions for deep basements and cellars** to discourage fully below-ground living spaces. This change is supported by feedback in both 2022 and 2025 public consultations.

Currently, all single-family zones contain a floor space exemption rule that grants "free floor space" to deep basements and cellars (fully in-ground spaces). This regulation, in combination with building height regulations, creates an incentive for new homes to contain deep basements and cellars - often around 35% of the total building (this space is most often the location of the secondary suite). Even on lots where basements are not necessary for topographic reasons, builders are intentionally digging the lowest floor into the ground to take advantage of this regulation.

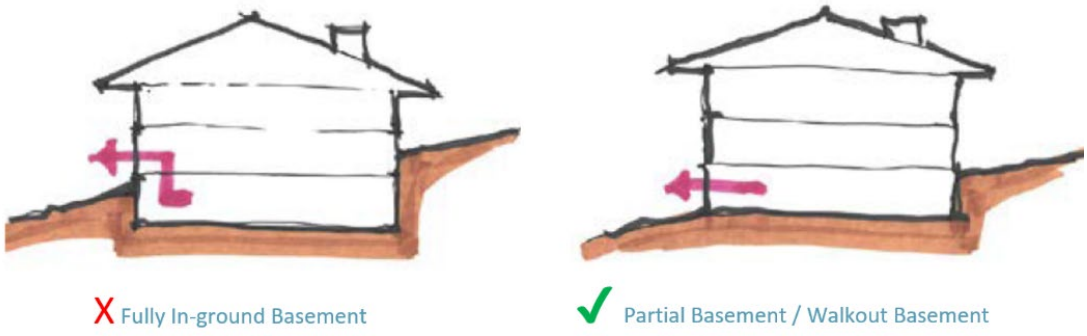


Example of home with deep basement under construction



Example of completed window well to basement

The first image above shows a home under construction in the District with a deep basement (i.e. a cellar). The second image is an example of a completed window well with grates. This covered opening is often the main source of light and air for a fully in-ground basement suite. Staff are proposing regulations that would discourage fully in-ground basements (below left diagram) while permitting partial basements (below right diagram) which are necessary to build homes on sloped lots.



Comparison of fully in-ground basements versus partial basements (red arrow denotes exit path)

The significant issues associated with the creation of cellars are further summarized below:



Climate Change Vulnerability: Basements are more susceptible to flooding during intense storm events, which are increasing in frequency.



Environmental Impacts: Excavation can disrupt natural groundwater flow and remove soil that would otherwise absorb and retain stormwater. This negatively affects creeks and tree preservation.



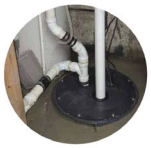
Liveability Concerns: Fully in-ground spaces often lack natural light and fresh air, relying on small window wells, which can create less pleasant and healthy living environments and pose challenges for emergency egress.



Accessibility Issues: Significant grade differences make these spaces inherently difficult to access for individuals with mobility limitations.



Construction Costs and Carbon Footprint: Deep concrete basements are expensive to construct due to excavation, shoring, formwork, and waterproofing, and concrete has a relatively high carbon footprint.



Mechanical Systems: Basements often require complex ventilation, dehumidification, and sump pump systems, increasing initial and ongoing costs and energy consumption.

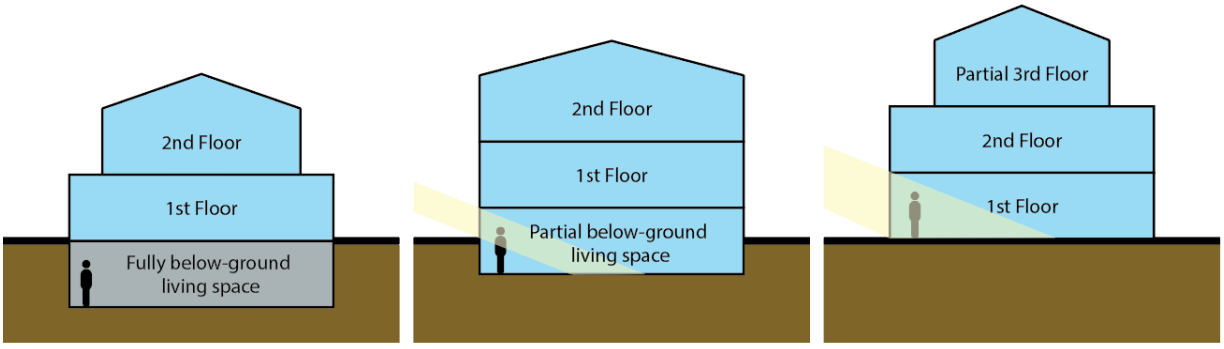
Given these concerns, a core strategy of the proposed single-family zoning update is to no longer incentivize basements and cellars by allowing them to be excluded from floor space calculations. Instead, reallocate that potential living space above ground, where it is more cost-effective to build, accessible, liveable, and resilient to climate change.

Staff recommend that with this change homeowners still have access to a similar amount of total buildable floor space, the total permitted floor space on a lot is proposed to be increased to offset the removal of the basement floor space exemption.

While basements and cellars are no longer incentivised, partial basements are still proposed to be permitted. Without the regulatory incentive to build below grade, it is expected that the financial, technical, environmental, and liveability challenges associated with constructing cellars will deter such practice. Although, basement depth and height regulations may still be varied in response to unique or highly constrained circumstances.

Increase Maximum Height to Facilitate Buildings to be "Lifted" out of the Ground

The new single-family zone proposes to **permit a partial third storey for the principal building** to facilitate "lifting" basements out of the ground, as illustrated by the diagram below. This change is supported by public feedback (60% support, 545 of 920 responses). Note that coach houses are still proposed to be limited to two storeys.



Existing Regulations	Proposed Regulations (Permit both scenarios below)	
All Scenarios: • 2 storeys in height above grade • Living space can be fully in-ground	**Partial Basement Scenario:** • 2.5 storeys in height above grade • Living space can be a maximum of half a storey below ground	**Slab on Grade Scenario:** • 3 storeys in height above grade • The 3rd floor is limited to 75% of the floor area of the 2nd floor.
Pro: • Smaller building form • Less privacy/shadowing impacts	**Pro:** • More liveable spaces • Less environmental impact • Less susceptible to flooding • Less expensive to construct • Less soil disturbance	**Pro:** • Most liveable spaces • Least environmental impact • Least susceptible to flooding • Least expensive to construct • Least soil disturbance
Con: • Less liveable spaces • Most environmental impact • Most susceptible to flooding • Most expensive to construct • Most soil disturbance	**Con:** • Larger building form • More privacy/shadowing impacts	**Con:** • Largest building form • Most privacy/shadowing impacts

Comparison of Existing and Proposed Basement/Height Regulations

It is important to note that given the District's sloped terrain, existing regulations already permit portions of houses to be three storeys in height through "localized depression" regulations (see photo to right).



To summarize, staff's recommendation aims to strike a balance between allowing basements to be lifted out of the ground and not creating too much visual bulk in existing streetscape context (i.e. where there are lower existing buildings).

Alternatives to staff's recommendation could include:

a) ***Permit a full third storey on all homes*** – this will allow the most flexibility in terms of re-allocating the basement volume without reducing yard spaces. There is some public support for such flexibility. However, staff recommend taking an incremental approach to allow a partial third floor at this time, which would allow staff to monitor height variances requests and their impacts to neighbours. Staff can return to Council with this option in the future, if warranted; or
b) ***Make no changes to existing height regulations*** - should no changes be made to height regulations, it is expected that buildings will have greater footprints, occupying more yard space. This may result in more height and siting variance applications.

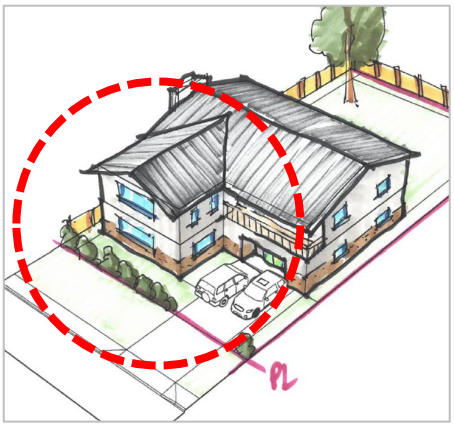
Permit More Buildable Area within the Front Setback Area

If the District were to "lift" basements out of the ground, while accommodating more floor space above grade, the following proposed changes would allow for greater flexibility in building design and siting:

a) **Slightly reduce the front setback**, thereby allowing all homes to come closer to the street; and
b) **Allow two storey living spaces in a portion of the front setback area**, in the same location as where side-entry garages are currently permitted (see diagram below).

These changes are supported by recent public feedback received in the spring, in conjunction with the OCP Update. (73% support, 675 of 915 responses). Permitting more floor space in the front yard preserves more open space in the rear yard which benefits privacy, use for leisure activities, landscaping, tree protection, and stormwater management.





Existing Regulations	Proposed Regulations
Portion of house within the front setback area is limited to garage use and 1 storey	Portion of house within the front setback area may also be used as living space and may be 2 storeys

Staff recommend that the existing limitations on the size of the portion of the building in the front yard will remain (e.g. the footprints of buildings and driveways combined cannot be more than 60% of the front yard).

Increase Maximum Coach House Size

To facilitate coach house construction, the new single-family zone proposes to:

a) **Increase the maximum coach house size from 90 m^2 (969 sq. ft.) to 130 m^2 (1,400 sq. ft.)**, large enough for a three-bedroom home; and

b) **Provide a small amount of additional density** if a property contains a coach house.

These changes are supported by public feedback (73% support, 663 of 911 responses). Note that the combined total floor area of the coach house and main house still need to satisfy the maximum permitted floor area on the lot. For context, the current maximum secondary suite size is the lesser of 1,400 sq. ft. or 49% of the main house.

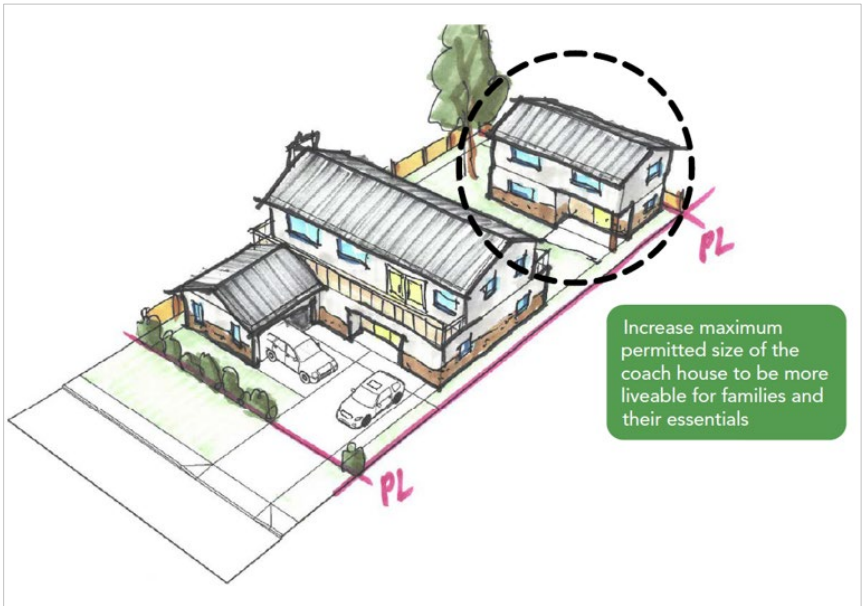


Illustration of a 1,400 sq. ft. coach house in a two-storey form

This would enable larger, more family-friendly coach houses, supporting multi-generational living and/or providing more substantial rental suites. This change also gives homeowners more choice in how they use their property. For example, one could choose to build a larger coach house and have a slightly smaller main house, if the combined size of both buildings stays within the property's overall limit.

Not every property will be able to build the maximum 1,400 square foot coach house. The ability to build depends on factors such as the remaining unrealized floor area on a lot, available space after meeting setback requirements from property lines and environmental features, and whether the lot has adequate servicing and water pressure for fire safety.

Should Council support this direction, staff will bring back detailed coach house regulations, particularly on siting, setbacks and orientations to mitigate any potential privacy and overlook impact to neighbouring properties.

Maintaining the Total Buildable Floor Area

Staff recommend that a key principle unpinning the proposed changes is to **generally maintain the existing development rights of single-family lots**. Should Council choose not to implement this principle, this will lead to widespread and significant cases of existing non-conformities across the District, causing long-term financial and liveability impacts to many single-family properties.

Development rights in the single-family context can best be approximated by the "total buildable floor area". The following clarifies the difference between "buildable" and "countable" floor area:

- Total "**buildable floor area**" is the true size of a home, inclusive of basements, garages, and accessory buildings; and
- Total "**countable floor area**" is a number used only to determine zoning compliance.

The following hypothetical development illustrates why the total buildable floor area is typically greater than the total countable floor area under existing regulations. For example, while the limit within a RS3 zone is 0.35 FSR (floor space ratio), various exemptions for basements, garages allow the actual floor space ratio to be about 0.71 FSR.

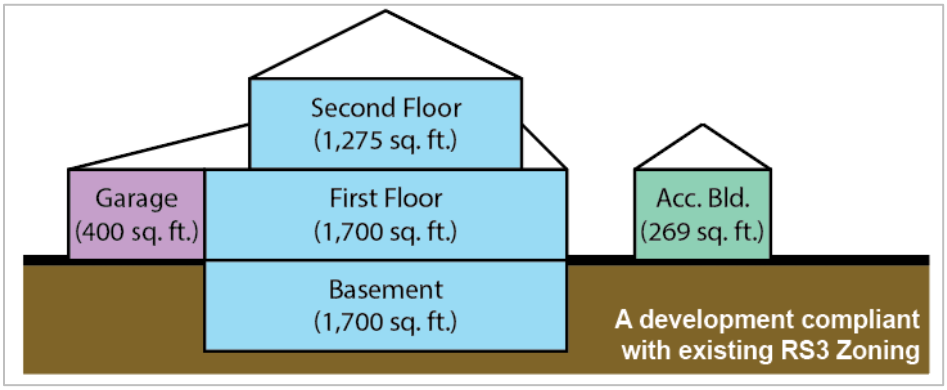


Illustration of a zoning-compliant development on a typical 7,500 sq. ft. RS3-zoned property

	Buildable Floor Area (sq. ft.)	Countable Floor Area (sq. ft.)	RS3 Floor Area Exemptions
Second Storey	1,275	1,275	-
First Storey	1,700	1,350	up to 350 sq. ft. of main house exempted
Basement	1,700	0	entire basement exempted
Garage	400	0	up to 400 sq. ft. of garage exempted
Accessory Building	269	0	up to 269 sq. ft. of accessory building exempted
Total Floor Area	**5,344**	**2,625**	
FSR	0.71 FSR	0.35 FSR	

Comparison of total Buildable Floor Area vs Countable Floor Area on a typical 7,500 sq. ft. RS3-zoned property with existing regulations

Based on new construction building permits issued within the last 5 years, the most common new single-family home in the District is between 5,000 and 6,000 square feet in total constructed floor area. This generally equates to an FSR greater than 0.70.

Consolidate Existing Single-Family Zones

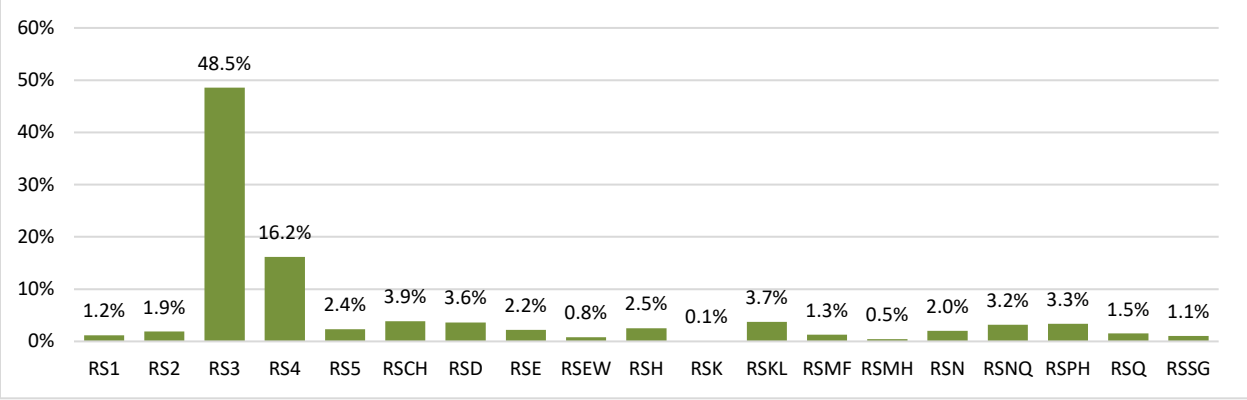
Based on public feedback and best practice research, Staff propose to **consolidate most of the existing single-family zones.** The consolidated zone aims **to provide approximately the same "total buildable floor area" as existing regulations** (see section above).

This change will make regulations more consistent and easier to understand for homeowners, designers, builders. Also, fewer single-family zones are much easier for the District to administer, leading to faster review and permitting timelines.

There are over 20 different zones that permit single-family developments. They can be categorized into the following:

- Five (5) "standard single-family zones" that were drafted in 1965: RS1, RS2, RS3, RS4, and RS5;
- Fourteen (14) "neighbourhood single-family zones" that were drafted in the 1990s: RSCH, RSD, RSE, RSEW, RSH, RSK, RSKL, RSMF, RSMH, RSN, RSNQ, RSPH, RSQ, and RSSG; and
- Certain Comprehensive Development (CD) zones.

All single-family zones are very similar in nature, with only slight variations in certain regulations. These slight variations have been sources of confusion for many homeowners, designers, and builders over the last decades. In addition, just two zones (RS3 and RS4) make up the vast majority (65%) of single-family properties in the District. The frequency of each existing single-family zones is shown by the chart below.



Frequency of single-family lots in the District by different RS zones

Maintain Existing Parking Requirements

With the contemplated changes to raise basement and to allow a bigger coach house, it is generally expected that this can be achieved without increasing overall parking demand for an individual site. Further, staff analyzed options to decrease parking requirements, which include overall one parking stall reduction, or reduction at locations near public transit and amenities. Public feedback on this issue is relatively split between support for parking reduction and keeping the existing status quo. Staff recommend maintaining the existing minimum vehicle parking requirements (2 stalls for a house, 3 stalls for a house with a suite and/or a coach house). In cases where a parking reduction is supportable given proximity to transit, specific site constraints, or other reasons, staff can process such requests through variance applications. In the future, the parking issue may warrant a revisit should staff be able to gather enough data from permitting and from analysis on how people park in the single-family neighbourhoods.

As an alternative to staff's recommendation, Council may direct staff to introduce reduced parking requirements in areas close to transit and amenities, such as town and village centres. This approach provides more flexibility to residents who are less car-dependent, while at the same time recognizes that many single-family lots in the District can voluntarily accommodate three or more parking spaces without the need for strict minimums set out in zoning regulations.

Other Consequential and Miscellaneous Changes

Other proposed changes can be generally categorized into the following three types:

1) Changes that are **consequences of key changes** discussed above in the report, such as:

    a) Increasing total permitted gross floor area and total building coverage to offset removal of basement floor space exemption;
    b) Modifying height definitions and limitations;
    c) Modifying localized depression regulations;
    d) Modifying building coverage and site coverage limits;
    e) Refining basement, crawlspace, and cellar regulations; and
    f) Refining localized depression regulations.

2) Changes to **clarify and simplify** regulations, examples include:

    a) Updating definitions and general regulations;
    b) Standardizing setbacks and separations;
    c) Standardizing gross floor area inclusions and exemptions;
    d) Standardizing subdivision requirements;
    e) Removing outdated siting plans;
    f) Removing eave height regulations; and
    g) Simplifying of use restrictions so that homeowners can allocated their total permitted floor space between vehicle or living use with more flexibility.

3) Changes to improve **liveability, building efficiency, and environmental stewardship**, examples include:

    a) Adding floor space exemption and regulations regarding elevators;
    b) Modifying exterior wall definitions to encourage more energy efficient wall assemblies;
    c) Modifying outdoor amenity space regulations;
    d) Modifying landscaping regulations;
    e) Exploring regulatory tools for tree retention and replanting;
    f) Removing the requirement for the second floor to be 75% of the floor below; and
    g) Adding pedestrian access requirements.

All the proposed changes will be described in detail in a Report to Council when the new single-family zoning bylaw is brought to Council for consideration in the fall.

Rate of Change in Existing Single-Family Neighbourhoods

Should Council support the proposed changes in this report and ultimately adopt the proposed zoning amendments, staff will prepare materials and processes to inform the public about the new zoning regulations. In addition, staff will be monitoring the implementation of these regulations.

While it is expected that there may be an increase in permit applications due to the increased flexibility in the regulations, the overall rate of change within our single-family neighbourhoods will likely remain low, as evidenced by the current rate of building permits issued summarized below. Faster change and residential unit growth is anticipated to take place in our Town and Village Centres, inline with the OCP's objective of focusing growth in areas well served by transit and amenities.

New Construction Permits	Major Addition Permits	Minor Addition Permits
Approx. 50 per year	Approx. 35 per year	Approx. 23 per year

Frequency of relevant Building Permits issued in the last 5 years Note: Other permits that do not impact the overall size and massing of the building are not shown (e.g. electrical, plumbing, gas)

CONCURRENCE

The proposed new single-family zone is a continuing collaboration of interdisciplinary staff, including members of the building, planning, engineering, transportation, legal, and environment departments. In particular, the single-family plans review team has been integral in the analysis of the proposed changes to ensure that they generate building forms that meet the needs of community.

Staff have presented to and solicited feedback from the Advisory Design Panel on proposed changes to single-family zoning regulations. Staff anticipate further engagement with the panel later this year, particularly in the drafting, testing, and review of new multi-family and mixed-use zones.

In addition, the proposed changes are being reviewed by a team of external consultants including architects, designers, builders, planners, and lawyers.

FINANCIAL IMPLICATIONS

All fees associated with the construction and/or renovation of principal dwellings, secondary suite, and coach houses are not impacted by the proposed zoning regulation changes.

The reduction of basements, which are costly to build, in new home designs will likely lead to lower overall declared total construction value of new construction and major addition building permit applications.

In the short term, the adoption of new regulations will require both staff and financial resources to be dedicated towards public communication, staff training, and updates to informational materials, website resources, and application processing systems. However, in the long term, the set of simplified and standardized regulations is expected to lead to reduced informational enquiries and reduced permit review times.

ENVIRONMENTAL IMPLICATIONS

With the proposed regulations discouraging fully in-ground basements, it is expected that there will be a net benefit to the achievement of environment sustainability goals in the form of:

- reduced blockage, diversion, and removal of ground water flow;
- increased stormwater absorption;
- reduced excavations and soil disturbance which would facilitate the retention of existing trees; and
- reduced use of concrete, thereby reducing embodied carbon.

The applicability of Environmental Protection and Natural Hazard Development Permit Areas (DPA) are not impacted by the proposed zoning regulation changes. All developments on properties within such DPAs require continue to require submissions from Qualified Professionals and permits issues by the District.

The applicability of the Environmental Protection and Preservation Bylaw is not impacted by the proposed zoning regulation changes. It will continue to be applied to protect, preserve and conserve the District’s ecological systems of watercourses, trees, soils, lands and visual assets, especially during the construction phases of a single-family development.

Regarding the potential for tree loss due to coach house construction and single-family renewal, staff will continue to explore strategies for tree retention, tree planting, and increasing overall canopy coverage within the District.

PUBLIC INPUT

Public engagement is a critical component of the Zoning Bylaw Rewrite project and builds on past surveys and discussions with Council and the community. Public engagement on the proposed single-family zoning regulations changes was conducted in conjunction with the Official Community Plan update. Public engagement was conducted at the Consult level on the District's public engagement spectrum:

PUBLIC ENGAGEMENT SPECTRUM

Adapted and used with permission from the International Association for Public Participation (IAP2 Federation).

Inform	Listen & Learn	Consult	Involve	Collaborate	Empower
"We will keep you informed. We will provide information that is timely, accurate, balanced, objective, and easily understood. We will respond to questions for clarification and direct you to sources of additional information."	"We will listen to you and learn about your plans, views, and issues; and work to understand your concerns, expectations, and ideas."	"We will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision."	"We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed, and we will report back on how your input influenced the decision."	"We will look to you for advice and innovation in formulating solutions, and we will incorporate your recommendations into the decisions to the maximum extent possible."	"We will implement what you decide."

There was a total of 1,596 interactions through a variety of engagement opportunities. These included an online survey (958 completed surveys), in-person community information open houses, virtual information sessions, and in-person pop-ups.

A variety of print and digital communication tactics were used to engage participants, including the Spring 2025 Community Report that was mailed to all residences, District website updates, signs posted throughout the District, a number of both paid and organic social media posts, print and digital advertisements in the North Shore News, emails to subscribers, postcards distributed at community centres, libraries and District Hall, and direct outreach in person.



Public Engagement Event at Ross Road Elementary School on April 16, 2025

Overall, there was general support from the public on the proposed changes. Common themes expressed by the public include:

- **Liveability:**
  - Strong support for "lifting" basements out of the ground to create more liveable suites and reduce environmental impacts, understanding that buildings will be taller to accommodate this change.
  - Support for building height increase is tempered by concerns for potential negative impacts to neighbourhood character, views, and privacy.

- **Multi-generational Housing:**
  - Interest in multi-generational housing with a strong desire to retain the currently permitted total floor area.
  - Strong interest in additional development configurations such as duplexes, triplexes, and house-plexes.

- **More Flexible Regulations:**
  - Support for reduced front setbacks and the ability to make greater use of the front yard, with the caveat that a portion of the front yard be maintained for landscaping.
  - Strong support for increasing maximum coach house size to make them more family friendly.

- **Parking:**
  - Mixed views on reducing the total number of required parking spaces with support for reductions in some situations but recognition that many residents still rely on cars.

A complete summary of the public feedback received is provided as **Attachment 1**.

TIMING AND NEXT STEPS

The overall Zoning Bylaw Rewrite project is a multi-phased initiative with four key work streams. A summary and timeline of the work streams are provided below.

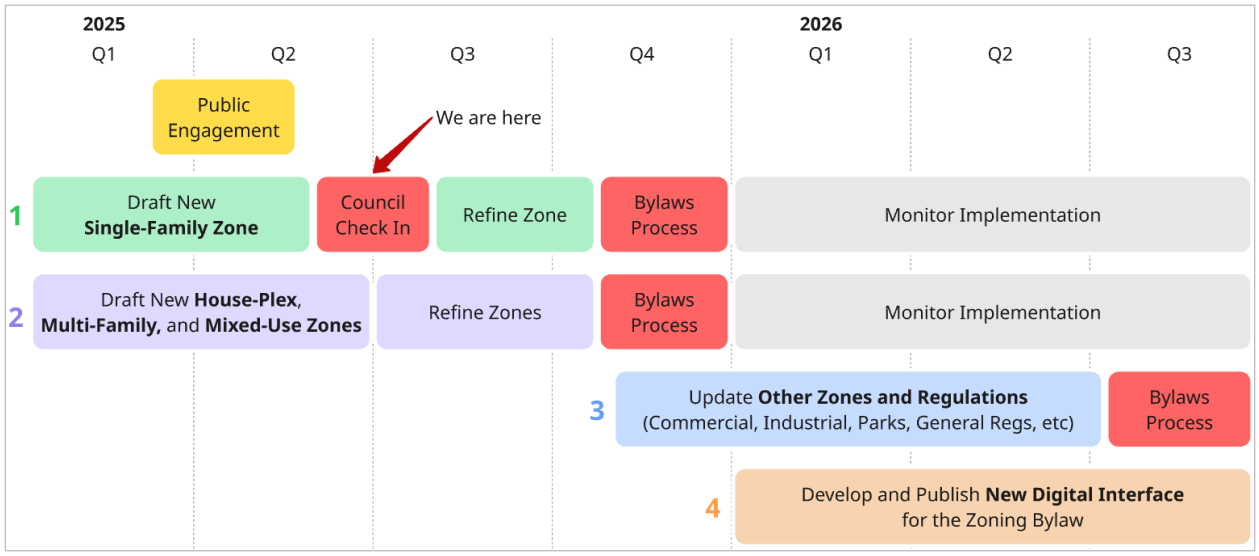
1. **Single-Family Zones:** The focus currently is to bring forward single-family zoning changes aligned with Council decisions to date and public feedback gathered. This work will also help implement the OCP update and partially meet the District's housing needs. If Council is generally supportive of the suite of changes outlined in this report, staff will bring back final bylaw provisions in the early fall for Council consideration.

   Please note this stream of work will also include an examination of single-family lots outside of the Urban Containment Boundary. This work may need to dovetail with house-plex and multi-family streams of work, which are anticipated to take place in the second half of this year.

2. **House-Plex, Multi-Family, and Mixed-Use Zones**: Also in 2025, the project team is developing new standard multiplex, and mixed-use zones that implement the ongoing OCP Update, the Economic Development Strategy, and address ongoing housing needs. The multiplex zone is envisioned to permit up to four residential units and be applied to specific neighbourhoods, as identified in the OCP Update, which is being considered by Council at the same time of this report.

3. **Other Zones and Regulations:** In 2026, the project team will move on to updating all other zones and regulations (e.g. commercial, industrial, institutional, parks, general regulations, etc) with the aim of producing a modernized Zoning Bylaw towards fall 2026.

4. **New Digital Interface:** The project team anticipates launching a new digital interface for the Zoning Bylaw to enhance accessibility and functionality towards winter 2026/2027.



Timeline of the four key work streams of the Zoning Bylaw Rewrite project

CONCLUSION

The proposed suite of changes to single-family zoning regulations for properties located within the Urban Containment Boundary represent a significant and considered step in the evolution of our traditionally single-family neighbourhoods. These changes are designed to create a more flexible, streamlined, and responsive regulatory framework that supports the District's goals for housing diversity, environmental responsibility, enhanced livability, and neighbourhood compatibility.

The feedback received from the public and stakeholders to date has been instrumental in shaping these proposals. Staff will refine these concepts based on Council's directions with the objective of bringing forward a draft bylaw for Council's consideration in the fall. This work is crucial for ensuring our Zoning Bylaw effectively addresses the evolving needs of our community and aligns with corporate strategic priorities for years to come.

OPTIONS

THAT Council:

1. THAT staff are directed to prepare an amendment bylaw for Council's consideration in early fall 2025, as described in the staff report titled "Zoning Bylaw Rewrite: Proposed Single-Family Zoning Changes."

   or

2. Give specific directions regarding one or more of the changes outlined in the report, direct staff to prepare a Zoning Amendment Bylaw, and bring the bylaw back in early fall for Council consideration and subsequent public hearing;

   or

3. Refer the report to a Council workshop where Council may ask further questions and/or give specific directions regarding one or more of the changes (this option will delay the implementation of the zoning changes);

   or

4. Provide alternative directions to staff.

Respectfully submitted,



Kevin Zhang
Senior Development Planner

ATTACHMENTS

~~1. Official Community Plan & Zoning Bylaw Update - What We Heard Report - June 2025~~

REVIEWED WITH:

❑ Business and Economic		❑ Finance		External Agencies:	
❑ Bylaw Services	CW	❑ Fire Services		❑ Library Board	
❑ Clerk's Office		❑ GIS		❑ Museum and Archives	
❑ Climate and Biodiversity		❑ Human Resources		❑ NSEM	
❑ Communications		❑ Integrated Planning		❑ NS Health	
❑ Community Planning	ZT	❑ ITS		❑ NVRC	
❑ Development Engineering		❑ Parks		❑ RCMP	
❑ Development Planning		❑ Real Estate		❑ Other:	
❑ Engineering Operations		❑ Review and Compliance			
❑ Environment		❑ Solicitor			
❑ Facilities		❑ Utilities			

DISTRICT OF NORTH VANCOUVER

Official Community Plan & Zoning Bylaw Update

Engagement Summary Report
May 2025

Prepared with MODUS planning design engagement

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1. About this report

This report provides a summary of the community engagement conducted by the District of North Vancouver (District) and the input received. The purpose of the engagement was to inform the community and collect input on how to provide for 22,369 new housing units between 2021 and 2041 in the Official Community Plan (OCP) as required by the Province's legislation, as well as to ask respondents for their perspectives on updates to the single-family zones in the Zoning Bylaw.

Public engagement took place April 1-29, 2025, with opportunities to participate in-person and virtually. Engagement with interest holders, implementation partners and District committees was also completed in spring 2025.

This report includes:

- A summary of promotional and notification activities used to inform the community about the project and engagement process
- An overview of opportunities to provide input and level of participation
- A summary of feedback and input received

Not included in this report is a summary of government-to-government engagement through ongoing conversations with North Shore municipalities and First Nations, which will be presented separately to Council.

The District of North Vancouver respectfully acknowledges the original peoples of these lands and waters, specifically the səlilwətaɬ (Tsleil-Waututh), Sḵwx̱wú7mesh 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.

2. Executive summary

Outreach and participation

Public engagement took place between April 1 and 29, 2025, while engagement with interest holders, implementation partners and District committees was completed throughout the spring. The purpose of this engagement was to collect feedback on required updates to the OCP, as mandated by the Province, as well as proposed changes to the District's single-family zones.

The opportunity to participate was promoted through the following methods:

- District of North Vancouver website updates
- Community Report mailed to all residences
- Email to subscribers
- Social media posts
- Large format signs
- Small lawn signs
- Newspaper advertisements
- Direct outreach

There was a total of 1,596 interactions through a variety of engagement opportunities, including:

- Online survey - 958 completed surveys
- 5 virtual information sessions - 144 participants
- 3 in-person community information open houses - 205 participants
- 4 in-person pop-ups - 181 participants
- 5 District committee meetings - 35 participants
- 5 interest holder meetings - 23 participants
- 7 implementation partner meetings - 24 participants
- Email correspondence - 25 emails

Key findings and themes

OCP Update

When presented with trade-offs about how we plan for more housing, survey respondents indicated:

- More preferred to **build new homes across the District** as a mix of multiplexes, townhouses, and apartments (68%, 636 of 937), compared to build new homes in dense urban areas in predominantly high-rise apartments (32%, 301 of 937)
- More preferred to **build new homes near major transit** where there are more transportation options (84%, 765 of 915), versus further away from major transit where there are fewer transportation options (16%, 150 of 915)
- More preferred to **prioritize housing with below-market rents for moderate-income households** (79%, 709 of 900), rather than prioritize deeply subsidized housing for low-income households (21%, 191 of 900)

Three scenarios were presented to illustrate how the District could provide for 22,369 new housing units between 2021 and 2041 as required by the Province's legislation. Survey respondents indicated:

- More preferred **Scenario 3 Distribute Growth** (62%, 580 of 943 selected good or very good)
- Followed by **Scenario 2 Expand Centres** (53%, 498 of 942)
- Then Scenario 1 Concentrate Growth (40%, 377 of 946)
  (Note the number of respondents varied by question as questions were optional.)

Top priorities for survey respondents as the District plans for more housing included:

- Transportation and transit infrastructure
- Housing options and affordability
- Public services (e.g., healthcare, schools)
- Community amenities (e.g., recreation centres, parks, libraries)

Common themes included:

- Concerns about traffic congestion, aging infrastructure, and amenity capacity
- Desire for diverse housing options and increased affordability
- Desire to locate new homes close to transit, services and amenities
- Support for more moderate densities and a general preference for distributing growth as opposed to concentrating growth
- Suggestions to streamline government processes and collaborate with or advocate to other government agencies

Changes to Single-Family Zones

To create more livable housing options, to simplify regulations and adapt to a changing climate, one proposed change is to discourage new, fully in-ground basements. Survey respondents were asked about their preferences about with options of how to re-allocate basement floor space above ground. Survey respondents indicated:

- More preferred to **build taller homes** (60%, 565 of 946 agreed or strongly agreed)
- More preferred to **build closer to the street** (75%, 701 of 941 agreed or strongly agreed)
- More preferred to **allow slightly larger coach houses** (73%, 687 of 939)

When asked about reducing parking requirements for single-family homes, more survey respondents supported to **reduce parking requirements overall or reduce near transit** (60%, 565 of 939), while 40% (374 of 939) did not support reducing parking requirements.

Common themes included:

- Livability:
    - Strong support for creating more liveable suites and reducing environmental impacts by discouraging new fully in-ground basements, with the understanding that buildings will be taller to accommodate this change.
    - Support for moderate building height increase is combined with concerns for potential negative impacts to neighbourhood character, views, and privacy.
- Multi-generational housing:
    - Interest in multi-generational housing to house adult children and aging parents with a strong desire to retain the currently permitted total floor area.
    - Strong interest in duplexes, triplexes, and multiplexes.
- More flexible regulations:
    - Support for building in the front yard by reducing front yard setbacks, with a portion of the front yard be maintained for landscaping.
    - Strong support for increasing coach house size to be more family friendly.
- Parking:
    - Mixed views on reducing the total number of required parking spaces.
    - Support for reductions in some situations (e.g. proximity to transit)

3. Background

The Province is requiring the District to provide for 22,369 new housing units between 2021 and 2041, and to complete this planning work by December 31, 2025. To meet the Province's requirements, the District is conducting a planning process to update the Official Community Plan (OCP) and Zoning Bylaw to identify areas for residential development to meet the anticipated housing needs. Alongside the work related to the Province's legislation, the District is exploring potential regulatory changes to single-family neighbourhoods to provide for a diverse range of housing options and choice. Further information about the Province's legislation, OCP Update, and Zoning Bylaw Update is available on the District's website.

Using the key themes and findings from this engagement and further technical analysis, the land use scenario will be refined to one scenario to illustrate how the District can accommodate approximately 22,400 new housing units, and the single-family potential regulatory changes will be refined. The drafts, along with this What We Heard report, will be presented to Council for consideration. Visit *DNV.org/OCP-2025* for updates.

4. Engagement activities

The purpose of this engagement was to gather feedback on:

- Where and how to plan for approximately 22,400 new housing units in the District as mandated by the Province. Three land use scenarios were presented as options of how the District could provide for the new homes in a manner generally consistent with the OCP (2011) and OCP Action Plan (2021).
- How to simplify and standardize our regulations for single-family zones to create more livable housing options, adapt to climate change, and support the community's vision.

Public engagement took place April 1-29, 2025 with opportunities to participate in-person and virtually. The District promoted the public engagement opportunities using the following methods:

Method	Description	Dates
District of North Vancouver website	Updated page with project information, videos, and link to the online survey DNV.org/OCP-2025	Webpage updated March 26, 2025
Community Report	OCP Update was the lead story on the Spring 2025 Community Report, mailed to every residence in the District	Mailed on April 2, 2025
Email to subscribers	Notification of engagement opportunity was emailed to subscribers	Emailed on March 25, 2025
Social media	Facebook, Instagram and LinkedIn posts, with a total reach of 42,821 and 424 link clicks (includes both unpaid posts and paid ads)	Posts on March 28, April 1, 5, 7, 10, 12, 14, 16, 17, 18, 19, 28, 2025
Large signs	11 large format signs placed at key intersections and two additional signs and “Final Week” stickers added on April 21	Installed on April 1, 2025 and updated April 21, 2025
Small lawn signs	Thirty-five 24 x24 inch lawn signs installed throughout the District	Installed on April 1, 2025
Newspaper advertisements	Digital and four 1/3 page print advertisements in the North Shore News to promote opportunities to learn more and provide input. Linked to DNV.org/OCP-2025	Print ads: March 26, April 2, 9, 23, 2025

5. Participation

The District collected community input using the following engagement methods:

Opportunity	Description	Dates
Community information open houses	Three in-person information open houses were held in different areas of the District. It included information about the OCP Update and changes to single-family zones. Staff and the project consultant were available to discuss with participants and answer questions.	April 2, 2025: Dorothy Lynas Elementary School April 12: Delbrook Community Recreation Centre April 16: Ross Road Elementary School
Virtual information sessions	Five virtual information sessions were held to share information about the project. Three focused on the OCP Update and two focused on proposed changes to single-family zones.	April 3, 8, 9, 10, and 24, 2025
Pop-up events	Four pop-up events were held in the community to share information about the project and opportunities to provide input.	April 5, 11, 23, and 25, 2025
Online survey	An online survey was created using the ZenCity tool to share information and collect input, priorities and opinions. A total of 958 surveys were completed with participants clicking through all pages to the end. All questions in the survey were optional and not every participant answered every question. A summary of responses and comments are provided in the "What we heard" section to follow.	April 1 - 29, 2025
Website	OCP Update: *DNV.org/OCP-2025* Zoning Bylaw Rewrite: *DNV.org/zoning-bylaw-rewrite* Both webpages include opportunities to email staff with questions and comments.	2025 and ongoing

6. What we heard

Note that the input received reflects the interests and opinions of people who chose to participate in the engagement process.

Online survey

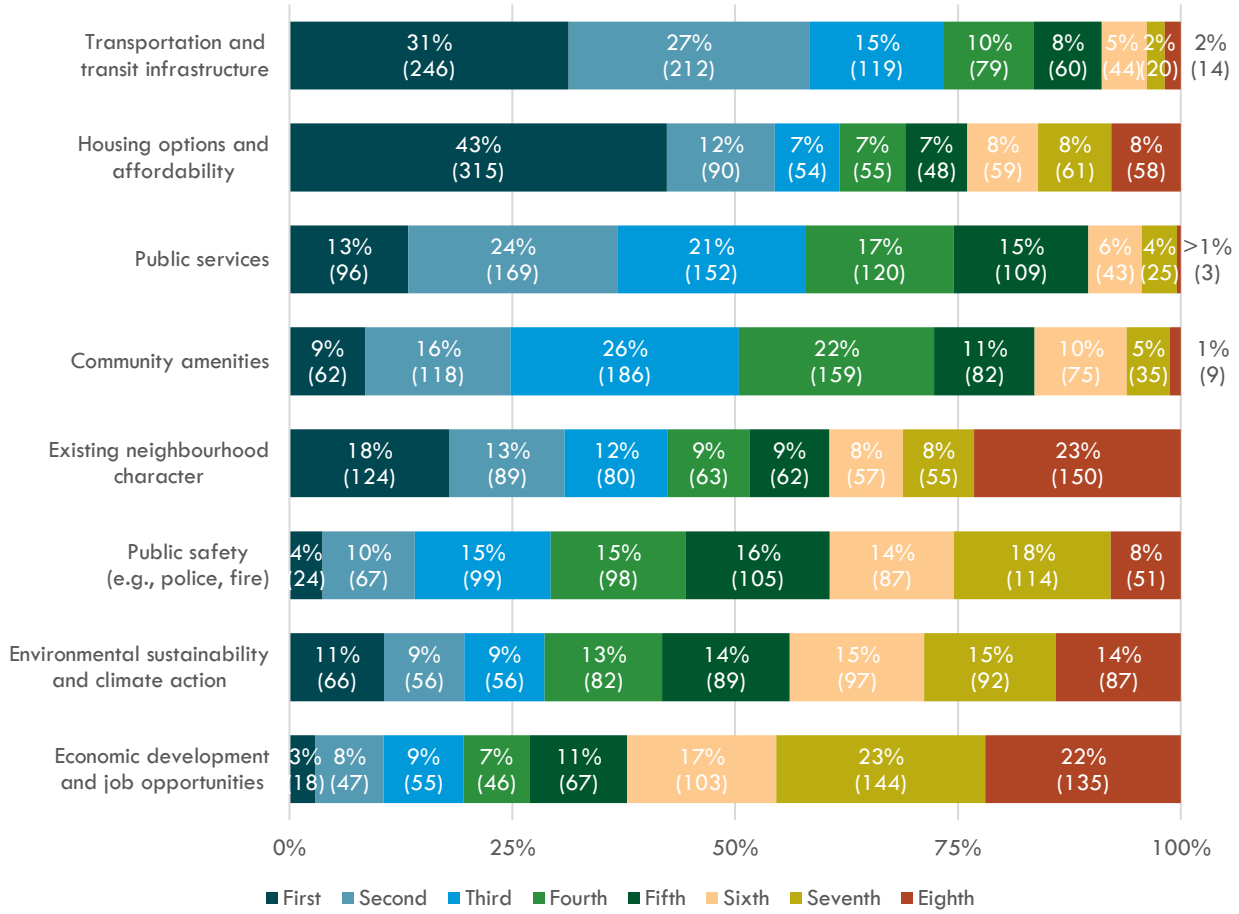
The survey was designed to seek feedback related to the OCP Update and changes to single-family zones. Questions in the survey asked respondents about their priorities for housing by ranking key topics and considering a series of key trade-offs. All questions were optional.

OCP Update – Community Priorities

Priorities

Question: *As we plan for more housing in the District, what is most important to you?* *(n=950)*

The following graph shows how respondents ranked a list of priorities and the percentage of respondents who ranked each item in the list in order of their importance to them, i.e. first, second, third, etc. Note that as all questions were optional, not all respondents ranked every priority.

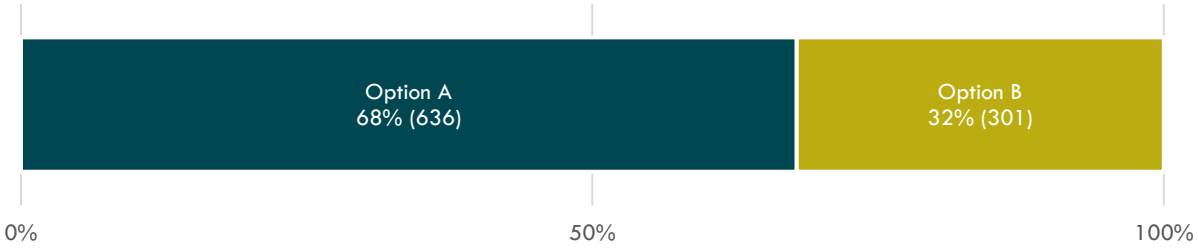


Trade-offs

The following questions ask what survey respondents prefer when presented with trade-offs about how we plan for more housing.

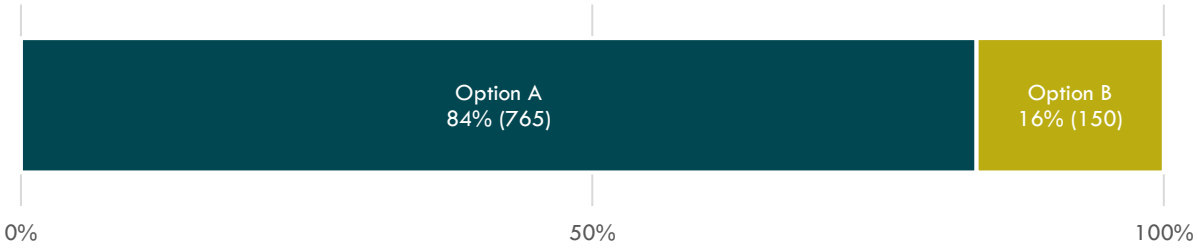
Question: *Please select the statement that best fits your priorities.* *(n=937)*

- *Option A: Build new homes across the District, a mix of multiplexes, townhouses, and apartments. Growth includes some single-family areas.*
- *Option B: Build new homes in dense urban areas, predominantly high-rise apartments, with minimal growth in single-family areas.*



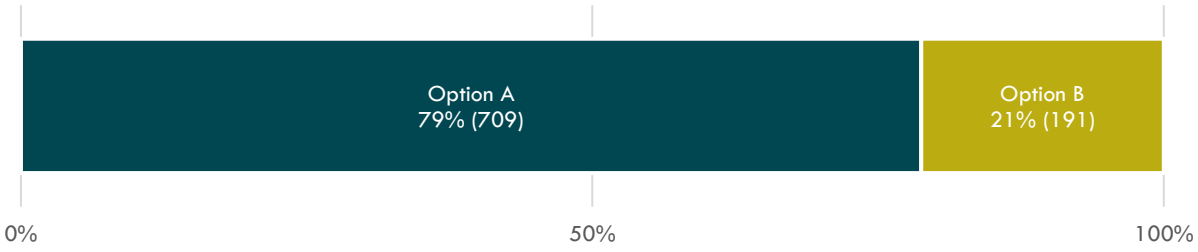
Question: *Please select the statement that best fits your priorities.* *(n=915)*

- *Option A: Build new homes near major transit where there are more transportation options.*
- *Option B: Build new homes further away from major transit where there are fewer transportation options.*



Question: *Please select the statement that best fits your priorities.* *(n=900)*

- *Option A: Prioritize housing with below-market rents for moderate-income households (e.g., teachers, healthcare workers, trades).*
- *Option B: Prioritize deeply subsidized housing for low-income households (e.g., persons with disabilities, seniors, families, students).*



OCP Update – Residential Growth Scenarios

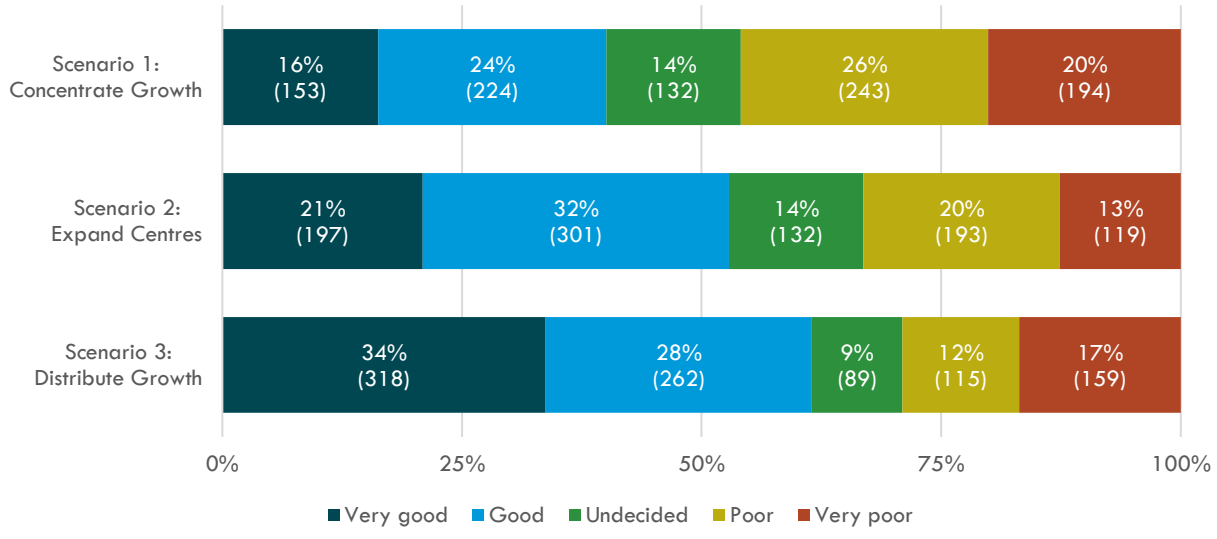
Scenarios for Accommodating Growth

The following questions asked for feedback on three conceptual growth scenarios that illustrate different ways of where and how the District could provide for 22,369 new homes by 2041 as mandated by the Province.

The three scenarios presented in the survey were:

> Scenario 1: Concentrate Growth – Provides for 90% of the new homes in the four existing key growth centres (Lions Gate Village Centre/Marine Drive, Lynn Creek Town Centre, Lynn Valley Town Centre, Maplewood Village Centre). The remaining 10% is planned to be distributed throughout the District.
>
> Scenario 2: Expand Centres – Provides for 90% of the new homes in two expanded growth centres (Lions Gate Village Centre/Marine Drive and Lynn Valley Town Centre) and two existing growth centres (Lynn Creek Town Centre and Maplewood Village Centre). The remaining 10% is planned to be distributed throughout the District.
>
> Scenario 3: Distribute Growth – Provides for growth to be distributed more broadly across the District with 75% of the new homes in the four existing key growth centres and 25% of the new homes in other corridors, smaller centres, and neighbourhoods in the District.

Question: ***Given that we are mandated to plan how to add 22,369 new homes in the District by 2041, how would you rate this scenario?*** *(n=946, 942, 943 for Scenarios 1, 2, and 3 respectively)*

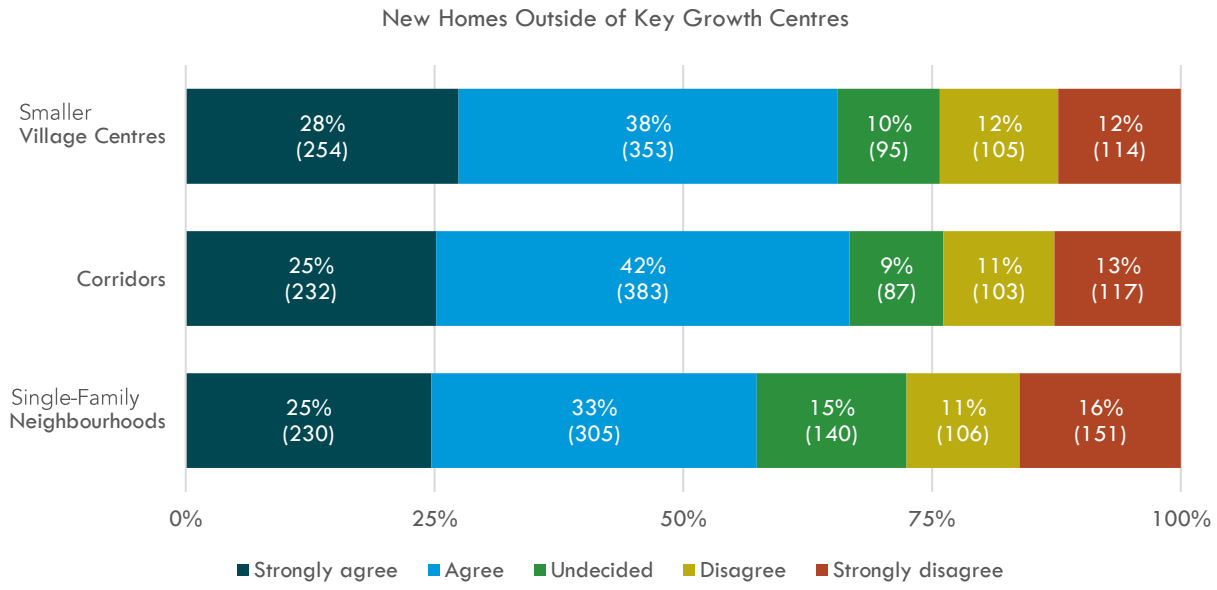


Distributed Growth in Scenario 3

Question: ***When you think of the remaining 25% of new homes to be planned for outside of key growth centres, where do you envision these locations to be?*** *(n=921, 922, 932 for smaller village centres, corridors, and single-family neighbourhoods respectively)*

The three locations presented in the survey (along with housing type examples) included:

- *Smaller Village Centres: In smaller village centres, such as Edgemont, Queensdale and Parkgate (mid-rise buildings)*
- *Corridors: Along corridors that connect centres, such as West Queens Road, Lynn Valley Road, East 29th Street, and Mt. Seymour Parkway (low-density multi-family)*
- *Single-Family Neighbourhoods: In neighbourhoods outside of town and village centres and corridors (duplex, triplex, and multi-plex)*



Written Comments

Question: *Do you have additional thoughts to share?* *(n=582)*

Respondents' comments were reviewed and coded into the themes shown in the table below. As many comments were attributed to multiple themes, the number of themed comments is greater than the number of respondents. Themed comments with 10 or more mentions are included, except where noted below. The themed comments are presented first by the three scenarios, then in order of the number of comments.

Themes	Comments Related to Each Theme
Scenario 1: Concentrate Growth *38 comments*	• Support for Scenario 1 includes: better concentrates investment, reduces vehicle traffic, and/or has the greatest potential to attract SkyTrain *(21 comments)* • Concerns about Scenario 1 include: tower forms don't fit with the North Shore's character, it strains community amenities and infrastructure, may worsen congestion, negatively impacts the environment, and/or risks displacing long-time tenants living in current centres *(17 comments)*
Scenario 2: Expand Centres *22 comments*	• Support for Scenario 2 includes: it strikes a balance between increasing housing supply and maintaining neighbourhood character, offers a more gradual transition between higher- and lower-density housing forms, and/or promotes greater diversity and equity *(18 comments)* • Concerns about Scenario 2 include: it doesn't represent enough change from the current model for managing growth, which has not served the community well *(4 comments)*
Scenario 3: Distribute Growth *24 comments*	• Support for Scenario 3 includes: it spreads housing across more of the District, doesn't overburden any one neighbourhood, reduces strain on community services, is more likely to create equitable communities, and/or better accommodates a mix of housing options to support different household types and aging in place *(18 comments)* • Concerns about Scenario 3 include: it would increase road and bridge congestion and/or would require more significant investment in transportation and infrastructure improvements *(6 comments)*
Transportation *224 comments*	• Concerns about increased traffic congestion on the North Shore, and/or suggestions to address congestion in District plans to accommodate more growth *(65 comments)* • Desire for growth needs to be supported by improved regional and local transit service *(57 comments)* • Desire for improved walkability and bike infrastructure across the District and/or in areas where growth is projected *(21 comments)* • Suggestions that parking should be increased with growth in different areas *(16 comments)*

Themes	Comments Related to Each Theme

Specific Locations
198 comments
	• Support for growth to be directed toward areas of the District with existing higher density development, amenities, transportation options, and/or infrastructure, such as in:
	  ○ Village centres, such as Edgemont, and/or Queensdale (25 comments)
	  ○ Key growth centres, such as Lions Gate/Marine Drive, Lynn Creek *(14 comments)*
	• Concern that growth should not be directed towards areas that have few amenities, poor transit service, poor emergency access, and/or strained infrastructure, such as in:
	  ○ Outside key growth centres, such as Lynnmour, Parkgate, Deep Cove, Norgate, or in general east of the Seymour River *(15 comments)*
	  ○ Key growth centres, such as Lynn Valley, Maplewood *(15 comments)*

Housing *119 comments*	• Support for more affordable housing, suitable for families, youth, seniors, lower-income households, essential workers, and/or marginalized communities *(71 comments)* • Support for more diverse housing options, especially infill and low- to mid-rise forms *(40 comments)*
Amenities *113 comments*	• Concerns that amenities on the North Shore are already at or exceeding capacity *(70 comments)* • Desire for a growing community to be supported by community amenities (e.g., community centres, aquatic facilities, libraries, child care, parks, etc.), essential services (e.g., health care and education facilities) and commercial development (e.g., grocery, retail, and other services) *(43 comments)*
Density *105 comments*	• Support for moderate densities, as opposed to tower forms, because of concerns with impacts like shadowing, heat, and infrastructure strain *(44 comments)* • Support for increasing density, especially in urban areas and along key corridors to improve affordability, access to amenities, and/or provide more housing options *(31 comments)* • Concerns that intensification and especially higher density forms of housing would disrupt the character of existing neighbourhoods *(18 comments)* • Concerns about increasing density because it may overwhelm existing infrastructure, impact access to key services, and/or make it harder to get around *(12 comments)*
Infrastructure *81 comments*	• Desire that infrastructure should be put in place ahead of new development *(48 comments)* • Concerns that existing infrastructure cannot accommodate projected growth *(21 comments)*

Themes	Comments Related to Each Theme
Governance *65 comments*	• Desire to streamline government approvals processes and increase flexibility for property owners *(29 comments)* • Suggestions that the District should collaborate with other North Shore municipalities and advocate to senior levels of government for improved transit service and funding for infrastructure to support growth *(28 comments)*
Growth (non-location specific) *31 comments*	• Concerns about accommodating growth due overcrowding on the North Shore, and/or suggestions that other municipalities in the region are better suited to accommodate growth *(27 comments)*
Environment & Climate Change *22 comments*	• Support for strengthening environmental protections to preserve green spaces, natural habitats, and ecosystems *(16 comments)*
Safety & Security *16 comments*	• Desire to keep residential areas safe, clean, calm and charming, alongside concerns that growth and more urban forms of development will increase crime *(16 comments)*

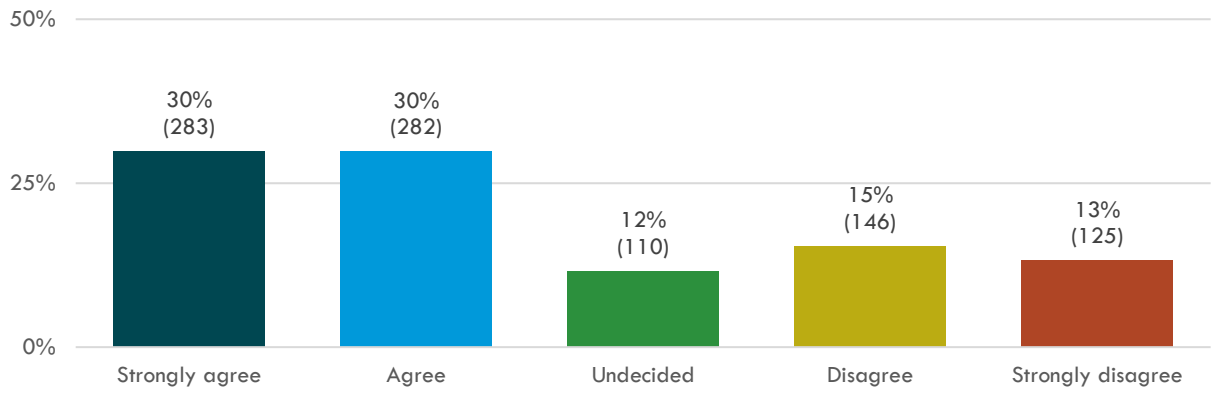
Changes to Single-Family Zones

This section of the survey asked for feedback on several potential changes to the District's Zoning Bylaw regulations that apply to neighbourhoods that have traditionally been made up of single-family homes. The intent of the potential changes is to create more livable housing options, to simplify regulations and to adapt to a changing climate. The potential changes presented in the survey include:

- Discouraging new fully in-ground basements and re-allocating the basement floor space above ground by any of these three options:
    - Building taller homes
    - Building closer to the street
    - Allowing slightly larger coach houses
- Reducing parking requirements for single-family homes

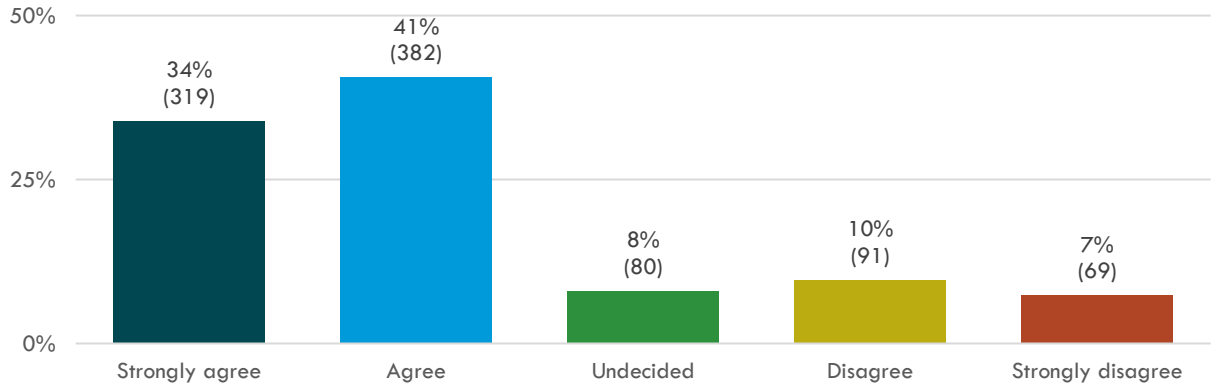
Taller Homes Up to Three Storeys

Question: *We are proposing a change to zoning regulations to permit taller homes up to three storeys in height. Do you agree or disagree?* (n=946)



Homes Built Closer to the Street

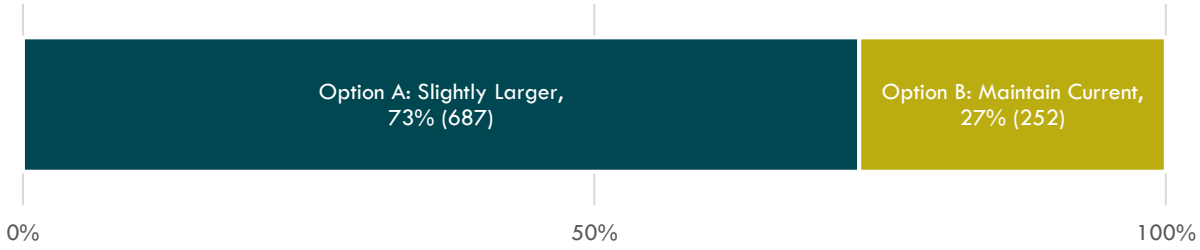
Question: *We are proposing a change to zoning regulations to permit houses to be built closer to the street. Do you agree or disagree?* *(n=941)*



Coach House Size

Question: *Please indicate your preference out of the options provided below.* *(n=939)*

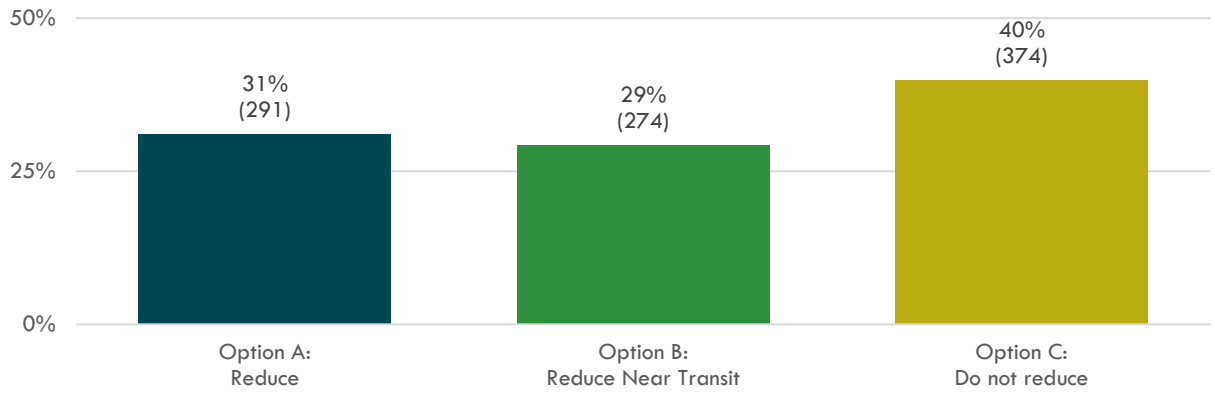
- *Option A: I support the change to allow slightly larger coach houses up to 1400 sq ft*
- *Option B: I support maintaining the current maximum coach house size of up to 969 sq ft*



Parking Reductions

Question: *Please indicate your preference out of the options provided below.* *(n=939)*

- *Option A: I support reductions to parking requirements*
- *Option B: I support reductions to parking only when located near transit*
- *Option C: I do not support reductions to parking requirements*



Written Comments

Question: *Do you have any additional thoughts to share on these proposed changes to single-family zones?* *(n=420)*

Respondents' comments were reviewed and coded into the following themes. As many comments were attributed to multiple themes, the number of themed comments is greater than the number of respondents. Themed comments with 10 or more mentions are included, except where noted below. The themed comments are presented first by the three options, then in order of the number of comments.

Themes	Comments Related to Each Theme
Option 1: Building taller homes *46 comments*	• Support for allowing property owners to build taller homes up to three storeys *(19 comments)* • Concerns about building exceptionally large houses, blocking views, shadowing adjacent properties, disrupting neighbourhood character, and/or buildings not being energy efficient *(27 comments)*
Option 2: Building closer to the street *25 comments*	• Support for allowing property owners to build homes closer to the street *(20 comments)* • Concerns about reducing green space, shadowing the street, and/or encroaching on the sidewalk or boulevard *(5 comments)*
Option 3: Allowing slightly larger coach houses *39 comments*	• Support for allowing property owners to build larger coach houses *(23 comments)* • Concerns about reducing green space and the size of backyards, blocking views, and/or impacting neighbourhood character *(16 comments)*

Themes	Comments Related to Each Theme

Parking
118 comments
	• Differing perspectives about whether to:
	  ○ Increase parking *(34 comments);*
	  ○ Reduce parking *(21 comments)*; or
	  ○ Leave parking requirements unchanged *(20 comments)*
	• Desire to better enforce existing parking requirements and/or ensure that garages and driveways are better utilized *(43 comments)*

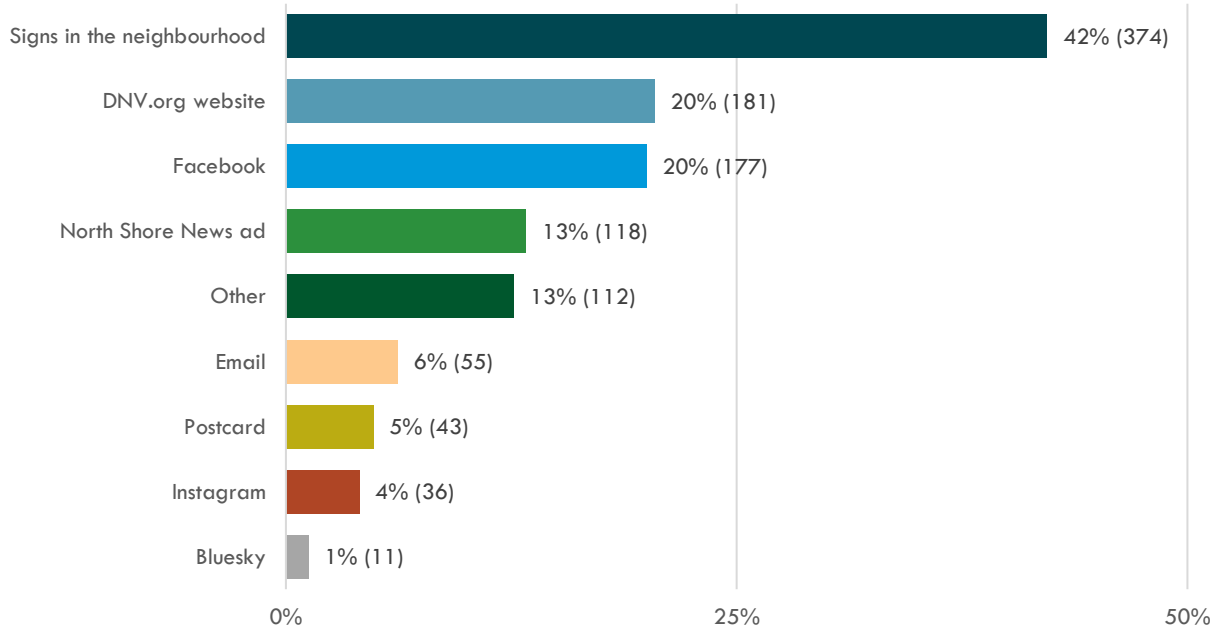
Housing *88 comments*	• Desire for more diverse housing options that can fit more seamlessly into single-family neighbourhoods *(50 comments)* • Desire for more affordable housing that is suitable for a greater range of household types *(26 comments)* • Desire for multi-generational housing *(12 comments)* • Desire to find ways to reduce rent costs, promote home ownership, and ensure that suites can continue to supplement mortgage costs *(12 comments)*
Transportation *84 comments*	• Suggestions to improve transportation infrastructure for all modes across the District, especially with reducing parking *(84 comments)*
Government process *64 comments*	• A desire to streamline and speed up government approvals processes and increase flexibility for property owners *(54 comments)*
Neighbourhood Character *54 comments*	• General concerns that the proposed changes to single-family zones would disrupt neighbourhood character, impacting privacy, views, and/or yard space *(24 comments)* • Concerns that taller homes will disrupt neighbourhood character, impacting views and privacy and/or blocking sunlight *(16 comments)* • Concerns that larger homes will disrupt neighbourhood character, impacting yard space and/or privacy *(10 comments)*
Density *53 comments*	• Support for increasing density and liveable space to make more efficient use of land, and/or to consider more multi-family housing forms *(41 comments)* • Concerns that increasing density will impact neighbourhood character, views, and parking *(12 comments)*
Basements *44 comments*	• Desire to keep basements to provide affordable living and storage space, regulate air temperature, and/or reduce the footprint of the building *(26 comments)* • Suggestions to allow partial or fully in-ground basements in certain neighbourhoods where the risk of flooding is lower *(12 comments)* • Support for prohibiting fully in-ground basements to reduce construction costs, and/or improve liveability and climate resilience *(6 comments)*
Environment & Climate Change *39 comments*	• Desire to strengthen environmental protections to preserve and replace trees, retain green spaces, and improve ecosystem health and biodiversity *(17 comments)* • Support climate-friendly development practices like low-carbon construction, energy efficient buildings, emissions reductions, solar panels, rainwater capture and green infrastructure *(11 comments)*

Survey Demographics

The survey asked several other questions to help the District determine if outreach efforts were reaching a balanced and diverse mix of community members.

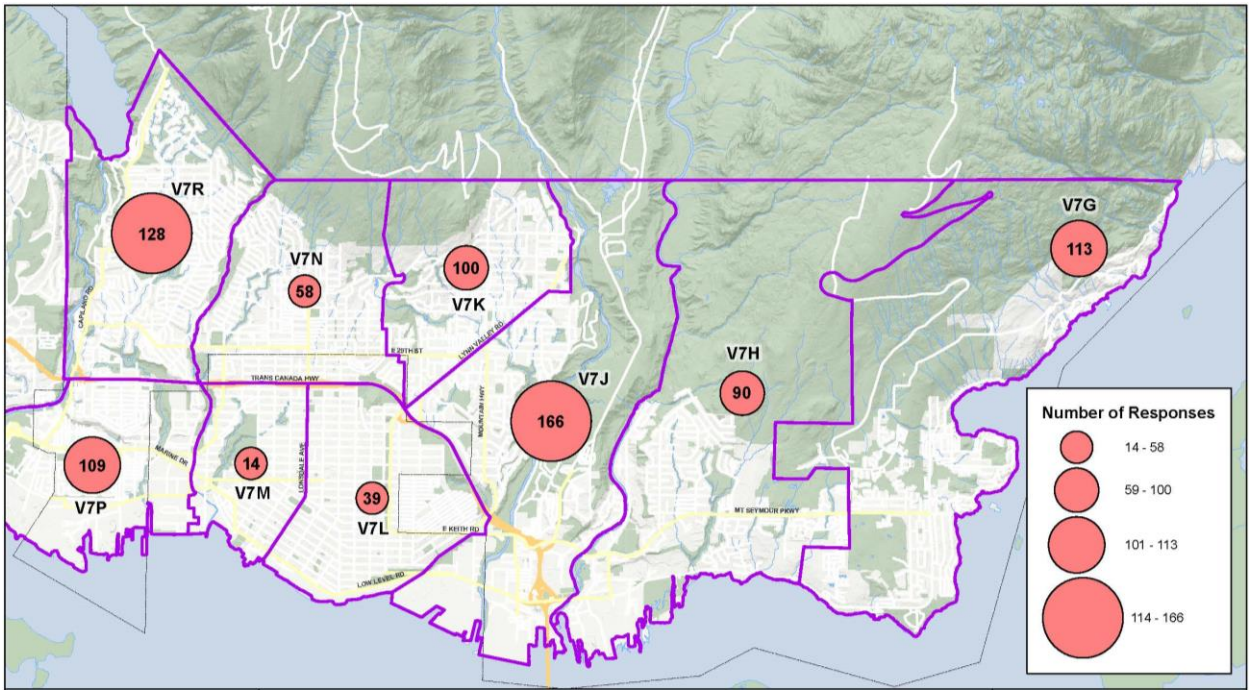
Outreach

Question: *How did you hear about this engagement? Please select all that apply.* *(n=886)*
Note the percentages represent the number of respondents who selected an option.



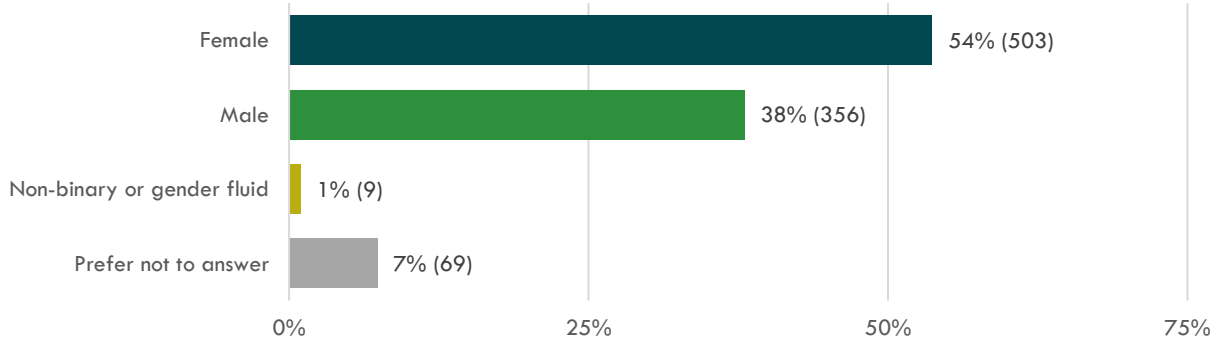
Postal Code

Question: Please provide your 3-digit postal code to help us understand who is responding to this survey. *(n=890)*



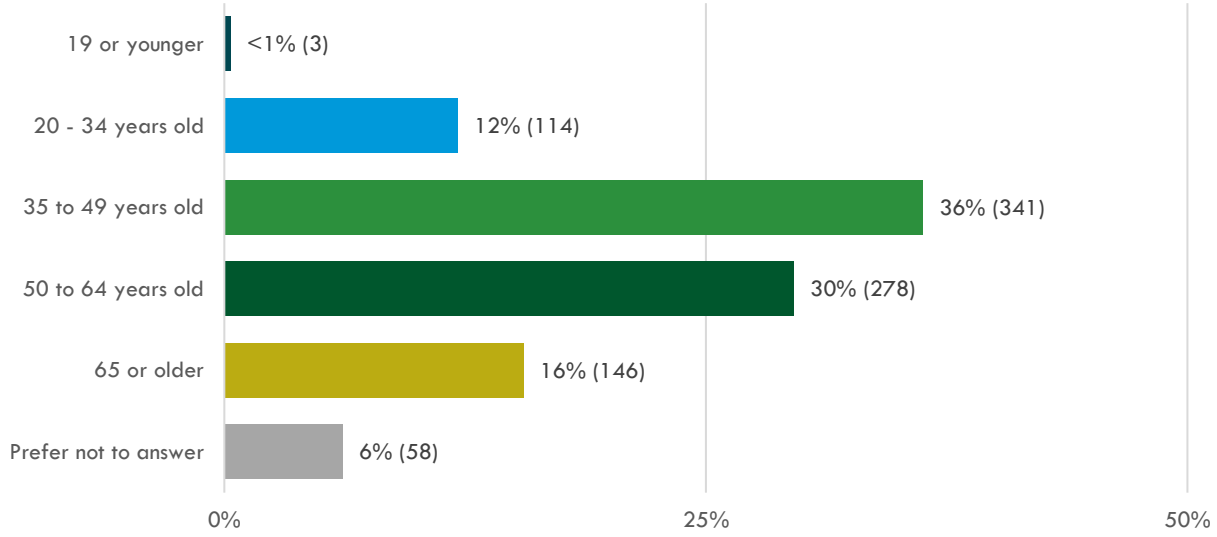
Gender

Question: What is your gender? *(n=937)*



Age

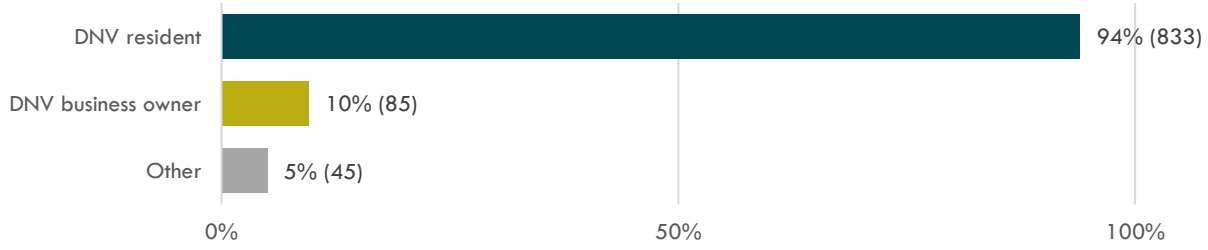
Question: Which of the following ranges includes your age? *(n=940)*



Residents & Business Owners

Question: Which of the following options best describes you? Select all that apply. *(n=886)*

Note the percentages represent the number of respondents who selected an option.



Virtual information sessions

Five virtual information sessions were hosted on different days and times throughout the engagement period. Three sessions focused on the OCP update and two focused on changes to single-family zones. Each session started with an overview presentation from staff followed by a Q&A. In total, there were 144 participants at the five sessions.

Date	Topic
Thursday, April 3, 2025, 7:00-8:30pm	OCP Update
Wednesday, April 9, 2025, 12:00-1:30pm	OCP Update
Thursday, April 24, 2025, 7:00-8:30pm	OCP Update
Tuesday, April 8, 2025, 7:00-8:00pm	Changes to single-family zones
Thursday, April 10, 2025, 12:00 -1:00pm	Changes to single-family zones

At each session, the questions and comments posed throughout the Q&A were recorded and were used to derive the themes listed below.

Themes	Questions & Comments Related to Each Theme
Scenarios	• Interest in the intent of the update and the scenario planning exercise • Interest in the resemblance of each scenario to the current OCP • Interest in the process for arriving at each scenario and how the scale of growth in different areas was determined • Interest in more specific details than those shared during the presentation, such as the expected Floor Space Ratio (FSR), boundaries, and/or land use designation changes for different areas • Interest in locating new homes close to transit, amenities, and services
Zoning changes	• Interest in information about pre-zoning properties alongside updates to the OCP • Interest in what is allowed to be built within current single-family zones • Support for other forms of small-scale multi-unit housing is being considered as part of the zoning changes • Interest in specific details related to basements, parking, FSR, laneways, lot size, number of storeys, subdivision and stratification
Transportation	• Support for alignment between growth and transportation planning • Concerns about the impact of growth on existing transportation infrastructure • Concerns about exacerbating existing challenges related to congestion on the North Shore • Concerns about whether improved transit service will be delivered to accommodate growth
Infrastructure	• Concerns about the impact of growth on aging infrastructure • Interest in how infrastructure improvements will be paid for

Themes	Questions & Comments Related to Each Theme
Amenities	• Concerns about the impact of growth on current amenities, including community centres, libraries, schools, daycare, retail • Interest in whether new amenities will be built to support growth
Housing	• Support for a mix of forms and tenures in different areas • Support for accommodating more affordable housing • Support for housing tailored to the specific needs of various groups, such as seniors, families, and students • Interest in how the anticipated housing units will be delivered and who will build them
Environment	• Interest in the relationship between growth and the impact on the natural environment
Economy	• Interest in the relationship between accommodating new housing and supporting commercial development
Government	• Interest in the approval process and timing for updates to the OCP and zoning bylaw • Interest in the role of and relationship with other government agencies and neighbouring Indigenous communities

Open houses

Three in-person open houses were hosted on different days and times. At the open houses, 30 poster boards provided detailed information about the OCP Update and changes to single-family zones (boards available at *DNV.org/OCP-2025)*. Staff from various departments and the project consultant were present to receive comments and answer questions. The poster boards for changes to single-family zones also provided several opportunities for interactive feedback via sticky notes where participants could share their ideas. In total, there were 205 participants at the three open houses.

When	Where
Wednesday, April 2, 2025, 6:30-8:30pm	Dorothy Lynas Elementary School Gym
Saturday, April 12, 2025, 2:30-5:30pm	Delbrook Community Recreation Centre Arbutus Room
Wednesday, April 16, 2025, 6:30-8:30pm	Ross Road Elementary School Gym

After the open houses, staff summarized questions and comments which are reflected in the themes listed below.

Themes	Examples of Comments Related to Each Theme
Growth	• General understanding that the Province has mandated growth; with a few expressing pushback on the Province • Generally more interest in Scenario 3 (distribute growth) or a mix of Scenario 3 with other scenarios • Interest in locating new homes close to transportation, transit options, services, and amenities
Density	• Some concerns about increased density in specific neighbourhoods, particularly Lynn Valley
Housing	• Interest in low-density multi-family housing options, such as duplexes, triplexes, and multiplexes • Interest in diverse housing types for the needs of different residents, including housing for seniors, affordable housing, and co-ops • Concerns around housing affordability and how it can be addressed
Transportation	• Concerns about traffic congestion, transit, and the transportation infrastructure needed to support population growth
Infrastructure & Amenities	• Concerns about the infrastructure needed to accommodate growth, including servicing, utilities, and transportation • Concerns about public amenities needed to support growing population (e.g., schools, parks, health care, community facilities)
Single-Family Zoning	• Broad interest in the proposed changes to single-family zoning, particularly around making better use of existing lots, accommodating multi-generational housing, and simplifying regulations • General support for lifting basements out of the ground and creating more livable homes • General support for reduced front yard setbacks • General support for coach houses that can accommodate a family • General support for taller buildings but mixed views on allowing a full third storey • Mixed views on reducing parking requirements

Single-Family Zones: Written Comments on Boards

During the open houses, participants provided written comments on the changes to single-family zones by adding post it notes to the boards. Staff summarized the written comments which are reflected in the themes listed below.

Themes	Comments Related to Each Theme
Unit mix	• Interest in coach houses • Support for an increase to coach house size • Concerns about cost of construction • Desire for stratification to facilitate financing • General interest in duplexes and triplexes
More flexible building regulations	• Support for increased flexibility in regulations • Interest in reduced building setbacks • Interest in flexibility in coach house location • Support for increased building heights • Support for all basement forms • Support for smaller lots sizes
Transportation	• Increase transit service • Improve cycling infrastructure • Improve pedestrian infrastructure • Focus development along transit corridors
Climate	• Support climate resilient design with new regulations • Support tree planting and preservation • Interest in creek protection and storm water management

Community pop-ups

Four in-person pop-up events were held across the community on weekdays and weekends, in the morning and afternoons. This allowed for informal opportunities for the public to learn about the OCP Update project, ask questions, and learn about other engagement activities. These events aimed to intercept passers-by to increase access to audiences that might not have otherwise contributed or attended more formal, scheduled engagement events. The locations were chosen based on opportunities for interaction. In total, there were approximately 181 interactions at the four events.

When	Where
Saturday, April 5, 2025, 11-1pm	Parkgate Community Centre/Library
Friday, April 11, 2025, 2-4pm	Lynn Valley Village/Library
Wednesday, April 23, 10am-12pm	Edgemont Village
Friday, April 25, 1-3pm	Lions Gate Village/Community Centre

After the pop-ups, staff summarized questions and comments which are reflected in the themes listed below.

Themes	Examples of Comments Related to Each Theme
Growth	• Interest in Scenario 3 for its potential to reduce pressure in growth centres, limit the high-rise building form in centres, and/or provide more equitable growth across the District • Some support for taller buildings near transit and amenities, while others preferred mid-rise or low-density multi-family forms spread out more widely
Housing	• Interest in low-density multi-family housing options, such as duplexes, triplexes, and multiplexes • Interest in diverse housing types for the needs of different residents, including housing for seniors, affordable housing, and co-ops
Transportation	• Concerns around transportation infrastructure and traffic congestion
Infrastructure & Amenities	• Concerns around existing and future capacity for community services (e.g., health care, schools, green space) • Desire for community services and amenities to be in close proximity to new housing (e.g., parks, grocery stores)
Single-Family Zoning	• Interest in simplifying and adding flexibility to zoning regulations for single-family areas

Implementation partners

Implementation partners are internal departments and external agencies that implement and operate important community infrastructure and services. Staff conducted meetings about the OCP Update with staff from these groups. At these meetings, staff gave a presentation on the OCP Update, with a focus on the three growth scenarios. After the presentation, participants were provided an opportunity to provide comments and ask questions. A total of 24 participants took part in these meetings, including:

- BC Hydro
- Capilano University
- District of North Vancouver Fire & Rescue Services
- North Shore Emergency Management
- North Vancouver District Public Library
- School District 44

Staff took notes at the meetings with implementation partners, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	• Support for coordinated, long-range planning for growth • Desire for equity-informed approach to growth • Suggestion that more concentrated growth (i.e., Scenarios 1 and 2) is easier to plan for servicing and infrastructure (e.g., hydro infrastructure) • Desire for coordination between jurisdictions when planning for growth
Infrastructure & Amenities	• Desire to proactively address servicing challenges associated with increased density • Noted greater servicing and infrastructure needs in certain areas that may experience growth (e.g., Capilano University area) • Concerns around the cost and complexity of upgrading infrastructure • Desire to plan for public amenities including libraries, recreation, and schools, alongside growth • Noted that existing amenities in some areas of the District have more capacity to accommodate growth than others
Safety & Security	• Support to plan for emergency management and related services alongside growth • Concern about accommodating new housing in areas with natural hazards

Interest holders

Interest holders include community organizations, housing and social service providers, development industry representatives, regional agencies, and business associations. An initial outreach e-mail was sent to a broad list of interest holders to offer an opportunity to meet with staff, learn about the project, and ask questions. Of the organizations that replied with interest, District staff held meetings with representatives of the interest holder groups about the OCP Update. A total of five meetings were held and included 23 participants from the following organizations:

- Chamber of Commerce
- Community Housing Action Committee
- Kiwanis North Shore Housing Society
- North Shore Women's Centre
- North Vancouver Community Association's Network
- Parkgate Community Services Society
- TransLink
- Vancouver Coastal Health

Staff took notes at the meetings with interest holders, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	• Generally more support for a more distributed growth scenario • Support for concentrating growth in areas well-served by transit • Desire for growth that supports complete communities and all demographics, including families, seniors, and vulnerable populations • Desire for coordination between jurisdictions when planning for growth
Housing	• Concerns around housing affordability • Concerns about tenant displacement • Interest in low-density multi-family housing and gentle density options, such as duplexes, triplexes, and multiplexes • Interest in mechanisms for housing diversity and affordability (e.g., inclusionary zoning, mid-market housing policies, rent-to-own models, building co-ops, building transitional and supportive housing)
Transportation	• Desire to align land use with regional transit planning objectives • Concerns about traffic congestion and the potential strain on existing transportation infrastructure
Infrastructure & Amenities	• Concerns about how infrastructure and amenity needs will be paid for • Desire to plan for the infrastructure required to accommodate growth • Desire to plan for the amenities required to support growth (e.g., schools, social services, retail, employment areas, recreation)
Economy & Employment	• Desire for the protection and intensification of employment lands • Desire to prevent residential encroachment into designated non-residential commercial or industrial areas • Desire for commercial amenities that serve the needs of residents and locally within neighbourhoods

District committees

District staff presented to five District committees about the OCP Update during April and May 2025. At these meetings, staff presented an overview of the project and provided an opportunity for committee members to ask questions and provide feedback. There were a total of 35 participants from the following committees:

- Advisory Design Panel
- Climate Action Advisory Committee
- Community Services Advisory Committee
- Community Heritage Advisory Committee
- Parks and Natural Environment Advisory Committee

Staff took notes at the committee meetings, which were used to derive the themes listed below.

Themes	Comments Related to Each Theme
Growth	• Concerns that scenarios that distribute growth could have more impact on heritage properties • Desire to ensure livability and quality of life as growth occurs • Support for concentrating growth in areas well-served by transit • Support for concentrating growth to build more complete communities • Desire for coordination between jurisdictions when planning for growth
Housing	• Concerns about housing affordability • Concerns about tenant displacement and the redevelopment of older apartment buildings
Transportation	• Concerns around transportation infrastructure and traffic congestion
Infrastructure & Amenities	• Desire to plan for the infrastructure required to accommodate growth (e.g., water, sewer, and other utilities) • Desire to plan for amenities required to support growth (e.g., green space, trails, daily needs, childcare) • Concerns about how infrastructure and amenity needs will be paid for
Environment & Climate Change	• Concerns about the urban heat island effect, stormwater runoff, and emissions impacts from new development • Desire to ensure that future development aligns with the District's climate action targets and goals • Suggestion to consider potential natural hazards
Heritage Conservation	• Desire for more protection of heritage properties

Email correspondence

OCP Update

Thirteen emails were received about the OCP Update during the engagement period. Staff responded to all the e-mails. No phone inquiries were received. The feedback is summarized below:

- Requests for additional information and supporting documents
- Questions about the scenarios (e.g., what are the associated densities with each scenario map), permitted densities in Transit-Oriented Areas (TOAs) and TOA boundaries, density changes for specific properties and roads, potential road network changes, zoning and potential pre-zoning, and Inclusionary Zoning
- Desire for more distributed density and infill housing options
- Comment on advertising the engagement for the OCP Update

Changes to Single-Family Zoning

Twelve emails were received about single-family zoning during the engagement period. The feedback is summarized below:

- Streamlining Regulations
    - Increase flexibility to provide greater ability to create more liveable homes
    - Simplify regulations
    - Facilitate building permit review
    - Improve the digital interface
- Unit Types
    - Support for coach houses
    - Support for coach houses in the front yard
    - Support for stratification
    - Interest in duplexes and triplexes
- Multi-generational Housing
    - Support for family-oriented (larger) coach houses
    - Support for seniors' housing and aging in place
- Density Increase
    - Support for increases in permitted gross floor area and Floor Space Ratio (FSR) to accommodate additions and renovations to existing homes



Proposed Changes to Single-Family Zoning Regulations

District of North Vancouver
Council Workshop
December 2, 2025

Workshop Background

Since 2015

Continuous revisions to SF zones

June 2024

Permit House, Suite, and Coach House

June 2025

Proposed SF Zoning Changes

Dec 2025

SF Zoning Changes Workshop

Proposed Regulations

Visual Examples

Context

Principles

Density

Height

Front Yard

Coach House

FAQ

Workshop Presentation Outline

Context: Zoning Bylaw Rewrite

Zoning Bylaw Rewrite

1965 Zoning Bylaw

19 Single-Family Zones

2025 Zoning Bylaw

Context: Bill 25 (Bill 44 SSMUH)
Small-Scale Multi-Unit Housing

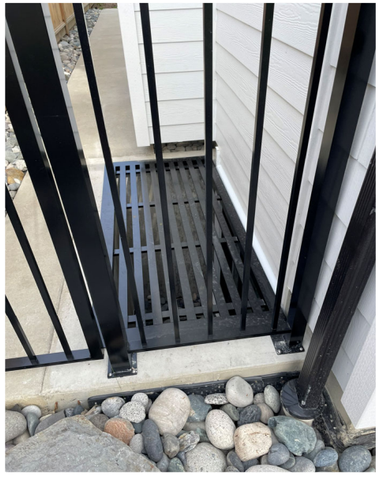
Development Form	House	House + Suite and/or Coach House	SSMUH Up to 4 units	SSMUH Up to 6 units
SSMUH 6 Lots	✓	✓	✓	✓
SSMUH 4 Lots	✓	✓	✓	
SSMUH Exempt Lots	✓	✓		

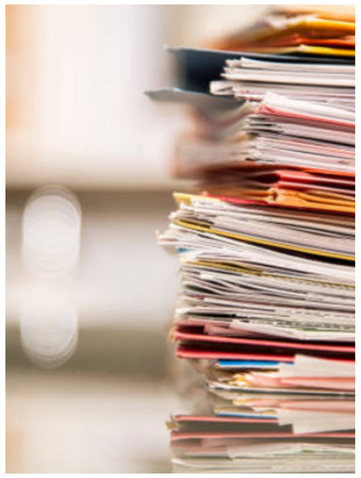
Zoning Regulations Discussed Today

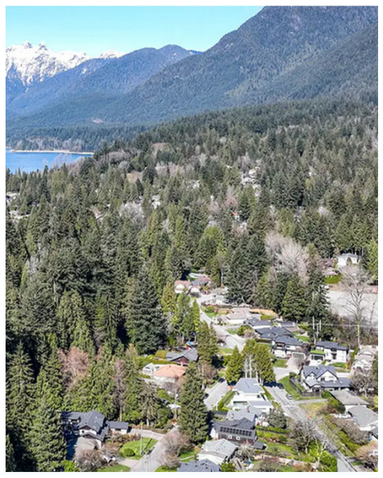
All metrics, illustrations, and diagrams are draft and subject to change. Rendering for illustrative purposes only.

Key Principles

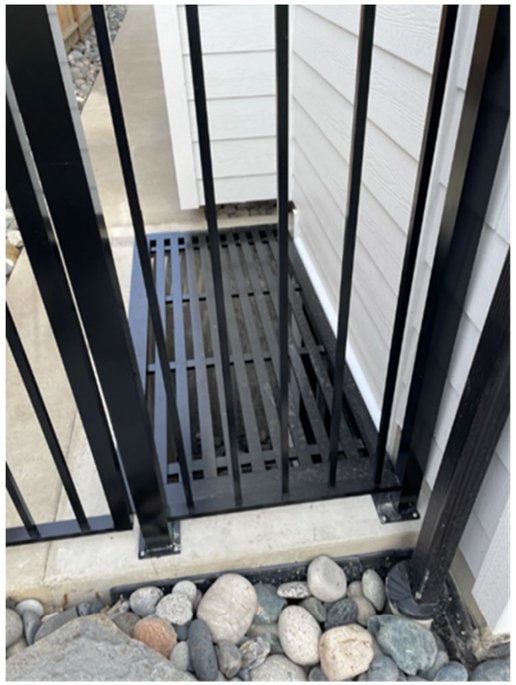
Key Principles					
Improve Liveability	**Promote Climate Resilience**	**Simplify Regulations**	**Facilitate Housing Diversity**	**Respecting Existing Character**	**Maintain Existing Development Potential**








Improve Livability of the Lowest Floor



Light and Air

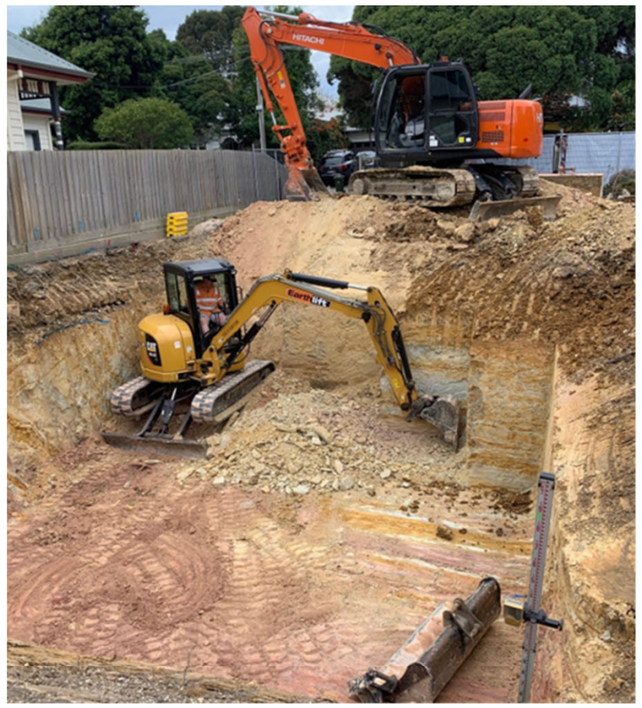


Accessibility



Flooding

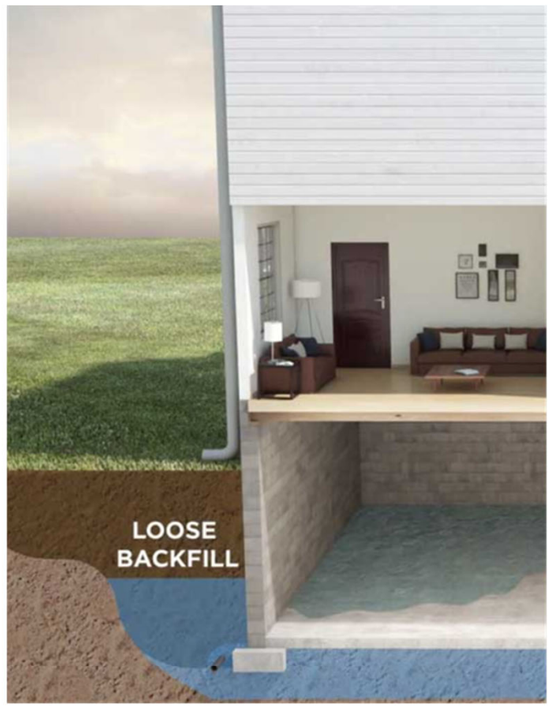
Reduce Environmental Impacts from Basements



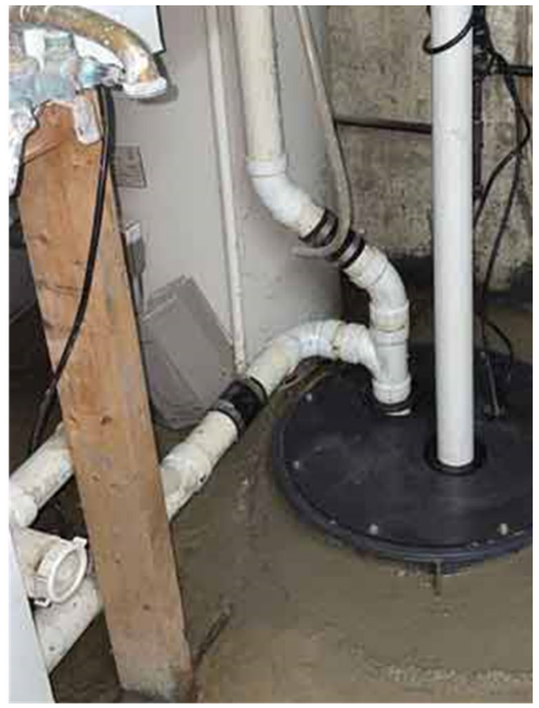
Soil Disturbance, Tree Retention



Cost, Embodied Carbon



Stormwater, Groundwater



Mechanical Systems

Context

Principles

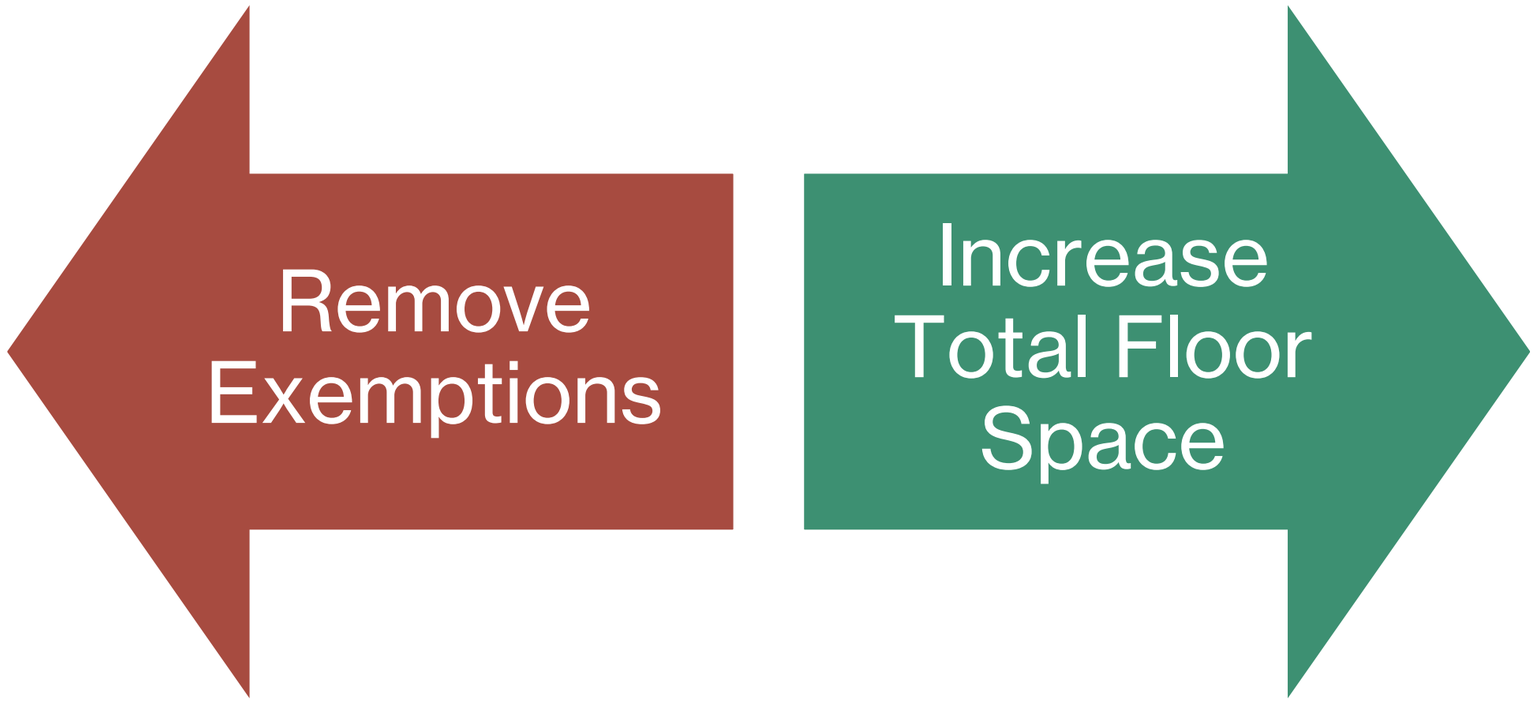
Density

Height

Front Yard

Coach House

FAQ



All metrics, illustrations, and diagrams are draft and subject to change. Rendering for illustrative purposes only.

Total Buildable Floor Space on a 7,500 sq. ft. flat lot



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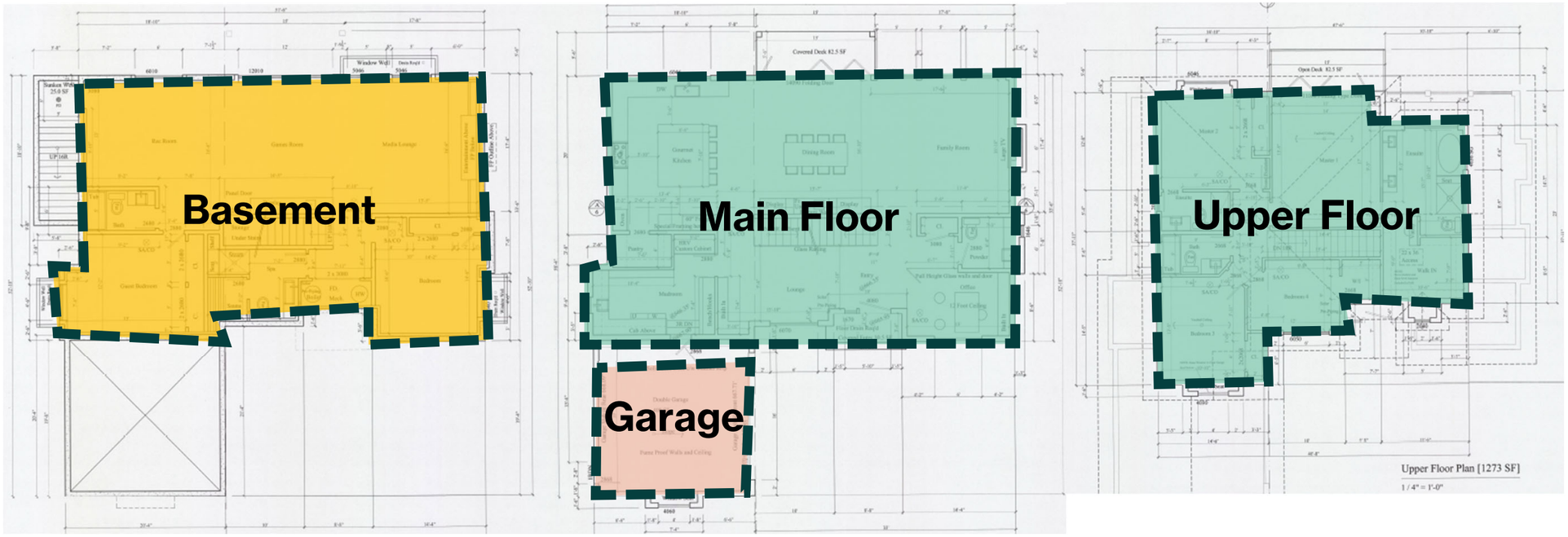

Existing Regulations

3,000 sq. ft. countable floor space
400 sq. ft. garage exemption
1,700 sq. ft. basement exemption

= 5,100 sq. ft. total (0.7 FSR)

Proposed Regulations

5,100 sq. ft. countable floor space
no garage exemption
no basement exemption

= 5,100 sq. ft. total (0.7 FSR)

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Reallocating Below-Grade Living Space

All 3 proposed,
not mutually exclusive



Rendering for illustrative purposes only.

Context

Principles

Density

Height

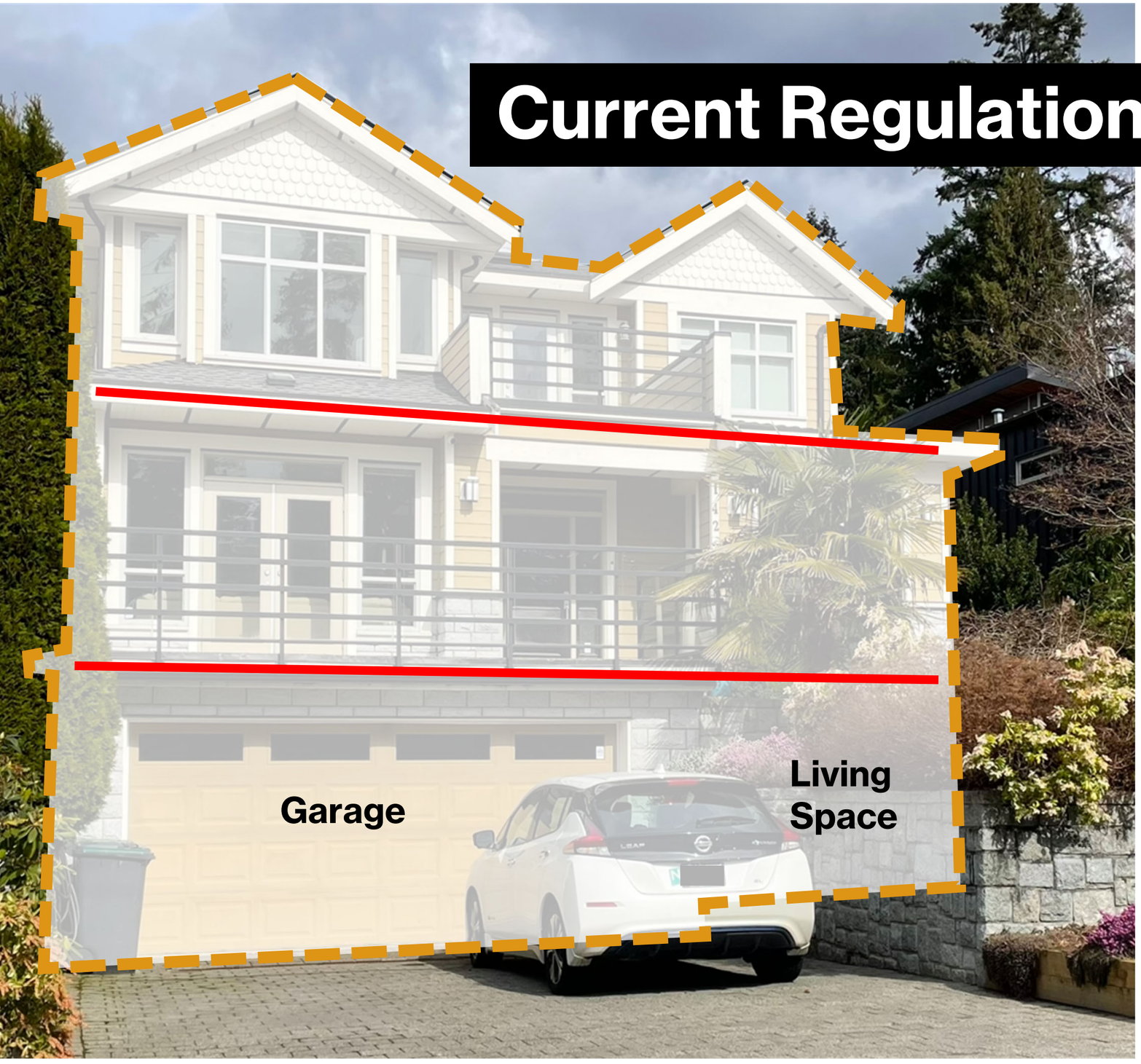
Front Yard

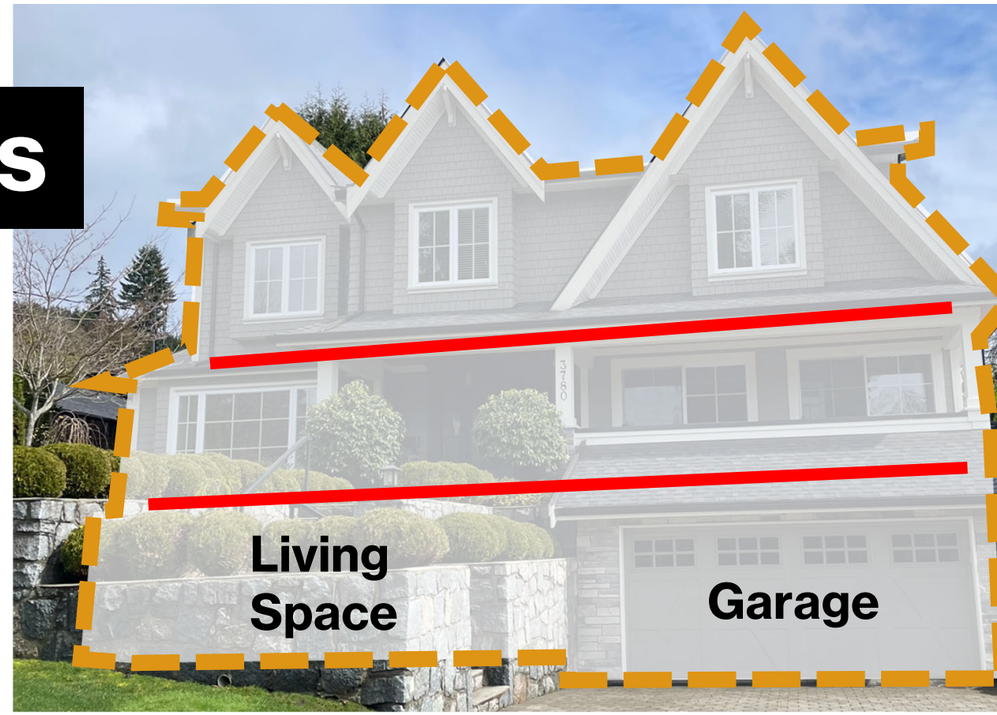
Coach House

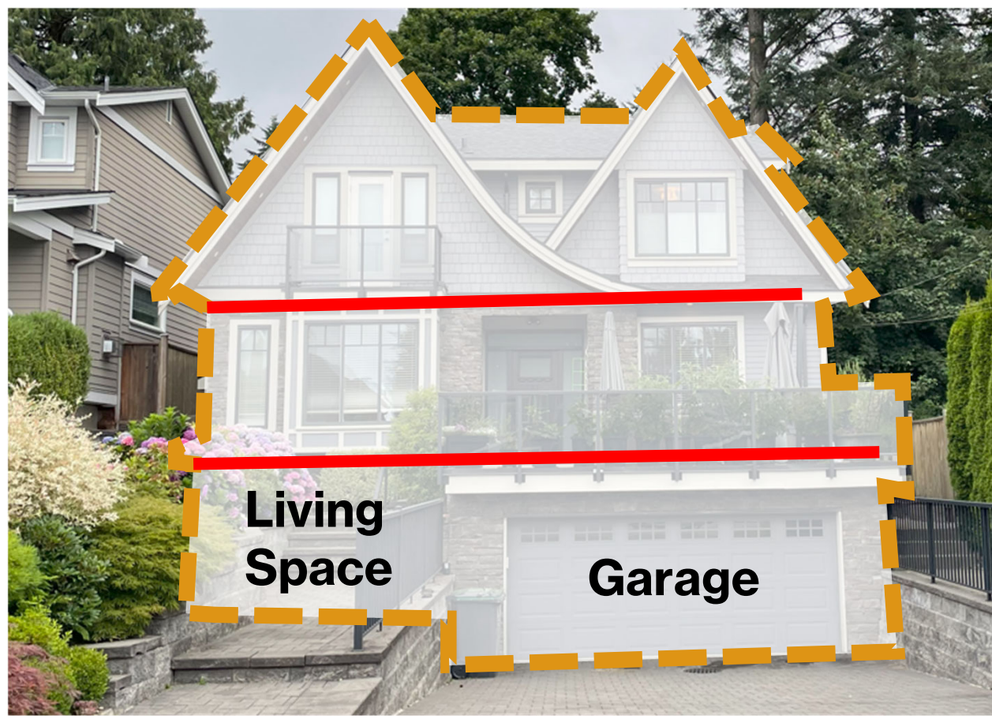
FAQ



Current Regulations







Existing vs Proposed **Main Building Height Regulations**

Maximum Height	Existing Regulations	Proposed Regulations
Main House – number of storeys	**3 storeys (including basement)**	**3 storeys (including partial basement)**
Main Building – maximum height for steepest roof pitch	**~28 ft**	**~38 feet**



60% When surveyed this spring District residents **expressed support** for permitting a third storey.

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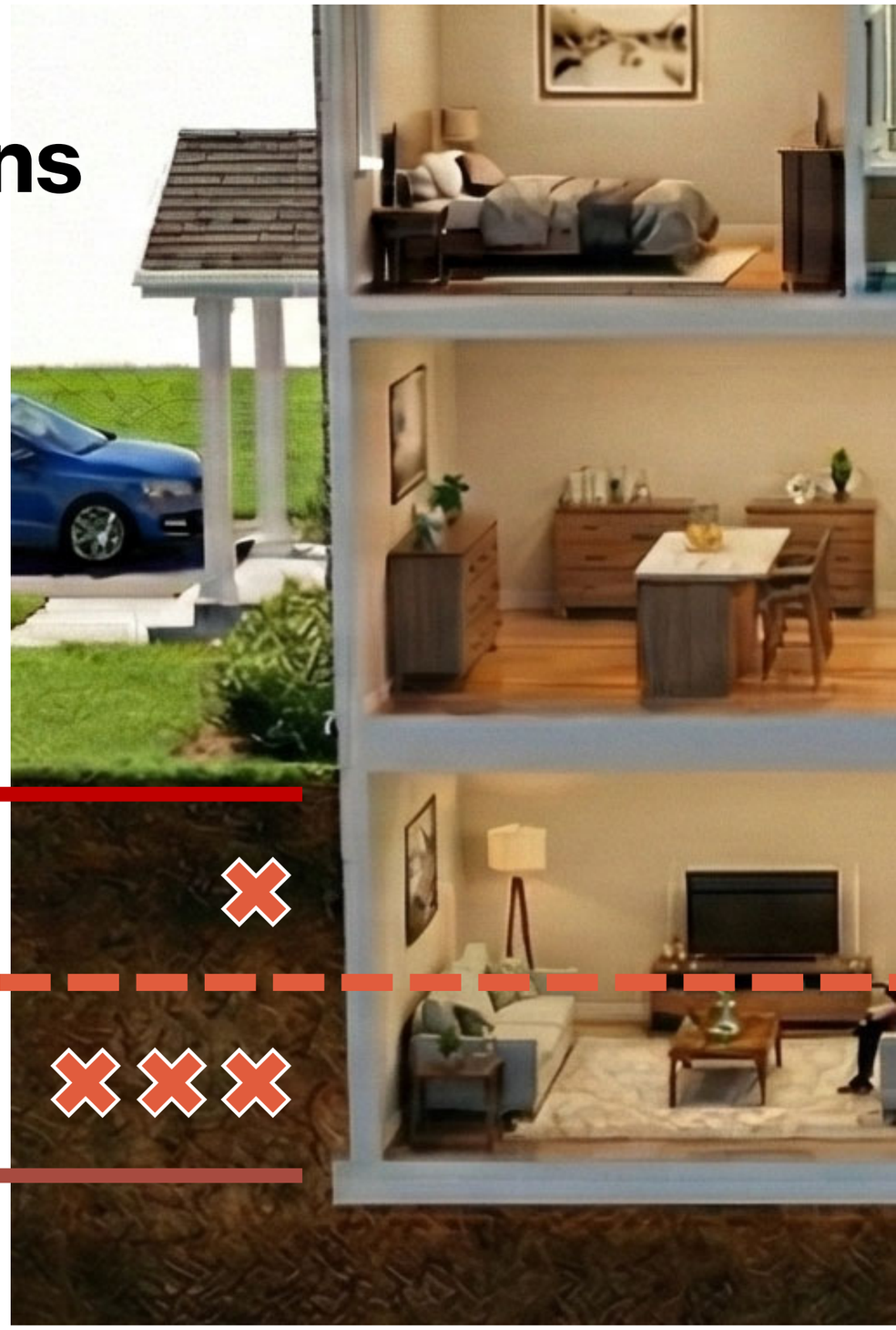
Proposed Basement Regulations
“The Basement Trade-Off”

Prohibit Any Amount of Basement
- Most liveable
- Least environmental impact
- Least flood susceptibility
- Least construction Cost

Proposal: Permit Half Basement
- Best of both options
- Point of diminishing returns

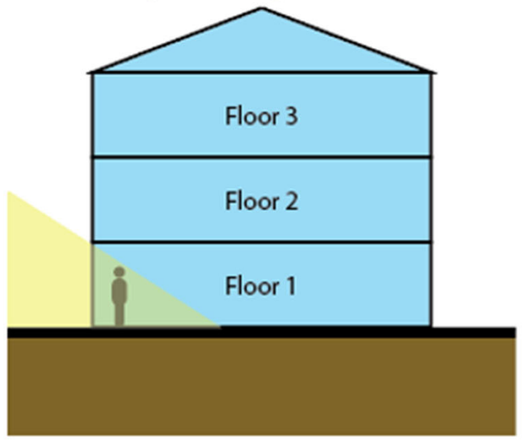
Permit Fully-Buried Basement
- Lower building
- Less overlook and shadowing
- More conducive for “ground-floor living”



Proposed Height Regulations

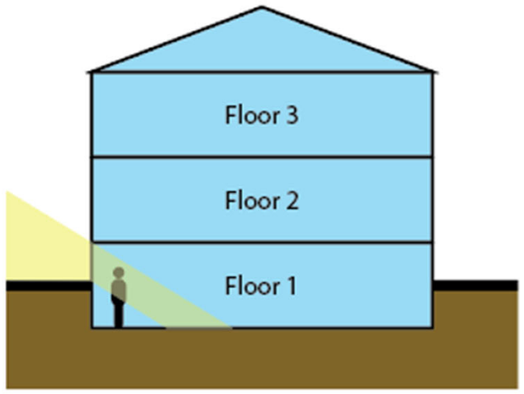
Flat Lots

Scenario A
Full 3 storeys above grade



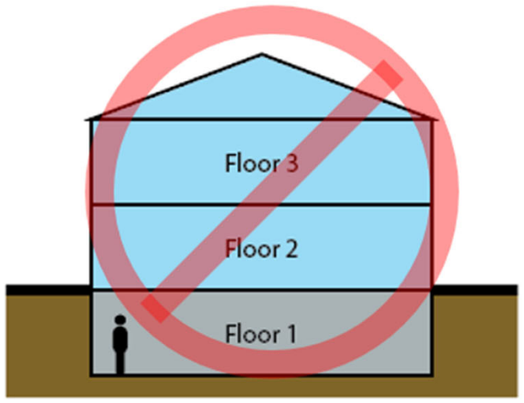
✓ Permitted

Scenario B
Half Buried Partial Basement (2.5 storeys)



✓ Permitted

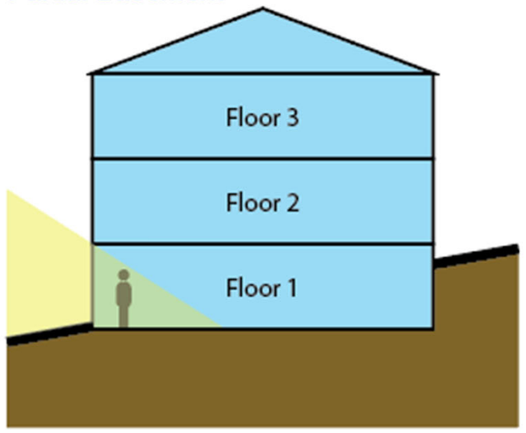
Scenario C
Fully Buried Basement



× Not Permitted

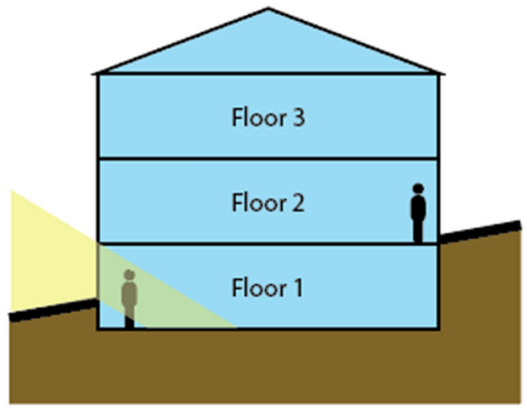
Sloped Lots

Scenario D
Partial Basement



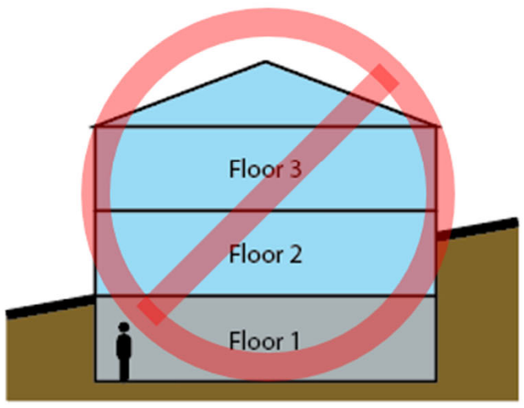
✓ Permitted

Scenario E
Partial Basement



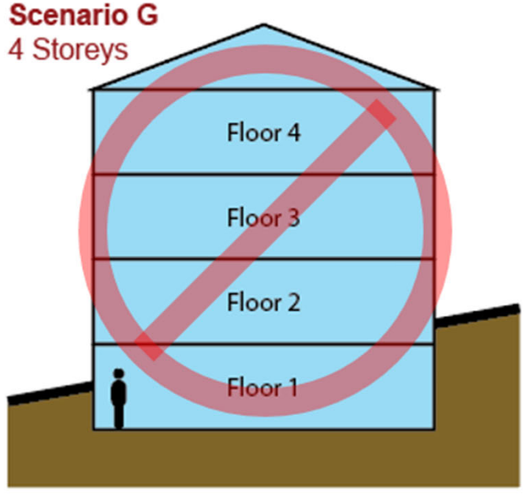
✓ Permitted

Scenario F
Fully Buried Basement



× Not Permitted

Scenario G
4 Storeys



× Not Permitted

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Different height limits for different roof types



Flat Roof



Pitched Roof

All metrics, illustrations, and diagrams are draft and subject to change. Rendering for illustrative purposes only.



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Context
Principles
Density
Height
Front Yard
Coach House
FAQ



Existing Variation in Front Yard Setback



Current Regulations





Existing vs Proposed **Front Yard Regulations**

Building within Front Yard	Existing Regulations	Proposed Regulations
Permitted Use	**Garage**	**Garage and/or Living Space**
Maximum Storeys	**1 storey**	**2 storey**
Maximum Height	**18 feet**	**28 feet**
Minimum Setback	10 feet	10 feet



When surveyed this spring District residents **expressed strong support** for permitting living space in the front yard.

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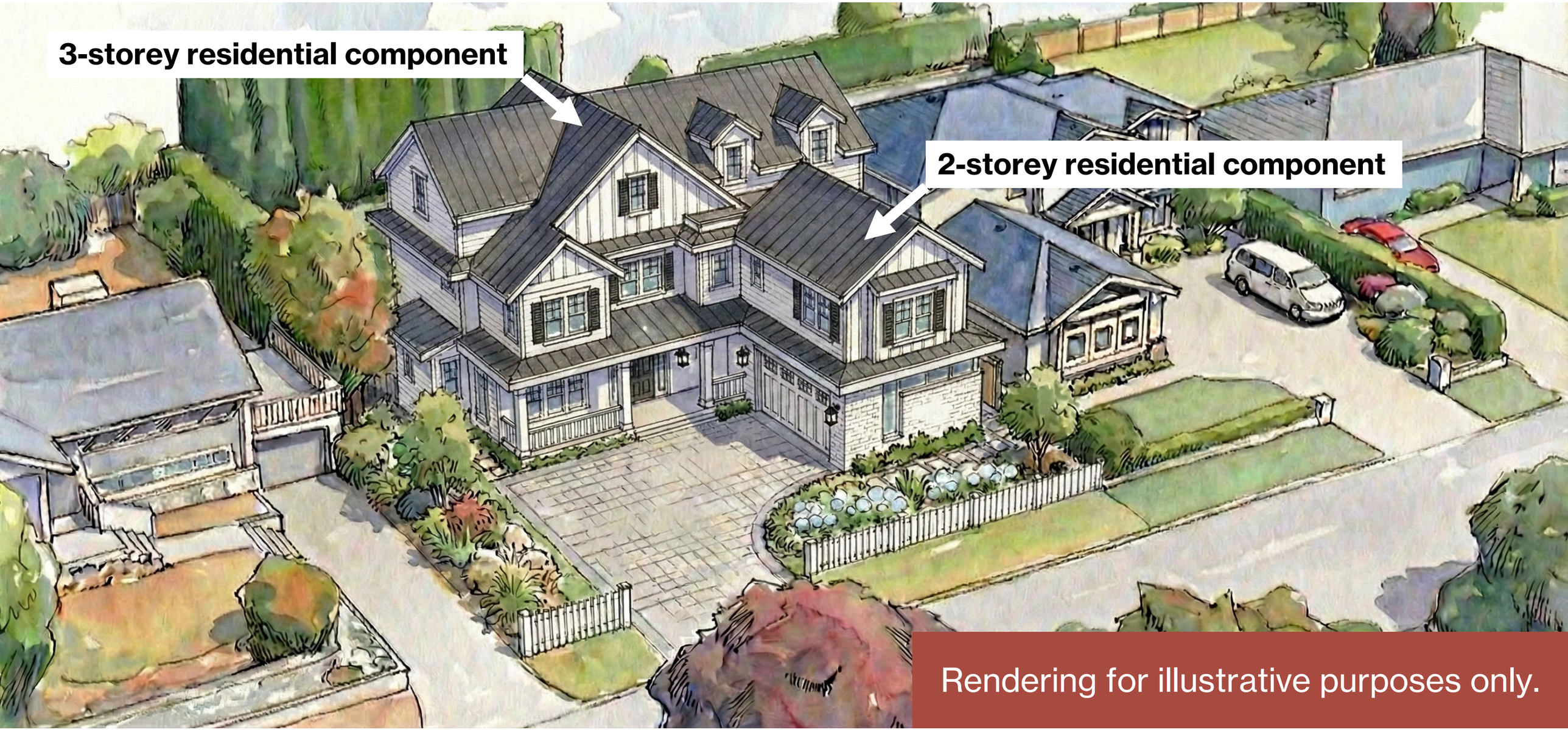
Rendering for illustrative purposes only.



Rendering for illustrative purposes only.

Context
Principles
Density
Height
Front Yard
Coach House
FAQ



Coach Houses

- A great way to introduce multi-family housing or to **diversify housing options**

- District **residents expressed support** for permitting larger coach houses (up to 1,400 sft)

- Many residents found they did not have the **unrealized density** to facilitate a coach house.







Existing vs Proposed **Coach House Regulations**

Coach House	Existing Regulations	Proposed Regulations
Maximum Size	**968 sq. ft.**	**1,400 sq. ft.**
Additional Permitted Floor Space for the third unit	**N/A**	**500 sq. ft.**
Location	Behind main house	Behind the main house
Storeys	2 storeys	2 storeys



When surveyed this spring District residents **expressed strong support** for permitting larger coach houses.

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Rendering for illustrative purposes only.

Context
Principles
Density
Height
Front Yard
Coach House
FAQ

Frequently Asked Questions

Will the proposed changes lead to larger homes?

Most likely yes. While the overall maximum floor space of new homes will be similar to current regulations, **more of it will be above ground**.

New homes are almost always much larger than older homes, even under current zoning regulations.



Will these proposed changes lead to drastic change in existing neighbourhoods?

Overall rate of change in existing neighbourhoods will likely remain similar.

~120

Permits / Year
(New Builds + Coach Houses + Major Additions)

<1%

of Homes / Year

If all three units can be family sized, will there be sufficient parking?

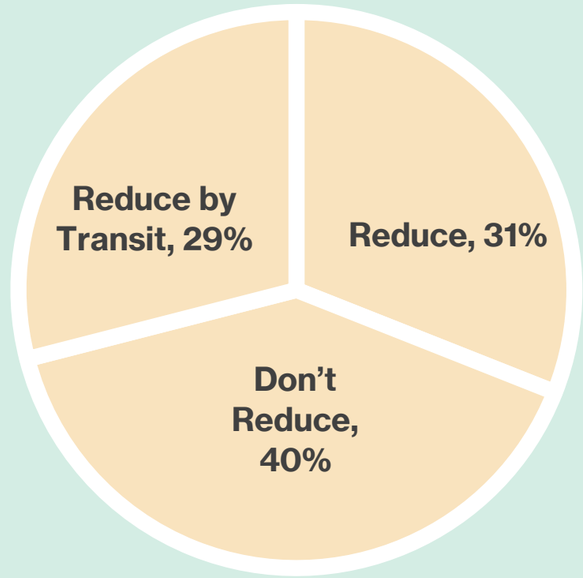
Parking requirements are **not proposed to change**. Staff will monitor implementation closely.

2

Stalls
Main House

3

Stalls
Main House with secondary suite and/or a coach house



If my current home has a fully below-grade basement, how will the proposed changes impact me?



There will be **no requirement to remove or make changes** to existing basements.

Fully in-ground basements can continue to be used and maintained. However, they **cannot be expanded or newly built** (except with variances).

Fully in-ground basements are proposed to be **countable floor space** for density calculations.

What has been the analysis for these changes?



Municipal Scan

RS1	RS2	RS3	RS4	RS5	RSCH	RSD	RSE	RSEW	RSH	RSK	RSKL	RSMF	RSMH	RSN	RSNQ	RSPH	RSQ	RSSG	Average	Weighted Average	
1.68	1.68	1.68	1.68	1.68	1.53	0.89	1.51	1.53	1.16	1.18	1.68	1.68	2.02	0.84	1.82	1.75	1.24	1.53	1.51	1.72	3.43
1.40	1.40	1.40	1.40	1.40	1.25	0.83	1.24	1.25	1.01	1.09	1.40	1.40	1.60	0.78	1.50	1.45	1.09	1.25	1.27	1.41	7.07
1.25	1.25	1.25	1.25	1.25	1.09	0.80	1.08	1.09	0.93	1.04	1.25	1.25	1.37	0.75	1.33	1.29	1.00	1.09	1.14	1.25	5.00
1.15	**1.15**	**1.15**	**1.15**	**1.15**	**0.99**	**0.77**	**0.99**	**0.99**	**0.87**	**1.01**	**1.15**	**1.15**	**1.22**	**0.73**	**1.21**	**1.18**	**0.95**	**0.99**	**1.05**	**1.15**	**11.50**
1.08	**1.08**	**1.08**	**1.08**	**1.08**	**0.93**	**0.76**	**0.92**	**0.93**	**0.83**	**0.99**	**1.08**	**1.08**	**1.12**	**0.71**	**1.14**	**1.11**	**0.91**	**0.93**	**0.99**	**1.08**	**91.88**
1.03	**1.03**	**1.03**	**1.03**	**0.96**	**0.88**	**0.75**	**0.87**	**0.88**	**0.81**	**0.97**	**1.03**	**1.03**	**1.04**	**0.70**	**1.08**	**1.05**	**0.89**	**0.88**	**0.94**	**1.02**	**749.23**
0.99	**0.99**	**0.99**	**0.99**	**0.85**	**0.84**	**0.74**	**0.83**	**0.84**	**0.79**	**0.96**	**0.99**	**0.99**	**0.98**	**0.69**	**1.04**	**1.01**	**0.86**	**0.84**	**0.91**	**0.97**	**1001.90**
0.96	**0.96**	**0.96**	**0.96**	**0.76**	**0.81**	**0.73**	**0.80**	**0.81**	**0.77**	**0.95**	**0.96**	**0.96**	**0.94**	**0.69**	**1.00**	**0.98**	**0.85**	**0.81**	**0.88**	**0.92**	**326.28**
0.78	**0.78**	**0.78**	**0.78**	**0.69**	**0.78**	**0.73**	**0.78**	**0.78**	**0.76**	**0.94**	**0.78**	**0.78**	**0.90**	**0.68**	**0.82**	**0.80**	**0.83**	**0.78**	**0.79**	**0.77**	**341.59**
0.76	**0.76**	**0.76**	**0.76**	**0.63**	**0.76**	**0.72**	**0.76**	**0.76**	**0.74**	**0.89**	**0.76**	**0.76**	**0.87**	**0.68**	**0.79**	**0.78**	**0.82**	**0.76**	**0.77**	**0.75**	**698.83**
0.75	**0.75**	**0.75**	**0.75**	**0.58**	**0.75**	**0.72**	**0.74**	**0.75**	**0.74**	**0.82**	**0.75**	**0.75**	**0.84**	**0.67**	**0.77**	**0.76**	**0.81**	**0.75**	**0.75**	**0.74**	**935.88**
0.73	**0.73**	**0.73**	**0.73**	**0.54**	**0.73**	**0.72**	**0.73**	**0.73**	**0.73**	**0.76**	**0.73**	**0.73**	**0.82**	**0.67**	**0.76**	**0.74**	**0.81**	**0.73**	**0.73**	**0.73**	**931.20**
0.72	**0.72**	**0.72**	**0.71**	**0.50**	**0.72**	**0.71**	**0.72**	**0.72**	**0.72**	**0.71**	**0.71**	**0.71**	**0.80**	**0.65**	**0.74**	**0.72**	**0.80**	**0.72**	**0.71**	**0.71**	**1548.68**
0.71	**0.71**	**0.71**	**0.66**	**0.47**	**0.71**	**0.71**	**0.70**	**0.71**	**0.71**	**0.66**	**0.66**	**0.66**	**0.79**	**0.61**	**0.73**	**0.67**	**0.79**	**0.71**	**0.69**	**0.70**	**1806.67**
0.70	**0.70**	**0.70**	**0.62**	**0.44**	**0.70**	**0.71**	**0.70**	**0.70**	**0.71**	**0.62**	**0.62**	**0.62**	**0.77**	**0.57**	**0.72**	**0.63**	**0.79**	**0.70**	**0.67**	**0.69**	**1404.95**
0.69	**0.69**	**0.69**	**0.59**	**0.41**	**0.69**	**0.71**	**0.68**	**0.69**	**0.71**	**0.59**	**0.59**	**0.59**	**0.76**	**0.54**	**0.71**	**0.60**	**0.78**	**0.69**	**0.65**	**0.68**	**1033.52**
0.68	**0.68**	**0.68**	**0.56**	**0.39**	**0.68**	**0.70**	**0.64**	**0.68**	**0.70**	**0.56**	**0.56**	**0.56**	**0.75**	**0.51**	**0.70**	**0.56**	**0.78**	**0.68**	**0.63**	**0.67**	**753.72**
0.68	**0.68**	**0.68**	**0.53**	**0.37**	**0.68**	**0.70**	**0.61**	**0.68**	**0.70**	**0.53**	**0.53**	**0.53**	**0.74**	**0.48**	**0.69**	**0.54**	**0.78**	**0.68**	**0.62**	**0.67**	**504.55**
0.67	0.67	0.67	0.50	0.35	0.67	0.70	0.58	0.67	0.69	0.50	0.50	0.50	0.73	0.46	0.69	0.51	0.77	0.67	0.61	0.66	406.19
0.66	0.66	0.66	0.48	0.34	0.66	0.70	0.55	0.66	0.67	0.48	0.48	0.48	0.72	0.44	0.68	0.49	0.77	0.66	0.59	0.65	299.33
0.66	0.66	0.64	0.46	0.32	0.64	0.70	0.53	0.64	0.64	0.46	0.46	0.46	0.70	0.42	0.66	0.46	0.77	0.64	0.57	0.63	243.41
0.65	0.65	0.62	0.44	0.31	0.62	0.67	0.51	0.62	0.62	0.44	0.44	0.44	0.67	0.40	0.63	0.44	0.76	0.62	0.55	0.61	178.82
0.65	0.65	0.59	0.42	0.30	0.59	0.64	0.48	0.59	0.59	0.42	0.42	0.42	0.64	0.39	0.61	0.43	0.76	0.59	0.54	0.58	140.72
0.65	0.65	0.57	0.40	0.28	0.57	0.62	0.47	0.57	0.57	0.40	0.40	0.40	0.62	0.37	0.58	0.41	0.76	0.57	0.52	0.57	125.89
0.64	0.64	0.55	0.39	0.27	0.55	0.59	0.45	0.55	0.55	0.39	0.39	0.39	0.59	0.36	0.56	0.39	0.73	0.55	0.50	0.59	145.82
0.64	0.64	0.53	0.37	0.26	0.53	0.57	0.43	0.53	0.53	0.37	0.37	0.37	0.57	0.34	0.54	0.38	0.71	0.53	0.49	0.54	66.43
0.64	0.64	0.51	0.36	0.25	0.51	0.55	0.42	0.51	0.51	0.36	0.36	0.36	0.55	0.33	0.52	0.37	0.68	0.51	0.47	0.51	56.41
0.63	0.63	0.49	0.35	0.25	0.49	0.53	0.40	0.49	0.49	0.35	0.35	0.35	0.53	0.32	0.50	0.35	0.66	0.49	0.46	0.55	86.99
0.63	0.63	0.48	0.34	0.24	0.48	0.52	0.39	0.48	0.48	0.34	0.34	0.34	0.52	0.31	0.49	0.34	0.64	0.48	0.44	0.51	38.57
0.61	0.61	0.46	0.33	0.23	0.46	0.50	0.38	0.46	0.46	0.33	0.33	0.33	0.50	0.30	0.47	0.33	0.62	0.46	0.43	0.48	35.57
0.59	0.59	0.45	0.32	0.22	0.45	0.48	0.37	0.45	0.45	0.32	0.32	0.32	0.48	0.29	0.46	0.32	0.60	0.45	0.42	0.45	21.29
0.57	0.57	0.43	0.31	0.22	0.43	0.47	0.35	0.43	0.43	0.31	0.31	0.31	0.47	0.28	0.44	0.31	0.58	0.43	0.40	0.43	20.72
0.55	0.55	0.42	0.30	0.21	0.42	0.46	0.34	0.42	0.42	0.30	0.30	0.30	0.46	0.27	0.43	0.30	0.56	0.42	0.39	0.45	15.71
0.54	0.54	0.41	0.29	0.20	0.41	0.44	0.33	0.41	0.41	0.29	0.29	0.29	0.44	0.27	0.42	0.29	0.55	0.41	0.38	0.40	13.05

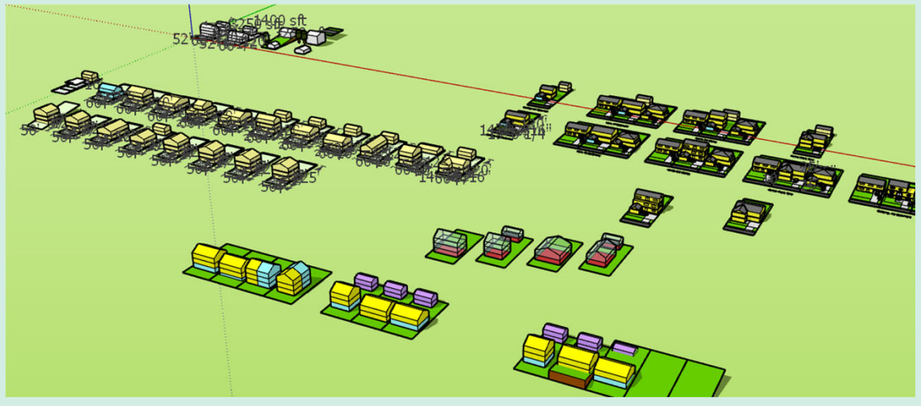
Numeric Analysis



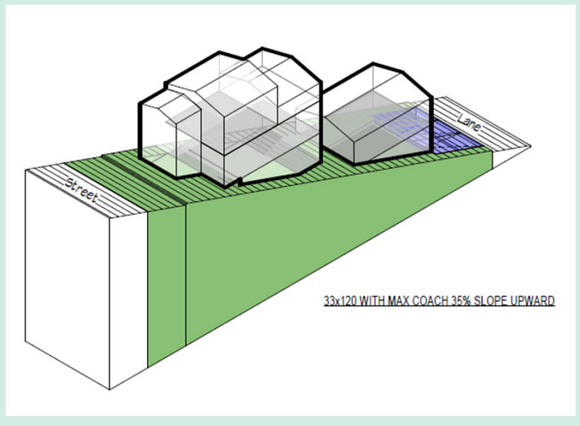
Architectural Testing



Council/Public Feedback



Building Typology Testing

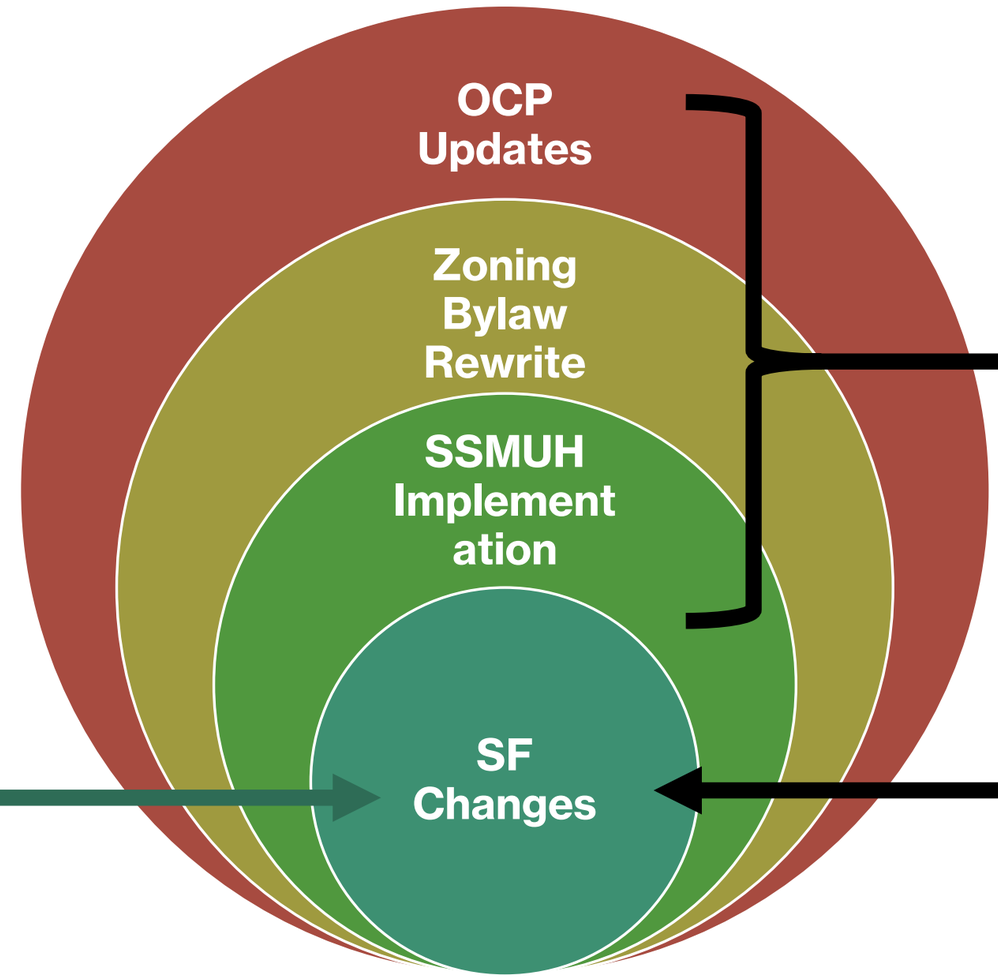


Lot size/shape/slope Testing

All metrics, illustrations, and diagrams are draft and subject to change. Rendering for illustrative purposes only.

LOOKING FORWARD:
SF Changes and Larger Planning Context

- **Q2 2026:**
  - Zoning Bylaw Introduction
  - Zoning Bylaw Adoption
- **Q3 2026 and beyond:**
  - Monitoring and Revisions as necessary



Upcoming Council Workshops (Early 2026)

Tonight's Council Workshop

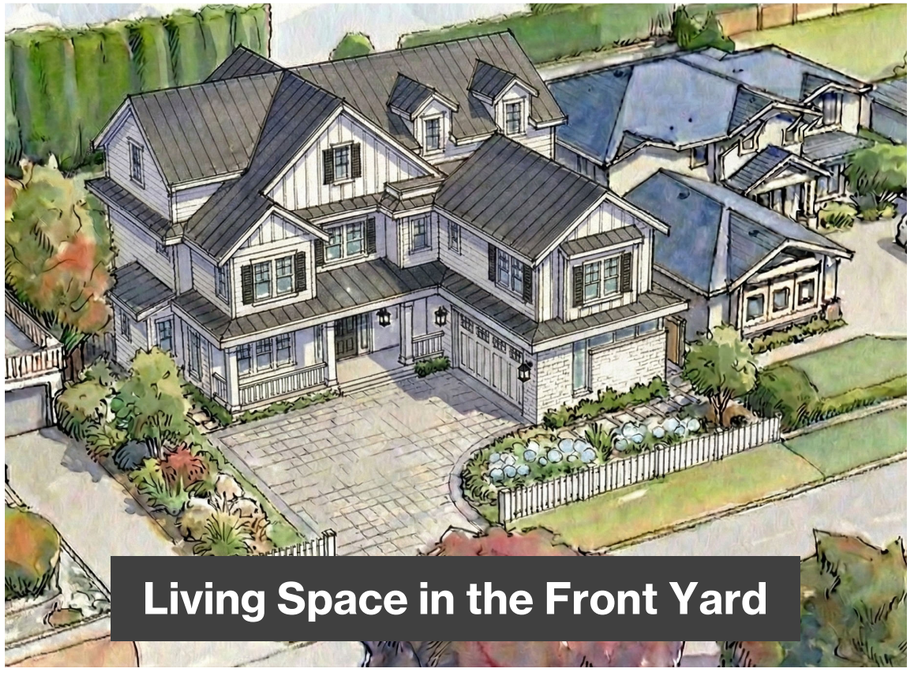
Summary

Key Principles

Improve Liveability	Promote Climate Resilience	Simplify Regulations	Facilitate Housing Diversity	Maintain Existing Development Potential

Key Proposed Changes







All metrics, illustrations, and diagrams are draft and subject to change. Rendering for illustrative purposes only.

Thank you.

AGENDA INFORMATION	
☑ Council Workshop	Date: February 9, 2026
❒ Finance & Audit	Date:
❒ Advisory Oversight	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COMMITTEE

January 21, 2026

AUTHOR: Dan Milburn, General Manager of Planning, Properties and Permits

SUBJECT: **Small-Scale Multi-Unit Housing (SSMUH) Approaches in Response to Bill 25**

REASON FOR REPORT:
The purpose of this report is to provide an overview of the District's proposed approach to the implementation of small-scale multi-unit housing (SSMUH) in response to recent provincial housing legislation, discuss issues and options for Council's consideration, and describe public engagement planned for spring 2026.

SUMMARY:
In November 2025, the Province adopted Bill 25, amending the SSMUH requirements within the *Local Government Act* (LGA). The key change in this legislation impacting the District is a new definition of "restricted properties", which must be converted to SSMUH zoning. As a result, most single-family lots within the District's Urban Containment Boundary – including those currently permitted to contain a principal dwelling, a secondary suite, and a coach house – must comply with SSMUH requirements, subject to legislated exemptions. Municipalities are required to achieve compliance with the new housing legislation by June 30, 2026.

This report presents the recommended approach to implementing the mandatory requirements within Bill 25, including zoning regulations, exemptions, infrastructure and servicing considerations, and a public engagement process planned for spring 2026. It highlights key issues requiring Council direction, such as exemptions for hazardous conditions and requests for a provincial time extension in areas with ongoing infrastructure upgrades. The report also summarizes the growth, and financial implications of implementing SSMUH to support Council's decision-making.

BACKGROUND:
Since 2023, the Province has introduced a series of legislative amendments to the LGA, which the Province has stated are aimed at increasing housing supply, promoting housing diversity in single-family neighbourhoods, and supporting higher density near frequent transit corridors. Notably, among these are Bills 44, 46, 47, 16 and, most recently, Bill 25, which have collectively brought significant changes to the land use planning framework across BC.

Attachment 1 provides a summary of the District's efforts in relation to recent provincial housing directions.

IMPLEMENTATION APPROACH & ANALYSIS:
This section provides an overview of the SSMUH requirements, an implementation approach based on staff's recent analysis of the legislative requirements, and potential implications on development approval processes and municipal infrastructure.

Overview of SSMUH Requirements

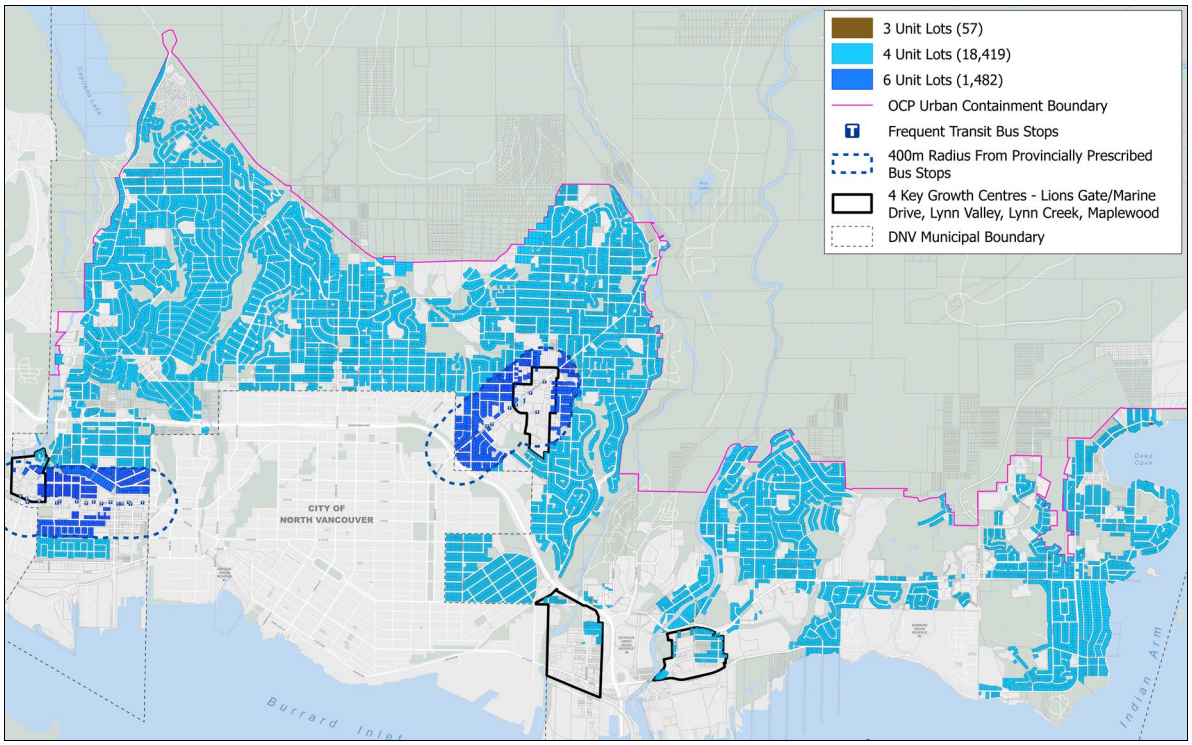
With the recent adoption of Bill 25 in November 2025, the LGA has been amended to expand the definition of a "restricted zone" to include all lots where a single-detached home with a secondary suite and a coach house (detached accessory dwelling unit) are allowed. As a result, the District is required to implement SSMUH by June 30, 2026. An overview of the new legislative changes was presented to Council at the October 27, 2025 Council Workshop.

Under the provincial SSMUH requirements, restricted zones must permit between three and six dwelling units per lot, subject to the criteria and exemptions noted in the next section. Non-exempt lots must permit:

- up to three units on lots 280 m^2 (3,014 ft^2) or smaller;
- up to four units on lots larger than 280 m^2 (3,014 ft^2); and
- up to six units on lots larger than 280 m^2 (3,014 ft^2) and that are wholly or partly within 400 metres (1,312 ft) of a prescribed bus stop identified by the Province. In the District, this relates to the 240 and R2 bus stops. Where six units must be permitted, local governments cannot require off-street residential parking but can set conditional density rules to require one of the six units to be for affordable or special needs housing.

Figure 1 below illustrates the application of the above SSMUH requirements to all eligible single-family lots in the District that are not subject to statutory exemptions as described in the following section of this report. A full map version is included as **Attachment 2**.

Figure 1: Provincial SSMUH requirements (draft map)



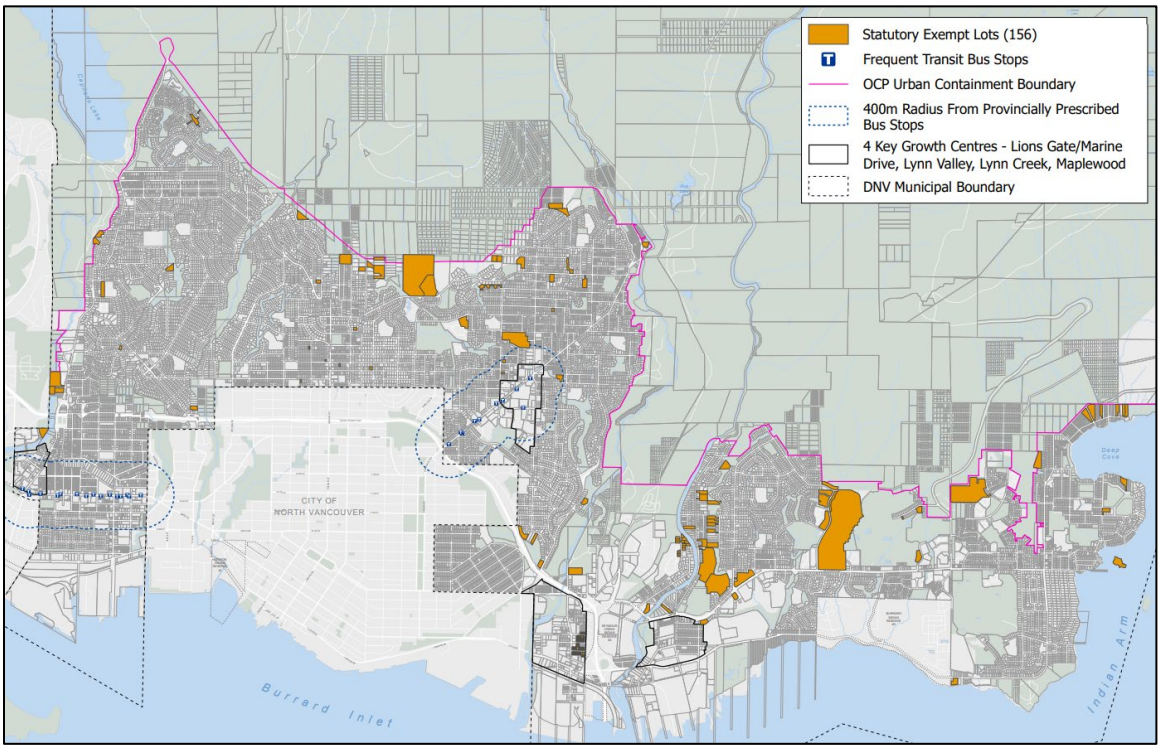
Statutory Exemptions from SSMUH Requirements

As per LGA Sections 481.3 and 481.4 and the Local Government Zoning Bylaw Regulation, in the District of North Vancouver, the SSMUH requirements do not apply to the following single-family zoned lands:

- Lands that are subject to heritage designation protection, a heritage revitalization agreement, or protected under Section 12.1(2) of the *Heritage Conservation Act*;
- Lots larger than 4,050 m^2 (approximately one acre);
- Lands within designated Transit-Oriented Areas (TOAs);
- Lands that are not connected to municipal water or sewer systems; and
- Land outside of the Urban Containment Boundary.

Lots exempted from SSMUH requirements, in accordance with the above statutory exemptions, are shown in the map included as **Figure 2** below. A full map version is available as **Attachment 3**. These lots would retain existing zoning that permits up to three units on a lot.

Figure 2: Statutory exempt lots from SSMUH requirements (draft map)



Hazard Exemptions from SSMUH Requirements

Under the Local Government Zoning Bylaw Regulation, lands subject to a hazardous condition that cannot be practically mitigated can also be exempted from the SSMUH requirements provided that certain requirements are met. Further discussion on a recommended approach to hazard exemptions is included on page 8 of this report.

Development Permit Process

Development Permit requirements for natural hazards mitigation and environmental protection will continue to apply. Staff do not propose requiring a Development Permit for form and character for new SSMUH developments, consistent with the District's current approach for single-family areas.

Municipal Servicing & Infrastructure

Most of the District's roads and utility infrastructure was constructed prior to the 1970s, based on engineering standards of the day for the demands of primarily single-family development. While some District single-family neighbourhoods may have road and utility infrastructure that is sufficient to service SSMUH density, many neighbourhoods do not and will require infrastructure upgrades. The location, scope, timing, and cost of required municipal infrastructure upgrades have not yet been determined. The District will need to balance several competing considerations, including the anticipated pace of SSMUH uptake in specific areas and the timing and sequencing of supporting infrastructure investments. In some locations, SSMUH development may be accommodated without significant upfront infrastructure upgrades, whereas in other areas, development may not be feasible until adequate servicing capacity is in place. Maps will be developed and communicated to the public where there are known servicing limitations to better inform potential applicants. Early identification and communication of these potential limitations is seen as an important step to managing landowner's/developer's expectations.

Servicing plans and financial strategies needed to address issues associated with SSMUH development will be brought forward for Council's consideration through future Development Cost Charge (DCC) and Amenity Cost Charge (ACC) reviews and/or annual capital planning processes.

Since SSMUH was introduced into the *Local Government Act*, Council has adopted amendments to three bylaws to manage and help mitigate water, sewer, and road infrastructure challenges related to SSMUH density. This included amendments to:

- Waterworks Regulation Bylaw 2279 that clarified minimum water requirements for fire protection;
- Sewer Bylaw 6656 that clarified the need for all SSMUH development to connect directly to sanitary and drainage sewer networks, and only to those networks that have adequate capacity or that Council has approved to upgrade through the capital planning process; and
- Development Servicing Bylaw 8145 that enables, where needed, land dedication as a condition of building permit for highway use or for the purposes of constructing and installing sustainable design features and transportation infrastructure (e.g., walking, cycling, public transit uses).[1]

Site-level servicing standards that will be delivered or paid for by SSMUH developments - fronting sidewalks, streetlighting, curbs and utility connections and similar - will also need to be developed. Such standards are expected to be similar for both four-unit and six-unit SSMUH developments. In a similar manner to small subdivisions (e.g., two lot splits), standards should consider the local context of a development location (i.e., a cul-de-sac vs an arterial road or growth centre).

Third Party Servicing & Infrastructure

Third party infrastructure upgrades and additions will be needed to accommodate SSMUH density. In particular, it is expected that BC Hydro distribution networks and local transformers

[1] Amendments to the Development Servicing Bylaw were in response to expanded local government authorities, duties, and functions related to site-level infrastructure and transportation demand management through recent updates to the *Local Government Act* (Bill 16). The LGA currently limits the amount of land dedication to a total width of 20 m (65.6 ft) with a further 5 m (16.4 ft) width for the purposes identified above.

will need to be upgraded, with the likely addition of pad mounted (at grade) transformers within SSMUH development sites.

Draft Small-Scale Multi-Unit Housing (SSMUH) Zones

As part of the District's current Zoning Bylaw Rewrite project, staff are proposing to simplify the number of zones that would be applicable to traditional single-family neighbourhoods, as well as respond to SSMUH requirements. As proposed, the majority of lots within the Urban Containment Boundary would be converted to one of the two zones summarized below. Both zones have similar building heights, setback, and massing regulations, with the key difference relating to the number of permitted units:

R2 Zone: Permits up to **three units** (specifically: a principal dwelling, a secondary suite, and a coach house) for lots located within the Urban Containment Boundary and **exempt from SSMUH** requirements; and

R3 Zone (SSMUH): Permits up to **three, four, or six units** (of various configurations) depending on lot size and proximity to frequent transit as **prescribed by provincial regulation**.

Figure 3 provides a rendering of potential height and massing of a three-storey development compared with existing one- and two-storey single-family homes.

Figure 3. Rendering of a potential R2 or R3 (SSMUH) development adjacent to existing one- and two-storey single-family homes



Guiding Key Principles

The District's approach to the draft R3 Zone (SSMUH) is aligned with the same principles that also guide the draft single-family zones (such as the R2 Zone) that were previously discussed with Council and the community (in June and December 2025). **Figure 4** below identifies the key principles that have guided the draft zoning regulations.

Figure 4. Key guiding principles for draft zoning regulations



Comparison of Proposed Regulations to Provincial Guidelines

The Province expects local governments to align their zoning bylaws with the recommended site standards guidelines provided in the *Provincial Policy Manual & Site Standards*. The four- and six-unit regulations under the draft R3 Zone (SSMUH) generally align with the provincial guidelines, as shown in **Table 1** below. Some of the key differences reflect the District's suburban hillside character and larger lot sizes. Explanatory notes regarding potential variations from the provincial guidelines is provided in **Attachment 4**.

Table 1: Comparison of draft R3 Zone (SSMUH) regulations with provincial site standards guidelines (four- and six-unit SSMUH)

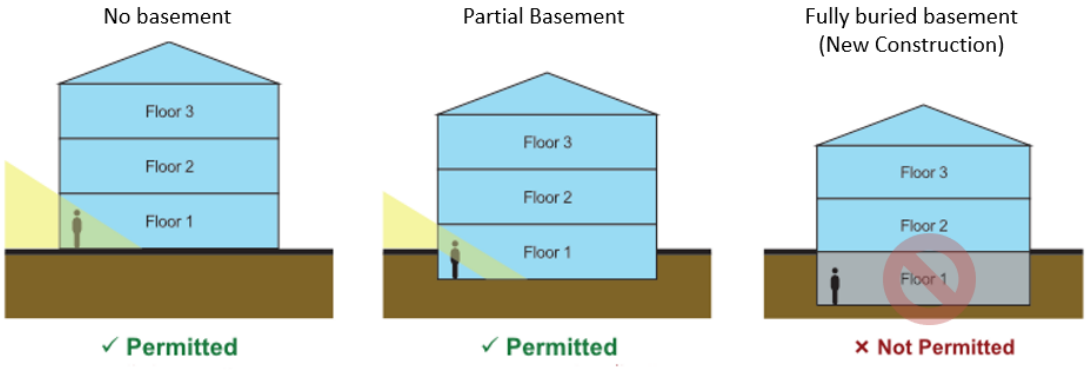
Zoning metric	4-unit SSMUH		6-unit SSMUH		Staff comment
	Prov. standard	DNV R3 Zone	Prov. standard	DNV R3 Zone	
Dwelling units	Up to 4 units	**Up to 4 units**	Up to 6 units	**Up to 6 units**	Complies
Floor space ratio (FSR)	NA	**~ 0.7 - 1.0 FSR** depending on lot size	NA	**~ 1.0 FSR** depending on lot size	See **bullet A** in Attach. 4
Front lot line setback	2 m (6.5 ft)	**3 m** (10 ft)	2 m (6.5 ft)	**3 m** (10 ft)	See **bullet B** in Attach. 4
Rear lot line setback	1.5 m (5 ft)	**1.5 m** (5 ft) on a lane **3.0 m** (10 ft) no lane	1.5m	**1.5 m** (5 ft) on a lane **3.0 m** (10 ft) no lane	See **bullet C** in Attach. 4
Side lot line setback	1.2 m (4 ft)	**1.2 m** (4 ft)	0 m - 1.2m (4 ft)	**1.2 m** (4 ft)	Complies
Number of storeys	3 storeys	**3 storeys** (including partial basements) **2 storeys** within front or rear yards	3 storeys	**3 storeys** (including partial basements) **2 storeys** within front or rear yards	See **bullet D** in Attach. 4
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) to the peak of a pitched roof	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) to the peak of a pitched roof	See **bullet E** in Attach. 4
Number of buildings	NA	**2** Buildings	NA	**2** Buildings	See **bullet F** in Attach. 4
Building coverage	50%	**40 - 50%** depending on lot size	60%	**50 - 60%** depending on lot size	See **bullet G** in Attach. 4
Off-street parking	0.5 spaces/unit if within 800 m of bus stop with frequent service 1 space/unit otherwise	**1 unit = 2 sp.** **2 units = 3 sp.** **3 units = 3 sp.** **4 units = 4 sp.**	0 spaces (parking cannot be required but can be voluntarily provided)	**0** spaces (parking cannot be required but can be voluntarily provided)	See **bullet H** in Attach. 4

Fully-Buried Basements

The new SSMUH zone proposes to prohibit the construction of new fully buried basements. This change is in line with proposed changes to the single-family zones and are supported by public feedback in both 2022 and 2025 public consultations. This change also addressed goals of minimizing environmental impacts (less ground water flow disturbance), reducing climate change vulnerability (fewer spaces that are susceptible to flooding), increasing liveability (spaces with more access to light and air), and reducing construction costs (less excavation and concrete required).

Partial basements are still proposed to be permitted. Should these changes be adopted by Council, existing homes with fully buried basements will be considered "existing non-conforming", meaning no action is required on the part of the homeowner. The existing basement may continue to be used, maintained, and repaired, but not expanded or fully replaced in a manner that increases the non-conformity that exist at the time a new bylaw is adopted.

Figure 4.1. Illustration of proposed prohibition of fully buried basements in the RS3 zone



SLIA Lots and SSMUH

Small Lot Infill Areas (SLIAs) are specific areas of the District where residential lots can be subdivided into smaller lots, generally with a minimum lot width of 10 m (33 ft) and developed to accommodate smaller homes. Small lot infill is one way that the District has introduced a modest increase in housing units within established single-family neighbourhoods, while also maintaining the general character of these areas.

Since the introduction of SLIAs in the 1980s, there are currently 26 SLIA locations spread across the District. Notable concentrations are in the Upper Capilano, Lower Capilano, and Lynn Valley areas. Not all lots within SLIAs have been subdivided into smaller lots as permitted. Reasons may include property owner preferences or complex technical challenges (e.g., drainage, groundwater, vehicle access) that need to be resolved prior to subdivision but present significant cost implications. With the introduction of SSMUH, future small lots may be developed to a higher density that initially anticipated when the SLIA policy and bylaw amendments were approved. Therefore, staff believe further analysis is needed to confirm whether the level of service in these areas is sufficient for the proposed density and will return to Council with further advice.

Municipal Comparison
A comparison of four-unit SSMUH zoning regulations of some key local municipalities, including those that share aspects of the District's characteristics (i.e., City of North Vancouver, Burnaby, Port Moody, Coquitlam, and Maple Ridge), is included in **Attachment 5**. The District's proposed R3 Zone (SSMUH) is generally aligned with the corresponding zone in the City of North Vancouver.

ISSUES REQUIRING COUNCIL DIRECTION:
This section outlines four issues identified by staff that require Council direction as it relates to the implementation approach:

1. Approach to natural hazard exemptions;
2. Preserving frequent transit areas for future growth;
3. Six-unit SSMUH regulations; and
4. Tenure (strata/rental).

Options for consideration, with staff recommendations, are provided for each issue.

Issue #1: Approach to Natural Hazard Exemptions

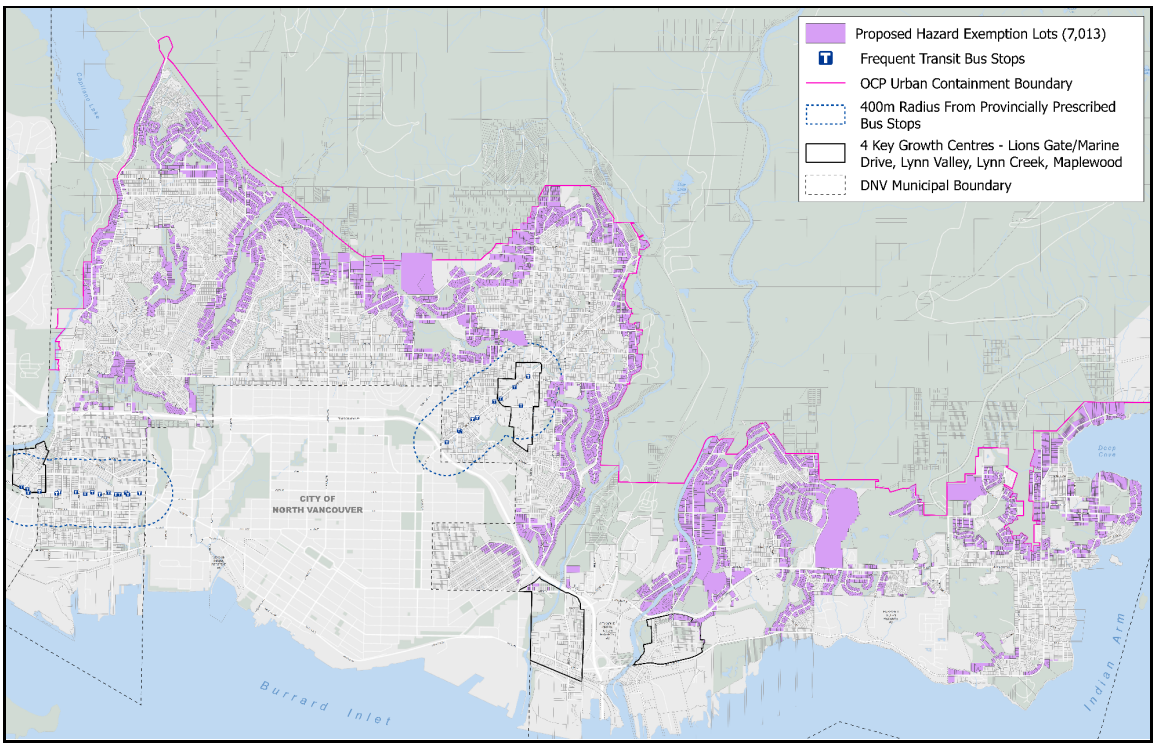
The District's current approach to managing new development in hazardous areas is through the requirement for Environmental Protection and Natural Hazard Development Permits. These Development Permits would continue to be required upon the implementation of SSMUH. However, Council may also want to consider additional tools provided by the Province to manage SSMUH development in certain hazardous areas. Under the Local Government Zoning Bylaw Regulation, lands subject to hazardous conditions may be exempted from SSMUH requirements if the District obtains a report in which a qualified professional certifies the following:

- increasing the density would significantly increase the threat or risk from the hazardous condition; and
- the threat or risk from the hazardous condition cannot be practically mitigated.

Attachment 6 contains the 2024 Natural Hazards Exemption Report, dated May 17, 2024. This report is still relevant and applicable; in particular, the report speaks to wildfire and flood risks that affect areas beyond any one lot or development. As such, it is appropriate to assume that areas already susceptible to these risks could also have an increased threat or risk of wildfire and/or flood hazardous conditions if they were subject to increased SSMUH density. In addition, the attached report identifies that the risks associated with SSMUH density in these areas cannot be fully or adequately mitigated on a parcel-by-parcel basis, and risk mitigation rests largely (though not exclusively) on government, and more particularly, the District, with the result that these risks cannot be practically mitigated at this time. Future, more detailed analysis could support expanding or contracting these areas, subject to Council's assessment of the acceptable level of risk.

Approximately 7,000 lots within the District are identified within the natural hazard areas. These lots are shown in **Figure 5** below with a full map provided as **Attachment 7**.

Figure 5: Natural hazard exemption areas (draft map)



Staff conducted a municipal scan of 17 municipalities, based on population size and comparable geographies (including Port Moody, Coquitlam, Port Coquitlam, Squamish, Maple Ridge, and Kelowna) to understand their approaches to hazard exemptions since their implementation of SSMUH in 2024. Only one municipality (Squamish) was found to apply hazard exemptions to SSMUH requirements for lands subject to elevated flood or debris flow hazards.

Two options (Options 1.1 and 1.2) are provided for Council's direction and to confirm an approach. The options are summarized in **Table 2** and further detailed below.

Table 2. Summary of options for approaches to hazard exemptions

Options for Natural Hazard Exemptions		**Staff recommendation**
Option 1.1:	Apply hazard exemptions as per the 2024 Natural Hazard Exemptions Report.	**Recommended**
Option 1.2:	Do not apply hazard exemptions at this time.	**Not recommended**

Option 1.1: Apply hazard exemptions as per 2024 Natural Hazard Exemptions Report ***(Staff recommended)***

This option recognises that not all wildfire and/or flood risks relating to SSMUH density can be fully or adequately mitigated on a parcel-by-parcel basis and maintains staff's previous recommendation to exempt approximately 7,000 lots from compliance with SSMUH requirements, in accordance with the Natural Hazards Exemptions Report (**Attachment 6**). In absence of a more detailed technical analysis due to constrained timelines, this approach would

mitigate increased threat or risk from the hazardous condition in the interim and allow staff to undertake a more fulsome technical analysis of hazardous areas across the District.

Staff intend to report back to Council at a future date on recommended policy and/or regulatory changes based on the analysis findings. This may include changes the hazard exemption area or introducing additional development regulations within the Zoning Bylaw.

Option 1.2: Do not apply hazard exemptions at this time
(Not recommended by staff)

This option would apply SSMUH requirements across all single-family lots within the Urban Containment Boundary, unless statutorily exempt, and rely on the District's Environmental Protection and Natural Hazard Development Permit guidelines to mitigate threats and risks from hazardous conditions for new SSMUH developments. This approach is consistent with most BC municipalities.

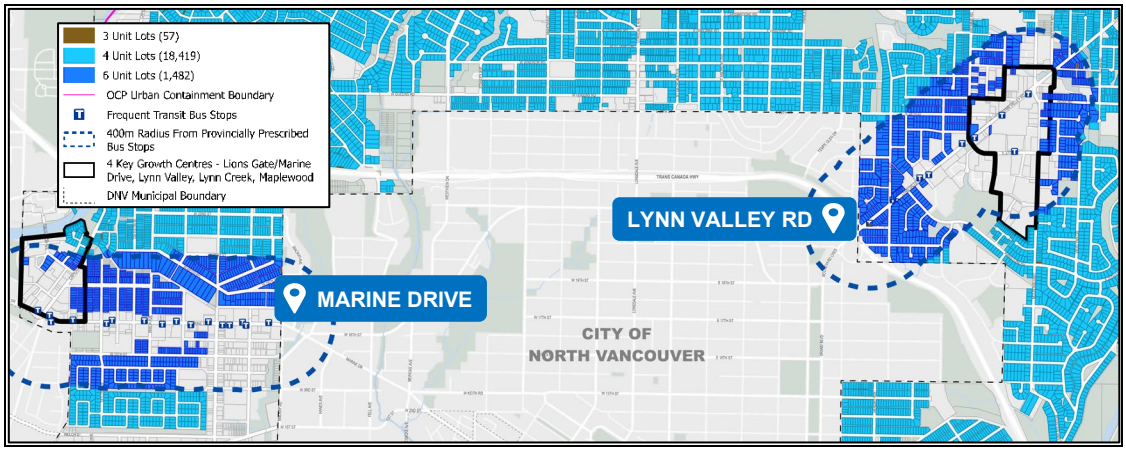
This option is not recommended by staff, as it is not consistent with the recommendations provided by the Natural Hazard Exemption Report.

Issue #2: Preserving Key Frequent Transit Areas for Future Growth

The Marine Drive and Lynn Valley Road corridors in the District have been identified by TransLink as priority networks for future Bus Rapid Transit (BRT) service in its Access for Everyone (10-Year Priorities) Plan. There is active planning underway, led by TransLink, for the Metrotown-North Shore BRT. These two corridors and surrounding areas are not currently identified by the Province as designated Transit-Oriented Areas (TOAs), or similar, and therefore are not exempt from compliance with SSMUH requirements. As per **Figure 6**, the areas immediately surrounding these corridors must permit six-unit SSMUH development (green colour).

Future plans for BRT service on these corridors warrant consideration of approaches that preserve the surrounding residential lands for higher residential density. This may entail heights and densities (e.g. similar to those provincially prescribed for designated TOAs) that better support intended transit levels.

Figure 6: SSMUH requirements for Marine Drive and Lynn Valley Road corridors



Staff have identified the Marine Drive corridor as a potential area for higher residential density given the recent funding commitments and program planning and design advancements for the future Metrotown-North Shore BRT route. This significant infrastructure project has confirmed general locations for BRT stations with engagement on route planning completed. Further engagement on corridor design is anticipated in 2026. SSMUH development in this corridor would potentially undermine redevelopment of this area as a growth corridor because SSMUH densities may inhibit lot acquisition and consolidation when compared to existing permitted densities.

The stations on Marine Drive are planned to be located at the intersections of Capilano Road and Pemberton Avenue. If the provincial criteria for locating TOAs, was to be extended to both of these station areas they could potentially become additional designated TOAs in the District under provincial legislation and regulations, and therefore would become exempt from SSMUH requirements at that time to accommodate greater densities and heights.

The active planning work for BRT also underpinned staff's proposal to expand the boundaries of Lions Gate – Marine Drive Village Centre and propose significantly increased OCP residential densities in Option A of the OCP Update project that was presented to Council on October 20, 2025. Should lots in this area redevelop at six-unit SSMUH densities, this may jeopardize the ability for future lot consolidation necessary for desired higher density, transit-oriented residential development, if so desired and directed by Council.

For Lynn Valley Road, future land use and transportation planning will need to be prioritized in the medium-term and once further BRT route and station planning is undertaken by TransLink. At this time, staff are recommending the implementation of six-unit SSMUH along the Lynn Valley Road corridor as required by the Province, as there is no active planning for BRT in this corridor that would support an extension request.

For the Marine Drive corridor, four options (Options 2.1 to 2.4) are provided for Council's direction regarding an approach to preserving future growth opportunities. The options are summarized in **Table 3** and further detailed below.

Table 3. Summary of options for preserving key frequent transit areas

Options for preserving key frequent transit areas for future growth along the Marine Drive corridor		**Staff recommendation**
Option 2.1:	Submit a time extension application to the Province prior to June 1, 2026.	**Recommended**
Option 2.2:	Amend the Official Community Plan to signal higher density (still require rezonings).	**Recommended**
Option 2.3:	Amend Zoning Bylaw to permit higher density on some lots at this time.	**Not recommended**
Option 2.4:	Implement six-unit SSMUH requirements as per SSMUH legislation at this time.	**Not recommended**

Option 2.1: Submit a time extension application to the Province
(Staff recommendation)

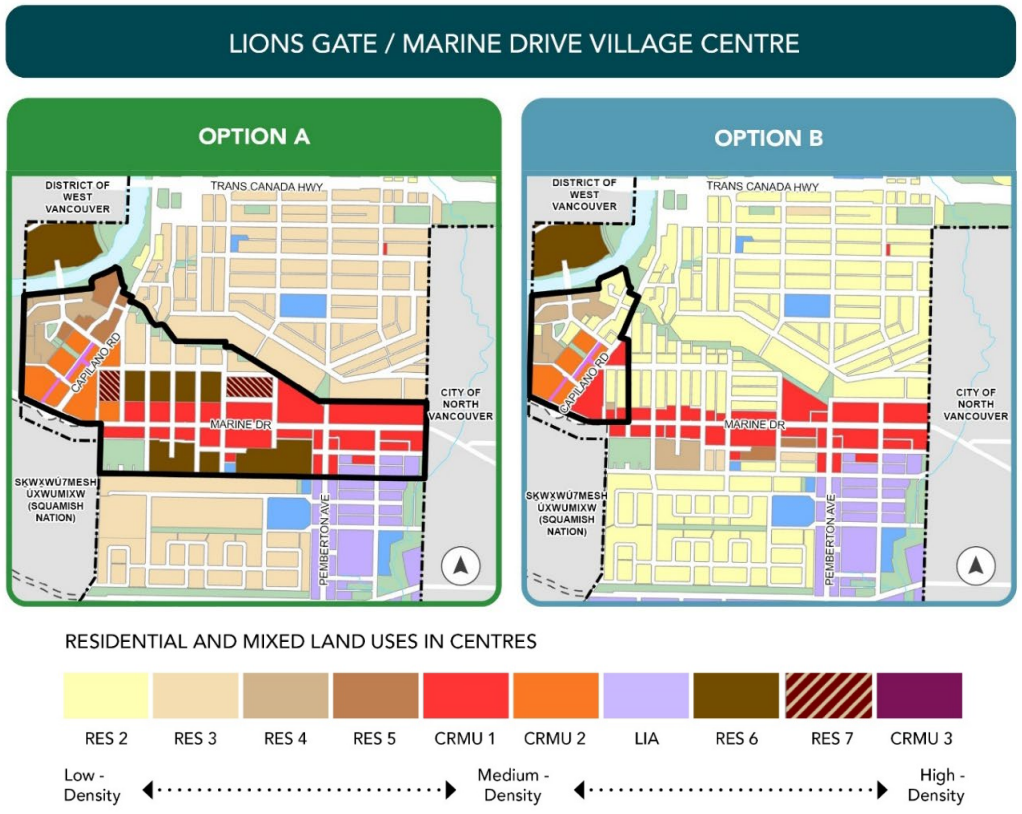
Local governments may request time-limited extensions for compliance with SSMUH under certain circumstances, including when infrastructure upgrades are underway for an area or specific lots in question.
Given the District's ongoing work with TransLink to implement BRT on Marine Drive and accommodate higher densities, there is a strong rationale for requesting an extension from the Province. Such an extension would allow staff to continue working with TransLink on BRT implementation and station locations, as well as complete the necessary land use planning, public engagement, and road network planning for the area.

Should Council choose to pursue this option, staff will return with a detailed proposal outlining the extension area, workplan, and associated timeframe. A formal Council resolution must accompany the extension request to the Province. If the request is denied, the District would be required to comply with SSMUH requirements within 90 days of the rejection notification.

Option 2.2: Amend OCP to signal higher density
(Staff recommendation)

To supplement Option 2.1, staff also recommend Council consider amending the OCP to permit a higher density in the Marine Drive corridor. This option could revisit the land use designations proposed under Option A of the OCP Update project that was presented to Council on October 20, 2025. OCP Update Option A (proposed land use designations) and Option B (current land use designations that were approved on December 8, 2025) are shown in **Figure 7**.

Figure 7: OCP Update land use options (Options A and B) as presented in October 2025



Revisiting Option A at this time is prudent, given the very low density (e.g. six units) prescribed by SSMUH legislation. Implementing higher land use designations along this corridor could strategically position the District to shape redevelopment in alignment with long-term transit-oriented objectives. This approach could provide greater clarity to landowners and developers regarding the District's vision for the area, while maintain rezonings as the primary tool to manage the timing, form, and impacts of redevelopment. Through the rezoning process, the District would retain the ability to secure necessary road network improvements, infrastructure upgrades, and community amenities. In addition, this approach would demonstrate the District's commitment to support transit investment in the Lions Gate – Marine Drive Village Centre and surrounding area and would strengthen the District's application for an extension request.

Should Council choose to pursue this option, staff will return with the necessary OCP Bylaw amendments to align with the Zoning Bylaw Rewrite adoption process. This would see the bylaws coming before Council in April for initial readings

Option 2.3: Amend Zoning Bylaw to permit higher density in some lots
(Not recommended by staff)

This option could be undertaken in conjunction with OCP amendments to increase density under Option 2.2 above. This would see the introduction of Zoning Bylaw amendments to permit a higher outright density for certain suitable lots to allow more immediate redevelopment. This approach was discussed as part of Option A in the OCP Update project and would allow developments on these suitable lots to proceed without a rezoning process and remove them from having to comply with SSMUH. The densities enabled would increase the number of homes near transit.

Staff do not recommend this approach at this time due to the lack of an implementation plan for the area that provides clear direction on transportation, park location, amenities, and servicing requirements that would normally be secured through rezonings. Further exploration and discussion on the District's approach to Inclusionary Zoning is required with this approach to ensure that below-market rental units could be secured without a rezoning application.

Option 2.4: Implement six-unit SSMUH development as per legislation
(Not recommended by staff)

This option would permit six-unit SSMUH development on all eligible lots as per the provincial legislation. Staff do not recommend this approach as the redevelopment of lots to six-unit multiplexes may prevent future opportunities for higher density transit-oriented growth in the Marine Drive corridor.

(As noted above, staff are recommending the implementation of six-unit SSMUH along the Lynn Valley Road corridor, as there is no active BRT planning in that area.)

Issue #3: Six-unit SSMUH Regulations

The District has two locations with sufficient transit service that would qualify for six-unit SSMUH development. This scale of development potentially raises the possibility of incorporating some affordable housing, consistent with the intent of the SSMUH legislation. The legislation allows for the potential requirement of one unit of affordable or special needs housing unit; however, it also mandates that an economic analysis must be undertaken to confirm that such a requirement would not render the development of SSMUH uneconomical.

Two options (Options 3.1 and 3.2) are provided for Council's direction. The options are summarized in **Table 4** and further detailed below.

Table 4. Summary of options for six-unit SSMUH regulations

Options for six-unit SSMUH regulations		Staff recommendation
Option 3.1:	Do not require affordable housing or special needs housing for the sixth unit at this time.	**Recommended**
Option 3.2:	Require affordable housing or special needs housing for the sixth unit.	**Not recommended** *(for future consideration)*

Option 3.1: Do not require specific requirements for six-unit SSMUH developments
(Staff recommendation)

Staff recommend this approach as there is not sufficient time to undertake the economic analysis necessary to utilize the tool to require one unit of affordable or special needs housing. The provision of affordable housing in the District will be considered in future updates to the Rental and Affordable Housing Strategy and/or the OCP.

Option 3.2: Require affordable housing or special needs housing for sixth unit
(Not recommended by staff)

Staff are unable to complete an economic feasibility study within the allotted timeframe and deadlines imposed by the Province for compliance with legislation. Staff do not recommend pursuing a requirement to provide affordable housing or special needs housing for the sixth unit of a SSMUH development at this time. This is an item that Council could direct staff to consider at a future date.

Issue #4: Tenure (Strata/Rental)

Provincial legislation does not prescribe tenure requirements for Small-Scale Multi-Unit Housing (SSMUH) developments. Under the *Strata Property Act*, newly constructed SSMUH developments may be stratified without approval from the Approving Officer or Council, provided they meet all applicable BC Building Code requirements for stratified units. Stratification of secondary suites is not permitted. Applications to stratify previously occupied buildings would continue to require Council consideration.

Residential Rental Tenure Zoning (RRTZ) is a regulatory tool that may be used to establish rental tenure requirements within SSMUH developments. In principle, RRTZ could support the delivery of additional rental housing in the District, consistent with the Provincial Housing Target Order. Rental tenure zoning would align with the District's Official Community Plan and Rental and Affordable Housing Strategy by supporting: (a) expansion of the overall supply and diversity of housing, and (b) growth in the supply of new purpose-built rental housing. It could also continue the owner occupancy principle that has characterized single family neighbourhoods.

Through Bill 25, the Province has signalled its intent for SSMUH to be implemented more consistently across municipalities. While the legislation does not favour ownership versus rental

housing, it has been enacted to remove zoning barriers and inconsistencies that may limit the viability and uptake of SSMUH. In this context, there is a risk that the application of rental tenure zoning to SSMUH developments could constraint uptake, although this would need to be confirmed through an economic feasibility analysis. Provincial guidance further recommends that local governments monitor SSMUH zoning for a minimum of three years, assess market interest and development activity, and evaluate outcomes before considering the introduction of mandatory rental tenure requirements.

Staff have completed an initial scan of other Metro Vancouver municipalities as related to the use of rental tenure zoning within SSMUH regulations and are not aware of any similar local governments that have applied this tool to minimum densities prescribed by Bill 44/25 at this time. The City of Vancouver requires rental tenure only when a development contains 7 or 8 units and paired with increased total allowable floor space.

Two options (Options 4.1 and 4.2) are provided for Council's direction and summarized in **Table 5** and further detailed below.

Table 5. Summary of options for tenure (strata/rental)

Options for tenure (strata/rental)		Staff recommendation
Option 4.1:	Consider the use of RRTZ with further analysis.	**Recommended**
Option 4.2:	Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.	**Not recommended**

Option 4.1: Consider the use of RRTZ with further economic analysis.
(Staff recommendation)

Further exploration of the use of RRTZ would entail undertaking an economic feasibility analysis to assess whether rental tenure zoning would be viable in a SSMUH context. It could also consider if limited implementation of RRTZ in areas where it may be economically viable. Staff would report back to Council at a future date on the analysis findings and a recommended approach.

Option 4.2: Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.
(Not recommended by staff)

Staff do not recommend this option as it precludes the proactive investigation of RRTZ through economic analysis, thereby limiting the District's ability to determine if this regulatory tool can be effectively utilized to meet the District's rental housing goals.

PUBLIC INPUT:
Considerable effort has been undertaken to raise awareness in the community about changes to provincial housing legislation and its implications for the District. This was done through extensive broad-based community engagement in 2024 and 2025 is outlined below:

- Spring 2024: Engagement on approaches to SSMUH, including proposed exemption areas, and TOA designations as per Bills 44 and 47;
- Spring 2025: Engagement on the District's housing needs and potential growth concepts as part of the OCP Update process as per Bill 44;

- Spring 2025: Engagement on potential changes to single-family zoning; and
- Fall 2025: Engagement on two land use options to amend the OCP as legislated.

Given this level of previous local public engagement, as well as the general province-wide awareness of the new housing legislation and how it is being implemented in some municipalities, staff recommend engagement at this time on an "Inform" level on the Public Engagement Spectrum (**Figure 8**). The focus will be to ensure widespread awareness about what the adopted provincial housing legislation means for the community.

Figure 8. Public Engagement Spectrum



A one-page printed mailout – similar to the Community Bulletin issued in Spring 2024 – will be delivered to every address in the District, including residents and businesses. This mailout will be focused on the provincial housing legislation and the Province's goal to densify housing throughout BC, information about SSMUH requirements, the District's approach to complying with the legislation, and implications for the District's OCP and Zoning Bylaw.

The mailout will include QR codes and links to additional information on the dedicated project webpage and to feedback forms. People can subscribe to updates on the website through MyDNV. If there is sufficient interest, staff will host online information sessions to explain the changes and answer questions. These tactics will be supported by a social media campaign, linking to the website for more information and feedback forms. Staff will also provide presentations to DNV advisory committees as appropriate. Given the provincial requirements, prior community engagements, available staff resources, and tight timelines to comply, staff do not propose in-person events at this time beyond presentations to DNV advisory committees.

PACE OF CHANGE AND GROWTH IMPLICATIONS:
Staff expect the actual rate of change in single-family neighbourhoods to redevelop to SSMUH densities to be gradual. Historic redevelopment trends in the District show that about 0.25% of single-family lots redevelop annually, and uptake of past infill programs – such as the coach house program, averaging roughly four units per year – has been low. Early data from other Metro Vancouver municipalities that have implemented SSMUH in 2024 indicates that the number of multiplex development applications is below 1% of eligible lots per year, reinforcing staff's expectations of incremental rather than rapid change.

District regulations will also influence actual uptake. This includes parking and servicing requirements, rental tenure zoning (e.g. if RRTZ implemented), development charges, Development Permit and Building Permit requirements, and staff resources that impact approval timelines. There are also many external factors outside of municipal control that significantly impact the actual rate and location of SSMUH uptake over time. These factors include:

- market demand and economic conditions;
- cost of land acquisition and construction; and
- existing site conditions (e.g., age of buildings, lot sizes, topography, infrastructure).

Taken together, these indicators suggest that although implementation of SSMUH requirements will increase the permitted capacity of units in traditional single-family neighbourhoods, the realized rate of redevelopment, while difficult to predict, will likely follow a gradual trajectory over time.

FINANCIAL IMPACTS:
Over the long-term, SSMUH will necessitate infrastructure investments that will need to be delivered in a prioritized and sequential manner. Further work is required to better understand and quantify the costs of such investments. Based on preliminary analysis to date, the implementation approach and recommended options outlined in this report pose financial risks the extent of which are unknown at this time largely due to the uncertainty regarding timing of redevelopment of SSMUH in the District. However, based on historical evidence, the anticipated servicing cost per dwelling unit and administrative resources needed to develop SSMUH will be significantly higher when compared to the anticipated costs with other more dense forms of multi-family housing (e.g., townhouses and apartments).

In December 2024 and February 2025, the District adopted the Development Cost Charges Bylaw 8704 and Amenity Cost Charges Bylaw 8705 respectively. These bylaws implement one-time charges levied on new developments during subdivision or building permit stages to reflect changes to infrastructure and amenity programs required to support growth. Under these bylaws, SSMUH development would be classified under the “townhouse” category which would require approximately $65,000 per dwelling unit in total District development charges.

Further adjustments to development charges will be needed upon the implementation of SSMUH, and staff will recommend further changes in the coming year. Other financial strategies such as latecomer charges for excess or extended services will also need to be explored based on the circumstances.

LIABILITY/RISK:
The implementation approach and options provided in this report must include consideration of risks associated with the Province’s authority to impose future regulations for minimum site standards.

The Province has the authority to regulate minimum required site standards, including housing forms, density, parking, siting, size, dimensions, location, and type of housing units. While the Province has not yet brought forward regulations of this nature, they expect local governments to align their zoning bylaws with the recommended guidelines provided by the *Provincial Policy Manual & Site Standards*. As discussed earlier in this report, staff’s recommended zoning regulations mostly align with provincial guidelines, but they are a response to local conditions and sometimes vary from the provincial guidelines. Notwithstanding, the Province may choose to introduce regulations in the future if they consider it necessary.

TIMING/APPROVAL PROCESS:
The provincial deadline to comply with the SSMUH requirements is June 30, 2026. Public engagement is planned to take place in spring 2026.

Staff intend to include the necessary OCP and Zoning Bylaw amendments to implement SSMUH as part of the broader Zoning Bylaw Rewrite. The anticipated timeline would be to have bylaw introduction in mid-April of 2026 with adoption anticipated to take place in June 2026 to meet the legislated deadline.

If Council directs staff to proceed with submission of a time extension request to the Province to preserve the area surrounding Marine Drive for future growth, the provincial deadline to submit a request is June 1, 2026. A Council resolution at a regular meeting would be required.

CONCURRENCE:
The content of this report was prepared in collaboration with representatives from the Planning, Engineering, Legal, Communications, and Finance departments.

NEXT STEPS:
Subject to Council's direction on the implementation approach and options outlined in this staff report, staff will report back to Council regarding next steps. These may include:

- Report back on time extension application to the Province for Council's endorsement, including extension area, extension period, and other pertinent details;
- Report back on spring 2026 public engagement; and
- Report back on proposed Zoning Bylaw and OCP bylaw amendments to implement SSMUH based on the directions provided by Council.

CONCLUSION:
In response to recent provincial housing legislation, this report outlines the District's proposed implementation and public engagement approach on small-scale multi-unit housing (SSMUH), which must be completed by June 30, 2026. The proposed implementation does the following:

- Addresses the Provincial requirements and guidelines for SSMUH;
- Exempts properties for natural hazards in line with the staff recommendation from June 2024; and
- Proposes OCP amendments for higher residential densities in the Lionsgate area to support future transit investment and an extension request for that area to not have to implement SSMUH densities.

Respectfully submitted,



Dan Milburn, General Manager of Planning, Properties and Permits

ATTACHMENTS:

Attachment 1: Background Information
Attachment 2: Map of Implementation of SSMUH Requirements
Attachment 3: Map of Statutory Exempt Lots
Attachment 4: Explanatory Notes for Table 1
Attachment 5: Municipal Comparison of Four-unit SSMUH Zoning Regulations
Attachment 6: Natural Hazards Exemption Report dated May 17, 2024
Attachment 7: Map of Proposed Hazard Exemption Areas
Attachment 8: Staff Presentation

REVIEWED WITH:		
❑ Business and Economic ___	☑ Finance JG	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	☑ Housing TA	❑ NSEM ___
☑ Communications CG	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
☑ Development Services YZ	❑ Parks ___	❑ Other: ___
☑ Engineering Infrastructure PC	❑ Real Estate ___	___
❑ Engineering Public Works ___	☑ Solicitor RP	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

Background Information

The District and SSMUH (2024 to 2025):

In 2024, the District had extensive discussions with Council and the community about the legislated SSMUH requirements introduced through Bill 44 and potential implementation approaches. These discussions took place at the following Council Workshops and Regular Meetings of Council (links to staff reports provided), with public engagement taking place in spring 2024:

- February 12, 2024 Council Workshop;
- April 2, 2024 Council Workshop; and
- June 3, 2024 Regular Meeting (includes Engagement Summary Report).

At the June 3, 2024 Regular Council Meeting, Council chose to proceed with Zoning Bylaw amendments (Bylaw 8698) to permit a principal dwelling, a secondary suite and a coach house on all single-family zoned properties within the Urban Containment Boundary. As a result, SSMUH requirements were not applicable to these properties at that time.

The District and SSMUH (2026)

With the Royal Assent of Bill 25 in November 2025, SSMUH requirements in the LGA now apply to properties that permit a principal dwelling, a secondary suite, and a coach house. Therefore, the District must comply with the SSMUH requirements by updating the zoning regulations on most single-family zoned properties by June 30, 2026.

Official Community Plan (OCP) Update:

Bill 44 also required the District to review its OCP and Zoning Bylaw to ensure they both could accommodate the District's 20-year housing need, which is 22,369 housing units between 2021 and 2041. The 20-year housing need was based on a provincially prescribed formula and can be found in the District's Housing Needs Report. At the October 20, 2025 Regular Meeting, two land use planning options were presented to Council based on Council direction, staff analysis and what was heard from the community during public engagement in spring and fall 2025:

- Option A – allow additional housing diversity in key centres and corridors, including low-density multi-family housing in certain single-family neighbourhoods; and
- Option B – no change to existing land use designations and maintain the housing growth envisioned in the current OCP.

Council proceeded with Option B (Bylaw 8743) which was adopted on December 8, 2025.

Single-Family Zoning Review:

In 2025, staff explored changes to single-family zoning regulations to improve livability and climate resilience in the District's traditionally single-family neighbourhoods. This work was also intended to support implementation of the OCP Update by providing a diverse range of housing options and choice. Discussion on potential zoning changes were brought to the following Council Workshop and Regular Meeting of Council (links to staff reports provided), with public engagement taking place in spring and fall 2025:

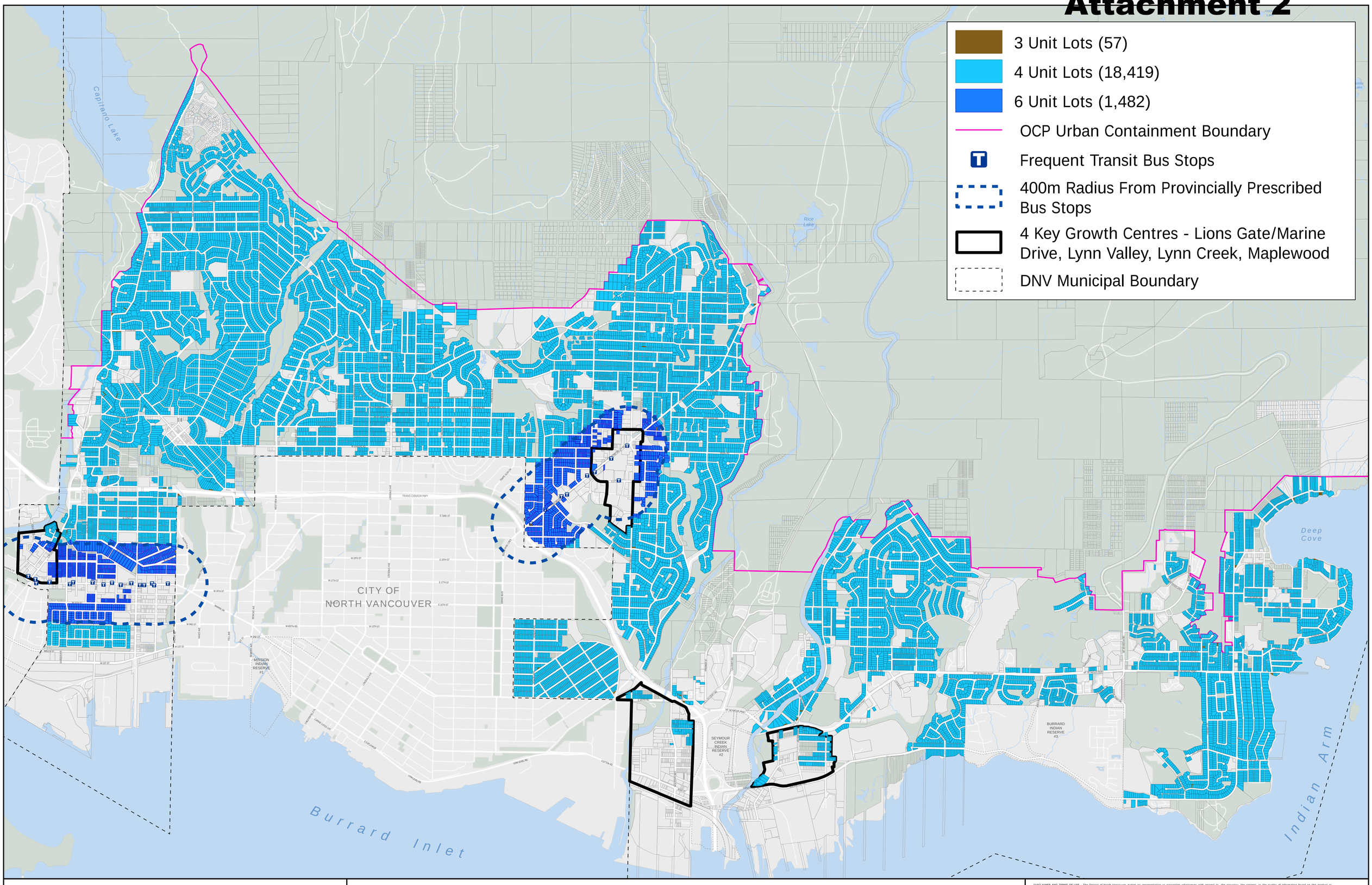
- June 23, 2025 Regular Meeting (including Engagement Summary Report); and
- December 2, 2025 Council Workshop.

Other Provincial Directions:

In addition, other provincial legislation has required the District to undertake the following housing related work:

- Updates to the Housing Needs Report every five years as per Bill 44, with the most recent 2024 Interim Housing Needs Report approved by Council in fall 2024;
- A new Housing Needs Report will be required in 2028 based on the latest census data, a corresponding review of the OCP and Zoning Bylaws will be required to consider whether they are able to accommodate the revised 20 year housing need.
- Adoption of Transit-Oriented Areas Designation Bylaw 8679 as per Bill 47 to permit provincially prescribed minimum densities and heights for certain areas around key transit hubs identified by the Province (i.e., Phibbs Bus Exchange and Capilano University Bus Exchange); and
- Annual reporting of progress towards meeting the Province's Housing Target Order for the District, which is 2,838 units built by 2028.

Attachment 2



DISTRICT OF NORTH VANCOUVER

DRAFT Implementation of SSMUH

(No Hazard Exemptions)

DISCLAIMER AND TERMS OF USE - The District of North Vancouver makes no representation or warranties whatsoever with respect to the accuracy, the content, or the quality of information found on this product or service. The responsibility for confirming the accuracy, content and quality of this product or service rests entirely with the user. The District of North Vancouver shall not be liable for any damages, interruption or expenses incurred as a result of using this product or service. The District of North Vancouver does not permit the user to rent, sell, distribute, transfer, or grant any rights to this product or service, in whole or in part, to another person or organization. The District of North Vancouver requires that the following acknowledgement must be displayed directly on or adjacent to any reproduction of this product or service: "Source: The District of North Vancouver GIS Department."

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Published: January 27, 2026

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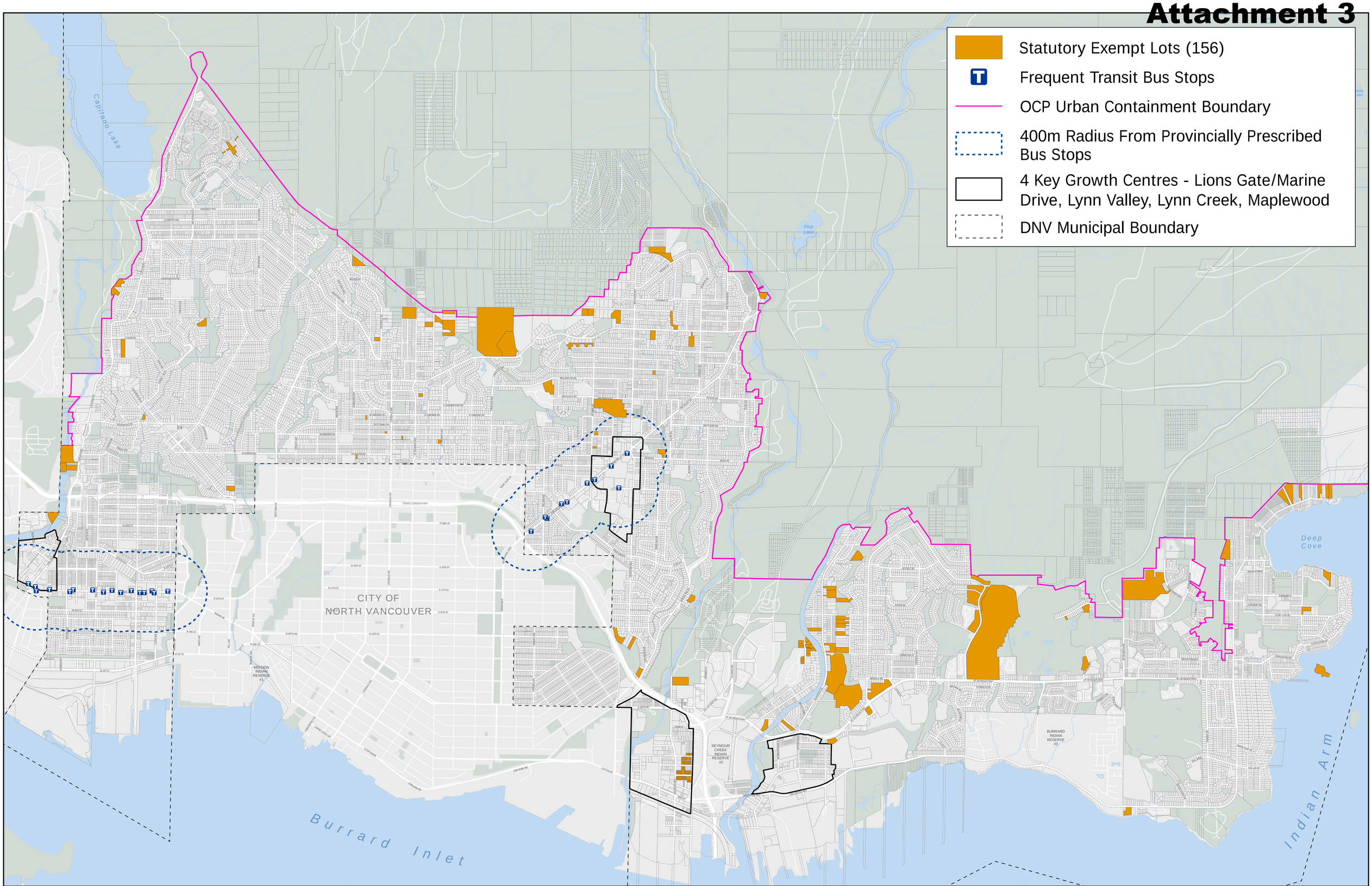
Attachment 3


Statutory Exempt Lots (156)
Frequent Transit Bus Stops
OCP Urban Containment Boundary
400m Radius From Provincially Prescribed Bus Stops
4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood
DNV Municipal Boundary
Capilano Lake
Rice Lake
CITY OF NORTH VANCOUVER
MISSION INDIAN RESERVE #1
SEYMOUR CREEK INDIAN RESERVE #2
BURRARD INDIAN RESERVE #3
Deep Cove
Burrard Inlet
Indian Arm
TRANS CANADA HWY
LONSDALE AVE
LYNN VALLEY
MARINE DRIVE
MOUNTAIN HIGHWAY
DOLLARTON HWY
PEMBERTON AVE
KEITH RD W
KEITH RD E
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Explanatory Notes to Table 1

(Comparison of draft R3 Zone regulations with provincial site standards guidelines)

A. **Including an FSR (Floor Space Ratio) Limit:** Combining an FSR limit with building envelop and maximum building size regulations encourage more architectural articulation in the design of homes and discourage buildings that fill the entire permitted building envelop. Total density is proposed to be tiered (more permitted density when more units are proposed), thereby tying increased floor area to creating additional housing units.

B. **Front Setback:** The District is proposing a 3.0 m (10 ft) front yard setback which is in keeping with the District's history of a 3.0 m (10 ft) setback for certain types of garages within the front yard. This setback was discussed with the community during 2025 as part of the update to single- family zoning regulations and was strongly supported.

C. **Rear Setback when Not Abutting a Lane:** When a lot backs directly onto another residential lot, as opposed to abutting a lane (open or closed), a larger setback is proposed to promote liveability and privacy, especially in the case where two abutting lots both construct residential buildings in the rear yard.

D. **Number of Permitted Storeys in the Front and Rear Yards:** To help protect the liveability and enjoyment of open spaces and limit overlook and shading concerns, residential building in the front and rear yards are proposed to be limited to two storeys. For clarity, maximum building height in the traditional building footprint area (area between the required front yard and rear yard setbacks) of the lot is proposed to be increased to three storeys.

E. **Extra Height for Pitched Roofs:** The District is proposing a lower height maximum for flat roofs than the Province's guidelines and a taller height maximum for pitched roofs. This incentivizes variation in design and is generally consistent with both the provincial site standards and existing single-family zoning regulations.

F. **Number of Buildings:** The District is proposing a limit of two residential buildings on a lot, in keeping with existing house, suite, coach house regulations and to minimize environmental impacts.

G. **Building Coverage:** Due to the larger lot sizes found in the District, a lower building coverage maximum can be introduced while still achieving practical SSMUH developments. This leaves more space for landscaped areas. This is in keeping with the District's goals related to managing storm water, protecting biodiversity, and creating spaces for existing and new trees.

H. **Vehicle Parking:** Proposed parking requirements are generally in keeping with the provincial guidelines and requirements but reflect the fact that the first unit is often a larger single-family home, which currently requires two parking spaces.

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Municipal Comparison of 4-unit SSMUH Zoning Regulations

Zoning metric	4-unit SSMUH DNV draft R3 Zone	4-unit SSMUH City of North Vancouver	4-unit SSMUH Port Moody	4-unit SSMUH Maple Ridge (requirements vary)
Dwelling units	**Up to 4 units**	**Up to 4 units**	**Up to 4 Units**	**Up to 4 units**
Floors space ratio (FSR)	**Approx. 0.7 - 1.0 FSR** depending on lot size	**0.85 FSR**	**0.8 FSR** (0.7 for 3 units+ 0.1 FSR / additional Unit)	Many zones have no FSR limit
Front setback	**3 m** (10 ft)	**3 m** (10 ft)	**4.6 m** (15ft)	**3.0 m** (10 ft) **– 7.5 m** (25 ft)
Rear setback	**1.5 m** (5 ft) on a lane **3.0 m** (10 ft) no lane	**1.5 m** (5 ft)	**1.5 m** (5 ft) with lane **4.0 m** (13 ft) no lane	**6.0 m** (20 ft) **– 11m** (36 ft)
Side setback	**1.2 m** (4 ft)	**1.2 m** (4 ft) interior **3.0 m** (10 ft) **or 0.2 times lot width** exterior	**1.5 m** (5 ft) interior **3.0 m** (10 ft) exterior	**1.2 m** (4 ft) **– 4.5 m** (15 ft)
Number of storeys	**3 storeys** (inclusive of partial basements) **2 storeys** within front or rear yards	**3 storeys**	**Not stated**	**Approx. 2 to 3 storeys**
Building height	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) pitched roof	**10 m** (32.8 ft) flat roof **11 m** (36 ft) **to midpoint** of pitched roof	**10.5 m** (34.5 ft) to midpoint of pitched roof	**9.5 m** (31 ft)
Building coverage	**40 - 50%** depending on lot size	**40%**	**45%**	**40% - 50%**
Off-street parking	**1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces**	**0.5 spaces per unit**	**0.5 spaces per unit** (maximums imposed based on location)	**1.5 spaces per unit + 1 space for accessory**
Maximum Number of Buildings	**2 buildings**	**Not stated**	**Not stated**	**Not stated**

Zoning metric	4-unit SSMUH DNV draft R3 Zone	4-unit SSMUH Burnaby	4-unit SSMUH Coquitlam
Dwelling units	**Up to 4 units**	**Up to 4 units**	**Up to 4 Units**
Floors space ratio (FSR)	**Approx 0.7 - 1.0 FSR** depending on lot size	**No set limit**	**Approx 0.5 – 0.85 FSR** depending on zone
Front setback	**3 m** (10 ft)	**New 4 m** (13 ft) (formerly 3 m / 10 ft)	**4.0 m – 5.5m** (13 – 18 ft)
Rear setback	**1.5 m** (5 ft) on a lane **3.0 m** (10ft) no lane	**New 1.5 m** (5ft) (formerly 1.2 m / 4 ft)	**1.2 m** (4 ft) with lane **6.0 m** (20 ft) no lane
Side setback	**1.2 m** (4 ft)	**1.2 m** (4 ft) interior **3 m** (10ft) flanking	**1.2 m** (4 ft) interior **3.0 m** (10 ft) exterior
Number of storeys	**3 storeys** (inclusive of partial basements) **2 storeys** within front or rear yards	**New - 3 storeys** (formerly 4 storeys)	**3 storeys** (excluding basement)
Building height	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) pitched roof	**New - 10 m** (32.8 ft) to midpoint (formerly 12 m 39.3 ft)	**11 m** (36 ft)
Building coverage	**40 - 50%** depending on lot size	**New - 40%** (formerly 45%)	**45% or 50%** depending on zone
Off-street parking	**1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces**	**1 space for the first unit + 0.5 for each additional unit**	**1-2 spaces / unit** depending on unit size
Maximum Number of Buildings	**2 buildings**	**1 or more buildings** depending on zone	**Not stated**

NORTH VANCOUVER DISTRICT

Natural Hazards Exemption Report

May 17, 2024
File: 6262216
Legal File: 2440.01/505

TO: David Stuart - Chief Administrative Officer

CC: Mayor & Council
Dan Milburn - General Manager, Planning, Properties and Permits

FROM: Gavin Joyce, P. Eng., General Manager, Engineering, Parks & Facilities
Mike Danks - Fire Chief, Fire and Rescue Services
Emily Dicken - Director, North Shore Emergency Management

SUBJECT: **Small-Scale Multi-Family Hazard Exemptions**

Introduction and Context Setting

The *Local Government Act* was recently amended in December 2023 to, among other things, add new provisions (sections 481.3 to 481.8) to mandate that all local governments must after June 30, 2024 exercise their zoning powers to permit on certain lands (as briefly described below) a prescribed minimum number of small-scale multi-family housing ("**SSMUH Density**" per parcel unless otherwise exempted by the provisions of the *Local Government Act*, or by a regulation made under the provisions of the *Local Government Act* (the "**Exemptions**"). Within the geographical boundaries of the District of North Vancouver (the "**District**") the prescribed SSMUH Density is generally four dwelling units per parcel on most properties that are currently zoned for single-family use, and six dwelling units per parcel on single-family properties within 400 metres of frequent transit bus stops (the "**SSMUH Requirements**").

In this Report we have used the term "small-scale multi-family housing" because that is the term used in sections 481.3 to 481.8 of the *Local Government Act*, and we have used the term "SSMUH" to describe this small-scale multi-family housing because that is the term used for this purpose by the Provincial Government.

Generally speaking, subject to the Exemptions, these SSMUH Requirements will apply to all parcels of land within the geographic boundaries of the District that:

(a) are less than or equal to 4,050 square metres in total lot area;

(b) are located inside of the District's urban containment boundary; and

(c) are within “restricted zones” as defined in section 481.3(1).

Section 3 of the *Local Government Zoning Bylaw Regulation* (BC Reg, 262/2023) (the “**Exempt Regulation**”) provides and for hazardous conditions. This exemption and the parcels in the District to which it applies, is the subject of this Report. The exemption is set out in full below:

> “Section 481.3 (3), (4) and (5) of the Act does not apply in relation to land if the following requirements are met in respect of the land:
>
> (a) the land is subject to a hazardous condition;
>
> (b) development of the land to a density of use required to be permitted under the applicable provision of the Act would significantly increase the threat or risk from the hazardous condition;
>
> (c) the threat or risk from the hazardous condition cannot practically be mitigated;
>
> (d) the local government has obtained a report in which a qualified professional, as described in paragraphs (c) to (f) of section 55 (1) of the Community Charter, certifies to the local government the matters set out in paragraphs (a) and (b).”

While there are other exemptions in the *Local Government Act* (such as a limited exemption for heritage properties), this Report focuses only on the hazard exemption set out above, and in particular this Report identifies lands within the geographical boundaries of the District where the requirements for the exemption are, in our opinion, met, and where therefore the exemption applies.

As set out in section 3 of the Exemption Regulation (quoted above), before land will be exempt due to a hazardous condition, a professional engineer or other qualified professional must certify that (a) the land is subject to a hazardous condition; and (b) development of the land to SSMUH Density (e.g. generally four dwelling units or six dwelling units, as applicable), would significantly increase the threat or risk from the hazardous condition. A determination must then be made that the threat or risk from the hazardous condition cannot practically be mitigated.

The immediately following part of this Report identifies lands in the District which are subject to threats or risks associated with hazardous conditions where the identified threats or risks would be significantly increased by development of the lands to SSMUH Density. The Report then provides the required professional certification in this regard. The last part of this Report discusses whether or not the threats or risks can be practically mitigated.

Wildfire and Flooding Hazard Conditions

n our opinion:

1. all of the lands shaded orange on **Attachment 1** (the "**Small-Scale Multi-Family Hazard Exemption Area**") are subject to either a hazardous condition associated with wildfire or a hazardous condition associated with flooding; and

2. development of the lands within the Small-Scale Multi-Family Hazard Exemption Area to the density permitted by the SSMUH Requirements would significantly increase the threat or risk from these hazardous conditions. More particularly, such increased density could and likely would result in increased population within the Small-Scale Multi-Family Hazard Exemption Area, and such increased population could and likely would increase the risk of personal injury or death from wildfire or flood or both for the newcomers and for everyone within the Small-Scale Multi-Family Hazard Exemption Area.

Professional Certification

PURSUANT TO THE *LOCAL GOVERNMENT ZONING BYLAW REGULATION* (BC REG, 262/2023) I, GAVIN JOYCE, P. Eng. certify that: (a) all of the lands shaded orange on the map attached as Attachment 1 to the report accompanying this certificationare subject to either a wildfire hazardous condition or a flooding hazardous condition (or both); and (b) development of said lands to the density permitted by the SSMUH Requirements, as defined in the report accompanying this certification, would significantly increase the threat or risk from these hazardous conditions.



Gavin Joyce, P.Eng.

General Manager,
Engineering, Parks and
Facilities

Wildfire and Flooding Hazard Mitigation

The balance of this Report relates to the third criteria in the Exemption Regulation (whether or not the threats and risks associated with wildfire and flooding in the Small-Scale Multi-Family Hazard Exemption Area can be practically mitigated, particularly in the context of the increased density contemplated in the SSMUH Requirements).

The wildfire and flooding hazardous conditions in the Small-Scale Multi Family Hazard Exemption Area affect everyone in the Small-Scale Multi Family Hazard Exemption Area and they affect both private and public property. Everyone living in, visiting, or merely passing though the Small-Scale Multi Family Hazard Exemption Area is exposed to the

threats and risks associated with these hazardous conditions to one degree or another. The risks associated with these hazards cannot be fully or adequately mitigated on a parcel-by-parcel basis. Partly for the foregoing reasons, mitigation rests largely (though not exclusively) on the shoulders of government and more particularly on the District.

The SSMUH Requirements were only introduced when the above-noted amendments to the *Local Government Act* were enacted by the Province in December 2023. There was essentially no meaningful or significant advanced warning given to the District relating to the SSMUH Requirements, and the blanket density increase contemplated by SSMUH Requirements is a new and significant change in direction in land use planning in the District. It was not previously part of the District's short-term or long-term planning, either formally or informally. As a result, the District has not undertaken land use, hazard management, evacuation, or infrastructure planning for the increased wildfire and flooding risks associated with such increased density within the geographical boundaries of the District generally or, more specifically, within the Small-Scale Multi-Family Hazard Exemption Area.

The District's land use and hazard management planning is based on the District's Official Community Plan, two key components and objectives of which are: (1) concentrating 75% to 90% of new growth and additional density in the District's town centres and village centres (Lynn Creek Town Centre, Lynn Valley Town Centre, Lionsgate Village, Edgemont Village, and Maplewood Village Centre); and (2) limiting growth in single-family neighbourhoods outside of these town and village centres.

Again, as a result, the District has not undertaken planning or analysis relating to the wildfire or flood hazards and risks within Small-Scale Multi Family Hazard Exemption Area, or the mitigation thereof, associated with changing the District's Zoning Bylaw to permit, on essentially a blanket basis, the SSMUH Density across potentially all of the single-family neighbourhoods in the District.

Before the District considers amending its Zoning Bylaw to permit such density in all or any portions of the Small-Scale Multi Family Hazard Exemption Area, we believe that it will be necessary to:

(a) undertake a detailed assessment or assessments in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements;

(b) review and possibly enhance the District's existing wildfire and flood management mitigation and response strategy in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements;

(c) identify and develop mitigation options in relation to the increased wildfire and flooding threats and risks associated with the increased density contemplated by the SSMUH Requirements, and review the practicality and feasibility of such options;

(d) prepare and approve an operating policy and capital plan for undertaking appropriate and practical mitigation measures in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements, and

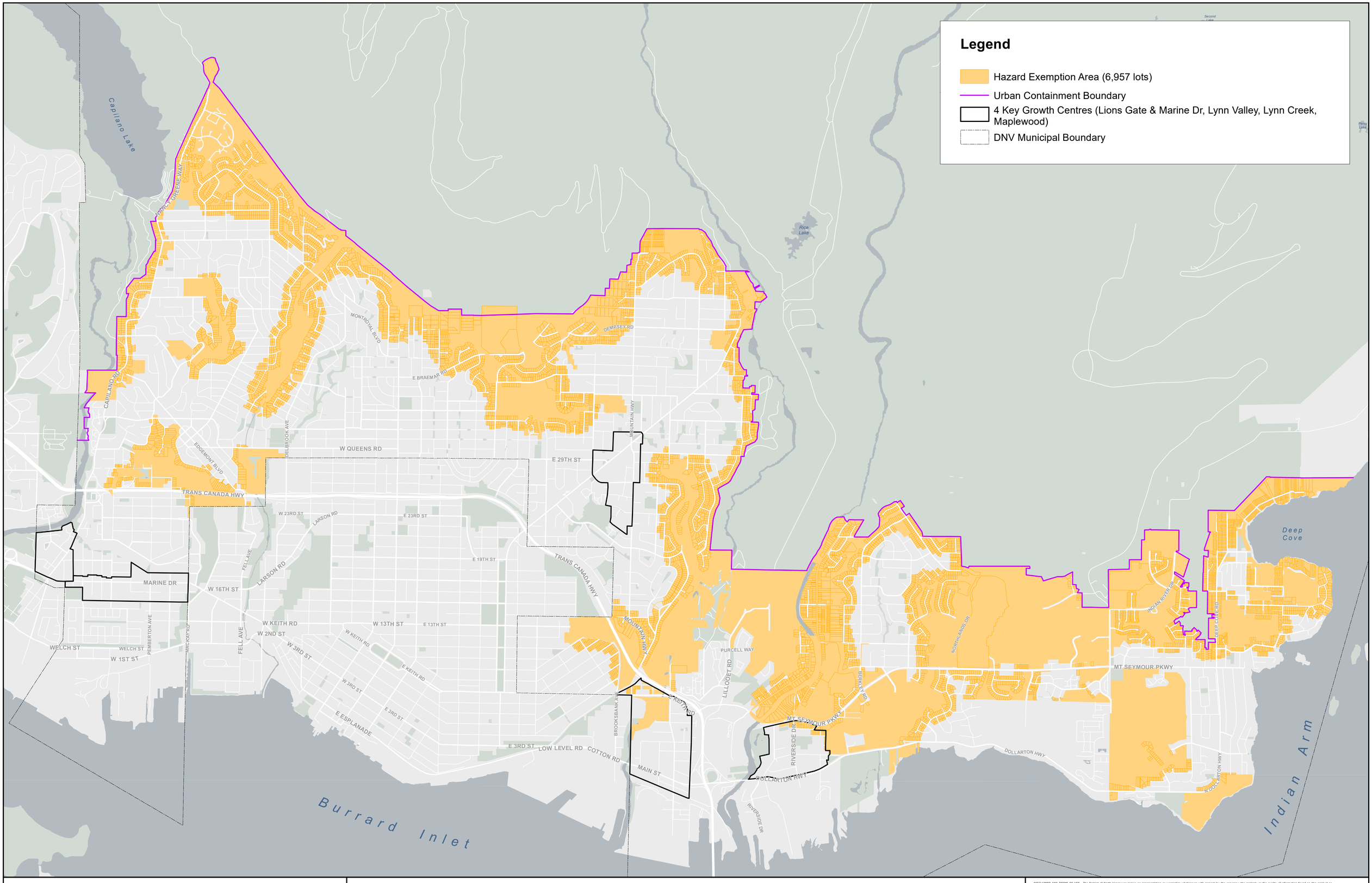
(e) implement the said capital plan and mitigation measures.

As a result of all of the foregoing, it is our opinion, for the purpose of compliance with section 3 of the Exemption Regulation, that the increased threats and risks from the wildfire and flood hazardous conditions in the Small-Scale Multi Family Hazard Exemption Area associated with the increased density contemplated in the SSMUH Requirements cannot be practically mitigated at this time.

The work briefly described above would be necessary in order to inform future District land use policy decisions as to whether additional density is appropriate on any of the lands within the Small-Scale Multi Family Hazard Exemption Area.

Respectfully submitted by:

Gavin Joyce, P.Eng.	Mike Danks	Emily Dicken
General Manager, Engineering, Parks and Facilities	Fire Chief, Fire and Rescue Services	Director, North Shore Emergency Management



DISTRICT OF NORTH VANCOUVER

Small Scale Multi-Unit Hazard Exemption Area

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0 250 500 1,000 1,500 2,000
Meters

N

Published: May 22, 2024

Scale: **1:17,500**

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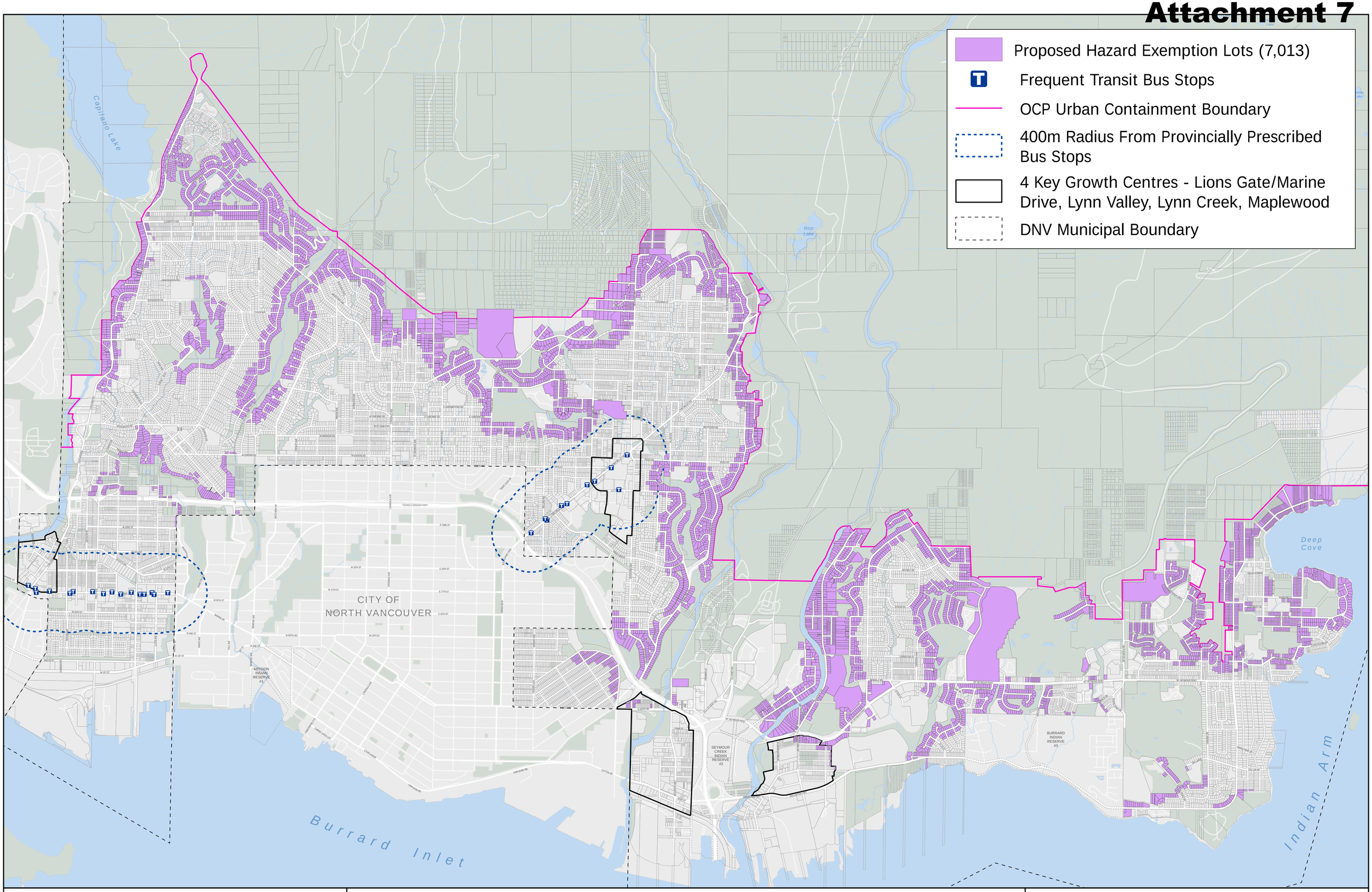
Proposed Hazard Exemption Lots (7,013)
Frequent Transit Bus Stops
OCP Urban Containment Boundary
400m Radius From Provincially Prescribed Bus Stops
4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood
DNV Municipal Boundary
Capilano Lake
Rice Lake
CITY OF NORTH VANCOUVER
MISSION INDIAN RESERVE #1
SEYMOUR CREEK INDIAN RESERVE #2
BURRARD INDIAN RESERVE #3
Deep Cove
Burrard Inlet
Indian Arm
TRANS CANADA HWY
LONSDALE AVE
LYNN VALLEY RD
MARINE DR
W KEITH RD
W 1ST ST
W 2ND ST
W 3RD ST
W 10TH ST
W 11TH ST
W 12TH ST
W 13TH ST
W 14TH ST
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E 14TH ST
E 15TH ST
E 16TH ST
E 17TH ST
E 18TH ST
E KEITH RD
E QUEYSIDE
LOW LEVEL RD
CLOVERDALE AVE
CAPILANO CROSS CUT
CLOVERLEY CRES
CLOVERLEY PL
CLOVERLEY WAY
CLOVERLEY CRT
CLOVERLEY LANE
CLOVERLEY CIR
CLOVERLEY TERR
CLOVERLEY CRES
CLOVERLEY PLACE
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CLOVERLEY

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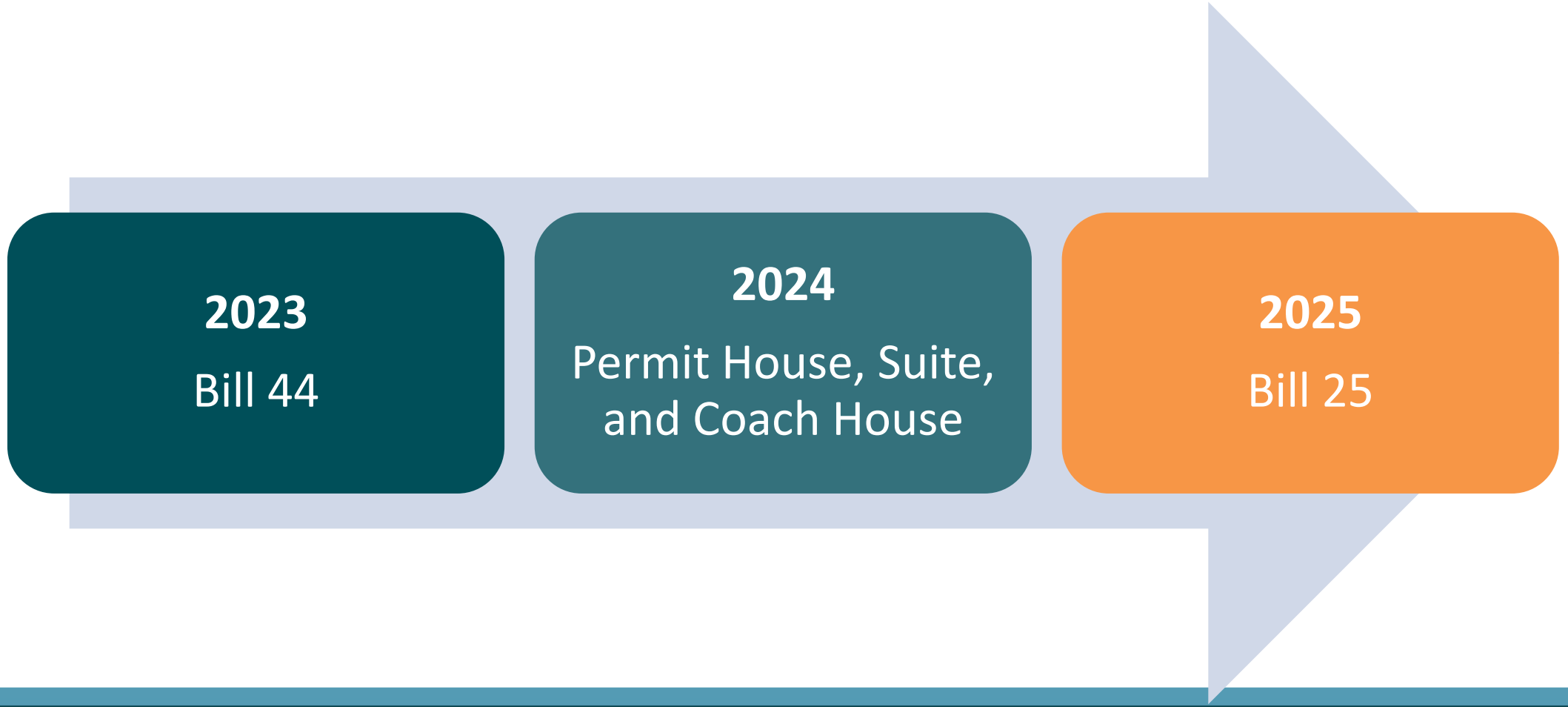
District Response to Bill 25:
Small-Scale Multi-Unit Housing Implementation

February 9, 2026 Council Workshop

Agenda

- Part A – Macro Scale Issues
  - Exemptions
  - Frequent Transit Areas and Future Growth
  - Tenure
- Part B – Technical and Site Level Issues
  - Draft SSMUH Zone
  - Renderings
  - Key Questions for Council

Small-Scale Multi-Unit Housing (SSMUH)

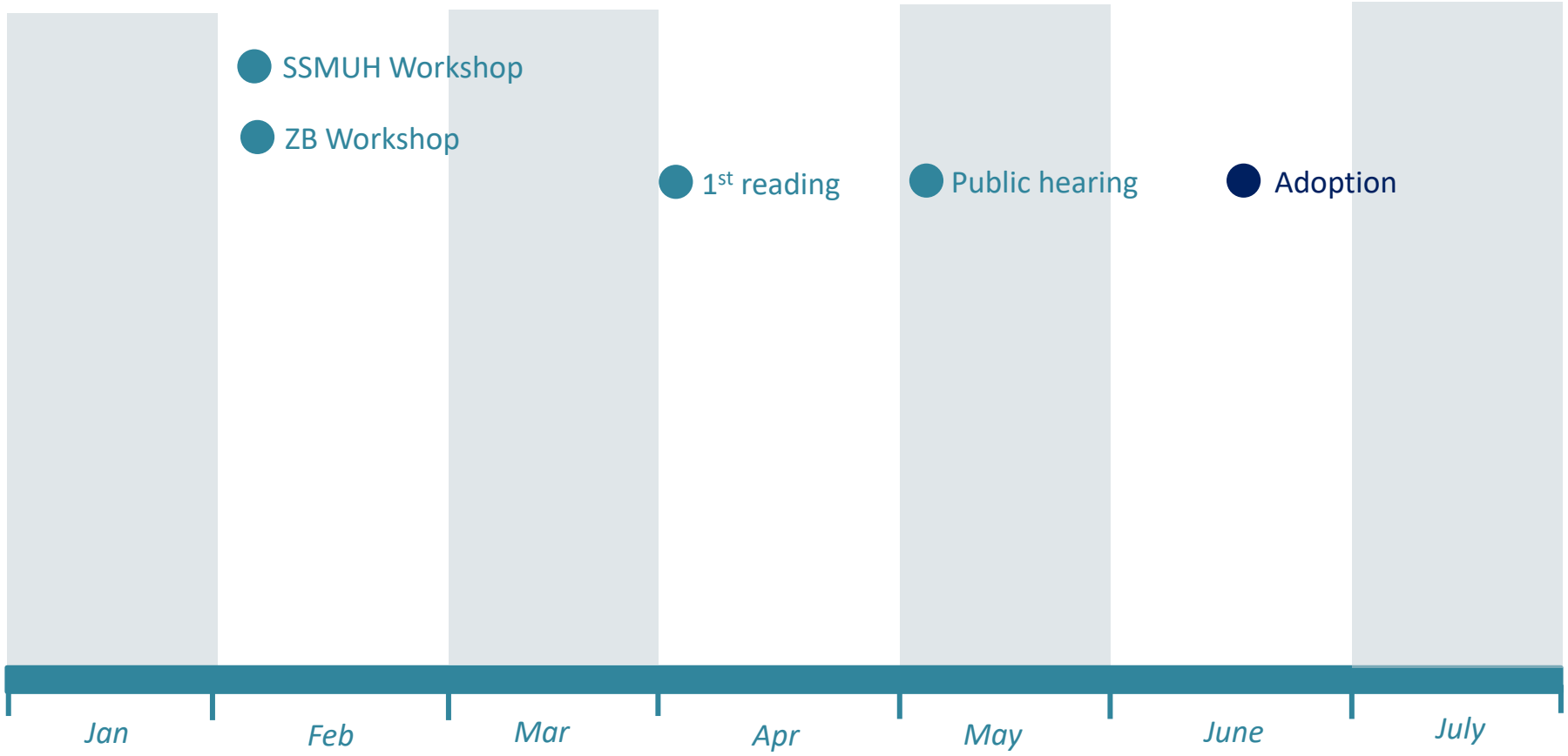


Community and Development Planning Priorities

SSMUH ★

Zoning Bylaw Rewrite

Further OCP Updates



● Council Workshops or Meetings | ● Project Completion/Council Adoption | ★ Legislative Requirement

SSMUH Requirements

Accommodate **up to** 3, 4, or 6 units on non-exempt single-family lots



On lots 280 m² (3,014 ft²) or less

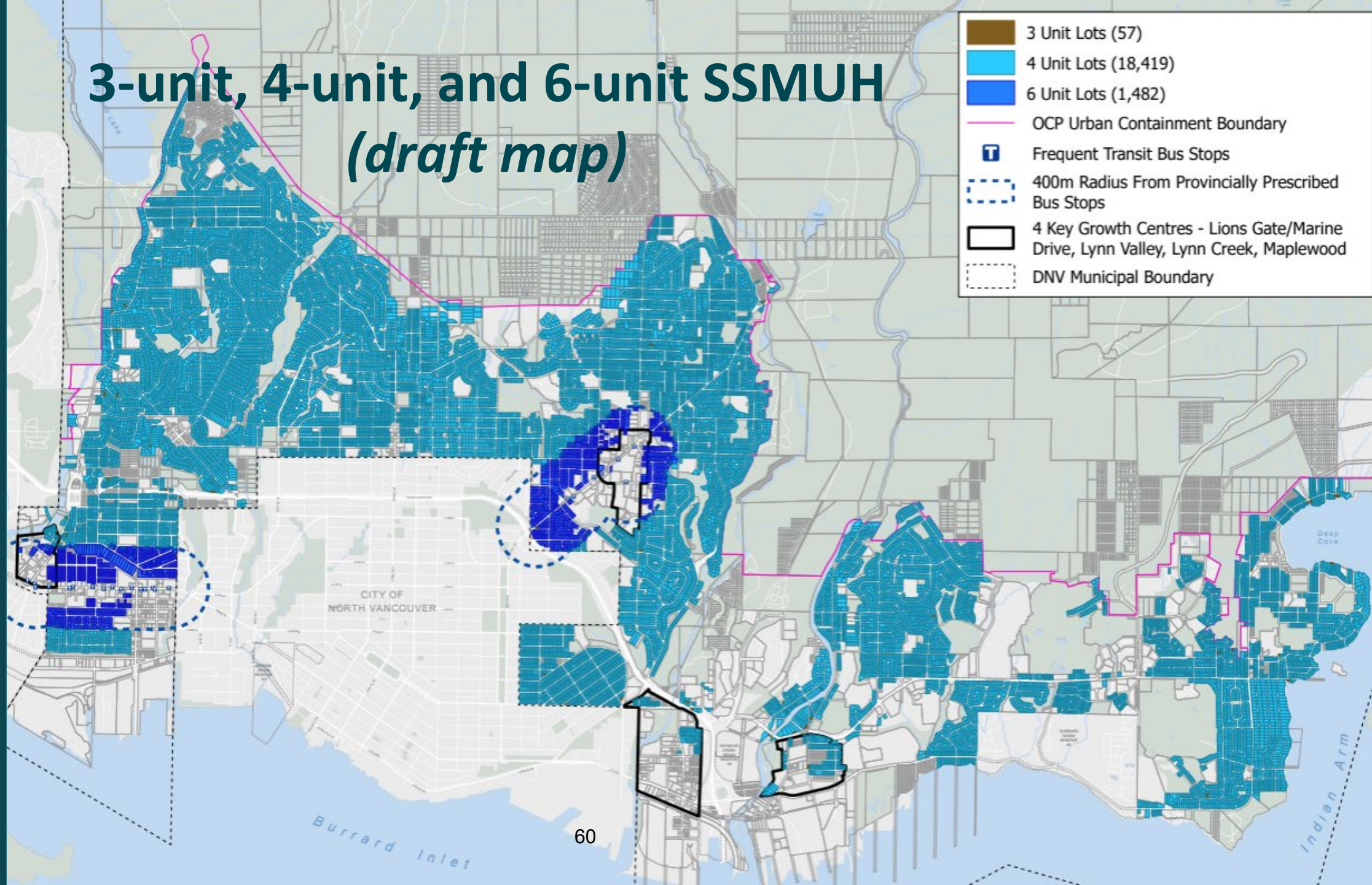


On lots greater than 280 m² (3,014 ft²)



On lots larger than 280 m² (3,014 ft²) *and* Within 400m of frequent transit bus stops

3-unit, 4-unit, and 6-unit SSMUH *(draft map)*



DISTRICT OF NORTH VANCOUVER

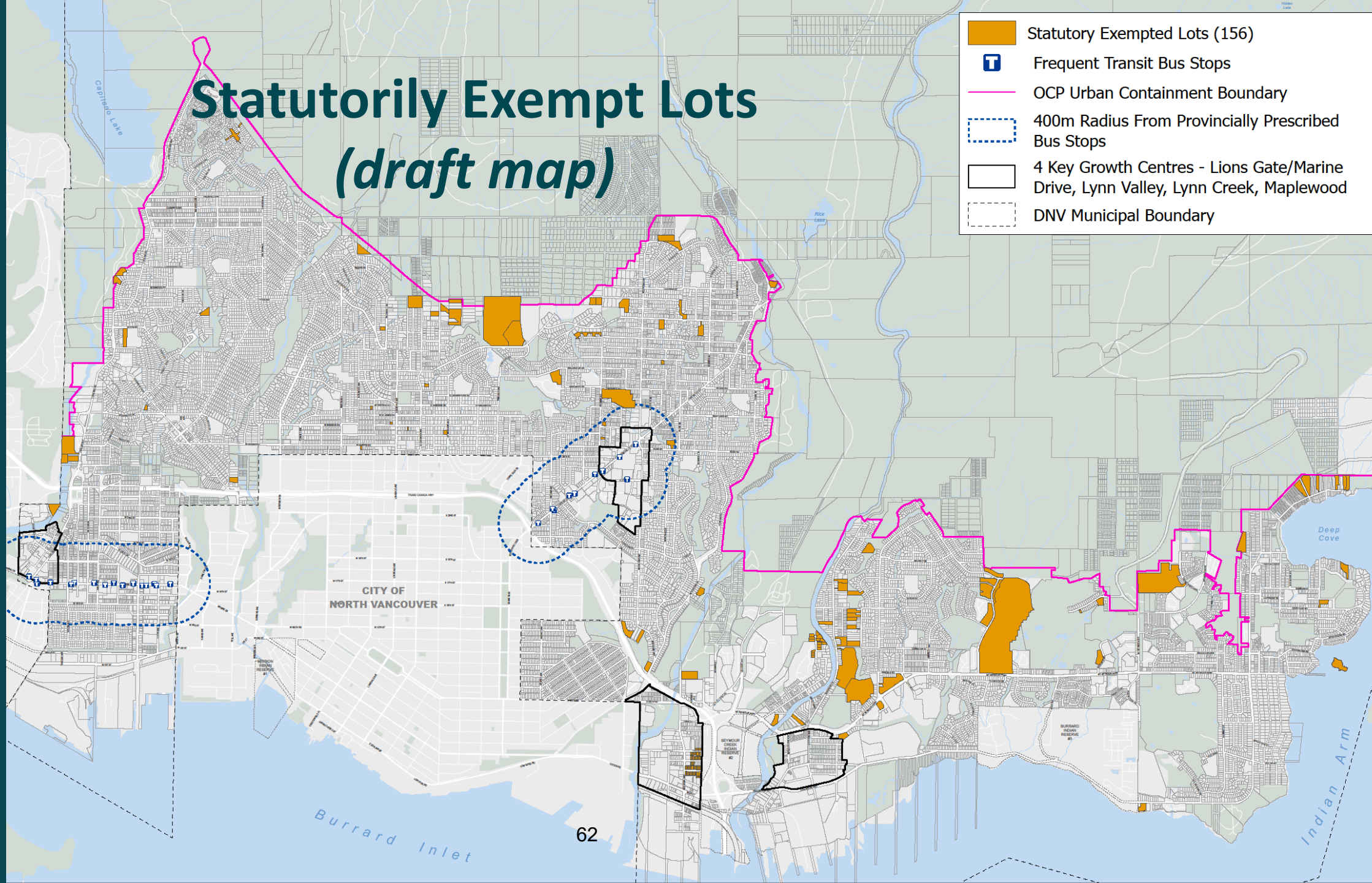
Statutory Exemptions to SSMUH

- Outside the urban containment boundary
- Certain heritage protections
- No connection to water or sanitary systems
- Lots greater than 4,050 m^2 (~1 acre)
- Within designated Transit-Oriented Areas
- Subject to certain hazards



Lynn Creek (designated TOA)

Statutorily Exempt Lots
(draft map)

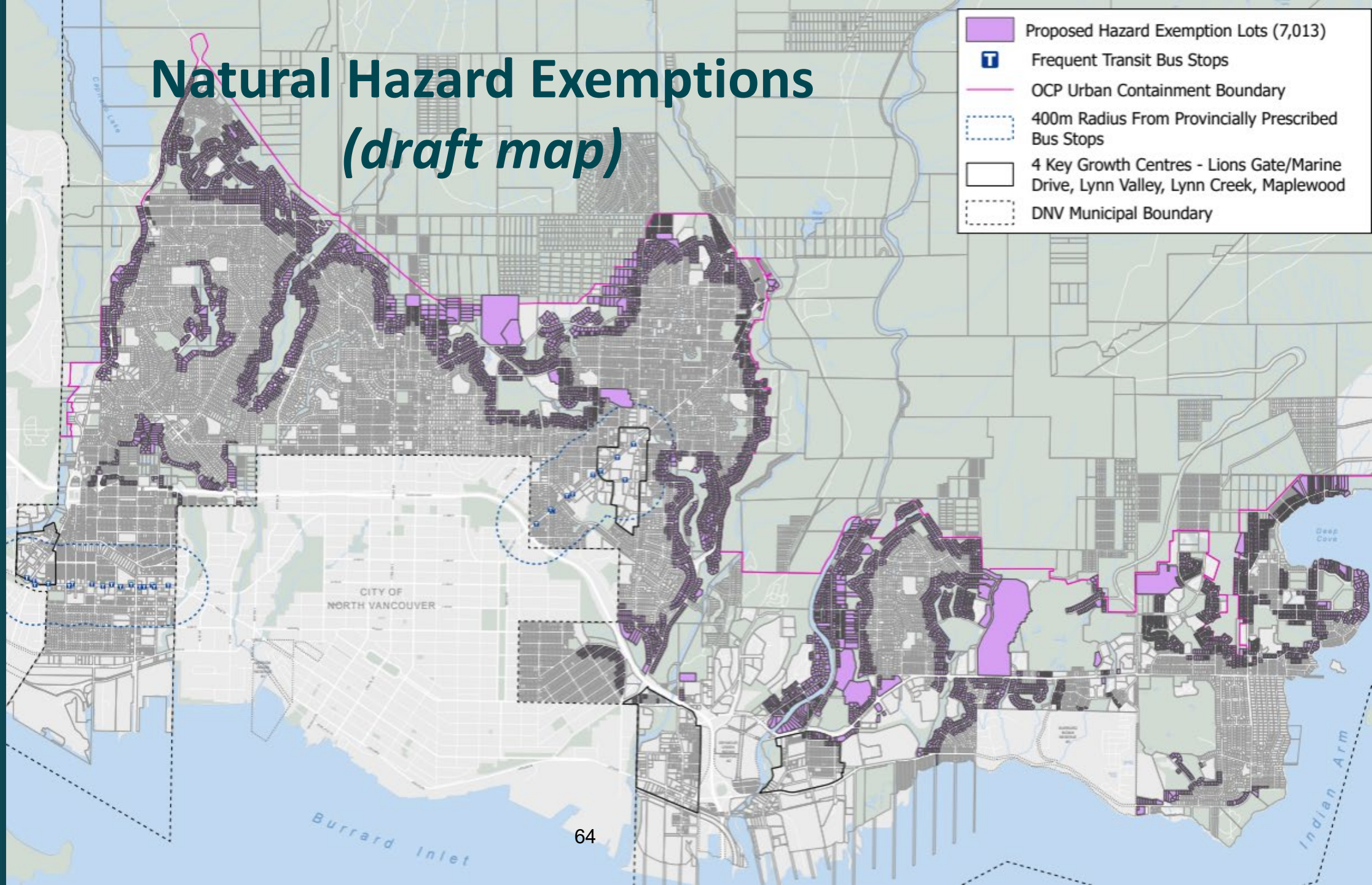


DISTRICT OF NORTH VANCOUVER

Issue # 1: Approach to Natural Hazard Exemptions

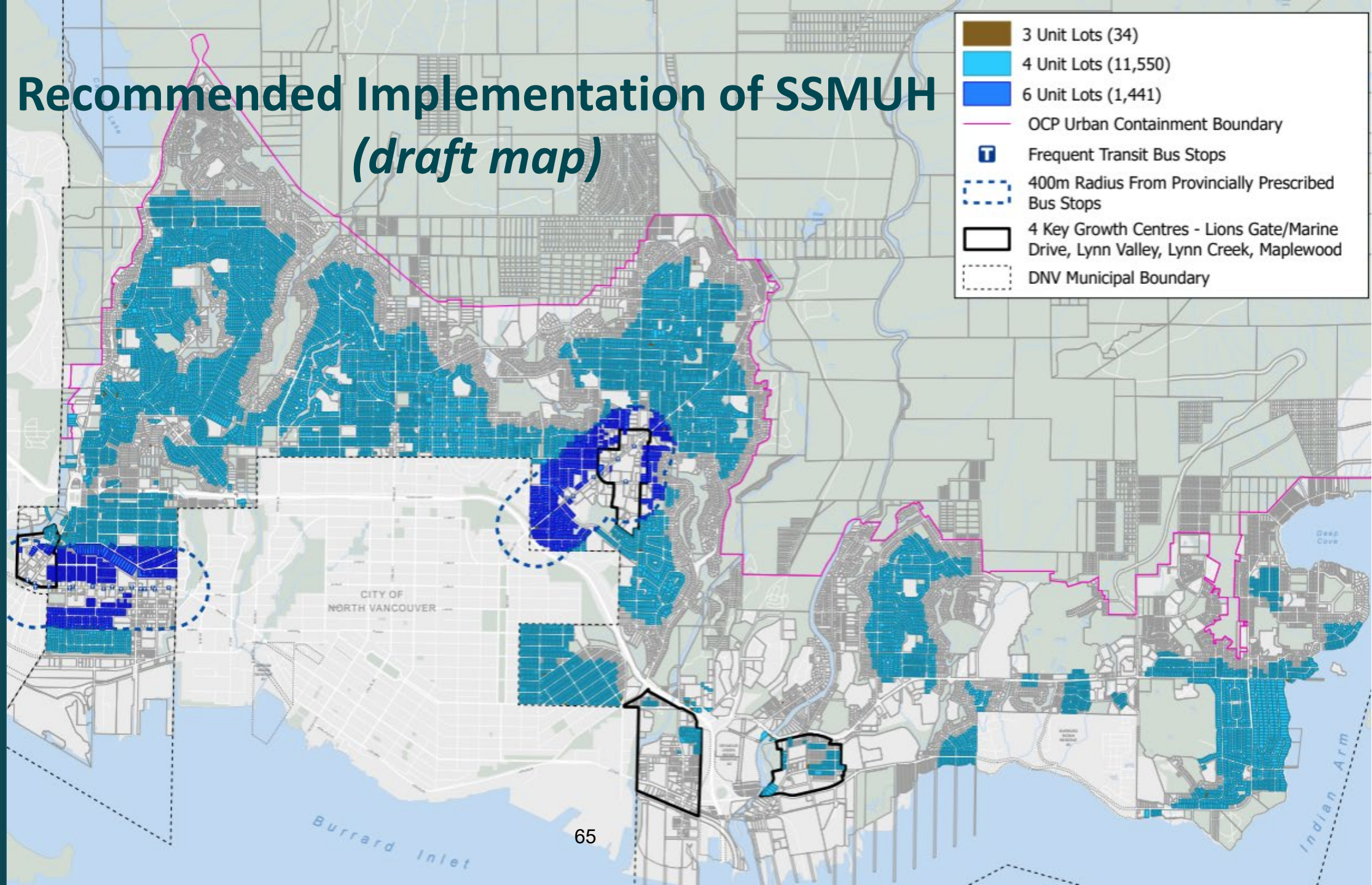
Options	Staff recommendation
1. Apply hazard exemptions as per 2024 Natural Hazard Exemptions Report	☑
2. Implement SSMUH without hazards exemption	☒

Natural Hazard Exemptions
(draft map)



DISTRICT OF NORTH VANCOUVER

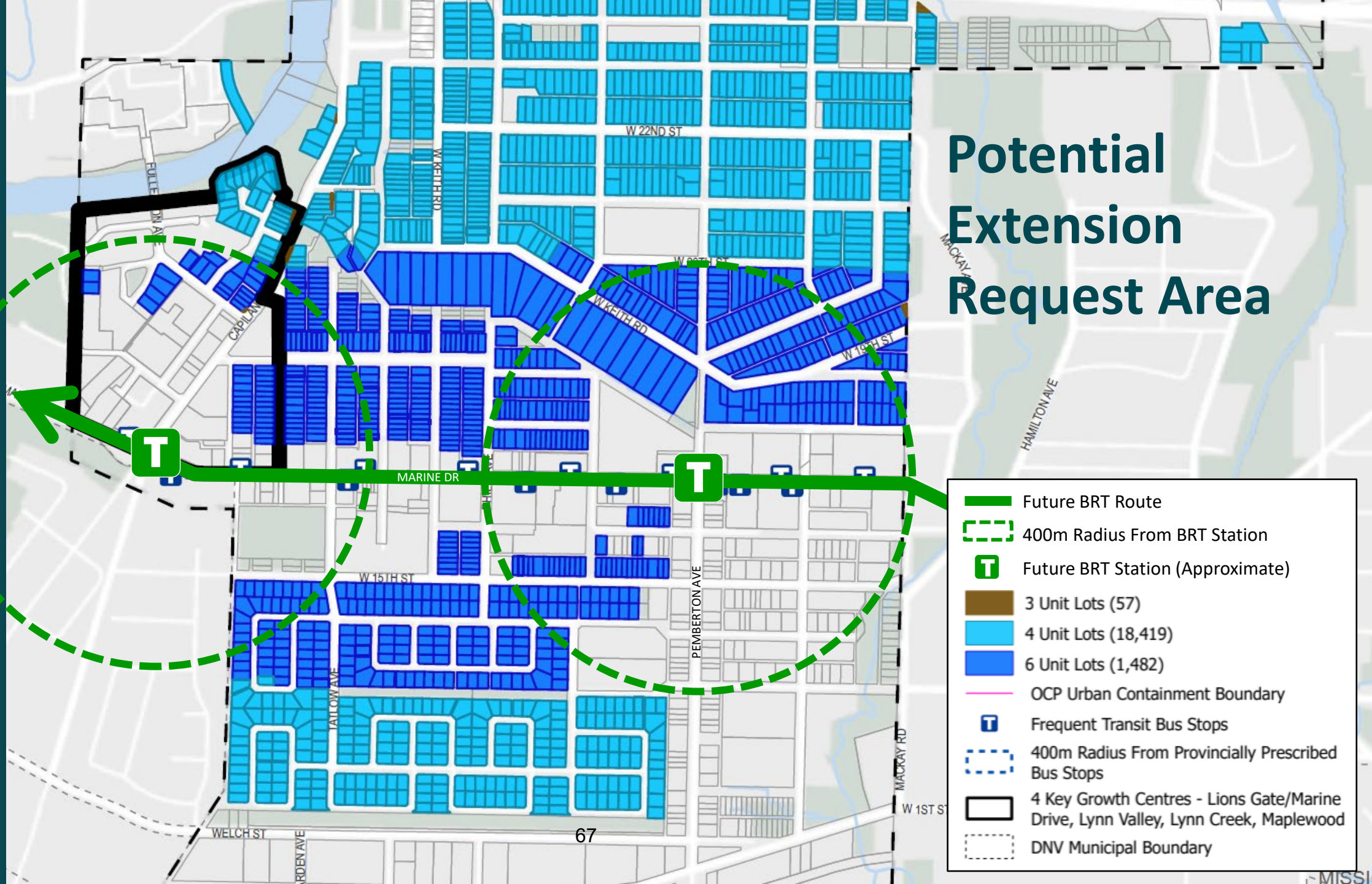
Recommended Implementation of SSMUH
(draft map)



DISTRICT OF NORTH VANCOUVER

Issue # 2: Preserving Frequent Transit Areas for Future Growth (Lions Gate – Marine Drive)

Options	Staff recommendation
1. Submit time extension to the Province	☑
2. Amend OCP to designate higher density	☑
3. Amend Zoning Bylaw to permit higher density	☒
4. Implement 6-unit SSMUH zoning regulations	☒



DISTRICT OF NORTH VANCOUVER

Issue # 3: Additional Approaches to 6-unit SSMUH Areas

Options	Staff recommendation
1. **Do not** require affordable housing or special needs housing for 6th unit	☑
2. Require affordable housing or special needs housing for 6th unit	☒

Issue # 4: Approaches to Tenure in SSMUH Zones

Options	Staff recommendation
1. Consider the use of RRTZ with further analysis.	
2. Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.	

Infrastructure/Servicing

- Recent amendments to servicing bylaws
- Standard level of servicing anticipated for SSMUH
- More work is needed to determine servicing needs for SSMUH



Growth Implications

Overall rate of change in existing neighbourhoods will likely remain similar.



~120

PERMITS / YEAR
(new builds + coach houses + major additions)

<1%

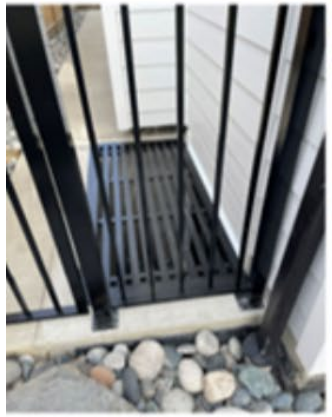
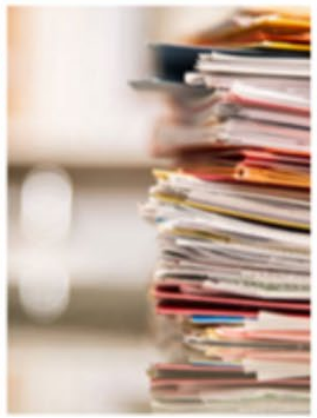
OF HOMES / YEAR

Part A - Key Issues for Council Direction

1. Approach to Natural Hazard Exemptions
2. Preserving Frequent Transit Areas for Future Growth
3. Additional Approaches to 6-unit SSMUH Areas
4. Tenure and use of Residential Rental Tenure Zoning

Draft
Small-Scale Multi-Unit Housing Zone
(R3 / SSMUH / Houseplex Zone)

Key Principles

Key Principles						
Improve Liveability	Promote Climate Resilience	Simplify Regulations	Support Economic Development	Facilitate Housing Diversity	Respecting Existing Character	Maintain Existing Development Potential
						

Provincial Site Standard vs Proposed SSMUH Zone

4-unit SSMUH

Zoning Metric	Provincial Site Standard	DNV Draft R3 Zone
Dwelling units	Up to 4 units	**Up to 4 units**
FSR	N/A	**~0.7 - 1.0 FSR (including partial basements)**
Front setback	2 m (6 ft)	**3 m** (10 ft) part of building
Rear setback	1.5 m (5 ft)	**1.5 m** (5 ft) **on a lane** **3.0 m** (10ft) **no lane**
Side setback	1.2 m (4 ft)	**1.2 m** (4 ft)
# Storeys	3 storeys	**3 storeys** (inclusive of partial basement) **(2 storey** within front or rear yards)
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (38 ft) pitched roof
Number of Buildings	N/A	**2** Buildings
Building coverage	50%	**40 - 50%**
Off-street parking	0.5 space/unit within 800m of frequent bus stop 1 space/unit otherwise	**1 unit = 2 spaces** **2 units = 3 spaces** **3 units = 3 spaces** **4 units = 4 spaces**

Provincial Site Standard vs Proposed SSMUH Zone

6-unit SSMUH

Zoning Metric	Provincial Site Standard	DNV Draft R3 Zone
Dwelling units	Up to 6 units	**Up to 6 units**
FSR	NA	**~1.0 FSR (including partial basements)**
Front setback	2 m (6 ft)	**3 m** (10 ft) part of buliding
Rear setback	1.5 m (5 ft)	**1.5 m** (5 ft) **on a lane** **3.0 m** (10ft) **no lane**
Side setback	0 m - 1.2 m (0-4 ft)	**1.2 m** (4 ft)
# Storeys	3 storeys	**3 storeys** (inclusive of partial basement) **(2 storeys** within front or rear yards)
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (38 ft) pitched roof
Number of Buildings	N/A	**2** Buildings
Building coverage	60%	**50 - 60%**
Off-street parking	0 (parking cannot be required but can be voluntarily provided)	**0** (parking cannot be required but can be voluntarily provided)

Visualizing Context

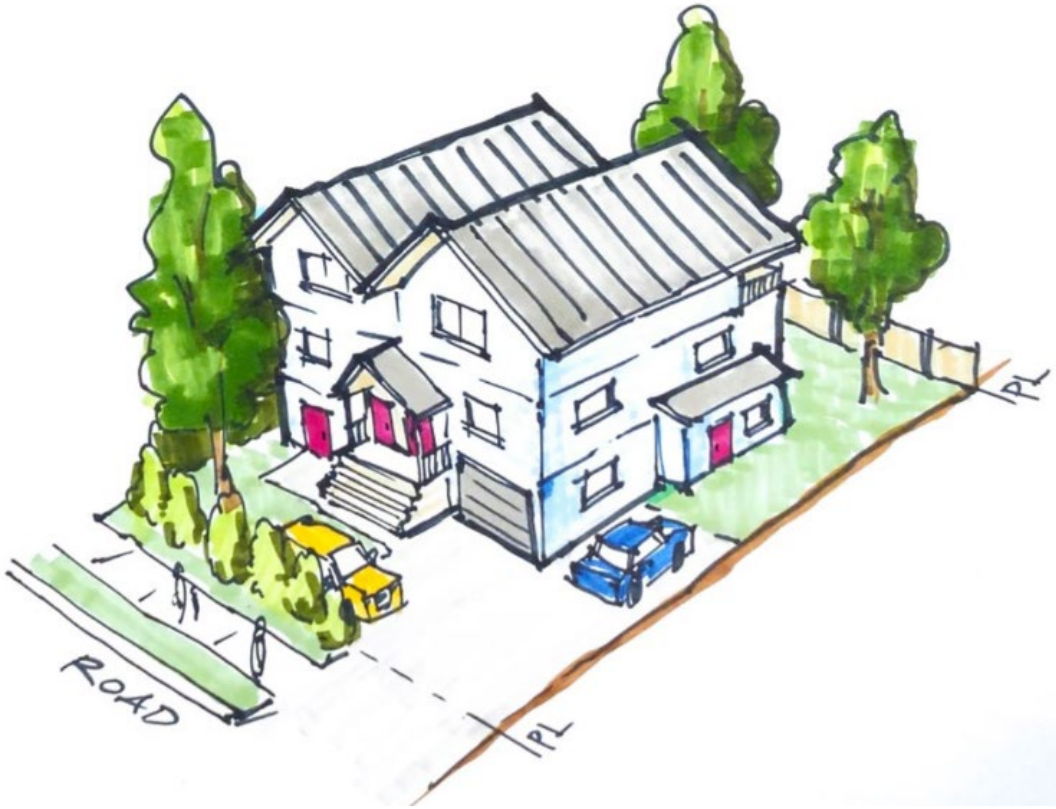


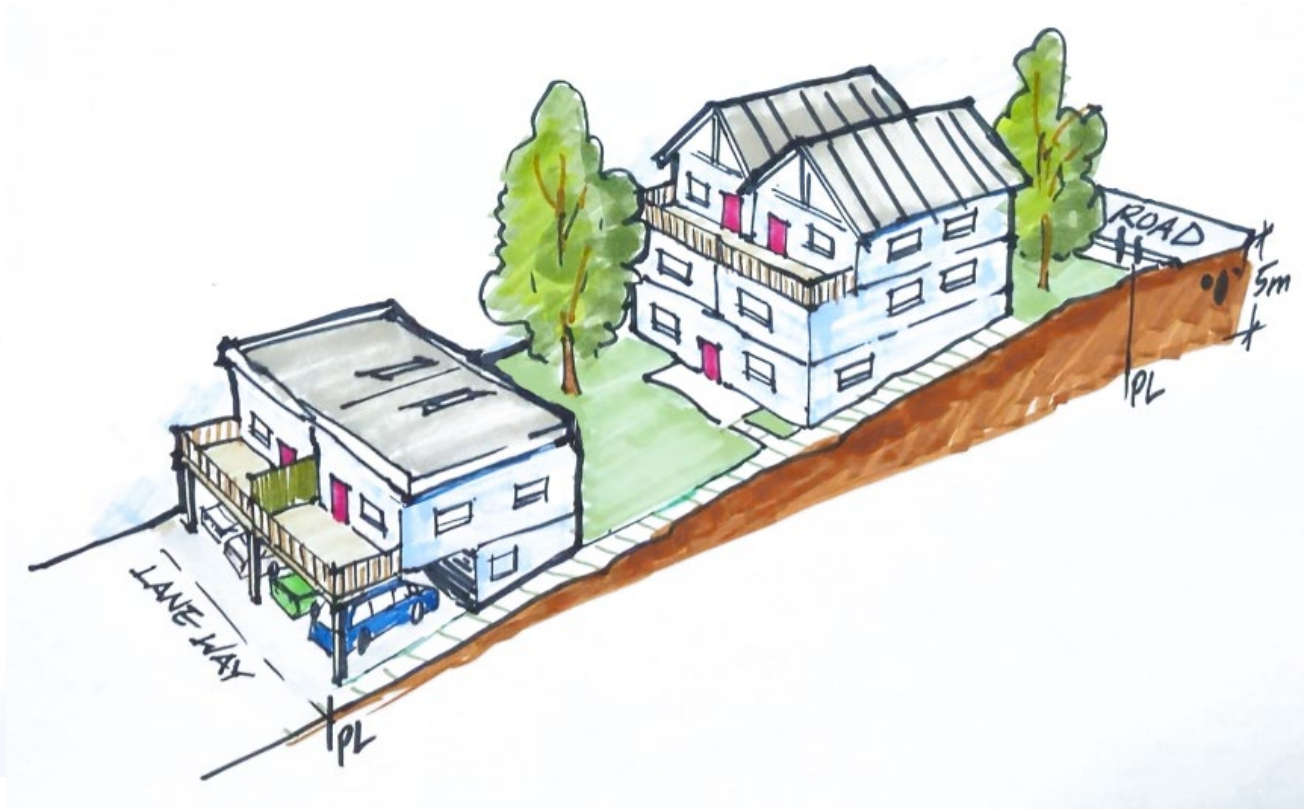
Existing 1-storey house with basement

Existing 2-storey house with basement

New 3-storey SSMUH multiplex or new house with suite, no basement

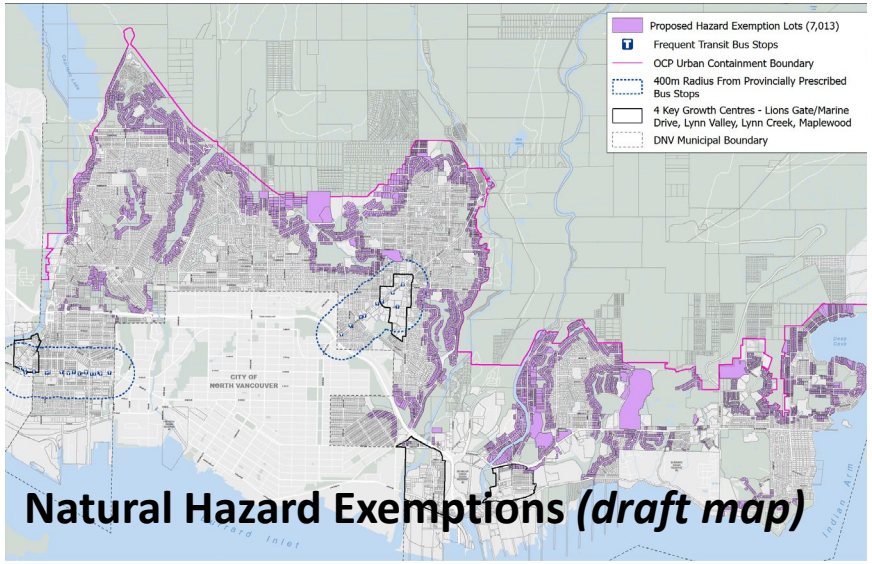
Various SSMUH Unit Configurations



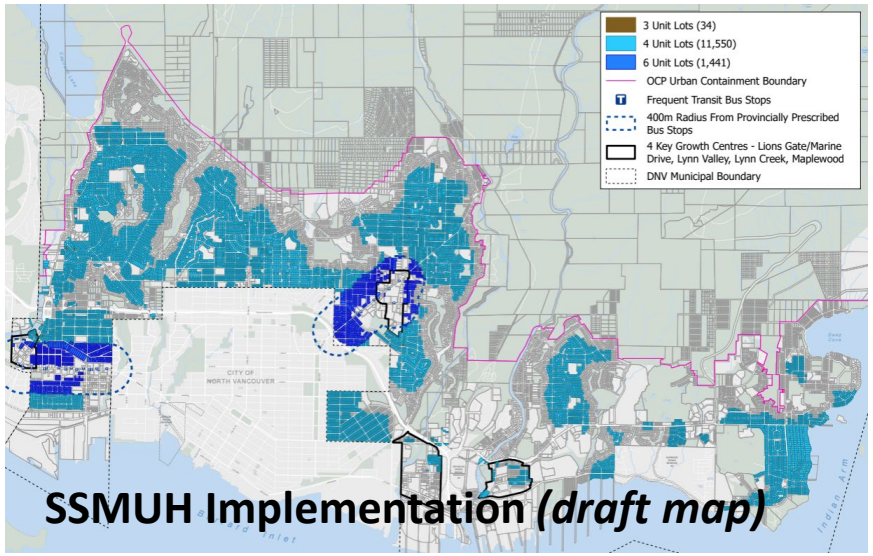


Proposed limit of 2 residential buildings per lot

Neighbourhood Consistency



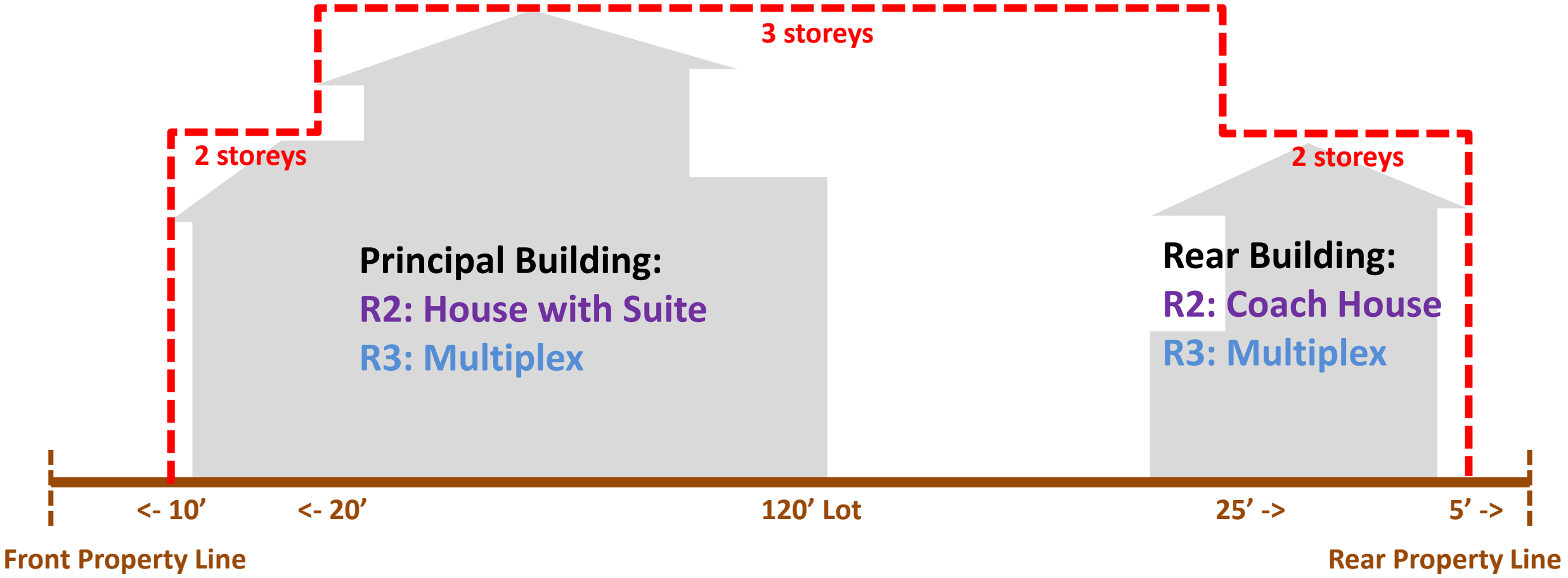
Natural Hazard Exemptions *(draft map)*



SSMUH Implementation *(draft map)*

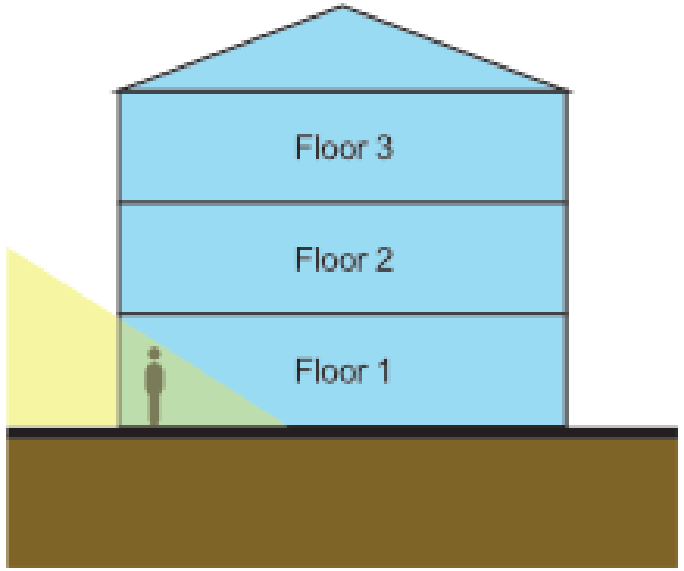
	Proposed "Single Family" Zone (R2)	Proposed "SSMUH" Zone (R3)
# Units	Up to 3 units	Up to 3, 4, or 6 units
FSR	Approx 0.7 – 1.0 FSR (true density)	Approx 0.7 - 1.0 FSR (true density)
Off-Street Parking	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces 5 or 6 units = no minimum
Building Typology	House, Suite, Coach House	Multi-plex, House, Suite, Coach House
Building Height	3 storeys principal building (with partial basement) 2 storeys in the front and rear yard	3 storeys principal building (with partial basement) 2 storeys in the front and rear yard

Approx Building Envelope of: Proposed R2 (New SF zone) & Proposed R3 (SSMUH)



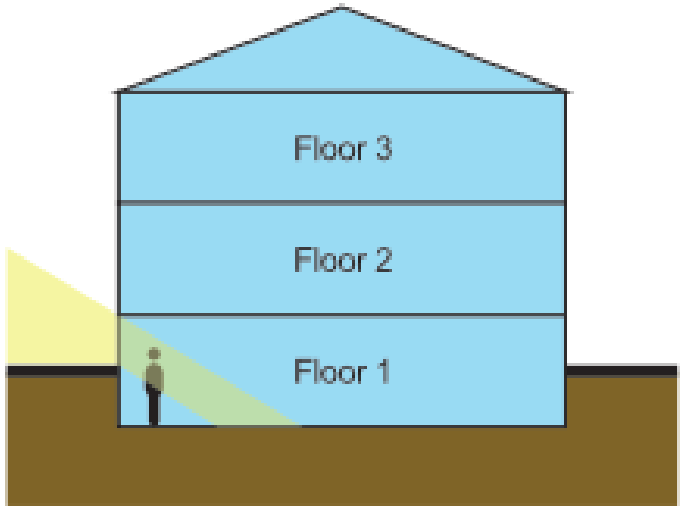
Basements in the R3 (SSMUH) Zone

No basement



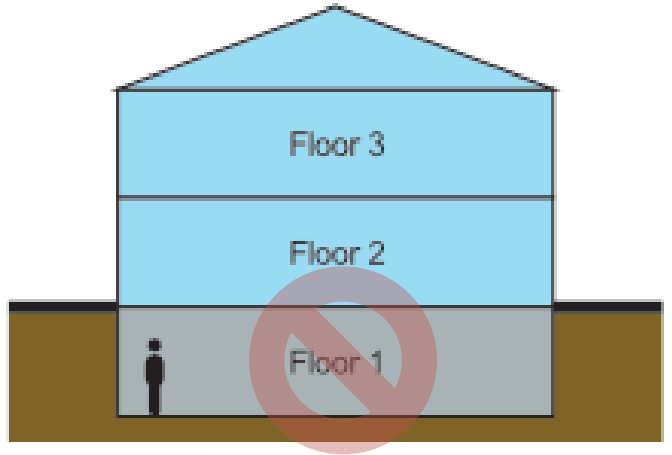
✓ Permitted

Partial Basement



✓ Permitted

Fully buried basement
(New Construction)



× Not Permitted

Staff propose that fully-buried basements are **not permitted** in the SSMUH Zone.

Part B – Key Issues for Council Direction

1. **General approach to the SSMUH zone**
   - Guiding principles
   - Proposed density, setback, height, building, coverage, and parking regulations

2. **Neighbourhood Consistency**
   - Maximizing consistency between the SSMUH zone (R3) and SF zone (R2)

3. **Proposed Approach to Basements**
   - Prohibiting new fully buried basements

Next steps

- Public engagement
- Extension application
- Official Community Plan amendments
- Zoning Bylaw amendments
- Implementation Guides

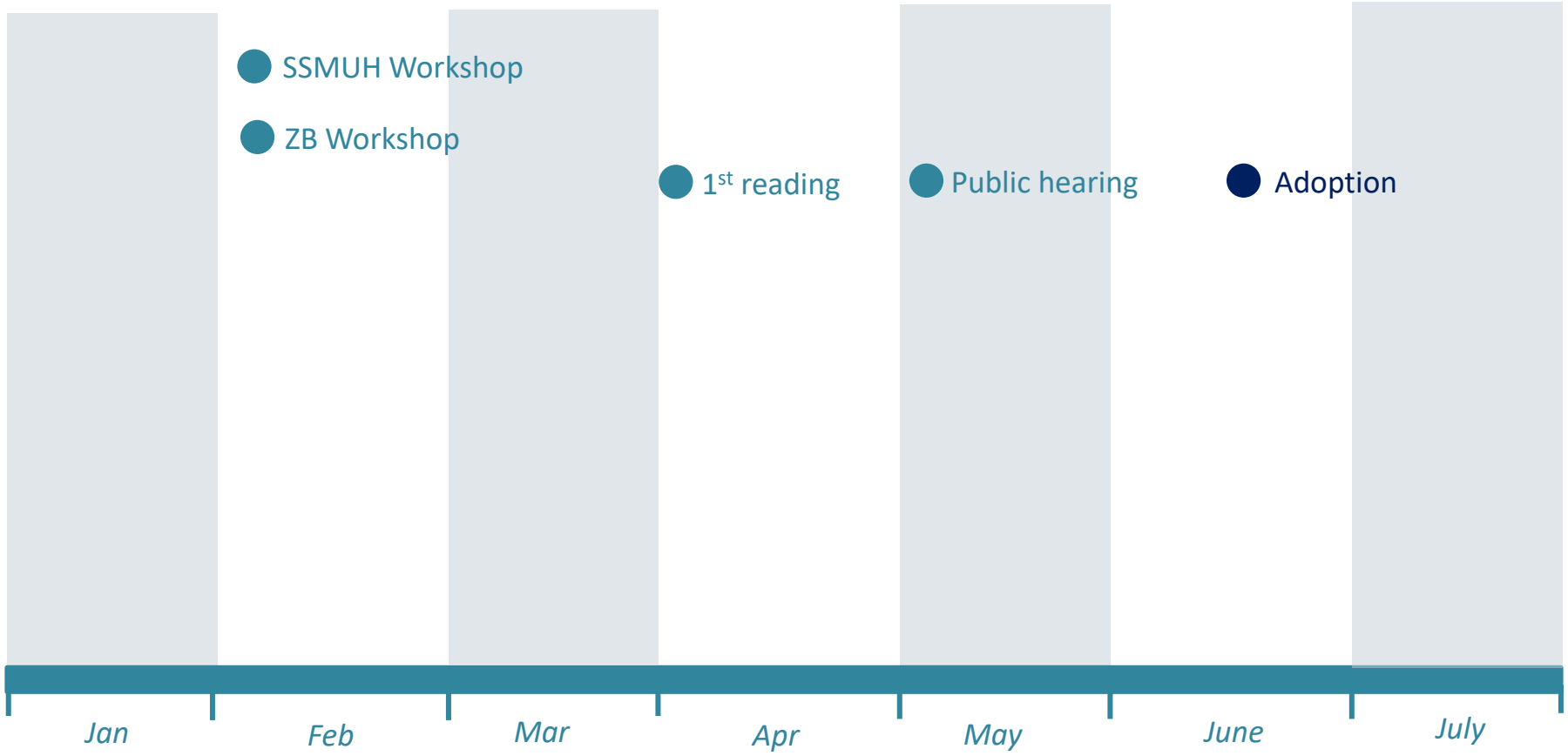


Community and Development Planning Priorities

SSMUH ★

Zoning Bylaw Rewrite

Further OCP Updates



● Council Workshops or Meetings | ● Project Completion/Council Adoption | ★ Legislative Requirement

355 West Queens Road
North Vancouver, BC
V7N 4N5

604-990-2311



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AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: May 4, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

April 16, 2026
File: 09.3900.30/003.001

AUTHOR: Tamsin Guppy, Senior Development Planner
Daniel Broderick, Planner

SUBJECT: **Revised Timing for the Zoning Bylaw Rewrite Project**

RECOMMENDATION:
THAT Council supports the Zoning Bylaw Rewrite Project with the revised timeline extending into Q3 2027 (July), which will enable further discussion on specific topics with Council, the public and interest holders.

REASON FOR REPORT:
The purpose of the report is to confirm with Council the revised timeline for this strategic project and provide a summary of Council's directions to date.

SUMMARY:
The Zoning Bylaw Rewrite project – the first comprehensive modernization of the District's zoning and policy implementation framework in over 60 years – includes a critical and complete review of the zoning regulations that impact how land is used in the District. This much needed update works hand in hand with the Development Approval Process Review (DAPR) initiative to streamline regulations and improve on process efficiency and effectiveness, while ensuring zoning regulations reflect current policies and Council directions.

Recognizing the complexity of the Zoning Bylaw and the far-reaching nature of the project, some Council members have expressed interest in extending the timeline to enable further public and interest holder input and additional Council workshops. Given the volume of work and Council's meeting schedule, staff anticipate the review would extend to mid-to-late 2027.

BACKGROUND:
The Zoning Bylaw Rewrite project has been underway since October 2024 (Report to Council) and it has been envisioned to be a three-year project from beginning to completion. Since then, a small but dedicated staff team, along with a team of consultants, have done extensive work in research, analysis, development of new zones as well as community and interest holder consultation.

Project timeline to date:

- 2025: Focus on Ground Oriented Residential Zones:
  - June 23, 2025 – Council Discussion (Report to Council)
  - Spring- Summer 2025 – Public Input (in conjunction with the OCP Update: Report)
  - December 2, 2025 – Council Workshop (Report to Council)
  - End of 2025 – First cut of the draft Bylaw complete and extensive interest holder engagement underway
- 2026: Discussion of the broader zoning bylaw work
  - Winter 2026 – Business Community Input on Commercial and Industrial Zoning
  - February 10 & 23, 2026: Discussion of Industrial, Commercial and Parking sections of the draft Bylaw. (Report to Council)
  - April 7, 2026: Discussion of Commercial Zoning Options in the draft bylaw (Report to Council)

The project has coincided with and is influenced by various other key work projects, including OCP update work mandated by Provincial legislation, Inclusionary Zoning discussions with Council, and Provincially mandated discussion of Small Scale Multi-Unit Housing (SSMUH).

ANALYSIS:
Updating the District's Zoning Bylaw is a necessary and important undertaking to help ensure new development is in keeping with Council's key policy directions. This update is guided by the principles below.



In Workshops and Regular Council Meetings, Council has recognized the critical nature of this strategic work and support for the goals of the project, noting the importance of:

- Simplifying confusing and lengthy regulations;
- Ensuring new development has a lighter environmental footprint;
- Protecting existing jobs and industrial lands and growing our economy;
- Facilitating more liveable and varied ground-oriented housing options; and

- Protecting landowner's rights by maintaining development potential under the existing zoning.

Staff have received support and direction from Council on key components of the draft bylaw, which are summarized below. In addition, the draft regulations reflect the input received from the public and key interest holders.

Ground-Oriented Detached Residential Zoning (i.e. traditional single-family zones):

- Recognizing the importance of maintaining development rights under existing zoning, but also the need to reduce the degree to which new homes are built with fully-below grade basements and the impact of these basements on the environment and on liveability, the proposed regulations eliminate incentives for fully in-ground basements by changing how floor space is calculated.
- Similarly, updates to height regulations create more opportunity for basement areas to be partially or fully above grade (note, while fully-in-ground / below grade basements are not supported, partial basements are still permitted).
- To further facilitate diversity of housing options with opportunities for secondary suites and coach houses, the proposed regulations will:
    - Include 500 square foot (46.5m^2) of additional floor space for a coach house unit and a maximum size of 1,400 square feet (130.0 m^2): and
    - Simplify secondary suites regulations and permit them to be up to 49% of the principal dwelling unit.
- To simplify the building process for new construction and renovations, while still maintaining community character, proposed regulations are simpler, fewer, and where appropriate, slightly more permissive. This also reduces the instance of non-conforming status and in turn the need for variances. Proposed regulations include simplified heights, and floor area calculations, and updated coverage and permeability measures.
- To soften the impact of decreased reliance of basements and increased above ground living space, there was broad community support for making better use of the front yard area, accordingly the front yard setbacks have been reduced in two ways:
    - The traditional 25 foot (7.6 m) setback has been reduced to 20 feet (6.1 m); and
    - In the same way that a portion of the building has been allowed to come forward on the lot in the form of a side entry garage, that same building shape may now be two storeys and used as living space or garage area.

Multi-Family Zoning:

- "Shelf-ready" multi-family zones for multiplex, townhouse, and apartment residential have been developed to replace the outdated zones that are difficult to apply and to align with the Official Community Plan land use designations. These zones can be applied to individual sites going through rezoning process, eliminating the need to create site-specific, resource-intensive Comprehensive Development zones.
- Multi-family zones will be applied to existing developments to facilitate any renovations or repairs that are required. No "pre-zoning" of residential land is proposed.

- Recognizing the importance for the new Zoning Bylaw to be adaptable to unique site conditions, new zones have introduced modifiers, a built-in system of amending specific aspects (such as height and density) of specific zones while maintaining key elements (such as use) for consistency and in turn ease of use.
- To support the provision of affordable housing in the District and the ongoing discussion with Council on Inclusionary Housing (IZ), new zones will explore opportunities to align the ongoing review of IZ with the draft Zoning Bylaw.

Industrial Zoning:

- The Industrial Zoning work maintains the focus on industrial uses, in accordance with municipal and regional policy to strongly protect industrial lands;
- The proposed regulations:
    - Further restrict subdivision of heavy industrial lands to reduce parcelization of key port and heavy industrial sites; and
    - Introduce tighter restrictions on Light Industrial lands to prevent commercial erosion of these lands by fitness centres, instructional services, car sales, and childcare and larger format retail or restaurant use.

Commercial and Mixed-Use Zoning:

- Working with a shared goal of ensuring zoning supports vibrant commercial shopping areas, the new commercial zoning regulations look to:
    - Expand the amount of commercial floor area by creating a new “shelf-ready” commercial zone for rezoning applications on mixed-use sites that includes requirements for additional commercial floor space on the second floor;
    - Accommodate most existing businesses in the District and facilitate their ongoing operations by creating general commercial zones that are not overly restrictive at this time; and
    - Restrict residential use from the ground floor.

Council voiced interest in ensuring that neighbourhoods kept their distinctive characters and while there was interest in simplifying regulations there was also interest in exploring the differences between commercial neighbourhoods in greater depths and through updates to local serving design guidelines.

Council further expressed a desire to better understand how the variety of existing commercial zones could be collapsed into fewer, simpler zones and what that might mean for existing single commercial purpose zones like those applied to Neighbourhood Pubs (4 sites) or Garden Centres (1 site).

Parking:

An introduction to the update to parking was held in February in which the following key concepts were discussed:

- Simplifying Transportation Demand Management requirements;
- Creating a stepped approach to residential parking requirements that reflects current policy in which sites in growth centres, with good proximity to transit, have lower parking requirements;

- Updated Commercial parking rates in line with recent applications to create an appropriate parking rate that would reduce the need for subsequent parking assessments as businesses change and thereby facilitate tenant improvements.
- The addition of new and modernized loading requirements;

Council requested that staff return with the parking rates for more in depth discussion.

Timing/Approval Process:
It is key to keep the momentum of the project going and complete the Zoning bylaw in a timely way. However, based on Council discussion and expressed interests, staff propose that the timeline of the Zoning Bylaw Rewrite be expanded by approximately 12 months from July 2026 to July 2027. This expanded timeline provides an opportunity to return to this Council as well as the newly elected Council for additional workshops to continue the discussion on key topics, answer outstanding or additional questions, and bring forward more detailed information including mapping and draft regulations. Potential workshop topics include:

- Proposed Parking and Loading requirements;
- A comparison of old zones to new zones and the application of those zones;
- The updated Park zones and the nature-based tourism zones (Grouse Mountain, Mount Seymour and Capilano Suspension Bridge);
- Institutional Zones for schools, Capilano University and other public oriented uses such as libraries, community recreation centres and churches.

The expanded timeline provides greater opportunities for continued input from a variety of interest holders. As the City of North Vancouver is just starting their update to their Zoning Bylaw it also provides an opportunity to continue to work closely with CNV and potentially find more ways our regulations can be compatible and share terms and language.

If Council wishes to advance the zoning for ground-oriented residential zones first, Option 2 speaks to this phased approach. However, there is inherent complexity with only introducing a portion of the zoning bylaw, including conflicts with general regulations and definition sections, implementation challenges, confusion for applicants, etc. The phased approach would still mean the new bylaw will be considered in 2027 but will likely have an extended deadline as noted in Option 2.

Public Input:
Over the past 18 months many interest holders both internally and externally have been interested in the zoning bylaw rewrite and have expressed a desire to dig further into topics that captured their interest. A longer timeline allows more time for some of these ideas to be explored and, if appropriate, incorporated into zoning regulations. Examples of this include:

- Working with the municipalities in the region on a consistent approach to regulations for mass timber construction; and

- Exploring how the proposed new “landscape area” (garden space) requirements can potentially work with municipal goals for biodiversity, the urban tree canopy, and storm water management.

Similar to the Official Community Plan process, the Zoning Bylaw is an expansive project that has sought input from the public, local designers, the development community, local businesses, and a series of governmental and non-governmental agencies who have specific interest in regulations that impact lands. As alluded to above, even those agencies that have completed their review may appreciate additional time to share other thoughts and ideas now that zoning is top of mind. However, there are some interest holders including some homeowners, local businesses, and local designers who have projects on hold as they wait to make decisions knowing the zoning bylaw rewrite is underway. For these people the delay has impacts.

Concurrence:
Relevant staff groups have been informed of the potential Council direction to extend the timeline on the Zoning Bylaw Rewrite. Staff groups have no concerns, and many see the extended timeline as an opportunity to further explore concepts that could lead to improved and refined regulations.

Conclusion:
Staff have completed significant work, including a first full draft of the Bylaw, public input and engagement with key interest holders, and multiple Council Workshops seeking support and directions on key components of the draft Bylaw.

Recognizing that the Zoning Bylaw Rewrite is a crucial review of regulations governing how land is used in the District, the proposed extended timeline that will see the bylaws be presented for introduction in 2027. This will provide additional opportunities for interest holder input and Workshops with Council.

Options:

1. THAT Council supports the Zoning Bylaw Rewrite Project with the revised timeline extending into Q3 2027 (July) which will enable further discussion on specific topics with Council, the public and interest holders. (Staff Recommendation)

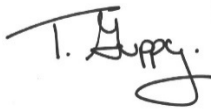
Or

2. THAT Council direct a phased approach of the Zoning Bylaw Rewrite with single-family zones and related regulations being advanced to be presented to Council for consideration in Q2 of 2026, while extending the overall timeline of completion of the entire Bylaw to Q4 2027.

Or

3. THAT Council give staff alternative timelines and directions for the project.

Respectfully submitted,





Tamsin Guppy
Senior Planner

Daniel Broderick
Planner

REVIEWED WITH:

❑ Business and Economic		❑ Finance		External Agencies:	
❑ Bylaw Services		❑ Fire Services		❑ Library Board	
❑ Clerk's Office		❑ GIS		❑ Museum and Archives	
❑ Climate and Biodiversity		❑ Human Resources		❑ NSEM	
❑ Communications		❑ Integrated Planning		❑ NS Health	
❑ Community Planning	Z T	❑ ITS		❑ NVRC	
❑ Development Engineering		❑ Parks		❑ RCMP	
❑ Development Planning		❑ Real Estate		❑ Other:	
❑ Engineering Operations		❑ Review and Compliance			
❑ Environment		❑ Solicitor			
❑ Facilities		❑ Utilities			

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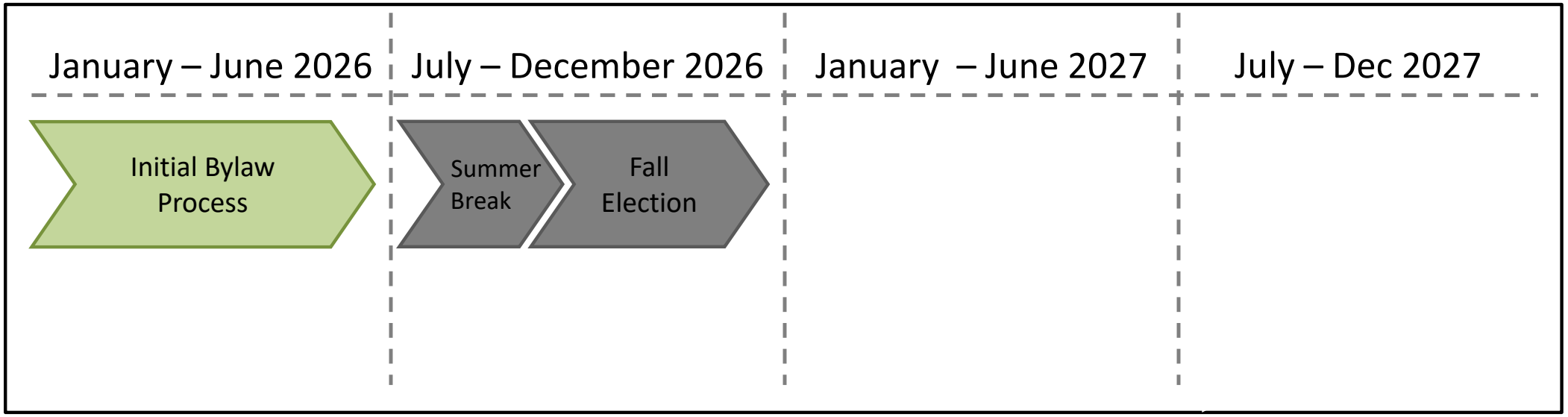
Zoning Bylaw Rewrite Project: Revised Timing

DISTRICT OF NORTH VANCOUVER

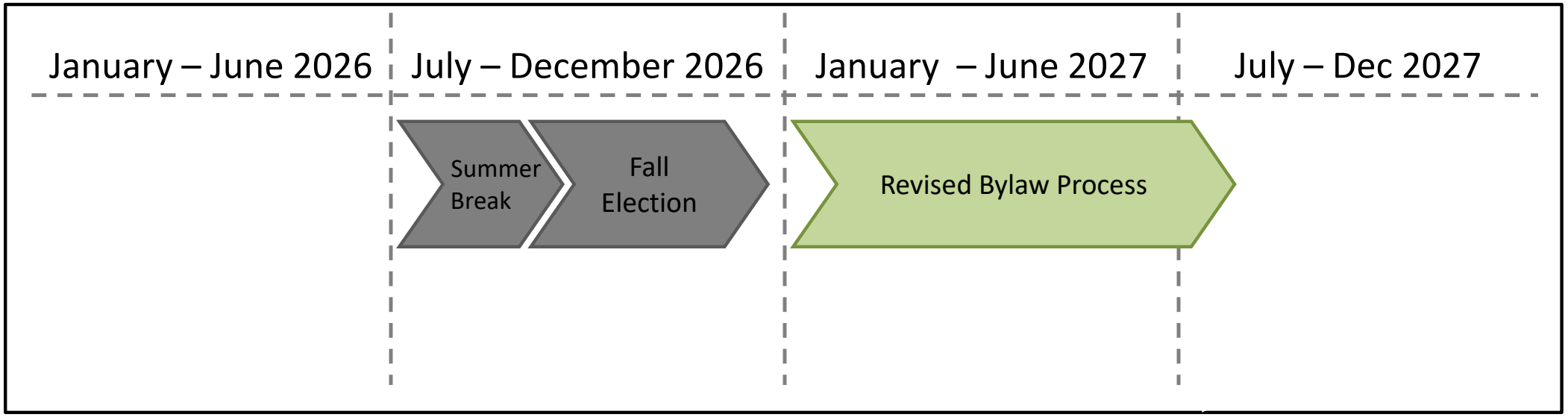
Original Timeline



Bylaw Process

Workshops ⇢ Bylaw Intro ⇢ Public Hearing ⇢ Adoption

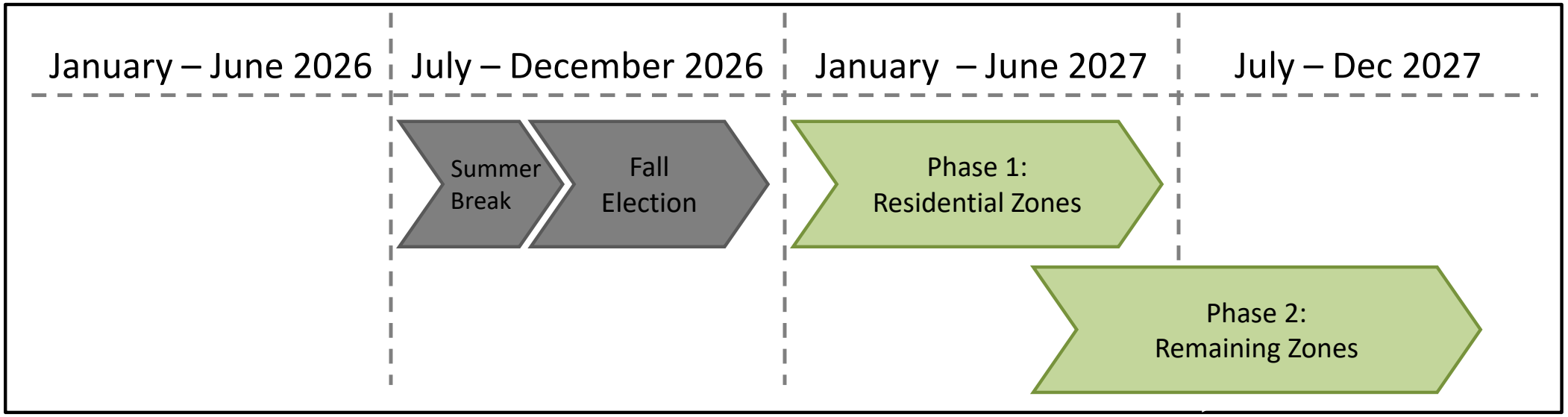
Recommended Timeline



Bylaw Process

Public Engagement ⇢ Workshops ⇢ Bylaw Intro ⇢ Public Hearing ⇢ Adoption

Optional Timeline



Bylaw Process

Public Engagement ⇢ Workshops ⇢ Bylaw Intro ⇢ Public Hearing ⇢ Adoption

AGENDA INFORMATION	
☑ Council Workshop	Date: February 13, 2023
☐ Finance & Audit	Date:
☐ Advisory Oversight	Date:
☐ Other:	Date:

Dept. Manager	GM/ Director	CAO
TA		

The District of North Vancouver
REPORT TO COMMITTEE

January 31, 2023
File: 13.6440.20/000.000

AUTHOR: Ryan Gilmore, Community Planner
Jessica Lee, Community Planner

SUBJECT: **Housing Options for Single Family Neighbourhoods - What We Heard about Secondary Suites and Infill Housing**

RECOMMENDATION
THAT the January 31, 2023 report of the Community Planners entitled Housing Options for Single Family Neighbourhoods – What We Heard about Secondary Suites and Infill Housing is received for information.

REASON FOR REPORT:
This report provides Council with the results of public engagement that took place from May 30 to June 19, 2022 on opportunities for secondary suites and infill housing in single family neighbourhoods.

SUMMARY:
Public engagement was undertaken in spring 2022 on opportunities to increase housing diversity in single family neighbourhoods with a focus on three housing topics: secondary suite regulations and incentives, infill housing options, and short-term rental regulations. The engagement sought to understand the community's preferences and priorities on each of the housing topics, gather input on potential regulatory changes or policy directions, and learn about perspectives on single family neighbourhoods more generally. Results from the public engagement have informed options and next steps for secondary suites and infill housing. Short term rentals are addressed in a separate report.

The full engagement summary is provided in **Attachment 1**.

BACKGROUND:
Single family neighbourhoods are slowly evolving to accommodate changing housing needs. The District has implemented various diversification initiatives including the introduction of and expansion of small lot infill areas (1980s and 2018 respectively), permitting secondary suites in single family dwellings (1997), and permitting coach houses on certain types of single family lots (introduced in 2014 and updated in 2020).

At the Council Workshop on April 11, 2022[1], Council discussed opportunities to further increase housing diversity in single family neighbourhoods. This included more options for secondary suites (e.g., creating larger and more liveable suites) and infill housing (e.g., duplexes, triplexes, multiplexes, and suites and coaches houses on one lot). A public engagement plan was presented at the Regular Meeting of Council on May 9, 2022[2], and Council subsequently directed staff to proceed.

EXISTING POLICY & DIRECTIONS:
Increasing housing diversity, while balancing future and current housing needs, are priorities set out in numerous District policies and initiatives.

Official Community Plan (2011)

Goal 2: Encourage and enable a diverse mix of housing types, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life.

Policy 2.3.5: Identify criteria for low intensity infill housing, such as coach and laneway housing and small lot subdivision as appropriate.

Policy 2.3.6: Enable sensitive redevelopment in appropriate areas, such as locations adjacent to existing multifamily or commercial uses.

Policy 2.4.3: Enable sensitive densification at strategic locations along transit corridors within the Network of Centres.

Policy 7.1.2: Undertake planning processes to identify potential low-density, multi-family areas (e.g., townhouse, row house, triplex, and duplex) near Town and Village Centres, neighbourhood commercial uses, and schools; designate additional Small Lot Infill Areas; and develop criteria to identify suitable areas to support detached accessory dwellings (e.g., coach housing).

Policy 7.2.1: Explore increasing the maximum permitted size of secondary suites.

Policy 7.2.2: Consider permitting secondary suites or lock-off units within townhouses, row houses and apartments.

OCP Action Plan (2021)

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.

Supporting Action 12: Identify opportunities for sensitive infill housing (coach houses and secondary suites, duplexes, triplexes, and townhouses/rowhouses) outside Town and Village Centres.

Social Equity Implementation Lens: Include social equity considerations in District decision-making to strive for a more inclusive and equitable community.

[1] http://app.dnv.org/OpenDocument/Default.aspx?docNum=5594305
[2] http://app.dnv.org/OpenDocument/Default.aspx?docNum=5652151

Rental, Social and Affordable Housing Task Force Final Report (2021)

Proposed Priority Action (E): Seek opportunities to increase housing diversity through sensitive infill beyond the Town and Village Centres, such as duplexes, triplexes, townhouses/rowhouses, and more coach houses in locations near transit, employment, or both.

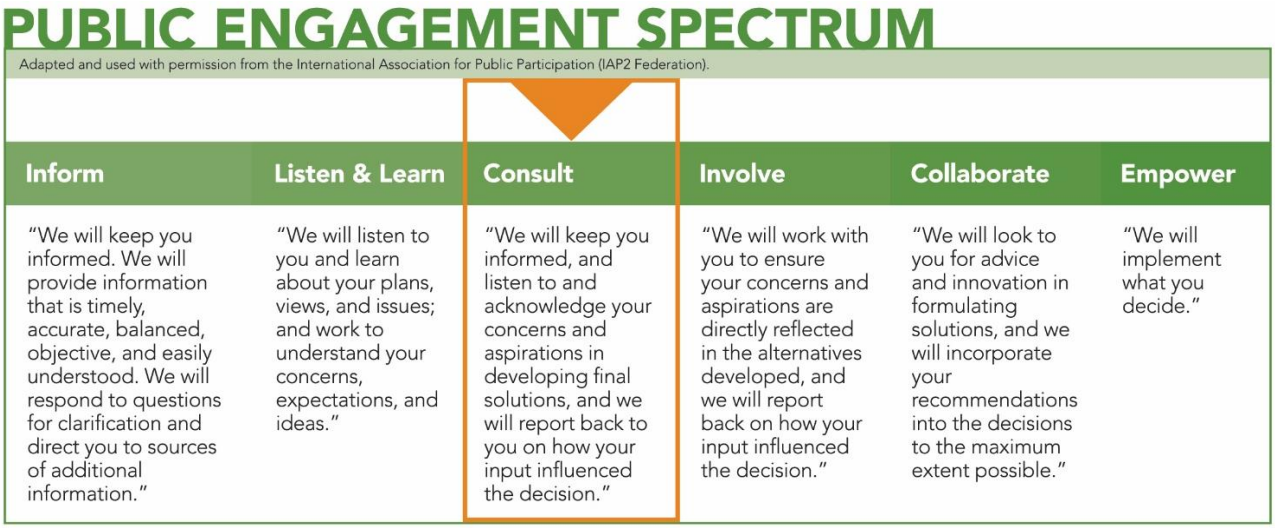
Housing Needs Report (2021)

The Housing Needs Report, received by Council on December 13, 2021, outlines key areas of housing need and highlights gaps and inequities in the District's current housing supply. The Report, which was informed by 2016 census data, highlights that the District's housing stock is comprised largely of single family homes (52%), which are out of reach for many and may not suit the District's aging population, and that a greater diversity of housing would support aging in place.[3]

ANALYSIS:

Engagement Overview

Public engagement on the three housing topics took place from May 30 to June 19, 2022 and used a variety of activities to seek diverse community and stakeholder input. This falls within the CONSULT area of the District's Public Engagement Spectrum. The engagement opportunities were broadly promoted through the North Shore News, the District's website, social media posts, in-person distribution of postcards, in-person pop-ups across the community, and by notification of community stakeholders and District committees.



A brief overview of engagement activities is provided in **Table 1**. Most of the engagement activities sought public input on the three topics concurrently. It shows more than 720 interactions with the community and stakeholder groups across nine engagement activities. In addition, there were 970 unique visitors to the project webpage during the engagement period.

[3] Census data from 2021, which was released after the completion of the Housing Needs Report, showed that the share of single family homes in the District had declined to 49%.

A high-level summary of the engagement results is provided in this report and a comprehensive analysis of what we heard is provided in **Attachment 1**.

Table 1: Summary of engagement activities

Type	Date (2022)	Location	Participation
Online Engagement Tool	May 30 to June 19	Virtual	497 submissions
In-person Pop-ups	June 2	Delbrook Community Recreation Centre	62 interactions
	June 5	Karen Magnussen Community Recreation Centre	61 interactions
	June 7	Parkgate Community Centre	34 interactions
In-person and Virtual Open Houses	June 8	Lynn Valley Community Room	74 participants
	June 9	Virtual	
	June 14	Virtual	
	June 14	Virtual	
Stakeholder Meetings & Presentations	June 22	Virtual	Vancouver's North Shore Tourism Association Board

Secondary Suites

In 2019, the BC Building Code was updated to eliminate maximum suite size requirements and to permit suites in more ground-oriented housing types, such as duplexes and row houses. To take advantage of the recent BC Building Code changes, the District has the opportunity to change its regulations to create larger suites as well as support enhanced liveability.

Several key findings emerged from the feedback collected across the various engagement activities for secondary suites:

- Support for creating suites that are larger than 90 m^2 (969 ft^2), which is the current maximum floor area restriction *(88% of survey responses)*;
- General agreement that 130 m^2 (1,400 ft^2) would be an appropriate maximum floor area *(69% of online survey responses and 73% (11 of 15) open houses responses)*;
- Interest in permitting suites that occupy up to 49% of the single family home *(62% of online survey responses and 65% (11 of 17) open house responses)*;
- General agreement that there should be a minimum floor area for suites *(77% of online survey responses)*;
- Support for a minimum floor area of between 30 m^2 (323 ft^2) and 50 m^2 (538 ft^2) *(over 74% of online survey responses and 63% (11 of 16) open house responses)*;
- Support for a minor change to zoning regulations for new single family homes to allow for suites that are partially above ground level *(79% of online survey responses and 94% (15 of 16) open house responses)*;
- The most commonly identified barriers to building or consideration a new suite were:
    - the cost of permits and construction; and
    - the length of time to get a permit approved.

Based on the key findings and feedback received, staff propose to further assess and recommend changes to secondary suite regulations in two steps during 2023:

- Step 1: Establish new suite size regulations (Q1 2023); and
- Step 2: Assess bylaw changes that could improve suite liveability (Q2 2023).

The estimated timeline for reporting back to Council is shown in **Figure 1** below.

Figure 1. Proposed next steps and timelines for reporting back on suites in 2023



The following sections present options under each step, and discuss opportunities and constraints associated with each option. Staff will explore how to take advantage of the other BC Building Code changes, such as permitting suites in other ground-oriented housing types (e.g., duplexes) as part of the infill housing options discussed later in this report.

Step 1: Suite Size
The current restriction on the size of a secondary suite in the District is a maximum of 90 m^2 (969 ft^2) or 40% of the residential floor area, whichever is less. There is no minimum size requirement. As noted above, public engagement results indicated strong support for amending the District's current size regulations. Staff have identified three options for implementation as shown in **Table 2** below.

Table 2: Options and considerations for suite size

Options	Opportunities	Considerations
A. Increase maximum size and set a minimum size Increase the current maximum floor area and introduce a minimum floor area. The maximum suite size would also be restricted to a percentage of the single family home	• Supported by OCP policy to increase permitted suite size • Supported by the engagement results • May provide more rental options for larger households • Minimum floor area contributes to comfort and liveability • Provides flexibility to homeowners when creating large suites	• Adding a new minimum floor area may create a barrier for creation of new suites

Options	Opportunities	Considerations
B. Restrict size to percentage of building only Restrict suite size to a percentage of the single family home, with no specific maximum or minimum floor area	• Potential to create larger suites, which is supported by OCP policy to increase permitted suite size • Potential to provide more rental options for larger households • Provides flexibility to homeowners	• Absence of a maximum floor area could result in significantly larger suites that affect building appearance and other impacts such as parking issues • Absence of a minimum floor area may result in smaller suites, some of which could be less liveable
C. Status quo Maintain the existing suite size regulations. Suites would be restricted to a maximum of 90m^2 (969 ft^2) or 40% of the single family home, whichever is less	• Maintains current regulations and expectations	• Would not achieve OCP policy to increase permitted suite size • Absence of a minimum floor area may result in smaller suites, some of which could be less liveable • Current maximum floor area may not accommodate larger households • Does not align with community's preferences expressed through engagement

Staff intend to bring forward a report to a Regular Meeting of Council in Q1 2023 that further assesses these options, discusses incentives, and recommends bylaw amendments.

Step 2: Suite Liveability
Secondary suites are often located partially below ground level, such as in the basement. The District's zoning bylaw excludes the basement floor area when basements are no greater than 1.2m (4 ft) above grade, and currently, the District does not have regulations that prevent secondary suites from being located fully below ground level. This results in secondary suites in new single family homes being located deeper into the ground, which has impacts on both the environment and liveability. Further, current regulations for entrances to these basements suites (also known as localized depressions) restrict entrance areas to a maximum of 3m^2 (32 ft^2) and 2.4m (8 ft) wide. These regulations have resulted in deep, narrow entrances to basement suites.

Throughout the public engagement, staff heard interest for improvements to suite liveability. There was also support for a small increase in building heights of new single family homes so that suites could be partially above ground level. Three options to improve suite liveability have been prepared for consideration and are shown in **Table 3** below.

Table 3: Options and considerations for suite liveability

Options	Opportunities	Considerations
A. Increase building height Increase allowable building heights of new single family homes to accommodate basement suites that are partially above ground level	• Supported by the engagement results • Improves liveability of suites due to increased access to natural light and connections to outdoor space • Reduced basement depth has potential positive long-term groundwater and stormwater implications	• Engagement results indicate concerns of potential shadow and privacy impacts on neighbours • Potential to impact current neighbourhood character • Requires further public consultation • Implementation complexity due to the District's unique topography, as well as interrelated building regulations • Requires detailed analysis of building heights in all single family zones
B. Expand localized depressions Expand allowable area for localized depressions to enable the provision of private outdoor space and natural light opportunities for basement suites	• Addresses liveability concerns expressed during the engagement • Improves access to natural light and outdoor space for below-ground suites • May improve accessibility to suites • Provides private outdoor space for tenants • Limited to no impact on neighbourhood character • No known impacts to other building regulations (e.g., height)	• May not address long-term groundwater and stormwater disposal issues
C. Status quo Maintain existing building heights of single family homes and localized depressions	• Maintains existing character of single family neighbourhoods	• New suites would continue to be below ground level and have reduced access to natural light and outdoor space • Does not address concerns expressed from engagement regarding suite liveability

To more fully assess the above approaches to improving suite liveability, staff propose to undertake the following:

- Further review the District's current regulations and conduct detailed analyses as necessary;
- Determine scope and timing of any additional engagement with industry stakeholders and/or the broader community and seek Council direction to proceed; and
- Prepare proposed bylaw amendments for Council's consideration at a Regular Meeting of Council in Q2 2023.

Infill Housing (Coach Houses, Duplexes, Triplexes, and Multiplexes)
Several key findings emerged through feedback collected across the various engagement activities for infill housing:

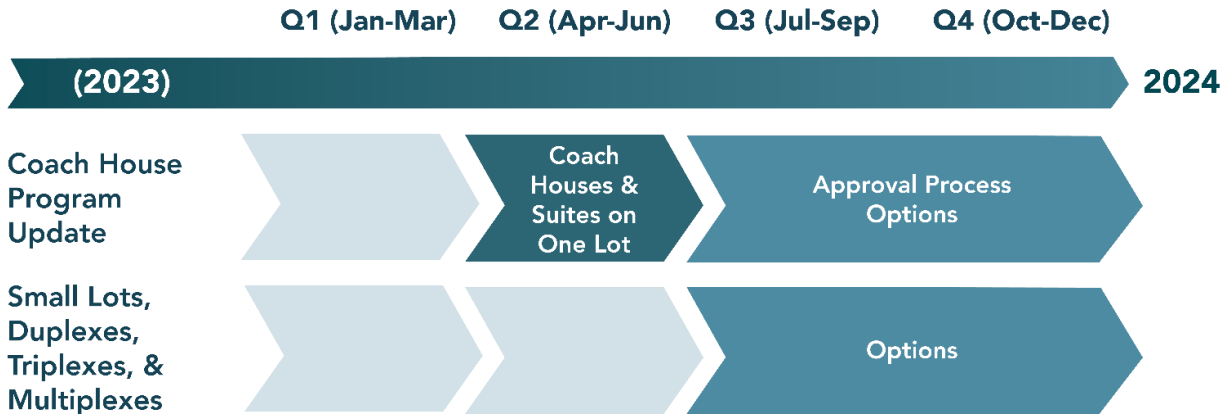
- Agreement on the importance of providing more diverse housing options in single family neighbourhoods;
- Need for more affordable housing options and options for seniors;
- Desire for more coach houses and duplexes in the District;
- Commonly cited benefits of infill housing were efficient use of land and infrastructure and reduced environmental impacts;
- Concerns included the potential reduction of trees and green space and impacts on on-street parking and traffic; and
- General support for locating most infill housing options throughout the District.

Based on feedback received to date, and the complexity associated with infill housing, staff propose to advance this work in three steps during 2023, reporting to Council in each step:

- Step 1: Options for permitting a coach house and a suite on one lot (Q2 2023);
- Step 2: Options for reviewing the coach house approval process (Q3 to Q4 2023); and
- Step 3: Options for small lots, duplexes, triplexes, and multiplexes (Q3 to Q4 2023 and in to 2024).

The estimated timelines for reporting back to Council is shown in **Figure 2**.

Figure 2. Proposed next steps and timelines for reporting back on infill housing in 2023



The following sections discuss each step, along with opportunities and constraints, for Council's consideration.

Step 1: Coach Houses & Suites on One Lot
Through the public engagement process, participants expressed support for allowing coach houses and suites on the same single family lot. Staff have identified three options for implementation as shown in **Table 4** below.

Table 4: Options for permitting coach house and suites on same single family lot

Options	Opportunities	Considerations
A. Allow suites and coach houses on same lot Permit suites on all single family lots where a one-storey coach house is currently permitted	• Supported by various District policies • Supported by the engagement results • Could increase rental options • Relatively straightforward to implement (e.g., through a Zoning Bylaw text amendment)	• Parking requirements require further investigation (e.g., a reduction near frequent transit may be considered) • Potential impacts to traffic and parking • Potential impacts to existing infrastructure (e.g., sewer, water, roads) would need to be assessed
B. Allow suites and coach houses on same lot in specified areas only Permit both uses in identified areas only (e.g., potentially near frequent transit corridors or Town and Village Centres)	• Supported by various District policies, including OCP Action Plan and Renal Social and Affordable Housing Task Force actions that encourage infill housing in strategic locations near transit • Supported by the engagement results • Could increase rental options	• Parking requirements require further investigation (e.g., a reduction near frequent transit may be considered) • Potential traffic increase and impacts (however, likely more limited than Option A) • Potential impacts to existing infrastructure (e.g., sewer, water, roads) would need to be assessed • Further analysis required to identify specified areas, which would warrant community engagement
C. Status quo Do not permit coach house and suites on one single family lot	• Maintains current gradual entry approach to coach houses • Less impact on traffic or on-street parking	• Does not work toward vision of OCP policies, OCP Action Plan actions, and RSAHTF actions to encourage infill housing

These options will be explored further as follows:

- Review current distribution of suites and coach houses and site eligibility (e.g., locations where coach houses are currently permitted);
- Evaluate and review implications of District-wide approach vs. coach houses and suites in specific areas only;
- Assess how demand for suites and coach houses (as set out in the District's Housing Continuum and Housing Needs Report) could be met by each option;
- Determine scope and timing of any additional engagement with community and relevant stakeholders and seek Council direction to proceed; and
- Prepare a report outlining in more detail the options presented above and provide possible bylaw amendments for Council's consideration at a Regular Meeting of Council in Q2 2023.

Step 2: Review of Coach House Approval Process
One-storey coach houses are permitted on single family lots that have a minimum 15m (49 ft) lot width, have open lane access, or are corner lots on a local street. These coach houses only require a building permit. Two-storey coach houses require a development variance permit (DVP) approved by Council prior to a building permit being issued. The DVP approval process involves a review of the coach house design by staff, neighbourhood consultation, and consideration by Council at a Regular Council Meeting.

Council has expressed an interest in reviewing the coach house approval process to expedite the construction and number of coach houses in the community. Similarly, public engagement results identify a desire for more one-storey and two-storey coach houses throughout the District. Staff have identified three options to further explore as shown in **Table 5** below.

Table 5: Options for reviewing the coach house approval process

Options	Opportunities	Considerations
A. Expand Building Permit only process Allow both one-storey and two-storey coach houses to be approved through a Building Permit process only	• Would simplify and reduce timelines for approving two-storey coach houses by eliminating the need for a DVP • Cost savings to applicants (e.g., DVP application fees) • Could increase the number of coach houses in the District	• Neighbourhood input and building design would no longer be considered in the approval of two-storey coach houses • Requires update to the "Coach House How to Guide"
B. Delegate DVPs to staff Continue to require Development Variance Permits (DVPs) for two-storey coach houses, but delegate the approval process to staff	• Reduces approval timelines for two-storey coach houses (e.g., no Council decision required) • Neighourhood input and building design would continue • Could increase the number of coach houses in the District	• Approval timelines shortened but would still require staff-level review • Requires update to the "Coach House How to Guide"
C. Status quo Continue to require Council approval of DVPs for two-storey coach houses	• Neighbourhood input and building design continue be a consideration of staff review and approval by Council	• Approval process continues to include staff and Council review • Approval process (e.g., timelines and discretionary element) may deter new coach house development in the District

These options will be explored further as follows:

- Detailed review of the District's current coach house process, including approval timelines and volume of applications;
- Determine scope and timing of any additional engagement with community and relevant stakeholders (e.g., previous or current coach house applicants) and seek Council direction to proceed;
- Prepare a report with refined options for Council's consideration at a Council Workshop in Q3 2023.

Step 3: Review of Small Lots, Duplexes, Triplexes, and Multiplexes
Small lots, duplexes, triplexes, and multiplexes are identified in the OCP as potential low-density infill housing types that may support housing diversity throughout the District. Staff have identified three options to further explore these infill housing types as shown in **Table 6** below.

Table 6: Options for small lots, duplexes, triplexes, and multiplexes

Options	Opportunities	Considerations
A. Explore District-wide approach Explore approaches to expanding small lots, duplexes, triplexes, and multiplexes throughout the District's neighbourhoods	• Supported by various District policies • Supported by the engagement results • Equitable distribution of infill housing throughout the District may result in more gradual pace of neighbourhood change	• Public concerns of potential reduction of greenery • Potential traffic impacts and changes to neighbourhood character • Infrastructure capacity (e.g., sewer, water, roads) would need to be assessed
B. Explore area-specific approach Explore approaches to expanding small lots, duplexes, triplexes, and multiplexes in specific areas of the District. This may include neighbourhood nearby Town and Village Centres or along identified frequent transit corridors	• Supported by various District policies, including OCP Action Plan and Renal Social and Affordable Housing Task Force actions that encourage infill housing in strategic locations near transit • Supported by the engagement results	• Potential impacts (e.g., traffic) may be less wide-spread • Infrastructure capacity (e.g., sewer, water, roads) would need to be assessed in specified areas • Could lead to speculation activity in selected areas • May result in public concerns about the pace of neighbourhood change in selected areas
C. Status quo Do not explore approaches at this time, and continue to permit infill housing types on a case-by-case rezoning basis	• Less impact on traffic, existing infrastructure, and neighbourhood character (e.g., as developments come forward on more gradual basis)	• Does not work toward vision of OCP policies, OCP Action Plan actions, and RSAHTF actions to encourage infill housing

Further public engagement and Council input will be necessary for each option outlined above. Future work will include:

- Review the District's existing infrastructure capacity with other departments;
- Review the feasibility of permitting suites in duplexes, triplexes, and multiplexes;
- Identify neighbourhoods or specific areas where small lots, duplexes, triplexes, and multiplexes would be most feasible;
- Develop an engagement strategy for future public engagement processes;
- Prepare a report with refined approaches for Council's consideration at a Council Workshop in Q3 2023.

CONCLUSION:
Staff undertook public engagement on opportunities to increase housing diversity in single family neighbourhoods with a focus on secondary suite regulations and incentives, infill housing options, and short-term rental regulations. In total there were more than 720 interactions with members of the community and stakeholder groups through nine engagement activities. Overall, staff heard strong support for more diverse housing options, which reinforces the direction outlined in the District's existing policies. The feedback helps to understand the community's preferences and priorities and will inform the next steps for policy development. Staff propose to report back to Council throughout 2023 to advance policy and further work on these topics.

Respectfully submitted,

Jessica Lee
Community Planner

Ryan Gilmore
Community Planner

Attachment 1: What We Heard Report – Housing Options for Single Family Neighbourhoods
Attachment 2: Presentation entitled "What We Heard about Secondary Suites and Infill Housing: Housing Options for Single Family Neighbourhoods"

REVIEWED WITH:

❑ Community Planning		❑ Clerk's Office		External Agencies:	
❑ Development Planning		X Communications	cg	❑ 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			
❑ Climate and Biodiversity					

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DISTRICT OF NORTH VANCOUVER



HOUSING OPTIONS

for Single Family Neighbourhoods

What We Heard

NOVEMBER 2022

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EXECUTIVE SUMMARY

OVERVIEW

At the Regular Council Meeting on May 9, 2022, Council directed staff to undertake public engagement on opportunities to increase housing diversity in single family neighbourhoods with a focus on three housing topics:

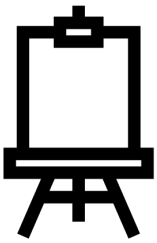
- Secondary suite regulations and incentives;
- Infill housing options; and
- Short-term rental regulations.

The engagement sought to understand the community's preferences and priorities on each of the housing topics, gather input on potential regulatory changes or policy directions, and learn about perspectives on single family neighbourhoods more generally. Overall, staff heard strong support for more diverse housing options. Results from the public engagement will be used to inform the next steps for each housing topic.

ENGAGEMENT

Engagement took place between May 30, 2022 and June 19, 2022 through a variety of activities that would allow for broad and diverse participation.

3 POP-UP EVENTS



157
INTERACTIONS

4 OPEN HOUSES



74
ATTENDEES

ONLINE ENGAGEMENT TOOL



497
SUBMISSIONS

KEY FINDINGS

The following is a summary of the key findings that emerged through engagement.

Secondary Suites

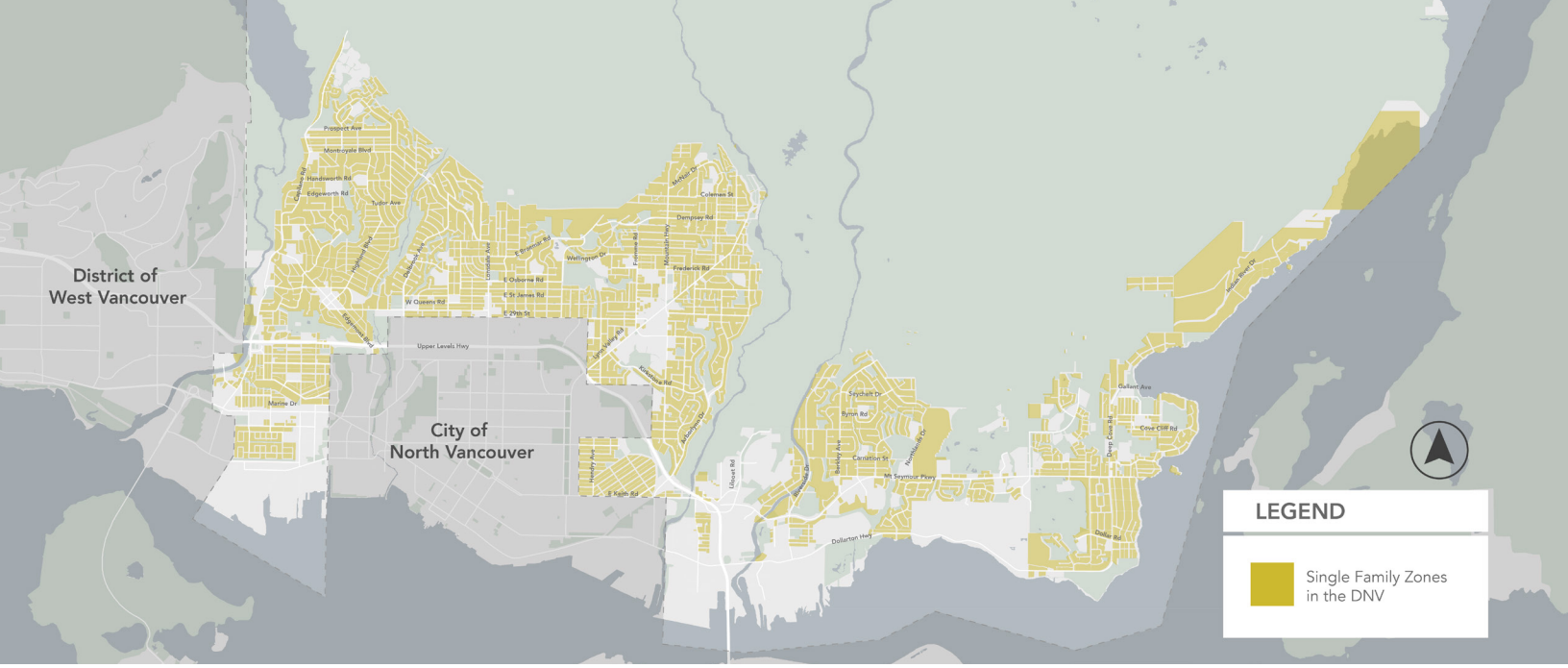
- Support for creating secondary suites that are larger than 90 m^2 (969 ft^2), which is the current maximum.
- General agreement that 130 m^2 (1400 ft^2) would be an appropriate maximum floor area.
- Interest in permitting suites that occupy up to 49% of the single family home.
- General agreement that there should be a minimum floor area for suites.
- Preference for minimum floor area of between 30 m^2 (323 ft^2) and 50 m^2 (538 ft^2).
- Support for a small increase in the maximum building height for new single family homes to allow for suites that are partially above ground level.
- The most commonly identified barriers to building or considering a new suite were:
  - The cost of permits and construction; and
  - The length of time to get a permit approved.

Infill Housing

- Agreement on the importance of providing more diverse housing options in single family neighbourhoods.
- Need for more affordable housing options and options for seniors.
- Desire for more coach houses and duplexes in the District.
- Commonly cited benefits of infill housing were efficient use of land and infrastructure and reduced environmental impacts.
- Concerns included the potential reduction of trees and green space and impacts on on-street parking and traffic.
- General support for locating most infill housing options throughout all neighbourhoods in the District.

Short-Term Rentals

- Support for allowing short-term rentals in the main portion of a single family home.
- Limited support for allowing short-term rentals in secondary suites and coach houses.
- Support for allowing short-term rentals in townhouse or apartment units.
- Limited support for allowing a tenant (renter) to use their home as a short-term rental.
- Short-term rentals were highlighted as an important source of income to homeowners.
- Common concerns about short-term rentals included:
  - Impact on long-term rental housing availability; and
  - Potential negative neighbourhood impacts.



Map of single family residential zones in the District of North Vancouver

1.0 INTRODUCTION

1.1 BACKGROUND

The District's Official Community Plan notes that maintaining a healthy, inclusive, and vibrant community requires providing more housing options for everyone. This includes adding more diverse housing options in single family neighbourhoods that fit the needs of residents of all ages, incomes, abilities, and household sizes.

Increasing the diversity of housing options across the District, and balancing future and current housing needs, have been identified as priorities in numerous District policies and initiatives. Single family neighbourhoods are slowly evolving to accommodate changing housing needs, and the District has led various initiatives to diversify these areas over time. This includes the introduction of small lot infill areas and permitting secondary suites and coach houses on single family properties. However, opportunities exist to further expand housing options, including encouraging more secondary suites and infill housing options, and regulating short-term rentals to maintain the long-term rental housing stock.

At the Regular Meeting of Council on May 9, 2022, Council directed staff to proceed with engagement on opportunities to increase housing diversity in single family neighbourhoods, including options for secondary suites, infill housing, and short-term rentals.

This report summarizes the results of the various public engagement activities. A brief overview of the three housing topics is provided on the following page, followed by a summary of the engagement approach (Section 2), and what we heard through engagement for each housing topic (Sections 3, 4, and 5).

For more detailed information on each housing topic, please see the information boards from the in-person open house event (Appendix).

1.2 HOUSING TOPICS



Secondary Suites

A secondary suite is a self-contained unit within a single family home that includes a cooking facility and living space. Suites are a critical component of our rental housing stock, and benefit a diverse group of residents, such as renters looking for ground-oriented housing, homeowners wanting additional income, or families looking for housing that accommodates multiple generations.

Since 1997, secondary suites have been allowed in all single family homes in the District. In 2019, the BC Building Code was revised to eliminate the maximum size of suites and to allow them in more types of ground-oriented housing. As a result, the District has an opportunity to change regulations to create new suites that benefit more residents, as well as explore incentives to promote this form of housing.



Infill Housing

Infill housing includes housing types that fit within an existing neighbourhood without significantly altering a neighbourhood's character or appearance. It can increase rental and homeownership options, and make more efficient use of existing municipal infrastructure while maintaining the scale and character of a single family neighbourhood.

Opportunities exist to expand or enable new infill housing options in the District's single family neighbourhoods. This may include coach houses, small lot infill areas, duplex, triplex, and fourplex developments, and multiple accessory dwelling units on a lot.



Short-Term Rentals

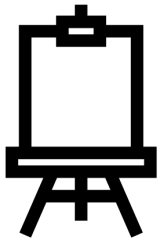
Short-term rental refers to the rental of a dwelling unit for a short period of time (less than 30 days), primarily used by visitors and tourists, and facilitated by online platforms. This type of rental provides flexible income to households while also indirectly supporting local businesses.

Short-term rentals are currently not permitted in the District. A regulatory framework is being considered to protect the community's long-term rental stock, manage potential nuisances, ensure safe operation of short-term rentals, and create enforcement mechanisms.

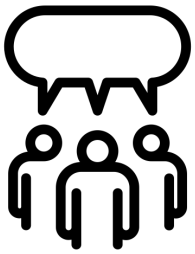
2.0 ENGAGEMENT APPROACH

The purpose of this public engagement was to understand the community's preferences and priorities on each of the three housing topics, gather input on potential regulatory changes or policy directions, and learn about perspectives on single family neighbourhoods more generally.

Engagement took place from May 30, 2022 to June 19, 2022, and used a variety of activities for diverse community and stakeholder input.



POP-UPS



OPEN HOUSES



STAKEHOLDER & COMMUNITY OUTREACH



ONLINE ENGAGEMENT TOOL

Public Engagement Spectrum

Public engagement can occur across a range of participation levels. Participation during the public engagement period for this planning initiative fell within the "Consult" area of the District's Public Engagement Spectrum. The commitment we make within the "Consult" area is that the District will keep the public informed, listen to, and acknowledge their concerns and aspirations in developing solutions. The District will report back to the public on how their input influences final decisions.

PUBLIC ENGAGEMENT SPECTRUM

Adapted and used with permission from the International Association for Public Participation (IAP2 Federation).

Inform	Listen & Learn	Consult	Involve	Collaborate	Empower
"We will keep you informed. We will provide information that is timely, accurate, balanced, objective, and easily understood. We will respond to questions for clarification and direct you to sources of additional information."	"We will listen to you and learn about your plans, views, and issues; and work to understand your concerns, expectations, and ideas."	"We will keep you informed, and listen to and acknowledge your concerns and aspirations in developing final solutions, and we will report back to you on how your input influenced the decision."	"We will work with you to ensure your concerns and aspirations are directly reflected in the alternatives developed, and we will report back on how your input influenced the decision."	"We will look to you for advice and innovation in formulating solutions, and we will incorporate your recommendations into the decisions to the maximum extent possible."	"We will implement what you decide."

District of North Vancouver Public Engagement Spectrum

2.1 NOTIFICATION

To ensure broad awareness and participation, engagement opportunities were promoted using the following methods:

Over the engagement period, there were 970 unique visitors to the project webpage.

Method	Description	Dates
DNV website	Dedicated project webpage with project information and link to survey	Website launched in May 2022
Social media posts	Facebook and Twitter posts to promote online and in-person engagement opportunities	Multiple posts throughout May and June 2022
Newspaper ads	Advertisements in the North Shore News to promote the engagement opportunities	June 1, 2022
Postcards	500 postcards distributed in person to promote engagement opportunities	June 2022
Email	Emails were sent to members of the local building, tourism, and business sectors, District committees, and community organizations to notify about the initiative and how to participate	May and June 2022
Community Newsletters	Notices for the public engagement were shared in newsletters by community partners, including North Vancouver Chamber of Commerce, Vancouver's North Shore Tourism Association, Homebuilders Association Vancouver, and School District No. 44 (North Vancouver)	June 2022



Printed postcards promoting engagement opportunities



Twitter post promoting engagement opportunities

2.2 POP-UP EVENTS

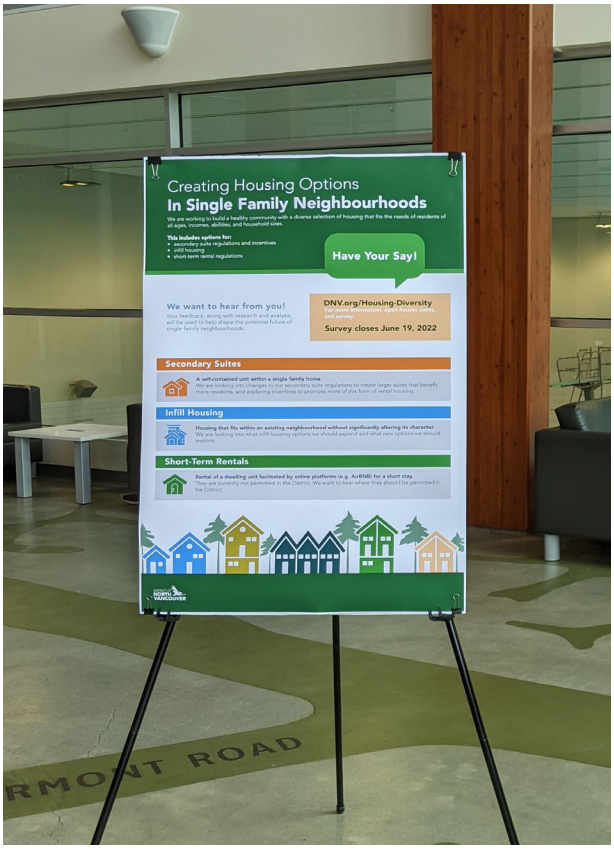
Three in-person pop-up events were held at different locations in the community to provide informal drop-in opportunities for the public to learn about the project from staff, ask questions, and learn about other engagement activities. These events encouraged access to audiences that might not have otherwise contributed during the engagement period and were hosted in locations throughout the community, chosen based on opportunities for interaction. In total, there were approximately 157 interactions across the three events.

When	Where
Thursday, June 2, 2022, 3 – 5 pm	Delbrook Community Recreation Centre
Sunday, June 5, 2022, 10 am – 12 pm	Karen Magnussen Community Recreation Centre
Tuesday, June 7, 2022, 3 – 5 pm	Parkgate Community Centre

157
interactions



Pop-up event at Delbrook Community Recreation Centre on June 2, 2022



Information board prepared for pop-up events

2.3 OPEN HOUSE EVENTS

Four open houses were hosted on different days and times to provide convenient and accessible opportunities for meaningful participation and input. The open houses were offered in both virtual and in-person formats. One virtual open house was held for each of the three housing topics and the in-person event covered all topics.

The open houses offered a structured engagement format and included detailed information and focused questions for each housing topic. Participants provided feedback through a mix of interactive tools, including sticky notes and stickers on information boards, a virtual whiteboard, virtual polls, and dialogue with staff. The open houses attracted a combined total of 74 participants across both virtual and in-person settings.

Housing Topic	When	Format
All Housing Topics	Wednesday, June 8, 2022, 3 – 8 pm	In-person (Lynn Valley Community Room)
Short-Term Rentals	Thursday, June 9, 2022, 6 – 8 pm	Virtual
Secondary Suites	Tuesday, June 14, 2022, 12 – 1:30 pm	Virtual
Infill Housing	Tuesday, June 14, 2022, 6:30 – 8 pm	Virtual

74
attendees

In-Person Open House

At the in-person open house, 17 poster boards (Appendix) provided detailed information about each housing topic. They also offered several opportunities for interactive feedback via stickers and sticky notes where attendees could "vote" for their preferences and share additional ideas.

Materials were available for attendees to review, including background information on each housing topic and relevant planning policies. Hard copy versions of the survey were also available for those who may not have access to a computer.

Virtual Open Houses

At the virtual open houses, participants were able to share their ideas through virtual polls and facilitated discussions. Feedback was recorded using virtual whiteboards, virtual polls, and staff note-taking.





In-person open house at Lynn Valley Community Room on June 8, 2022

2.4 STAKEHOLDER AND COMMUNITY OUTREACH

Stakeholders from the local building, tourism, and business sectors were notified of the engagement opportunities to share their unique insights and perspectives on the housing topics. This included the Homebuilders Association Vancouver, Vancouver's North Shore Tourism Association, and North Vancouver Chamber of Commerce. Other organizations were also notified, including School District No. 44 (North Vancouver) and North Shore Community Housing Action Committee[1]. Most of these organizations shared the engagement opportunities with their members through newsletters.

In addition, District staff presented on the topic of short-term rental regulations to the Board of Vancouver's North Shore Tourism Association at their June 22, 2022 meeting. An offer was also made to stakeholders to host a business stakeholder workshop for all housing topics.

2.5 ONLINE ENGAGEMENT TOOL

The District's online engagement tool (Civil Space) was used to create a survey to gather feedback on opportunities to increase housing diversity in single family neighbourhoods, including options for secondary suites, infill housing, and short-term rentals. The survey was promoted at all other engagement activities, and was live on the District's website for three weeks (May 30, 2022 to June 19, 2022). A total of 497 survey submissions were received. Paper copies of the survey were also available to support accessibility; however, no paper submissions were received during the engagement period. Respondents had the option to provide input on some or all of the three housing topics, depending on their level of interest.



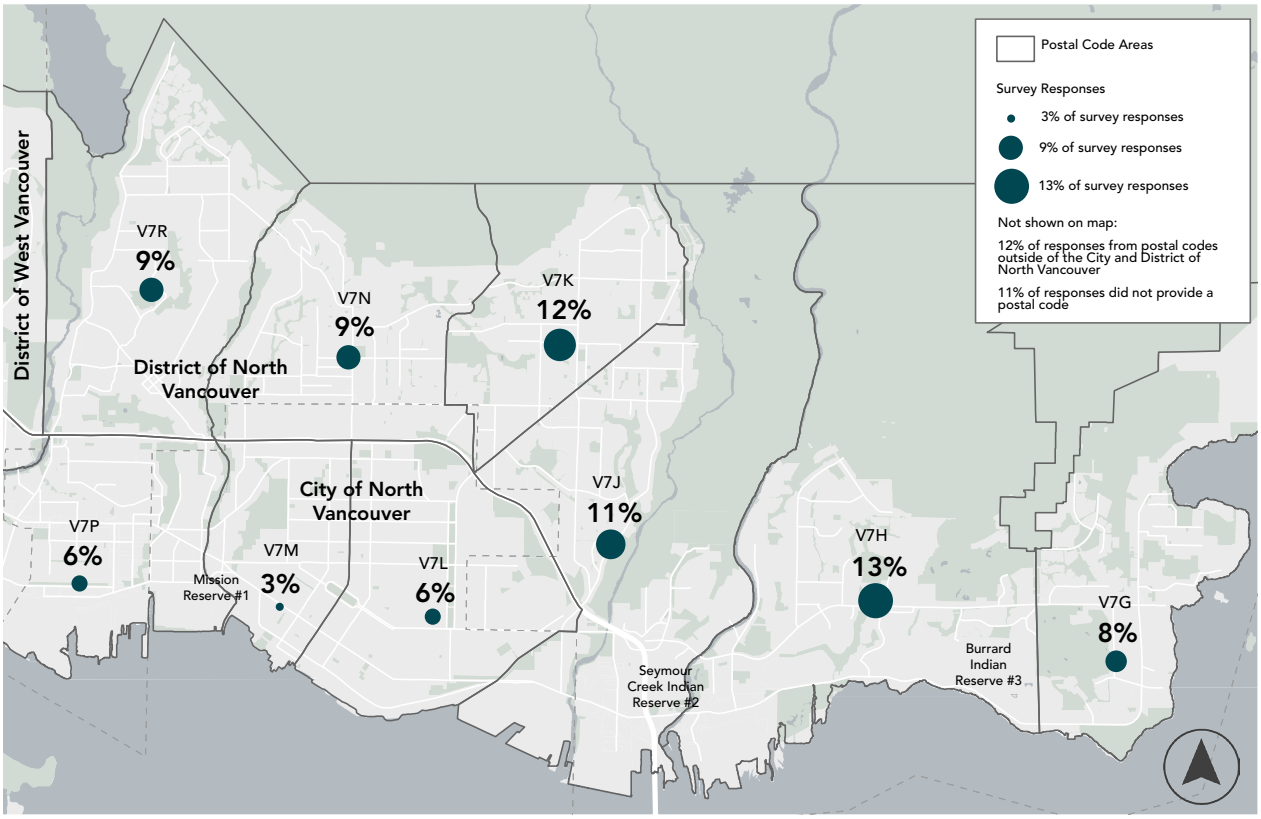
497
total survey submissions

Survey submissions by housing topic		
Secondary suites	Infill housing	Short-term rentals
420 submissions	**421** submissions	**358** submissions

Survey submissions were received from across the District as shown in Figure 2.1 on the next page.

[1] A program of the North Shore Community Resources Society that undertakes affordable housing research and advocacy.

Figure 2.1: Location of survey respondents based on postal codes provided by respondents



According to the first three digits of postal codes provided by survey respondents, the majority were located in the District of North Vancouver and City of North Vancouver (77%). A minority of respondents were located in other parts of Metro Vancouver (12%). Approximately 11% of respondents opted to not disclose the first three digits of their postal code.

2.6 DATA LIMITATIONS

Engagement activities were broadly promoted and structured to invite input from a diverse population, including those typically under-represented in public engagement. Participation in engagement activities was, however, undertaken through self-selection. Therefore, input received reflects the opinions of those who contributed.

3.0 SECONDARY SUITES

The following sections summarize the input received on secondary suites during the engagement period. For other housing topics, see Section 4 (Infill Housing) and Section 5 (Short-Term Rentals).

3.1 KEY FINDINGS

What we heard about maximum size

- Support for creating suites that are larger than 90 m^2 (969 ft^2), which is the current maximum.
  - 88% of online survey responses.
- General agreement that 130 m^2 (1400 ft^2) would be an appropriate maximum floor area.
  - 69% of online survey responses and 73% (11 of 15) open house responses.
- Interest in permitting suites that occupy up to 49% of the single family home.
  - 62% of online survey responses and 65% (11 of 17) open house responses.

What we heard about minimum size

- General agreement that there should be a minimum floor area for suites.
  - 77% of online survey responses.
- Preference for minimum floor area of between 30 m^2 (323 ft^2) and 50 m^2 (538 ft^2).
  - The majority of online survey responses indicated 30 m^2 (323 ft^2) to 50 m^2 (538 ft^2) would be appropriate.
  - 63% (11 of 16) open house responses preferred 30 m^2 (323 ft^2).

What we heard about suites that are above ground level

- Support for a small increase in the maximum building height for new single family homes to allow for suites that are partially above ground level.
  - 79% of online survey responses and 94% (15 of 16) open house responses.

What we heard about barriers to building a suite

- The most commonly identified barriers to building or considering a new suite were:
  - The cost of permits and construction; and
  - The length of time to get a permit approved.

For details on the engagement results, see Sections 3.3 and 3.4.

3.2 POP-UP EVENTS

The pop-up events provided informal opportunities for the public to learn about the project from staff, ask questions, and learn about other engagement activities. They also provided opportunities for conversational feedback. In addition to the pop-up events, staff received emails with feedback about secondary suites from the community during the engagement period.

Across the 157 interactions at the pop-up events and feedback received by email, staff heard strong support for building more suites in the District. Discussions emphasized the importance of suites to the District's rental housing stock and the benefits they provide to the community. This included arm's length independent living for seniors and people with disabilities, opportunities for multi-generational households, and ground-oriented rental options for those who cannot purchase a single family home. Some individuals identified current barriers to renting out their suites (such as additional utility fees and finding good tenants) and expressed concern regarding the impact of more suites on on-street parking availability.

3.3 OPEN HOUSE EVENTS

The in-person open house on June 8, 2022 (3 – 8 pm) solicited feedback through dialogue and interactive exercises on the information boards. Attendees had the opportunity to respond to specific questions by "voting" for their preferences and to share additional comments and ideas. Five questions were asked regarding potential and proposed changes to secondary suite regulations and current barriers to building suites in the District. The responses are shown in Figures 3.1 to 3.5.

A virtual open house on June 14, 2022 (12 – 1:30 pm) was also hosted to capture feedback through a facilitated discussion. However, due to low attendance, the virtual open house was cancelled at 12:15 pm.

For more information on secondary suites and proposed regulatory changes, please see the information boards from the in-person open house event (Appendix).



In-person open house at Lynn Valley Community Room on June 8, 2022



Pop-up event at Karen Magnussen Community Recreation Centre on June 5, 2022

In-Person Open House Results for Secondary Suites

Figure 3.1: What are your preferences for maximum floor area of a suite?

(each dot represents a response)

- **Total Responses:** 15
- **73%** (11 responses) preferred 130 m^2 (1400 ft^2)

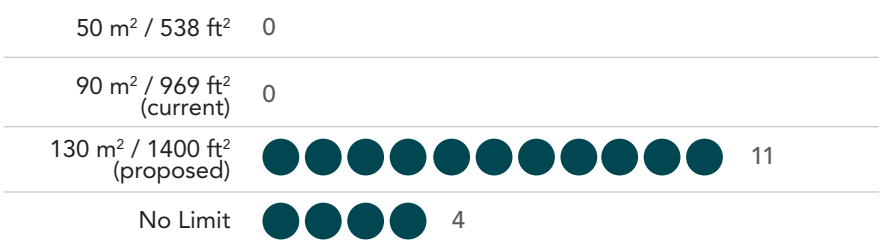


Figure 3.2: What percentage of a single family home should a suite occupy?

(each dot represents a response)

- **Total Responses:** 17
- **65%** (11 responses) thought that suites should occupy up to 49% of single family homes

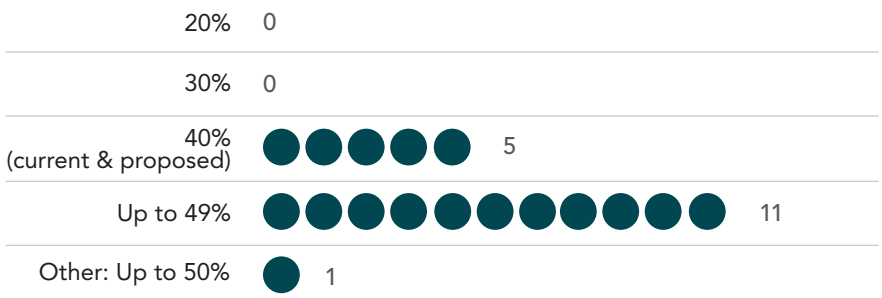


Figure 3.3: What are your preferences for minimum floor area?

(each dot represents a response)

- **Total Responses:** 16
- **63%** (10 responses) preferred 30 m^2 (323 ft^2)

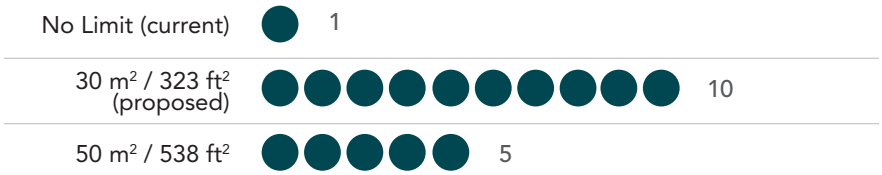


Figure 3.4: Would you support a small increase in the maximum height for new single family homes to accomodate suites that are partially above ground level?

(each dot represents a response)

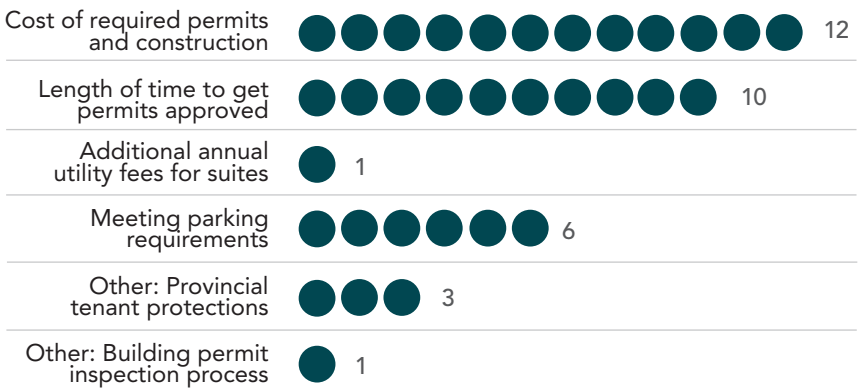
- **Total Responses:** 16
- **94%** (15 responses) supported



Figure 3.5: What are the barriers to building or considering a new secondary suite?

(each dot represents a response)

- **Total Responses:** 33
- The 2 most common barriers identified are related to permits and construction



Participants at the in-person open house were also asked to provide comments. The comments were captured on sticky notes and were then compiled, reviewed, and categorized by theme. Themes that received two or more comments are noted below.

- Interest in having suites restricted to only a percentage of the main single family home (e.g., no maximum floor area) to allow for a greater diversity of sizes (2 comments).
- Concern about the safety of suites that are fully below ground level, such as mould, mildew, and emergency exits (2 comments).
- Support for a small increase in the maximum building height dependent on the amount of height increase being considered (2 comments).
- Concern about renting out a suite, generally (3 comments).
- Concern about the use of suites for short-term rental accommodation (2 comments).

3.4 ONLINE ENGAGEMENT TOOL

Of the 497 total survey submissions completed through the District's online engagement tool from May 30, 2022 to June 19, 2022, 420 submissions provided input on secondary suites. The secondary suite section of the survey included a series of Likert scale questions (e.g., strongly agree, somewhat agree, or do not agree answers) and multiple choice questions. The questions focused on obtaining input on potential regulatory changes for suites and insight into current barriers to building or owning suites.

Many questions were followed by open-ended questions for respondents to give more detailed responses. A coding exercise was undertaken to identify common themes for written responses. Depending on the content, some responses contained several themes. The top five themes for these questions are included.

More detailed information on survey responses can be found in Figures 3.6 to 3.28. Please note that any percentages shown are rounded to the nearest whole number.

Survey Results for Secondary Suites

Figure 3.6: Do you agree that secondary suites should be allowed to be larger than 90 m² (969 ft²)?

- **Total Responses:** 409
- **88%** somewhat or strongly agreed

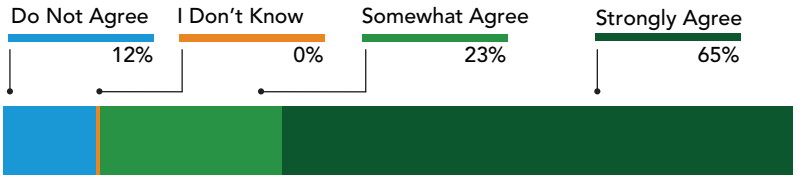


Figure 3.7: Do you agree that 130 m² (1400 ft²) is an appropriate maximum floor area for secondary suites in the District?

- **Total Responses:** 408
- **69%** somewhat or strongly agreed

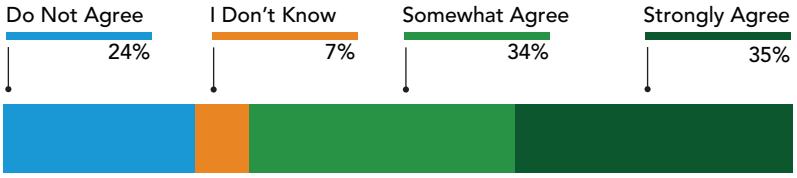
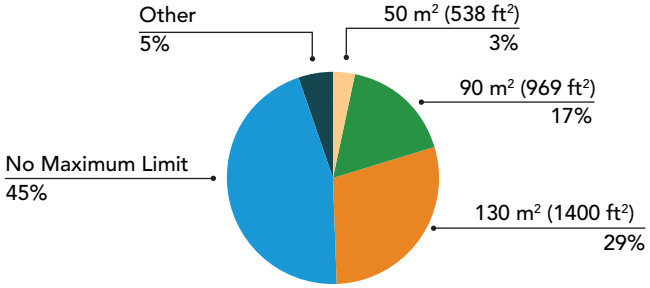


Figure 3.8: What maximum floor area for secondary suites do you think would be most appropriate?

(results for respondents who did not agree or somewhat agreed with Figure 3.7)

- **Total Responses:** 234
- **More than 74%** thought that the maximum floor area should be 130 m² (1400 ft²) or larger (i.e., no maximum limit)



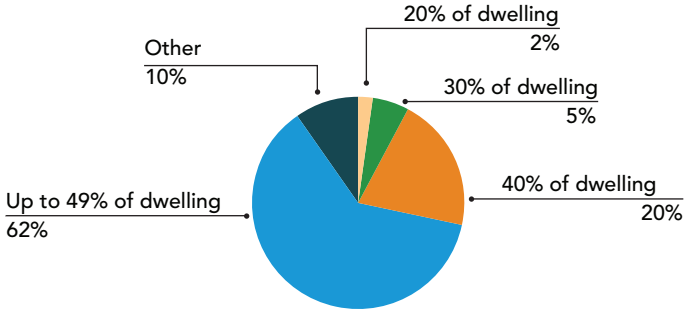
The most common 'other' suggestions were:

Note: suggestions were grouped into common themes

- Between 90 m² (939 ft²) and 130 m² (1400 ft²) (7 responses)
- More than 130 m² (1400 ft²) (5 responses)

Figure 3.9: What maximum percentage of the single family home (i.e. principal dwelling) do you think would be most appropriate for a secondary suite to occupy?

- **Total Responses:** 405
- **62%** thought that suites should occupy up to 49% of the single family home



The most common 'other' suggestions were:

Note: suggestions were grouped into common themes

- No maximum percentage limit (27 responses)
- Up to 50% of the single family home (10 responses)

Figure 3.10: Tell us about the reasons behind your responses.

(written reasons for answers to Figures 3.6 to 3.9)

- **Total Responses:** 172
- The 5 most commonly cited reasons are shown on the right

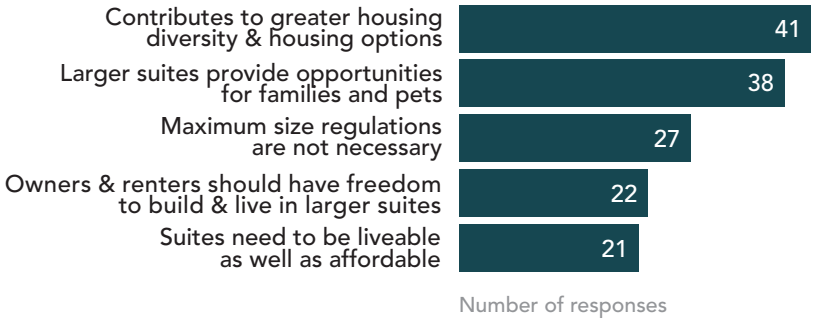


Figure 3.11: Do you agree that there should be a minimum size for secondary suites?

- **Total Responses:** 406
- **77%** somewhat or strongly agreed

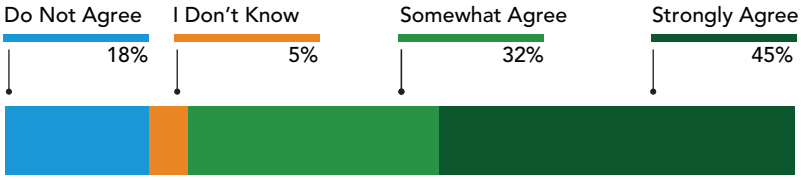


Figure 3.12: Do you agree that 30 m² (323 ft²) is an appropriate minimum size for secondary suites?

- **Total Responses:** 407
- **58%** somewhat or strongly agreed
- **33%** did not agree

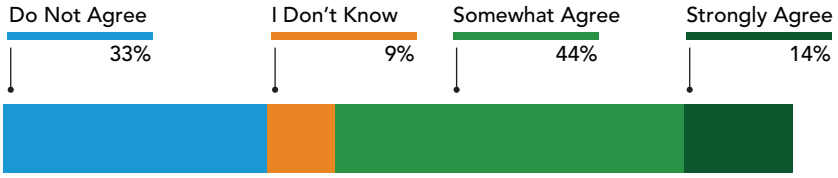
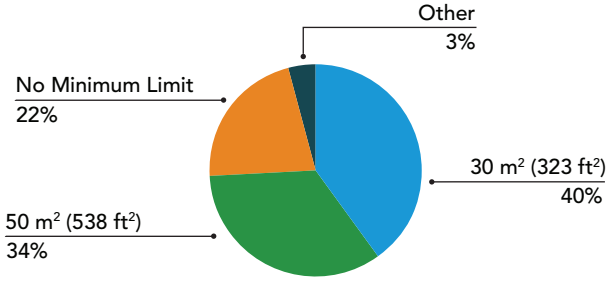


Figure 3.13: What minimum size for secondary suites do you think would be most appropriate?

(results for respondents who did not agree or somewhat agreed with Figure 3.12)

- **Total Responses:** 302
- **More than 74%** thought suites should have a minimum floor area between 30 m² (323 ft²) and 50 m² (538 ft²)



The most common 'other' suggestions were:

Note: suggestions were grouped into common themes

- 30 m² (323 ft²) to 50 m² (538 ft²) (7 responses)
- 23 m² (250 ft²) to 30 m² (323 ft²) (5 responses)

Figure 3.14: Tell us about the reasons behind your responses.

(written reasons for answers to Figures 3.11 to 3.13)

- **Total Responses:** 98
- The 5 most commonly cited reasons are shown on the right

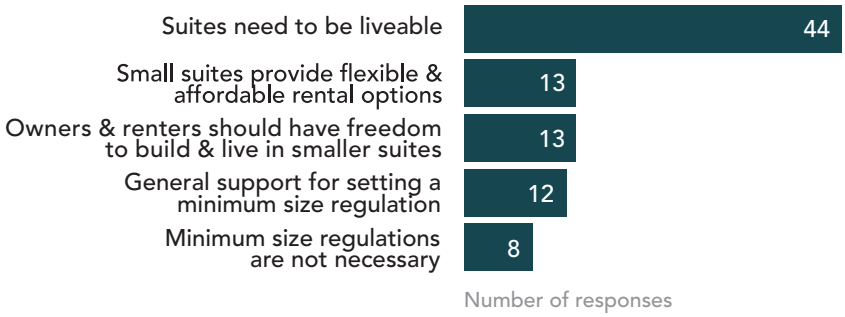


Figure 3.15: Do you agree that all new secondary suites should be partially above ground level?

- **Total Responses:** 406
- **64%** somewhat or strongly agreed
- **30%** did not agree

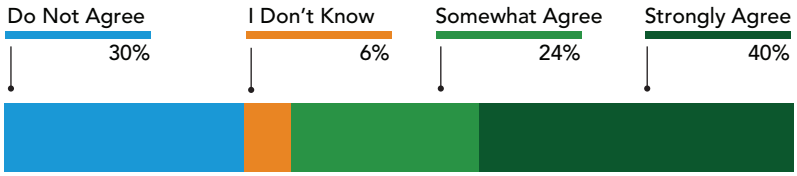


Figure 3.16: Tell us about the reasons behind your response.

(written reasons for answer to Figure 3.15)

- **Total Responses:** 175
- The 5 most commonly cited reasons are shown on the right

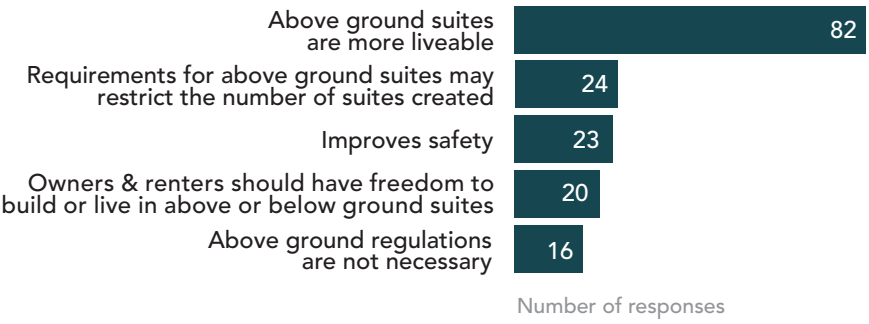


Figure 3.17: Would you support a small increase in the maximum building height for new single family homes to accommodate secondary suites that are partially above ground level?

- **Total Responses:** 405
- **79%** somewhat or strongly supported

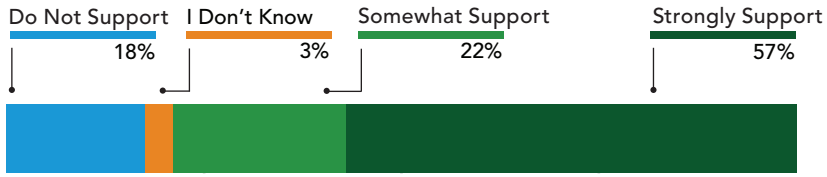


Figure 3.18: Tell us about the reasons behind your response.

(written reasons for answer to Figure 3.17)

- **Total Responses:** 115
- The 5 most commonly cited reasons are shown on the right

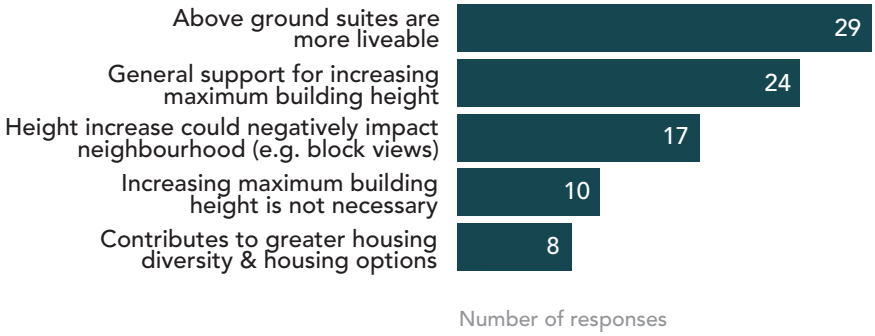
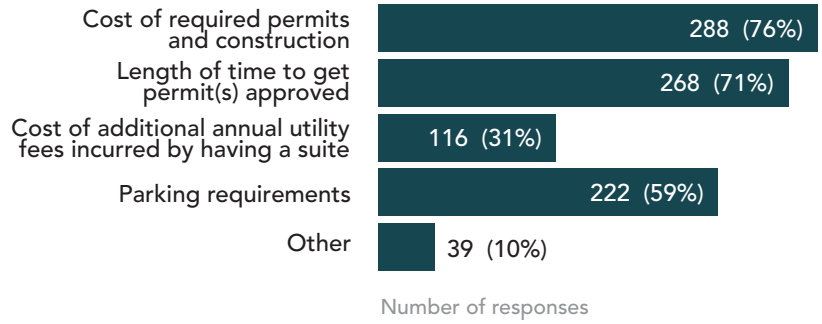


Figure 3.19: In your opinion, what are the barriers to building a secondary suite?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 376
- **75%** identified the cost of permits and construction
- **70%** identified the length of time to get permits approved



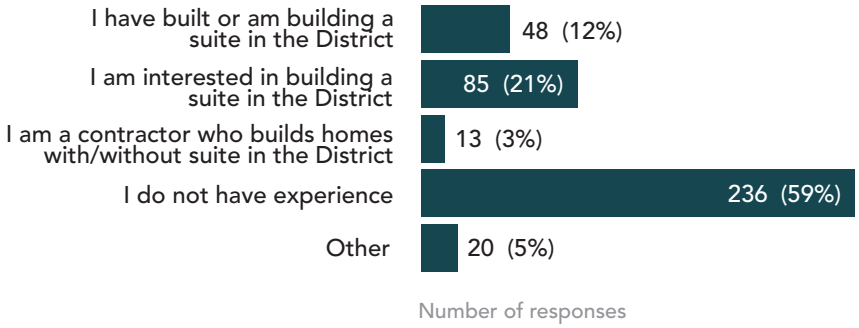
The most common 'other' suggestions were:

Note: suggestions were grouped into common themes

- Restrictive building regulations (13 responses)
- Challenges with tenants (9 responses)
- Pushback from neighbours (7 responses)

Figure 3.20: What best describes your level of experience with building secondary suites in the District?

- **Total Responses:** 402
- **59%** indicated that they had no experience
- **36%** indicated that they had experience or were interested in building a secondary suite



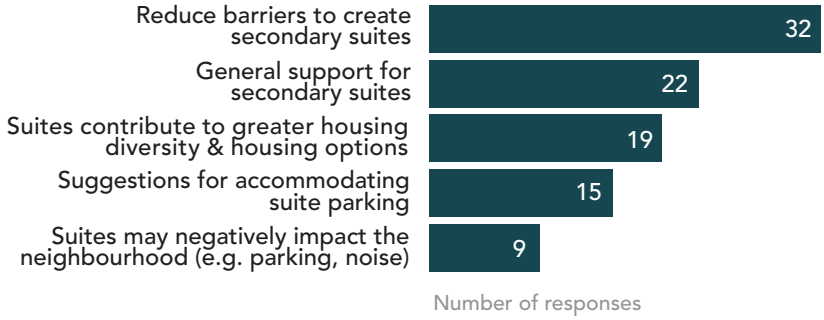
The most common 'other' suggestions were:

Note: suggestions were grouped into common themes

- My profession is related to building housing (e.g., architect, contractor, mortgage lender) (15 responses)
- I have experience building a secondary suite in another municipality (5 responses)

Figure 3.21: Do you have any final thoughts on secondary suites that you would like to share?

- **Total Responses:** 144
- The 5 most commonly cited responses are shown on the right



Respondent Characteristics

Figure 3.22: Age range of survey respondents

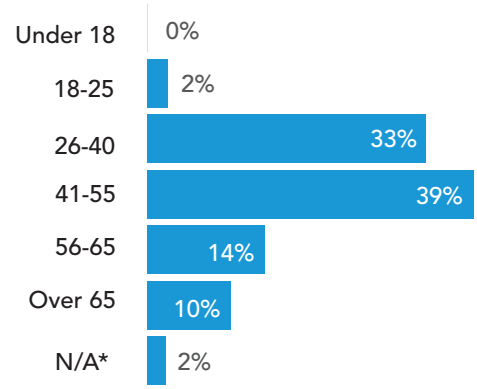


Figure 3.23: Gender of survey respondents

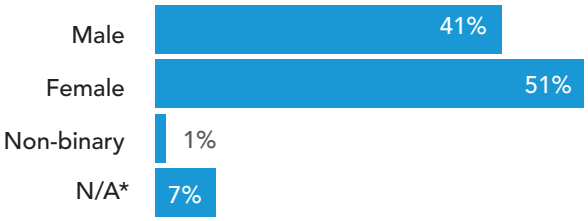


Figure 3.24: Ethnicity of survey respondents

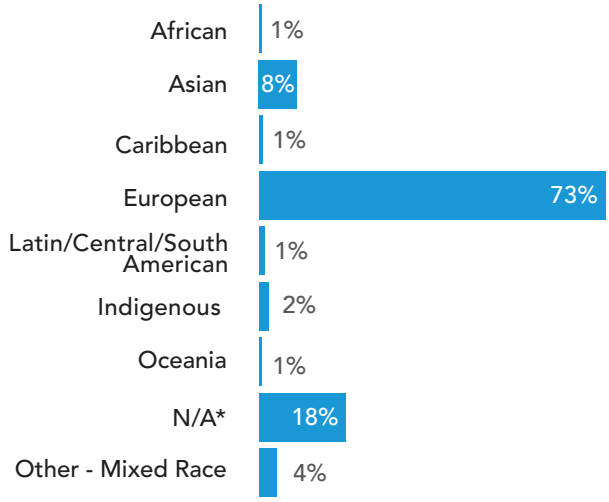
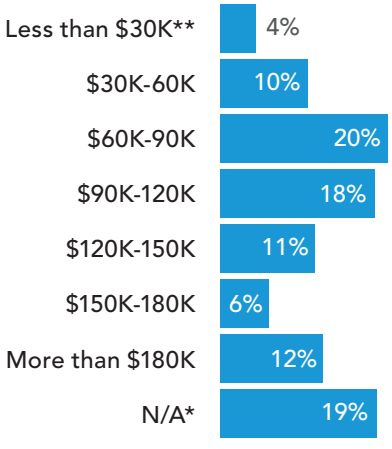


Figure 3.25: Pre-tax household income of survey respondents



*N/A represents responses for 'Prefer not to answer'

**Income is shown in the 1000s as indicated by 'K'

Figure 3.26: Living situation of respondents

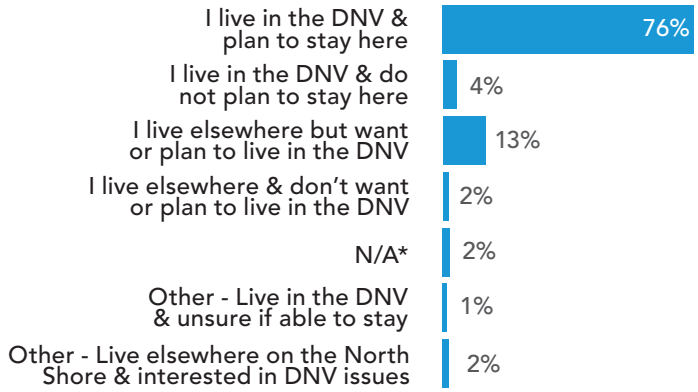


Figure 3.27: Housing situation of survey respondents

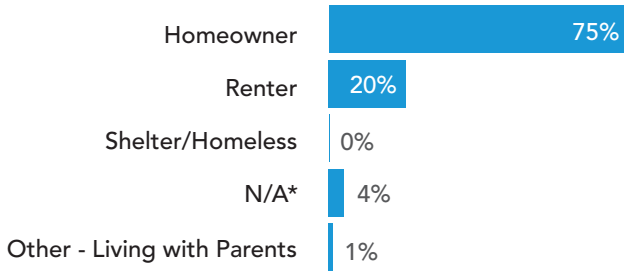
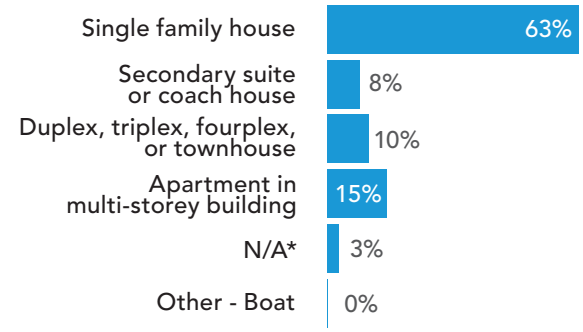


Figure 3.28: Housing type of survey respondents



*N/A represents responses for 'Prefer not to answer'

4.0 INFILL HOUSING

The following sections summarize the input received on infill housing during the engagement period. For other housing topics, see Section 3 (Secondary Suites) and Section 5 (Short-Term Rentals).



4.1 KEY FINDINGS

What we heard about housing options in single family neighbourhoods generally

- Agreement on the importance of providing more diverse housing options in single family neighbourhoods.
  - 87% of online survey responses.
- Need for more affordable housing options and options for seniors.
  - Online survey responses identified a need for affordable alternatives to a single familiy home (77% of responses), rental options (74%), and options for seniors (69%).
  - Comments received at the open house noted the importance of infill housing to increase housing options and the need for more options for seniors to downsize and age in place.

What we heard about types of infill housing

- Desire for more coach houses and duplexes in the District.
  - Online survey responses indicated a desire for more 1-storey and 2 storey coach houses (78% and 68% of responses, respectively) and duplexes (72%).

What we heard about benefits and potential impacts

- Commonly cited benefits of infill housing were:
  - Efficient use of land and infrastructure; and
  - Reduced environmental impacts.
- Common concerns about infill housing included:
  - The potential reduction of trees and green space; and
  - Impacts on on-street parking and traffic.

What we heard about location of infill housing

- General support for locating most infill housing types throughout all neighbourhoods in the District.
  - Online survey responses indicated a desire to see more multiple accessory units on a lot (75% of responses), coach houses (72%), and smaller lots (67%) everywhere.
  - 66% of online survey responses indicated a preference to see more duplexes, triplexes, and fourplexes closer to town and village centres.
  - Open house responses supported locating more infill housing of all types everywhere.

For details on the engagement results, see Sections 4.3 and 4.4.

4.2 POP-UP EVENTS

The pop-up events provided informal opportunities for the public to learn about the project from staff, ask questions, and learn about other engagement activities. They also provided opportunities for conversational feedback.

Across the 157 touch points, feedback and conversations were strongly supportive of using infill housing to diversify housing options available in District. Some individuals expressed concern regarding the high cost of building infill housing as well as the need to increase capacity at schools and hospitals to serve a growing population.

4.3 OPEN HOUSE EVENTS

The in-person open house on June 8, 2022 (3 – 8 pm) solicited feedback through dialogue and interactive exercises on the information boards. Attendees had the opportunity to respond to specific questions by "voting" for their preferences and to share additional comments and ideas.

A virtual open house on June 14, 2022 (6 – 8 pm) also allowed feedback to be heard through a facilitated discussion.

Both in-person and virtual open house attendees were asked three questions on their thoughts and preferences regarding infill housing. The responses are shown in Figures 4.1 to 4.3.

For more information on infill housing, please see the information boards from the in-person open house event (Appendix).



Pop-up event at Karen Magnussen Community Recreation Centre on June 5, 2022



In-person open house at Lynn Valley Community Room on June 8, 2022

In-Person Open House Results for Infill Housing

Figure 4.1: **Where would you like to see more of the following infill housing types?**

(each dot represents a response)

- **Total Responses:** 94
- Desire to locate all of the infill housing types across all neighbourhoods in the District (50 responses)

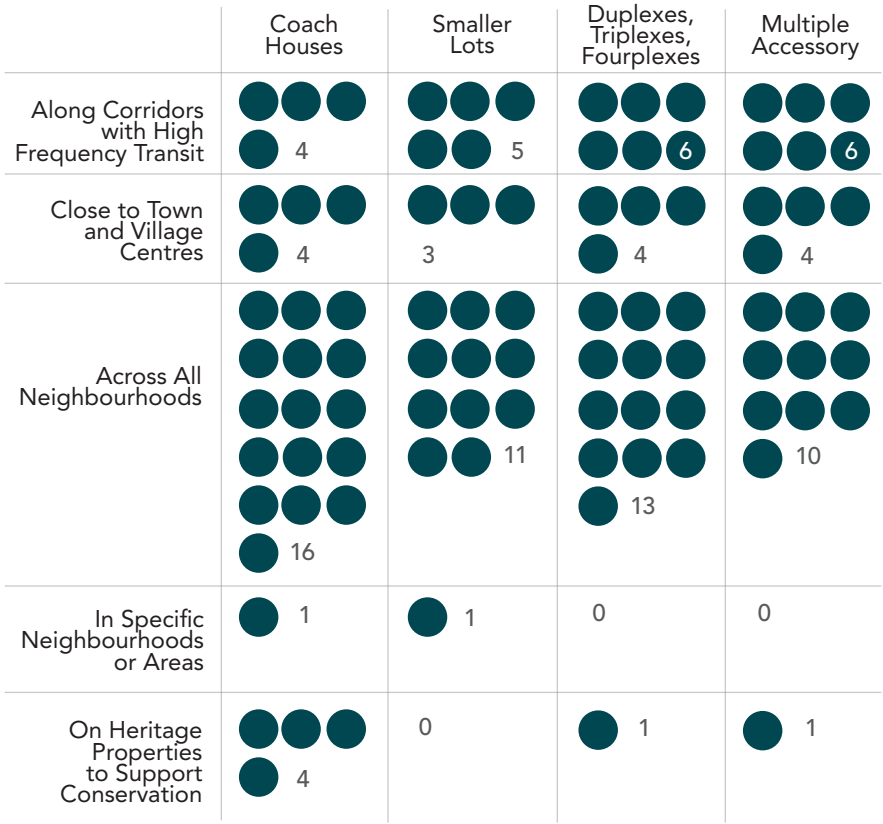


Figure 4.2: **What do you think are the benefits of infill housing?**

- **Total Responses:** 13
- Written responses are shown on the right

- More affordable options and more efficient use of the land (8 responses).
- Greater variety of housing types and building ages (2 responses).
- More diverse, inclusive, and sustainable communities (2 responses).
- Maintains neighbourhood character (1 response).

Figure 4.3: **What potential concerns do you have about infill housing?**

- **Total Responses:** 9
- Written responses are shown on the right

- Increase in traffic (3 responses).
- Need for additional parking in absence of adequate alternative transportation options (e.g., car share, e-bikes, bus) (3 responses).
- That people will build without permits because of rising costs and affordability (1 response).
- That people who are opposed to infill housing will say it is causing traffic and other issues (1 response).
- Need more investment in better public transportation infrastructure (1 response).

Participants at the in-person open and virtual open houses were also asked to provide additional comments. The comments were captured on sticky notes and a virtual whiteboard and were then compiled, reviewed, and categorized by theme. Themes that received two or more comments are noted below.

- Importance of infill housing (8 comments).
- Need for more options for seniors to downsize and desire for infill housing to be built to accommodate aging in place (4 comments).
- Concern about affordability and the need for more affordable options (3 comments).
- Frustration regarding the coach house approval process and eligibility criteria (3 comments), specifically noting that:
  - The approval process lacks transparency for neighbours;
  - Neighbours have too much power in the process; and
  - Properties should not need lane access to easily build a coach house.
- Need to better utilize land, either by making more use of large lots or creating smaller lots (2 comments).
- Importance of transit and considering both housing and transit together (2 comments).
- Desire to see creatively designed infill housing that blends in with the neighbourhood (2 comments).
- Interest in stratifying infill housing (2 comments).

4.4 ONLINE ENGAGEMENT TOOL

Of the 497 total survey submissions completed through the District's online engagement tool from May 30, 2022 to June 19, 2022, 421 survey submissions provided input on infill housing. The infill housing section of the survey included a series of Likert scale questions (e.g., strongly agree, somewhat agree, do not agree answers) and multiple choice questions. The questions focused on obtaining input on various infill housing types, including preferences for different types, perceived benefits and impacts, and preferences for location of infill housing.

Many questions were followed by open-ended questions for respondents to give more detailed responses. A coding exercise was undertaken to identify common themes for written responses. Depending on the content, some responses contained several themes. The top five themes for these questions are included.

More detailed information on survey responses can be found in Figures 4.4 to 4.24. Please note that any percentages shown are rounded to the nearest whole number.

Survey Results for Infill Housing

Figure 4.4: How important is it to you to provide more diverse housing options in single family neighbourhoods?

- **Total Responses:** 410
- **87%** indicated that it is somewhat or very important

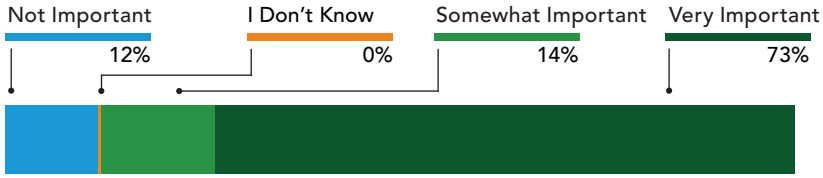


Figure 4.5: Tell us the reasons behind your response.

(written reasons for answer to Figure 4.4)

- **Total Responses:** 222
- The 5 most commonly cited reasons are shown on the right

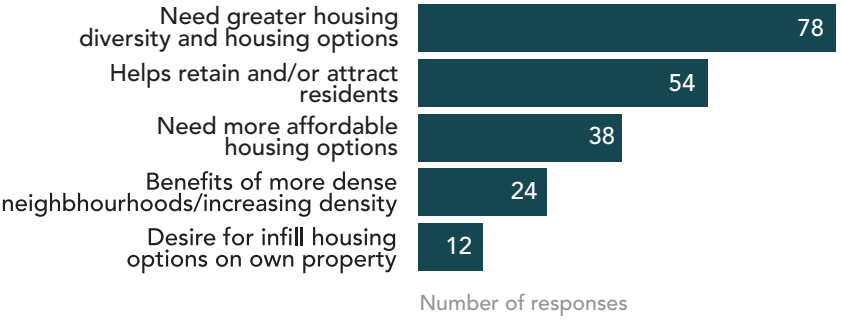
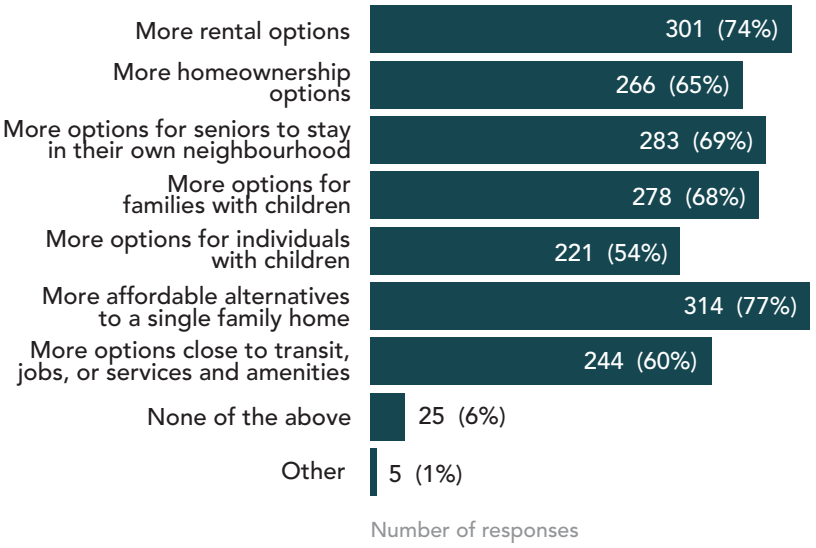


Figure 4.6: In your community, is there a need for more of any of the following housing options?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 409
- **77%** wanted to see more affordable alternatives to a single family home
- **74%** wanted to see more rental options
- **69%** wanted to see more options for seniors looking to stay in their neighbourhood



The most common 'other' suggestions were:

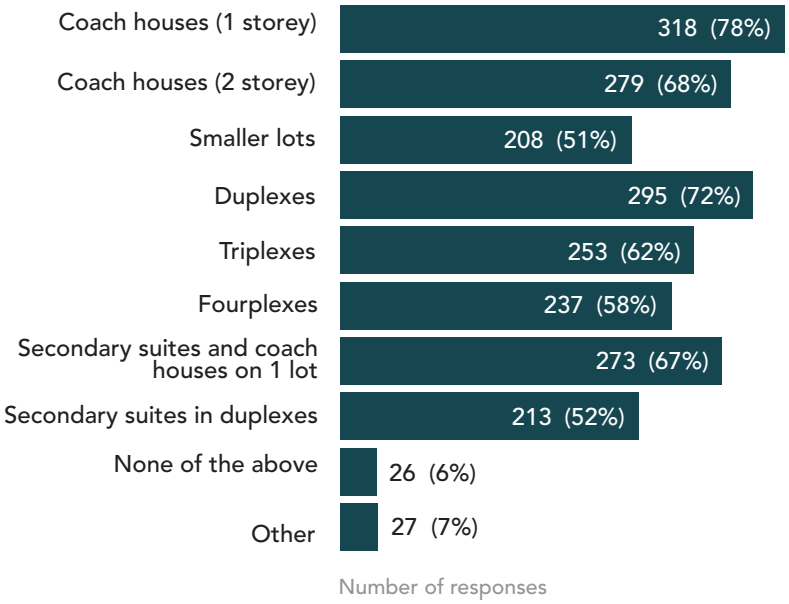
Note: suggestions were grouped into common themes

- Affordable home ownership options (co-op, rent-to-own) (3 responses)
- Different types of housing are needed or more appropriate in different areas of the District (2 responses)

Figure 4.7: Which of the following infill housing options would you like to see more of in the District?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 409
- **78%** wanted to see more 1-storey coach houses
- **72%** wanted to see more duplexes
- **68%** wanted to see more 2-storey coach houses
- **67%** wanted to see secondary suites and coach houses on 1 lot



The most common 'other' suggestions were:

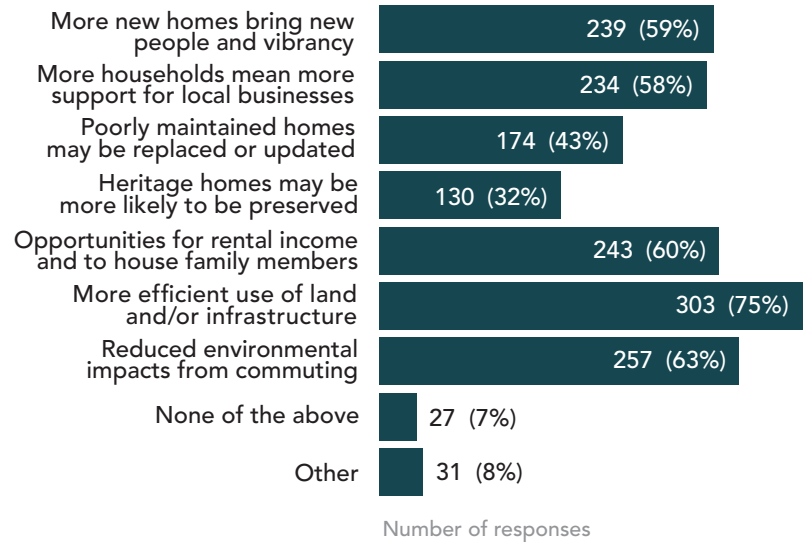
Note: suggestions were grouped into common themes

- Mid-rise buildings (3-6 storeys) (9 responses)
- Townhouses/rowhouses (7 responses)

Figure 4.8: What potential benefits of infill housing are of most interest to you?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 405
- The 3 benefits of most interest were:
  - More efficient use of land and/or infrastructure (**75%**)
  - Reduced environmental impacts from commuting (**63%**)
  - New or increased rental income or opportunities to house family members (**60%**)



The most common 'other' suggestions were:

Note: suggestions were grouped into common themes

- More affordable housing options (rental and/or home ownership) (8 responses)
- It allows people to age in place or stay in the neighbourhood they grew up in (7 responses)

Figure 4.9: Tell us about the reasons behind your response.

(written reasons for answer to Figure 4.8)

- **Total Responses:** 85
- The 5 most commonly cited reasons are shown on the right



Figure 4.10: How concerned are you about the following potential impacts of infill housing?

- **Total Responses:** 406-409 depending on the question
- **76%** were somewhat or very concerned that trees and green space on lots will be reduced
- **69%** were somewhat or very concerned about potential impacts to parking and traffic

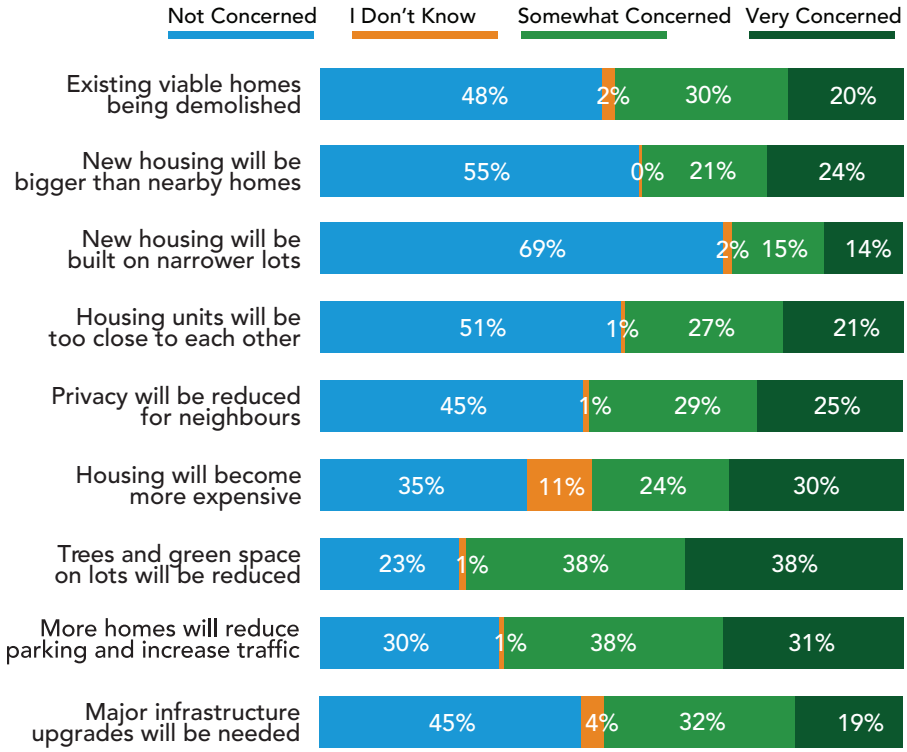


Figure 4.11: Is there anything else you would like to add?

- **Total Responses:** 112
- The 5 most commonly cited reasons are shown on the right

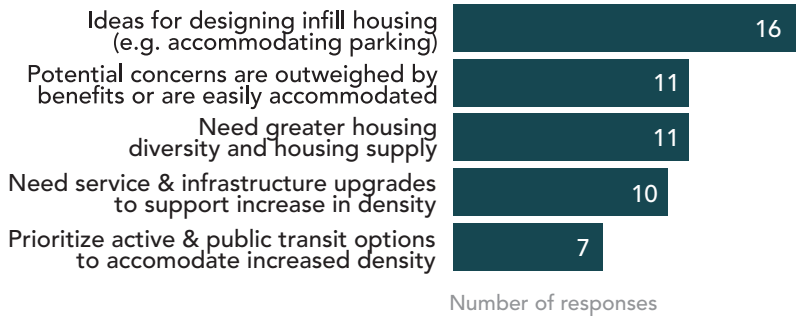
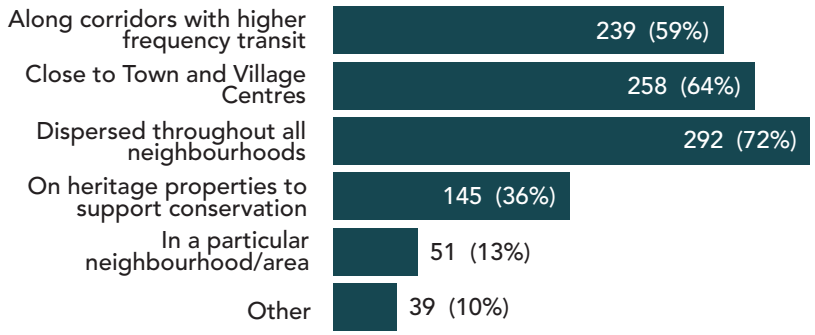


Figure 4.12: Where would you like to see more coach houses?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 404
- **72%** wanted to see this type of infill housing throughout all neighbourhoods



For those who selected 'in a particular neighbourhood or area', the most common suggestions were:

Note: suggestions were grouped into common themes

- Lynn Valley (8 responses)
- Deep Cove (6 responses)

The most common 'other' suggestions were:

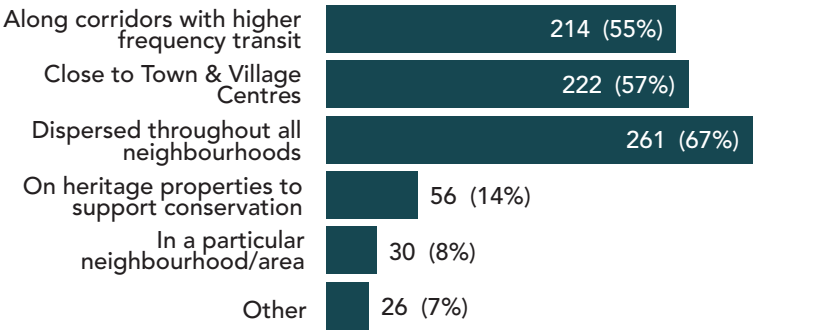
Note: suggestions were grouped into common themes

- On large lots (12 responses)
- Nowhere (12 responses)

Figure 4.13: Where would you like to see large lots subdivided into smaller lots?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 388
- **67%** wanted to see this type of infill housing throughout all neighbourhoods



For those who selected 'in a particular neighbourhood or area', the most common suggestions were:

Note: suggestions were grouped into common themes

- Lynn Valley (4 responses)
- Deep Cove (3 responses)

The most common 'other' suggestions were:

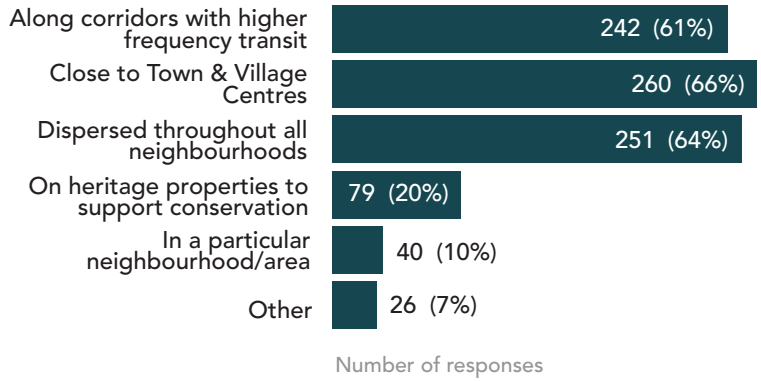
Note: suggestions were grouped into common themes

- Nowhere (20 responses)
- On large lots (2 responses)

Figure 4.14: Where would you like to see more duplexes, triplexes, and fourplexes?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 395
- **66%** wanted to see this type of infill housing closer to town and village centres



For those who selected 'in a particular neighbourhood or area', the most common suggestions were:

Note: suggestions were grouped into common themes

- Lynn Valley (6 responses)
- Delbrook (4 responses)

The most common 'other' suggestions were:

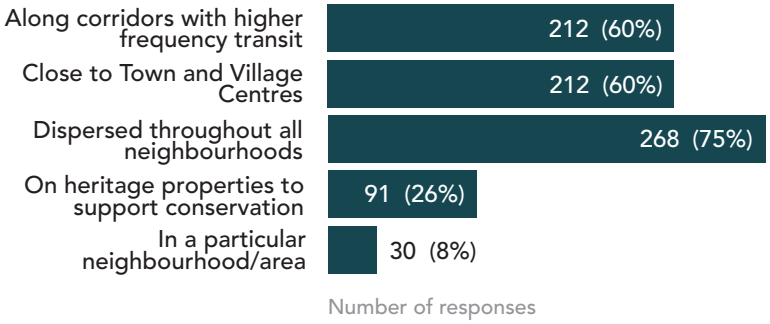
Note: suggestions were grouped into common themes

- Nowhere (20 responses)
- Large lots (2 responses)

Figure 4.15: Where would you like to see more than one accessory unit (e.g. secondary suite and coach house) on one lot?

(multiple choice question allowing for multiple selection)

- **Total Responses:** 355
- **75%** wanted to see this type of infill housing throughout all neighbourhoods



For those who selected 'in a particular neighbourhood or area', the most common suggestions were:

Note: suggestions were grouped into common themes

- Nowhere (7 responses)
- Blueridge (3 responses)
- Lynn Valley (3 responses)
- Large lots (3 responses)

Figure 4.16: Tell us about the reasons behind your responses.

(written reasons for answers to Figure 4.12 to 4.15)

- **Total Responses:** 91
- The 5 most commonly cited reasons are shown on the right

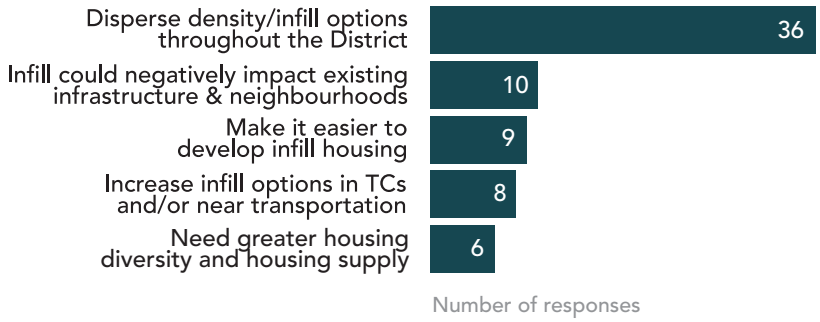
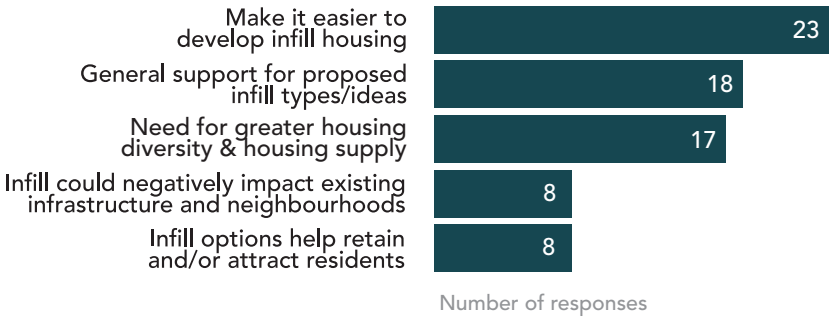


Figure 4.17: Do you have any final thoughts on infill housing that you would like to share?

- **Total Responses:** 106
- The 5 most commonly cited reasons are shown on the right



Respondent Characteristics

Figure 4.18: Age range of survey respondents

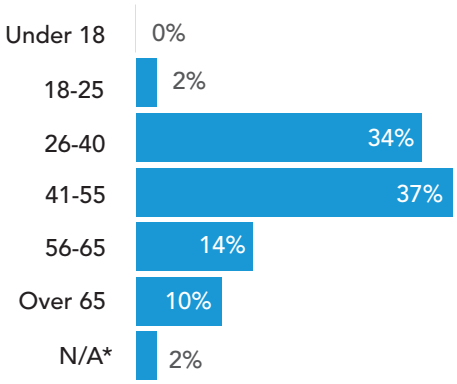
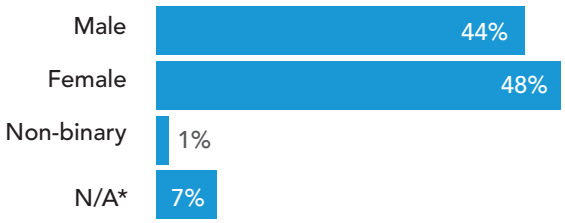


Figure 4.19: Gender of survey respondents



*N/A represents responses for 'Prefer not to answer'

Figure 4.20: Ethnic origin of survey respondents

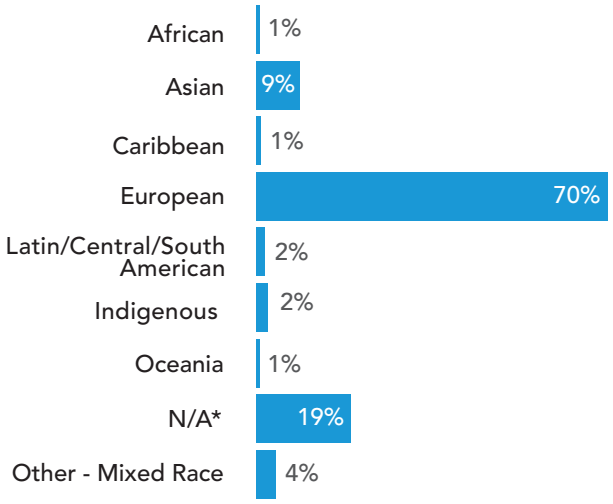


Figure 4.21: Pre-tax household income of survey respondents

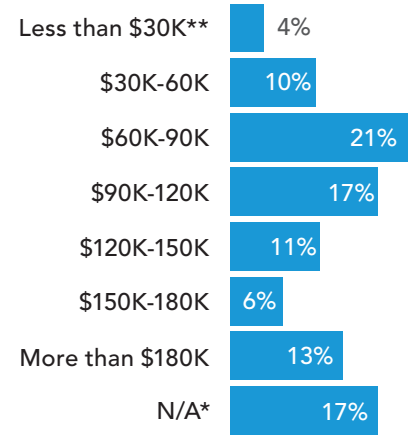


Figure 4.22: Living situation of respondents

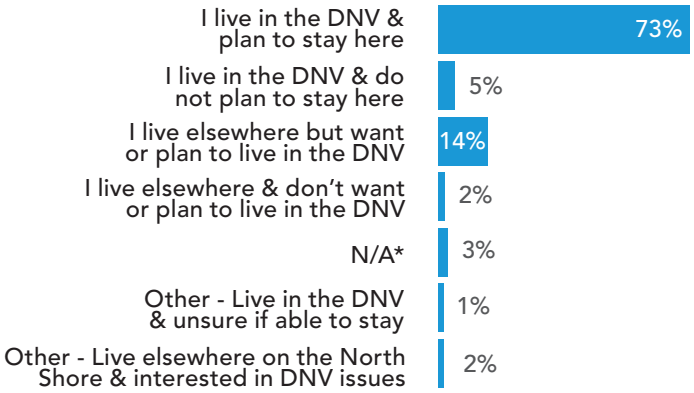


Figure 4.23: Housing situation of survey respondents

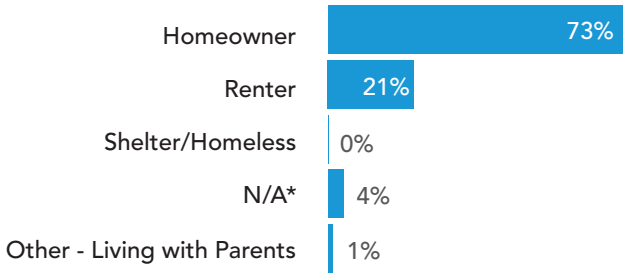
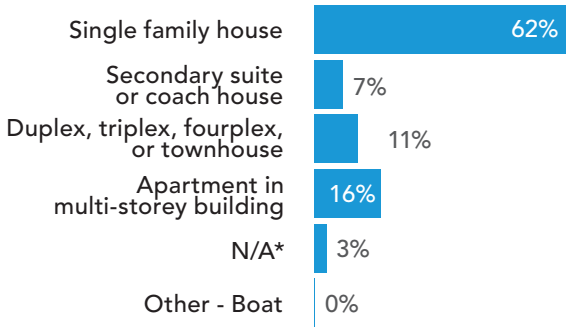


Figure 4.24: Housing type



*N/A represents responses for 'Prefer not to answer'

**Income is shown in the 1000s as indicated by 'K'

5.0 SHORT-TERM RENTALS

The following sections summarize the input received on short-term rentals (STRs) during the engagement period. For other housing topics, see Section 3 (Secondary Suites) and Section 4 (Infill Housing).

5.1 KEY FINDINGS

What we heard about short-term rentals in single family homes

- Support for allowing short-term rentals in the main portion of a single family home.
  - 61% of online survey responses and 94% (15 of 16) open house responses.

What we heard about short-term rentals in secondary suites and coach houses

- Limited support for allowing short-term rentals in secondary suites and coach houses.
  - 49% of online survey responses were in opposition, while 47% indicated support.
  - 88% (15 of 17) open house responses indicated support.

What we heard about short-term rentals in multi-family units

- Support for allowing short-term rentals in townhouse or apartment units.
  - 62% of online survey responses and 87% (13 of 15) open house responses.

What we heard about allowing tenants (renters) to use their home as a short-term rental

- Limited support for allowing a tenant (renter) to use their home as a short-term rental.
  - 51% of online survey responses were in opposition, while 44% indicated support.
  - 71% (10 of 14) open house responses indicated support.

What we heard about short-term rentals generally

- Short-term rentals were highlighted as an important source of income to homeowners.
- Common concerns about short-term rentals included:
  - Impact on long-term rental housing availability; and
  - Potential negative neighbourhood impacts.

For details on the engagement results, see Sections 5.3 and 5.4.

5.2 POP-UP EVENTS

The pop-up events provided informal opportunities for the public to learn about the project from staff, ask questions, and learn about other engagement activities. They also provided opportunities for conversational feedback.

Across the 157 interactions at the pop-up events, there was strong interest in a regulatory framework for short-term rentals. Many were surprised to learn that short-term rentals were not allowed and regulated in the District. There were also concerns expressed regarding the impact on long-term rentals.

5.3 OPEN HOUSE EVENTS

The in-person open house on June 8, 2022 (3 – 8 pm) solicited feedback through dialogue and interactive exercises on information boards. Attendees had the opportunity to respond to specific questions by "voting" for their preferences and to share additional comments and ideas.

The virtual open house on June 9, 2022 (6 – 8 pm) also allowed feedback to be heard through a facilitated discussion.

Both in-person and virtual open house attendees were asked four questions on their preferences for where short-term rentals should be allowed. The responses are shown in Figures 5.1 to 5.4.

For more information on short-term rentals, please see the information boards from the in-person open house event (Appendix).



Pop-up event at Delbrook Community Recreation Centre on June 2, 2022



In-person open house at Lynn Valley Community Room on June 8, 2022

In-Person Open House Results for Short-Term Rentals

Figure 5.1: Should short-term rentals be allowed in the main portion of a single family home (i.e. not a secondary suite) if the person living there on a regular basis is the one renting it out?

(each dot represents a response)

- **Total Responses:** 16
- **94%** (15 responses) agreed



Figure 5.2: Should short-term rentals be allowed in secondary suites or coach houses if the person living there on a regular basis is the one renting it out?

(each dot represents a response)

- **Total Responses:** 17
- **88%** (15 responses) agreed



Figure 5.3: Should short-term rentals be allowed in townhouses and apartments if the person living there on a regular basis is the one renting it out?

(each dot represents a response)

- **Total Responses:** 15
- **87%** (13 responses) agreed



Figure 5.4: Should renters (tenants) of any type of housing be allowed to use their home as a short-term rental, with the permission of the owner?

(each dot represents a response)

- **Total Responses:** 14
- **71%** (10 responses) agreed



Participants at the in-person and virtual open houses were also asked to provide comments. The comments were captured on sticky notes and a virtual whiteboard and were then compiled, reviewed, and categorized by theme. Themes that received three or more comments are noted below.

- Support for owners having control over whether a unit they rent out can be licensed for short-term rental, in both single family homes and multi-family buildings (6 comments).
- Interest in limiting the number of nights per year (e.g. 60 days) or the time per year (e.g. summer only) that a unit could be licensed for short-term rental (5 comments).
- Short-term rentals provide supplementary income, which helps to offset high housing costs (4 comments).
- Concerns related to safety and security, such as the potential for damage to property, security in multi-family buildings, and unfamiliar people in single family neighbourhoods (4 comments).

5.4 ONLINE ENGAGEMENT TOOL

Of the 497 total survey submissions completed through the District's online engagement tool from May 30, 2022 to June 19, 2022, 358 survey submissions provided input on short-term rentals. The short-term rental section of the survey included a series of Likert scale questions (e.g., strongly agree, somewhat agree, do not agree answers). The questions focused on the housing types in which short-term rentals could be permitted. Each question was accompanied by background information and two examples of short-term rentals in each housing type.

The questions were followed by open-ended questions for respondents to give more detailed responses. A coding exercise was undertaken to identify common themes for written responses. Depending on the content, some responses contained several themes. The top five themes for these questions are included.

More detailed information on survey responses can be found in Figures 5.5 to 5.20. Please note that any percentages shown are rounded to the nearest whole number.

Survey Results for Short-Term Rentals

Figure 5.5: How supportive are you of allowing short-term rentals in the main portion of a single family home (i.e. not a secondary suite), when it is the owner's principal residence?

- **Total Responses:** 357
- **61%** were somewhat or strongly supportive

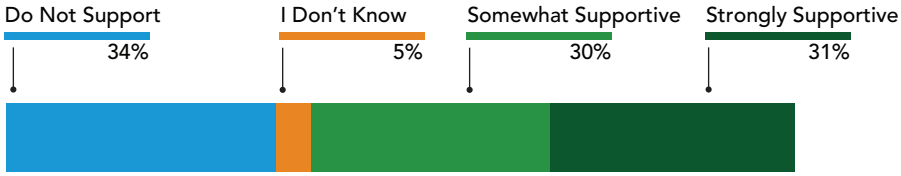


Figure 5.6: Tell us about the reasons behind your response.

(written reasons for answer to Figure 5.5)

- **Total Responses:** 149
- The 5 most commonly cited reasons are shown on the right

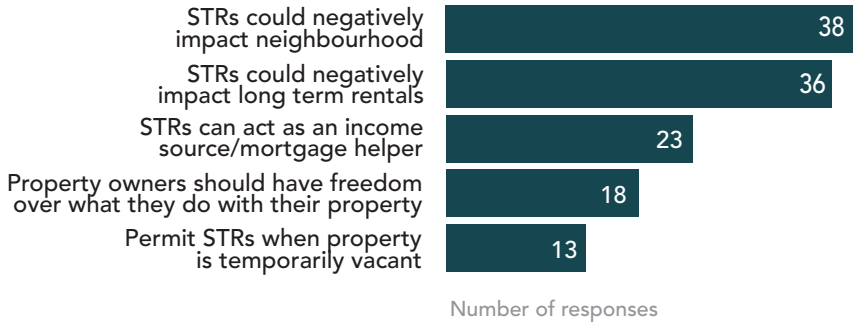


Figure 5.7: How supportive are you of allowing a tenant of a secondary suite or coach house to use their home as a short-term rental, with the permission of the owner?

- **Total Responses:** 357
- **49%** did not support
- **47%** were somewhat or strongly supportive

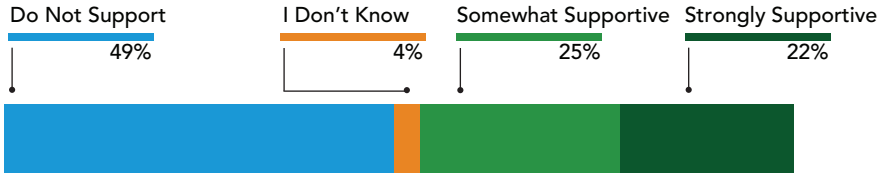
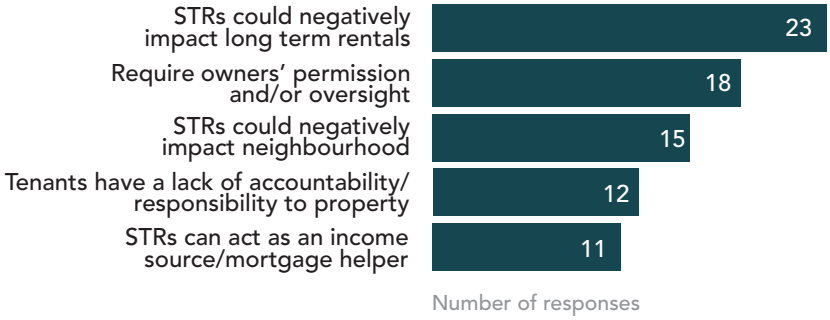


Figure 5.8: Tell us about the reasons behind your response.

(written reasons for answer to Figure 5.7)

- **Total Responses:** 133
- The 5 most commonly cited reasons are shown on the right



Note: STR stands for 'short-term rental'

Figure 5.9: How supportive are you of allowing an owner to use their townhouse or apartment unit as a short-term rental when it is their principal residence?

- **Total Responses:** 355
- **62%** were somewhat or strongly supportive

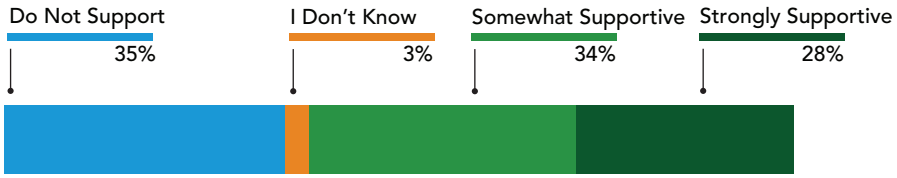


Figure 5.10: Tell us about the reasons behind your response.

(written reasons for answer to Figure 5.9)

- **Total Responses:** 104
- The 5 most commonly cited reasons are shown on the right

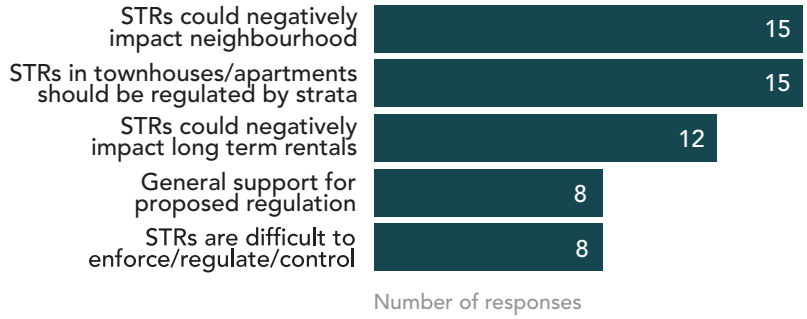


Figure 5.11: How supportive are you of allowing a tenant (renter) to use their principal residence as a short-term rental, with the owner's permission?

- **Total Responses:** 356
- **51%** did not support
- **44%** were somewhat or strongly supportive

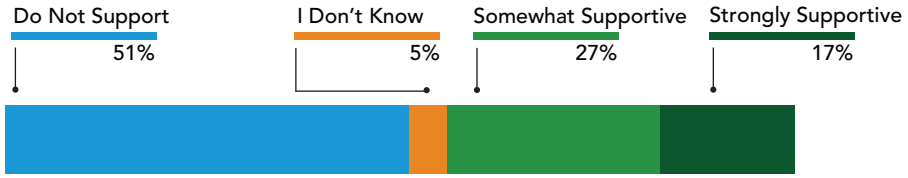
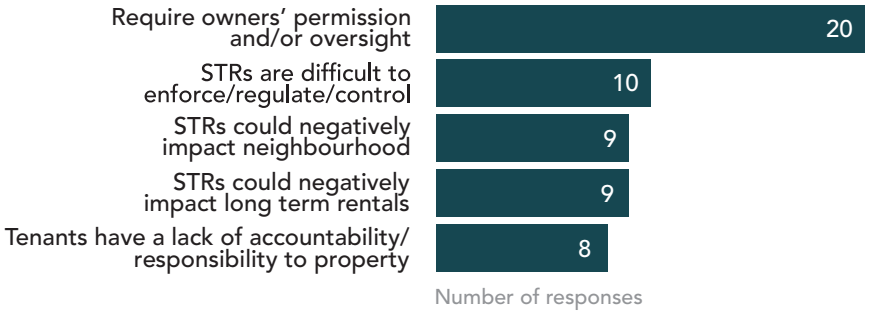


Figure 5.12: Tell us about the reasons behind your response.

(written reasons for answer to Figure 5.11)

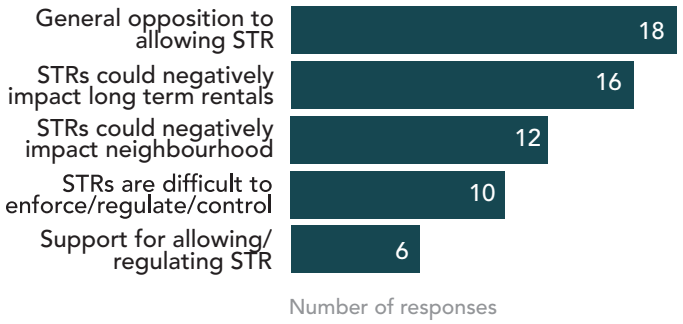
- **Total Responses:** 99
- The 5 most commonly cited reasons are shown on the right



Note: STR stands for 'short-term rental'

Figure 5.13: Do you have any final thoughts on regulating short-term rentals that you would like to share?

- **Total Responses:** 89
- The 5 most commonly cited responses are shown on the right



Respondent Characteristics

Figure 5.14: Age range of survey respondents

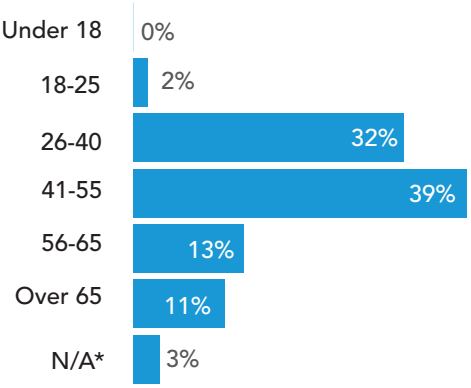


Figure 5.15: Gender of survey respondents

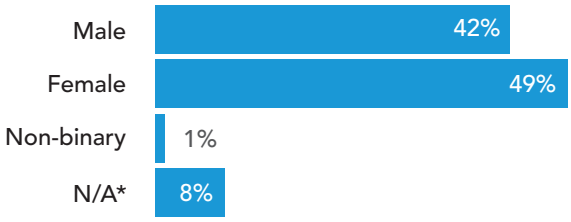


Figure 5.16: Ethnic origin of survey respondents

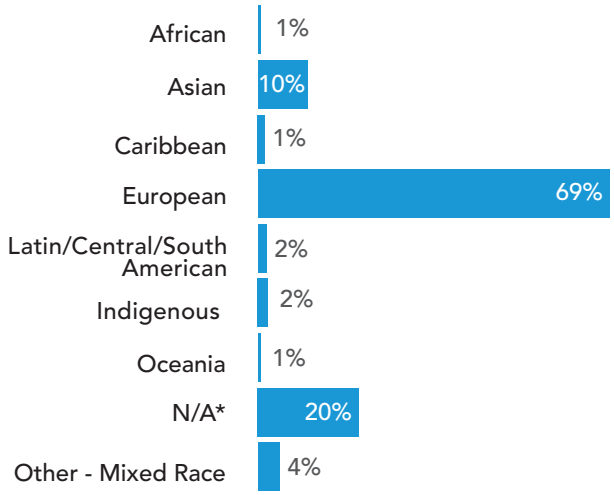
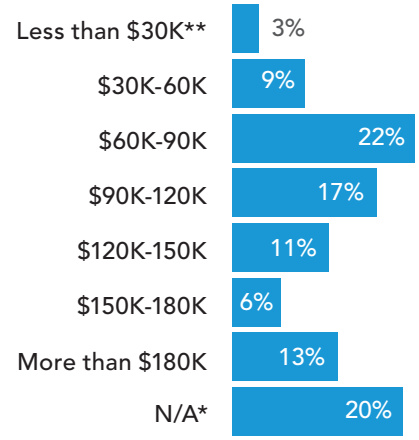


Figure 5.17: Pre-tax household income of survey respondents



Note: STR stands for 'short-term rental'

*N/A represents responses for 'Prefer not to answer'

**Income is shown in the 1000s as indicated by 'K'

Figure 5.18: Living situation of respondents

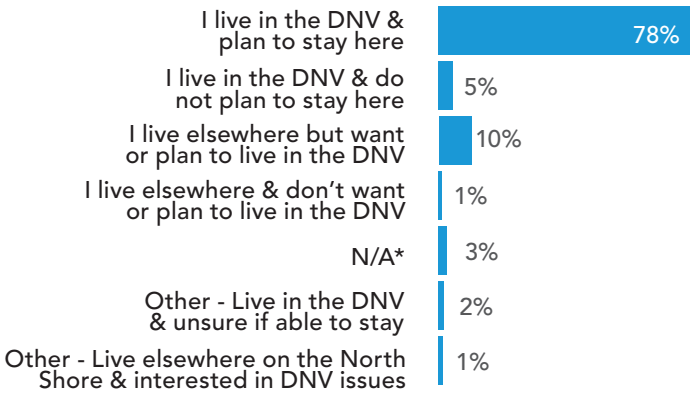


Figure 5.19: Housing situation of survey respondents

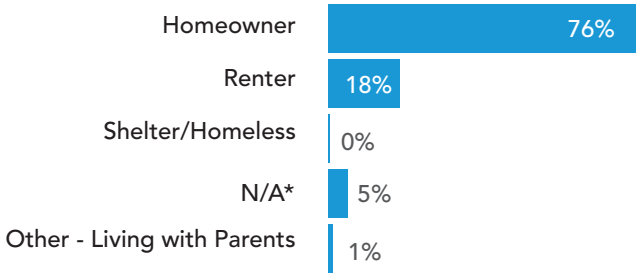
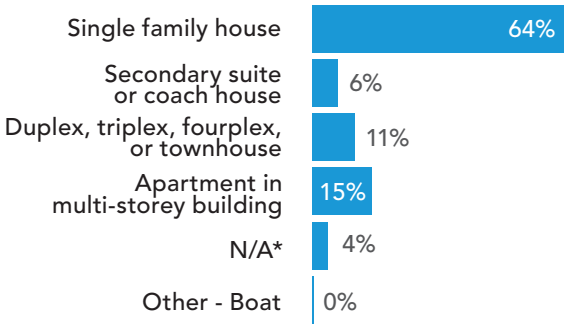


Figure 5.20: Housing type





*N/A represents responses for 'Prefer not to answer'

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DISTRICT OF NORTH VANCOUVER



APPENDIX

Information Boards from In-Person Open House

APPENDIX

Welcome!

We are working to build a healthy community with a diverse selection of housing that fits the needs of residents of all ages, incomes, abilities, and household sizes.

This includes options for:

- **secondary suite regulations and incentives**
- **infill housing**
- **short-term rental regulations**

Have Your Say!

How you can help

We want to hear your thoughts on some options for the future of our single family neighbourhoods in the District and learn more about your perspectives on single family neighbourhoods in general.

We want to hear from you!

As you walk around the room today, look out for these markers on the posters that identify opportunities to provide feedback. You can also chat with staff to provide input or ask questions.



Place a sticky note with your thoughts!

Place a sticker!

Take the survey

You can also provide feedback through our online survey. **Survey open until June 19, 2022.**

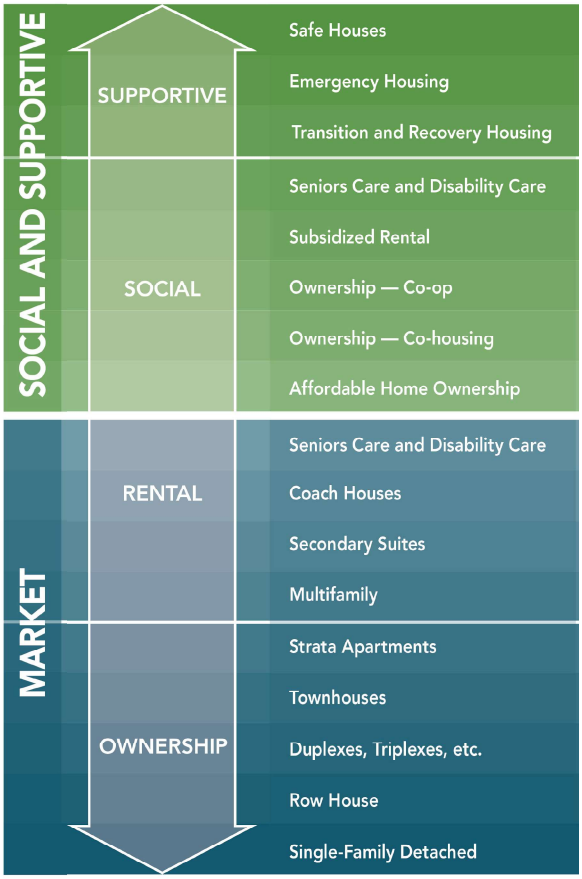
Your feedback, along with research and analysis, will be used to help shape the potential future of single family neighbourhoods. A summary of the input we receive, along with potential next steps will be presented to Council for consideration later this year.

***More info at:* DNV.org/Housing-Diversity**



Housing in the **District of North Vancouver**

Increasing the diversity of housing options across the District, and balancing future and current housing needs, are priorities in the District. Our Official Community Plan (OCP) anticipates an additional 20,000 people and 10,000 new units in the District by 2030, and our housing continuum identifies that a majority of our current housing is provided as single family housing.



The housing continuum (left) is a way to show the kinds of housing our community needs. The more balanced the housing continuum, the more options people have for finding appropriate housing at all stages of life.

The bottom half of the continuum shows different kinds of market housing. That's housing that is purchased or rented privately by owners.

Single Family Housing

As of 2021, there were approximately 19,830 single family homes in the District.

This includes:

30
Homes with coach houses (constructed and approved)

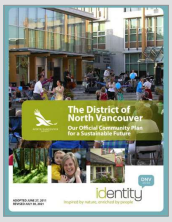
6,335
Homes with secondary suites

13,465
Homes without coach houses or secondary suites

There is considerable Council direction and supporting policy to expand housing diversity options in single family neighbourhoods.

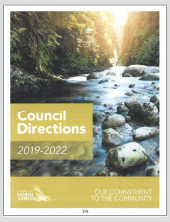
2011

Official Community Plan (OCP)



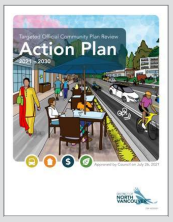
2019

Council Directions (2019-2022)



2021

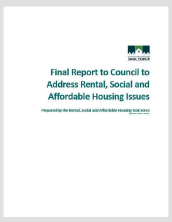
OCP Action Plan



Housing Needs Report

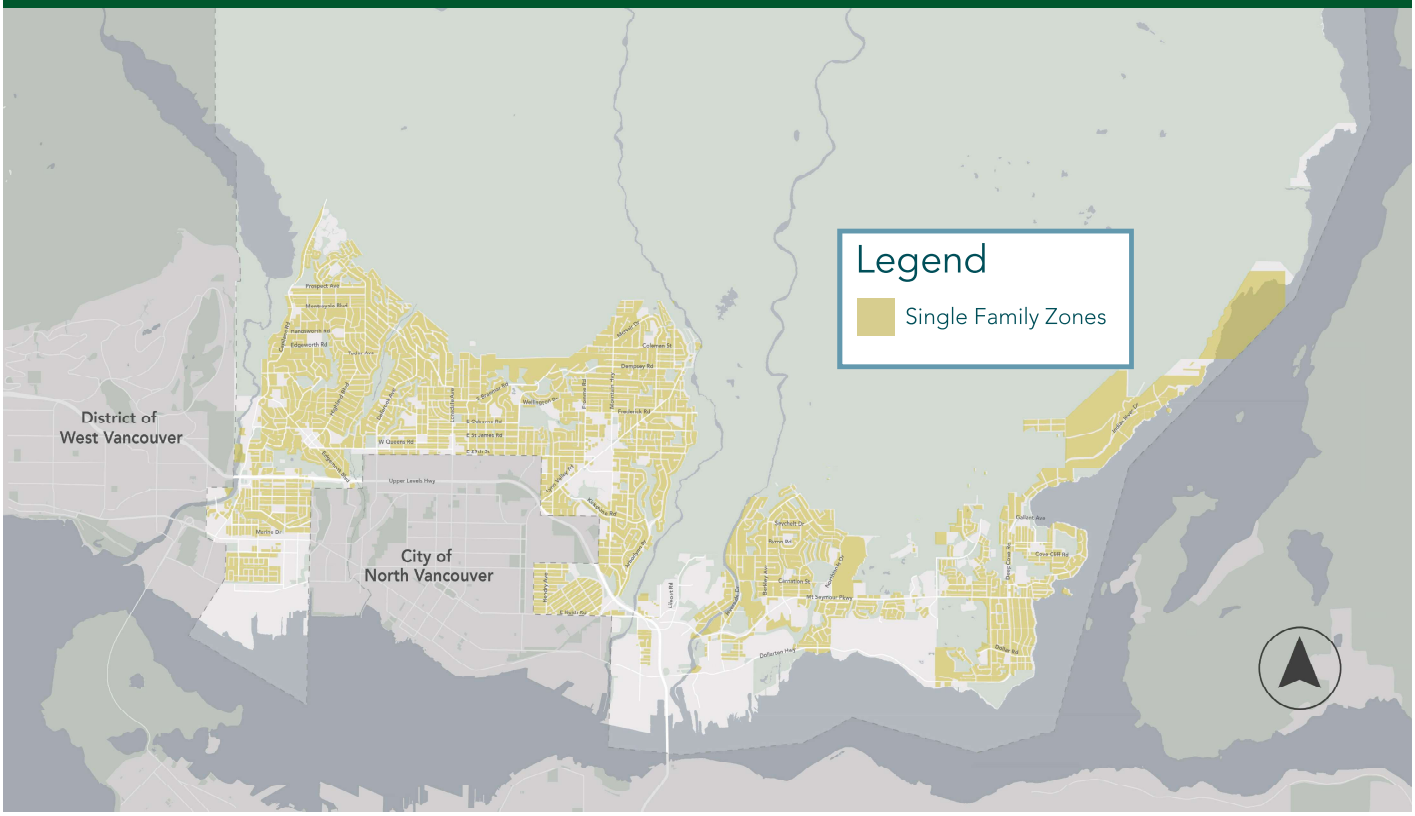


Final Report of the Social and Affordable Housing Task Force



Single Family Neighbourhoods in the **District of North Vancouver**

Single family homes account for 56% of all housing units (constructed and approved) in the District of North Vancouver, and over half of the District's land base is zoned for single family.



Past Initiatives to Diversify Single Family Neighbourhoods

1980s

Introduced Small Lot Infill Areas

There are 26 areas of the District where large lots can be subdivided into narrower lots.

1997

Permitted Secondary Suites

Secondary suites are currently permitted in all single family residential zones.

2014

Permitted Coach Houses

Coach houses are permitted on a single family property that meets certain criteria (e.g. has an open lane). Improvements to the coach house program were approved in 2020 to streamline the approval process.

Overview
Single Family Housing Topics

Single family neighbourhoods are slowly evolving to accommodate changing housing needs. We are considering how to encourage more secondary suites and infill housing options, and better regulate short-term rentals to maintain the rental stock.



Secondary Suites

Board # 5 to 8

A self-contained unit within a single family home that contains a cooking facility and living space.

Secondary suites are a critical component of our rental housing stock. They benefit a diverse group of residents, such as renters looking for ground-oriented housing, homeowners wanting some additional income, or families looking for housing that accommodates multiple generations.

We are looking into changes to secondary suite regulations to create new suites that benefit a larger group of residents, as well as exploring incentives to promote more of this form of rental housing.



Infill Housing

Board # 9 to 12

Housing that fits within an existing neighbourhood without significantly altering its character.

Infill housing can increase rental and homeownership options and make more efficient use of existing municipal infrastructure, while maintaining the scale and character of lower density single family areas.

We are looking into what infill housing options we should expand upon and what new options we should explore. We are also considering where these options may be appropriate in the District.



Short-Term Rentals

Board # 13 to 15

Rental of a dwelling unit facilitated by online platforms (e.g. Airbnb) for a short stay.

Short-term rentals are not currently permitted in the District. However, regulating short-term rentals is important to ensure safe operation, manage potential nuisances, and to maintain long-term rental stock. Council previously endorsed creating a regulatory approach to more effectively manage short-term rentals.

In order to develop a regulatory framework that reflects the priorities of the community, we want to hear about your preferences for where the District should permit short-term rentals.

Secondary Suites
Overview

Since 1997, secondary suites have been allowed in all single family homes to support housing diversity. In response to recent changes to the BC Building Code, an opportunity exists to change secondary suite regulations and explore incentives in the District to encourage and reduce barriers for the creation of larger, family-friendly suites.

We have approximately

6,335

secondary suites in single family homes

We gained more than

40

new secondary suites in 2021

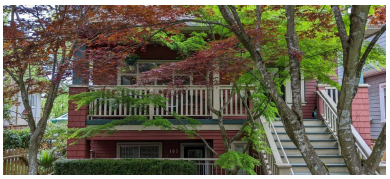
We need approximately

595

additional secondary suites, in the form of new homes or built within existing homes by 2030

What this looks like

Secondary suites take various forms within single family homes. They can be located at the basement level, on the ground level, or even located on the second floor. Often, secondary suites are not visible from the street.







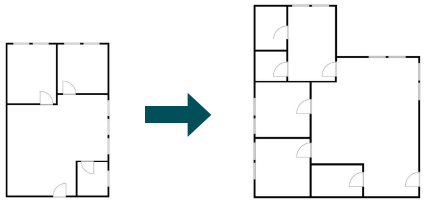


Local government building and zoning regulations must comply with the BC Building Code. In 2019, the BC Building Code was revised to:

- eliminate the maximum sizes for secondary suites (previously the lower of 90 m^2 (969 ft^2) or 40% of the principal dwelling); and,
- permit the construction of secondary suites in more types of ground-oriented housing (e.g. duplexes and townhouses).

We are considering two key changes to our regulations for secondary suites to encourage larger suites and maintain livable sizes:

1. Increasing maximum floor area from 90m² (969 ft²) or 40% of the single family home to **130m² (1,400 ft²) or 40% of the single family home**



90m²
(2 bedroom)

130m²
(3 bedroom)

2. Creating a new **minimum floor area of 30m² (323 ft²)**

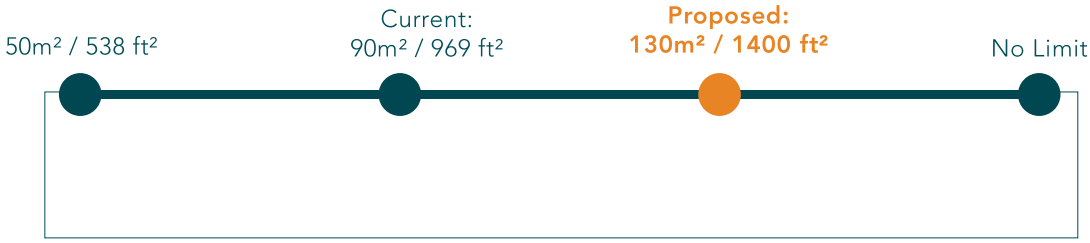


30m²
(studio)

Secondary Suites
Proposed Changes

Now that you've learned more about secondary suite regulations, we want to hear what you think about our proposed changes to secondary suite sizes.

Question: What are your preferences for maximum floor area of a suite?



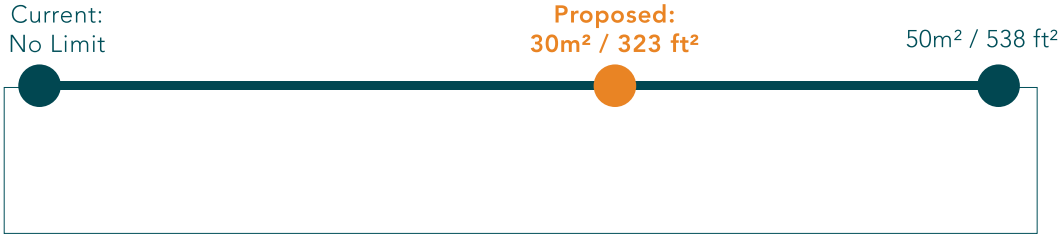
Place a sticker!

Question: What percentage of a single family home should a suite occupy?



Place a sticker!

Question: What are your preferences for minimum floor area of a suite?



Place a sticker!

Place a sticky note with your thoughts!

Have any comments or suggestions?

What is floor area?

Floor area is the total floor space (measured in m^2 or ft^2) of a building or structure measured to the exterior of its walls. It helps us calculate the density of buildings or structures on a lot which we regulate through zoning.

Secondary Suites

What additional improvements could be made?

There is also an opportunity to consider other improvements our secondary suite program. This includes regulations to increase above-ground secondary suites and creating incentives to increase the amount of secondary suites in the District.

Above-ground suites

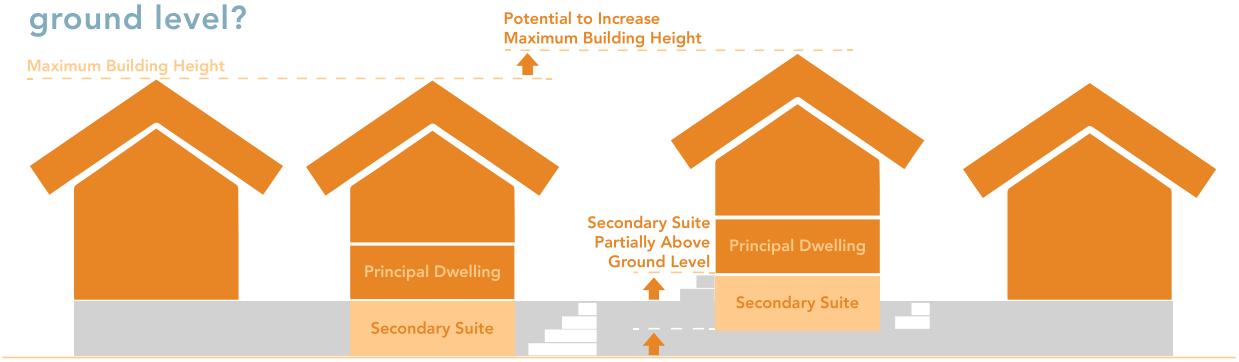
Secondary suites are often located partially below ground level (such as in the basement). We currently do not have regulations that prevent suites from being located fully below ground level. Recent observations have indicated that new single family homes are locating basement suites deeper or fully below ground level. This can have impacts on both the environment and liveability.

What are some potential impacts of suites that are fully below ground?

- Long-term groundwater and stormwater disposal issues
- Construction challenges and impacts to adjacent properties
- Suites have less access to natural light
- Suites have reduced connections to outdoor space



Question: Would you support a small increase in the maximum height for new single family homes to accommodate suites that are partially above ground level?



Yes

No

Place a sticker!

Place a sticky note with your thoughts!

Secondary Suites
What additional improvements could be made?

Incentives for secondary suites

To encourage more secondary suites in the District and help meet our housing goals, we would like to hear your thoughts on current barriers to building suites.

Question: What are the barriers to building or considering a new secondary suite?

Some issues we've heard in the past include:

Place a sticker!

Cost of required permits and construction	
Length of time to get a permit(s) approved	
Cost of additional annual utility fees for secondary suites	
Meeting parking requirements	

Place a sticky note with your thoughts!

Are there other barriers you've experienced?

Infill Housing
Overview

Infill housing is one of the key ways to provide diverse housing options in single family neighbourhoods without significantly altering a neighbourhood's character or appearance. They can provide more ground-oriented rental housing opportunities, as well as homeownership options that may be more affordable than single family homes. We are looking into what infill housing types could be expanded or created in our community.

Examples of Infill Housing



Coach Houses

Also known as laneway or carriage houses, coach houses are compact detached homes that are typically built in the backyard of a single family home and accessed by a rear lane. The District allows coach houses to be up to two storeys.



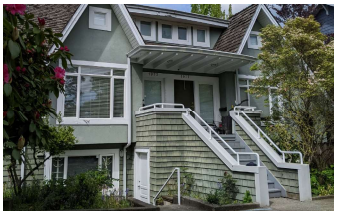
Duplexes, Triplexes, and Fourplexes

These low density housing forms contain two, three, or four separate living units within one building. In the District, they are most commonly located close to Town and Village Centres, but are generally not allowed in single family areas.



Small Lot Infill Areas

Small lot infill areas are located in specific areas where large residential lots could be subdivided into smaller ones. They were first adopted by the District in the 1980s and have expanded over time. These smaller lots are generally a minimum of 10 m (33 ft.) wide.



Multiple Accessory Units

Accessory units may include secondary suites and coach houses which are located on the same property as the primary home. Currently, the District does not allow more than one accessory unit on the same single family lot, and duplexes are not permitted to have accessory units.



Families with Children



Individuals



Intergenerational Families



Couples Without Children

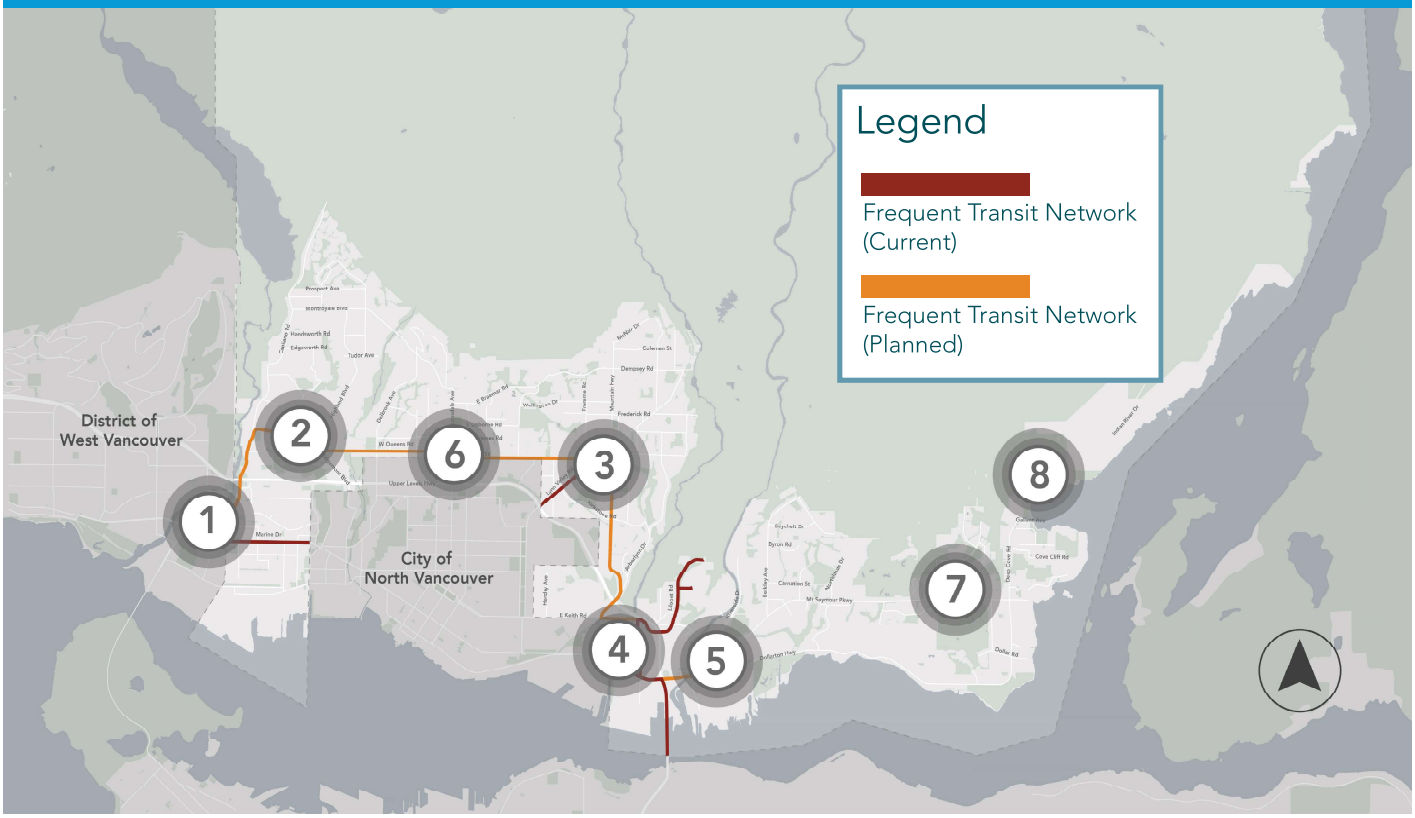
Who could benefit from infill housing?

Infill housing in single family neighbourhoods can help a variety of households find housing, where ownership and rental opportunities may be limited.

Infill Housing

Appropriate Locations for Infill Housing

Different types of infill housing may be appropriate in different areas of the District. Locating infill housing close to transit could result in fewer trips by car, and infill housing close to our Town and Village Centres could mean residents have better access to local amenities and services. Our Town and Village Centres and Frequent Transit Network (FTN), where transit service runs at least every 15 minutes in both directions, can be found in the map below. Infill housing could also be located in neighbourhoods across the District.



What are Town and Village Centres?

The District's Official Community Plan establishes a network of connected town and village centres that serve as a focal point for the community, support local employment opportunities, and provide enhanced amenities to meet community needs.

The District has eight Town and Village Centres:

1. Lions Gate Town Centre
2. Edgemont Village Centre
3. Lynn Valley Town Centre
4. Lynn Creek Town Centre
5. Maplewood Town Centre
6. Queensdale Village Centre
7. Parkgate Village Centre
8. Deep Cove Village Centre

Infill Housing

Appropriate Locations for Infill Housing

Now that you've learned more about the various types of infill housing that currently exist or could be considered in the District, we want to hear where you would like to see infill housing.

Question: Where would you like to see more of the following infill housing types?

Place a sticker!

	Coach Houses	Smaller Lots	Duplexes, Triplexes, Fourplexes	Multiple Accessory Units
Along corridors with higher frequency transit				
Close to Town and Village Centres				
Across all neighbourhoods				
In specific neighbourhoods or areas				
On heritage properties to support conservation				

Place a sticky note with your thoughts!

Any additional comments?

Infill Housing
Potential Benefits and Concerns

Now that you've shared with us where you would like to see more infill housing in the District, we would like to hear your thoughts on the potential benefits of infill housing, and any concerns you may have.

Question: What do you think are the benefits of infill housing?

Question: What potential concerns do you have about infill housing?

POTENTIAL BENEFITS	POTENTIAL CONCERNS
	Place a sticky note with your thoughts!

Short-Term Rentals
Overview

We are developing a framework to regulate short-term rentals to ensure safe operation, manage potential nuisances, protect the long-term rental stock, and create enforcement mechanisms.

What are Short-Term Rentals?

The rental of a dwelling unit for a short period of time (less than a month), facilitated by online platforms (e.g. Airbnb), and primarily used by visitors and tourists.

The proposed regulatory framework would...

- Ensure short-term rentals are only operated in principal residences
- Require operators to obtain a business licence and include the licence number in all advertising
- Establish minimum parking requirements
- Establish emergency contact and safety standards
- Create new fines and enforcement tools

What is a Principal Residence?

A principal residence is defined as the usual dwelling unit where someone lives most of the year, pays their bills, cooks meals, and receives government mail.

Some examples:

- ✓ You own and live in a single family home or apartment most of the year. This place is your principal residence.
- ✓ You rent a secondary suite, coach house, or apartment and live there most of the year. This place is your principal residence.
- X You have a secondary suite in your single family home that you do not live in and you do not rent it to a long-term tenant. This is not considered to be part of your pricipal residence.
- X You own an apartment that you do not live in. This is not your principal residence.

Short-Term Rentals

Where should short-term rentals be allowed?

A regulatory framework can specify the housing types in which short-term rentals are permitted to operate.

Single Family Homes

- Most short-term rental listings in the District are located in single family homes, in either the main portion of the house or in a secondary suite.

The ***main portion of the single family home*** does not include a secondary suite or a coach house.



Question: **Should short-term rentals be allowed in the main portion of a single family home (i.e. not a secondary suite) if the person living there on a regular basis is the one renting it out?**

Example: *Someone who owns and lives in a single family home rents the main portion of the house when they are on vacation.*

Place a sticker!

Yes

No

Place a sticky note with your thoughts!

Secondary Suites and Coach Houses

- Maintaining the District's reltal housing stock for long-term rentals is an important objective.



Question: **Should short-term rentals be allowed in secondary suites or coach houses if the person living there on a regular basis is the one renting it out?**

Example: *A tenant of a secondary suite or coach house rents out their home when they are on vacation.*

Place a sticker!

Yes

No

Place a sticky note with your thoughts!

Short-Term Rentals

Where should short-term rentals be allowed?

A regulatory framework can specify the housing types in which short-term rentals are permitted to operate.

Multi-Family Buildings (Townhouses and Apartments)

- Residents of multi-family buildings live closer together and share common spaces and amenities and therefore can be impacted differently by short-term rentals.
- Some multi-family buildings have additional options for managing and enforcing short-term rentals, such as strata bylaws or lease agreements restricting or prohibiting short-term rentals.



Question: **Should short-term rentals be allowed in townhouses and apartments if the person living there on a regular basis is the one renting it out?**

Example: *An owner living in a townhouse or apartment unit renting it out when they travel for work.*

Place a sticker!

Yes

No

Place a sticky note with your thoughts!

Short-Term Rentals for Renters

- Many renters of single family homes, secondary suites, coach houses, and units in multi-family buildings may want to have the same flexibility as owners to rent their homes as short-term rentals.

Question: **Should renters (tenants) of any type of housing be allowed to use their home as a short-term rental, with the permission of the owner?**

Place a sticker!

Yes

No

Place a sticky note with your thoughts!

Additional Ideas

Do you have any other ideas or opportunities for secondary suites, infill housing, or short-term rentals? Are there any other thoughts you'd like to share before you go? Let us know in the space below.

Place a sticky note with your thoughts!



Thank You!

Thank you for your taking the time to participate and share your thoughts. More information on other ways you can participate is provided below.

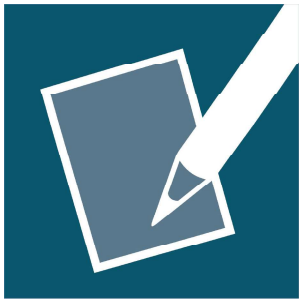
***More info at:* DNV.org/Housing-Diversity**



How you can provide further input

Share your thoughts about options for single family neighbourhoods by completing our online survey by June 19, 2022.

Survey available at DNV.org/Housing-Diversity



Next steps

Your feedback, along with research and analysis, will be used to help shape the potential future of single family neighbourhoods. A summary of the input we receive, along with potential next steps, will be presented to Council for consideration later this year.



Have questions?

Staff are here and happy to answer any questions you have. You can also reach the Community Planning team via email at:

communityplanning@dnv.org



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NVanDistrict

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Housing Options for Single Family Neighbourhoods:

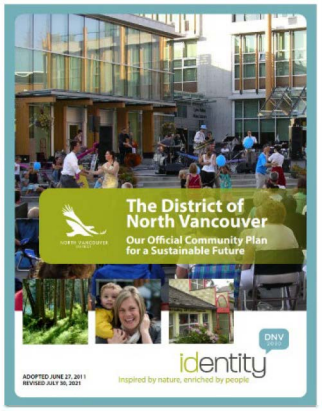
What We Heard about Secondary Suites and Infill Housing

Council Workshop

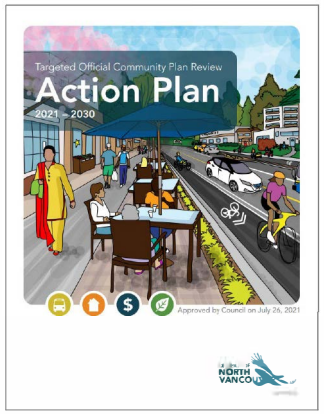
February 13, 2023

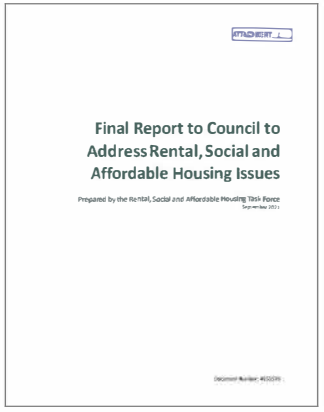
Existing policy & directions

2011



2021







How we got here



Public engagement focus



Secondary suites



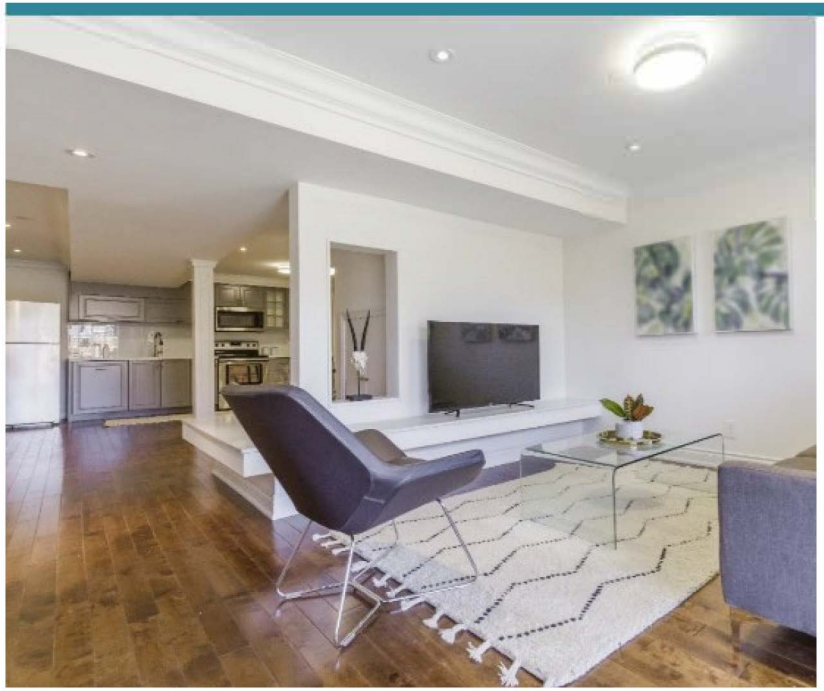
Infill housing

What we wanted to know from engagement:

- Preferred minimum and maximum size
- If and how new suites should be partially above ground level
- Barriers to building suites

- Community needs and preferences
- Perceived benefits and potential impacts
- Preferred locations

What we heard about **suites**



Maximum size

- Support for larger suites
- Maximum floor area of 130 m^2
- Up to 49% of the building

Minimum size

- Agreement on a minimum floor area
- Between 30 m^2 and 50 m^2

What we heard about **suites**



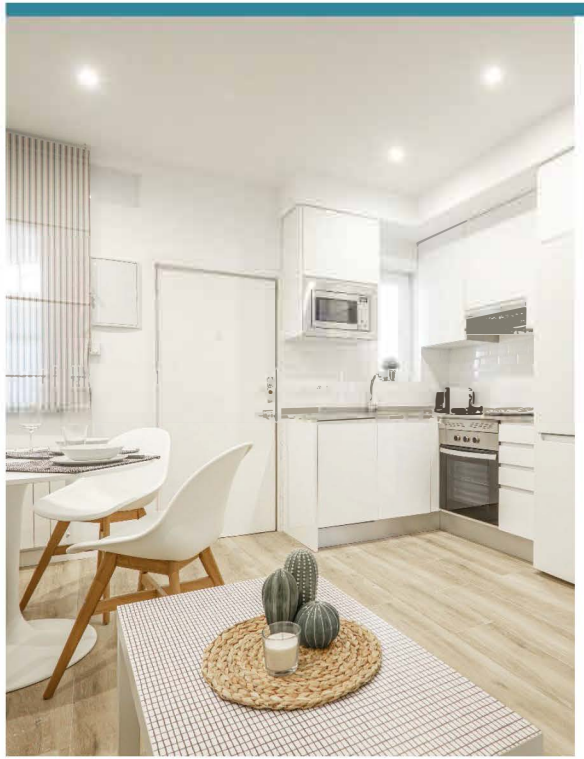
Suites that are partially above ground level

- Support for a small increase in building height to encourage new suites to be partially above ground level

Barriers to building a suite

- Cost of permits and construction
- Length of time to get a permit approved
- Parking requirements

Options for **suite size**



Option A

Increase maximum size & set minimum size

- ✓ Supported by policy
- ✓ Community support
- ✓ Increases rental options for families
- ✓ Ensure liveable sizes
- ✓ Provides flflexibility
- ? Min. size may be a barrier to creating new suites

Option B

Restrict size to percentage of home only

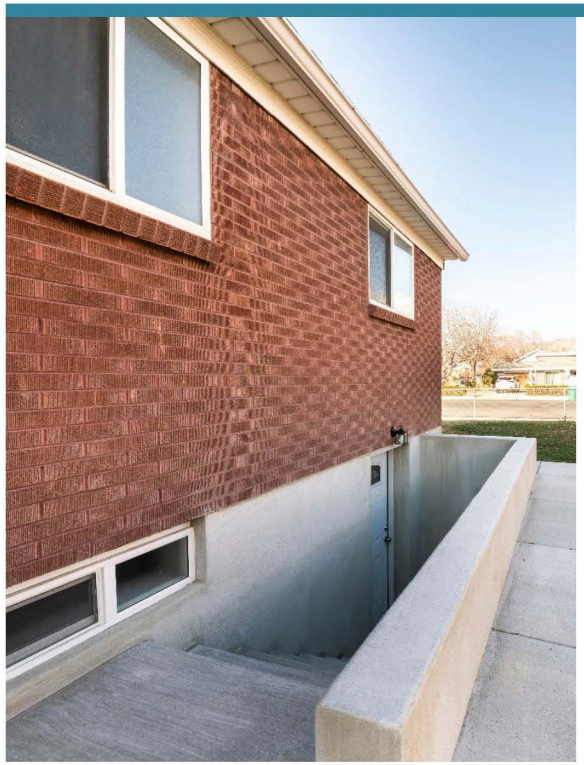
- ✓ Supported by policy
- ✓ Increases rental options for larger households
- ✓ Provides flexibility
- ? Neighbourhood character impact
- ? Could result in smaller suites

Option C

Status quo

- ✓ Maintains current expectations
- ? Does not support OCP vision
- ? Could result in smaller suites
- ? May not accommodate larger households
- ? Limited community support

Options for **suite liveability**



Option A

Increase building height

- ✓ Community support
- ✓ Improves liveability
- ✓ Environmental benefits

- ? Community concerns
- ? Neighbourhood character impact
- ? Implementation complexity
- ? Requires consultation
- ? Requires analyses

Option B

Expand localized depressions

- ✓ Addresses liveability concerns
- ✓ May improve access to suites
- ✓ Private outdoor space
- ✓ Limited impacts on neighbourhood character & regulations

- ? May not address groundwater & stormwater disposal

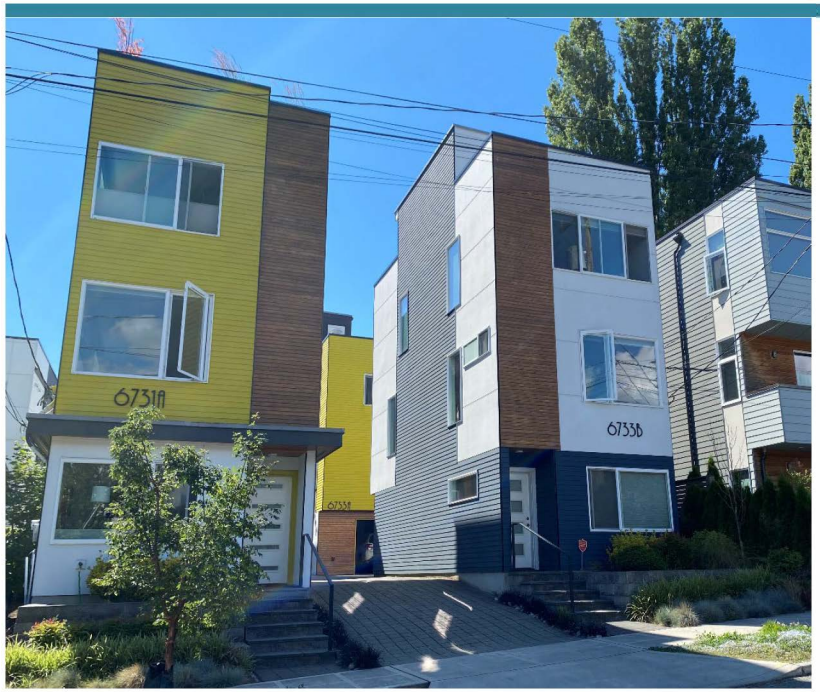
Option C

Status quo

- ✓ Maintains existing neighbourhood character

- ? Reduced access to light & outdoor space would continue
- ? Limited community support

What we heard about **infill housing**



Housing options in single family neighbourhoods

- More diversity is important
- Identified housing needs in the community:
  1. Affordable alternatives to a single family home
  2. Rental options
  3. Options for seniors to age in place

What we heard about **infill housing**



Types of infill housing

- Desire to see more:
  1. 1-storey coach houses
  2. Duplexes
  3. 2-storey coach houses
  4. Suites and coach houses on the same lot

Location of infill housing

- Support for locating most infill housing types throughout all neighbourhoods
- Slight preference for duplexes, triplexes, and multi-plexes to be closer to town and village centres

What we heard about **infill housing**



Benefits

- Efficient use of land and infrastructure
- Reduced environmental impacts
- Opportunities for rental income and to accommodate family

Concerns

- Reduction of trees and green space
- Impacts on on-street parking and traffic
- Housing will become more expensive

Options for **coach houses & suites on one lot**



Option A

Allow suites & coach houses on same lot

- ✓ Supported by policy
- ✓ Community support
- ✓ Increases rental options
- ✓ Straightforward to implement

- ? Needs review of parking requirements
- ? Potential impacts on traffic & parking
- ? Potential infrastructure impacts

Option B

Allow suites & coach houses on same lot in specific areas

- ✓ Supported by policy
- ✓ Community support
- ✓ Increases rental options

- ? Needs review of parking requirements
- ? Potential traffic increase & impacts
- ? Potential infrastructure impacts
- ? Additional analysis & engagement required

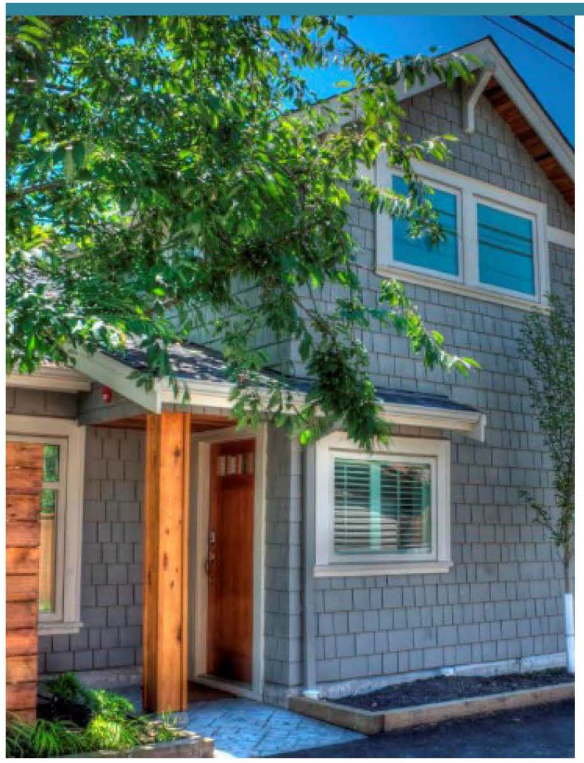
Option C

Status quo

- ✓ Maintains current gradual entry approach to coach houses
- ✓ Less impact on traffic or parking

- ? Does not support vision of OCP policies & other directions

Options for **coach house approval process**



Option A

Expand Building Permit only process

- ✓ Simplifies process & reduces approval timelines
- ✓ Cost savings
- ✓ Could increase # of coach houses
- ? Neighbourhood input & building design not considered
- ? Requires Coach House How-To Guide update

Option B

Delegate DVP applications to staff

- ✓ Reduces approval timelines
- ✓ Neighbourhood input & building design to be considered
- ✓ Increases number of coach houses
- ? Approval timeline requires staff review
- ? Requires Coach House How-To Guide update

Option C

Status quo

- ✓ Neighbourhood input & building design will be considered
- ? Approval process continues to require staff & Council review
- ? Approval process may deter new coach house development

Options for **other infill housing types**



Option A

Explore District-wide approach

- ✓ Supported by policy
- ✓ Community support
- ✓ Gradual pace of neighbourhood change
- ? Greenery loss concerns
- ? Traffic & neighbourhood character impacts
- ? Infrastructure capacity

Option B

Explore area-specific approach

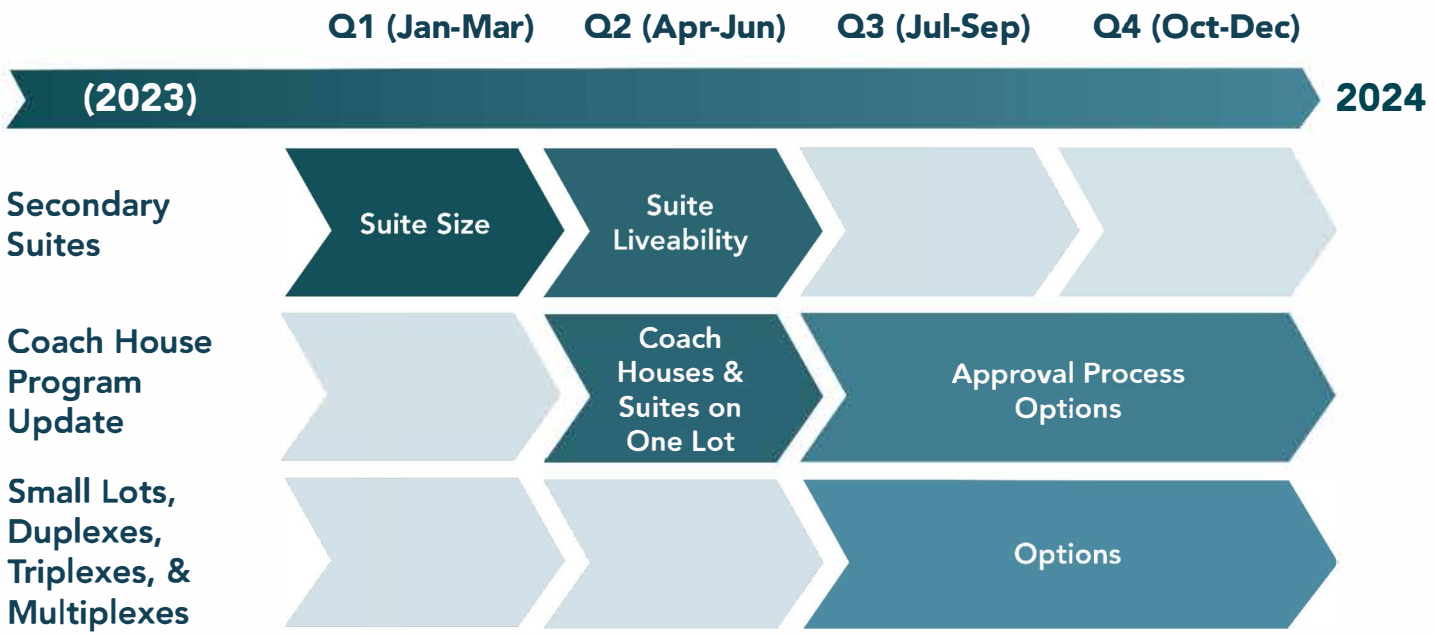
- ✓ Supported by policy
- ✓ Community support
- ? Impacts (e.g., traffic) may be less
- ? Infrastructure capacity
- ? Potential speculation in selected areas
- ? Concerns regarding pace of change

Option C

Status quo

- ✓ Less impact on traffic, existing infrastructure, & neighbourhood character
- ? Does not support vision of OCP policies & other directions

Summary of next steps and approximate timelines



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AGENDA INFORMATION	
☒ Regular Meeting	Date: December 4, 2023
☐ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

November 23, 2023
File: 09.3900.20/000.000

AUTHOR: Genevieve Lanz, Deputy Municipal Clerk

SUBJECT: **Bylaw 8525: Proposed Changes to Secondary Suite Regulations**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1412 (Bylaw 8525)" is ADOPTED.

BACKGROUND:
Bylaw 8525 received First Reading on June 5, 2023. A Public Hearing for Bylaw 8525 was held and closed on September 26, 2023. Bylaw 8525 received Second and Third Readings on November 6, 2023. Bylaw 8525 received approval from the Ministry of Transportation on November 23, 2023.

The Bylaw is now ready to be considered for Adoption by Council.

Options:
1. Adopt the Bylaw;
2. Give no further Readings and abandon the Bylaw at Third Reading; or,
3. Rescind Third Reading and debate possible amendments to the Bylaw.

Respectfully submitted,

for Genevieve Lanz
Deputy Municipal Clerk

Attachments:
1. Bylaw 8525
2. Staff Report dated November 6, 2023

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	____		
❑ Climate and Biodiversity	____				

ATTACHMENT 1

The Corporation of the District of North Vancouver

Bylaw 8525

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:

1. Citation

This bylaw may be cited as "District of North Vancouver Rezoning Bylaw 1412 (Bylaw 8525)".

2. Amendments

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

a) In Part 2 Interpretation:

i. Deleting the definition "secondary suite" and replacing it with the following:

"secondary suite" means a non-stratified, accessory dwelling unit contained within a single-family residential building which contains only one principal dwelling unit;

b) In Part 4B Comprehensive Development Zone Regulations:

i. Deleting Section 4B88-3(c) and replacing it with the following:

"(c) secondary suites subject to the following regulations:

i. secondary suites are permitted only in single-family zones;

ii. only one secondary suite dwelling unit is permitted on a single-family lot;

iii. the owner of a single-family residential building containing a secondary suite dwelling unit shall be a resident of either the secondary suite dwelling unit or the principal residential dwelling unit;

iv. a single-family residential building containing more than one boarder or lodger may not have a secondary suite;

v. the secondary suite dwelling unit must be an accessory use that is subordinate in area, extent and purpose; and

vi. the principal dwelling unit and the secondary suite dwelling unit must constitute a single real estate entity;"

ii. Deleting Section 4B88-4(b) and replacing it with the following:

"(b) Size of Secondary Suites:

i. subject to Subsection 4B88-4(b)(ii), a secondary suite must not exceed in gross floor area the lesser of 130m^2 (1,399 sq.ft.) or 49% of the net floor area of the single-family residential building within which the secondary suite is located, and for the purpose of this Section 4B88-4(b):

a) the calculation of the gross floor area of a secondary suite includes all otherwise exempt floor area, including, without limitation, all gross floor area in the said single-family residential building located below the natural or finished grade otherwise exempted by Section 4B88-5; and

b) the calculation of the net floor area of the single-family residential building within which the secondary suite is located equals the gross floor area of the said building less all floor area exemptions permitted under Section 4B88-5; and

ii. despite Subsection 4B88-4(b)(i), if the maximum permitted gross floor area of a secondary suite calculated under Subsection 4B88-4(b)(i) is less than 90m^2 (969 sq.ft.) then the maximum permitted gross floor area of the secondary suite shall be 90m^2 (969 sq.ft.)."

iii. Deleting Section 4B172(1)(c) and replacing it with the following:

"(c) secondary suites subject to the following regulations:

i. secondary suites are permitted only in single-family zones;

ii. only one secondary suite dwelling unit is permitted on a single-family lot;

iii. the owner of a single-family residential building containing a secondary suite dwelling unit shall be a resident of either the secondary suite dwelling unit or the principal residential dwelling unit;

iv. a single-family residential building containing more than one boarder or lodger may not have a secondary suite;

v. the secondary suite dwelling unit must be an accessory use that is subordinate in area, extent and purpose; and

vi. the principal dwelling unit and the secondary suite dwelling unit must constitute a single real estate entity;"

iv. Deleting Section 4B173(4) and replacing it with the following:

"(4) Size of Secondary Suites:

i. subject to Subsection 4B173(4)(ii), a secondary suite must not exceed in gross floor area the lesser of 130m^2 (1,399 sq.ft.) or 49% of the net floor area of the single-family residential building within which the secondary suite is located, and for the purpose of this Section 4B173(4):

a) the calculation of the gross floor area of a secondary suite includes all otherwise exempt floor area, including, without limitation, all gross floor area in the said single-family residential building located below the natural or finished grade otherwise exempted by Section 4B173(1)(d); and

b) the calculation of the net floor area of the single-family residential building within which the secondary suite is located equals the gross floor area of the said building less all floor area exemptions permitted under Section 4B173(1)(d); and

ii. despite Subsection 4B173(4)(i), if the maximum permitted gross floor area of a secondary suite calculated under Subsection 4B173(4)(i) is less than 90m^2 (969 sq.ft.) then the maximum permitted gross floor area of the secondary suite shall be 90m^2 (969 sq.ft.)."

c) In Part 5 Residential Zone Regulations,

i. Deleting section 501.1(b)(iii) and replacing it with the following:

"iii. secondary suites subject to the following regulations:

a) secondary suites are permitted only in single-family residential zones;

b) only one secondary suite dwelling unit is permitted on a single-family residential lot;

c) a secondary suite is not permitted if there is a coach house on a single-family residential lot;

d) the owner of a single-family residential building containing a secondary suite dwelling unit shall be a resident of either the secondary suite dwelling unit or the principal residential dwelling unit; and

e) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;

f) the secondary suite dwelling unit must be an accessory use that is subordinate in area, extent and purpose; and

g) the principal dwelling unit and the secondary suite dwelling unit must constitute a single real estate entity;"

ii. Deleting Section 502.4 and replacing it with the following:

"502.4 Size of Secondary Suites:

i. subject to Subsection 502.4(ii), a secondary suite must not exceed in gross floor area the lesser of 130m^2 (1,399 sq.ft.) or 49% of the net floor area of the single-family residential building within which the secondary suite is located, and for the purpose of this Section 502.4:

a) the calculation of the gross floor area of a secondary suite includes all otherwise exempt floor area, including, without limitation, all gross floor area in the said single-family residential building located below the natural or finished grade otherwise exempted by Section 410; and

b) the calculation of the net floor area of the single-family residential building within which the secondary suite is located equals the gross floor area of the said building less all floor area exemptions permitted under Section 410; and

ii. despite Subsection 502.4(i), if the maximum permitted gross floor area of a secondary suite calculated under Subsection 502.4(i) is less than 90m^2 (969 sq.ft.) then the maximum permitted gross floor area of the secondary suite shall be 90m^2 (969 sq.ft.)."

iii. Deleting Section 551.2(a)(ii)2) and replacing it with the following:

"2) secondary suites subject to the following regulations:

a) only one secondary suite dwelling unit is permitted on a single-family residential lot;

b) the owner of a single-family residential building containing a secondary suite dwelling unit shall be a resident of either the secondary suite dwelling unit or the principal residential dwelling unit;

c) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;

d) the secondary suite dwelling unit must be an accessory use that is subordinate in area, extent and purpose; and

e) the principal dwelling unit and the secondary suite dwelling unit must constitute a single real estate entity;"

iv. Deleting Section 552.4 and replacing it with the following:

"552.4 Size of Secondary Suites:

i. subject to Subsection 552.4(ii), a secondary suite must not exceed in gross floor area the lesser of 130m^2 (1,399 sq.ft.) or 49% of the net floor area of the single-family residential building within which the secondary suite is located, and for the purpose of this Section 552.4:

a) the calculation of the gross floor area of a secondary suite includes all otherwise exempt floor area, including, without limitation, all gross floor area in the said single-family residential building located below the natural or finished grade otherwise exempted by Section 410; and

b) the calculation of the net floor area of the single-family residential building within which the secondary suite is located equals the gross floor area of the said building less all floor area exemptions permitted under Section 410; and

ii. despite Subsection 552.4(i), if the maximum permitted gross floor area of a secondary suite calculated under Subsection 552.4(i) is less than 90m^2 (969 sq.ft.) then the

maximum permitted gross floor area of the secondary suite shall be 90m^2 (969 sq.ft.)."

READ a first time June 5th, 2023

PUBLIC HEARING held September 26th, 2023

READ a second time November 6, 2023

READ a third time November 6, 2023

Certified a true copy of "Rezoning Bylaw 1412 (Bylaw 8525)" as at Third Reading

_____
Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on November 23, 2023.

ADOPTED

_____ _____
Mayor Municipal Clerk

Certified a true copy

_____
Municipal Clerk

ATTACHMENT 2

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: November 6, 2023			
☐ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

October 19, 2023
File: 13.6440.20/006.000

AUTHOR: Jessica Lee, Community Planner

SUBJECT: **Bylaw 8525: Proposed Changes to Secondary Suite Regulations – Second and Third Readings**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1412 (Bylaw 8525)" is given SECOND and THIRD Readings.

REASON FOR REPORT:
Bylaw 8525 (**Attachment 1**) was considered for Second and Third Readings on October 16, 2023. Council referred the bylaw back to staff to provide clarification on changes to the bylaw that were made at First Reading on June 5, 2023. This report provides clarification and recommends that Bylaw 8525 is given Second and Third Readings.

BACKGROUND:
Bylaw 8525 was introduced for First Reading on June 5, 2023[1] to propose changes to the Zoning Bylaw regarding secondary suite regulations. These changes included:

- Increasing the maximum secondary suite size;
- Introducing a minimum secondary suite size;
- Introducing location requirements for the exterior entrance of a secondary suite;
- Updating the definition of "secondary suite";
- Adding clarifying language on secondary suite use in certain zones; and
- Updating enforcement fines to include minimum size and entrance location requirements.

At First Reading, Council raised concerns about introducing a new minimum size and location requirements for exterior entrances. Subsequently, the following resolution was passed by Council to amend the bylaw:

> *THAT "District of North Vancouver Rezoning Bylaw 1412 (Bylaw 8525)" is amended by striking all references to minimum secondary suite size and exterior entrance requirements.*

---

[1] First Reading staff report to Council dated May 23, 2023:
http://app.dnv.org/OpenDocument/Default.aspx?docNum=6020342

At the June 5, 2023 Council meeting, Council amended Bylaw 8525 at First Reading to remove all references to minimum size and exterior entrance requirements in accordance with the above motion. A Public Hearing for the bylaw, as amended, was held on September 26, 2023. The Public Hearing minutes are included as **Attachment 2**.

CLARIFYING INFORMATION:
The following sections provide clarification on two topics discussed at the October 16, 2023 Regular Council meeting.

Changes to Bylaw 8525

Table: Summary of Changes to Bylaw 8525

Original proposed regulations	**Current proposed regulations** (changes highlighted in *red*)
Maximum size: lesser of 130 m^2 (1,399 ft^2) or 49% of the building's net floor area	No change
Minimum size: 25 m^2 (269 ft^2)	*Deleted as per June 5, 2023 Council resolution*
Location requirements for exterior entrance of a secondary suite	*Deleted as per June 5, 2023 Council resolution*
Update definition of "secondary suite"	No change
Add clarifying language on secondary suite use in certain zones	No change
Update enforcement fines to include minimum size and entrance location requirements	*Deleted to align with June 5, 2023 Council resolution**

* With the removal of references to a minimum secondary suite size and location requirements for exterior entrances, references to updated enforcement fines were no longer necessary and therefore removed from the bylaw.

A redline version of the bylaw is included as **Attachment 3**.

Existing secondary suite use regulations related to boarders or lodgers

The District's Zoning Bylaw currently states that a single family residential building containing more than one boarder or lodger may not have a secondary suite. At consideration of Second and Third Readings on October 16, 2023, a member of Council questioned the merits of this regulation. This existing provision is intended to manage potential impacts of both uses in a single family building. Bylaw 8525 does not propose to change this provision. Such a change to the bylaw would require a new Public Hearing as per the *Local Government Act*. Staff, however, will review secondary suite provisions further as part of the Zoning Bylaw update process.

NEXT STEPS:
Should Council give Bylaw 8525 Second and Third Readings, the bylaw will be sent to the Ministry of Transportation for approval prior to Council considering the bylaw for Fourth Reading (adoption).

CONCLUSION:
The proposed Zoning Bylaw amendments contained in Bylaw 8525 to increase secondary suite size are supported by various District policies and previous public engagement results. These changes will provide greater flexibility to homeowners and support larger rental options across the District.

Bylaw 8525 is ready to be considered for Second and Third Readings by Council.

OPTIONS:
The following options are available for Council's consideration:

1. Give Bylaw 8525 Second and Third Readings; or
2. Give no further Readings to the bylaw and abandon the bylaw; or
3. Advise staff on any additional amendments to the bylaw at Second and Third Readings and return the bylaw to a new Public Hearing if required.

Respectfully submitted,



Jessica Lee
Community Planner

Attachment 1: District of North Vancouver Rezoning Bylaw 1412 (Bylaw 8525)
Attachment 2: September 26, 2023 Public Hearing Minutes
Attachment 3: Redline version of Bylaw 8525

Hyperlinks:
1. First Reading staff report to Council, dated May 23, 2023

REVIEWED WITH:

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

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
❒ Regular Meeting	Date:			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

November 20th, 2023
File: 09.3900.20/000.000

AUTHOR: Genevieve Lanz, Deputy Municipal Clerk

SUBJECT: **Bylaws 8615, 8635, and 8639: Coach House Program Improvements**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)" is ADOPTED;

AND THAT "District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)" is ADOPTED;

AND THAT "Development Procedures Bylaw 8144, 2017 Amendment Bylaw 8639, 2023 (Amendment 3)" is ADOPTED.

BACKGROUND:
Bylaws 8615, 8635, and 8639 received First Reading on July 24th, 2023. A Public Hearing for Bylaws 8615 and 8635 was held and closed on September 26th, 2023. Bylaws 8615, 8635, and 8639 received Second and Third Readings on October 16th, 2023. Bylaws 8615 and 8635 received approval from the Ministry of Transportation on November 3rd, 2023.

The Bylaws are now ready to be considered for Adoption by Council.

Options:
1. Adopt the Bylaws;
2. Give no further Readings and abandon the Bylaws at Third Reading; or,
3. Rescind Third Reading and debate possible amendments to the Bylaws.

Respectfully submitted,

Genevieve Lanz
Deputy Municipal Clerk

Attachments:
1. Bylaw 8615
2. Bylaw 8635
3. Bylaw 8639
4. Staff Report dated October 16th, 2023

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	____		
❑ Climate and Biodiversity	____				

ATTACHMENT 1

The Corporation of the District of North Vancouver

Bylaw 8615

A bylaw to amend District of North Vancouver 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 1424 (Bylaw 8615)".

Amendments

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

   a) In Part 5 Residential Zone Regulations,

      i. Deleting Section 501.1 (b)(iii)(c) and replacing it with the following:

         "c) on a single-family residential lot located within Lynn Valley Town Centre, Lower Lynn Town Centre, Lower Capilano-Marine Village Centre and Maplewood Village Centre as identified on Map 2 in the District of North Vancouver's Official Community Plan, as may be amended from time to time, a secondary suite is not permitted if there is a coach house located on the lot;"

      ii. Deleting Section 501.1(b)(vi)(e) and replacing it with the following:

         "e) on a single-family residential lot located within Lynn Valley Town Centre, Lower Lynn Town Centre, Lower Capilano-Marine Village Centre and Maplewood Village Centre as identified on Map 2 in the District of North Vancouver's Official Community Plan, as may be amended from time to time, a coach house is not permitted if there is a secondary suite located on the lot;"

   b) In Part 10 Section 1001 Required Off-Street Parking Spaces,

      i. Deleting the following seven rows:

USE	PARKING REQUIREMENT
Residential (5)	
1. Base Rate	2 per dwelling unit

2. Single family residential building with secondary suite or a coach house	1 space in addition to the Base Rate (Bylaw 8360)
3. Multiple Unit Residential Building including Live Work	1 space per unit plus 1 space per 100m2 of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)
4. Senior Citizen Housing where it is covenanted that 90% of the residents are 65 years or older	0.33 per dwelling unit
5. Bed and Breakfast	2 per dwelling unit plus 1 per each bed and breakfast bedroom

and replacing with the following eight rows:

"

USE	PARKING REQUIREMENT
Residential (5)	
1. Base Rate	2 per dwelling unit
2. Single family residential building with secondary suite or a coach house	1 space in addition to the Base Rate
3. Single family residential building with secondary suite and a coach house	1 space in addition to the Base Rate
4. Multiple Unit Residential Building including Live Work	1 space per unit plus 1 space per 100m2 of gross residential floor area (to a maximum of 2 spaces per unit inclusive of 0.25 per dwelling unit designated for visitor parking.)
5. Senior Citizen Housing where it is covenanted that 90% of the residents are 65 years or older	0.33 per dwelling unit
6. Bed and Breakfast	2 per dwelling unit plus 1 per each bed and breakfast bedroom

"

READ a first time July 24th, 2023

PUBLIC HEARING held September 26th, 2023

READ a second time October 16th, 2023

READ a third time October 16th, 2023

Certified a true copy of "Bylaw 8615" as at Third Reading

_____
Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on November 3rd, 2023

ADOPTED

_____
Mayor

_____
Municipal Clerk

Certified a true copy

_____
Municipal Clerk

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ATTACHMENT 2

The Corporation of the District of North Vancouver

Bylaw 8635

A bylaw to amend District of North Vancouver 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 1429 (Bylaw 8635)".

Amendments

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

   a) By deleting the following row in Part 5 Residential Zone Regulations, Section 502, Table 502.5:

Coach House Height a) Roof slope of less than 3 in 12 b) Roof slope of 3 in 12 or greater c) Energy Step Code • Step 4 of the Energy Step Code • Step 5 of the Energy Step Code	Measured from the top of slab a) 3.7m (12 ft.) maximum b) 4.5m (15 ft.) maximum c) • Additional 0.15m (0.5 ft.) in height • Additional 0.3m (1 ft.) in height Energy Step Code height bonus is not cumulative.

and replacing with the following row:

Coach House Height a) Roof slope of less than 3 in 12 b) Roof slope of 3 in 12 or greater c) Energy Step Code • Step 4 of the Energy Step Code • Step 5 of the Energy Step Code	Measured from the top of slab a) 5.5m (18 ft.) maximum b) 6.7m (22 ft.) maximum c) • Additional 0.15m (0.5 ft.) in height • Additional 0.3m (1 ft.) in height Energy Step Code height bonus is not cumulative.

READ a first time July 24th, 2023

PUBLIC HEARING held September 26th, 2023

READ a second time October 16th, 2023

READ a third time October 16th, 2023

Certified a true copy of "Bylaw 8635" as at Third Reading

_____
Municipal Clerk

APPROVED by the Ministry of Transportation and Infrastructure on November 3rd, 2023

ADOPTED

_____
Mayor

_____
Municipal Clerk

Certified a true copy

_____
Municipal Clerk

ATTACHMENT 3

The Corporation of the District of North Vancouver

Bylaw 8639

A bylaw to amend Development Procedures Bylaw 8144, 2017

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

Citation

1. This bylaw may be cited as "Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)".

Amendments

2. Development Procedures Bylaw 8144, 2017 is amended as follows:

   a) A new Subsection 2.(d)(vii) is added:

   "vii. The variance must not be associated with the height of a coach house, the size of a coach house, the siting of a coach house, or building coverage for a lot where a coach house is proposed."

   b) A new Subsection 2.(d)(viii) is added:

   "viii. The variance must not be associated with the lot depth, lot width or lot vehicle access requirements for a coach house."

READ a first time July 24th, 2023

READ a second time as amended October 16th, 2023

READ a third time October 16th, 2023

ADOPTED

Mayor

Municipal Clerk

Certified a true copy

_____

Municipal Clerk

ATTACHMENT 4

AGENDA INFORMATION

☑ Regular Meeting Date: October 16, 2023

☐ Other: Date:

Dept. Manager | GM/ Director | CAO

The District of North Vancouver
REPORT TO COUNCIL

September 28, 2023
File: 13.6440.20/007.000

AUTHOR: Ryan Gilmore, Community Planner
Brianne Labute, Community Planner

SUBJECT: **Second and Third Reading of Bylaws 8615, 8635, 8639: Coach House Program Improvements**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)" is given SECOND and THIRD Readings;

AND THAT "District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)" is given SECOND and THIRD Readings;

AND THAT "Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)" is given SECOND Reading as amended;

AND THAT "Development Procedures Bylaw 8144, 2017, Amendment Bylaw 8639, 2023 (Amendment 3)" is given THIRD Reading.

BACKGROUND:
Bylaws 8615, 8635, and 8639 received First Reading on July 24, 2023. A Public Hearing for Bylaws 8615 and 8635 was held and closed on September 26, 2023.

PROPOSED CHANGES TO BYLAW 8639
At First Reading on July 24, 2023, staff proposed changes to the Development Procedures Bylaw to identify which coach house related variances would not be delegated to staff. These included:

- Vehicle access;
- Lot depth;
- Lot width;
- Building Size; and
- Lot coverage.

During the July 24, 2023 Council meeting, Council raised concerns about delegating siting variances to staff (e.g., a variance to allow a coach house in the front yard). Staff propose

changes to Bylaw 8639 prior to Second Reading to add siting of a coach house to the list of variances that cannot be delegated to staff. This change is reflected in **Attachment 3.**

CLARIFYING INFORMATION

The following section provides further clarification on two topics discussed at the Public Hearing on September 26, 2023.

Coach house regulations in all single family residential zones

A question was received during the public hearing about whether the coach house regulations differ for each single-family residential zone. The District's Zoning Bylaw[1] has both general and neighbourhood-specific single family residential zones. The neighbourhood zones have tailored provisions (e.g. related to height and roof pitch) that were developed to reflect the unique characteristics of District neighbourhoods.

The coach house regulations are included in Part 5 Residential Zone Regulations of the Zoning Bylaw. These zoning provisions apply to all single-family residential zones. The proposed changes to increase coach house height and allow a coach house and secondary suite on the same lot would also apply to all single-family residential zones including neighbourhood zones.

Floor space ratio and next steps

There were several comments during the public hearing about the desire to increase the allowable floor space ratio (FSR) to accommodate parcels that have already maximized the FSR for the existing buildings. As noted in the staff report to Council, dated July 12, 2023,[2] staff will look for further opportunities to encourage more coach house development (e.g. reviewing minimum lot depth/width requirements, vehicle access requirements and FSR). Staff are proposing to bring forward recommendations to a Council workshop after anticipated multi-unit on a single family lot Provincial legislation is introduced this fall.

NEXT STEPS

Should Council give the three bylaws Second and Third reading, Bylaw 8615 and 8635 will be sent to the Ministry of Transportation for approval prior to Council considering the three bylaws for 4th reading (adoption).

CONCLUSION

The proposed coach house regulatory changes and process improvements are supported by various District policies and previous public engagement results. These changes will enable more housing options in single family neighbourhoods to help meet the needs of current and future residents.

The bylaws are now ready to be considered for Second and Third Readings by Council.

[1] https://www.dnv.org/sites/default/files/edocs/Zoning%20Bylaw.pdf
[2] http://app.dnv.org/OpenDocument/Default.aspx?docNum=6064289

OPTIONS
The following options are available for Council's consideration:

1. Give Bylaws 8615, 8635 and 8639 Second and Third Readings; or

2. Give no further Readings to the Bylaws and abandon the bylaws; or

3. Advise staff of any additional amendments to the bylaws at Second Reading and return Bylaws to a new Public Hearing if required.

Respectfully submitted,

Ryan Gilmore
Community Planner

Brianne Labute
Community Planner

Attachments:
1. District of North Vancouver Rezoning Bylaw 1424 (Bylaw 8615)
2. District of North Vancouver Rezoning Bylaw 1429 (Bylaw 8635)
3. Development Procedures Bylaw 8144, 207, Amendment Bylaw 8639, 2023 (Amendment 3)
4. Staff report: Proposed Coach House Program Improvements, dated July 12, 2023
5. September 26, 2023 Public Hearing Minutes

REVIEWED WITH:

- ☐ Community Planning ____
- ☐ Development Planning ____
- ☐ Development Engineering ____
- ☐ Utilities ____
- ☐ Engineering Operations ____
- ☐ Parks ____
- ☐ Environment ____
- ☐ Facilities ____
- ☐ Human Resources ____
- ☐ Review and Compliance ____
- ☐ Climate and Biodiversity ____

- ☐ 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: ____

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO (acting)
❒ Regular Meeting	Date:			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

June 4, 2024
File: 09.3900.20/000.000

AUTHOR: Genevieve Lanz, Director, Legislative Services

SUBJECT: **Bylaws 8698, 8699, and 8700 - Implementation of Small-Scale Multi-Unit Housing**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1443 (Bylaw 8698)" is ADOPTED;

AND THAT "Sewer Bylaw 6656, 1994, Amendment Bylaw 8699, 2024 (Amendment 36)" is ADOPTED;

AND THAT "Waterworks Regulation Bylaw 2279, 1958, Amendment Bylaw 8700, 2024 (Amendment 70)" is ADOPTED.

BACKGROUND:
Bylaws 8698, 8699, 8700 received first, second and third readings on June 3, 2024.

The bylaws are now ready to be considered for adoption by Council.

Options:
1. Adopt the bylaws;
2. Give no further readings and abandon the bylaws at third reading; or,
3. Rescind third reading and debate possible amendments to the bylaws.

Respectfully submitted,

Genevieve Lanz
Director, Legislative Services

Attachments:
1. Bylaw 8698
2. Bylaw 8699
3. Bylaw 8700

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	____		
❑ Climate and Biodiversity	____				

The Corporation of the District of North Vancouver

Bylaw 8698

A bylaw to amend District of North Vancouver Rezoning 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 1443 (Bylaw 8698)"

Amendments

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

   a) In Part 4 General Regulations:

      i. Insert new section 415 Split-Zoned Parcels:

      "

415 Split-Zoned Parcels

Notwithstanding any provision in this bylaw that may indicate the contrary, where a parcel lies within more than one zone, uses, buildings, and structures may be located only within a zone in which they are permitted, and the permissible density of uses, buildings, and structures must be calculated on the basis on the area of the parcel that is within the zone in which the use, building, or structure in question is permitted.

      "

   b) In Part 5 Residential Zone Regulations,

      i. Deleting Section 501.1 (b)(iii)(c) and replacing it with the following:

         "c) a secondary suite is permitted if there is a coach house located on the single-family residential lot;"

      ii. Deleting Section 501.1(b)(vi)(e) and replacing it with the following:

         "e) a coach house is permitted if there is a secondary suite located on a single-family residential lot;"

iii. Replace the first three rows after the title row in Table 502.5 with the three rows as follows:

"

Coach House Lot width	n/a
Coach House Lot depth for corner lots without open lane access	n/a
Coach House Lot Vehicle Access a) Where lot abuts an open lane b) Where a corner lot does not abut an open lane	 Vehicle access must be from a road classified as a lane where the lane is open to vehicle travel. Vehicle access must be provided from the road with the lower classification.

"

READ a first time June 3, 2024

READ a second time June 3, 2024

READ a third time June 3, 2024

Certified a true copy of "District of North Vancouver Rezoning Bylaw 1443 (Bylaw 8698)" as at Third Reading

_____

Corporate Officer

ADOPTED

_____ _____

Mayor Corporate Officer

Certified a true copy

_____

Corporate Officer

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The Corporation of the District of North Vancouver

Bylaw 8699

A bylaw to amend Sewer Bylaw 6656, 1994

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

1. Citation

This bylaw may be cited as "Sewer Bylaw 6656, 1994, Amendment Bylaw 8699, 2024 (Amendment 36)"

2. Amendments

2.1 Sewer Bylaw 6656, 1994 is amended as follows:

a) Section 7.2 is amended by adding "Except as set out in section 7.5," to the beginning of the section.

b) Section 7.5 is added as follows:

"7.5 Notwithstanding section 7.2, under no circumstance shall a proposed small-scale multi-family redevelopment discharge groundwater to the storm sewer system. For the purpose of this section 7.5, section 8.1, and section 9.1 "small-scale multi-family redevelopment" means the redevelopment of a parcel with 4, 5 or 6 dwelling units where the parcel was previously vacant or developed with a single-family house or a duplex."

c) Section 8 is amended by adding "and in section 8.1" after "Except as provided in this section".

d) Section 8.1 is added as follows:

"8.1 For any proposed small-scale multi-family redevelopment:

a) every sanitary drainage system shall discharge into a sanitary sewer connection connected to the sanitary sewer system;

b) no discharge into a sanitary sewer connection connected to the sanitary sewer system is permitted if:

(i) the Director determines that the capacity of the sanitary sewer system or the capacity of a Greater Vancouver Sewerage and Drainage District (GVS & DD) sewer pipes, would, or potentially could, be insufficient to

service, now or in the future, the proposed small-scale multi-family redevelopment if, now or in the future, 25% of the parcels within the catchment area in which the proposed small-scale multi-family redevelopment is located as well as all downstream catchment areas, all as determined by the Director, are redeveloped with 4 or more dwelling units; and

(ii) the District does not have a formal Council-approved plan in place to upgrade the sanitary sewer system as necessary to service 100% small-scale multi-family redevelopment of the entire catchment area in which the proposed small-scale multi-family redevelopment is located and all downstream catchment areas. Any such plan would have to take into account the cost of the infrastructure upgrades for the projected buildout, the District's budgetary constraints and any other constraints.

This section 8.1 does not apply to any development (or redevelopment) on any parcel for which a complete building permit application was received on or before July 2, 2024."

e) Section 9 is amended by adding "and in section 9.1" after "Except as provided in this section".

f) Section 9.1 is added as follows:

"9.1 For any proposed small-scale multi-family redevelopment:

a) all storm water, drainage, clear waste water and run-off from hard surfaces shall discharge into the storm sewer system.

b) no discharge into the storm sewer system is permitted if the storm sewer system does not extend to the site of the proposed small-scale multi-family redevelopment unless the District in its discretion approves such an extension;

c) no discharge into the storm sewer system is permitted if:

(i) the Director determines that the capacity of the storm sewer system, would, or potentially could, be insufficient to service, now or in the future, the proposed small-scale multi-family redevelopment or would, or potentially could, cause private or public property damage or irreparable harm to natural aquatic environments if, now or in the future, 25% of the parcels within the catchment area in

which the proposed small-scale multi-family redevelopment is located and all downstream catchment areas, all as determined by the Director, are redeveloped with 4 or more dwelling units; and

(ii) the District does not have a formal Council-approved plan in place to upgrade the storm sewer system as necessary to service 100% small-scale multi-family redevelopment of the entire catchment area in which the proposed small-scale multi-family redevelopment is located and all downstream catchment areas. Any such plan would have to take into account the cost of the infrastructure upgrades for the projected buildout, the District's budgetary constraints, downstream impacts of the upgrades including impacts to natural aquatic environments, senior government regulatory requirements, and any other constraints.

This section 9.1 does not apply to any development on any parcel for which a complete building permit application was received on or before July 2, 2024."

READ a first time June 3, 2024

READ a second time June 3, 2024

READ a third time June 3, 2024

Certified a true copy of "Sewer Bylaw 6656, 1994, Amendment Bylaw 8699, 2024 (Amendment 36)" as at Third Reading

Corporate Officer

ADOPTED

Mayor

Corporate Officer

Certified a true copy

_____

Corporate Officer

The Corporation of the District of North Vancouver

Bylaw 8700

A bylaw to amend Waterworks Regulation Bylaw 2279, 1958

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

1. Citation

This bylaw may be cited as "Waterworks Regulation Bylaw 2279, 1958, Amendment Bylaw 8700, 2024 (Amendment 70)"

2. Amendments

2.1 Waterworks Regulation Bylaw 2279, 1958 is amended as follows:

a) Section 9.1 is added as follows:

"**Small-Scale Multi-Family Redevelopment**

9.1 For any proposed small-scale multi-family redevelopment no connection to the Waterworks is permitted if the Municipal Engineer determines that the Waterworks are unable to deliver fire flow to the proposed small-scale multi-family redevelopment that:

(a) equals or exceeds 90 litres/second or the fire flow rate determined through fire underwriters survey calculations, whichever is greater, for buildings containing 3 dwelling units; and

(b) equals or exceeds 120 litres/second or the fire flow rate determined through fire underwriters survey calculations, which ever is greater, for any proposed small-scale multi-family redevelopment containing 4, 5 or 6 dwelling units.

For the purpose of this section, "small-scale multi-family redevelopment" means the redevelopment of a parcel involving 3, 4, 5 or 6 dwelling units where the parcel was previously vacant or developed with a single-family house or a duplex."

READ a first time June 3, 2024

READ a second time June 3, 2024

READ a third time June 3, 2024

Certified a true copy of “Waterworks Regulation Bylaw 2279, 1958, Amendment Bylaw 8700, 2023 (Amendment 70)” as at Third Reading

Corporate Officer

ADOPTED

Mayor

Corporate Officer

Certified a true copy

Corporate Officer

AGENDA INFORMATION	
❒ Regular Meeting	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

February 6, 2025
File:

AUTHOR: Rhonda Schell, Deputy Corporate Officer, Legislative Services

SUBJECT: **Proposed Coach House Bylaw Amendments**

RECOMMENDATION:
THAT "District of North Vancouver Rezoning Bylaw 1445 (Bylaw 8711)" is ADOPTED;

AND THAT "Development Procedures Bylaw 8144, 2017 Amendment Bylaw 8712, 2024 (Amendment 6)" is ADOPTED;

AND THAT "District of North Vancouver Development Servicing Bylaw 8145, 2017, Amendment Bylaw 8713, 2024 (Amendment 2)" is ADOPTED.

BACKGROUND:
Bylaws 8711, 8712 and 8713 received first, second and third readings on January 27, 2025. Bylaw 8711 was approved by the Ministry of Transportation and Infrastructure on January 30, 2025.

The bylaws are now ready to be considered for adoption by Council.

Options:
1. Adopt the bylaws;
2. Give no further readings and abandon the bylaws at third reading; or,
3. Rescind third reading and debate possible amendments to the bylaws.

Respectfully submitted,

Rhonda Schell
Deputy Corporate Officer, Legislative Services

Attachments:
1. Bylaw 8711
2. Bylaw 8712
3. Bylaw 8713

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	❑ Housing ___	❑ NSEM ___
❑ Communications ___	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
❑ Development Services ___	❑ Parks ___	❑ Other: ___
❑ Engineering Infrastructure ___	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

The Corporation of the District of North Vancouver

Bylaw 8711

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 1445 (Bylaw 8711)".

Amendments

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

   a) In Part 5 Residential Zone Regulations,

      i. Deleting the following 13 rows in Section 502.5:

Element	**Regulation**
Coach House Lot width	n/a
Coach House Lot depth for corner lots without open lane access	n/a
Coach House Lot Vehicle Access a) Where lot abuts an open lane b) Where a corner lot does not abut an open lane access	 Vehicle access must be from a road classified as a lane where the lane is open to vehicle travel. Vehicle access must be from the road with the lower classification.
Coach House Siting	Must be sited to the rear of a principal dwelling.
Coach House Setbacks a) rear - when parcel abuts an open lane - when parcel does not abut an open lane	 1.2m (4 ft.) minimum 3.1m (10 ft.) minimum

b) side c) flanking street d) separation between principal building and coach house, including attached structures more than 0.91m (3 ft.) above grade e) Ocean Natural Boundary Line	1.2m (4 ft.) minimum 3.1m (10 ft.) minimum 6.1m (20 ft.) minimum 7.62m (25 ft.) minimum
Required Rear Yard Coverage	No maximum
Coach House Floor Space Ratio Exemptions a) Energy efficient construction - Step 4 of the Energy Step Code - Step 5 of the Energy Step Code b) Veranda c) Miscellaneous	The following exemptions apply (exemptions for principal dwellings do not apply to coach houses): 2.8m^2 (30 sq.ft.) maximum 8.4m^2 (90 sq.ft.) maximum 4.6m^2 (50 sq.ft.) maximum Floor area under sloped ceilings, not exceeding a floor to ceiling height of 1.2m (4 ft.).
Coach House Size	90m^2 (968 sq.ft.) maximum excluding exemptions
Coach House Height a) Roof slope of less than 3 in 12 b) Roof slope of 3 in 12 or greater c) Energy Step Code - Step 4 of the Energy Step Code - Step 5 of the Energy Step Code	Measured from top of the slab a) 5.5m (18 ft.) maximum b) 6.7m (22 ft.) maximum c) - Additional 0.15m (0.5 ft.) in height - Additional 0.3m (1 ft.) in height

	Energy Step Code height bonus is not cumulative.
Coach House Living Room Size	Except in the case of a coach house that is a studio, a coach house must have at least one living room, that is not a bedroom, that is at least 16.7m^2 (180 sq.ft.), with either the room length or width at least 2.1m (7 ft.). This living room may contain a combined kitchen, living, and dining area.
Coach House Bedroom Size	If the coach house has at least one bedroom (not a studio unit), at least one bedroom must have a minimum area of 8.4m^2 (90 sq.ft.), with either the room length or width at least 2.1m (7 ft.).
Pedestrian Access	A minimum 0.9m (3 ft.) wide pedestrian walkway must be provided to the coach house entrance from either: a) the side lot line on a flanking street of a corner lot, or b) the front lot line of a lot that is not a corner lot.
Coach House Private Outdoor Patio, Deck or Veranda Space	At least one patio, deck or veranda must have a minimum area of 4.5m^2 (48 sq.ft.) with one dimension at least 1.8m (6 ft.).

and replacing with the following 9 rows:

Element	**Regulation**
Coach House Lot Vehicle Access	
a) Where lot abuts an open lane	Vehicle access to the Coach House must be from a road classified as a lane where the lane is open to vehicle travel.
b) Where a lot fronts more than one road	Vehicle access to the Coach House must be from the road with the lower classification.
Coach House Siting	Must be sited to the rear of a principal dwelling.

Coach House Setbacks a) rear - when parcel abuts an open or unopened lane - when parcel does not abut an open lane b) side c) flanking street d) separation between principal building and coach house, including attached structures more than 0.91m (3 ft.) above grade e) Ocean Natural Boundary Line	 1.2m (4 ft.) minimum 3.1m (10 ft.) minimum 1.2m (4 ft.) minimum 3.1m (10 ft.) minimum 6.1m (20 ft.) minimum 7.62m (25 ft.) minimum
Required Rear Yard Coverage	No maximum
Coach House Floor Space Ratio Exemptions a) Energy efficient construction - Step 4 of the Energy Step Code - Step 5 of the Energy Step Code b) Veranda c) Miscellaneous	The following exemptions apply (exemptions for principal dwellings do not apply to coach houses): 2.8m^2 (30 sq.ft.) maximum 8.4m^2 (90 sq.ft.) maximum 4.6m^2 (50 sq.ft.) maximum Floor area under sloped ceilings, not exceeding a floor to ceiling height of 1.2m (4 ft.).
Coach House Size	90m^2 (969 sq.ft.) maximum excluding exemptions
Coach House Height a) Roof slope of less than 3 in 12	Measured from top of the slab a) 5.5m (18 ft.) maximum

b) Roof slope of 3 in 12 or greater c) Energy Step Code - Step 4 of the Energy Step Code - Step 5 of the Energy Step Code	b) 6.7m (22 ft.) maximum c) - Additional 0.15m (0.5 ft.) in height - Additional 0.3m (1 ft.) in height Energy Step Code height bonus is not cumulative.
Pedestrian Access	A minimum 0.9m (3 ft.) wide pedestrian walkway must be provided to the coach house entrance from either: a) the side lot line on a flanking street of a corner lot, or b) the front lot line of a lot that is not a corner lot.
Coach House Private Outdoor Patio, Deck or Veranda Space	At least one patio, deck or veranda must have a minimum area of 4.6m^2 (50 sq.ft.) with one dimension at least 1.8m (6 ft.).

READ a first time January 27, 2025

READ a second time January 27, 2025

READ a third time January 27, 2025

Certified a true copy of “Rezoning Bylaw 1445 (Bylaw 8711)” as at Third Reading

_____

Corporate Officer

APPROVED by the Ministry of Transportation and Infrastructure on January 30, 2025

ADOPTED

Mayor

Corporate Officer

Certified a true copy

Corporate Officer

The Corporation of the District of North Vancouver

Bylaw 8712

A bylaw to amend Development Procedures Bylaw 8144, 2017

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

Citation

1. This bylaw may be cited as "Development Procedures Bylaw 8144, 2017 Amendment Bylaw 8712, 2024 (Amendment 6)".

Amendments

2. Development Procedures Bylaw 8144, 2017 is amended by:

   a) Removing Subsection 2(d)(vii):

      "vii. The variance must not be associated with the height of a coach house, the size of a coach house, the siting of a coach house, or building coverage for a lot where a coach house is proposed."

   b) Removing Subsection 2(d)(viii):

      "viii. The variance must not be associated with the lot depth, lot width or lot vehicle access requirements for a coach house."

   c) Adding the following to Schedule B, Section 2 immediately following subsection d):

      "e) privacy; or,
      f) access to natural light or air"

READ a first time January 27, 2025

READ a second time January 27, 2025

READ a third time January 27, 2025

ADOPTED

Mayor

Corporate Officer

Certified a true copy

Corporate Officer

The Corporation of the District of North Vancouver

Bylaw 8713

A bylaw to amend District of North Vancouver Development Servicing Bylaw 8145, 2017

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 Development Servicing Bylaw 8145, 2017, Amendment Bylaw 8713, 2024 (Amendment 2)".

Amendments

2. District of North Vancouver Development Servicing Bylaw 8145, 2017 is amended as follows:

   a) Schedule A is amended by deleting in its entirety the amendment to section 5.14.2 and replacing same with the following;

   "5.14.2 Number of Driveways is deleted in its entirety and replaced with the following new section 5.14.2:

   5.14.2 **Number of Driveways**

   (1) Except as set out in subsections 5.14.2 (2) and (3), only one driveway per lot is permitted.

   (2) For Commercial, Industrial, Institutional, Comprehensive or Multifamily developments, the Authorized Person, if satisfied that there is a demonstrated need, may approve more than one access per lot.

   (3) In the circumstance where a coach house is being constructed on a parcel containing an existing single-family house where: (i) there is no pre-existing coach house; (ii) the existing house is not being demolished or renovated as described in subsection (4); (iii) there is an existing driveway to the fronting street; and (iv) the parcel is adjacent to an open dedicated lane, then a second means of vehicle access may be permitted from the open dedicated lane, provided that:

   i. the Authorized Person considers that the adjacent open dedicated lane is suitable to provide such vehicle access;

ii. a laneway frontage improvement is designed and constructed to meet the District's engineering standards;

iii. the coach house location and on-site landscaping are designed such that the potential is maintained for a driveway to be extended from the vehicle access located on the open dedicated lane into the parcel for the use of the existing single-family house or a future single-family house.

(4) Without limiting subsection 5.14.2(1), if the owner of a single-family parcel with or without an existing coach house applies for a building permit to demolish and replace the principle single-family house on the parcel or to renovate the principle single-family house where the renovation has a value equal to or greater than 75% of the value of the house above its foundations immediately prior to the commencement of said renovations, as determined by the Authorized Person, and if the parcel is adjacent to an opened dedicated lane then any driveway to the fronting road must be removed unless otherwise permitted in writing by the Authorized Person, with access thereafter being via the dedicated lane only."

READ a first time January 27, 2025

READ a second time January 27, 2025

READ a third time January 27, 2025

ADOPTED

Mayor

Corporate Officer

Certified a true copy

Corporate Officer

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☒ Regular Meeting	Date: October 21, 2024			
❒ Other:	Date:			

The District of North Vancouver

REPORT TO COUNCIL

October 3, 2024
File: 09.3900.30/003.001

AUTHOR: Kevin Zhang, Senior Development Planner

SUBJECT: Zoning Bylaw Rewrite – Project Launch

RECOMMENDATION

THAT the October 3, 2024 report of the Senior Development Planner entitled Zoning Bylaw Rewrite – Project Launch is received for information.

REASON FOR REPORT

The District's Zoning Bylaw has not received a comprehensive update since its adoption in 1965. With shifting community needs over the last decades, and the recent provincial requirement to update both the OCP and the Zoning Bylaw to accommodate 20 years of residential growth, it is an opportune time to modernize the entire Zoning Bylaw.

This report highlights the scope and timeline of the Zoning Bylaw Rewrite project and identifies where it dovetails with the OCP Update project.

DISCUSSION

Outdated Zoning Bylaw and Shifting Land Use Context

The District's Zoning Bylaw was first adopted in 1965. Over the years, approximately 1,400 amendments have been incorporated, including new zones and regulation changes.

To date, no comprehensive review has been undertaken, making the Zoning Bylaw a complex system of land use controls that is difficult to decipher and costly to administer. More importantly, the Zoning Bylaw faces challenges in its role as a pivotal growth management tool and how it serves the current and future needs of the District's residents, businesses, and organizations.

Because the Zoning Bylaw is a key piece of regulation that governs the built environment in the District, it underpins many of the District's key priorities in the Corporate Plan, such as providing a mix of housing types, locating density close to transit and services, creating communities that are environmentally friendly and climate resilient, and supporting a thriving business community.

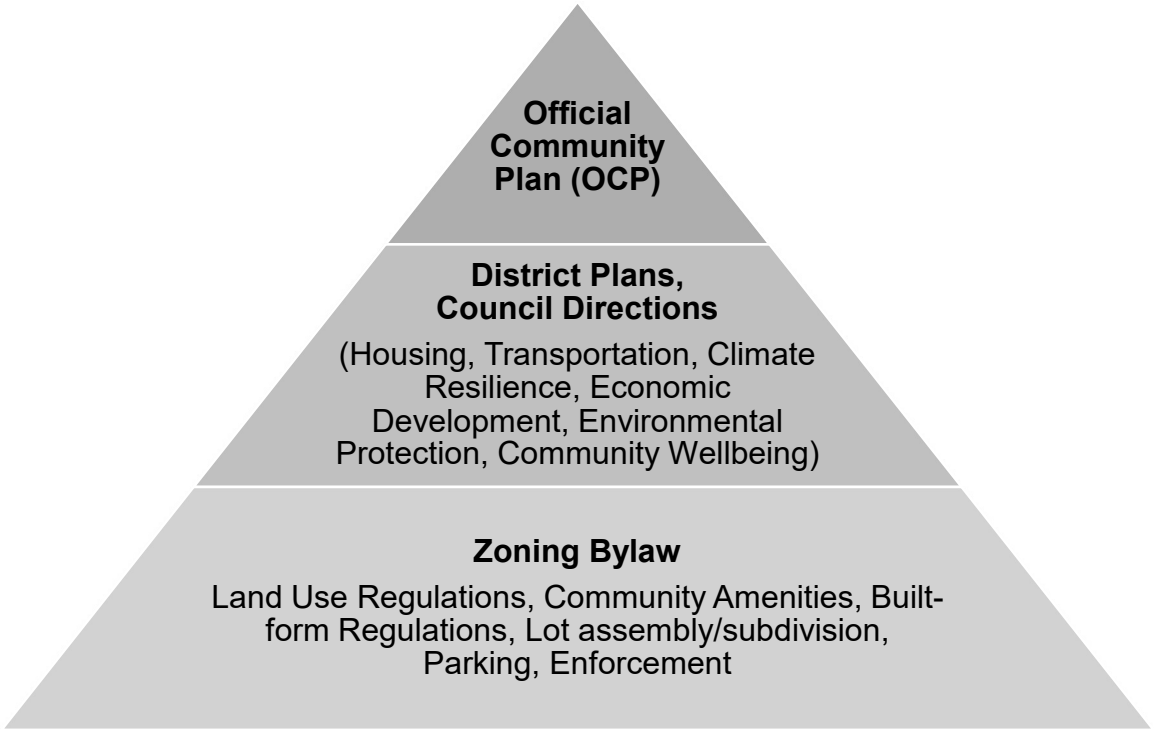


Figure 1: The Zoning Bylaw Underpins OCP and Other Key Plans

Over the last few decades, the needs of the municipality have evolved, housing supply and environmental considerations have risen to the forefront, commercial and industrial lands have gained importance, and transportation demands and challenges remain relevant. An update to the Zoning Bylaw is needed to better reflect these changes.

Key Project Components and Scope

The Zoning Bylaw Rewrite is a standalone project with three key components, elaborated in the figure and sections below.

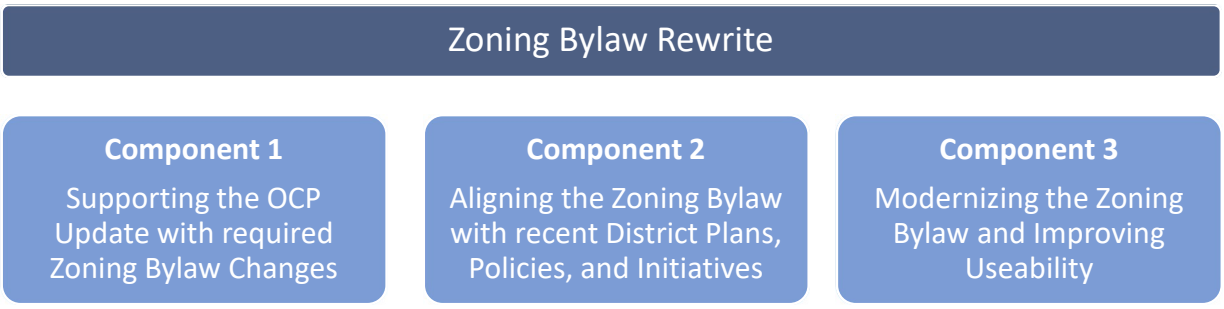


Figure 2: Three Components of the Zoning Bylaw Rewrite Project

Component 1: Supporting the OCP Update project with required Zoning Bylaw Changes

Bill 44 amends the Local Government Act such that municipalities must "permit the use and density of use necessary to accommodate at least the 20-year total number of housing units [as identified through the Housing Needs Report]" in *both their OCP and their Zoning Bylaws*.

On July 15, 2024, Council received an overview of the proposed OCP update, to be completed by December 31, 2025. On September 21, 2024, Council received a report outlining the public engagement process and communications plan for the OCP update.

The following table identifies how a portion of the Zoning Bylaw Rewrite project supports the OCP update.

OCP Update Key Areas	Examples of Zoning Bylaw Rewrite Support
Housing Needs Report and OCP Alignment: 20-year housing need	Develop new and/or amend existing residential and mixed-use zones to mirror new OCP designations
Location for residential growth	Amend Zoning Map to reflect new allocations of residential density
Updated land use designations	Develop new and/or amend existing residential and mixed-use zones to mirror new OCP designations
Affordable housing	Potentially incorporate Inclusionary Zoning, Density Bonus, Rental Tenure Zoning, Tenant Protection, and/or Site-level infrastructure and transportation demand management (TDM) into the Zoning Bylaw
Modernized OCP language	Modernize Zoning Bylaw language and regulations where necessary

Component 2: Aligning the Zoning Bylaw with Recent District Plans, Policies, and Initiatives

The Zoning Bylaw Rewrite project is also an opportunity to align the District's key land use regulations with the suite of plans, policies, and initiatives developed in recent years to address the changing needs of the community, key examples include:

- **Incorporating Development Approvals Process Review (DAPR) outcomes:** To help streamline the District's development approval process, staff are reviewing existing regulations that may be challenging to the delivery of housing and services, and identifying opportunities for more clarity and flexibility, and streamlining of District bylaws and policies.

- **Supporting Economic Development Strategy (EDS) Initiatives and Actions:** A key objective of the EDS is to update the District's land use policies and regulations to protect employment uses in appropriate locations while enabling and encouraging the creation of new employment space to accommodate future economic growth.

- **Aligning with Transportation Initiatives:** To support the integration of diverse transportation options and encourage sustainable practices within the district, the Zoning Bylaw will be updated to reflect the larger objectives of the Transportation Plan, the Alternative Vehicle Parking Rate Policy, and the Electric Vehicle Strategy.

- **Aligning with Plans and Strategies for addressing the Climate Emergency:** The Community Energy Emissions Plan (CEEP) and the Climate Change Adaption Strategy both identify a need to balance land use and development planning with environmental concerns to help make our communities adaptive and resilient in the face of a changing climate. Many of these objectives can be directly reflected in zoning provisions.

- **Aligning with Plans and Strategies for addressing Housing Diversity and Affordability:** The Zoning Bylaw will be updated to support the development of diverse and affordable housing options and align with broader goals of District housing initiatives: the Rental and Affordable Housing Strategy, the Accessible Design Policy for Multi-Family Housing, and others.

- **Exploring Form-based Zoning Code or Other Approaches**: Staff are exploring alternative regulatory mechanisms that allow greater flexibility to meet the ever-changing needs of the community. For example, form-based zoning is a regulatory strategy that highlights the connections between buildings, streets, and public spaces with a focus on graphic clarity.

Component 3: Modernizing the Zoning Bylaw and Improving Useability

The Zoning Bylaw Rewrite project is an opportunity to improve its useability for residents, businesses, organizations, and staff. A diagnosis of the current Zoning Bylaw (adopted 1965 with approximately 1,400 amendments since) identified many areas of improvement such as: overall length, clarity of regulations, graphic quality, and ordering coherence.

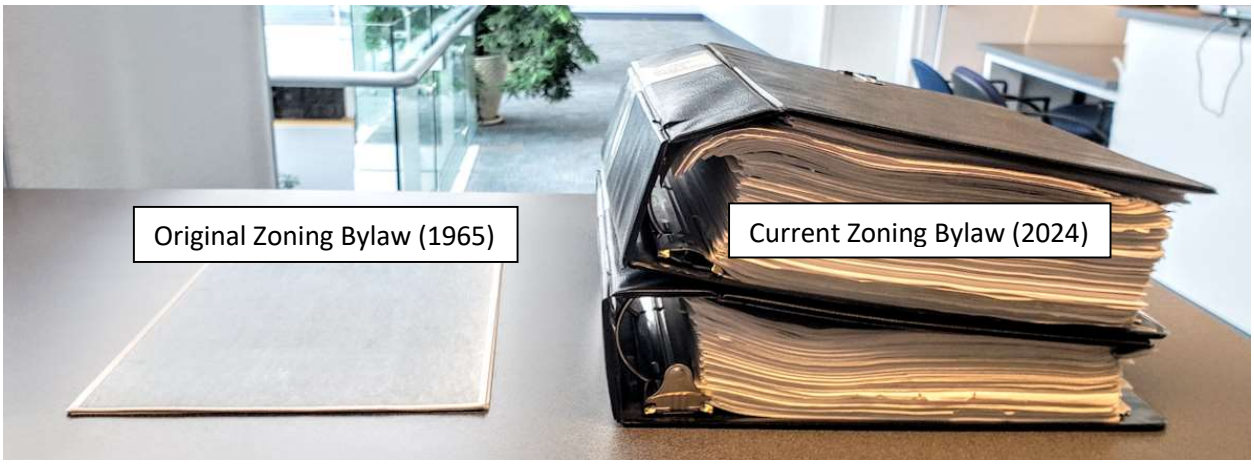


Figure 3: Comparison of original Zoning Bylaw (adopted 1965) and the current Zoning Bylaw

Staff will be working closely with regular users of the Zoning Bylaw and incorporating industry best practices to:

- Increase clarity in regulations for residents, businesses, and organizations;
- Reduce the overall length of the Zoning Bylaw;
- Improve the graphic quality of diagrams and illustrations;
- Review residential, commercial, industrial, parks, employment and other zones;
- Reorganize the document to best accommodate the needs of typical users; and
- Develop a new digital interface to the Zoning Bylaw to increase accessibility and ease of use.

Project Timeline

For a significant undertaking such as this, the project is proposed to span approximately 1.5 to 2 years. The changes related to zoning for 20 years of residential growth must be adopted by December 31, 2025. Aligning the Zoning Bylaw with recent District plans, policies, and initiatives will occur during and/or following this work. Generating a new user-friendly digital interface for the document is planned for the first half of 2026.

Timeline	Jul – Dec 2024	Jan – Jun 2025	Jul – Dec 2025	Jan – Jun 2026
OCP Update	Develop scenarios for residential allocation Policy development Communication with public and stakeholders	Public and stakeholder engagement on draft OCP policies, land use designations, and scenarios Analysis of public and stakeholder engagement	Refine OCP amendments and draft Bylaw **Council Consideration and Implementation**	Implementations items - TBD with Council direction
Zoning Bylaw Rewrite	Draft new zones to reflect new/updated OCP land use designations Streamlining existing Zoning Bylaw document Hire key consultants	Combined public engagement with OCP update Targeted stakeholder engagement on specific zones Draft, test, and review new Zoning Bylaw	Refine new Zoning Bylaw with staff, consultants, and stakeholders **Council Consideration and Implementation**	Monitoring implementation of new Zoning Bylaw Develop a new Digital Interface

Table 1: Proposed Zoning Bylaw Rewrite Project Timeline in context with OCP Update Project

Public Engagement Strategy

Public engagement related to the Zoning Bylaw Rewrite project will entail the following:

1. **Changes to the Zoning Bylaw specifically related to changing OCP land use designations:** Within the community engagement opportunities planned for the OCP Update project (as outlined in the Community Planning report dated August 26, 2024), the public will be notified that corresponding Zoning Bylaw regulation and/or map changes will be made.

2. **Changes to the Zoning Bylaw related to aligning with recent District policies and modernizing the document:** Additional targeted engagement with the public and stakeholders is planned for potential changes to the residential, commercial, industrial, parks, employment and other zones, changes to definitions and regulations, exploration of new regulatory approaches, and methods of streamlining the document.

Project Team, Governance, and Financial Implications

The Zoning Bylaw Rewrite will also be led by Development Planning with other core team members from Community Planning, Engineering, and Building departments. Given the wide-reaching nature of the Zoning Bylaw, organization-wide collaboration is anticipated. The steering committee will consist of heads of Planning and Engineering departments.

A significant amount of work will need to be completed within a short time frame. Therefore, key consulting services will be essential to support staff effort. These services will support staff's focused work on planning and legal review of land use changes. As the Zoning Bylaw amendment will reflect 20 years of residential growth, there will also be significant financial impacts to consider along the way. Finance will work with Planning and Engineering to complete a high-level analysis of these impacts during the review period. A more comprehensive review will be completed by the end of 2026, including updating development charges bylaws.

Funding for Zoning Bylaw rewrite project will be from the 2024-2026 Project Plan allocation.

CONCLUSION

The Zoning Bylaw Rewrite project represents a vital opportunity to modernize the District of North Vancouver's Zoning Bylaw, ensuring it meets contemporary needs and aligns with strategic priorities. By addressing gaps in the current regulations and responding to recent provincial legislation, the project aims to enhance clarity, efficiency, and equity in land use management.

RECOMMENDATION
THAT the October 3, 2024 report of the Senior Development Planner entitled Zoning Bylaw Rewrite – Project Launch is received for information.

Respectfully submitted,



Kevin Zhang
Senior Development Planner

REVIEWED WITH:		
❑ Business and Economic _____	❑ Finance ____	External Agencies:
❑ Bylaw Services _____	❑ Fire Services ____	❑ Library Board ___
❑ Clerk's Office _____	❑ Golf ____	❑ Museum and Archives ___
❑ Climate and Biodiversity _____	❑ Housing ____	❑ NSEM ___
❑ Communications _____	❑ Human Resources ____	❑ NS Health ___
❑ Community Planning _____	❑ Integrated Planning ____	❑ NVRC ___
❑ Development Engineering _____	❑ ITS ____	❑ RCMP ___
☒ Development Services KK	❑ Parks ____	❑ Other: ___
❑ Engineering Infrastructure _____	❑ Real Estate ____	___
❑ Engineering Public Works _____	❑ Solicitor ____	
❑ Environment _____	❑ Transportation ____	
❑ Facilities _____	____	

AGENDA INFORMATION	
☑ Council Workshop	Date: February 10, 2026
❒ Finance & Audit	Date:
❒ Advisory Oversight	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver

REPORT TO COMMITTEE

Date: January 21, 2026
File: 09.3900.30/003.001

AUTHOR: Tamsin Guppy, Senior Development Planner

SUBJECT: **Zoning Bylaw Rewrite – Project Update**

RECOMMENDATION

THAT the January 21, 2026, report titled “Zoning Bylaw Rewrite – Project Update” is received for information.

REASON FOR REPORT

To provide an overview and update of the Zoning Bylaw Rewrite project as a comprehensive backgrounder to the upcoming Council workshops scheduled for February, leading to anticipated bylaw introduction in April.

There is significant amount of information presented in this report, as updating an entire new Zoning Bylaw is a multi-faceted, complex and technical undertaking. If Mayor and Council have any questions or interests in getting to know any aspects of the project in depth, staff would be pleased to respond and provide additional information.

SUMMARY

This project represents the first comprehensive modernization of the District's zoning and policy implementation framework in over 60 years. It transitions our regulations from a1960s-era model to a 21st-century tool designed to deliver on Council’s current and future strategic priorities.

On October 21, 2024, Council green-lighted the launch of this importance initiative. Staff have since been working diligently to fulfil this Council direction. Work is led by a staff project team, supported by a consultant team led by McElhanney with Step One Mobility as a subconsultant.

Despite some delays with the project due to changing priorities to comply with new provincial housing legislative requirements, the first draft of the new bylaw is now complete and undergoing testing and refinement.

The development of this draft has involved input from all relevant staff teams, a broad range of external subject matter experts, interest holders, local designers/architects and property owners and developers. This includes in-depth discussions as well as broad public consultation with the community and the general public.

The intent of the Council workshops in February is to review aspects of the draft bylaw and seek Council directions on some key issues. These issues relate to Council priority areas such as employment uses and parking regulations, and any other areas Council may be interested to discuss. The first workshop is on Feb. 10, with a second workshop date reserved to dive further into any additional aspects of the proposed Zoning Bylaw, including those related to low density detached housing zones and SSMUH, if necessary.

DISCUSSION

Project Scope

This is a comprehensive update to the District's 1965 Zoning Bylaw, including an almost complete repeal of the old bylaw and a rewrite of all new sections including:

- A set of new standard zones ranging from suburban, detached housing zones to heavy industrial zones, covering the entire district;
- New definitions and general regulations;
- New subdivision regulations;
- Updated parking provisions; and
- A new Transportation Demand Management (TDM) Bylaw to complement parking regulations.

All existing Comprehensive Development zones (a total of 123 and counting) will remain intact at this time and will be updated as an ongoing implementation task.

A significant emphasis of the work is to increase the user friendliness of the bylaw and streamline regulations without substantially changing any District policy direction. However, appropriate implementation of Council key policies and plans is also in scope for the rewrite.

Over the past 18 months Council has held workshops and meetings on aspects of the zoning bylaw including:

- Updates to Single Family regulations;
- Small Scale Multi Unit Housing (SSMUH) and Bill 25; and
- Inclusionary housing requirements which can be embedded in new standard zones.

Each of these discussions has and will continue to inform the new draft zoning bylaw. This report and upcoming Council workshops focus on the overall framework and those components not discussed with Council yet.

Project Principles

As stated above, a key driver of the Zoning Bylaw update is to make it easier to use, simpler to interpret and improve the effectiveness of the regulations.

In addition, as a reminder, the work has been guided by the key principles below.



Below are some examples of how technical zoning regulations promote these principles:

Improving Liveability:

- Moving secondary suites out of basements and creating residential zones that encourage above ground living;
- Ensuring all homes have access to outdoor amenity areas.

Improving Climate Resilience:

- Facilitating lower carbon and climate resilient construction techniques including mass timber construction, prefabricated building components, and passive shading.
- Integrating landscape areas to support biodiversity and the urban tree canopy.

Simplifying Regulations:

- Reducing the variety and complexity of zoning regulations;
- Creating more standardized regulations;
- Creating a cleaner, more visually understandable look to the regulations.

Supporting Economic Development:

- Provision for more commercial spaces in town centres to implement directions of Economic Development Strategy;
- Creating nature-based tourism zones that will help Capilano Suspension Bridge and Grouse Mountain resorts evolve over time;

- Continuing to protect industrial lands for industrial use and reducing the ability to subdivide key trade-related sites;
- Continuing to foster home based businesses.

Facilitating Housing Diversity:

- To the degree that zoning is one tool that may impact the ability to redevelop and add housing diversity, the new zones:
  - Encourage multi-generational housing; and
  - Reduce uncertainty and clarify zoning language.



Respecting Existing Character:

- New zones to balance the need for flexibility and change over time with a desire to retain aspects of the local setting - an example is the proposed standardization of commercial zoning in Edgemont Village, but that maintains the existing 3-storey height limit in keeping with existing policy and expectations.

Above: Edgemont Village proposed zoning will maintain the 3-storey height.

Maintaining Existing Development Potential:

- Recognizing that a property is for most people their biggest investment, the new zones are designed to maintain existing development rights. Recognizing changes are inevitable, the new regulations aim to provide certainty and mitigate negative impacts in the transition to a new bylaw.

Zoning is a living document: This current rewrite is intended to create a framework for flexibility and future innovation. As our community changes and is impacted by global trends and climate change, there will be a need to continue to refine and update. The zoning framework creates a base that is adaptable and meant to be amended from time to time.

Planned Transition to the New Bylaw

Zoning regulations are the rules that apply to each property and outline how the property can be used and developed, and each zone includes information on building sizes, heights, location, density and landscaping.

The plan is to update the general categories of zoning so that each property can transition from an old version of the zone to the new equivalent zone. See Attachment 1 for a table comparing old and new zoning categories.

To map how each new zone is applied, staff compare both the existing zoning and what is built on the ground and identify the best match to a new zone that enables the continued use of the land, with minimal impact to potential development rights. In this way, the new zoning

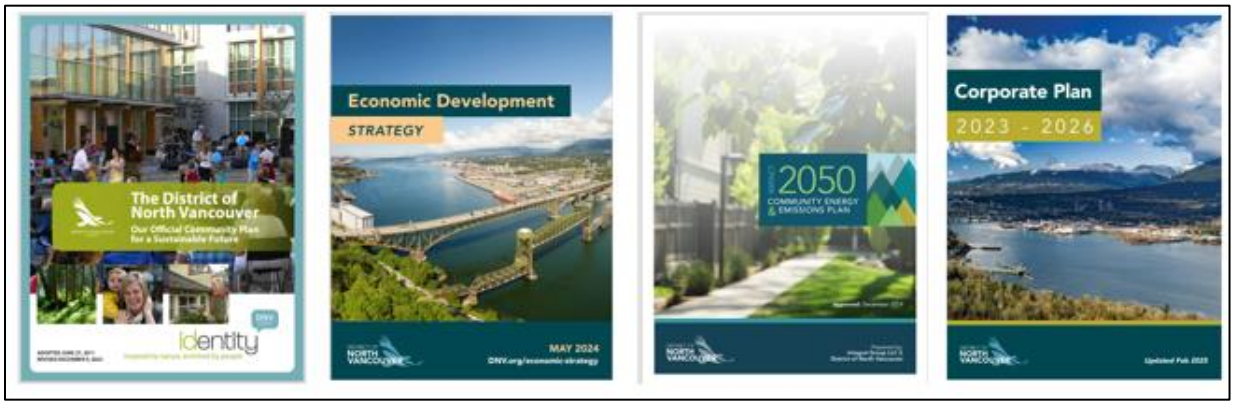
will maximise the number of buildings and businesses that "conform" to zoning which in turn facilitates homeowners and businesses' future renovations and expansion.

Whether adopting new zoning for one site or the entire community, zoning must comply with the general land use direction of the OCP, but the zoning may be at a lower density. As part of the current Zoning Bylaw Rewrite project, there will be no "pre-zoning" to increase redevelopment potential to match the OCP. Generally, all new construction should still be enabled through a streamlined rezoning process (see section on **Streamlined Rezoning Process**).



Left: Is an example of how the new zoning bylaw will be applied: This existing townhouse project in Lynn Valley is currently zoned Multi-Family Residential - RM (1965 regulation), in the new zoning bylaw it will be zoned Townhouse Residential - R4 in keeping with what is built on the site. This zoning is generally consistent with the OCP but at a lower density using the R4 zone that more closely matches the building form and densities found on site today, as compared to the R5 zone that would match the OCP designation but be at a higher density.

Advance Council Policies and Priorities



As stated in the Project Scope section above, updating the zoning bylaw is an opportunity to not only modernize regulations but also to advance community goals and objectives. Here are a few examples of how the new zoning regulations will help implement municipal policy direction:

- Community Energy and Emissions Plan (CEEP): new regulations for parking and new buildings support active transportation and electric vehicle use, improve options for residents to choose lower carbon ways to travel, and facilitate energy efficient and climate resilient construction.

- Economic Development Strategy (EDS): new regulations preserve industrial sites and encourage the expansion of employment generating commercial space to better serve the District's residents and local businesses.
- Healthy Ecosystems (Corporate Plan): Ensuring zones have landscape areas that support biodiversity and the urban tree canopy.
- Enhance Transportation and Mobility (Corporate Plan): Adding loading and service bay requirements to zoning regulations to address safety and congestion issues related loading.
- Fire and Rescue Strategic Plan: Facilitating replacement and expansion of first response facilities by ensuring this use category is permitted throughout the municipality.
- Housing Diversification (Official Community Plan): Creating shelf-ready zones that layout requirements for potential development and reduce one component of the uncertainty for the development industry.
- Social Resilience (Targeted OCP Action Plan): Including requirements for amenity features in multifamily housing to encourage informal interaction amongst residents.

Format and Function of the New Bylaw

The new bylaw uses best practices to create regulations that are easier to read and use. An excerpt is attached to provide a visual example of the new format (see Attachment 2).

Feature	1965 Bylaw (Current)	2026 Modernized Bylaw
User Interface	Static PDF/ Paper	Digital, Searchable Interface
Clarity	Text-heavy, complex	Use of tables and Hyperlinks
Colour and Images	B&W and text dominant	Extensive use of diagrams and use of colours to help with navigation
Consistency	123 unique CD Zones	"Shelf-ready" zones with modifiers

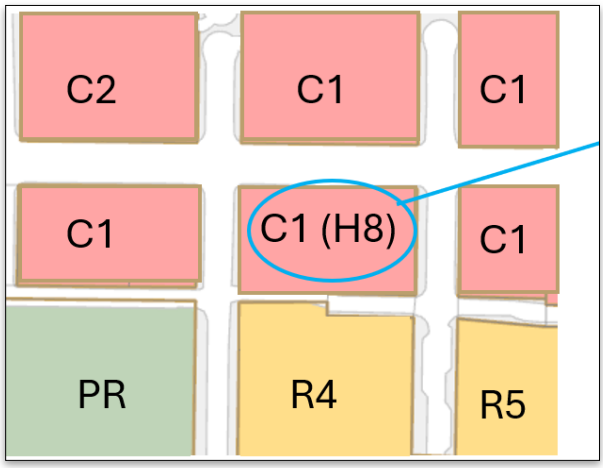
Still to come: Following its adoption, Planning staff will work with Digital Services to develop a digital version of the bylaw for DNV.org that will replace the existing cumbersome PDF document. The new digital version of the bylaw will be developed in consultation with users, and will be easy to navigate, search, and browse, will work well on any device, and will be fully accessible for users with disabilities. Equally important, the digital version will provide opportunities for us to leverage artificial intelligence in order to more effectively and efficiently answer questions from the public.

Implementation – Streamlined Rezoning Process

The new bylaw has been firmly informed by thinking ahead to its implementation. The new bylaw creates a set of easy-to-use and easy-to-apply zones that will reduce the need for Comprehensive Development zones. The new zoning generally match the intention of each OCP category making rezoning a simpler process.

For many of the multi-family residential development sites, where a negotiated rezoning results in an aspect of zoning that is not embedded in a shelf-ready zone (i.e. the basic

zone), that aspect may be amended as part of the Council review process, through the use of a "modifier" — a built-in system of amending specific aspects of specific zones to create greater flexibility within zones while keeping key elements, such as uses, consistent. This will be shown on the Zoning Map (see sample image below) with the site-specific modifier in brackets behind the zone, for example: C1 (H8) to indicate the site is zoned Core Commercial (C1) and the height is modified from the town centre Core Commercial's based height of 6 storeys to a site specific height of 8 storeys.



Left: Using a "modifier, such as this one for height (H 8), standard zones can be modified to fit site-specific requirements.

As a key task following the new bylaw adoption, staff will be working with the development industry to roll out this streamlined rezoning process. Please note any significant deviations from standard zones (modifiers aside) may continue to be evaluated through a Comprehensive Development process.

Employment Generating Zones Discussion

This section focuses on zoning regulations related to the provisions of commercial, office and industrial spaces, all are key to the economic health of the district. This will be one of the key topics for discussion for the Feb.10 Council workshop.

1. **Increased Supply of Commercial Spaces in Centres**

The District's *Economic Development Strategy* ("EDS"/2024) identifies a shortage of approximately 4.2 million square feet of combined employment floor area (retail, services, office, industrial, childcare, etc.). Over the past decade, though residential development has been occurring in the centres, the supply of community-serving commercial uses and general employment spaces has lagged and the shortage of employment generating floor space has been exacerbated.

The new Zoning Bylaw will deliver on a key Economic Development Strategy (EDS) direction which is to require more commercial and employment spaces in the centres. Here, the transition to the new mixed-used zones will be a two-step process.

Step One: Current state transition – Based on the principle of no net loss of development rights and no pre-zoning of any sites, the existing commercial areas which are predominantly zoned one of the variety of commercial-mixed use zones will be transitioned into a new standard mixed-use zone called the *General Commercial Zone.* This zone establishes a minimum of one storey of commercial use and the potential for 2 or 3 floors of residential use

above the ground floor, all to mirror the mixed-use development potential of the existing zones, i.e. C1, C1L, C2, C3, C3A, C9, C10, VC-DC, and VC-G.

Step Two: Future development – Many of the sites in centres are designated in the OCP for more intense use. As these sites rezone to more intensive use and higher density in accordance with the OCP, the new standard town centre *Core Commercial Zone* will be applied. The Core Commercial zone requires a greater percentage of commercial space (including ground floor CRUs and second floor services and office types of uses), which over time will create more opportunities for new businesses to relocate to centres in order to serve the community.

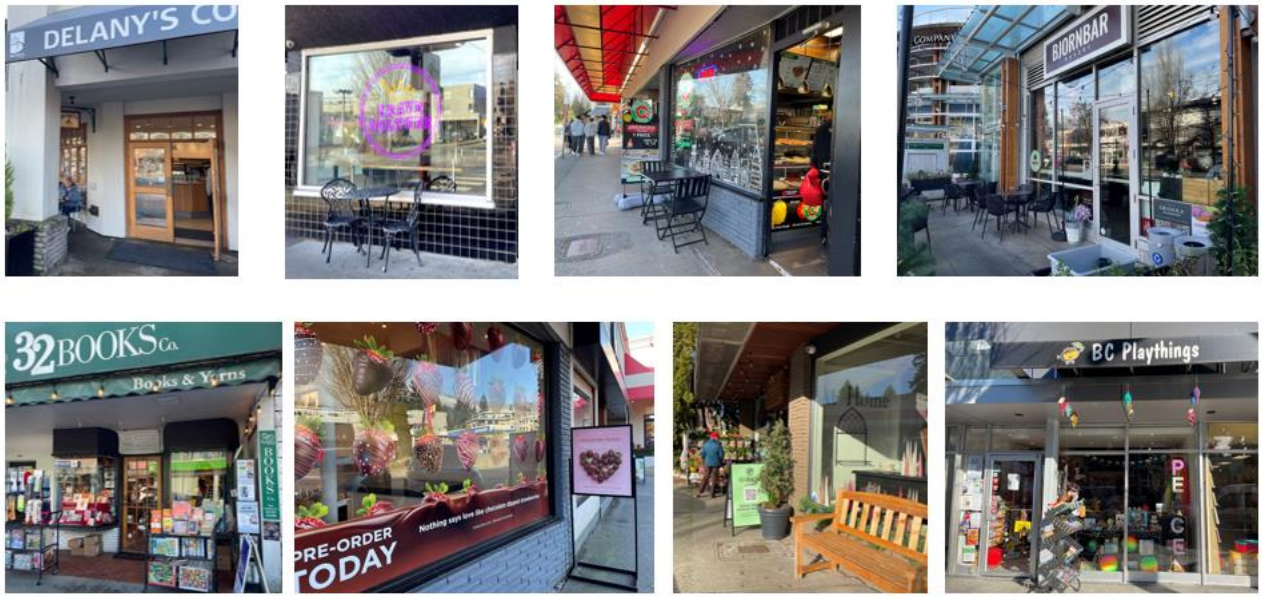
2. Ground-Floor Commercial in Mixed-Use Zones



When recent development applications in the centres were presented to Council, there was a discussion at Council on whether we should consider restricting commercial uses in order to promote fine-grained patterns of commercial retail units (CRUs) along the street and activate pedestrian realm with interesting uses, such as restaurants, cafes and retail shops.

Whether to restrict uses permitted in the ground-floor commercial retail units (CRUs) has been a focus of staff review in this zoning update.

It is important to recognize that an animated pedestrian realm and a vibrant local commercial high-street are a result of a wide range of influencing factors, including population density, key “anchors” like supermarkets, libraries or community centres that draw customers to the area, building design and public realm design, local real estate market conditions, retail leasing practices and business decisions. Using zoning regulations to incentivize certain uses and discourage other uses is a tool that should be evaluated in the whole context, not to be singled out as the only solution.



Above: Edgemont Village includes a vibrant mix of cafes, restaurants and retail spaces as part of the mix of uses found in the village.

Staff are recommending an incremental approach to this issue. As stated in the section above, currently there is a shortage of available commercial spaces for businesses to locate or relocate within the District's commercial centres. A prescriptive approach (i.e. restricting ground floors to retail/cafes) at this point will create significant non-conforming situations for many existing businesses and make relocation a difficult prospect and thus, potentially, may drive up vacancy rates. As a starting point, it would make sense to continue to allow a broad range of commercial uses (including banks, medical offices, and personal care) on the ground floor in the commercial mixed-use zones.



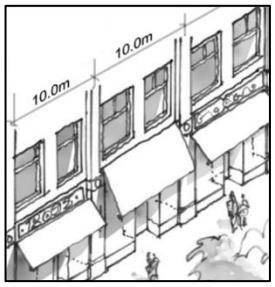
Above - Edgemont Village, has a variety of non-retail uses such as banks, medical offices, barber shops, the vet, a cooking school and insurance brokers in grade level commercial units.

Then, over time, with redevelopment of the sites in the centres, more commercial floor spaces will be delivered (on upper floors, and on side streets). In these redevelopment cases, restrictions will be placed on permitted uses on the ground floor. The following uses will be permitted on second or upper floors or on commercial side streets:

- Offices, including general offices as well as community-serving uses such as doctor's offices and other health related services;
- Instructional services (tutoring, drivers ed., ESL etc);
- Fitness studios (yoga studio);
- Personal service and spa uses; and
- Child care.

In summary, staff are recommending a incremental, market-responsive approach intended to ensure businesses can stay and relocate in available existing commercial space, across the different neighbourhoods in the District, and allow the market to adjust as sites redevelop and upper-storey or side street options become available for office and service types of uses.

Commercial Retail Unit (CRU) Sizes: A separate issue that has been raised at Council is the size of the CRUs in ground floor commercial space in new mixed-use development. Zoning works hand in hand with the District's Development Permit regulations which for commercial sites speak to the need to create a pattern of storefronts defined by variations in materials, colour, fenestration, doorways, awnings and roof forms (see excerpt on the left).



Use Definition Update

How uses are defined in the zoning bylaw impacts the ability of businesses to evolve over time, with this in mind the District started using broader use definitions for industrial zoning in 2010. Building on the benefits of this work, all the use categories are being updated to consider industry standards and terminology used by the North American Industry Classification System (NAICS), and related District bylaws including the Business Licence Bylaw and the Fees and Charges Bylaw.

3. Restrictions of Specific Uses on Mixed-Use Sites

As part of the update to definitions, two categories merit discussion as they would simplify the process for businesses and reduce the current restrictions on use, they are "Retail Use" and "Food and Beverage Use."

Retail Use: by allowing all retail uses within this category and not separating out liquor stores or cannabis stores the District would take a market-based approach and no longer add municipal "red tape" to these businesses ability to find a location. Provincial licensing would still apply.

Food and Beverage Use: includes all cafes and restaurants and includes those establishments that may have a food or liquor primary licence, again Provincial licensing requirements will be the only limiting factor. Staff experience has been this type of processes to allow these businesses at specific locations have been very time consuming with little public concerns and once open, operation of these businesses has been smooth with no significant complaints.

4. Light Industrial Zones

The District's light and heavy industrial lands serve as a fertile base for a wide variety of employment uses and vital to the economic future of the community.

Uses in the Light Industrial zoning have traditionally included a mix of industrial and service businesses that include light manufacturing, auto repair, contractors, landscapers, and those limited retail uses that are often associated with contracting or repair work like fireplace sales and installation, flooring sales and installation, or landscaping, and contracting supply.



Above – Examples of contractor, automotive, and service uses have long been the predominant uses in light industrial areas including these businesses in the Pemberton / Welch area.

There is also demand for light industrial space from other primarily small independent businesses that support the community including:

- Fitness studios, gyms, dance studios;
- Restaurants and cafes;
- Repair shops;
- Microbreweries;
- Trade schools; and
- Offices.



Above – Examples of less traditional, non-industrial uses that are also in the Pemberton/ Welch area

The question is that, with a limited supply of light industrial land, should zoning reprioritize uses that are more traditional light industrial uses or, should it continue to accommodate the market demand from non-industrial uses.

Factors to consider:

a) *Businesses need a place to locate*: Similar to the thinking on the commercial zones, it would be good to enable businesses that serve our community have a place to call home, but currently there are limited spaces available to local businesses, at attainable rents, across the District.
b) *Creating non-conforming businesses*: Eliminating any use from a zone creates complications and uncertainty for businesses that immediately become legal non-conforming.
c) *Different hours of operation*: Some of the non-traditional uses like the climbing gyms, fitness studios, martial arts spaces, restaurants and microbreweries have different peak periods of operation, so although parking is in short supply in both Lynn Creek and Pemberton, they are not overly impactful and bring life to the area in the evenings and weekends.
d) Loss of traditional light industrial businesses: With a limited supply of light industrial land, narrowing the list of uses in light industrial areas may create more opportunities for traditional industrial businesses who have no other locational options.
e) Business parks mix: The business parks in Maplewood include a higher component of commercial and office uses than other light industrial areas and create an alternative and slightly more intensive form of development. While this model is now dated, the concept of a blend of light industrial and commercial is also being seen in new multistorey development in other light industrial areas in the region.

The future of the light industrial land is intensification of uses, i.e. multi-storey industrial and commercial buildings. Before sites are ripe for intensive multi-storey redevelopment, and until there are additional commercial space in town and village centres, it may be prudent to

continue to retain the current mix of uses. At the workshop, staff will bring options for discussion, including restricting the permitted uses, retaining the current mix of uses, and possibly updating the Business Park zones from 4 storeys to 6 storeys.

Heavy and Port Industrial Zones



Existing heavy and port industrial zoning will be refreshed with minimal change. The EZ-I zone implemented over ten years ago was well received and generally supported the expansion of key industries and businesses like Seaspan.

The key change to the heavy industrial zone is to tighten subdivision regulations to discourage subdivision of large industrial sites. The change is in alignment with the Metro Vancouver Industrial Lands Strategy which aims to preserve large industrial sites with sea and rail access for trade-oriented uses.

Supporting Tourism

Supporting North Shore-based tourism is a direction of the Economic Development Strategy. While the District's major tourism anchors—Capilano Suspension Bridge, Grouse Mountain, and Mount Seymour—are vital to the regional economy, their current zoning is outdated. In consultation with the operators of these resorts, staff are working on new zoning that reflects these "eco-integrated' attractions' unique blend of environmental stewardship and commercial viability. The new zones will help ensure these key economic drivers of the local economy can continue to update and modify their operations to address changing trends and the impacts of a warming planet.

Updated Parking and Loading Regulations and a New TDM Bylaw





Left – Mobility and parking consultant and staff touring Pemberton area and talking with local business owners about parking concerns.

The zoning bylaw includes parking and loading requirements. This section of the existing bylaw is outdated and does not reflect municipal policy, modern standards, or key strategies for facilitating tenant improvements. Key updates to the parking regulations include:

- *Ease of Use*: Improve the user experience when applying the Zoning Bylaw by clarifying requirements and consolidating rates into fewer categories.

- *Right-Sized Parking Requirements*: The Zoning Bylaw update aims to right-size the parking requirements based on the availability of alternative transportation options, with lower parking rates in town centres that are well served by transit and higher rates in more suburban areas of the District. This approach embeds current elements of the Alternative Vehicle Parking Rates (AVPR) policy into Zoning and will significantly improve efficiency with staff review.

- *Streamlining TDM Requirements*: New Transportation Demand Management (TDM) requirements, enabled through Bill 16, will be created to complement parking regulations, while promoting sustainable travel. In areas that are well served by transit, a standardized TDM plan will be required for all developments to offset lower parking rates, replacing the current case-by-case negotiations with applicants. This approach will not only reduce staff review time but also provide applicants with greater clarity and certainty regarding both TDM expectations and parking regulations.

- *Strategic Alignment:* Updating parking requirements provides an opportunity to incorporate transportation and climate policies aimed at encouraging active transportation, transit use, car share and electric vehicles. New rates for commercial and industrial uses will simplify tenant improvements and redevelopment, contributing to economic development objectives.

- *Operational Efficiency*: Additional work on the parking section will focus on technical requirements that support municipal objectives related to goods movement, safety and efficient traffic flow. These updates include increasing the size of loading spaces to accommodate modern truck dimensions, and establishing on-site garbage staging requirements to minimize or eliminate operational impacts on the road right-of-way.

Consequential OCP & Other Amendments

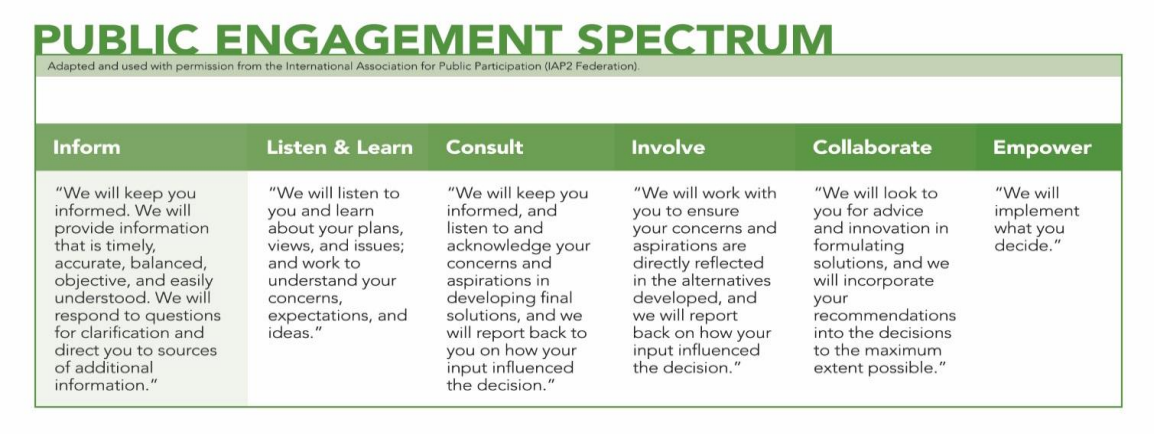
If Council supports the general directions of the draft Zoning Bylaw, consequential amendments to the OCP will be necessary to bring the two documents into alignment, at a minimum these include:

- Updates to the Residential designations that currently apply to “single family” areas to reflect new way to calculate FSR for detached and multiplex zones, as well as implementation of the multiplex zones; and
- Implementation of Economic Development Strategy to enable more commercial space in centres in mixed-use redevelopment.

A full list of consequential amendments for OCP will be provided when the new Zoning Bylaw is introduced for first reading.

PUBLIC ENGAGEMENT

Public engagement has followed a multi-phased approach alongside the development of the new bylaw.



Spring and Fall 2025

Set at "Consult" on the engagement spectrum, community engagement was targeted mainly at residents and was run alongside the consultation for the 2025 OCP updates, which was initiated to fulfill provincial housing mandates. The focus was on the proposed new detached housing zones. Methods included:

- an online survey (shared with 2025 OCP update project)
- both in-person and online information sessions (shared with 2025 OCP update project)

These engagement activities were supported by communications print and digital tactics, including a DNV project webpage with a feedback form for questions and comments, signage in the community, social media posts and advertising – all shared with 2025 OCP update project.

Winter 2025/2026

Public engagement regarding changes to Multifamily (townhouse, apartment, mid-rise, high-rise and mixed use) Residential Zones, as well as Industrial, Commercial, Institutional, Parks and any other specialized zones is ongoing this winter 2025/2026. Targeted consultation with interest holder groups is also ongoing.

Community engagement is set at the "Inform" to "Consult" level for this portion of the engagement, with the goal of ensuring every DNV resident and business is aware of the work to update the Zoning Bylaw. Many members of the public or businesses are not particularly interested in participating in the details of technical updates, but may be interested in some aspects of the project.

The main method used is the Winter 2026 Community Bulletin, a one-page information sheet targeted to residents and businesses, like the twice-yearly Community Report, which is mailed to every address in the District. District businesses will also receive the information sheet electronically through the business e-newsletter.
Interest holder engagement consists largely of focused conversations including:

- Committees, such as ADP and PNEAC
- Major property holders, such as Grouse Mountain and Capilano Suspension Bridge, major industrial waterfront businesses, BC Parks, Metro Vancouver.
- Government bodies, such as SD44, Capilano University, CN Rail, Vancouver Coastal Health, Vancouver Port Authority.
- Other governments such the First Nations and adjacent Municipalities
- Commercial and industrial development and real estate sector
- Business groups and associations: North Vancouver Chamber of Commerce, Vancouver North Shore Tourism Association, Invest Vancouver and others.

A summary of public engagement will be provided at time of Bylaw introduction.

TIMELINE & NEXT STEPS

After incorporating needed changes to the new Zoning Bylaw, staff plan to bring the entire bylaw and consequential amendments to Council for First Reading in April, with a target to get adoption by June 30, 2026. Adhering to this timeline is essential for maintaining compliance with Provincial mandates (Bills 25 and 44) regarding portions of the Zoning Bylaw that deal with SSMUH related regulations.

After adoption, the next phase of work will consist of:

- developing a simple to navigate and fully accessible digital version for DNV.org, to replace the existing PDF document;
- Start the implementation work in anticipation of new applications coming in and facilitating transition of instream applications; and
- Continued integration of inclusionary housing provisions and other bylaws (such as ACC and DSB bylaws).

CONCURRENCE

This project has taken a village - DNV contributing departments include: Environment; Climate Action; Building; Bylaws; Property Use; Sanitation; Transportation; Facilities; Development Engineering; Community Planning; Economic Development; Fire and Rescue Services; and Parks.

FINANCIAL IMPACTS

No direct financial impact is anticipated with the rollout of the new Zoning Bylaw.

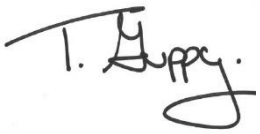
Over time, the streamlined regulations are anticipated to provide certainty for investment and facilitate good development projects, leading to overall financial benefits to the community. With simpler regulations, fewer non-conforming uses, it is also anticipated that staff review time will be reduced. With the efficiency gains, there should be a positive impact on staff resourcing.

CONCLUSIONS

The Zoning Bylaw Rewrite represents a milestone in the District's commitment to modernizing regulations and responding to the evolving needs of our community. By moving away from an outdated 1965 framework, the District is establishing a proactive, "shelf-ready" regulatory system that directly implements Council's vision for climate resilience, housing diversity, and economic vitality. The new bylaw aims to be user friendly and is designed to reduce administrative "red tape" but uphold key requirements.

The upcoming February Council workshops will see the work transition from a broad drafting phase to a focused discussion on key issues before finalization. These issues relate to the animation of commercial streets, protection and intensification of industrial lands, revised parking and any other issues Council is interested in. These discussions are critical to ensure the final document reflect local values while adaptable to future challenges.

Respectfully submitted,



Tamsin Guppy
Senior Development Planner

Attachment 1: List of old zones and how they will transition to the new zones.
Attachment 2: Sample of formatting under development for the zoning bylaw

REVIEWED WITH:

❑ Business and Economic	___	❑ Finance	___	External Agencies:	
❑ Bylaw Services	___	❑ Fire Services	___	❑ Library Board	___
❑ Clerk's Office	___	❑ GIS	___	❑ Museum and Archives	___
❑ Climate and Biodiversity	___	❑ Human Resources	___	❑ NSEM	___
❑ Communications	___	❑ Integrated Planning	___	❑ NS Health	___
❑ Community Planning	___	❑ ITS	___	❑ NVRC	___
❑ Development Engineering	___	❑ Parks	___	❑ RCMP	___
❑ Development Planning	___	❑ Real Estate	___	❑ Other:	___
❑ Engineering Operations	___	❑ Review and Compliance	___		
❑ Environment	___	❑ Solicitor	___		
❑ Facilities	___	❑ Utilities	___		

Transition Table

Attachment 1

This table illustrates the comparable zone in the new zoning bylaw. The zoning of inidividual sites may vary depending on exisiting use, location and OCP designation.

1965 Zones	Proposed 2026 Zones
Single Family Residential (RS 1,2,3,4,5 + Neighbourhood zones)	Detached Residential
Outside Urban Containment Boundary (UCB)	R1- Rural & Suburban Detached Residential
Inside UCB but SSMUH Exempt	R2 - Urban Detached Residential
Within SSMUH	R3 - Residental Houseplex
	Multi-Family Residential
Multi-Family Residential (RL/RM 1,2,3,5,6,7)	R4 - Residential Townhouse
	R5 - Residential Stacked Townhouse
	R6 - Residential Low-Rise
Multi-Family Residential (RH2)	R7 - Residential Mid-Rise
	R8 - Residential High-Rise
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Commercial (C1,C1A,C1L,C2,C3,C3A,C6,C9,C10/VC-DC/VC-G)	C2 - General Commercial
Commercial (C7)	C2 - Commercial (Varies by location)
Corner Store Commercial (C1B)	C3 - Local Commercial
Tourist Commerical (C4)	C4 - Hotel
Entertainment Commercial and Entertainment and Outdoor Tourist Attraction (C5/C5A - Capilano Suspension Bridge)	SP - Specialized Tourism & Recreation
Grouse Mountain (PRO)	
Mount Seymour (PRO)	
Special Purpose Park (SP)	PR - Parks and Outdoor Recreation
Community Park (CP)	
Neighbourhood Park (NP)	
Natural Parkland (NPL)	NP - Natural Parkland
Parks, Recreation & Open Space (PRO)	
Cemetery (CM)	CE - Cemetery
Public Assembly (PA 1,2,3)	Institutional - General
	Institutional - School
	Institutional - University

Transition Table

1965 Zones	Proposed 2026 Zones
Waterfront Industrial (I1) General Industrial (I2) Employment Zone - Industrial (EZ-I)	I3 - Heavy / Port Industrial
Light Industrial (I3) Employment Zone - Light Industrial (EZ-LI)	I2 - Light Industrial Zone
Interim Industrial (I4)	No Change (Addition to Reserve lands)
Comprehensive Development (CD) [Some]	I1 - Comprehensive Development (Business Park Related)
Comprehensive Development (CD) [Remainder]	No Change

Colour indicates the landuse for easy navigation.

- Zone Title

##.1 Intent

The first section of a zone begins with a clear "intent" statement.

##.2 Permitted Uses

Use	Principal Use	Accessory Use	Conditions The use of land, buildings and structures are only permitted when the following conditions are met
Potential Use 1	✔		None
Potential Use 2	✔		2.1 There may be conditions or circumstances for when and how the use is allowed within the zone.
Potential Use 3		✔	None
Potential Use 4		✔	None
Potential Use 5		✔	2.2 There may be conditions or circumstances for when and how the use is allowed within the zone.

Tables organize and visualize information for the public.

##.3 Conditions of Use

##.4 Density

##.4.1 The Maximum Floor Space Ratio (FSR) is 1.2.

##.4.1.1 Private roof deck access landings up to 1.40 m² *(15 ft²)* per unit are exempt from FSR calculations.

##.4.1.2 Additional Floor Space Ratio (FSR) exemptions are found in Part # of the Bylaw.

##.5 Inclusionary Zoning

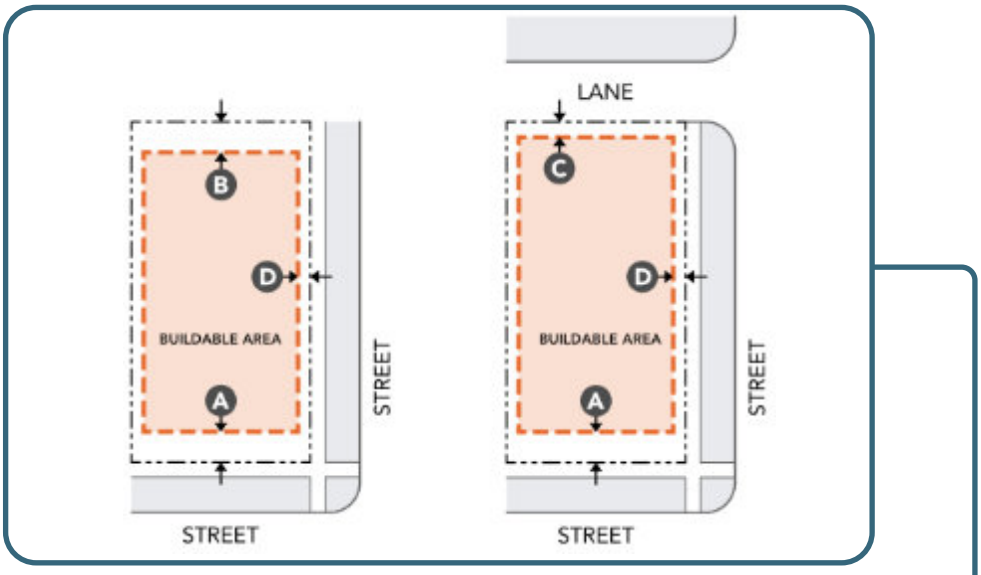
Hyperlinks provide access to supporting information and definitions.

##.7 Setbacks

##.7.1 Minimum Required Setbacks		
Regulation	Value	Symbol
Minimum Front Setback	3.0 m *(10 ft)*	A
Minimum Rear Setback	3.0 m *(10 ft)*	B
Minimum Rear Setback to a Lane	1.5 m *(5 ft)*	C
Minimum side Setback	2.0 m *(6.6 ft)*	D

Notwithstanding the above minimum setback requirements, one Setback should be increased to a minimum of 6.0 m *(20 ft)*

Diagram for ##.7.1.1 to ##7.1.5



##.7.2 Additional siting regulations and exemptions are found in Part # of the Bylaw.

Diagrams are used to graphically visualize listed regulations.



Zoning Bylaw Rewrite – Project Update

District of North Vancouver
Council Workshop
February 10, 2026

Introductions

McElhanney

Colton Kirsop

Division Manager, Planning

McElhanney

STEP ONE MOBILITY
PLANNING AND ENGINEERING

John Turecki

Founder & Principal

Step One Mobility

B&A PLANNING DESIGN ENGAGEMENT

Adam Mattinson

Associate, West Coast Lead

B&A Studios

Agenda

1. Overview of the Zoning Bylaw
2. Employment Zones
   - Overview
   - **Commercial Discussion**
   - **Industrial Discussion**
   - Other Employment Zones
3. Overview of Parking and Mobility

Purpose

- Provide Key Background Information in Advance of Bylaw Introduction (April 2026)

- Seek Council Direction on Permitted Land Uses in Commercial and Light Industrial Zones

When is Zoning Used?

Zoning regulates land use, and building size and location, and as such is primarily used:

- To regulate new construction
- To regulate business location

When zoning changes, existing uses are "grandfathered“ - Current operations can continue but not expand





Zoning Bylaw Rewrite – Why Now?

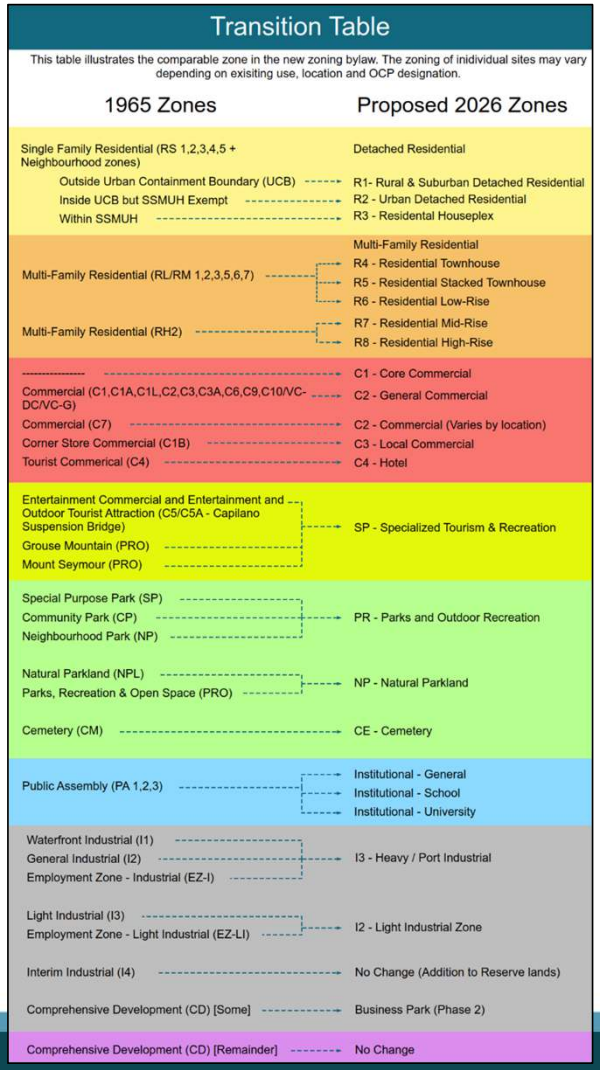
It's important to:

- Modernize and Adapt
- Simplify and Improve Useability
- Provide Transparent Requirements
- Reduce Red Tape
- Coordinate with Policy Vision



Project Scope

- **Implements Policy and Aligned with the OCP**
- **Seamless Transition** - New zones align with existing land use intent
- **Stability -** Minimal impact on daily life and business activity
- **Incremental Change -** The benefits of the bylaw will be realized incrementally over time



Project Scope





Example: Park Zoning

New zones continue to protect park land, and permit the same recreation uses

Special Purpose Park (SP)
Community Park (CP)
Neighbourhood Park (NP)
→ PR - Parks and Outdoor Recreation

Natural Parkland (NPL)
Parks, Recreation & Open Space (PRO)
→ NP - Natural Parkland

Cemetery (CM)
→ CE - Cemetery

Transition Table

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Multi-Family Residential (RL/RM 1,2,3,5,6,7)	R4 - Residential Townhouse
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	Institutional - School
	Institutional - University
	I3 - Heavy / Port Industrial
	I2 - Light Industrial Zone
	No Change (Addition to Reserve lands)
Comprehensive Development (CD) [Some]	Business Park (Phase 2)
Comprehensive Development (CD) [Remainder]	No Change

Institutional – University Zone

University Zone
Zone tailored to University Uses
Setback to buffer neighbours
12 storeys
Permits: • University (existing operations) • Student housing • Food and Beverage Services • Child Care • Parking • And other support uses
Is applied now







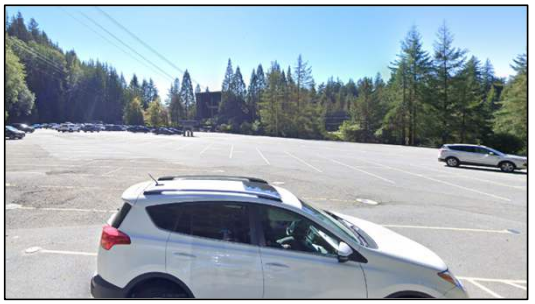
Tourism Zone

Tourism Zone
Retain and Protect Natural Areas
Allow focused development in existing impacted areas
1-2 storey for support structures (warming cabins) 4-6 storeys in very limited areas
Permits: • Existing operations • Parking structures • Hospitality • Spas • Staff housing
Is applied now



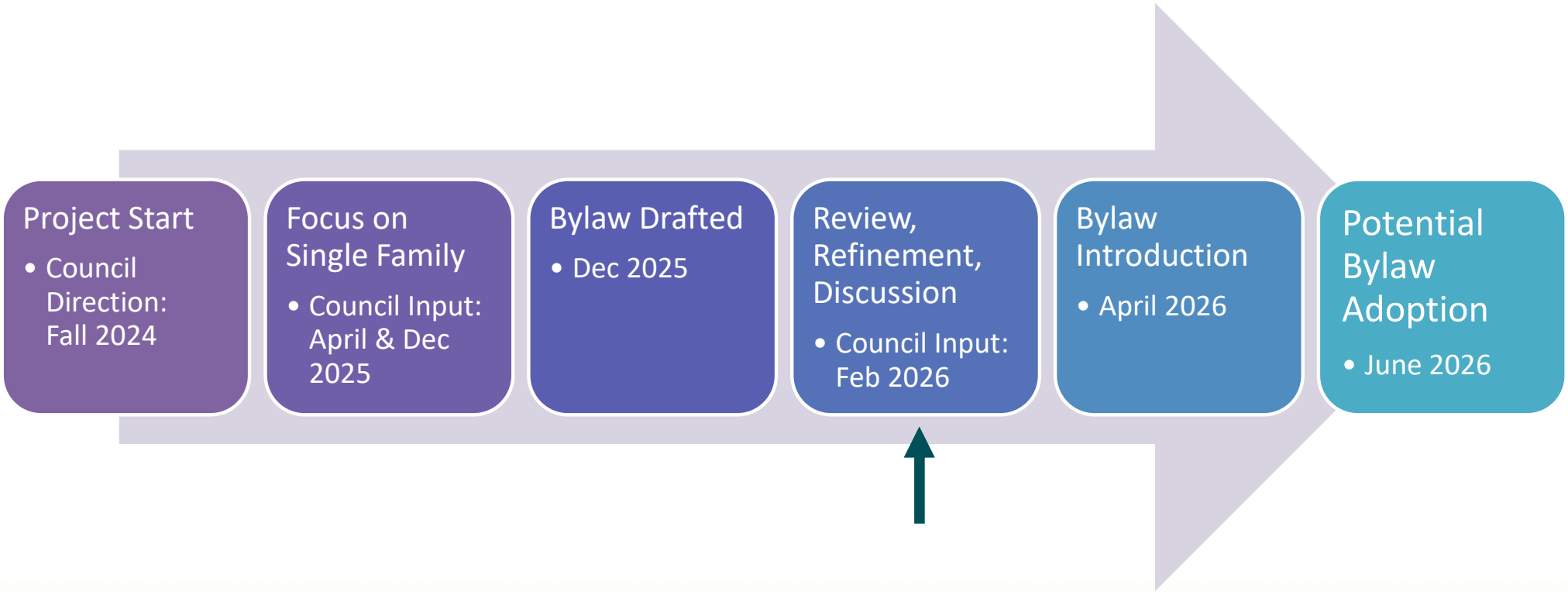


The Tourism zone will protect natural areas and focus future revitalization in areas that are already activity nodes for parking and hospitality





Project Timeline for the New Zoning Bylaw



Community Engagement is Ongoing

- Open Houses
- Survey
- Webinars
- **Direct engagement with interest holders**
- Mailout to every property
- Dedicated website





Project Principles

Key Principles						
Improve Liveability	Promote Climate Resilience	Simplify Regulations	Support Economic Development	Facilitate Housing Diversity	Respecting Existing Character	Maintain Existing Development Potential
						

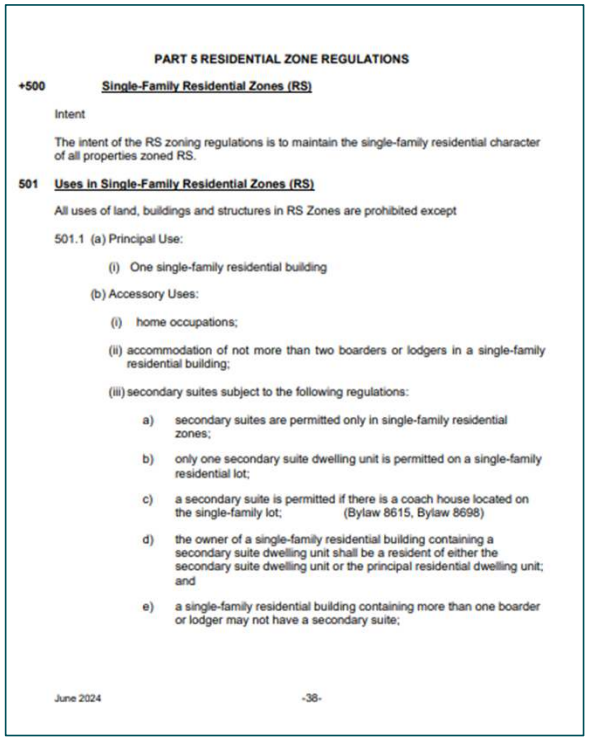
Project Principles – Promoting Climate Resilience

- Encourage more sustainable and lower carbon building options
- Foster biodiversity
- Discourage higher risk construction



Format and Function – User Experience

- Tables and Diagrams
- Links
- Consistency
- Simplicity



PART 5 RESIDENTIAL ZONE REGULATIONS

+500 Single-Family Residential Zones (RS)

Intent

The intent of the RS zoning regulations is to maintain the single-family residential character of all properties zoned RS.

501 Uses in Single-Family Residential Zones (RS)

All uses of land, buildings and structures in RS Zones are prohibited except

501.1 (a) Principal Use:

(i) One single-family residential building

(b) Accessory Uses:

(i) home occupations;

(ii) accommodation of not more than two boarders or lodgers in a single-family residential building;

(iii) secondary suites subject to the following regulations:

a) secondary suites are permitted only in single-family residential zones;

b) only one secondary suite dwelling unit is permitted on a single-family residential lot;

c) a secondary suite is permitted if there is a coach house located on the single-family lot; (Bylaw 8615, Bylaw 8698)

d) the owner of a single-family residential building containing a secondary suite dwelling unit shall be a resident of either the secondary suite dwelling unit or the principal residential dwelling unit; and

e) a single-family residential building containing more than one boarder or lodger may not have a secondary suite;

June 2024 -38-



R2 – Urban Detached Residential Zone

R7 – Urban Detached Residential Zone

R7.7 Intent

The intent of the Urban Detached Residential Zone (R2) is to permit ground oriented detached or semi-detached housing forms with an emphasis on above ground living primarily in the form of a house which may have a suite and/or a coach house.

R7.8 Permitted Uses

Permitted Uses	Principle Use	Accessory Use	Conditions The use of land, buildings, and structures are only permitted when the following conditions are met
Residential Use	✓		
Accessory Uses		✓	As accessory to the principal residential use
Accommodation Services		✓	
Child Day-Care Services		✓	
Coach House Use		✓	When limited
Home Occupation		✓	
Parking Use		✓	
Secondary Suite		✓	When located in the Principal Building And when no larger than the Principal Dwelling Unit

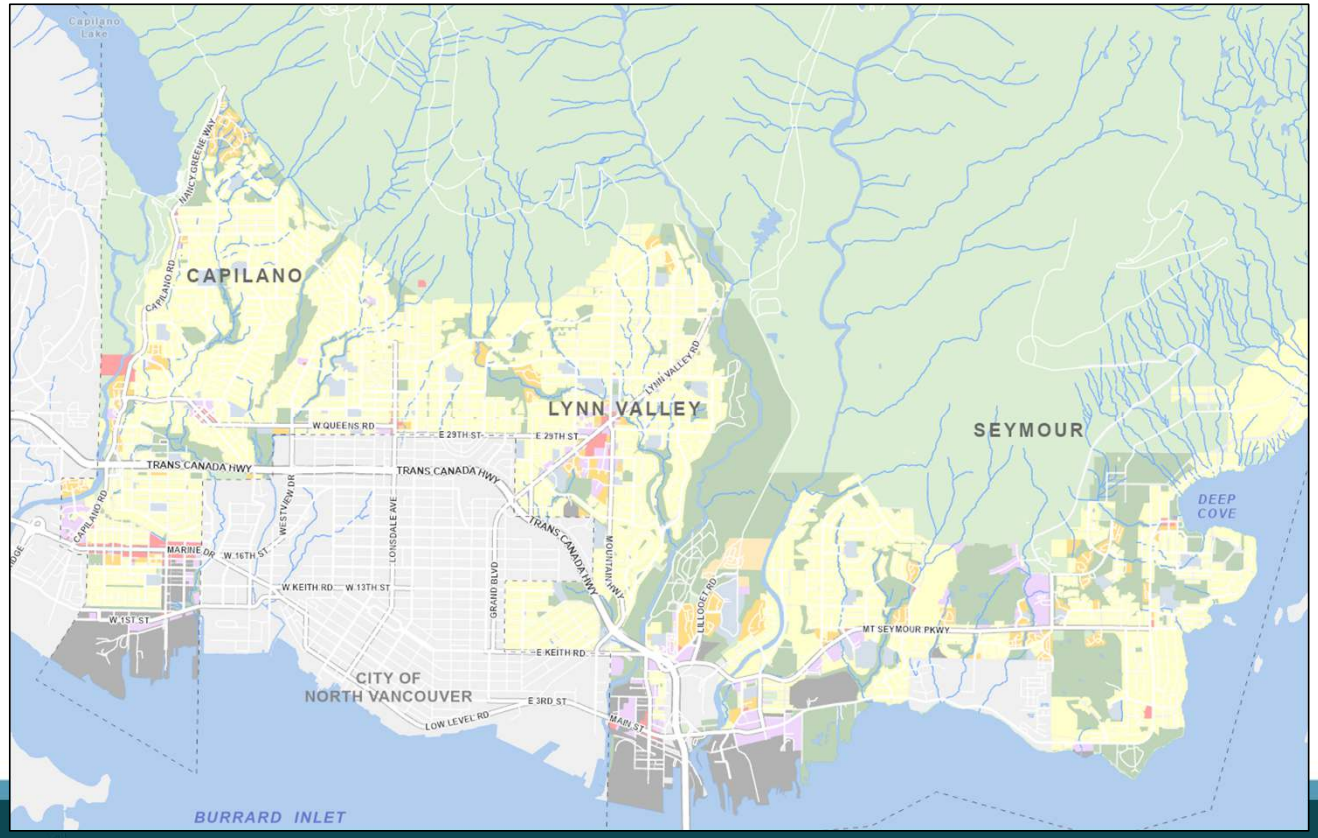
R7.9 Conditions of Use

a. Accessory Uses: Accessory uses are only permitted as accessory to the principal residential use.

b.

0. Standard Zones - 0 Residential Zones - 0 R2 – Urban Detached Residential Zone 1

A Planned Transition



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Comprehensive Development (CD) [Some]	Business Park (Phase 2)
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Planned Transition – Example – Marine Drive

Matching the Existing Development Potential

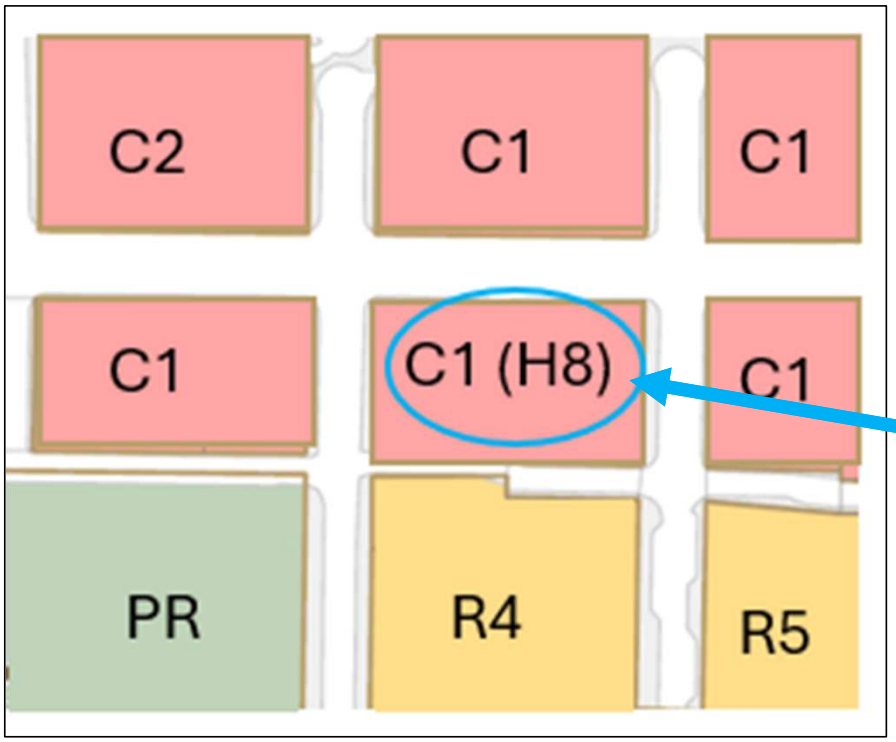
From C9 (Old Bylaw)

to

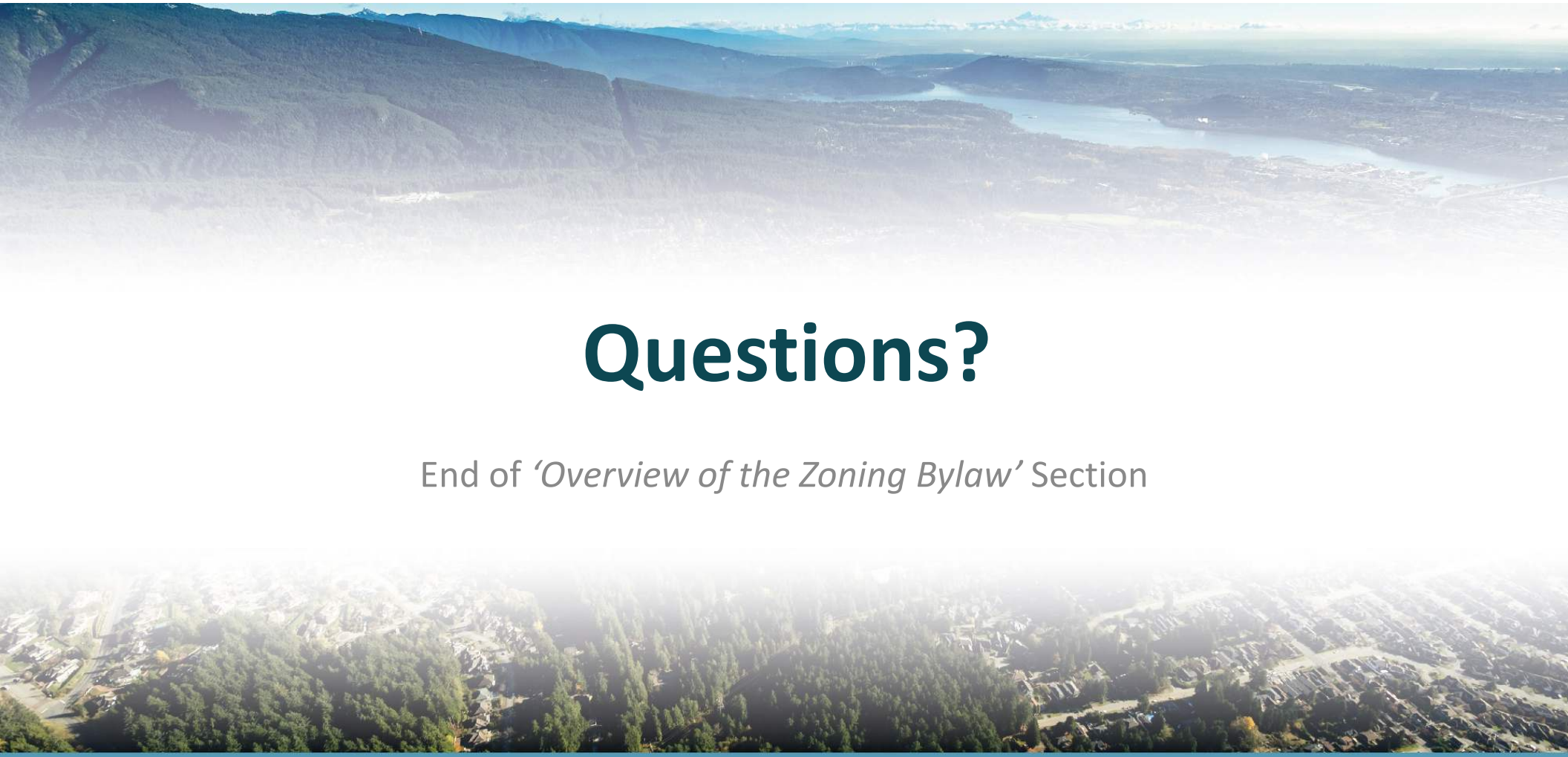
General Commercial (C2)
(Proposed Bylaw)



“Shelf Ready” Zones



- Improve Process Efficiency
- Improve Predictability and Transparency of Requirements
- Provide a Flexible Framework



Questions?

End of *'Overview of the Zoning Bylaw'* Section



2. Employment Zones

Employment Zones Work

Commercial Policies:

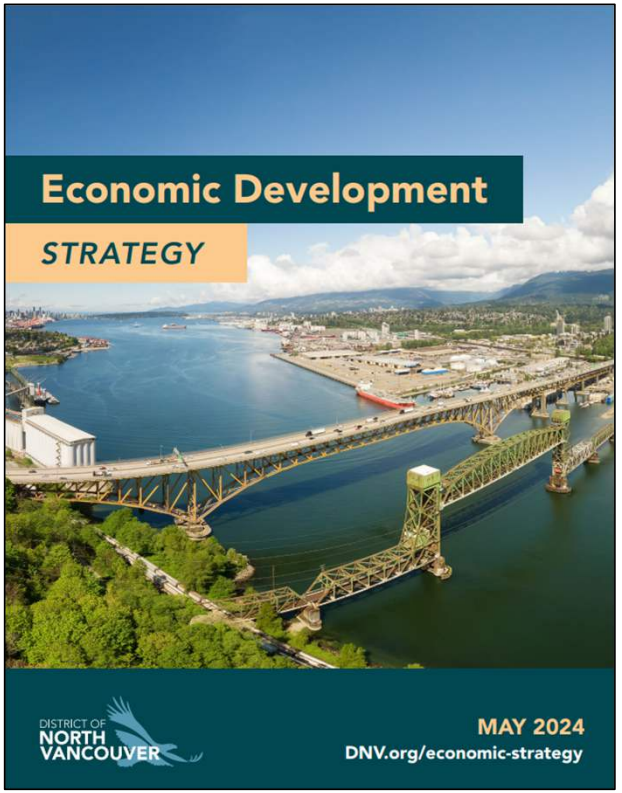
- Add at-grade retail in mixed use developments
- Add second-storey/side-street office and service uses

Industrial Policies:

- Protect strategically located major industrial sites
- Optimize light industrial sites for intensification

Phasing of Work:

- Zoning Bylaw Rewrite – retain flexibility, unlock potential
- Follow on work – CD Zones, future OCP, Local Plan updates and other tools to enable implementation



Employment Zones Context

District factors:

- 4.2 million sf additional employment space required
- Consistently low vacancy rates and high leasing costs
- Lack of space for ***all types*** of businesses to locate or expand in the District

Broader factors:

- 70% of businesses serve population needs
- Regional industrial land policies and gateway status of Port
- Evolution of the District's major tourism operators and Capilano University

Commercial Zones - Task

- **How to add vibrancy to shopping areas**
- **How to add to the supply of employment space**
- How to support business
- How to simplify regulations







Zoning is Only One Tool

Not Zoning Related

- Market Conditions
- Cost of Construction
- Population to support businesses
- Appetite for redevelopment

Zoning Related

1. Creating opportunity for the right building in the right place
2. **Discussion: Curating the list of permitted uses**

1. The right shaped building…



Bring the building to the street



But leave room for seating



Commercial uses at grade

2. Curating the Use

- Retail and restaurant uses activate streets
- A broader mix of commercial uses brings customers to the area
- There are very limited locational options for businesses
- 1% commercial vacancy rates
- Most commercial businesses serve the local community



2. Curating the Use

Shopping areas include a mix of business uses that provide services to the local community



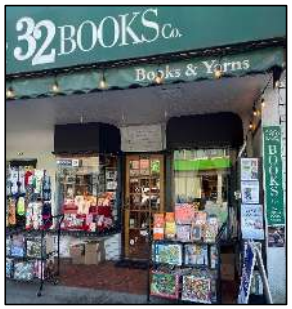


















2. Curating the Use

Limiting ground floor CRUs to only vibrant uses like restaurant and retail would cause approximately **40% of business to be non-conforming**



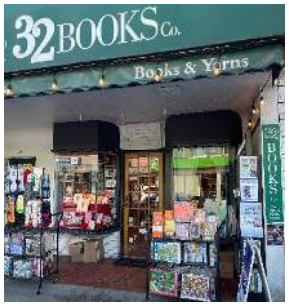


















2. Curating the Use

- ✓ Retail
- ✓ Restaurant/ Café
- Health Care Offices
- Banks / financial institutions
- Insurance
- Vets
- Pharmacies
- Barber Shops/ Hair Salons/ Nail Salons/
- Dry Cleaners and Alterations
- Cooking school, party venue

















2. Curating the Use

Marine Drive has a similar mix of businesses, but many of the restaurants and retail uses are car oriented















2. Curating the Use

- ✓ Retail
- ✓ Restaurant / Café
- ✓ Health Care Offices
- ✓ Banks / Financial institutions
- ✓ Insurance
- ✓ Vets
- ✓ Pharmacies
- ✓ Barber Shops / Hair Salons / Nail Salons
- ✓ Dry Cleaners and Alterations
- ✓ Cooking school, Party venue
- ✓ Fitness Studio

a) **Recommendation:**
Continue to permit the full range of commercial uses at grade

b) **Alternative Option:** Restrict commercial uses at grade

c) **Alternative Option:** Set locational criteria to limit specific uses

2. Curating the Use

- ✓ Retail
- ✓ Restaurant / Café
- ~~Health Care Offices~~
- Banks / ~~Financial institutions~~
- ~~Insurance~~
- ~~Vets~~
- ✓ Pharmacies
- Barber Shops ~~/ Hair Salons / Nail Salons~~
- ~~Dry Cleaners and Alterations~~
- ~~Cooking school, Party venue~~
- ~~Fitness Studio~~

b) Alternative Option:

Restrict uses at grade

- Businesses have few options for where to locate
- Limiting uses may leave commercial space sitting vacant
- Some uses are ideal for ground level commercial space (e.g. Veterinary)
- New businesses require visibility

2. Curating the Use

- ✓ Retail
- ✓ Restaurant / Café
- ~~Health Care Offices~~
- Banks / ~~Financial institutions~~
- ~~Insurance~~
- ~~Vets~~
- ✓ Pharmacies
- Barber Shops ~~/ Hair Salons / Nail Salons~~
- ~~Dry Cleaners and Alterations~~
- ~~Cooking school, Party venue~~
- ~~Fitness Studio~~

c) Alternative Option:

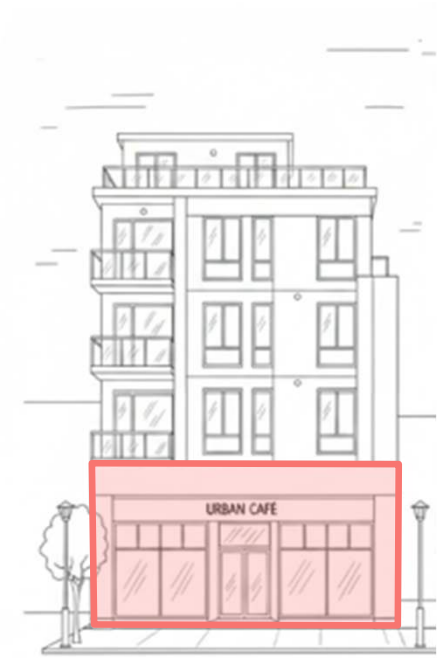
Restrict uses by location

(e.g. 1 per block or 1 per 100m)

- Businesses have few options for where to locate
- Limiting uses may leave commercial space sitting vacant
- Similar businesses often cluster

Recommendation for the General Commercial Zone

- <u>Requires</u> at grade commercial uses
- **Recommendation:**
  Permit a mix of commercial uses at grade



General Commercial
4 storeys
Minimum 1 storey Commercial
PERMISSIVE
Replaces: C1, C1A, C1L, C2, C3, C3A, C9, C10, VC-DC, VC-G
Is applied now

Core Commercial Zone – As Sites Rezone

- Requires at grade commercial uses
- Requires additional employment space (second storey)

- **Recommendation:**
  Restrict some commercial uses at grade, as they can relocate to the upper storey(s)



Core Commercial
6 + storeys
Minimum 2 storeys Commercial
RESTRICTIVE
Replaces: Comprehensive Development (CD) Zones
Is applied as properties rezone

Issue
Should we restrict ground floor uses?

Recommendation and Alternatives	
a) **Staff Recommendation: Allow a full range of uses on the ground floor, with redevelopment require less vibrant uses to relocate upstairs**	
b) Not Recommended: Restrict ground floor uses at this time.	
c) Not Recommended: Restricting uses by location at this time.	

Heavy Industrial Zone

- **Continues to protect major Industrial and Port lands for trade-related use**
- Based on the existing EZ-I zone

<u>What's Changing?</u>

- Reduced potential for subdivision





Light Industrial - Task

- **Whether to more fully protect light industrial lands**
- **How to add to the supply of employment space**
- How to support business
- How to simplify regulations





Curating the Use

- Light industrial areas have approximately 30% of spaces taken up with commercial uses
- Businesses in the Light Industrial area serve the local community
- Commercial businesses are permitted in commercial zones whereas many Light Industrial uses can only locate in Light Industrial zones… BUT
- Limited employment space in all zones is a barrier to finding the right location

Key Challenges

Some commercial uses are occupying limit industrial space:

- Gyms / Fitness / Cross-fit
- Training (e.g. Dance Studios)
- Childcare
- Instructional (e.g. Martial arts, Acting class)









Curating the Use

Local Light Industrial neighbourhoods include a mix of commercial and industrial uses



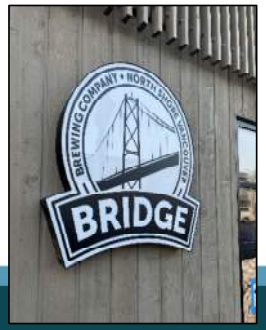
















Curating the Use

Limiting uses to light industrial (service, manufacturing, auto repair) would cause approximately **30% of businesses to be non-conforming**.





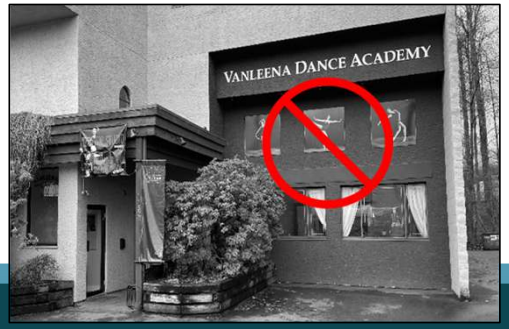










Industrial Conditions

- 2% Vacancy Rates in Industrial Areas
- Growing impact on Light Industrial from other uses
- Some commercial businesses require industrial space
- Limited employment space across all zones is a barrier to finding the right location





Recommendation for the Light Industrial Zone

- Focus remains on light manufacturing, auto repair, contractors

- **Recommendation:**
  Commercial uses continue to be permitted until more options exist



Light Industrial
4 storeys
Focus on light industrial business including auto repair, contractors, light manufacturing
Replaces EZ-LI and I3
Is applied now
Permissive

Curating the Use – Childcare

- Childcare is currently permitted in all zones
- The new Bylaw limits childcare use recognizing:
  - Industrial areas are less suitable for children
  - Industrial properties have less access to required on-site outdoor space
  - As it is hard to meet the childcare requirements it frustrates would be applicants

(Existing businesses would be grandfathered)





Recommendation for Business Park Zoning

- More Permissive
- Intended as a mix of commercial and industrial uses
- Minimal change to existing CD zones



Business Park
4-6 storeys
Permits a mix of Light Industrial and Commercial
Replaces existing CD Bylaws
Is applied in Phase 2
PERMISSIVE

Opportunities – Looking Ahead

- Through future OCP and Local Plan processes consider opportunities for focused redesignation of limited light industrial and commercial sites that may be suitable for more intensive commercial development



Issue
Should we restrict commercial uses?

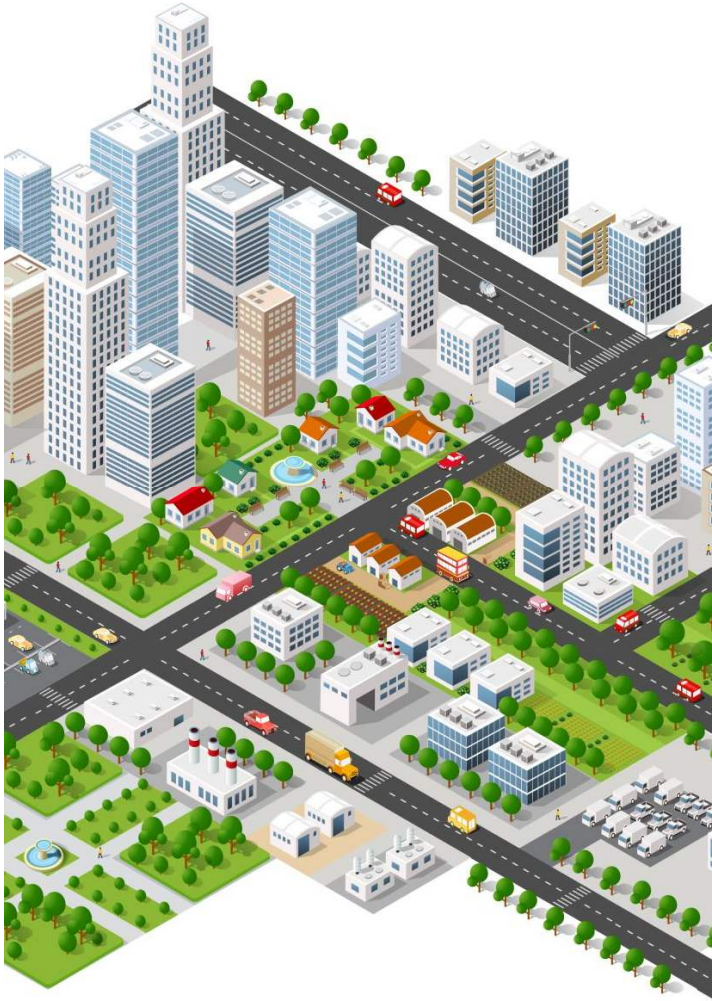
Recommendation and Alternatives	
a) **Staff Recommendation: Continue to permit limited commercial uses in the Light Industrial Zone**	
b) **Not Recommended:** Restrict commercial uses in the Light Industrial Zone at this time	

3. Overview of Parking and Mobility

STEP ONE MOBILITY
PLANNING AND ENGINEERING

Mobility in the Zoning Bylaw

- Regulates how people and goods move between streets and buildings
- Parking space requirements are critical, but also includes goods loading, passenger loading, bicycle parking, accessibility, and design
- A holistic approach serves all travel modes and abilities in a context sensitive way



Opportunities



Add requirements for missing land uses. Align requirements with new zones



Incorporate external policies (Bicycle Parking, Alternative Parking Rates) and typical practices



Respond to transit and growth areas



Strengthen goods loading and passenger loading requirements



Improve clarity and consistency

Right-Sizing Parking Requirements

If Requirements are Too Low

- Parking congestion
- Reduced access for people where alternatives don't exist
- Reduced access for those who prefer to or must drive
- Competition between businesses
- Challenges finding appropriate housing
- Developer uncertainty about the 'right' amount of parking

If Requirements are Too High

- Reduced project viability due to cost
- Less building space or outdoor open space
- Longer construction timelines
- Car-dependent developments can lead to increased driving
- Higher operating costs
- Higher embodied emissions
- Frequent relaxation requests

Our Overall Approach

- Balanced approach
- Reflects recent DNV policy direction
- Meeting functional demand for vehicles
- Allow market to play a role
- Support desirable economic development
- Support long-term mode shift
- Maintain what is working well



How Requirements Were Developed

Synthesis of information from multiple sources,

- Existing District alternative parking rate policy
- Established CD zone practices
- Local data from new surveys and previous studies
- Requirements in regional municipalities

Application is context sensitive with respect to growth centers and transit oriented areas.



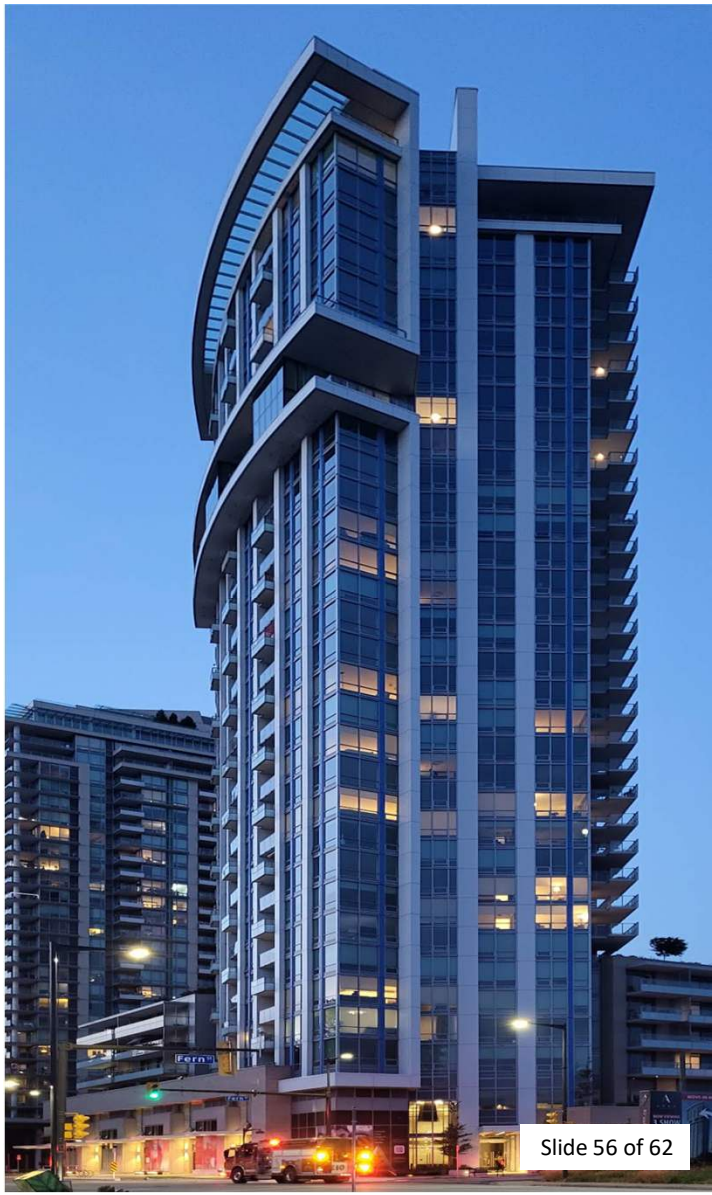
Residential Parking

Three geographic areas:

1. Typical District-wide rates
2. Reduced rates in town and village centres
3. No resident parking in TOD areas (Provincial requirement)

In all geographic areas:

- Reduced rates for rental and social housing
- Simplified per unit requirements



Residential Transportation Demand Management (TDM)

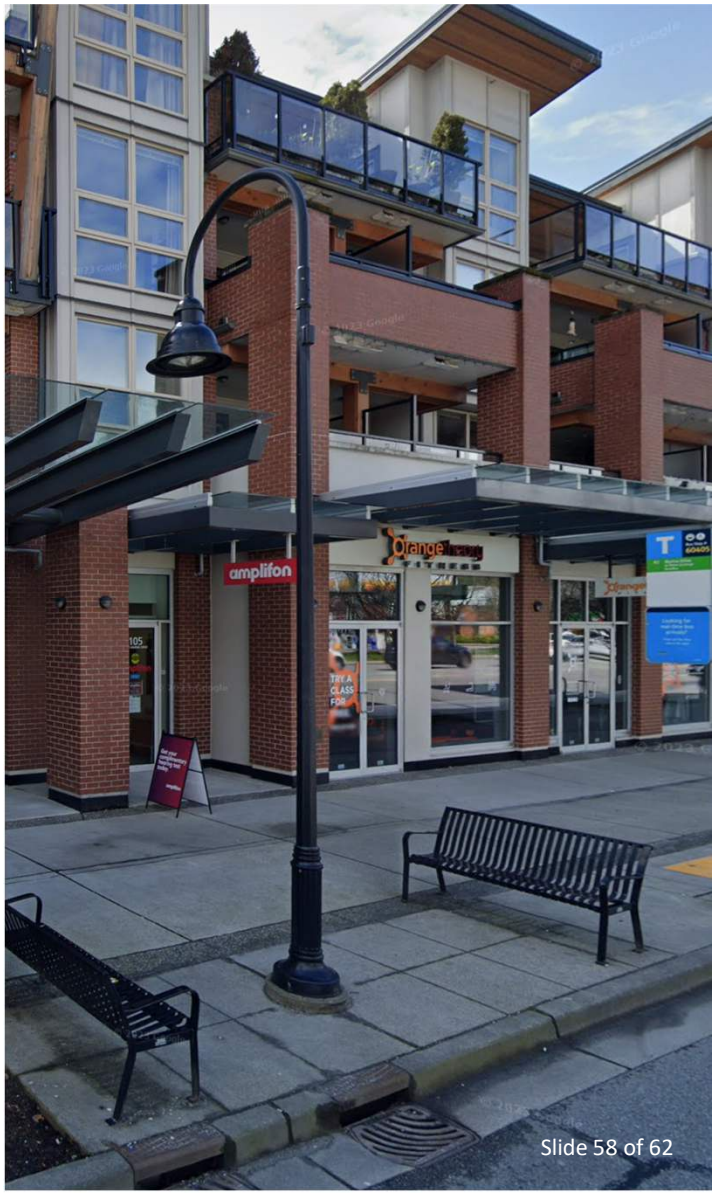
Balance residential parking reduction near transit with TDM *requirements*

- Requirements in development, focus on:
  - Application Simplicity – Specific requirements vs. menu of options
  - Cost Clarity – Programmatic requirements with predictable costs (e.g. transit passes, car share memberships).
  - Geographic focus – Growth areas and TOAs

Commercial Parking

Address existing challenges with commercial use lease-up and change of use due to different parking rates.

- Simplified Rates
- New *blended* parking rates based on surveys, existing practices, and comparable municipalities
- Greater clarity and certainty for leasing
- Reflects established practice



Industrial Parking

Address similar challenges with industrial lease-up, and change of use over time.

- Old buildings have parking supply challenges
- New buildings generally operate better
- Studies underway to assess potential refinements
- Move towards blended parking rates based on surveys, existing practices, and comparable municipalities



Institutional Parking

New and modernized rates

- Schools – Rationalize parking rate per floor area
- Daycares – Include passenger pick-up drop-off
- Arts & Culture – Update rates based on regional precedents and data



Goods and Passenger Loading

Challenges:

- Only one loading space size,
- Challenges with functionality
- No specific requirements by land use
- No passenger loading

Key Changes:

- Add small (van) and large (tractor-trailer) spaces
- Increase existing loading space size to improve function
- Add passenger loading spaces (e.g. Uber/Lyft)
- New land-use specific requirements



Bicycle Parking

- Existing Bicycle Parking Policy consolidated into Zoning Bylaw
- Updated and simplified requirements based on available data and regional precedents.
- Bike repair, wash stations, end of trip facilities, now required





Questions?

End of *'Parking and Mobility'* Section



Zoning Bylaw Rewrite – Project Update

District of North Vancouver
Council Workshop
February 23, 2026

Introductions

McElhanney

Colton Kirsop

Division Manager, Planning

McElhanney

STEP ONE MOBILITY
PLANNING AND ENGINEERING

John Turecki

Founder & Principal

Step One Mobility

B&A PLANNING DESIGN ENGAGEMENT

Adam Mattinson

Associate, West Coast Lead

B&A Studios

Agenda

1. Clarification on Non-Conforming Use
2. Follow up on
   - **Commercial Discussion**
   - **Industrial Discussion**
3. And an Overview of Parking and Mobility

Purpose

- Provide Key Background Information in Advance of Bylaw Introduction (Spring 2026)

- Seek Council Direction on Permitted Land Uses in Commercial and Light Industrial Zones

Non-conforming Rules

Local Government Act (Part 14, Division 14)

Buildings

- Siting Can be Varied
- A non-conforming building can renovate and expanded so long as the area of non-conformity is not increased (Sec 529)
- Replacement is permitted if the damage is less than 75% (Sec 532)

Business

- Use Cannot be Varied (Sec 498)
- Businesses cannot expand or intensify use. (Section 530)
- A non-conforming business may continue but only if the business does not close for 6 months or more (Sec 528)



Commercial Mixed-Use Zones

a) General Commercial Zone (Apply Now)

b) Core Commercial Zone (Apply as sites Rezone)

Commercial Zones - Task

- How to add vibrancy to shopping areas
- How to add to the supply of employment space
- How to support business
- How to simplify regulations







Zoning is Only One Tool

These sites have been zoned for 4-storey, 1.75 FSR for 60 years….
Zoning can create the opportunity but does not force change





Zoning Related

- ✓ Creates the opportunity
- ✓ Can set requirements related to use, size, and building location
- ✓ By establishing heights and setbacks, can frame the pedestrian realm
- ✓ Works hand in hand with Design Guidelines

Zoning is Only One Tool

What triggers Development?

- **Market Conditions**
- **Assembly**
- **Cost of Redevelopment**
  - Construction costs
  - Site Remediation
  - Capital Gains Tax
  - Municipal levies

Vibrancy builds over time

- **Population Density**
  - Marine Drive 2,500 – 3,000 people/ km^2
  - Vibrant Shopping Streets 10,000-30,000 people/ km^2
- Attractions/ Destinations in the walkable area

Curating the Use

- A broad mix of commercial uses brings customers
- 1% commercial vacancy rates
- Limited locations for businesses



Conclusion: General Commercial Zone (Applied to existing Commercial areas)

Recommendations:

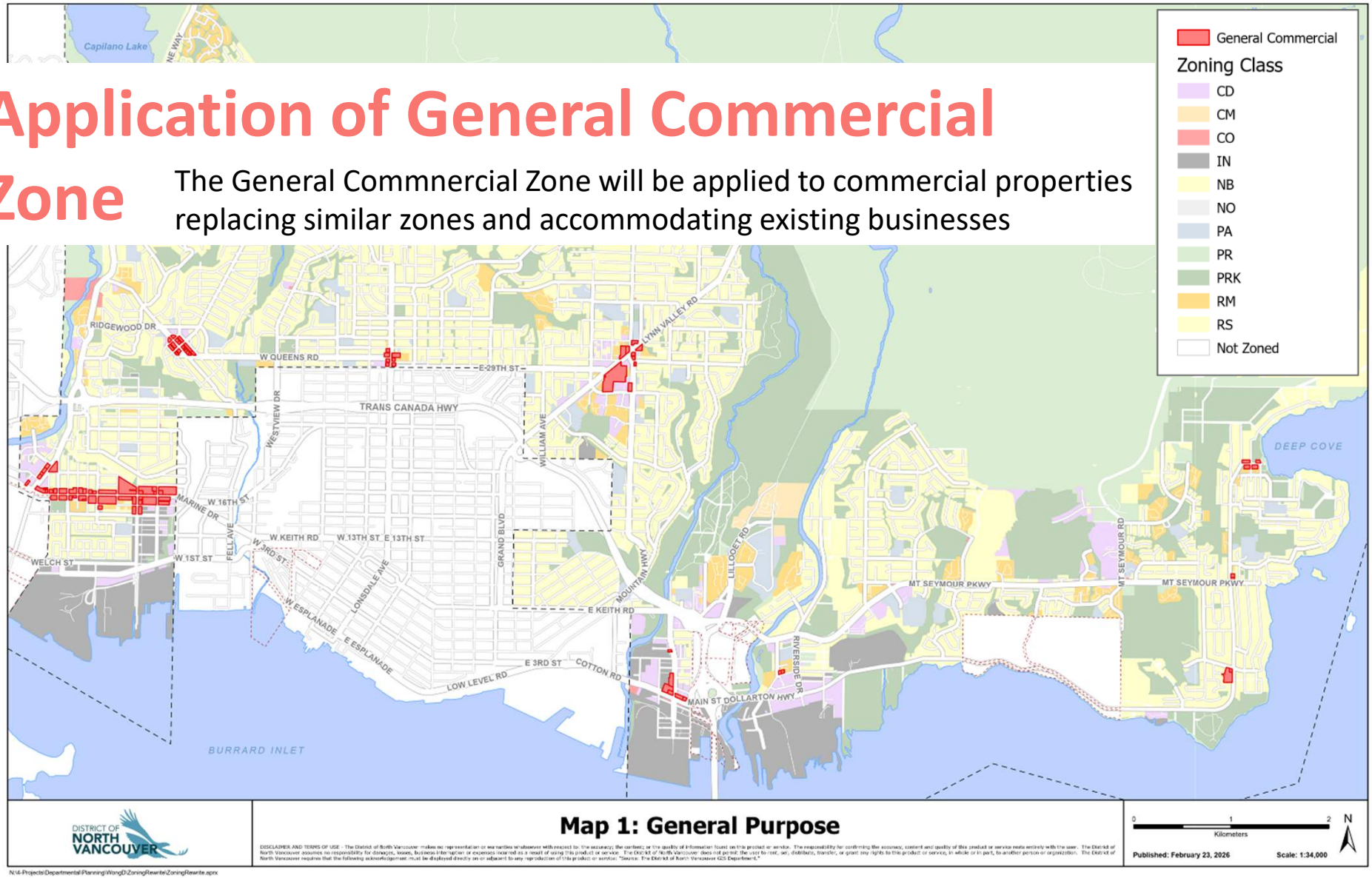
- Mixed Use – Commercial/ Residential
- Requires commercial uses at grade
- Permits a mix of commercial uses at grade
- Permits residential above

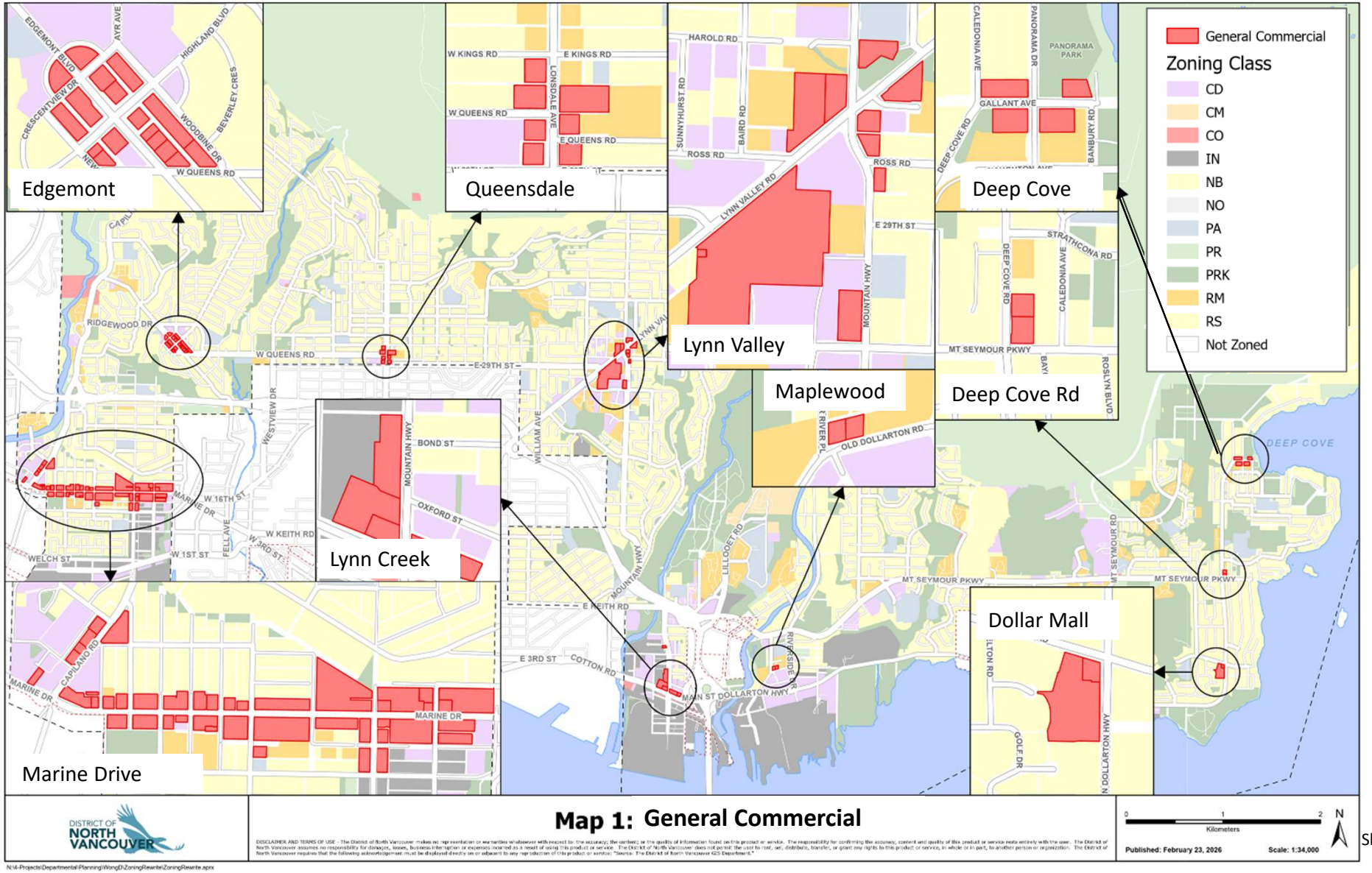


General Commercial
4 storeys / 1.75 FSR
Minimum 1 storey Commercial
PERMISSIVE
Replaces: C1, C1A, C1L, C2, C3, C3A, C9, C10, VC-DC, VC-G
Is applied now

Application of General Commercial Zone

The General Commnercial Zone will be applied to commercial properties replacing similar zones and accommodating existing businesses




Edgemont
Queensdale
Lynn Valley
Deep Cove
Maplewood
Deep Cove Rd
Lynn Creek
Dollar Mall
Marine Drive
General Commercial
Zoning Class
CD
CM
CO
IN
NB
NO
PA
PR
PRK
RM
RS
Not Zoned
Map 1: General Commercial
DISTRICT OF NORTH VANCOUVER
Kilometers
Published: February 23, 2026
Scale: 1:34,000

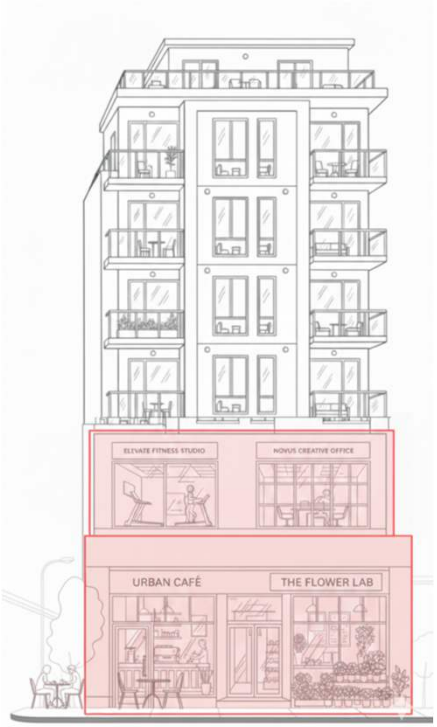
Conclusion: Core Commercial Zone (Applied As Sites Rezone)

Recommendations:

- Mixed Use – Commercial/ Residential
- Requires 2 storeys of commercial uses
- Permits residential above

Option:

- Opportunity to curate ground floor uses

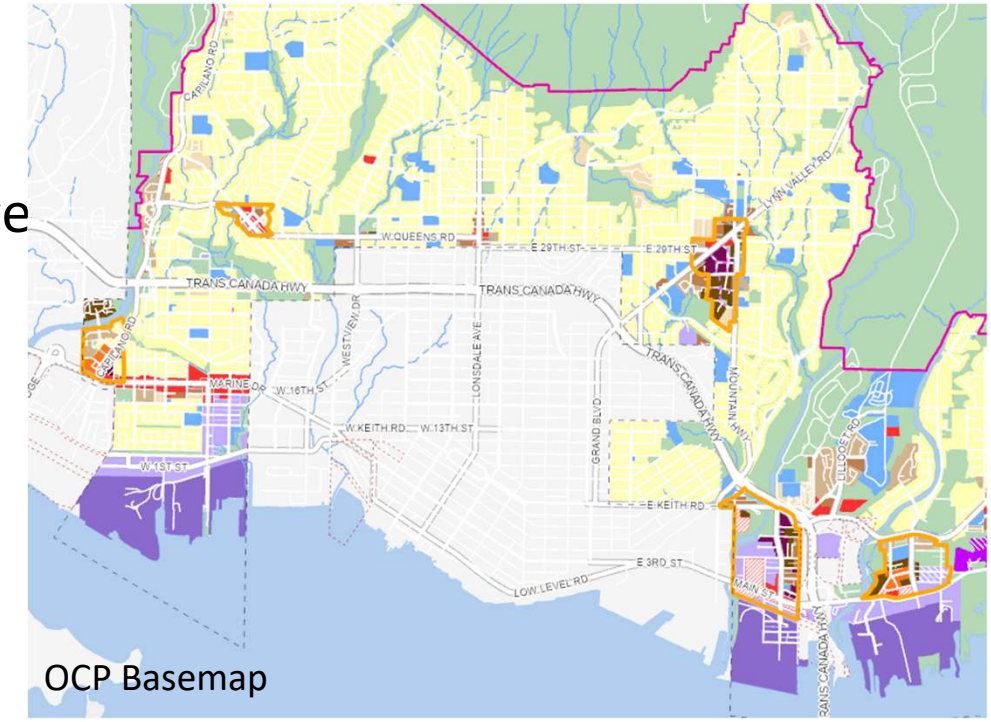


Core Commercial
6 + storeys / 2.5 FSR and up
Minimum 2 storeys Commercial Uses
RESTRICTIVE – Could restrict ground floor commercial uses
Replaces: Comprehensive Development (CD) Zones
Is applied as properties rezone

Application of Core Commercial Zone

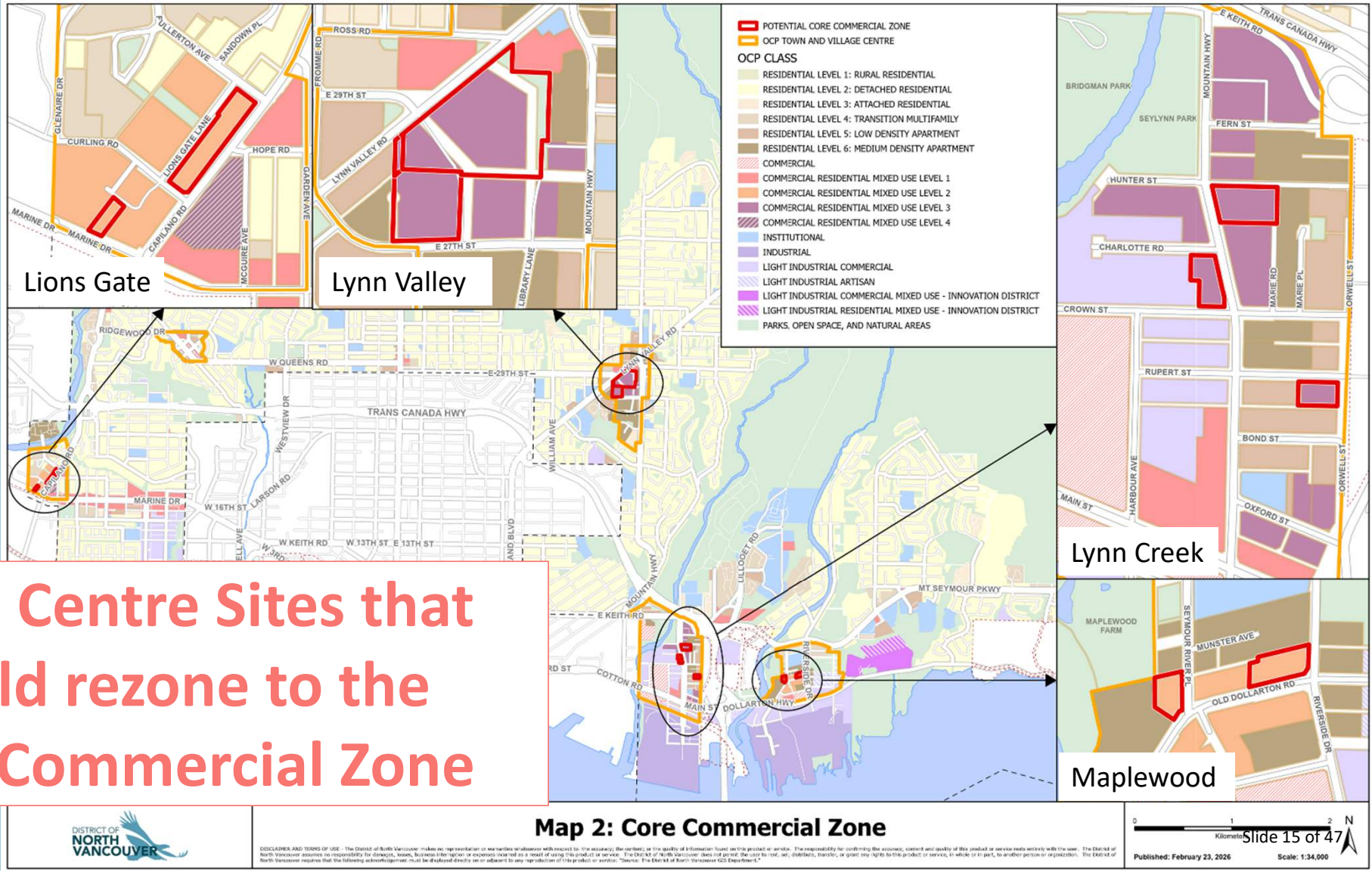
- The Core Commercial Zone will be applied to Commercial Mixed Use (CRMU) sites designated for change in the OCP

	CRMU2 = 2.5 FSR
	CRMU3 = 3.5 FSR
	CRMU4 = 4.5 FSR



OCP Basemap

Town Centre Sites that could rezone to the Core Commercial Zone



Conclusion:
Should we restrict ground floor uses?

Recommendation and Alternatives	
a) **General Commercial – Applied Now - Staff Recommendation: Allow a full range of uses on the ground floor.**	
b) **Core Commercial – Applied as Sites Redevelop: Requires 2 storeys of Employment Space**	
c) Not Recommended: Restricting uses by location at this time.	



Questions?

End of *'Commercial Mixed-Use Zones'* Section



Industrial Zones

c) Heavy/ Port Industrial (Apply Now)

d) Light Industrial (Apply Now)

e) Business Park (Phase 2)

f) Intensive Business Development (Phase 2)

Heavy Industrial Zone



- **Continues to protect major Industrial and Port lands for trade-related use**
- Based on the existing EZ-I zone

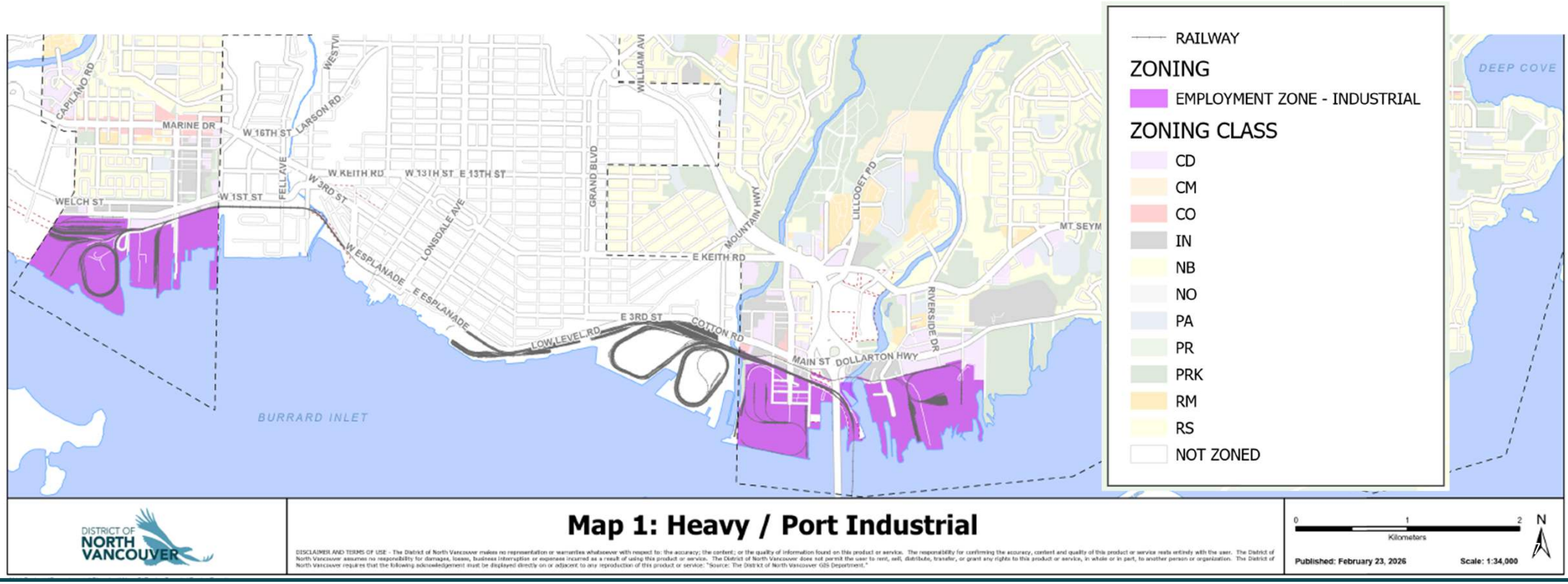
<u>What's Changing?</u>

- Reduced potential for subdivision



Application of the Heavy Industrial Zone

The new Heavy/ Port Industrial Zone will replace the existing EZ-I zone



Light Industrial - Task

- Whether to more fully protect light industrial lands
- How to add to the supply of employment space
- How to support business
- How to simplify regulations





Curating the Use and Protecting Light Industrial

Bring in Restrictions On:

- **Childcare** (accessory only)
- **Children's programming**
- **Fitness**:
  - Gyms
  - Cross-fit
  - Pilates
  - Yoga
  - Dance Studios
  - Martial Arts
  - Climbing Walls

Fitness is the fastest growing use category with 17 businesses in Light Industrial Zoned lands today









Curating the Use and Protecting Light Industrial

Tighten regulations on Automotive Uses:

- ✓ Auto <u>repair</u> will be permitted
- ⊘ Auto <u>sales</u> will **not** be permitted





Curating the Use and Protecting Light Industrial

Tighten Retail Sales and Rentals

- Reduce permitted size from 25,000 ft^2 to 15,000 ft^2
- Continue to permit as an accessory use









Curating the Use and Protecting Light Industrial

Reduce Restaurant Size

- Introduce a new maximum permitted size to 5,000 ft^2
- Continue to permit as an accessory use









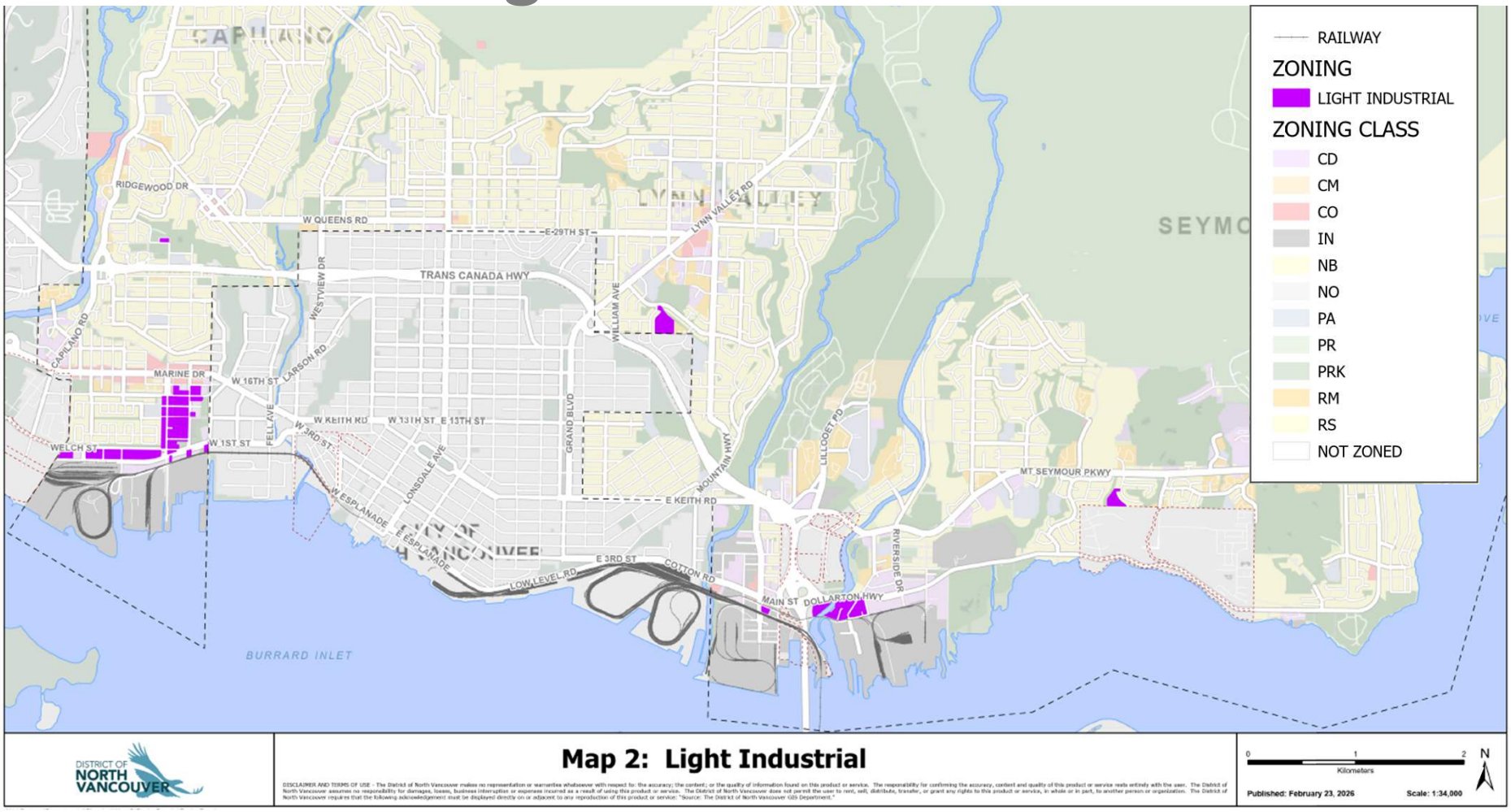
Conclusion: Light Industrial Zone (Applied to Existing Light Industrial Areas)

Recommendation:

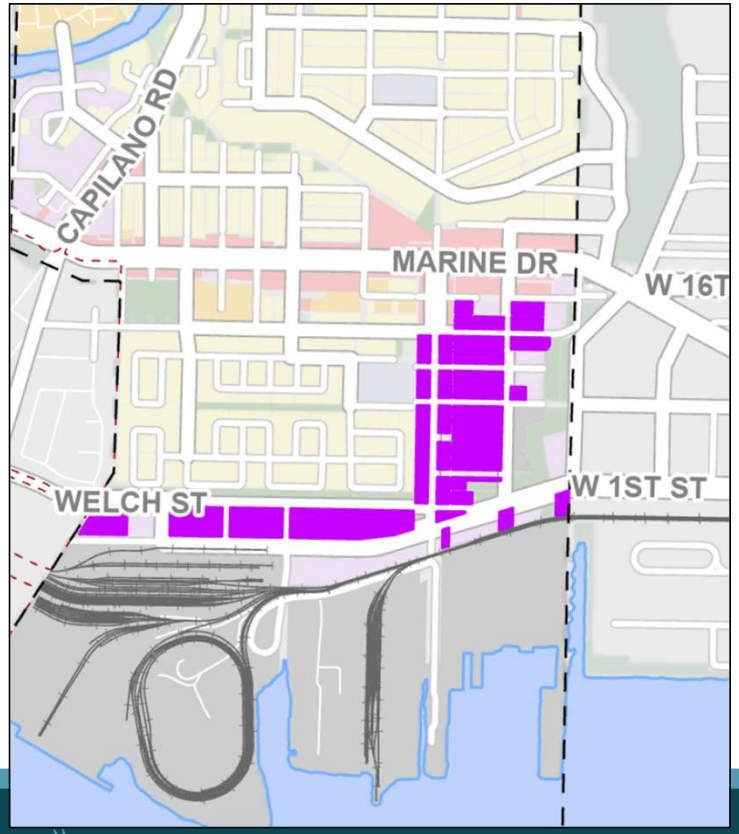
- Keep Focus on Light Manufacturing, Contracting and Repair oriented uses
- Tighten restrictions on non-industrial uses including:
  - Child Care and Children's Programming
  - Fitness
  - Retail
  - Restaurant

Light Industrial
4 storeys
Focus on light industrial business including auto repair, contractors, light manufacturing
RESTRICTIVE
Replaces: EZ-LI and I3
Is applied now

Application of the Light Industrial Zone



Application of the Light Industrial Zone





RAILWAY

ZONING

LIGHT INDUSTRIAL

ZONING CLASS

CD
CM
CO
IN
NB
NO
PA
PR
PRK
RM
RS
NOT ZONED

Business Park Zoning - *Phase 2*

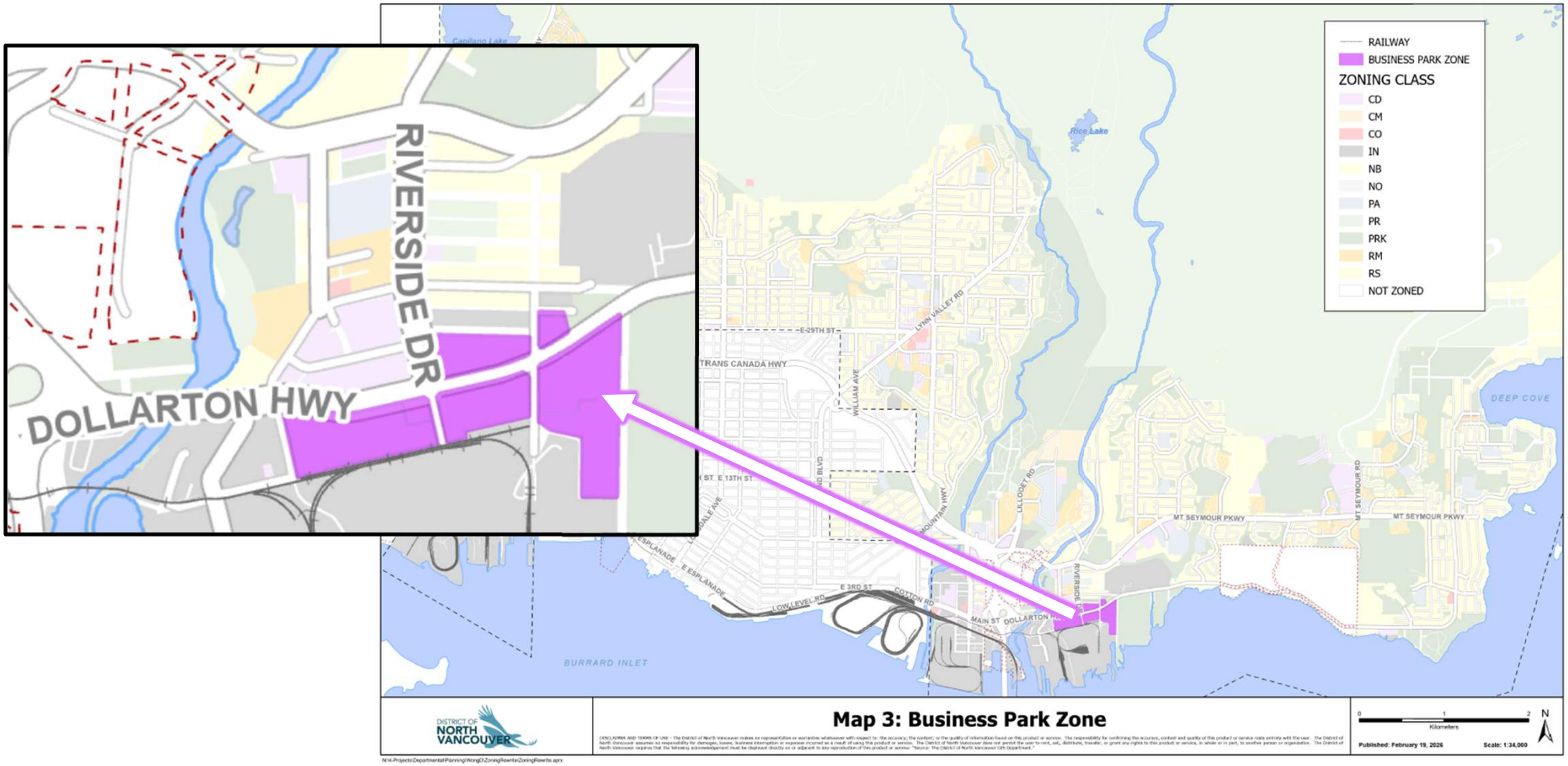
- More Permissive
- Intended as a mix of commercial and industrial uses
- Minimal change to uses in existing CD zones
- Potential increase in heights and density





Business Park
4-6 storeys
Permits a mix of Light Industrial and Commercial
Potentially PERMISSIVE
Replaces: existing CD Bylaws
Is applied in Phase 2

Application of Business Park Zoning - *Phase 2*

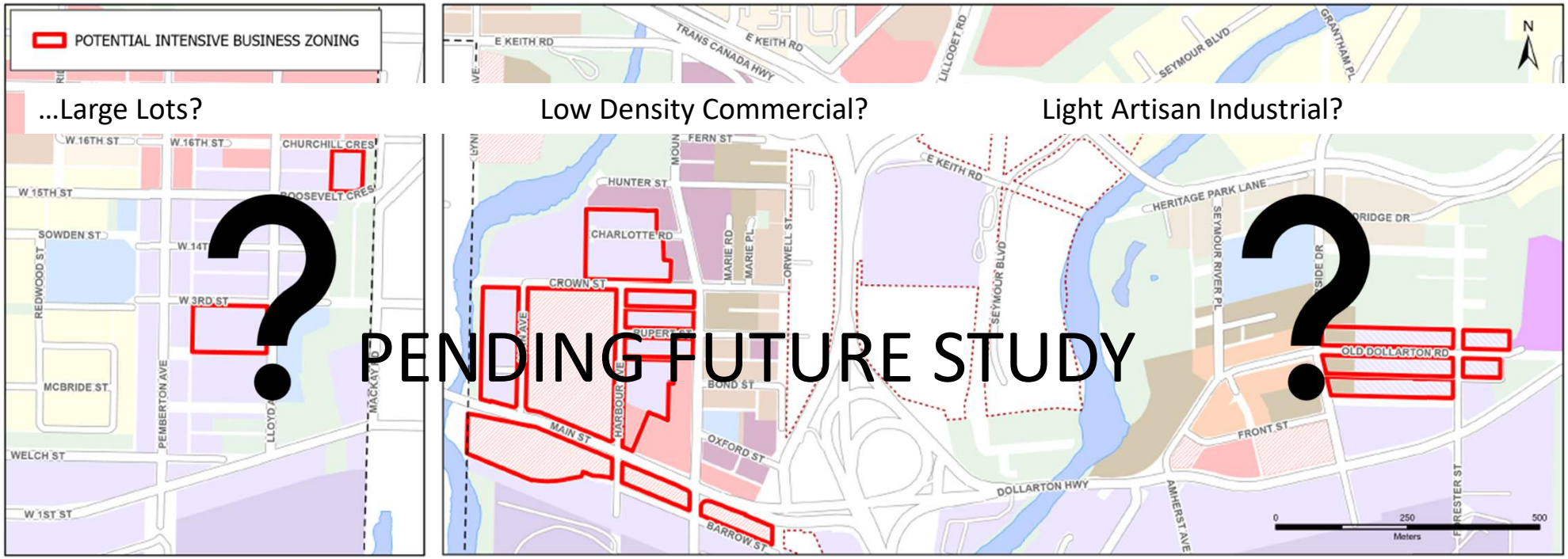


Intensive Business Zoning – Phase 2 and Beyond

- Through future OCP and Local Plan processes consider opportunities for focused redesignation of limited light industrial and commercial sites that may be suitable for more intensive commercial development



Potential Application of Intensive Business Zoning



Conclusion:
Should we restrict Light Industrial uses?

Recommendation and Alternatives	
a) Amended **Recommendation: Update Light Industrial Uses to better protect Light Industrial Lands**	☑

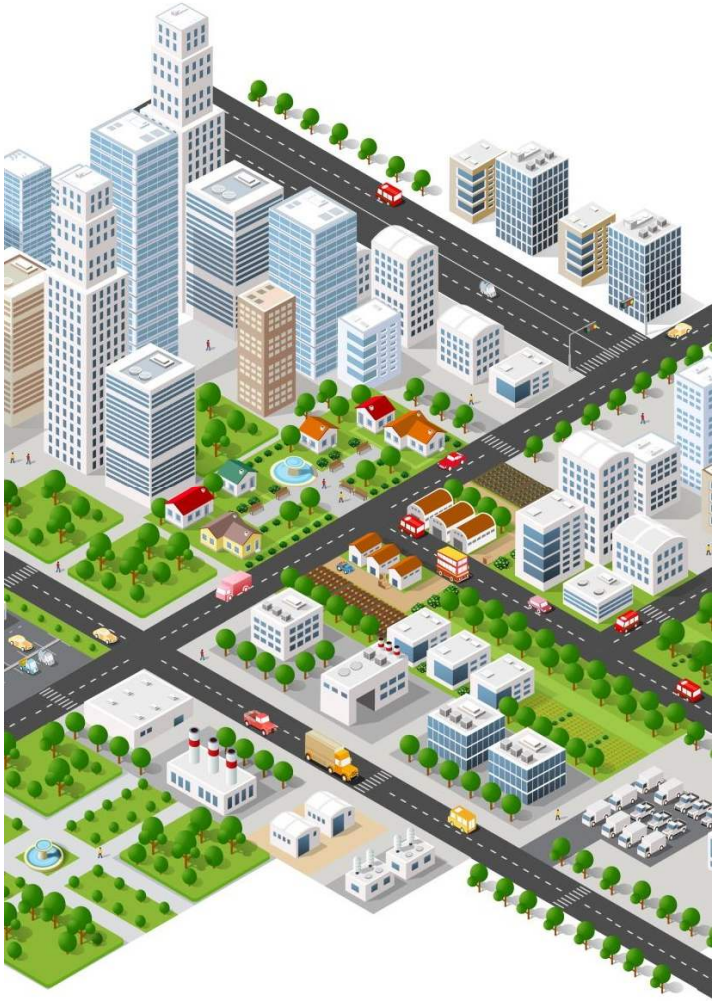


3. Overview of Parking and Mobility

STEP ONE MOBILITY
PLANNING AND ENGINEERING

Mobility in the Zoning Bylaw

- Regulates how people and goods move between streets and buildings
- Parking space requirements are critical, but also includes goods loading, passenger loading, bicycle parking, accessibility, and design
- A holistic approach serves all travel modes and abilities in a context sensitive way



Opportunities



Add requirements for missing land uses. Align requirements with new zones



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Respond to transit and growth areas



Strengthen goods loading and passenger loading requirements



Improve clarity and consistency

Right-Sizing Parking Requirements

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- Parking congestion
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- Reduced access for those who prefer to or must drive
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- Challenges finding appropriate housing
- Developer uncertainty about the 'right' amount of parking

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- Balanced approach
- Reflects recent DNV policy direction
- Meeting functional demand for vehicles
- Allow market to play a role
- Support desirable economic development
- Support long-term mode shift
- Maintain what is working well



How Requirements Were Developed

Synthesis of information from multiple sources,

- Existing District alternative parking rate policy
- Established practices
- Local data from new surveys and recent studies
- Requirements in regional municipalities

Application is context sensitive with respect to growth centers and transit oriented areas.



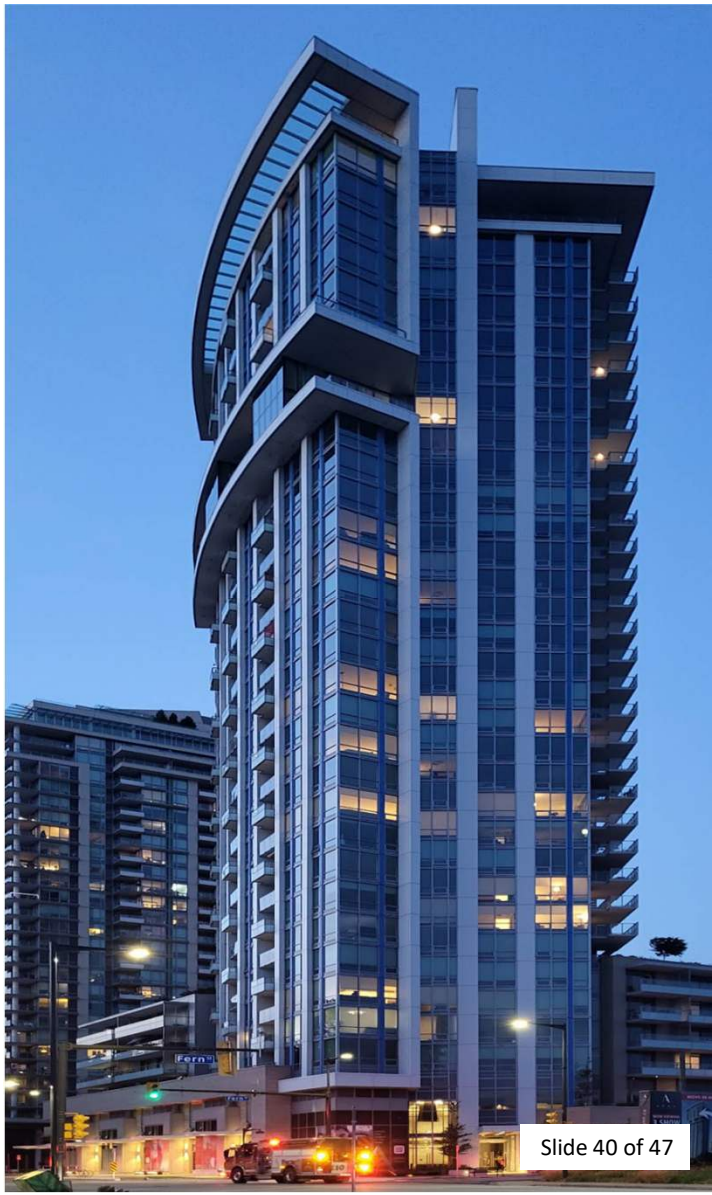
Residential Parking

Three geographic areas:

1. Typical District-wide rates
2. Reduced rates in town and village centres
3. No resident parking in TOD areas (Provincial requirement)

In all geographic areas:

- Reduced rates for rental and social housing
- Simplified per unit requirements



Residential Transportation Demand Management (TDM)

Balance residential parking reduction near transit with TDM *requirements*

- TDM Requirements focus on:
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  - Cost Clarity – Programmatic requirements with predictable costs (e.g. transit passes, car share memberships).
  - Geographic focus – Growth areas and TOAs

Commercial Parking

Address existing challenges with commercial use lease-up and change of use due to different parking rates.

- Simplified Rates
- New *blended* parking rates
- Greater clarity and certainty for leasing
- Builds on established practice in DNV



Industrial Parking

Address similar challenges with industrial lease-up, and change of use over time.

- Old buildings have parking supply challenges
- New buildings generally operate better
- Studies underway to assess potential refinements
- Move towards blended parking rates based on surveys, existing practices, and comparable municipalities



Institutional Parking

New and modernized rates

- Schools – Rationalize parking rate per floor area
- Daycares – Include passenger pick-up drop-off
- Arts & Culture – Update rates based on regional precedents and data



Goods and Passenger Loading

Challenges:

- Only one loading space size,
- Challenges with functionality
- No passenger loading
- No specific requirements by land use

Key Changes:

- Add small (van) and large (tractor-trailer) loading space
- Improve functionality of space requirements
- Add passenger loading spaces (e.g. Uber/Lyft)
- Add New land-use specific requirements



Bicycle Parking

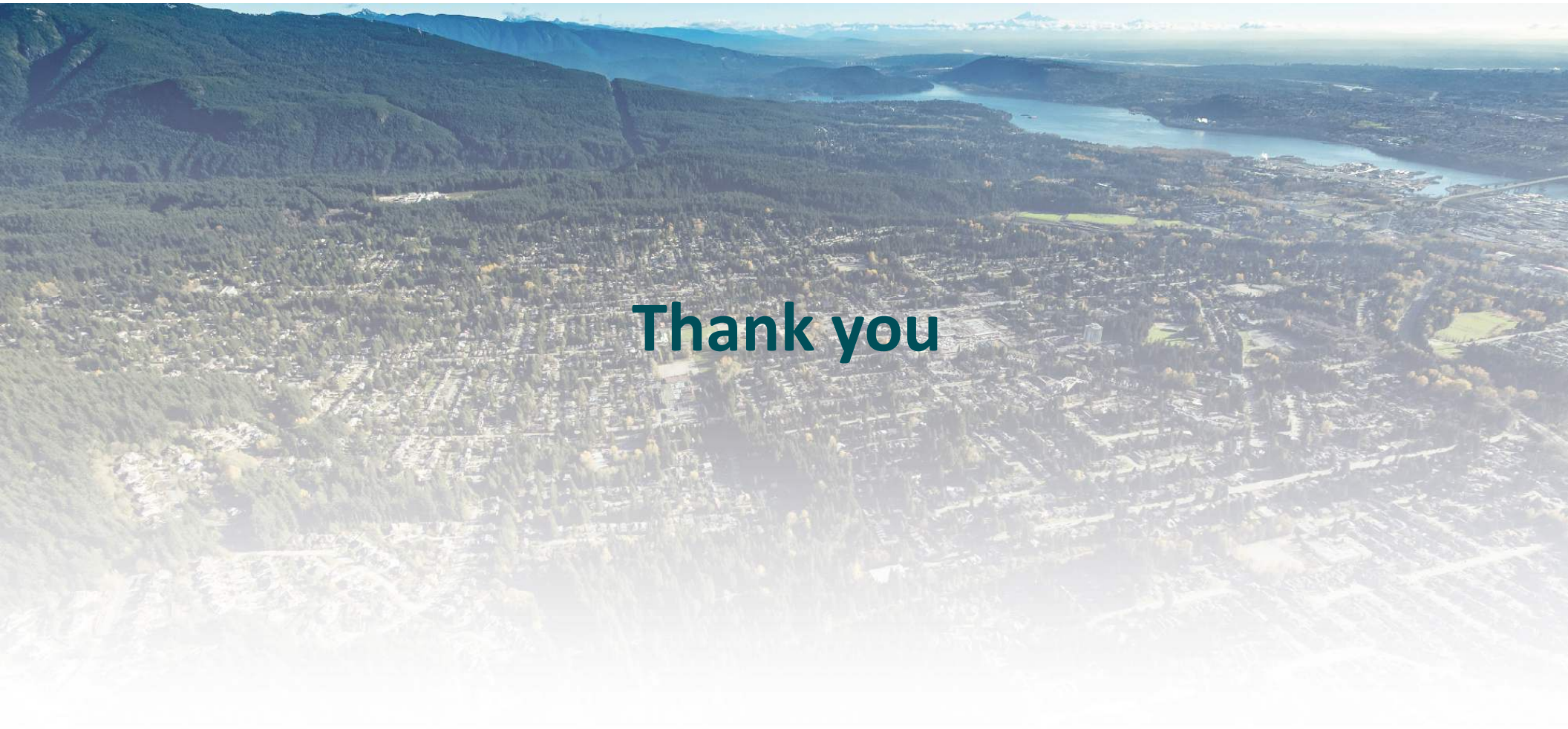
- Existing Bicycle Parking Policy consolidated into Zoning Bylaw
- Updated and simplified requirements based on available data and regional precedents.
- Bike repair, wash stations, end of trip facilities, now required





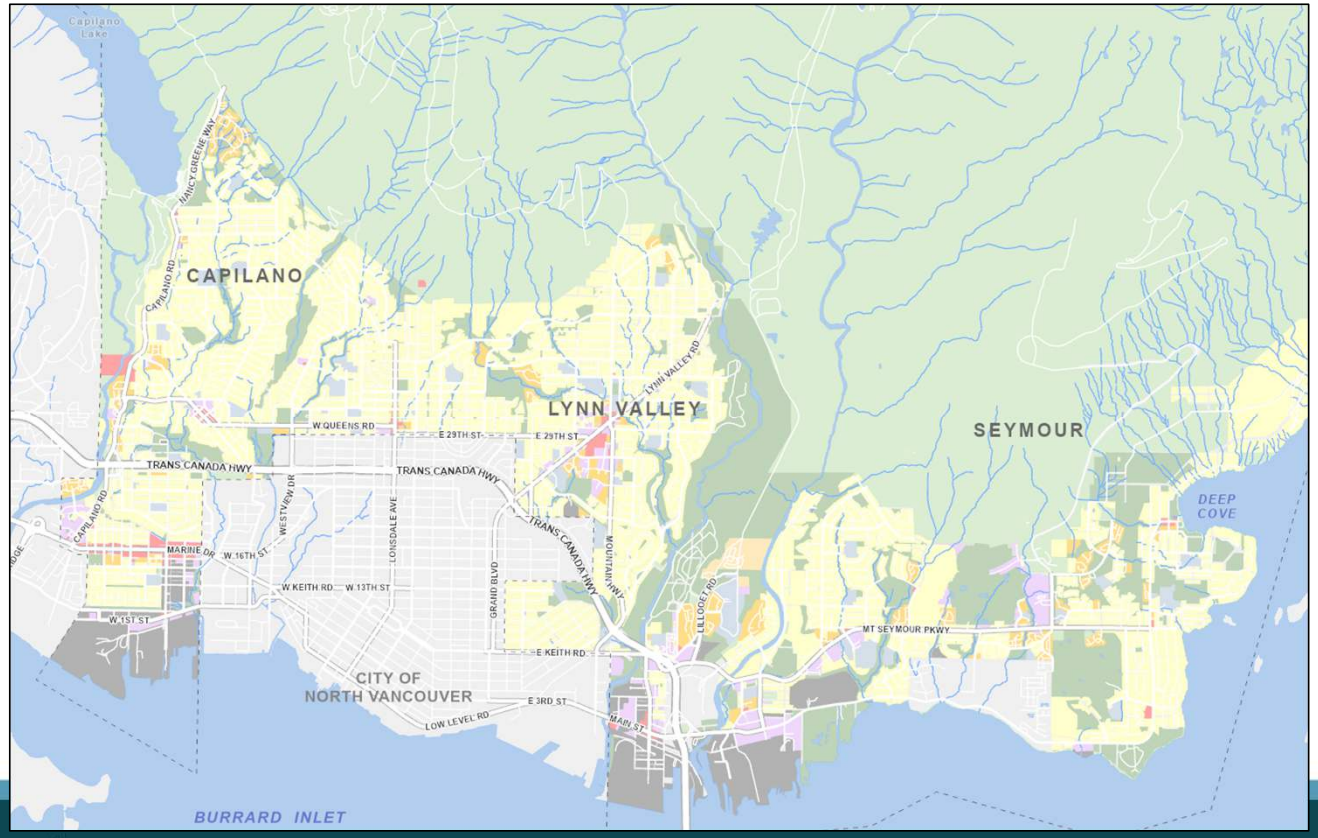
Questions?

End of *'Parking and Mobility'* Section



DISTRICT OF NORTH VANCOUVER

A Planned Transition



Transition Table

This table illustrates the comparable zone in the new zoning bylaw. The zoning of inidividual sites may vary depending on exisiting use, location and OCP designation.

1965 Zones	Proposed 2026 Zones
Single Family Residential (RS 1,2,3,4,5 + Neighbourhood zones)	Detached Residential
Outside Urban Containment Boundary (UCB)	R1- Rural & Suburban Detached Residential
Inside UCB but SSMUH Exempt	R2 - Urban Detached Residential
Within SSMUH	R3 - Residental Houseplex
	Multi-Family Residential
Multi-Family Residential (RL/RM 1,2,3,5,6,7)	R4 - Residential Townhouse
	R5 - Residential Stacked Townhouse
	R6 - Residential Low-Rise
Multi-Family Residential (RH2)	R7 - Residential Mid-Rise
	R8 - Residential High-Rise
----------	C1 - Core Commercial
Commercial (C1,C1A,C1L,C2,C3,C3A,C6,C9,C10/VC-DC/VC-G)	C2 - General Commercial
Commercial (C7)	C2 - Commercial (Varies by location)
Corner Store Commercial (C1B)	C3 - Local Commercial
Tourist Commerical (C4)	C4 - Hotel
Entertainment Commercial and Entertainment and Outdoor Tourist Attraction (C5/C5A - Capilano Suspension Bridge)	SP - Specialized Tourism & Recreation
Grouse Mountain (PRO)	
Mount Seymour (PRO)	
Special Purpose Park (SP)	PR - Parks and Outdoor Recreation
Community Park (CP)	
Neighbourhood Park (NP)	
Natural Parkland (NPL)	NP - Natural Parkland
Parks, Recreation & Open Space (PRO)	
Cemetery (CM)	CE - Cemetery
Public Assembly (PA 1,2,3)	Institutional - General
	Institutional - School
	Institutional - University
Waterfront Industrial (I1)	I3 - Heavy / Port Industrial
General Industrial (I2)	
Employment Zone - Industrial (EZ-I)	
Light Industrial (I3)	I2 - Light Industrial Zone
Employment Zone - Light Industrial (EZ-LI)	
Interim Industrial (I4)	No Change (Addition to Reserve lands)
Comprehensive Development (CD) [Some]	Business Park (Phase 2)
Comprehensive Development (CD) [Remainder]	No Change

YZ1

Planned Transition – Example – Marine Drive

Matching the Existing Development Potential

From C9 (1965 Bylaw)

to

General Commercial (C2)
(Proposed 2026 Bylaw)



Slide 50

YZ1 suggest inserting a slide ahead of this one, following the general DNV map, to show the extent of Marine/Cap general C zone area.

Yan Zeng, 2026-02-23T16:45:12.146

YZ1

Planned Transition – Example – Lynn Valley Townhouses

Matching the Existing Building Form

From RM (1965 Bylaw)
to
R4 Townhouse Zone
(Proposed 2026 Bylaw)



Slide 51

YZ1 Suggest delete this slide as it is confusing and not focused on commercial zones anyway.
Yan Zeng, 2026-02-23T16:44:10.238

“Pre-zoning”

- Pre-zoning is where sites are zoned to a higher density in accordance with the OCP.
- Pre-zoning works well in partnership with an OCP or Local Plan update when park and road locations are well understood.
- Pre-zoning could be a later phase of work associated with policy and/or plan updates.

AGENDA INFORMATION		
✓ Council Workshop	Date: April 7, 2026	
❒ Finance & Audit	Date:	
❒ Advisory Oversight	Date:	
❒ Other:	Date:	

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COMMITTEE

March 25, 2026
File: 09.3900.30/003.001

AUTHOR: Tamsin Guppy, Senior Development Planner
Neonila Lilova, Business and Economic Development Manager

SUBJECT: **Zoning Bylaw Rewrite – Commercial Zoning Options**

RECOMMENDATION:

THAT the March 25, 2026 report titled "Zoning Bylaw Rewrite – Commercial Zoning Options" is received for information.

AND THAT Council provide staff with direction on regulations for commercial zones.

REASON FOR REPORT:

Staff are returning to Council with information requested at prior Council Workshops on the Zoning Bylaw Rewrite (February 10 and February 23, 2026) related to Commercial Zoning, with a focus on:

1. **Businesses in the District's Commercial Areas** – an overview of existing businesses in the District's commercial areas, trends driving uses, and the importance of maintaining business diversity.
2. **Regulatory Approach in Support of Business Flexibility and Adaptability** – a brief background on how zoning terminology can help provide business flexibility.
3. **Drivers of Vibrancy** – a list of the conditions present in vibrant commercial areas.
4. **Where Businesses Locate –** a brief overview of the distribution of businesses in the District.
5. **Case Studies of Vibrant Commercial Areas** – a review of five Metro Vancouver commercial areas that are considered vibrant and the conditions supporting vibrancy.
6. **Business Perspective** – A summary of input from industry on regulating commercial areas.
7. **Impacts of Becoming Non-conforming** – discussion on the impacts to businesses and District processes and staff levels from creating non-conformance.

8. **Regulatory Options** – Four Options for Council's consideration that include different methods of regulating businesses.

SUMMARY:

Based on further analysis of existing businesses, market conditions and economic trends, industry input, subject matter expert analysis and comparable jurisdictions, staff have developed four options for regulating Commercial Zones. All four options can be considered independently but to achieve the District's goal of achieving vibrancy in commercial areas while maintaining residents' access to services, minimizing negative impacts to businesses and restricting additional regulatory burden, staff are recommending a combined approach that would consist of Options 1, 2 and 4.

All four options can be considered independently

1. **Option One – Minimal Zoning Restrictions** – this is the most permissive option and is in line with Lower Lonsdale regulations. This option will apply as the Zoning Bylaw is enacted, and will require commercial space and building designs that support the pedestrian experience, but the location of commercial use (upstairs/ downstairs etc) is not regulated.
   - This option has minimal impact on existing businesses.

2. **Option Two – Introducing More Restrictions as Sites Rezone/Redevelop** - This option will be brought in on sites as they redevelop and add second storey commercial space. This option introduces restrictions on office style uses (Office, Health Services, and R&D) and on Child Care, limiting these uses to the upstairs or side street locations. This is similar to the requirements used in Vancouver for 4th Avenue where additional restrictions are considered as sites redevelop.
   - This option has low impact on existing businesses.

3. **Option Three – Introducing Restrictions to All Commercial Sites** – This option would apply both upon enactment of the bylaw and as sites redevelop. This option would introduce the same restrictions as option two but apply them to existing sites and businesses across the District in addition to applying these more restrictive regulations as sites rezone. This option includes restrictions on office style uses (Office, Health Services, and R&D) and on Child Care, limiting them to the upstairs or side street locations.
   - This option has significant impact on existing businesses, having direct and indirect impacts to approximately 692 businesses within the District.

4. **Option Four – Strengthening Design Guidelines to Support Vibrancy –** This option can be stand-alone or in addition to any of the above options, and explores strengthening existing Design Guidelines to ensure commercial buildings are designed with store front style facades that support the pedestrian experience. This tool is similar to the approach used in other municipalities to support vibrancy while giving businesses flexibility.
   - This option has minimal impact on existing businesses.

BACKGROUND:

- Report titled "Zoning Bylaw Rewrite – Project Update" dated January 21, 2026 and presented at the February 10, 2026 and February 23, 2026 Council Workshops.
- Staff presentation from February 10, 2023 Council Workshop.
- Staff presentation from February 23, 2023.

EXISTING POLICY:

The commercial and industrial updates to the proposed Zoning Bylaw support multiple District policies and initiatives, including:

Official Community Plan (2030)

- Objective 3 – enabling a diverse range of economic uses within employment lands (3.3) and ensuring a high-quality business environment in employment lands (3.4); and
- Objective 8 – ensure a diverse and resilient local economy, including maintaining the attributes of a competitive community.

Economic Development Strategy

- Objective 1 – Create Employment Space, including updating of land use policies and regulations to create additional commercial space; and
- Objective 2 – Improve Business Services, including modernization and streamlining of permitting and licensing regulations.

The Zoning Bylaw Rewrite also reflects the key objectives of the Development Application Process Review (DAPR) initiative, including streamlined development approval processes with increased timeliness and effectiveness, improved predictability, improved transparency about time and cost, and enhanced customer satisfaction.

DISCUSSION:

1. Businesses in the District's Commercial Areas

There are approximately 1,500[1] businesses currently located in commercial areas in the District of North Vancouver (on commercial and CD zoned land). Below are key findings of how various commercial uses on commercially zoned land are distributed in the District's commercial areas, with additional data included in Attachment A – *Review of Business Licence Data*.

[1] Unless stated otherwise, business counts data is generated form the District of North Vancouver Business Licenses and GIS Databases for 2025.

1.1 Distribution of District Businesses by Zoning Category

The following table shows the number of businesses by their use-category as defined in the Zoning Bylaw. The uses have been loosely grouped into traditional "vibrant" uses of restaurant and retail uses which make up 349 businesses, and those less vibrant, uses that support the community (and in this report are referred to as "supportive" uses) that include 1,004 businesses. By understanding this split in businesses, we can better quantify the potential impacts of the alternative regulatory Options included in this report for limiting the location of uses in commercial areas.

The right-hand column also speaks to whether the use needs, or benefits from a location at grade which also informs the subsequent discussion on which uses might be suitable for restricting.

Zoning "Use" Category	Number of Businesses	Business Typology Requires an "at grade" Location
Vibrant Commercial Uses	**349**	
Food and Beverage (restaurants and cafes)	150	Adds vibrancy if located at grade
Retail	199	Adds vibrancy if located at grade
Supportive Commercial Uses	**1004**	
Animal Care Service	15	Requires direct access for pets
Arts and Culture	11	
Auto Services	13	An at grade service
Child Care Services	23	
Financial Services	46	
Fitness and Sport	33	
Fuelling Service (gas station)	13	An at grade service
Health Care Services	331	
Hotel	4	
Instructional Services	70	
Office	332	
Personal Service	107 (mix of vibrant and supportive)	Potential to add vibrancy if located at grade (e.g. barber shops)
Research and Development	6	
Service Use	**47**	Typically, at grade/ but not typically permitted in commercial zones
Industrial	**127**	
Total	**1540**	

The presence of vibrant and supportive uses differs among the various District commercial areas, in part due to the stage of neighbourhood development and the existence of office buildings. Further detail is in Chart 2 of Attachment A.

Interestingly, shopping centres (such as Lynn Valley Centre, or Parkgate Shopping Centre), where the owners of the malls have the ability to manage the tenant mix, also have a similar mix of businesses with ground floor commercial units being leased to health care providers

(dentists and optometrists), animal care (vets), personal service businesses (hair salons, nail care etc.) and offices (lawyers, insurance brokers, etc.).

1.2 Geographic Distribution of Businesses

Businesses in the District's commercial zones are evenly split between the town and village centres and areas outside of the town and village centres. Nearly half of the businesses located outside of the town and village centres are concentrated in the Marine Drive corridor commercial area, with the remaining businesses distributed between Maplewood and other smaller commercial areas such as the Delbrook, Parkgate, Queensdale, Deep Cove, and other neighbourhoods (Charts 3a and 3b, Attachment A).

1.3 Economic Resilience and the Importance of Business Diversity

The District benefits from a diverse range of businesses in our commercial areas. Business diversification makes our local economy more resilient to changing economic conditions. The growth of on-line shopping is shrinking the traditional physical storefront retail sector, and rising costs and larger economic trends are impacting the restaurant industry. Having a mix of services that give people reasons to still go to shopping areas, such as getting a haircut or visiting the dentist, helps bring customers into the shopping area when more traditional retail and restaurant sectors are shrinking. (See Attachment B – *Market Input from B&A Consultants*.)

Over two-thirds of District businesses serve the local population and therefore require commercial locations that provide proximity to their customer base. The availability of, and cost of real estate, combined with the cost of inputs in a volatile economy, play a critical role in the decision to start, locate, or grow a business.

Locally owned retail shops and restaurants are becoming an increasingly challenging business model, with slowing demand, high input costs, and narrow margins named as the primary factors threatening those businesses[2]. By contrast, health and personal services[3] are among the few growing segments of opportunity[4] in the commercial sector.

At the District level and in line with demographic, regional, and national trends, supportive commercial businesses have grown faster (15%) than vibrant businesses (6%) over the last 5 years (Chart 4, Attachment A). In 2025, there were almost as many Health Care Service (331) and Office (332) business as Food and Beverage Service (150) and Retail (199) businesses combined in the District (Chart 3a, Attachment A). These trends are indicative of the demand for the types of uses in commercially zoned areas and the requirement to accommodate these types of businesses to serve the full gamut of shopping, service, and amenity needs of District residents.

[2] BC Restaurant and Food Services Association – Member Survey (November 2025)
[3] Statistics Canada – The Daily – Retail Trade (December 2025)
[4] Retail Insider – Healthcare Retail Expansion Surges as Traditional Stores Face High Vacancy Rates (March 2026)

Additional analysis on the pressures that affect the functioning and makeup of existing business clusters and the risks associated with narrowing commercial permissions has been prepared by B&A Consultants and is enclosed in Attachment B.

2. Regulatory Approach in Support of Business Flexibility and Adaptability

About 15 years ago, the District heard from many businesses that wanted to expand or change their business model and could not because the use classes were too narrowly defined. Since then, the District has introduced (in CD Zones and the Employment Zones) modern, broader definitions that make it easier for businesses to evolve and reduce municipal involvement in business decisions. This approach will be expanded to all zones with the update to the Zoning Bylaw.

Two examples of the application of these broader terms and their benefit are included in the table below (the full list is found in Attachment C - *Commercial Use Categories*):

Common Term	Zoning Use Category	Benefit of Broader Definition
Doctor Dentist Physiotherapist Optometrist Massage Therapist	Health Services	Health Service businesses frequently see practitioners coming together to work out of a single location and provide services to their clientele. **Example:** *Blue Sky Physiotherapy and Wellness* Centre provides a mix of health services including physiotherapy, massage therapy, and counselling.
Hairdresser Barber Shop Brow and Lash Bar Skin Care Clinic Beauty Salon	Personal Service	Personal Services operations are regularly evolving as trends, science and demographics change business models. **Example:** *The Bare Lab* includes waxing, lashes, eyebrow treatment, spray tans, and makeup.

3. Drivers of Vibrancy

Looking at the most vibrant parts of the District, and other popular shopping areas in Metro Vancouver, vibrancy is driven by a variety of factors (see below, Section 5 for more information on Five Case Studies and Attachment D):

- **A key destination**: Most vibrant areas have a reason for people to visit. For Lower Lonsdale, it is the SeaBus and the Shipyards; for Dundarave, it is the proximity to the beach. But in some cases, it is an “anchor” business, typically a large supermarket, that draws customers to the area.
- **Comfortable public realm**: Wide sidewalks, buffered by street trees, and bike lanes give pedestrians a greater sense of comfort and an ability to linger when strolling through a commercial area. Where shopping streets are busy, several municipalities

have also started opening pop-up plazas on the side streets to support the main street while recognizing the transportation function of the corridor.

- **Neighbourhood Character:** Existing characteristics supported by a Local Area Plan, or Local Design Guidelines, can help strengthen the "sense of place." Edgemont has candy cane streetlights, that make Christmas shopping in Edgemont extra special. Granville Island has successfully integrated old industrial buildings into the fabric of the place.
- **Building Design:** While there were a mix of old and new buildings, tall and short buildings in the areas studied, the most vibrant spaces had buildings next to sidewalks and not set back behind parking.
- **Things to Look At and Pride of Place:** The most vibrant places surveyed had the most outdoor patios, and the most interesting window displays making the area fun to visit. For example, on Main Street in Vancouver, a diverse mix of businesses took pride in their frontages and took on the challenge of adding window displays, benches, planters, or a "joke of the day" to add to the charm of the area, regardless of the type of business. In these areas, vibrancy is not due to the type of use (retail vs. artisan) but to the approach taken to a business's storefront.
- **Business Mix:** All of the areas visited and surveyed had a broad mix of uses, with every area having a combination of vibrant and supportive commercial uses. In many cases, additional civic uses like places of worship, community centres, legions, and other uses drew people to an area but may not in themselves be perceived as "vibrant." It was clear that every successful area did include retail, restaurant, and personal service uses.

4. Where Businesses Locate

There are three primary locations for businesses in the District of North Vancouver:

- Home based businesses operate out of residential zones but are limited in size, scope and ability to display product and attract customers.
- Industrial (service, manufacturing, port oriented) businesses are located in and limited to industrial lands.
- Almost all other businesses are located in commercially zoned and mixed-use areas which are intended to be areas that support a mix of businesses to grow our local economy and support our residents.

A table illustrating where businesses by zoning category are permitted is in Attachment E – *List of Permitted Uses By Zone*.

With low vacancy rates and high lease rates, businesses don't always have their first choice for an ideal location, but to the degree that choice is available, businesses look for:

- Proximity to customers / clients or a "catchment area"; and
- Proximity to service, recognizing that staff and customers benefit from proximity to the mix of services found in town centres.

Many of the supportive businesses that serve the community take advantage of less prominent commercial locations, choosing less expensive upstairs, side-street or tucked away commercial space. However, two key factors make businesses choose at-grade commercial space are:

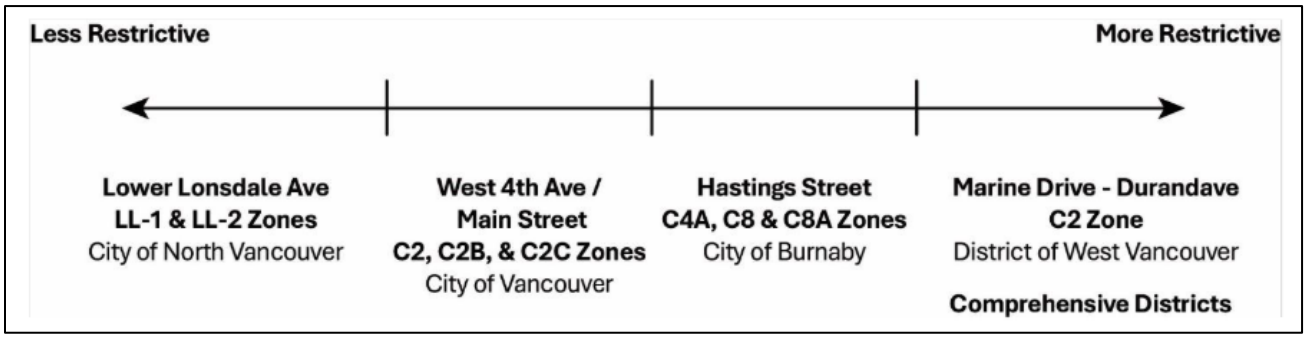
a) Lack of available upstairs/side street options; and
b) Need for a high-profile location.

The need for a high-profile location is especially critical for new businesses that may not have a client base. As businesses develop their client base, they may then relocate to a less high-profile and less costly location.

5. Five Case Studies of Popular Shopping Districts in the Region

To determine the value in regulating commercial zones to restrict uses by location (upstairs, side street, number per building or per block) a detailed analysis of 5 popular shopping districts – Lower Lonsdale, Dundarave, West 4th Avenue in Vancouver, Burnaby Heights and Main Street in Vancouver – was conducted. The review compared what was occurring on the ground to the actual zoning regulations and explored other factors that led to the relative success of each area. A summary of the findings is provided in Attachment D.

The study did not find any correlation between restrictive zoning and successful and vibrant shopping areas. Both Lower Lonsdale and Main Street (Vancouver) are considered popular places to spend time, with these areas having the most permissive zoning regulations.



The following table compares the key findings in terms of available regulatory tools (recognizing that none of the case studies used all of the tools) with the District's proposed Commercial Zones and existing Design Guidelines:

Regulatory Tool	Is this Proposed for DNV?
Minimum requirements for Commercial Space	**Yes**, a minimum requirement for employment generating floor space is proposed to help maintain and grow the supply of commercial space.
No Dwelling Units permitted at Grade	**Yes**, Dwelling Units will be prohibited at grade

Regulatory Tool	Is this Proposed for DNV?
Buildings relate to the sidewalk and help frame the street	**Yes**, proposed Zoning setbacks and existing Design Guidelines ensure new projects support the pedestrian realm.
Buildings frame smaller "units" while permitting businesses to stretch across multiple units	**Yes**, the District's existing Design Guidelines require a rhythm of small CRUs but do not prevent businesses from expanding into adjacent units.
Minimum requirements for glazing on building facades	**Yes,** the District's existing Design Guidelines require a strong relationship to the street.
Maintaining views into the unit (not used in any of the case study areas)	**Not at this time**. This requires significant education and enforcement to be effective, especially for south facing units which often lower blinds to reduce glare or heat inside the commercial space. However, the District's Sign Bylaw does have enforced limits for window signs to ensure signage does not become the dominant view.
Supporting Neighbourhood Character and enhancing the "sense of place"	**Yes**, the District has unique design guidelines for each town and village centre to reinforce neighbourhood character.
Restricting Uses as sites redevelop/ rezone (for example requiring in a new develop that child care or office use be on the second floor)	**This is Option Two for Council's consideration.** The proposed Core Commercial zone to be used as properties rezone, could restrict some uses to side street or upper storey locations.
Restricting specific uses (typically child care, or office style uses) at grade and only permitting them upstairs or on side streets.	**This is Option Three for Council's consideration**. The General Commercial zone could include restrictions for a limited number of less vibrant uses, recognizing that each category of uses that is restricted results in real impacts to existing businesses.
Restricting uses per building or per block (the West Van model)	**No**, this is not recommended as an option for the District. This is very labour intensive for the applicant and results in longer and more complex processing times as it requires a detailed knowledge of regulations and existing conditions for an entire block or sub-area. These types of regulations also come with a variety of unintended negative side effects for the long-term viability of businesses caught by these regulatory constraints.

6. Business Perspective

Staff conducted webinars with local industry representatives to discuss the upcoming changes to the Zoning Bylaw. A follow up webinar was also held on March 23 to have a more focused discussion of commercial zoning and the potential to regulate the location of specific less vibrant uses. Key findings from those discussions and inputs are outlined in this section

and additional insights from the targeted industry poll on commercial zones is included in Attachment F.

- **Protect Development Rights:** Industry representatives not only supported the general principle of the zoning bylaw update to maintain density and development rights, but also specified that a reduction in permitted uses also equated to "down-zoning" and was not supported. *In a poll of industry representatives, 90% did not support restricting permitted uses in commercial areas.* The lack of location options for current businesses and the costs to deliver second storey commercial were cited as key reasons. Industry representatives were unanimous in stating that, if changes to commercial uses are to be made by the District, they should only be introduced as sites redevelop and more second storey commercial space is created.

- **Expand the Pie:** Recognizing low vacancy rates (sustained at < 2%) and limited choices, businesses want more, not fewer, choices to locate in the District, as well as greater flexibility of uses and associated regulations in choosing a location.

- **Streamlined Regulations:** Businesses consistently express a desire to see simpler, more flexible and easier to use regulations, as well as quicker and simpler permitting processes. Businesses do not want additional or more complex regulations as a result of new zoning restrictions and additional permitting requirements.

- **Loss of Local Businesses**: Narrowing the list of possible locations for a business is problematic and poses a risk to their operational viability and ability to remain in the District. The impacts are worse when vacancy rates are low and alternative locations are relatively limited or non-existent.

7. The Impacts of Becoming Non-Conforming

When zoning regulations are updated and a use is no longer permitted, any existing businesses in that use category become "legally non-conforming." These businesses have the right to continue to operate but that right is limited, as follows:

- Businesses cannot relocate (unless they relocate to a zone / municipality where the use is permitted).
- Businesses cannot expand outside of the existing building or intensify the use on the "non-conforming" site.
- Businesses cannot operate after a pause of greater than 6 months, or open a new similar business in the same location after conducting renovations.
- Limitations on additions or structural alterations to buildings containing a non-conforming use.

The impacts of becoming non-conforming were also discussed with industry. Many of the industry representatives' comments reflect the research to date. Respondents state that becoming "legally non-conforming" leads to:

- Reduced opportunities for existing businesses to expand or intensify use on site or elsewhere in the District.
- Significant barriers for new businesses to open[5] in the District and existing businesses to re-locate[6].
- Inability for businesses to evolve and add now non-conforming uses.
- Greater difficulty securing loans for tenant improvements or upgrades.
- Potential for further escalation of lease rates due to reduction in the supply of locations, and/or the landlord recognizing that then tenant has no option to move.
- Potential for businesses to leave the District.

8. Regulatory Options

The following sections contain four regulatory options, including: three options for regulating permitted uses and one option for regulating through design. Based on the above analysis all four options can be considered independently but to achieve the District's goal of achieving vibrancy in commercial areas while maintaining residents' access to services, minimizing negative impacts to businesses and restricting additional regulatory burden, staff are recommending a combined approach that would consist of Options 1, 2 and 4.

Option One – Minimal Zoning Restrictions (Recommended)

Option One would apply upon enactment of the bylaw to commercial sites across the District. This option does not restrict commercial uses by location. This option recognizes that all commercial use categories serve residents and that there are currently few alternatives for businesses (including those less vibrant supportive commercial uses) to locate upstairs or on side streets, so this option does not restrict or place locational criteria on any commercial uses, but it does:

A. Prohibit Residential Dwelling Units and Live Work Units on the ground floor (in the General Commercial zone) or on the lower 2 floors (in the Core Commercial Zone) to maximize commercial space and opportunities for more vibrant street fronts.
B. Require a minimum floor space ratio (FSR) of employment generating floor space to ensure new commercial floor space is built over time.
C. Ensure buildings are designed to frame the street and support the pedestrian experience with appropriate setbacks and in keeping with Design Guidelines.

[5] Approximately 250 new businesses start up in the District every year (District Business License Data)
[6] Approximately 50 existing businesses re-locate in the District every year (District Business License Data)

Option One – Minimal Restrictions on Location of Use Applies Immediately
Uses redirected from the ground level of the main street front to upper floors or side streets are shown in orange
Animal Care Services
Arts and Culture
Child Care Services
Civic Service
EV Charging Hub
Financial Services
Fitness and Recreational Use
Food and Beverage Services
Fueling Service / Gas Station
Health Care Service
Hotel
Instructional Services
Live Work
Manufacturing - Artisan
Microbrewery
Office Use
Personal Service Use
Research & Development
Residential Use
Retail Use
Transit and Ground Passenger Transportation Use
Youth Centre Use

Pros:

- No businesses become non-conforming
- Supports business start-up, retention and expansion location needs
- Enables the addition of employment space
- Does not interfere with market demand
- Is in keeping with Council policies and industry input

Cons:

- Will see the continued location of supportive commercial uses at ground level in place of more vibrant uses.

Option Two: Introducing More Restrictions as Sites Rezone/ Redevelop (Recommended)

To reduce impacts on existing businesses but explore adding use restrictions over time, Option Two introduces restrictions on the location of use at time of Rezoning. In this Option, as properties rezone to the Core Commercial Zone which requires additional commercial space (on the second floor or side street), the resulting zone would require Child Care, Office Use, Health Care Services and Research and Development to be located away from the primary shopping street on either an upstairs or side street location.

Option One – Minimal Restrictions on Location of Use Applies Immediately	**Option Two** – Restrictions on Location of Use Applies at Time of Rezoning
Uses redirected from the ground level of the main street front to upper floors or side streets are shown in orange	
Animal Care Services	Animal Care Services
Arts and Culture	Arts and Culture
Child Care Services	Child Care Services
Civic Service	Civic Service
EV Charging Hub	EV Charging Hub
Financial Services	Financial Services
Fitness and Recreational Use	Fitness and Recreational Use
Food and Beverage Services	Food and Beverage Services
Fueling Service / Gas Station	Fueling Service / Gas Station
Health Care Service	Health Care Service
Hotel	Hotel
Instructional Services	Instructional Services
Live Work	Live Work
Manufacturing - Artisan	Manufacturing - Artisan
Microbrewery	Microbrewery
Office Use	Office Use
Personal Service Use	Personal Service Use
Research & Development	Research & Development
Residential Use	Residential Use
Retail Use	Retail Use
Transit and Ground Passenger Transportation Use	Transit and Ground Passenger Transportation Use
Youth Centre Use	Youth Centre Use

Pros:

- No existing businesses become non-conforming
- Enables the addition of employment space
- Provides more options for less vibrant, supportive uses to locate off the main street

Cons:

- Reduces flexibility
- Reduce options for business
- Harder for some businesses to build up their customer base

Option Three – Introducing Restrictions Immediately to All Commercial Sites

In this option, restrictions of use would be applied to all commercial sites when the new Zoning Bylaw is brought into effect. The restrictions of use would be the same as in Option Two, and include restrictions on Child Care, Office Use, Health Care Services and Research and Development. The difference is that new use-restrictions would be in effect immediately upon adoption of the new Zoning Bylaw, rendering approximately 700 businesses legally non-conforming.

Option One – Minimal Restrictions on Location of Use Applies Immediately	**Option Two** – Restrictions on Location of Use Applies at Time of Rezoning	**Option Three – Restrictions To all Commercial Sites Immediately**
Uses redirected from the ground level of the main street front to upper floors or side streets are shown in orange		
Animal Care Services	Animal Care Services	Animal Care Services
Arts and Culture	Arts and Culture	Arts and Culture
Child Care Services	Child Care Services	Child Care Services (23 existing businesses)
Civic Service	Civic Service	Civic Service
EV Charging Hub	EV Charging Hub	EV Charging Hub
Financial Services	Financial Services	Financial Services
Fitness and Recreational Use	Fitness and Recreational Use	Fitness and Recreational Use
Food and Beverage Services	Food and Beverage Services	Food and Beverage Services
Fueling Service / Gas Station	Fueling Service / Gas Station	Fueling Service / Gas Station
Health Care Service	Health Care Service	Health Care Service (331 existing businesses)
Hotel	Hotel	Hotel
Instructional Services	Instructional Services	Instructional Services
Live Work	Live Work	Live Work
Manufacturing - Artisan	Manufacturing - Artisan	Manufacturing - Artisan

Option One – Minimal Restrictions on Location of Use Applies Immediately	**Option Two** – Restrictions on Location of Use Applies at Time of Rezoning	**Option Three – Restrictions To all Commercial Sites Immediately**
Microbrewery	Microbrewery	Microbrewery
Office Use	Office Use	Office Use (332 existing businesses)
Personal Service Use	Personal Service Use	Personal Service Use
Research & Development	Research & Development	Research & Development (6 existing businesses)
Residential Use	Residential Use	Residential Use
Retail Use	Retail Use	Retail Use
Transit and Ground Passenger Transportation Use	Transit and Ground Passenger Transportation Use	Transit and Ground Passenger Transportation Use
Youth Centre Use	Youth Centre Use	Youth Centre Use
		Total Businesses Impacted: 692

Pros:

- Starts acting on new businesses immediately (i.e. upon bylaw adoption)

Cons:

- Impacts 692 existing businesses in Commercial and CD zones, either rendering them non-conforming or reducing the available locations for them to expand or relocate into.
- Reduces flexibility
- Significantly reduces location options for business
- Introduces challenges for businesses to expand, relocate or build up their customer base
- Substantial and sustained non-conformance management and compliance enforcement costs
- Reduces resident's ability to access various services

Option Four – Strengthening Design Guidelines to Support Vibrancy (Recommended)

Recognizing the importance of creating "store front" style development where all businesses have a frontage that relates to the street, but also avoiding the creation of non-conforming businesses, this option proposes updates to District's Design Guidelines to support a pedestrian friendly street front by:

- Ensuring buildings relate to and frame the street
- Requiring a percentage of glazing on store fronts
- Requiring layouts at time of redevelopment that foster store front designs
- Supporting and building on existing regulations to limit perceived store front width.

This option can also be combined with updates to Local Area Plans and existing neighbourhood based design guidelines to further enhance neighbourhood character and the sense of place within each shopping area.

Pros:

- No businesses become non-conforming
- Adds minimal additional regulation to businesses

Cons:

- Introduces enforcement challenges and costs
- Potential increased regulatory burden to the development review process.

Timing/Approval Process:

Subject to Council direction, staff are progressing work on the Zoning Bylaw update and the work is tracking towards Bylaw Introduction in May/June to facilitate Bylaw enactment within this Council's term.

Concurrence:

This report is prepared with the support of the Economic Development Office.

Conclusion:

The report presents information to address questions raised by Council during the February 2026 workshops and present options for consideration for the future commercial zones that will be part of the Zoning Bylaw Rewrite.

Options:

For Council's consideration and discussion at the Council Workshop Staff are presenting 4 options for potential approaches to zoning regulations that would support vibrancy in our commercial districts. Options One and Three are mutually exclusive but either can work with or without options Two and Four. They include:

1. Option One – Minimal Zoning Restrictions (Recommended);
2. Option Two – Introducing More Restrictions as Sites Rezone/Redevelop (Recommended);
3. Option Three – Introducing Restrictions to All Commercial Sites;
4. Option Four – Strengthening Design Guidelines to Support Vibrancy (Recommended).

Respectfully submitted,

Tamsin Guppy
Senior Development Planner

Neonila Lilova
Business & Economic Development Manager

Attachment A – Review of Business License Data
Attachment B – Market Input from B&A Consultants
Attachment C – Commercial Use Categories
Attachment D – Summary of Five Case Studies
Attachment E – List of Permitted Uses by Zone
Attachment F – Details of Industry Poll

REVIEWED WITH:

❑ Business and Economic	___	❑ Finance	___	External Agencies:	
❑ Bylaw Services	___	❑ Fire Services	___	❑ Library Board	___
❑ Clerk's Office	___	❑ GIS	___	❑ Museum and Archives	___
❑ Climate and Biodiversity	___	❑ Human Resources	___	❑ NSEM	___
❑ Communications	___	❑ Integrated Planning	___	❑ NS Health	___
❑ Community Planning	___	❑ ITS	___	❑ NVRC	___
❑ Development Engineering	___	❑ Parks	___	❑ RCMP	___
❑ Development Planning	___	❑ Real Estate	___	❑ Other:	___
❑ Engineering Operations	___	❑ Review and Compliance	___		
❑ Environment	___	❑ Solicitor	___		
❑ Facilities	___	❑ Utilities	___		

Review of Business Licence Data (2025)

Breakdown of Businesses by Main Geography

Town & Village Centre	Licensed Premised Businesses
Edgemont Village Centre	138
Lions Gate Village Centre	155
Lynn Creek Town Centre	162
Lynn Valley Town Centre	235
Maplewood Village Centre	72
Outside Town or Village Centre	*778*
Grand Total	**1540**

Businesses Outside of Town & Village Centres

Neighbourhood	Licensed Premised Businesses
Outside Town or Village Centre	**708**
Deep Cove	28
Delbrook	51
Dollarton	26
Lower Capilano Marine	148
Maplewood	122
Norgate	234
Norwood Queens	29
Parkgate	49
Valley Centre	21
Grand Total	**708**

Chart 1: Businesses by Geography (2025)

Commercial Area	Ratio of Vibrant to Less Vibrant Commercial Uses[1]	Possible Rationale
Deep Cove	60:40	Established and compact, significant day tourism
Edgemont Village	45:55	Established and compact commercial area, with upstairs/ side street locations and day tourism
Lion's Gate Village	15:85	New mixed-use community, developing in population density, housing, amenities, commercial space and infrastructure; low population counts; few businesses, concentration in 3-storey office building
Lynn Valley Town Centre	35:65	Established commercial area with parking availability, anchored by two large commercial development; large catchment area + day tourism; upstairs office space and a 3-storey medical building
Lynn Creek Town Centre	20:80	New mixed-use community, developing in terms of population density, housing, amenities, commercial space and infrastructure
Maplewood	35:65	Car-focused commercial area under development
Marine Drive	30:70	Car-focused commercial area under development

Chart 2: Ratio of Vibrant to Supportive Commercial Uses by Commercial Area (2025)[2]

[1] *Vibrant Uses* include Retail, Food & Beverage Services (restaurant), some Personal Services (hairdresser, barber) and gas stations; *Supportive Uses* include Office (lawyer, accountant), Health Services (chiropractor, dentist, doctor), some Personal Services (nail salon) and other commercial uses
[2] Ratios between uses do not distinguish between businesses located at grade and businesses located elsewhere (upstairs or around the corner) of a building.

Review of Business Licence Data (2025)

Uses in Commercial Zones	Edgemont Village Centre	Lions Gate Village Centre	Lynn Creek Town Centre	Lynn Valley Town Centre	Maplewood Village Centre	Outside Town or Village Centre	Grand Total
Vibrant Uses	**57**	**16**	**28**	**73**	**23**	**195**	**392**
Food and Beverage Services	16	5	14	28	8	79	150
Personal Service	6	4	1	6	4	22	43
Retail	35	7	13	39	11	94	199
Supportive Uses	**80**	**132**	**125**	**153**	**44**	**487**	**1021**
Animal Care Services	1		1	3		10	15
Arts and Culture				2	1	8	11
Auto Sales			1			10	11
Automobile Services		3	1			9	13
Child Care Services	1	2	3	1		16	23
Financial Services	11	1	4	9	2	19	46
Fueling Service/Gas Station	1	1	2	4		5	13
Health Care Services	28	14	45	89	21	134	331
Hotel		3				1	4
Indoor Fitness and Sport	2	3	2	2	4	20	33
Instructional Services	8	19	9	12		22	70
Office	18	69	39	21	9	176	332
Personal Service	9	11	9	7	4	24	64
Research and Development		1				5	6
Residential						2	2
Service Use	1	5	9	3	3	26	47
Industrial	**1**	**7**	**9**	**9**	**5**	**96**	**127**
Grand Total	**138**	**155**	**162**	**235**	**72**	**778**	**1540**

Chart 3a: Businesses by Geography and Specific Use – All Commercial Areas (2025)

Review of Business Licence Data (2025)

Uses in Commercial Zones	Deep Cove	Delbrook	Dollarton	Lower Capilano Marine	Maplewood	Norgate	Queensdale W	Parkgate	Total
Outside Town or Village Centre	**28**	**51**	**26**	**148**	**122**	**234**	**29**	**49**	**687**
Vibrant Uses	**17**	**9**	**12**	**41**	**5**	**49**	**17**	**22**	**172**
Food and Beverage Services	11	3	4	15	4	18	5	8	68
Personal Service	1	1	2	3		2	10	1	20
Retail	5	5	6	23	1	29	2	13	84
Supportive Uses	**11**	**41**	**14**	**107**	**74**	**142**	**12**	**27**	**428**
Animal Care Services		2		2		2		3	9
Arts and Culture		1				4			5
Auto Sales		1		1	1	7			10
Automobile Services				3		6			9
Child Care Services	1	2		2		5		1	11
Financial Services			2	6	1	5		3	17
Fueling Service/Gas Station				1	1		1		3
Health Care Services	4	14	9	55	1	24	4	14	125
Hotel									
Indoor Fitness and Sport		1	1	3	3	10			18
Instructional Services		4		2		13	1		20
Office	5	13	1	20	58	49	3	1	150
Personal Service	1	2	1	7		5	1	4	21
Research and Development					4	1			5
Residential							1		1
Service Use		1		5	5	11	1	1	24
Industrial		**1**			**43**	**43**			**87**
Total	**28**	**51**	**26**	**148**	**122**	**234**	**29**	**49**	**687**

Chart 3b: Businesses by Geography and Specific Use – Neighbourhoods (2025)
(Business count > 25, shaded in pink = Marine Drive)

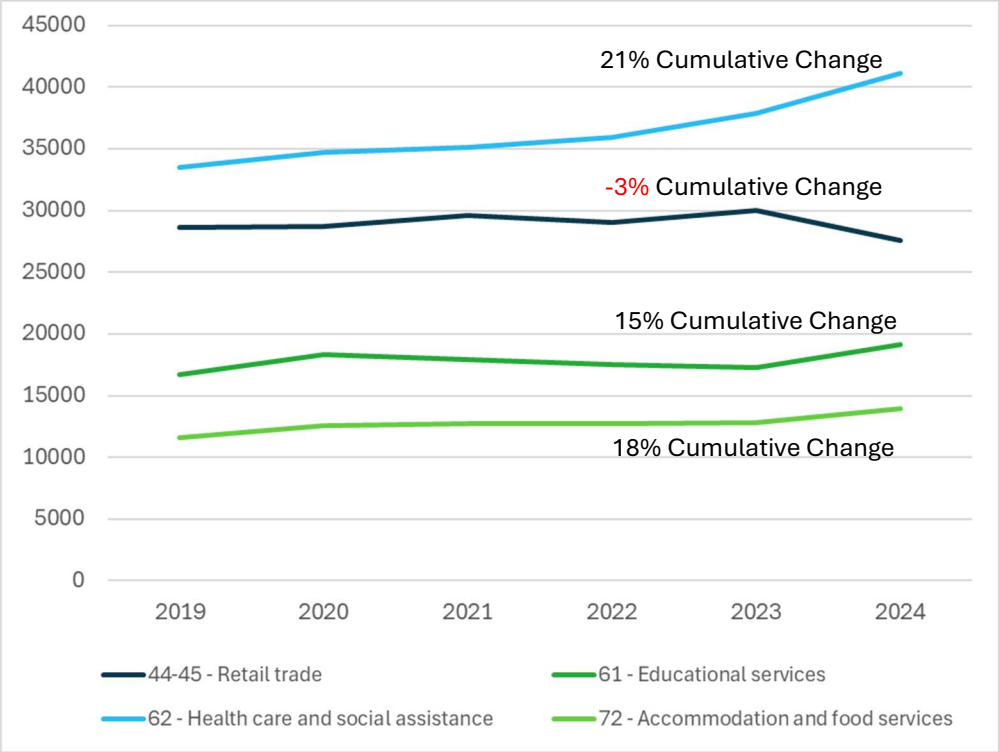


Chart 4a: Vancouver CMA Business Counts Select NAICS Industries (2019-2024)[3]

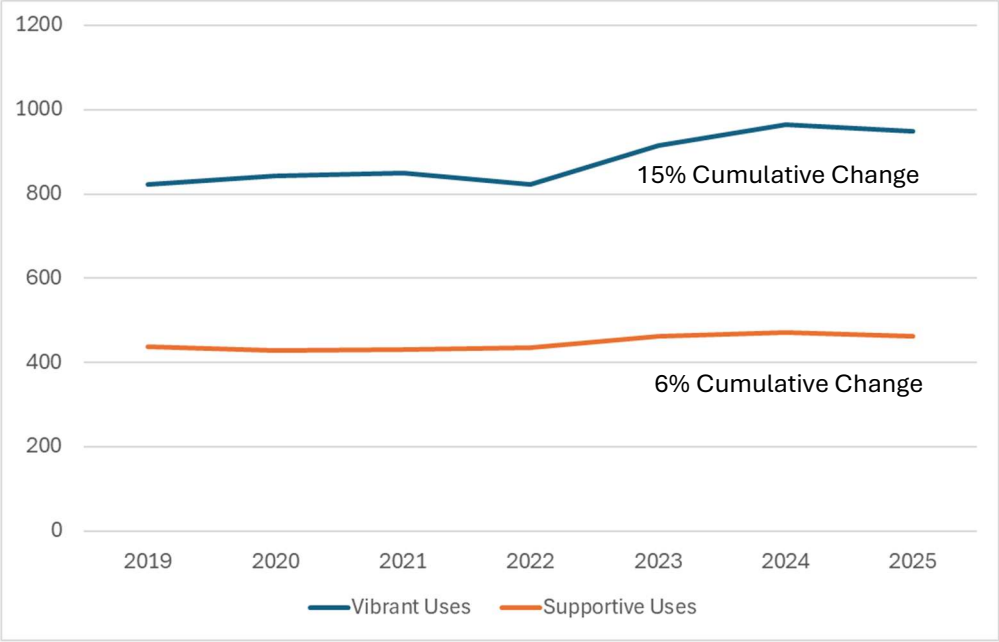


Chart 4b: Change in District Vibrant & Supportive Use Businesses (2019-2025)

[3] Source: Statistics Canada

March 25, 2026

DISTRICT OF NORTH VANCOUVER ZONING BYLAW REWRITE – POLICY SUPPORT	
Subject:	Additional Review of Issues Related to District Zoning Bylaw Update
To:	Daniel Broderick, Development Planner, District of North Vancouver
From:	Adam Mattinson, Associate, B&A
CC	Tamsin Guppy, Senior Planner, District of North Vancouver Neonila Lilova, Economic Development Manager, District of North Vancouver

Executive Summary

This memorandum provides additional analysis to support the District of North Vancouver's Zoning Bylaw Rewrite, with a focus on the commercial outlook and the role of permitted uses in maintaining a resilient local economy. The District continues to face a shortage of employment-supporting space, particularly within neighbourhood commercial areas and its limited light industrial lands. As redevelopment pressures increase and demand for services grows, the zoning bylaw becomes an essential tool for ensuring that commercial districts can remain active, adaptable, and able to serve community needs.

Commercial retail areas across the District are experiencing intensified competition for space. Shifting consumer behaviour, rising demand for health, wellness, childcare, and personal services, and the District's role as a significant destination are all contributing to persistently low vacancy in well-located commercial nodes. These trends have resulted in service-oriented tenants competing directly with traditional retail for scarce storefronts, highlighting the importance of maintaining a flexible mix of permitted uses that can accommodate evolving business models and neighbourhood-serving functions.

Maintaining this flexibility is particularly important as the broader economic climate remains uncertain. Rising costs, changing consumer spending patterns, and cautious investment sentiment are reshaping how businesses approach expansion or new leasing decisions. Restrictive commercial permissions risk unintentionally limiting viable business activity, undermining established clusters, and reducing the District's overall economic resilience.

This memorandum outlines the risks associated with narrowing commercial permissions, identifies pressures that affect the functioning of existing business clusters, and reviews updated regional employment projections pointing to higher long-term demand for employment space than previously estimated. Overall, the analysis concludes that preserving flexibility within commercial zones, while strengthening the protection of scarce light industrial lands, will best support the District's business

community, enable continued investment, and ensure that commercial areas remain vibrant, diverse, and responsive to changing market conditions.

Context and Purpose

This memorandum is intended to supplement the Zoning Update Considerations & Recommendations memorandum provided to the District of North Vancouver (DNV) in February 2026. This memorandum highlights and expands on select considerations previously identified for the future of Commercial and Light Industrial employment lands as the District undertakes the Zoning Bylaw Rewrite. Trends, opportunities, and risks referenced throughout this memorandum draws on the District's Employment Lands Analysis (2023) and Employment Development Strategy (2024), B&A's Employment Lands Update (2026), and supplementary regional sources.

Commercial Retail

For the purposes of this memorandum and analysis, Commercial Retail speaks to consumer-oriented uses including, but not limited to general retail, food & beverage, convenience & specialty retail, personal services, limited health services, and entertainment.

The Context for Employment Space Need in the District

Previous studies and ongoing District staff work have consistently identified a shortfall of employment-supporting space in the community, particularly within commercial retail areas and the District's limited light industrial lands. Efforts to date have focused on expanding overall employment space, retaining existing capacity during redevelopment, and ensuring that new development can accommodate a range of commercial formats and unit sizes.

As the District proceeds with the Zoning Bylaw Update, a central concern is how to maintain and encourage the growth of vibrant, well-functioning retail areas. The effectiveness of zoning in supporting these outcomes is shaped by several factors unique to the District, including constrained land supply, strong regional competition, shifting market demand, and the geographic distribution of commercial nodes across multiple neighbourhoods.

This context provides the foundation for understanding why the District must balance clear policy direction with flexibility, ensuring that zoning regulations continue to enable local businesses to establish, adapt, and grow within a highly competitive regional market.

Competition for Space is a Function of Changing Demand and Limited Supply

Competition for commercial space in the District continues to increase as a result of changing consumer behaviour, demographic shifts, and constrained land supply. These pressures reflect both local demand and the District's position within a regional visitor destination.

Key drivers of competition relevant to the commercial space in the District include:

- **Population aging increases pressure on location-dependent health and personal services.** British Columbia's population aged 65 and older grew 15.2 percent between 2019 and 2023[1]. As older residents age in place across the North Shore, demand continues to rise for accessible health services, diagnostics, wellness clinics, and related supports that require ground-oriented premises in neighbourhood commercial centres. While telehealth services are making advancements, various health services, screenings, testing and diagnostic services require physical access and delivery. The push for convenient and tech-enabled care options is enabling retail and office to medical use conversions in suburban corridors and retail-adjacent sites[2].
- **Service-based tenants are driving leasing activity and paying premiums for central, accessible space.** Market data shows sustained expansion of medical, fitness, wellness, salon, veterinary, and other personal service operators across British Columbia and Metro Vancouver, reflecting steady demand for in-person, repeat-visit services. These uses rely on close access to their customers and are increasingly competing for the same storefronts required by neighbourhood-serving retail in the District. On the North Shore, retail strength is supported by strong household incomes and a tendency for residents to shop locally. Established nodes such as Lower and Central Lonsdale, Edgemont Village, Lynn Valley, and Park & Tilford benefit from limited new supply and consistent neighbourhood-scale spending[3]. As a result, vacancy in the best locations remains low, and pricing has proved resilient even as some discretionary retail formats elsewhere in the region face pressure.
- **E-commerce continues to reshape retail demand and storefront performance.** App-based delivery and online retail have reduced the need for frequent in-person trips for groceries, prepared food, and household goods[4]. While general consumer behaviour has slowed at the national level, large players continue to see rapid e-commerce growth[5]. Physical locations remain as vital players in the retail landscape, allowing for immersive experiences and in-person services that can not be serviced through online formats such as in-person food and beverage experience, and certain beauty, health and fitness services.
- **Childcare and family-serving uses continue to outcompete traditional retail for well-located space**. Metro Vancouver added 35 percent more licensed childcare spaces between 2019 and 2023, but supply still lags behind demand, averaging 25 spaces per 100 children compared with a

[1] *Fact Book on Aging, 8th Edition*, Simon Fraser University, 2023.
[2] *Why traditional office buildings are opening their doors to medical tenants*. Colliers, 2024.
[3] *North Vancouver Commercial Real Estate Market Report 2025*, Royal LePage Commercial, 2025.
[4] *State of the Consumer 2025: When disruption becomes permanent*. McKinsey & Company, 2025.
[5] *B.C. retailers aim to bolster e-commerce as national data shows decline*. Business in Vancouver, 2026.

national benchmark of 29 spaces[6]. These uses prioritize proximity to homes, transit, and schools, increasing competition in already low-vacancy neighbourhood nodes.

- **Tourism activity remains a major driver of commercial demand.** Canada's tourism sector achieved a record-breaking summer in 2025, driven by increasing rates of interprovincial tourism and rising international interest[7]. Domestic spending also reflected a growth of 6.9% year-over-year, offering increased benefits for jobs and local businesses that rely on tourism-related economic activity. The District and North Shore tourism sector contributes significantly to the local economy, capitalizing on the backyard access to many of Vancouver's premier attractions and all-season activities. This shift to domestic travel is likely to be a long-term shift as Canadians are looking to spend locally and international travel is reduced due to changing political sentiment, high airfares, surging jet fuel costs, and disruptions to travel operations. Tourist-friendly initiatives and activities in the District are likely to have a positive impact on local businesses and food and beverage outlets as an additional source of revenue.

A Mixture of Businesses Is Critical for the Vitality of Local Commercial Areas

A balanced mix of services, retail, and amenities supports active and resilient commercial districts. Engagement through the District's Economic Development Strategy identified the importance of this mix for both economic performance and community function, which is supported by several sources.

Evidence supporting the need for a diverse business mix includes:

- **Service-oriented businesses help sustain foot traffic needed by traditional retailers.** Many retail corridors across British Columbia are seeing increased activity in wellness, medical, fitness, and personal service tenants[8]. While these uses may not always be considered the best option for activating the street front, they often generate frequent repeat visits that strengthen surrounding retail performance and reduce vacancy risk.
- **Mixed clusters reduce the need for multiple trips.** Commercial areas that integrate core services, food and beverage, personal services, and convenience retail tend to maintain consistent daytime and evening activity. Regional market analysis highlights the growing reliance of retail centres on diverse tenant mixes to stay fully leased, particularly in suburban and grocery-anchored centres where vacancy has held near 0.7 percent through 2024 and 2025[9].
- **Constraints on permitted uses can undermine functioning clusters.** When zoning limits flexibility, existing tenants can unintentionally become non-conforming or may be unable to

[6] *Childcare Facility Shortage by Municipality in Metro Vancouver Area, BC, Canada*, Jin Zhang, 2024.
[7] *Canadian Tourism Delivers Almost $60B This Summer, Driving National Wealth and Unprecedented Dispersion Across the Country*. Destination Canada, 2025.
[8] *Return of foot traffic to key areas buoys B.C. retail demand*. Western Investor, 2023.
[9] *Greater Vancouver Retail Report H1 2026*, Colliers, 2026

expand or relocate. Given the District's commercial vacancy rates are among the lowest in the region, a lack of flexible space increases the likelihood that businesses will move to other North Shore municipalities or leave the region entirely. This was noted as a prominent concern amongst businesses engaged as part of the development of the 2024 EDS.

- **Businesses may face long waits for suitable space.** Across Metro Vancouver, retail leasing conditions remain tight, with widespread competition for small frontage units and near-zero vacancy levels in suburban daily-needs centres. Limited supply means expanding or relocating businesses often defer investment or are forced to find opportunities elsewhere.

Attracting Investment in a time of Economic Uncertainty

While the District's commercial areas continue to experience tight leasing conditions and strong structural demand, broader economic headwinds are creating a more cautious investment climate for businesses across the North Shore. The same factors driving competition for limited storefronts, such as rising operating costs, strong neighbourhood-scale demand, and low vacancies, are occurring alongside macroeconomic pressures that are dampening confidence and influencing investment decisions. As a result, even well-located centres with resilient demand are seeing businesses take a more conservative approach to expansion or new leasing commitments for retail businesses.

Current indicators affecting business confidence include:

- **Softening consumer spending and increased budget sensitivity.** Region-wide shifts in consumer behaviour are contributing to a more challenging retail environment. Retail spending in Downtown Vancouver declined by 1.9 percent in 2024, with more than half of the year's weeks showing negative year-over-year growth, signalling tighter household budgets and cautious purchasing behaviour across the region—including North Shore residents who shop locally. Even where transaction volumes increased, average transaction size fell by 10.9 percent after inflation, reflecting a shift toward more value-oriented spending patterns that directly affect neighbourhood-serving retail, food and beverage, and service operators[10].
- **Economic uncertainty and rising operating costs are dampening business investment.** Reports on Metro Vancouver's retail and commercial sectors indicate that uneven economic recovery, fluctuating capital availability, labour cost pressures, and ongoing supply-chain instability are limiting business expansion. At the same time, businesses in BC are expressing declining confidence due to rising energy prices, increased taxes, and broader geopolitical-related cost pressures.[11] These combined factors are prompting many operators, particularly those considering small storefronts and neighbourhood commercial units with

[10] *Vancouver Retail Market Dynamics Fall 2025*. JLL, 2025.
[11] *As PST expansion looms, BC businesses lose confidence about the future.* Daily Hive, 2026.

already thin margins, to delay or scale back investment in new locations, a trend that is also affecting suburban areas such as the North Shore.

Impacts to Businesses that are Non-Conforming after Policy Change

As part of the Zoning Bylaw Review, the District has considered whether limiting certain office and service functions within commercial zones could help reinforce street-level activity and enhance overall community vitality. This discussion elevates the importance of understanding how such changes may affect existing businesses, particularly those that could become non-conforming if permissions are narrowed. When zoning or other land-use regulations are amended, ongoing operations may be rendered "legal non-conforming." In British Columbia, these uses retain continuation rights, but those rights are limited, and the ability to alter buildings, expand operations, or rebuild after damage is constrained by both statute and case law. Two specific concerns are especially relevant in this context:

- **Risk to continuation of non-conforming uses after damage or discontinuance -** Where a non-conforming use continues, it may be lost if the use is discontinued for a period or if the building is damaged beyond a statutory threshold, after which reconstruction typically must comply with current zoning.
- **Reduced redevelopment and expansion options after downzoning -** Downzoning can remove previously permitted opportunities, leaving businesses reliant on narrow non-conforming rights that may not support desired expansion or redevelopment.

These risks are especially relevant in the District's commercial zones, where many operators have already identified challenges through the Economic Development Strategy engagement process. Further constraints on existing businesses could create more unintended negative impacts than benefits, particularly for operators who depend on the ability to adapt, expand, or rebuild in response to changing market conditions.

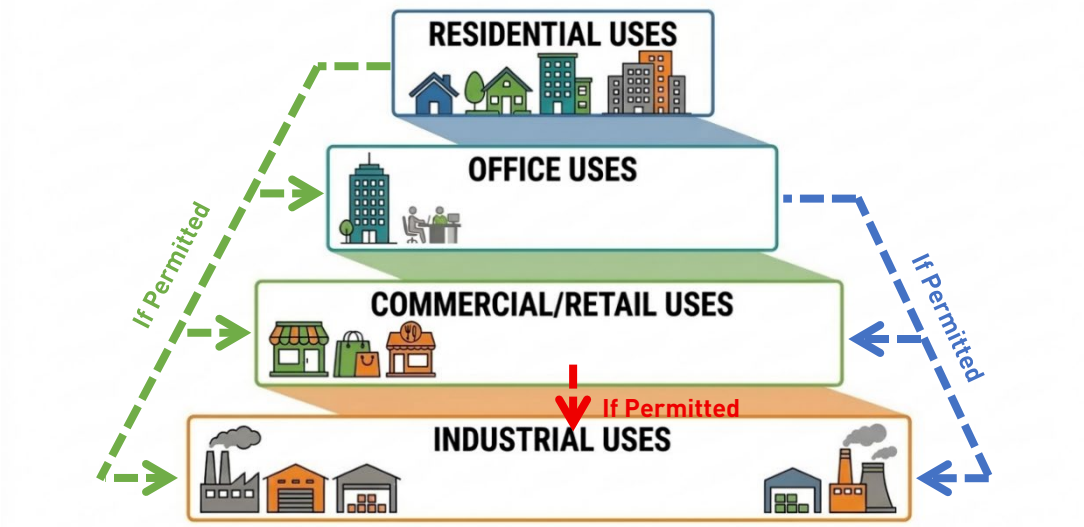
Why Is It Appropriate to Restrict Permissions for Light Industrial Uses?

While restriction of uses in the District's commercial zones is not currently recommended, a targeted narrowing of permitted non-industrial uses in its industrial zones is considered appropriate. The District's light industrial areas in Pemberton and Lynn Creek play an essential role in supporting local businesses and residents. These areas are long-established and provide space for activities such as repair services, trades operations, small-scale production, and other light manufacturing. These functions cannot be accommodated elsewhere on the North Shore due to space, cost, and operational needs.

These industrial areas are also experiencing growing speculative pressure. Major residential redevelopment nearby has increased interest from residential and service commercial businesses that view industrial parcels as attractive redevelopment opportunities. In land-constrained markets like the District, the North Shore, and Metro Vancouver as a whole, this type of pressure often leads to industrial

uses being displaced[12]. Other uses can typically pay higher rents, adapt to smaller floorplates, or operate in a wider variety of building forms, making it difficult for industrial businesses to compete when permissions are broad.

Conceptual Visualization of Competition and Spillover Risk between Different Land Uses



Unlike commercial activity, which can be added through mixed-use development or expansion of existing commercial nodes, industrial lands do not have similar opportunities for growth or replacement. Once an industrial site is converted, it is effectively lost[13]. This creates long-term challenges for the district's economic resilience, as businesses that rely on industrial space have no alternative locations to move to within the community.

Restricting non-industrial uses in these areas helps protect the limited industrial land base and ensures continued access to services and activities that support the wider community and local economy.

Alternatives to Restricting Uses through Zoning

There are several tools available to encourage preferred commercial uses without relying solely on limiting or prohibiting uses through zoning. These tools can guide the form, character, and operation of development while reducing the risk of creating non-conforming businesses. They include:

- **Development Permit Areas** that focus on form, character, and streetscape elements to support active and attractive commercial frontages.

[12] *Vancouver's plan to rezone industrial land risks shrinking areas for businesses, advocates warn*. The Globe and Mail, 2025.
[13] *Protection of Industrial Lands for Future Prosperity*. BC Chamber of Commerce, 2025.

- **Business licensing** approaches that set operating expectations for certain types of businesses and support a healthy main street environment.
- **Updates to other municipal bylaws** such as parking, loading, signage, screening, and landscaping to improve the viability of small commercial spaces.
- **Revitalization tax exemption** programs that encourage reinvestment in older commercial areas by offering time-limited municipal property tax relief for upgrades.

These tools can help shape outcomes, but each carries trade offs. They require staff capacity, funding, and administrative oversight, and tax exemption programs reduce potential municipal revenue for a period of time.

It is also important to note that the District's commercial areas are spread across multiple neighbourhoods and compete directly with nearby commercial nodes in adjacent municipalities. This makes it difficult for the District alone to curate commercial activity or control market outcomes through policy tools.

While these options can complement the Zoning Bylaw Update, each will require further research, cross-departmental coordination, and consultation with businesses and the community before being considered.

Other Areas of Council Inquiry: Updated Growth Projections

During previous workshops, it was noted that the regional employment projections that informed the job growth and employment land and space needs analysis in the Employment Lands Analysis have since been updated by Metro Vancouver. The updated projections provide new context for understanding the District's long-term employment capacity and land requirements.

Metro Vancouver Regional Planning released revised regional growth projections in 2025. These include updated estimates for population, dwelling units, and employment from 2024 to 2051 under low, medium or base, and high growth scenarios. Based on these new projections, the total number of jobs located in the District is expected to increase by 30 percent in the low growth scenario and 49 percent in the high growth scenario by 2051. This results in a total of 49,958 jobs under the low scenario and 53,729 jobs under the high scenario.

These updated forecasts are higher than the previous projection of 47,900 total jobs in 2051, which formed the basis for the floor space estimates in the 2023 Employment Lands Analysis. While updated employment by sector is not yet available at the municipal level, if the general distribution across sectors remains similar to past allocations, the District's need for most types of employment-supporting land and floor space will likely be greater than previously estimated.

Commercial Use Categories	
Common Businesses	**Defined Use in Zoning (in alphabetical order)**
Pet Training	**Animal Care Services**
Doggie / Pet Day Care	
Pet Grooming	
Vet	
Animal Hospital	
Automotive Repair	**Automobile Services**
Oil Change Services	
Car Wash	
Tire Service	
Vehicle Rental	
Banks	**Financial Services**
Credit Unions	
Insurance Agency	
Wealth Management	
Restaurant	**Food and Beverage Services**
Fast Food Restaurant	
Café	
Coffee Shop	
Pub	
Microbrewery	**Microbrewery**
Distillery with tasting room	
Gas Station	**Fueling Service**
Gas Bar	
Doctor / Medical Clinic	**Health Care Services**
Dentist	
Orthodontist	
Counselling / Therapy	
Physiotherapist	
Chiropractor	
Naturopathic Medical Clinic	
Occupational Therapist	

Commercial Use Categories	
Common Businesses	**Defined Use in Zoning (in alphabetical order)**
Optometrist	
Massage Therapy	
Medical Lab / Life Labs	
Hotel	**Hotel**
Motel	
Fitness Centres	**Fitness and Sport**
Personal Trainer	
Dance Studio	
Martial Arts	
Yoga Studio	
Pilates Studio	
Barre Studio	
Tutoring Centre	**Instructional Services**
Learning Centre	
Art Classes	
Music School	
Driving School	
First Aid Training	
Cooking School	
Office	**Office**
Accountant	
Registered Society Office	
Property Management Office	
Architect	
Lawyer	
Notary	
Engineer	
Corporate Office	
Leasing Office	
Immigration Offices	
Consultant Office	

Commercial Use Categories	
Common Businesses	**Defined Use in Zoning (in alphabetical order)**
Nail Salon	**Personal Services**
Skin Care	
Beauty Salon	
Wax Clinic	
Laser Clinic	
Tanning Salon	
Aesthetician	
Spa	
Barber	
Hair Salon	
Laundromat	
Tailor / Alterations	
Shoe Repair	
Phone Repair	
Watch Repair	
Laundromat	
Research Lab	**Research and Development**
Product Testing	
Grocery	**Retail**
Butcher	
Bakery	
Specialty Food Stores	
Pharmacy	
Liquor Store	
Cannabis Store	
Art Gallery	
Clothing store	
Shoe storey	
Other Retail	

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LOWER LONSDALE AVENUE – CITY OF NORTH VANCOUVER

ZONING – LL-1 & LL-2 ZONES

Use Category	Permitted	Conditions
Arts & Culture *(Galleries)*	✓	N/A
Clubs	✓	N/A
Child Care	✓	N/A
Fitness & Sport	✓	N/A
Financial Services *(Banks)*	✓	N/A
Food & Beverage *(Cafes & Restaurants)*	✓	N/A
Health Care Services *(Dentists, Physio, etc.)*	✓	N/A
Instructional Services *(Cooking School, Drivers ed)*	✓	N/A
Office *(Notary, Law, Architecture etc.)*	✓	N/A
Personal Service *(Barber, hair salon, tailor, etc.)*	✓	N/A
Retail	✓	N/A
Residential	✓	Only above second storey
Service *(Repairs)*	✓	N/A

Other Zoning Regulations: Podium in the first two storeys, step backs above second storey. • "Money Services Business" like currency exchanges, must be above the first storey.



COMPLEMENTARY INITIATIVES & FACTORS

Attraction Factor: Mix of cultural destinations including the Shipyards, museums, SeaBus terminal, commercial activity, and waterfront public gathering spaces.

Public Realm Investments: Widened Sidewalks • Seating Areas • Public Squares • Waterfront Features • Boulevard Trees

Key Policies: 2022-2026 Council's Strategic Plan • 2014 Official Community Plan

Building Design Guidelines: Shipyards DPA

Streetscape Design Guidelines: Yes

BIA: Lower Lonsdale BIA

KEY DATA

Municipality's Population Density: 5,482 pop/km^2

Vibrant/Supportive Uses Ratio:

66% Vibrant Uses / 34% Supportive Uses

Note: The ratio is based on Google Maps Streetview observations and is not a full market analysis or regulatory approach. Vibrant Uses are pedestrian oriented (restaurants, retail, cafés, etc.). Supportive Uses offer limited activation but provide community services (offices [doctor/dentist/insurance], pharmacies, banks, fitness/gyms). Vacant units are excluded from the assessment.

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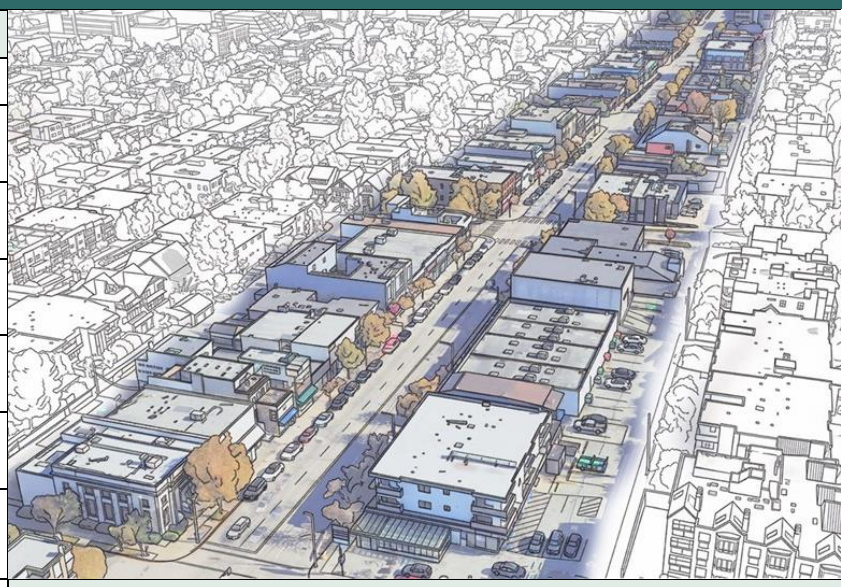
WEST 4TH AVENUE – CITY OF VANCOUVER

ZONING – C2B ZONE

Use Category	Permitted	Conditions
Arts & Culture *(Galleries)*	✓	N/A
Clubs	✓	Conditional Approval
Child Care	✓	Conditional Approval
Fitness & Sport	✓	Conditional Approval
Financial Services *(Banks)*	✗	N/A
Food & Beverage *(Cafes & Restaurants)*	✓	Conditional Approval
Health Care Services *(Dentists, Physio, etc.)*	✗	N/A
Instructional Services *(Cooking School, Drivers ed)*	✓	Conditional Approval
Office *(Notary, Law, Architecture etc.)*	✓	Conditional Approval
Personal Service *(Barber, hair salon, tailor, etc.)*	✓	N/A
Retail	✓	N/A
Residential	✓	Only above first storey
Service *(Repairs)*	✓	N/A

Other Zoning Regulations: Maximum unit frontage for any commercial use is 15.3 m. • Guidelines for pedestrian-oriented frontages, including transparency and quality materials.



COMPLEMENTARY INITIATIVES & FACTORS

Attraction Factor: Mix of outdoor-lifestyle retailers, restaurants, and boutique shops creates an energetic, destination-oriented corridor.

Public Realm Investments:
Widened Sidewalks • Public Plazas • Boulevard Trees • Seating Areas • Patios

Key Policies: Vibrant Vancouver: City Council's Strategic Priorities • Broadway Plan • Transportation 2040 Plan

Building Design Guidelines: Commercial Zone Guidelines

Streetscape Design Guidelines: None

BIA: Kitsilano 4th Avenue BIA

KEY DATA

Municipality's Population Density: 5,750 pop/km^2

Vibrant/Supportive Uses Ratio:
80% Vibrant Uses / 20% Supportive Uses

Note: The ratio is based on Google Maps Streetview observations and is not a full market analysis or regulatory approach. Vibrant Uses are pedestrian oriented (restaurants, retail, cafés, etc.). Supportive Uses offer limited activation but provide community services (offices [doctor/dentist/insurance], pharmacies, banks, fitness/gyms). Vacant units are excluded from the assessment.

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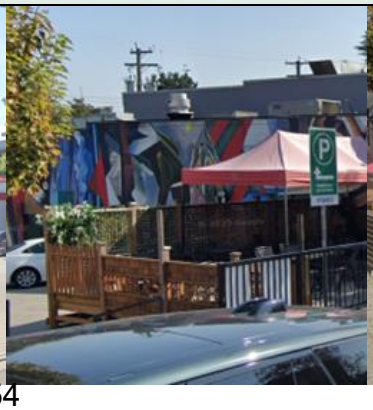
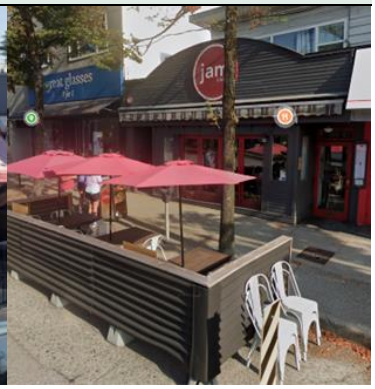

MAIN STREET – CITY OF VANCOUVER

ZONING – C2 & C2C ZONES

Use Category	Permitted	Conditions
Arts & Culture *(Galleries)*	✓	N/A
Clubs	✓	Conditional Approval
Child Care	✓	Conditional Approval
Fitness & Sport	✓	N/A
Financial Services *(Banks)*	✓	N/A
Food & Beverage *(Cafes & Restaurants)*	✓	N/A
Health Care Services *(Dentists, Physio, etc.)*	✓	N/A
Instructional Services *(Cooking School, Drivers ed)*	✓	Conditional Approval
Office *(Notary, Law, Architecture etc.)*	✓	N/A
Personal Service *(Barber, hair salon, tailor, etc.)*	✓	N/A
Retail	✓	N/A
Residential	✓	Only above first storey
Service *(Repairs)*	✓	N/A

Other Zoning Regulations: Maximum unit frontage for any commercial use is 15.3 m. • Guidelines for pedestrian-oriented frontages, including transparency and quality materials.



COMPLEMENTARY INITIATIVES & FACTORS

Attraction Factor: Mix of independent boutiques, creative studios, restaurants, and multicultural neighbourhoods form a strong eclectic streetscape with constant pedestrian activity.

Public Realm Investments:
Widened Sidewalks • Public Plazas • Boulevard Trees • Seating Areas • Patios

Key Policies: Vibrant Vancouver: City Council's Strategic Priorities • Broadway Plan • Transportation 2040 Plan

Building Design Guidelines: Commercial Zone Guidelines

Streetscape Design Guidelines: Yes

BIA: Mount Pleasant BIA

KEY DATA

Municipality's Population Density: 5,750 pop/km^2

Vibrant/Supportive Uses Ratio:
78% Vibrant Uses / 22% Supportive Uses

Note: The ratio is based on Google Maps Streetview observations and is not a full market analysis or regulatory approach. Vibrant Uses are pedestrian oriented (restaurants, retail, cafés, etc.). Supportive Uses offer limited activation but provide community services (offices [doctor/dentist/insurance], pharmacies, banks, fitness/gyms). Vacant units are excluded from the assessment.

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HASTINGS STREET – CITY OF BURNABY

ZONING – C4A, C8 & C8A ZONES

Use Category	Permitted	Conditions
Arts & Culture *(Galleries)*	✓	N/A
Clubs	✓	Only above first storey
Child Care	✓	N/A
Fitness & Sport	✓	Only above first storey
Financial Services *(Banks)*	✓	Max. Frontage 10 m
Food & Beverage *(Cafes & Restaurants)*	✓	N/A
Health Care Services *(Dentists, Physio, etc.)*	✓	Max. Frontage 10 m
Instructional Services *(Cooking School, Drivers ed)*	✓	Only above first storey
Office *(Notary, Law, Architecture etc.)*	✓	Max. Frontage 10 m
Personal Service *(Barber, hair salon, tailor, etc.)*	✓	N/A
Retail	✓	N/A
Residential	✓	Only above first storey
Service *(Repairs)*	✓	N/A

Other Zoning Regulations: Minimum frontage entrance width of 3 m for second storey uses. • Uses must be "oriented to pedestrian needs".



COMPLEMENTARY INITIATIVES & FACTORS

Attraction Factor: Mix of independent shops and cultural landmarks in a major throughfare in the Heights "village" that creates a lively, community-focused pedestrian environment.

Public Realm Investments:
Widened Sidewalks • Boulevard Trees

Key Policies: Burnaby 2050 Official Community Plan • Heights Community Plan

Building Design Guidelines: None

Streetscape Design Guidelines: None

BIA: Heights Merchants Association BIA

KEY DATA

Municipality's Population Density: 3,301 pop/km^2

Vibrant/Supportive Uses Ratio:
60% Vibrant Uses / 40% Supportive Uses

Note: The ratio is based on Google Maps Streetview observations and is not a full market analysis or regulatory approach. Vibrant Uses are pedestrian oriented (restaurants, retail, cafés, etc.). Supportive Uses offer limited activation but provide community services (offices [doctor/dentist/insurance], pharmacies, banks, fitness/gyms). Vacant units are excluded from the assessment.

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MARINE DRIVE – DUNDARAVE – DISTRICT OF WEST VANCOUVER

ZONING – C-2 ZONE

Use Category	Permitted	Conditions
Arts & Culture *(Galleries)*	✓	N/A
Clubs	✗	N/A
Child Care	✓	N/A
Fitness & Sport	✗	N/A
Financial Services *(Banks)*	✓	Not allowed in the sidewalk frontage
Food & Beverage *(Cafes & Restaurants)*	✓	N/A
Health Care Services *(Dentists, Physio, etc.)*	✓	Combined must not occupy more than 20% of the width of the ground floor of each block face
Instructional Services *(Cooking School, Drivers ed)*	✓	
Office *(Notary, Law, Architecture etc.)*	✓	
Personal Service *(Barber, hair salon, tailor, etc.)*	✓	N/A
Retail	✓	N/A
Residential	✓	Only above first storey
Service *(Repairs)*	✓	N/A

Other Zoning Regulations: Pharmacy use is capped to just one location in the Dundarave area.



COMPLEMENTARY INITIATIVES & FACTORS

Attraction Factor: Mix of local shops, cafés, beach amenities, and small-scale storefronts creates an intimate village setting anchored by strong pedestrian and waterfront appeal.

Public Realm Investments:
Widened Sidewalks • Boulevard Trees • Patios

Key Policies: Council's Strategic Plan 2024-2026 • Official Community Plan

Building Design Guidelines: None

Streetscape Design Guidelines: Yes

BIA: Ambleside Dundarave BIA

KEY DATA

Municipality's Population Density: 532 pop/km^2

Vibrant/Supportive Uses Ratio:
54% Vibrant Uses / 46% Supportive Uses

Note: The ratio is based on Google Maps Streetview observations and is not a full market analysis or regulatory approach. Vibrant Uses are pedestrian oriented (restaurants, retail, cafés, etc.). Supportive Uses offer limited activation but provide community services (offices [doctor/dentist/insurance], pharmacies, banks, fitness/gyms). Vacant units are excluded from the assessment.

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List of Permitted Uses by Zone Proposed Zones from the Zoning Bylaw Review 2026

Legend: Principal Use; Accesory Use

	Residential Zones								Commercial Zones				Tourism Zones		Industrial Zones			Institutional Zones			Park Zones		
USE	**R1**	**R2**	**R3**	**R4**	**R5**	**R6**	**R7**	**R8**	**C1**	**C2**	**C3**	**C4**	**T1**	**T2**	**E1**	**E2**	**E3**	**I1**	**I2**	**I3**	**PR**	**NP**	**CM**
Animal Care Services									P	P						A	P						
Arts and Culture									P	P			A	A				A	A	A	A	A	
Automobile Services																A							
Camping Use													A	A							A	A	
Cemetery and Funeral Services																							P
Child Care Services	A	A	A	P	P	P	P	P	P	P	P	A	A	A	A	A	P	P	P	A	A	A	
Civic Service									P	P								P					
Coach House		A																					
Community Centre Use																		P			A		
Conservation Use													A	A				P			A	P	
Contractor Service Use																A							
Elementary and Secondary Schools											A							P	P	A			
Emergency Services	A	P	P	P	P	P	P	P	P	P	P	P	A	A	A	A	P	P	P	P	A	P	P
EV Charging Hub									P	P								A					
EV Charging Stations									A	P							P						
Financial Services									P	P										A			
Fitness and Sport									P	P							P	A					
Food and Beverage Services									P	P	P	P	A	A		A	P	A	A	A	A	P	
Freight and Fleet Operations Use															A								
Fueling Services									P	P													
Health Care Service									P	P		P						A	A	A			
Home Occupation	A	A	A	A	A	A	A	A	A	P	P												
Hotel Use									P	P		P	A	A									
Fitness and Sport									P	P							P	A					
Instructional Services									P	P			A	A			P	A	A		A	P	
Live-work										P													
Lock-off Suite				A	A	A	A	A	A	P	P												
Log Salvage																					A	P	
Manufacturing, Artisan																A	P						
Manufacturing, Large-Scale															A	P	P						
Microbrewery									P	P						P	P			P			
Natural Resort Use													A	A									
Office Use									P	P			A	A	A	P	P	A		P			
On-Location Filming Uses													A	A							A	P	
Outdoor Entertainment Use													A	A							A	P	

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Legend:

: Principal Use Accesory Use

	Residential Zones								Commercial Zones				Tourism Zones		Industrial Zones			Institutional Zones			Park Zones		
USE	**R1**	**R2**	**R3**	**R4**	**R5**	**R6**	**R7**	**R8**	**C1**	**C2**	**C3**	**C4**	**T1**	**T2**	**E1**	**E2**	**E3**	**I1**	**I2**	**I3**	**PR**	**NP**	**CM**
Parking use																							
Parks Administration, Maintenance and Support																							
Parks and Open Space Use																							
Personal Service Use																							
Port-oriented Activity																							
Recreational Group Camp Accommodation																							
Religious Assembly																							
Research & Development																							
Residential Care																							
Residential Use																							
Resort Operations and Administration Use																							
Retail Use																							
Retail use, limited to Local Commercial Services																							
Secondary Suite																							
Service Use																							
Short-term Rentals																							
Specialized Outdoor Recreation Use																							
Thermal Spa																							
Tourist Accommodation Services																							
Transit and Ground Passenger Transportation Use																							
University Use																							
Warehousing Use																							
Water Supply and Watershed Management																							
Youth Centre Use																							

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Residential Zones	
R1	Rural Residential Zone (outside the urban containment boundary)
R2	Urban Detached Residential Zone
R3	Residential - Houseplex Zone (SSMUH compliant)
R4	Residential Townhouse Zone
R5	Residential Stacked Townhouse Zone
R6	Residential Low-Rise Zone
R7	Residential Mid-Rise Zone
R8	Residential High-Rise Zone
Commercial Zones	
C1	Core Commercial Zone (Implement as sites rezone)
C2	General Commercial Zone
C3	Local Commercial Zone
C4	Hotel Zone
Tourism Zones	
T1	Tourism Resort - Mountain Zone
T2	Tourism Resort - Canyon Zone
Employment - Industrial Zones	
E1	Employment - Heavy and Port Industrial Zone
E2	Employment - Light Industrial Zone
E3	Employment - Business Park Zone (Implement in Phase 2)
Institutional Zones	
I1	Institutional - General Zone
I2	Institutional - School Zone
I3	Institutional - University Zone
Park Zones	
PR	Parks and Outdoor Recreation Zone
NP	Natural Parkland Zone
Cemetary Zone	
CM	Cemetary Zone

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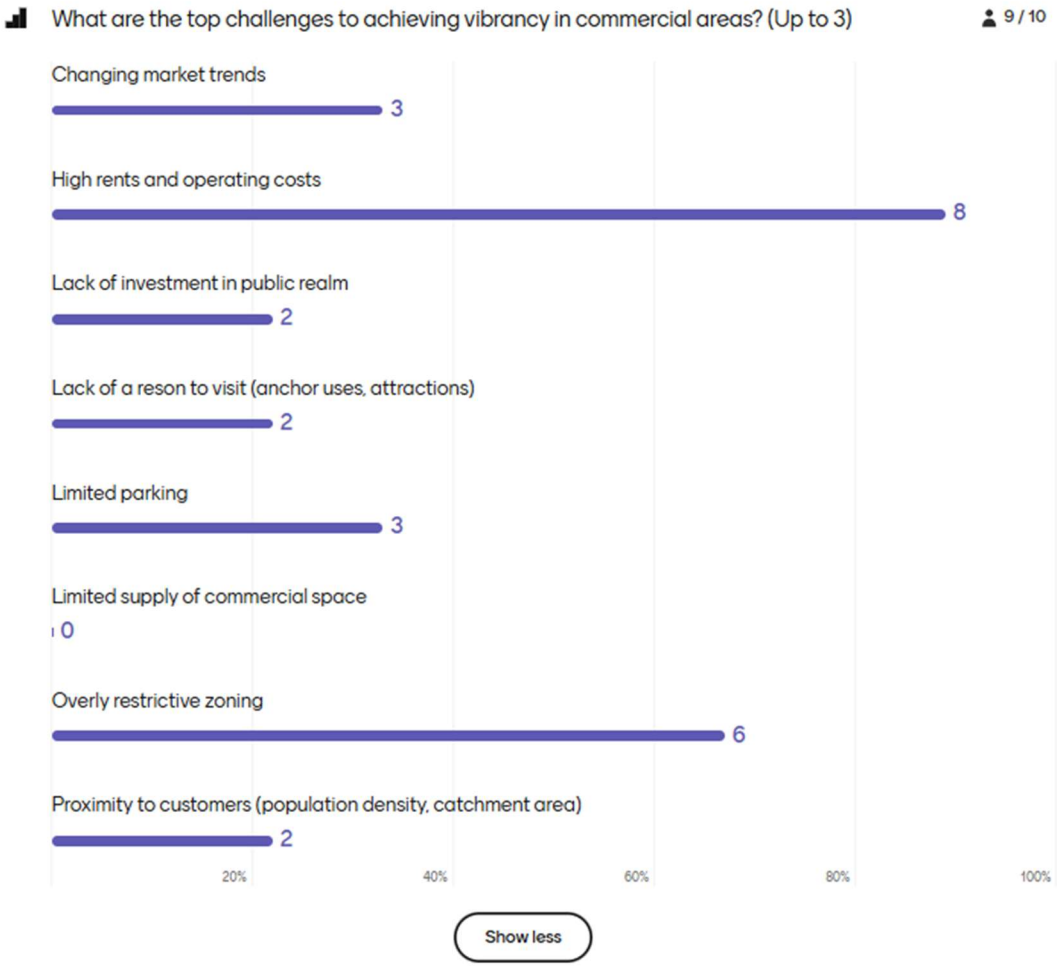
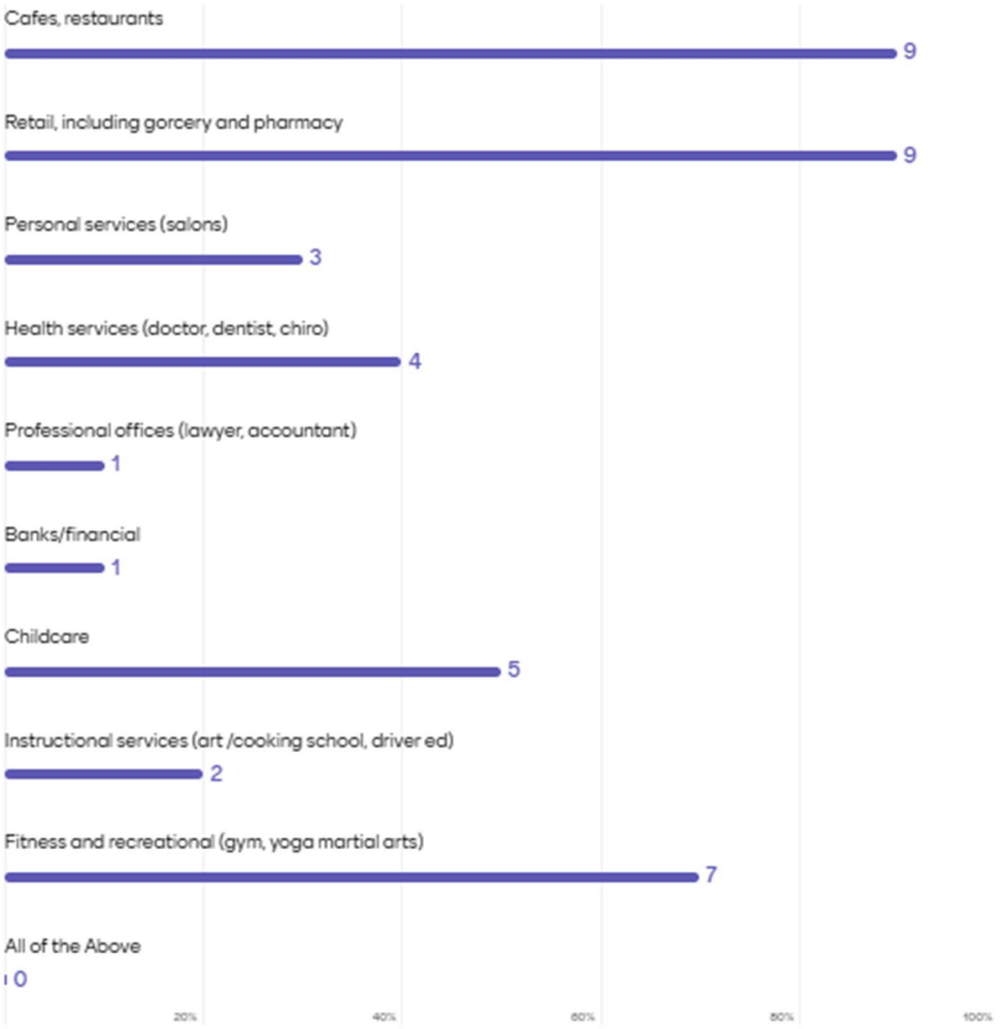
Industry Poll from Webniar on March 23, 2026



What types of businesses/uses are most important to neighbourhood-serving commercial areas?

10 / 10



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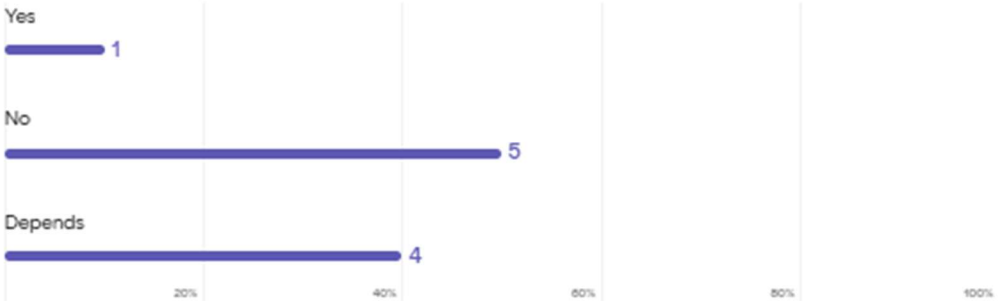
Do you support zoning regulations that limit uses at grade and push uses upstairs or to side streets?

10 / 10



Please elaborate on your choice on limiting uses at grade and pushing them upstairs/side stree

9 / 10 9

We need forces to push uses to 2nd floor. Consider physical challenges in building design, but drive the choice to 2nd floor.

Cost of construction will increase - projects won't pencil out Floor loading issues Thicker floors Increase of rents for those limited and now non conforming

Cost to construct second floor commercial is expensive so developers will opt not to do it, limiting availability. If they do building it, cost will force rent required to be high.

Need to be alternatives available. Cannot say "your business type must be on the second floor" if only a handful of such spaces exist.

In this challenging market it is difficult to find tenants or purchasers to move in. Restricting only makes this more challenging.

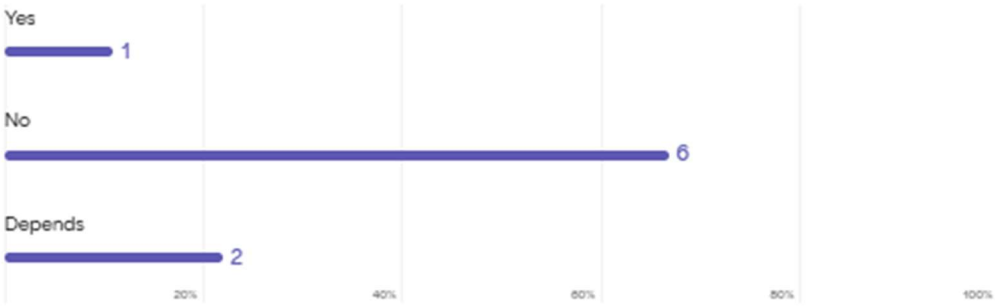
Cant be a catch all. This needs to be purposeful and I'm not sure that this is the case currently. Staff should be extremely careful with this decision and there are accessibility concerns

Some of the businesses you have marked to 2nd level will have a difficult time to operate there. Or will simply not choose nv to open

It's not that easy... operating a business on the second floor greatly impacts functionality not to mention rates, construction costs, accessibility, etc.

Vibrant neighbourhoods develop organically, use restrictions will cause winners and losers in rent.

Do you support other use regulations, such as limiting the number of uses per building or per block? 9 / 10

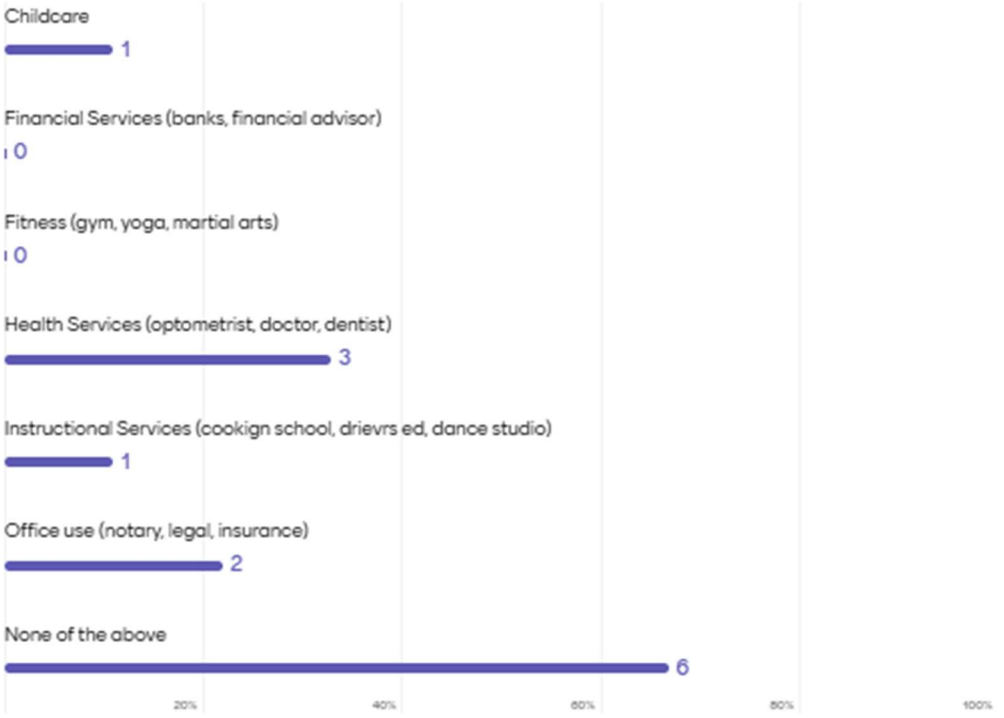


Please elaborate on your choice about limiting uses per block or per building 8 / 10 8

- Let the free market decide
- Depends on the use We don't need 6 money exchanges on one block
- Optionality controls rent and market forces will dictate co-tenancies better than municipalities.
- Will be a nightmare to watch over.
- You should not be allowed to dictate who operates and where and how frequent that use shows up. Owners already have enough trouble leasing buildings. MYOB
- Say out of planning the structure of business in an area. Maintain flex for future changes in needs etc. DO not create local monopoly.
- Warranted exceptional circumstances, but prefer not
- Less desirable for developers to build projects with limitations...

If restrictions are to be made, which uses should be limited?

9 / 10



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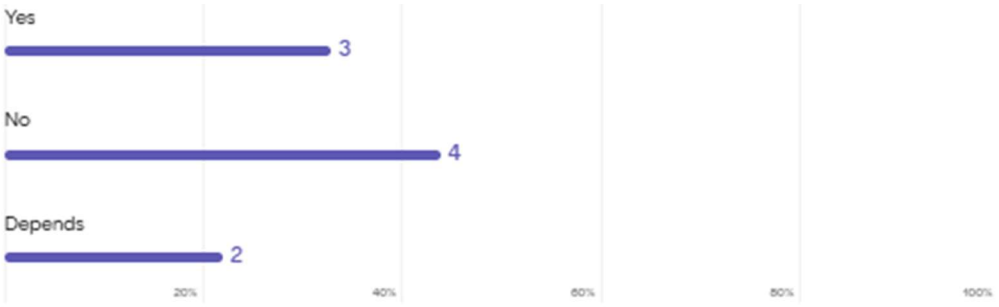
If use restrictions are to be made, when should they be implemented?

9 / 10



Do you support using Design Guidelines instead of Zoning, such as % glazing & layout, to add vibrancy to commercial areas?

9 / 10



Please elaborate on your choice to use Design Guidelines to add vibrancy

8 / 10 · 8

No. Will create too much bureaucracy. Ad hoc choices made by people in positions who shouldn't be making these decisions.

Said depends for "don't know enough to have an informed opinion"

Limit the areas of the facade this applies to and leave room for flexibility to a certain degree.

Unsure at this point how this manifests itself. (Not all good commercial is retail)

Can use storefront variation to create visual interest

Closed windows in busy area doesn't add to community.

Higher levels of frontage is generally desirable for tenants anyway.

Depends on who is building it Unless if you have tenant in tow, it's hard to design a space for all types of uses.

Is there anything else on Commercial Zones we should ask/discuss?

5 / 10 · 9

I resonate with Arasha fitness concerns. We should really discuss the fact that these business can't afford rents in those areas and rely on light industrial areas

Has the DNV done a study on how many people fitness use employs versus light industrial? If the point is to promote employment, why limit the higher employing use?

Should we be considering "supported commercial" for key community services in high cost areas? Need to discuss floor space sizes in new dev to encourage small business owners and make more affordable?

Not convinced the different industrial uses are fully understood by staff

Not thrilled

Fitness

Reconsider the relationship with light industrial and heavy industrial

Agree with Ross' comments. Sound judgement and backed up by fact

DNV should really understand some of these businesses and how they operate. Let's not limit business but to expand our zoning and footprints Let's limit parking requirements

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Zoning Bylaw Rewrite – Commercial Zoning Options

District of North Vancouver Council Workshop
April 7, 2026

DISTRICT OF NORTH VANCOUVER

Introductions

McElhanney

Colton Kirsop

Division Manager, Planning

McElhanney

B&A PLANNING DESIGN ENGAGEMENT

Adam Mattinson

Associate, West Coast Lead

B&A Studios

Agenda

Returning with the Information Council Requested

- Overview of the District's Commercial Areas
- Information on Commercial Areas
  - Businesses in District Commercial Zones (Section 1 of the Report)
  - Uses and Where they are Permitted (Sections 2 and 4)
  - Case Studies of Vibrant Commercial Areas (Sections 3 and 5)
  - Business Perspective (Section 6)
  - Impacts of non-conformance (Section 7)
- Options for regulating Commercial Zones (Section 8)
- Next Steps

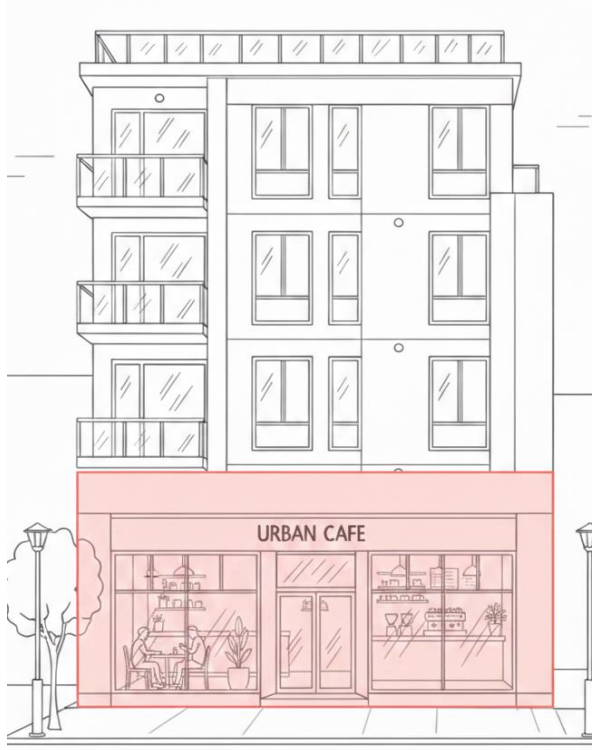
Today's discussion will shape the future commercial zones: General Commercial Zone(s) to be applied immediately; and Core (higher density) Commercial Zone(s) to be applied at time of Rezoning



General Commercial Zone(s) apply immediately at Bylaw Adoption / Enactment

Recommendations:

- Mixed Use – Commercial/ Residential
- Requires commercial uses at grade
- Permits a mix of commercial uses at grade
- Permits residential above



General Commercial
3 - 4 storeys / 1.2 - 1.75 FSR
Minimum 1 storey Commercial
PERMISSIVE
Replaces: C1, C1A, C1L, C2, C3, C3A, C9, C10, VC-DC, VC-G
Is applied now

Core Commercial Zone(s) (higher density) apply as properties redevelop

Recommendations:

- Mixed Use – Commercial/ Residential
- Requires 2 storeys of commercial uses
- Permits residential above

Option:

- Opportunity to curate ground floor uses where upstairs or side street space is added



Core Commercial
6 + storeys / 2.5 FSR and up
Minimum 2 storeys Commercial Uses
RESTRICTIVE – Could restrict ground floor commercial uses
Replaces: Comprehensive Development (CD) Zones
Is applied as properties rezone

1. Businesses in District Commercial Zones

1540

Total Businesses

on commercially zoned land in the District (2025)

349

Vibrant Uses

Food & Beverage (150) and Retail (199)

1004

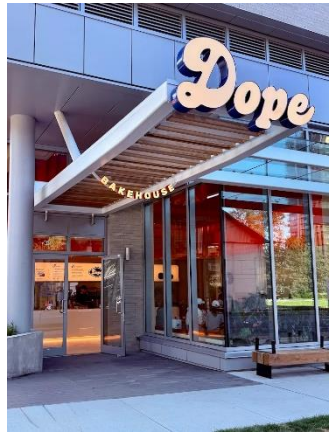
Supportive Uses

Health Care (331)
Office (332)
Personal Service (107)
and others

15% vs 6%

5-Year Growth

in Supportive vs. Medical Uses







Economic resilience & business diversity

Why Diversity Matters

- 2/3 of District businesses serve local residents
- They need to locate near population
- Supportive uses bring customers to shopping areas





2. Ongoing regulatory approach

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- Keeping what's working - Broader use class definitions introduced in 2011

- ✓ **Broader definitions allow businesses to grow and evolve**
- ✓ **Updated language reduces social bias**

Common Term	Zoning Use Category
Doctor	Health Services
Dentist	
Physiotherapist	
Optometrist	
Massage Therapist	
Hairdresser	Personal Service
Barber Shop	
Brow and Lash Bar	
Skin Care Clinic	
Beauty Salon	

4. Where Businesses Locate

- This attachment illustrates where uses/ businesses are permitted
- Commercial areas serve as the economic heart and the centre for provision of services to the community
- Commercial Zones need to include a broad variety of businesses



3. Drivers of Vibrancy & 5 Case Studies

- Key Destinations
- Neighbourhood Character
- Pride of Place
- Public Realm
- Building Design
- Business Mix





Key Destinations

- A critical mass of reasons to visit and linger
  - Supermarkets
  - Major pharmacies
  - Transit nodes
  - Community centres, libraries
  - Attractions, beaches, hubs of activity
  - A mix of businesses



Neighbourhood Character

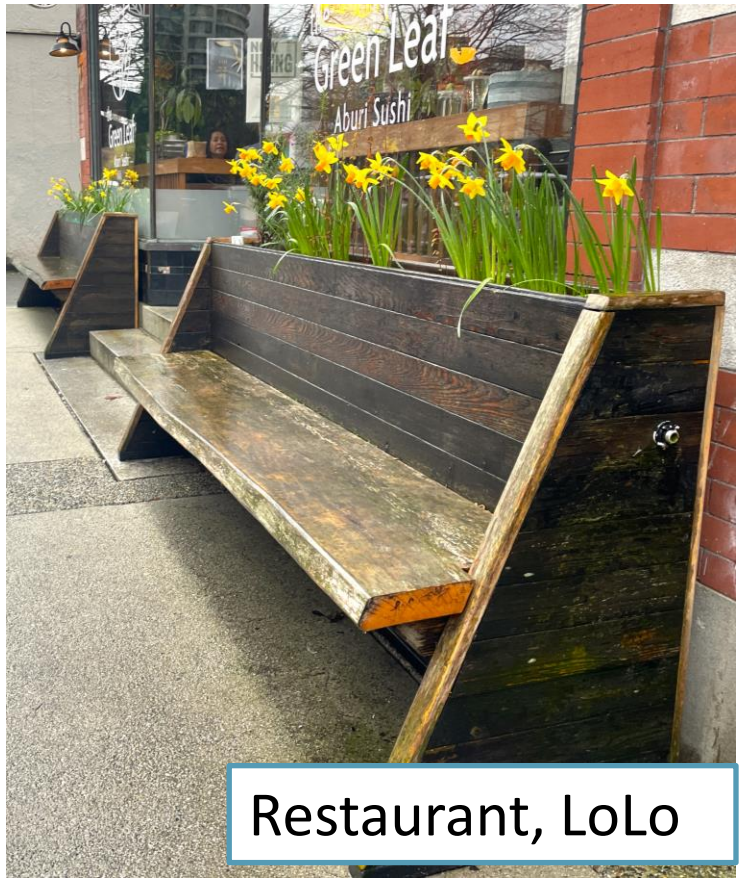
Design Guidelines, streetscape furniture, heritage preservation and public art are some of the ways neighbourhood character is celebrated and fostered







Pride of Place –Seating, Planting, Murals…



Restaurant, LoLo

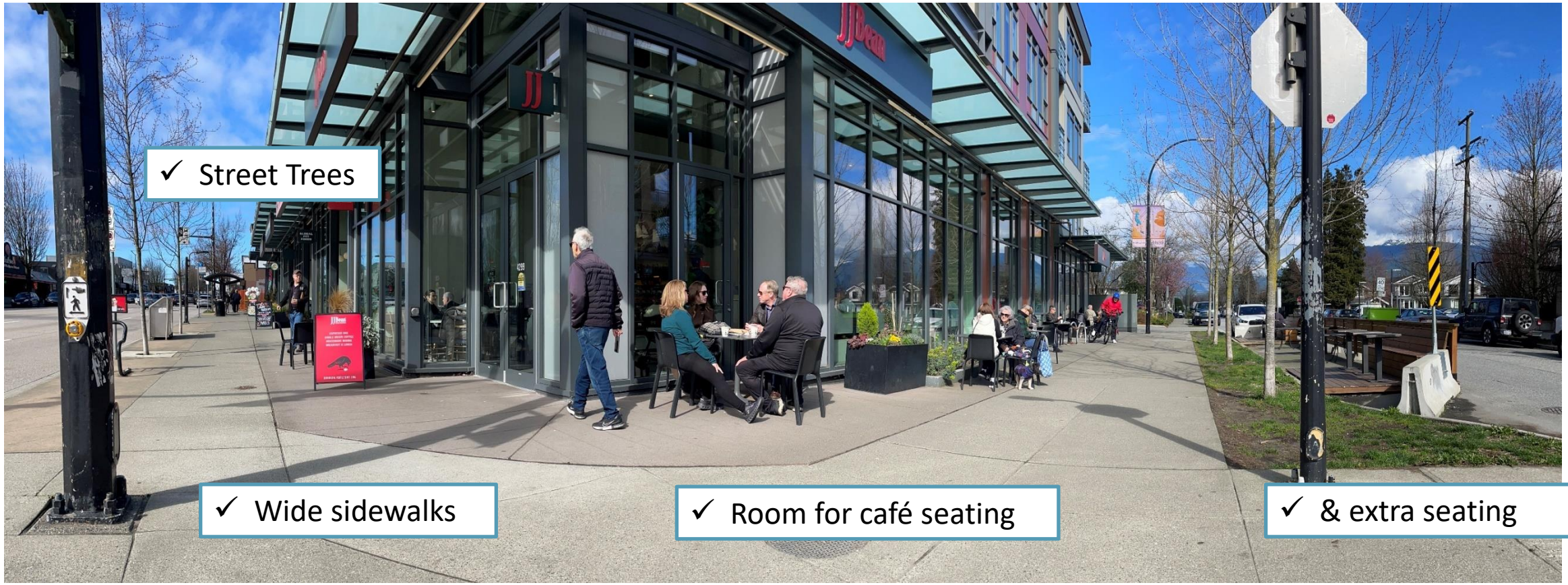


Personal Services, West 4th Ave



Health Services, Main St

Public Realm – Supports success



Public Realm – Outdoor seating areas



On street - West 4th, Vancouver



On a side street - Main Street, Vancouver

Building Design – Buildings Relate to the Street





<u>Zoning</u> ensures new buildings are constructed next to sidewalks (and parking is accessed from the rear)

<u>Design Guidelines</u> ensures buildings relate to the street and foster local character

Business Mix – All areas had a mix of uses







Financial Institutions, West 4th, Vancouver, Burnaby Heights, and Main Street

Business Mix – All areas had Dentists







Health Services, Lolo, Burnaby Heights, and Main Street



Animal Care



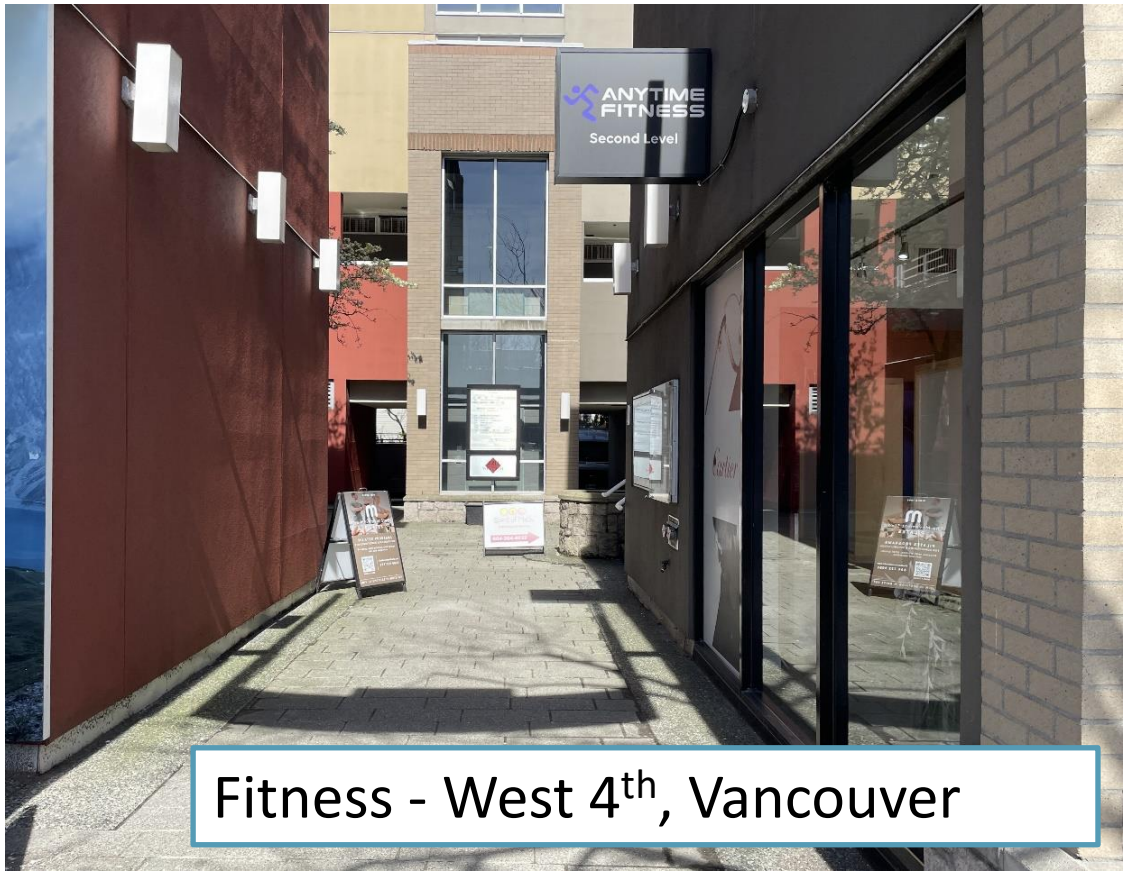
Retail/ Contractor Services

<u>Main Street</u> had the most diverse mix of uses aimed at serving the local community

Some businesses were more likely to locate on the side streets and in courtyards



Fitness – Main St, Vancouver



Fitness - West 4th, Vancouver

Summary of Findings

Zoning:

- ✓ Building Location – ensure buildings frame the street
- ✓ Residential units restricted to upper floors
- ✓ Child care is restricted to rear/ side street/ upper floor locations

No direct correlation between restrictive zoning and vibrant, successful shopping areas

Other Tools

OCP

- Sets densities
- Expands commercial areas

Design Guidelines:

- Neighbourhood Character
- Store Front Size
- Streetscape furniture
- Mid block connections

Servicing Bylaw:

- Sidewalk width
- Street trees

Public Art

- Sense of Place

Public Realm Activation

- Pocket Plazas

6. Business Perspective

Protect development rights

90% of industry representatives did not support restricting permitted uses.

Expand “the Pie”

With vacancy rates sustained at **<2%**, businesses need more, not fewer, options.

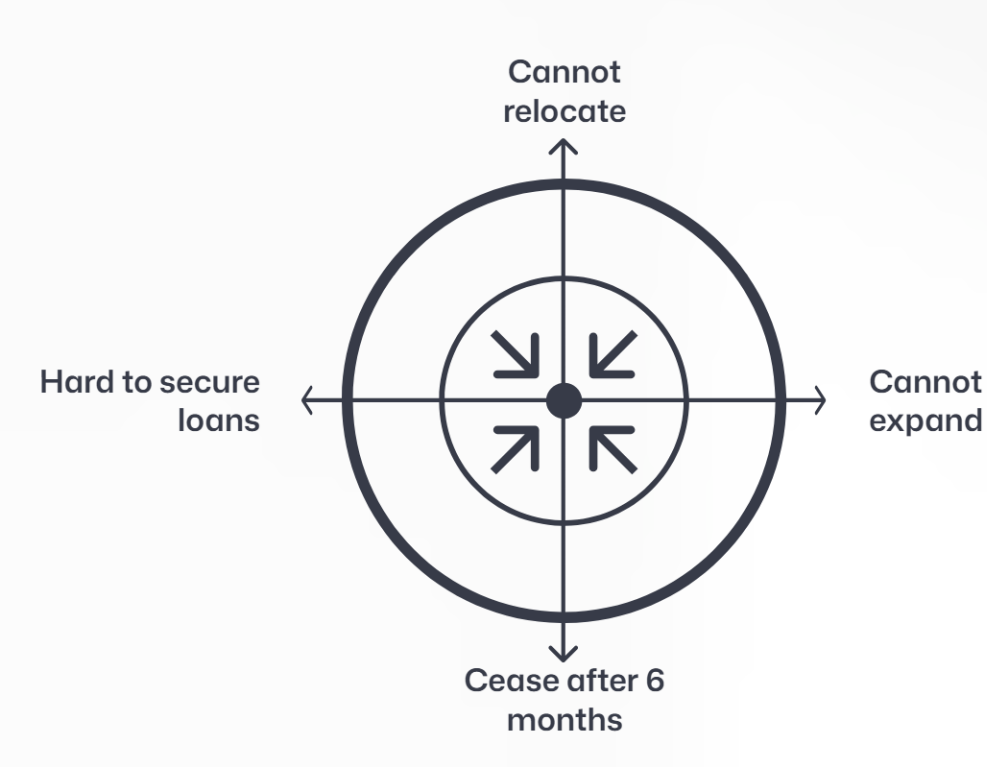
Streamlined regulations

Businesses consistently want simpler, more flexible regulations — not additional complexity.

Risk of losing businesses

Narrowing location options threatens operational viability.

7. Impacts of Becoming Non-Conforming



What Non-Conforming Means

When a use is no longer permitted under new zoning, existing businesses become legally non-conforming — they may continue operating but face significant restrictions:

- Reduced expansion and relocation opportunities
- Barriers for new businesses to open (~250/year) or existing ones to relocate (~50/year)
- Greater difficulty securing loans for tenant improvements
- Potential escalation of lease rates as tenant options shrink
- Risk of closing down or leaving the District



Questions?

8. Council Question - Regulatory Options:

Option 1 – Minimal Restrictions Now - Applies at bylaw enactment, low impact to existing business. ☑

Option 2 – Restrictions at Rezoning - Restricts Child Care, Office, Health Care, and R&D to upper/side-street locations in new Core Commercial zones. Low impact on existing businesses. ☑

Option 3 – Restrictions Now - Same restrictions as Option 2 but applied **at bylaw enactment** to all sites. **Renders approximately 700 businesses legally non-conforming.** ☒

Option 4 – Strengthen Design Guidelines - Strengthens storefront design requirements: glazing, street-framing, frontage rhythm. Can combine with any option. No businesses become non-conforming. ☑

Zoning Options

Vibrant and/or require street level location (cars/ pets)

Restricted from the main street

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Option One (1) ✓ Minimal Restrictions on Use Applies Immediately	Option Two (2) ✓ Restrictions on Location of Use Applies at Rezoning	Option Three (3) X Restrictions on Location of Use to All Commercial Sites Applies Immediately
Animal Care Services	Animal Care Services	Animal Care Services
Arts and Culture	Arts and Culture	Arts and Culture
Child Care Services	Child Care Services	Child Care Services (23 existing businesses)
Civic Service	Civic Service	Civic Service
EV Charging Hub	EV Charging Hub	EV Charging Hub
Financial Services	Financial Services	Financial Services
Fitness and Recreational Use	Fitness and Recreational Use	Fitness and Recreational Use
Food and Beverage Services	Food and Beverage Services	Food and Beverage Services
Fueling Service / Gas Station	Fueling Service / Gas Station	Fueling Service / Gas Station
Health Care Service	Health Care Service	Health Care Service (331 existing businesses)
Hotel	Hotel	Hotel
Instructional Services	Instructional Services	Instructional Services
Live Work	Live Work	Live Work
Manufacturing - Artisan	Manufacturing - Artisan	Manufacturing - Artisan
Microbrewery	Microbrewery	Microbrewery
Office Use	Office Use	Office Use (332 existing businesses)
Personal Service Use	Personal Service Use	Personal Service Use
Research & Development	Research & Development	Research & Development (6 existing businesses)
Residential Use	Residential Use	Residential Use
Retail Use	Retail Use	Retail Use
Transit and Ground Passenger Transportation Use	Transit and Ground Passenger Transportation Use	Transit and Ground Passenger Transportation Use
Youth Centre Use	Youth Centre Use	Youth Centre Use
No businesses impacted	No existing businesses impacted	Total Businesses Impacted: 692

8. Project Timeline

Project Start	Focus on Single Family	Bylaw Drafted	Review, Discussion	Bylaw Introduction	Bylaw Adoption
• Council Direction: Fall 2024	• Council Input: April & December 2025	• December 2025	• Council Input: Feb & April 2026	• May 2026	• July 2026



Thank you



DISTRICT OF NORTH VANCOUVER

Non-conforming Rules

Local Government Act (Part 14, Division 14)

Buildings

- Siting Can be Varied
- A non-conforming building can renovate and expanded so long as the area of non-conformity is not increased (Sec 529)
- Replacement is permitted if the damage is less than 75% (Sec 532)

Business

- Use Cannot be Varied (Sec 498)
- Businesses cannot expand or intensify use. (Section 530)
- A non-conforming business may continue but only if the business does not close for 6 months or more (Sec 528)

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: April 13, 2026			
☐ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

March 31, 2026

AUTHOR: Jason Smith, Senior Community Planner

SUBJECT: Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation

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RECOMMENDATION:
THAT Council supports the implementation of SSMUH in the District of North Vancouver and directs staff to prepare the necessary regulatory amendments for Council's consideration to comply with Bill 25 in conjunction with the Zoning Bylaw Rewrite project.

REASON FOR REPORT:
The purpose of this report is to update Council on the work plan, content, and timing for implementing SSMUH in response to Bill 25.

SUMMARY:
If Council wishes to implementation small-scale multi-unit housing (SSMUH) in the District several key bylaws will need to be amended including the Official Community Plan (OCP), Zoning Bylaw, Development Servicing Bylaw, Development Cost Charges (DCC) Bylaw, and Amenity Cost Charges (ACC) Bylaw. This represents a significant, multi-departmental undertaking.

The provincial government has established certain timelines for Council's consideration and adoption of bylaw amendments to permit SSMUH. While Council may choose not to implement SSMUH, there are potential consequences which are outlined in this report.

BACKGROUND:
The Province introduced small scale multi-unit housing (SSMUH) through legislative changes in late 2023. In response, the District implemented changes in June 2024, permitting a principal residence with a suite and a coach house on most single-family lots within the Urban Containment Boundary, which complied with provincial legislation at the time.

In November 2025, the Province enacted Bill 25, further amending the *Local Government Act* and requiring Local Governments to allow SSMUH density (up to 3, 4 or 6 units) on most single-family lots by June 30, 2026, including lots zoned for a

principal residence with a suite and a coach house. Consequently, this new legislation appears to require the District to amend its Zoning Bylaw by June 30, 2026, to permit SSMUH within the Urban Containment Boundary, subject to certain exemptions.
http://app.dnv.org/OpenDocument/Default.aspx?docNum=6653384Staff presented an overview of the proposed legislation at a workshop on October 27, 2025. Staff also presented an overview of some of the key priorities for Community and Development Planning projects at a Council workshop on January 13, 2026.

Additionally, Council workshops were held on Feb 9 and Feb 10, 2026 to discuss potential SSMUH implementation within the District. Member(s) of Council requested the following of staff (Staff responses are included in **Attachment 1**):

1. Summary of public feedback on proposed changes to zones within existing single-family neighbourhoods in the spring of 2025;
2. Consideration of additional built-form regulations (Draft R3 Zone included as **Attachment 2**);
3. Lot-area statistics on properties proposed to accommodate SSMUH densities;
4. Numeric analysis of approximate maximum buildable floor space and resulting average unit sizes on different sized lots;
5. Exploration of SSMUH development accommodating non-profit residential care facilities;
6. Additional renderings of SSMUH developments in a “neighbourhood with minimal slope and buildings with flat roofs”; and
7. Provincial response to the District’s request to exempt the portion of Pemberton Heights deemed to be within 400m of frequent transit from being required to be a 6-unit SSMUH area and have it be treated as a 4-unit SSMUH area. The Province denied this request.

Follow up reports have been provided to Council on making an application for an extension in the Lions Gate – Marine Drive Village Centre area (March 2 Report) and to consider the use of residential rental tenure zoning and/or requiring an affordable unit as part of a six-unit SSMUH development (March 16 Report).

ANALYSIS:
The SSMUH densities required in provincial legislation are not consistent with the District’s Official Community Plan, which instead focuses 75 - 90% of new housing units in the four key growth centres. Nor are the SSMUH densities consistent with general good planning practice to locate significant new density in areas close to infrastructure, services and amenities, although infill is appropriate. Furthermore, the administrative and financial burden on the District is anticipated to be greater for SSMUH development, on a per unit basis, when compared to higher density developments already planned for the key growth centres. Despite these concerns, Staff recommend that the District’s bylaws be amended to align with the requirements of the new provincial legislation. However, Staff also recommend that the District’s financial strategy and related bylaws be updated if SSMUH is approved, to ensure

the anticipated additional costs incurred by the District are recovered from SSMUH developers.

Considerable work has been completed to outline the District's response to Bill 25 and in planning for the implementation of SSMUH. Additional work remains to ensure the initiative is implemented effectively and in alignment with broader planning objectives. The key remaining tasks are outlined below.

Land Use Regulation:
Bill 25 will require changes to both the District's OCP and Zoning Bylaw. The draft R3 (SSMUH) Zone is attached as **Attachment 2**. Corresponding changes to the OCP will also be necessary to accommodate SSMUH and the proposed changes to single family zones. Subject to Council's direction, these amendments will be presented alongside the Zoning Bylaw Rewrite to Council later this spring.

Implementation of SSMUH will proceed in alignment with Council's direction which may include provisions for exemption areas and extension requests, as shown in the **Attachment 3** map.

Servicing Regulations
Changes will also be needed to some of the bylaws regulating servicing in the District. These changes will involve further discussions with Council to determine how properties redeveloping to SSMUH densities should be classified, particularly with respect to any additional servicing requirements beyond current standards (within single-family areas) and how to approach this equitably between neighbouring properties. Key considerations include boulevard treatments, sidewalk requirements, storm water management, and water and sewer infrastructure.

Changes to servicing regulations would entail changes to the Development Servicing, Waterworks Regulation, and/or the Sewer Bylaws.

Financing Strategy
Decisions as to how to classify SSMUH units in terms of applicable financial regulations will also need to be decided by Council. If new SSMUH zoning is approved by Council Staff recommend the Amenity Cost Charges (ACC) and Development Cost Charges (DCC) Bylaws also be amended to ensure new SSMUH development contributes appropriately to amenities and servicing required to support growth.

Potential Next Steps for SSMUH
Two options for SSMUH are outlined and described below:

Option 1 - SSMUH and Zoning Bylaw Rewrite continue to advance together
This option would continue to advance the two related projects together. While the District would miss the June 30 provincial deadline for compliance with Bill 25 by a couple of weeks, the risks are minimal, as outlined in the Liability/Risk section of this report.

This would also give staff additional time to complete the companion bylaw and regulatory requirements necessary to implement SSMUH. This would also avoid the potential public confusion and administrative burden of rezoning the vast majority of single-family properties twice within a matter of weeks.

Option 2 - Not Proceed with SSMUH
Council could choose to direct staff to not proceed with the implementation of SSMUH. The District's OCP Update process (2025) demonstrated that both the current OCP and Zoning Bylaw have more than sufficient capacity to accommodate the District's 20-year housing need. The District's growth model not only accommodates the community's housing needs but does so in locations served by existing infrastructure and in locations that can best be served by current and future transit investment.

This option carries the risk that the Province could impose SSMUH on the District, as outlined in the Liability/Risk section of this report, and there is no certainty as to if or how the Province might choose to react. Choosing not to proceed could also forfeit the District's ability to tailor the SSMUH zones to the community's unique local context and planning objectives. There are also potential implications for the District's eligibility for future federal and provincial housing funding or grants. For example, The District was ineligible for the last round of the Housing Accelerator Fund's due to not implementing SSMUH densities in 2024.

Timing/Approval Process:
Staff recommend the timeline for Zoning Bylaw Rewrite project be shifted to the following:

- Late May for 1st reading of Bylaws;
- Early June Public Hearing;
- Additional readings end of June; and
- Adoption prior to end of July.

The consideration of SSMUH and the broader Zoning Bylaw Rewrite may occur independently. However, should Council support moving ahead with SSMUH implementation, then staff recommend both bylaws move forward concurrently, as per the timeline indicated above.

Concurrence:
Development Planning and the Municipal Solicitor have reviewed this report and provided their concurrence. Engineering Infrastructure Services and Finance also provided input.

Liability/Risk:
Part 787 of the *Local Government Act* outlines the actions that the Province can take if a local government misses the deadline or fails to comply with Bill 25 (**Attachment 4**).

Missing the June 30, 2026 Deadline
The legislation states that the Minister may give notice to a local government that it has failed to adopt the necessary zoning bylaw amendments to comply with Bill 25 and that the local government must comply within 30 days of receipt of the notice. The current timeline for the Zoning Bylaw Rewrite project would have Council in the position to adopt it prior to the end of July. Staff anticipate there is minimal risk of the Minister issuing such an order if Council chooses to adopt SSMUH as part of the Zoning Bylaw Rewrite in July 2026.

Choosing Not to Implement SSMUH
An option to not implement SSMUH is provided for Council's consideration. If Council chooses not to implement SSMUH, the Minister could provide notice as outlined above. Should the District not comply with the notice, the Province has given itself the authority to make an order that in effect amends the District's Zoning Bylaw to implement SSMUH in a manner that complies with SSMUH related legislation within the *Local Government Act*.

Conclusion:
Implementing small scale multi-unit housing (SSMUH) requires coordinated updates to the Zoning Bylaw and OCP to meet provincial requirements, while reflecting the District's unique local context. Aligning these changes with the Zoning Bylaw Rewrite project will streamline the process, reduce administrative complexity, and support effective, tailored implementation.

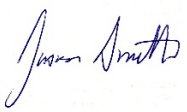
Options:

1. THAT Council supports the implementation of SSMUH in the District of North Vancouver and directs staff to prepare the necessary regulatory amendments for Council's consideration to comply with Bill 25 in conjunction with the Zoning Bylaw Rewrite project. **[Staff Recommendation]**

Or

2. THAT Council does not support the implementation of SSMUH in the District of North Vancouver.

Respectfully submitted,



Jason Smith
Senior Community Planner

Attachments:
1. Council Workshop Follow-up Information
2. Draft R3 (SSMUH) Zone
3. Map of Proposed SSMUH Implementation Area
4. Part 787 of Local Government Act
5. Staff Presentation

REVIEWED WITH:		
❑ Business and Economic _____	❑ Finance _____	External Agencies:
❑ Bylaw Services _____	❑ Fire Services _____	❑ Library Board ____
❑ Clerk's Office _____	❑ Golf _____	❑ Museum and Archives ____
❑ Climate and Biodiversity _____	❑ Housing TA	❑ NSEM ____
❑ Communications _____	❑ Human Resources _____	❑ NS Health ____
❑ Development Planning KZ	❑ Integrated Planning _____	❑ NVRC ____
❑ Development Engineering _____	❑ ITS _____	❑ RCMP ____
❑ Development Services _____	❑ Parks _____	❑ Other: ____
❑ Engineering Infrastructure PC	❑ Real Estate _____	
❑ Engineering Public Works _____	❑ Solicitor _____	
❑ Environment _____	❑ Transportation _____	
❑ Facilities _____		

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Small-Scale Multi-Unit Housing (SSMUH) Council Workshops Follow-up Information

Two Council workshops were held on the Feb 9 and Feb 10, 2026, to discuss potential SSMUH implementation within the District. At the workshops, and subsequently, members of Council requested additional information from staff.

1. Member(s) of Council requested a summary of public feedback on proposed changes to zones within existing single-family neighbourhoods that was received in the spring of 2025.

   The purpose of the engagement was to inform the community and collect input on how to provide for 22,369 new housing units between 2021 and 2041 in the OCP and to ask for feedback on updates to single-family zones in the Zoning Bylaw.
   a. Of the approximate 950 survey responses, there was general support for permitting up to 3 storeys (60% support), permitting building closer to the street (75% support), and increasing maximum coach house size (73% support).
   b. The full engagement summary available here. Feedback on the Changes to the Single-Family Zones are shown on pages 16 to 20 of the summary report.

2. Member(s) of Council suggested further regulations be considered as part of the R3 (SSMUH) Zone. Suggestions included minimum unit sizes and different front yard setbacks.
   a. Staff are continuing to test regulations within the R3 zone such as minimum unit sizes (ex. 500 sq.ft.), floor space ratios, maximum gross floor area caps, front yard setbacks, and others. Staff will report back on this analysis at Bylaw Introduction.

3. Member(s) of Council requested the following statistics on the lots currently proposed to be rezoned to the R3 (SSMUH) Zone.
   a. Average size: 7,998 sq. ft.
   b. Median size: 7,679 sq. ft.
   c. Most common size: 7,500 sq. ft.

4. Member(s) of Council requested additional information on the maximum buildable floor space and resulting average unit sizes, with respect to a range of common lot sizes and unit configurations.

   a. Tables 1 and 2 provide numerical analysis on the **draft** R3 Zone based on hypothetical developments on a variety of common lots sizes within the District. Staff are continuing to refine the metrics of this proposed zone and the recommend maximum floor areas may be adjusted further subject to this analysis or Council direction.

b. **Table 1** illustrates the approximate **maximum buildable floor area**. The approximate maximum buildable floor area under existing zoning regulations is shaded in green. The light blue indicates lot that could accommodate up to four units and the dark blue shading is for lots that would permit five or six units.

Table 1: Approximate Maximum Buildable Floor Area (sq. ft.)

Test Lot Size	Current RS zones[1]	Draft R3 Zone: 1 unit	Draft R3 Zone: 2 units	Draft R3 Zone: 3 units	Draft R3 Zone: 4 units	Draft R3 Zone: 5 units	Draft R3 Zone: 6 units
3,750	3,590	3,625	3,625	4,125	4,125	4,625	4,625
4,250	3,957	3,975	3,975	4,475	4,475	4,975	4,975
4,750	4,292	4,325	4,325	4,825	4,825	5,325	5,325
5,250	3,858	3,888	3,888	4,388	4,388	4,888	4,888
5,750	4,082	4,163	4,163	4,663	4,663	5,163	5,163
6,250	4,350	4,438	4,438	4,938	4,938	5,438	5,438
6,750	4,665	4,713	4,713	5,213	5,213	5,713	5,713
7,250	4,917	4,988	4,988	5,488	5,488	5,988	5,988
7,750[2]	5,218	5,263	5,263	5,763	5,763	6,263	6,263
8,250	5,508	5,538	5,538	6,038	6,038	6,538	6,538
8,750	5,779	5,813	5,813	6,313	6,313	6,813	6,813
9,250	6,041	6,088	6,088	6,588	6,588	7,088	7,088
9,750	6,303	6,363	6,363	6,863	6,863	7,363	7,363
10,250	6,552	6,638	6,638	7,138	7,138	7,638	7,638
10,750	6,805	6,913	6,913	7,413	7,413	7,913	7,913
11,250	7,015	7,188	7,188	7,688	7,688	8,000	8,000
11,750	7,298	7,463	7,463	7,963	7,963	8,000	8,000
12,250	7,452	7,500	7,500	8,000	8,000	8,000	8,000
12,750	7,687	7,500	7,500	8,000	8,000	8,000	8,000

1 This buildable floor area includes all exempted areas permitted in current RS zones such as basements and garages. This number is also an average of the existing 19 different RS zones.

2 This is the most common lot size of the lots proposed to accommodate SSMUH densities.

c. **Table 2** illustrates the approximate **average unit sizes** of these hypothetical SSMUH developments.

Table 2: Approximate Average Unit Sizes (sq. ft.)

Test Lot Size	Current RS zones	Draft R3 Zone: 1 unit	Draft R3 Zone: 2 units	Draft R3 Zone: 3 units	Draft R3 Zone: 4 units	Draft R3 Zone: 5 units	Draft R3 Zone: 6 units
3,750	-	3,625	1,813	1,375	1,031	925	771
4,250	-	3,975	1,988	1,492	1,119	995	829
4,750	-	4,325	2,163	1,608	1,206	1,065	888
5,250	-	3,888	1,944	1,463	1,097	978	815
5,750	-	4,163	2,081	1,554	1,166	1,033	860
6,250	-	4,438	2,219	1,646	1,234	1,088	906
6,750	-	4,713	2,356	1,738	1,303	1,143	952
7,250	-	4,988	2,494	1,829	1,372	1,198	998
7,750[1]	-	5,263	2,631	1,921	1,441	1,253	1,044
8,250	-	5,538	2,769	2,013	1,509	1,308	1,090
8,750	-	5,813	2,906	2,104	1,578	1,363	1,135
9,250	-	6,088	3,044	2,196	1,647	1,418	1,181
9,750	-	6,363	3,181	2,288	1,716	1,473	1,227
10,250	-	6,638	3,319	2,379	1,784	1,528	1,273
10,750	-	6,913	3,456	2,471	1,853	1,583	1,319
11,250	-	7,188	3,594	2,563	1,922	1,600	1,333
11,750	-	7,463	3,731	2,654	1,991	1,600	1,333
12,250	-	7,500	3,750	2,667	2,000	1,600	1,333
12,750	-	7,500	3,750	2,667	2,000	1,600	1,333

1 This is the most common lot size of the lots proposed to accommodate SSMUH densities.

5. Member(s) of Council enquired about the possibility for SSMUH development to accommodate non-profit residential care facilities. Residential care in dwellings is governed by the *Community Care and Assisted Living Act*. The Act provides licensing for community care facilities that offer care to vulnerable people in child and youth residential and adult residential settings.
    a. The urban form permitted under the proposed R3 zone can accommodate up to 4 or 6 dwelling units. These units could be of affordable and special needs housing. Any greater number of dwelling units would require a rezoning.
    b. Stand-alone residential care facilities can be integrated into certain dwellings, subject to appropriate zoning and licensing in place, as well as compliance with BC Building Code requirements.
    c. The Zoning Bylaw Rewrite team is also exploring possible arrangement by examining new use definitions and general regulations within the updated Zoning Bylaw.
    d. Further consideration of SSMUH and the intent of the *Community Care and Assisted Living Act* will be required to better assess the District's role in regulating uses that are governed under that legislation.

6. Member(s) of Council enquired about standardized design for SSMUH development to support project viability.
    a. In 2024, the Province published the Standardized Housing Designs Catalogue to support the development of SSMUH housing faster and more cost-effectively. The designs are based on typical lots previously zoned for single-family homes and duplexes. Class D Cost estimates were also prepared by the Province to provide an approximate cost range for SSMUH projects.

7. Member(s) of Council requested renderings of potential SSMUH developments. One request was for a "neighbourhood with minimal slope and buildings with flat roofs, [containing the least amount of architectural variation]":

    a. **Image 1** below depicts three 4-unit SSMUH developments on 60-foot-wide lots with:
        i. Minimum setbacks,
        ii. Minimal building articulation,
        iii. Minimal architectural design variation,
        iv. Limited material variation, and
        v. Flat roofs.



Image 1: Rendering of 3 potential SSMUH developments with flat roofs and minimal architectural articulation and variation

b. Given existing development patterns in the District and the architectural designs of recently issued building permits, **Image 2** below depicts an alternative potential 4-unit SSMUH development.



Image 2: Rendering of a potential SSMUH development with architectural style similar to common designs within the District

8. The issue of the portion of Pemberton Heights deemed to be within 400m of frequent transit being required to be a 6-unit SSMUH area was raised as an issue. The topography of the area inhibits easy accessibility to transit.

   On February 23, 2026, staff submitted a request to the Province to exempt Pemberton Heights properties from the 6-unit requirement, given the unique topographic conditions in the area. Staff noted that pedestrian access from this neighbourhood to Marine Drive is limited to a steep wooden staircase via Pemberton Avenue, maintained by the District, which is *not* accessible to residents with mobility constraints.

   A response from the Province was received on March 12, 2026. They indicated that:

   - the Province does not have discretion in considering or approving exemptions under the SSMUH legislation; and
   - there is no provision in the legislation or regulation which exempts properties, or lowers the minimum density requirements, due to the quality or accessibility of local pedestrian infrastructure used to access frequent transit.

R3 – Residential Houseplex Zone

R3 - Residential Houseplex Zone

R3.1 Intent

The intent of the Residential Houseplex Zone (R3) is to permit ground-oriented detached or semi-detached housing forms with an emphasis on above ground living, and may include homes with suites, houseplexes and coach houses.



R3.2 Permitted Uses

1. The following uses shall be permitted in the Residential Houseplex Zone:

Use	Principle Use	Accessory Use
Residential Use	✓	
Accessory Use		✓
Child Care Services		✓
Home Occupation		✓
Parking Use		✓

R3.3 Conditions of Use

Not applicable.

R3.4 Density

1. Maximum Units: A maximum of four (4) **Dwelling Units** is permitted on a Lot, unless specified through the site specific modifier "U" on the Zoning Map.

R3.4 Maximum Permitted Gross Floor Area	
The Maximum permitted Gross Floor Area of all Buildings and structures on a lot when	**Maximum Gross Floor Area (GFA)**
There are 1 or 2 Dwelling Units	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* =Net Lot Area x 0.7 + 92.9 m^2 *(1,000 ft^2)*
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.55 + 92.9 m^2 *(1,000 ft^2)* Up to a maximum of 696.7 m^2 *(7,500 ft^2)*
There are 3 or 4 Dwelling Units	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.7 + 139.4 m^2 *(1,500 ft^2)*
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.55 + 139.4 m^2 *(1,500 ft^2)* Up to a maximum of 743.2 m^2 *(8000 ft^2)*
There are 5 or 6 Dwelling Units	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.7 + 185.8 m^2 *(2,000 ft^2)*
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* = Net Lot Area x 0.55 + 185.8 m^2 *(2,000 ft^2)* Up to a maximum of 743.2 m^2 *(8000 ft^2)*

R3.5 Accessory Building Exemptions and Maximums:

1. Exemptions: Accessory Buildings and Structures *(sheds) up to* 25 m^2 (270 ft^2) in size are exempted from the maximum permitted Gross Floor Area.
2. The Maximum Gross Floor Area for non-Residential Buildings in combination inclusive of any exempted floor area is: 93 m^2 (1,000 ft^2).
3. Additional Gross Floor Area exemptions are found in Part 4 of the Bylaw.

R3.6 [Intentionally Blank]

R3.7 Height

R3.7 The Maximum Permitted Number of Storeys *(Including basements and attics)*	
Residential Buildings in the front 6.1 m *(20.0 ft)* of the Lot	2 storeys
Residential Buildings or portion thereof with a Setback ≥6.1 m *(20.0 ft)* from the Front Lot Line and ≥7.6 m *(25.0 ft)* from the Rear Lot Line	3 storeys
Coach Houses and a Residential Buildings built behind / to the rear of another Residential building	2 storeys
Detached Garages	1 storey
Accessory Buildings and Structures *(sheds, gazebos)*	1 storey

R3.7 The Maximum Permitted Height		
	Roof Pitch	**Max. Height**
Residential Buildings in the front 6.1 m *(20.0 ft)* of the Lot	Flat roof up to 3-in-12	6.7 m *(22.0 ft)*
	3-in-12 and steeper	8.5 m (28.0 *ft)*
Residential Buildings or portion thereof with a Setback ≥6.1 m *(20.0 ft)* from the Front Lot Line and ≥7.6 m *(25.0 ft)* from the Rear Lot Line	Flat roof up to 3-in-12	10.0 m *(33.0 ft)*
	3-in-12 and steeper	11.6 m *(38 ft)*
Coach Houses and a Residential Buildings built behind / to the rear of another Residential building	Flat roof up to 3-in-12	6.7 m (22 ft)
	3:12 and steeper	8.5 m (28ft)
Garages and Accessory Buildings and Structures	Flat roof up to 3-in-12	3.6 m *(12 ft)*
	3-in-12 and steeper	5.5 m *(18 ft)*

R3.7 Lowest Building Elevation

The elevation of the floor of the lowest Storey of all Buildings and, Accessory Buildings must not be more than 1.2 m *(4.0 ft)* higher, and not more than 1.2 m *(4.0 ft)* lower, than the lowest point of Existing Grade along the perimeter of the Building or Accessory Building.

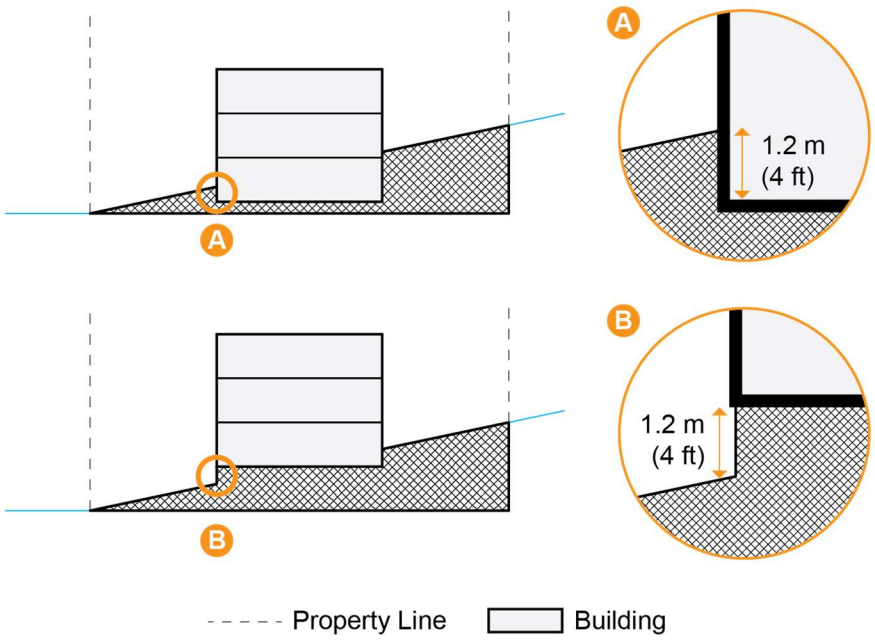


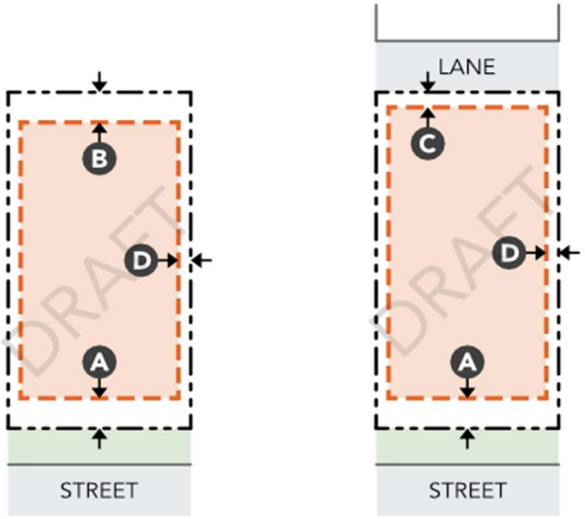
Diagram of Lowest Building Elevation

4. Height exemptions are in Part 4 of the Bylaw.

R3.8 Setbacks

R3.8 The Minimum Permitted Setback Regulations

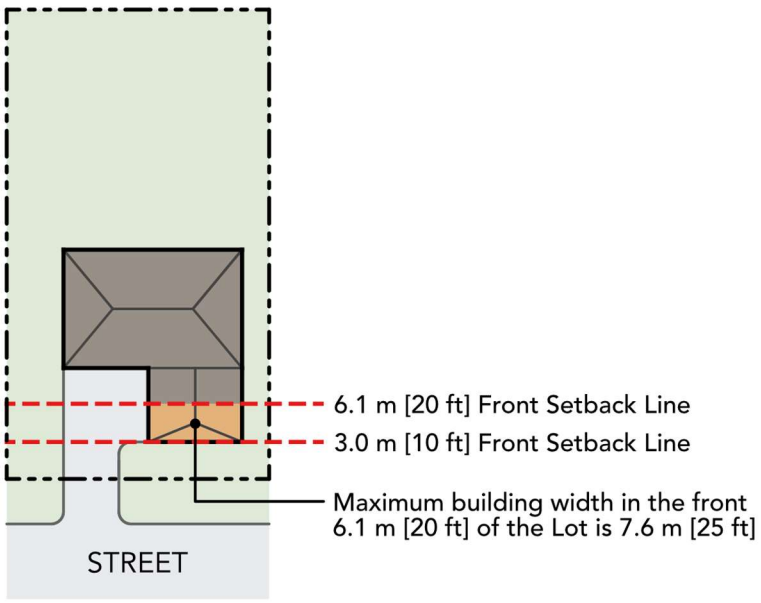
Type of Building or Structure	Minimum Front Setback	Minimum Rear Setback when abutting another property	Minimum Rear Setback when abutting a lane or road allowance	Minimum Side Setback	Minimum Setback to the Ocean Natural Boundary Line
Residential Buildings	3.0 m (10 ft) A	3. m (10 ft) B	1.5 m (5 ft) C	1.2 m (4 ft) D	7.6 m (25 ft)
Detached Garages	3.0 m (10 ft)	1.5 m (5 ft)	1.5 m (5 ft)	1.2 m (4 ft)	7.6 m (25 ft)
Accessory Buildings and Structures	6.1 m (20 ft)	1.2 m (4 ft)	1.2 m (4 ft)	1.2 m (4 ft)	1.2 m (4 ft)
Swimming Pools	3.0 m (10 ft)	3.0 m (10 ft)	3.0 m (10 ft)	1.2 m (4 ft)	3.0 m (10 ft)



Minimum setbacks for Residential Buildings

R3.9 Building Coverage

R3.9 Maximum Permitted Building Coverage	
Regulation	**Criteria**
Where up to 4 Dwelling Units are permitted	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 50% of the Lot.
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 40% of the Lot.
Where up to 6 Dwelling Units are permitted	When the Net Lot Area is less than or equal to 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 60% of the Lot.
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the Maximum Building Coverage is 50% of the Lot.
Where Buildings are constructed within the first 6.1 m *(20 ft)* of the Lot, the maximum Building Coverage of that portion of the lot in front of the 6.1m (20 ft) setback line is 25%.	



R3.10 Landscaping

R3.10 Landscape Area	
Regulation	**Criteria**
Where a **Lot** includes a Landscape Area not less than 6.1 m x 6.1 m (20 ft x 20 ft), the **Landscape Area** requirements shall be deemed to be satisfied, and no further calculations are required.	
Where up to 4 dwelling units are permitted	When the Net Lot Area is less than or equal to 470 m^2 (5,000 ft^2) the minimum Landscape Area is 40%
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the minimum Landscape Area is 45% of the Lot
Where up to 6 dwelling units are permitted	When the Net Lot Area is less than or equal to 470 m^2 (5,000 ft^2) the minimum Landscape Area is 25%
	When the Net Lot Area is more than 470 m^2 *(5,000 ft^2)* the minimum Landscape Area is 35% of the Lot

R3.11 Building Regulations

1. The maximum permitted Building Wall Length is 19.8 m (65 ft).
2. The maximum permitted Building Width for that portion of any building in the front 6.1 m (20 ft) of the lot is 7.6 m (25 ft).
3. The maximum permitted Building Depth: 19.8 m (65 ft).

R3.12 Parking Regulations

1. Parking must comply with Part 6 of the Bylaw.

R3.13 Subdivision Minimum Standards

1. Subdivision must comply with Part 7 of the Bylaw and may be further specified through the site-specific Modifier 'S' as shown on the Zoning Map.

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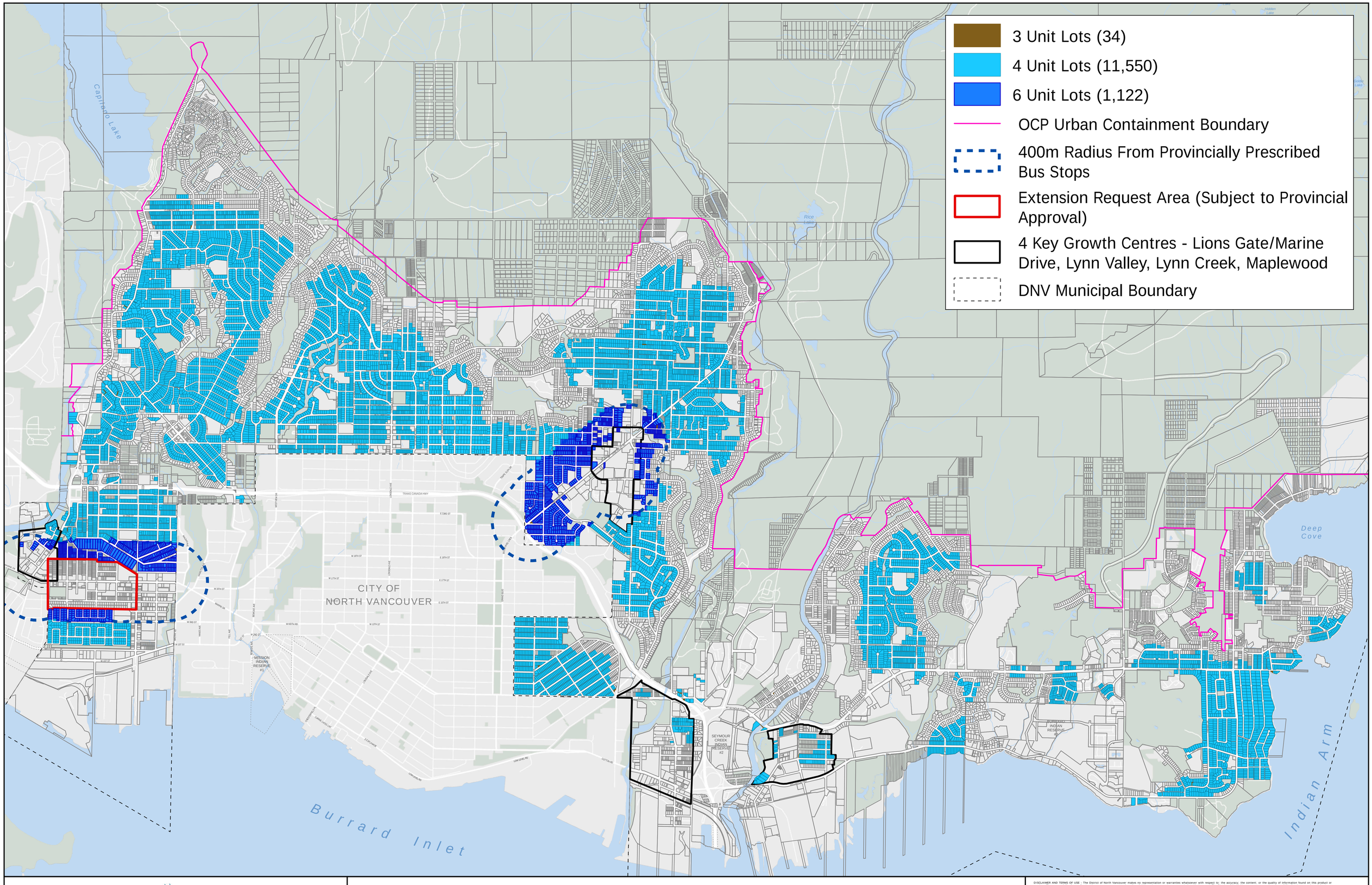

DISTRICT OF NORTH VANCOUVER

Proposed Application of SSMUH Zoning

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Kilometers

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Published: March 5, 2026

Scale: **1:17,000**

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Part 787 of the Local Government Act

Transition — ministerial order related to small-scale multi-family housing - Part 787

(1) This section applies in relation to a local government if the minister is satisfied that the local government has failed, within the time required under this Act, to adopt

(a)a zoning bylaw that complies with section 481.3 (3), (4) and (5) *[zoning bylaws and small-scale multi-family housing]* or with regulations, if any, made for the purposes of section 481.3 (6), or

(b)a bylaw under section 525 *[off-street parking and loading space requirements]* that complies with section 525.2 *[off-street parking related to small-scale multi-family housing]*.

(2) The minister may give to the local government a notice that

(a)sets out the minister's objections to the local government's bylaw, and

(b)states that the local government must, within 30 days after receipt of the notice, alter the bylaw accordingly.

(3) If the local government does not alter the bylaw in accordance with the notice given under subsection (2), the minister may, with the prior approval of the Lieutenant Governor in Council, make an order that enacts or amends a bylaw referred to in section 479 *[zoning bylaws]* or 525 to do the following, as applicable:

(a)permit, in relation to an area, the use and minimum density of use required to be permitted under section 481.3 (3), (4) and (5) or by regulations made for the purposes of section 481.3 (6);

(b)establish, in relation to an area, the siting, size, dimensions, location, type, form or density of housing units required to be permitted by regulations made for the purposes of section 481.3 (6);

(c)provide for off-street parking or loading spaces only in accordance with section 525.2.

(4) In making an order under subsection (3), the minister may

(a)establish different classes of persons, property, circumstances, things and other matters,

(b)make different provisions, including exceptions, for different classes referred to in paragraph (a), and

(c)make different provisions, including exceptions, for different areas or different parts of areas of municipalities or regional districts or different persons, property, circumstances, things and other matters.

(5) On the date specified in an order made under subsection (3), the bylaw enacted or amended under the order is conclusively deemed to be enacted or amended by the local government in accordance with the order.

(6) An order may not be made under subsection (3) after December 31, 2031.

(7) For the purposes of this section, the minister has the powers of a local government under sections 479 (1) (c) and 525 (1) (a).

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Small-Scale Multi-Unit Housing (SSMUH) and Bill 25 Implementation Timing

April 13, 2026 Regular Council Meeting

DISTRICT OF NORTH VANCOUVER

Small-Scale Multi-Unit Housing (Bill 25)

Requires the District to accommodate up to 3, 4, or 6 units on eligible (non-exempt) single-family lots by **June 30, 2026**



On lots 280 m^2 (3,014 ft^2) or less



On lots greater than 280 m^2 (3,014 ft^2)



On lots larger than 280 m^2 (3,014 ft^2) *and* within 400m of frequent transit bus stops

Small-Scale Multi-Unit Housing (Bill 25)

- October 27, 2025 – Council Workshop
  - Overview of Bill 25 legislation
- February 9 & 10, 2026 – Council Workshops
  - Proposed approach to SSMUH implementation
- March 2, 2026 – Regular Council Meeting
  - Direction to submit extension for Marine Drive corridor
- March 16, 2026 – Regular Council Meeting
  - Analysis findings for rental tenure zoning and affordable housing in SSMUH context

Attachment 1 includes additional information requested by Council at workshops and meetings

DISTRICT OF NORTH VANCOUVER

SSMUH Implementation Pieces

- Land Use Regulation
  - Official Community Plan & Zoning Bylaws
- Servicing Regulation
  - Development Servicing, Waterworks Regulation, Sewer Bylaws
- Financial Strategy
  - DCC & ACC Bylaws

Potential Next Steps for SSMUH

Option 1 *(staff recommendation)*:

SSMUH and Zoning Bylaw Rewrite continue to advance together

- May – 1st reading of bylaws
- June – Public hearing; 2nd and 3rd readings of bylaws
- July – Adoption
- **SSMUH adoption after June 30 deadline**

DISTRICT OF NORTH VANCOUVER

Potential Next Steps for SSMUH

Option 2:
Not proceed with SSMUH

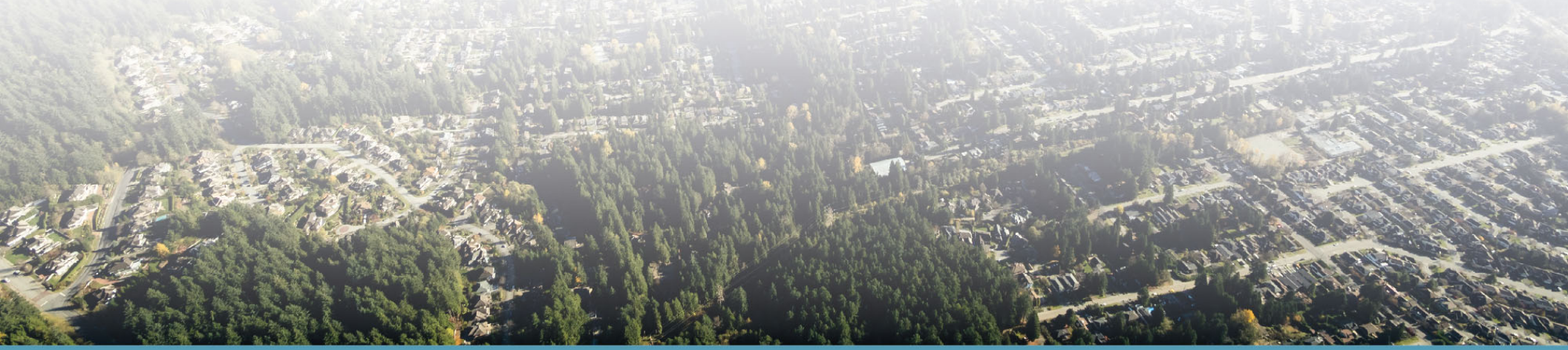
- **No adoption of SSMUH**
- Risk of Province imposing SSMUH in future

Staff Recommendation

THAT Council supports the implementation of SSMUH in the District of North Vancouver and directs staff to prepare the necessary regulatory amendments for Council's consideration to comply with Bill 25 in conjunction with the Zoning Bylaw Rewrite project.

355 West Queens Road
North Vancouver, BC
V7N 4N5

604-990-2311



DISTRICT OF NORTH VANCOUVER

AGENDA INFORMATION		Dept. Manager	GM/ Director	CAO
☑ Regular Meeting	Date: March 2, 2026			
❒ Other:	Date:			

The District of North Vancouver
REPORT TO COUNCIL

February 16, 2026

AUTHOR: Jessica Lee, Community Planner

SUBJECT: **Small-Scale Multi-Unit Housing (SSMUH) Extension Request Area**

RECOMMENDATION:
THAT staff are directed to submit an application to the Province to request a time extension from June 30, 2026, to December 31, 2030, to rezone single-family properties to permit small-scale multi-unit housing in the area bounded by Hope Road to the north, Pemberton Avenue to the east, Sowden Street to the south, and McGuire Avenue to the west as shown **Attachment 1** of the report entitled Small-Scale Multi-Unit Housing Extension Request Area and dated February 16, 2026;

AND THAT staff are directed to prepare Official Community Plan bylaw amendments for Council's consideration to implement land use designations as provided in **Attachment 2** of the report entitled Small-Scale Multi-Unit Housing Extension Request Area and dated February 16, 2026.

REASON FOR REPORT:
The purpose of this report is to seek Council's authorization for staff to submit a time extension request application to the Province to the implementation deadline for rezoning single-family properties to permit small-scale multi-unit housing (SSMUH) from June 30, 2026, to December 31, 2030. The time extension application relates to specific properties (identified in **Attachment 1**) that are located within an area where TransLink is in the process of planning and designing major transportation infrastructure upgrades for the Metrotown-North Shore Bus Rapid Transit (BRT) project. A formal Council resolution is required to be included with the extension application.

This report also seeks Council's direction to advance Official Community Plan (OCP) bylaw amendments (as per **Attachment 2**) for these specific properties to encourage opportunities for transit-oriented housing growth.

BACKGROUND:
In November 2025, the Province adopted Bill 25 that amended the *Local Government Act* to remove barriers to the implementation and development of SSMUH across BC communities. As a result, the District must enact amendments to the District's Zoning Bylaw by June 30, 2026, to permit SSMUH on most single-family lots within the Urban Containment Boundary, subject to permitted exemptions.

Document Number: PPPCP-948611589-5735

A local government may request a time-limited extension to the June 30, 2026, deadline under any one of three specific circumstances:

1. The local government is in the process of upgrading infrastructure that services the specific area or specific lots for which the extension is being requested;
2. The infrastructure that services the area where SSMUH would apply is such that compliance by June 30, 2026, is likely to increase a risk to health, public safety, or the environment in that area; or
3. Extraordinary circumstances exist that otherwise prevent compliance in relation to the area.

Extension requests must be submitted to the Province prior to June 1, 2026, for the first and second circumstance categories listed above, with the third category (extraordinary circumstances) having a unique deadline of June 30, 2026. Extension requests may be granted up to December 31, 2030, at which time the local government must adopt bylaw amendments to permit SSMUH.

February 9, 2026, Council Workshop

A comprehensive report on staff's analysis and recommended approaches to implement SSMUH was presented to Council at the February 9, 2026, Council Workshop.

At the workshop, staff presented options for encouraging future transit-oriented growth opportunities around the Marine Drive corridor, a frequent transit corridor where BRT infrastructure upgrades are being planned. The majority of Council expressed support for the following recommended options:

- preparing an extension request to the Province for residential lands surrounding the Marine Drive corridor (i.e., application under the Provincial extension category regarding ongoing infrastructure upgrades); and
- amending the OCP to permit higher residential densities in the same area.

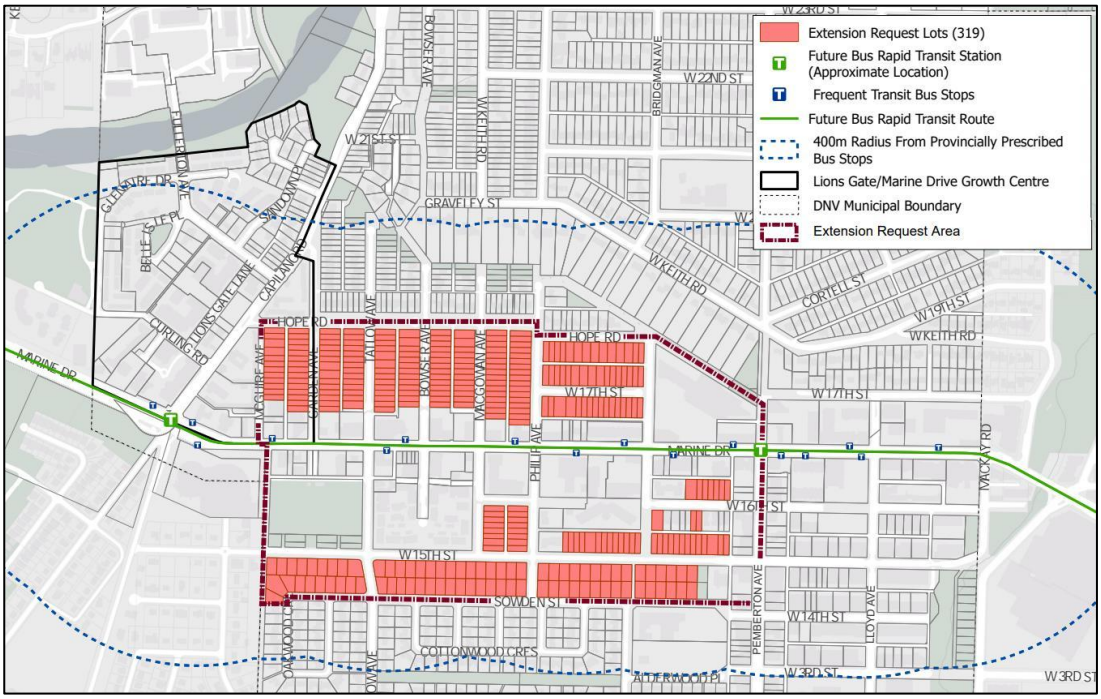
Staff indicated that they would report back on the recommended area to form the basis of the extension request (the "Extension Request Area") and associated OCP bylaw amendments.

ANALYSIS:

Extension Request Area

Staff recommend that the Extension Request Area include 319 eligible single-family properties in the area generally bounded by Hope Road to the north, Pemberton Avenue to the east, Sowden Street to the south, and McGuire Avenue to the west. The Extension Request Area properties are shown in **Figure 1**. A full map version is included as **Attachment 1**.

Figure 1: Recommended SSMUH Extension Request Area



BRT conceptual design work (10% design phase) is currently underway, and the BRT has funding approved to achieve a 30% project design stage.

Although the BRT's detailed design and construction funding is still subject to receiving funding from senior levels of government, the recommended Extension Request Area has a critical role in the successful implementation of this major transportation infrastructure project. This includes:

- Protecting the area for transit-oriented housing growth that would be higher density development than SSMUH;
- Considering road network improvements that may be needed to accommodate BRT; and
- Managing traffic control during construction of BRT.

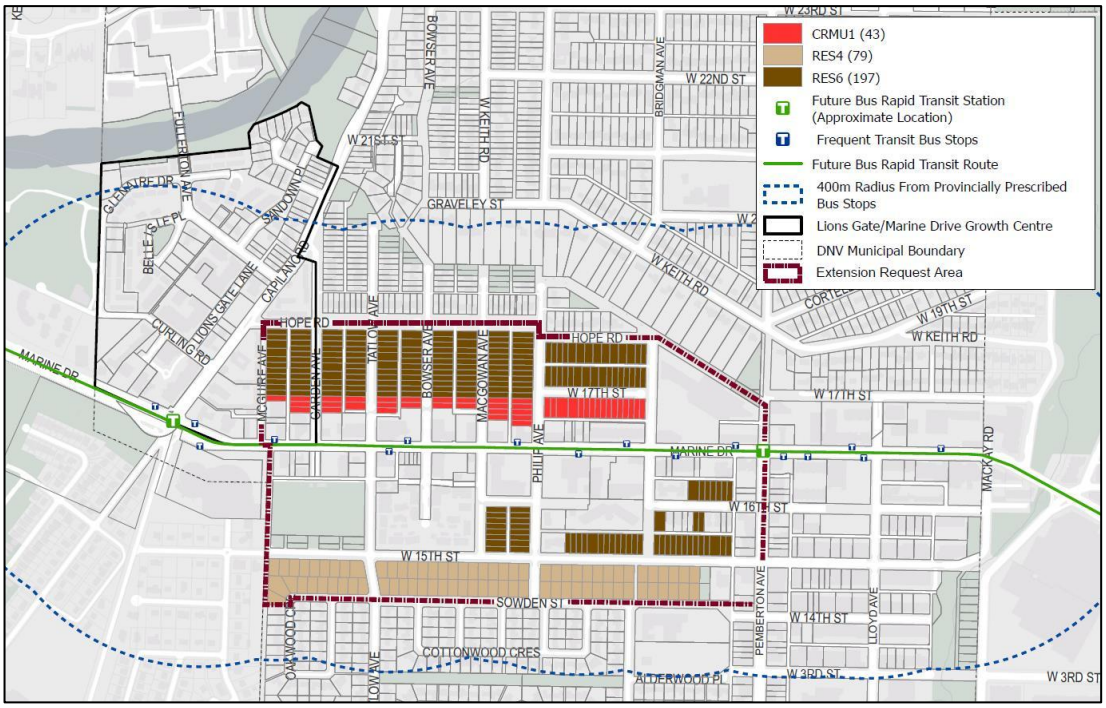
Implementation of the SSMUH legislation to immediately rezone lots in this area (i.e., six units per lot) may inhibit or undermine the success of future planning work and initiatives needed to deliver BRT.

Official Community Plan Land Use Changes

For the 319 properties within the Extension Request Area, staff recommend Council consider amending the OCP land use designations to higher density residential and/or mixed-use designations, as shown in **Figure 2**. Currently, these properties are primarily designated for low-density residential such as single-family. The proposed higher designations generally align with the designations previously proposed under Option A of the OCP Update project ("OCP Update Option A") that was presented to Council at the October 20, 2025, Regular Meeting, and for which there was broad community support during engagement held during

Spring and Fall 2025. A full map version of the proposed OCP land use designations for the Extension Request Area is included as **Attachment 2**.

Figure 2: Proposed OCP land use designations for Extension Request Area



The proposed land use changes are scaled-down from the October 2025 OCP Update Option A land use plan in response to the SSMUH legislation as well as area-specific uptake and implementation of the OCP. These proposed land use changes and differences from OCP Update Option A are outlined in **Table 1**.

Table 1: Proposed OCP land use changes for Extension Request Area

Proposed land use changes	Difference from 2025 OCP Update Option A
• Wider spread of mixed-use commercial residential uses up to 1.75 FSR (CRMU1, shown as red in Figure 2) north of Marine Drive.	• In addition to introducing more CRMU1 uses, OCP Update Option A included some mixed-use commercial residential uses up to 2.5 FSR (CRMU2) north of Marine Drive between McGuire Ave and Garden Ave.
• Medium density apartment uses up to 2.5 FSR (RES6, shown as dark brown in Figure 2) in residential areas surrounding Marine Drive.	• In addition to introduction of RES6 around Marine Drive, OCP Update Option A included a new higher density apartment use up to 3.0 FSR for certain blocks along Hope Road.
• Townhouse building or low-rise apartment forms up to 1.2 FSR (RES4, shown as light brown in Figure 2) between West 15th Street and Sowden Street.	• OCP Update Option A designated this area for low-density multi-family housing forms such as duplexes, triplexes, and rowhouses (RES3).

While Council did not choose to pursue OCP Update Option A at the time, implementing higher density residential land use designations would demonstrate the District's commitment to support transit investment in this area, thereby strengthening the extension request application to the Province. This approach would signal the District's vision for this area as an integral component of the Lions Gate – Marine Drive Village Centre growth area and a priority study area, while maintaining the rezoning process as the primary tool to manage the timing, form, and impacts of redevelopment.

In addition, implementation of the Metrotown-North Shore BRT project may result in most of the Extension Request Area becoming an additional designated Transit-Oriented Areas under provincial legislation and regulations. This situation would exempt the areas surrounding BRT stations from SSMUH requirements at that time to accommodate greater densities and heights, similar to those currently in place at Phibbs Exchange and Capilano University Exchange (i.e., up to 4 FSR and 12 storeys).

Proposed Workplan

An extension request to December 31, 2030, the maximum time period possible, is recommended. This extended timeline would enable staff to undertake the following workplan for the Lions Gate – Marine Drive Village Centre and surrounding areas:

- Continue working with TransLink to advance BRT design and planning;
- Consider updates to transportation, infrastructure, and servicing plans; and
- Undertake future land use planning, including transit-oriented growth and community amenity strategies, and engagement as part of the next update of the OCP, which must be completed by the end of 2030.

TIMING/APPROVAL PROCESS:

Subject to Council's direction and authorization, staff will return with the necessary OCP bylaw amendments for Council's consideration of First Reading (anticipated for April 2026) and will submit an extension request application to the Province prior to the June 1, 2026, deadline. A Public Hearing will be required as part of Council's consideration and approval of the OCP bylaw.

If the Province approves the application, the District must rezone the Extension Request Area properties to permit SSMUH by December 31, 2030, or other date prescribed by the Province. The above outlined workplan would be undertaken during this time period.

If the application is denied, the District would be required to rezone the Extension Request Area properties within 90 days of the rejection notification.

PUBLIC INPUT:

Public engagement undertaken in Spring and Fall 2025 as part of the 2025 OCP Update project has informed the OCP land use changes proposed in this report. Findings from the previous engagement indicated a preference to encourage increased housing options in growth centres and along arterial corridors with access to transit. While staff believe that past engagement was significant, staff also acknowledge that the recommended OCP amendment process would not accommodate the level of public engagement normally undertaken by the District for such a change. However, the constraints of the timelines imposed by Bill 25 have precipitated staff's recommendation. It should also be noted that the

recommended extension request could still proceed without the corresponding OCP land use changes, in which bifurcation of the staff recommendation would be in order to enable Council's direction.

Upcoming Spring 2026 engagement specific to Bill 25 is detailed in the February 9, 2026, Council Workshop staff report.

CONCURRENCE:
This report was prepared in collaboration with the Engineering Infrastructure Services Division.

CONCLUSION:
At the February 9, 2026, Council Workshop, Council expressed support for staff to prepare a time extension request application to the Province as well as complementary OCP bylaw amendments to encourage higher density, transit-oriented housing growth where transit investments are planned and committed. A total of 319 single-family properties are within the recommended Extension Request Area. Additional time is requested to undertake transportation and land use planning initiatives and review infrastructure and servicing implications at the localized level. The recommended extension deadline is December 31, 2030. This report seeks formal Council authorization to submit the application, which is required as part of the application package to the Province, and Council direction to proceed with associated OCP bylaw amendments.

OPTIONS:
1. THAT staff are directed to submit an application to the Province to request a time extension from June 30, 2026, to December 31, 2030, to rezone single-family properties to permit small-scale multi-unit housing in the area bounded by Hope Road to the north, Pemberton Avenue to the east, Sowden Street to the south, and McGuire Avenue to the west as shown Attachment 1 of the report entitled Small-Scale Multi-Unit Housing Extension Request Area and dated February 16, 2026;

   AND THAT staff are directed to prepare Official Community Plan bylaw amendments for Council's consideration to implement land use designations as provided in Attachment 2 of the report entitled Small-Scale Multi-Unit Housing Extension Request Area and dated February 16, 2026; ***(staff recommendation)***

   OR

2. Do not authorize staff to submit an application to the Province and do not proceed with preparing OCP bylaw amendments as per Attachment 2 of this report.

Respectfully submitted,

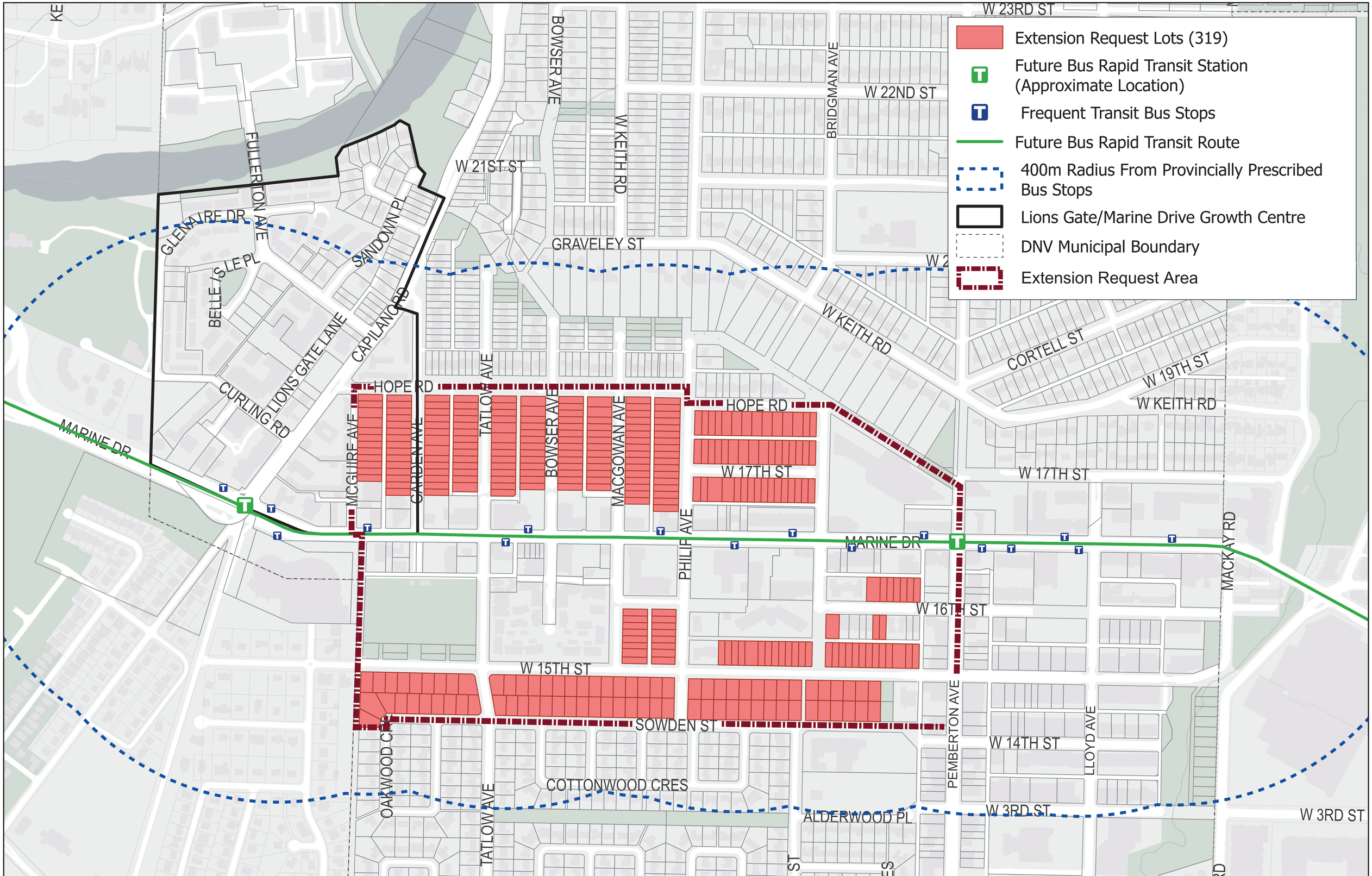


Jessica Lee
Community Planner

ATTACHMENTS:

Attachment 1: Extension Request Area
Attachment 2: Proposed OCP Land Use Designations for Extension Request Area
Attachment 3: Staff Presentation

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	☑ Housing TA	❑ NSEM ___
❑ Communications ___	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
❑ Development Services ___	❑ Parks ___	❑ Other: ___
☑ Engineering Infrastructure AB	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	



DISTRICT OF NORTH VANCOUVER

Extension Request Area

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Published: February 4, 2026

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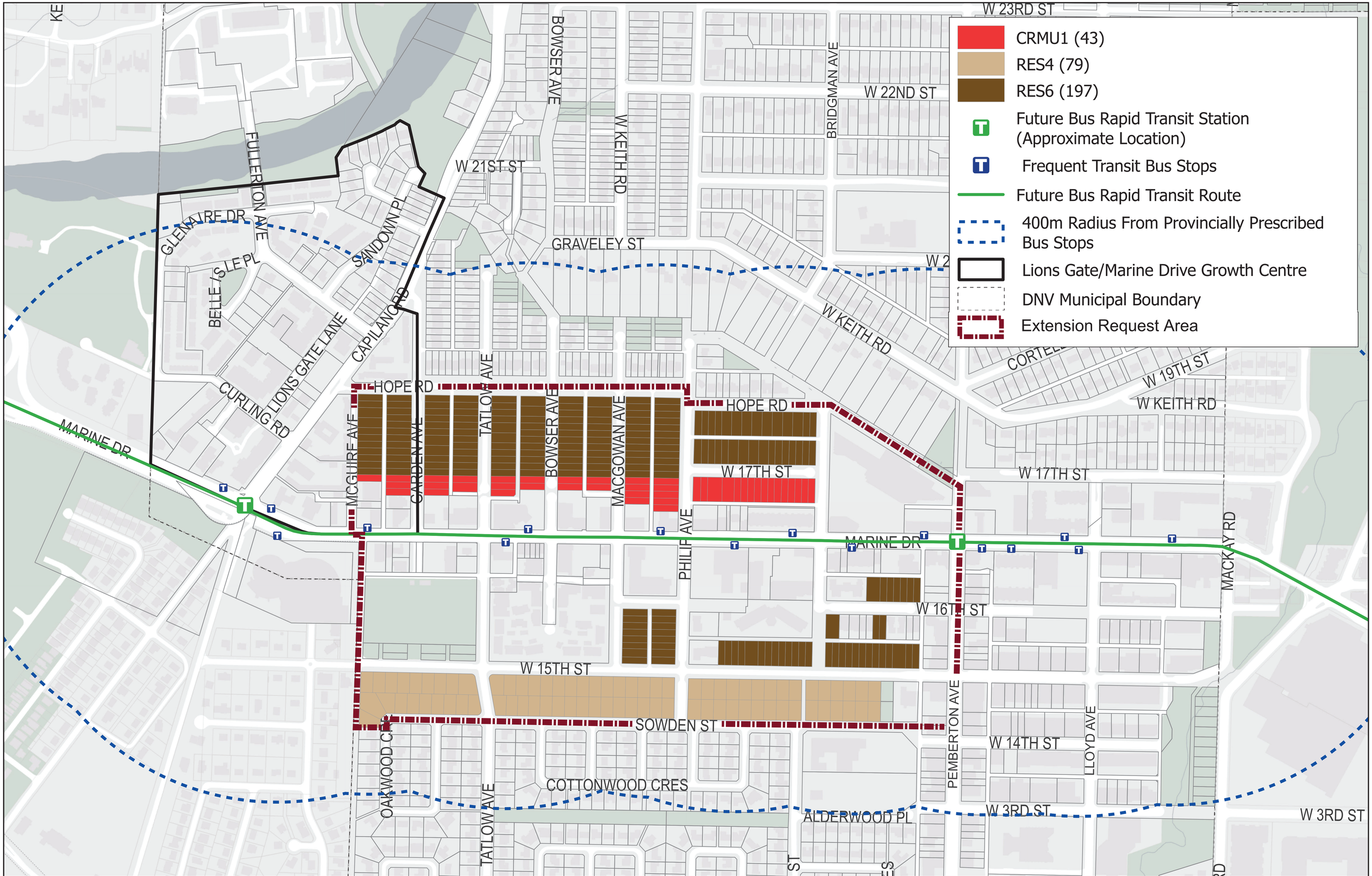

Proposed OCP Land Use for Extension Request Area

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Small-Scale Multi-Unit Housing Extension Request Area

March 2, 2026 Regular Council Meeting

DISTRICT OF NORTH VANCOUVER

Small-Scale Multi-Unit Housing (Bill 25)

- Requires the District to accommodate up to 3, 4, or 6 units on eligible (non-exempt) single-family lots by **June 30, 2026**



On lots 280 m^2 (3,014 ft^2) or less



On lots greater than 280 m^2 (3,014 ft^2)



On lots larger than 280 m^2 (3,014 ft^2) *and* within 400m of frequent transit bus stops

Time-Limited Extension Requests

1

Ongoing infrastructure upgrades

Application deadline:
June 1, 2026

2

Risk to health, public safety, or environment

Application deadline:
June 1, 2026

3

Extraordinary circumstances

Application deadline:
June 30, 2026

February 9, 2026 Council Workshop

1

Ongoing infrastructure upgrades



Image: TransLink

Marine Drive corridor is being planned for major infrastructure upgrades for the Metrotown-North Shore Bus Rapid Transit project

Application deadline:
June 1, 2026

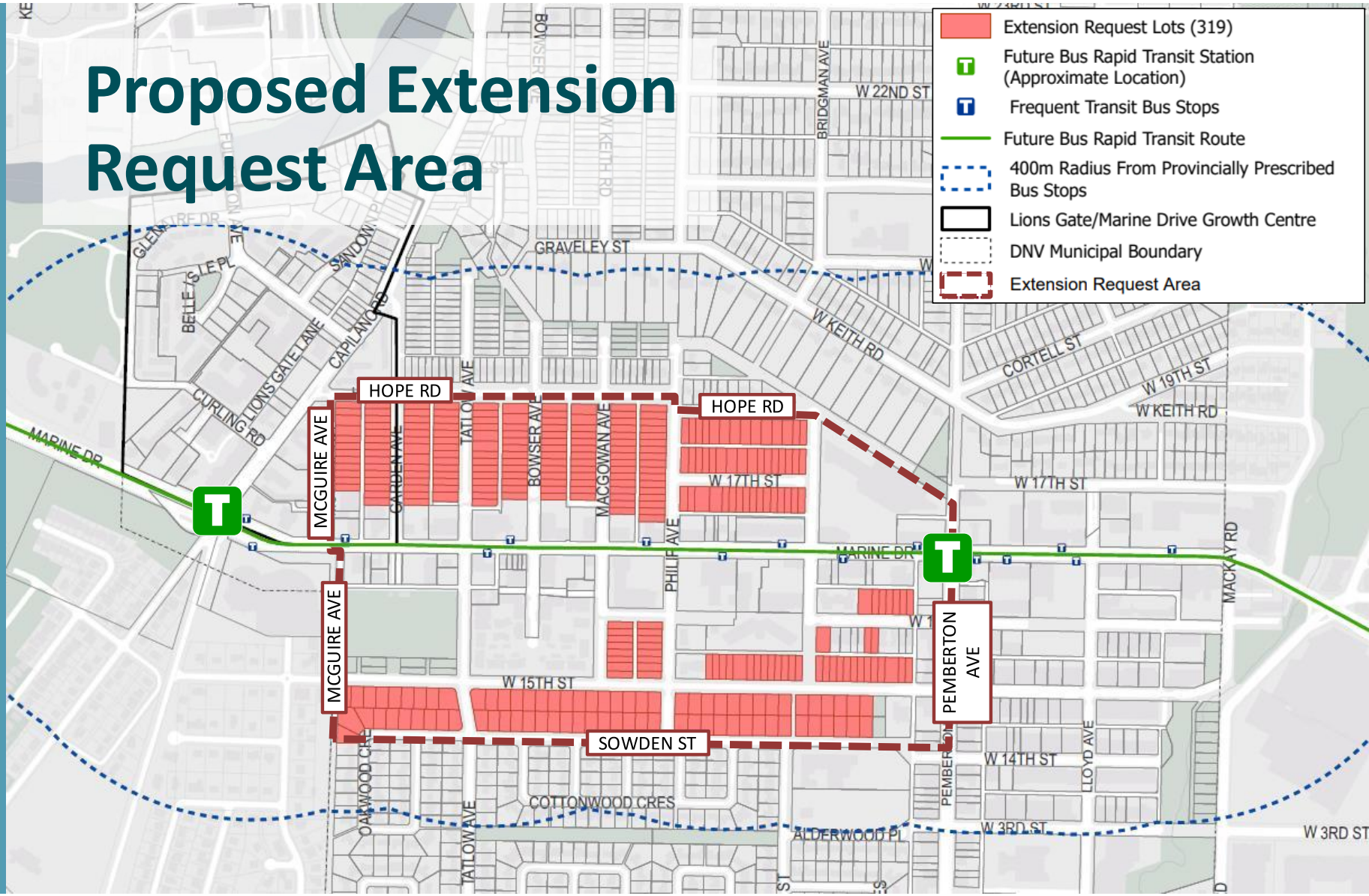
February 9, 2026 Council Workshop

- Discussed options for **preserving future transit-oriented growth opportunities** along the Marine Drive corridor:

Options	Staff recommendation
1. **Submit time extension request to Province**	☑
2. **Amend OCP to signal higher density**	☑
3. Amend Zoning Bylaw to permit higher density on some lots	☒
4. Implement 6-unit SSMUH requirements as per legislation	☒

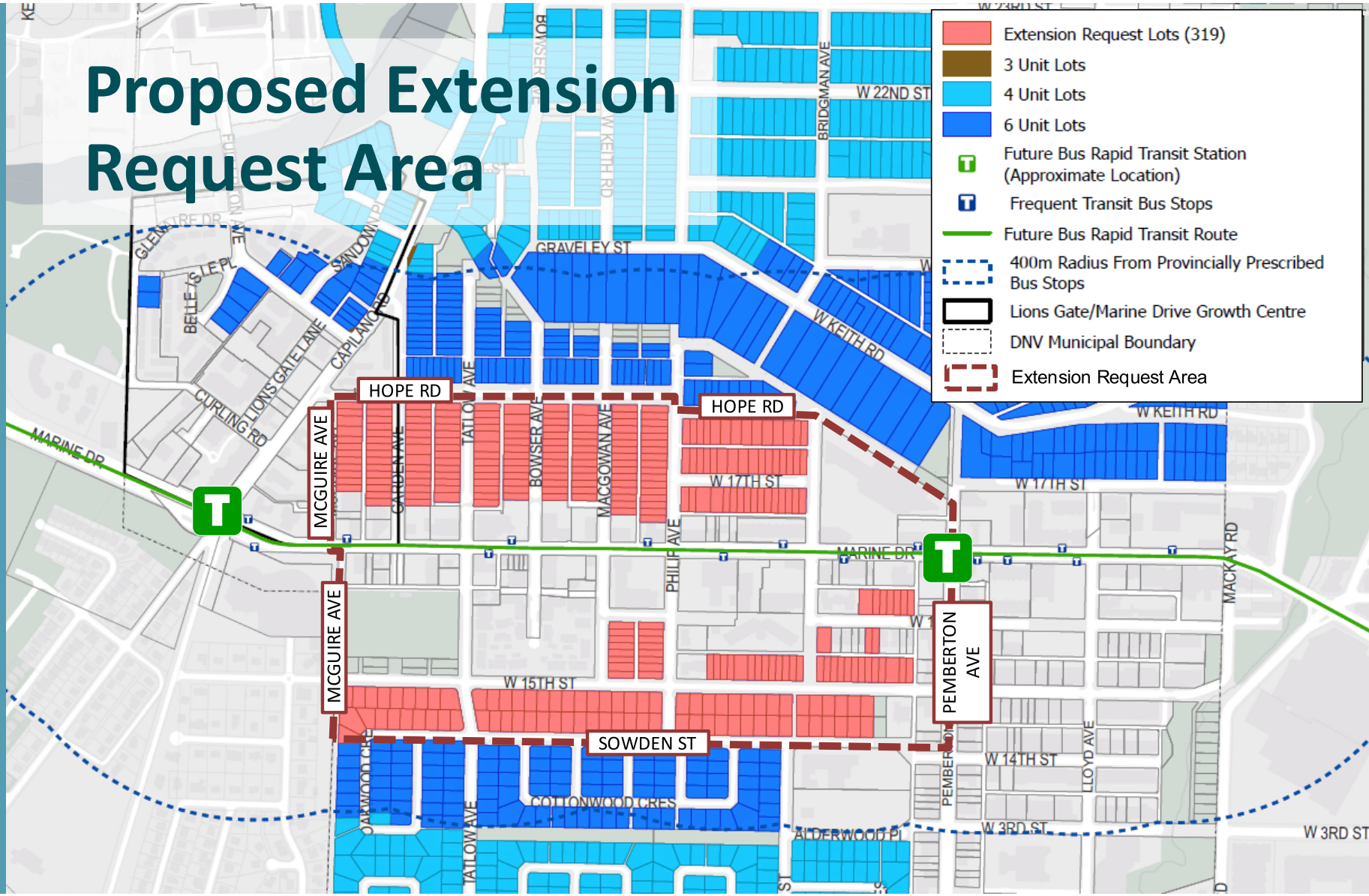
2 options supported by Council

Proposed Extension Request Area



DISTRICT OF NORTH VANCOUVER

Proposed Extension Request Area



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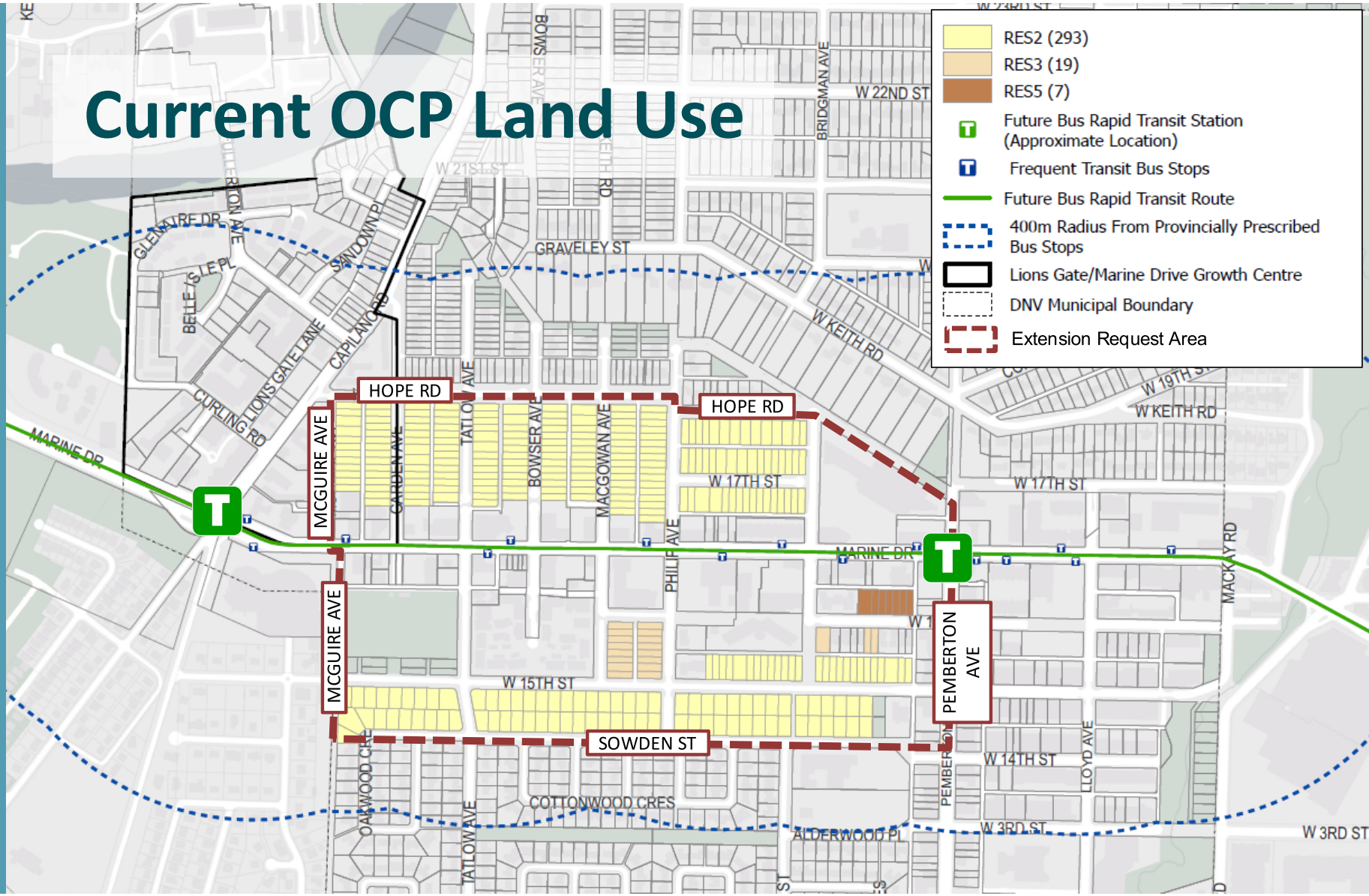
DISTRICT OF NORTH VANCOUVER

Current OCP Land Use



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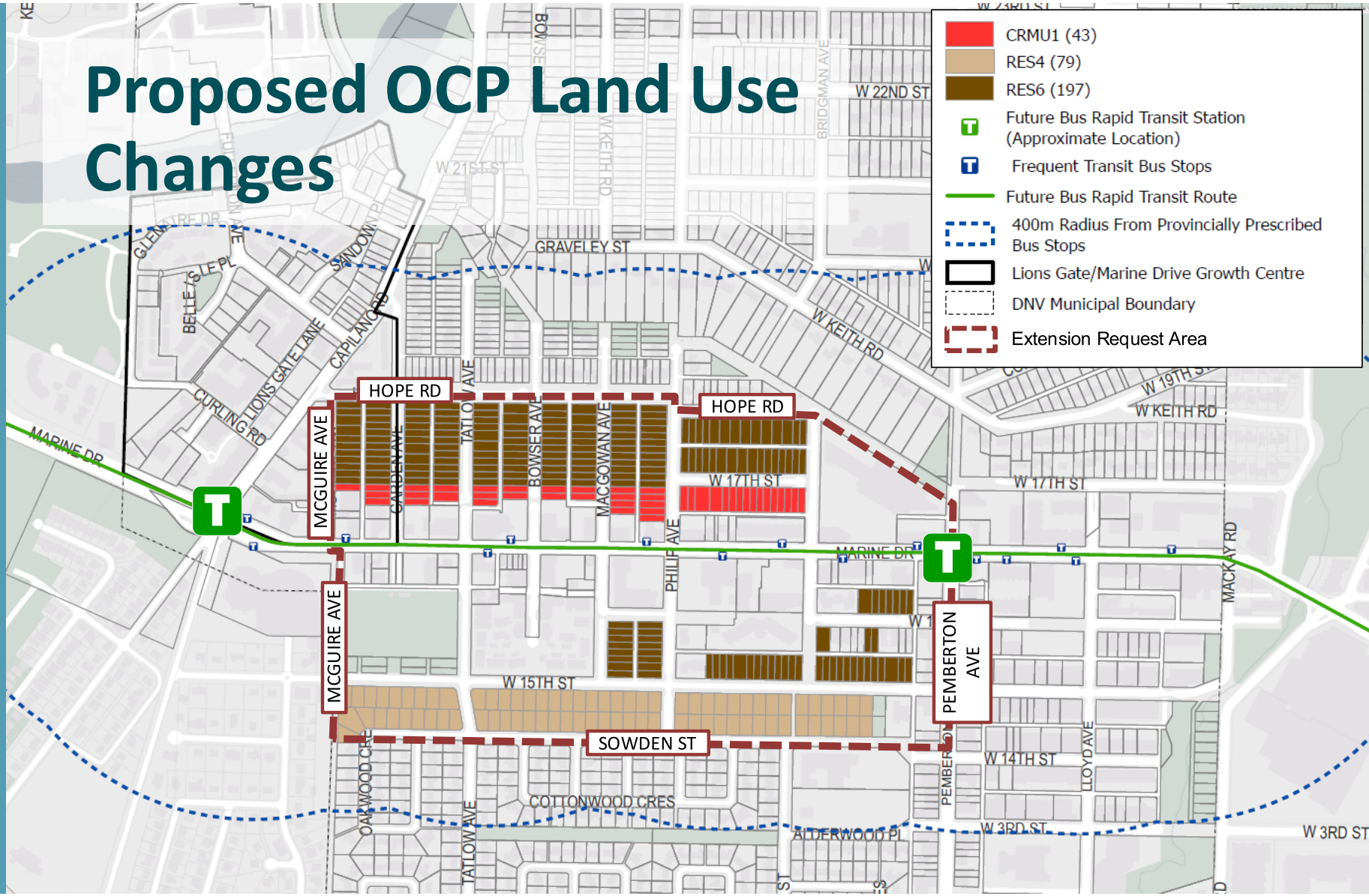
DISTRICT OF NORTH VANCOUVER

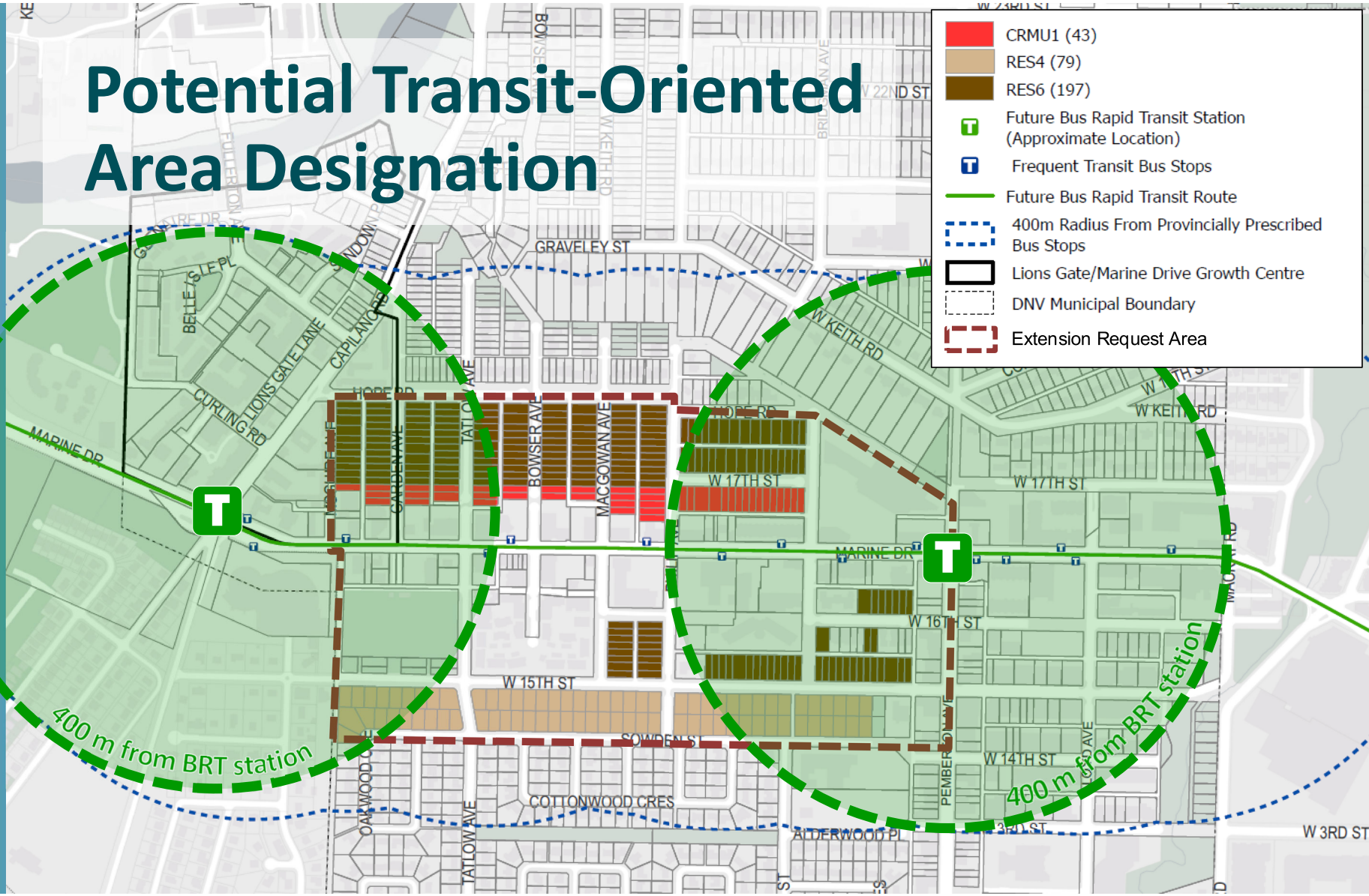
Proposed OCP Land Use Changes



Slide 9 of 12

DISTRICT OF NORTH VANCOUVER

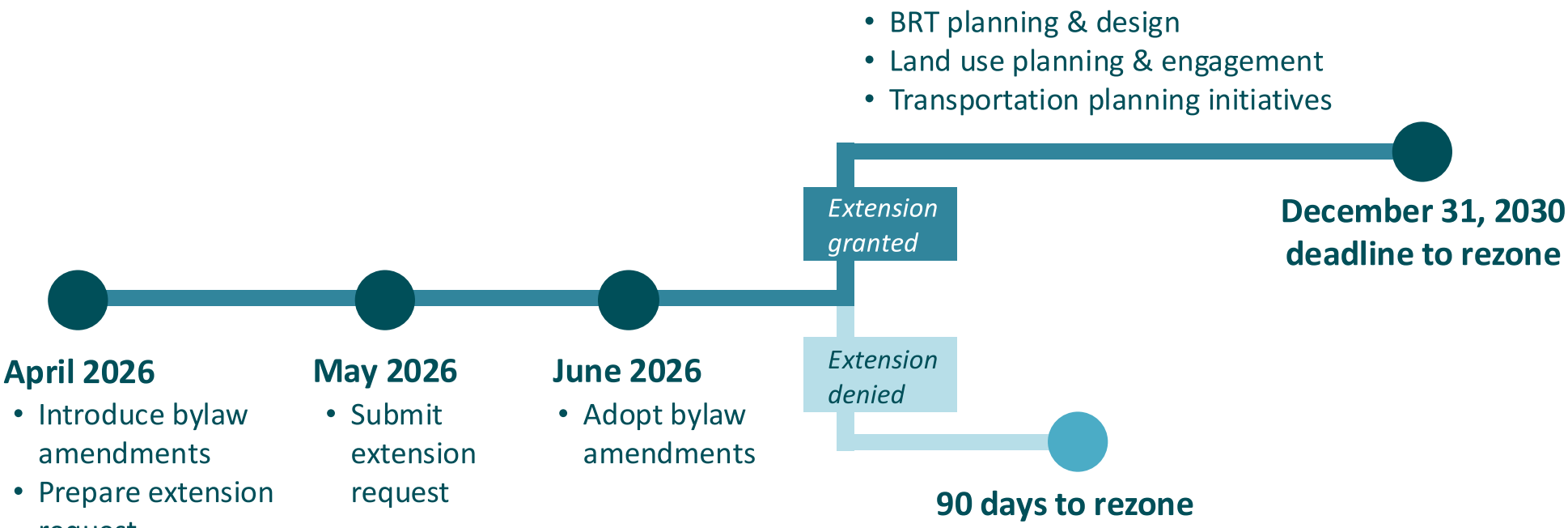
Potential Transit-Oriented Area Designation



Slide 10 of 12

DISTRICT OF NORTH VANCOUVER

Workplan & Timeline



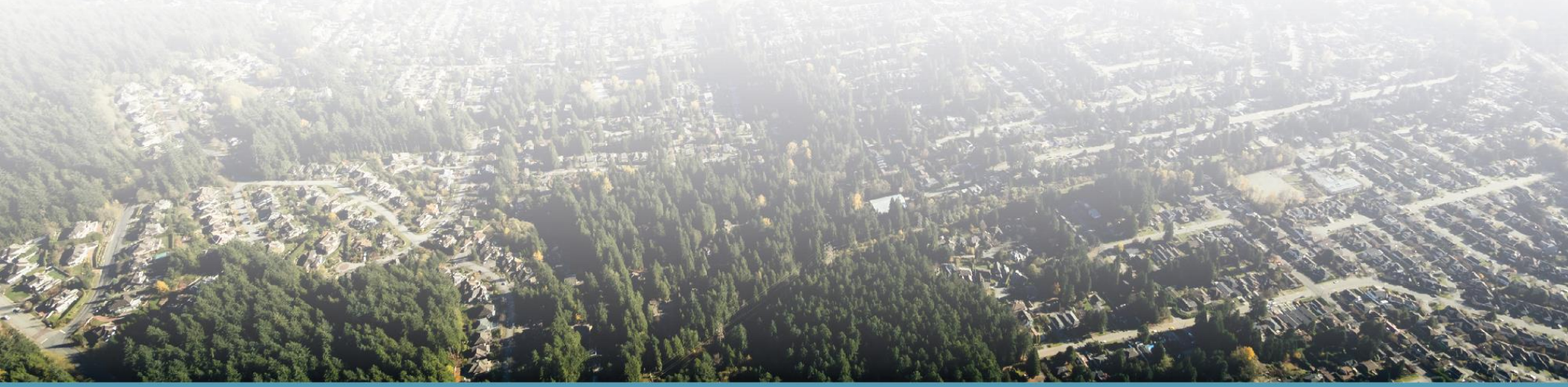
Staff Recommendation

THAT staff are directed to submit an application to the Province to request a time extension *from June 30, 2026, to December 31, 2030, to rezone single-family properties to permit small-scale multi-unit housing in the area bounded by Hope Road to the north, Pemberton Avenue to the eat, Sowden Street to the south, and McGuire Avenue to the west as shown in Attachment 1 of the staff report;*

AND THAT staff are directed to prepare Official Community Plan amendments *for Council's consideration to implement land use designations as provided in Attachment 2 of the staff report.*

355 West Queens Road
North Vancouver, BC
V7N 4N5

604-990-2311



DISTRICT OF NORTH VANCOUVER

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AGENDA INFORMATION	
☑ Council Workshop	Date: February 9, 2026
❒ Finance & Audit	Date:
❒ Advisory Oversight	Date:
❒ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COMMITTEE

January 21, 2026

AUTHOR: Dan Milburn, General Manager of Planning, Properties and Permits

SUBJECT: **Small-Scale Multi-Unit Housing (SSMUH) Approaches in Response to Bill 25**

REASON FOR REPORT:
The purpose of this report is to provide an overview of the District's proposed approach to the implementation of small-scale multi-unit housing (SSMUH) in response to recent provincial housing legislation, discuss issues and options for Council's consideration, and describe public engagement planned for spring 2026.

SUMMARY:
In November 2025, the Province adopted Bill 25, amending the SSMUH requirements within the *Local Government Act* (LGA). The key change in this legislation impacting the District is a new definition of "restricted properties", which must be converted to SSMUH zoning. As a result, most single-family lots within the District's Urban Containment Boundary – including those currently permitted to contain a principal dwelling, a secondary suite, and a coach house – must comply with SSMUH requirements, subject to legislated exemptions. Municipalities are required to achieve compliance with the new housing legislation by June 30, 2026.

This report presents the recommended approach to implementing the mandatory requirements within Bill 25, including zoning regulations, exemptions, infrastructure and servicing considerations, and a public engagement process planned for spring 2026. It highlights key issues requiring Council direction, such as exemptions for hazardous conditions and requests for a provincial time extension in areas with ongoing infrastructure upgrades. The report also summarizes the growth, and financial implications of implementing SSMUH to support Council's decision-making.

BACKGROUND:
Since 2023, the Province has introduced a series of legislative amendments to the LGA, which the Province has stated are aimed at increasing housing supply, promoting housing diversity in single-family neighbourhoods, and supporting higher density near frequent transit corridors. Notably, among these are Bills 44, 46, 47, 16 and, most recently, Bill 25, which have collectively brought significant changes to the land use planning framework across BC.

Attachment 1 provides a summary of the District's efforts in relation to recent provincial housing directions.

IMPLEMENTATION APPROACH & ANALYSIS:
This section provides an overview of the SSMUH requirements, an implementation approach based on staff's recent analysis of the legislative requirements, and potential implications on development approval processes and municipal infrastructure.

Overview of SSMUH Requirements

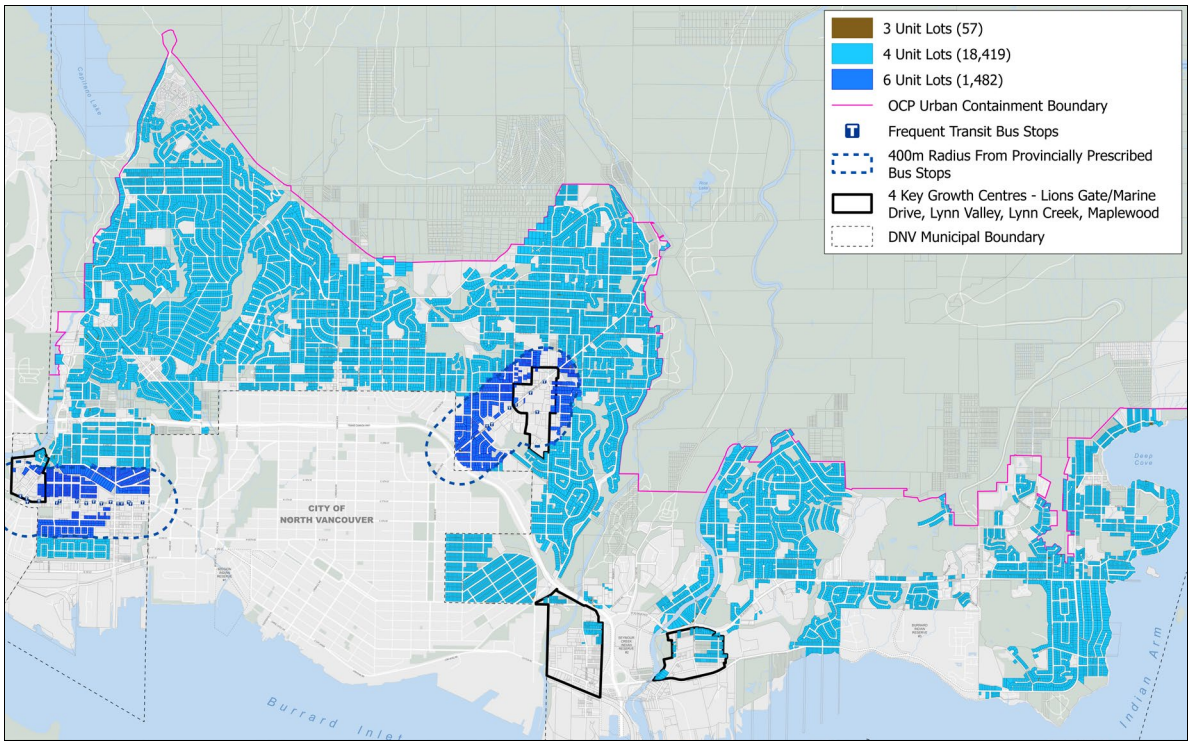
With the recent adoption of Bill 25 in November 2025, the LGA has been amended to expand the definition of a "restricted zone" to include all lots where a single-detached home with a secondary suite and a coach house (detached accessory dwelling unit) are allowed. As a result, the District is required to implement SSMUH by June 30, 2026. An overview of the new legislative changes was presented to Council at the October 27, 2025 Council Workshop.

Under the provincial SSMUH requirements, restricted zones must permit between three and six dwelling units per lot, subject to the criteria and exemptions noted in the next section. Non-exempt lots must permit:

- up to three units on lots 280 m^2 (3,014 ft^2) or smaller;
- up to four units on lots larger than 280 m^2 (3,014 ft^2); and
- up to six units on lots larger than 280 m^2 (3,014 ft^2) and that are wholly or partly within 400 metres (1,312 ft) of a prescribed bus stop identified by the Province. In the District, this relates to the 240 and R2 bus stops. Where six units must be permitted, local governments cannot require off-street residential parking but can set conditional density rules to require one of the six units to be for affordable or special needs housing.

Figure 1 below illustrates the application of the above SSMUH requirements to all eligible single-family lots in the District that are not subject to statutory exemptions as described in the following section of this report. A full map version is included as **Attachment 2**.

Figure 1: Provincial SSMUH requirements (draft map)



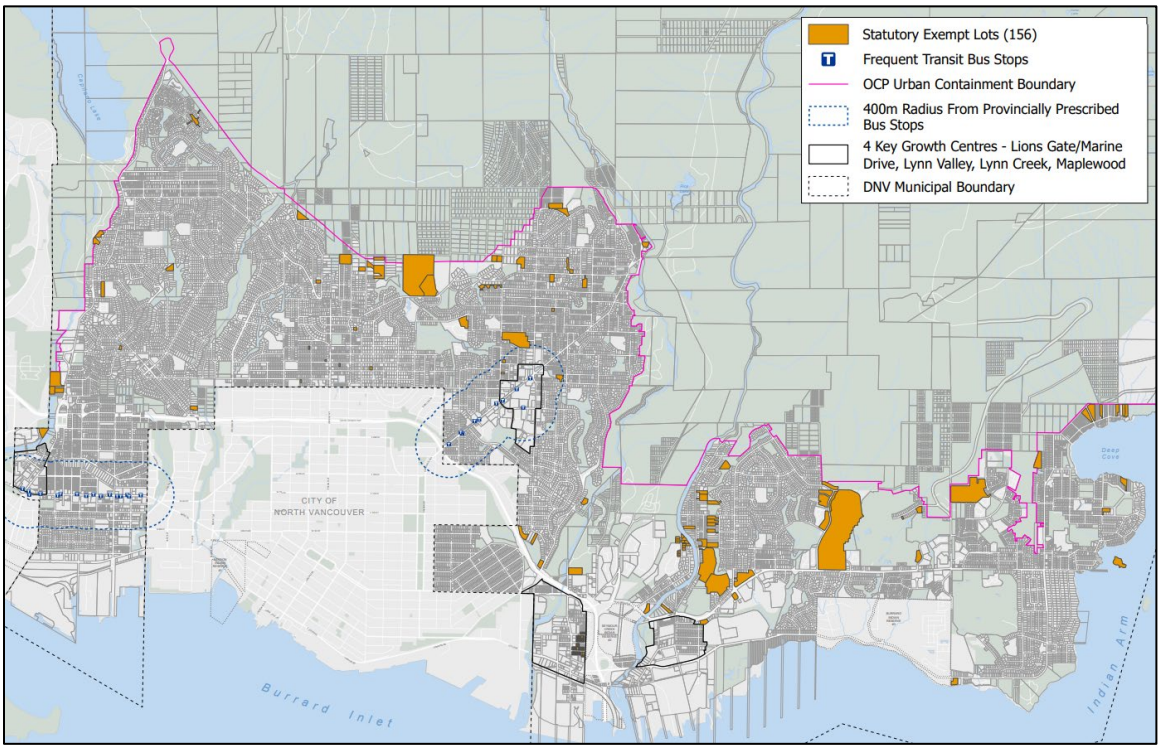
Statutory Exemptions from SSMUH Requirements

As per LGA Sections 481.3 and 481.4 and the Local Government Zoning Bylaw Regulation, in the District of North Vancouver, the SSMUH requirements do not apply to the following single-family zoned lands:

- Lands that are subject to heritage designation protection, a heritage revitalization agreement, or protected under Section 12.1(2) of the *Heritage Conservation Act*;
- Lots larger than 4,050 m^2 (approximately one acre);
- Lands within designated Transit-Oriented Areas (TOAs);
- Lands that are not connected to municipal water or sewer systems; and
- Land outside of the Urban Containment Boundary.

Lots exempted from SSMUH requirements, in accordance with the above statutory exemptions, are shown in the map included as **Figure 2** below. A full map version is available as **Attachment 3**. These lots would retain existing zoning that permits up to three units on a lot.

Figure 2: Statutory exempt lots from SSMUH requirements (draft map)



Hazard Exemptions from SSMUH Requirements

Under the Local Government Zoning Bylaw Regulation, lands subject to a hazardous condition that cannot be practically mitigated can also be exempted from the SSMUH requirements provided that certain requirements are met. Further discussion on a recommended approach to hazard exemptions is included on page 8 of this report.

Development Permit Process

Development Permit requirements for natural hazards mitigation and environmental protection will continue to apply. Staff do not propose requiring a Development Permit for form and character for new SSMUH developments, consistent with the District's current approach for single-family areas.

Municipal Servicing & Infrastructure

Most of the District's roads and utility infrastructure was constructed prior to the 1970s, based on engineering standards of the day for the demands of primarily single-family development. While some District single-family neighbourhoods may have road and utility infrastructure that is sufficient to service SSMUH density, many neighbourhoods do not and will require infrastructure upgrades. The location, scope, timing, and cost of required municipal infrastructure upgrades have not yet been determined. The District will need to balance several competing considerations, including the anticipated pace of SSMUH uptake in specific areas and the timing and sequencing of supporting infrastructure investments. In some locations, SSMUH development may be accommodated without significant upfront infrastructure upgrades, whereas in other areas, development may not be feasible until adequate servicing capacity is in place. Maps will be developed and communicated to the public where there are known servicing limitations to better inform potential applicants. Early identification and communication of these potential limitations is seen as an important step to managing landowner's/developer's expectations.

Servicing plans and financial strategies needed to address issues associated with SSMUH development will be brought forward for Council's consideration through future Development Cost Charge (DCC) and Amenity Cost Charge (ACC) reviews and/or annual capital planning processes.

Since SSMUH was introduced into the *Local Government Act*, Council has adopted amendments to three bylaws to manage and help mitigate water, sewer, and road infrastructure challenges related to SSMUH density. This included amendments to:

- Waterworks Regulation Bylaw 2279 that clarified minimum water requirements for fire protection;
- Sewer Bylaw 6656 that clarified the need for all SSMUH development to connect directly to sanitary and drainage sewer networks, and only to those networks that have adequate capacity or that Council has approved to upgrade through the capital planning process; and
- Development Servicing Bylaw 8145 that enables, where needed, land dedication as a condition of building permit for highway use or for the purposes of constructing and installing sustainable design features and transportation infrastructure (e.g., walking, cycling, public transit uses).[1]

Site-level servicing standards that will be delivered or paid for by SSMUH developments - fronting sidewalks, streetlighting, curbs and utility connections and similar - will also need to be developed. Such standards are expected to be similar for both four-unit and six-unit SSMUH developments. In a similar manner to small subdivisions (e.g., two lot splits), standards should consider the local context of a development location (i.e., a cul-de-sac vs an arterial road or growth centre).

Third Party Servicing & Infrastructure

Third party infrastructure upgrades and additions will be needed to accommodate SSMUH density. In particular, it is expected that BC Hydro distribution networks and local transformers

[1] Amendments to the Development Servicing Bylaw were in response to expanded local government authorities, duties, and functions related to site-level infrastructure and transportation demand management through recent updates to the *Local Government Act* (Bill 16). The LGA currently limits the amount of land dedication to a total width of 20 m (65.6 ft) with a further 5 m (16.4 ft) width for the purposes identified above.

will need to be upgraded, with the likely addition of pad mounted (at grade) transformers within SSMUH development sites.

Draft Small-Scale Multi-Unit Housing (SSMUH) Zones

As part of the District's current Zoning Bylaw Rewrite project, staff are proposing to simplify the number of zones that would be applicable to traditional single-family neighbourhoods, as well as respond to SSMUH requirements. As proposed, the majority of lots within the Urban Containment Boundary would be converted to one of the two zones summarized below. Both zones have similar building heights, setback, and massing regulations, with the key difference relating to the number of permitted units:

R2 Zone: Permits up to **three units** (specifically: a principal dwelling, a secondary suite, and a coach house) for lots located within the Urban Containment Boundary and **exempt from SSMUH** requirements; and

R3 Zone (SSMUH): Permits up to **three, four, or six units** (of various configurations) depending on lot size and proximity to frequent transit as **prescribed by provincial regulation**.

Figure 3 provides a rendering of potential height and massing of a three-storey development compared with existing one- and two-storey single-family homes.

Figure 3. Rendering of a potential R2 or R3 (SSMUH) development adjacent to existing one- and two-storey single-family homes



Guiding Key Principles

The District's approach to the draft R3 Zone (SSMUH) is aligned with the same principles that also guide the draft single-family zones (such as the R2 Zone) that were previously discussed with Council and the community (in June and December 2025). **Figure 4** below identifies the key principles that have guided the draft zoning regulations.

Figure 4. Key guiding principles for draft zoning regulations



Comparison of Proposed Regulations to Provincial Guidelines

The Province expects local governments to align their zoning bylaws with the recommended site standards guidelines provided in the *Provincial Policy Manual & Site Standards*. The four- and six-unit regulations under the draft R3 Zone (SSMUH) generally align with the provincial guidelines, as shown in **Table 1** below. Some of the key differences reflect the District's suburban hillside character and larger lot sizes. Explanatory notes regarding potential variations from the provincial guidelines is provided in **Attachment 4**.

Table 1: Comparison of draft R3 Zone (SSMUH) regulations with provincial site standards guidelines (four- and six-unit SSMUH)

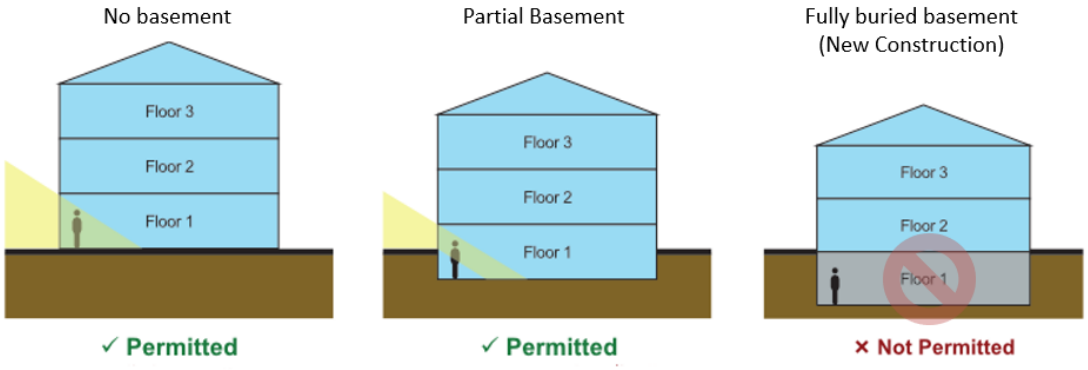
Zoning metric	4-unit SSMUH		6-unit SSMUH		Staff comment
	Prov. standard	DNV R3 Zone	Prov. standard	DNV R3 Zone	
Dwelling units	Up to 4 units	**Up to 4 units**	Up to 6 units	**Up to 6 units**	Complies
Floor space ratio (FSR)	NA	**~ 0.7 - 1.0 FSR** depending on lot size	NA	**~ 1.0 FSR** depending on lot size	See **bullet A** in Attach. 4
Front lot line setback	2 m (6.5 ft)	**3 m** (10 ft)	2 m (6.5 ft)	**3 m** (10 ft)	See **bullet B** in Attach. 4
Rear lot line setback	1.5 m (5 ft)	**1.5 m** (5 ft) on a lane **3.0 m** (10 ft) no lane	1.5m	**1.5 m** (5 ft) on a lane **3.0 m** (10 ft) no lane	See **bullet C** in Attach. 4
Side lot line setback	1.2 m (4 ft)	**1.2 m** (4 ft)	0 m - 1.2m (4 ft)	**1.2 m** (4 ft)	Complies
Number of storeys	3 storeys	**3 storeys** (including partial basements) **2 storeys** within front or rear yards	3 storeys	**3 storeys** (including partial basements) **2 storeys** within front or rear yards	See **bullet D** in Attach. 4
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) to the peak of a pitched roof	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) to the peak of a pitched roof	See **bullet E** in Attach. 4
Number of buildings	NA	**2** Buildings	NA	**2** Buildings	See **bullet F** in Attach. 4
Building coverage	50%	**40 - 50%** depending on lot size	60%	**50 - 60%** depending on lot size	See **bullet G** in Attach. 4
Off-street parking	0.5 spaces/unit if within 800 m of bus stop with frequent service 1 space/unit otherwise	**1 unit = 2 sp.** **2 units = 3 sp.** **3 units = 3 sp.** **4 units = 4 sp.**	0 spaces (parking cannot be required but can be voluntarily provided)	**0** spaces (parking cannot be required but can be voluntarily provided)	See **bullet H** in Attach. 4

Fully-Buried Basements

The new SSMUH zone proposes to prohibit the construction of new fully buried basements. This change is in line with proposed changes to the single-family zones and are supported by public feedback in both 2022 and 2025 public consultations. This change also addressed goals of minimizing environmental impacts (less ground water flow disturbance), reducing climate change vulnerability (fewer spaces that are susceptible to flooding), increasing liveability (spaces with more access to light and air), and reducing construction costs (less excavation and concrete required).

Partial basements are still proposed to be permitted. Should these changes be adopted by Council, existing homes with fully buried basements will be considered "existing non-conforming", meaning no action is required on the part of the homeowner. The existing basement may continue to be used, maintained, and repaired, but not expanded or fully replaced in a manner that increases the non-conformity that exist at the time a new bylaw is adopted.

Figure 4.1. Illustration of proposed prohibition of fully buried basements in the RS3 zone



SLIA Lots and SSMUH

Small Lot Infill Areas (SLIAs) are specific areas of the District where residential lots can be subdivided into smaller lots, generally with a minimum lot width of 10 m (33 ft) and developed to accommodate smaller homes. Small lot infill is one way that the District has introduced a modest increase in housing units within established single-family neighbourhoods, while also maintaining the general character of these areas.

Since the introduction of SLIAs in the 1980s, there are currently 26 SLIA locations spread across the District. Notable concentrations are in the Upper Capilano, Lower Capilano, and Lynn Valley areas. Not all lots within SLIAs have been subdivided into smaller lots as permitted. Reasons may include property owner preferences or complex technical challenges (e.g., drainage, groundwater, vehicle access) that need to be resolved prior to subdivision but present significant cost implications. With the introduction of SSMUH, future small lots may be developed to a higher density that initially anticipated when the SLIA policy and bylaw amendments were approved. Therefore, staff believe further analysis is needed to confirm whether the level of service in these areas is sufficient for the proposed density and will return to Council with further advice.

Municipal Comparison
A comparison of four-unit SSMUH zoning regulations of some key local municipalities, including those that share aspects of the District's characteristics (i.e., City of North Vancouver, Burnaby, Port Moody, Coquitlam, and Maple Ridge), is included in **Attachment 5**. The District's proposed R3 Zone (SSMUH) is generally aligned with the corresponding zone in the City of North Vancouver.

ISSUES REQUIRING COUNCIL DIRECTION:
This section outlines four issues identified by staff that require Council direction as it relates to the implementation approach:

1. Approach to natural hazard exemptions;
2. Preserving frequent transit areas for future growth;
3. Six-unit SSMUH regulations; and
4. Tenure (strata/rental).

Options for consideration, with staff recommendations, are provided for each issue.

Issue #1: Approach to Natural Hazard Exemptions

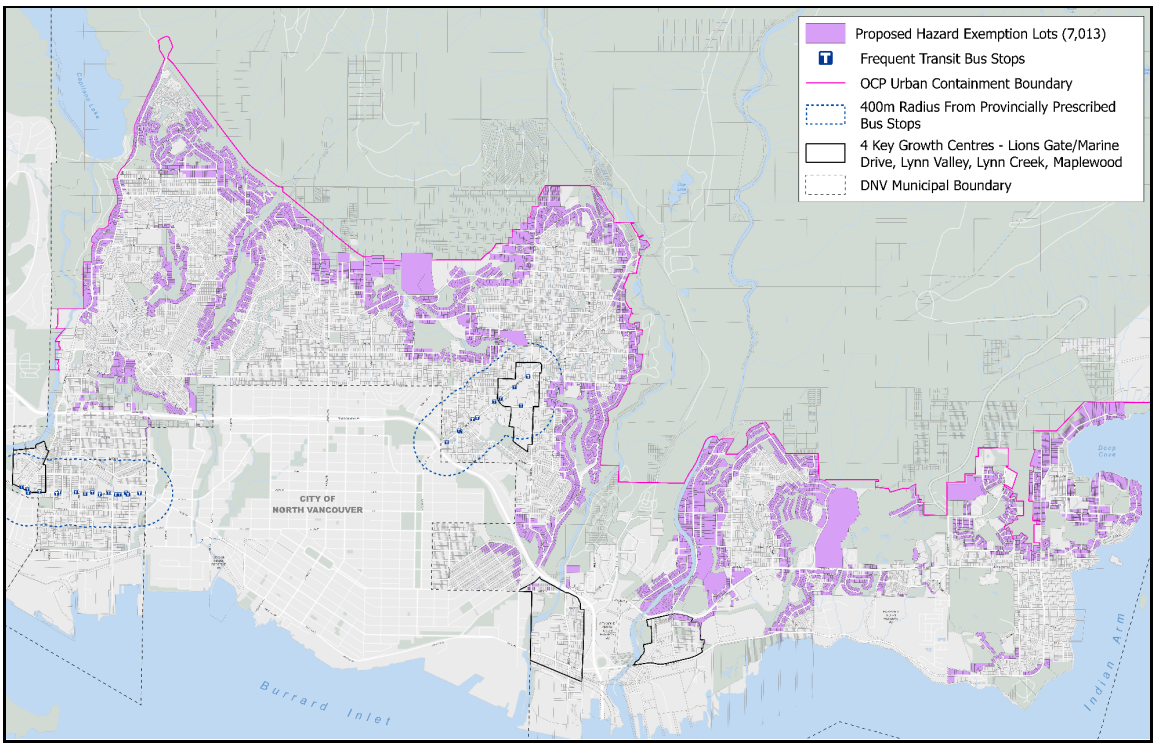
The District's current approach to managing new development in hazardous areas is through the requirement for Environmental Protection and Natural Hazard Development Permits. These Development Permits would continue to be required upon the implementation of SSMUH. However, Council may also want to consider additional tools provided by the Province to manage SSMUH development in certain hazardous areas. Under the Local Government Zoning Bylaw Regulation, lands subject to hazardous conditions may be exempted from SSMUH requirements if the District obtains a report in which a qualified professional certifies the following:

- increasing the density would significantly increase the threat or risk from the hazardous condition; and
- the threat or risk from the hazardous condition cannot be practically mitigated.

Attachment 6 contains the 2024 Natural Hazards Exemption Report, dated May 17, 2024. This report is still relevant and applicable; in particular, the report speaks to wildfire and flood risks that affect areas beyond any one lot or development. As such, it is appropriate to assume that areas already susceptible to these risks could also have an increased threat or risk of wildfire and/or flood hazardous conditions if they were subject to increased SSMUH density. In addition, the attached report identifies that the risks associated with SSMUH density in these areas cannot be fully or adequately mitigated on a parcel-by-parcel basis, and risk mitigation rests largely (though not exclusively) on government, and more particularly, the District, with the result that these risks cannot be practically mitigated at this time. Future, more detailed analysis could support expanding or contracting these areas, subject to Council's assessment of the acceptable level of risk.

Approximately 7,000 lots within the District are identified within the natural hazard areas. These lots are shown in **Figure 5** below with a full map provided as **Attachment 7**.

Figure 5: Natural hazard exemption areas (draft map)



Staff conducted a municipal scan of 17 municipalities, based on population size and comparable geographies (including Port Moody, Coquitlam, Port Coquitlam, Squamish, Maple Ridge, and Kelowna) to understand their approaches to hazard exemptions since their implementation of SSMUH in 2024. Only one municipality (Squamish) was found to apply hazard exemptions to SSMUH requirements for lands subject to elevated flood or debris flow hazards.

Two options (Options 1.1 and 1.2) are provided for Council's direction and to confirm an approach. The options are summarized in **Table 2** and further detailed below.

Table 2. Summary of options for approaches to hazard exemptions

Options for Natural Hazard Exemptions		**Staff recommendation**
Option 1.1:	Apply hazard exemptions as per the 2024 Natural Hazard Exemptions Report.	**Recommended**
Option 1.2:	Do not apply hazard exemptions at this time.	**Not recommended**

Option 1.1: Apply hazard exemptions as per 2024 Natural Hazard Exemptions Report ***(Staff recommended)***

This option recognises that not all wildfire and/or flood risks relating to SSMUH density can be fully or adequately mitigated on a parcel-by-parcel basis and maintains staff's previous recommendation to exempt approximately 7,000 lots from compliance with SSMUH requirements, in accordance with the Natural Hazards Exemptions Report (**Attachment 6**). In absence of a more detailed technical analysis due to constrained timelines, this approach would

mitigate increased threat or risk from the hazardous condition in the interim and allow staff to undertake a more fulsome technical analysis of hazardous areas across the District.

Staff intend to report back to Council at a future date on recommended policy and/or regulatory changes based on the analysis findings. This may include changes the hazard exemption area or introducing additional development regulations within the Zoning Bylaw.

Option 1.2: Do not apply hazard exemptions at this time
(Not recommended by staff)

This option would apply SSMUH requirements across all single-family lots within the Urban Containment Boundary, unless statutorily exempt, and rely on the District's Environmental Protection and Natural Hazard Development Permit guidelines to mitigate threats and risks from hazardous conditions for new SSMUH developments. This approach is consistent with most BC municipalities.

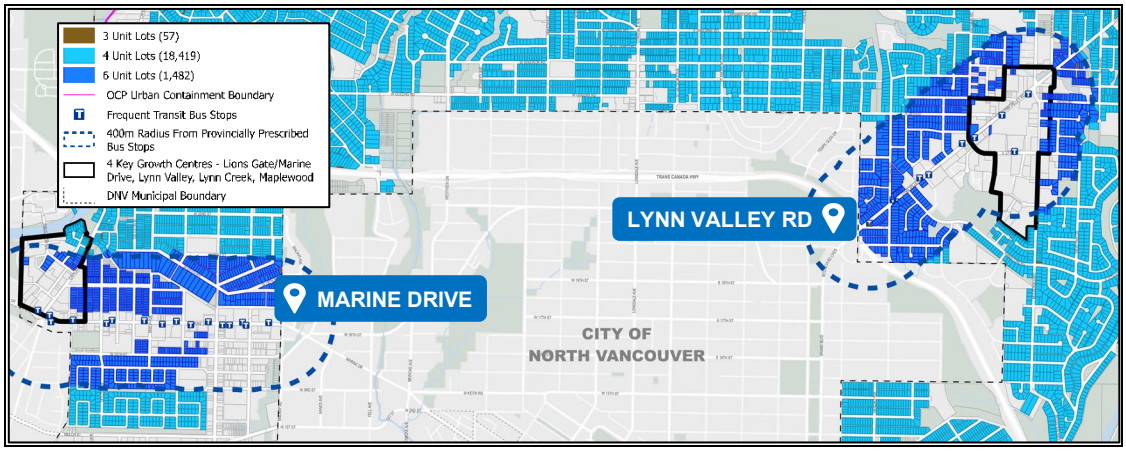
This option is not recommended by staff, as it is not consistent with the recommendations provided by the Natural Hazard Exemption Report.

Issue #2: Preserving Key Frequent Transit Areas for Future Growth

The Marine Drive and Lynn Valley Road corridors in the District have been identified by TransLink as priority networks for future Bus Rapid Transit (BRT) service in its Access for Everyone (10-Year Priorities) Plan. There is active planning underway, led by TransLink, for the Metrotown-North Shore BRT. These two corridors and surrounding areas are not currently identified by the Province as designated Transit-Oriented Areas (TOAs), or similar, and therefore are not exempt from compliance with SSMUH requirements. As per **Figure 6**, the areas immediately surrounding these corridors must permit six-unit SSMUH development (green colour).

Future plans for BRT service on these corridors warrant consideration of approaches that preserve the surrounding residential lands for higher residential density. This may entail heights and densities (e.g. similar to those provincially prescribed for designated TOAs) that better support intended transit levels.

Figure 6: SSMUH requirements for Marine Drive and Lynn Valley Road corridors



Staff have identified the Marine Drive corridor as a potential area for higher residential density given the recent funding commitments and program planning and design advancements for the future Metrotown-North Shore BRT route. This significant infrastructure project has confirmed general locations for BRT stations with engagement on route planning completed. Further engagement on corridor design is anticipated in 2026. SSMUH development in this corridor would potentially undermine redevelopment of this area as a growth corridor because SSMUH densities may inhibit lot acquisition and consolidation when compared to existing permitted densities.

The stations on Marine Drive are planned to be located at the intersections of Capilano Road and Pemberton Avenue. If the provincial criteria for locating TOAs, was to be extended to both of these station areas they could potentially become additional designated TOAs in the District under provincial legislation and regulations, and therefore would become exempt from SSMUH requirements at that time to accommodate greater densities and heights.

The active planning work for BRT also underpinned staff's proposal to expand the boundaries of Lions Gate – Marine Drive Village Centre and propose significantly increased OCP residential densities in Option A of the OCP Update project that was presented to Council on October 20, 2025. Should lots in this area redevelop at six-unit SSMUH densities, this may jeopardize the ability for future lot consolidation necessary for desired higher density, transit-oriented residential development, if so desired and directed by Council.

For Lynn Valley Road, future land use and transportation planning will need to be prioritized in the medium-term and once further BRT route and station planning is undertaken by TransLink. At this time, staff are recommending the implementation of six-unit SSMUH along the Lynn Valley Road corridor as required by the Province, as there is no active planning for BRT in this corridor that would support an extension request.

For the Marine Drive corridor, four options (Options 2.1 to 2.4) are provided for Council's direction regarding an approach to preserving future growth opportunities. The options are summarized in **Table 3** and further detailed below.

Table 3. Summary of options for preserving key frequent transit areas

Options for preserving key frequent transit areas for future growth along the Marine Drive corridor		**Staff recommendation**
Option 2.1:	Submit a time extension application to the Province prior to June 1, 2026.	**Recommended**
Option 2.2:	Amend the Official Community Plan to signal higher density (still require rezonings).	**Recommended**
Option 2.3:	Amend Zoning Bylaw to permit higher density on some lots at this time.	**Not recommended**
Option 2.4:	Implement six-unit SSMUH requirements as per SSMUH legislation at this time.	**Not recommended**

Option 2.1: Submit a time extension application to the Province
(Staff recommendation)

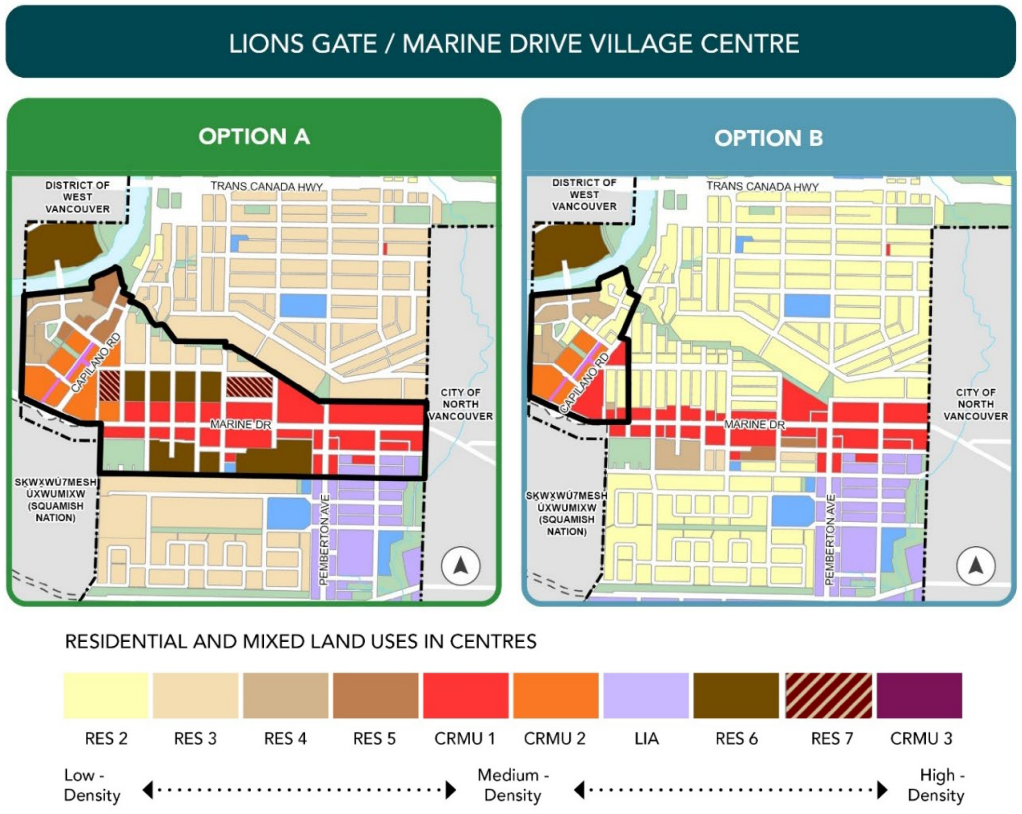
Local governments may request time-limited extensions for compliance with SSMUH under certain circumstances, including when infrastructure upgrades are underway for an area or specific lots in question.
Given the District's ongoing work with TransLink to implement BRT on Marine Drive and accommodate higher densities, there is a strong rationale for requesting an extension from the Province. Such an extension would allow staff to continue working with TransLink on BRT implementation and station locations, as well as complete the necessary land use planning, public engagement, and road network planning for the area.

Should Council choose to pursue this option, staff will return with a detailed proposal outlining the extension area, workplan, and associated timeframe. A formal Council resolution must accompany the extension request to the Province. If the request is denied, the District would be required to comply with SSMUH requirements within 90 days of the rejection notification.

Option 2.2: Amend OCP to signal higher density
(Staff recommendation)

To supplement Option 2.1, staff also recommend Council consider amending the OCP to permit a higher density in the Marine Drive corridor. This option could revisit the land use designations proposed under Option A of the OCP Update project that was presented to Council on October 20, 2025. OCP Update Option A (proposed land use designations) and Option B (current land use designations that were approved on December 8, 2025) are shown in **Figure 7**.

Figure 7: OCP Update land use options (Options A and B) as presented in October 2025



Revisiting Option A at this time is prudent, given the very low density (e.g. six units) prescribed by SSMUH legislation. Implementing higher land use designations along this corridor could strategically position the District to shape redevelopment in alignment with long-term transit-oriented objectives. This approach could provide greater clarity to landowners and developers regarding the District's vision for the area, while maintain rezonings as the primary tool to manage the timing, form, and impacts of redevelopment. Through the rezoning process, the District would retain the ability to secure necessary road network improvements, infrastructure upgrades, and community amenities. In addition, this approach would demonstrate the District's commitment to support transit investment in the Lions Gate – Marine Drive Village Centre and surrounding area and would strengthen the District's application for an extension request.

Should Council choose to pursue this option, staff will return with the necessary OCP Bylaw amendments to align with the Zoning Bylaw Rewrite adoption process. This would see the bylaws coming before Council in April for initial readings

Option 2.3: Amend Zoning Bylaw to permit higher density in some lots
(Not recommended by staff)

This option could be undertaken in conjunction with OCP amendments to increase density under Option 2.2 above. This would see the introduction of Zoning Bylaw amendments to permit a higher outright density for certain suitable lots to allow more immediate redevelopment. This approach was discussed as part of Option A in the OCP Update project and would allow developments on these suitable lots to proceed without a rezoning process and remove them from having to comply with SSMUH. The densities enabled would increase the number of homes near transit.

Staff do not recommend this approach at this time due to the lack of an implementation plan for the area that provides clear direction on transportation, park location, amenities, and servicing requirements that would normally be secured through rezonings. Further exploration and discussion on the District's approach to Inclusionary Zoning is required with this approach to ensure that below-market rental units could be secured without a rezoning application.

Option 2.4: Implement six-unit SSMUH development as per legislation
(Not recommended by staff)

This option would permit six-unit SSMUH development on all eligible lots as per the provincial legislation. Staff do not recommend this approach as the redevelopment of lots to six-unit multiplexes may prevent future opportunities for higher density transit-oriented growth in the Marine Drive corridor.

(As noted above, staff are recommending the implementation of six-unit SSMUH along the Lynn Valley Road corridor, as there is no active BRT planning in that area.)

Issue #3: Six-unit SSMUH Regulations

The District has two locations with sufficient transit service that would qualify for six-unit SSMUH development. This scale of development potentially raises the possibility of incorporating some affordable housing, consistent with the intent of the SSMUH legislation. The legislation allows for the potential requirement of one unit of affordable or special needs housing unit; however, it also mandates that an economic analysis must be undertaken to confirm that such a requirement would not render the development of SSMUH uneconomical.

Two options (Options 3.1 and 3.2) are provided for Council's direction. The options are summarized in **Table 4** and further detailed below.

Table 4. Summary of options for six-unit SSMUH regulations

Options for six-unit SSMUH regulations		Staff recommendation
Option 3.1:	Do not require affordable housing or special needs housing for the sixth unit at this time.	**Recommended**
Option 3.2:	Require affordable housing or special needs housing for the sixth unit.	**Not recommended** *(for future consideration)*

Option 3.1: Do not require specific requirements for six-unit SSMUH developments
(Staff recommendation)

Staff recommend this approach as there is not sufficient time to undertake the economic analysis necessary to utilize the tool to require one unit of affordable or special needs housing. The provision of affordable housing in the District will be considered in future updates to the Rental and Affordable Housing Strategy and/or the OCP.

Option 3.2: Require affordable housing or special needs housing for sixth unit
(Not recommended by staff)

Staff are unable to complete an economic feasibility study within the allotted timeframe and deadlines imposed by the Province for compliance with legislation. Staff do not recommend pursuing a requirement to provide affordable housing or special needs housing for the sixth unit of a SSMUH development at this time. This is an item that Council could direct staff to consider at a future date.

Issue #4: Tenure (Strata/Rental)

Provincial legislation does not prescribe tenure requirements for Small-Scale Multi-Unit Housing (SSMUH) developments. Under the *Strata Property Act*, newly constructed SSMUH developments may be stratified without approval from the Approving Officer or Council, provided they meet all applicable BC Building Code requirements for stratified units. Stratification of secondary suites is not permitted. Applications to stratify previously occupied buildings would continue to require Council consideration.

Residential Rental Tenure Zoning (RRTZ) is a regulatory tool that may be used to establish rental tenure requirements within SSMUH developments. In principle, RRTZ could support the delivery of additional rental housing in the District, consistent with the Provincial Housing Target Order. Rental tenure zoning would align with the District's Official Community Plan and Rental and Affordable Housing Strategy by supporting: (a) expansion of the overall supply and diversity of housing, and (b) growth in the supply of new purpose-built rental housing. It could also continue the owner occupancy principle that has characterized single family neighbourhoods.

Through Bill 25, the Province has signalled its intent for SSMUH to be implemented more consistently across municipalities. While the legislation does not favour ownership versus rental

housing, it has been enacted to remove zoning barriers and inconsistencies that may limit the viability and uptake of SSMUH. In this context, there is a risk that the application of rental tenure zoning to SSMUH developments could constraint uptake, although this would need to be confirmed through an economic feasibility analysis. Provincial guidance further recommends that local governments monitor SSMUH zoning for a minimum of three years, assess market interest and development activity, and evaluate outcomes before considering the introduction of mandatory rental tenure requirements.

Staff have completed an initial scan of other Metro Vancouver municipalities as related to the use of rental tenure zoning within SSMUH regulations and are not aware of any similar local governments that have applied this tool to minimum densities prescribed by Bill 44/25 at this time. The City of Vancouver requires rental tenure only when a development contains 7 or 8 units and paired with increased total allowable floor space.

Two options (Options 4.1 and 4.2) are provided for Council's direction and summarized in **Table 5** and further detailed below.

Table 5. Summary of options for tenure (strata/rental)

Options for tenure (strata/rental)		Staff recommendation
Option 4.1:	Consider the use of RRTZ with further analysis.	**Recommended**
Option 4.2:	Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.	**Not recommended**

Option 4.1: Consider the use of RRTZ with further economic analysis.
(Staff recommendation)

Further exploration of the use of RRTZ would entail undertaking an economic feasibility analysis to assess whether rental tenure zoning would be viable in a SSMUH context. It could also consider if limited implementation of RRTZ in areas where it may be economically viable. Staff would report back to Council at a future date on the analysis findings and a recommended approach.

Option 4.2: Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.
(Not recommended by staff)

Staff do not recommend this option as it precludes the proactive investigation of RRTZ through economic analysis, thereby limiting the District's ability to determine if this regulatory tool can be effectively utilized to meet the District's rental housing goals.

PUBLIC INPUT:
Considerable effort has been undertaken to raise awareness in the community about changes to provincial housing legislation and its implications for the District. This was done through extensive broad-based community engagement in 2024 and 2025 is outlined below:

- Spring 2024: Engagement on approaches to SSMUH, including proposed exemption areas, and TOA designations as per Bills 44 and 47;
- Spring 2025: Engagement on the District's housing needs and potential growth concepts as part of the OCP Update process as per Bill 44;

- Spring 2025: Engagement on potential changes to single-family zoning; and
- Fall 2025: Engagement on two land use options to amend the OCP as legislated.

Given this level of previous local public engagement, as well as the general province-wide awareness of the new housing legislation and how it is being implemented in some municipalities, staff recommend engagement at this time on an "Inform" level on the Public Engagement Spectrum (**Figure 8**). The focus will be to ensure widespread awareness about what the adopted provincial housing legislation means for the community.

Figure 8. Public Engagement Spectrum



A one-page printed mailout – similar to the Community Bulletin issued in Spring 2024 – will be delivered to every address in the District, including residents and businesses. This mailout will be focused on the provincial housing legislation and the Province's goal to densify housing throughout BC, information about SSMUH requirements, the District's approach to complying with the legislation, and implications for the District's OCP and Zoning Bylaw.

The mailout will include QR codes and links to additional information on the dedicated project webpage and to feedback forms. People can subscribe to updates on the website through MyDNV. If there is sufficient interest, staff will host online information sessions to explain the changes and answer questions. These tactics will be supported by a social media campaign, linking to the website for more information and feedback forms. Staff will also provide presentations to DNV advisory committees as appropriate. Given the provincial requirements, prior community engagements, available staff resources, and tight timelines to comply, staff do not propose in-person events at this time beyond presentations to DNV advisory committees.

PACE OF CHANGE AND GROWTH IMPLICATIONS:
Staff expect the actual rate of change in single-family neighbourhoods to redevelop to SSMUH densities to be gradual. Historic redevelopment trends in the District show that about 0.25% of single-family lots redevelop annually, and uptake of past infill programs – such as the coach house program, averaging roughly four units per year – has been low. Early data from other Metro Vancouver municipalities that have implemented SSMUH in 2024 indicates that the number of multiplex development applications is below 1% of eligible lots per year, reinforcing staff's expectations of incremental rather than rapid change.

District regulations will also influence actual uptake. This includes parking and servicing requirements, rental tenure zoning (e.g. if RRTZ implemented), development charges, Development Permit and Building Permit requirements, and staff resources that impact approval timelines. There are also many external factors outside of municipal control that significantly impact the actual rate and location of SSMUH uptake over time. These factors include:

- market demand and economic conditions;
- cost of land acquisition and construction; and
- existing site conditions (e.g., age of buildings, lot sizes, topography, infrastructure).

Taken together, these indicators suggest that although implementation of SSMUH requirements will increase the permitted capacity of units in traditional single-family neighbourhoods, the realized rate of redevelopment, while difficult to predict, will likely follow a gradual trajectory over time.

FINANCIAL IMPACTS:
Over the long-term, SSMUH will necessitate infrastructure investments that will need to be delivered in a prioritized and sequential manner. Further work is required to better understand and quantify the costs of such investments. Based on preliminary analysis to date, the implementation approach and recommended options outlined in this report pose financial risks the extent of which are unknown at this time largely due to the uncertainty regarding timing of redevelopment of SSMUH in the District. However, based on historical evidence, the anticipated servicing cost per dwelling unit and administrative resources needed to develop SSMUH will be significantly higher when compared to the anticipated costs with other more dense forms of multi-family housing (e.g., townhouses and apartments).

In December 2024 and February 2025, the District adopted the Development Cost Charges Bylaw 8704 and Amenity Cost Charges Bylaw 8705 respectively. These bylaws implement one-time charges levied on new developments during subdivision or building permit stages to reflect changes to infrastructure and amenity programs required to support growth. Under these bylaws, SSMUH development would be classified under the “townhouse” category which would require approximately $65,000 per dwelling unit in total District development charges.

Further adjustments to development charges will be needed upon the implementation of SSMUH, and staff will recommend further changes in the coming year. Other financial strategies such as latecomer charges for excess or extended services will also need to be explored based on the circumstances.

LIABILITY/RISK:
The implementation approach and options provided in this report must include consideration of risks associated with the Province’s authority to impose future regulations for minimum site standards.

The Province has the authority to regulate minimum required site standards, including housing forms, density, parking, siting, size, dimensions, location, and type of housing units. While the Province has not yet brought forward regulations of this nature, they expect local governments to align their zoning bylaws with the recommended guidelines provided by the *Provincial Policy Manual & Site Standards*. As discussed earlier in this report, staff’s recommended zoning regulations mostly align with provincial guidelines, but they are a response to local conditions and sometimes vary from the provincial guidelines. Notwithstanding, the Province may choose to introduce regulations in the future if they consider it necessary.

TIMING/APPROVAL PROCESS:
The provincial deadline to comply with the SSMUH requirements is June 30, 2026. Public engagement is planned to take place in spring 2026.

Staff intend to include the necessary OCP and Zoning Bylaw amendments to implement SSMUH as part of the broader Zoning Bylaw Rewrite. The anticipated timeline would be to have bylaw introduction in mid-April of 2026 with adoption anticipated to take place in June 2026 to meet the legislated deadline.

If Council directs staff to proceed with submission of a time extension request to the Province to preserve the area surrounding Marine Drive for future growth, the provincial deadline to submit a request is June 1, 2026. A Council resolution at a regular meeting would be required.

CONCURRENCE:
The content of this report was prepared in collaboration with representatives from the Planning, Engineering, Legal, Communications, and Finance departments.

NEXT STEPS:
Subject to Council's direction on the implementation approach and options outlined in this staff report, staff will report back to Council regarding next steps. These may include:

- Report back on time extension application to the Province for Council's endorsement, including extension area, extension period, and other pertinent details;
- Report back on spring 2026 public engagement; and
- Report back on proposed Zoning Bylaw and OCP bylaw amendments to implement SSMUH based on the directions provided by Council.

CONCLUSION:
In response to recent provincial housing legislation, this report outlines the District's proposed implementation and public engagement approach on small-scale multi-unit housing (SSMUH), which must be completed by June 30, 2026. The proposed implementation does the following:

- Addresses the Provincial requirements and guidelines for SSMUH;
- Exempts properties for natural hazards in line with the staff recommendation from June 2024; and
- Proposes OCP amendments for higher residential densities in the Lionsgate area to support future transit investment and an extension request for that area to not have to implement SSMUH densities.

Respectfully submitted,



Dan Milburn, General Manager of Planning, Properties and Permits

ATTACHMENTS:

Attachment 1: Background Information
Attachment 2: Map of Implementation of SSMUH Requirements
Attachment 3: Map of Statutory Exempt Lots
Attachment 4: Explanatory Notes for Table 1
Attachment 5: Municipal Comparison of Four-unit SSMUH Zoning Regulations
Attachment 6: Natural Hazards Exemption Report dated May 17, 2024
Attachment 7: Map of Proposed Hazard Exemption Areas
Attachment 8: Staff Presentation

REVIEWED WITH:		
❑ Business and Economic ___	☑ Finance JG	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	☑ Housing TA	❑ NSEM ___
☑ Communications CG	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
☑ Development Services YZ	❑ Parks ___	❑ Other: ___
☑ Engineering Infrastructure PC	❑ Real Estate ___	___
❑ Engineering Public Works ___	☑ Solicitor RP	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	

Background Information

The District and SSMUH (2024 to 2025):

In 2024, the District had extensive discussions with Council and the community about the legislated SSMUH requirements introduced through Bill 44 and potential implementation approaches. These discussions took place at the following Council Workshops and Regular Meetings of Council (links to staff reports provided), with public engagement taking place in spring 2024:

- February 12, 2024 Council Workshop;
- April 2, 2024 Council Workshop; and
- June 3, 2024 Regular Meeting (includes Engagement Summary Report).

At the June 3, 2024 Regular Council Meeting, Council chose to proceed with Zoning Bylaw amendments (Bylaw 8698) to permit a principal dwelling, a secondary suite and a coach house on all single-family zoned properties within the Urban Containment Boundary. As a result, SSMUH requirements were not applicable to these properties at that time.

The District and SSMUH (2026)

With the Royal Assent of Bill 25 in November 2025, SSMUH requirements in the LGA now apply to properties that permit a principal dwelling, a secondary suite, and a coach house. Therefore, the District must comply with the SSMUH requirements by updating the zoning regulations on most single-family zoned properties by June 30, 2026.

Official Community Plan (OCP) Update:

Bill 44 also required the District to review its OCP and Zoning Bylaw to ensure they both could accommodate the District's 20-year housing need, which is 22,369 housing units between 2021 and 2041. The 20-year housing need was based on a provincially prescribed formula and can be found in the District's Housing Needs Report. At the October 20, 2025 Regular Meeting, two land use planning options were presented to Council based on Council direction, staff analysis and what was heard from the community during public engagement in spring and fall 2025:

- Option A – allow additional housing diversity in key centres and corridors, including low-density multi-family housing in certain single-family neighbourhoods; and
- Option B – no change to existing land use designations and maintain the housing growth envisioned in the current OCP.

Council proceeded with Option B (Bylaw 8743) which was adopted on December 8, 2025.

Single-Family Zoning Review:

In 2025, staff explored changes to single-family zoning regulations to improve livability and climate resilience in the District's traditionally single-family neighbourhoods. This work was also intended to support implementation of the OCP Update by providing a diverse range of housing options and choice. Discussion on potential zoning changes were brought to the following Council Workshop and Regular Meeting of Council (links to staff reports provided), with public engagement taking place in spring and fall 2025:

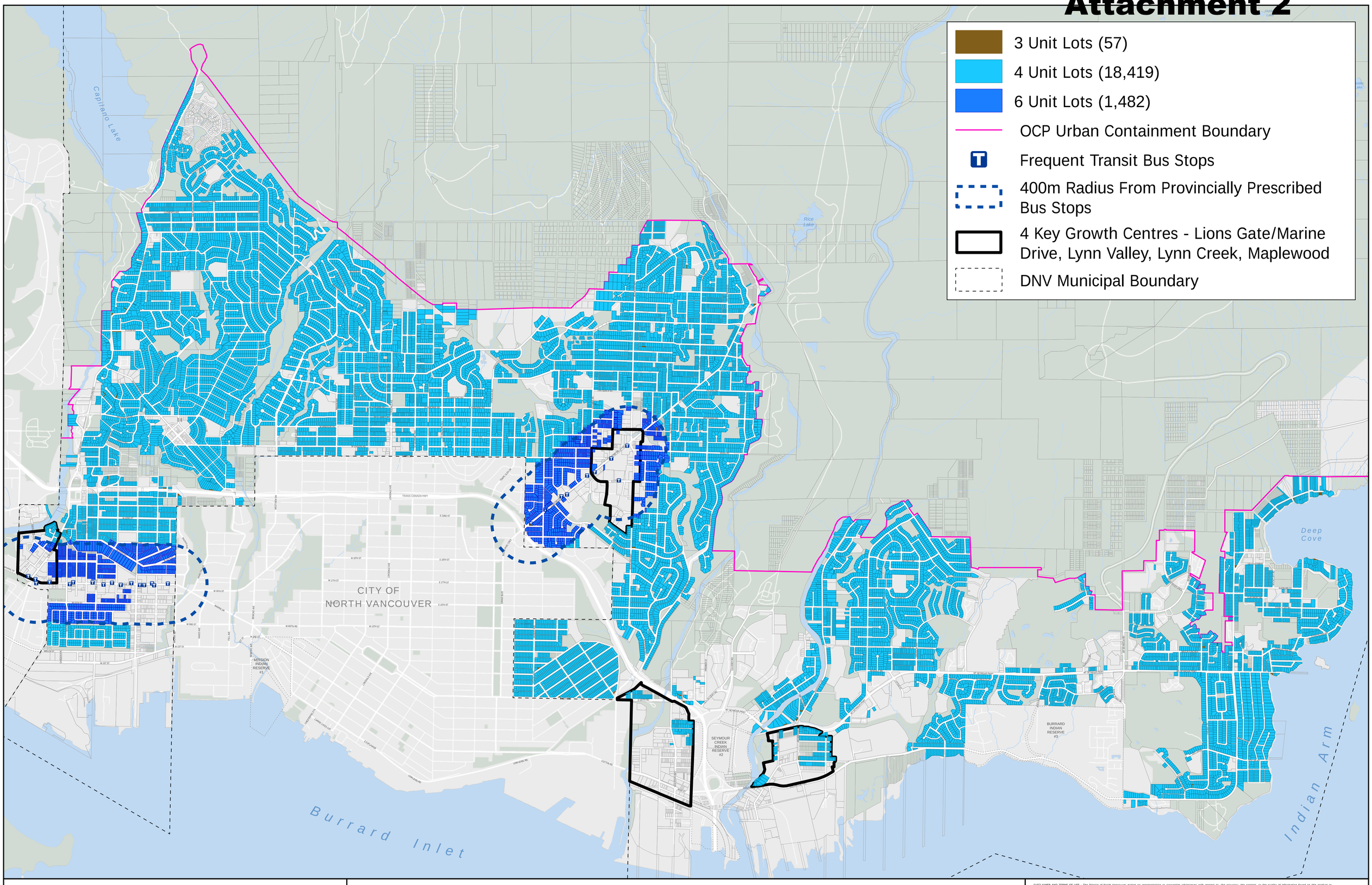
- June 23, 2025 Regular Meeting (including Engagement Summary Report); and
- December 2, 2025 Council Workshop.

Other Provincial Directions:

In addition, other provincial legislation has required the District to undertake the following housing related work:

- Updates to the Housing Needs Report every five years as per Bill 44, with the most recent 2024 Interim Housing Needs Report approved by Council in fall 2024;
- A new Housing Needs Report will be required in 2028 based on the latest census data, a corresponding review of the OCP and Zoning Bylaws will be required to consider whether they are able to accommodate the revised 20 year housing need.
- Adoption of Transit-Oriented Areas Designation Bylaw 8679 as per Bill 47 to permit provincially prescribed minimum densities and heights for certain areas around key transit hubs identified by the Province (i.e., Phibbs Bus Exchange and Capilano University Bus Exchange); and
- Annual reporting of progress towards meeting the Province's Housing Target Order for the District, which is 2,838 units built by 2028.

Attachment 2



DISTRICT OF NORTH VANCOUVER

DRAFT Implementation of SSMUH

(No Hazard Exemptions)

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Published: January 27, 2026

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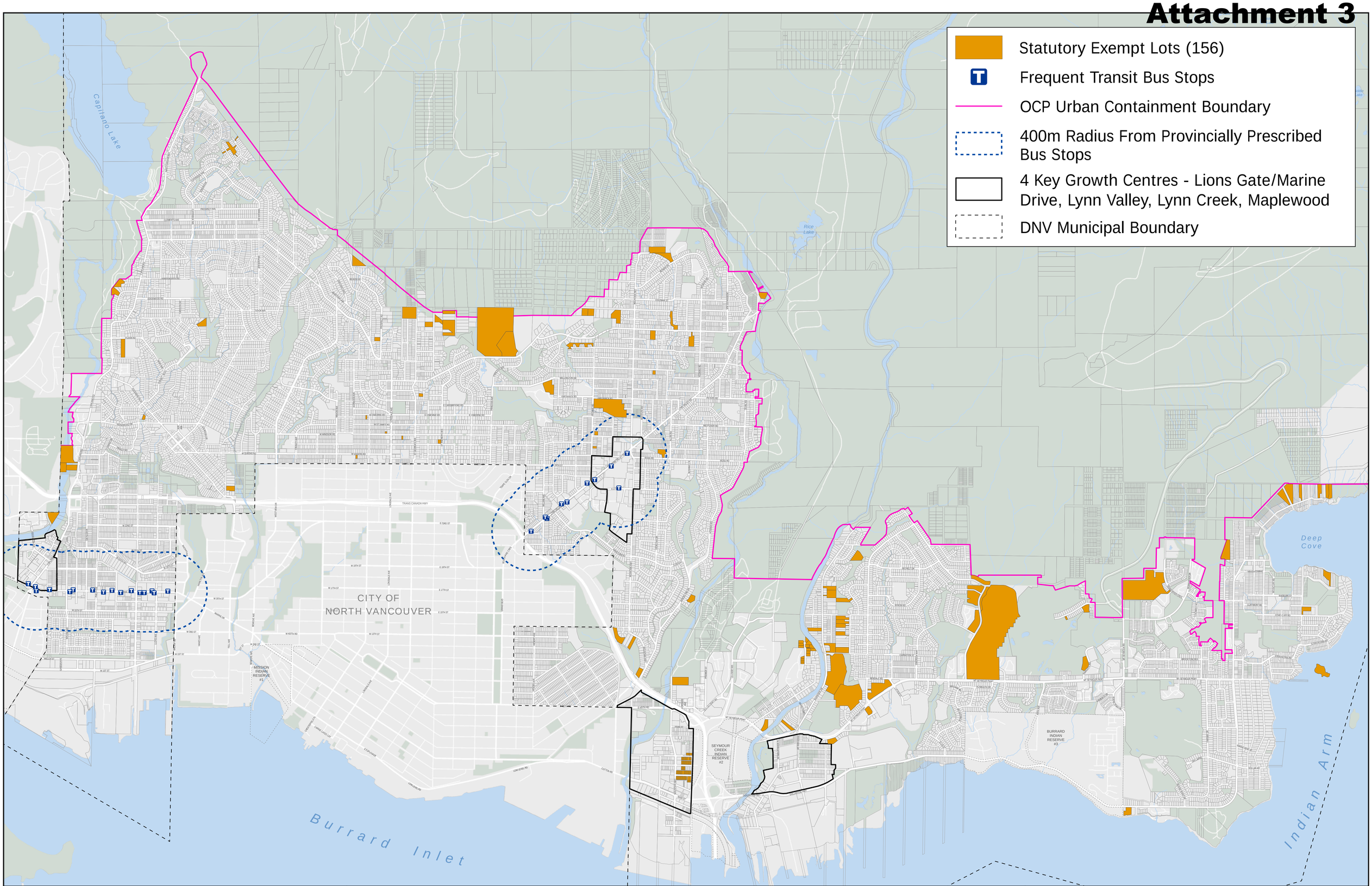
Attachment 3


Statutory Exempt Lots (156)
Frequent Transit Bus Stops
OCP Urban Containment Boundary
400m Radius From Provincially Prescribed Bus Stops
4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood
DNV Municipal Boundary
Capilano Lake
Rice Lake
CITY OF NORTH VANCOUVER
MISSION INDIAN RESERVE #1
SEYMOUR CREEK INDIAN RESERVE #2
BURRARD INDIAN RESERVE #3
Deep Cove
Burrard Inlet
Indian Arm
TRANS CANADA HWY
LONSDALE AVE
LYNN VALLEY
MARINE DRIVE
MOUNTAIN HIGHWAY
DOLLARTON HWY
PEMBERTON AVE
KEITH RD W
KEITH RD E
W 1ST ST
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Explanatory Notes to Table 1

(Comparison of draft R3 Zone regulations with provincial site standards guidelines)

A. **Including an FSR (Floor Space Ratio) Limit:** Combining an FSR limit with building envelop and maximum building size regulations encourage more architectural articulation in the design of homes and discourage buildings that fill the entire permitted building envelop. Total density is proposed to be tiered (more permitted density when more units are proposed), thereby tying increased floor area to creating additional housing units.

B. **Front Setback:** The District is proposing a 3.0 m (10 ft) front yard setback which is in keeping with the District's history of a 3.0 m (10 ft) setback for certain types of garages within the front yard. This setback was discussed with the community during 2025 as part of the update to single- family zoning regulations and was strongly supported.

C. **Rear Setback when Not Abutting a Lane:** When a lot backs directly onto another residential lot, as opposed to abutting a lane (open or closed), a larger setback is proposed to promote liveability and privacy, especially in the case where two abutting lots both construct residential buildings in the rear yard.

D. **Number of Permitted Storeys in the Front and Rear Yards:** To help protect the liveability and enjoyment of open spaces and limit overlook and shading concerns, residential building in the front and rear yards are proposed to be limited to two storeys. For clarity, maximum building height in the traditional building footprint area (area between the required front yard and rear yard setbacks) of the lot is proposed to be increased to three storeys.

E. **Extra Height for Pitched Roofs:** The District is proposing a lower height maximum for flat roofs than the Province's guidelines and a taller height maximum for pitched roofs. This incentivizes variation in design and is generally consistent with both the provincial site standards and existing single-family zoning regulations.

F. **Number of Buildings:** The District is proposing a limit of two residential buildings on a lot, in keeping with existing house, suite, coach house regulations and to minimize environmental impacts.

G. **Building Coverage:** Due to the larger lot sizes found in the District, a lower building coverage maximum can be introduced while still achieving practical SSMUH developments. This leaves more space for landscaped areas. This is in keeping with the District's goals related to managing storm water, protecting biodiversity, and creating spaces for existing and new trees.

H. **Vehicle Parking:** Proposed parking requirements are generally in keeping with the provincial guidelines and requirements but reflect the fact that the first unit is often a larger single-family home, which currently requires two parking spaces.

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Municipal Comparison of 4-unit SSMUH Zoning Regulations

Zoning metric	4-unit SSMUH DNV draft R3 Zone	4-unit SSMUH City of North Vancouver	4-unit SSMUH Port Moody	4-unit SSMUH Maple Ridge (requirements vary)
Dwelling units	**Up to 4 units**	**Up to 4 units**	**Up to 4 Units**	**Up to 4 units**
Floors space ratio (FSR)	**Approx. 0.7 - 1.0 FSR** depending on lot size	**0.85 FSR**	**0.8 FSR** (0.7 for 3 units+ 0.1 FSR / additional Unit)	Many zones have no FSR limit
Front setback	**3 m** (10 ft)	**3 m** (10 ft)	**4.6 m** (15ft)	**3.0 m** (10 ft) **– 7.5 m** (25 ft)
Rear setback	**1.5 m** (5 ft) on a lane **3.0 m** (10 ft) no lane	**1.5 m** (5 ft)	**1.5 m** (5 ft) with lane **4.0 m** (13 ft) no lane	**6.0 m** (20 ft) **– 11m** (36 ft)
Side setback	**1.2 m** (4 ft)	**1.2 m** (4 ft) interior **3.0 m** (10 ft) **or 0.2 times lot width** exterior	**1.5 m** (5 ft) interior **3.0 m** (10 ft) exterior	**1.2 m** (4 ft) **– 4.5 m** (15 ft)
Number of storeys	**3 storeys** (inclusive of partial basements) **2 storeys** within front or rear yards	**3 storeys**	**Not stated**	**Approx. 2 to 3 storeys**
Building height	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) pitched roof	**10 m** (32.8 ft) flat roof **11 m** (36 ft) **to midpoint** of pitched roof	**10.5 m** (34.5 ft) to midpoint of pitched roof	**9.5 m** (31 ft)
Building coverage	**40 - 50%** depending on lot size	**40%**	**45%**	**40% - 50%**
Off-street parking	**1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces**	**0.5 spaces per unit**	**0.5 spaces per unit** (maximums imposed based on location)	**1.5 spaces per unit + 1 space for accessory**
Maximum Number of Buildings	**2 buildings**	**Not stated**	**Not stated**	**Not stated**

Zoning metric	4-unit SSMUH DNV draft R3 Zone	4-unit SSMUH Burnaby	4-unit SSMUH Coquitlam
Dwelling units	**Up to 4 units**	**Up to 4 units**	**Up to 4 Units**
Floors space ratio (FSR)	**Approx 0.7 - 1.0 FSR** depending on lot size	**No set limit**	**Approx 0.5 – 0.85 FSR** depending on zone
Front setback	**3 m** (10 ft)	**New 4 m** (13 ft) (formerly 3 m / 10 ft)	**4.0 m – 5.5m** (13 – 18 ft)
Rear setback	**1.5 m** (5 ft) on a lane **3.0 m** (10ft) no lane	**New 1.5 m** (5ft) (formerly 1.2 m / 4 ft)	**1.2 m** (4 ft) with lane **6.0 m** (20 ft) no lane
Side setback	**1.2 m** (4 ft)	**1.2 m** (4 ft) interior **3 m** (10ft) flanking	**1.2 m** (4 ft) interior **3.0 m** (10 ft) exterior
Number of storeys	**3 storeys** (inclusive of partial basements) **2 storeys** within front or rear yards	**New - 3 storeys** (formerly 4 storeys)	**3 storeys** (excluding basement)
Building height	**10 m** (32.8 ft) flat roof **11.6 m** (37.7 ft) pitched roof	**New - 10 m** (32.8 ft) to midpoint (formerly 12 m 39.3 ft)	**11 m** (36 ft)
Building coverage	**40 - 50%** depending on lot size	**New - 40%** (formerly 45%)	**45% or 50%** depending on zone
Off-street parking	**1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces**	**1 space for the first unit + 0.5 for each additional unit**	**1-2 spaces / unit** depending on unit size
Maximum Number of Buildings	**2 buildings**	**1 or more buildings** depending on zone	**Not stated**

NORTH VANCOUVER DISTRICT

Natural Hazards Exemption Report

May 17, 2024
File: 6262216
Legal File: 2440.01/505

TO: David Stuart - Chief Administrative Officer

CC: Mayor & Council
Dan Milburn - General Manager, Planning, Properties and Permits

FROM: Gavin Joyce, P. Eng., General Manager, Engineering, Parks & Facilities
Mike Danks - Fire Chief, Fire and Rescue Services
Emily Dicken - Director, North Shore Emergency Management

SUBJECT: **Small-Scale Multi-Family Hazard Exemptions**

Introduction and Context Setting

The *Local Government Act* was recently amended in December 2023 to, among other things, add new provisions (sections 481.3 to 481.8) to mandate that all local governments must after June 30, 2024 exercise their zoning powers to permit on certain lands (as briefly described below) a prescribed minimum number of small-scale multi-family housing ("**SSMUH Density**" per parcel unless otherwise exempted by the provisions of the *Local Government Act*, or by a regulation made under the provisions of the *Local Government Act* (the "**Exemptions**"). Within the geographical boundaries of the District of North Vancouver (the "**District**") the prescribed SSMUH Density is generally four dwelling units per parcel on most properties that are currently zoned for single-family use, and six dwelling units per parcel on single-family properties within 400 metres of frequent transit bus stops (the "**SSMUH Requirements**").

In this Report we have used the term "small-scale multi-family housing" because that is the term used in sections 481.3 to 481.8 of the *Local Government Act*, and we have used the term "SSMUH" to describe this small-scale multi-family housing because that is the term used for this purpose by the Provincial Government.

Generally speaking, subject to the Exemptions, these SSMUH Requirements will apply to all parcels of land within the geographic boundaries of the District that:

(a) are less than or equal to 4,050 square metres in total lot area;

(b) are located inside of the District's urban containment boundary; and

(c) are within “restricted zones” as defined in section 481.3(1).

Section 3 of the *Local Government Zoning Bylaw Regulation* (BC Reg, 262/2023) (the “**Exempt Regulation**”) provides and for hazardous conditions. This exemption and the parcels in the District to which it applies, is the subject of this Report. The exemption is set out in full below:

> “Section 481.3 (3), (4) and (5) of the Act does not apply in relation to land if the following requirements are met in respect of the land:
>
> (a) the land is subject to a hazardous condition;
>
> (b) development of the land to a density of use required to be permitted under the applicable provision of the Act would significantly increase the threat or risk from the hazardous condition;
>
> (c) the threat or risk from the hazardous condition cannot practically be mitigated;
>
> (d) the local government has obtained a report in which a qualified professional, as described in paragraphs (c) to (f) of section 55 (1) of the Community Charter, certifies to the local government the matters set out in paragraphs (a) and (b).”

While there are other exemptions in the *Local Government Act* (such as a limited exemption for heritage properties), this Report focuses only on the hazard exemption set out above, and in particular this Report identifies lands within the geographical boundaries of the District where the requirements for the exemption are, in our opinion, met, and where therefore the exemption applies.

As set out in section 3 of the Exemption Regulation (quoted above), before land will be exempt due to a hazardous condition, a professional engineer or other qualified professional must certify that (a) the land is subject to a hazardous condition; and (b) development of the land to SSMUH Density (e.g. generally four dwelling units or six dwelling units, as applicable), would significantly increase the threat or risk from the hazardous condition. A determination must then be made that the threat or risk from the hazardous condition cannot practically be mitigated.

The immediately following part of this Report identifies lands in the District which are subject to threats or risks associated with hazardous conditions where the identified threats or risks would be significantly increased by development of the lands to SSMUH Density. The Report then provides the required professional certification in this regard. The last part of this Report discusses whether or not the threats or risks can be practically mitigated.

Wildfire and Flooding Hazard Conditions

n our opinion:

1. all of the lands shaded orange on **Attachment 1** (the "**Small-Scale Multi-Family Hazard Exemption Area**") are subject to either a hazardous condition associated with wildfire or a hazardous condition associated with flooding; and

2. development of the lands within the Small-Scale Multi-Family Hazard Exemption Area to the density permitted by the SSMUH Requirements would significantly increase the threat or risk from these hazardous conditions. More particularly, such increased density could and likely would result in increased population within the Small-Scale Multi-Family Hazard Exemption Area, and such increased population could and likely would increase the risk of personal injury or death from wildfire or flood or both for the newcomers and for everyone within the Small-Scale Multi-Family Hazard Exemption Area.

Professional Certification

PURSUANT TO THE *LOCAL GOVERNMENT ZONING BYLAW REGULATION* (BC REG, 262/2023) I, GAVIN JOYCE, P. Eng. certify that: (a) all of the lands shaded orange on the map attached as Attachment 1 to the report accompanying this certificationare subject to either a wildfire hazardous condition or a flooding hazardous condition (or both); and (b) development of said lands to the density permitted by the SSMUH Requirements, as defined in the report accompanying this certification, would significantly increase the threat or risk from these hazardous conditions.



Gavin Joyce, P.Eng.

General Manager,
Engineering, Parks and
Facilities

Wildfire and Flooding Hazard Mitigation

The balance of this Report relates to the third criteria in the Exemption Regulation (whether or not the threats and risks associated with wildfire and flooding in the Small-Scale Multi-Family Hazard Exemption Area can be practically mitigated, particularly in the context of the increased density contemplated in the SSMUH Requirements).

The wildfire and flooding hazardous conditions in the Small-Scale Multi Family Hazard Exemption Area affect everyone in the Small-Scale Multi Family Hazard Exemption Area and they affect both private and public property. Everyone living in, visiting, or merely passing though the Small-Scale Multi Family Hazard Exemption Area is exposed to the

threats and risks associated with these hazardous conditions to one degree or another. The risks associated with these hazards cannot be fully or adequately mitigated on a parcel-by-parcel basis. Partly for the foregoing reasons, mitigation rests largely (though not exclusively) on the shoulders of government and more particularly on the District.

The SSMUH Requirements were only introduced when the above-noted amendments to the *Local Government Act* were enacted by the Province in December 2023. There was essentially no meaningful or significant advanced warning given to the District relating to the SSMUH Requirements, and the blanket density increase contemplated by SSMUH Requirements is a new and significant change in direction in land use planning in the District. It was not previously part of the District's short-term or long-term planning, either formally or informally. As a result, the District has not undertaken land use, hazard management, evacuation, or infrastructure planning for the increased wildfire and flooding risks associated with such increased density within the geographical boundaries of the District generally or, more specifically, within the Small-Scale Multi-Family Hazard Exemption Area.

The District's land use and hazard management planning is based on the District's Official Community Plan, two key components and objectives of which are: (1) concentrating 75% to 90% of new growth and additional density in the District's town centres and village centres (Lynn Creek Town Centre, Lynn Valley Town Centre, Lionsgate Village, Edgemont Village, and Maplewood Village Centre); and (2) limiting growth in single-family neighbourhoods outside of these town and village centres.

Again, as a result, the District has not undertaken planning or analysis relating to the wildfire or flood hazards and risks within Small-Scale Multi Family Hazard Exemption Area, or the mitigation thereof, associated with changing the District's Zoning Bylaw to permit, on essentially a blanket basis, the SSMUH Density across potentially all of the single-family neighbourhoods in the District.

Before the District considers amending its Zoning Bylaw to permit such density in all or any portions of the Small-Scale Multi Family Hazard Exemption Area, we believe that it will be necessary to:

(a) undertake a detailed assessment or assessments in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements;

(b) review and possibly enhance the District's existing wildfire and flood management mitigation and response strategy in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements;

(c) identify and develop mitigation options in relation to the increased wildfire and flooding threats and risks associated with the increased density contemplated by the SSMUH Requirements, and review the practicality and feasibility of such options;

(d) prepare and approve an operating policy and capital plan for undertaking appropriate and practical mitigation measures in relation to the increased wildfire and flood threats and risks associated with the increased density contemplated by the SSMUH Requirements, and

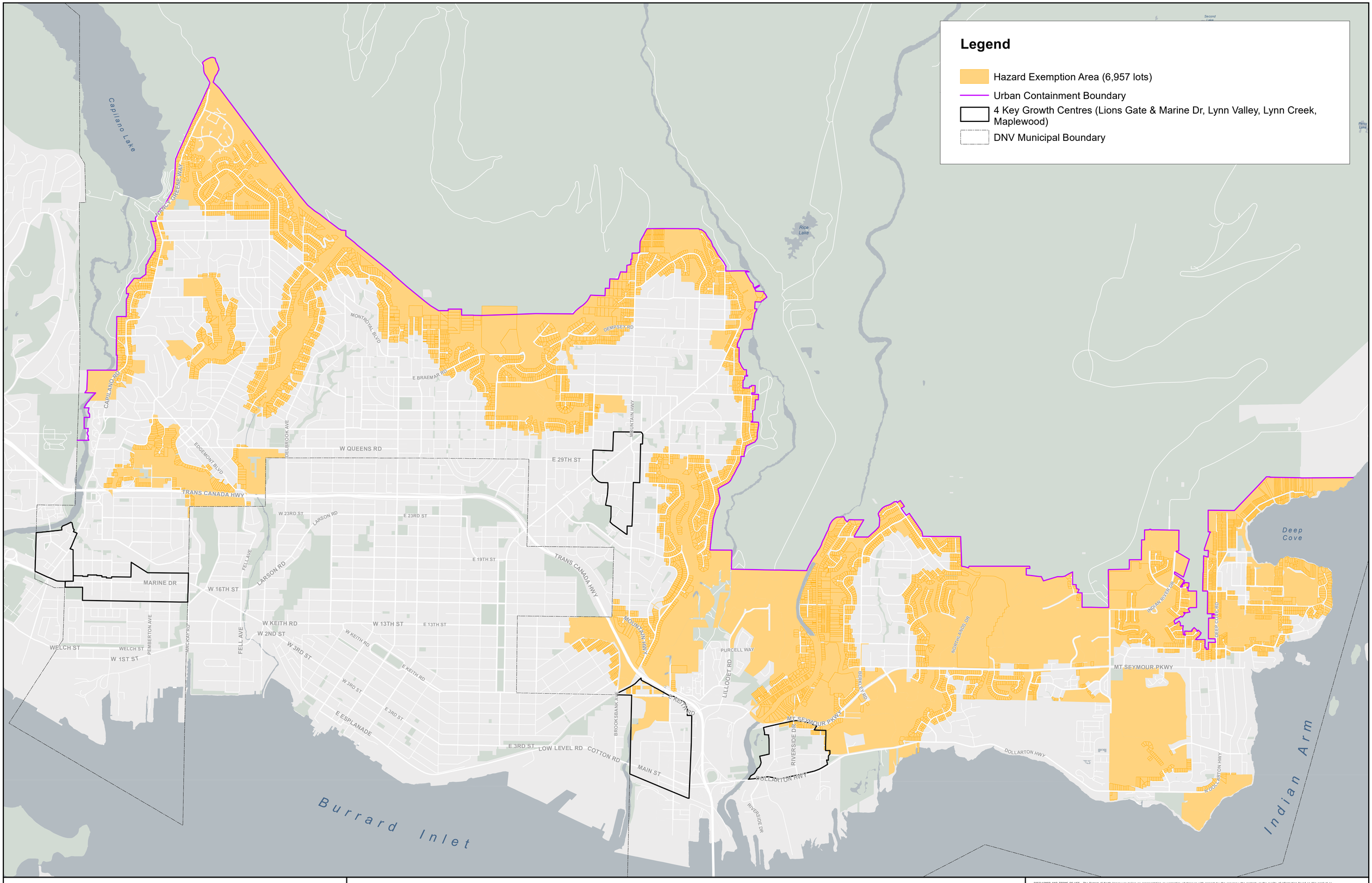
(e) implement the said capital plan and mitigation measures.

As a result of all of the foregoing, it is our opinion, for the purpose of compliance with section 3 of the Exemption Regulation, that the increased threats and risks from the wildfire and flood hazardous conditions in the Small-Scale Multi Family Hazard Exemption Area associated with the increased density contemplated in the SSMUH Requirements cannot be practically mitigated at this time.

The work briefly described above would be necessary in order to inform future District land use policy decisions as to whether additional density is appropriate on any of the lands within the Small-Scale Multi Family Hazard Exemption Area.

Respectfully submitted by:

Gavin Joyce, P.Eng.	Mike Danks	Emily Dicken
General Manager, Engineering, Parks and Facilities	Fire Chief, Fire and Rescue Services	Director, North Shore Emergency Management



DISTRICT OF NORTH VANCOUVER

Small Scale Multi-Unit Hazard Exemption Area

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0 250 500 1,000 1,500 2,000
Meters

N

Published: May 22, 2024

Scale: **1:17,500**

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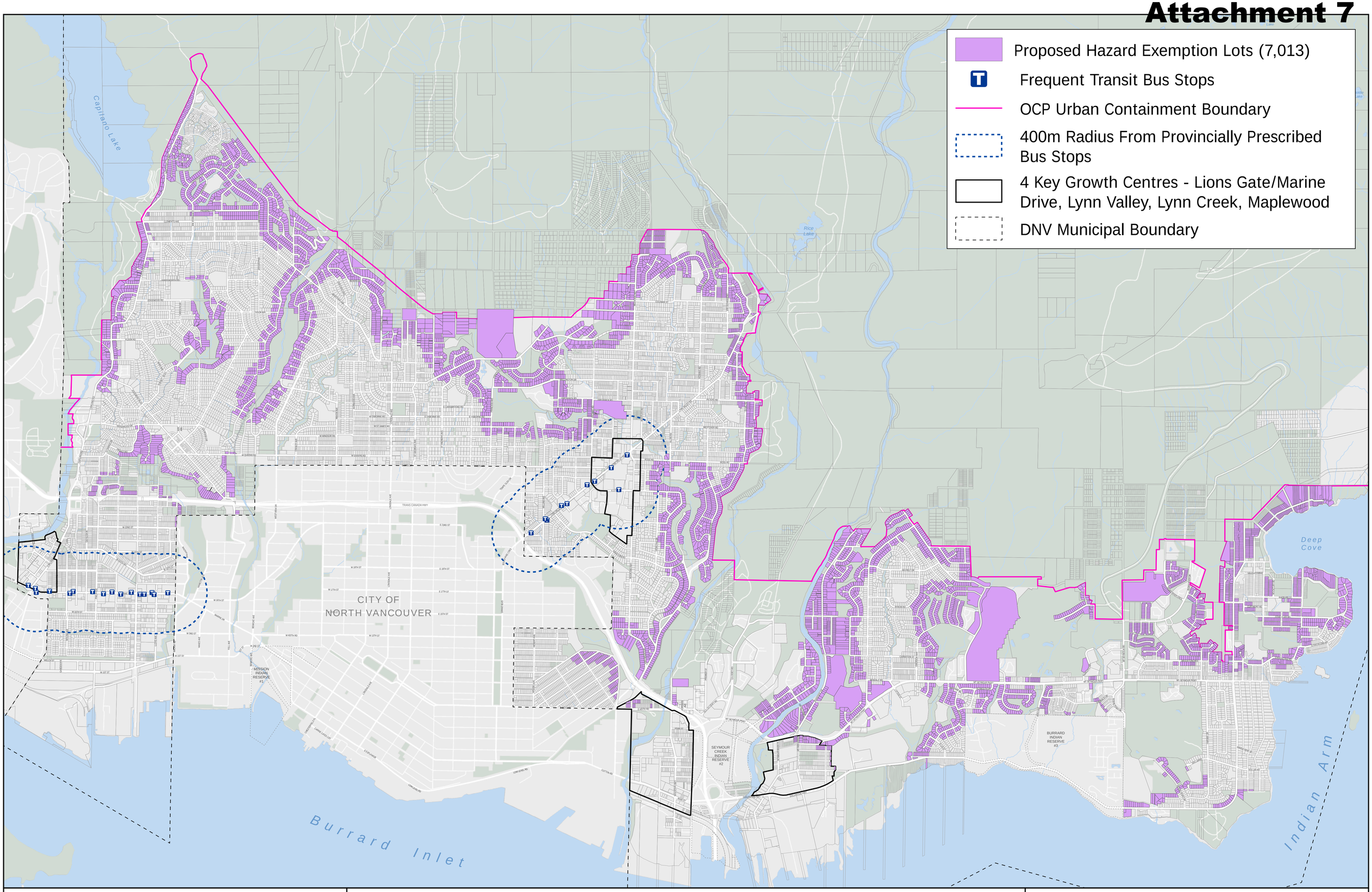
Proposed Hazard Exemption Lots (7,013)
Frequent Transit Bus Stops
OCP Urban Containment Boundary
400m Radius From Provincially Prescribed Bus Stops
4 Key Growth Centres - Lions Gate/Marine Drive, Lynn Valley, Lynn Creek, Maplewood
DNV Municipal Boundary
Capilano Lake
Rice Lake
CITY OF NORTH VANCOUVER
MISSION INDIAN RESERVE #1
SEYMOUR CREEK INDIAN RESERVE #2
BURRARD INDIAN RESERVE #3
Deep Cove
Burrard Inlet
Indian Arm
TRANS CANADA HWY
LONSDALE AVE
LYNN VALLEY RD
MARINE DR
W KEITH RD
W 1ST ST
W 2ND ST
W 3RD ST
W 10TH ST
W 11TH ST
W 12TH ST
W 13TH ST
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E KEITH RD
E QUEYSIDE
LOW LEVEL RD
CLOVERDALE AVE
CAPILANO CROSS CUT
CLOVERLEY CRES
CLOVERLEY PL
CLOVERLEY WAY
CLOVERLEY CRT
CLOVERLEY LANE
CLOVERLEY CIR
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CLOVERLEY CRES
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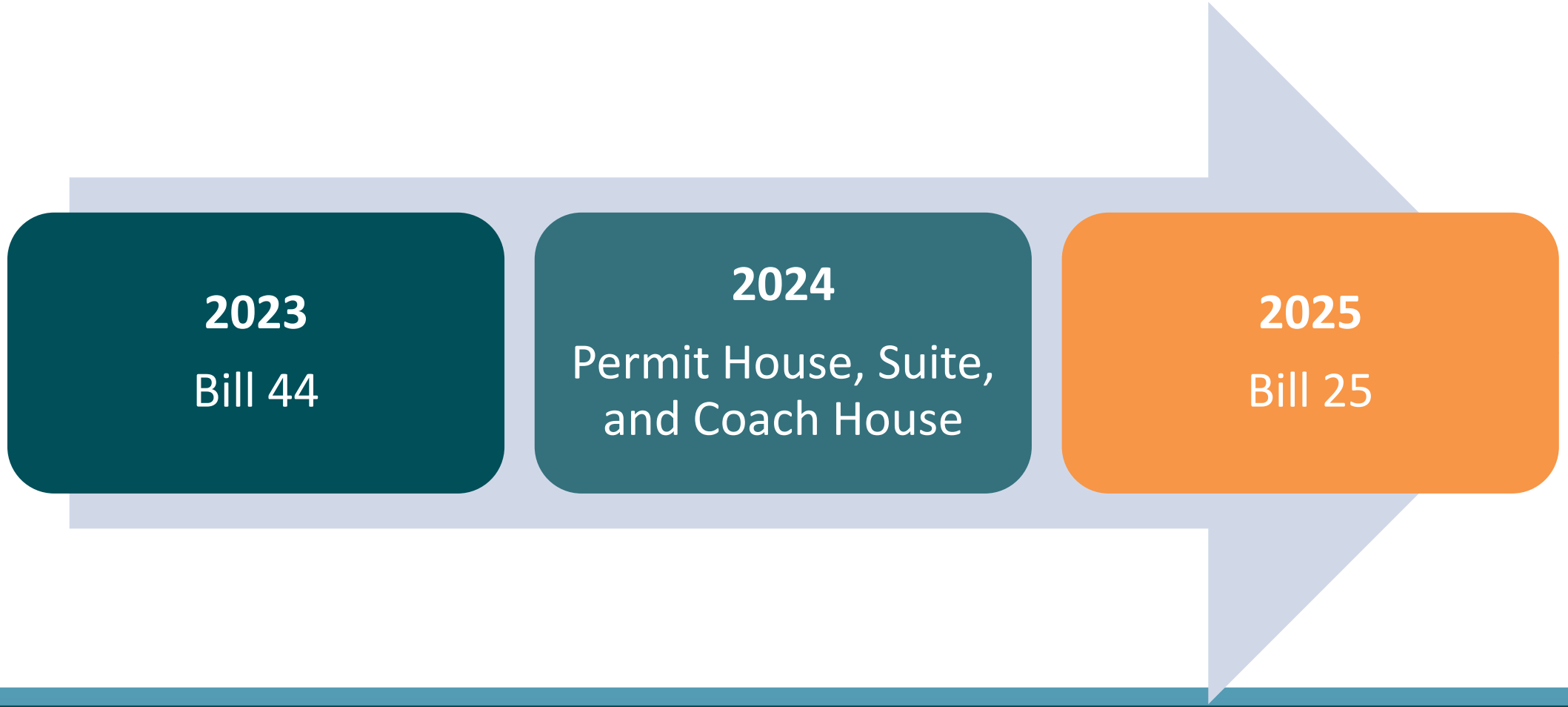
District Response to Bill 25:
Small-Scale Multi-Unit Housing Implementation

February 9, 2026 Council Workshop

Agenda

- Part A – Macro Scale Issues
  - Exemptions
  - Frequent Transit Areas and Future Growth
  - Tenure
- Part B – Technical and Site Level Issues
  - Draft SSMUH Zone
  - Renderings
  - Key Questions for Council

Small-Scale Multi-Unit Housing (SSMUH)

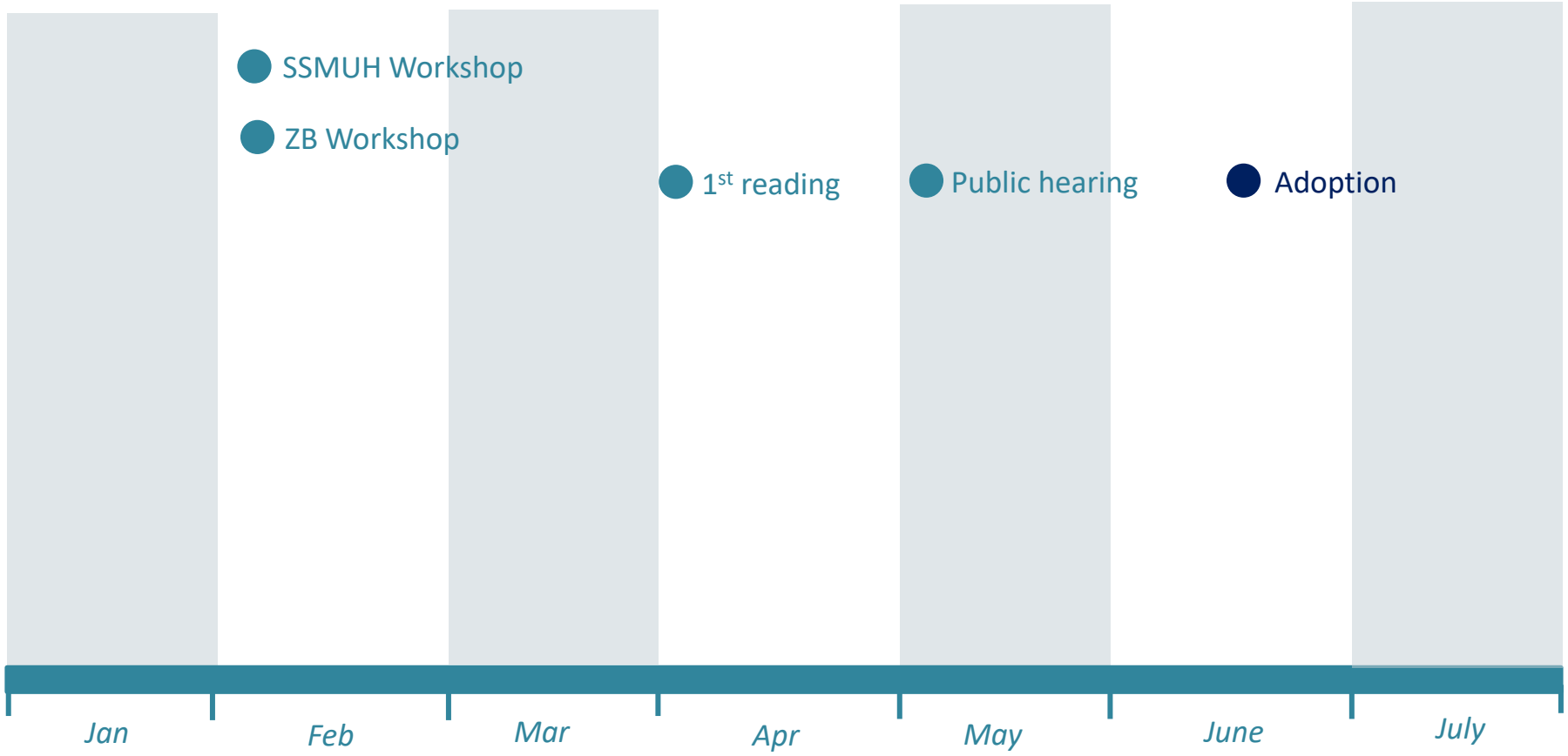


Community and Development Planning Priorities

SSMUH ★

Zoning Bylaw Rewrite

Further OCP Updates



● Council Workshops or Meetings | ● Project Completion/Council Adoption | ★ Legislative Requirement

SSMUH Requirements

Accommodate **up to** 3, 4, or 6 units on non-exempt single-family lots



On lots 280 m² (3,014 ft²) or less

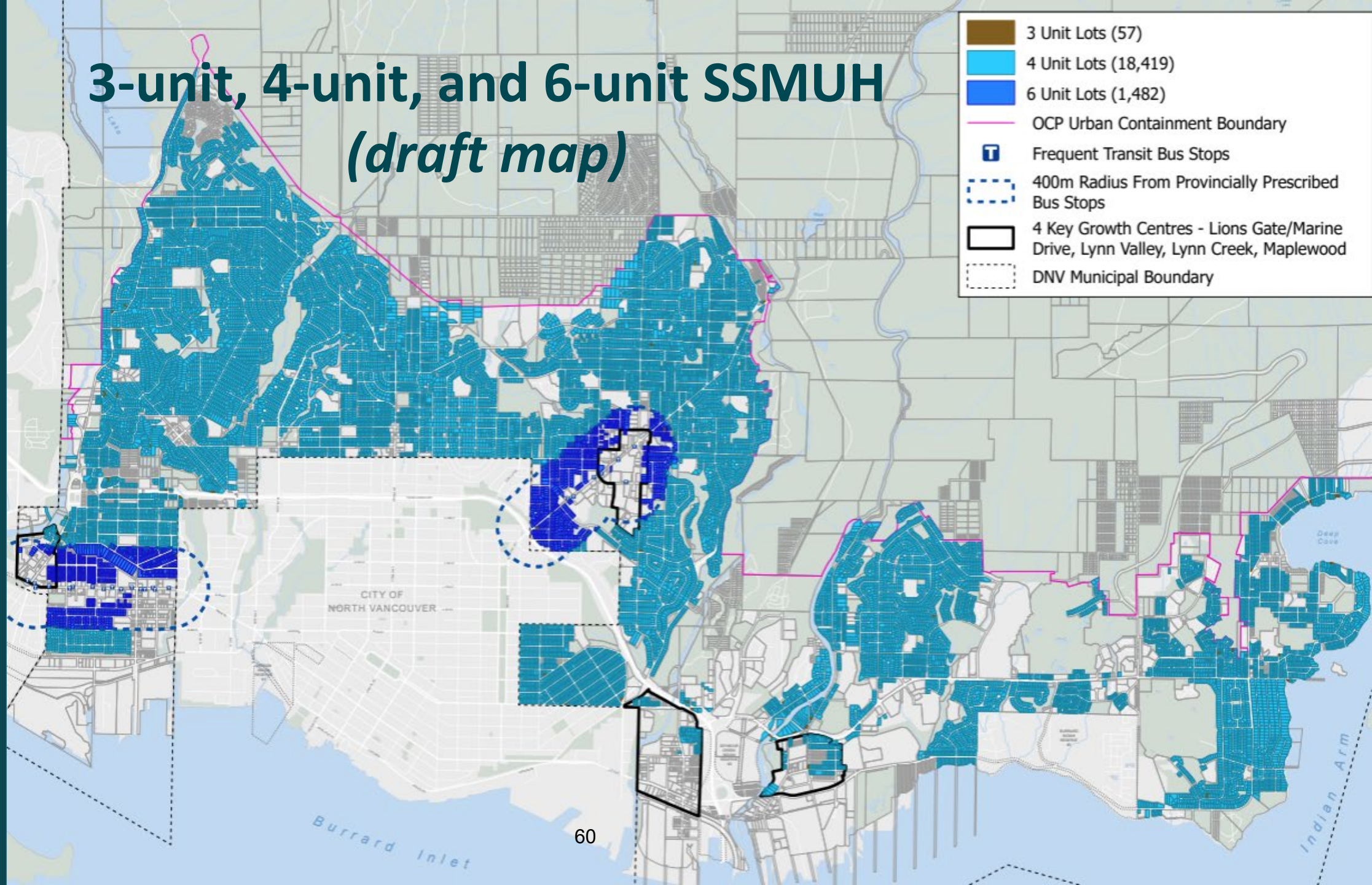


On lots greater than 280 m² (3,014 ft²)



On lots larger than 280 m² (3,014 ft²) *and* Within 400m of frequent transit bus stops

3-unit, 4-unit, and 6-unit SSMUH *(draft map)*



DISTRICT OF NORTH VANCOUVER

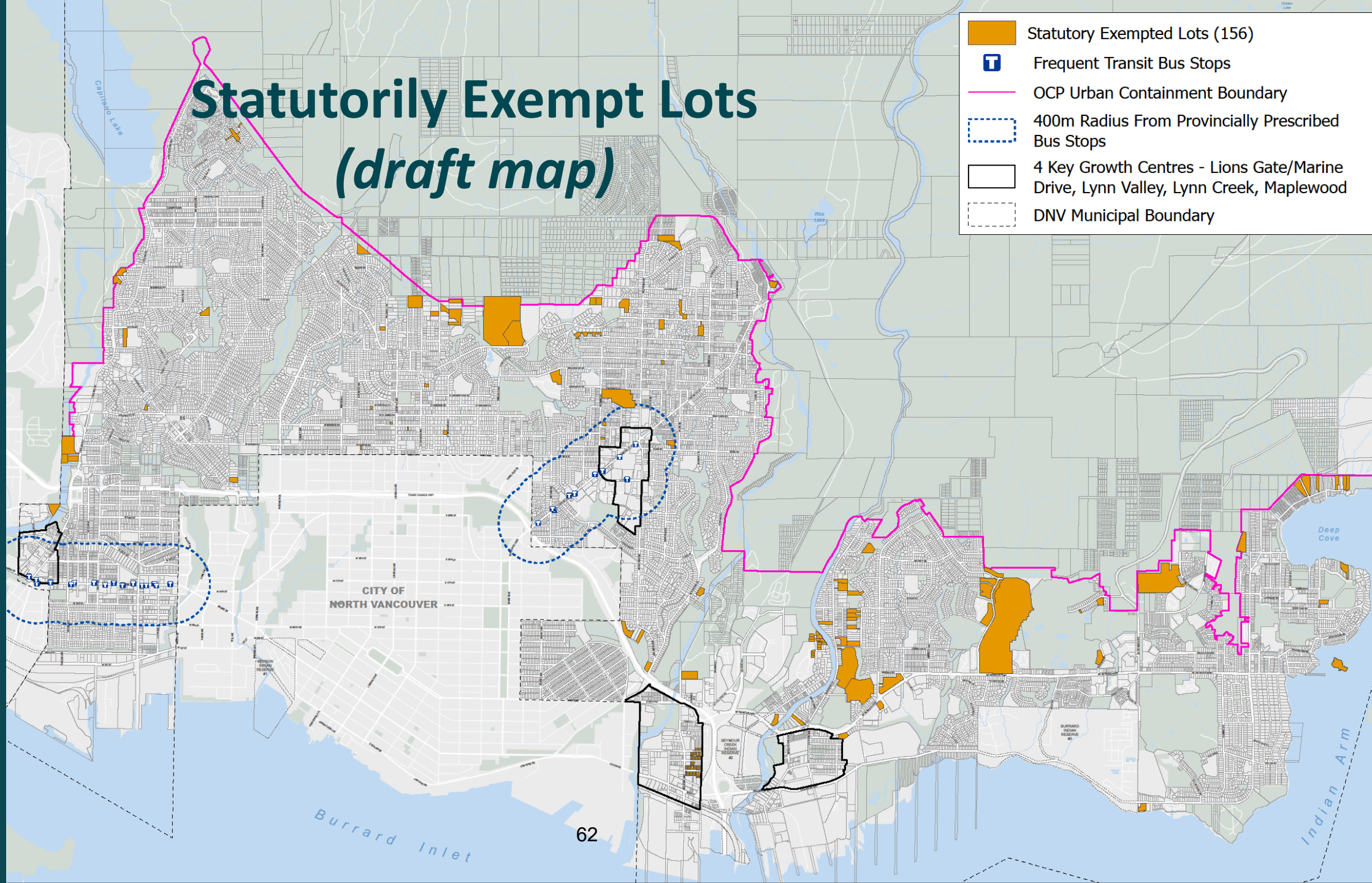
Statutory Exemptions to SSMUH

- Outside the urban containment boundary
- Certain heritage protections
- No connection to water or sanitary systems
- Lots greater than 4,050 m^2 (~1 acre)
- Within designated Transit-Oriented Areas
- Subject to certain hazards



Lynn Creek (designated TOA)

Statutorily Exempt Lots
(draft map)

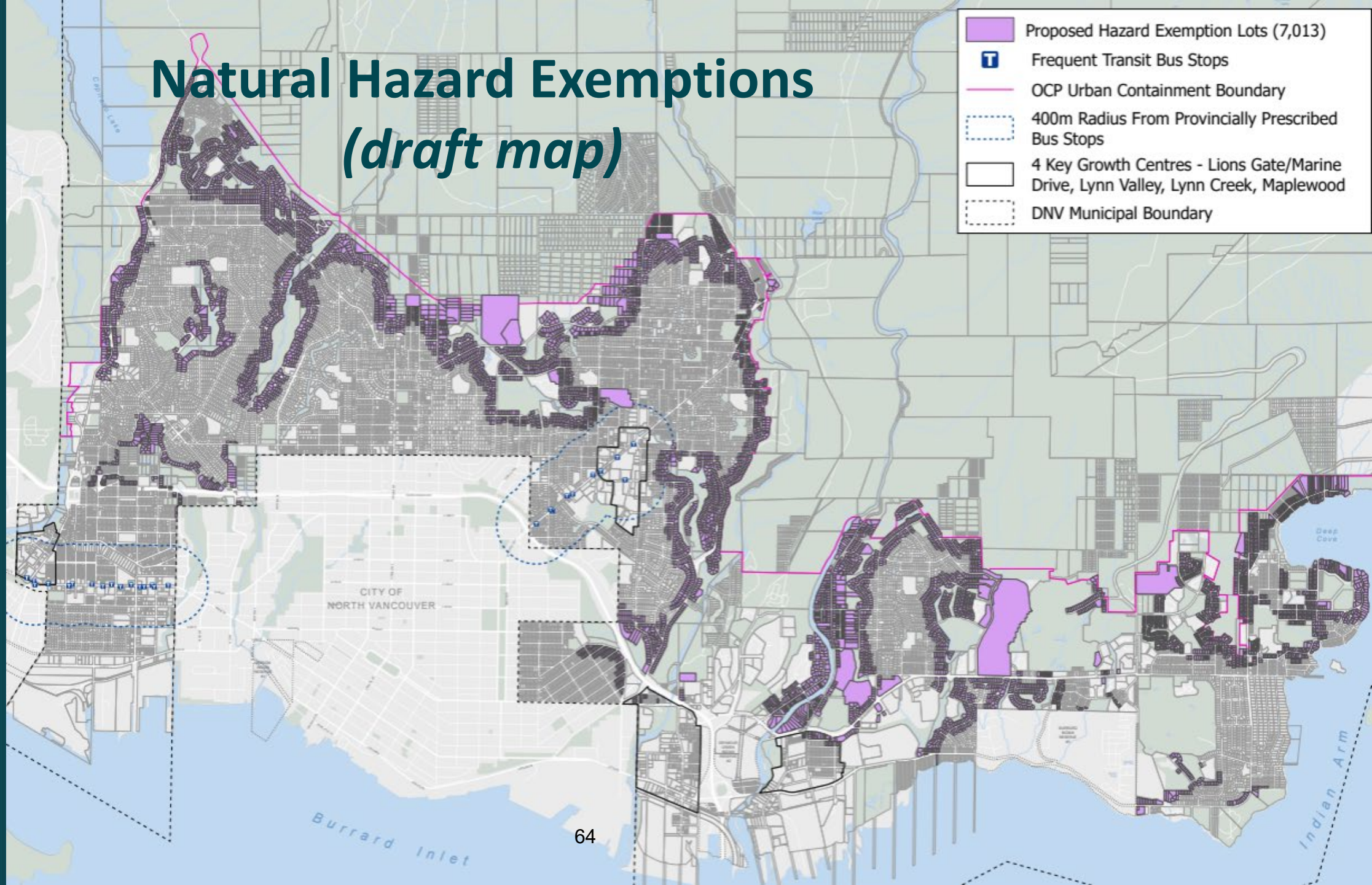


DISTRICT OF NORTH VANCOUVER

Issue # 1: Approach to Natural Hazard Exemptions

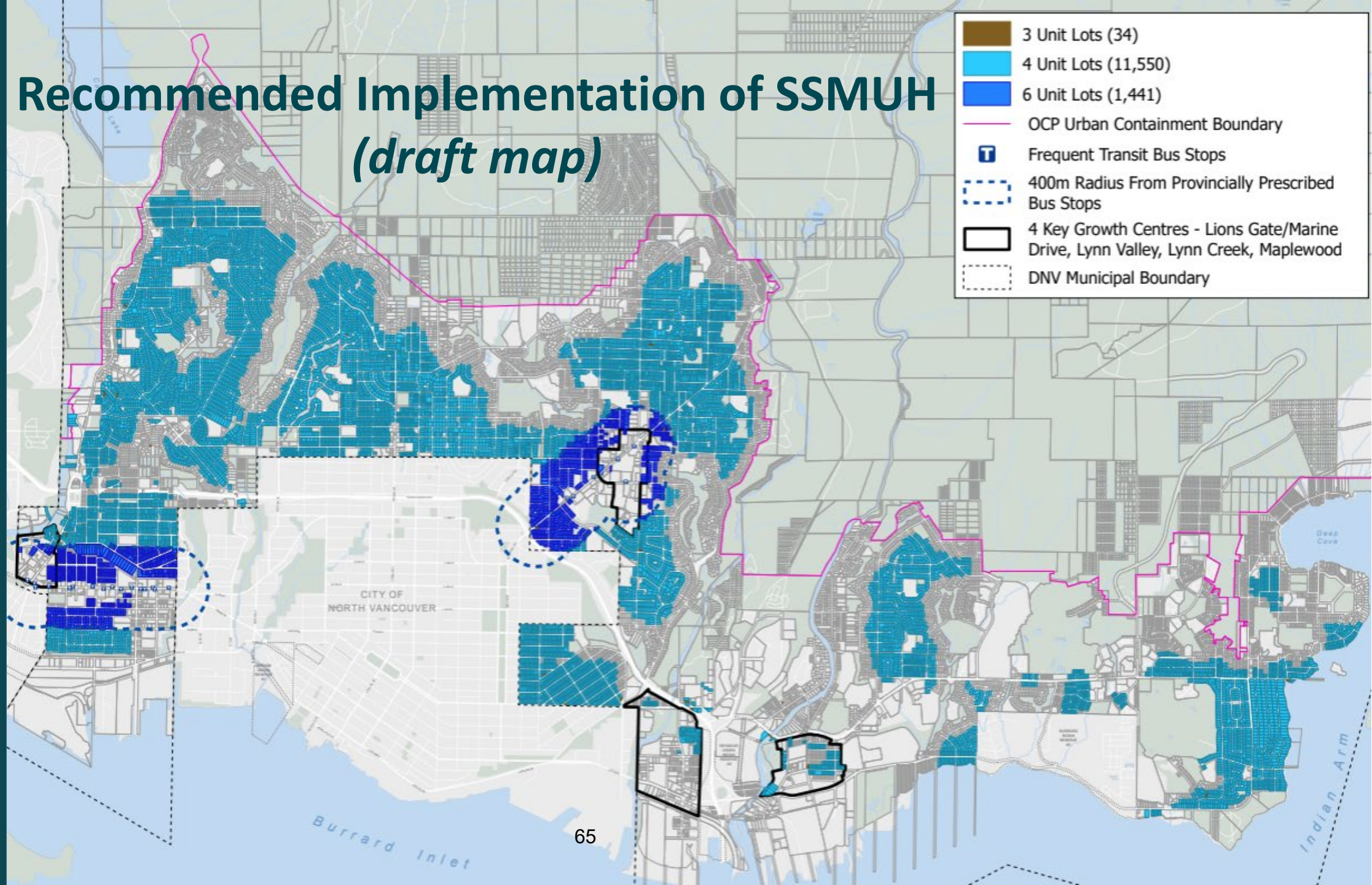
Options	Staff recommendation
1. Apply hazard exemptions as per 2024 Natural Hazard Exemptions Report	☑
2. Implement SSMUH without hazards exemption	☒

Natural Hazard Exemptions
(draft map)



DISTRICT OF NORTH VANCOUVER

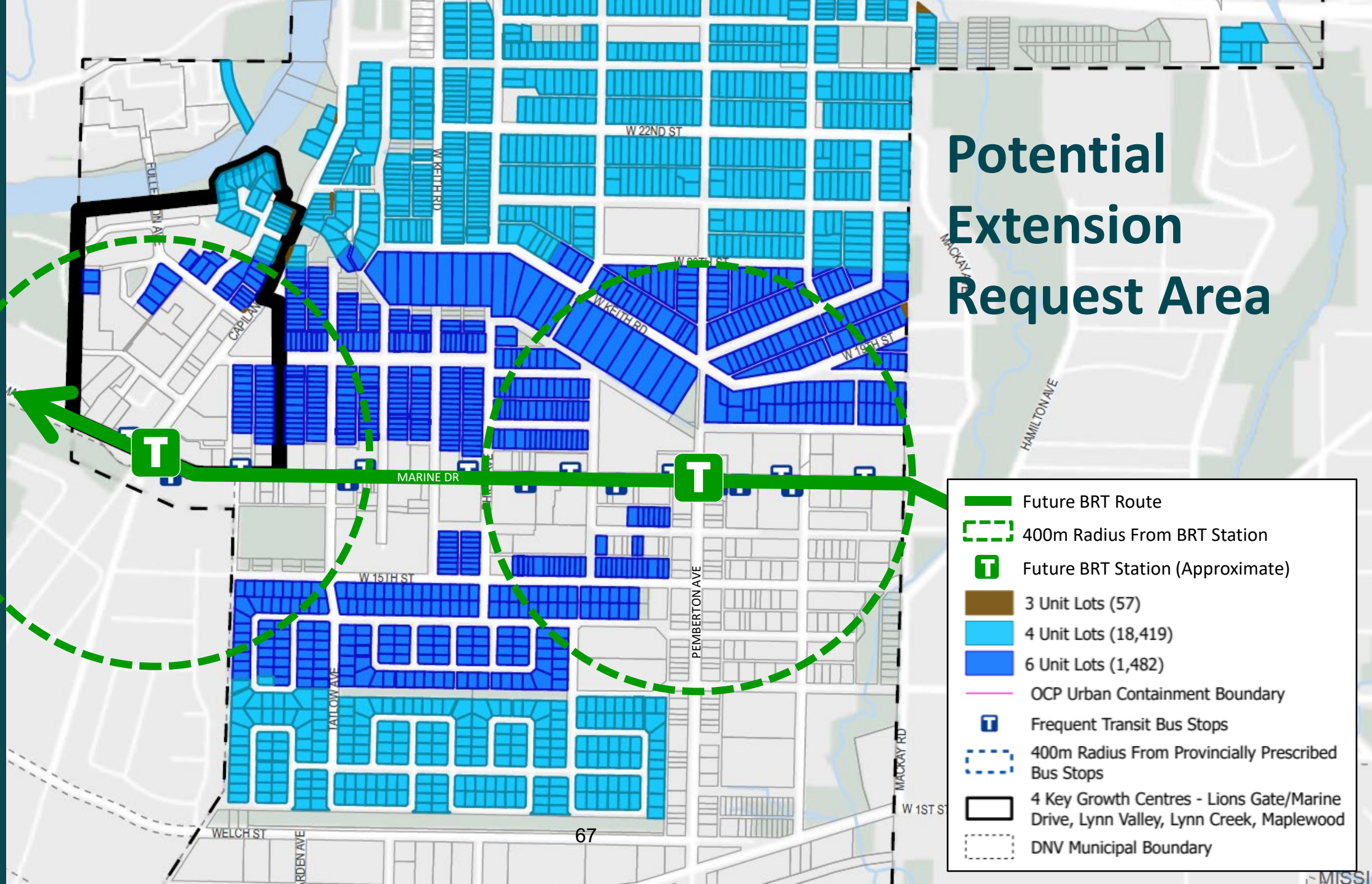
Recommended Implementation of SSMUH
(draft map)



DISTRICT OF NORTH VANCOUVER

Issue # 2: Preserving Frequent Transit Areas for Future Growth (Lions Gate – Marine Drive)

Options	Staff recommendation
1. Submit time extension to the Province	☑
2. Amend OCP to designate higher density	☑
3. Amend Zoning Bylaw to permit higher density	☒
4. Implement 6-unit SSMUH zoning regulations	☒



DISTRICT OF NORTH VANCOUVER

Issue # 3: Additional Approaches to 6-unit SSMUH Areas

Options	Staff recommendation
1. **Do not** require affordable housing or special needs housing for 6th unit	☑
2. Require affordable housing or special needs housing for 6th unit	☒

Issue # 4: Approaches to Tenure in SSMUH Zones

Options	Staff recommendation
1. Consider the use of RRTZ with further analysis.	
2. Do not explore use of RRTZ at this time and monitor market uptake of SSMUH.	

Infrastructure/Servicing

- Recent amendments to servicing bylaws
- Standard level of servicing anticipated for SSMUH
- More work is needed to determine servicing needs for SSMUH



Growth Implications

Overall rate of change in existing neighbourhoods will likely remain similar.



~120

PERMITS / YEAR
(new builds + coach houses + major additions)

<1%

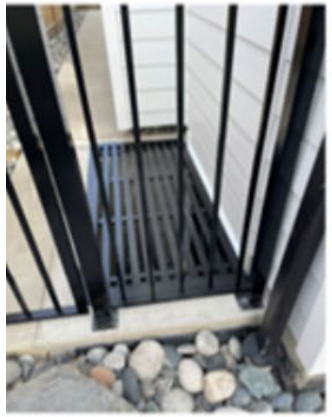
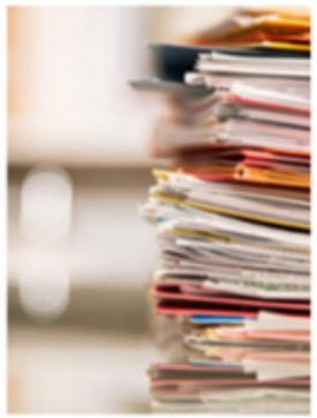
OF HOMES / YEAR

Part A - Key Issues for Council Direction

1. Approach to Natural Hazard Exemptions
2. Preserving Frequent Transit Areas for Future Growth
3. Additional Approaches to 6-unit SSMUH Areas
4. Tenure and use of Residential Rental Tenure Zoning

Draft
Small-Scale Multi-Unit Housing Zone
(R3 / SSMUH / Houseplex Zone)

Key Principles

Key Principles						
Improve Liveability	Promote Climate Resilience	Simplify Regulations	Support Economic Development	Facilitate Housing Diversity	Respecting Existing Character	Maintain Existing Development Potential
						

Provincial Site Standard vs Proposed SSMUH Zone

4-unit SSMUH

Zoning Metric	Provincial Site Standard	DNV Draft R3 Zone
Dwelling units	Up to 4 units	**Up to 4 units**
FSR	N/A	**~0.7 - 1.0 FSR (including partial basements)**
Front setback	2 m (6 ft)	**3 m** (10 ft) part of building
Rear setback	1.5 m (5 ft)	**1.5 m** (5 ft) **on a lane** **3.0 m** (10ft) **no lane**
Side setback	1.2 m (4 ft)	**1.2 m** (4 ft)
# Storeys	3 storeys	**3 storeys** (inclusive of partial basement) **(2 storey** within front or rear yards)
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (38 ft) pitched roof
Number of Buildings	N/A	**2** Buildings
Building coverage	50%	**40 - 50%**
Off-street parking	0.5 space/unit within 800m of frequent bus stop 1 space/unit otherwise	**1 unit = 2 spaces** **2 units = 3 spaces** **3 units = 3 spaces** **4 units = 4 spaces**

Provincial Site Standard vs Proposed SSMUH Zone

6-unit SSMUH

Zoning Metric	Provincial Site Standard	DNV Draft R3 Zone
Dwelling units	Up to 6 units	**Up to 6 units**
FSR	NA	**~1.0 FSR (including partial basements)**
Front setback	2 m (6 ft)	**3 m** (10 ft) part of buliding
Rear setback	1.5 m (5 ft)	**1.5 m** (5 ft) **on a lane** **3.0 m** (10ft) **no lane**
Side setback	0 m - 1.2 m (0-4 ft)	**1.2 m** (4 ft)
# Storeys	3 storeys	**3 storeys** (inclusive of partial basement) **(2 storeys** within front or rear yards)
Building height	11 m (36 ft) to the mid-point of a pitched roof or highest point of a flat roof	**10 m** (32.8 ft) flat roof **11.6 m** (38 ft) pitched roof
Number of Buildings	N/A	**2** Buildings
Building coverage	60%	**50 - 60%**
Off-street parking	0 (parking cannot be required but can be voluntarily provided)	**0** (parking cannot be required but can be voluntarily provided)

Visualizing Context

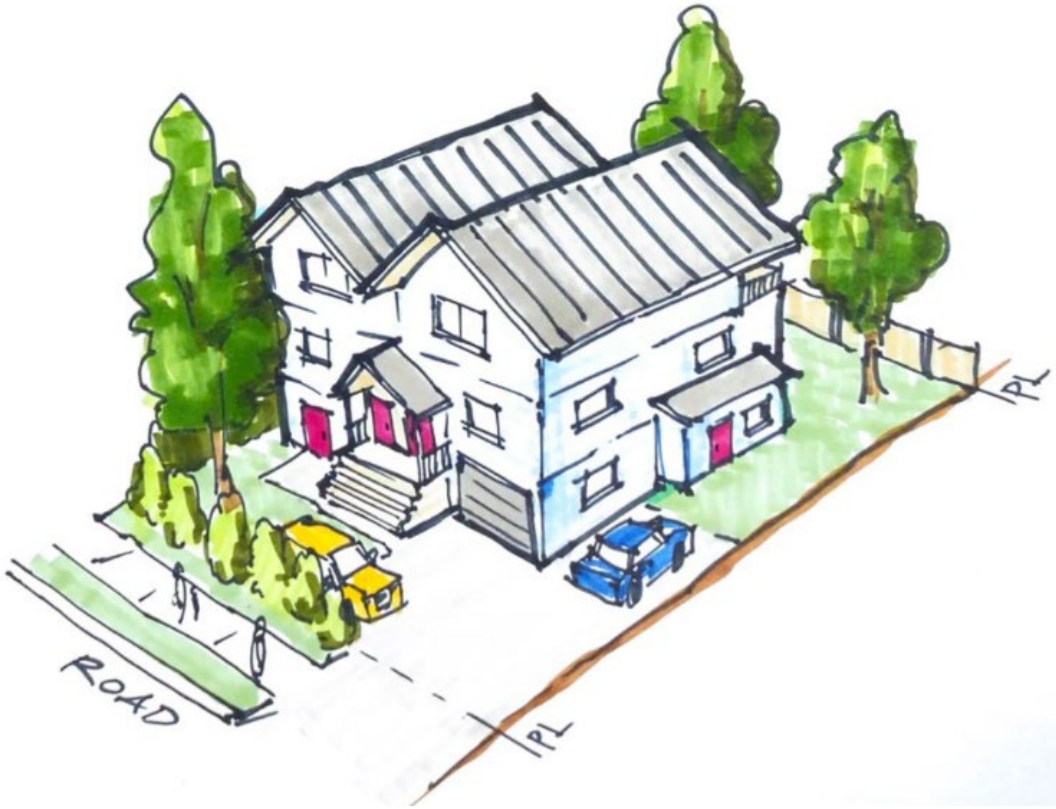


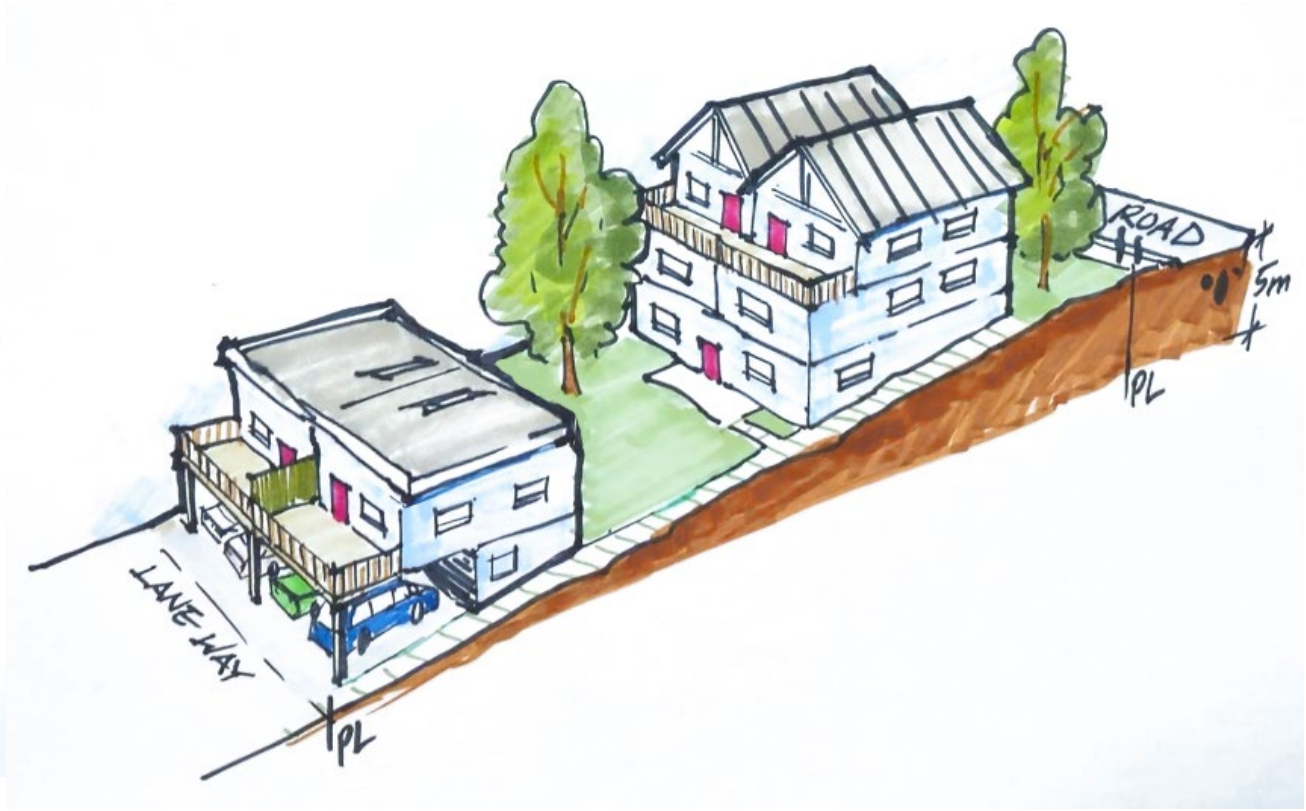
Existing 1-storey house with basement

Existing 2-storey house with basement

New 3-storey SSMUH multiplex or new house with suite, no basement

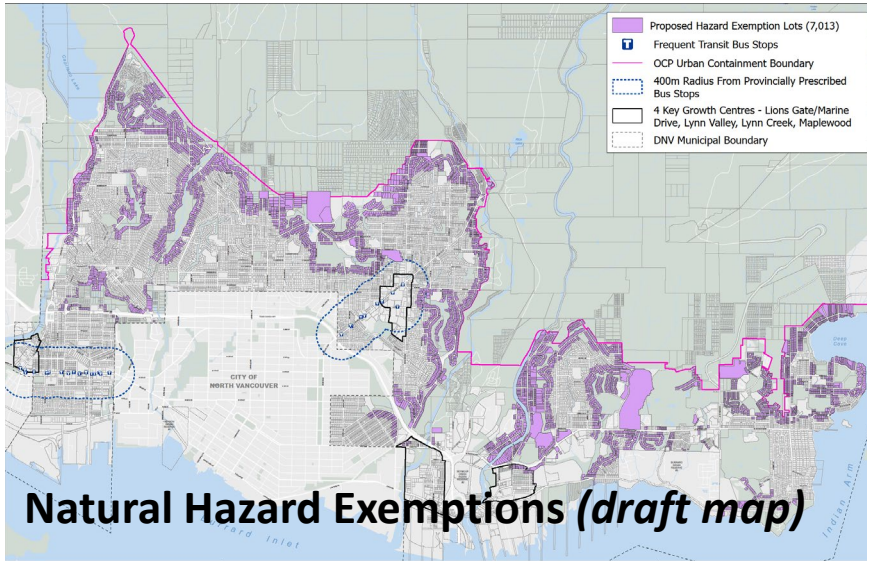
Various SSMUH Unit Configurations



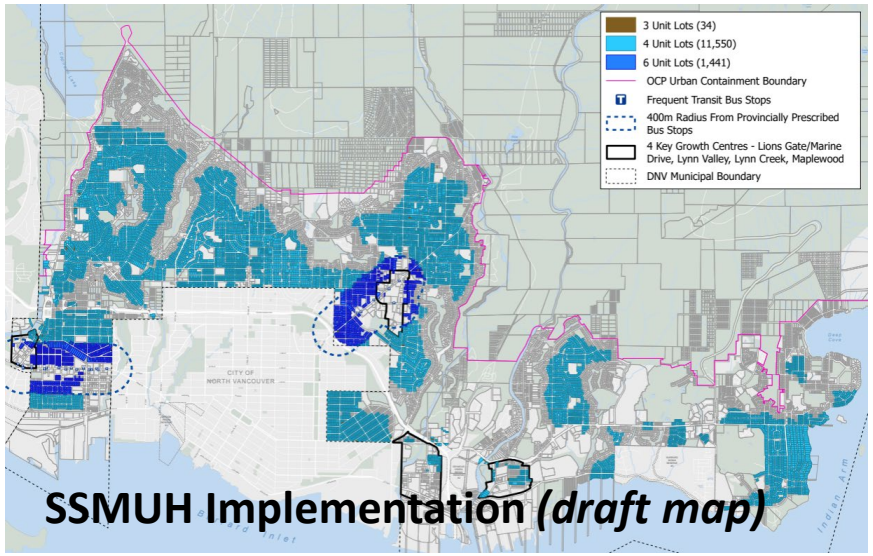


Proposed limit of 2 residential buildings per lot

Neighbourhood Consistency



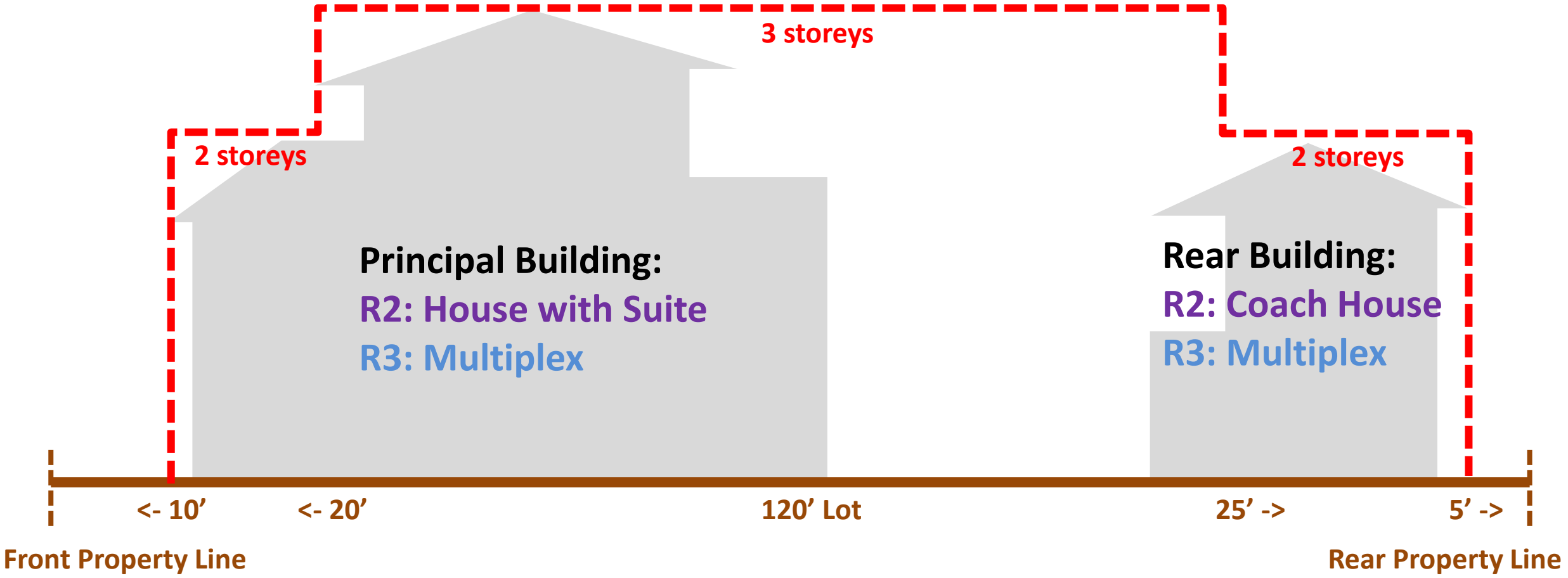
Natural Hazard Exemptions *(draft map)*



SSMUH Implementation *(draft map)*

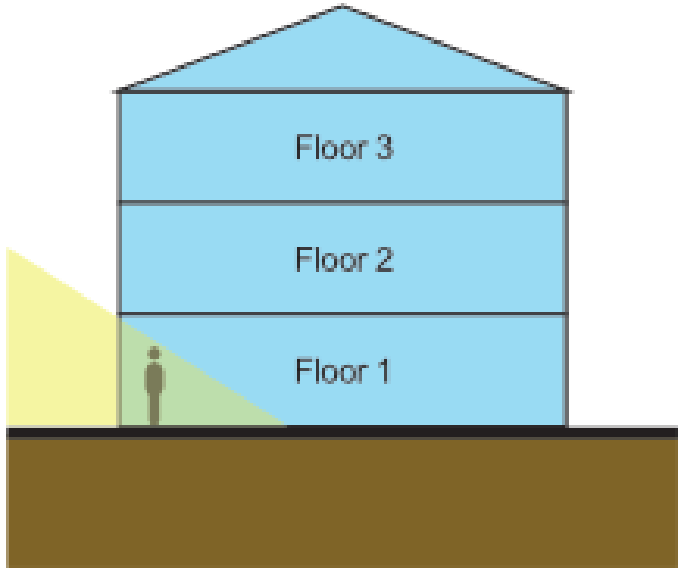
	Proposed "Single Family" Zone (R2)	Proposed "SSMUH" Zone (R3)
# Units	Up to 3 units	Up to 3, 4, or 6 units
FSR	Approx 0.7 – 1.0 FSR (true density)	Approx 0.7 - 1.0 FSR (true density)
Off-Street Parking	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces	1 unit = 2 spaces 2 units = 3 spaces 3 units = 3 spaces 4 units = 4 spaces 5 or 6 units = no minimum
Building Typology	House, Suite, Coach House	Multi-plex, House, Suite, Coach House
Building Height	3 storeys principal building (with partial basement) 2 storeys in the front and rear yard	3 storeys principal building (with partial basement) 2 storeys in the front and rear yard

Approx Building Envelope of: Proposed R2 (New SF zone) & Proposed R3 (SSMUH)



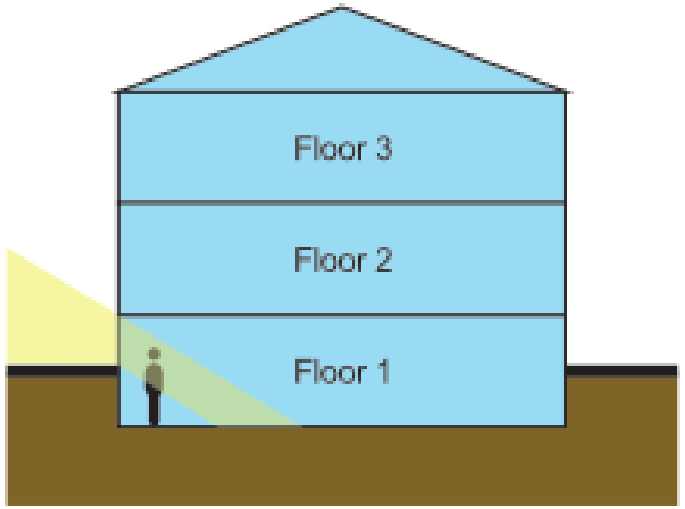
Basements in the R3 (SSMUH) Zone

No basement



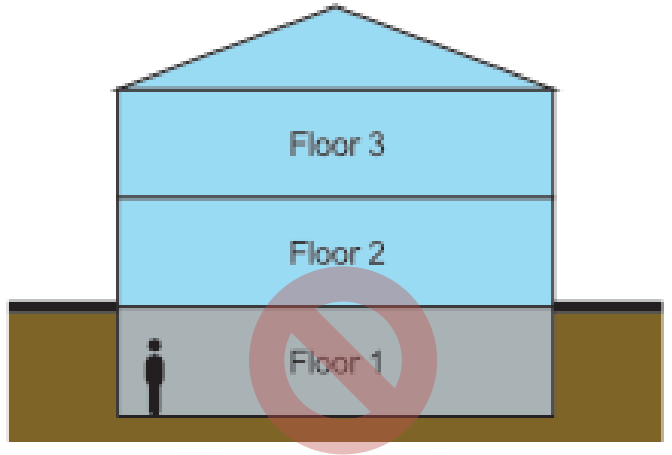
✓ Permitted

Partial Basement



✓ Permitted

Fully buried basement
(New Construction)



× Not Permitted

Staff propose that fully-buried basements are **not permitted** in the SSMUH Zone.

Part B – Key Issues for Council Direction

1. **General approach to the SSMUH zone**
   - Guiding principles
   - Proposed density, setback, height, building, coverage, and parking regulations

2. **Neighbourhood Consistency**
   - Maximizing consistency between the SSMUH zone (R3) and SF zone (R2)

3. **Proposed Approach to Basements**
   - Prohibiting new fully buried basements

Next steps

- Public engagement
- Extension application
- Official Community Plan amendments
- Zoning Bylaw amendments
- Implementation Guides

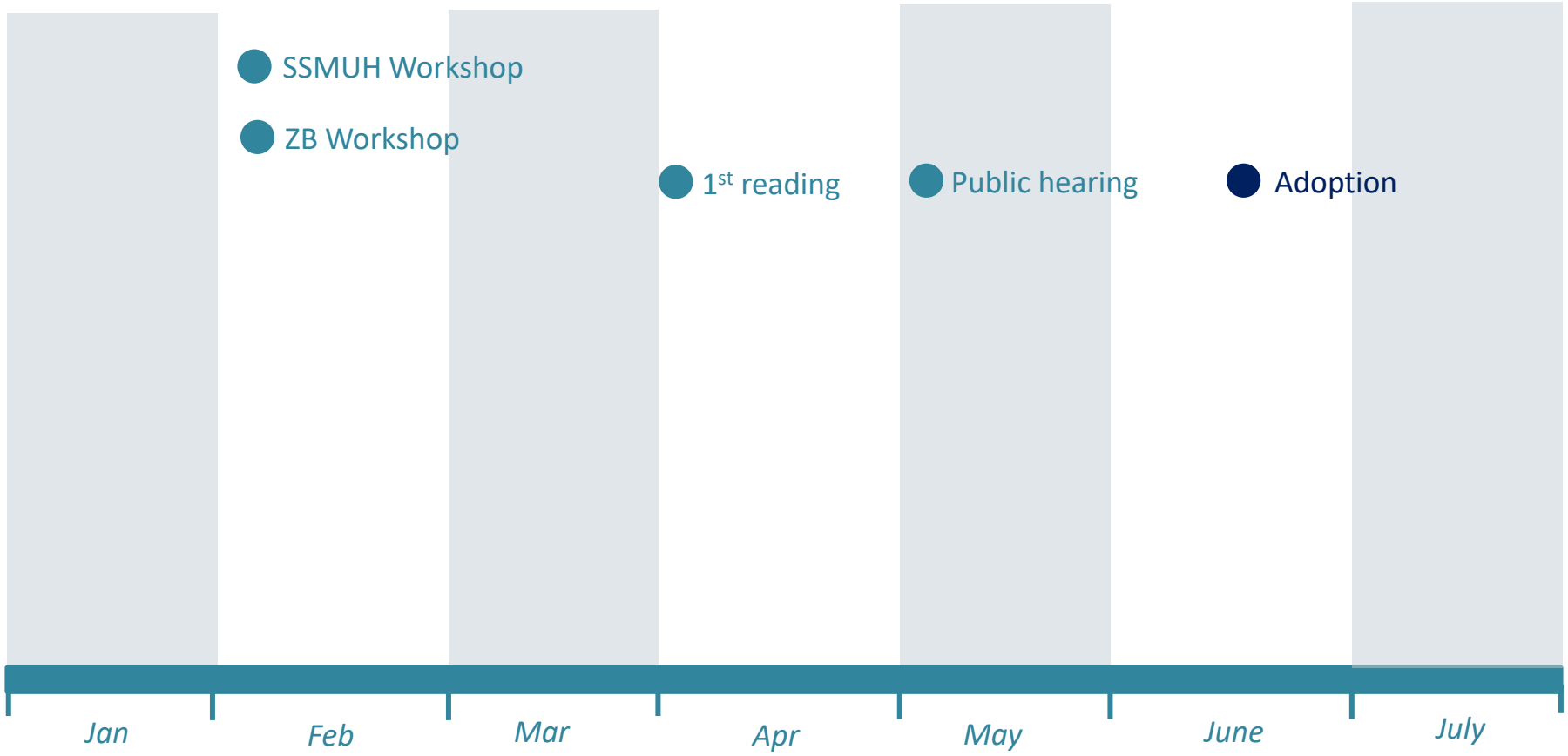


Community and Development Planning Priorities

SSMUH ★

Zoning Bylaw Rewrite

Further OCP Updates



● Council Workshops or Meetings | ● Project Completion/Council Adoption | ★ Legislative Requirement

355 West Queens Road
North Vancouver, BC
V7N 4N5

604-990-2311



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AGENDA

COUNCIL WORKSHOP

Monday, October 27, 2025
7:00 p.m.
Committee Room, Municipal Hall
355 West Queens Road
North Vancouver, BC
Watch at https://dnvorg.zoom.us/j/64484156494

Council Members:
Mayor Mike Little
Councillor Jordan Back
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope

NORTH VANCOUVER
DISTRICT

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DISTRICT OF NORTH VANCOUVER

355 West Queens Road
North Vancouver, BC V7N 4N5
604-990-2311
DNV.org

COUNCIL WORKSHOP

7:00 p.m.
Monday, October 27, 2025
Committee Room, Municipal Hall,
355 West Queens Road, North Vancouver
Watch at https://dnvorg.zoom.us/j/64484156494

AGENDA

We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətaɬ (Tsleil-Waututh), Sḵwx̱wú7mesh 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.

1. ADOPTION OF THE AGENDA

1.1. October 27, 2025 Council Workshop Agenda

Recommendation:
THAT the agenda for the October 27, 2025 Council Workshop is adopted as circulated, including the addition of any items listed in the agenda addendum.

2. ADOPTION OF MINUTES

2.1. September 15, 2025 Council Workshop p.7-11

Recommendation:
THAT the minutes of the September 15, 2025 Council Workshop are adopted.

3. REPORTS FROM COUNCIL OR STAFF

3.1. Proposed Provincial Housing Legislation – Amendments to Small-Scale Multi-Unit Housing (SSMUH) Requirements p.15-36

File No.

Report: Community Planner, October 17, 2025
Attachment 1: PowerPoint Presentation
Attachment 2: Letter from Minister of Housing and Municipal Affairs dated October 9, 2025

4. PUBLIC INPUT

(maximum of ten minutes total)

5. ADJOURNMENT

Recommendation:
THAT the October 27, 2025 Council Workshop is adjourned.

MINUTES

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DISTRICT OF NORTH VANCOUVER
COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 5:03 p.m. on Monday, September 15, 2025 in the Committee Room of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor Mike Little
Councillor Betty Forbes
Councillor Jim Hanson
Councillor Herman Mah
Councillor Lisa Muri
Councillor Catherine Pope (via Zoom)

Absent: Councillor Jordan Back

Staff: David Stuart, Chief Administrative Officer
Nicola Chevallier, General Manager – Engineering Public Works
Peter Cohen, General Manager – Engineering Infrastructure Services
Rick Danyluk, General Manager – Finance and Chief Financial Officer
Caroline Jackson, General Manager – Climate Action and Parks
Dan Milburn, General Manager – Planning, Properties and Permits
Carolyn Grafton, Director – Strategic Communications and Community Relations
Genevieve Lanz, Director – Legislative Services and Corporate Officer
Wendelin Jordan, Section Manager – Engineering Planning and Design
Ehab Taha, Section Manager – Transportation
Fiona Dercole, Senior Project Manager – Public Safety
Simon Svane Als, Manager, Operational Readiness at North Shore Emergency Management
Kaitlin Hebron, Confidential Council Clerk
Rebecca Docu, Council Support Clerk
Jillian Holden, Administration Clerk
Adriana Reiher, Council Liaison/Support Officer

Also in Attendance: Dale Bracewell, Principal, Mobility Foresight

1. ADOPTION OF THE AGENDA

1.1. September 15, 2025 Council Workshop Agenda

MOVED by Councillor FORBES
SECONDED by Councillor MAH
THAT the agenda for the September 15, 2025 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. April 22, 2025 Council Workshop

MOVED by Councillor FORBES
SECONDED by Councillor MAH
THAT the minutes of the April 22, 2025 Council Workshop are adopted.

CARRIED

2.2. June 16, 2025 Council Workshop

MOVED by Councillor FORBES
SECONDED by Councillor MAH
THAT the minutes of the June 16, 2025 Council Workshop are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. Curbside Management Priority Paper

File No. ENGES 80294290-76498

Peter Cohen, General Manager, Engineering Infrastructure Services, provided an introduction to the Council Workshop, noting that staff are examining public spaces in relation to transit and transportation needs and considering how to apply existing policies in a more consistent and systemic way across locations in the District.

Ehab Taha, Section Manager, Transportation, referred to the March 31, 2025 Council Workshop where staff introduced and discussed the Strategic Management Plan. Mr. Taha noted today's discussion, curbside management, is one of the four priority papers.

Dale Bracewell, Principal, Mobility Foresight, provided an overview of the Curbside Management Priority Paper presentation and discussed the implementation of a Curbside Management Strategy.

Council discussion ensued and the following comments and concerns were noted:

- Stated transportation is a primary concern in the District;
- Commented on priority papers outlined in the Strategic Management Plan;
- Commented on pay parking;
- Commented on visitor parking areas;
- Commented on community engagement;
- Commented on traffic congestion in the District;
- Commented on the age demographic in the District;
- Commented on under-built parking in new buildings;
- Commented on accessible parking spots;
- Commented on growth in different areas in the District;
- Commented on the recent implementation of pay parking in the City of North Vancouver;
- Commented on pay parking and the impact on businesses;
- Commented on the pay parking system in Deep Cove;
- Queried if parking is a better term for curbside management;
- Queried if a scan of light industrial zones could be fulfilled; and,
- Commented on parking in Edgemont Village.

In response to a question from Council, staff advised that time-limited parking can be used as a precursor to pay parking. It is best practice to consider additional restrictions (such as pay-parking) when parking demand exceeds 85% utilization, in order to promote higher parking turnover.

In response to a question from Council, staff advised that curbside management is focused in high-growth, mixed-use town and village centres.

In response to a question from Council, staff advised that the implementation of a curbside management strategy would help address accessible zones and the aging population.

In response to a question from Council, staff advised that a curbside management strategy should rely on data-driven decision making in order to make informed decisions.

In response to a question from Council, staff advised that curbside management is dynamic, incremental and adaptable.

In response to a question from Council, staff advised that a block-by-block analysis is the preferred method when evaluating curbside management within a neighbourhood.

In response to a question from Council, staff advised that curbside management is envisioned to form a chapter in the future Strategic Transportation Plan, which will be a two-to-three-year process, however, staff aim to take early steps in developing policies around curbside management.

In response to a question from Council, staff advised that the key focus of a curbside management strategy is on-street parking, rather than off-street parking lots and parkades.

Dale Bracewell, Principal, Mobility Foresight, left the meeting at 6:11 p.m.

3.2. Seasonal Readiness Update – Council Workshop (Sept 15, 2025)

File No. ENGES-1543604422-17161

Mayor LITTLE left the meeting at 6:15 p.m. and Councillor HANSON assumed the Chair.

Mayor LITTLE returned at 6:18 p.m.

Peter Cohen, General Manager, Engineering Infrastructure Services, provided an overview of the seasonal readiness measures that have been undertaken by the District in collaboration with North Shore Emergency Management.

Fiona Dercole, Senior Project Manager, Public Safety, provided a progress update on the short-term actions identified in the 'October 2024 atmospheric river event – review and next steps' report as well as seasonal preparedness activities performed in the lead-up to Fall.

Simon Svane Als, Manager, Operational Readiness at North Shore Emergency Management, provided a refresher for Council on the role of elected officials during an emergency.

Council discussion ensued and the following comments and concerns were noted:

- Highlighted the importance of private property owners knowing potential risks;
- Commented on the unpredictability of weather;
- Commented on preventative measures;
- Commented on the 2024 atmospheric river event;
- Commented on flooding in Deep Cove;
- Commented on barrier equipment for preventative measures;
- Commented on engineering staff collaborating with the community;
- Commented on storm management infrastructure;
- Queried the use of technology to improve resilience; and,
- Commented on the declaration of a state of emergency.

In response to a question from Council, staff advised that as soon as triggers are identified, risk assessments are intended to be completed as fast as possible.

In response to a question from Council, staff advised that operating funds are used every time equipment is deployed.

In response to a question from Council, staff advised that some storms arrive with plenty of warning, while others strike with little to no notice.

In response to a question from Council, staff advised that they are creating site-specific plans.

In response to a question from Council, staff advised that approximately 14 areas have been identified for site-specific plans.

In response to a question from Council, staff advised that the atmospheric river last year was the largest event in the past couple generations.

In response to a question from Council, staff advised that the use of drones is being treated as a separate matter in improving understanding of the drainage/geohazard system.

In response to a question from Council, staff advised that the Acting Mayor will step in if Mayor Little is not available for declaring local emergencies.

4. PUBLIC INPUT:

Nil

5. ADJOURNMENT

MOVED by Councillor MURI
SECONDED by Mayor LITTLE
THAT the September 15, 2025 Council Workshop is adjourned.

CARRIED
(7:01 p.m.)

Mayor

Corporate Officer

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REPORTS

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AGENDA INFORMATION	
☑ Council Workshop	Date: October 27, 2025
☐ Finance & Audit	Date:
☐ Advisory Oversight	Date:
☐ Other:	Date:

Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COMMITTEE

October 17, 2025

AUTHOR: Jessica Lee, Community Planner

SUBJECT: **Proposed Provincial Housing Legislation – Amendments to Small-Scale Multi-Unit Housing (SSMUH) Requirements**

REASON FOR REPORT:
The purpose of this report is to provide Council an overview of proposed provincial legislation to amend the small-scale multi-unit housing (SSMUH) requirements.

SUMMARY:
The Province has introduced new housing legislation (Bill 25) to amend the SSMUH requirements in the *Local Government Act*. If given adopted, the new legislation would:

- expand where SSMUH must be permitted;
- expand the list of site standards that could be regulated by the Province;
- require local governments to adopt zoning bylaws to comply with the new SSMUH requirements by June 30, 2026; and
- amend deadlines and establish processes for local governments to request and obtain time extensions to comply with SSMUH requirements and site standard regulations, if any.

This report provides a summary of the proposed legislation in relation to SSMUH and a discussion of potential implications for the District. The attached presentation (**Attachment 1**) provides a visual overview of the housing parameters and types.

This will result in most single-family lots within the Urban Containment Boundary, including those currently able to have a principal residence, secondary suite and coach house, needing to comply with SSMUH requirements - subject to the statutory exemptions.

BACKGROUND:
In 2023, the Province adopted SSMUH legislation (Bill 44) intended to increase housing units and diversify housing types in single-family neighbourhoods and near certain frequent transit facilities. Detailed discussions of the legislation, community feedback, and the District's approach was included at the following Council Workshops and Regular Meetings of Council:

- February 12, 2024 Council Workshop;
- April 2, 2024 Council Workshop; and
- June 3, 2024 Regular Meeting.

Local governments were required to adopt zoning bylaws that permit provincially prescribed minimum number of units (i.e., between 3 to 6 units depending on lot size and proximity to frequent transit services) on single-family residential lots within a "restricted zone". At that time, the definition of a "restricted zone" did not include zones that permit three housing units in the form of a principal dwelling unit, a secondary suite, and a coach house.

At the June 3, 2024 Regular Meeting, Council chose to proceed with Zoning Bylaw amendments (Bylaw 8698) to permit a secondary suite and a coach house in addition to the principal dwelling unit on all parcels in a single-family zones within the urban containment boundary. This resulted in the exemption of these properties from being required to implement SSMUH as per the legislation's definition of a "restricted zone".

ANALYSIS:
The proposed new housing legislation (Bill 25) received First Reading on October 9, 2025. A link to the proposed legislation is provided below:

Bill 25 – Housing and Municipal Affairs Statutes Amendment Act, 2025, 1st Session, 43rd Parliament (2025) (leg.bc.ca)

This section provides a brief summary of the proposed legislation as it relates to changes to SSMUH requirements only.

Bill 25 – Changes to SSMUH Requirements:

According to the Province, the proposed legislation intends to remove barriers to the implementation and development of small-scale multi-unit housing across BC communities. **Attachment 2** includes a letter, dated October 9, 2025, sent to all BC local governments from the Minister of Housing and Municipal Affairs outlining the proposed changes and expectations.

Proposed changes to the *Local Government Act,* as per Bill 25, are summarized below.

- Amendment to the definition of a "restricted zone" to include zones that permit three housing units in the form of a principal dwelling unit, a secondary suite, and a coach house. This is in addition to existing included zones that permit one dwelling unit, two dwelling units in the form of a principal dwelling unit and a secondary suite or coach house, a duplex, or a duplex with secondary suites and/or coach houses.

- Amendment to the list of site standards that could be regulated by the Province, if necessary, to include:
    - housing forms (e.g., triplexes, rowhomes, and townhouses);
    - density (e.g., buildable area and number of buildings on a lot); and
    - off-street parking and loading space requirements (e.g., upper limit on the number of spaces).

  This is in addition to the Province's existing authority to regulate the siting, size, dimensions, location, and type of housing units required to be permitted.

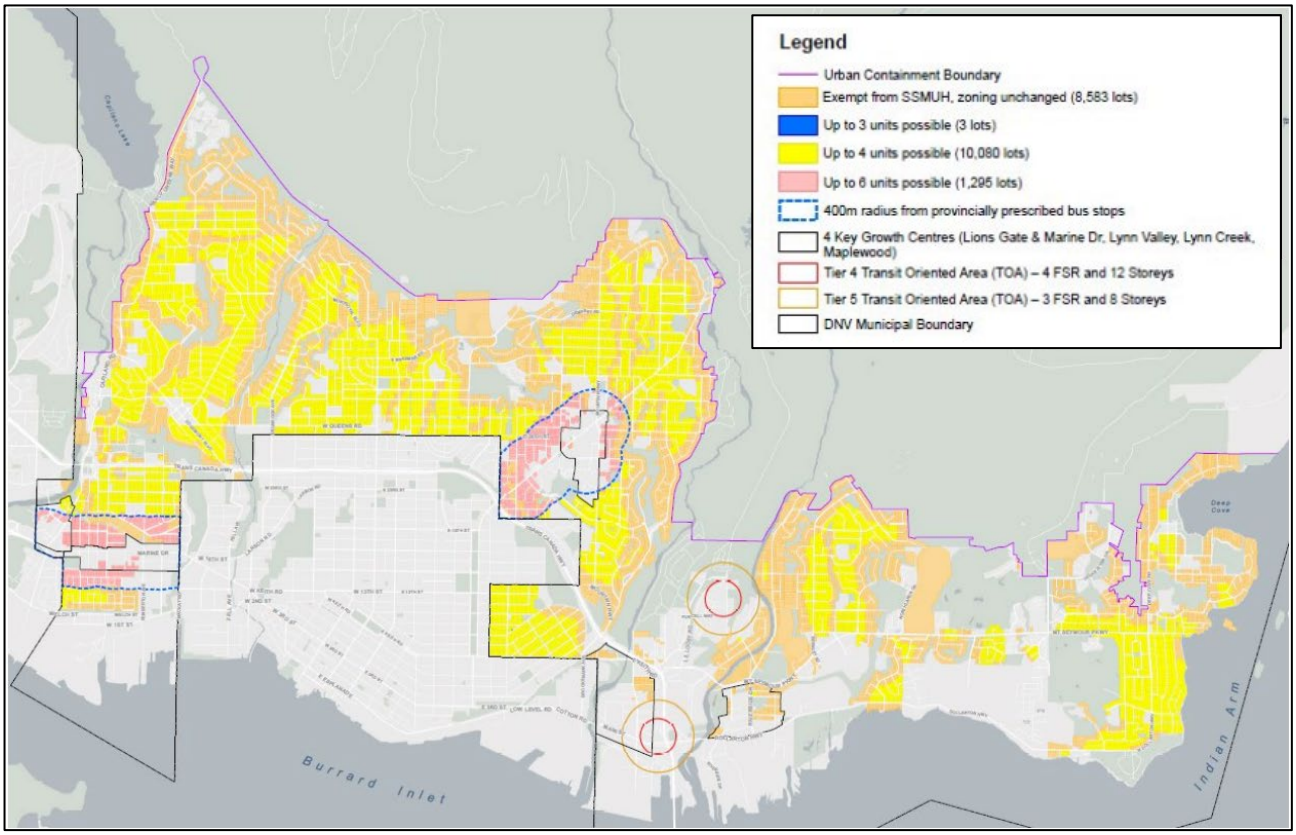
- Amendment to the deadline for a local government to adopt zoning bylaws to comply with the SSMUH requirements to June 30, 2026.

- Amendment to the deadline for a local government to request an extension of time to comply with the SSMUH requirements to June 1, 2026 or June 30, 2026 in the case of extraordinary circumstances. The proposed legislation also establishes a process for a local government to request an extension of time to comply with site standard regulations, if any.

Potential New Housing Units from SSMUH:
At the April 2, 2024 Council Workshop, District staff detailed the implications and a potential approach to implement SSMUH zoning across the District. This included building forms, financial impacts, exemption areas, and infrastructure challenges. **Map 1** shows potential implementation of SSMUH zones and exempted areas, which will be subject to further review.

Based on this analysis, it is estimated that SSMUH zoning could permit approximately 5,000 additional units above what is permitted under current zoning in single-family neighbourhoods. This is in addition to the approximately 17,000 units added as a result of permitting three units (principal dwelling, secondary suite, and coach house) on all parcels in single-family zones.

Map 1. Potential Implementation of Small-Scale Multi-Unit Housing and Exemptions



Liability/Risk:
The District is reviewing how to move forward on responding to the proposed legislative changes, assuming they are adopted. Consideration will also need to be given to compliance with other aspects of the SSMUH legislation, including potential future regulations for minimum site standards and exemptions for hazardous conditions.

Regulations for Site Standards
While the Province has not yet brought forward regulations for minimum required site standards, the Province expects local governments to align their zoning bylaws with the recommended guidelines provided by the *Provincial Policy Manual & Site Standards* ("Provincial Policy Manual"). The Provincial Policy Manual provides guidance to local governments for the implementation of zoning bylaw amendments to comply with the SSMUH legislation. This includes specific recommendations on setbacks, building height, lot coverage, and off-street parking requirements for different SSMUH lots. **Table 1**, below, summarizes the Province's recommended site standards (as per Part 4 of the Provincial Policy Manual) that would be applicable to the District.

Table 1. Provincial Policy Manual recommended site standards for SSMUH lots

Site Standard	**Site Standards Package B: 3 or 4 units per lot required** (lot size < 1,215m^2)	**Site Standards Package C: 4 units per lot required** (lot size between 1,215m^2 – 4,050m^2)	**Site Standards Package D: 6 units per lot**
Prescribed units	3 units (lot size ≤ 280m^2) 4 units (lot size > 280m^2)	4 units	6 units (lot size > 280m^2 in proximity to frequent transit service)
Front lot line setback	2m	4m to 6m	2m
Rear lot line setback	1.5m	Accessory unit: 1.5m Main building: 6m	1.5m
Side lot line setback	1.2m	3m	0m to 1.2m
Building height	11m and 3 storeys	11m and 3 storeys	11m and 3 storeys
Lot coverage	50%	40%	60%
Off-street parking requirements	0.5 spaces/unit if lot is within 800m of bus stop with frequent transit service 1 space/unit otherwise	0.5 spaces/unit if lot is within 800m of bus stop with frequent transit service 1 space/unit otherwise	Local governments are not permitted to set off-street residential parking requirements

A municipal decision that best responds to local conditions may vary the provincially recommended guidelines in a local government's zoning regulations. However, the Province

may choose to implement regulations for minimum site standards or introduce further regulations, as alluded to in the Minister's letter, if they consider it necessary. As noted earlier, Bill 25 expands the list of site standards that the Province is empowered to impose regulations that local governments must follow.

Exemptions for Hazards
Consideration will also need to be given to exemptions for hazards. Considerable work has already been undertaken when the District previously considered SSMUH in the spring of 2024. This work will need to be revisited in light of the latest changes to the legislation.

Timing/Approval Process:
Bill 25 received First Reading on October 9, 2025. If Bill 25 receives royal assent, the District will be required to comply with the provincial legislation by June 30, 2026.

Staff will report back to Council with potential approaches to implementation of SSMUH after the legislation is adopted.

CONCLUSION:
The proposed new housing legislation would amend the Province's current small-scale multi-unit housing requirements. This change would have impacts on the type and number of units permitted in the District's existing single-family neighbourhoods. Staff are proposing to report back to Council with further updates and potential approaches once the legislation has been adopted by the Province.

Respectfully submitted,



Jessica Lee
Community Planner

Attachment 1: Presentation
Attachment 2: Letter from Minister of Housing and Municipal Affairs dated October 9, 2025

REVIEWED WITH:		
❑ Business and Economic ___	❑ Finance ___	External Agencies:
❑ Bylaw Services ___	❑ Fire Services ___	❑ Library Board ___
❑ Clerk's Office ___	❑ Golf ___	❑ Museum and Archives ___
❑ Climate and Biodiversity ___	❑ Housing TA	❑ NSEM ___
❑ Communications ___	❑ Human Resources ___	❑ NS Health ___
❑ Community Planning ___	❑ Integrated Planning ___	❑ NVRC ___
❑ Development Engineering ___	❑ ITS ___	❑ RCMP ___
❑ Development Services ___	❑ Parks ___	❑ Other: ___
❑ Engineering Infrastructure ___	❑ Real Estate ___	___
❑ Engineering Public Works ___	❑ Solicitor ___	
❑ Environment ___	❑ Transportation ___	
❑ Facilities ___	___	



Proposed Provincial Housing Legislation

Amendments to Small Scale Multi-Unit Housing Requirements

October 27, 2025 Council Workshop

DISTRICT OF NORTH VANCOUVER

Small-Scale Multi-Unit Housing (SSMUH)

In 2023, the Province passed legislation that requires local governments to accommodate SSMUH on single-family lots:

- Up to **3 units** on lots 280 m^2 or less
- Up to **4 units** on lots greater than 280 m^2
- Up to **6 units** on lots at least 281 m^2 *and* that are wholly or partly within 400m of frequent transit service (identified by the Province)

Small-Scale Multi-Unit Housing (SSMUH)

Exemptions to SSMUH:

- Lots are located outside the urban containment boundary
- Properties have certain heritage designations
- Land is not connected to municipal water or sewer systems
- Lots are greater than 4,050 m2 (1 acre)
- Land is within a designated Transit-Oriented Area
- Land is subject to a hazardous condition

What does SSMUH look like?











DISTRICT OF NORTH VANCOUVER

District Response in 2024

- **June 3, 2024:** Council chose to proceed with Zoning Bylaw amendments to permit three units (principal dwelling unit, secondary suite, and coach house) on all parcels in single-family zones

  – Added approximately 17,000 units of zoned housing capacity in single-family neighbourhoods

Proposed Provincial Context (Bill 25)

On October 9, 2025, Bill 25 was introduced to amend SSMUH requirements in *Local Government Act*

Proposed changes:

- Expand where SSMUH must be permitted
- Expand list of site standards regulated by province
- Require local governments to adopt zoning bylaws to comply with SSMUH by June 30, 2026
- Amend deadlines and processes for local governments to obtain extensions that comply with SMMUH and site-standard regulations (as applicable)

Proposed Legislation Changes: Restricted Zones

Existing "restricted zone" definition:

SSMUH must be implemented for all zones that permit:

- One dwelling unit
- Two dwelling units in the form of a principal dwelling unit and a secondary suite or coach house
- A duplex
- A duplex with secondary suites and/or coach houses

Proposed change:

Adds zones that permit:

- Three dwelling units in the form of a principal dwelling unit, a secondary suite, and a coach house

DISTRICT OF NORTH VANCOUVER

Proposed Legislation Changes: Site Standards

Existing site standards that can be regulated:

The Province has authority to require the following, if necessary:

- Siting
- Size
- Dimensions
- Location
- Type of housing units

Proposed change:

Adds the following:

- Housing forms
- Density
- Off-street parking and loading space requirements

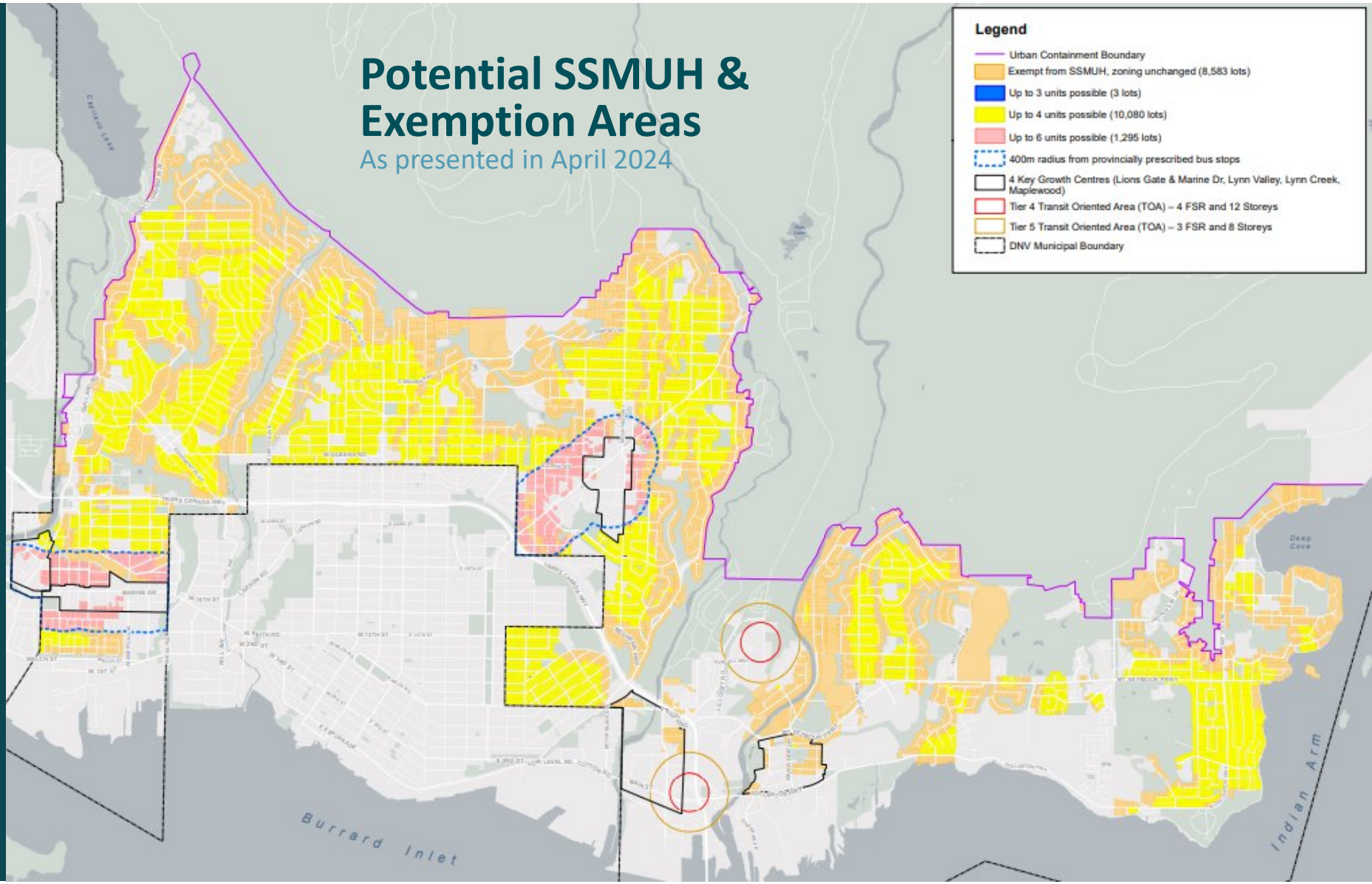
Proposed Legislation Changes: Deadlines

The proposed legislation amends the following deadlines:

- **June 30, 2026:** Deadline to adopt zoning bylaws to comply with the SSMUH requirements
- **June 1, 2026:** Deadline to request an extension of time to comply with the SSMUH requirements
  - Deadline of June 30, 2026 in the case of extraordinary circumstances

Potential SSMUH & Exemption Areas

As presented in April 2024



DISTRICT OF NORTH VANCOUVER

Site Standards

Provincial Policy Manual & Site Standards

Site Standards	Site Standards Package B: 3 or 4 units per lot required (lot size < 1,215m^2)	Site Standards Package C: 4 units per lot required (lot size between 1,215m^2 – 4,050m^2)	Site Standards Package D: 6 units per lot
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DISTRICT OF NORTH VANCOUVER

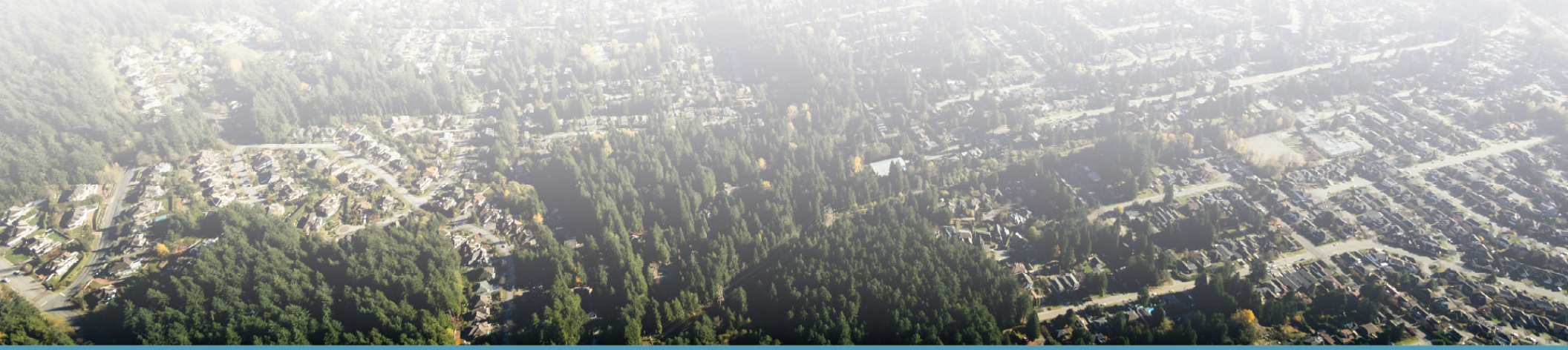
Next Steps

- Bill 25 received First Reading on October 9, 2025
- If Bill 25 receives Royal Assent, the District will be required to comply with new SSMUH legislation by **June 30, 2026**

DISTRICT OF NORTH VANCOUVER

355 West Queens Road
North Vancouver, BC
V7N 4N5

604-990-2311



DISTRICT OF NORTH VANCOUVER

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BRITISH
COLUMBIA

October 9, 2025 Reference: 188648

Mayors of British Columbia

Dear Mayors:

Today, I introduced new legislation in the house to improve the implementation of small-scale multi-unit housing (SSMUH). Before I explain the details of this legislation, I want to acknowledge the hard work of local government Councils, Boards and staff in B.C. to implement the changes by adopting the SSMUH densities on time and as intended by the Province. Many communities are demonstrating leadership and innovation to fully enable SSMUH and deliver the type of homes that work for people and growing families.

This includes modernizing zoning bylaws and updating site standards (such as removing floor space ratios, increasing building heights and lot coverage for SSMUH level densities), as well as adopting and streamlining standardized housing designs, eliminating or waiving form and character development permit requirements, and providing educational tools to support SSMUH development including webinars, handbooks and webpages. Communities that fully enabled SSMUH, adopted many of the recommended site standards, and are actively supporting this type of development are starting to see meaningful uptake. This means more homes built in existing communities throughout B.C. that more people and families can afford.

Since June 30, 2024, a review of implementation has highlighted that barriers to the development of SSMUH still exist in a few communities throughout B.C. This inconsistency and barriers in some communities are creating challenging conditions for development and limiting SSMUH from being viable and getting built. Specifically, a small number of local governments have not fully enabled SSMUH in all areas with single-family and duplex housing due to differing interpretations of the requirements.

The legislation that was introduced today is intended to address these inconsistencies and ensure that all communities offer viable and consistent conditions for SSMUH development.

If passed, the changes will remove barriers to create consistent conditions across the Province for SSMUH by ensuring that municipalities allow the three to six units in all zones:

Office of the Minister of Housing and Municipal Affairs

Website:
www.gov.bc.ca/housing

Mailing Address:
PO Box 9074 Stn Prov Govt
Victoria BC V8W 9E9
Phone: 236 478-3970

Location:
Parliament Buildings
Victoria BC V8V 1X4
Email: HOUS.Minister@gov.bc.ca

- with parcels restricted to single-family and duplex housing, even if higher residential density is allowed elsewhere in the zone,
- restricted to single detached homes with a secondary suite and an accessory dwelling unit.

The small number of communities impacted by these changes will need to comply by June 30, 2026. An extension process will be established for upgrading infrastructure, lack of sufficient infrastructure to support additional residential density, and for extraordinary circumstances.

The updates aim to create uniform development opportunities across local governments, reducing barriers and uncertainty for builders and homeowners. Your planning staff will need to review your zoning bylaws for compliance with the new requirements. If the zoning bylaw already meets the requirements, no action is required.

I have also introduced changes to the legislation to ensure there is clear authority to establish site standards in regulations for off-street parking requirements, and housing unit "form" and "density". However, I am not bringing forward any regulations at this time. I strongly encourage all local governments to align with the Provincial Policy Manual and Site Standards, which provides clear expectations for zoning amendments, site design, and development feasibility. The Province will continue to monitor implementation and uptake of SSMUH to ensure consistency and effectiveness across jurisdictions. If needed in the future, the Province may make regulations for minimum standards or introduce further legislation as needed.

I wish to extend my sincere appreciation to all local governments for your hard work to enable and facilitate housing development across British Columbia. Your work is beginning to show results, and together, we are making meaningful progress toward resolving the housing crisis. I look forward to working collaboratively with all of you to continue improving livability for residents.

Sincerely,



Christine Boyle
Minister of Housing and Municipal Affairs

Link: BC Gov News

CC: Chief Administrative Officers and City Managers

The Corporation of the District of North Vancouver

CORPORATE POLICY MANUAL

Section:	Planning & Development	13
Sub-Section:	Community Planning - Individual Areas	6520
Title:	DEVELOPMENT OF INDIAN ARM PROPERTIES	1

POLICY

OBJECTIVE:

To protect the scenic landscapes and natural beauty of Indian Arm and ensure any and all new development is undertaken in a comprehensive, safe and environmentally sensitive manner.

REASON FOR POLICY

Recognizing communities along Indian Arm wish to maintain a rural lifestyle, it is the intent of the District to allow appropriate development on existing lots of record in the existing Indian Arm communities while directing future growth, and provision of municipal infrastructure, to the urban areas of the municipality.

DEFINITIONS

For the purposes of this policy,

"Approving Officer" means the person who is appointed by Council as such under the Land Title Act, and includes his or her lawful deputy;

"Rural Residential" means areas designated for low density residential development located outside the urban containment boundary of the municipality as identified on Schedule A.

"Appropriate Development" means the construction, alteration or addition of a building or structure on an existing lot of record that complies with municipal zoning and servicing requirements.

"Additional Density" means an Official Community Plan Amendment, Rezoning, and/or Subdivision resulting in a higher intensity of use.

"Single Source" means, in the context of water supply a single set of infrastructure connected to a source of water where the end supply is for only one dwelling.

GENERAL PROVISIONS

1. Applications proposing additional density will not be supported. Lot consolidation or property line realignment where no additional parcels are being created may be considered at the discretion of the Approving Officer.

2. A community or municipal sanitary sewerage system will not be developed by the municipality therefore any development shall be required to incorporate a sanitary sewerage system that meets requirements of the *Sewerage Disposal Regulations* for private systems or the *Municipal Sewage Regulation* under the *Environmental Management Act* for communal systems.

3. In the absence of an established community or municipal water system the provision and maintenance of a safe and adequate supply of potable water shall be required for any development and must meet the Municipal Master Requirement SPE 109 (communal system) or SPE 110 (private system) and any standards set by the Vancouver Coastal Health Authority or the Ministry of Environment. Licences to utilize a service corridor, through District land(s), may only be granted if on-site sources are not feasible. Private, single source water systems' using surface water sources (creeks) is discouraged.

4. Centralized solid waste and recycling services will be provided by the District for road access property owners at the designated drop-off spot on Indian River Drive to dispose of their domestic refuse and recycling materials based on the established fee for service, as amended.

5. Fire suppression measures shall be incorporated in accordance with Building Regulation Bylaw 7353, as amended.

6. Any request by a property owner for use of District land(s) for servicing, access or parking (including Building Permit applications) will be required, wherever reasonably possible, to utilize an existing servicing corridor. The District may also require new service corridors on District land(s) to provide for shared use by adjacent property owners.

7. No municipal and/or private road construction or extensions will be supported to facilitate development with the exception of limited impact private driveways which may be considered at the discretion of the Chief Building Official or Approving Officer, in accordance with the development criteria outlined in this policy. Use of District land for new private road/driveway construction will only be considered where the proposed use meets the development criteria, and minimizes impacts on the environment.

DEVELOPMENT CONSIDERATIONS AND EVALUATION CRITERIA

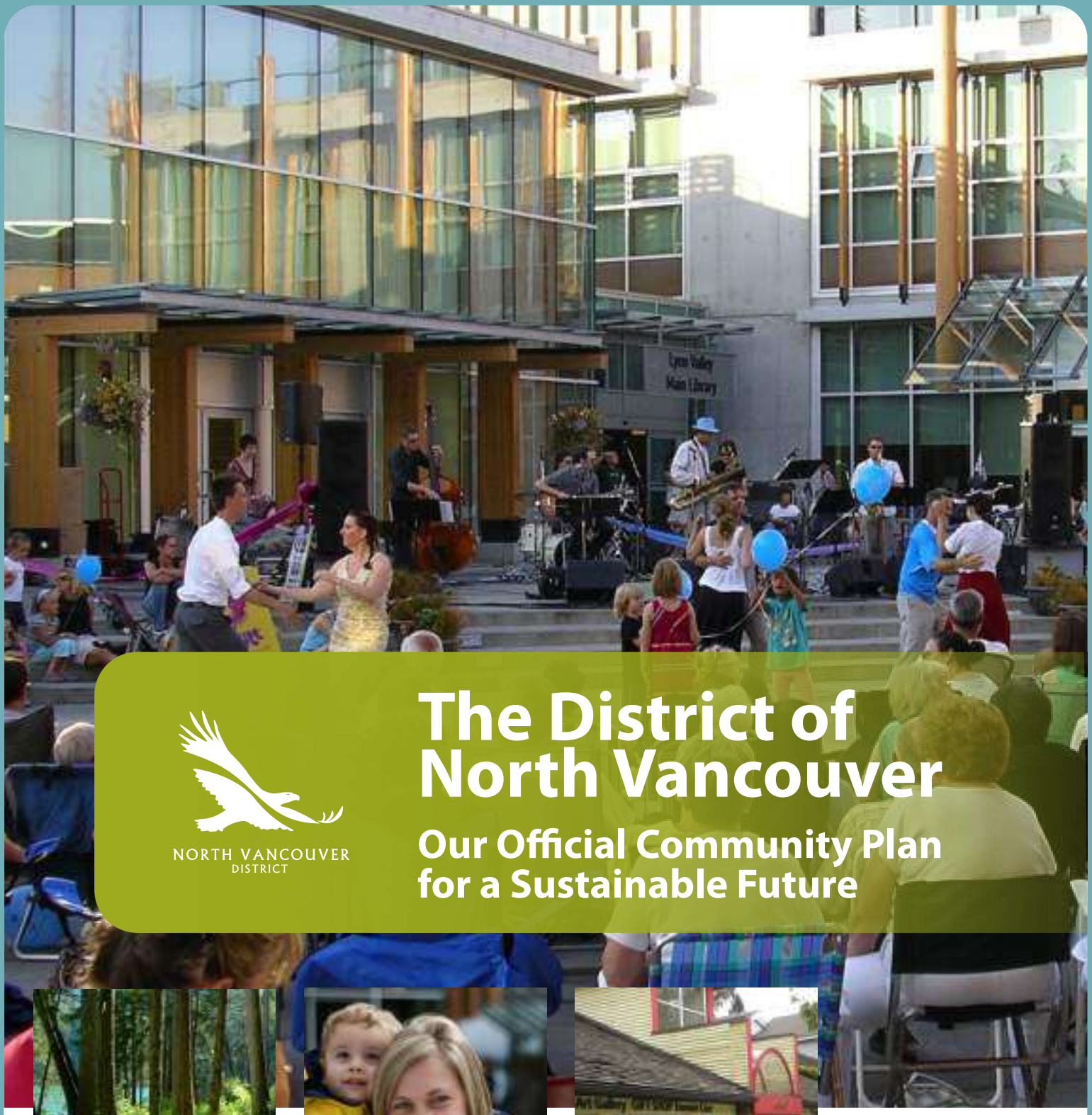
The following must be addressed as part of any development application (including building permit applications on existing lots):

i. safe for the use intended;
ii. topographical constraints;
iii. soil characteristics;
iv. surface and subsurface drainage;
v. any potential hazards such as flooding, erosion, land slippage, debris flow, wildland fires, avalanches, rockfall or similar risks;
vi. protection of sensitive environmental areas and critical fish and wildlife habitat;
vii. protection of significant natural, historical and archaeological features;
viii. protection against pollution and other environmental and public health risks;
ix. quality of the water and availability of adequate supply;
x. availability and adequacy of sewerage disposal system;
xi. access to the property is demonstrated (either by water, public road or private road);
xii. servicing, access or parking required to facilitate the development can be accommodated within an existing service corridor. If not practical or feasible, an easement may be granted under certain conditions;
xiii. obtainment and submission of all necessary documentation undertaken by an applicable qualified professional(s) acceptable to the District;
xiv. obtainment and submission of all necessary external agency approval(s) acceptable to the District; and,
xv. demonstrated compliance with all applicable plans, policies and regulations of the District.

AUTHORITY TO ACT

Delegated to Council or Staff

Approval Date:	May 11, 1970	Approved by:	
1. Amendment Date:	September 5, 1972	Approved by:	Policy & Planning Committee
2. Amendment Date:	July 4, 1977	Approved by:	Policy & Planning Committee
3. Amendment Date:	January 25, 1982	Approved by:	Policy & Planning Committee
4. Amendment Date:	December 11, 1995	Approved by:	Regular Council
5. Amendment Date:	September 13, 2010	Approved by:	Regular Council



NORTH VANCOUVER
DISTRICT

The District of North Vancouver

Our Official Community Plan for a Sustainable Future

DNV 2030

identity

Inspired by nature, enriched by people

ADOPTED JUNE 27, 2011
REVISED JUNE 5, 2026

CONSOLIDATED FOR CONVENIENCE ONLY

This is a consolidation of the bylaws amending the District of North Vancouver Zoning Bylaw 7900. The amending bylaws have been combined with the original bylaw for convenience only. This consolidation is not a legal document. Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaw on this subject.

Last revised: June 5, 2026

The Corporation of the District of North Vancouver

Bylaw 7900

A bylaw to adopt an Official Community Plan for the entire District of North Vancouver pursuant to Section 876 of the Local Government Act

---

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

1. Citation

This bylaw may be cited as the "**District of North Vancouver Official Community Plan Bylaw 7900, 2011**"

2. District of North Vancouver Official Community Plan

The document attached hereto and entitled "The District of North Vancouver Official Community Plan", is hereby adopted as the official community plan of the District of North Vancouver.

3. Severability

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.

4. Repeal

The District Official Community Plan (Bylaw 6300), with the exception of 'Schedule B', and any amendments thereto is repealed.

The Alpine Area Community Plan (Bylaw 5800) and any amendments thereto is repealed.

The Lower Lynn Official Community Plan (Bylaw 7689) and any amendments thereto is repealed.

The North Lonsdale – Delbrook Official Community Plan (Bylaw 6750) and any amendments thereto is repealed.

READ a first time the 18th day of April, 2011

READ a second time as amended the 2nd day of May, 2011

PUBLIC HEARING held the 16th and 17th days of May, 2011

READ a third time as amended the 30th day of May, 2011

RESCINDED third reading the 20th day of June, 2011

READ a third time as amended the 20th day of June, 2011

Certified a true copy of "District of North Vancouver Official Community Plan Bylaw 7900" as at Third Reading

_____
Municipal Clerk

REGIONAL CONTEXT STATEMENT ACCEPTED BY THE GREATER VANCOUVER REGIONAL DISTRICT this the 24th day of June, 2011

ADOPTED the 27th day of June, 2011

_____
Mayor

_____
Municipal Clerk

Certified a true copy

_____
Municipal Clerk

THE DISTRICT OF NORTH VANCOUVER

OFFICIAL COMMUNITY PLAN

BYLAW 7900

Adopted by Council on June 27, 2011

LIST OF OCP AMENDMENT BYLAWS

The following is a list of bylaw amendments to the Official Community Plan (OCP). Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaw on this subject.

Order Of Adoption	OCP Amend. Bylaw	Date of Adoption	Amend. Number	Description	Amends the following OCP Sections
1	7902	May 7, 2012	1	Re-designates parcels on Berkley Ave from RES2 parcels to POSNA	OCP Land Use Map
2	7934	July 9, 2012	4	Addition of Schedule B, Development Permit Areas	Schedule B
3	7930	Jan 7, 2013	3	Re-designates potion of 1311 Frederick from Institutional to POSNA	OCP Land Use Map
4	7997	July 29, 2013	6	Re-designation of Alpine Lots from Rural Res to POSNA	OCP Land Use Map
5	7985	Sep 9, 2013	5	Re-designates lots on Canfield Cres from Detached RES to RES5	OCP Land Use Map, Form & Character DPA map, Energy and Water Conservation DPA Map
6	8024	May 26, 2014	8	Re-designating lots on Dollarton Hwy – from CRMU1 to RES4	OCP Land Use Map
7	8026	June 23, 2014	9	Add Regional Context Statement	OCP Schedule C and accompanying map
8	8013	July 21, 2014	7	Re-designates 3201 - 3204 Mountain Hwy from INST to RES5	OCP Land Use Map
9	8027	Sept 8, 2014	10	Inserts new Multi-Family Design Guidelines	OCP Introduction & Part 5 of Schedule B

Order Of Adoption	OCP Amend. Bylaw	Date of Adoption	Amend. Number	Description	Amends the following OCP Sections
10	8039	Sept 8, 2014	11	Re-designates lots on Oxford St from RES6 to CRMU3	OCP Land Use map
11	8072	Sept 8, 2014	13	Removes outdated Upper Capilano and Edgemont guidelines	OCP Schedule D
12	8110	June 1, 2015	14	Re-designates land parcel from Institutional to RES2 and POSNA	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
13	8159	June 27, 2016	16	Re-designates land parcels from RES2 to RES4	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
14	8178	May 1, 2017	21	Re-designates land parcels from RES2 to RES 5	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
15	8219	Sept 11, 2017	23	Re-designates land parcels from RES2 to RES4	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
16	8240	Jan 15, 2018	25	Re-designates land parcels from RES5 to Institutional	OCP Land Use Map
17	8279	Feb 5, 2018	32	Adds new land use designations “Light Industrial Artisan”, “Light Industrial Commercial Mixed Use-Innovation District”, and “Light Industrial Residential Mixed Use-Innovation District”	Part 1: Community Structure - Section 3: Employment Lands, Part 3: Plan Management - Section 12: Plan Implementation, OCP Land Use Map, Form & Character DPA, Energy, Eater, Conservation and Green House Gas Emission Reduction DPA
18	8230	Mar 12, 2018	24	Re-designates land parcels from RES2 to RES4 and POSNA	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
19	8244	May 27, 2018	27	Re-designates land parcels from RES2 to RES4	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
20	8250	July 23, 2018	28	Re-designates land parcels from RES2 to RES4	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
21	8313	Sept 24, 2018	34	Re-designates land parcels from RES5 to CRMU3	OCP Land Use Map
22	8397	Nov 18, 2019	38	Re-designates land parcels from INST to RES 6 and POSNA	OCP Land Use Map
23	8451	Jan 25, 2021	40	Re-designates land parcels from RES5 to CRMU3	OCP Land Use Map

Order Of Adoption	OCP Amend. Bylaw	Date of Adoption	Amend. Number	Description	Amends the following OCP Sections
24	8486	May 10, 2021	43	Re-designates land parcels from LIC to CRMU1	OCP Land Use Map
25	8492	Apr 4, 2022	44	Re-designates properties from RES2 to RES3	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
26	8526	July 18, 2022	45	Re-designates properties from RES5 to CRMU3 and POSNA	OCP Land Use Map
27	8645	Dec 4, 2023	50	Re-designates land parcels from CRMU1 and POSNA to RES5	OCP Land Use Map
28	8561	Apr 8, 2024	47	Re-designates property from POSNA to CRMU1	OCP Land Use Map
29	8628	July 22, 2024	49	Redesignates properties from RES 2 to RES 4	OCP Land Use Map, Form & Character DPA, Energy, Water Conservation and Green House Gas Emission Reduction DPA
30	8672	February 24, 2025	52	Re-designates properties from RES2 to RES4	OCP Land Use Map, Form & Character DPA, Energy and Water Conservation and Green House Gas Emission Reduction DPA
31	8555	May 5, 2025	46	Re-designates properties from RES2 to RES3	OCP Land Use Map, Form & Character DPA, Energy and Water Conservation and Green House Gas Emission Reduction DPA
32	8681	October 20, 2025	54	Re-designates properties from CRMU1 to CRMU4	OCP Land Use Map, Sub-section: 2.5 Land Use Designations for the Urban Structure
33	8743	December 8, 2025	57	Adds Land Acknowledgement and new section “2025 Official Community Plan Review”; changes formatting for the Land Use Map; adds, amends, or replaces policies related to transit-oriented areas, transportation demand management, community services, and housing; adds Sub-section for Amenity Cost Charges; adds disclaimer about maps; replaces Regional Context Statement	OCP Introduction, Sub-section 2.4: Transit Corridors, Sub-section 2.5: Land Use Designations for the Urban Structure, OCP Land Use Map, Sub-section 5.1: Transportation and the Network of Centres, Sub-section 6.3: Community Services, Programs, and Facilities, Section 7: Housing, Section 12.3: Plan Implementation Strategies, Schedule A: Town and Village Centre Policies, Schedule C: Regional Context Statement
34	8763	Mar 16, 2026	61	Addition of Schedule B, Development Permit Areas	OCP Schedule B
The above amendments have all been incorporated into the DNV OCP as of June 5, 2026.					

It is the responsibility of the viewer to ensure that all OCP amendment bylaws, unless they have subsequently been repealed by Council, are considered in conjunction with the originally adopted Official Community Plan Bylaw 7900.

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The preparation of this sustainable community plan was carried out with assistance from the Green Municipal Fund, a Fund financed by the Government of Canada and administered by the Federation of Canadian Municipalities. Notwithstanding this support, the views expressed are those of the District of North Vancouver, and the Federation of Canadian Municipalities and the Government of Canada accept no responsibility for them.



We respectfully acknowledge the original peoples of these lands and waters, specifically the səlilwətaɬ (Tsleil-Waututh), Sḵwx̱wú7mesh 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.



2025

Official Community Plan Review

This section outlines amendments to the District of North Vancouver Offical Community Plan in response to provincial legislative changes.

DISTRICT OF NORTH VANCOUVER

DNV.org

Legislative Context

In 2023 and 2024, the Province passed a series of legislation aimed at accelerating housing approvals, increasing housing supply, and improving affordability. Key components of the provincial legislation and the District's response are summarized below. Together, these amendments to the *Local Government Act* and *Housing Supply Act* mark a fundamental shift towards a prescribed land use regulation process in British Columbia.

REQUIREMENTS FOR LOCAL GOVERNMENTS

FIGURE A: REQUIREMENTS FOR LOCAL GOVERNMENTS

Requirement	Description	Response
Housing Needs Report	Regularly update Housing Needs Reports using a standard method to five-and 20-year housing needs.	We completed our Interim Housing Needs Report in October 2024, prior to the January 1, 2025 deadline.
Official Community Plans & Zoning Bylaws	Regularly review and update OCPs and Zoning Bylaws to accommodate 20-year housing needs.	We reviewed and updated our OCP and Zoining Bylaw to ensure they could accommodate our 20-year housing need - as identified in our Interim Housing Needs Report (2024) - prior to the December 31, 2025 deadline.
Public Hearings	Prohibit site-by-site public hearings for rezonings that are consistent with OCPs.	The District can no longer hold public hearings for residential development applications that are consistent with the OCP.
Small Scale Multi-Unit Housing	Permit three to four units of small-scale, multi-unit housing on properties zoned exclusively for single-family or duplex residential use (does not apply to zones that already permit three or more dwelling units on a property).	In June 2024, Council adopted amendments to the Zoning Bylaw to permit a secondary suite and coach house in single-family zones. This means that all single-family lots in the District permit three dwelling units per lot.
Transit-Oriented Areas (TOAs)	Permit three to four units of small-scale, multi-unit housing on properties zoned exclusively for single-family or duplex residential use (does not apply to zones that already permit three or more dwelling units on a property).	The two TOAs in the District – at Phibbs Exchange and Capilano University – were designated by bylaw in June 2024 which aligns with the new legislation and governs land use within the TOAs.

The Province also introduced various tools and authorities for Local Governments to support proactive planning and building affordable housing (e.g., for tenant protection, inclusionary housing, density bonusing, and transportation demand management).

Interim Housing Needs Report

On October 21, 2024, Council received the District's Interim Housing Needs Report. This report documented the District's five-year housing need of 7,425 units and its 20-year housing need of 22,369 units.

The Interim Housing Needs Report (2024) identifies key statements of housing need in the District:

- Affordable housing
- Rental housing
- Housing for seniors
- Housing for immigrants
- Housing for families
- Housing for individuals experiencing homelessness
- Accessible housing
- Housing for Indigenous households
- Housing near transit and active transportation infrastructure

The District is required to ensure the OCP and Zoning Bylaw permit the use and density of use necessary to accommodate at least the 20-year total number of housing units required to meet anticipated housing needs (22,369 units).

Shaping Our Community Through the OCP

Since the OCP was adopted in 2011, several new plans, strategies, and policies have been developed to implement policies on accessibility, child care, climate, economy, environment, housing, parking, parks, poverty and homelessness, tenant protection, transportation, and our Town and Village Centres. The existing OCP remains a strong foundation for land use planning and growth management in the District, with its core vision, policy framework, and urban structure still relevant today.

In order to comply with Provincial legislation, targeted OCP amendments were undertaken in 2025. Our review of the OCP ensures that it provides sufficient capacity to meet the housing needs identified in the Interim Housing Needs Report (2024). Moving forward, the District is required to update the Housing Needs Report, and ensure the OCP and Zoning Bylaw align with the Housing Needs Report, every five years.

Residents have an important role in shaping their community through OCP updates, where community input informs the overall vision, policies, and land use framework. Once adopted, rezonings that are consistent with the OCP can not be subject to a public hearing. This means that many conversations about growth and land use will be essential during the process when the OCP is updated.



SUMMARY OF AMENDMENTS

The OCP amendments made in 2025 focus on:

- Specific housing policies to support legislative changes.
- A new Regional Context Statement to align with the Regional Growth Strategy – Metro 2050.
- Minor administrative amendments.

OCP amendments are embedded within relevant sections of the OCP document where required.

ADMINISTRATIVE UPDATES

- The original names for Lynn Creek Town Centre (Lower Lynn Town Centre) and Lions Gate Village Centre (Lower Capilano-Marine Village Centre) are used throughout the document. The new names were added to the updated Land Use Map (Map 2) and new Regional Context Statement, but other references remain unchanged.
- Text within the OCP document that references the Regional Context Statement (RCS) includes references to the previous 2011 RCS.
- Data in the OCP reflects the information available at the time the plan was originally adopted. It does not incorporate more recent data from sources such as the 2021 Census or updated housing market analyses. While the data provides historical context for the policies and direction in the OCP, it should not be relied upon as the most current information for decision-making or analysis.



Introduction

- An Official Community Plan - Legislative Authority
- Acknowledgements
- Historical Context
- Regional Context
- This Official Community Plan
- The Planning Process - "Identity DNV 2030"
- Key Issues to Address in Planning for the Future
- Vision, Principles and Goals
- Strategic Directions
- Plan Organization and Structure

An Official Community Plan - Legislative Authority

An Official Community Plan (OCP) is a statement of objectives and policies that support a municipality's long-term vision. Authority to adopt an OCP is set out in the *Local Government Act*. The Act requires that an OCP include certain land use statements and designations such as where residential, commercial, industrial, institutional and parkland uses are located, as well as policies for the provision of affordable, rental and special needs housing and the reduction of greenhouse gas emissions. The legislation also enables municipalities to include policies that speak to a broad range of issues including transportation, the natural environment, parks and recreation, social services and financial resiliency.

Acknowledgements

This OCP was developed with the support of the Federation of Canadian Municipalities' *Green Municipal Fund*. As an Integrated Sustainable Community Plan, the Plan seeks to integrate all areas of municipal concern, from land use planning, to transportation, energy use, social services and infrastructure through a long-term sustainability vision, strategic policy actions and targets.

A Memorandum of Understanding with Vancouver Coastal Health to pilot a partnership to better integrate community health perspectives into planning for our built environment helped shape this plan. Representatives from Vancouver Coastal Health participated in OCP consultation events and provided valuable insights into how urban form, active transportation (walking and cycling) and social well-being benefit the mental and physical health of citizens.

In addition, representatives from the City of North Vancouver, District of West Vancouver, Metro Vancouver, TransLink, School District 44 and other governments and agencies provided valuable input.

Representatives of the Tsleil-Waututh Nation and Squamish First Nation governments participated in the development of the Plan. The Plan has been written without prejudice to First Nations' assertions of aboriginal rights and title to their traditional territories.

Historical Context

The first people to call the North Shore home were Coast Salish, the ancestors of today's Tsleil-Waututh, Squamish and Musqueam Nations. The Spanish were the first Europeans to arrive, giving their name to Vancouver's Spanish Banks, and in 1792, Captain George Vancouver explored the local shores.

In 1891, Letters Patent were issued in the name of Queen Victoria establishing the Municipality of the District of North Vancouver. The new municipality stretched 31 kilometres from the North Arm of Burrard Inlet ("Indian Arm") to Howe Sound and 13 kilometres north from the shoreline into the mountains. The District of North Vancouver originally included territory that would one day become the City of North Vancouver (incorporated 1907) and the District of West Vancouver (incorporated 1912).

Logging, timber milling, shipping and shipbuilding originally fuelled the District's growth. By the early 20th century, the communities of Deep Cove, Lynn Valley, and Capilano had begun to emerge. A streetcar system (1906-1947) connected Capilano, Upper Lonsdale and Lynn Valley to the foot of Lonsdale and a ferry link to Vancouver.



The Port and its industries continue to contribute to the local economy and, over time, the forests of North Vancouver have come to represent our environmental values, our identity, and our "sense of place". While the streetcar system has been replaced, this OCP builds upon our established historic land use and transportation patterns.

Regional Context

Today, the District of North Vancouver is one of four municipalities on the North Shore.1 There are also two First Nations with reserves2 in the District of North Vancouver. These areas function together as a sub-region of Metro Vancouver. They share key infrastructure (such as roads and utilities) and in some cases partner in the delivery of services (such as recreation and emergency services). These jurisdictions along with the Federal Government, the Province of BC and Metro Vancouver protect and manage the natural assets of the North Shore that contribute immensely to the values that identify this area. The shared waterfront along Burrard Inlet similarly shapes and defines the lifestyle and ecology of the North Shore. The District's industrial waterfront forms part of Canada's largest port3, is a strategic national asset and provides significant business opportunities and local jobs for residents.



With projected growth on the North Shore estimated at approximately 40,000 more people by 2030, the time frame of this OCP, it is essential that we continue to plan collaboratively with our neighbours. The urban structure contemplated by this OCP establishes a growth management framework to accommodate future growth in the District in a way that integrates with the structure of the broader North Shore sub-region. The designated growth centres of Maplewood, Lower Lynn, and Lower Capilano - Marine provide opportunities to align with Seymour Creek (Squamish First Nation), Lower Lonsdale (City of North Vancouver) and Park Royal/ Ambleside (Squamish First Nation and District of West Vancouver) creating opportunities for enhanced transit, active transportation, district energy and the creation of a livable, sustainable urban corridor. Opportunities for collaborative planning will occur in the implementation stage. While the District will continue to work with partner agencies and governments in the provision of recreation, water and utilities, transit and the movement of goods, numerous voices, throughout the Identity DNV 2030 community engagement process, supported the exploration of a fully integrated North Vancouver political and administrative structure.

Beyond the North Shore, the District is also a member municipality of the wider Metro Vancouver region. Our OCP works in concert with the broader regional vision and strategy for managing growth towards a sustainable future. The Livable Region Strategic Plan (1996) is the existing regional growth strategy that is currently under review. Metro Vancouver's proposed new Regional Growth Strategy has five broad goals that are consistent with the District's vision and policies for its future:

1 In the context of Metro Vancouver, the North Shore comprises the District of North Vancouver, the City of North Vancouver, the District of West Vancouver and Lions Bay.

2 Tsleil-Waututh Nation and Squamish First Nation.

3 Port lands are under federal jurisdiction and are managed by Port Metro Vancouver.



Regional Goal 1: Create a Compact Urban Area



Regional Goal 2: Support a Sustainable Economy



Regional Goal 3: Protect the Region's Environment and Respond To Climate Change Impacts



Regional Goal 4: Develop Complete Communities



Regional Goal 5: Support Sustainable Transportation Choices

A more detailed description of how the District's OCP policies support and relate to the Regional Growth Strategy is provided in Schedule C - Regional Context Statement.

This Official Community Plan

This Official Community Plan is the culmination of a two-year community engagement initiative called **Identity DNV 2030** and would not have been possible without the extensive participation of the public and stakeholders. This OCP was developed as an **Integrated Sustainable Community Plan** to provide a comprehensive policy framework that aligns social, environmental and economic planning to ensure a bright and sustainable future for the District. All of the area within the boundaries of the District of North Vancouver is covered by this OCP other than lands that are not subject to municipal jurisdiction.

This OCP is a guide to help District Councils, stakeholders and citizens effect positive change over a twenty-year time horizon. It includes policies that impact a broad range of municipal affairs. Implementation of those policies will occur through a number of specific plans and bylaws. Bylaws enacted and works undertaken by the District after the adoption of the OCP must be consistent with the OCP. In this way the OCP can be thought of as a policy framework, or "umbrella document," that provides ongoing guidance to municipal decision-making and operations.

FIGURE 1: OCP POLICY FRAMEWORK

OCP Vision, Objectives and Policies

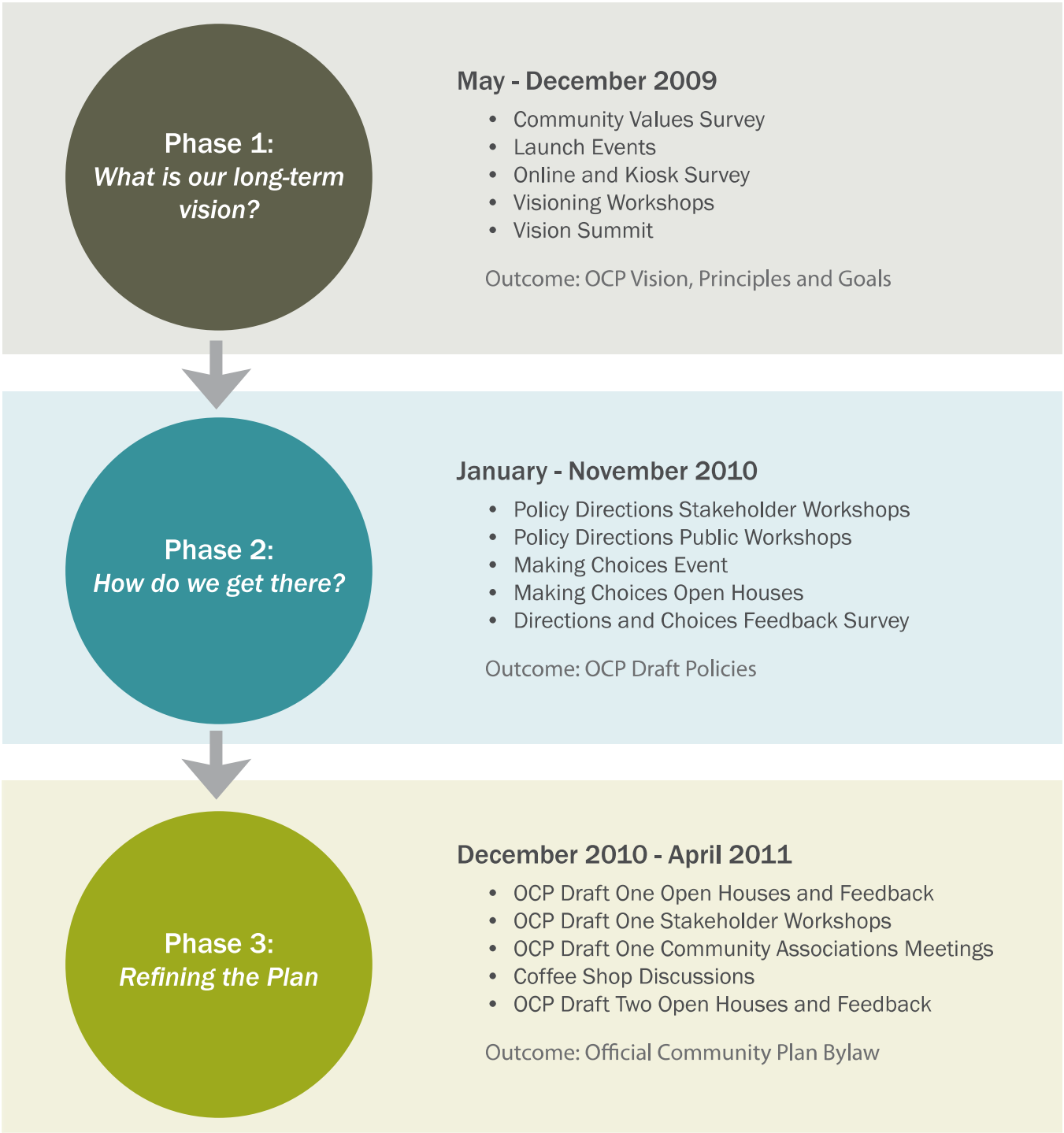
Land Use and Development	Municipal Sector Strategies	Corporate Management
• Centres Implementation Plans • Neighbourhood Infill Plans • Development Permit Areas and Design Guidelines • Bylaws (e.g. zoning)	• Climate Action Plan • Parks and Open Space Strategic Plan • Transportation Plan • Economic Strategy • Housing Action Plans • Social Strategy • Land Strategy • Recreation Strategy • Cultural Strategy • Ecological Strategy • Emergency Preparedness Plans	• Corporate Plan • Capital Asset Plan • Financial Plan

The Planning Process - "Identity DNV 2030"

Identity DNV 2030 was launched in June 2009 with the goal of preparing the first District-wide Official Community Plan in twenty years. District of North Vancouver Council envisioned a rigorous, inclusive, open and highly participatory citizen process. To that end, the citizen OCP Roundtable, and its predecessor, the Community Planning Working Group, were established to ensure an effective public engagement process, adherence to a Public Engagement Charter, the creation of a robust community vision and the meaningful adherence of policies to that vision.

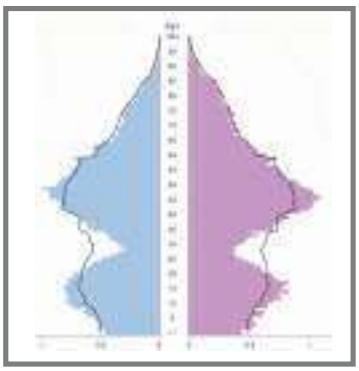
Through a combination of over seventy-five open houses, public and stakeholder workshops, coffee shop talks, town hall meetings, charrettes, telephone, online and event surveys, almost 5,000 voices shared their vision for the future of the community and contributed their ideas on how to get there. Citizens were not only given the opportunity to attend, but were provided meaningful opportunities to learn, to participate, to discuss and provide comment.

FIGURE 2: IDENTITY DNV 2030 - OCP PLANNING PROCESS



Key Issues to Address in Planning for the Future

Initial plan development began with an inventory of existing conditions in the District and an analysis of the challenges facing us. Over the course of the public engagement process, certain issues and trends emerged. Policy statements contained in this Plan are designed to address those issues and their implications by proactively managing change in a way that enables us to preserve and enhance what is loved most about the District. Some of the key issues that this plan seeks to address are outlined below.



CHALLENGING DEMOGRAPHIC PROFILE

Over the past 30 years the number of seniors (65+) residing in the District has increased fourfold. One in four residents are now over 55. At the same time, a "missing generation" or low number of young adults aged 20-40 means there are fewer residents to drive the economy and start families. The number of jobs in the District has been declining and school closures are ongoing.



LACK OF HOUSING DIVERSITY AND AFFORDABILITY

As much as 70% of housing in the District is in the form of detached homes. As the population ages and household sizes decrease, more than 10% of our detached homes now have only one person living in them. This form of housing is the most expensive and presents a barrier to first-time buyers and to seniors wishing to downsize. With an effective 0% vacancy rate and a dwindling and aging rental housing stock, there are few options for renters.



LOSS OF ECONOMIC VIBRANCY

The District lost about 1,000 jobs between 1996 and 2006 at a time when the Metro Vancouver region gained around 150,000 jobs. Fewer local jobs mean fewer options for District residents to work close to home and more transportation-related greenhouse gas emissions. With businesses contributing 30% of the District's property tax revenue, their success is vital for all of the community.



LARGE ENVIRONMENTAL FOOTPRINT

Our spread out land use pattern of predominantly detached homes is costly and inefficient to serve with transit and often means residents are unable to walk to the shops and services they need. Our high reliance on the automobile (85% of the commute, 79% of all trips) is a significant contributor to our substantial community greenhouse gas emissions (412,000 tonnes annually).



SOCIAL ISSUES

The District's changing demographic profile places different demands on our services and programs. Walkable neighbourhoods and active transportation are important determinants of mental and physical health. We have a range of social issues to address and vulnerable populations to support. Examples include an increasing gap between the rich and poor, with over 10,000 of our residents (about 12% of the population) living in low income households. Our homeless population has also seen a dramatic increase, tripling from 44 in 2002 to 127 in 2008.



AGING MUNICIPAL INFRASTRUCTURE AND FINANCIAL CHALLENGES

Most of the District's infrastructure was built in the 1950s, 1960s and 1970s, which means rising maintenance and replacement costs. Regional infrastructure is in a similar state and these costs are passed on to our residents and businesses through rising utility fees. Our low population growth limits the ability of the District to leverage funding through development cost charges and community amenity contributions, creating a reliance on property taxes and utility fees to fund infrastructure, facilities and improvements. If the District continues to lose businesses, this burden will increasingly be borne by the residential sector. Continuing on the current path of minimal growth and a predominately single family land use pattern may be costly.

Vision, Principles and Goals

Understanding and raising awareness of the key issues in planning for the future catalyzed intensive community visioning through the **Identity DNV 2030** initiative. In December 2009 Council endorsed a compelling 20-year vision, the principles to guide decision-making towards that vision and the specific goals to make it happen.

Our vibrant neighbourhoods and centres are framed by our mountain backdrop, forests, streams and shorelines. We live in an inclusive and supportive community that celebrates its rich heritage and lives in harmony with nature.

Our neighbourhoods include people of all ages, cultures and incomes. All are equally welcomed, valued and actively engaged in community life. Our young have safe and healthy environments in which to grow and succeed; our seniors can remain in the community with their needs met in a dignified way.

Our network of well designed, livable centres provides a wide range of housing options and opportunities to shop, work and gather. Our local businesses are resilient and diverse, providing the services we need and an array of employment opportunities. Education, art, culture and recreation enrich our daily lives; we are an active, healthy and creative community.

Our enviable pedestrian and cycling network connects us to our destinations and our unparalleled natural environment. Many people walk, cycle and take transit, leaving their cars at home as viable alternatives are available.

Our community is effectively addressing and adapting to the challenges of climate change. Our air is clean, our water is pure, our waste is minimal: our lifestyle is sustainable. We have ensured the District remains a great place to live, learn, work and play for generations to come.



VISION FOR 2030

The District of North Vancouver: Inspired by nature, enriched by people

PRINCIPLES

The District of North Vancouver Official Community Plan is guided by the following principles. Collectively these principles provide a decision-making framework to support the realization of the Plan's Vision and the implementation of the Plan's Goals.



ACTIVE LEADERSHIP

The District embraces opportunities and addresses challenges proactively, recognizing the key role of local government in defining its community.



ACCOUNTABILITY AND RESPONSIBLE GOVERNANCE

The District engages its residents continually, seeking open and transparent input into its decision-making, while demonstrating fiscal accountability through prudent management of our shared assets.



SUSTAINABILITY FOR FUTURE GENERATIONS

The District balances the environmental, social, cultural and economic needs of the community and is committed to its role in the stewardship of all that is valued for future generations.



COLLABORATION AND PARTNERSHIPS

The District recognizes the necessity and value of collaborating with Federal, Provincial, municipal and First Nation governments as well as agencies, educational institutions, social service organizations, and businesses.



GOALS

Together with the Vision and Principles, these Goals inform the policies, strategies and targets developed for the District of North Vancouver Official Community Plan.

1. Create a network of vibrant, mixed-use centres while enhancing the character of our neighbourhoods and protecting natural areas

2. Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life

3. Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents

4. Support a diverse and resilient local economy that provides quality employment opportunities

5. Provide a safe, efficient and accessible network of pedestrian, bike and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning

6. Conserve the ecological integrity of our natural environment, while providing for diverse park and outdoor recreational opportunities

7. Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change

8. Provide infrastructure to support community health, safety and economic prosperity, and facilities that enhance recreational opportunities, cultural activity and artistic expression

Strategic Directions

With Council's endorsement of the Vision, Principles and Goals in December 2009, **Identity DNV 2030** transitioned from asking what we want for the future of the community to exploring policies for how to make it happen. After thirty public and stakeholder themed policy workshops, four strategic directions for the future of the community emerged:

1. PLAN FOR A MORE BALANCED AND DIVERSE POPULATION

- Facilitate diverse housing choices and vibrant, age-friendly communities with a range of facilities and services

2. CREATE MORE COMPLETE, COMPACT AND CONNECTED COMMUNITIES

- Establish a network of connected town and village centres that support effective transit, walking and cycling; and focus growth and renewal in four key centres: Lynn Valley and Lower Lynn Town Centres and Maplewood and Lower Capilano-Marine Village Centres

3. REDUCE OUR ENVIRONMENTAL FOOTPRINT

- Conserve energy and reduce greenhouse gas emissions through compact, connected and "green" communities; and encourage the protection and enhancement of our natural systems

4. BECOME MORE ECONOMICALLY DYNAMIC AND SUSTAINABLE

- Encourage the protection, intensification and diversification of our employment lands, and a customer-oriented and business-friendly environment

These strategic directions, the Making Choices community forums in June 2010, and the workshops, meetings and open houses held on iterative drafts of the OCP from fall 2010 to spring 2011, shaped the objectives and the policies of the Plan.

Identity DNV 2030 was two years of intense, creative dialogue and input that is strongly represented in this OCP. While this OCP creates a roadmap to a sustainable DNV in 2030, there is further work to be undertaken. From conceptual sketches to fully evolved plans and fully realized centres, the community will be engaged at all stages of implementing the OCP. Housing action plans, a social strategy, a climate action plan, economic development and other opportunities will be advanced through the implementation of the OCP. Plan monitoring for success and course correction are vital to keeping this OCP relevant and to achieving the community's vision.

Plan Organization and Structure

This OCP is structured in three main parts and three schedules:

Part One: Community Structure - contains the land use related policies that address growth management, land use regulation, the parks network and transportation systems.

Part Two: Community Development - contains the policies that address the ways we can improve the quality of life in the District through social, environmental and economic development.

Part Three: Plan Management - focuses on implementation and identifies targets, indicators and baseline conditions to monitor success. It establishes a framework for future planning and strategic action plans and includes a financial statement to achieve long-term financial resiliency.

Schedule A - includes policies for the Town and Village Centres where growth and renewal is focused based on the "network of centres concept" including:

1. **LYNN VALLEY TOWN CENTRE**
2. **LOWER LYNN TOWN CENTRE**
3. **MAPLEWOOD VILLAGE CENTRE**
4. **LOWER CAPILANO - MARINE VILLAGE CENTRE**

Schedule B - contains the Development Permit Areas (DPAs), which provide statements that apply to all new development that takes place within a delineated DPA. Schedule B includes four categories of DPA, which are: (1) protection of the natural environment; (2) hazardous conditions; (3) form and character of development and (4) energy and water conservation and reduction of greenhouse gases. Each individual development permit area poses unique challenges and issues and therefore has statements of context, objectives and specific development guidelines that apply within that DPA only.

Schedule C - is the Regional Context Statement, which identifies the relationship and consistency between the OCP and the Regional Growth Strategy.

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PART 1 | Community Structure

1 Growth Management

2 Urban Structure

3 Employment Lands

4 Parks and Open Space

5 Transportation Systems

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1 Growth Management

2030 TARGET

75-90% of new residential units located in 4 key centres within the Network of Centres

The effective management of growth and change is one of the key functions of an OCP. Well planned growth and development can provide lasting benefits through the efficient use of land, resources, infrastructure, facilities and services. **The District's objective is to proactively manage growth and change in the District to achieve a compact, efficient, environmentally sustainable, prosperous and socially equitable community.**

Managing growth proactively requires a strong vision for land use in the District of North Vancouver. The concept that expresses this land use vision is a "network of centres": a hierarchy of different sized centres with a variety of housing, services and jobs that are accessible, connected, vibrant and unique places. This concept is illustrated on the Network of Centres Concept Map (Map 1). Directing growth into this urban structure supports a number of the OCP's goals. Sprawl is contained and impacts to natural areas are minimized. Improved transit becomes viable between centres and a more walkable environment is created within centres. Transportation-related greenhouse gases are reduced. Municipal infrastructure and services are provided more efficiently. Local businesses operate within vibrant hubs, while employment lands are preserved for their economic value. More diverse housing choices become available to meet the needs of residents at different stages of their lives. And importantly, the stability and character of residential neighbourhoods are sensitively preserved.

This OCP will strategically direct growth in a controlled manner to achieve the community's goals and vision. **Looking to 2030, the OCP identifies capacity for approximately 10,000 net new housing units, corresponding to a population increase of around 20,000 people and 10,000 new jobs. These figures are estimates only. They are provided to help guide planning and are not targets. This growth may or may not occur over the 20-year planning horizon to 2030 and will depend on market and other forces, including the capacity of infrastructure.** The policies and implementation strategies articulated in this Plan will ensure that future development will be guided in the public interest and work towards realizing the desired community benefits.

POLICIES

1. Accommodate growth and development within the existing built area and maintain the District's Urban Containment Boundary as shown on the Land Use Map (see Map 2)

2. Protect areas outside the Urban Containment Boundary by limiting to uses associated with outdoor recreation and tourism, watershed and resource management, conservation, rural residential living and research purposes

3. Establish a network of centres and corridors consistent with the Network of Centres Concept Map (see Map 1) and direct residential and commercial growth to these areas

4. Facilitate an appropriate mix and intensity of land uses in designated centres and corridors to support enhanced transit service provision

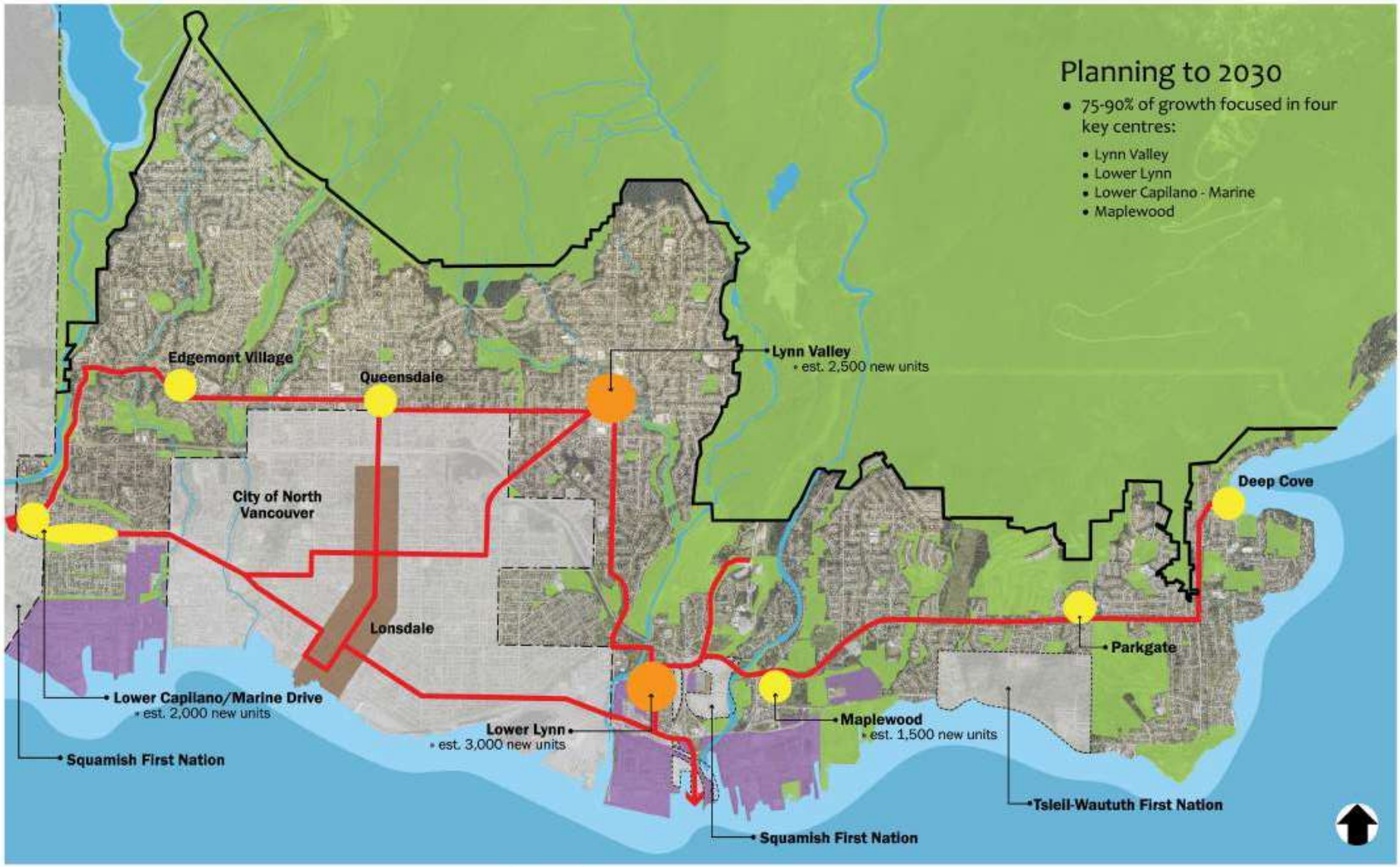
5. Respect residential neighbourhood character and limit growth in these areas

6. Integrate land use, transportation, and parks planning, infrastructure provision, urban design, and energy conservation to achieve efficiencies and vibrant places

7. Protect employment lands by limiting to uses predominantly associated with heavy industry, light industry, and general business and by limiting residential and retail uses

8. Work collaboratively with the City of North Vancouver, the District of West Vancouver, Squamish and Tsleil-Waututh First Nation governments, the regional transportation authority, Metro Vancouver, and Provincial and Federal agencies to effectively coordinate community and infrastructure planning





Map 1

Network of Centres Concept Map

Note: This map is conceptual in nature only

Legend

- Town Centre
- Village Centre
- Transit Corridor
- Urban Containment Boundary
- Industrial & Light Industrial
- Parks & Natural Areas

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2 Urban Structure

2030 TARGET

housing mix of 55% detached, 45% attached units

The urban structure of the District is shown conceptually on Map 1, Network of Centres Concept Map. It is comprised of two Town Centres (Lynn Valley and Lynn Creek) and six Village Centres (Lion's Gate, Edgemont, Queensdale, Maplewood, Parkgate and Deep Cove), along with Neighbourhoods and the Corridors that connect them. **In addition to the urban structure policies, which apply across the District, Schedule A of this OCP provides more detailed planning for the four primary growth centres in the District: Lynn Valley and Lynn Creek Town Centres and Lion's Gate and Maplewood Village Centres.** Further implementation of land use policies and OCP objectives is anticipated to occur through specific Centres Implementation Plans and Neighbourhood Infill Plans (Chapter 12.3.1).

2.1 Town Centres

2.2 Village Centres

2.3 Neighbourhoods

2.4 Transit Corridors

2.5 Land Use Designations for the Urban Structure

2.1 Town Centres

The Town Centres contain the broadest range of services and land uses in the District. As the highest category of centre, they are anticipated to receive significant growth over the time frame of this plan. The Town Centres are major nodes on the transit network and can be accessed by several bus routes. They function as municipal-wide destinations that contain major commercial uses like grocery and department stores and institutional uses like libraries and community centres. Office employment is encouraged. The Town Centres provide a variety of multifamily housing options within and around their commercial core and transition sensitively outwards to their surrounding neighbourhoods. High quality urban design enhances the public realm and pedestrian environment. **The District's objective for the Town Centres is to create vibrant and complete communities that provide diverse housing, employment and recreational opportunities.**

POLICIES

1. Designate Lynn Valley and Lower Lynn as the District's Town Centres and prepare detailed Town Centre Implementation Plans for these areas of growth

2. Direct residential growth to the Town Centres in the form of mixed-use and multifamily development to enable greater housing diversity and affordability

3. Concentrate new retail, service and major office development in the Town Centres to maximize transit and pedestrian access for employees and customers

4. Focus community infrastructure investment to the Town Centres to ensure that quality facilities and services meet the needs of their expanded populations, while recognizing District-wide needs

5. Transition sensitively outwards from the Town Centre with appropriate ground-oriented housing forms (such as townhouse) to adjacent residential neighbourhoods

6. Establish Development Permit Areas and Design Guidelines regulating the form and character of development to promote design excellence and reflect the unique qualities of each Town Centre



2.2 Village Centres

The Village Centres provide a focus for their surrounding neighbourhoods. They have a range of shops and services to meet most daily needs, but do not generally include major "destination" retail establishments such as department stores. Mixed-use development, such as apartments situated over shops, is a typical building form within the commercial core, with lower density multifamily housing (such as duplexes or townhouses) forming a peripheral area adjacent to the core. **The District's objective for the Village Centres is to build on their own unique characteristics to create distinct urban village environments.** More detailed planning for the Village Centres where growth is anticipated - Maplewood and Capilano - Marine - is provided for in this OCP in Schedule A. Significant changes to other Village Centres are not proposed in this plan and pre-existing Local Area Plan land uses have been integrated. The OCP provides for the opportunity for more detailed Village Centre Implementation Plans to be prepared or reviewed where appropriate in the future (Chapter 12).

POLICIES

1. Designate Lower Capilano-Marine, Edgemont, Queensdale, Maplewood, Parkgate and Deep Cove as the District's Village Centres

2. Prepare detailed Village Centre Implementation Plans for Maplewood and Lower Capilano-Marine as these are areas for revitalization and growth

3. Accommodate a range of multifamily, commercial and institutional uses in the Village Centres

4. Encourage the inclusion of upper floor residential units in new commercial development in core or high street areas

5. Concentrate development in the Village core and transition sensitively outwards with appropriate ground-oriented housing forms (such as duplex and townhouse) to adjacent residential neighbourhoods

6. Establish Development Permit Areas and Design Guidelines regulating the form and character of development to promote design excellence and reflect the unique qualities of each Village Centre

7. Ensure Village Centre Implementation Plans and their peripheral areas are consistent with the objectives and policies of the OCP and prepare or review Plans as necessary

8. Work with Capilano University to integrate residential, institutional or economic development within the university precinct into the District's urban structure

2.3 Neighbourhoods

The existing residential neighbourhoods in the District are largely comprised of detached houses. With a few exceptions, multifamily residences within neighbourhoods are ground-oriented (duplexes, triplexes or townhouses). Schools, corner stores and parks provide valuable amenities to surrounding residential uses. Neighbourhoods should be walkable, family-friendly places. Significant change is not anticipated in existing neighbourhoods. Sensitive residential infill opportunities may be considered to provide greater housing diversity or transition to adjacent uses through Neighbourhood Infill Plans and/or Housing Action Plans (Chapter 12). **Neighbourhood character and local support must be considered in these Plans and planning processes. The District's objective for Neighbourhoods is to provide safe, beautiful and inclusive environments for residents of all ages.**

POLICIES

1. Maintain ground-oriented detached and attached housing as the predominant residential forms

2. Accommodate the provision of schools, community facilities and other institutional uses and maintain public assembly uses where feasible

3. Integrate a network of parks and open spaces throughout neighbourhoods

4. Encourage the preservation of local commercial uses (corner stores) in neighbourhoods and encourage new local commercial uses where appropriate

5. Prepare Housing Action Plan(s) to identify criteria for low intensity infill housing, such as coach and laneway housing and small lot subdivision as appropriate

6. Enable sensitive redevelopment in appropriate areas, such as locations adjacent to existing multifamily or commercial uses, through Neighbourhood Infill Plans



Create a network of vibrant, mixed-use centres while enhancing the character of our neighbourhoods and protecting natural areas

2.4 Transit Corridors

The transit corridor concept illustrated in the Network of Centres Concept Map (Map 1) supports the OCP's urban structure by connecting the Town and Village Centres along key corridors. These corridors receive, or may potentially receive, frequent transit service provision (defined as every 15 minutes or better, throughout the day, 7 days a week). To support the provision of this level of service, the regional transportation authority allows portions of transit corridors to be designated Frequent Transit Development Areas in collaboration with municipalities. **The District's objective is to achieve the regional designation of Lower Lynn Town Centre and Capilano - Marine Village Centre as Frequent Transit Development Areas. As the District's Municipal Town Centre[1] , Lynn Valley is also a priority for frequent transit.** Other opportunities for strategic densification in areas in immediate proximity to transit corridors may arise over the horizon of this plan. These should occur at different scales to ensure a sensitive and appropriate fit to their surrounding uses and would be addressed through Centres Implementation or Neighbourhood Infill Planning processes as outlined in 12.3.1.

POLICIES

1. Work with the regional transportation authority and Metro Vancouver to establish Lower Lynn Town Centre and Capilano - Marine Village Centre as Frequent Transit Development Areas (see Regional Context Statement, Schedule C)

2. Consider designating additional Frequent Transit Development Areas as appropriate over time where such designation is consistent with OCP land use and transportation objectives

3. Enable sensitive densification of appropriate scale at strategic locations along transit corridors within the Network of Centres through Centres Implementation or Neighbourhood Infill Planning processes

4. Designate transit-oriented areas as prescribed in the Local Government Act

2.5 Land Use Designations for the Urban Structure

Map 2 is the Land Use Map for the District. It designates the preferred location of land uses. Map 2 identifies the location, amount, type, and density of residential development required to meet the anticipated housing needs over a period of 20 years, as identified in the most recent Housing Needs Report, as required by the *Local Government Act*. Features on Map 2 other than land use are provided for orientation and reference only; "proposed roads in centres" are conceptual and applicants should refer to relevant implementation plans

1 Lynn Valley is identified as the District's Municipal Town Centre in the proposed Regional Growth Strategy and this designation is reflected in the District's Regional Context Statement (Schedule C). This designation recognizes Lynn Valley's existing role as a municipal-serving hub. As OCP implementation advances, Lower Lynn may also be considered for addition to the Regional Growth Strategy as a Municipal Town Centre.

for details. The residential, commercial and institutional land use designations on Map 2 are described in the following table. The references to Floor Space Ratios (FSR) in the table provide guidance regarding the general massing and approximate density of development. The term "Floor Space Ratio", as used in the table, means generally the ratio of the floor area of a proposed development over the area of the lot or lots upon which the development is to be located. It does not regulate actual densities on individual lots, that being the function of the District's Zoning Bylaw. 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.

RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL
Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. Detached rural residences are generally allowed up to approximately 0.35 FSR.

RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL
Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

RESIDENTIAL LEVEL 3: ATTACHED RESIDENTIAL
Areas designated for attached residential are intended predominantly for ground-oriented multifamily housing within neighbourhoods, or as a transition between higher density sites and adjacent detached residential areas. Typical housing forms in this designation include duplex, triplex and attached row houses up to approximately 0.80 FSR.

RESIDENTIAL LEVEL 4: TRANSITION MULTIFAMILY
Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.

RESIDENTIAL LEVEL 5: LOW DENSITY APARTMENT
Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT
Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 1
Areas designated for commercial residential mixed-use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 2
Areas designated for commercial residential mixed-use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 3
Areas designated for commercial residential mixed-use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District's Centres. Development in this designation may include residential or commercial uses, which encompass retail, office and service uses, or a mix of these residential and commercial uses.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 4
Areas designated for commercial residential mixed-use level 4 are intended predominantly to provide for high density uses up to approximately 4.5 FSR. Development in this designation may include residential or commercial uses, which encompass retail, office service and hotel uses, or a mix of residential and commercial uses.

COMMERCIAL
Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.

INSTITUTIONAL
Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.







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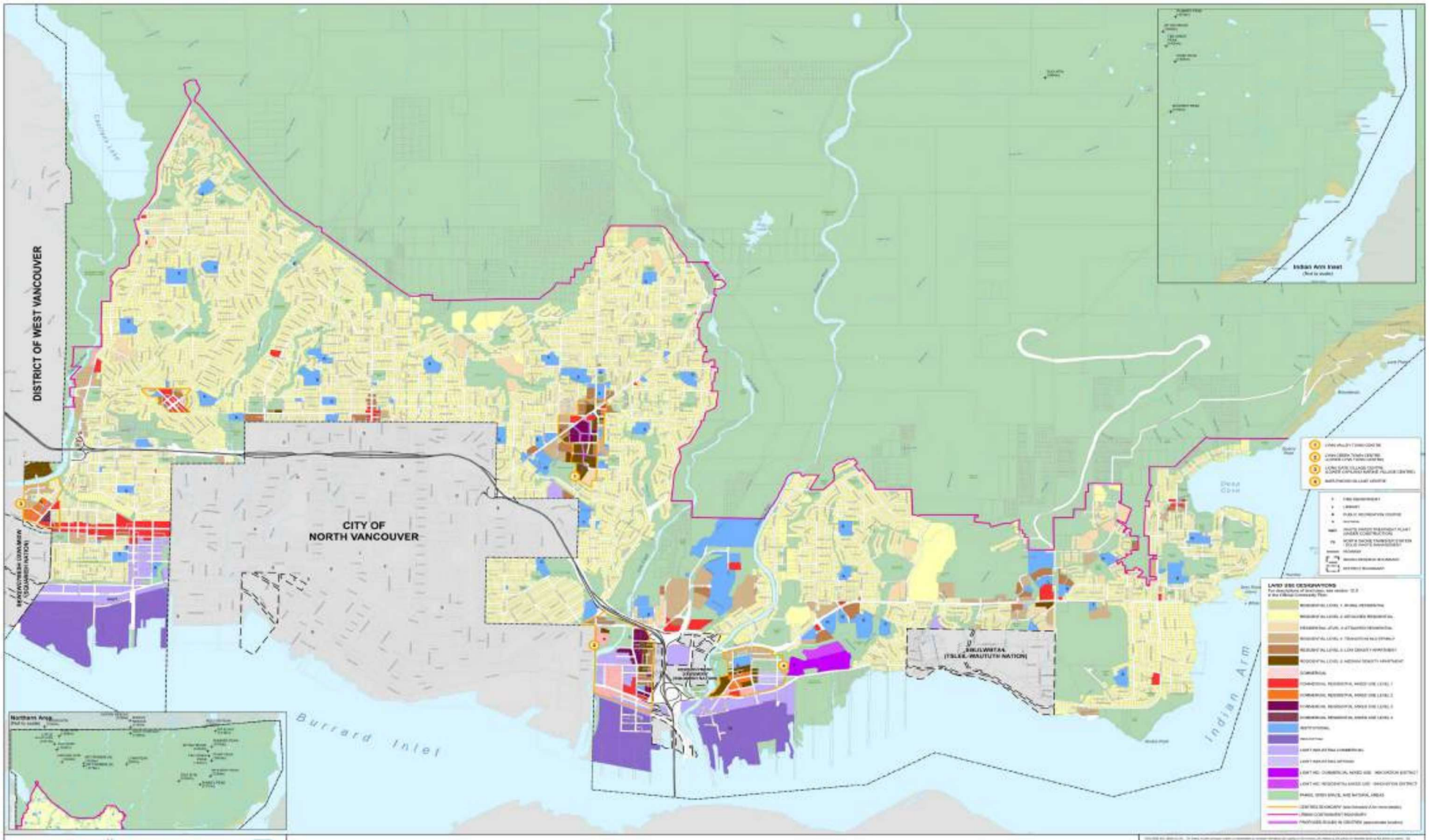

Map above published on 2025-11-18. For most up to date map, click here.

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3 Employment Lands

2030 TARGET

33% increase in built square feet in employment lands

3.1 Protecting the Employment Function of Employment Lands

3.2 Intensifying Uses on Employment Lands

3.3 Enabling a Diverse Range of Economic Uses within Employment Lands

3.4 Ensuring a High Quality Business Environment in Employment Lands

3.5 Land Use Designations for Employment Lands

The urban structure (Chapter 2) provides diverse opportunities for economic activity such as office and retail in centres, employment in schools and Capilano University and home-based businesses. In addition to these, our industrial and light industrial employment lands play a vital role in achieving our vision of becoming a more complete and balanced community. These areas are predominantly dedicated to employment uses. The development of employment lands should provide for a continued and expanded supply of quality local jobs, enable reduced commuting times and associated greenhouse gas emissions and enhance the municipality's prosperity. **The District's objective for employment lands is to encourage wealth-generating investment resulting in net new employment and increased tax revenue, which benefits the whole community.**

Located in Lower Capilano, Lower Lynn, and Maplewood, land use in these employment areas is comprised of two designations: **Industrial and Light Industrial Commercial**. Uses in the Industrial designation relate

to port-oriented and major industrial type uses such as transportation, warehousing, and manufacturing. Port lands are under federal jurisdiction and are managed by Port Metro Vancouver. Uses in the Light Industrial Commercial designation relate to light industrial and business or "tech" park type uses including research and development. Most retail uses are restricted in both designations, as the walkable and transit-friendly network of centres are better locations for these types of business. Residential uses are also controlled in employment lands, to prevent the erosion of lands available to business and industry. Additional Economic Development policies are found in Chapter 8.

3.1 Protecting the Employment Function of Employment Lands

The District's objective is to ensure an adequate supply of land for business exists to enable significant economic activity and jobs in the community. Protecting employment lands provides stability and reassurance to existing and potential business owners and industries, which increases the likelihood of long-term business investment in the community.

POLICIES

1. Monitor the availability of Industrial and Light Industrial Commercial land and developable floor space to facilitate an adequate supply for economic growth

2. Limit residential uses to accessory care-taker units, and to live-work units in Light Industrial Commercial areas within or proximate to the network of centres

3. Direct major retail uses to the network of centres and limit retail in Industrial and Light Industrial Commercial areas to compatible accessory uses and to appropriate conditional uses

4. Direct major office uses to sites within and proximate to the network of centres

3.2 Intensifying Uses on Employment Lands

With constraints on land supply, it is important to make efficient use of available areas on all employment lands. Intensifying economic uses in employment lands allows businesses to grow while keeping their overall footprint in the community small. **The District's objective is to make more intense use of our employment land base.** This means more jobs per acre, more opportunities for new business, and more revenue generating opportunities within the community.

POLICIES

1. Encourage a productive and efficient use of employment lands

2. Encourage infill development and the redevelopment of under utilized sites with Industrial and Light Industrial Commercial uses

3.3 Enabling a Diverse Range of Economic Uses within Employment Lands

Diversity provides stability across the ups and downs of particular industries and sectors, which helps ensure our ongoing vibrancy. The economy is continually changing, and over the long-term horizon of this plan it is important for businesses to be able to change to take advantage of new opportunities, introduce new products, and use new technologies. Some businesses need many uses on the same site. **The District's objective is to provide flexibility for businesses to grow and adapt, while avoiding land use conflicts.**

POLICIES

1. Encourage flexibility of compatible uses while preserving the primary function of employment lands
2. Preserve Industrial designated lands for industrial uses and uses that are accessory or supportive of industrial activities
3. Facilitate an appropriate mix of light industrial and non-retail commercial uses in Light Industrial Commercial designated lands



3.4 Ensuring a High Quality Business Environment in Employment Lands

As businesses can often choose to locate in a number of municipalities, it is important to ensure the District remains an attractive and competitive location for a wide range of business types with well-served, high quality employment spaces. **The District's objective is to attract new businesses and encourage existing businesses to reinvest or expand.**

POLICIES

1. Promote infrastructure, transportation and municipal service improvements in areas designated for Industrial and Light Industrial Commercial uses
2. Encourage high quality development standards to create desirable employment locations
3. Encourage effective buffering and transitioning between employment and non-employment lands

3.5 Land Use Designations for Employment Lands

The following land use designations on the OCP Land Use Map (Map 2) are described below:

INDUSTRIAL
Areas designated for industrial are intended predominantly for a range of manufacturing, warehousing, transportation, service, and port-related uses. Limited office, limited retail and residential caretaker uses may be permitted.

LIGHT INDUSTRIAL ARTISAN
Areas designated for light industrial artisan are intended predominantly for a mix of small-scale light industrial, warehouse, service, utility and residential uses up to approximately 2.50 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limitedoffice, and limited retail uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL
Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL MIXED-USE - INNOVATION DISTRICT

Areas designated for light industrial commercial mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and commercial uses, such as retail, service and office, are typically expected above street level. Supportive uses including limited institutional, and limited recreational uses may be permitted.

LIGHT INDUSTRIAL RESIDENTIAL MIXED-USE - INNOVATION DISTRICT

Area designated for light industrial residential mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility, and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited institutional, limited recreational, and residential-only uses may be permitted.

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4 Parks and Open Space

2030 TARGET

increase park, open space and/or trails in growth centres and continue to exceed minimum standard of 2 ha for community and neighbourhood park/1000 District-wide

Our quality of life is directly influenced by our parks and open space. Parks and open space provide opportunities for active and passive recreation, places for people to gather, space to relax and experience nature, and linkages between community facilities and other destinations. They form the core of the District's natural environment providing habitat and protecting ecological health (Chapter 9). Maintenance and reinvestment of parks and open space is as important as acquiring new lands. **The District's objective is to provide a variety of year-round recreational experiences, meet the needs of users, and protect the ecological integrity of our natural systems.**

4.1 Parks and Open Space System

4.2 Parkland Standards and Acquisition

4.3 Land Use Designation for Parks and Open Spaces

4.1 Parks and Open Space System

The District has an abundance of natural and urban parkland and trails that are highly valued by District residents. Provincial and Regional Parks and conservation areas within the District of North Vancouver are also important natural assets with significant ecological, recreational, community health, heritage and aesthetic values. **The District's objective is to maintain a diverse, high quality parks and open space system that serves a range of community needs and protects the natural environment, comprising:**



» **District Parkland** - serves all District residents by providing unique park, recreation and natural environment experiences



» **Community Parkland** - serves several neighbourhoods and includes parks for organized recreational opportunities, trails and natural features



» **Neighbourhood Parkland** - smaller localized parks providing limited active and passive recreational opportunities serving residents within a reasonable walking distance



» **Natural Parkland** - protects environmentally sensitive lands, habitats and wildlife, separating urban uses and providing trail linkages



» **Trails and Greenways** - contribute towards an integrated and connected system that links destinations and provides opportunities for walking, hiking, and cycling



» **Blueways and Waterfront** - rivers, creeks and waterfront that have highly valued environmental, recreational, cultural, heritage and economic significance

The District's parks, open space and major trails systems are generally as shown on the Parks and Trails Concept Map (Map 3).

POLICIES

1. Develop and implement a Parks and Open Space Strategic Plan consistent with the OCP to manage and improve the District's parks and trails system
2. Manage District parkland according the type of parkland and measures to be set out in the District's Parks and Open Space Strategic Plan
3. Support the long-term protection of regionally significant Recreation and Conservation lands identified on Map 14, Regional Features (Schedule C), from urbanization
4. Develop and maintain the District-wide network of trails and greenways shown conceptually on Map 3, Parks and Trails Concept Map, focussing on completing trails identified in the Parks and Open Space Strategic Plan and improving trail connections to the community
5. Explore opportunities to increase connectivity to Regional and Provincial Parks and participate in Regional Greenways initiatives
6. Consider and pursue appropriate opportunities to provide improved waterfront access as part of the current system of walkways, street-ends, viewpoints, public wharves and boat launches
7. Support appropriate non-motorized water recreation and facilities in District waterfront parks
8. Improve access and enhance signage/way-finding to parks, open spaces and trails for a diversity of people and abilities
9. Recognize the importance of school fields/play areas as community recreation assets and seek to maintain these uses where appropriate
10. Encourage the on-site inclusion of usable open space and play opportunities with new multifamily development as appropriate
11. Design and manage recreational facilities in natural parkland and waterfront areas to support the protection of ecological systems, cultural and archaeological resources
12. Consider allowing appropriate commercial activities and special events in parks that do not impact environmental systems or impede public access and enjoyment
13. Explore additional and coordinated opportunities for volunteer citizen engagement in simple parks maintenance, cleanup and enhancement
14. Work with adjacent municipalities, regional, provincial and federal governments, local First Nations governments and community groups to provide and maintain a coordinated system of parkland, trails, services and facilities while protecting ecological and cultural resources
15. Advance the Spirit Trail, which would provide a multi-use trail linking Deep Cove to Horseshoe Bay, in consultation and collaboration with the North Shore governments, the Province and other partners

4.2 Parkland Standards and Acquisition

The District has an abundance of natural and urban parkland and trails but there are a few areas that are inadequately served with neighbourhood and community level parks. Some of these inadequacies are satisfied through school site sports fields and play areas. Over time, there will also be an increasing demand for park space in the Town and Village Centres where growth occurs. **The District's objective is to ensure that all neighbourhoods are well served by the parks system.**

POLICIES

1. Support the provision of passive and active outdoor recreational opportunities within reasonable walking distance of every neighbourhood

2. Provide new parkland, open space and greenway trails as part of planning processes for Town and Village Centres undergoing growth and change

3. Explore means to utilize parkland more efficiently including opportunities for joint use with schools

4. Update and adapt local park facilities to suit current needs and changing demographics

5. Develop a strategy for parkland acquisition to address needs and opportunities regarding parkland within the developed and natural areas of the District

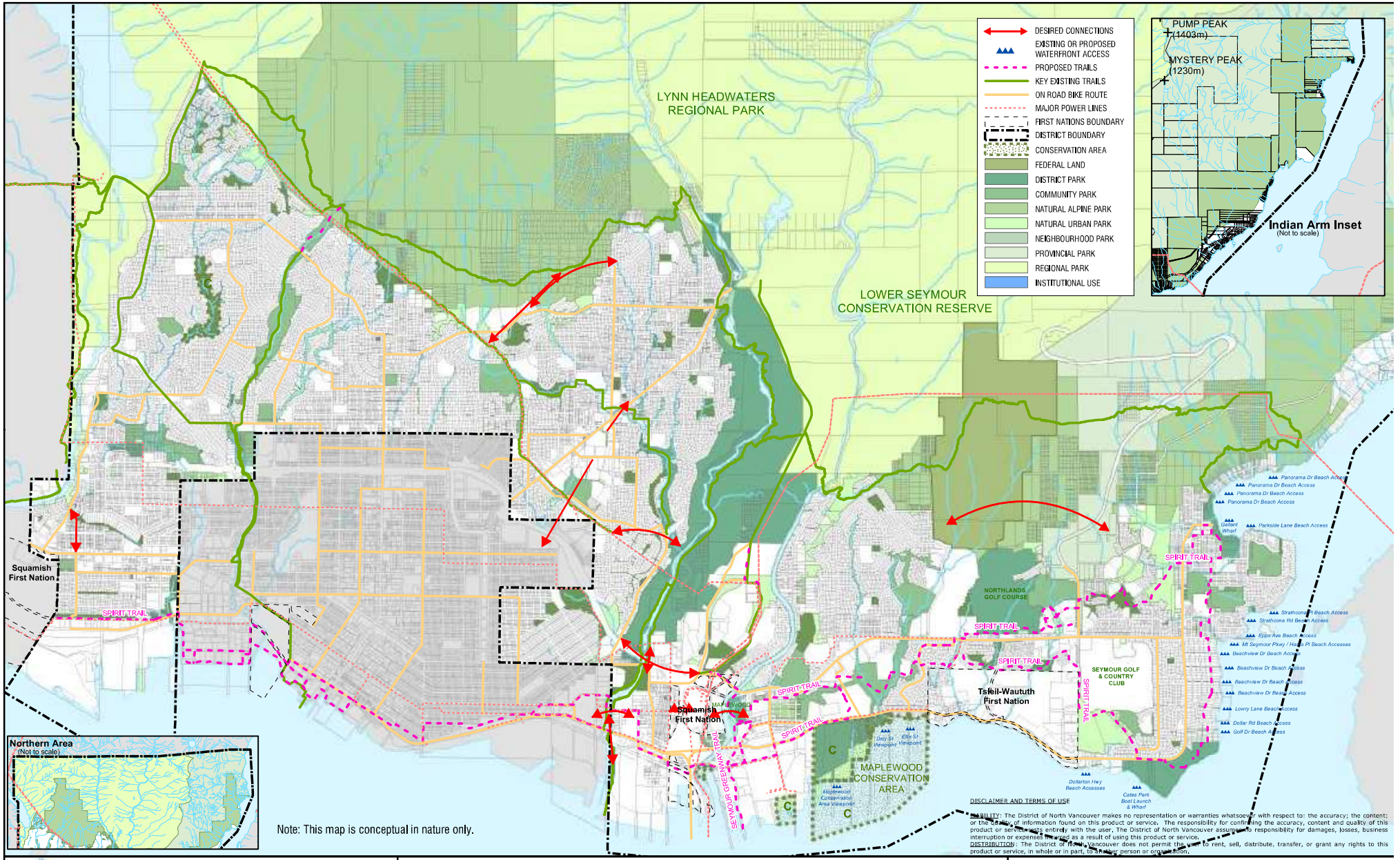
6. Consider the purchase or dedication of additional natural parkland through the Parks Acquisition Strategy where such lands provide important trail linkages, ecological functions, waterfront access, protect natural hazardous lands or offer unique educational, cultural or recreational opportunities

7. Encourage strategic parkland acquisitions through donation of private lands, eco-gifting, legacy funding, the development process and other means

4.3 Land Use Designation for Parks and Open Spaces

The following land use designation on the OCP Land Use Map (Map 2) is described below:

PARKS, OPEN SPACE, AND NATURAL AREAS
Areas designated for parks, open space and natural areas are intended for a range of public and private uses focussed principally on the protection and preservation of ecologically important habitat areas, the regional drinking water supply, or the provision of diverse parks, outdoor recreational, or tourism opportunities.


DESIRED CONNECTIONS
EXISTING OR PROPOSED WATERFRONT ACCESS
PROPOSED TRAILS
KEY EXISTING TRAILS
ON ROAD BIKE ROUTE
MAJOR POWER LINES
FIRST NATIONS BOUNDARY
DISTRICT BOUNDARY
CONSERVATION AREA
FEDERAL LAND
DISTRICT PARK
COMMUNITY PARK
NATURAL ALPINE PARK
NATURAL URBAN PARK
NEIGHBOURHOOD PARK
PROVINCIAL PARK
REGIONAL PARK
INSTITUTIONAL USE
PUMP PEAK (1403m)
MYSTERY PEAK (1230m)
Indian Arm Inset
(Not to scale)
LYNN HEADWATERS REGIONAL PARK
LOWER SEYMOUR CONSERVATION RESERVE
Squamish First Nation
SPIRIT TRAIL
NORTHLANDS GOLF COURSE
SEYMOUR GOLF & COUNTRY CLUB
Tsleil-Waututh First Nation
MAPLEWOOD CONSERVATION AREA
SEYMOUR GREENWAY TRAIL
Northern Area
(Not to scale)
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Phone: 604.990.2311 www.geoweb.dnv.org gis@dnv.org
MAP 3
THE DISTRICT OF NORTH VANCOUVER
PARKS AND TRAILS CONCEPT MAP
May 30, 2018
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5 Transportation Systems

2030 TARGET

35% of District resident trips are by walking, cycling or transit

Our ability to move around quickly, safely, affordably, and comfortably affects every aspect of our lives. The ability of goods and freight to move efficiently and the ability of workers and clients to access our local businesses all influence the economic vitality of our municipality. The mode of transportation we use also has consequences for our environmental and personal health: walking to the bus stop or cycling to work, for example, can both reduce greenhouse gas emissions and provide good exercise. The transportation needs and patterns of the community are changing, with most of our trips now being made for non-work purposes, outside of rush hour, and within the North Shore. **The District's objective is to respond to our changing needs and meet our social, economic and environmental goals by providing greater transportation choice.**

5.1 Transportation and the Network of Centres

5.2 The Pedestrian Network

5.3 The Bicycle Network

5.4 The Transit Network

5.5 The Road Network and Goods Movement

5.1 Transportation and the Network of Centres

The District's objective is to strategically integrate transportation and land use planning. The more nodal, concentrated development pattern promoted by this plan will facilitate a move away from the high reliance on the car that our existing dispersed land use pattern imposes. Locating housing, jobs, shops and services in closer proximity makes walking and cycling more viable and transit more efficient. **This plan provides land use directions for four centres: Lynn Valley, Lower Lynn, Lower Capilano - Marine and Maplewood. Policies below apply principally to these locations.** While significant growth is not directed to other locations on the network of centres, it is recognized that any future development elsewhere on the network should be guided by the policies provided here.

POLICIES

1. Plan for an appropriate density and mix of uses to support the provision of frequent transit service
2. Work with the regional transportation authority to provide appropriate transit infrastructure and facilities
3. Encourage the integration of transit access in the design of new developments
4. Encourage and facilitate access for people of all abilities in the design of centres and transit corridors
5. Encourage new developments to provide high quality pedestrian facilities and improve the public realm
6. Support pedestrian connectivity within and to centres by providing a continuous pedestrian network
7. Provide a range of on-street and off-street cycling infrastructure within centres and routes into centres
8. Consider, where appropriate, reducing vehicle parking requirements for new developments in centres and corridors well served by transit to encourage alternate modes of transportation and increase housing affordability
9. Consider transportation demand management measures, such as end-of-trip facilities, secure bicycle or scooter parking facilities, transit pass subsidies, and car-sharing



5.2 The Pedestrian Network

Creating more walkable communities facilitates and promotes easy access to services and facilities, livability and community and environmental health. **The District's objective is to ensure safe and comfortable opportunities to walk are provided for pedestrians throughout the community for a variety of trip purposes.**

POLICIES

1. Assess the needs of pedestrians in all road improvement projects and design projects to address needs accordingly
2. Improve District-wide pedestrian connectivity through sidewalk network improvements
3. Improve pedestrian comfort and safety by employing traffic calming and crossing improvements where appropriate
4. Encourage pedestrian-friendly features, public realm improvements, and accessibility for people of all abilities in the design of major developments
5. Work with schools to provide safe walking and cycling routes to schools
6. Integrate the pedestrian network with the parks and urban trail system where feasible and appropriate
7. Improve pedestrian connections and accessibility to transit and enhance pedestrian comfort and safety where necessary

Provide a safe, efficient and accessible network of pedestrian, bike and road ways and enable viable alternatives to the car through effective and coordinated land use and transportation planning



5.3 The Bicycle Network

Cycling is often the fastest mode of transportation for trips in urban areas and provides significant health and environmental benefits. Many cyclists use our existing road network, but some routes pose challenges such as gaps, barriers, and a lack of signage. **The District's objective is to provide a more complete cycling network that is safe and efficient for both recreational and commuter cyclists.** The conceptual layout of the cycling network in the District is generally shown on the Bicycle Plan Concept Map (Map 4).

POLICIES

1. Assess the needs of cyclists in all road improvement projects and accommodate bicycles in new and existing roadways when opportunities exist

2. Improve District-wide cycling connectivity and prioritize network expansion to areas with high cycling potential through implementation of the Bicycle Plan conceptually shown on Map 4

3. Provide a range of on-street and off-street cycling infrastructure

4. Coordinate efforts with public, private, and non-governmental partners to establish a cycling network on the North Shore that connects to the wider region

5. Integrate the bicycle network with the parks and urban trail system where feasible and appropriate

6. Require major new commercial, multifamily and municipal developments to include adequate end-of-trip bicycle facilities, such as bicycle parking and change rooms

7. Improve cycling connections to transit and work with the regional transportation authority to make bicycle-transit integration convenient and intuitive




PROPOSED OVERPASS/BRIDGE IMPROVEMENT
EXISTING ON-STREET BIKE ROUTE
PROPOSED ON-STREET BIKE IMPROVEMENT
EXISTING URBAN TRAIL ROUTE
PROPOSED URBAN TRAIL IMPROVEMENT
DISTRICT OF WEST VANCOUVER
CITY OF NORTH VANCOUVER
Monroyal Blvd
Highland Blvd
Delbrook Ave
Capilano Rd
Ridgewood Dr
Paisley Rd
W Queens Rd
E Braemar Rd
Dempsey Rd
Fromme Rd
William Ave
E 29th St
E 27th St
Ross Rd
Lynn Valley Rd
Kirkstone Rd
Lonsdale Ave
Mountain Hwy
Arbutus Dr
Lillooet Rd
Berkley Ave
Sechelt Dr
Mt Seymour Rd
Indian River Dr
Deep Cove Rd
Marine Dr
W 15th St
Welch St
W 1st St
W 1st St
Grand Blvd
E Keith Rd
Fern St
Main St
Riverside Dr
Mt Seymour Pkwy
Dollarton Hwy
Fairway Dr
99
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GEOGRAPHIC INFORMATION SYSTEMS
MAP 4
THE DISTRICT OF NORTH VANCOUVER
BICYCLE PLAN CONCEPT MAP

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5.4 The Transit Network

Transit is the most environmentally-efficient method of moving large numbers of people and helps reduce congestion by keeping more cars off the road. Transit is also intended to be universally accessible to people of all ages, incomes and abilities. **The District's objective is to support the delivery of an enhanced and more integrated transit system across the community.**

POLICIES

1. Assess transit needs in all road improvement projects and address design implications accordingly
2. Work with the regional transportation authority to determine the frequent transit network and integrate the District's network of centres concept into area transit planning and priorities
3. Work with the regional transportation authority to designate Frequent Transit Development Areas at Lower Capilano-Marine Village Centre and Lower Lynn Town Centre and to provide supporting transit facilities and services
4. Provide transit-supportive road treatments such as transit lanes, signal timing, bus bay bulges and queue jumpers in portions of transit corridors where appropriate
5. Facilitate convenient access to transit in the design of all development along the network of centres
6. Encourage a multi-modal network along transit routes through enhanced walking and cycling facilities
7. Identify opportunities for park and ride facilities near transit exchanges in consultation with the regional transportation authority
8. Work to provide universal access at all transit stops
9. Explore the potential for alternative transit models, routes or providers such as community shuttle services, taxis and water taxis
10. Work with the School District, the regional transportation authority and other potential partners to explore opportunities to enhance bus service to schools where needed
11. Advocate for the establishment of a third SeaBus



5.5 The Road Network and Goods Movement

The District's road network is an important community asset used for different purposes by different users and modes. **The District's objective is to manage road infrastructure in such a way that enables the efficient movement of goods and people, while improving road safety and minimizing impacts on local neighbourhoods.** More specific policy directions for transit and bicycle users of the road network, and adjacent pedestrian infrastructure, have been provided above. The conceptual layout of the roads and goods movement network in the District is generally shown on the Roads and Goods Movement Concept Map (Map 5).

POLICIES

1. Assess the needs of all road users and all modes of transportation in road improvement projects
2. Assess and identify portions of the road network within transit corridors for priority use by transit and/or high occupancy vehicles
3. Facilitate effective goods movement and work with government agencies and land owners to improve access to key port, industrial and commercial areas, while encouraging goods movement by rail or water
4. Facilitate emergency vehicle access across the road network
5. Design and manage main arterial roads to provide for improved vehicle flow and mobility
6. Design and manage streets serving primarily local traffic and residential access for slower speeds to reduce risk of crash and injury, and to discourage cut-through traffic
7. Explore possibilities for new strategic east-west linkages to the road network as a means to reduce trip length and ensure alternative access when a major route is blocked
8. Monitor the development of alternative energy and low emissions vehicles and devise supportive policies for establishing community charging stations and plug-in facilities as necessary
9. Improve road safety for all users and implement appropriate safety improvements
10. Continue to work with the Federal Government, Province, the regional transportation authority, other North Shore municipalities and First Nations governments to identify and advance opportunities to improve vehicle and transit access at the bridgeheads

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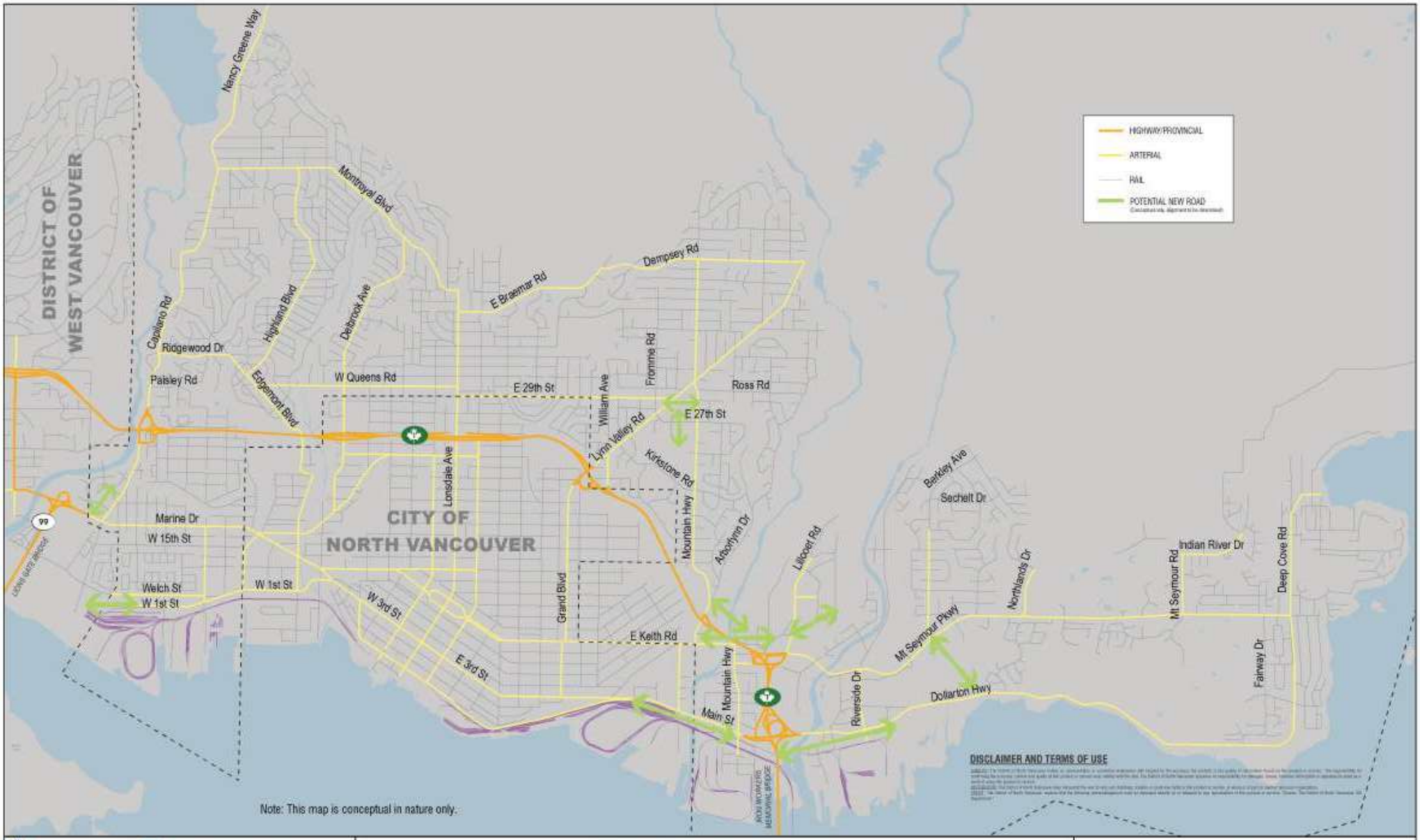
DISTRICT OF WEST VANCOUVER
CITY OF NORTH VANCOUVER
Nancy Greene Way
Montroyal Blvd
Capilano Rd
Ridgewood Dr
Highland Blvd
Delbrook Ave
Dempsey Rd
E Braemar Rd
Paisley Rd
Edgemont Blvd
W Queens Rd
E 29th St
William Ave
Fromme Rd
Ross Rd
E 27th St
Lynn Valley Rd
Kirkstone Rd
Lonsdale Ave
Mountain Hwy
Ashbrynn Dr
Lillooet Rd
Berkley Ave
Sechelt Dr
Northlands Dr
Mt Seymour Rd
Indian River Dr
Deep Cove Rd
Fairway Dr
Marine Dr
W 15th St
Welch St
W 1st St
W 3rd St
Grand Blvd
E Keith Rd
E 3rd St
Main St
Mt Seymour Pkwy
Dollarton Hwy
Riverside Dr
HIGHWAY/PROVINCIAL
ARTERIAL
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POTENTIAL NEW ROAD
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identity
MAP 5
THE DISTRICT OF NORTH VANCOUVER
ROADS AND GOODS MOVEMENT CONCEPT MAP
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PART 2 | Community Development

6 Social Well-Being

7 Housing

8 Economic Development

9 Environmental Management

10 Climate Action

11 Infrastructure

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6 Social Well-Being

2030 TARGET

a community hub facility within easy access of every centre

Local governments have a critical role to play in making neighbourhoods healthy, vibrant, diverse and inclusive. Fulfilling this role requires a combination of direct municipal action as well as partnering with various organizations, government agencies and non-profit service providers. **The District's objective is to foster a safe, socially inclusive and supportive community that enhances the health and well-being of its residents.** OCP policies related to social well-being contribute to the health and vitality of the District and strive to address the needs of all citizens, including those that are most vulnerable and marginalized. These policies are also aimed at empowering the community to develop services and supports to meet its own needs. Increasing demands for existing services, changing demographics and other emerging issues, require that the District respond in a coordinated and comprehensive manner to ensure the continued livability and sustainability of the community. A Social Strategy will provide further direction on coordination and implementation of these OCP policies.

6.1 Citizen Engagement

6.2 Arts, Culture, Libraries, Leisure and Recreation

6.3 Community Services, Programs, and Facilities

6.4 Personal and Public Safety

6.5 Heritage and Archaeological Resources

6.1 Citizen Engagement

The District's objective is to involve citizens meaningfully in civic affairs and community life. Effective civic engagement builds strong communities, leads to greater public participation and interest in the things we share, and facilitates more responsive governance and better decision-making.

POLICIES

1. Provide opportunities for all citizens to meaningfully participate in civic affairs and community life
2. Utilize effective and leading edge communication tools and outreach efforts to enhance citizen engagement
3. Encourage and support community capacity building



6.2 Arts, Culture, Libraries, Leisure and Recreation

Arts, culture, recreation and library services play an enormous role in building a healthy and creative community. They are vital to the fabric of our community and strengthen our identity. **The District's objective is to support lifelong learning, active living and cultural and artistic expression.** Community spaces like libraries and recreation centres are heavily utilized and their effective provision along with delivery of associated services is key to community health. In addition to providing access to opportunities for learning, exercise and cultural expression, these various facilities also act as hubs for socializing and building community connectedness.

POLICIES

1. Foster an environment that promotes creativity and cultural expression and facilitates community access and engagement in arts and cultural experiences

2. Support the development and delivery of creative community events and activities that celebrate the full spectrum of diversity of the District, build on the District's unique identity and engage local residents, artists and businesses

3. Further develop working partnerships with local First Nations to foster the expression of their cultural identity

4. Promote healthy and active living and inclusive community participation in leisure and recreation activities throughout the District

5. Encourage and facilitate a broad range of leisure and recreation opportunities to match community needs and interests that are accessible through the development and coordination of public and non-profit services

6. Provide accessible library services and resources to facilitate lifelong learning for residents of all ages, backgrounds and abilities

7. Promote and provide technologies that improve access and efficiencies as part of the service continuum for libraries, arts, cultural and recreation services

8. Provide responsive and appropriate library, arts, cultural and recreation services to under-served and developing neighbourhoods



6.3 Community Services, Programs, and Facilities

The District's objective is to provide, facilitate and support a range of community programs and social services that meet the needs of the community. Most citizens need community support and social services at some point in their lives. A strong network of community programs and services for children, youth, adults, families, seniors, at risk populations, and those with a range of abilities and means, supports individuals and a healthy community.

POLICIES

1. Facilitate the delivery of accessible community services and social programs to meet the current and future needs of all District residents
2. Plan and support initiatives for an age and disability-friendly community
3. Facilitate the provision of accessible services, programs, and facilities that encourage seniors and people with disabilities to function independently
4. Promote the establishment and maintenance of affordable quality child care services
5. Support orientation and community services including provision of housing to support newcomers
6. Support the creation of a network of community hubs to provide services to residents in a coordinated and cost effective manner
7. Support the role of schools as neighbourhood centres of learning with comprehensive and integrated community facilities and services
8. Encourage the retention of sufficient space in surplus public facilities (schools, churches, recreation centres) to meet changing community needs (such as adult daycare, childcare)
9. Explore and pursue a variety of governance and partnership models regarding service delivery within municipal buildings
10. Enhance programming and service connections between outdoor and indoor community facilities
11. Support civic and community partners with resources, information sharing and collaboration in the achievement of District objectives
12. Encourage sustainable, local food systems through initiatives such as promotion of healthy, local foods and food production, and the facilitation of community gardens, farmers markets, urban agriculture initiatives in appropriate locations
13. Integrate opportunities for urban agriculture in planning Town and Village centres
14. Collaborate with Vancouver Coastal Health and other community partners in their efforts to provide increased access for all members of the community to safe, nutritious food
15. Develop a food policy that defines the District's vision and commitment to facilitating a food system that supports long-term community and environmental health

6.4 Personal and Public Safety

The District's objective is to create safe and caring communities. This means working proactively to prevent risks, and being able to respond to emergencies, crime and disorder in a collaborative and effective manner.

6.4 POLICIES

1. Ensure that effective and coordinated services supporting personal safety, including policing, emergency aid, fire safety, disaster response, and support services, are in place across the District
2. Support and advocate for coordinated programs and services to prevent and address crime, violence, and substance abuse
3. Work with community partners, stakeholders and service providers to address safety and security, crime prevention, education, victims' rights and to promote positive intercultural relationships
4. Review community policing models and provide community policing as appropriate
5. Prepare a fire service policy to define appropriate service levels
6. Locate fire halls strategically to deliver effective service and contribute to the fabric of the community
7. Facilitate the development of safe and accessible community and public spaces and consider crime prevention design principles and accessibility guidelines in their design and retrofit
8. Assess the potential risk of chemical industries in the District and prepare an appropriate development permit area with guidelines to assist in protecting development from such risks
9. Review community notification and emergency response measures related to industrial chemical hazards and facilitate effective community preparedness

Foster a safe, socially inclusive and supportive community that enhances the health and well-being of all residents



6.5 Heritage and Archaeological Resources

Our rich cultural and natural history contributes greatly to the identity of the community and its sense of place. **The District's objective is to ensure that the community has a clear sense of identity and place and a legacy that links our past, present and future.** This means facilitating learning about our past, present and future while preserving our archaeological, heritage and cultural resources.

POLICIES

1. Support the preservation of our community's history and documentary of heritage in a publicly accessible repository of archival and cultural resources

2. Support the programs and services that enable people to understand and appreciate the community's rich and unique history

3. Support community-wide facilities which connect people from different areas, groups and generations and allow them to learn about each other and explore ideas together

4. Encourage the protection and enhancement of buildings and sites which have historic significance to the community by exploring opportunities to use the tools and incentives available under the Local Government Act

5. Encourage and facilitate the protection of archaeological and cultural sites in land development and management activities through coordinated efforts with First Nations governments, the Province and stakeholders

6. Support continued community involvement in identifying and advising on issues pertaining to District heritage resources and programming

7. Establish a Heritage Plan to implement the policies contained in the Official Community Plan





7 Housing

2030 TARGET

a net increase in rental housing units (overall percentage)

The profile of the District resident of today has changed significantly from that of 20 years ago. During this time there has been a noticeable demographic shift from a younger family-oriented community towards more seniors with fewer young adults and children. Our housing mix, comprised largely of detached single family homes, has not kept pace with the needs of this changing community profile. Providing more diverse and affordable housing choice is needed for seniors, young singles, couples, and families with children so that a wide mix of ages can thrive together and ensure a healthy, diverse and vibrant community. Emergency, transitional and social housing is also needed to support vulnerable populations. **The District's objective is to increase housing choices across the full continuum of housing needs.**

7.1 Housing Diversity

7.2 Rental Housing

7.3 Housing Affordability

7.4 Non-Market Housing and Homelessness

7.1 Housing Diversity

The network of centres concept provides important opportunities for increasing housing diversity and approximately 75 - 90% of future development will be directed to the four planned centres (Chapter 2). While growth will be restricted in detached residential areas, opportunities will exist to sensitively introduce appropriate housing choices such as coach houses, duplexes and small lot infill that respect and enhance neighbourhood character. Some flexibility is encouraged to enable residents to better age in place, live closer to schools, or have a mortgage helper. **The District's objective is to provide more options to suit different residents' ages, needs and incomes.**

POLICIES

1. Encourage and facilitate a broad range of market, non-market and supportive housing

2. Undertake Neighbourhood Infill plans and/or Housing Action Plans (described in Chapter 12) where appropriate to:

    a) identify potential townhouse, row house, triplex and duplex areas near designated Town and Village Centres, neighbourhood commercial uses and public schools

    b) designate additional Small Lot Infill Areas

    c) develop criteria and identify suitable areas to support detached accessory dwellings (such as coach houses, backyard cottages and laneway housing)

3. Develop design guidelines to assist in ensuring the form and character of new multifamily development contributes to the character of existing neighbourhoods and to ensure a high standard of design in the new Town and Village Centres

4. Encourage and facilitate a wide range of multifamily housing sizes, including units suitable for families with an appropriate number of bedrooms, and smaller apartment units

5. Require accessibility features in new multifamily developments where feasible and appropriate

6. Encourage and facilitate a diverse mix of housing type, tenure, and affordability to meet varying household needs at different life stages, income levels and abilities



7.2 Rental Housing

Entry into home ownership is increasingly challenging given the high housing prices in the District. Rental housing typically offers more affordable options for mid-to-low income groups, which may include single parents, students, young families and seniors. **The District's objective is to provide more alternatives to home ownership. Currently, only 18% of the dwellings in the District are rental.**

POLICIES

1. Explore increasing the maximum permitted size of secondary suites
2. Consider permitting secondary suites or lock-off units within townhouses, row houses and apartments
3. Encourage the retention of existing, and the development of new, rental units through development, zoning and other incentives
4. Facilitate rental replacement through redevelopment
5. Continue to limit the conversion of rental units to strata title ownership and require, where possible and appropriate, that new strata units be available for rental
6. Establish a minimum acceptable standard of maintenance for rental properties
7. Update the Rental and Affordable Housing Strategy and/or rental and affordable housing policies in town and village centre implementation plans to align with the most recent Housing Needs Report housing classes and target populations
8. Support, where appropriate, parking reductions for purpose built market and affordable rental units
9. Encourage the provision of student housing at or near the campus of Capilano University
10. Support the addition of ancillary rental housing on church sites where additional development can be accommodated
11. Strengthen requirements to provide tenant assistance and supports for residential tenants in existing rental housing sites undergoing redevelopment



Encourage and enable a diverse mix of housing type, tenure and affordability to accommodate the lifestyles and needs of people at all stages of life

7.3 Housing Affordability

Lack of affordable housing in the District is often cited as a factor contributing to the loss of our "missing generation" of 20-40-year-olds and the inability of many local employers to find and retain staff. With approximately 2,645 households in core need of appropriate housing and 1,460 households spending at least half of their income on housing, our lack of affordability is widely felt. **The District's objective is to formulate development strategies and work with community partners and senior levels of government to provide housing for modest to moderate income residents.**

POLICIES

1. Reflect District housing priorities through an appropriate mix, type and size of affordable housing

2. Focus a higher proportion of affordable housing in designated growth areas

3. Apply incentives and requirements (including, but not limited to density bonussing, pre-zoning, reduced parking requirements, and inclusionary zoning) as appropriate, to encourage the development of affordable housing

4. Require, where appropriate, that large multifamily developments contribute to the provision of affordable housing by, but not limited to:

    a) including a portion of affordable rental or ownership units as part of the project

    b) providing land dedicated for affordable housing

    c) providing a payment-in-lieu to address affordable housing

5. Expand the District's Affordable Housing Fund to receive funds from non-municipal sources

6. Work with community partners and the Province to facilitate options for affordable housing and advocate the Federal government to develop a national housing strategy for affordable housing

7. Consider incentives such as reduced Development Cost Charges to facilitate affordable rental housing

7.4 Non-Market Housing and Homelessness

Emergency, transitional and supportive housing is needed to provide access to the full continuum of housing in the District. This section addresses the housing needs of our growing homeless population, those most at risk of homelessness, those with substance abuse and mental health issues, seniors who need support to remain living independently and others. Provision of such housing requires funding that the District cannot address on its own. **The District's objective is to work with senior levels of government and social service providers to support our most disadvantaged residents.**

POLICIES

1. Encourage non-profits, supportive housing groups, developers, senior levels of government and others to develop or facilitate the development of:

    a) transitional housing for homeless adults, families and youth

    b) supportive housing for those with mental health and/or addiction issues

    c) independent living units for people with disabilities

    d) assisted living facilities for people with cognitive and/or developmental disabilities

2. Work with community partners to explore opportunities for social housing, co-operative and innovative housing, including housing opportunities for Indigenous persons

3. Continue to facilitate community facility lease policies to provide municipal land or infrastructure for services to vulnerable populations

4. Consider the use of District land, where appropriate, to contribute towards and leverage other funding for the development of social and affordable housing

5. Encourage other levels of government to contribute financial support and/or a portion of surplus lands towards appropriate and affordable housing for those with special needs

6. Continue to support regional efforts to eliminate and prevent homelessness on the North Shore

7. Continue to support non-profit agencies that provide short-term emergency and transitional shelter, food and access to social services for those in need

8. Support community partners in providing a full continuum of support services to address issues related to mental health, addictions, health services, housing, employment, and food security; and to provide assistance for homeless people to facilitate their transition to independent living

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8 Economic Development

2030 TARGET

36,000 total jobs in the District by 2030

Ensuring a diverse and resilient local economy is one element of the community's vision. The OCP is a mechanism for creating and enhancing economic opportunity through land use policies that encourage new investment, quality jobs, and increasing tax revenue from the business sector (Chapters 2 and 3). The long-term economic vibrancy of the community also requires that the District is a "competitive" community from a business perspective and a place that continues to attract people and investment capital. **The District's objective for economic development is to become an increasingly successful, economically viable and dynamic community where existing and potential employers and employees want to be.** This may be achieved through OCP policies that support the attributes of a desirable community which in turn serve to attract and maintain business. It also means the District supports a full array of competitive local government services to meet the needs of business.

8.1 Maintaining the Attributes of a Competitive Community

8.2 Providing Competitive Local Government Services

8.1 Maintaining the Attributes of a Competitive Community

District policies influence the attributes that make the broader community attractive and competitive for new business start-ups and relocations, business expansions, new land and building development projects, new entrepreneurs, and well-educated highly-skilled people. The competitiveness of the community includes many non-economic factors such as the diversity of housing, the quality of community amenities and services, and the "sense of place" and vibrancy of the community. **The District's objective is to attract investment by maintaining the attributes of a successful and competitive community.** The policies below reinforce the economic benefits of directions provided elsewhere in this plan.

POLICIES

1. Establish housing mix policies that support a balanced and diverse supply of housing
2. Create and maintain safe, beautiful, and inclusive neighbourhoods and centres
3. Encourage appropriate and compatible economic activity in all areas, including but not limited to:
    a) Home-based businesses in residential areas
    b) Office, retail and live-work in and adjacent to centres
    c) Industrial and light industrial in employment lands
    d) Education, research and other in school and university sites
    e) Tourism and leisure in commercial, mixed-use and recreation areas
4. Advocate for improvements that enable goods and people to move easily through the District
5. Support initiatives to provide good access via roads and transit to the international airports
6. Advocate for expansion of post-secondary educational institutions and encourage integration opportunities between education, research and business innovation
7. Support and maintain the availability of outstanding recreation, parks, and cultural facilities and events
8. Maintain high quality infrastructure to support the business community
9. Encourage community services that support and welcome entrepreneurial migrants whose new ideas, knowledge and connections help drive new economic activity
10. Promote major job growth or intensification in locations and at densities that support travel by walking, cycling and transit

8.2 Providing Competitive Local Government Services

Local governments can influence public and private investment decisions and economic vibrancy through their policies and practices. Burdensome regulations, uncompetitive taxes and charges, and lengthy or unpredictable decision-making can all undermine the climate for investment, and hence, economic activity. **The District's objective is to create a supportive position that helps generate economic activity and benefits for the whole community.**

POLICIES

1. Support the creation of a business-friendly environment
2. Work to reduce permit approval times and to simplify and streamline regulations
3. Periodically review fees and charges and taxes for competitiveness
4. Periodically review and assess regulations for relevance and ease of use
5. Direct all municipal departments to be customer-oriented in providing services
6. Promote the District as an excellent place to do business
7. Devise and implement specific economic development programs as and where necessary
8. Seek partnerships with North Shore municipalities, First Nations governments, regional, provincial and federal authorities, businesses, academic institutions, non-profit organizations and others to achieve mutual economic development objectives



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9 Environmental Management

2030 TARGET

integrated stormwater management plans and implementation on all urbanized watersheds

Natural areas including our shorelines, rivers, streams, wetlands, and forested mountain slopes make up 70% of the District's overall land base. These areas provide a spectacular setting and strong identity for our community and also contain ecosystems that provide many functions necessary for our health and the well-being of a wide variety of plants and animals. They provide clean air and water, healthy soils, and a host of ecological services including rainwater interception, soil stability and temperature regulation, as well as outstanding recreational opportunities. **The District's objective is to protect and improve the ecological health of our natural systems.** This means preserving our rich natural heritage for future generations while enjoying it responsibly today.

9.1 Biodiversity

9.2 Urban Forest and Soil Systems

9.3 Aquatic Ecosystems

9.4 Natural Hazards

9.5 Air Quality

9.6 Community Stewardship

9.1 Biodiversity

The diverse forms of life and the habitats and natural processes that support them form the ecosystems that sustain life on this planet. Biodiversity is the foundation of the ecological services we depend on, such as photosynthesis, oxygen, the purification of air and water, and pollination of our crops as well as providing the natural resources that support our economies. Loss of habitat, habitat fragmentation and invasive species are some of the key threats to our local biodiversity. **The District's objective is to protect the ecological integrity of our diverse ecosystems.**

POLICIES

1. Identify and map ecologically important features and develop an Ecological Management Strategy to protect these features

2. Manage land uses to protect the ecological values of parkland while providing recreational opportunities (see Map 3, Parks and Trails Concept Map)

3. Consider the acquisition of environmentally sensitive areas for addition to the parkland system

4. Support the protection and enhancement of biodiversity through implementation of environmental development permit areas and guidelines for the protection of the natural environment, streamside areas and hazardous conditions (Schedule B)

5. Encourage and facilitate the protection of rare, endangered and vulnerable species and ecosystems through habitat management, enhancement and restoration

6. Use conservation tools including covenants, eco-gifting, land trusts and tax incentives to conserve lands supporting biodiversity on private property where appropriate

7. Facilitate the connection and restoration of ecologically important areas, natural features, and urban habitat areas to create a comprehensive network of diverse habitats and wildlife corridors within the District

8. Promote environmentally-friendly landscaping practices through the development review process and through stewardship initiatives

9. Develop and implement an integrated invasive species management strategy, with partners, to reduce the spread of invasive species

10. Support measures to prevent conflict between people and wildlife through community education initiatives and enhancements to wildlife corridors

11. Collaborate with other levels of government, First Nations governments, and community organizations to identify, manage and conserve ecologically important areas

9.2 Urban Forest and Soil Systems

The District's objective is to protect our forested character and enhance the health of our trees and soils. Trees in parks, riparian areas, streets, and trees on private property are all part of the urban forest and help improve community livability and ecological health. Trees improve air quality, sequester carbon, moderate local climate, provide habitat for wildlife, enhance walking and cycling routes, and control rainwater runoff. An equally important part of the urban forest is the soil system. Soil provides the foundation and nutrients for plant growth, absorbs and stores water, and filters water pollutants.

POLICIES

1. Promote the protection of the forested character of the District and remaining old growth trees both in urban and upland areas

2. Recognise the value of the ecological services provided by urban trees and encourage tree retention, replacement or compensation as guided by the District's development permit requirements and tree protection bylaws

3. Support the appropriate maintenance of trees and hazard tree removal

4. Manage the urban-forest interface to improve the species mix and mitigate risk of disease or hazards such as wildfire and windfall

5. Manage upland forested areas with a view to sustaining the forest for future generations

6. Seek to retain soils, prevent soil compaction, erosion and instability during development and ensure adequate soil depth for rainwater infiltration and vegetation growth

7. Facilitate Provincial Government regulation of contaminated sites through the development approvals process

Conserve the ecological integrity of our natural environment, while providing for diverse park and outdoor recreational opportunities



9.3 Aquatic Ecosystems

Urban land uses can have a significant impact on water quality, base flows and the overall health of aquatic ecosystems. Increasing impervious surfaces, decreasing tree canopy, and reducing topsoil within urban watersheds alters natural hydrological systems and can result in contamination of rainwater, increased volumes of urban runoff discharging into local waterways, and less groundwater recharge which is critical in maintaining base flows in our streams. Coastal development can reduce shoreline and intertidal habitat and increase the risks of property damage from storms and sea level rise. **The District's objective is to encourage proactive management of our watersheds and foreshore areas to best maintain hydrological functions.**

POLICIES

1. Prepare and implement integrated watershed/storm water management plans for all District watersheds prioritizing watersheds containing key growth areas

2. Facilitate the protection and enhancement of streams, riparian areas and wetlands

3. Facilitate the maintenance of fish passage in all streams and restore habitat and connectivity in riparian areas of the District

4. Encourage measures to infiltrate rainwater onsite, where appropriate, and manage impervious areas to reduce runoff volumes, improve water quality, and recharge groundwater

5. Design new and replacement drainage infrastructure, including biological treatments, to enhance water quality and to reduce the volume of runoff entering watercourses

6. Facilitate the protection and maintenance of groundwater levels where appropriate, and manage the amount of groundwater pumped into drainage infrastructure

7. Minimize pesticide use through implementation of the Pesticide Use Control Bylaw, education initiatives promoting alternatives to pesticide use, and working with local businesses to eliminate the sale of cosmetic pesticides

8. Work with business and senior agencies to develop integrated spill and pollution event response plans

9. Establish a new Marine Foreshore Development Permit Area to protect and improve the health of the marine foreshore

10. Enhance access to publicly owned marine shorelines where appropriate while protecting coastal habitat

9.4 Natural Hazards

The presence of steep slopes, creeks, ravines, floodplains and forested lands combined with occasional extreme weather activity make some areas of the District susceptible to natural hazards including landslide, debris flow, flood and wildfire. **The District's objective is to reduce and mitigate the risk associated with natural hazards.** Development in areas prone to natural hazards requires special consideration due to concerns for personal safety and risk of property damage as well as potential impacts to natural environments.

POLICIES

1. Develop and implement natural hazards development permit areas in relation to landslide, flood, debris flow and forest interface wildfire risks

2. Facilitate mitigation measures to reduce risks of landslide, flood, debris flow and forest interface wildfire

3. Continue to develop information and communication systems to advance the natural hazard management program

9.5 Air Quality

Good air quality is important to the health and well-being of District residents and ecological systems. While management of air quality is a Regional and Provincial responsibility, land use, transportation, environmental and energy planning can have implications for local air quality. **The District's objective is to help facilitate good air quality locally and regionally.**

POLICIES

1. Support regional directives to monitor and manage air quality

2. Consider public health implications, including air quality and noise, in the evaluation of new developments and other planning activities

3. Encourage new and innovative clean fuel alternatives for vehicles and supportive infrastructure such as electric charging stations, hydrogen highway and others

4. Promote anti-idling education initiatives

9.6 Community Stewardship

The health of our natural environment affects all of us and we have a shared responsibility in conserving, protecting and restoring ecological systems. Environmental education and partnerships build an awareness of our natural systems, an understanding of how our actions can alter these systems, and enable the celebration of our shared natural heritage. **The District's objective is to create a stewardship ethic where citizens and businesses engage in environmental efforts.**

POLICIES

1. Continue to coordinate and partner with senior governments, neighbouring municipalities, local First Nations governments, the School District, local businesses, and community organizations in the delivery of environmental stewardship initiatives

2. Facilitate the delivery of programs in District parks to advance environmental sustainability objectives

3. Work with land owners to conserve and enhance habitat on private lands

4. Promote community education initiatives aimed at building environmental awareness

5. Recognize and support the efforts of local volunteer groups in promoting environmental stewardship





10 Climate Action

2030 TARGET

33% reduction in community greenhouse gas emissions

Climate change is a global reality that affects us at a local level. The OCP's network of centres concept establishes an urban structure that will allow people to live closer to jobs, shops, and services which will result in reduced per capita transportation-related greenhouse gas emissions. Taking other actions to reduce our reliance on fossil fuels, improve our energy efficiency, and adapt our infrastructure for changing environmental conditions is good long-term policy. Such actions can also help reduce common air contaminants that may impact human health. It is a legislative requirement for municipalities to establish greenhouse gas reduction targets, take steps to become more complete and compact communities and implement measures to achieve emission reduction targets. **The District's objective is to become a more energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change.**

10.1 Energy-Efficient Buildings

10.2 Alternative Energy Supply Options

10.3 Waste Management

10.4 Climate Change Adaptation

10.1 Energy-Efficient Buildings

Buildings in the District contribute around 50% of our community's greenhouse gas emissions. **The District's objective is to improve the energy efficiency of new and existing buildings.** As well as supporting other climate change initiatives, efficient buildings are resilient to higher energy prices and reduce the load on infrastructure. The District has developed a green building strategy and development permit guidelines for the conservation of energy and water for new multifamily residential, commercial and industrial buildings (See Schedule B).

POLICIES

1. Promote the development of green/energy-efficient buildings for new multifamily, residential, commercial, industrial and institutional buildings
2. Encourage residential energy conservation and building retrofits and promote access to senior government grants and incentives to achieve this
3. Advocate for energy efficiency ratings to be established in all homes for sale/resale
4. Work with other levels of government, energy providers and the business community to facilitate emissions assessments and to develop energy and greenhouse gas reduction strategies

10.2 Alternative Energy Supply Options

In addition to reducing energy consumption, it is important that we explore renewable energy sources and systems to reduce greenhouse gas emissions and that we reduce our dependency on fossil fuels. **The District's objective is to encourage alternative energy sources and systems that lower greenhouse gas emissions.**

POLICIES

1. Undertake feasibility assessments of district energy systems and advance these, where appropriate, through partnerships and the planning and redevelopment process
2. Encourage and facilitate new development to be district energy ready with hydronic systems where appropriate
3. Explore opportunities for a heat recovery system from the proposed sewage treatment plant
4. For large developments undergoing rezoning require developers to conduct energy efficiency and alternative energy assessments
5. Investigate potential renewable energy resources and applications including geoexchange, solar and biomass-based technologies, and consider use of incentives for homeowners undertaking green energy improvements
6. Work with North Shore municipalities, Metro Vancouver, First Nations governments and other partners to advance opportunities for integrated, alternative energy systems such as Integrated Resource Recovery and carbon offset opportunities such as aforestation

10.3 Waste Management

After buildings and transportation, waste is the third most significant source of greenhouse gases and currently contributes around 4% of carbon dioxide emissions in our community. Waste diverted to landfill sites has long-term environmental impacts and precludes opportunities to use these resources more effectively. **The District's objective is to reduce the waste we generate and use the waste we do generate as a resource.**

POLICIES

1. Support a "zero waste" philosophy and advance efforts to reduce, reuse, recycle and compost, building on the successes of existing programs such as North Shore Recycling Program
2. Work with Metro Vancouver and other partners to initiate an organic waste pick-up and composting program in the District
3. Pursue further limits on residential waste once curbside composting is established
4. Facilitate extension of recycling service to multifamily and commercial developments
5. Explore opportunities with partners to use waste as a resource
6. Promote product stewardship from retailers and manufacturers to provide recyclable, returnable and/or biodegradable product packaging



Develop an energy-efficient community that reduces its greenhouse gas emissions and dependency on non-renewable fuels while adapting to climate change

10.4 Climate Change Adaptation

Effective means of climate change mitigation include lowering our greenhouse gas emissions through more efficient land uses and transportation systems, reducing our need and reliance on conventional energy supplies and improving our waste management. At the same time as we seek to limit our contribution to climate change, it is also important to prepare for its impacts. **The District's objective is to adapt proactively to climate change.** This means integrating a climate change perspective into our infrastructure design and maintenance, ecosystem management and emergency preparedness.

POLICIES

1. Work with the North Shore Emergency Management Office and service organizations to prepare for and respond to emergencies created by extreme weather events

2. Work with federal, provincial, North Shore municipal and First Nations governments, Metro Vancouver, and other partners to assess potential climate change risks to our community to inform asset management decisions and to guide community and infrastructure planning and design

3. Encourage the management of shoreline areas to adapt to potential climate change impacts as well as to protect ecologically sensitive areas

4. Consider climate change implications in environmental management efforts to conserve biodiversity and enhance forest health





11 Infrastructure

2030 TARGET

available funding accommodates both aging infrastructure and the demands of growth

The District owns and operates a wide array of physical infrastructure assets, ranging from civic buildings and facilities (libraries, recreation centres, fire halls, municipal hall) to roads, utilities (water, sewer), and parks and public space improvements. A significant portion of our infrastructure is reaching the end of its useful life and planning for replacements needed in the next 20 years is underway. To provide a sustainable level of service for future generations, asset management planning needs to factor in appropriate service levels, the life-cycle of infrastructure, and long-term replacement and maintenance costs. **The District's objective is to maintain our municipal infrastructure in good working order to sustain the public health, safety and economic well-being of our residents.**

11.1 Infrastructure Planning and the Network of Centres

11.2 Utility and Service Provision and Environmental Integrity

11.3 Infrastructure Maintenance

11.1 Infrastructure Planning and the Network of Centres

The District's objective is to maximize infrastructure efficiencies. Infrastructure, roads, and land use strongly define the urban structure of the District. Most of our future growth will be directed to centres and corridors. Efficiencies can be achieved and use of municipal assets maximized by focussing these in centres where they are most easily accessed by the greatest number of people.

POLICIES

1. Focus infrastructure investment within Town and Village Centres and strategic corridors connecting them
2. Limit infrastructure extension beyond the urban containment boundary
3. Reinforce community pride and sense of place through sensitive design of public facilities and infrastructure
4. Identify opportunities to co-locate services and infrastructure to realize both capital and operating efficiencies
5. Design facilities and infrastructure to respond to the various and changing needs of District residents and to changing technologies



11.2 Utility and Service Provision and Environmental Integrity

Reducing the energy consumption and enhancing efficiencies of municipal infrastructure and services makes good financial sense and is beneficial for the environment. **The District's objective is to lead by example by providing infrastructure that is energy-efficient and promotes environmental stewardship.**

POLICIES

1. Design new District facilities and infrastructure to be energy-efficient with low greenhouse gas emissions

2. Encourage low impact development and stormwater management best practices to protect local watersheds and stream hydrology

3. Utilize the ecological services provided by natural systems (such as rainwater interception, water quality treatment) and restore or "day-light" culverted sections of creeks wherever practical

4. Integrate and co-locate infrastructure and facilities to take advantage of energy and resource system opportunities such as capturing waste heat, heat exchange, energy generation and stormwater reuse

11.3 Infrastructure Maintenance

Our municipal infrastructure must support the social, environmental, and economic well-being of our community in a fiscally responsible manner. **The District's objective is to maintain infrastructure in good working order within the District's ability to pay.** Providing the right level of service, undertaking regular maintenance and replacement programs, anticipating future needs, and planning long-term are essential for sustainable infrastructure management.

POLICIES

1. Develop an asset management plan that coordinates long-term capital planning and management of municipal infrastructure using a systems-based approach
2. Adopt a long term life-cycle asset management perspective for the design, maintenance and renewal of infrastructure and facilities
3. Build community awareness of infrastructure/asset management risks and choices and balance service levels with financial, social and environmental impact
4. Prioritize maintenance, renewal and replacement programs and projects to reduce environmental, social and financial risks
5. Continue to recover utility operation and maintenance costs through user fees and charges
6. Regularly review development cost charges to ensure new developments pays for the additional services they require

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12 Plan Implementation

12.1 Plan Amendment and Review

12.2 Plan Monitoring: Indicators and Targets

12.3 Plan Implementation Strategies

12.4 Financial Statement

12.5 Consolidated List of Land Use Designations

12.1 Plan Amendment and Review

This Official Community Plan provides a long-term vision for the District and policy guidance to achieve this vision. For it to be effective, it is important that municipal decision-making and policy implementation are consistent with the objectives and commitments laid out in this plan. This approach provides direction and assurance to our stakeholders, partners and residents alike. At the same time, due to the long-term horizon of a plan that looks out 20 years to 2030, it is also important for the OCP to be considered a "living document". As such, it is recognized that the OCP will be amended from time to time as the community evolves, our needs change, and new opportunities to achieve a bright and sustainable future emerge. The key will be for plan amendments to reflect genuine worth and value to the community.

To ensure the ongoing validity of this plan, an OCP review will occur every 5 years. At the time of this review, and through the various implementation strategies detailed in section 12.3, public involvement will be essential in keeping this OCP relevant and alive. Monitoring of progress towards the OCP's vision and goals will also be provided through the Plan's Indicators and Targets.

12.2 Plan Monitoring: Indicators and Targets

As a living document that sets a path to the future, it is useful to establish targets to help identify what it is we are striving to achieve in the OCP. For this reason, Chapters 1 through 11 of this plan each refer to a **headline target** to reflect one significant element of the chapter. In some cases these targets reflect official regional or provincial figures, and in many cases they represent "stretch" targets that may require further development with the community. In addition to the headline targets, a series of **community indicators** have also been established. These indicators are intended to capture the broader scope of our community's objectives and represent some of the indicators we need to monitor to assess our progress towards realizing our vision for the future. Together, these targets and indicators measure a number of the OCP's social, economic, and environmental goals and can be thought of as constituting a sustainability or "triple bottom line" approach to evaluation. **The targets and indicators proposed here may be modified and/or supplemented as needs change and progress towards the OCP's vision is made. These targets and indicators are provided for reference within the OCP.**

Progress towards these targets and assessment of these indicators will inform periodic monitoring of the OCP. In addition to the 5-year OCP reviews, a report to Council outlining OCP status and progress is anticipated to be prepared every 1-to-2 years according to need and the availability of data. It is also anticipated that members of the public and/or community stakeholders be involved in the ongoing monitoring and implementation of the plan, through citizen advisory-type working group(s).

FIGURE 3: TARGETS AND INDICATORS

OCP Policies	2010 Baseline	2030 Target	Additional Community Indicators
Growth Management	Estimate 5-10% of existing residential units are within the 4 key centres	**75-90% of new residential units located in 4 key centres within the Network of Centres**	• # of new units in 4 key centres: Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine • # of existing and new units located within all centres and corridors of the network of centres • # of new units outside the urban containment boundary
Urban Structure	70% detached, 30% attached housing units	**Housing mix of 55% detached, 45% attached units**	• % of new multifamily units within and outside of commercial residential mixed-use buildings • Square footage of new office and retail in Centres
Employment Lands	Estimate 5.9 million square feet in employment lands	**33% increase in built square feet in employment lands**	• New square footage by tax class • Vacancy rates • New incorporations
Parks and Open Spaces	Exceeding the existing parkland standard of 2 ha community and neighbourhood park/1000 residents as measured District-wide	**Increase park, open space and/or trails in growth centres and continue to exceed minimum standard of 2 ha for community and neighbourhood park/1000 District-wide**	• % of District residents living within 400m of a Neighbourhood park or open space • % of District residents living within 800m of a Community or District park • Ha of District, Community and Neighbourhood levels of parkland; and all types of parkland per 1,000 residents • km of new trails and greenways
Transportation Systems	15% of the commute and 21% of all trips are by walking, cycling or transit	**35% of District resident trips are by walking, cycling or transit**	• Mode split % of journey to work by car, transit, walk, cycle (census) • Mode split % of all trips by car, transit, walk, cycle (trip diary data) • Average trip distance by car, transit, walk, cycle • Transit service and frequency • % of transit stops that are fully accessible • New kilometres added to bicycle and pedestrian networks
Social Well-Being	Gaps in the continuum of community services and facilities across the District	**A community hub facility within easy access of every centre**	• # of community facilities, visits, and range of services/programs • Homelessness count and # of supportive housing units • # of families living below the Low Income Cut Off and child poverty rate • # of childcare spaces/#children • Population profile: % children, youth, young adults, families, seniors • surveyed sense of place, community identity and pride, social inclusion and cohesion

OCP Policies	2010 Baseline	2030 Target	Additional Community Indicators
Housing	82% owned, 18% rented units	**A net increase in rental housing units (overall percentage)**	• % of affordable and rental units • % of physically accessible units • % of multifamily units that are ground-oriented • Mix of unit sizes in apartments
Economic Development	22,000 fixed workplace jobs (up to 27,000 total jobs including no fixed workplace)	**36,000 total jobs in the District by 2030**	• % of District jobs that are full-time • Job-to-residents ratio or jobs-to-labour force ratio • Tax competitiveness in Metro Vancouver • % of District residents working in the District and/or North Shore
Environmental Management	Stormwater management is site specific; integrated stormwater management plans not yet developed for our urban watersheds	**Integrated stormwater management plans and implementation on all urbanized watersheds**	• # and length of healthy and fish accessible salmonid streams • % of tree canopy coverage in urbanized areas • Presence of invasive species in parks • Amount of protected natural parkland or conservation areas • Stream health as measured through methods such as IBI index (benthic invertebrates)
Climate Action	410,000 tonnes of carbon dioxide emitted annually by the community	**33% reduction in community greenhouse gas emissions**	• # of new buildings complying with Green Building Strategy • # of town and village centres and developments with alternative energy systems • % of fossil and renewable energy in the community • % of reduction in corporate emissions • Waste diversion rate • # of solar applications
Infrastructure	Municipal maintenance and replacement costs exceed available funding	**Available funding accommodates both aging infrastructure and the demands of growth**	• Long range financial plans, asset plans, and annual budgets in place • Financial reserve levels adequate • Development contributions leveraged to meet community needs

12.3 Plan Implementation Strategies

This OCP addresses a broad range of issues affecting community life in the District. Achieving the different elements of its vision will require a broad range of implementation strategies. Developed as an Integrated Sustainable Community Plan, the OCP is intended to work synergistically with a number of other municipal policy documents to ensure an integrated and holistic approach to realizing our social, economic and environmental goals.

12.3.1 PLANNING HIERARCHY

This plan establishes four levels of planning in the District: the Official Community Plan, Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans. The District OCP provides community-wide goals and an overarching policy framework to guide progress towards these goals. More detailed Centres Implementation Plans apply to identified centres or other significant geographical sub-areas of the District. Neighbourhood Infill Plans are undertaken for smaller geographical areas within neighbourhoods to assess their suitability for sensitive intensification. Strategic Action Plans define detailed priority actions and strategies to achieve the goals and objectives of the OCP on a theme or sector basis. **The preparation of plans at all levels of the planning hierarchy will involve meaningful public and stakeholder consultation.**

FIGURE 4: PLANNING HIERARCHY



The **OCP** provides an overall growth management strategy and urban structure for the District. Its vision, goals, and policies provide a framework for more detailed implementation strategies.

Centres Implementation Plans are guided by the OCP and provide more detailed planning for significant geographical areas such as Town and Village Centres.

Neighbourhood Infill Plans are guided by the OCP and provide more detailed planning for small geographical areas or portions of neighbourhoods.

Strategic Action Plans are guided by the OCP and provide detailed implementation strategies in thematic areas such as housing or transportation.

For the **Official Community Plan** to be effective and comprehensive, an overall municipal perspective is required to formulate a growth management strategy, organize the preferred urban structure and transportation network, coordinate a system of parks and open space, promote social health and well-being, and guide municipal infrastructure, facilities and other capital programs. Importantly, the OCP contains land use and transportation maps, design guidelines and development permit areas that specify policies in these areas. Schedule A containing policies in relation to the 4 priority growth centres (Lynn Valley Town Centre, Lower Lynn Town Centre, Maplewood Village Centre and Lower Capilano - Marine Village Centre) also forms part of the OCP. Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans implement the District OCP and must therefore be consistent with OCP policy directions. These secondary plans should be thought of as strategic tools for achieving OCP goals at a more localized or sector-specific level.

Centres Implementation Plans are anticipated to be undertaken or updated, as a first priority, in areas where change is most likely to occur and where OCP goals can best be achieved. In accordance with the growth management and urban structure principles laid out in this plan, Centres Implementation Plans are primarily expected to address components of the network of centres concept: Town Centres and Village Centres. However, this plan also provides for other sub-areas, or special study areas such as Capilano University or employment districts, to emerge as the subjects of Centres Implementation Plans where necessary or appropriate.

Secondary planning will perform a number of functions such as addressing planning issues affecting specific areas of the District in more detail, facilitating the application of the general principles expressed in this District OCP, guiding the orderly redevelopment of specific areas of the District, establishing design guidelines that reflect the unique characteristics of a location, and providing effective transitions between adjacent land uses. The policy framework for Centres Implementation Plans is to be guided by the District OCP. The social, economic and environmental goals and policies laid out in this plan can be thought of as providing "terms of reference" for eventual sub-area planning. Centres Implementation Plans are expected to use the portfolio of land use designations provided by the OCP and may lead to amendment of the OCP land use map.

Neighbourhood Infill Plans may be undertaken for smaller areas where a change of land use or density may be appropriate. This may include portions of residential neighbourhoods in transition or under redevelopment pressure because of adjacency to a centre, corridor or existing commercial, institutional or higher density uses. Alternatively, neighbourhood infill planning may be undertaken to determine the potential for small-lot infill areas or pilot projects. The intent of infill level planning is to enable a more geographically focussed approach to meeting the housing and land use needs of neighbourhoods outside of the network of centres. Significant consideration will be given to ensure any land use changes fit sensitively with neighbourhood character. Neighbourhood Infill Plans are expected to use the portfolio of land use designations provided by this plan and may lead to amendment of the OCP land use map.

Strategic Action Plans apply to specific themed or subject-based components of the OCP. It is anticipated that they will generally have a shorter time frame than the 20-year horizon of the OCP. As implementation strategies, these plans are expected to focus on identifying feasible, cost effective programs or actions that implement OCP goals and objectives, which may include identifying capital projects. As with sub-area plans, Strategic Action Plans are expected to be consistent with the community vision and goals expressed in the OCP. Strategic Action Plans to be undertaken to support the OCP are anticipated to include (but are not limited to):

- Economic Strategy
- Parks and Open Space Strategic Plan
- Transportation Plan
- Social Strategy
- Recreation Facilities Plan
- Cultural Strategy
- Housing Action Plans
- Climate Action Plan
- Land Strategy
- Ecological Management Strategy

Importantly, the District OCP is adopted by bylaw while sub-area Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans are approved as policy documents by Council resolution. Where further policy work identifies a need or benefit to change OCP directions expressed in this plan, including changes to the land use map, the OCP may be amended to ensure it remains a relevant and effective legislative tool to achieve the community's sustainability goals.

12.3.2 TRANSITIONING FROM LOCAL AREA PLANS (LAPS)

After the last District-wide OCP was adopted in 1990, nine Local Area Plans (LAPs) were prepared as geographically based, sub-area plans to provide more detailed information regarding land use and density, transportation, servicing and parkland requirements, housing and amenity provisions. Some LAPs were also accompanied by specific design and environmental guidelines. These LAPs were completed incrementally over a 16-year period:

- Alpine Area OCP (1990)
- Lower Lynn OCP (1993)
- North Lonsdale Delbrook OCP (1995)
- Lower Capilano (1996)
- Upper Capilano (1999)
- Lynn Valley Plan (1998)
- Maplewood Local Plan (2002)
- Seymour Local Plan (2004)
- Lynnmour/Interriver Local Plan (2006)

LAPs played an important role in setting the direction of various neighbourhoods and their development was accompanied by extensive public engagement. Members of our community contributed their expertise and shared their local knowledge to enrich the local area planning processes. **These local plans have served this community well and the general land use directions from LAPs have been respected and incorporated into the Land Use Map (Map 2) of this OCP.** Existing local area level design guidelines, in addition to design guidelines being prepared for the four centres of growth and change designated in this plan, are or will also be integrated into the OCP.

Prepared and adopted mostly in the 1990s, many LAPs are now outdated and do not consider a number of the issues facing the community today (such as our demographic challenges and economic conditions) or meet the current legislative requirements of OCPs (such as affordable housing and greenhouse gas reductions). In the absence of established and consistent guidelines for their development, the nine plans also exhibit different levels of detail and the lack of integration between plans has meant land use and growth management in the District has lacked a coordinated direction. **The policies and objectives provided in this District-wide OCP consolidate the general directions from existing LAPs to provide an integrated basis to ensure community planning addresses today's needs and challenges in a coordinated manner.**

Section 12.3.1 describes a "planning hierarchy" to guide future community planning in the District consisting of the OCP, Centres Implementation Plans, Neighbourhood Infill Plans, and sector-specific Strategic Action Plans. Land use concepts and guiding policies for the four primary growth centres (Lynn Valley, Lower Lynn, Maplewood and Lower Capilano - Marine) are included as Schedule A of this OCP. It is anticipated that implementation of these four growth centres will occur through the preparation of more detailed Centres Implementation Plans as a priority. This OCP also provides for implementation to occur through additional Centres Implementation Plans, Neighbourhood Infill Plans and Strategic Action Plans. Preparation of these plans will involve extensive consultation with associated neighbourhoods and community stakeholders. **Until such time as more detailed sub-area planning occurs at the centres or neighbourhood level, existing Local Area Plans will be used as reference policy documents to inform land use decisions in their respective areas.** Ongoing liaison with communities implementing centres plans and existing LAP policies (where relevant) will occur.

12.3.3 COMMUNITY AMENITY CONTRIBUTIONS

This OCP provides a growth management strategy and urban structure that support and integrate our social, environmental, and economic goals. The controlled redevelopment this growth management strategy directs will provide an opportunity to improve livability and to address existing or future needs in the community. **New development in the District will typically be expected to provide benefits to the community beyond the development itself.** If development requires a rezoning or plan amendment that involves an increase in density or a change from one land use to a higher land use, then that new development will, wherever possible, be required to provide a community amenity contribution (CAC) in the form of either a payment or a physical community amenity.

CACs will be implemented through the District's Community Amenity Contribution Policy which establishes the framework for the provision and value of community amenity contributions. The Policy allows the development industry, the community, staff and Council to share clear expectations regarding CACs as early as possible in the development process. It facilitates the development industry to be responsive to community expectations associated with new development.

The District's CAC policy includes the following key components:

- Direction regarding when community amenities are to be provided
- Considerations which will be factored into decisions relating to CAC contributions
- Items eligible to be considered CACs
- Dollar value of CACs
- Legal security for CACs

In addition to the District's Community Amenity Contribution policy, area specific CAC strategies will be prepared for Town and Village centres where growth is occurring to reflect specific amenities required to meet the planning objectives of the centres.

12.3.4 AMENITY COST CHARGES

Amenity Cost Charges (ACCs) provide funds to assist the District in paying for amenities to serve the increased population of residents or workers that result directly or indirectly from development. The Local Government Act enables local governments to impose ACCs on development and regulates the use of ACC funds. The District's ACC bylaw establishes the charges and list of amenities for which collected ACCs may be used. ACCs should be regularly reviewed to ensure the charges and list of amenities reflect the additional amenities required.

12.4 Financial Statement

Achieving our vision for the future of the community requires that financial sustainability, including taxpayers' ability to pay, be considered in all municipal decision-making. An analysis of the financial implications of the key strategic directions accompanied the development of this plan. **In addition to its environmental and social benefits, the urban structure or "network of centres" concept proposed by this plan brings long-term financial efficiencies to the operations of the municipality.** Concentrating population growth in specific centres allows for greater efficiency in service and infrastructure provision, resulting in reduced per capita costs. Enabling strategic residential and commercial growth in these centres and the more productive use of industrial and light industrial employment lands will provide greater net tax revenue for the District. Under this growth management model, increases in revenue are anticipated to exceed increases in service costs. At the same time, this model of growth management also provides opportunities for increased municipal revenue in the form of community amenity contributions, amenity cost charges and development cost charges that the municipality can use for improved amenities on behalf of the community. Implementation of the OCP's network of centres concept is anticipated to result in an overall enhanced financial, social and environmental setting for District residents. **Long-term financial planning and the allocation of District revenues and resources must be coordinated with the OCP towards the achievement of the community's diverse goals and objectives expressed in this plan.**

LONG TERM FINANCIAL PLAN

The District's objective is to achieve long term financial resilience in pursuit of the vision, goals and associated services included in the OCP. It recognizes these five elements as essential to developing its long-term financial plan and achieving this objective:

1. **Long-term service vision** - defined at the level of municipal programs, includes expected levels of service and intended outcomes for the community

2. **Supporting financial policy** - including clear statements on governance and efficiency, program costing and funding, growth related revenue, long-term funding for major capital requirements, and long-term fund balances required to achieve the goal of financial resilience

3. **Analysis and forecasting** - including the development of the necessary tools to model long-term policy impacts and changes in the fiscal environment

4. **Collaborative and participatory process** - including public and stakeholder engagement and a system for priority based budgeting guided by the long-term services vision

5. **Connection to other plans** - ensuring the long-term financial plan is inclusive of all approved plans, policies and interdependencies

12.5 Consolidated List of Land Use Designations

A consolidated list of all of the land use designations used in the OCP Land Use Map (Map 2) is provided in the table below. Policies and objectives relating to these designations are provided in Parts One and Two and Schedule A of the OCP. The references to Floor Space Ratios (FSR) in the table provide guidance regarding the general massing and approximate density of development. The term "Floor Space Ratio", as used in the table, means generally the ratio of the floor area of a proposed development over the area of the lot or lots upon which the development is to be located. It does not regulate actual densities on individual lots, that being the function of the District's Zoning Bylaw. 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.

RESIDENTIAL LEVEL 1: RURAL RESIDENTIAL. Areas designated for rural residential are intended for detached housing on large lots situated outside the urban boundary. The OCP does not envision further intensification of use through subdivision in this designation and/or through extension of services. Detached rural residences are generally allowed up to approximately 0.35 FSR.

RESIDENTIAL LEVEL 2: DETACHED RESIDENTIAL. Areas designated for detached residential are intended predominantly for detached housing within neighbourhoods. This designation accommodates secondary rental units such as suites or coach houses subject to the imposition and satisfaction of appropriate conditions. Detached residences (inclusive of suites and coach houses) are generally allowed up to approximately 0.55 FSR.

RESIDENTIAL LEVEL 3: ATTACHED RESIDENTIAL. Areas designated for attached residential are intended predominantly for ground-oriented multifamily housing within neighbourhoods, or as a transition between higher density sites and adjacent detached residential areas. Typical housing forms in this designation include duplex, triplex, and attached row houses up to approximately 0.80 FSR.

RESIDENTIAL LEVEL 4: TRANSITION MULTIFAMILY. Areas designated for transitional multifamily are intended predominantly for multifamily uses within or in close proximity to centres and corridors, or as a transition between higher density sites and adjacent detached and attached residential areas. This designation typically allows for a mix of townhouse and apartment developments up to approximately 1.20 FSR.

RESIDENTIAL LEVEL 5: LOW DENSITY APARTMENT. Areas designated for low density apartment are intended predominantly for multifamily housing in centres and corridors up to approximately 1.75 FSR. Development in this designation will typically be expressed in low rise apartments, but may include some townhouses. Some commercial use may be permitted at grade.

RESIDENTIAL LEVEL 6: MEDIUM DENSITY APARTMENT. Areas designated for medium density apartment are intended predominantly to provide increased multifamily housing up to approximately 2.50 FSR at strategic locations in centres and corridors. Development in this designation will typically be expressed in medium rise apartments. Some commercial use may also be permitted in this designation.

COMMERCIAL RESIDENTIAL MIXED USE LEVEL 1. Areas designated for commercial residential mixed use level 1 are intended predominantly for general commercial purposes, such as retail, service and offices throughout the District. Residential uses above commercial uses at street level are generally encouraged. Development in this designation is permitted up to approximately 1.75 FSR.

COMMERCIAL RESIDENTIAL MIXED USE LEVEL 2. Areas designated for commercial residential mixed use level 2 are intended predominantly for medium density general commercial purposes, such as retail, service and offices at limited sites within the District. Residential uses are typically expected to accompany commercial uses. Development in this designation is permitted up to approximately 2.50 FSR.

COMMERCIAL RESIDENTIAL MIXED USE LEVEL 3. Areas designated for commercial residential mixed use level 3 are intended predominantly to provide for high density uses up to approximately 3.50 FSR at limited appropriate sites in the District's Centres. Development in this designation may include residential or commercial uses which encompass retail, office and service uses, or a mix of these residential and commercial uses.

COMMERCIAL RESIDENTIAL MIXED-USE LEVEL 4. Areas designated for commercial residential mixed-use level 4 are intended predominantly to provide for high density uses up to approximately 4.5 FSR. Development in this designation may include residential or commercial uses, which encompass retail, office service and hotel uses, or a mix of residential and commercial uses.

COMMERCIAL. Areas designated for commercial are intended predominantly for a variety of commercial and service type uses, where residential uses are not generally permitted. Development in this designation is permitted up to approximately 1.0 FSR.

INSTITUTIONAL. Areas designated for institutional are intended predominantly for a range of public assembly uses, such as schools, churches, recreation centres, and public buildings. Some commercial and accessory residential uses may be permitted.

INDUSTRIAL. Areas designated for industrial are intended predominantly for a range of manufacturing, warehousing, transportation, service, and port-related uses. Limited office, limited retail and residential caretaker uses may be permitted.

LIGHT INDUSTRIAL ARTISAN. Areas designated for light industrial artisan are intended predominantly for a mix of small-scale light industrial, warehouse, service, utility and residential uses up to approximately 2.50 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limitedoffice, and limited retail uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL. Areas designated for light industrial commercial are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses. Supportive uses including limited retail and limited residential uses may be permitted.

LIGHT INDUSTRIAL COMMERCIAL MIXED USE - INNOVATION DISTRICT. Areas designated for light industrial commercial mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and commercial uses, such as retail, service and office, are typically expected above street level. Supportive uses including limited institutional, and limited recreational uses may be permitted.

LIGHT INDUSTRIAL RESIDENTIAL MIXED USE - INNOVATION DISTRICT. Area designated for light industrial residential mixed-use - innovation district are intended predominantly for a mix of industrial, warehouse, office, service, utility, and business park type uses up to approximately 1.10 FSR. Light industrial uses at street level are generally encouraged, and residential uses are typically expected above street level. Supportive uses including limited institutional, limited recreational, and residential-only uses may be permitted.

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Disclaimer:

1. Land use: Refer to OCP Map 2: Land Use Map, for current parcel land use designations. In the event of a conflict between the Map 2: Land Use Map and any Schedule A land use maps, the Map 2: Land Use Map governs.

2. Future transportation routes: Applicants should refer to relevant implementation plans for details and contact the Engineering Department for direction to current plans.

Objectives for Town and Village Centres

OCP Schedule A includes land use concepts, mobility network concepts, and more detailed policy directions to inform the development of the four key growth areas which are identified in the OCP Network of Centres Concept Map (Map 1). These include: Lynn Valley Town Centre, Lower Lynn Town Centre, Maplewood Village Centre, and Lower Capilano Marine Village Centre. To achieve high quality town and village centre environments, and address the needs and opportunities of these respective communities, planning for each centre incorporates the following objectives:

1. Create a vibrant mixed use centre that serves as a focal point for the community
2. Accommodate a range of households through a diverse mix of housing types and tenures
3. Provide an engaging and interconnected open space network and public realm
4. Reduce the need for vehicle trips and improve pedestrian, bicycle and transit conditions
5. Become a more sustainable, energy and resource efficient neighbourhood
6. Support local employment opportunities and economic activities
7. Provide enhanced amenities to meet the community's needs
8. Facilitate and promote public safety
9. Integrate planning with surrounding neighbourhoods and adjacent jurisdictions
10. Reinforce the centre's identity and respond to local climate, context, history, landscapes and landmarks

Implementation of Town and Village Centre Policies

The land use concepts, mobility network concepts, and policy directions for each centre contained in Schedule A will be implemented through the preparation of more detailed Centres Implementation Plans (as outlined in Sections 12.3.1 and 12.3.2 of the OCP). Centres Implementation Plans are expected to be consistent with OCP policies and objectives, and will be prepared in consultation with respective local communities and stakeholders. Centres Implementation Plans may, where necessary, include (but are not limited to):

- Development permit area designations and guidelines
- Phasing recommendations
- Community amenity contribution strategy
- Traffic analyses
- Transitions to peripheral areas
- Utilities and servicing needs assessments
- Integrated stormwater management plans



Lynn Valley Town Centre

1 INTRODUCTION

Lynn Valley Town Centre is one of the District's two Town Centres in the OCP. Regionally, Lynn Valley is also identified as the District's Municipal Town Centre, which is a municipal-wide centre or hub with medium and higher density uses including residential, commercial, employment, recreational and civic. It is also a focus for potential frequent transit service. The land use policies for Lynn Valley Town Centre serve to accommodate approximately 2,500 new units within the timeframe of this OCP. Policies support the creation of a vibrant, compact and more complete community and direct and coordinate growth and redevelopment towards that vision.

Located in the heart of Lynn Valley, the Town Centre core is currently characterized by retail malls, and the new Lynn Valley library and civic plaza. Heritage buildings and features, parks and views to local mountains reflect the rich cultural and natural history of Lynn Valley. Building on the quality design, liveliness and sense of place initiated by the new Lynn Valley library and civic plaza, there is an opportunity to revitalize the Town Centre into a more vibrant, pedestrian oriented, mixed use centre with housing choices and inviting street level shopping along a High Street with sidewalk cafes and community spaces. Redevelopment of the Town Centre also provides an opportunity to increase the diversity of housing choices in an area close to services, shops, jobs and transit.

2 VISION

Lynn Valley Town Centre is envisioned as a well-designed pedestrian, biking and transit-oriented mixed use centre in the heart of Lynn Valley that celebrates its natural and cultural setting and strong sense of community. Building on the existing strong commercial core with recreation and civic uses, a mix of new residential, commercial and employment uses, park and community space, and green building design and infrastructure will create a more vibrant and complete community.

3 TOWN CENTRE POLICIES

3.1 LAND USE

Map 6 indicates the predominant land uses for Lynn Valley Town Centre.

3.1.1 GENERAL LAND USE

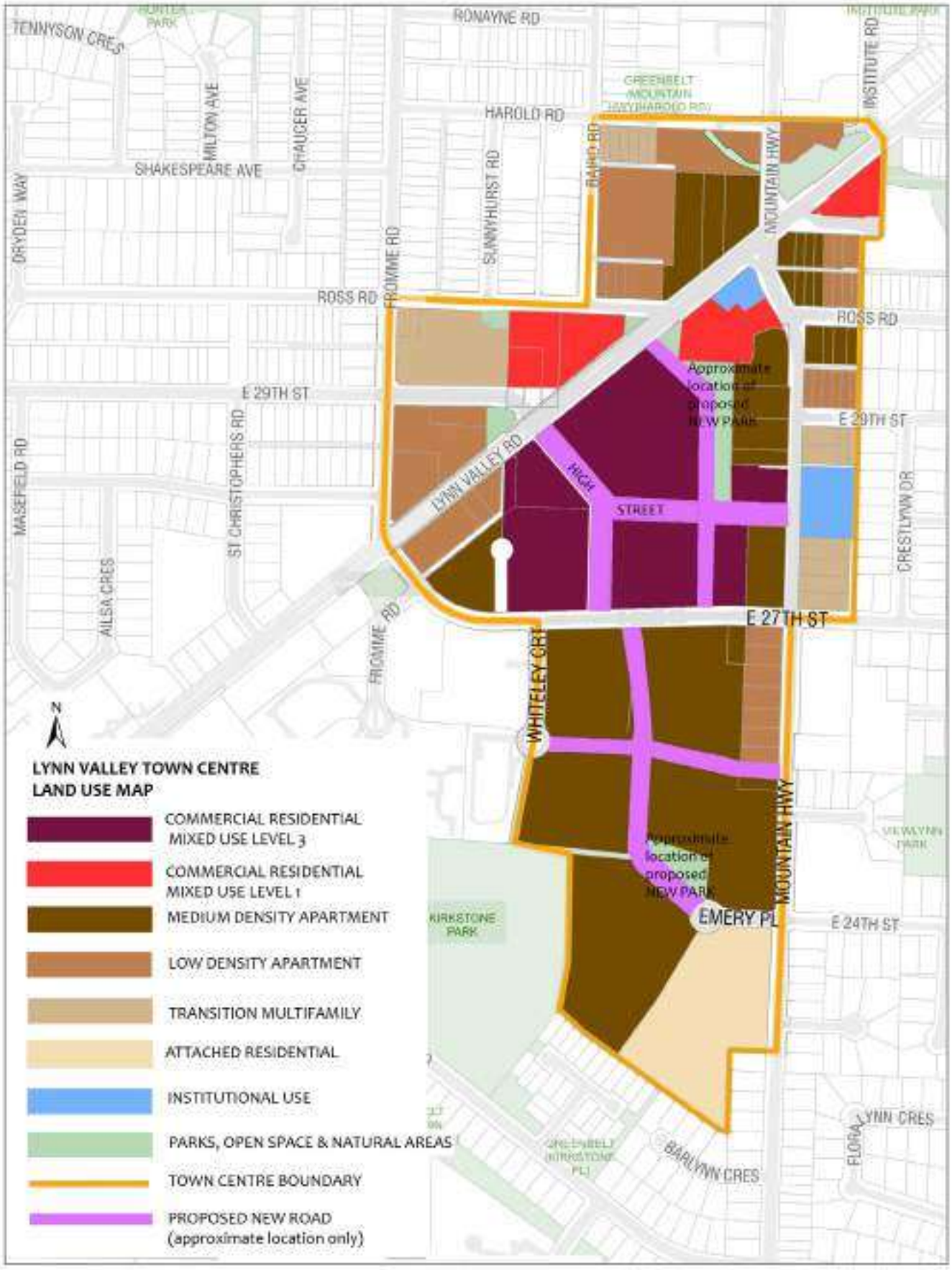
1. Locate higher density forms in the core of the Town Centre so that new residents may walk to and from shops, community and recreational services, cultural events and potential employment

2. Focus ground-oriented multifamily housing along the edges of the Town Centre and transition sensitively to surrounding low density residential areas

3. Provide for private and semi-public open spaces with good access to views and sunlight through appropriate building orientation and massing

4. Establish a gateway to the Town Centre at the historic intersection of Mountain Highway and Lynn Valley Road

5. Establish East 27th Street as a predominantly residential street with similar character on both sides and potential for limited retail on the north side



MAP 6: LYNN VALLEY TOWN CENTRE LAND USE MAP

3.1.2 HOUSING

1. Facilitate the provision of a diverse mix of multifamily housing forms and choices in the Town Centre to accommodate the needs of people at different lifecycle stages

2. Facilitate the provision of family housing in the residential area south of East 27th Street in the form of townhouses as well as apartments

3. Encourage redevelopment that includes units with more than 3-bedrooms that are suitable for families with children, and that may include flexible lock-off units

4. Facilitate the provision of new affordable and rental housing through the redevelopment of the Town Centre

5. Ensure that a portion of residential units in the Town Centre include adaptable design elements

6. Explore opportunities for the co-location of some ancillary housing for seniors on church sites

7. Consider the use of the District's old library site for a combination of market and non-market housing



Examples of potential housing forms for the Lynn Valley Town Centre area

3.1.3 COMMERCIAL AND EMPLOYMENT USES

1. Promote the retention of existing office uses and provide additional flexible office/retail space for local job opportunities according to the Lynn Valley Town Centre Land Use Map (Map 6)

2. Plan for sufficient additional retail and office space in the Town Centre in the next 20 years

3. Encourage redevelopment in which smaller commercial units are wrapped around large format retail units to create active and engaging store fronts, and to facilitate regular breaks in the street wall to promote pedestrian access and connectivity

4. Promote flexible retail or office use on strategic sites in the Town Centre and within mixed use buildings to accommodate changing community needs

5. Incorporate a portion of covered space for indoor shopping and gathering

3.1.4 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Prepare a community amenity strategy for the Lynn Valley Town Centre to deliver community amenities and public benefits generally to include, but not limited to:

    - Affordable and non-market rental housing
    - Network of interconnected public gathering places including open space and plazas
    - Parks, greenways, trails, playgrounds and community gardens
    - Multi-purpose community space and daycare space
    - Community art and cultural facilities
    - Restoration of heritage features
    - Enhanced public recreation facilities and services

3.1.5 PARKS AND OPEN SPACES

1. Improve connections to existing parks and open space within and adjacent to the Town Centre through an integrated network of pedestrian walkways, sidewalks and trails according to the Mobility Network Map (Map 7)

2. Establish a strong pedestrian corridor to connect the library square to the Town Centre core and High Street

3. Create a Town Centre Green/Park south of the library square to connect with the High Street and consider opportunities for innovative stormwater management, community gardens and other recreational uses in this space

4. Protect natural parkland and local ecosystems including forest and riparian habitat, and seek to rehabilitate Hastings Creek at Lynn Valley Road

5. Create new park and greenway connections south of East 27th Street to provide additional park space for residents and to improve linkages between neighbourhoods, within the Town Centre and Kirkstone Park

6. Provide additional gathering spaces in the Town Centre and an urban plaza at a central location along the High Street

7. Design new urban spaces to promote public safety, provide attractive design elements (seating, lighting, public art, view corridors and landscaping) and encourage activity and vibrancy

8. Use public art, signage and other creative "way-finding" strategies in the Town Centre to enhance sense of place and to mark major trail connections and points of historical, recreational or other significance

Character sketches of the Lynn Valley Town Centre



Lynn Valley Road looking north-east



Mountain Highway at East 27th Street looking north

3.2 MOBILITY NETWORK

Map 7 provides a conceptual representation of the mobility network for Lynn Valley Town Centre.

1. Support a safe and integrated transportation network that includes all modes of transportation with an emphasis on walkability and strong pedestrian connections and plan road, transit, bike and pedestrian routes in accordance with the Lynn Valley Town Centre Mobility Network Map (Map 7)

2. Connect the Town Centre to outside destinations and explore opportunities to establish a north-south pedestrian/cycle route east of Mountain Highway

3. Maintain Lynn Valley Road and Mountain Highway as primary vehicular routes for Lynn Valley

4. Establish a pedestrian and vehicle oriented High Street in the core of the Town Centre to include generous sidewalks, weather protection, bike facilities and on-street parking

5. Encourage the majority of parking to be located underground, and explore opportunities for reduced parking standards and shared residential/commercial parking in concert with enhanced pedestrian, cycling and transit facilities

6. Work with the regional transportation authority to support the provision of frequent transit service to and from the Town Centre and support transit service with appropriately located lay-by areas and accessible, safe and attractive transit stops

7. Provide accessible and comfortable sidewalks in the Town Centre and provide safe and attractive pedestrian crossings of Lynn Valley Road, Mountain Highway and East 27th Street at strategic locations

8. Continue to explore innovative transit choices in the long-term

3.3 SUSTAINABILITY

1. Assess the feasibility of a district energy system for Lynn Valley Town Centre, and subject to the results of this analysis, encourage new development to be district energy ready

2. Promote the implementation of green building and water conservation practices

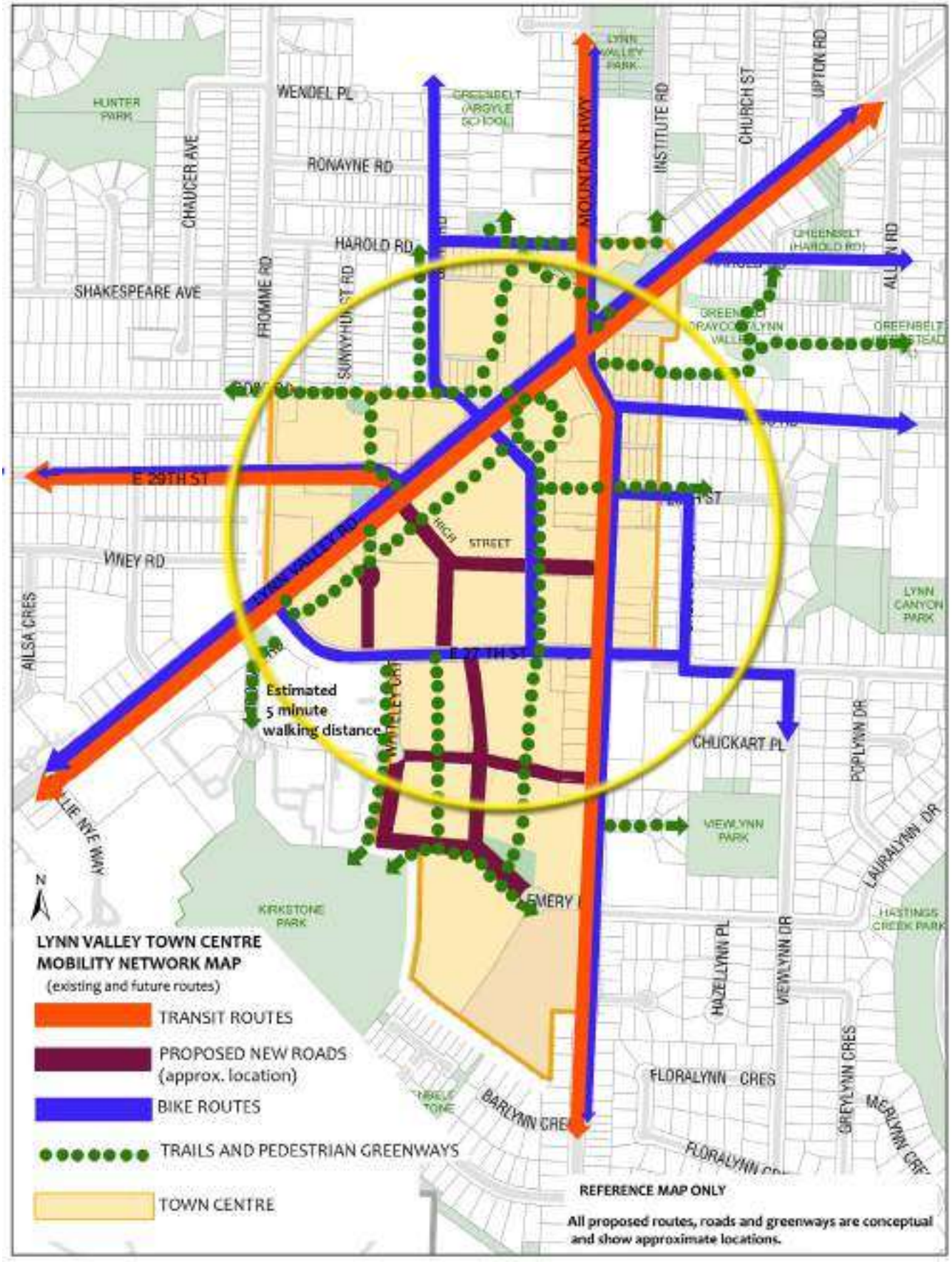
3. Integrate the natural environment into the Town Centre by planting native landscaping, protecting pocket parks and heritage stumps, and encourage innovative rain gardens/ rainfall capture features, green walls and roofs to utilize ecological services and reflect the natural context

4. Complete an integrated stormwater management plan for the Hastings Creek watershed and implement measures to maintain and enhance the health of the watershed

5. Require integrated stormwater management strategies for new development in the Town Centre and seek to manage and re-use stormwater on site to the greatest extent possible

6. Encourage community gardens and urban agriculture in open spaces and roof top gardens

7. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services



MAP 7: LYNN VALLEY TOWN CENTRE MOBILITY NETWORK MAP

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Lower Lynn Town Centre

1 INTRODUCTION

Lower Lynn is one of two designated Town Centres in the OCP. Centrally located within the District at the Second Narrows bridgehead and connected to Lower Lonsdale via Main Street/Low Level Road, Lower Lynn has good access to transit, nearby parks and amenities, adjacent employment lands and numerous commercial uses. Lower Lynn is well situated for the creation of a complete community. In the regional context, Lower Lynn will be proposed, in consultation with the regional transportation authority, as a Frequent Transit Development Area with a greater mix and density of housing, commercial, employment and other uses to support frequent transit services. Over the next 20 years (and potentially longer) it is anticipated that approximately 3,000 units will be created in Lower Lynn Town Centre.

Existing land uses in Lower Lynn include light industrial, regionally oriented retail uses along Main Street, port industrial activity south of Main Street and single family homes east of Mountain Highway. The highway, railway lines serving the port and Lynn Creek are physical barriers that impact the connectivity of the Lower Lynn Town Centre with the surrounding area. The community has expressed a strong desire to rejuvenate and redevelop this area. Seylynn Village, a high-density mixed use development, has been approved at the north-eastern edge of Lower Lynn Town Centre and may catalyze redevelopment. With redevelopment, there is an opportunity to realize greater housing choices including rental and more affordable types. As well, the pedestrian and cycling network connections can be improved to Park and Tilford, Lynn Creek Park, and the trail network from the waterfront north to Inter-River Park. Pedestrian and cycling connections may also be facilitated to Seymour Creek and Maplewood in the future.

2 VISION

Lower Lynn will be a transit-oriented mixed use community comprised of a wide range of housing types for people of all stages of life, all incomes, with accessible places of work and convenient shopping, amenities and civic uses and services. Over time, Lower Lynn will become an outstanding model of urban living in harmony with the North Shore's natural environment.

3 TOWN CENTRE POLICIES

3.1 LAND USE

Map 8 indicates the predominant land uses for Lower Lynn Town Centre.

3.1.1 HOUSING

1. Accommodate a range of household types including seniors, young families and singles, and a range of income levels through a mix of residential unit types and tenures

2. Establish minimum requirements for the provision of affordable and rental units to be achieved through the Lower Lynn public benefit and community amenity provision strategy

3. Encourage redevelopment that includes an appropriate proportion of units suitable for families in terms of adequate unit size, number of bedrooms, access to private outdoor space and potential for "lock off" units

4. Require multi-family developments to include on-site play space for children where appropriate

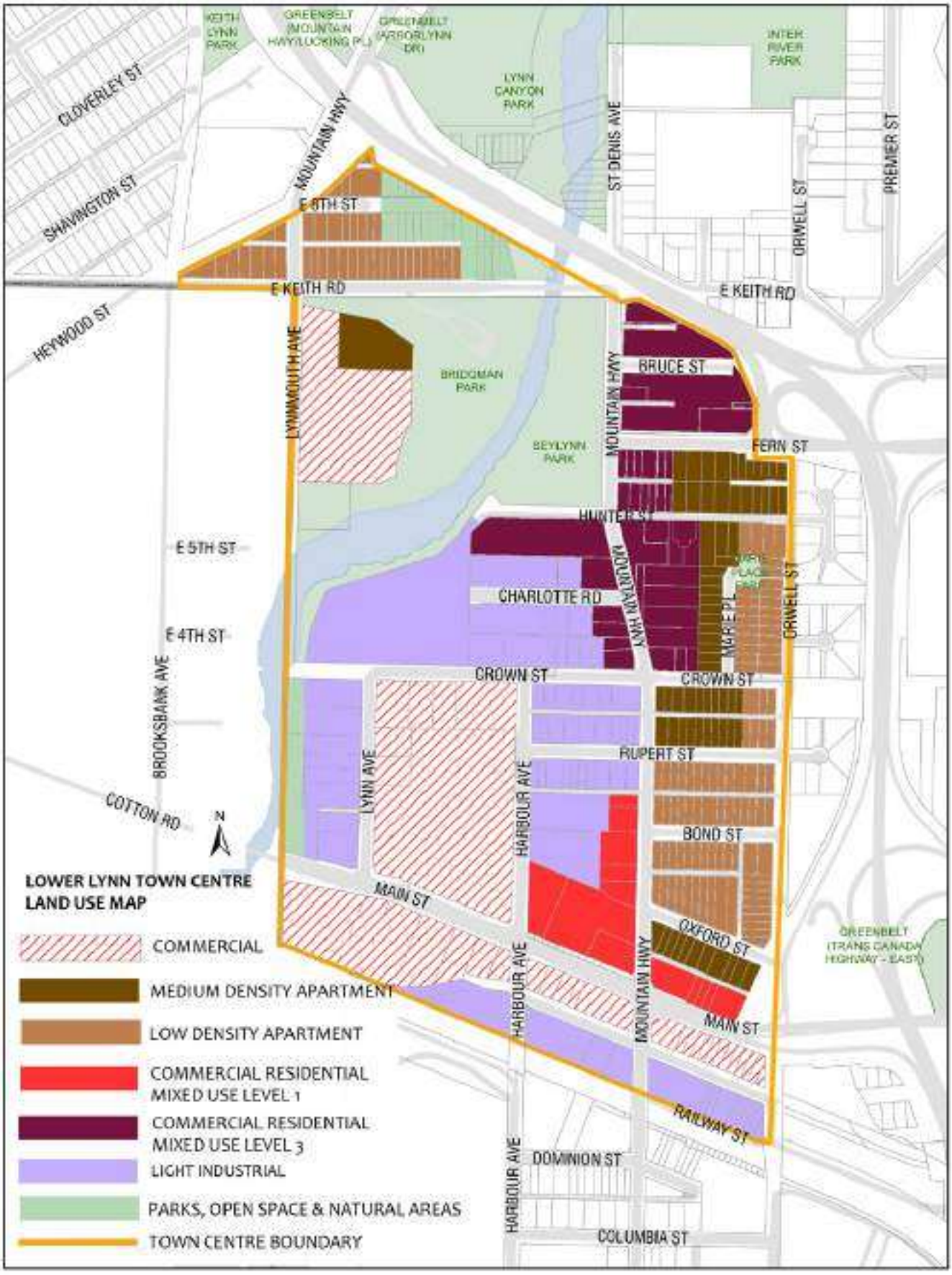
5. Consider, where appropriate, facilitating live/work units along Mountain Highway to provide a transition between residential and light industrial uses







Potential forms of development: tower/podium, mid-rise and ground-oriented



MAP 8: LOWER LYNN TOWN CENTRE LAND USE MAP

3.1.2 COMMERCIAL AND EMPLOYMENT USES

1. Focus new commercial floorspace and services in the "heart" and within Seylynn Village; and explore transitional commercial uses at the southwest corner of Mountain Highway and Crown Street

2. Support and encourage major office development

3. Support light industrial commercial uses and encourage intensification and diversification of such uses

4. Maintain Main Street as a regional destination commercial area

5. Facilitate effective buffering of commercial and mixed uses along Main Street from nearby industrial areas, and transition development sensitively to adjacent residential uses

6. Maintain the District's Works Yard in the medium term and consider alternative uses of this site that may support the Town Centre in the long term

3.1.3 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Provide a central plaza on the east side of Mountain Highway in the heart of the Town Centre and program it to support community activities and serve as a community focal point

2. Create a gateway to the heart at Mountain Highway and Crown through public realm improvements on the four corners

3. Prepare a community amenity strategy for Lower Lynn Town Centre to deliver community amenities and public benefits generally to include, but not limited to:

    a) Affordable and rental housing units

    b) Redevelopment of Seylynn Hall as a community centre

    c) Community space adjacent to Seylynn Park

    d) Neighbourhood park improvements including playgrounds at Seylynn and Bridgman Parks, and new neighbourhood park space to serve the area south of Crown Street and east of Mountain Highway

    e) Urban plaza including landscaping, street furniture and public art

    f) Enhancement of trails and greenways

    g) Other community amenities as identified to meet goals and objectives for Lower Lynn



Sketch of Lower Lynn Town Centre looking north up Mountain Highway

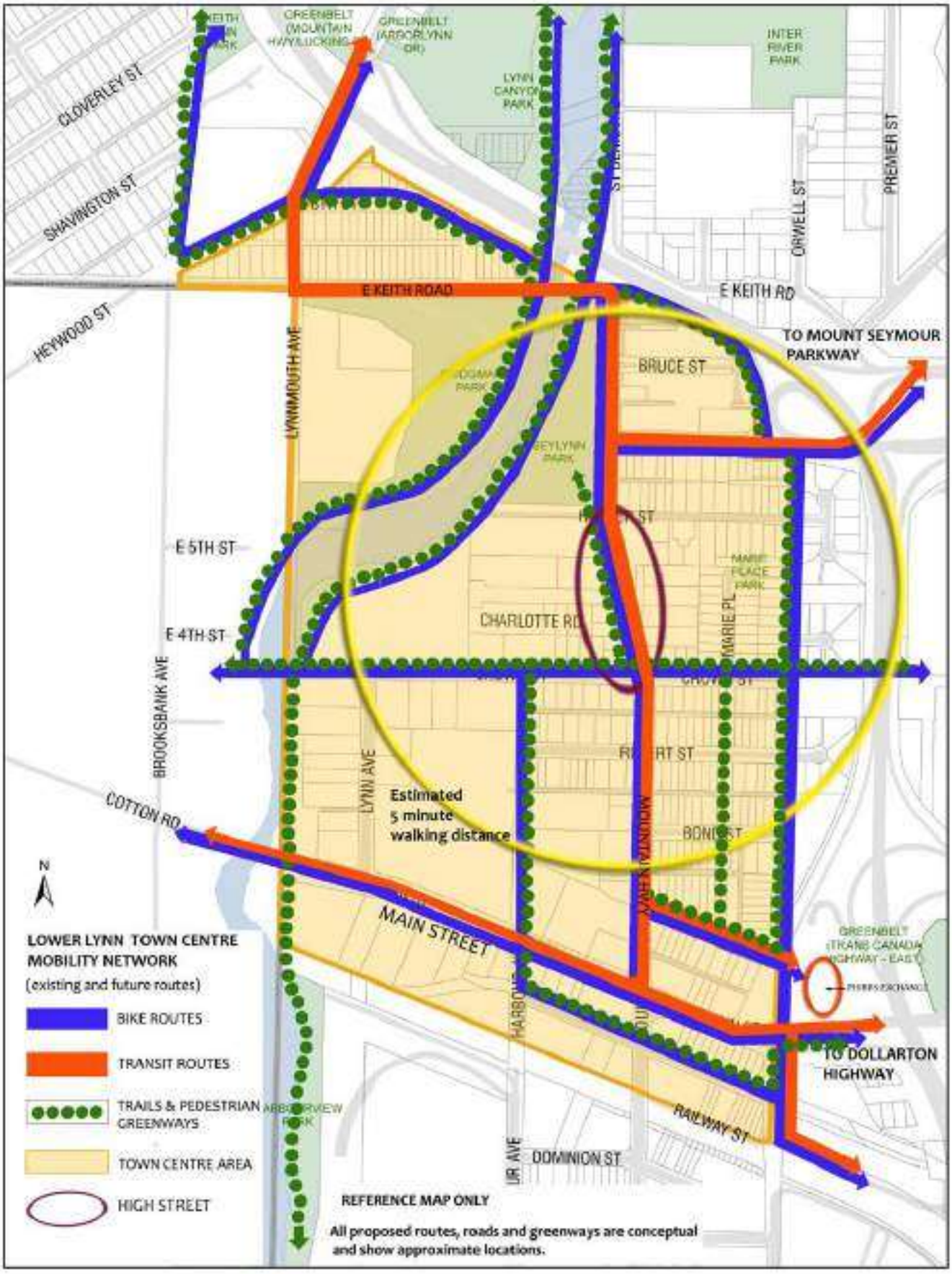
3.1.4 PARKS AND OPEN SPACES

1. Undertake trail improvements to enhance connections to the Lynn Creek trail system and Lynnmour School and neighbourhood
2. Establish Crown and Orwell Streets as greenways that prioritize walking and cycling
3. Upgrade Seylynn Park to address local recreational needs
4. Expand and upgrade Marie Place Park as a locally serving neighbourhood park
5. Facilitate creation of a new neighbourhood park south of Crown Street and east of Mountain Highway
6. Design open spaces with consideration of solar orientation, weather protection and typical use during different times of day
7. Design open spaces with consideration of crime prevention principles and maximization of passive surveillance

3.2 MOBILITY NETWORK

Map 9 provides a conceptual representation of the mobility network for Lower Lynn Town Centre.

1. Pursue transportation demand management strategies to encourage active travel modes and public transit
2. Work with the regional transportation authority to coordinate the provision of effective transit service and upgrades to Phibbs Exchange to support increased population and employment in Lower Lynn Town Centre
3. Work with the regional transportation authority to improve the integration of Phibbs Exchange into the community
4. Investigate the potential for new pedestrian/cycle bridges over Lynn Creek and over the Trans-Canada Highway along the Crown Street alignment
5. Improve the existing Lynn Creek trail to Lynnmour School under the Keith Road and highway bridges
6. Work with the Provincial transportation ministry and other governments to address highway interchange improvements including east-west connections to the Seymour area
7. Designate Crown and Orwell Streets as greenways and implement streetscape improvements that prioritize walking and cycling movements
8. Secure mid-block connections east of Mountain Highway at redevelopment
9. Provide a consistent and high quality sidewalk treatment on both sides of Mountain Highway
10. Develop way-finding measures and signage to direct pedestrians and cyclist to the community heart, Seylynn Park, Lynn Creek trail system, community facilities and Phibbs Exchange



MAP 9: LOWER LYNN TOWN CENTRE MOBILITY NETWORK MAP

3.3 SUSTAINABILITY

1. Undertake a feasibility analysis of district energy to consider alternative/sustainable energy systems for Lower Lynn; and subject to this analysis, anticipate and accommodate the development of a hydronic based district energy system

2. Promote the implementation of green building and water conservation practices

3. Manage and re-use storm water on site to the greatest extent possible

4. Encourage urban agriculture through provision of garden spaces and green roofs

5. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services



Maplewood Village Centre

1 INTRODUCTION

Maplewood Village is a unique place in the District given its proximity to the waterfront, its industrial neighbours and character and its diverse housing. The area is endowed with an outstanding natural environment and open space network including the Seymour River and various creeks, the Burrard Inlet foreshore, Maplewood Farm, Cutter Island Park and the Windridge Escarpment.

Development in Maplewood dates back to the 1920s, originally with waterfront sawmills that evolved to other port related industries including ship building, chemical plants and lumber export taking advantage of access to rail, water transport and the highway. More recently, business parks have developed along the new Dollarton Highway contributing significantly to the District's job base and economy.

A residential community of approximately 1,000 people exists in a mix of older, more affordable rental townhouse and low rise apartments, and a blend of old and new single family homes. Modest commercial development is located along Old Dollarton Road to serve the local community and a recreation centre is located nearby in the Seymour Area.

Retention and enhancement of the character and features of Maplewood is critical in planning for the next 20 years. The OCP identifies that Maplewood will accommodate approximately 1,500 more units towards creating a vibrant village centre.

2 VISION

The vision for Maplewood Village is *"a complete and balanced community with local jobs equalling the local labour force. In particular, jobs for local people and especially jobs for local young people should be encouraged and this will also have the merit of increasing the municipal tax base. New employment areas will reflect a high environmental standard and will also have high aesthetic standards, reflecting the community's outstanding natural environment. There will be a variety of housing for all ages and incomes and family circumstances centred on a newly invigorated, walkable Maplewood village centre. Old Dollarton Road will become a key focus of pedestrian activity, a street lined with new retail businesses with apartments and live/work units above. The Maplewood village centre will be convenient for transit and pedestrians and will be the nerve centre of an extensive system of trails, which wend through the community stretching from the Seymour River to Windridge and from Hogan's Pool to Burrard Inlet"* (Maplewood Local Plan, 2002).

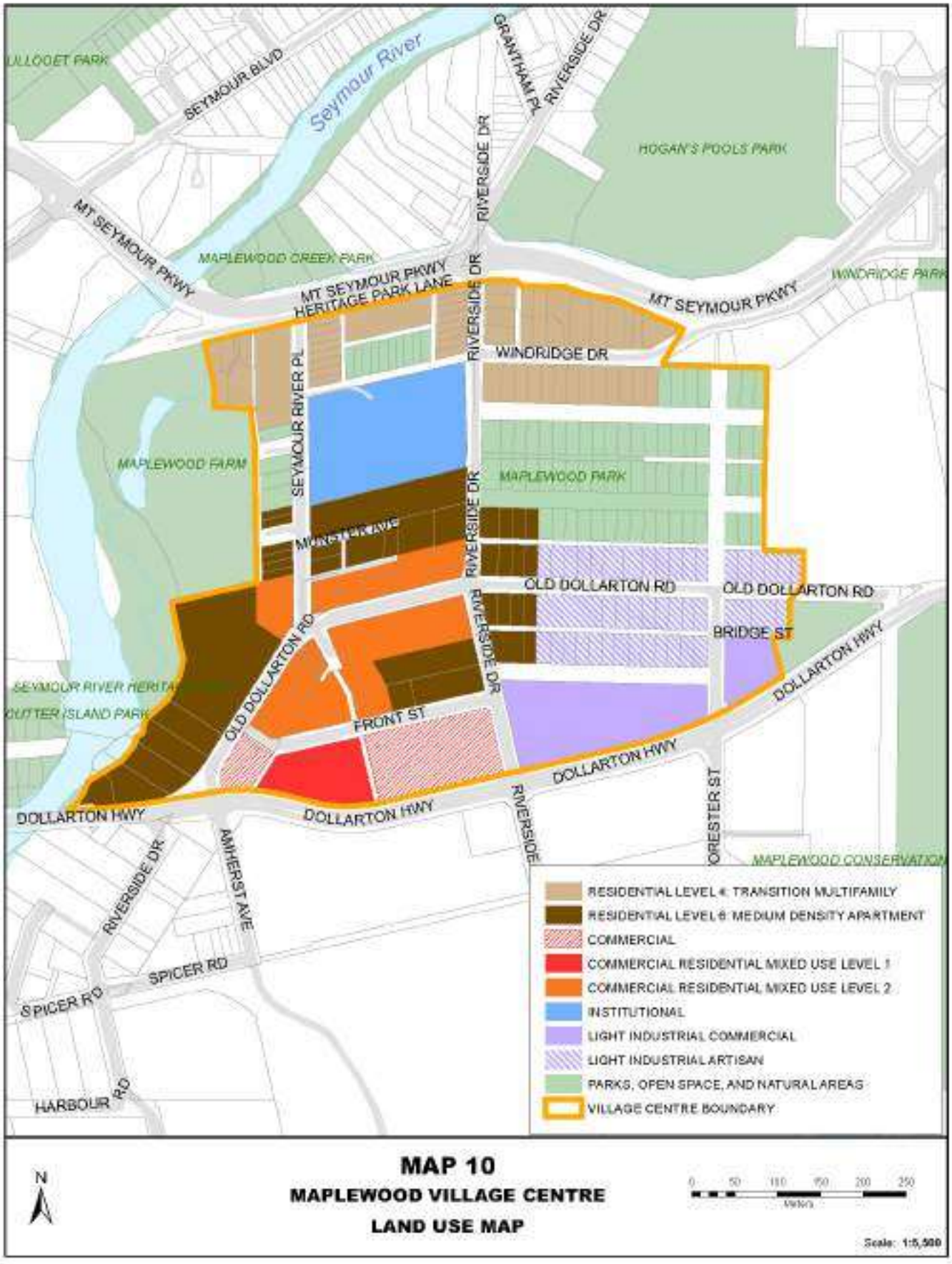
3 VILLAGE CENTRE POLICIES

3.1 LAND USE

Map 10 indicates the predominant land uses for Maplewood Village Centre.

3.1.1 HOUSING

1. Encourage the retention of rental stock and the provision of affordable housing through redevelopment
2. Accommodate approximately 1,500 new residential units within a mix of building types (midrise, lowrise, mixed use buildings) and unit sizes
3. Support the provision of housing for seniors and families in terms of unit sizes, number of bedrooms and provision of private outdoor space
4. Encourage the replacement of the approximately 250 existing purpose-built, market rental units in Maplewood as development occurs
5. Target up to 300 net new non-market housing units within the Centre



MAP 10: MAPLEWOOD VILLAGE CENTRE LAND USE MAP

3.1.2 COMMERCIAL AND EMPLOYMENT USES

1. Maintain and enhance light industrial uses
2. Limit retail and service uses within the business parks on the south side of Dollarton Highway and on the north side east of Riverside Drive
3. Permit intensive office and employment uses north of Dollarton Highway
4. Focus local serving commercial uses in mixed use, street oriented developments in the village heart
5. Permit live/work and small scale manufacturing units with residential above within the village centre



Village Centre Sketch



Typical Office Park Development

3.1.3 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Develop a Maplewood Village community amenity contribution strategy to achieve community amenities and public benefits

2. Liven the "heart" of the Village Centre with streetscape design guidelines addressing civic improvements such as public plazas and art, coordinated street furniture, street trees and landscaping

3. Secure community space where feasible and appropriate when redevelopment occurs within the Village Centre

3.1.4 PARKS AND OPEN SPACES

1. Investigate the feasibility of establishing a children's playground within the community park north of the Maplewood School site or within the village heart

2. Create east-west pedestrian and bicycle linkages to connect Maplewood Village with surrounding neighbourhoods, key destinations and facilities at Maplewood Conservation Area, Canadian International College, Maplewood Farm, Seymour Creek and Lower Lynn Town Centre

3. Explore the potential for an urban agricultural pilot project at Maplewood Farm

3.2 MOBILITY NETWORK

Map 11 provides a conceptual representation of the mobility network for Maplewood Village Centre.

1. Enhance pedestrian and cyclist connections within the village centre and to the wider Maplewood area

2. Design mid-block, north-south greenways connecting Seymour River Place to Dollarton Highway, and connecting the Windridge escarpment to Dollarton Highway between Forester and Riverside

3. Provide way-finding signage directing pedestrians and cyclists to the Village Centre

4. Design the Village Centre to support effective and frequent transit

3.3 SUSTAINABILITY

1. Explore and advance alternative on-site or neighbourhood renewable energy generation systems and connections, particularly the potential for eco-industrial networking whereby local industries utilize each other's by-products as energy sources

2. Undertake an environmental reconnaissance to guide detailed planning for Maplewood Village Centre

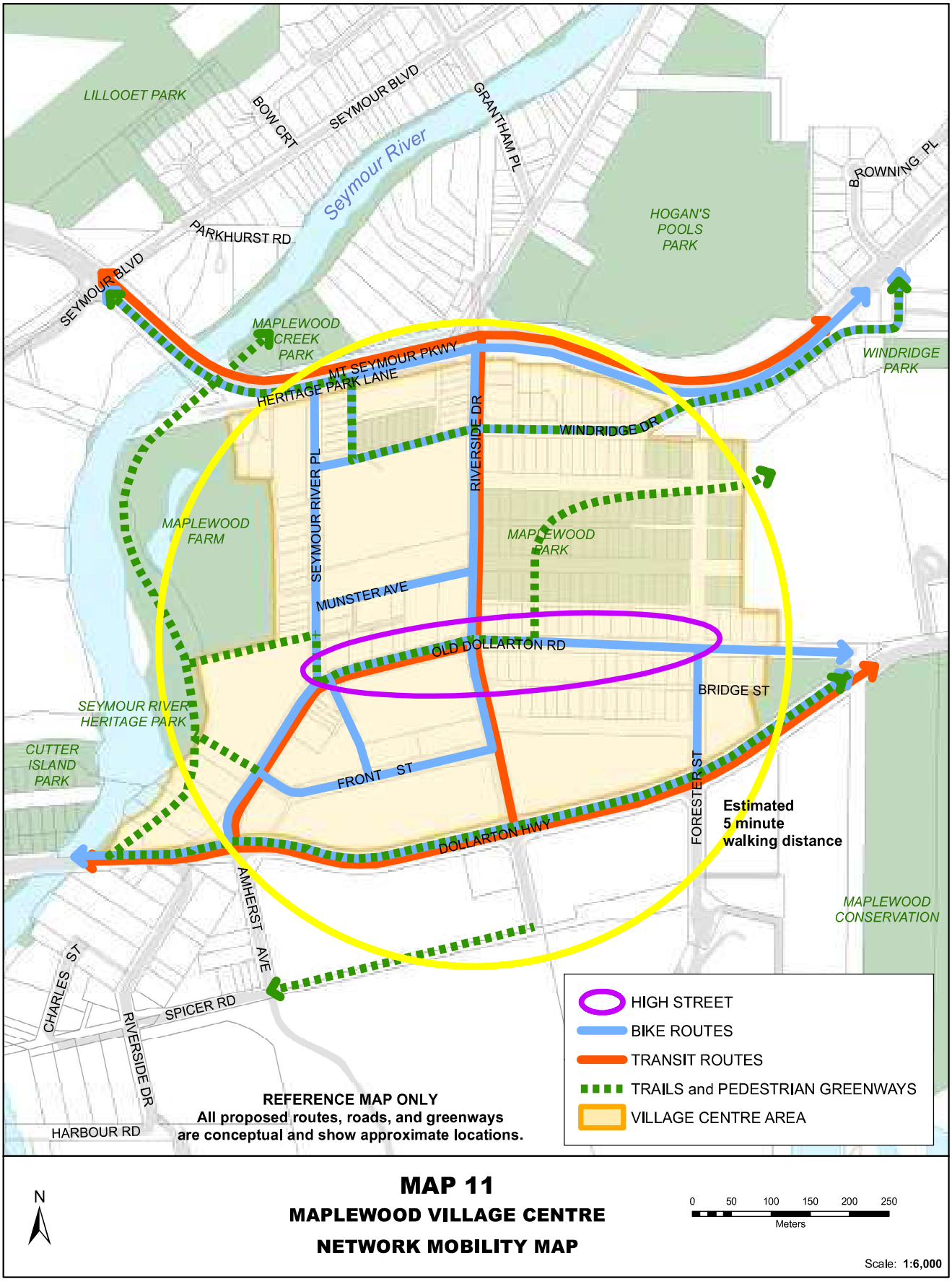
3. Maintain stands of significant trees and strive to connect habitat and greenspace through greenways

4. Promote the implementation of green building and water conservation practices

5. Manage storm water on site to the greatest extent possible

6. Integrate opportunities for urban agriculture

7. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services



MAP 11: MAPLEWOOD VILLAGE CENTRE NETWORK MOBILITY MAP

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Lower Capilano - Marine Village Centre

1 INTRODUCTION

Situated at the end of the Marine Drive Corridor near the Lions Gate Bridge, Lower Capilano Village Centre has a unique geographical position in the District and will serve as a gateway to welcome people to North Vancouver while providing a heart for the local community, as well as amenities and housing options to meet the community's needs over the next 20 years.

The area is close to significant natural features of the Capilano River and Regional Park trail system as well as the Pemberton escarpment and Bowser Trail. These features offer spectacular and unique views. In addition, Marine Drive is redeveloping into a vibrant mixed use corridor oriented to pedestrians and transit. There are aging and vacant commercial properties in the area which create an opportunity for renewal. There is also an opportunity for enhanced community and park facilities and transportation network improvements.

Conceptual planning for the Lower Capilano - Marine Drive focuses on the commercial properties at Capilano and Marine in order to identify a more effective land use and transportation configuration, promote the viability of continued tourist services, and provide for significant community benefits for local residents. Given the strategic location of this area and its potential to serve as a hub at the entrance to the Marine Drive Corridor, Capilano Road and the Lions Gate Bridge, Lower Capilano - Marine is expected to emerge as a key village centre within the OCP's Network of Centres.

2 VISION

The Lower Capilano - Marine Drive Village Centre serves as a gateway to the District and will function as a vibrant, walkable neighbourhood with local-serving businesses, jobs, community recreation opportunities and a range of housing options.

3 VILLAGE CENTRE POLICIES

The following policies guide decision-making for land uses, community amenities, the mobility network, parks and open space and sustainability for the Lower Capilano - Marine Drive Village Centre.

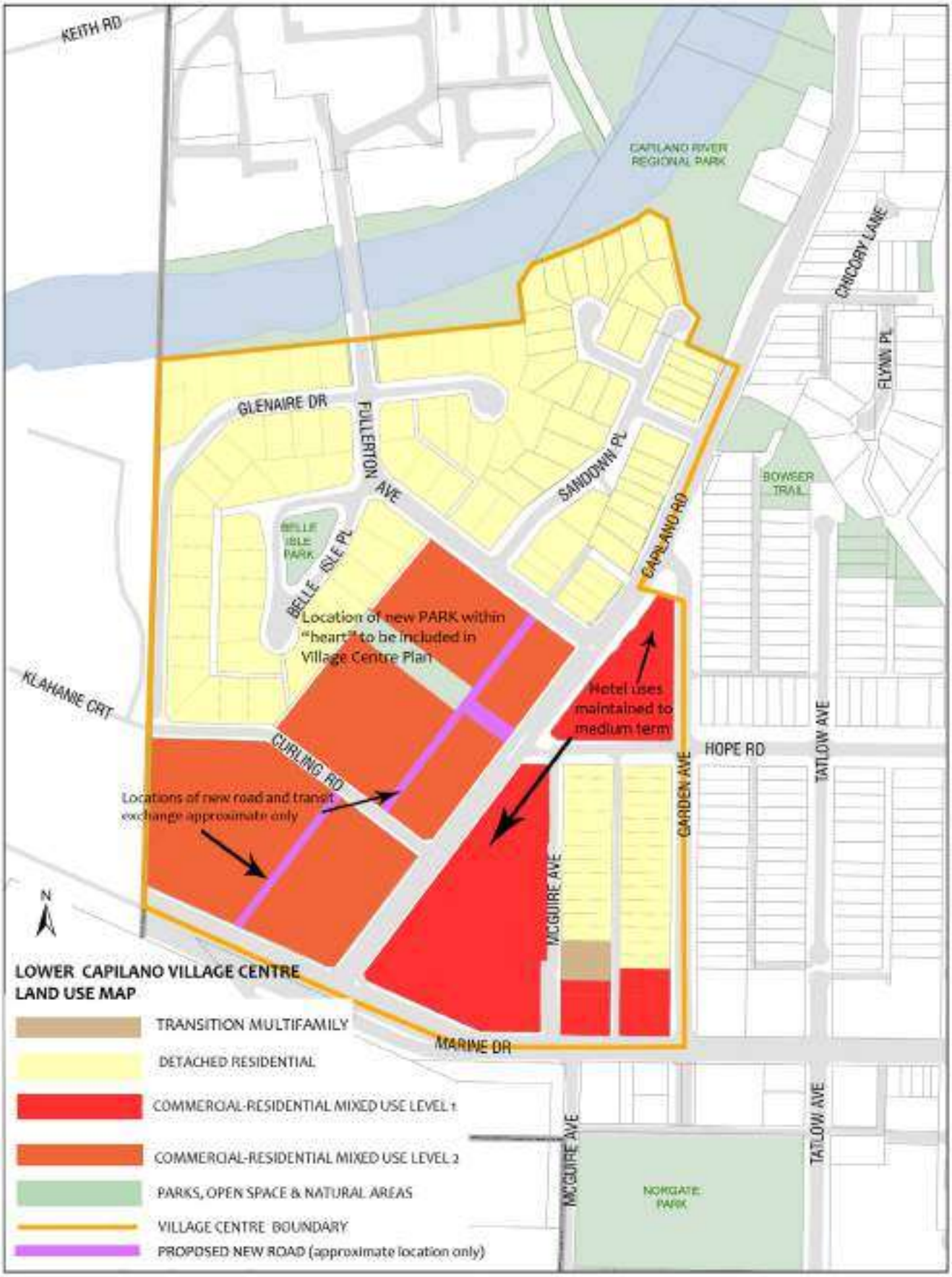
3.1 LAND USE

3.1.1 GENERAL

1. Locate higher density land uses in the core area of the Village Centre to support the commercial uses and community facilities located in the "heart"

2. Focus ground-oriented multifamily housing along the edges of the core of the Village Centre and transition sensitively to surrounding low density residential areas

3. Promote high quality urban design that reflects the local context and integrates significant viewscapes



MAP 12: LOWER CAPILANO - MARINE VILLAGE CENTRE LAND USE MAP

3.1.2 HOUSING

1. Provide for a range of housing options to meet the anticipated needs of existing and future District residents over the next 20 years including: seniors, young adults and families

2. Encourage the inclusion of three bedroom units in multi-family buildings for families

3. Encourage the inclusion of on-site play spaces in multi-family building developments where appropriate

4. Encourage purpose-built rental housing

5. Facilitate the provision of affordable housing through redevelopment including: market and non-market rental units, potential lock-off units, and price controlled ownership housing

3.1.3 COMMERCIAL AND EMPLOYMENT USES

1. Retain a portion of the existing hotel/motel units in the medium term and develop a phasing strategy to address renewal of these sites in the future

2. Support the redevelopment of a modest amount of local serving office in mixed-use buildings

3. Accommodate approximately 100,000 ft^2 of commercial space in the Village Centre

4. Explore the potential of developing a small business "incubator" with office space and facilities to support small enterprises

3.1.4 COMMUNITY FACILITIES, SERVICES AND AMENITIES

1. Create a community heart that includes, but is not limited to:

    a) A community centre of approximately 17,000 - 24,000 ft^2 with local-serving programming, space for community groups and some recreational capacity

    b) Small-scale retail that serves local residents' needs

    c) Community open / plaza space

    d) Playground space

    e) Community green space and connection to parks through enhanced trails

    f) Pedestrian and cycling linkages to nearby destinations and networks

    g) Programming of spaces that provide opportunities for diverse activities

2. Facilitate the provision of adequate daycare spaces through redevelopment

3. Explore the provision of adult daycare facilities in the new community centre

4. Ensure adequate cycling facilities, such as sheltered bike racks, are provided in the redevelopment of the village centre

5. Explore the potential for including bike storage lockers adjacent to the new bus lay-by

3.1.5 PARKS, TRAILS & OPEN SPACES

1. Increase the total land area dedicated to parks, trails and public open spaces such as plazas throughout the village centre

2. Design new open spaces, playgrounds and plazas with a focus on amenities and with consideration of crime prevention principles including maximization of passive surveillance

3. Establish new park spaces and enhance access to and connectively between parks and trails in the area by:

    a) creating new trails/ greenways in strategic locations

    b) exploring opportunities in partnership with the District of West Vancouver and Metro Vancouver to enhance access and parks facilities (e.g. benches) at Capilano River and Klahanee parks

    c) exploring the potential of a pedestrian/cycle access across the Capilano River to connect to Capilano River Regional Park trails

    d) enhancing way-finding, safety and accessibility on trails

    e) providing pedestrian amenities on existing streets where needed to complete trails loops

3.2 MOBILITY NETWORK

Map 13 provides a conceptual representation of the mobility network for Lower Capilano - Marine Village Centre.

1. Provide an integrated transportation network that supports all modes of transportation with an emphasis on walkability and strong pedestrian/cycling connections

2. Work with the regional transportation authority and the Province to plan and implement effective and frequent transit service, routing and facilities

3. Continue to work with the Province to enhance access to the Lions Gate bridge

4. Coordinate the establishment of a transit right of way connection between Curling Road and Marine Drive with a potential bus lay-by off of Marine to facilitate bus priority (conceptual location shown on Map 13)

5. Create a welcoming and inviting pedestrian experience by:

    a) using appropriate traffic control and traffic calming measures on roadways

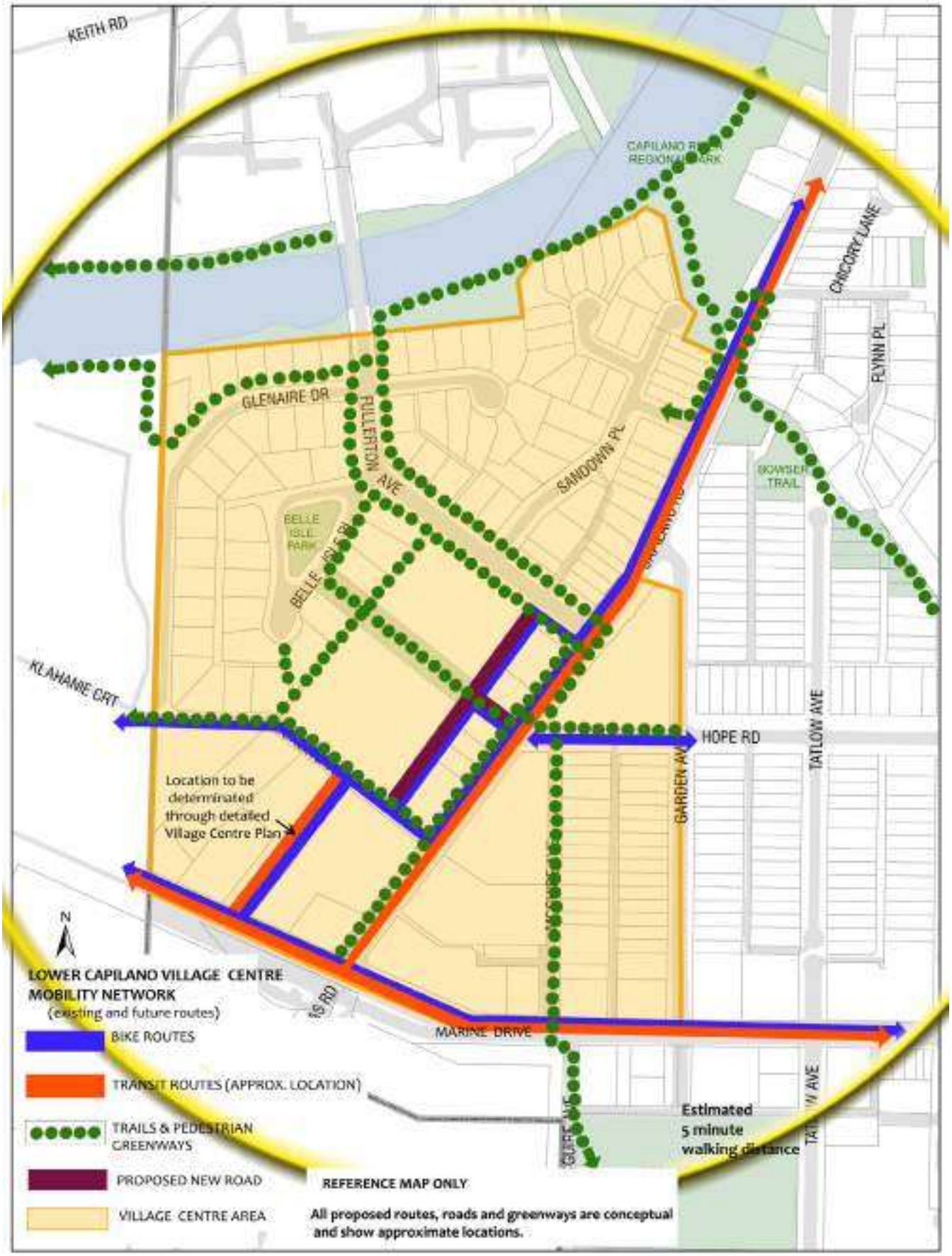
    b) providing pedestrian infrastructure along Fullerton Avenue, Curling Road and Capilano Road

    c) providing sidewalk amenities to encourage pedestrian connections between Woodcroft, the Village Heart and transit stops

6. Connect the Lower Capilano and Lions Gate neighbourhoods by creating a "crossroads" connection at Hope Road into the heart of the new Village Centre (Map 12)

7. Facilitate below-grade vehicular parking for all new commercial, mixed-use and institutional development

8. Provide new bike route facilities, including signage for way finding/route-marking and road safety infrastructure, as appropriate



MAP 13: LOWER CAPILANO - MARINE VILLAGE CENTRE MOBILITY NETWORK MAP

3.3 SUSTAINABILITY

1. Assess the viability of a district energy system for the Village Centre including Marine Drive and if viable, require new development be 'District Energy Ready' for hook-up to hydronic systems

2. Promote the implementation of green building and water conservation practices

3. Incorporate infiltration and water features to manage stormwater and facilitate opportunities to integrate public art in this type of green infrastructure

4. Encourage drought tolerant, native species in all landscaping on District lands, such as boulevards and open spaces

5. Encourage community gardens, green roofs/roof top gardens and living walls where appropriate

6. Encourage new multi-family housing developments to provide composting facilities and/or coordinate composting services

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SCHEDULE B | Development Permit Areas

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The Corporation of the District of North Vancouver

Bylaw 7934

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

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

1. Citation

This bylaw may be cited as "District of North Vancouver Official Community Plan Bylaw 7900, 2011, Amendment Bylaw 7934, 2012 (Amendment 4)".

2. Amendments

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

a) by the addition of Schedule B, "Development Permit Areas", as attached to this Bylaw as schedule 1.

3. Repeal

'Schedule B' of The District Official Community Plan (Bylaw 6300) and any amendments thereto is repealed.

READ a first time this the 5th day of June, 2012

READ a second time as amended this the 11th day of June, 2012

PUBLIC HEARING held on this the 19th day of June, 2012

READ a third time as amended this the 9th day of July, 2012

ADOPTED this the 9th day of July, 2012

Mayor

Municipal Clerk

AMENDED JUNE 5, 2026

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Introduction

This Schedule B establishes seven Development Permit Areas (DPAs):

1. Protection of the Natural Environment DPA;
2. Streamside Protection DPA;
3. Wildfire Hazard DPA;
4. Creek Hazard DPA;
5. Slope Hazard DPA;
6. Form and Character DPA; and
7. Energy and Water Conservation and GHG Emission Reduction DPA.

Part One of this Schedule B designates the areas that are subject to the above DPAs, and delegates the issuance of some development permits to the *District's* General Manager, Planning, Properties and Permits.

Part Two of this Schedule B contains definitions.

Part Three deals with the *Protection of the Natural Environment DPA* and the *Streamside Protection DPA*. It provides the context and objectives for these DPAs and provides exemptions and guidelines applicable to each. Corresponding Development Approval Information Areas are designated at the end of Part Three.

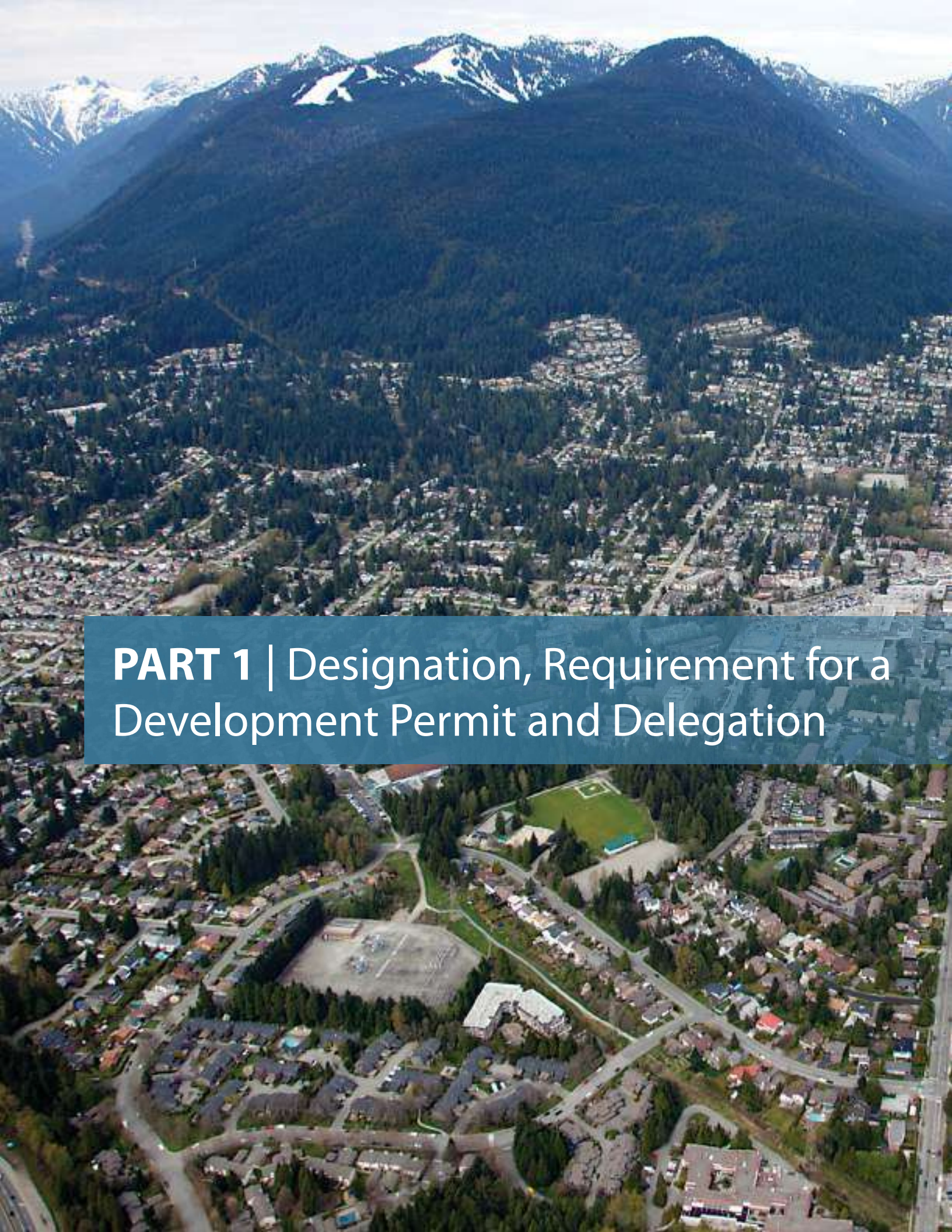
Part Four deals with the *Wildfire Hazard DPA*, the *Creek Hazard DPA* and the *Slope Hazard DPA*. It provides the context and objectives for these DPAs and provides exemptions and guidelines applicable to each. Requirements in relation to hazard assessment reports to be prepared by *qualified professionals* are then provided. A Development Approval Information Area is designated at the end of Part Four.

Part Five deals with the *Form and Character DPA*. It provides the context and objectives for this DPA and provides exemptions and guidelines in relation to different types of built form. A Development Approval Information Area is designated at the end of Part Five.

Finally, **Part Six** deals with the *Energy and Water Conservation and GHG Emission Reduction DPA*. It provides the context and objectives for this DPA and provides applicable exemptions and guidelines. A Development Approval Information Area is designated at the end of Part Six.

Because development guidelines are more flexible than zoning and other regulations, Council is able to exercise discretion on a case by case basis and specify conditions and requirements to meet the intent and objectives of the applicable DPA. A development permit may vary requirements of other *District* bylaws. As an example, in an environmentally sensitive area *Zoning Bylaw* setbacks from a property line might be reduced to locate *development* farther away from a *wetland*. But in no instance may a development permit vary the permitted use or density of land from that which is specified in the *Zoning Bylaw*.

Development permits are registered on title, therefore the specified conditions and requirements that *development* must adhere to "run with the land" remaining in force until rescinded by the issuance of a new development permit.



PART 1 | Designation, Requirement for a Development Permit and Delegation

A. Designation of Development Permit Areas

1. Protection of the Natural Environment

Pursuant to section 919.1(a) of the *Local Government Act*, all parcels coloured green on Map 1.1 are collectively designated as the protection of the natural environment development permit area (the "*Protection of the Natural Environment DPA*").

2. Streamside Protection

Pursuant to section 919.1(a) of the *Local Government Act*, all parcels coloured green on Map 1.2 and any other parcel in the *District* that contains a *stream*, or is partly or entirely located:

a) within 15 metres of the *top of bank* of a *stream*; or

b) within 10 metres of the *top of ravine bank* for *ravine*s that are greater than 60 metres in width; or

c) within 30 metres of the *top of bank* of a *stream* for parcels that are 0.5 hectares or larger in area and are located on or adjacent to the Capilano River, Lynn Creek, Seymour River, or on or adjacent to Mackay Creek at any point south of Marine Drive

are collectively designated as the streamside protection development permit area (the "*Streamside Protection DPA*"). For greater certainty, the *Streamside Protection DPA* applies to all parcels that meet the above criteria, whether or not coloured green on Map 1.2.

3. Wildfire Hazard

Pursuant to section 919.1(a) and (b) of the *Local Government Act*, all parcels coloured light and dark orange on Map 2.1 are collectively designated as the wildfire hazard development permit area (the "*Wildfire Hazard DPA*").

4. Protection of Development from Creek Hazards

Pursuant to section 919.1(b) of the *Local Government Act*, all:

a) *potential flood hazard areas;*

b) *potential debris flow and debris flood hazard areas;*

c) parcels that are located wholly or partially within any *potential debris flow and debris flood hazard areas* or *potential flood hazard areas*; and

d) parcels that intersect or touch any red line (the 10 metre reference line) shown adjacent to a *potential flood hazard area* on Map 2.2

are collectively designated as the creek hazard development permit area (the "*Creek Hazard DPA*").

5. Protection of Development from Slope Hazards

Pursuant to section 919.1 (b) of the *Local Government Act*, all:

a) *potential slope hazard areas;*

b) parcels that are located wholly or partially within any *potential slope hazard areas*;

c) parcels upon which there is located a *steep slope* are collectively designated as the slope hazards development permit area (the "*Slope Hazard DPA*"); and

d) parcels that intersect or touch any red line (the 20 metre reference line) adjacent to a *potential slope hazard area* shown on Map 2.3

are collectively designated as the slope hazard development permit area (the "Slope *Hazard DPA*").

6. Form and Character of Commercial, Industrial and Multi-Family Development

Pursuant to subsections 919.1(d), 919.1(e) and 919.1(f) of the *Local Government Act*, all lands coloured red on Map 3.1 and all lands zoned for commercial, industrial or multi-family residential uses in the *Zoning Bylaw*, are collectively designated as the development permit area for form and character of commercial, industrial and multi-family *development* (the "*Form and Character DPA*").

7. Energy and Water Conservation and Reduction of Greenhouse Gas Emissions

Pursuant to subsections 919.1(h), (i) and (j) of the *Local Government Act*, all lands coloured purple on Map 4.1 and all lands zoned in the *Zoning Bylaw*:

a) for commercial, industrial/employment, multi-family and institutional purposes; and

b) zoned Comprehensive Development and containing commercial, employment, multi-family or institutional land uses

are collectively designated as the development permit area for energy and water conservation and greenhouse gas emission reduction development permit area (the "*Energy and Water Conservation and GHG Emission Reduction DPA*").





Photo (left) courtesy of the Lynn Canyon Ecology Centre

B. Requirement for a Development Permit

All *development* and all subdivisions (other than a subdivision of a new building under the British Columbia *Strata Property Act*) within a designated development permit area shall require a development permit unless exempted in accordance with the provisions of this *document*. Development permits issued may include any *development* conditions permitted by the *Local Government Act*, as appropriate to the development permit area and *development* in question.

The requirements and guidelines in this *document* supplement regulations in other *District* development control bylaws - they do not replace them. Issuance of a development permit does not absolve an applicant from compliance with any other *District* bylaw and the requirements and guidelines in this *document* should be read in conjunction with the balance of this *Official Community Plan*, the *Zoning Bylaw*, *Building Regulation Bylaw* and the *Development Servicing Bylaw* in particular.

A development variance may either relax or increase a bylaw requirement if doing so results in an improved form of *development* on a particular parcel of land. It must be noted however, that development permits may not alter the permitted land use or density as specified in the *Zoning Bylaw*, as this is not permitted under the *Local Government Act*.

Under certain conditions, as set out in Parts 3, 4, 5 and 6 of this *document*, *development* may be exempted from the requirement to obtain a development permit. If unsure, property owners may submit a description of a proposed *development* activity with appropriate supporting information, and *District* staff will advise in writing whether the *development* is exempt from the requirement for a development permit.

An *exemption* from the requirement to obtain a development permit in connection with one development permit area shall not act as an *exemption* in connection with another development permit area. Also, an *exemption* from the requirement to obtain a development permit under the *Protection of the Natural Environment DPA* or under the *Streamside Protection DPA* shall not act as an *exemption* in connection with a requirement to obtain an environmental permit in accordance with the provisions of *Environmental Protection and Preservation Bylaw No. 6515*, as amended.

The *District* may impose in a development permit, any condition permitted by law in order to ensure compliance with the guidelines set out in this *document*.

When assessing a development permit application and determining what conditions, if any, should be imposed in a development permit, the applicable guidelines in this *document* should be followed. Alternative methods or materials may be considered where they provide equivalent or better performance and fulfill the objectives of the applicable guidelines. Staff should require that sufficient evidence or proof be submitted to substantiate any claims that may be used regarding use of the alternative method or material.

Where a parcel is designated as more than one type of development permit area, a single development permit may be issued, provided that the guidelines for all applicable development permit areas are addressed in the development permit.

C. Delegation of Authority to Issue Development Permits

In accordance with Section 920 of the *Local Government Act*, the *Council* hereby delegates to the *director* the powers of the *Council* to:

1. issue development permits with or without conditions in connection with the *Protection of the Natural Environment DPA*; *Streamside Protection DPA*; *Wildfire Hazard DPA*; *Creek Hazard DPA*; *Form and Character DPA; Slope Hazard DPA*; *Energy and Water Conservation and GHG Emission Reduction DPA;*

2. issue *minor development permits* with or without conditions in connection with the *Form and Character DPA; and*

3. provide any approval, acceptance or consent, form any opinion or determination, or require, provide or accept any reports, information or other items in connection with the foregoing as required or permitted in this *document*,

all in accordance with the applicable guidelines set out in this *document*, provided that:

1. the development conforms to the *Zoning Bylaw* or requires variance(s) to the *Zoning Bylaw* that is a minor variance, as defined in the *Development Procedure Bylaw No. 8144, 2017*;

2. in the case of a streamside protection development permit, the development permit does not involve parcels that are greater than 0.5 hectares in size located on or adjacent to the Capilano River, Lynn Creek or Seymour River, or located on or adjacent to Mackay Creek at any point south of Marine Drive;

3. in the case of a form and character development permit, the development permit is for industrial and business park development;

4. the *director* may refer any DPA application to Council for decision, and in that event the provisions of this section related to reconsideration do not apply to the application.

5. the *director* may, in accordance with the applicable guidelines herein, require the applicant to provide security to be applied by the *District* to the cost of:

    a) providing landscaping, including vegetation and trees provided to preserve, protect, restore or enhance riparian areas, that the permit requires to be provided;

    b) correcting an unsafe condition that has resulted as a consequence of the contravention of a condition in the permit; and

    c) correcting damage to the environment that has resulted as a consequence of the contravention of a condition in the permit;

6. in imposing the security requirements set out in section 7, the *director* may require security to be maintained for so long as there is a reasonable possibility of contravention of a landscaping condition, the creation of an unsafe condition, and the causing of harm to the environment in connection with the *development* authorized by the permit;

7. within 10 business days of being notified in writing of the *director's* decision regarding a development permit application, the applicant may, upon paying the application fee set out in Schedule "W" of the *District* Fees and Charges Bylaw 6481 (7806), as amended from time to time, request Council to reconsider the *director's* decision by giving notice in writing to the *District's* corporate officer setting out:

    a) the grounds on which the applicant considers the decision is inappropriate; and

    b) the decision that the applicant considers would be appropriate for Council to make having regard to the applicable guidelines herein, including development permit conditions and security conditions that the applicant considers would be appropriate;

8. the *District's* municipal clerk must place each request for reconsideration on the agenda of a meeting of the *Council* to be held not earlier than 2 weeks from the date on which the request for reconsideration and payment of the applicable application fee was received;

9. the *District's* municipal clerk must notify the *director* of each request for reconsideration and the *director* must:

    a) prior to the date of the meeting at which the reconsideration will occur, provide a written report to the *Council* setting out, at the level of detail the *director* considers appropriate, the rationale for the *director's* decision; or

    b) at the meeting at which the reconsideration occurs, provide an oral report on the rationale for the *director's* decision;

10. the *District's* municipal clerk must notify the applicant of the date of the meeting at which the reconsideration will occur; and

11. the *Council* may either confirm the decision of the *director* or substitute its own decision, including with



PART 2 | Definitions

In this *document*, the following terms have the meanings assigned to them below:

"accessory" means accessory as defined in the *Zoning Bylaw*;

"active floodplain" means an area of land that supports floodplain plant species and is:

1. adjacent to a *stream* that may be subject to temporary, frequent or seasonal inundation, or
2. within a boundary that is indicated by the *high water mark;*

"APEGBC" means the Association of Professional Engineers and Geoscientists of British Columbia or any replacement or successor professional association;

"buffer" or **"buffer area"** means an area that remains undeveloped in order to protect slope stability or to provide a setback from a natural hazard;

"Council" means the Council of the *District*;

"Creek Hazard DPA" means the development permit area designated in Part One section A.4 of this *document*;

"debris flood" means a flood of water that carries an unusually large amount of sediment and/or wood debris, and that is often triggered by a *landslide* dam outbreak;

"debris flow" means a fast moving, liquefied and channelized *landslide* of mixed and unconsolidated water and debris that may occur during unusually wet weather on a steep mountain creek with abundant debris sources;

"defensible space" means the area around a structure where *fuel* and vegetation should be managed to reduce the *risk* of structure fires spreading to the forest or vice versa and to provide safe working space for fire fighters;

"designated flood" generally means an event that has a 1 in 200 chance of occurring in any given year, based on a frequency analysis of unregulated historic flood records or by regional analysis in cases of inadequate stream flow data available. In some cases, a designated flood can be the *flood of record* (for example, when an event greater than the 1 in 200 year event has occurred in recent history);

"designated flood level" means the observed or calculated water surface elevation for a *designated flood*, and is used to determine the *flood construction level*;

"detailed assessment" means a detailed, site-specific study and field review to delineate hazard areas and provide quantitative estimates of hazard or *risk*, the minimum requirements of which detailed assessment are set out in this *document*;





Photos courtesy of the Lynn Canyon Ecology Centre

"development" means any of the following:

1. construction of, addition to or alteration of a building or other structure, including, without limitation:
    a) new building construction;
    b) building additions and alterations, including alterations to exterior materials;
    c) construction of, addition to or alteration of accessory buildings and structures, including pools, hot tubs, sheds and other structures; or
    d) construction of, addition to or alteration of retaining walls; and
2. alteration of land, including, without limitation:
    a) site clearing or removal of vegetation;
    b) landscaping, including planting and clearing;
    c) site grading;
    d) tree cutting;
    e) placement of fill, or disturbance of soils, rocks or other native materials;
    f) creation of impervious and semi-impervious surfaces (such as patios and driveways);
    g) installation, construction or alteration of flood protection or erosion protection works;
    h) installation, construction or alteration of roads, trails, docks, wharves or bridges; or
    i) installation, construction or maintenance of drainage, hydro, water, sewer or other utilities or utility corridors, including underground sprinkler or irrigation systems;

"development approval information" means information about the anticipated impact of the proposed activity or *development* on the community, which information is more particularly described in this *document*;

"director" means the *District's* General Manager, Planning, Properties and Permits and his or her successor in function and his or her designate;

"District" means, depending on the context, The Corporation of the District of North Vancouver or all of the land falling within the jurisdictional boundaries of The Corporation of the District of North Vancouver;

"document" means this Schedule B attached to and forming part of the *District's Official Community Plan Bylaw 7900, 2011*;

"elements at risk" means anything of social, environmental or economic value, including human lives and well-being that may be affected by a natural hazard;

"Energy and Water Conservation and GHG Emission Reduction DPA" means the development permit area designated in Part One section A.7 of this *document*;

"environmental impact study" means a detailed environmental assessment prepared by a *qualified environmental professional* that includes delineation and assessment of the *natural environment protected area* or the *streamside protected area* in relation to a proposed change or *development*;

"exemption" means an exemption from the requirement for a development permit in connection with a given *development*;

"Form and Character DPA" means the development permit area designated in Part One section A.6 of this *document*;

"fire resistive materials" means materials resistant to fire, such as stucco, metal, brick, rock, stone, lumber treated for fire resistance and cementitious products (including hardiplank), but excludes, without limitation, untreated wood, aluminum and vinyl products;

"fire resistive rating" means the time for which a material or construction will withstand the standard fire exposure as determined by a fire test made in conformity with the standard methods of fire testing;

"fire retardant roofing" means Class A and Class B roofing as specified in the Homeowners *FireSmart Manual*, BC Edition, 2004, Province of B.C., as the same may be amended or replaced from time to time, or such other roofing as may be specified by the *District* from time to time;

"flood" means an overflowing or pooling of water on land that is normally dry;

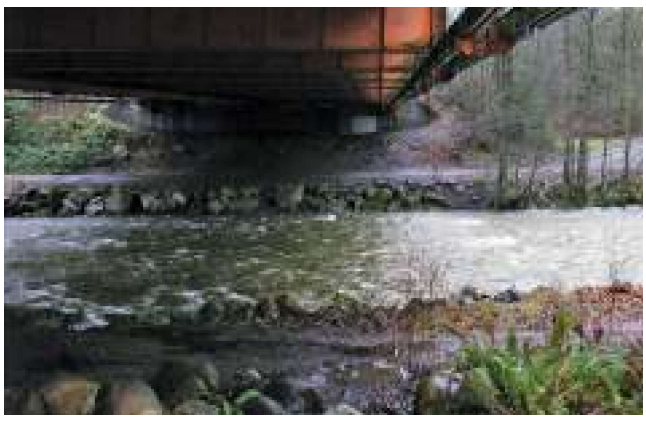
"flood construction level" or **"FCL"** means the *designated flood* level plus a specified allowance for *freeboard*, as determined by a *qualified professional*;

"flood of record" means the largest recorded *flood* event on any given stream or river, and when this exceeds the 1 in 200 year instantaneous event it becomes the *designated flood;*

"flood-proofing" means the alteration of land or buildings to reduce or eliminate the potential for *flood* damage and may include the use of increased elevation and/or construction methods that allow for occasional wetting and drying;

"floodway" means the channel of a *watercourse* and those portions of a floodplain that are reasonably required to actively convey the flow of a *designated flood*;





Seymour River (left); Lynn Creek during a 100 year rain storm event (right).





Sun filtering through trees (left); Capilano Canyon (centre); Seymour River (right).

"freeboard" means a vertical distance typically added to the *designated flood level* to account for variation in local hydraulic conditions (such as river bend or large boulders in a stream), to allow for waves rising from winds, and to address uncertainties inherent in engineering assumptions and calculations and introduce a factor of safety to such calculations;

"fuel" means a combustible material;

"gross floor area" means gross floor area as defined in the *Zoning Bylaw*;

"habitable space" means any room or space within a building or structure, which room or space is or can be used for human occupancy, commercial sales, or storage of goods, personal property or mechanical or electrical equipment (including furnaces), and which room or space would be subject to damage if flooded;

"habitat" means the natural home of an organism, including without limitation:

1. in respect of aquatic species, spawning grounds and nursery, rearing, food supply, migration and any other areas on which aquatic species depend directly or indirectly in order to carry out their life processes, or areas where aquatic species formerly occurred and have the potential to be reintroduced; and

2. in respect of other wildlife species, the area or type of site where an individual or wildlife species naturally occurs or depends on directly or indirectly in order to carry out its life processes or formerly occurred and has the potential to be reintroduced;

"habitat compensation" means the enhancement or increase in the productivity of existing *streamside protection areas* or *natural environment protection areas*, or, where appropriate, the replacement, of habitat and vegetation, where measures to avoid, repair or mitigate impacts caused by *development* may not be adequate to protect the *streamside protection areas* or *natural environment protection areas* as the case may be;

"high water mark" means the visible high water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain;

"landslide" means a movement of rock, debris or earth down a slope, and can be the result of a natural sequence of events and/or human activities; landslides include rock falls, rock slumps, rockslides, rock avalanches, rock creep, debris falls, debris slides, *debris flow, debris floods,* earth falls, earth slumps, earth slides, earth flows, earth creep and flow slides;

"master requirements list" or **"MRL"** means the information guides published by the *District* and containing requirements for development permits and/or building permits on properties with a range of natural hazards or special circumstances;

"mature stand of trees" means a group of trees in which the contiguous canopy area is greater than 100 square metres and where at least 3 trees are at least 50 years old;

"minor development permit" means a form and character development permit in connection with the following minor *development* activity in the *Form and Character DPA*:

1. minor façade and design changes in respect of a *development* for which a form and character development permit has already been issued by the *District*;

2. installations of up to 100 square metres of new *gross floor area* on a parcel;

3. new wireless telecommunication rooftop facilities and screening, or changes to existing telecomunication rooftop facilities and screening; or

4. *development* that, in the opinion of the *director,* does not impact the site and character;





Lynn Creek (left); Skunk Cabbage (right).

"natural boundary" means the natural boundary as defined in the *Land Act* (B.C.) In addition, the natural boundary includes the best estimate of the edge of dormant or old side channels and marsh areas;

"natural environment protected area" means the area, in which protection, conservation or enhancement is required in order to protect *mature stands of trees*, *habitat* for *species at risk*, *wetlands*, *raptors'* nesting sites or *wildlife corridors*, as the case may be;

"new building or structure" means a building or structure, excluding an *accessory* building or structure, that contains *habitable space* and that is newly constructed or being constructed or intended to be constructed or that is or is being or is intended to be substantially reconstructed;

"new ICI building or structure" means a building or structure, excluding an *accessory* building or structure and excluding a single family residential building, that contains *habitable space* and that is newly constructed or being constructed or intended to be constructed or that is or is being or is intended to be substantially reconstructed;

"permanent structure" means any lawfully constructed or legally non-conforming building or structure that is a fixture on land and is placed or erected on a permanent foundation;

"potential debris flow and debris flood hazard areas" means those areas identified as such on the Map 2.2;

"potential flood hazard areas" means those areas identified as such on Map 2.2;

"potential slope hazard areas" means those areas identified as such on Map 2.3;

"preliminary assessment" means a preliminary or overview assessment by a *qualified professional* to determine the extent, location or presence of a hazard, the probability of a hazardous event affecting an element at risk, and whether a detailed assessment is required;

"Protection of the Natural Environment DPA" means the development permit area designated in Part One section A.1 of this document;

"qualified environmental professional" means an applied scientist or technologist or registered professional, acting alone or together with another applied scientist or technologist or registered professional, if:

1. the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association, and

2. the individual's area of expertise is recognized by the *director* as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that *development* proposal, and

3. the individual is acting within that individual's area of expertise;

"qualified professional" means a professional with appropriate education, training and experience, fully insured and in good standing with the relevant professional association, and means:

1. for the purpose of the *flood* and slope hazard assessments (*Creek Hazard DPA* and *Slope Hazard DPA*), a specialist Professional Engineer or Professional Geoscientist, as appropriate, with experience or training in geotechnical and geohazard assessments, river hydraulics and hydrology and, where appropriate, *debris flow* processes experience or training and/or structural engineering expertise in connection with mitigation works; and

2. for the purpose of the wildfire hazard assessments (*Wildfire Hazard DPA*), a Registered Forest Professional qualified by training or with at least two years experience in the assessment, fuel management prescription *development* and mitigation of wildfire hazards in British Columbia;

"raptor" means a bird or its eggs of the order Falconiformes known as vultures, eagles, falcons and hawks or the order Strigiformes known as owls;

"ravine" means a narrow, steep-sided valley that is commonly eroded by running water and has a slope grade greater than 3:1;

"risk" is a measure of the probability and consequence of an adverse affect in relation to health, property, environment or other things;

"risk tolerance criteria" means generally the *risk*-based approach to the management of natural hazards established by the *District*, and more specifically means the risk tolerance criteria established by the *District*, as may be amended from time to time, which said criteria set out the maximum levels of tolerable *risk*s to life for both existing and new *development* within the *District*, and which said criteria should be applied to any *development* in the *Creek Hazard DPA* and in the *Slope Hazard DPA*.

"Slope Hazard DPA" means the development permit area designated in Part One section A.5 of this *document;*

"species at risk" means an extirpated, endangered or threatened species or a species of special concern;

"steep slope" means any land with a slope angle greater than 20 degrees (36%) measured over a vertical distance of at least 10 metres;

"stream" means any of the following:

1. a pond, lake, river, creek or brook whether it usually contains water or not; and

2. a ditch, spring or *wetland* that is connected by surface flow to something referred to in paragraph (1);

"streamside area or habitat" means the area along a *stream* that influences natural features, functions and conditions of a *stream*;

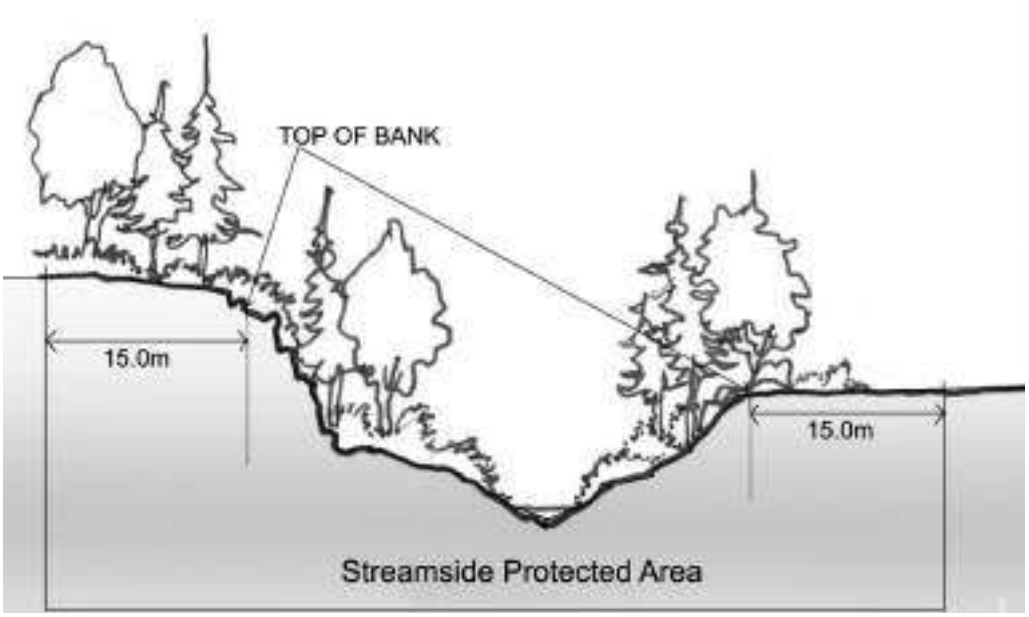
"streamside protected area" means an area adjacent to a *stream* that links aquatic to terrestrial ecosystems and includes both existing and potential streamside vegetation and existing and potential upland vegetation that exerts an influence on the *stream*, the width of which includes the area:

1. from the centreline of the *stream* to a distance of 15 metres measured perpendicularly from the *top of bank* of a *stream* (as illustrated in the following diagram); or:

2. from the centreline of the *stream* to a distance of 10 metres measured perpendicularly from the *top of bank* of a *ravine* for *ravine*s that are greater than 60 metres in width;

3. for parcels greater than 0.5 hectares in size located on or adjacent to the Capilano River, Lynn Creek or Seymour River, or located on or adjacent to Mackay Creek at any point south of Marine Drive, the area from the centreline of the *stream* to a distance of 30 metres measured perpendicularly from the *top of bank* of a *stream*.

For the purpose of this definition, potential streamside vegetation is considered to exist if there is a reasonable ability for regeneration either with assistance through enhancement or naturally;



"Streamside Protection DPA" means the development permit area designated in Part One section A.2 of this *document*;

"top of bank" means:

1. for a floodplain area contained in a *ravine*, the point closest to the boundary of the *active floodplain* of a *stream* where a break in the slope of the land occurs such that the grade beyond the break is flatter than 3:1 at any point for a minimum distance of 15 metres measured horizontally from the break; and

2. for a floodplain area not contained in a *ravine*, the edge of the *active floodplain* of a *stream* where the slope of the land beyond the edge is flatter than 3:1 at any point for a minimum distance of 15 metres measured horizontally from the edge;

"top of ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured horizontally from the break, and the break does not include a bench within the ravine that could be *developed*;

"watercourse" means any natural or man-made depression with well-defined banks and a bed 0.6 metre or more below the surrounding land that serves to give direction to a current of water at least six months of the year, or having a drainage area of two square kilometres or more upstream of the point of consideration;

"wetlands" means land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the *active floodplain* of a *stream*;

"wildlife corridor" means a series of connected or linked habitats that may include a streamside area or habitat or a series of mature stands or trees, that facilitates or aids in the movement of species;

"Wildfire Hazard DPA" means the development permit area designated in Part One section A.3 of this *document;*

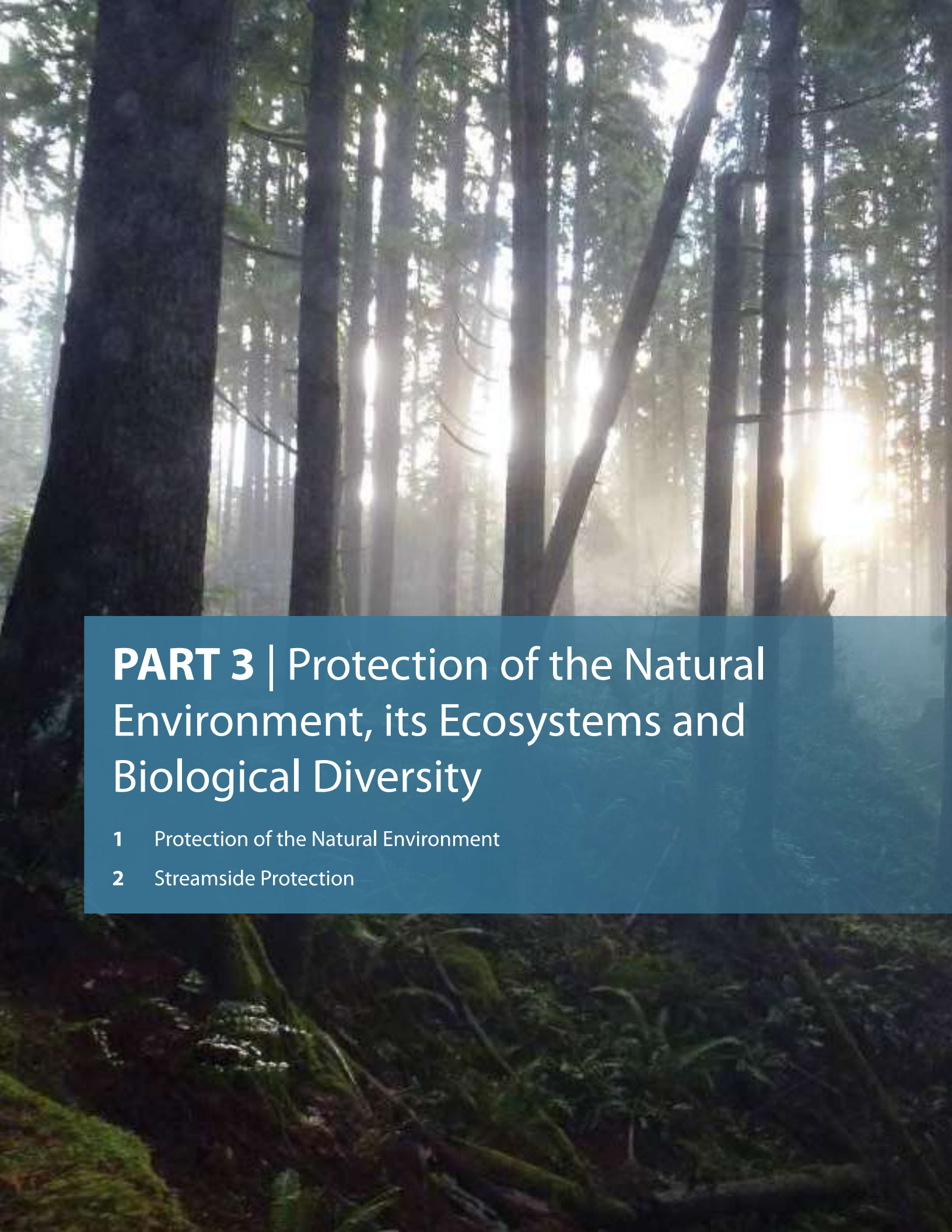
"wildfire mitigation" means any action taken to eliminate or reduce the long-term risk of wildfire; and

"wildfire risk area" means that part of the *Wildfire Hazard DPA* that is coloured light orange on map 2.1;

"Zoning Bylaw" means the *District* Zoning Bylaw 3210, 1965. as amended, consolidated or re-enacted from time to time.



The BC Hydro rights of way that cross the District provide corridors that wildlife use to move from one area to another



PART 3 | Protection of the Natural Environment, its Ecosystems and Biological Diversity

1 Protection of the Natural Environment

2 Streamside Protection

Context

The natural features of the *District*, including our rivers, wetlands and forests, provide a spectacular setting and strong identity for our community. They also contain ecosystems that provide many functions necessary for our health and well being and the health and well being of a wide variety of plants and animals. The local ecology is crucial to the health of the air we breathe, the water we drink and the soil beneath our feet, and provides a host of ecological services including rainwater interception, soil stability, and temperature regulation. The *District's* intention is to protect and improve the integrity, ecological health and biodiversity of our natural features and systems. This means preserving our rich natural heritage for future generations while enjoying it responsibly today.

There are two development permit areas for the protection of the natural environment, its ecosystems and biological diversity: the *Protection of the Natural Environment DPA* and the *Streamside Protection DPA*.



1 Protection of the Natural Environment

The local ecology is crucial to the health of the air we breathe, the water we drink and the soil beneath our feet...

A. Objectives

The *Protection of the Natural Environment DPA* and corresponding Development Approval Information Area are established to:

1. protect the *District's* natural setting, ecological systems and visual assets as a part of a rich natural heritage for the benefit of present and future generations;
2. protect *wildlife corridor*s and the connectivity of our ecosystems;
3. protect our forested character and enhance the health of our forests, trees and soils;
4. conserve environmentally sensitive areas in order to protect biodiversity;
5. protect forested areas inside our watersheds in order to maintain or enhance hydrological functions; and
6. regulate *development* on parcels in the *Protection of the Natural Environment DPA* in furtherance of the above objectives.

B. Exemptions

The following activities are exempt from the requirement to obtain a protection of the natural environment development permit:

1. *development* that does not encroach or impact in any way on a *natural environment protected area;*
2. renovation or repair of a *permanent structure* on its existing foundation, provided that there is no expansion
3. interior renovations within the existing foundation of a *permanent structure*;
4. public works and services and maintenance activities carried out by, or on behalf of, the *District* generally in accordance with these guidelines and approved by the *director*;
5. *habitat compensation* projects and other *habitat* creation, restoration and enhancement works carried out in accordance with *District* bylaws and a plan approved in writing by the *director;*
6. routine maintenance of existing landscaping and lawn areas;
7. installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;
8. paths for personal use by the parcel owners, provided they do not exceed 1.0 metre in width, are constructed of pervious natural materials with no concrete, asphalt or pavers and no creosoted or otherwise treated wood, do not involve structural stairs, and require no removal of native vegetation;
9. minor alterations or repairs to existing roads, paths or driveways, provided that there is no further disturbance of land or vegetation; or





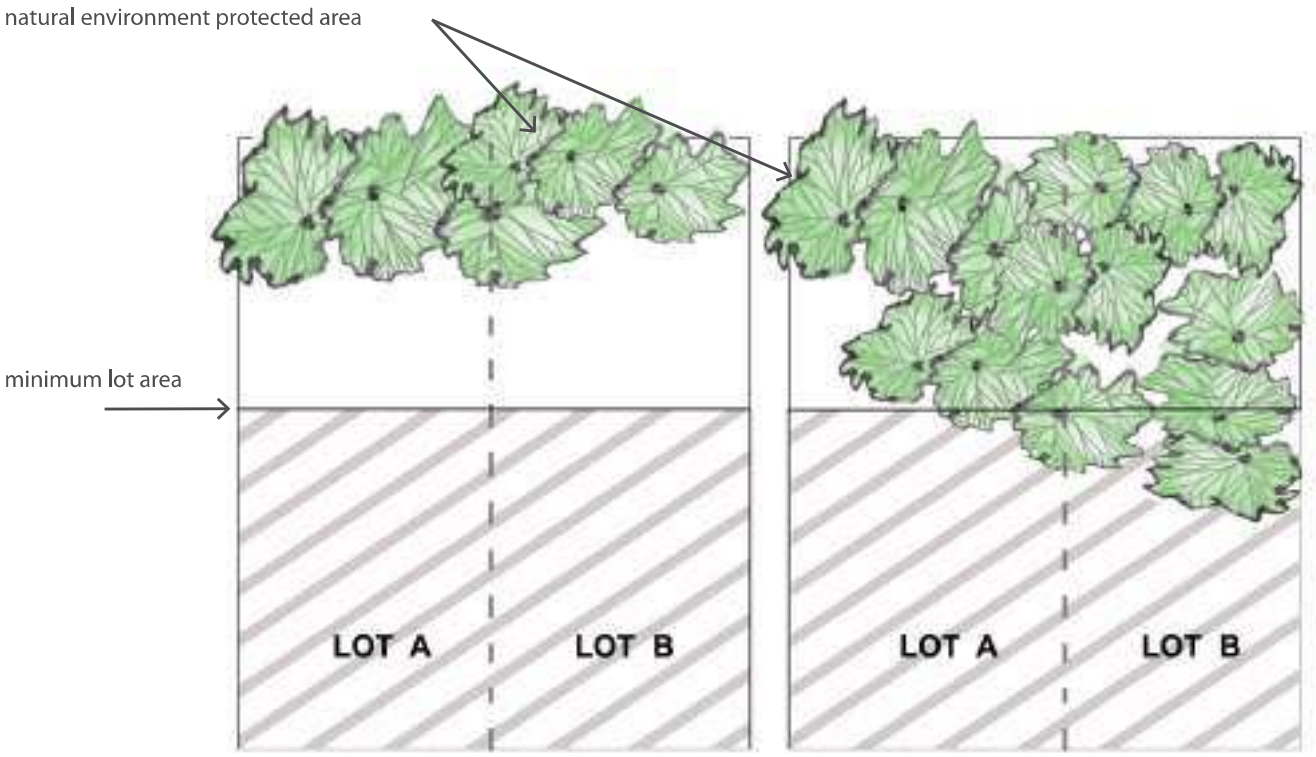
10. subdivision of land where:

a) minimum parcel area requirements are met exclusive of any land within any *natural environment protected area(s)*;

b) *natural environment protected areas* are intact, undisturbed and free of *development* activities and are kept intact, undisturbed and free of *development* activities; and

c) no restoration or enhancement of any *natural environment protected areas* is required.

In order to determine whether a proposed subdivision qualifies for an *exemption*, applicants may be required to provide additional information on the condition of the *natural environment protected area.*



Exempt - minimum lot area for each lot is met outside the protected area

DP Required - minimum lot area includes land in the protected area

C. Guidelines

The following guidelines apply within the *Protection of the Natural Environment DPA*:

1. Efforts should be made to locate *development* away from:

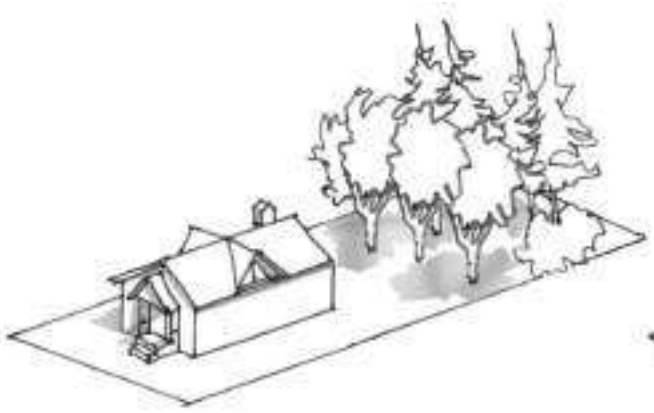
   a) habitat for species at risk;

   b) mature stands of trees;

   c) raptor's nesting sites;

   d) wetlands; and

   e) wildlife corridors.



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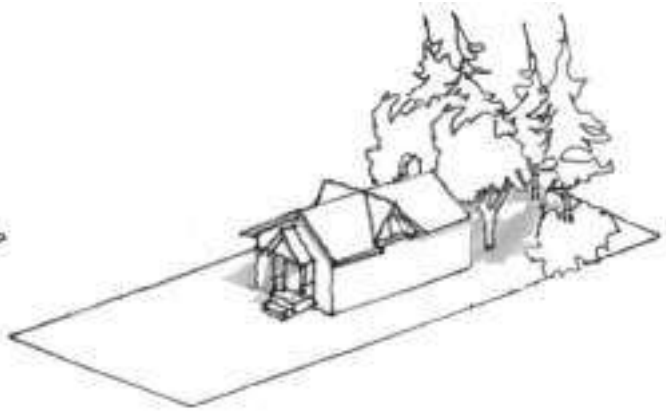

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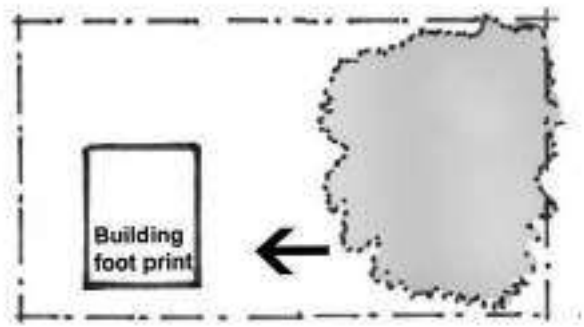

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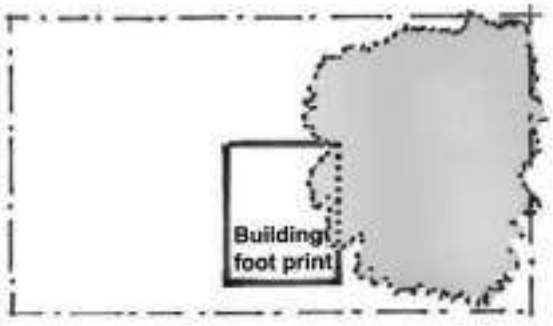

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2. Without limiting subsection (1) above, proposed *development* should be located and designed so as to minimize any damage to *natural environment protected areas* and efforts should be made to protect and enhance natural tree cover and vegetation, drainage patterns and landforms.

3. New structures on a parcel should be located as far away from *natural environment protected areas* as is feasible and in any event as far away from *natural environment protected areas* as existing *permanent structures*, if any, on the parcel.

4. Applicants may be required to submit a detailed environmental impact study prepared by a *qualified environmental professional*, to identify any potential issues and impacts relating to the proposed *development* and relating to protection, conservation and enhancement of *natural environment protected areas*. The environmental impact study may be required to include:

    a) delineation of the *natural environment protected area* including details on the features and extent of the said area. This may need to be done in conjunction with a certified B.C. Land Surveyor;

    b) description and relevant details of the proposed *development* and an assessment of the impacts of said *development* including impacts associated with the construction, operation and/or maintenance of the *development* on vegetation, wildlife, *habitat*, hydrology and soils;

    c) delineation and identification of any sensitive ecosystems for inclusion on the *District's* sensitive ecosystem inventory; and

    d) where necessary and appropriate, description of any *habitat compensation* projects.

5. Where land and/or natural vegetation in the *natural environment protected area* is disturbed or damaged due to *development*, the applicant may be required to provide *habitat compensation* for the portion of the *natural environment protected area* that will be affected, as approved by the *director*. A *habitat compensation project*, may need to be coordinated with or prepared by the *qualified environmental professional* and based on a legal survey prepared by a certified B.C. Land Surveyor, but in all cases should include:

    a) a site plan drawn to scale showing:

        i. the site of the *development*,

        ii. that portion of the *natural environment protected area* that is impacted, in both size (square metres) and location, and

        iii. the site of the proposed *habitat compensation* project, in both size (square metres) and location;

    b) the details of the *habitat compensation* project based on a principal of no net loss to the *natural environment protected areas*, which may include but is not limited to:

        i. a planting plan, listing each species to be planted and each plant's size (based on a principal of no net loss),

        ii. a tree planting plan based on a 3:1 ratio of replacement trees to trees removed,

        iii. details on soil work, grading and drainage, and

        iv. details on other proposed mitigation measures such as nesting boxes, wildlife snags or habitat piles.

6. Staff may require a legal survey and environmental impact study or letter from a *qualified environmental professional* in order to determine the boundaries of the *natural environment protected area* and confirm that the *development* is not impacting the area.

7. Development Permits issued may require that:

   a) the *natural environment protected area* be protected or enhanced in accordance with the permit;

   b) the timing and sequence of *development* occur within specific dates or construction window to minimize environmental impact;

   c) specific *development* works or construction techniques (e.g., erosion and sediment control measures, fencing off of trees or vegetation, etc.) be used to ensure minimal or no impact to the *natural environment protected area*;

   d) mitigation measures (e.g. removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore habitat within the *natural environment protected area*;

   e) security may be required to secure satisfactory completion of habitat protection works, restoration measures, *habitat compensation* or other works for the protection of the natural environment (the "required works"). The security shall be in the amount of 125% of the estimated value of the required works as determined by the *director* and shall either be:

      i. in the form of a separate cash deposit or letter of credit; or

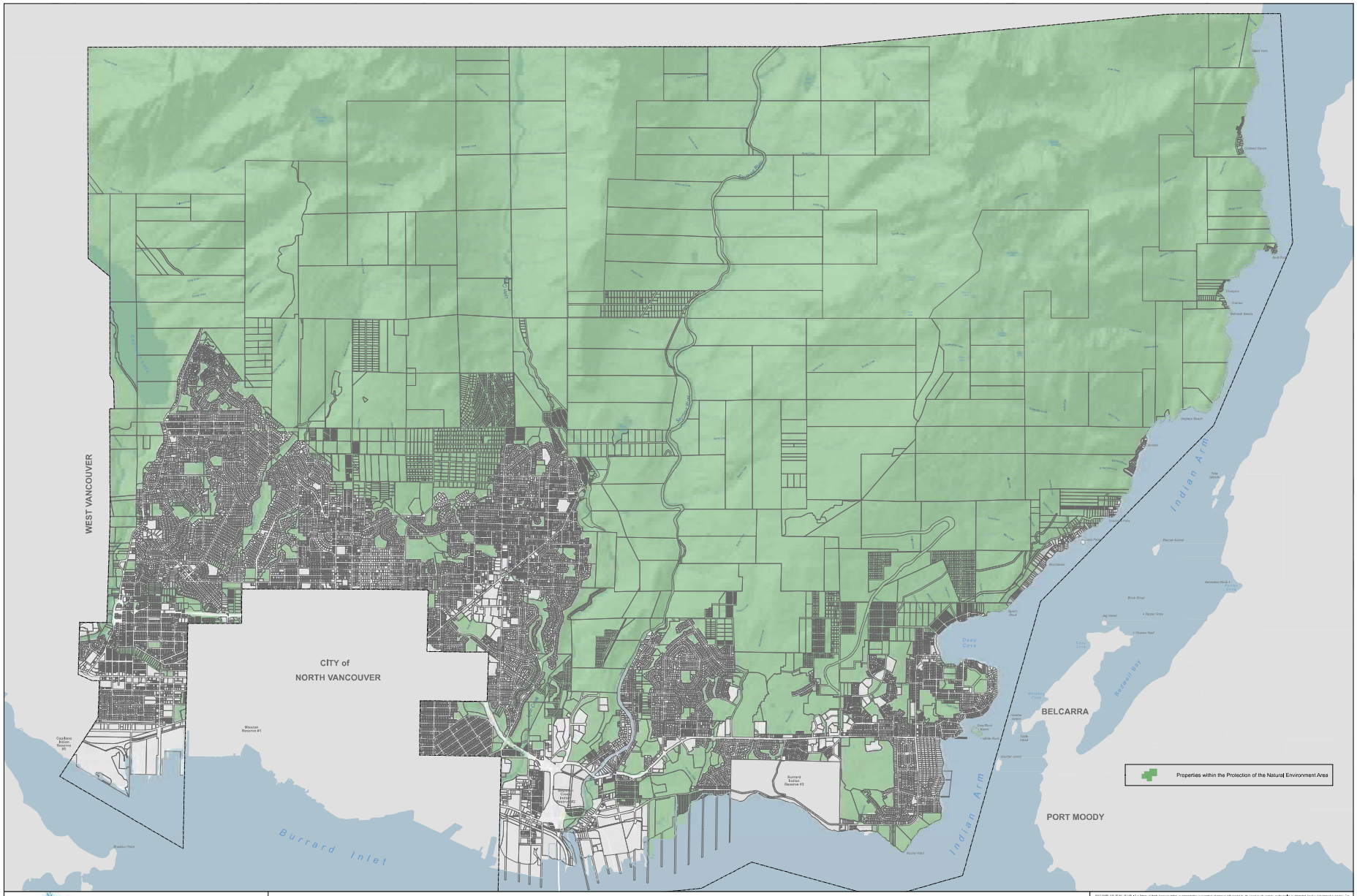
      ii. if acceptable to the *director* in his or her sole discretion, in the form of the cash deposit or letter of credit provided pursuant to the building permit in relation to the proposed *development* for which the development permit is issued; and

   f) security in the form of a cash deposit or letter of credit may also be required to secure recovery of the cost of any works, construction or other activities with respect to the correction of any damage to the environment that results as a consequence of a contravention of any condition or requirement in the protection of the *natural environment development permit*. The security taken pursuant to the building permit in relation to the proposed *development* for which the development permit is issued shall constitute the security for the purpose of this subsection, and shall not be released until damage, if any, has been remediated to the satisfaction of the *director*.









GIS DEPARTMENT
GEOGRAPHIC INFORMATION SYSTEMS
604.990.2311 www.geoweb.dnv.org gis@dnv.org

PROTECTION OF THE NATURAL ENVIRONMENT DEVELOPMENT PERMIT AREA - MAP 1.1

0 250 500 1,000 1,500 2,000 Meters

N

Published: December 4, 2015 Scale: 1:17,000

Above map published on 2015-12-08. For most up to date map, click here.

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2 Streamside Protection

The *District's* intention is to protect and improve the integrity, ecological health and biodiversity of our natural systems.

A. Objectives

The *Streamside Protection DPA* and corresponding Development Approval Information Area are established to:

1. protect the *District's* natural setting, ecological systems and visual assets as a part of a rich natural heritage for the benefit of present and future generations;
2. protect the *District's* network of *streams*, *wetlands* and riparian *wildlife corridors*;
3. regulate *development* activities in and near *streams* in order to protect the aquatic environment;
4. conserve, enhance and restore *streamside areas* and ensure *development* does not result in net loss of *habitat*; and
5. identify when and how *development* may occur near *streams* in the *District* and the criteria for such *development*.

B. Exemptions

The following activities are exempt from the requirement to obtain a streamside protection development permit:

1. *development* outside the *streamside protected area*;

2. renovation or repair of a *permanent structure* on its existing foundation, provided no further extension or encroachment into the *streamside protected area* occurs, including cantilevered or projecting portions of the *permanent structure*, and provided that there is no clearing, grading or disturbance to soils, vegetation or trees within the *streamside protected area* and no drainage alteration;

3. interior renovations within the existing foundation of a *permanent structure*;

4. public works and services and maintenance activities carried out by or on behalf of the *District* generally in accordance with these guidelines and approved by the *director*;

5. streamside vegetation management such as removal of invasive species and revegetation with native streamside species, according to a plan approved in writing by the *director*;

6. routine maintenance of existing landscaping and lawn areas;

7. installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;

8. habitat creation, restoration and enhancement works within *streams* that are authorized by all applicable provincial and federal authorities having jurisdiction;

9. *habitat compensation* projects and other habitat creation, restoration and enhancement works that are not within *streams* and are carried out in accordance with *District* bylaws and a plan prepared by a *qualified environmental professional* and approved in writing by the *director*;

10. paths for personal use by the parcel owners, provided they do not exceed 1.0 metre in width, are constructed of pervious natural materials with no concrete, asphalt or pavers and no creosoted or otherwise treated wood, do not involve structural stairs and require no removal of vegetation in a *streamside protection area*;

11. minor alterations or repairs to existing roads, paths or driveways, provided that there is no further disturbance of land or vegetation.

12. subdivision of land where:

    a) minimum parcel area requirements are met exclusive of the *streamside protected area(s);*

    b) the *streamside protected areas* are intact, undisturbed and free of *development* activities and are kept undisturbed, intact and free of *development* activities;

    c) no *development* activities related to the creation and servicing of parcels will occur in the *streamside protected areas*; and,

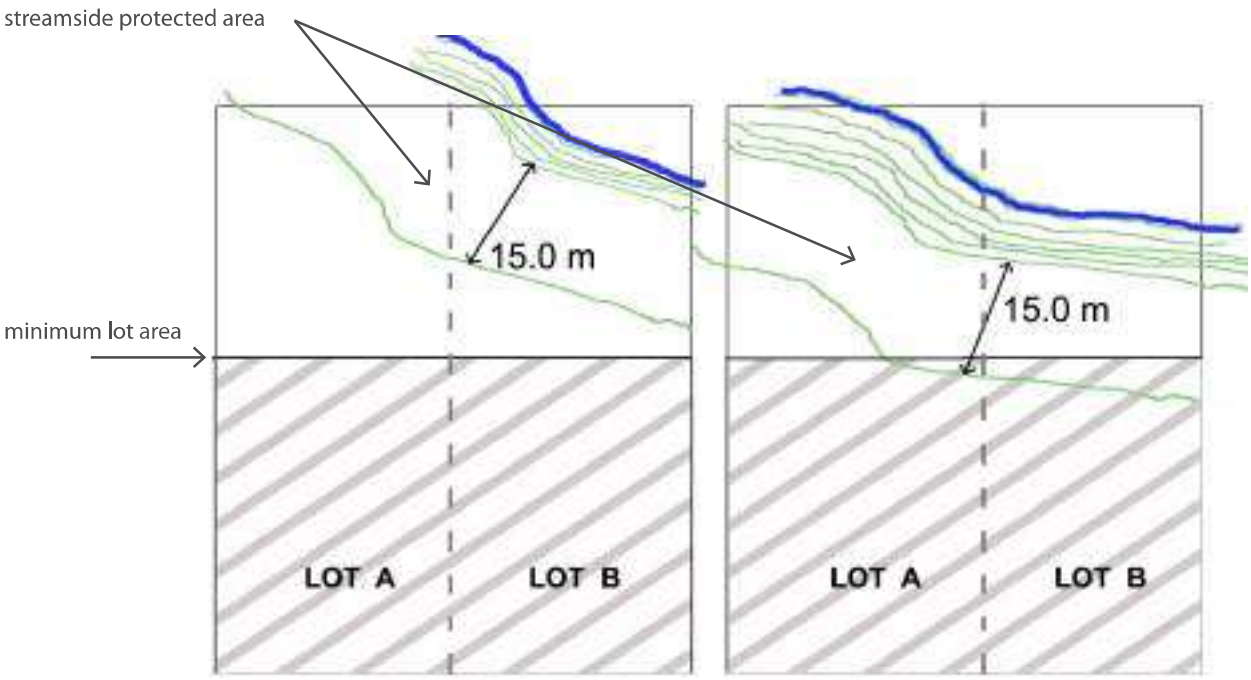
a) no restoration or enhancement of the *streamside protected areas* is required.

b) In order to determine whether a proposed subdivision qualifies for an exemption, applicants may be required to provide additional information on the condition of the existing *streamside protection area*.

C. Guidelines

The following guidelines apply within the *Streamside Protection DPA*:

1. All *development* should be located outside the *streamside protected area*.



Exempt - minimum lot area for each lot is met outside the protected area

DP Required - minimum lot area includes land in the protected area

1. Without limiting subsection (1) above, any proposed *development* in the s*treamside protected area* should be located so as to avoid any damaging impact to the *streamside protected area* and so as to minimize intrusion into the s*treamside protected area,* and efforts should be made to protect and enhance the natural features of the s*treamside protected area*, including the natural tree cover and vegetation, drainage patterns and landforms.

2. New structures on a parcel should be located as far away from the *stream* or *wetland* as is possible or feasible and in any event as far away from the stream or wetland as existing *permanent structures*, if any, on the parcel.

1. As noted above, *development* should be located outside the *streamside protected area*, however, where that is not possible, the area within 5 metres of the *top of bank*, edge of *wetlands* or *top of ravine bank* should remain free of *development* including new impervious or semi-impervious surfaces and new structures or extensions of existing *permanent structures*, including decks and patios.

2. Applicants may be required to submit an environmental impact study, prepared by a *qualified environmental professional*, to identify any potential issues relating to the proposed *development* and its impacts on the *streamside protected area* and relating to protection, preservation and enhancement of the *streamside protected area*, including issues and impacts associated with the *District's* broader objectives of streamside protection and *wildlife corridor* enhancement, as set out herein, and to identify any mitigative measures that should be undertaken. Applicants may also be required to obtain approval from Fisheries and Oceans Canada (DFO) under the *Fisheries Act*. Any DFO approvals required by the *District* will be considered as part of the development permit review, but, for greater certainty, the development permit process will also consider impacts to other streamside or environmental values in addition to fish habitat. The environmental impact study may be required to include:

    a) delineation of the *streamside protected area* including details on the features and extent of the said area, this should be done in conjunction with a certified B.C. Land Surveyor;

    b) description and relevant details of the proposed *development* and an assessment of the impacts of said *development* including impacts associated with the construction, operation and/or maintenance of the *development* on vegetation, wildlife, habitat, hydrology and soils;

    c) delineation and identification of any sensitive ecosystems for inclusion on the *District's* sensitive ecosystem inventory; and

    d) where necessary and appropriate, description of any *habitat compensation* projects.

3. Where land and/or natural vegetation in the *streamside protected area* is or may be disturbed or damaged due to proposed *development*, the applicant may be required to provide *habitat compensation* for the portion of the *streamside protected area* that will be affected, as approved by the *director*. A *habitat compensation* plan, may need to be coordinated with or prepared by the *qualified environmental professional* and based on a legal survey prepared by a certified B.C. Land Surveyor, but in all cases should include:

    a) a site plan drawn to scale showing:

        i. the site of the *development*,

        ii. that portion of the *streamside protected area* that is impacted, in both size (square metres) and location, and

        iii. the site of the proposed *habitat compensation* project, in both size (square metres) and location;







Many existing homes predate modern regulations, these guidelines allow existing homes to remain, but ask that new development follow current practices. Photo (Left) courtesy of the Museum and Archives.

a) the details of the *habitat compensation* project based on a principal of no net loss to the *streamside protected areas*, which may include but is not limited to:

   i. a planting plan, listing each species to be planted and each plant's size (based on a principal of no net loss),

   ii. a tree planting plan based on a 3:1 ratio of replacement trees to trees removed,

   iii. details on soil work, grading and drainage, and

   iv. details on other proposed mitigation measures such as nesting boxes, wildlife snags or habitat piles; and

b) a cost estimate for the *habitat compensation* works.

1. To determine the location of the *streamside protected area* on a parcel, applicants may be required to confirm, with the assistance of a *qualified environmental professional* and illustrated by certified legal survey, the *top of bank*, *top of ravine bank* and/or edge of *wetlands* in relation to property lines and existing and proposed *development*.

2. Development permits issued may require that:

a) streamside area or habitat and trees or other vegetation within the *streamside protected area* be preserved or enhanced in accordance with the permit;

b) the timing and sequence of *development* occur within specific dates or construction window to minimize impact to streams, fish or wildlife species;

a) specific *development* works or construction techniques (e.g., erosion and sediment control measures, fencing off of trees or vegetation, etc.) be used to ensure minimal or no impact to the *streamside protected area*;

b) mitigation measures (e.g. removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore *habitat* within the *streamside protected area*;

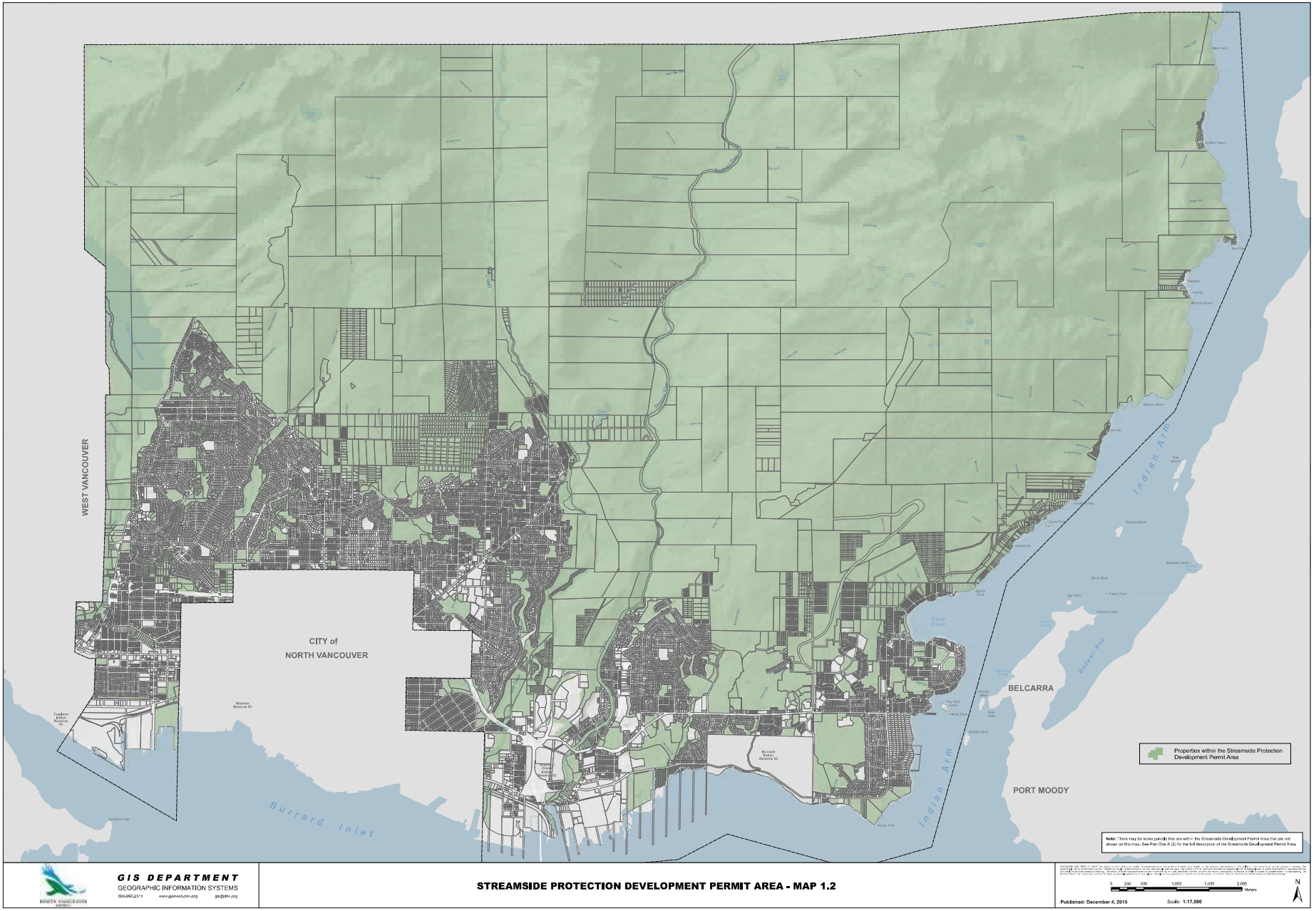
c) security in the form of a cash deposit or letter of credit be provided to secure satisfactory completion of habitat protection works, restoration measures, *habitat compensation* or other works for the protection of the streams and streamside *habitat* (the "required works"). This security shall be in the amount of 125% of the estimated value of the required works as determined by the *director* and shall either be:

   i. in the form of a separate cash deposit or letter of credit; or

   ii. if acceptable to the *director* in his or her sole discretion, in the form of the cash deposit or letter of credit provided pursuant to the building permit in relation to the proposed *development* for which the development permit is issued; and

d) security in the form of a cash deposit or letter of credit be provided to secure recovery of the cost of any works, construction or other activities with respect to the correction of any damage to the environment that results as a consequence of a contravention of any condition or requirement in the streamside protection development permit. The security taken pursuant to the building permit in relation to the proposed *development* for which the development permit is issued shall constitute the security for the purpose of this subsection, and shall not be released until damage, if any, has been remediated to the satisfaction of the *director*.





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Development Approval Information Areas

Land within the *Protection of the Natural Environment DPA* and *Streamside Protection DPA* are also designated collectively as a Development Approval Information Area in accordance with Section 920.01 of the *Local Government Act*. Applicants for protection of the natural environment or streamside protection development permits may be required by the *District* to provide, at the applicant's expense, information in order to demonstrate compliance with the applicable guidelines.

Requirements

If required by the *District*, applicants for a protection of the natural environment development permit or a streamside protection development permit must submit the information set out in this section.

1. Where any *development* is proposed within a *natural environment protected area* or a *streamside protected area*, the *District* may require that a report prepared by a *qualified environmental professional* be provided at the applicant's expense to assess existing conditions and impacts of the proposed *development* on:

    a) *streams* and *streamside areas,* in the case of proposed *development* in a *streamside protected area*; or

    b) *mature stands of trees*, *habitat* for *species at risk*, *wetlands*, *raptors'* nesting sites or *wildlife corridors*, in the case of proposed *development* in a *natural environment protected area*.

2. Information on existing conditions (baseline information) on the site should be provided in a survey plan prepared by a certified B.C. Land Surveyor, that includes, at a minimum, the following:

    a) plans at 1:100 minimum scale with north arrow and minimum 1 metre contour interval;

    b) parcel boundaries and adjacent streets and rights-of-way;

    c) natural features including *streams*, *wetlands*, *top of bank*, *mature stands of trees*, *habitat for species at risk*, *raptors*' nesting sites and *wildlife corridors*;

    d) boundaries of the *streamside protected area* or the *natural environment protected area*, as the case may be, determined in accordance with this *document* and the guidelines herein;

    e) any existing improvements on the parcel including locations and dimensions of existing buildings, driveways, parking areas, utilities, retaining walls and landscaping; and

    f) all trees and vegetation within the natural environment protected area or streamside protected area, as the case may be, highlighting vegetation and trees that will be affected or removed by the proposed *development*. The *District* may require that a tree assessment and retention/restoration plan be completed by a professional arborist in accordance with Master Requirement List (MRL) Form #ENV106 and #ENV108A, which are available for viewing at the *District's* website at www.dnv.org, as amended from time to time.

1. Information on the proposed *development* should, at a minimum, include:

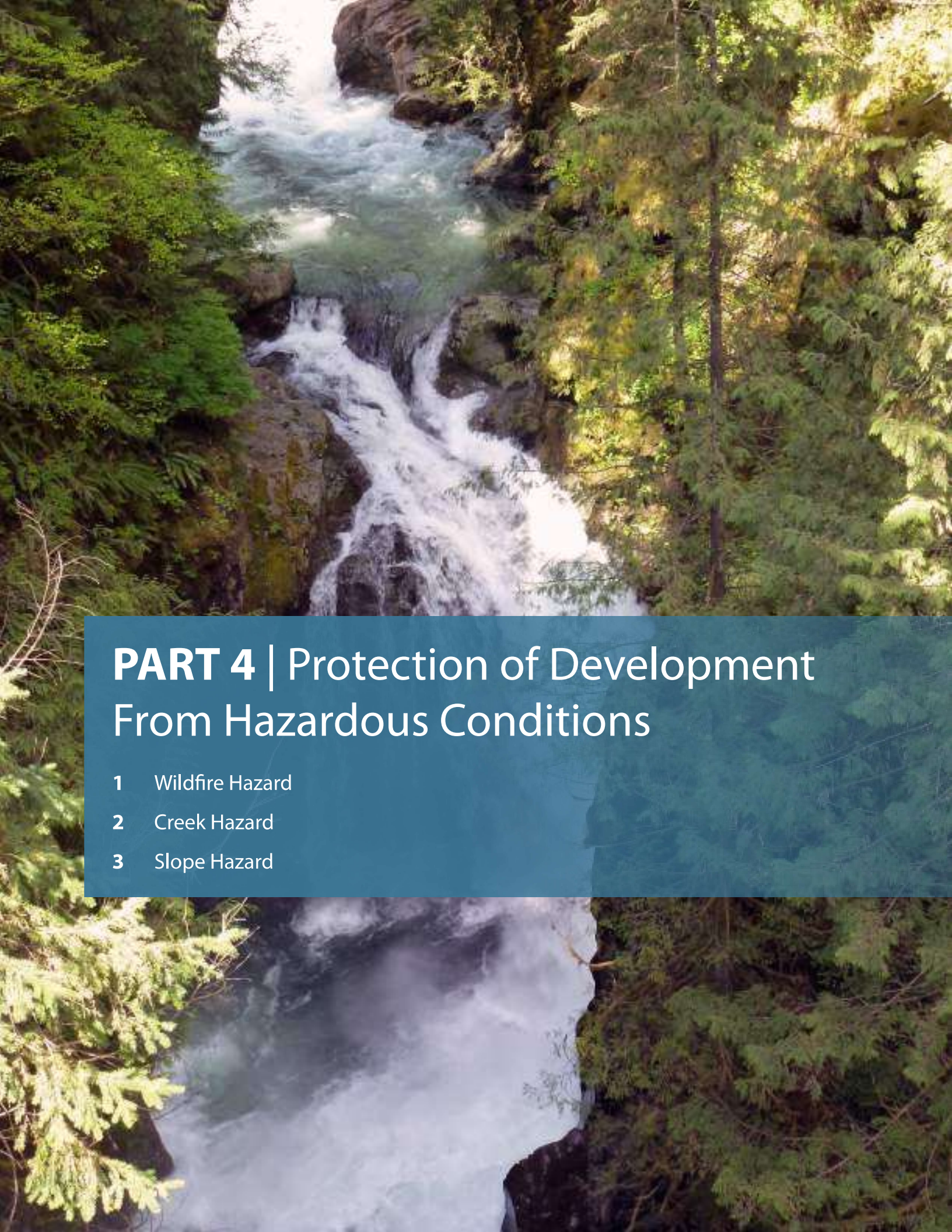
    a) locations and dimensions of proposed buildings, driveways, parking areas and utility services relative to the *natural environment protected area* or *streamside protected area*, as the case may be; and

    b) any temporary encroachment(s) by clearing, grading and other construction-related activities into the *natural environment protected area* or *streamside protected area*, as the case may be, and measures to mitigate and/or compensate such encroachment(s).

2. A written analysis should be provided demonstrating that the proposed *development* is consistent with the applicable development permit guidelines, and identifying any mitigation or compensation measures that are consistent with the guidelines, including measures that may be specified as development permit conditions.

3. The report must describe by plan and text the erosion control measures that are to be put in place during the site preparation and construction stages of the project.

4. If the *director* is not satisfied that the information is sufficient to comply with this section in scope, level of detail or accuracy or in any other respect, the *director* may, within 30 business days of receipt of the information submitted by the applicant, require the applicant to provide, at the applicants expense, further information to reasonably comply with this section.



PART 4 | Protection of Development From Hazardous Conditions

1 Wildfire Hazard

2 Creek Hazard

3 Slope Hazard

Context

The presence of *steep slopes*, *ravines*, creeks, rivers, floodplains and forested lands combined with occasional extreme weather activity make some areas of the *District* susceptible to conditions that may be hazardous. Such conditions include *debris flow*, *debris flood*, *flood*, slope instability, landslides, erosion, or wildfire. It is the *District's* objective to reduce and mitigate the *risks* associated with *development* in these areas by applying the *District's* ongoing Risk Management Program and taking appropriate precautionary measures through professional studies and assessments in order to guide safe *development*, building design, construction and long-term maintenance and monitoring.

Within this category, there are three development permit areas: the *Wildfire Hazard DPA*, the *Creek Hazard DPA* and the *Slope Hazard DPA*.



1 Wildfire Hazard

The *District's* intention is to ensure new *development* is resilient to natural hazards and climate change.

A. Objectives

The *Wildfire Hazard DPA* and corresponding Development Approval Information Area are established to:

1. ensure that *development* within the *Wildfire Hazard DPA* is managed in a way that:

   a) minimizes the *risk* to property and people from wildfire hazards;

   b) promotes activities to reduce wildfire hazards while still addressing environmental issues; and

   c) minimizes the *risk* of fire to the *District's* forests;

2. proactively manage conditions affecting potential fire behaviour, thereby increasing the probability of successful fire suppression and containment, and thereby minimizing adverse impacts;

3. conserve the visual and ecological assets of the forest for the benefit of present and future generations; and

4. reduce the *risk* of post-fire landslides, *debris flows* and erosion.

B. Exemptions

All *development* is exempt from the requirement to obtain a wildfire hazard development permit other than the construction and installation of a *new building or structure* for which a building permit is required pursuant to the *District's Building Regulation Bylaw*.

C. Guidelines

The following guidelines apply within the *Wildfire Hazard DPA*:

1. Applicants may be required to provide a *preliminary assessment* report and *detailed assessment* report prepared by a *qualified professional*.

2. *New buildings or structures* and associated *accessory* buildings and structures should be located as far away from any *wildfire risk areas* as is reasonably possible or feasible and in any event, as far away from any *wildfire risk areas* as existing *permanent structures*, if any, on the parcel.

3. For parcels that are located entirely within a wildfire risk area, guideline number 2 does not apply, but new buildings or structures and associated *accessory* buildings and structures should be located as far away from any contiguous undeveloped forested areas or areas containing hazardous forest fuel types or accumulations as is reasonably possible or feasible.

4. The following fire resistive materials and construction practices should be required for all subject *development* in the Wildfire Hazard DPA:

    a) *fire retardant roofing* materials should be used, and asphalt or metal roofing should be given preference;

    b) decks, porches and balconies should be sheathed with *fire resistive materials*;

    c) all eaves, attics, roof vents and openings under floors should be screened to prevent the accumulation of combustible material, using 3mm, non combustible wire mesh, and vent assemblies should use fire shutters or baffles;

    d) exterior walls should be sheathed with *fire resistive materials*;

    e) fire-resistive decking materials, such as solid composite decking materials or *fire-resistive* treated wood, should be used;

    f) all windows should be tempered or double-glazed to reduce heat and protect against wind and debris that can break windows and allow fire to enter the *new building or structure*;

    g) all chimneys and wood-burning appliances should have approved spark arrestors; and

    h) building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.

1. All new hydro servicing that is in, or within 10 metres of, a *wildfire risk area* should be underground, or where this is not feasible, poles of non-combustible materials should be used (concrete).

2. The following landscape and service conditions should be required in respect of subject *development* in, or within 10 metres of, a *wildfire risk area*:

    a) firebreaks should be designed and installed, which may be in the form of cleared parkland, roads, or utility right-of-ways;

    b) *wildfire risk mitigation* and landscaping should be designed and installed to protect, conserve and enhance natural features of the site and adjacent ecosystems in accordance with *District* bylaws;

    c) if removal of trees or vegetation is deemed necessary by the *qualified professional* for the purpose of reducing wildfire *risk*, *District* approval is required and replacement trees or vegetation may be required by the *District;* and

    d) if deemed necessary by the *qualified professional* for the purpose of reducing wildfire *risk*, a *defensible space* of at least 10 metres should be managed around buildings and structures with the goal of eliminating *fuel* and combustible debris, reducing *risk*s from approaching wildfire and reducing the potential for building fires to spread to the forest, and the required *defensible space* may be larger in areas of sloping ground where fire behaviour creates greater *risk*.

3. Building design and construction should generally be consistent with the highest current wildfire protection standards published by the National Fire Protection Association or any similar, successor or replacement body that may exist from time to time.

4. All wood, vegetation and construction debris identified in the *qualified professional's* report should be removed within three months of permit issuance, or immediately during high fire risk seasons, and the *District* may require security in connection with such removal.

5. Applicants may be required to submit a tree assessment and retention/restoration plan completed by a *qualified professional* in accordance with current standards and *District* report requirements.



Fire Interface Area: homes in Grousewoods (left) and Braemar/Demsey (right) back on to the forest.

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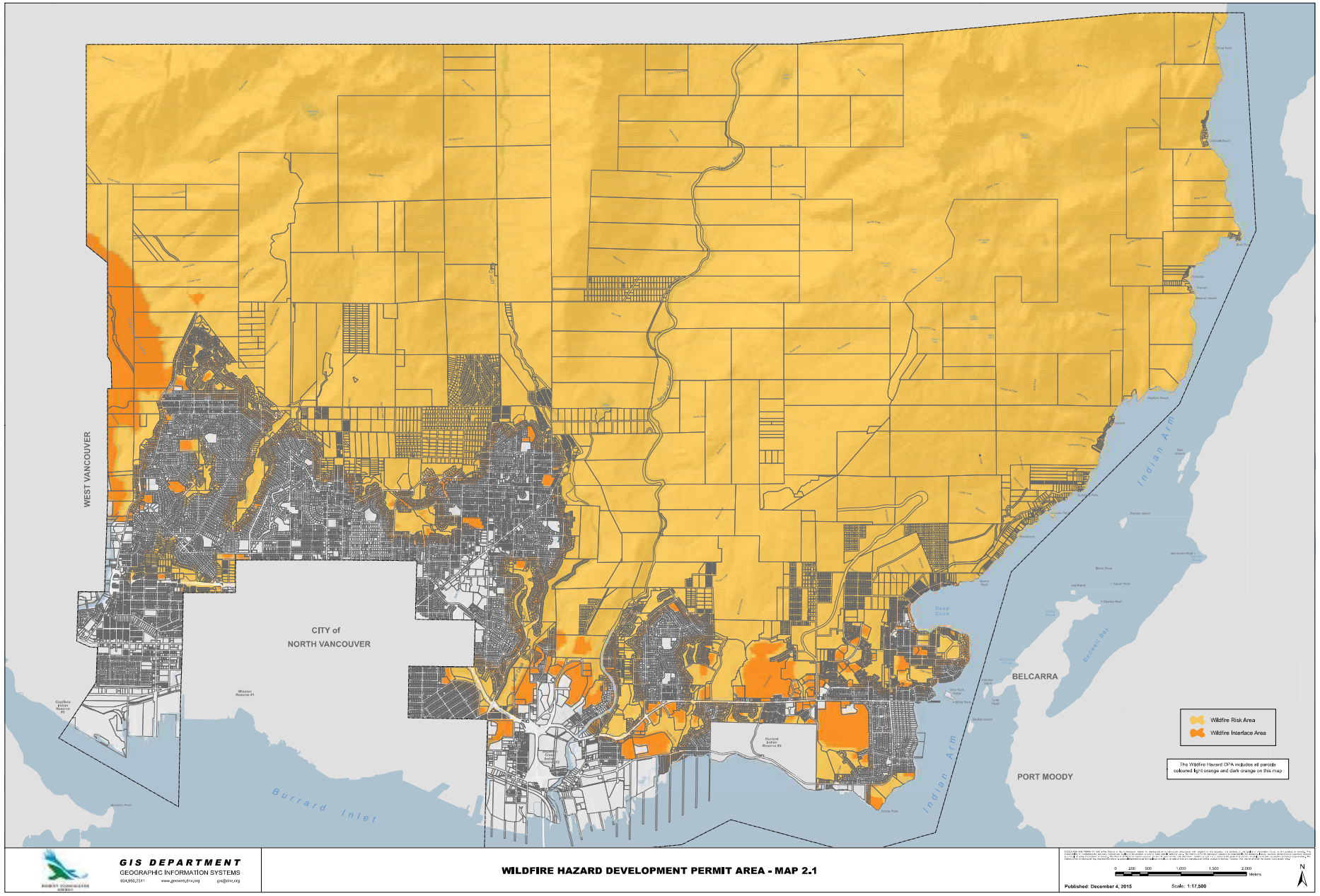

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2 Creek Hazard

Minimize the risk to people and property from creek hazards and mitigate the impacts of flooding within areas already developed.

A. Objectives

The *Creek Hazard DPA* and corresponding Development Approval Information Area are established to address the following objectives:

1. minimize the *risk* to people and property from creek hazards;
2. encourage safety in the construction, location and manner of *development*;
3. minimize *development* in high hazard areas due to *debris flow*, *debris flood* areas;
4. mitigate the impacts of flooding within areas already developed;
5. avoid increasing the hazard to or vulnerability of others on the floodplain; and
6. maintain a natural riverine and floodplain regime.

B. Exemptions

The following activities are exempt from the requirement to obtain a creek hazard development permit:

1. public works and services and maintenance activities carried out by, or on behalf of, the *District* and approved by the *director*;

2. *development* involving buildings or structures in which the top of all proposed concrete slabs or underside of all wooden floor systems for all *habitable space* is more than 2 metres above the lowest elevation in the part of the *creek* channel that is adjacent to or closest to the proposed building or structure. This *exemption* does not apply where the *flood* hazard arises from Capilano River, Mackay Creek (below Highway #1), Mosquito Creek, Lynn Creek, or Seymour River; or to *debris flow* or *debris flood* hazards;

3. repairs or renovations (including roof repairs or replacement) to a *permanent structure,* provided that there is no expansion of the building footprint, including no cantilevered or projecting portions of the *permanent structure*;

4. construction of additional storeys above an existing building;

5. additions of less than 25 square metres in area, provided that no other additions have been commenced or constructed within the immediately preceding 24-month period and provided that the proposed addition is not located in a *potential debris flow* or *debris flood area* or a *potential flood hazard area*;

6. replacement or repair of an existing deck, provided that, if the deck is located in a *potential debris flow* or *debris flood area* or a *potential flood hazard area*, the location and dimensions of the deck do not change;

7. *construction* of an *accessory* building permitted by the *Zoning Bylaw*, provided that provided that the *accessory* building is located outside any *potential debris flow* or *debris flood area* and any *potential flood hazard area*;

8. minor alterations or repairs to existing roads, paths or driveways, provided that there is no further disturbance of land or vegetation;

9. *habitat* creation, restoration or enhancement works carried out in accordance with *District* bylaws and a plan approved by the *director*;

10. routine maintenance of existing landscaping and lawn areas;

11. planting of trees or vegetation in accordance with *District* bylaws; or

12. removal of trees or vegetation in accordance with *District* bylaws.

C. Guidelines

The following guidelines apply in the *Creek Hazard DPA*:

1. Applicants may be required to provide a *preliminary assessment* report and *detailed assessment* report prepared by a *qualified professional*.

2. *Development* should:

   a) be constructed in a location and manner that will maximize the safety of residents and property;

   b) be located in the least hazardous part of the site;

   c) be minimized in floodplain areas, or where *development* may impede a natural *floodway;*

   d) comply with *flood* construction requirements identified by a *qualified professional* in a *preliminary assessment* or *detailed assessment* report;

   e) not increase the *risk* or hazard to, or vulnerability of, other properties or structures;

   f) not include *habitable space* below the *flood construction level* specified by the *qualified professional* except in accordance with recommendations made by a *qualified professional* and in compliance with these guidelines;

   g) in connection with renovations to any existing *permanent structure*, where reasonable, reduce *flood* hazard to the existing *permanent structure* by raising the *habitable space* to *flood construction levels*; and

   h) not include the installation of any mechanical equipment or electrical wiring below the *flood construction level* except in accordance with recommendations made by a *qualified professional* and in compliance with these guidelines.

3. Background information on potential *flood*, *debris flood* and *debris flow* hazards may be available through the *District's* Natural Hazard Management Program, and, if so, information in these reports should be referenced as part of any development permit application.

4. Structural and/or non-structural *flood* protection measures should be implemented to mitigate the impacts of *flooding* within areas already developed.

5. Vegetation should be maintained and/or restored along all *creek* banks, valley floors and floodplains and within the required setback from *top of bank* to minimize erosion in accordance with the guidelines applicable to the streamside development permit.

1. *Potential debris flow and debris flood hazard areas* and *potential flood hazard areas* should remain free of *development*, or, if that is not possible, then:

    i. mitigation should be undertaken to reduce *risk* to an acceptable level (*risk* for both the subject property and any adjacent or nearby lands should be addressed); and

    ii. conditions (for example conditions relating to the permitted uses, density or scale of building) should be imposed as necessary to reduce potential hazard to acceptable levels,

    both as determined by a *qualified professional* in a *preliminary assessment* or *detailed assessment* report.

2. Storm sewer connections should be installed and maintained in accordance with the *District's* Sewer Bylaw to reduce possible erosion of creek banks.

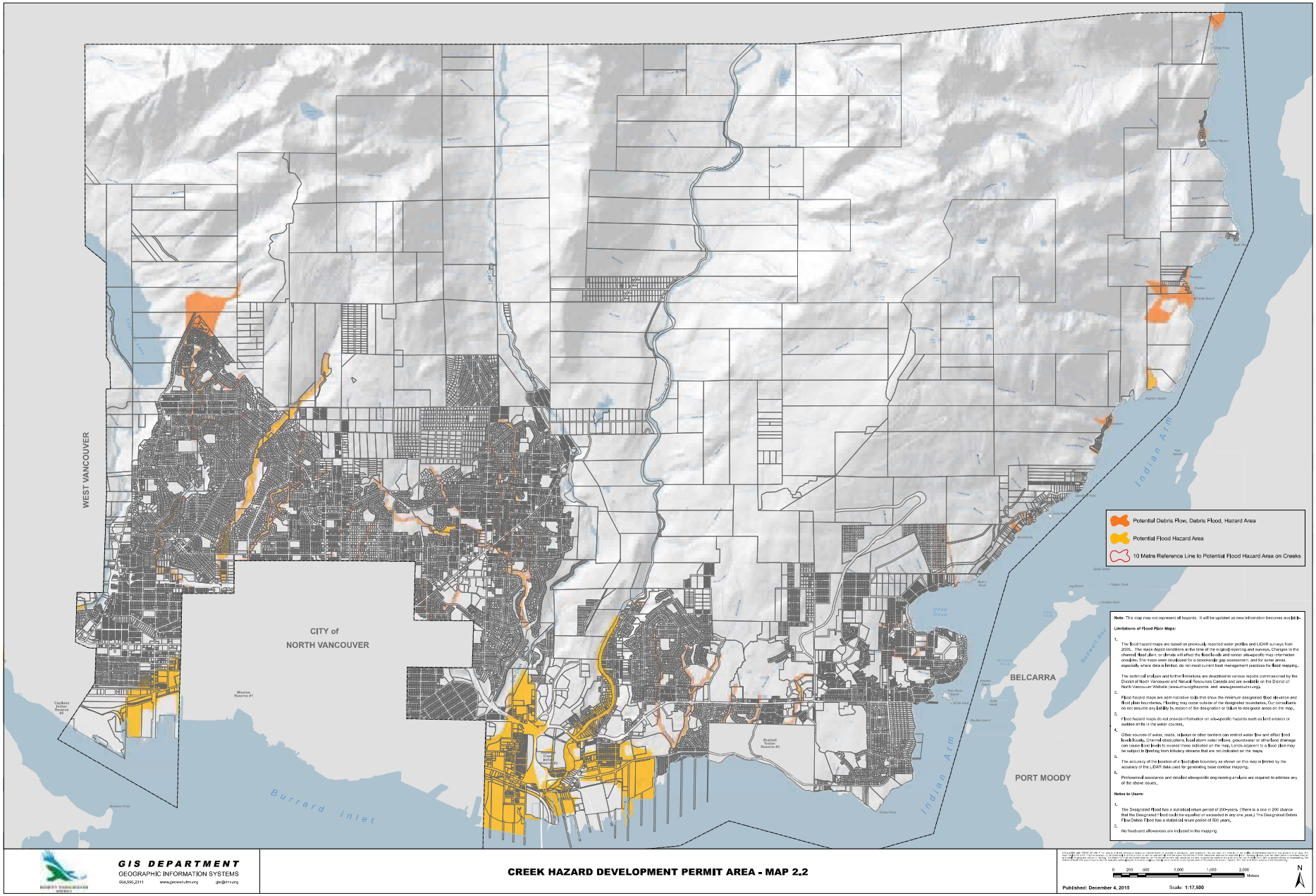
3. Proposed *flood construction levels* should be clearly defined by a *qualified professional*, preferably in Geodetic Survey of Canada datum.

4. Natural riverine and floodplain regimes should be preserved. *Development* should be sited so as to allow normal *creek* processes (erosion and channel migration) and anticipated *flooding* to occur. Where appropriate, this should include actions, such as grading of the site, to deflect *flood* water and to allow for *floodways* or pooling of floodwater.





A new foundation and creek bank stabilization project, after the creek eroded the foundations of the existing house (left).
Debris Flow risk reduction: Debris catch basin on one branch of MacKay Creek (right).



GIS DEPARTMENT
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CREEK HAZARD DEVELOPMENT PERMIT AREA - MAP 2.2

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3 Slope Hazard

The *District's* intention is to reduce slope hazards and landslide *risk* to people and property by carefully managing *development* and construction practices on or near steeply sloped lands.

A. Objectives

The *Slope Hazard DPA* and corresponding Development Approval Information Area are established to address the following objectives:

1. minimize the *risk* to people and property from slope hazard;
2. develop safely and minimize the impacts on or near steeply sloped lands, including the potential run out area below *steep slopes;*
3. reduce slope hazards and landslide *risk* to people and property by carefully managing *development* and construction practices on or near steeply sloped lands;
4. avoid alteration of steeply sloped lands that may cause increased instability of the land or adjacent areas;
5. encourage professional design of structures and mitigative works and to ensure field review during construction and post-construction certification; and
6. encourage ongoing maintenance and monitoring of steeply sloped lands.

B. Exemptions

The following activities are exempt from the requirement to obtain a development permit:

1. public works and services and maintenance activities carried out by, or on behalf of, the *District*, and approved by the *director*;

2. non-structural repairs or renovations (including roof repairs or replacement) to a *permanent structure* provided that there is no expansion of the building footprint, including no cantilevered or projecting portions of the *permanent structure*, and provided that such repairs or renovations do not increase the *gross floor area* of the *permanent structure*;

3. replacement or repair of an existing deck, provided that the location and dimensions do not change;

4. construction of an *accessory* building of less than 25 square metres permitted by the *Zoning Bylaw* provided that the *accessory* building is located outside any *potential slope hazard area* and at least 10 metres away from the crest of any *steep slope*, and provided that no removal of trees or placement of fill will be required;

5. routine maintenance of existing landscaping and lawn areas;

6. habitat creation, *streamside* restoration or similar habitat enhancement works in accordance with *District* bylaws and a plan approved by the *director*; or

7. planting of vegetation, except for the planting of trees within 10 metres of the top of a *steep slope*.

C. Guidelines

The following guidelines apply in the *Slope Hazard DPA*:

1. Applicants may be required to provide a preliminary assessment report and detailed assessment report prepared by a *qualified professional*.

2. Background information on potential slope hazards in some areas is available through the *District's* Natural Hazard Management Program, and the information in these reports should be referenced as part of any development permit application. Such information is available for Berkley, Lynn Valley/Westlynn, Pemberton Heights, Capilano River East, Mosquito Creek, Mount Fromme East, Riverside West and Deep Cove/Cove Cliff, among others.

3. *Development* should minimize any alterations to *steep slope*s, and the *development* should be designed to reflect the site rather than altering the site to reflect the *development*.

4. Terracing of land should be avoided or minimized and landscaping should follow the natural contours of the land.

5. Buildings and structures and landscaping should be located as far as reasonably possible from *steep slope*s or channel discharge/runoff points at the base of slopes.

1. *Potential slope hazard areas* should remain free of *development*, or, if that is not possible, then:

    a) mitigation should be undertaken to reduce *risk* to an acceptable level (*risk* for both the subject property and any adjacent or nearby lands should be addressed); and

    b) conditions (for example conditions relating to the permitted uses, density or scale of building) should be imposed as necessary to reduce potential hazard to acceptable levels,

    both as determined by a *qualified professional* in a *preliminary assessment* or *detailed assessment* report.

2. Stepped and articulated building forms that integrate and reflect the natural site contours and slope conditions should be used, and large unbroken building masses that are unsuitable for sloped conditions should be avoided.

3. The construction of structures, pathways/trails, driveways, utilities, drainage facilities, septic fields, swimming pools, hot tubs, ponds, landscaping or other uses at or near the top or base of *steep slope*s should be avoided. A minimum ten metre *buffer area* from the top or base of any *steep slope* should be maintained free of *development* except as otherwise recommended by a *qualified professional*. On very *steep slope*s, this *buffer area* should be increased.

4. Vegetation should be maintained and/or reinstated on the slopes and within any *buffer* zone above the slopes in order to filter and absorb water and minimize erosion.

5. No fill, including yard clippings, excavated material, sand or soil, should be placed within ten metres of the top of slopes or along pre-existing drainage channels.

6. The base of slopes should not be undercut for building, landscaping or other purposes except in accordance with the recommendations of a *qualified professional* and a permit issued under this section.

7. For homes at the base of slopes, it is preferable for bedrooms to be constructed on the downslope side of the home.





Berkley Landslide (right and left)

1. Designs should avoid the need for retaining walls, particularly to minimize cutting of the uphill slope. Large single plane retaining walls should be avoided. Where retaining walls are necessary, smaller sections of retaining wall should be used. Any retaining structures in steeply sloped areas must be designed by a *qualified professional*.

2. Disturbed slopes should be reinforced and revegetated, especially where gullied or where bare soil is exposed. Planting should be done in accordance with the recommendations of a Landscape Architect or Registered Professional Forester, and a permit issued by the *District*.

3. Native species, including trees, shrubs and other plants, should be used for any new planting.

4. Any structural mitigation measures must be designed by a *qualified professional*.

5. Water should be diverted away from slopes, yards and structures in a controlled manner and ponding should be avoided near slopes.

6. Flow should be contained by capturing roof and pavement drainage.

7. Property, roof drainage and landscaping should be designed and maintained to shed water away from slopes (especially *steep slopes*).

8. Buildings should be connected to the storm drainage system or alternative methods approved by the *District*.

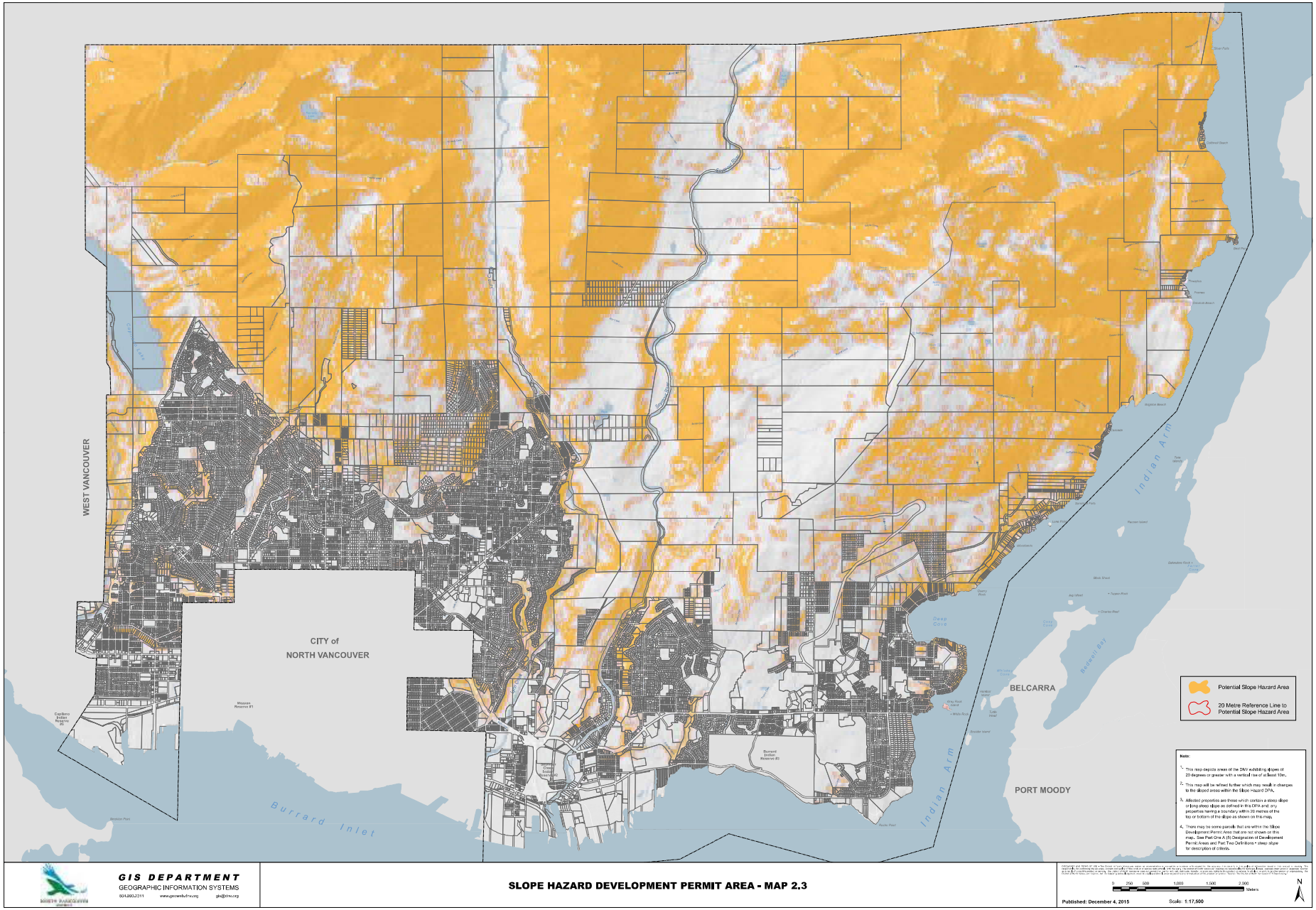
9. Concentrated water (such as roof drainage) should be discharged toward storm drains or street gutters and not over sloped lands.

10. The extent of paved or hard-surfaced areas should be limited, and absorbent or permeable surfaces should be used instead to encourage infiltration where appropriate and reduce runoff.

11. Lots should be graded so water is directed toward the street and away from slopes.



Lynn Valley Headwaters, park road (left); Slope failure on slope next to Mosquito Creek (centre); Landslide (right).



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Assessment Reports

1. *Preliminary assessment* reports and *detailed assessment* reports should address the potential for fire, landslip, rockfall, slope failure, *debris flow, debris flood* or flooding, or other hazard (as relevant to the site and the particular development permit designation), and the impact of the proposed *development* on or by such natural hazard conditions should be analyzed and assessed.

2. The appropriate method of assessment and level of effort should be determined by the applicant's *qualified professional* based on all the relevant circumstances, including, without limitation, the type of hazard, the nature and extent of proposed *development*, the particular development permit designation(s), and local site conditions. In some cases it may be appropriate to carry out screening studies based on assessment of the level of hazard or partial *risk* to determine if the proposed *development* may lead to the potential for loss of life caused by natural hazards. Where a potential for loss of life exists, the applicant's *qualified professional* may be required to provide a detailed quantitative *risk* assessment using the *risk tolerance criteria* or factor of safety (FOS) calculations in respect of the proposed *development*.

3. *Preliminary assessment* reports and *detailed assessment* reports should meet all report guidelines published by the *APEGBC* or any replacement or successor body from time to time, and must specify that the land and the proposed *development* may be safely used for the purpose intended.

4. The design flow for *floods* should be the 200-year return period peak instantaneous flow or the *flood of record*, except as otherwise recommended by the applicant's *qualified professional*, provincial standards or guidelines. New culverts and other *watercourse* crossings should be capable of passing this flow with no surcharging. New bridges should be capable of passing this flow with an acceptable *freeboard* allowance.

5. In connection with *development* in the *Creek Hazard DPA*, a *preliminary assessment* may be completed by a *qualified professional* as an initial step to determine whether *risk*s are broadly acceptable. For creeks prone to *debris flow*s or *debris floods*, if the *preliminary assessment* suggests that *risk*s are broadly acceptable, then further *risk* assessment may not be required. For *flood* hazards, a *preliminary assessment* may also suffice, if the proposed *development* is at a greater elevation than the *flood construction level* identified by a *qualified professional* and no erosion *risk* is identified. Where a qualitative hazard assessment and/or *preliminary assessment* report demonstrates that *risk* is not broadly acceptable, a *detailed assessment* should be required.

6. In connection with *development* in the *Slope Hazard DPA*, a *preliminary assessment* including a partial *risk* assessment or qualitative hazard assessment should be completed by a *qualified professional* as an initial step in estimating whether a slope hazard may be present. If the *preliminary assessment* demonstrate that *risk*s are broadly acceptable, further *risk* assessment may not be required. Where a qualitative hazard assessment and/or *preliminary assessment* report demonstrates that *risk* is not broadly acceptable, a *detailed assessment* should be required.

1. In connection with *development* in the *Fire Hazard DPA*, a *preliminary assessment* should be completed by a *qualified professional* as an initial step to assess existing conditions and impacts on wildfire hazard of any proposed *new building or structure* and of all other associated *development* including all landscaping, utilities and other services for the purpose of determining whether *risk*s are broadly acceptable. If the *preliminary assessment* demonstrate that *risk*s are broadly acceptable, further *risk* assessment may not be required. Where a qualitative hazard assessment and/or *preliminary assessment* report demonstrates that *risk* is not broadly acceptable, a *detailed assessment* should be required.

2. Any *detailed assessment* report by a *qualified professional* should, at a minimum:

    a) include plan(s) at 1:100 minimum scale and 1m contour interval:

        i. delineating any *wildfire risk area(s)*, *potential debris flow and debris flood hazard areas*, *potential flood hazard areas* or *potential slope hazard areas*, as the case may be, on or adjacent to the parcel, including details on the features and extent of said areas;

        ii. delineating parcel boundaries and adjacent streets and rights of way;

        iii. identifying any existing *development* including locations and dimensions of existing buildings, *permanent structures*, driveways, parking areas, utilities, retaining walls; and

        iv. indicating the proposed location of all proposed *development*, including, without limitation, site clearing, excavations, roads and driveways, foundations and buildings, utility services, stormwater detention works, drainage works, parking areas or impervious surfaces, retaining walls or other works;

    b) provide all other relevant site information including topography, natural features, infrastructure and surface drainage;

    c) include any relevant climatic, topographical, hydrometric, geological, terrain/slope data, hydrogeological, ecological or other site information;

    d) identify and assess the potential for *landslide, debris flow, debris flood, flood, erosion,* unstable slopes or other hazard on the subject property and applicable surrounding lands and identify how the proposed *development* will be designed and constructed to promote safety of the *development* and of adjacent/down*stream* properties;

    e) determine whether any proposed alterations to the site will affect slope stability or be at risk from *debris flows* or *debris floods,* or flood hazards;

    f) clearly identify suitable building envelopes, setbacks and *flood construction level*s and identify any areas that should remain free of *development;*

    g) provide a clear description of the assumptions and methodology used to undertake the assessment, and the potential magnitude and intensity of any potential hazard events;

    h) provide a review of the historic nature, extent, magnitude, frequency and potential effect of hazards or constraints that may affect the property;

a) identify required or recommended mitigation measures and establish criteria for the design, construction, and long-term maintenance of any *development* or mitigative works proposed on the site (including, without limitation, erosion control during and after construction);

b) review all applicable historical hazard event information and relevant previous reports affecting the site and surrounding area;

c) assess the nature, extent, magnitude, frequency and potential effect of all applicable creek hazards that may affect the property, including the effects on perimeter drainage, storm water management;

d) use current climate data and modeling in connection with the assessment;

e) where the proposed *development* is located in *debris flow*/*debris flood* hazard areas, demonstrate that the proposed *development* complies with the *District's* current risk tolerance requirements;

f) identify the location and amount of any proposed removal or placement of soil or other fill, and confirm that the change will not adversely affect other properties;

g) identify proposed mitigation measures to reduce *debris flow, debris flood* or flood risks (up to the *flood construction level*) and to reduce slope instability, as the case may be, including but not limited to works to stabilize the watercourse edge or elevate the building site;

h) state that proposed mitigative works will not transfer risk to other properties;

i) establish criteria for the design, construction, and long-term maintenance of any *development* or mitigative works proposed on the site;

j) provide detailed measures to safeguard neighbouring properties and structures from any hazard related to *development* on the subject property;

k) clearly outline the short-term and long-term maintenance requirements, including regular maintenance and any special maintenance requirements after an extreme event;

l) identify any hazard on the subject site that may be related to municipal infrastructure (for example, culverts or storm drainage works);

m) provide a demonstrated review of all relevant background reports;

n) provide detailed recommendations to address bank erosion protection and *flood-proofing* up to *flood construction level*s, in accordance with all provincial and other guidelines that may be in place from time to time;

o) provide a professional opinion, subject to conditions and qualifications contained in the report, that the land may be safely used for the purpose intended and meets provincial guidelines (where applicable);

p) address any other information that the *director* deems relevant or necessary;

q) in respect of fire hazards, include:

i. the extent and nature of existing landscaping including details of trees and ground cover

ii. the exterior materials of existing and proposed buildings (siding and roofs);

iii. the locations and dimensions of proposed buildings, driveways, parking areas and utility services relative to any *wildfire risk area(s)* on or adjacent to the parcel;

iv. a description of all trees and vegetation within the *wildfire risk area(s)* on the parcel highlighting those recommended for removal or mitigation in order to create a defensible space around existing and proposed *development;*

v. a plan for the expedient removal of all wood, vegetation and construction debris resulting from the proposed *development*;

vi. a hazard assessment of the site and adjacent forest *fuel* conditions;

vii. identification of the fire-resistive construction materials and practices, in accordance with these guidelines;

viii. identification of the *defensible space,* in accordance with these guidelines, including details of proposed landscaping; and

ix. any temporary encroachment caused by clearing, grading and other construction-related activities, and measures to mitigate and/or compensate for such encroachment.

1. The applicant may be required to submit written terms of reference indicating the scope of work and professional expertise to be used for the preparation of a *preliminary assessment* or a *detailed assessment.* The terms of reference must be approved by the *director* prior to the information being prepared.

2. All reports and information shall be prepared and provided at the applicant's cost. All reports, opinions and plans shall be signed and sealed by the appropriate *qualified professional.*

3. The *District* may require the submission of plans and reports in electronic format for inclusion in the *District's* hazard database.







Development Approval Information Area

Land within the *Wildfire Hazard DPA*, *Creek Hazard DPA* and *Slope Hazard DPA* are also designated collectively as a Development Approval Information Area in accordance with Section 920.01 of the *Local Government Act*. Applicants for wildfire hazard, creek hazard and slope hazard development permits may be required by the *District* to provide, at the applicant's expense, information in order to demonstrate compliance with the applicable guidelines.

Requirements

The types of plans, studies and other information that may be required in support of *development* applications, in addition to (or as part of) a *preliminary assessment* report or a *detailed assessment* report, include:

1. environmental assessment and mitigation plan by a *qualified environmental professional*;
2. geotechnical stability assessment by a *qualified professional* Engineer or Geoscientist;
3. hydrological assessment of drainage patterns and potential flood and hydraulic hazard by a *qualified professional* Engineer or Geoscientist;
4. assessment of fire hazards and mitigation measures by a registered forest professional, qualified by training or experience with at least two years experience in the assessment, *fuel* management prescription *development* and mitigation of wildfire hazards in British Columbia;
5. structural design and assessment by a *qualified professional* engineer for structural works;
6. site information based on a survey plan prepared by a certified B.C. Land Surveyor;
7. current state of title certificate and copies of all restrictive covenants registered on title, including relevant schedules and attachments;
8. a peer review of a *qualified professional's* report; and
9. reports or other information from additional *qualified professional*s such as designers (as defined in the *District* Building Regulation Bylaw) or B.C. Registered Professional Landscape Architects, as appropriate to the development permit application.

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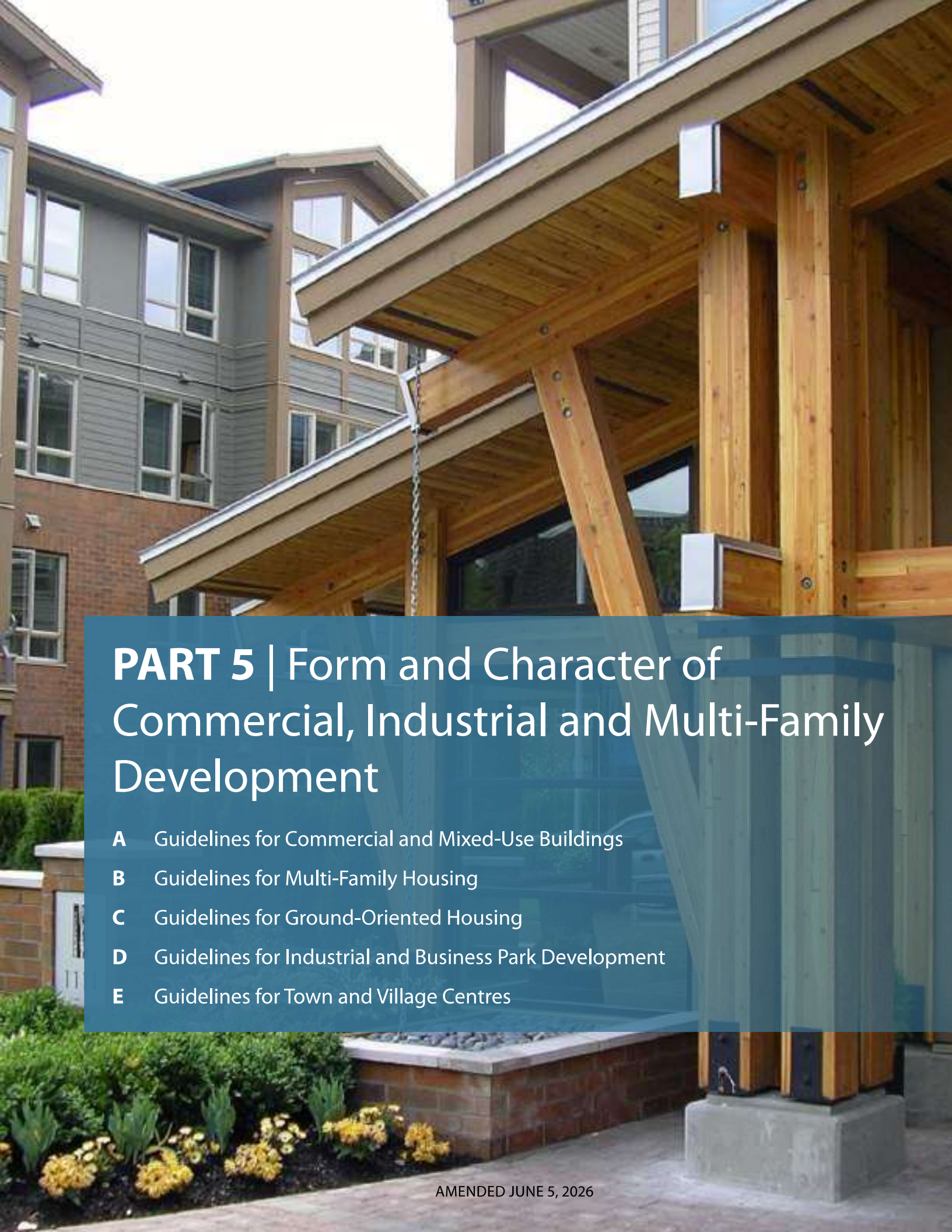

PART 5 | Form and Character of Commercial, Industrial and Multi-Family Development

A Guidelines for Commercial and Mixed-Use Buildings

B Guidelines for Multi-Family Housing

C Guidelines for Ground-Oriented Housing

D Guidelines for Industrial and Business Park Development

E Guidelines for Town and Village Centres

AMENDED JUNE 5, 2026

Context

The intent of this development permit area is to guide the form and character of commercial, industrial and multi-family *development* (including intensive residential *development*), and their relationship to the public realm and surrounding neighbourhood in the best way possible to achieve the vision, goals and strategic directions as articulated in the Official Community Plan. The *District* aspires to be a community with a high quality of built environment that reflects the outstanding natural endowment of the North Shore.

Organization

Certain broad design principles and objectives are applicable to all urban *development* throughout the *District,* but there may also be significant differences from neighbourhood to neighbourhood that need to be recognized. Accordingly, the *Form and Character DPA* is organized by *development* typology (form of *development*) as well as by specific geographic areas. General or *District*-wide guidelines apply to all *development* regardless of location and these are supplemented with specific guidelines that apply in the designated Town and Village Centres or other areas for which unique urban design guidelines have been prepared.

Objectives for Form and Character of Development

The *Form and Character DPA* and corresponding Development Approval Information Area are established to address the following objectives:

ACCESSIBILITY - Striving to achieve barrier-free *development* and accessibility for all

Many people in our community experience some degree of difficulty in moving about whether due to age, injury, visual or other physical challenges and may have to rely on the use of mobility devices such as wheelchairs, strollers or scooters. The design of buildings and the state of pedestrian conditions in the public realm should serve the broadest possible cross section of society allowing people to function in their day-to-day activities with dignity and independence.

Accessibility means:

- Age friendly *development*
- Ease of approaching, entering and exiting buildings
- Encroachment and barrier-free pedestrian routes
- Barrier-free access to public spaces
- Integration of trees, plants and natural elements for shade, sensory and health benefits

CONNECTIVITY - Enhancing the block and the street

Pedestrian connectivity has to be provided at a much finer grain than for automobiles, i.e. the basic street network. In the context of a *development* and its relationship to the street and the neighbourhood the importance of direct pedestrian routes cannot be overstated. Where blocks are long, there should be at least one clearly marked pedestrian connection mid-block providing convenient access through the property.

A pedestrian friendly *development*:

- Puts the pedestrian first
- Facilitates transit and non-vehicular modes of transportation
- Has a walkable, interconnected block pattern
- Has enhanced way-finding
- Orients buildings and their entries to the street
- Connects or is enhanced by natural amenities and features

DESIGN EXCELLENCE - Creating outstanding and sustainable built form and character

Buildings that are functional for their intended use, appropriately fit into their surroundings and aesthetically attractive demonstrate design excellence. It takes tremendous amounts of energy and other resources to construct a building. Buildings are also major consumers of energy for heating, cooling and lighting. Building design influences the quality of life of residents or workers and the community at large when in a prominent location. Given that their lifetime can exceed 100 years, buildings represent a legacy for future generations.

Outstanding and sustainable *development:*

- Is appropriately scaled and massed within the context of its location
- Has well articulated, timeless architecture
- Has variation and unique features from one building to the next
- Incorporates green roofs, where appropriate, to maximize environmental benefits
- Is solarly-oriented and designed to maximize passive heating and cooling
- Incorporates opportunities for innovative rainwater management
- Integrates the aesthetic, environmental and health benefits of trees and other natural elements
- Incorporates and celebrates important natural features in design
- Uses durable, locally sourced or recycled building materials
- Provides discrete vehicle access to buildings and parking areas

GOOD NEIGHBOUR - Harmonizing with the scale and character of surrounding *development*

Development should be designed in a manner that is neighbourly and is in harmony with the scale and character of its surroundings and minimizes impacts on adjacent properties. *Development* often occurs incrementally; therefore, the design must carefully consider both existing and future relationships with surrounding properties and with the public realm. Potential impacts such as overviewing, noise, odour, glare and unsightly building designs or outdoor uses should be minimized through careful design.

Neighbourly *development:*

- Respects the tranquility, privacy and access to sunlight of nearby properties
- Provides transitions to neighbouring massing and scale
- Identifies and minimizes impacts on view corridors
- Provides a street presence with visual interest

PLACEMAKING - Achieving a distinctive look and feel in the District's Town and Village Centres

The Town and Village Centres will each have a unique sense of place and identity based on their physical setting, landmarks, cultural history and other community assets, and be reflective of the shared values of its residents. A centre cannot be said to have a sense of place unless people care deeply about it and think of it as "theirs". Sense of place is created by mental associations of positive experiences. There must be things to do and opportunities to meet people and socialize; in other words, reasons to want to go and spend time there. From an urban design perspective, the key is a well defined public realm.

A place worth caring about has:

- Lasting architectural character
- Places to gather, play, relax, enjoy nature or garden
- Building heights and siting in proportion to street width
- Coordinated and attractive landscaping, street furniture and amenities

SAFETY AND SECURITY - Improving safety and reducing opportunities for crime

Quality building design and site planning can play a role in reducing opportunities for crime and, nearly as importantly, the perception or fear of crime. There are trade-offs, however. Crime reduction strategies, if taken to the extreme, can result in stark or harsh conditions such as minimal landscaping, excessive lighting or unattractive fencing.

Safe and secure *development* has:

- Natural surveillance: putting "eyes on the street"
- Access control: clearly guiding people and vehicles to and from proper entrances
- Territorial control: distinguishing public areas from private areas
- Maintenance: regular maintenance discourages neighbourhood decline

Exemptions

A Form and Character development permit is not required in the following circumstances:

1. If the intended use is limited to single-family residential or institutional uses
2. Interior alterations or renovations to buildings
3. Site improvements such as landscaping, paving and pathways, when the total cost is less than $25,000
4. Accessory buildings less than 50 square metres in size provided they are consistent with the architectural form and character of the principle buildings
5. Temporary buildings or structures intended for construction offices or marketing displays for a period of time that does not exceed the duration of construction
6. Minor exterior renovations that do not significantly alter the building form and character
7. Site improvements such as landscaping, paving and pathways, and accessory buildings greater than 50 square meters, that, in the opinion of the *director,* do not impact the site character

If unsure, property owners may submit a written description of a proposed *development* activity and District staff will advise in writing whether the *development* is exempt from the requirement for a *development* permit.

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A Guidelines for Commercial and Mixed-Use Buildings

Shopping streets tend to be the focal point of the community... (and) new *development* should seek to enhance and animate the public realm.

1. Public Realm and Streetscape Elements

Discussion:

Most medium and higher density residential, commercial or mixed-use buildings are located in highly visible and active locations such as shopping streets within the Town or Village Centres or along major thoroughfares. Shopping streets tend to be the focal point of the community, places where neighbours meet, and as such there needs to be a variety of places available to sit and chat. Opportunities to meet and socialize exist in both the public realm, for example seating areas or benches, and on private property with courts and plazas. These public and quasi-public spaces provide opportunities for merchandise display, cafe seating areas, landscaping, informal gathering, public art, and access to premises, and should be designed to be accessible and comfortable to all users.

New *development* should seek to enhance and animate the public realm. Buildings should be oriented to and relate to the street grid. Where a *development* includes multiple buildings, they should be grouped in such a way as to form usable open spaces for the enjoyment of residents and visitors.

Streets that are well defined or "enclosed" by street trees and building façades are more interesting and comfortable for pedestrians than those that are not. Heights of buildings and their setbacks from the property line should be considered in relation to the width of the street and the distance to the building face directly across the street.

Traditional shopping streets are characterized by closely-spaced small shops whereas contemporary retail practice often includes larger formats with only one entrance and blank walls. This has a deadening effect on the public realm. Building façades should be designed in ways that express individual storefront identity. Street trees and planting also improve the character, aesthetics and enjoyment of the pedestrian, bicycle and vehicular realms of the streetscape.

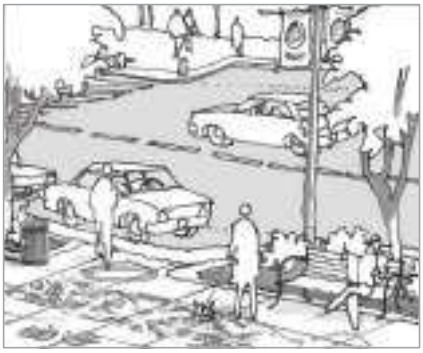


Figure 1

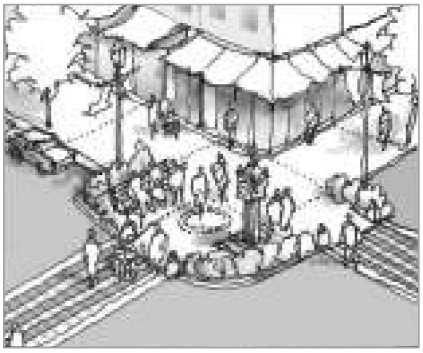


Figure 2

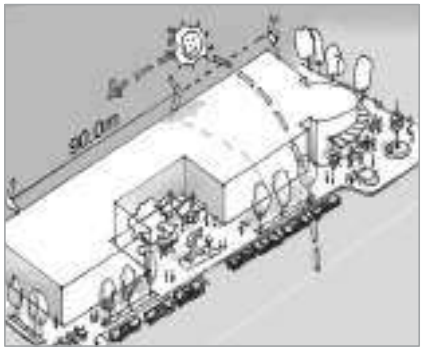


Figure 3

A1.1 Unified Streetscape: Within a given area, a unified streetscape concept for building sites, public open spaces, landscaping elements and universally accessible street furniture (benches, bike racks etc.) should be achieved (see Figure 1).

A1.2: Accessible Pedestrian Routes: Ensure pedestrian routes are smooth, level and clear of encumbrances to ensure direct passage for those with visual impairments or who require mobility aids.

A1.3: Corner Treatment: On shopping streets corner bulges or plazas should be considered at the crossroads of important streets depending on location of adjacent bus stops and type of pedestrian crossing (see Figure 2).

A1.4: Designing for Transit Ridership: Where a bus stop is located adjacent to a building that has a lobby, the lobby should be designed to provide direct sight lines to enhance the safety and comfort of transit riders. When appropriate, developers should consider designing the bus shelter so that it is coordinated with the building design or by providing awnings or canopies that are of sufficient height and width to directly shelter transit riders.

A1.5: Midblock Plazas: Where a *development* frontage exceeds 90 metres and there is sun exposure, provision of plazas or courts preferably in a central location is encouraged (see Figures 3 and 4 and A1.10).

A1.6: Corner Storefronts: On corner sites, commercial storefront entries should "turn the corner" to address the adjacent street in a pedestrian-friendly way. Both frontages should be designed as building "fronts" and the buildings should address the corner with strong massing (see Figures 5 and 6).

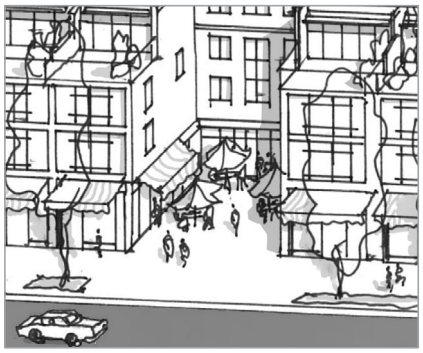


Figure 4

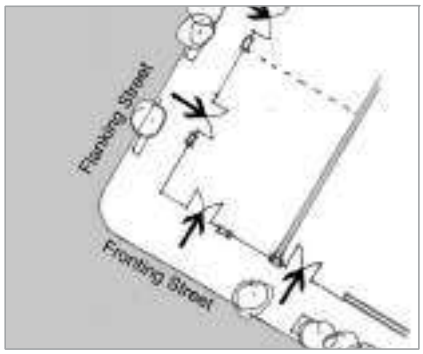


Figure 5



Figure 6

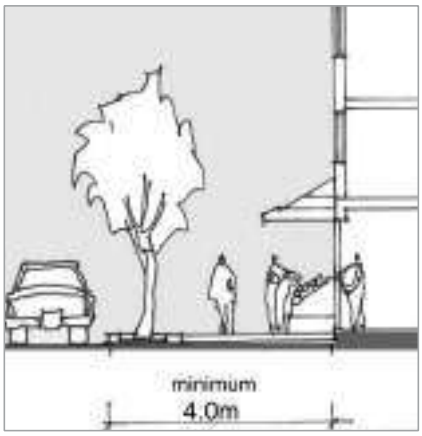


Figure 7



Figure 8



Figure 9

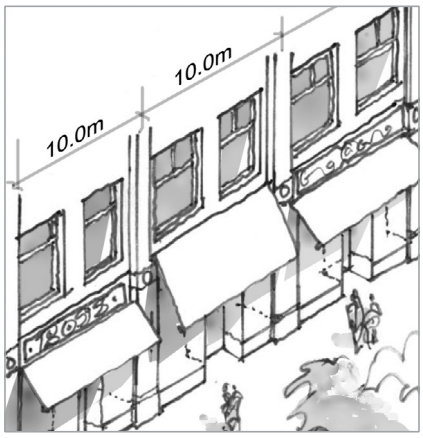
A1.7: Commercial Setback: On both front and flanking streets a 4 metre minimum distance from the curb face to the building façade, which may be a combination of public and private property, is encouraged for commercial and commercial/mixed-use *developments* to accommodate sidewalks, street furniture and utilities (see Figure 7).

A1.8: Enclosure: In order to define and enclose the road space, a strong streetwall is encouraged with a 2 or 3 storey massing at the street side(s) of the building, depending on the desired character of the area, and a step back at the third or fourth floor (see Figures 8 and 9).

A1.9: Unique Building Identity: On shopping streets, the building format should reflect a 10 metre storefront pattern. Building façades should be designed with variations in materials, colour, fenestration and roof forms to express individual storefront or dwelling unit identity (see Figure 10).

A1.10: Breaks in Streetwall: Buildings exceeding 45 metres in length should provide a significant break in the street façade to diminish the visual impact of excessive length (see Figure 11 and A1.5).

A1.11: Storefronts: In order to enliven shopping street environments, larger outlets should be lined at the sidewalk by smaller outlets with their own entries and identity. A rhythm of storefronts from 5 to 10 metres is most appropriate (see Figure 12).



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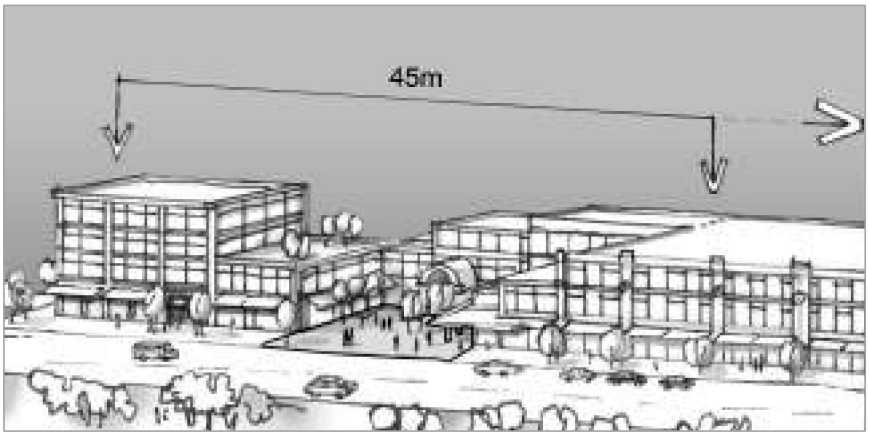


Figure 11

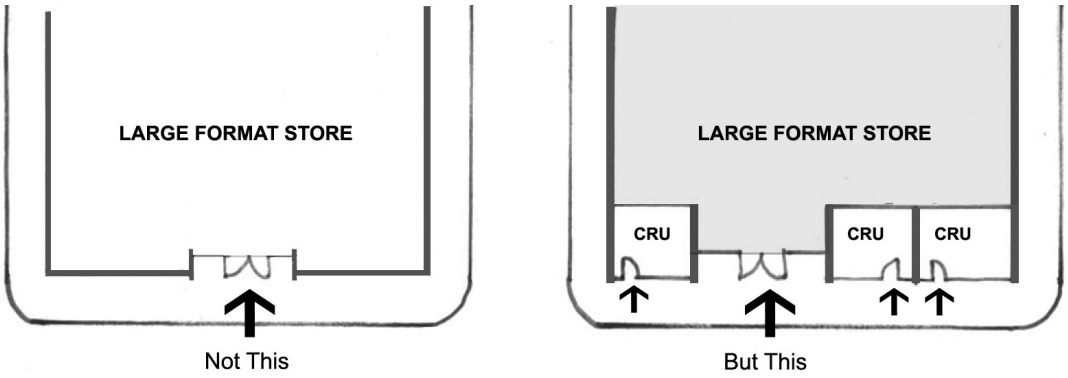


Figure 12

2. Site Planning Elements

Discussion:

Site planning includes pedestrian and vehicle access; landscaping and open space provision; services and utilities; and parking and loading. Good site planning is essential to the optimal functioning of a *development* and needs to coordinate with public realm objectives and building design. Good site planning also takes advantage of unique natural features, topography and adjacencies to provide opportunities for useable open space, play and urban agriculture.

Outdoor spaces which are defined by trees and landscaping of private and common open space are essential for residential livability and should be provided in all residential and mixed-use *developments*. Landscaping also provides a means of transitioning from private property to the public realm and to neighbouring properties and, if coordinated, provides design continuity within a given local area. Finally, trees and landscaping provide aesthetic, environmental and health benefits, frame outdoor spaces, soften the appearance of paved areas and help to integrate buildings with their setting.

Vehicle parking and loading areas should look and feel subordinate to the intended use of a property and should be designed to have limited impact on neighbouring *development* and the local streetscape. Primary vehicular access to property should be from the rear lane or, where no lane exists, from flanking streets. Vehicle access from the front street is strongly discouraged. Generally, parking should be underground but where surface parking is unavoidable it should be designed as a court at the rear of the property, with suitable paving, tree planting and landscape treatment. Pedestrian access from parking areas to building entrances or lobbies should be safe, accessible, convenient and as direct as possible.



Figure 13

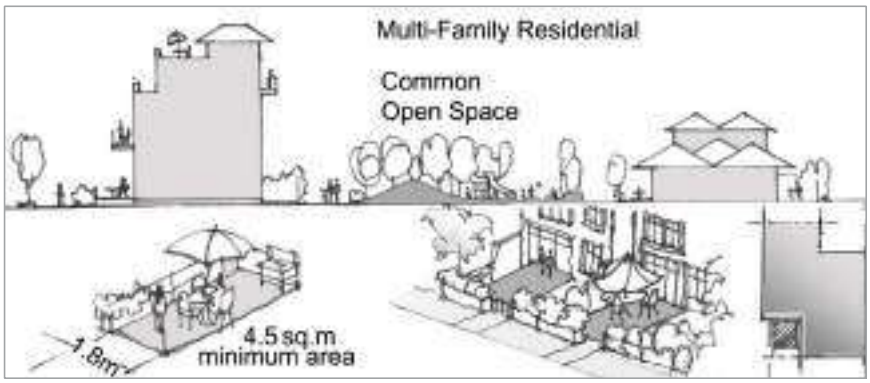


Figure 14

A2.1: Sustainable Landscape Design: Sustainable landscape design should incorporate best practices for tree planting, rainwater management, pedestrian way-finding and lighting, accessibility and feature native and drought tolerant species to provide environmental, health benefits and visual and sensory interest through the seasons. Sustainable landscape design should be coordinated with building design, site servicing, utility placement and neighbourhood objectives such as streetscape improvements (see Figure 13).

A2.2: Semi-Private Space: A minimum of 4.5 square metres of useable, accessible private or semi-private outdoor space accessed directly from the dwelling unit should be provided for each dwelling unit. This may take the form of patios, balconies or rooftop decks (see Figure 14).

A2.3: Common Open Space: Common open space should be conveniently accessible to residents; have sun exposure; wind protection; landscaping; play opportunities; and be visible from dwelling units (see Figures 14, 15 and 16).

A2.4: Pedestrian Pathways and Wheelchair Access: Pedestrian pathways should be direct, accessible, barrier-free and safely routed from parking areas to storefronts and building lobbies. These routes should have a minimum clear width of 2 metres and be at or near the centre of the building (see Figures 17, 18, 19 and 20).

A2.5: Parking Structure Entrances: Driveway access across sidewalks on shopping streets is not permitted where access from a lane or flanking street is possible. Vehicular entrances to parking structures and loading areas should be unobtrusive, architecturally integrated and screened from view from nearby properties and sidewalks with landscaping, trellises or through other means (see Figure 21).

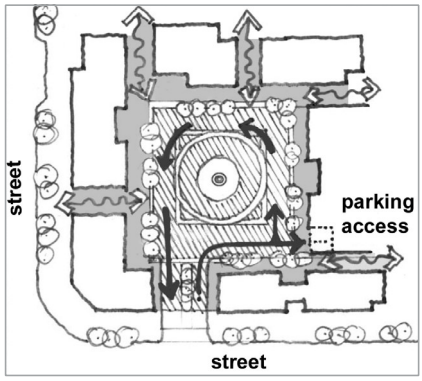
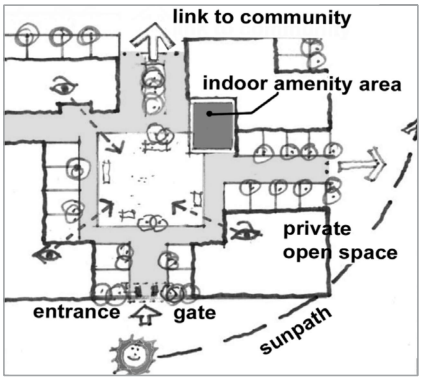


Figure 15



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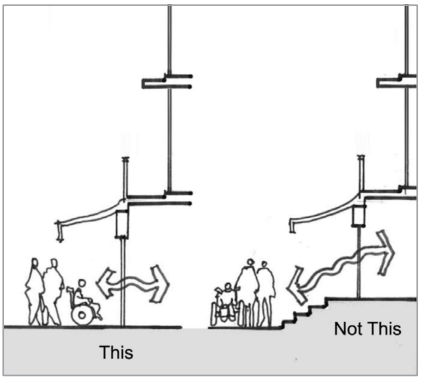

Figure 17

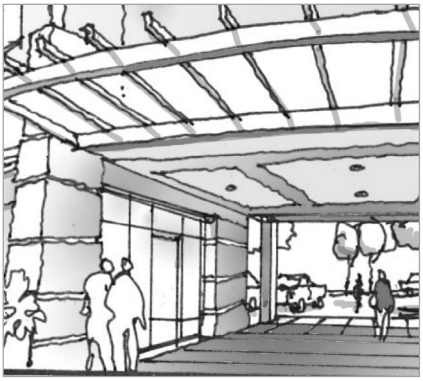

Figure 18

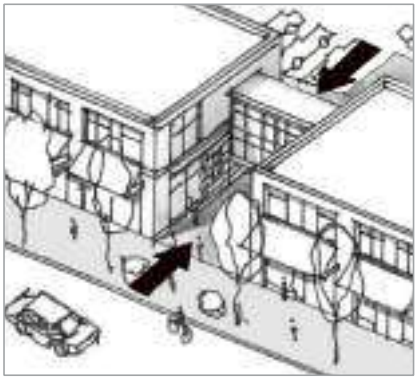

Figure 19

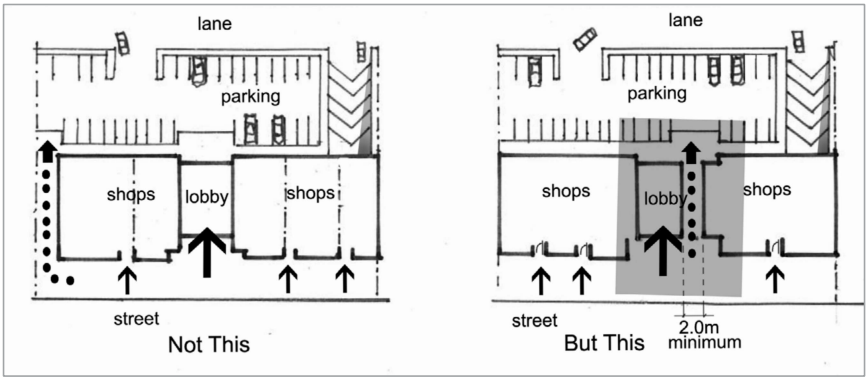

Figure 20

A2.6: Partially Above Grade Parking Structures: If parking structures must be partially above grade, exposed walls should be faced with attractive and durable materials and/or screened with planting, but in no case should more than 1 metre of a parking structure wall be exposed (see Figure 22).

A2.7: Surface Parking: Surface parking, where permitted, should be screened from view from adjacent properties, public areas and streets with trees, landscaping and architectural elements designed as integral parts of buildings such as overhangs, trellises and planters (see Figure 23).



Figure 21

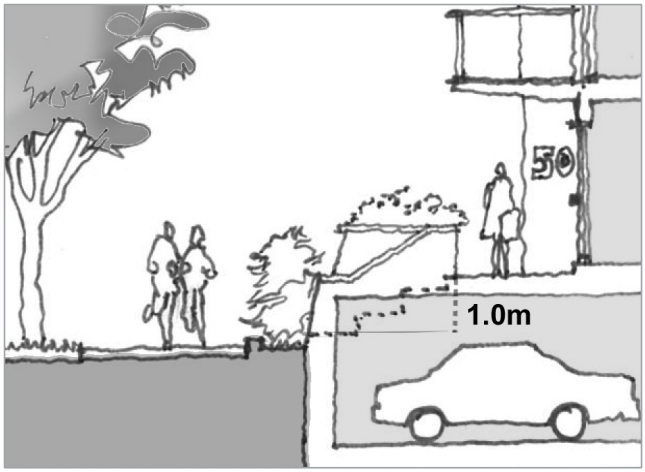

Figure 22

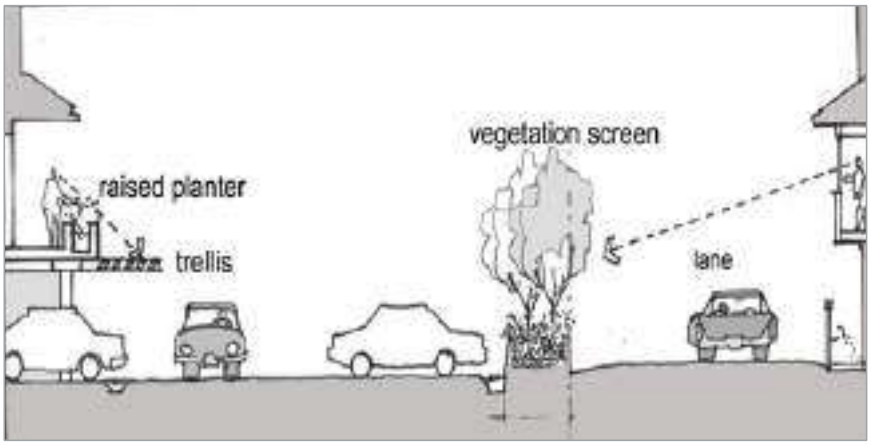

Figure 23



Figure 24

A2.8: Oil and Grit Separators: Oil and grit separators are required in all parking and loading areas and should be located so as not to interfere with pedestrian pathways and wheelchair access.

A2.9: Utility and Service installations: Utility installations, communication equipment, and garbage and recycling facilities should be sited so as to be accessible to service vehicles but not interfere with pedestrian access and screened from view to be as unobtrusive as possible (see Figure 24). Garbage and recycling facilities should be sited to permit use by all residents.

3. Building Form and Architectural Elements

Discussion:

New *development* in the *District* will typically be infill *development*, where acknowledgement of local scale and context is important. New *development* is likely to be more dense than earlier *development* because of changing economic conditions. Where this is the case, new *development* should acknowledge the existing fabric of the area, especially adjacent buildings and buildings across the street, and reflect long-term objectives for the area. At the same time, some variety between buildings in terms of their architectural styling and the palette of materials, textures and colours is encouraged to contribute interest and avoid monotony or repetitive building design, especially for redevelopment along major corridors.

Fenestration (windows and other openings) is a primary element of architectural expression and character. Fenestration also allows natural daylight to penetrate and is a critical consideration in heat loss and gain. Transparency provided by building fenestration is essential to animate shopping streets and to provide surveillance (eyes on the street). Blank walls are strongly discouraged on both fronting and flanking street elevations.

Weather protection provides pedestrian comfort on shopping streets. Structural canopies, fabric awnings and building extensions that are either too shallow or too high off the ground should be avoided. In addition, means of weather protection are important elements in the exterior "face" and streetscape character of buildings, and so should be fully integrated into the overall architectural expression of the building, rather than appearing simply "tacked on".

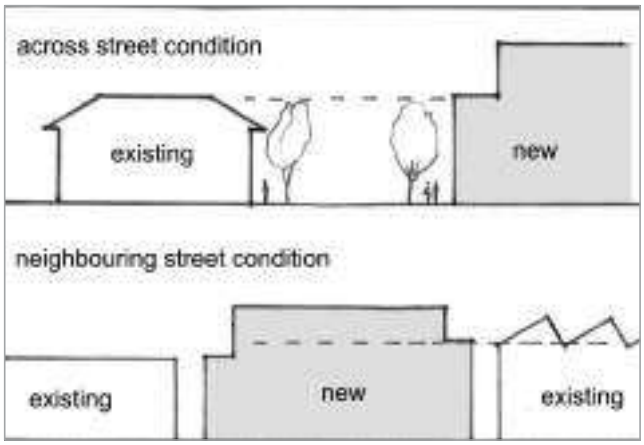

Figure 25

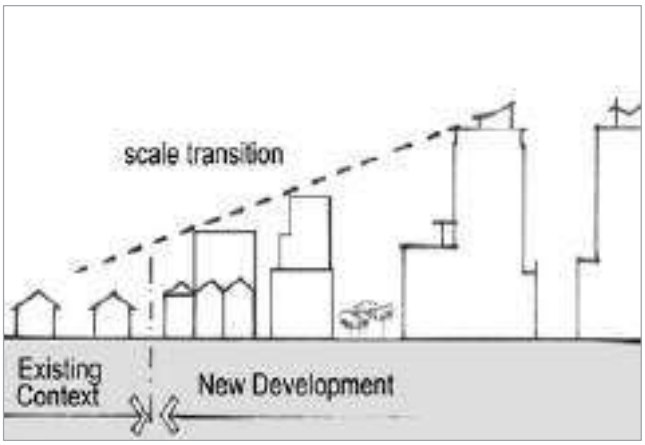

Figure 26

Outdoor and building lighting is essential for wayfinding and for safety and security at night. But lighting can also be a source of irritation if it is intrusive or stark. Hence it is imperative that all sources of outdoor lighting be considered and planned in advance, at the time of development permit application.

In order to avoid appearing as an afterthought, balconies should be designed as integral parts of buildings. The most successful way to achieve integration is when balconies are partly recessed into the building façades. Enclosed balconies should be avoided, as these limit views and daylight access and increase the visual bulk of buildings.

Roofs are character-defining elements of buildings. Whether roofs are steeply or gently pitched or flat makes a difference to the sense of "fit" in the immediate context and to their impact on views. Elevator penthouses and mechanical equipment on roofs can be highly visible from nearby residences and should be designed carefully.

Visual and acoustical privacy and access to natural light and air are essential elements of livability. This is particularly true in multi-family and mixed-use *developments* where window exposure may be limited. The design of ground-oriented multi-family *development* should include consideration of privacy both within the *development*, and for adjacent dwelling units.

A3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid a repetitive appearance.

A3.2: Scale: New and taller *development* should relate and harmonize with the height and scale of neighbouring buildings by incorporating transitional setbacks, building forms and heights (see Figures 25 and 26).

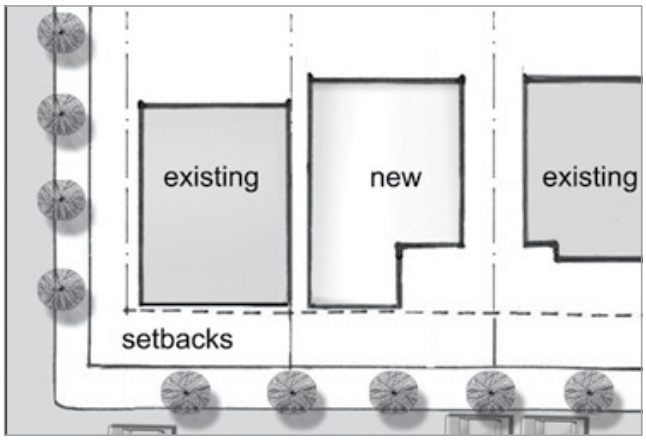

Figure 27

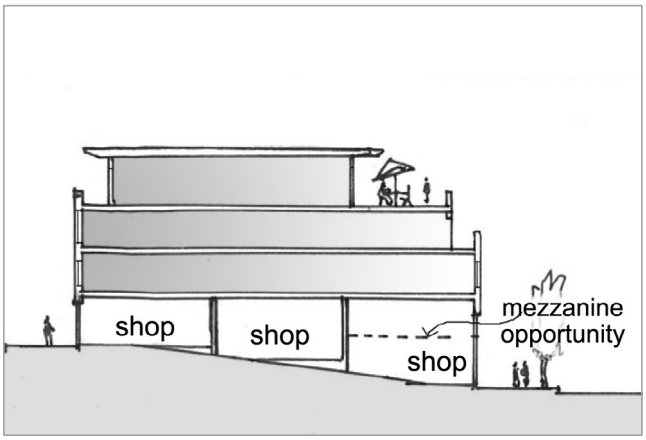

Figure 28

A3.3: Setbacks: Front setbacks should relate to, and harmonize with (but not necessarily equal), setbacks of existing adjacent *development* (see Figure 27).

A3.4: Level Transition from Sidewalk: On sloping sites, ground floor slabs should be stepped so that there is a level transition between the sidewalk and the building lobby or storefront entry. Similarly, rooflines should follow the slope of the site (see Figure 28).

A3.5: Minimize Blank Façades: The width of blank walls should generally be limited to a maximum of 10% of the linear dimension of a building façade facing a street (see Figure 29).

A3.6: Endwalls: Exposed endwalls of buildings should be designed and finished to be aesthetically pleasing. Material and texture choices, art, mosaics and green walls are encouraged for this purpose (see Figure 30).

A3.7: Building Materials and Transitions: Building and structures should be faced with substantial and durable materials such as masonry, stone, ceramic tile, fibre-cement siding, metal and wood. Changes of exterior materials, colours and textures should occur at interior corners and offsets, not in the same horizontal or vertical plane. Detailing should be ample to avoid a "wallpaper" look (see Figures 31 and 32).

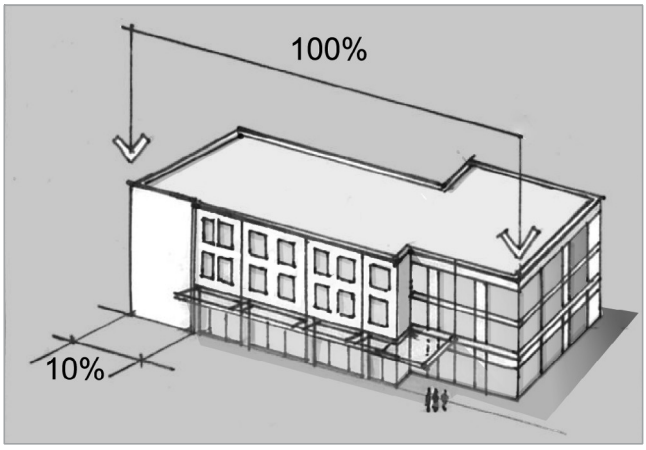

Figure 29

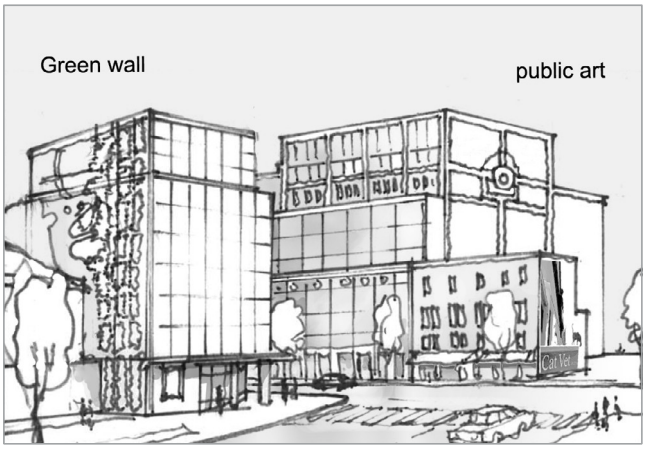

Figure 30

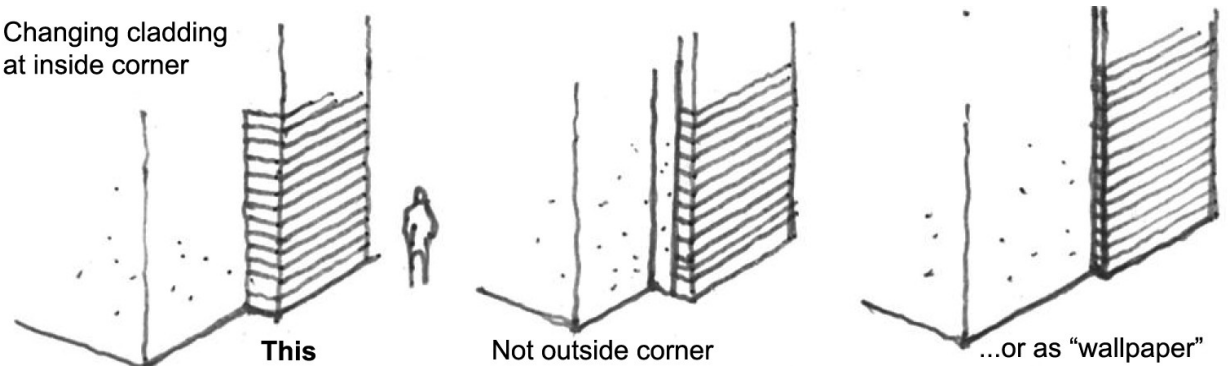

Figure 31

A3.8: Colours and Finishes: Bright and jarring colours and heavy swirling texture stucco patterns are discouraged.

A3.9: Transparent Fronts: Viewing into storefronts and lobbies is encouraged, and should not be obscured by reflective glazing, or window signs (see Figure 33).

A3.10: Solar Orientation: Building massing, windows and openings should capitalize on the solar orientation of the building (see Figure 34).

A3.11: Balconies: Balconies facing streets should be recessed into the main building façade. Guardrails should be transparent to maximize exposure to sunlight for each unit (see Figure 34).



Figure 32



Figure 33

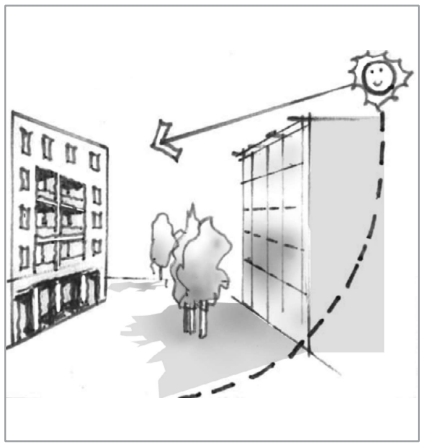

Figure 34

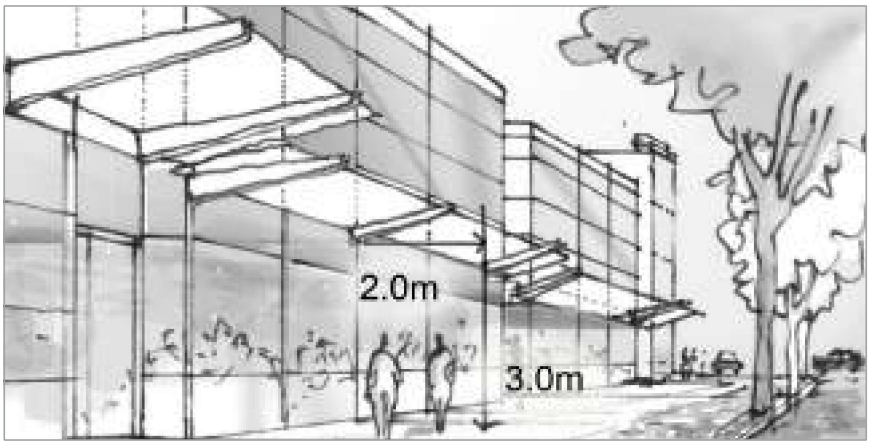

Figure 35

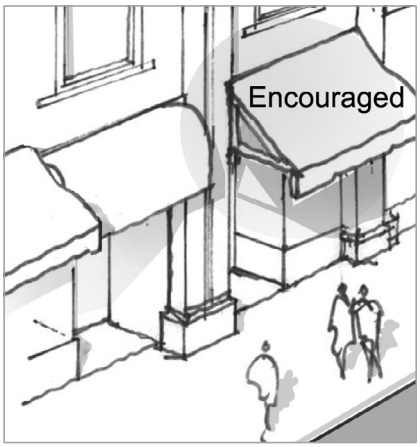

Figure 36

A3.12: Weather Protection: Commercial and mixed-use buildings should provide weather protection along the entire street frontage and particularly in the vicinity of a transit stop (see Figure 35).

A3.13: Canopies and Awnings: Use of transparent, structural canopies or three or four-point fabric awnings is recommended. Canopies and awnings should have a minimum horizontal projection of 2 metres and vertical clearance over the sidewalk should not exceed 3 metres (see Figures 35 and 36).

A3.14: Integration of Awning and Canopy Design: Canopies and awnings should be architecturally integrated with the structure and fenestration of buildings and structures (see Figure 36).

A3.15: Minimum Awning Clearance: On sloping sidewalks, canopies or awnings should not be continuously horizontal. Instead, they should follow the contours of the land while maintaining a minimum clearance (see Figure 37).

A3.16: Signage and Lighting: Signage and lighting should be fully considered and integrated with the building design (see Figure 38).

A3.17: Rooftop Equipment: The size, placement and treatment of rooftop mechanical equipment and the installation of telecommunication facilities should be fully considered and integrated design elements of a building. They should be located and screened to minimize their visual impact and reduce impacts on views from surrounding properties (see Figure 39).

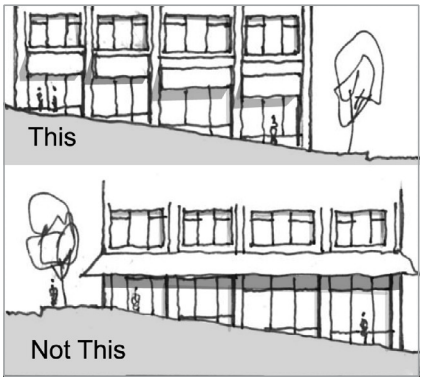

Figure 37

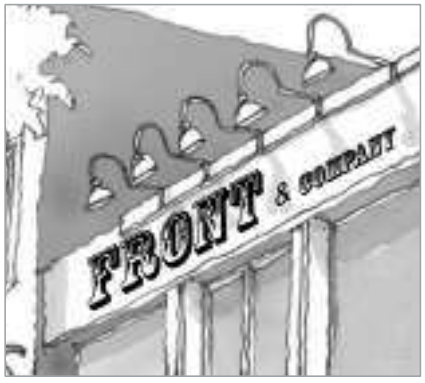

Figure 38



Figure 39

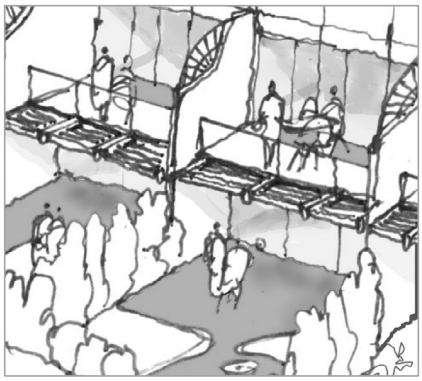

Figure 40

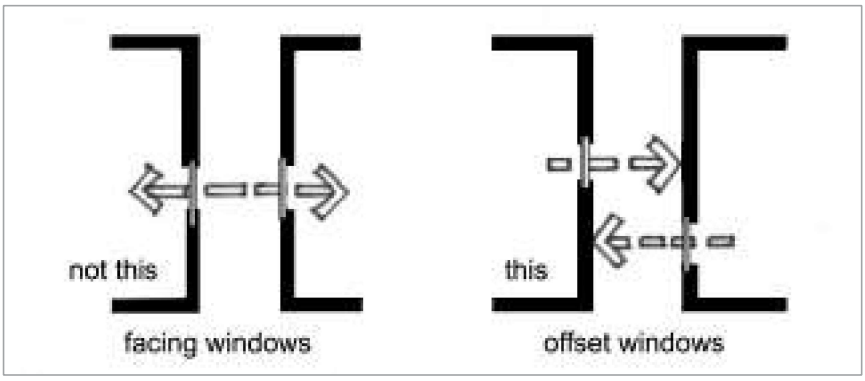

Figure 41

A3.18: Height of Elevator Penthouses and Roof Access Stairs: Elevator penthouses, roof decks and roof access stairs should be kept as low as possible in height and be sited to minimize overlook and view impacts.

A3.19: Noise Levels: Building designs should demonstrate that the A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below do not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Example techniques include use of triple glazing, improved insulation etc.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

A3.20: Window Placement: Windows should be offset to protect privacy. Spatial arrangements and other techniques, such as screening between adjoining balconies or private outdoor spaces, is encouraged. In courtyard *developments,* the distance between facing windows should be no less than 9 metres (see Figures 40 and 41).

A3.21: Layered Landscaping: Layered landscaping treatments and slightly elevated overlook of the public realm are encouraged to improve residential livability. However, changes in elevation should not exceed 1.5 metres (see Figure 42).



Figure 42



B Guidelines for Multi-Family Housing

Multi-Family development must fit the neighbourhood context, enhance the public realm and provide on-site amenities.

Discussion:

This section provides design guidelines for low-rise, mid-rise and high-rise multi-family residential buildings. The intent is to ensure that all new development enhances the community through design that is neighbourly, is in context with the surrounding area, enhances the public realm and provides appropriate on-site amenities for residents.

For the purposes of these guidelines low-rise is defined as six or fewer storeys; "mid-rise" as under twelve storeys and "high-rise" as twelve or more storeys. The first three sections of the guidelines apply to all forms of multi-family development while the last section is pertinent to mid-rise and high-rise buildings only.

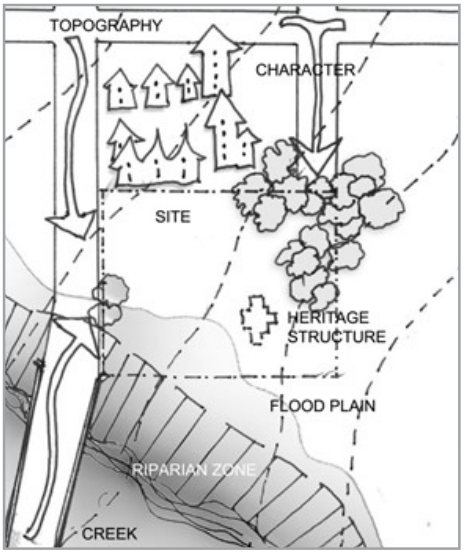

Figure 43

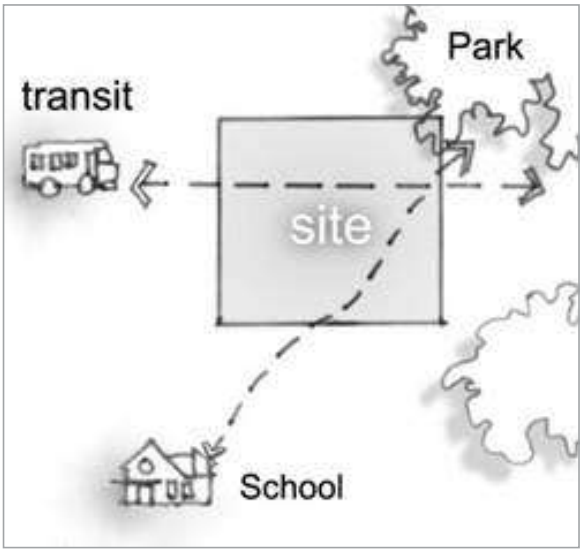

Figure 44

1. Site Planning

B1.1: Context: New development should fit the neighbourhood context. Consideration should be given to the local topography, vegetation and environmental features and to the established character of the built form including heritage buildings and local choices of colours, architectural styling and building materials (see Figure 43).

B1.2: Connectivity: The siting of new development should take into consideration how to enhance the pedestrian, bicycle and vehicle connections in the area, particularly those that lead to key destinations (see Figure 44).

B1.3: Solar Orientation: When siting development, careful consideration should be given to maximizing the benefits of sunshine exposure to public open spaces, and to minimizing the impacts of shading on adjacent properties (see Figure 45). To this end, applications should be accompanied by a shadow analysis that illustrates the impacts on March 21st, June 21st, and September 21st (spring and fall equinox and summer solstice) at 10 am, 12 noon, 2pm and 6pm (see Figure 45). (For high rises, also see related guideline B 4.4 Solar Orientation.)

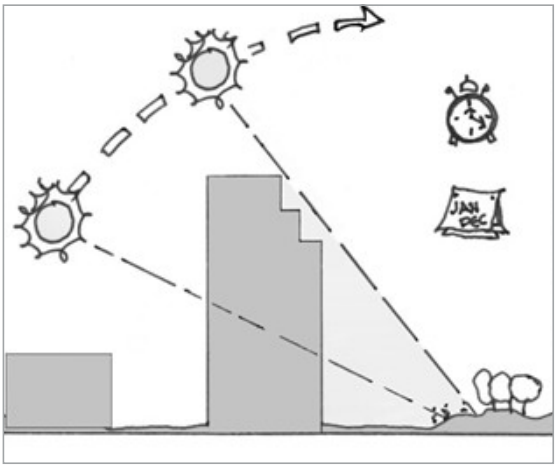

Figure 45

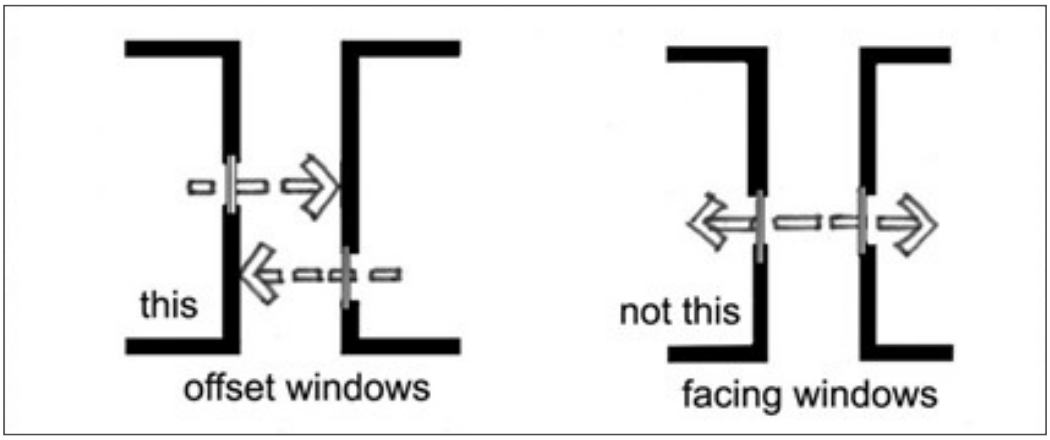

Figure 46

B1.4: Building Separation and Overlook: In order to maintain privacy between residential units, window placement in buildings within 9 metres (30 feet) of each other, or in courtyards, should be offset, not directly facing (see Figure 46).

B1.5: Hierarchy of Public and Private Space: In considering the connections through a development site, the adjacencies to public spaces and public streets, the project must define those spaces that are entirely public, and those which are semi-private and private, and design them accordingly.

B1.6: Common Outdoor Space: Residential developments should consider providing communal outdoor space that is conveniently accessible and in a visible, sunny location with suitable wind protection (see figure 47).

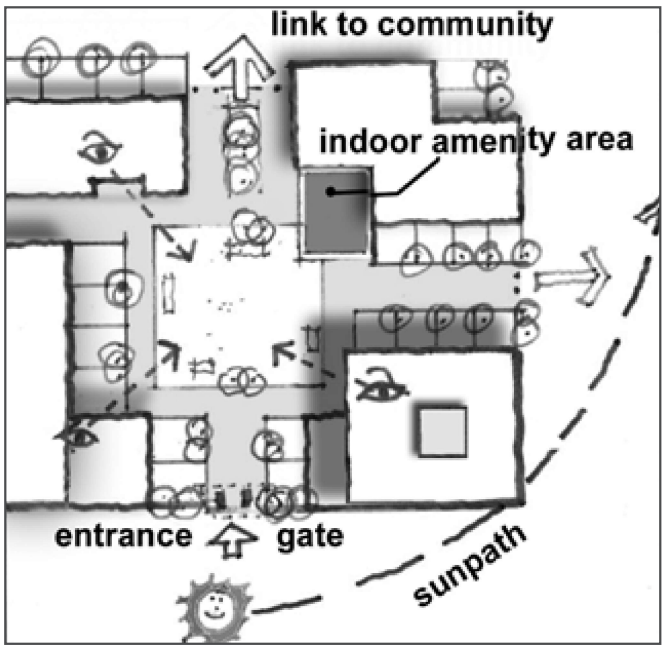

Figure 47

Larger residential projects should also consider providing:

- play structures;
- garden plots;
- dog walk areas; and
- social gathering areas.

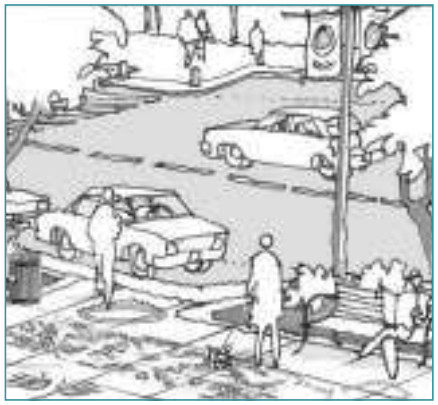

Figure 48



Figure 49

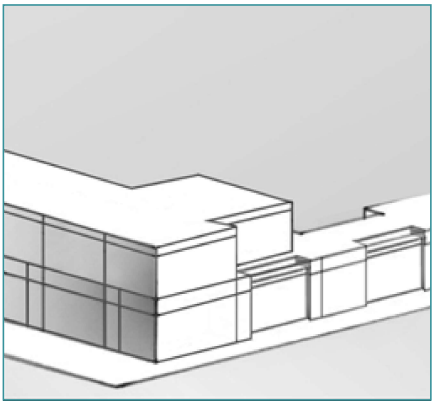

Figure 50

2. Public Realm and Streetscape Elements

B2.1 Unified Streetscape: Within a neighbourhood, a unified streetscape concept for public open spaces, landscaping elements and street furniture (benches, bike racks etc.) should be achieved in order to complement and enhance the neighbourhood's character (see Figure 48).

B2.2: Corner Sites: On corner sites, both frontages should be designed to face the street and the building should address the corner with strong massing (see Figure 49).

Where two intersecting streets have different architectural character (building heights, setbacks and key architectural elements) the building on the corner should make an effort to address both situations as it turns the corner (see Figure 50).

B2.3: Maximum Building Width: In order to create an interesting streetscape, large sites should be broken into multiple buildings. Low or mid-rise buildings should not exceed 45 m in length or width and high-rise buildings should not exceed 30 m in length or width (see Figure 51).

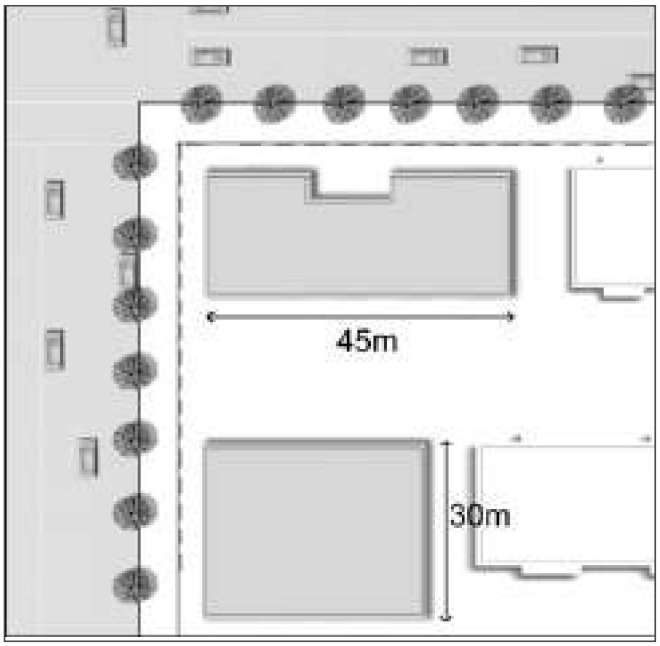

Figure 51

B2.4: Accessible Pedestrian Routes: Pedestrian routes should be smooth, level and clear of encumbrances to ensure direct passage for those with visual impairments or who require mobility aids.

B2.5: Sustainable Landscape Design: Landscape design should be coordinated with building design, site servicing, utility placement and neighbourhood streetscape objectives and should incorporate:

- rainwater management;
- pedestrian way-finding and lighting;
- accessibility design features;
- the right space for the right tree;
- the use of appropriate native species;
- the consideration of species that do not require irrigation after they are established;
- species that provide visual and sensory interest throughout the seasons; and
- consideration of long term maintenance.

B2.6: Building Setback to the Street: To ensure there is sufficient room for a pleasant streetscape building facades should be setback a minimum distance of 4 metres (13 feet) from the ultimate curb face. The setback may be a combination of public and private property, and should be deep enough to accommodate a sidewalk, street trees, street furniture, utilities and semi-private outdoor space. To ensure buildings relate to the street and help "frame" the street buildings should be set back no more than 10 metres (33 feet) from the curb, with the expectation that there is approximately 4 metres from curb edge to property line and up to 6 metres to accommodate front patios and stoops in front of the main building face (see Figure 52).

B2.7: Integrated Streetscape and Parkade: Where an underground parkade will be close to street trees, it should be either stepped back or stepped down, to ensure the street trees and boulevard landscaping have sufficient growing medium to thrive (see figure 53).

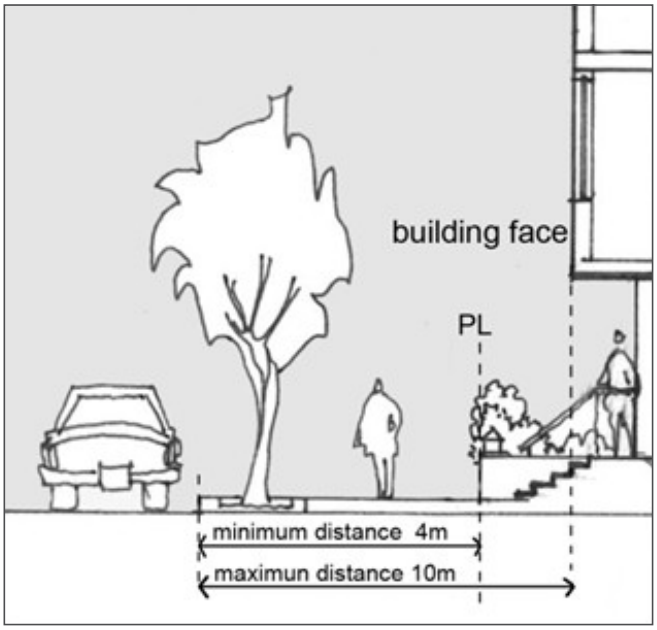

Figure 52

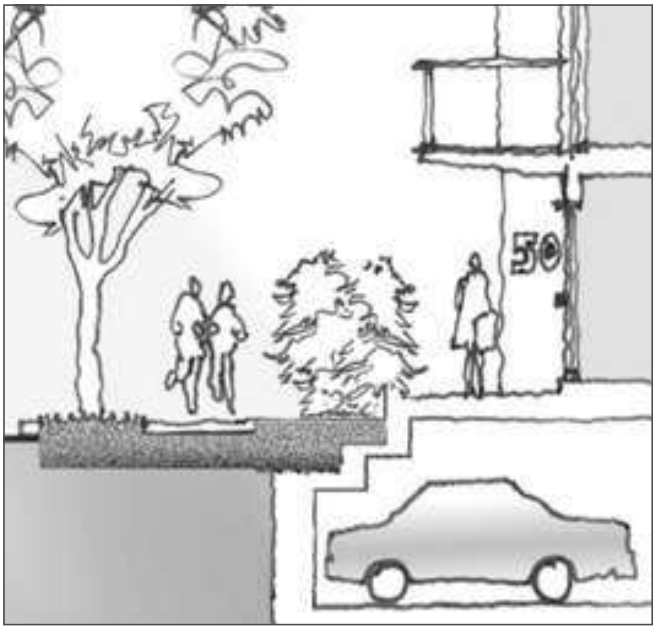

Figure 53

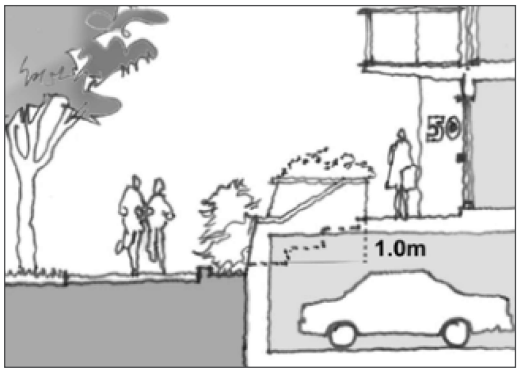

Figure 54

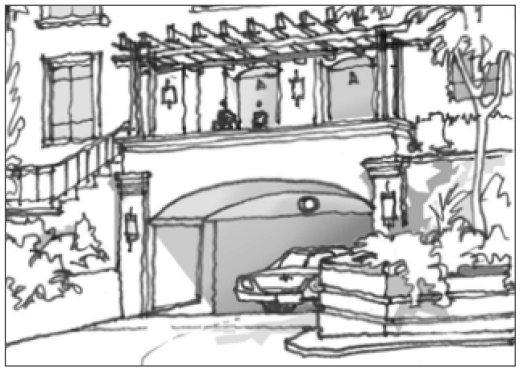

Figure 55

B2.8: Partially Above Grade Parking Structures: If parking structures must be partially above grade, exposed walls should be faced with attractive and durable materials and/or screened with planting. Parkades should not be more than 1 metre (3 feet) above grade (see Figure 54).

B2.9: Parking Structure Entrances: Vehicular entrances to parking structures should be unobtrusive, architecturally integrated and screened from view with landscaping, trellises or through other means (see Figure 55).

B2.10: Designing for Transit Ridership: Where there is an adjacent bus stop, lobbies should be designed to provide direct access and clear sight lines to enhance the safety and comfort of transit riders. Where appropriate, developers should consider designing the bus shelter so that it is coordinated with the building design.

3. Building Form And Architectural Elements

B3.1: Variation in Building Design: There should be subtle design variation between neighbouring buildings to avoid repetition while maintaining a harmony to the streetscape.

B3.2: Scale: New development should relate to, and harmonize with, the height and scale of neighbouring buildings by incorporating complementary building forms and transitional heights (see Figures 56 & 57).

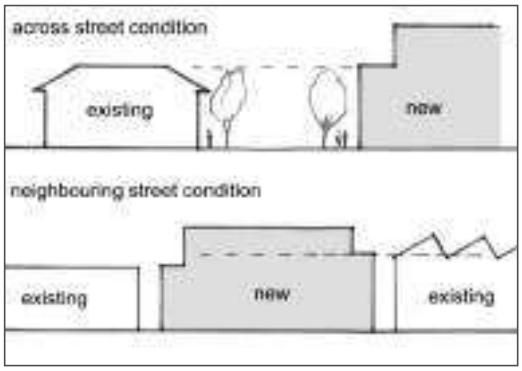

Figure 56

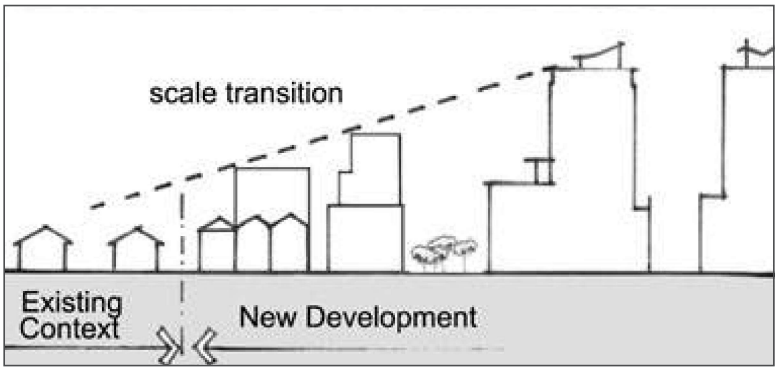

Figure 57

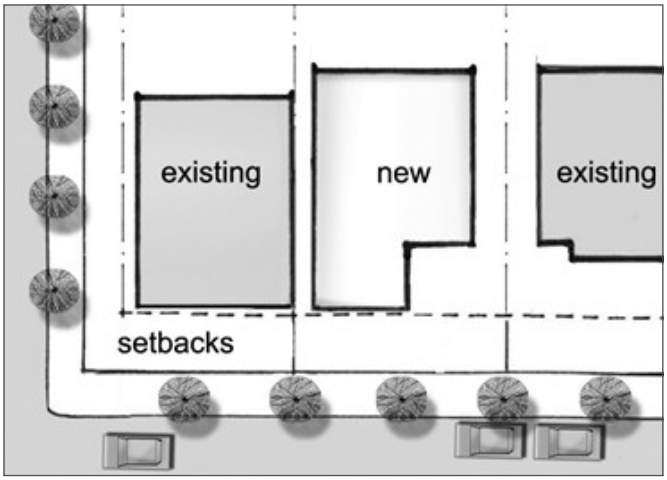

Figure 58

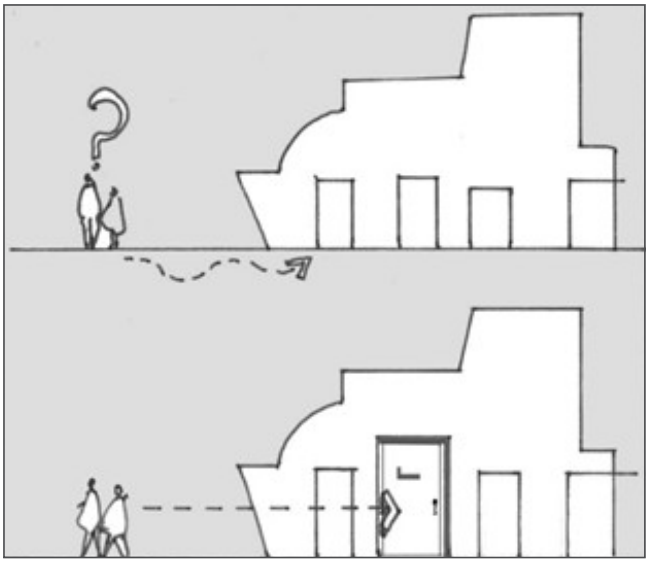

Figure 59

B3.5: Setbacks: Street-front setbacks should relate to, and harmonize with (but not necessarily equal), setbacks of existing adjacent development (see Figure 58).

B3.3: Legibility: Design of new development should ensure the identity, function and access to the building is easily understood (see Figure 59).

B3.4: Unit Identity and Relationship to the Street: Buildings should be designed to provide a rhythm to the street frontage. Ground level units are encouraged to have front doors on the street, and designs that celebrate the unit identity. To add to the "eyes on the street" unit layouts that provide living space that overlooks the street are encouraged (see Figure 60).

B3.6: Stepping down a slope: On sloping sites, building roof lines should step down the slope in keeping with the topography (see Figure 61).



Figure 60

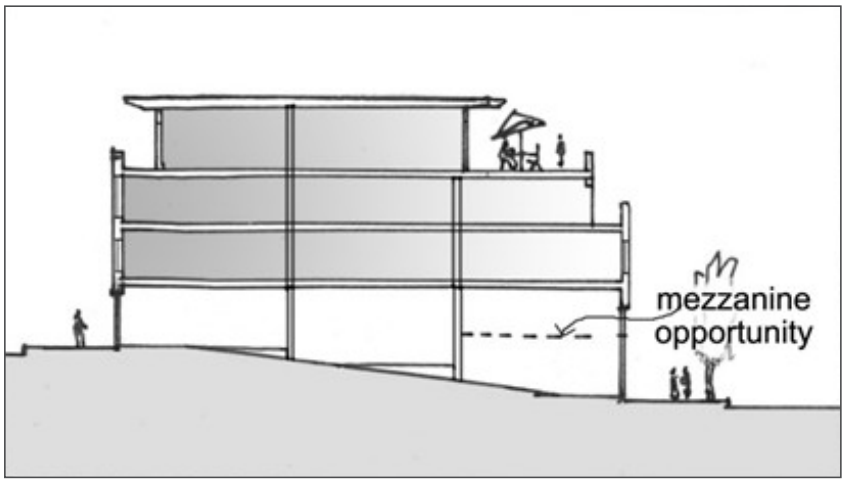

Figure 61

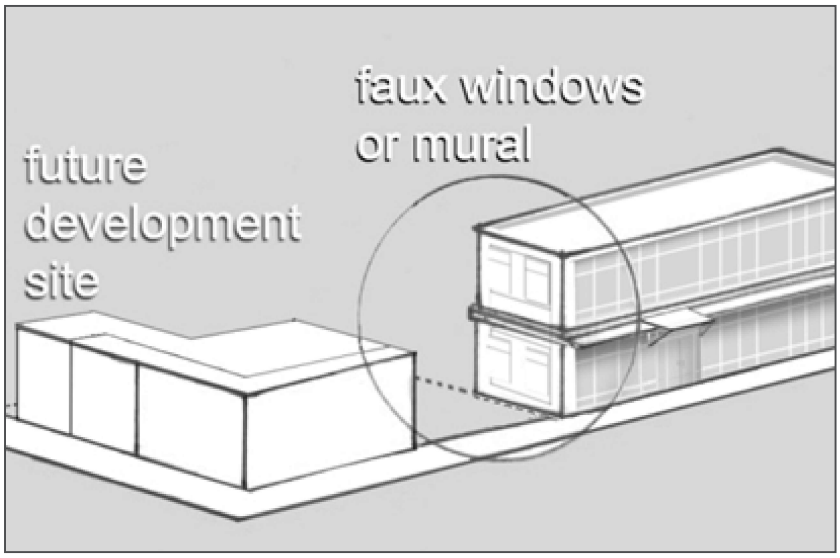

Figure 62

B3.7: Endwalls: Where there is an exposed end-wall, it should be designed and finished to be aesthetically pleasing. Material and texture choices, art, mosaics and green walls are encouraged for this purpose and key architectural elements like cornices, or colour bands should extend around the corner of the building onto the blank face of the wall (see Figure 62).

B3.8: Building Materials and Transitions: Building and structures should be faced with substantial and durable materials such as masonry, stone, ceramic tile, fibre-cement siding, metal and wood. Changes of exterior materials, colours and textures should occur at interior corners and offsets, not in the same horizontal or vertical plane. Detailing should be ample to avoid a "wallpaper" look (see Figure 63).

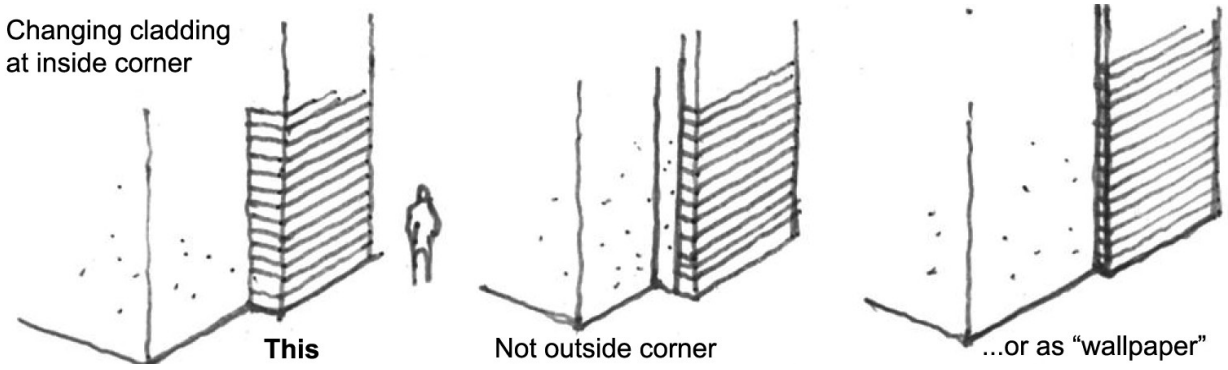

Figure 63



Figure 64



Figure 65

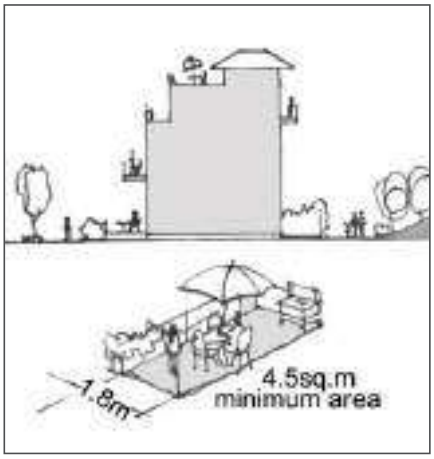

Figure 66

B3.9: Transparent Fronts: Viewing into and out of lobbies is encouraged, especially where lobbies overlook passenger drop off areas or bus stops (see Figure 64).

B3.10: Weather Protection: Weather protection that is architecturally integrated with the building design should be provided at the front doors and lobby entrances (See also B2.10, Designing for Transit Ridership).

B3.11: Lighting: Lighting should be fully considered and integrated with the building design.

B3.12: Signage on a Residential Building: Where live/work units or home based businesses are anticipated, the potential for signage should be considered and integrated with the building design in a manner that does not diminish the residential character of the building (see Figure 65).

B3.13: Adaptable Design: All new development should follow the District's adaptable design standards for designing buildings and units to ensure a supply of adaptable and accessible units is developed.

B3.14: Private Outdoor Space: Private or semi-private outdoor space should be provided for each dwelling unit in the form of patios, balconies or rooftop decks that allow for outdoor seating. The minimum dimensions should be 1.8 m x 2.5 m with a minimum area of 4.5 m2 (48 sq. ft) (see Figure 66).

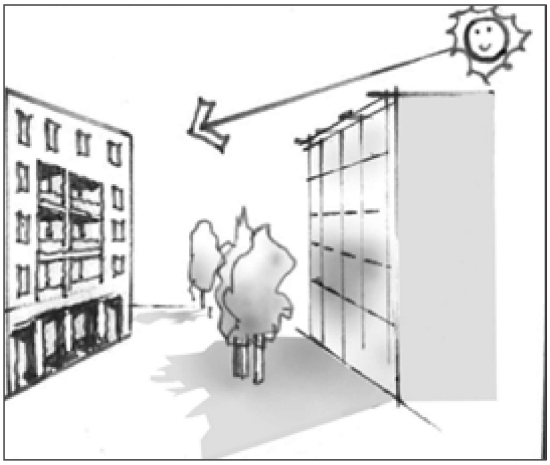

Figure 67

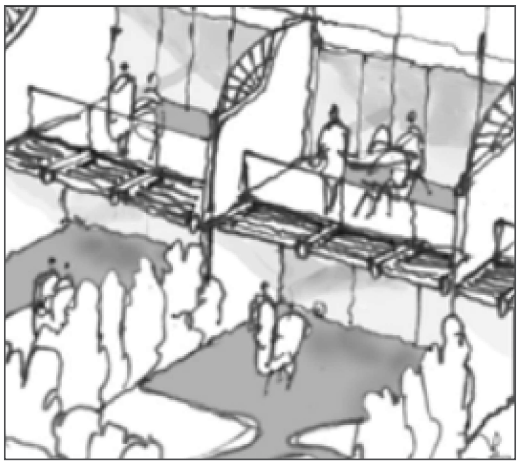

Figure 68

B3.15: Balconies: Balconies facing streets should be recessed into the main building façade. Guardrails should be transparent to maximize exposure to sunlight for each unit (see Figure 67).

B3.16: Privacy of New Units: New development should recognize the contribution to livability that privacy provides, and design windows, patios and balconies accordingly (see Figure 68).

B3.17: Layered Landscaping: Layered landscaping treatments and slightly elevated overlook of the public realm are encouraged to improve residential livability. However, changes in elevation should not exceed 1.5 metres (see Figure 69).

B3.18: Surface Parking: Surface parking, where permitted, should be screened from view with trees, landscaping and architectural elements such as overhangs, trellises and planters (see Figure 70).



Figure 69

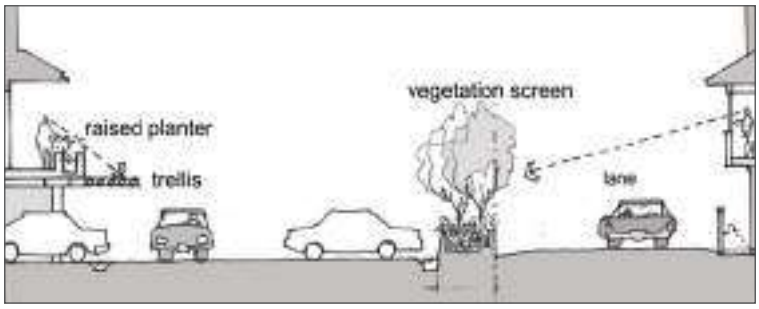

Figure 70

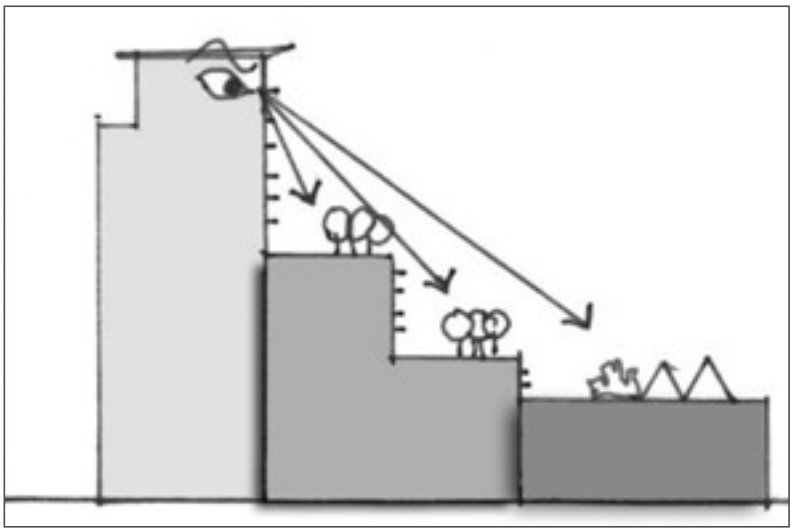

Figure 71

B3.19: Rooftops: Recognizing that rooftops are often visible, mechanical and utility equipment should be screened and integrated into the design and opportunities for roof top gardens should be explored (see Figure 71).

B3.20: Height of Elevator Penthouses and Roof Access Stairs: Elevator penthouses, roof decks and roof access stairs should be kept as low as possible in height and be sited to minimize overlook and view impacts.

B3.21: Noise Levels: Building designs should demonstrate that the A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below do not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Example techniques include the use of triple glazing, or improved insulation.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

B3.22: Rainwater Run-off: In accordance with the Development Services Bylaw and environmental requirements, oil and grit separators are required in all parking and loading areas and should be located so as not to interfere with pedestrian pathways and wheelchair access.

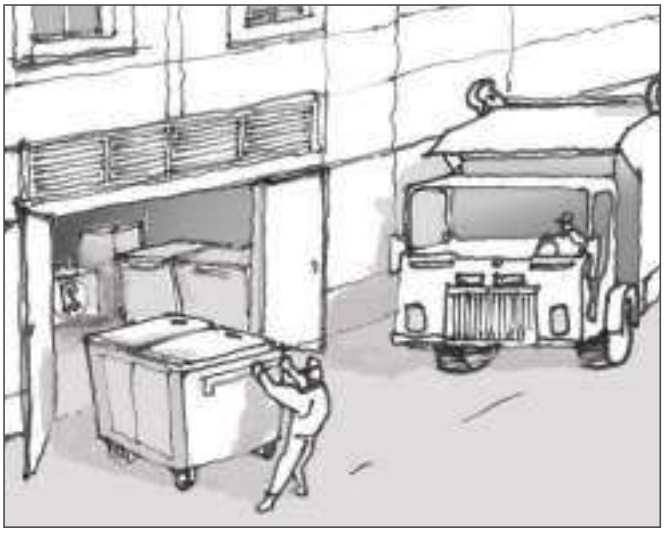

Figure 72

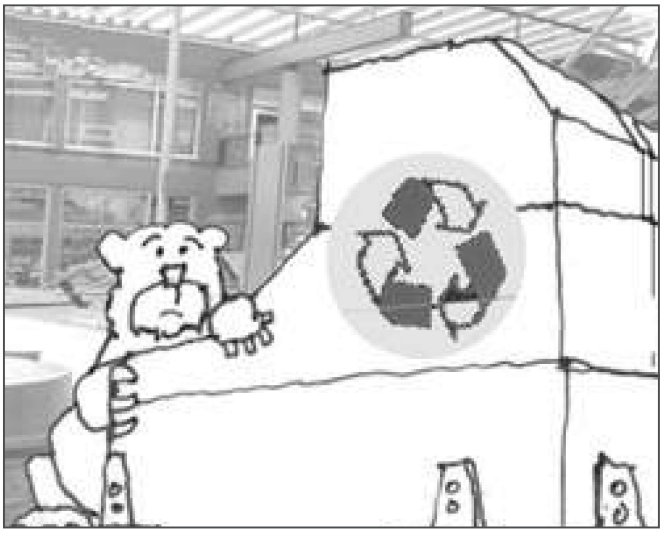

Figure 73

B3.23: Utility and Service installations: New development should be designed to carefully integrate utility installations, communication equipment and garbage, compost and recycling areas into the overall design of the project. These services should:

- be as unobtrusive as possible;
- be easy and safe for residents to use;
- be easy to service;
- be easy to keep clean;
- be animal proof; and
- be situated to minimize their impacts on neighbours. (see Figure 72 & 73).

4. Mid and High Rise Residential Tower Guidelines

In addition to the preceding general residential guidelines that apply to all residential development, tower elements including mid rise towers (6-12 storeys in height) and high rise towers (12 storeys and taller) should also comply with the following guidelines:

B4.1 Minimum Lot Frontage: It is recommended that development sites for towers have a minimum frontage of 60 metres (200 feet).

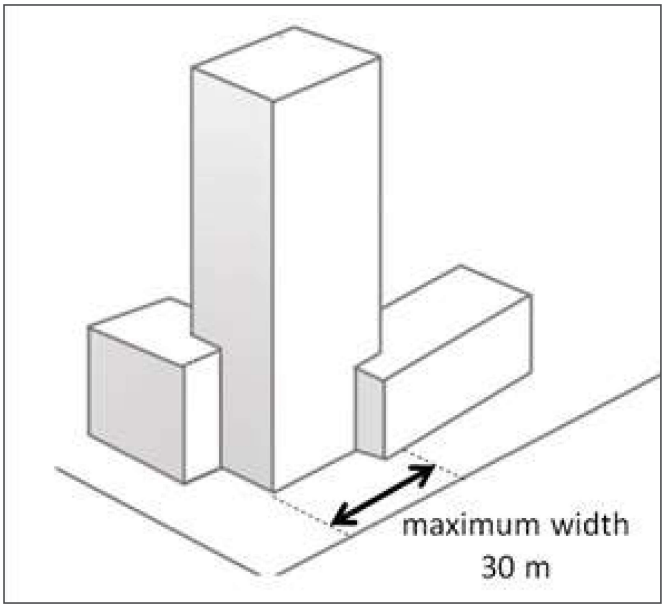

Figure 74

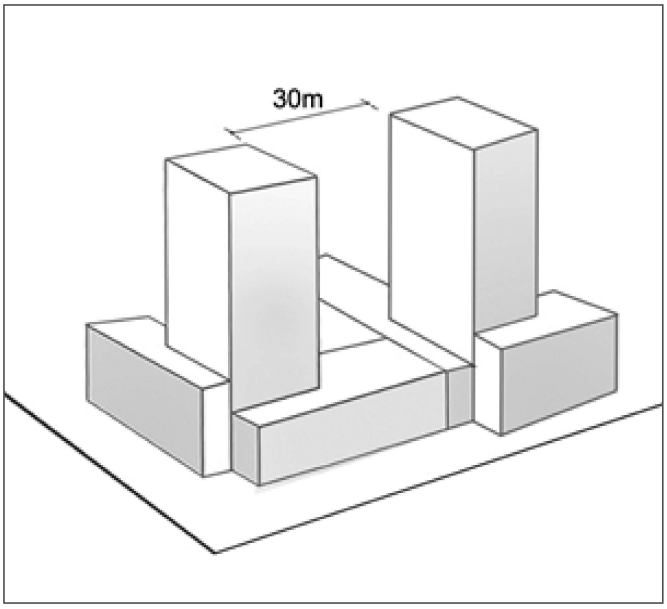

Figure 75

B4.2 Maximum Building Frontage: Further to section B2.3 Maximum Building Width, mid and high rise buildings should not have tower frontages in excess of 30 metres (98.5 feet) (see Figure 74).

B4.3 Building Separation: In order to minimize overlook between residential units, there should be a minimum separation between high rise buildings of at least 30 metres (98.5 feet) (see Figure 75).

B4.4: Solar Orientation: Further to section B1.3 Solar Orientation, which also highlights the need to maximize the benefits of sunshine and minimize the impacts of overshadowing, where towers are proposed that have a long side, that long side is encouraged to have a north-south orientation to reduce the impacts of shading on adjacent areas (See Figure 76).

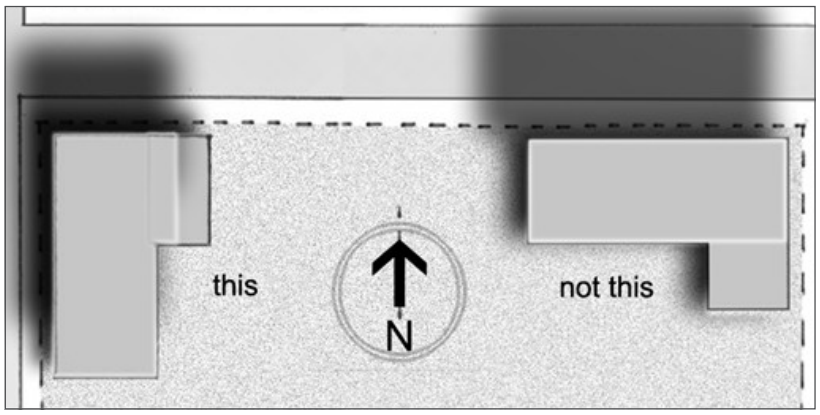

Figure 76

It is also important for towers to reduce the potential for heat gain on southern and western exposures to both ensure units are liveable and reduce energy consumption. This may result in southern and western elevations having different but complementary treatments that may include: reduced glazing, larger balconies, louvers, and cross ventilation.

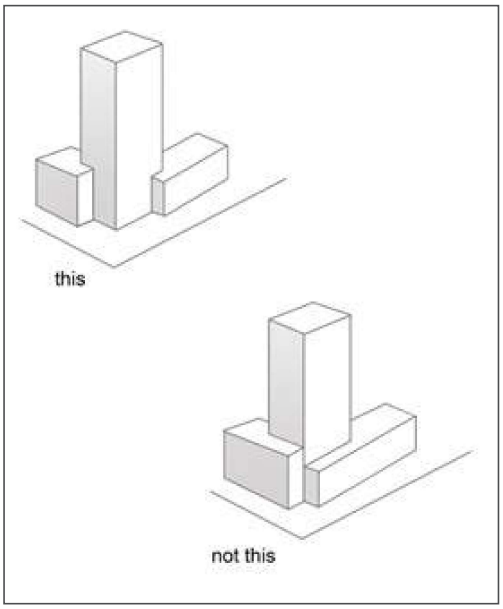

Figure 77

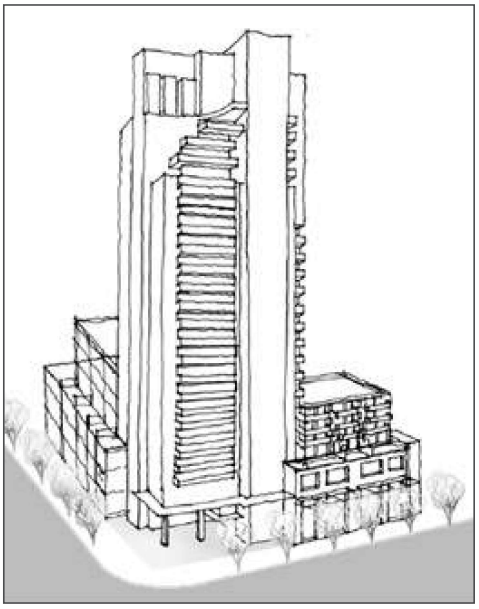

Figure 78

B4.5: Maximum Building Footprint: In order to ensure towers have a slim appearance, the total building footprint for a tower should not exceed 800 square metres (8,600 square feet).

B4.6: Articulation of the Floor-plate/Building Footprint: In addition to B4.5 above, where any portion of a tower footprint exceeds 25 metres x 25 metres (80 x 80 feet), the overall footprint should be articulated, or stepped.

B4.7: Vertical Elements: Architectural elements should connect across the vertical length of the building from top to bottom and towers should connect to the ground plane, and not be completely hidden behind low rise, or town house units (see Figure 77).

B4.8: High Rise – Corner Treatment: Where high rise towers are located at the corner, deeper setbacks from the sidewalk should be considered (see Figure 78).

B4.9: Articulation of the Building: Sculptural elements, banding, building articulation, use of materials and stepping back of portions of the building should be considered to lessen the appearance of bulk and add visual interest. (See Figure 79)

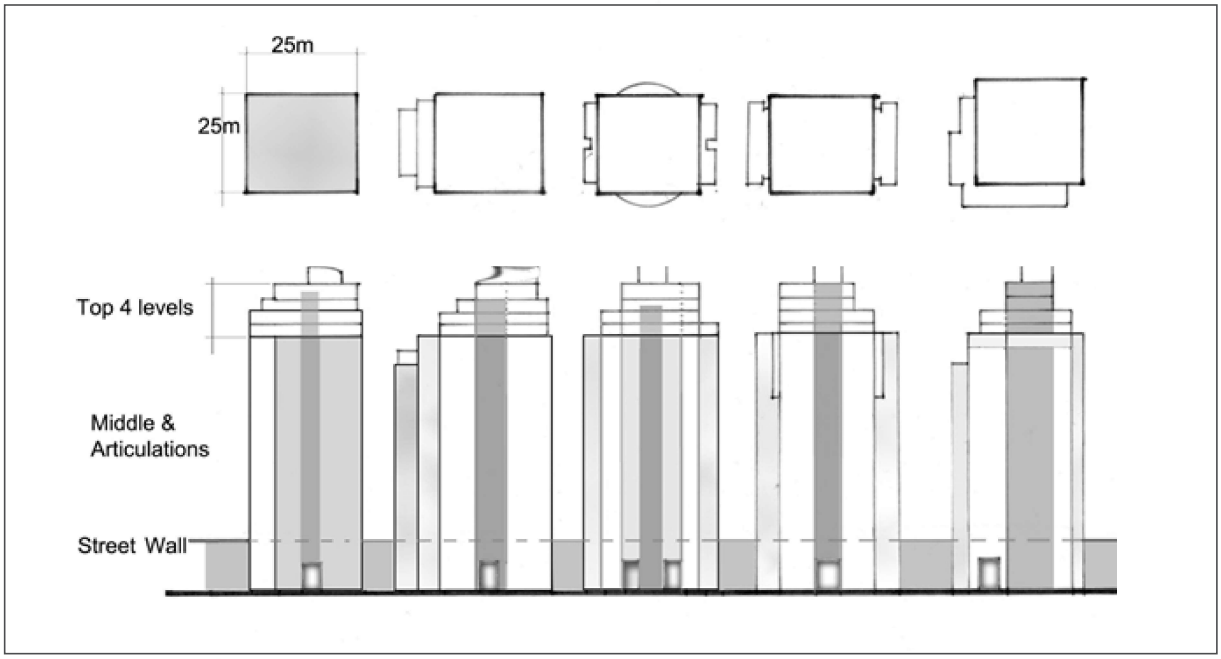

Figure 79

B4.10: Sculpting the Top of the Tower: To ensure buildings have a slim appearance at the skyline, consideration should be given to stepping back the size of the floor-plate of the top 4 stories, so that the upper most storey has a maximum size of 600 square metres (6,460 square feet) (see Figure 79).

B4.11: Balconies: While the inclusion of balconies in high rise development is both desirable and required, it is important that balconies are not so large that they significantly add bulk to the look of the building, and therefore it is recommended that in total balconies do not exceed 10% of the building's footprint.

Consideration of insetting the balconies to offset their bulk and ensure they are well integrated into the building is encouraged (see Figure 80).

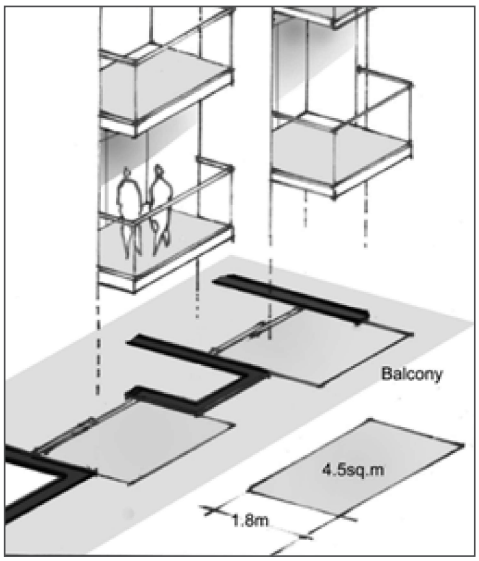

Figure 80

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C Guidelines for Ground-Oriented Housing

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods.

1. Public Realm, Streetscape Elements and Neighbourhood Fit

Discussion:

The built-form of ground-oriented multi-family *development* should be integrated with existing neighbourhoods, while enhancing architectural variety. *Development* should reflect the streetscape character of the neighbourhood in which it is located, or in the case of larger *developments,* it should create its own successful streetscape character.

Ground-oriented housing should be designed so that it complements the neighbourhood character, with minimum impact on adjacent properties. *Development* will often occur incrementally as pre-existing lots on record are assembled and consolidated. Accordingly, the design must carefully consider both the existing and future relationships to surrounding properties.



Figure 81

C1.1: Height and Massing: The height and massing of buildings should be in keeping with a single family dwelling or townhouse height, which is typically less than 12 metres. Architectural treatments that reduce apparent building height such as the use of trim, colour accents, secondary roof elements, building recesses and stepped building forms are encouraged (see Figure 81).

C1.2: Roof Treatment: The gable orientation and roof pitch should be sympathetic to the design of neighbouring buildings and help to maximize the space and light between buildings (see Figure 81).

C1.3: Street Orientation: Units are encouraged to be oriented towards, and have a visual connection to the street (see Figure 82).

C1.4: Corner Lots: Buildings on corner lots should "wrap the corner" providing an opportunity to have units facing both streets (see Figures 83).

C1.5: Minimum Frontage: Generally, *development* parcels should have a minimum frontage of 20 metres.

C1.6: Setbacks: The front yard setback should relate to, or appropriately transition from, the established pattern in the area.



Figure 82

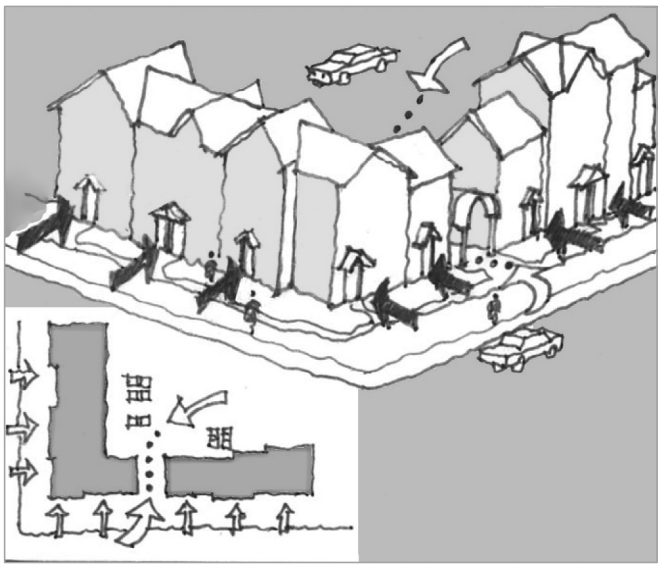

Figure 83

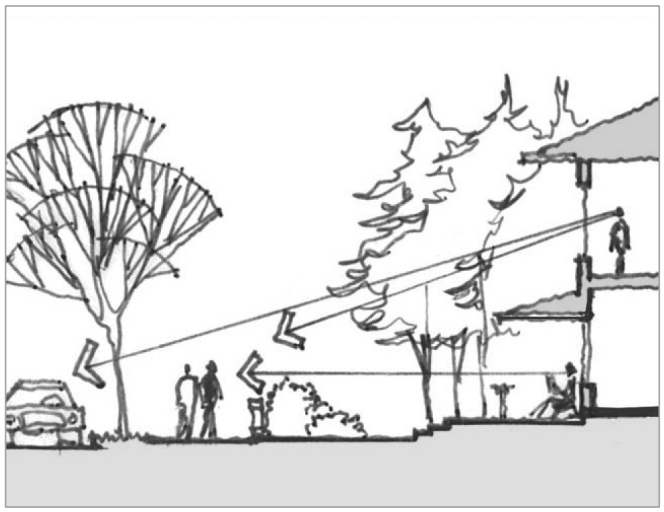

Figure 84

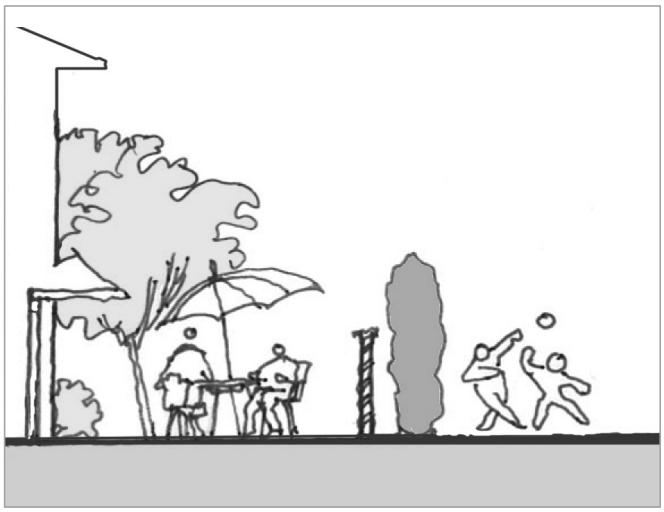

Figure 85

2. Site Planning and Landscaping

Discussion:

Good site planning and landscaping contribute to neighbourhood character and aesthetics, resident livability and environmental sustainability. In principle, site planning should strive to minimize building coverage, preserve natural features and minimize rainwater run-off. Mature trees shade and cool homes in the summer and absorb carbon dioxide and trap dust particles. Trees and other landscaping provide habitat, aid with energy conservation and absorb rain water, reducing stormwater run-off into creeks. Landscape plans should complement the building design and harmonize with the local setting and be prepared by a BC Registered Landscape Architect.

C2.1: Tree Retention: Healthy mature trees and natural features should be retained where possible.

C2.2: Sustainable Landscape Design: Sustainable landscape design should incorporate best practices for tree planting, rainwater management, accessibility and feature native and drought tolerant species. Sustainable landscape design should also be coordinated with building design, site servicing and utility placement.

C2.3: Street Interface: Landscaping and fencing should be kept low and open in the front yard to foster a strong relationship to the street and maintain visibility through to the front of the building (see Figure 84).

C2.4: Privacy: Incorporate planting and fencing to maximize privacy between dwelling units and neighbouring sites (see Figure 85).

C2.5: Shared Outdoor Space: Units should be clustered to create interesting shared outdoor spaces as well as usable and accessible private outdoor spaces. Encourage/integrate informal gathering, play and urban gardening opportunities (see Figure 86).

C2.6: Private Outdoor Space: At least 9 square metres of usable private outdoor space should be provided for all units (see Figure 87).

C2.7: Outward Facing Aspect: Units should be oriented such that windows from the principle living space of each unit are separated by a minimum of 9 metres from those of any other unit (see Figure 88)

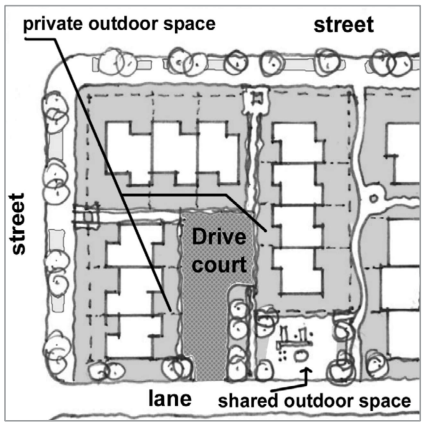

Figure 86

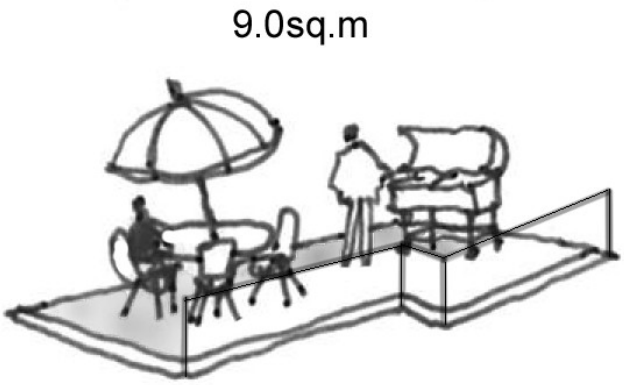

Figure 87

C2.8: Rear Yard Setbacks: Rear yard setbacks should be at least 6 metres, with some variation so that a visual wall is not created along the rear property line.

C2.9: Side Yard Setbacks: Side yard setbacks should be a minimum of 1.2 metres, and up to 3 metres when facing a side street or a single family home.

C2.10: Pedestrian Access: The main pedestrian access route should be from the street rather than the lane or parking area.

C2.11: Parking: Parking spaces should be located off a private driveway, and should not be visible from the street (see Figure 89) .

C2.12: Parking access: When parking is accessed from the front street the number of driveways should be kept to a minimum (see Figure 89).

C2.13: Shared Driveways: Where adjacent to another potential redevelopment site, the driveway should be designed so that it could in future be shared with the adjacent property (see Figure 89).

C2.14: Oil and Grit Separators: Oil and grit separators are required in all parking areas.

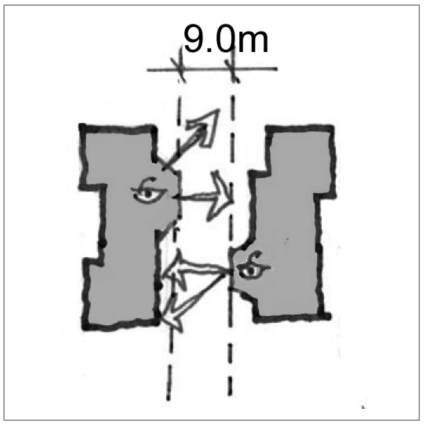

Figure 88

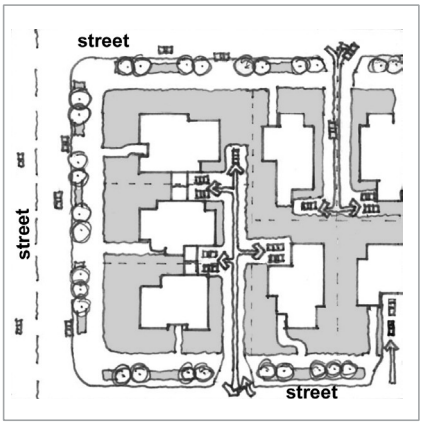

Figure 89

3. Architectural Character

Discussion:

The built form and character of new ground-oriented multi-family *development* should be consistent with and in harmony with the general rhythm, scale and height of the existing buildings in the neighbourhood. Ground-oriented housing is usually located in or adjacent to single family neighbourhoods. Building design therefore should generally have a single family character and incorporate west coast references while responding to local conditions such as topography, vegetation and heritage resources.

Consideration should be given to unit identity, roofscape, and other architectural elements, including fenestration, materials, and colour. Dormers and similar roof projections should read as subordinate or secondary architectural elements.

Ground-oriented housing should be designed in consideration of the needs of all residents regardless of their state of health, mobility or disabilities. Units should incorporate basic features that allow the units to be adapted to accommodate special needs without expensive retrofitting.

C3.1: Massing: The front façade of buildings should be broken up and portions stepped back to reduce the impression of bulk (see Figure 90).

C3.2: Variations in Design: Subtle design variations should be incorporated between neighbouring buildings to avoid a repetitive appearance.

C3.3: Cladding: Buildings should be clad primarily in natural materials although stucco accents may be used as a subordinate finish.

C3.4: Varied Rooflines: Varied roof lines with overhangs are encouraged.

C3.5: Roofing Materials: Laminated asphalt shingles or fire retardant treated cedar shakes are recommended as roofing materials. Tile roofing is discouraged.



Figure 90

C3.6: Noise Levels: Designs should demonstrate that the noise levels (A-weighted 24-hour equivalent LEQ sound level (the average sound level over the period of the measurement) in those portions of the dwelling listed below should not exceed the noise levels expressed in decibels set opposite such portions of the dwelling units. Examples include use of triple glazing, improved insulation etc.

PORTION OF DWELLING UNIT	NOISE LEVEL (DECIBELS)
bedrooms	35
living, dining, recreation rooms	40
kitchen, bathrooms, hallways	45

C3.7: Heating and Ventilation Systems: Ventilation, heating and cooling systems should be designed and insulated to minimize noise and located to be visually unobtrusive to neighbouring *developments*.

C3.8: Accessible Entrance: A level, no step entrance should be provided to each dwelling. If not possible, then platform areas should be provided at the top and bottom of ramps to facilitate the turning of wheelchairs, strollers and other mobility devices (see Figure 91).

C3.9: Weather Protection: A canopy should be provided over the front entrance.

C3.10: Front Door Width: The front door opening should be no less than 0.9 metre in width.

C3.11: Accessible Doorbell: The front doorbell should be no higher than 1 metre above the entry way

C3.12: Legible Address: The address should be indicated in easy-to-read, 10 centimetre or taller numbers, shown in a clearly contrasting colour.



Figure 91



D Guidelines for Industrial and Business Park Development

The intent of these guidelines is to encourage employment opportunities through provision of well-designed, attractive, high-quality *development*.

Discussion:

The intent of these guidelines for industrial and business park *development* is to encourage employment opportunities through provision of well-designed, attractive, high-quality *development* that is visually integrated with surrounding land uses and minimizes negative environmental impacts.

These guidelines apply to *development* on properties zoned for business park, mixed commercial/industrial, light industrial, and heavy or port industrial related uses. These design guidelines apply in addition to the general or *District*-wide design principles and guidelines.

1. Building Siting and Relationship to Street:

D1.1: Corner Sites: Higher-visibility corner sites should be accentuated with building elevations that relate to both street frontages (see Figure 92).

D1.2: Building Entrances: Primary building entrances, offices, reception, sales and showroom space should face the street, be easily identifiable and be directly accessible to pedestrians, not separated by parking.

D1.3: Individualization: Individual tenancies should be differentiated by varying colours, materials and finishes and by projecting or recessing entrances from the main building façade (see Figure 93).



Figure 92



Figure 93

2. Architectural Character:

D2.1: Differentiate Building facades: Landscaping, including tree planting and/or living walls should be used to break up or soften building façades (see Figure 93).

D2.2: Weather Protection: Weather protection should be provided at all pedestrian entrances to buildings (see Figure 94).

D2.3: Blank Walls: Blank walls should be avoided and long building walls differentiated by using a variety of materials, textures, colours, window treatments and roof forms.

D2.4: Relationship: The scale, height and massing of new buildings should consider relationships to adjacent buildings (see Figure 95).

D2.5: Decorative Lighting: Up-lighting of trees or backlighting of walls to highlight tree silhouettes is encouraged to enhance the appearance of solid walls.

D2.6: Signage: Signage, landscaping and lighting should be fully considered and integrated with the building design (see Figure 96).



Figure 94

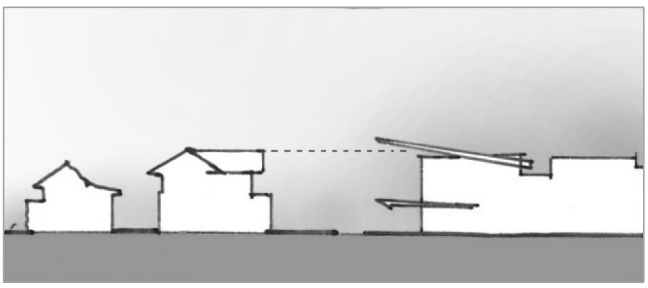

Figure 95

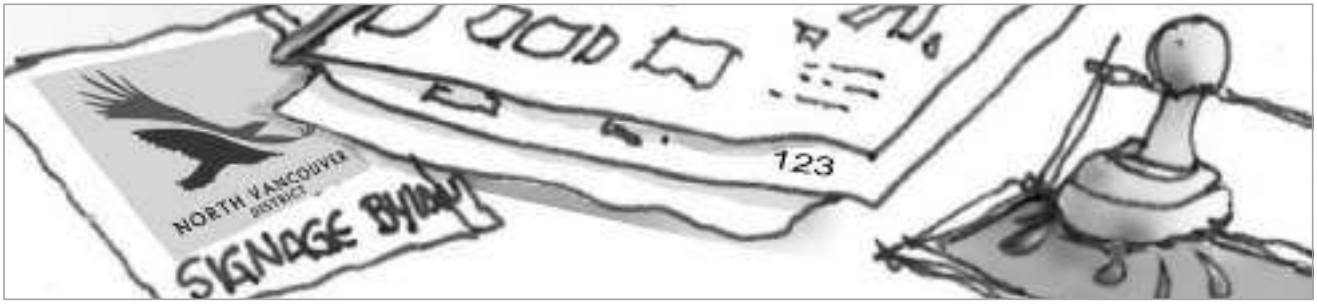

Figure 96

3. Pedestrian and Vehicle Circulation:

D3.1: Vehicular Access: Primary vehicle access points to business parks or large multi-tenancy sites should be clearly identifiable and delineated with way-finding signage, decorative or textured paving treatment and landscaping (see Figure 97).

D3.2: Connections: Well defined, accessible, barrier-free and safe pedestrian connections should be provided from the street and parking areas to the main building entrances and to nearby trail systems where appropriate (see Figure 98).

D3.3: Way-finding Signage: On large multi-tenant sites way-finding signage should be provided.

D3.4: Pedestrian Pathways in Parking Areas: Within parking areas, pedestrian routes should be clearly identified, barrier-free and differentiated through techniques such as the use of decorative paving materials, paving patterns and landscaping (see Figure 98).

D3.5: Pathway Lighting: Pedestrian paths should be lit with low landscape lighting or bollard type fixtures.

D3.6: Loading and Delivery: Loading and delivery areas, and access to them, should be separated as much as possible from parking areas, especially visitor parking.

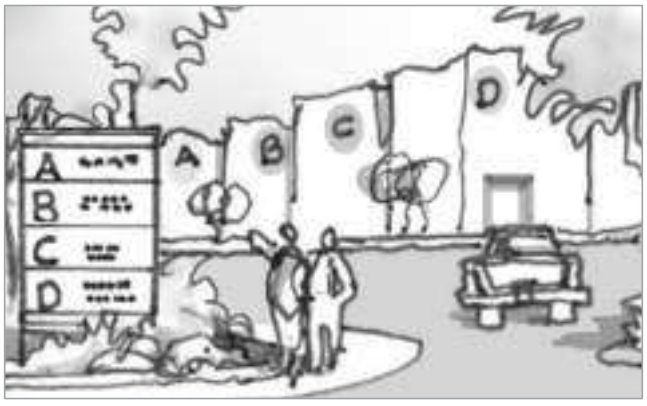

Figure 97



Figure 98

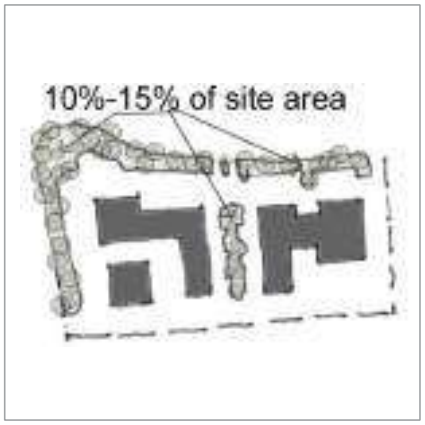

Figure 99

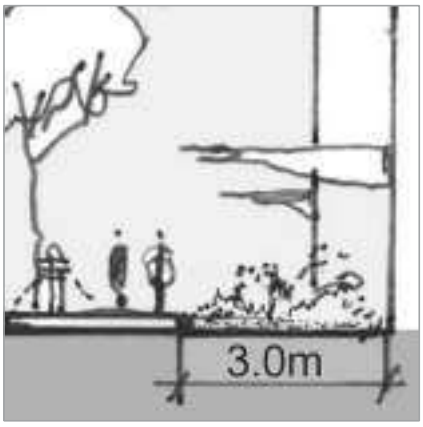

Figure 100



Figure 101

4. Landscaping:

D4.1: Requirements: For large multi-tenant sites, 10 - 15% of the site area should be landscaped (see Figure 99).

D4.2: Integrated Plan: The landscaping plan for a site should follow an overall concept that links site components together and compensates for run-off associated with extensive paved areas through provision of rain gardens or other techniques.

D4.3: Outdoor Seating: Wherever possible, site planning should include accessible outdoor seating areas for use by employees.

D4.4: Native Species: Native and drought-tolerant species should be a focus of the landscape plan.

D4.5: Landscaping Strip: Where possible, there should be a landscaping strip of a minimum 3 metres in width along all property lines abutting streets (see Figure 100).

D4.6: Site Definition: Landscaping should be used to accent site entry points, define pedestrian corridors, frame circulation aisles and break up long rows of parking into small pockets of ten or fewer spaces (see Figure 101).

D4.7: Unused Areas: All boulevards and areas not built upon or used for parking, loading, storage or maneuvering aisles should be landscaped including trees where feasible (Figure 102).

D4.8: Screen Parking: Landscaping should be used to screen parking lots; outdoor storage (where permitted); garbage and recycling areas; and utility boxes (see Figure 103).



Figure 102



Figure 103

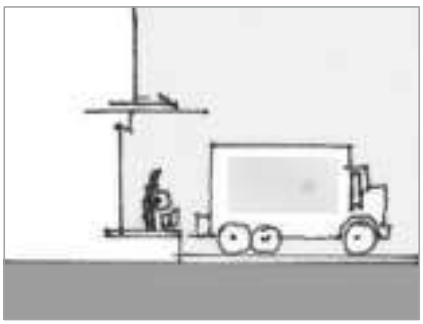

Figure 104

5. Parking and Loading Areas:

D5.1: Location: The majority of parking spaces should be located at the rear or side of buildings.

D5.2: Loading Areas: Loading areas should be located at the rear or interior of a site (see Figures 104 and 105).

D5.3: Lighting: Free-standing lighting within parking areas should avoid glare to minimize impacts on neighbouring properties.

D5.4: Oil and Grit Separators: Oil and grit separators are required in all parking and loading areas.

6. Fencing and Screening:

D6.1: Storage: Outdoor storage, where permitted must be screened with fencing and landscaping (see Figure 106).

D6.2: Utility and Service Installations: Utilities and service installations such as electrical transformers, gas metres, electrical and communication services should be located so as to be accessible to service vehicles but not interfere with pedestrian access and screened to minimize visibility (see Figure 103).

D6.3: Rooftop Mechanical Equipment: Rooftop mechanical equipment and telecommunication facilities should be hidden from public view with screening designed as an integral component of a building's architecture using materials compatible in quality and colour with building façades.

D6.4: Solid Waste and Recycling Dontainers: Solid waste and recycling containers, when located outside of buildings, should be sited in completely enclosed bear-proof structures (see Figure 107).

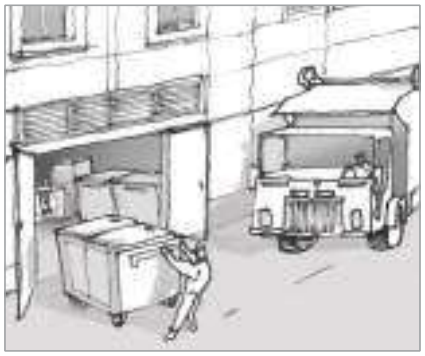

Figure 105



Figure 106

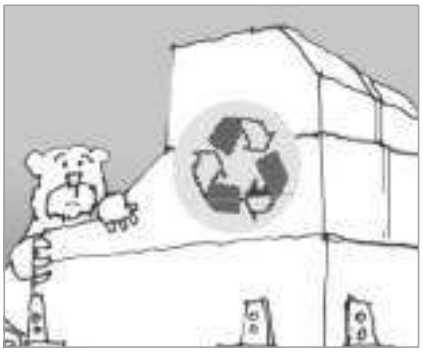

Figure 106

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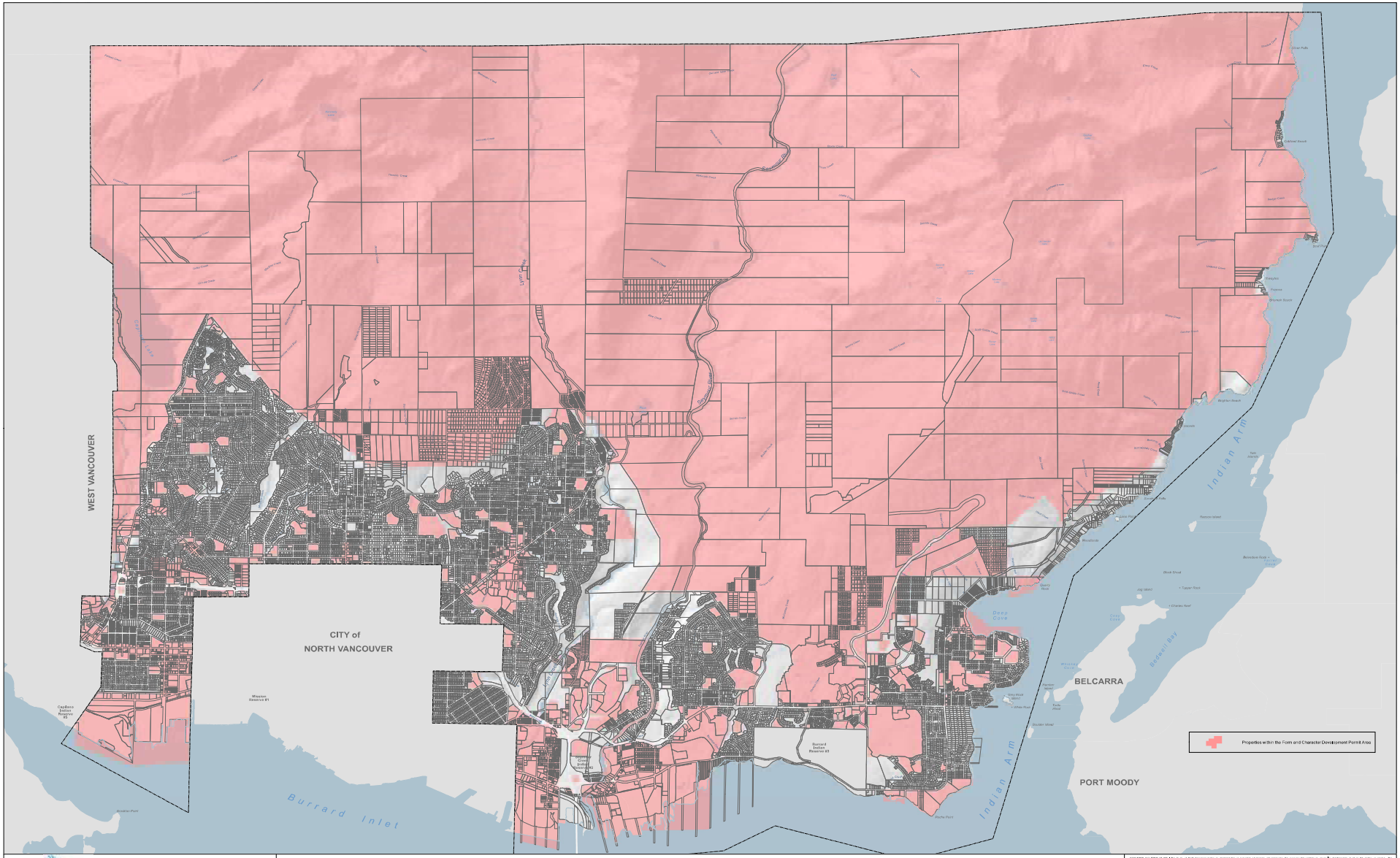

Original Bylaw & Date of Adoption: Bylaw 7900 (June 27, 2011)
Amending Bylaw & Date of Adoption: Bylaw 7985 (September 9, 2013), Bylaw 8110 (June 1, 2015), Bylaw 8159 (June 27, 2016), Bylaw 8178 (May 1, 2017), Bylaw 8279 (Feb 5, 2018), Bylaw 8230 (Mar 12, 2018), Bylaw 8244 (May 28, 2018)

Above map published on 2018-04-17. For most up to date map, click here.

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E Guidelines for Town and Village Centres

The Town and Village Centres will each have a unique sense of place and identity based on their physical setting, landmarks, cultural history and other community assets

These guidelines have been retained from 'Schedule B' of the District Official Community Plan (Bylaw 6300) and are intended to be updated as part of the more detailed Town and Village Centre Implementation planning processes.

Guidelines for Town and Village Centres has been amended by Bylaw 8072.



4.3.1.1 Marine Drive Corridor

New development within the Marine Drive Corridor Development Permit Area must conform to development guidelines that are intended to visually create the impression of a lively and diverse shopping district, minimize vehicle/pedestrian conflicts and improve pedestrian conditions within the Marine Drive Corridor. The intent is to encourage a higher quality of development along Marine Drive and Capilano Road, more in keeping with a lively and diverse retail-shopping street than a highway strip commercial district. The guidelines are intended to promote the expression of a unique Marine Drive Corridor identity through consistently applied streetscape elements.

4.3.1.1.1. Vision For Marine Drive

The following computer generated images are artist's conceptions intended to illustrate what Marine Drive might look like if redevelopment of the strip malls and auto dealerships to mixed-use buildings with apartments located over top of retail shops and small cafes takes place. The simulations permit the comparison of existing conditions with how the character of the street would change if more street trees are added, streetlights are replaced with decorative ones and buildings are sited at the front with parking lots at the rear. Four locations were chosen to demonstrate the types of changes that could take place over time on Marine Drive.



Marine Drive at MacKay looking west as it exists today.

MacKay Avenue is Marine Drive's eastern entry but the existing development there does not recognize this. The buildings are sited at the curb along most of the block but no consistent image is presented for the block as a whole. The existing one-storey buildings are too low in relation to the width of the street to provide streetwall definition.

The addition of a prominent building situated at the corner provides definition at the intersection and complements the existing Avalon/ Indigo building across the street. Planting the median and adding mature street trees contribute to the character of the street.

More street oriented infill buildings provide continuity on the north side of Marine Drive. The addition of banners and decorative street lighting combine to create a visually appealing streetscape.

Adding more street-oriented infill buildings, people on the street and more street trees complete the transformation to a lively and vibrant gateway to the District of North Vancouver.



Marine Drive at Mackay looking west artist's concept.



This **Philip Avenue** location is representative of typical development conditions on Marine Drive. On the south side of the street the buildings are situated at the rear of the property, behind expansive parking lots. The street is uninviting to pedestrians due to the narrow sidewalks and lack of interesting attractions.

A slight widening of the sidewalk, adding street trees and a conversion of the non-descript storefronts to ones with merchandise displays makes the street more visually appealing.

Some street-oriented infill development, adding more trees and changing the lighting to decorative poles that are lower in height yields more of a pedestrian scale to the street character. Placing a building on the southwest corner provides definition to the intersection, which imparts a sense of place.



Marine Drive at Phillips looking west as it exists today.

An infill building with a prominent feature sited at the intersection completes the transformation. With these changes Marine at Philip takes on the character of an urban village instead of a highway commercial strip.



Marine Drive at Philip looking west artist's concept.



Marine Drive Design Guidelines

Today **Capilano Road** between Marine Drive and Fullerton Avenue is devoid of character. Pedestrian conditions are austere and the streetscape is nearly featureless. The traffic island is unattractive and there is no pedestrian crossing.



Capilano Road at Curling looking north as it exists today.

Removing the traffic island and adding a pedestrian crossing reorganize the intersection. Elimi-nating the overhead wiring on Curling Road removes an eyesore.

Infill development and lower scale street lighting provide more appro-priate character and definition to Curling Road. The street oriented infill building on Capilano Road is an aesthetic improvement and eliminates several driveway accesses onto Capilano Road.

A corner building replaces the gas station. This addition enhances the streetscape by completing the streetwall on Curling and Capilano Roads providing much needed continuity and recognizing the intersection.



Capilano Road at Curling looking north artist's concept.



Pemberton Avenue has potential to become an interesting shopping street with its wide street width that would allow for a centre median as well as accommodating on-street parking without sacrificing travel lane capacity. Most of the existing buildings are one storey and there are hardly any street trees or other landscaping.



Pemberton north of 16th as it exists today.

Placing mixed use buildings and street trees on the east side of the street presents a more coherent image than the existing mixture of low profile buildings that generally do not relate to one another. The addition of street trees and banners add colour and interest to the street.

Establishing parking bays and a planted median in the centre of the street breaks up the expansive roadway and de-emphasizes the importance of motor vehicles. A well marked pedestrian crossing at mid-block further signifies a pedestrian priority.

The addition of street-oriented shop fronts on the west side of the street generates activity on the street completing the transformation of Pemberton Avenue from a transi-tional commercial/light industrial street to a people friendly and lively neighbourhood retail district.



Pemberton Avenue at 15th looking north to Marine artist's concept.

4.3.1.1.2 Design Objectives:

a) To promote a unique Marine Drive Corridor identity through a consistently applied streetscape theme.
b) To acknowledge gateway and key intersections through the use of unique design features.
c) To create a more attractive and comfortable environment for shoppers and pedestrians.
d) To improve safety conditions for pedestrians, cyclists and motorists.
e) To co-ordinate siting, character and scale of buildings including signage and landscaping.
f) To preserve and enhance the liveability of adjacent residen-tial neighbourhoods.
g) To achieve an attractive, environmentally sustainable built environment.
h) To achieve linkages between open space components and other public amenities.



4.3.1.1.3 Streetscape

The streetscape is defined as the visual character of a street. The main elements are landscaping, especially street trees, building facades and amenities or utilities in the public roadway such as sidewalks, bus shelters, street furniture and lighting. A transportation and resources streetscape theme, which reflects the early development history of Lower Capilano, is the starting point for the Marine Drive design guidelines. The theme suggests strong, robust, practical, purposeful things. Other characteristics include motion, linearity, and dynamic qualities.



Cars define the visual identity - existing situation.



Railway heritage recognized in landscaping. Railway artifact in front of Pemberton Pub, south end of Pemberton Avenue.

The appearance and character of Marine Drive should bear a relation to Lower Capilano's heritage and/or natural landmarks to most effectively express a Lower Capilano community identity. Standardized sidewalk and pavement treatment, street lighting, tree planting and street furniture provides continuity, linking one block to the next and setting Marine Drive apart in comparison to other commercial centres like Edgemont Village or Deep Cove for example.

Selecting a transportation streetscape "theme" that reflects the history and positive characteristics of Lower Capilano is an important starting point of the design guidelines for future redevelopment along Marine Drive. A transportation theme suggests strong, robust, practical, purposeful things. Other characteristics include motion, linearity, and dynamic qualities.



Standardized sidewalk paving lends continuity from block to block.



Trees frame the street. Sidewalk improvements in front of new Avalon development.



Public Art

Public art is more meaningful when it reflects the history or reinforces the positive character of the area in which it is placed. Public art objectives for Marine Drive support the program for streetscape im-provements that is based on a transportation theme. Possible applications for public streetscape infrastructure include specially designed bus shelters, benches, tree grates, pavement tiles, interpretive or heritage plaques and street signs.





Gateway and other special intersec-tions have the best potential to combine public art with other urban design objectives. They offer prominent and highly visible locations with the available space to accommo-date public amenities such as benches and freestanding art pieces.

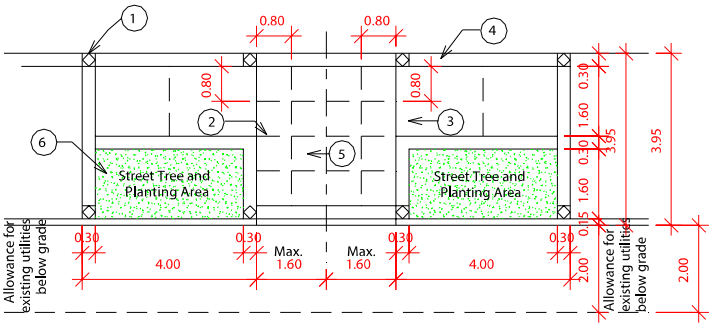




Sidewalks and Special Paving Areas

Wide sidewalks are a requirement for the pedestrian safety, comfort and ease of circulation that every success-ful shopping street must have. A consistent sidewalk appearance throughout the length of Marine Drive also contributes an important unifying design element. Decorative bands of exposed aggregate or brick at regular intervals lend continuity and rhythm to the streetscape. Extending the same standards into courtyards, entries and hard land-scaping areas on private property is recommended to complement and reinforce the streetscape identity that is being established.

STREET TREES AND SIDEWALK CONCEPT



LEGEND:

1 Decorative keystone (Possible public art project)
2 Scoring patten within broom finish concrete
3 Broom finished concrete
4 Exposed aggregate banding
5 Area for street lights, benches, bike racks, etc.
6 Low maintenance native shrubs, groundcover and street trees (As per overall tree plan)



Street Furniture and Lighting

Street furniture and lighting are important public amenities that are visually prominent, regularly repeated features of the streetscape. Co-ordination of the style and colour scheme of the street furniture is a cost effective means of providing continuity and reinforcing the transportation streetscape theme on Marine Drive. Their style and appearance therefore should be traditional looking, practical and durable.

New light poles will be installed as redevelopment occurs. In the interim the existing poles will be repainted black and pedestrian scale lighting attached to selected poles to increase pedestrian safety at night. Banners hung from selected poles would add visual interest and colour to the streetscape and reinforce the streetscape theme.



Bike Rack



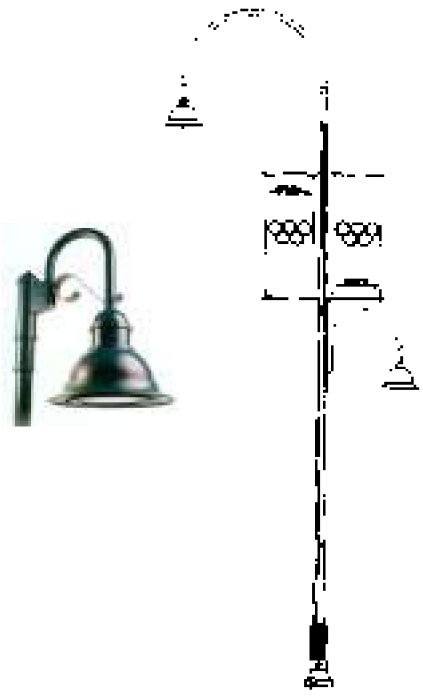


Bench



Bollards







Street Trees and Landscaping

Street trees and other landscaping soften the visual impact and help integrate the buildings and pavement into the overall streetscape. Landscaping can also serve as a buffer between various land uses or to screen unattractive sights such as service areas and utility kiosks.



Street trees are one of the more visually prominent features of the streetscape as well as a valuable amenity that adds to property values. Regularly spaced trees located at curbside on both sides of the street create a continuous street tree canopy, buffer pedestrians from moving traffic, and provide shade, colour and texture to the streetscape.





Landscaping on private property should be complemen-tary to the public streetscape through the use of similar colours, plant materials and other details. Rooftop gardens and other usable amenity spaces in mixed-use buildings provide a useful resident amenity and present a more attractive sight when viewed from higher buildings.







Signage

Business signage can and should be an asset to the general appearance and character of the streetscape. Fascia signs contribute rhythm, scale and proportion to otherwise mono-lithic or bland building facades.

The use of pedestrian oriented signage is encouraged. Pedestrian oriented signage is designed to be readable by pedestrians standing adjacent to the business and by slow moving traffic. Canopy and awning signage is oriented to pedestrians on the opposite side of the street.

The material, colour and detailing of signs should reinforce the building's architectural style and character. Signage should complement the features of a building and not cover or obscure its architectural detailing.



Architectural feature used as a signage

4.3.1.1.3.1 Streetscape Guidelines

a) Public art should reflect the history and reinforce the positive character of Lower Capilano.
b) Gateway and other prominent intersections are the preferred locations for combining public art with other urban design objectives.
c) Wide sidewalks having decorative accents and banding at regular intervals as illustrated in the Development Servicing Bylaw are required along Marine Drive, Pemberton Avenue and Capilano Road frontages.
d) A complimentary paving scheme should be extended into courtyards, entries and hard landscaping areas on private property to complement and reinforce the streetscape identity that is being estab-lished.
e) Contrasting paving materials should be utilized wherever foot traffic is not physically separated from vehicle traffic including pedestrian crossings, driveway crossings and pedestrian routes through parking lots.
f) Street trees should normally be spaced 8 to 10 metres apart.
g) Benches should be provided in groupings of two or more and located in or near to building entrances, bus stops or other logical pedestrian areas. At least two benches should be located on each block.
h) There should be a minimum of 2 trash containers on each block installed near to any grouping of benches and/or next to bus shelters.
i) There should be a minimum of two bike racks on each block and they should be located near building entrances.
j) Private landscaping must be complimentary and integrated with the street trees and other landscaping elements in the public realm.
k) Business signage should be pedestrian oriented, meaning it should be designed to be readable from a pedestrian perspective rather than from a traveling automobile.
l) Freestanding signs are not allowed.
m) The material, colour and detailing of signs must reinforce the building's architectural style and character.
n) Signage must complement the features of a building and not cover or obscure its architectural detailing.
o) Window signage must not obscure or clutter the window nor block the passage of light.
p) Signs must be made of high quality, durable materials such as metal, stone or hardwood is recommended and the colours and finishes must be complementary to those of the building.
q) Signs on multiple tenant buildings must have a common style. Signs on each storefront must be similar in height, proportion, material composition, lighting and colour scheme to reinforce the cohesiveness of the building facade.
r) Where wall signs are externally lit, light must be directed toward the sign and away from passers by and motorists. Sign illumination levels must be kept to a minimum to avoid excessive ambient light on the street.



Building Siting and Relationship to the Street

The relationship that buildings form with the street through their ground level design and siting characteristics affects the pedestrian experience (ambiance) and establishes the visual character of Marine Drive. Siting buildings at, or close to, the front property line creates a streetwall, visually framing the street in proportion to its width and providing spatial enclosure.



Buildings to create streetwall

Urban streetscapes have a two or three storey streetwall punctuated by occasional mid block openings to create quasi-public open spaces such as courtyards or mid-block pedestrian passages. Variety in the streetwall is achieved through building articulation such as roofline treatment, bay windows, canopies and recessed entries.

A lively street has appropriate lighting (safety and security), display windows (pedestrian interest), sidewalk cafes and public seating (socialization opportunities), numerous building entrances (connection to the street) and ample sidewalks (pedestrian priority). Glass storefronts and display windows help establish a pedestrian orientation to a street by providing interest through visual openness.



Having many storefronts adds interest.

4.3.1.1.4.1 Building Siting Guidelines

a) Buildings must be sited at, or close to, the front property line to create a streetwall of two or three storeys punctuated by occasional mid block openings to create quasi-public open spaces such as courtyards or mid-block pedestrian passages.

b) Variety in the streetwall must be achieved through building articulation such as recessed entries, bay windows, canopies and roofline treatment.

c) If insufficient width is available in the public right-of-way to accommodate street tree planting, utilities and sidewalk installation, buildings may have to be set back from the property line accordingly.

d) Site planning for large parcel developments should incorporate mid-block pedestrian passages through properties to the rear.

e) Site planning for large properties must incorporate useable open space components like outdoor restaurant seating, plazas, courtyards, wide pathways and arcaded storefronts.

f) Main commercial building entrances must be directly onto Marine Drive or at the corner intersection. Residential entrances may be appropriately sited on the adjacent side street.



Mid block courtyard

g) Recessed storefront entries are encouraged.

h) At least 2/3 of the commercial building frontage at ground level must consist of doorways or display windows.

i) Display windows should be well lit so as to provide ambient lighting onto the street for pedestrians.



Proportion and Scale of Buildings

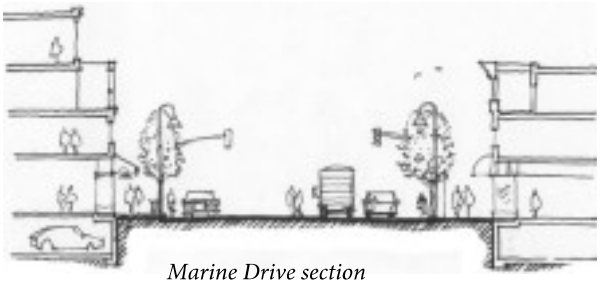
The rhythm of building articulations and spaces between them provides a human scale and creates an interest-ing visual environment for pedestri-ans. The logical basis for establish-ing rhythm is the lot pattern or typical property frontage. Windows, doorways or building recesses should occur with regular frequency. A monolithic appearance is to be avoided by breaking up the bulk of large buildings through the regular repetition of "vertical" elements like entrances, regularly spaced win-dows, alternating wall patterns or materials and other design features.

On the south side of Marine Drive buildings with upper floor setbacks allow more sunlight to penetrate onto sidewalks and courtyards. On the north side of Marine Drive orienting the building height and mass more toward the front property line will maximize privacy and sunlight penetration to the adjacent residential neighbourhood.

At feature intersections like gate-ways and designated nodes, building prominence is enhanced by the use of height and vertical design elements while at the same time this emphasizes the intersection as a focal point. Diagonal building setbacks accompanied by prominent building entrances at these intersec-tions can provide public open space such as small plazas.



Building recesses in facade



Marine Drive section





South side Marine stepped back to reduce shadowing

4.3.1.1.5.1 Proportion and Scale Guidelines

a) A monolithic appearance is to be avoided by breaking up the bulk of large buildings through the repetition of vertical elements like entrances, regularly spaced windows, alternating wall patterns and materials and other design features.
b) Infill buildings must take into account the scale, façade composition, doorway and window rhythms, building materials and colours of nearby buildings.
c) Setbacks to third storey or higher floors on buildings on the south side of Marine drive are required to allow more sunlight to penetrate onto the street.
d) On the north side of Marine Drive orienting more of the building height and mass toward the front of commercial properties is encouraged.
e) The prominence of designated node and gateway intersections must be recognized through an emphasis on height and vertical design elements of buildings.
f) Diagonal building setbacks and prominent building entrances are encouraged at major intersections to provide public open spaces such as small plazas and, when complemented on opposite corners of the intersection, to recognize the intersection as a focal point.



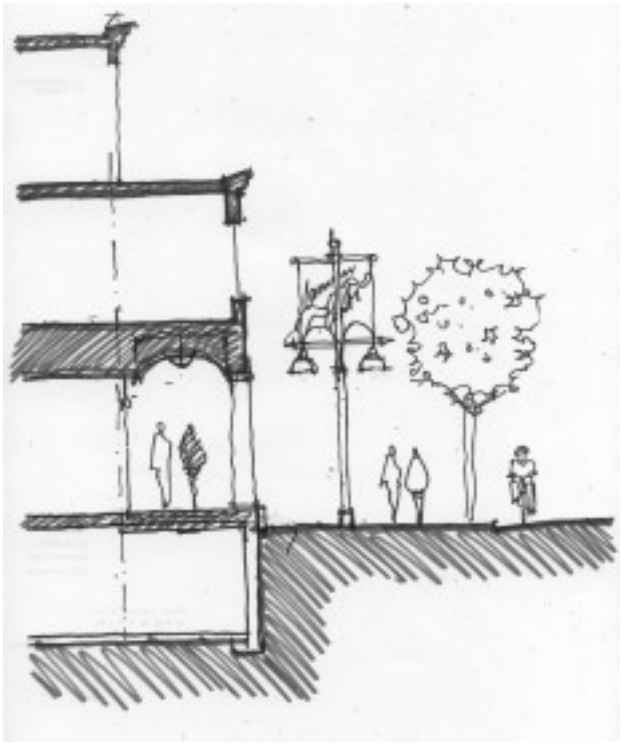
Architectural Character

Creative building architecture set within a unifying framework of design guidelines inspired by an early twentieth century warehouse style to complement the transporta-tion and resource industry heritage of Lower Capilano's early develop-ment are intended to reinforce a Lower Capilano identity. Building styles are to be functional and simple, with strong massing and flat roofs. Masonry (especially brick), heavy timbers, steel and iron are examples of building materials that are consistent with the Marine Drive theme.

Effective weather protection such as canopies and awnings should be provided along the entire building frontage to add colour and interest. On south facing properties, gallerias or colonnaded shopping arcades can provide protection from the natural elements but still receive natural illumination. Use of colonnades or other grade level setbacks is also one way to free up space for wider sidewalks when the road allowance is insufficient for this purpose without incurring the loss of development potential that would result if the buildings were sited behind the property line.

4.3.1.1.6.1 Architectural Guidelines

a) Building design must be inspired by the transportation and resource industry heritage of Lower Capilano's early development. This translates to functional and simple architecture with strong massing and flat roofs.
b) Masonry (especially brick), heavy timbers, steel and iron are examples of building materials that are consistent with the Marine Drive theme.
c) Weather protection must be provided along the entire commercial building frontage. Fabric awnings and canopies or supports for glass structures must utilize strong dark colours like black, dark green or burgundy.
d) Incorporation of green building measures, which conserve energy and resources such as passive heating and lighting systems, energy efficient and low water fixtures and appliances, on-site storm water infiltration and recycled building products is encouranged.



Colonnaded weather protector as part of the building



Example of colonnade



Parking Areas

Surface parking areas that are visible or accessible from Marine Drive break the streetwall and create empty zones that detract from street definition and interrupt pedestrian flow. Parking areas should be sited behind buildings and wherever possible should not be accessible or visible from Marine Drive. Parking lots that are visible from adjacent streets or back onto residential properties should be well screened by walls, fences or landscaping. Parking areas must be well lit to ensure safety, security and maximize use.

Interspersing landscaping in large surface parking lots can soften their impact by breaking the parking down into smaller clusters of ten or fewer spaces. Parking aisles should be separated with planted medians.

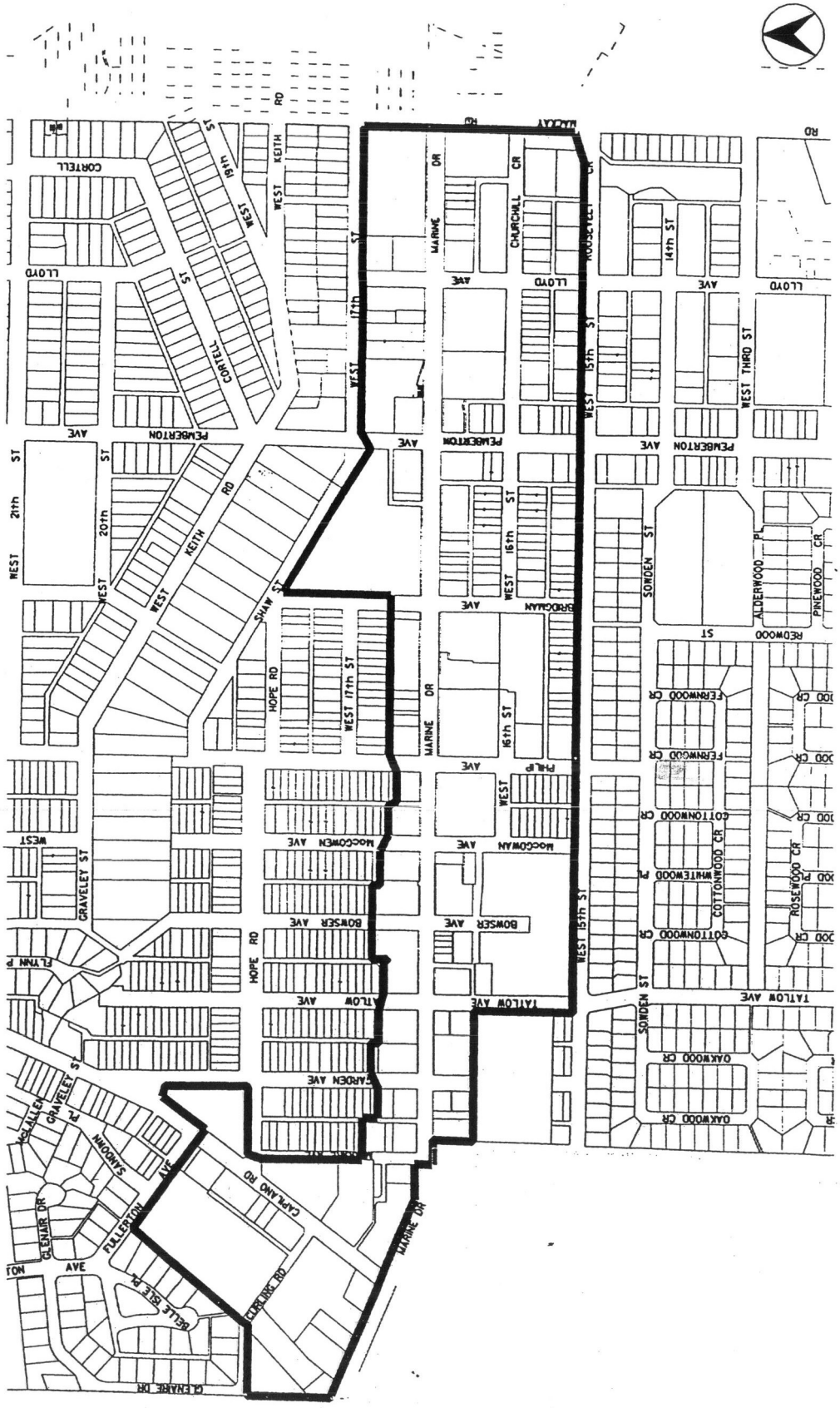


Parking entry incorporated in street facade

4.3.1.1.7.1 Parking Area Guidelines

a) Surface parking areas must be sited behind buildings and may not be vehicle accessible or visible from Marine Drive.
b) Parking aisles must be separated by planted medians that are at least 1,5 metres. Hearty,drought-tolerant landscaping that provides habitat for birds and insects should be utilised
c) Parking areas that would be visible from adjacent streets or back onto residential properties must be well screened by walls, fences or landscaping.
d) Parking areas must be well lit to ensure safety and security but care must be taken to avoid glare or spill-over to neighbouring properties.
e) Well marked pedestrian routes must be provided in large parking lots.
f) Parking structures must be designed so that all parked vehicles are hidden from view.
g) Permeable pavings and surfaces should be used to enhance on-site storm water management.

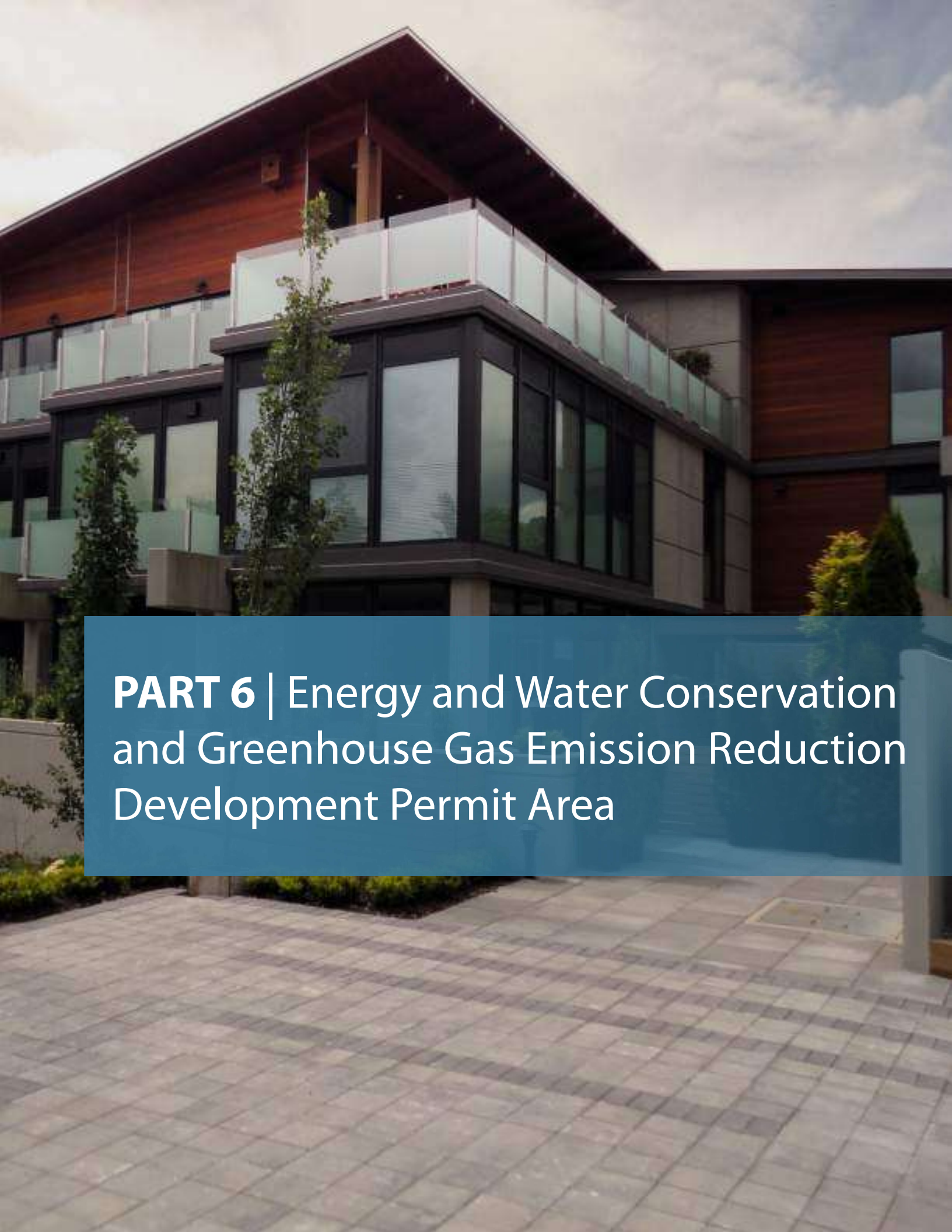
Marine Drive Corridor Development Permit Area



Development Approval Information Areas

Land within the Form and Character DPA is also designated as a Development Approval Information Area in accordance with Section 920.01 of the Local Government Act. Applicants for zoning amendments, form and character *development* permits or temporary use permits may be required by the District to provide, at the applicant's expense, information respecting the impact of the proposed development activity on the community on matters such as, but not limited to, transportation patterns and traffic flow; local infrastructure; utilities capacity; community services, and public facilities including schools and parks.

Any such information deemed by the *District* to be necessary for the purposes of determining requirements to be addressed in a development permit shall be identified and conveyed to the applicant during the preliminary development application process.



PART 6 | Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area

Context

The purpose of this development permit area is to complement Council's Green Building Strategy as it applies to new buildings, including private sector and Municipal building projects and, to foster the conservation and efficient use of energy and water to reduce building-generated greenhouse gas emissions.

The construction, operation and maintenance of buildings takes a toll on the natural environment and represent a significant contributor to the creation of greenhouse gas emissions. In 2007, buildings in the *District* were estimated to contribute approximately 50% of the community's greenhouse gas emissions.

The *District* is seeking to reduce community GHG emissions by 8% from the 2007 levels by 2020, 13% by 2030 and 21% by 2050, through initiatives under its own influence, including: land use and transportation planning, *development*/building guidelines and waste reduction strategies. The *District* also supports community wide efforts to reduce GHG emissions by 33% by 2030.

Encouraging developers and builders to incorporate a wide range of measures, designed to work together to reduce a building's impact on the environment, is critical to reducing that portion of the *District's* greenhouse gas emissions attributable to the construction, operation and maintenance of buildings.

Objectives For Energy And Water Conservation And Greenhouse Gas Emission Reduction

The *Energy and Water Conservation and GHG Emissions Reduction DPA* and corresponding Development Approval Information Area are established to address the following objectives:

1. reduce consumption in new buildings;
2. create a positive impact on the natural environment and natural earth systems;
3. make the best possible use of existing infrastructure systems and minimize the need for system capacity expansion and extensions;
4. reduce the costs associated with the on-going operation and maintenance of buildings;
5. encourage occupant comfort and health and the efficient use of materials and resources in new buildings; and
6. encourage and support innovation in building design and *development.*

Exemptions

All *development* is exempt other than:

1. any *development* for which an amendment of the *Zoning Bylaw* or the *District's* Official Community Plan is required; and

2. the construction and installation of a *new ICI building or structure* for which a building permit is required pursuant to the *District's Building Regulation Bylaw*.

Despite the foregoing, owners, developers and designers are encouraged to consider these guidelines in site *development*, building, landscaping and engineering decisions relating to all *developments* within the *Energy and Water Conservation and GHG Emission Reduction DPA*, whether or not an energy and water conservation development permit is required.

Guidelines

The following guidelines apply within the *Energy and Water Conservation and GHG Emission Reduction DPA*. These guidelines are not intended to be a definitive listing. Rather, they suggest issues to be considered and designers may respond to these guidelines in a variety of different ways. Creativity is encouraged.

Except where specific standards are referenced, these guidelines are not prescriptive. Designers are directed to consider a variety of synergistic approaches, particularly, passive design strategies, rather than active mechanical systems, to reduce a building's energy and water consumption and greenhouse gas emissions and improve occupant thermal comfort.

While these guidelines relate specifically to energy and water conservation and ghg emission reductions, it is important to consider other measures which reduce a building's overall carbon footprint by incorporating a variety of strategies to make the best use of the site, improve indoor air quality and utilize materials which can be sourced locally or regionally and reused/recycled at the time of construction and upon demolition.

A *qualified professional* retained by the applicant is required to provide a written report summarizing the proposed measures to be incorporated in the proposed *development*.

Development should be designed and constructed so that the energy budget for proposed buildings and structures, once complete, will be at least 33% better than the applicable standard in the Model National Energy Code for Buildings or at least 24% better than the applicable standard in ASHRAE 90.1 - 2007.









For Energy Conservation the following guidelines apply:

1. an integrated design process should be utilized to identify opportunities to reduce a building's energy consumption;

2. the effectiveness of the building envelope, including glazing, to reduce heat loss should be maximized;

3. overall building energy performance and interior thermal comfort should be maximized through a combination of passive design strategies, including, but not limited to:

    - the sizing and placement of windows and the incorporation of operable windows to increase opportunities for natural ventilation, reducing the reliance on mechanical HVAC systems;

    - the orientation of buildings to take maximum advantage of site specific climatic conditions especially in terms of solar access and wind flow, when possible;

    - the use of thermally broken window frames and high performance glazing;

    - the incorporation of roof overhangs, fixed fins or other solar shading devices to ensure that south facing windows are shaded from peak summer sun but enable sunlight penetration during winter months;

    - design building massing and solar orientation to improve the passive performance of the structure

4. various measures should be utilized to reduce the heat island effect of a building's roof and heat transfer into the building, including: green roofs; Energy Star-rated or high albedo roofing material; or, other appropriate measures;

5. opportunities for the distribution of natural daylight into a building's interior spaces to reduce the energy consumption of electric lighting should be maximized. Avoid the use of heavily tinted or reflective glazing that reduces solar heat gain but also reduces the penetration of daylight and increases glare;

6. solar thermal or solar electric technologies should be incorporated, but, where it is not possible to incorporate solar technologies during initial construction of a building, the building should be designed to be solar ready;

7. on-site renewable energy systems should be pursued where feasible;

8. mechanical systems should be designed to enable interconnection to future district energy systems in those areas identified by the *District* as having potential for such systems;

9. on-site landscaping should be designed to promote opportunities for passive heating/cooling without negatively affecting the potential for solar thermal or solar electric systems on the site and on surrounding properties;

10. the planting of appropriate trees within parking lots should be maximized to provide shade, store carbon and reduce heat build-up; and

11. daylight-responsive controls should be incorporated in all regularly occupied spaces sited adjacent to windows/skylights.

For Water Conservation the following guidelines apply:

1. an integrated design process should be utilized to identify opportunities to reduce a building's water consumption and incorporate strategies for the capture and use of stormwater for landscaping purposes;

2. the stormwater and building water discharge should be managed on site to the extent possible. Measures could include:

    - maximizing pervious surfaces to enhance stormwater infiltration opportunities
    - incorporating bioswales and rain gardens for infiltration
    - using drought-tolerant and native plants and other xeriscaping techniques to minimize the need for landscape irrigation;
    - maximizing the use of topsoil or composted waste for finish grading to assist in infiltration and increase the water holding capacity of landscaped areas;

3. where a site is adjacent to open space or a watercourse, infiltrated stormwater should be directed to that receiving environment if appropriate; and

4. automated control systems should be utilized where temporary or permanent mechanical irrigation systems are required.

For Greenhouse Gas Emission Reductions the following guidelines apply:

1. building materials which are durable for the use intended should be selected;
2. locally or regionally sourced building materials should be used to reduce transportation energy costs;
3. existing building materials should be reused where practical;
4. building materials which may be reused or recycled upon building demolition should be selected;
5. a construction waste management plan should be developed and areas for the collection of recyclable materials during construction should be provided on site; and
6. building products which have low, or no-VOC off-gassing potential should be selected.

Development Approval Information Area

Land within the *Energy and Water Conservation and GHG Emission Reduction DPA* is also designated as a Development Approval Information Area in accordance with Section 920.01 of the Local Government Act. Applicants for energy and water conservation development permits may be required by the *District* to provide, at the applicant's expense, information in order to demonstrate compliance with the energy and water conservation guidelines.

Any such information deemed by the *District* to be necessary for the purposes of determining requirements to be addressed in a development permit shall be identified and conveyed to the applicant during the preliminary development application process.

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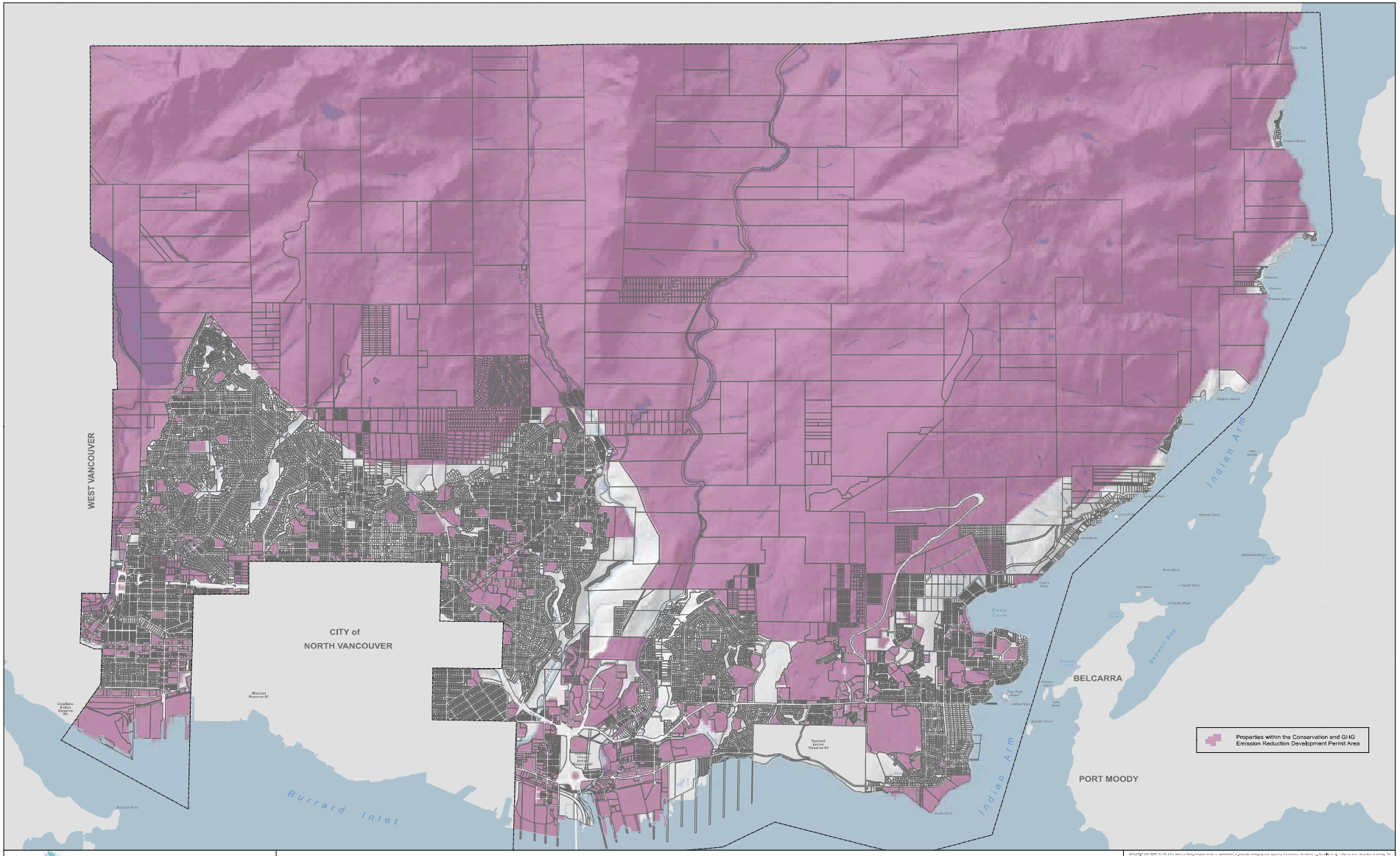

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ENERGY AND WATER CONSERVATION AND GHG EMISSION REDUCTION DEVELOPMENT PERMIT AREA - MAP 4.1

0 250 500 1,000 1,500 2,000 Meters

Published: August 19, 2018 Scale: 1:17,500

Original Bylaw & Date of Adoption: Bylaw 7800 (June 27, 2011)
Amending Bylaw & Date of Adoption: Bylaw 7985 (September 9, 2013), Bylaw 8110 (June 1, 2015), Bylaw 8159 (June 27, 2016), Bylaw 8178 (May 1, 2017), Bylaw 8279 (Feb 5, 2018), Bylaw 8230 (Mar 12, 2018), Bylaw 8244 (May 28, 2018)

Above map published on 2018-04-17. For most up to date map, click here.

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SCHEDULE C | Regional Context Statement

Schedule C: Regional Context Statement was adopted by Bylaw 8743.

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AUTHORITY AND PURPOSE OF THE REGIONAL CONTEXT STATEMENT

The District of North Vancouver is required under Section 866 of the *Local Government Act* to include a Regional Context Statement in its Official Community Plan. This legislation establishes that the function and requirement of the Regional Context Statement is to identify the relationship between the Official Community Plan and the Regional Growth Strategy and, if applicable, identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. This document is included as Schedule C of the District's OCP to meet that requirement with respect to Metro 2050 Regional Growth Strategy (Bylaw No. 1339, 2022).

The District of North Vancouver may amend the Official Community Plan to adjust the boundaries of the District's regional land use designations within the Urban Containment Boundary, provided such adjustments satisfy the requirements set out in section 6.2.7 of the Regional Growth Strategy (Metro 2050 Regional Growth Strategy, Bylaw No. 1339).

The District of North Vancouver may amend the Official Community Plan to adjust the boundaries of the District's Urban Centres or Frequent Transit Development Areas, provided such adjustments satisfy the requirements set out in section 6.2.8 of the Regional Growth Strategy (Metro 2050 Regional Growth Strategy, Bylaw No. 1339).

INTRODUCTION

The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed Metro 2050 Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region.

The District's extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.

Traditionally, the District has functioned as an inner suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula.

While the character of residential neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in the Metro 2050 Regional Growth Strategy.

COMPACT GROWTH MANAGEMENT

Metro Vancouver 2050: Goal 1: Create a Compact Urban Area

- The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

SUSTAINABLE ECONOMY

Metro Vancouver 2050: Goal 2: Support a Sustainable Economy

- The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial lands are protected, and economic activity are intensified and diversified.

THE NATURAL ENVIRONMENT AND CLIMATE CHANGE

Metro Vancouver 2050: Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

- The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.

HOUSING OPTIONS

Metro Vancouver 2050: Goal 4: Provide Diverse and Affordable Housing Choices

» The District OCP supports a diversity of housing types for a balanced population. Centres provide for mixed-use and multifamily housing forms, while neighbourhoods provide for ground-oriented detached and attached housing forms. The need for affordable and supportive housing is recognized and supported.

TRANSPORTATION CHOICE

Metro Vancouver 2050: Goal 5: Support Sustainable Transportation Choices

» The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes of transportation and users.

The District's OCP is supported by other planning documents that detail actions and strategies to achieve the goals of the OCP on a neighbourhood, theme, or sector basis. The District has adopted supporting planning documents that help achieve goals related to the environment, climate, economy, housing, tenant protection, child care, poverty reduction and homelessness, accessibility, transportation, parking, and parks. The District has also approved implementation plans for the four growth centres:

- Lynn Creek (originally named Lower Lynn) Town Centre (2013)
- Lions Gate (originally named Lower Capilano-Marine) Village Centre (2013)
- Lynn Valley Town Centre (2013)
- Maplewood Village Centre (2017)

The remaining sections 1 to 5 of the RCS, and the accompanying Regional Features Map, identify more closely the consistency of District OCP policies and objectives with the five regional goals contained in Metro 2050 Regional Growth Strategy (Bylaw No. 1339, 2022).

METRO 2050 GOAL 1: CREATE A COMPACT URBAN AREA

The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres (Chapters 1 and 2). The OCP also directs office and retail growth to a transit efficient network of centres. Growth is restricted outside the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

SPECIFIC ACTIONS

RGS Roles for Municipalities	District OCP Actions
1.1.9 a Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2)	Urban Containment Boundary illustrated on Regional Features Map.
1.1.9 b Provide Member Jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary	Urban Containment Boundary established and growth restricted outside it (Policies 1.1 and 1.2). Parks, Open Space, and Natural Areas and Rural Residential Land Use designations applied to areas outside Urban Containment Boundary (OCP map 2). Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) and Rural Residential Land Use designations does not envision intensification through the extension of services. The OCP identifies capacity for an additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). The assumed baseline population for the OCP is 85,000 (2011 census counted 84,500). The OCP therefore provides capacity for a population of 105,000 by 2030. The assumed baseline dwelling unit count is 30,500 (2006 census counted 30,000 units, 2011 census confirmed 30,500). The OCP therefore provides capacity for 40,500 housing units by 2030. The assumed baseline employment for the OCP is around 26,000 (2006 census counted 22,000 fixed workplace jobs, and around 4,000 no fixed workplace jobs are assumed). The OCP therefore provides capacity for 36,000 jobs by 2030. Metro Vancouver's subregional population projections by decade are as follows for the District (June 2024, Medium Growth Scenario[1]): • 2021 – 91,595 • 2031 – 100,497 • 2041 – 108,462 • 2051 – 116,717

Metro Vancouver's subregional dwelling unit projections by decade are as follows for the District (June 2024, Medium Growth Scenario):

- 2021 - 33.950
- 2031 – 38,419
- 2041 – 42,534
- 2051 – 46,678

Metro Vancouver's subregional employment projections by decade are as follows for the District (June 2024, Medium Growth Scenario):

- 2021 – 35,972
- 2031 – 40,649
- 2041 – 44,856
- 2051 – 48,556

Metro Vancouver's projections for 2041 and 2051 are beyond the 2030 planning horizon of the District's OCP. The District commits to working towards consistency with Metro Vancouver's projections to 2041 and 2051 in future OCP updates.

The OCP's 2030 projections (2011) are comparable to Metro Vancouver's projections for 2031 (June 2024, Medium Growth Scenario):

- OCP projects 105,000 people by 2030 compared to Metro Vancouver's population projection of 100,497 by 2031
- OCP projects 40,500 housing units by 2030 compared to Metro Vancouver's dwelling unit projection of 38,419 by 2031
- OCP projects 36,000 total jobs by 2030 compared to Metro Vancouver's employment projection of 40,649 by 2031

1.1.9 c Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers	Commitment to work with Metro Vancouver (Policies 1.8, 10.4.2).

1 Metro Vancouver subregional population, dwelling units, and employment projections do not include Indian Reserve Lands.

1.1.9 d Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Land use and integrated employment land and economic development policies manage and minimize conflict between residential and industrial areas (Section 3, Section 8). The Industrial land use designation (Map 2, Section 3.5), which includes port-related uses, limits uses for residential, commercial, and office in these areas. The movement of goods and access to key port and industrial areas is facilitated to minimize potential impacts to residents (Policies 5.5.3, 3.4.1, 8.1.4).
1.2.23 a Provide dwelling unit and employment projections that indicate the Member Jurisdiction's share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	The OCP provides for approximately 10,000 net new housing units up to 2030. The assumed baseline dwelling unit count for the OCP is 30,500 (2011 Census). The OCP therefore provides capacity for 40,500 residential units by 2030 (or 33% growth in the number of residential units from 30,500 in 2011 to 40,500 in 2030). The OCP directs 75 to 90% of the residential growth to four centres (shown on Map 1 in the OCP): • ~2,500 new units in Lynn Valley Town Centre (Municipal Town Centre) (up to ~25% of the residential growth) • ~3,000 new units in Lynn Creek Town Centre (FTDA) (up to ~30% of the residential growth) • ~2,000 new units in Lions Gate/Marine Drive (which captures Lions Gate FTDA) (up to ~20% of the residential growth) • ~1,500 new units in Maplewood Village Centre (up to ~15% of the residential growth) Medium and higher density residential and mixed use land use designations are applied to the four growth centres, as shown in OCP Map 2. Additional policies direct residential growth to the four growth centres (Policies 1.3, 2.1.2, 2.2.3, 2.2.4, 2.2.5). One of the District's four growth centres (Lynn Valley Town Centre) is designated as a Municipal Town Centre in the RGS, and two (Lynn Creek Town Centre and Lions Gate Village Centre) are FTDAs. As the OCP designates Lynn Creek as a Town Centre and this area is beginning to redevelop as such with high rise and higher density forms, it is the District's intention to seek an amendment to the RGS in the future to recognize this area as a Municipal Town Centre. The District's Interim Housing Needs Report (2024) (HNR) identifies the District's 20-year housing need (2021-2041) as 22,369 net new housing units. The assumed baseline household unit count for the Housing Needs Report is 32,700 in 2021.

The HNR therefore anticipates a total of 55,069 housing units are needed in the District by 2041 (or 68% growth in the number of residential units from 32,700 in 2021 to 55,069 in 2041).

Table 2 of the RGS includes residential growth targets for urban centres and FTDAs (from 2006 – 2041). The region-wide guideline is for 28% of residential growth to be located in FTDAs and 13% in Municipal Town Centres. The District's OCP plans for a 33% increase in the number of residential dwelling units between 2011 and 2030, with 75-90% of new dwelling units directed to our four growth centres (including Lynn Valley Municipal Town Centre, Lynn Creek FTDA, and Lions Gate FTDA). This growth pattern supports the RGS targets of directing 41% of future residential growth to FTDAs (28%) and Municipal Town Centres (13%).

Employment Growth:

The OCP plans for 36,000 total jobs in the District by 2030. The assumed baseline of total jobs in the OCP is around 26,000 total jobs (in 2011). The OCP therefore plans for an increase of 10,000 new jobs by 2030 (or 38% growth in the number of total jobs from 26,000 in 2011 to 36,000 in 2021).

The OCP provides significant policy support for job growth in Lynn Valley Town Centre (Municipal Town Centre), Lynn Creek Town Centre (FTDA), Lions Gate Village Centre (FTDA), and Maplewood Village Centre. Higher density Commercial Residential Mixed Use land use designations are applied to the four growth centres to facilitate office and retail development, as shown in OCP Map 2. Office and retail development are directed to the four growth centres (Policies 2.1.3, 3.1.3, 3.1.4).

Table 2 of the RGS includes employment growth targets for Urban Centres and FTDAs (from 2006 – 2041). Table 2 of the RGS indicates employment growth region-wide is anticipated to occur at specific regional locations beyond the boundaries of the District, such as the Metropolitan Core (10% of job growth), Surrey Metro Core (5% of job growth) and across Regional City Centres (19% of job growth). Table 2 of the RGS also anticipates 16% of the region's overall job growth may occur within the 17 Municipal Town Centres (Map 4 in the RGS), of which Lynn Valley Town Centre is one. RGS Table 2 also indicates 27% of regional job growth may occur in Frequent Transit Development Areas, which includes Lynn Creek Town Centre and Lions Gate Village Centre. The RGS targets for employment growth are up to the year 2041, which is beyond the planning horizon of the OCP. The District commits to working towards consistency with Metro Vancouver's RGS employment growth targets beyond 2030 in future OCP updates.

The OCP directs new jobs to the Municipal Town Centre and FTDAs through policies and land use designations in a manner consistent with the job distribution described in the RGS Table 2.

	The District anticipates working towards detailed job allocation between each of the four growth centres that align with Table 2 in the RGS in future OCP reviews.
1.2.23 b Include policies and actions for Urban Centres and Frequent Transit Development Areas that:	
1.2.23 b i Identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4	Urban Centres and FTDAs illustrated on Regional Features Map (OCP Map 14).
1.2.23 b ii Focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.12	Lynn Valley (the District's Municipal Town Centre) is designated a Town Centre (Policy 2.1.1). The District's intent is to request Lynn Creek, which is also designated as a Town Centre in the District's OCP, be designated as a Municipal Town Centre in the RGS once development in this centre has advanced. Medium and higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2). Mix and intensity of land uses, and transit-oriented infrastructure and design, facilitated to support frequent transit (Policy 1.4, Section 5.1). Residential growth directed to centres, including focus on affordable and rental housing (Policies 2.1.2, 7.2.7). Infrastructure investment directed to centres (Policy 2.1.4) and infrastructure planning coordinated with centres planning (Section 11.1).

	Major office and retail development directed to centres, specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.3, 3.1.4). New park and open space planned for Town Centres (Policy 4.2.2). Objective established for Town Centres to create complete communities with diverse housing, employment and recreation (Objective for Section 2.1). Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on growth and developments of these centres.
1.2.23 b iii Encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Major office development directed to centres, specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.4). Higher density mixed use land use designations are applied to centres to facilitate office development, Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) as shown on Land Use Map (OCP Map 2).
1.2.23 b iv Support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums	Parking reductions in centres and corridors considered (Policy 5.1.8).
1.2.23 b v Consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way	Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on growth and development while planning for housing diversity and affordability, community services and amenities, environmental protection, and infrastructure, all of which contribute to equity and resiliency. In order to support future growth, additional OCP policies include the need to plan for community services and social programs (Section 6.3), retain and maintain existing rental buildings (Section 7.2), mitigate against natural hazards (Section 9.4), and emergency response (Section 6.4, Policy 10.4.1).

(e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity)	Implementation strategies (Section 12.3.1) include direction to undertake Centres Implementation Plans to achieve OCP goals and objectives for each of the centres. When developing supporting planning documents and neighbourhood plans, the District anticipates the use of tools and measures to ensure resiliency and equity.
1.2.23 b vi Consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas	Support for child care across the District, including in centres (Policy 6.3.4). Focus community facilities and services, such as child care, in centres to meet the needs of expanded populations in these areas (Policy 2.1.4)
1.2.23 b vii Consider the implementation of green infrastructure	Support for green infrastructure, including the creation of parks (Policy 4.2.2), protection and enhancement of forest, trees, and soils (policies in section 9.2), and stormwater management (Policies 9.3.4, 9.3.5, 11.2.3).
1.2.23 b viii Focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors	Focus infrastructure and amenity investment in centres (Policies 2.1.4, 11.1.1).
1.2.23 b ix Support the provision of community services and spaces for non-profit organizations	Support for community services and social programs (Section 6.3), many of which are delivered by non-profit organizations.
1.2.23 b x Consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density-	N/A (no Employment lands in the District)

forms and intensification of commercial and light industrial	
1.2.23 b xi Take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Manage streets that serve residential areas using traffic-calming measures (Policy 5.5.6). Consider public health implications, including air quality and noise, when evaluating new developments (Policy 9.5.2).
1.2.23 c Include policies for General Urban lands that:	
1.2.23 c i Identify General Urban lands and their boundaries on a map generally consistent with Map 2	General Urban lands illustrated on Regional Features Map.
1.2.23 c ii Exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas	Major office and retail uses (Policies 2.1.3, 3.1.3, 3.1.4) and community infrastructure investment (Policy 2.1.4) are directed to centres. The existing non-residential major trip generating uses of Capilano University, Capilano Suspension Bridge, and Grouse Mountain are already established on the transit network. New non-residential major trip generating uses, defined as non-residential major trip generating uses excluding those related to tourism, recreation and/or education, are excluded outside of centres consistent with the land use designations in Map 2, DNV OCP Land Uses. Further definition and policy guidance regarding major office and retail uses is anticipated to occur in future OCP reviews.
1.2.23 c iii Encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network	Sensitive infill may be enabled through potential intensification of established centres (Section 2.2), neighbourhoods (Policies 2.3.5, 2.3.6, 7.1.2) and transit corridors (Policies 2.4.2, 2.4.3).

1.2.23 c iv Encourage neighbourhood-serving commercial uses	Neighbourhood-serving commercial needs are supported by policies for Town Centres, Village Centres, and neighbourhoods. New retail and commercial development is concentrated in Town Centres (Policy 2.1.3, Commercial Residential Land Use Designations shown on Map 2). Commercial uses to serve the surrounding neighbourhoods accommodated in Village Centres (Policy 2.2.3). Local commercial uses in neighbourhoods to be preserved and encouraged (Policy 2.3.5).
1.2.23 d With regards to Actions 1.2.15 and 1.2.23 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues	Non-residential major trip generating uses is defined in the RCS as "non-residential major trip generating uses excluding those related to tourism, recreation and/or education" (referenced in regards to Action 1.2.23 c) ii)). The District anticipates adding a definition of "non-residential Major Trip-Generating uses" to the OCP in future OCP reviews. In relation, the District anticipates further definition and policy guidance regarding major office and retail uses to occur in future OCP reviews.
1.2.23 e Consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives	Of the District's four growth centres, one is designated as a Municipal Town Centre (Lynn Valley Town Centre) and two are designated as FTDAs (Lynn Creek Town Centre and Lions Gate Village Centre). Both FTDAs – Lynn Creek and Lions Gate – are either partially or fully within Major Transit Growth Corridors (Metro 2050, Map 5).
1.2.23 f Consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions	Commitment to work with Translink (Policies 5.1.2, 5.3.7, 5.4.2, 5.4.3, 5.4.7) and other public, private, and non-profit partners (Policies 5.3.4, 5.4.10, 5.5.10) to improve the transportation network.

1.3.7 a Support compact, mixed-use, transit, walking, cycling and rolling-oriented communities	The Network of Centres land use concept supports compact, complete, mixed-use communities that are well connected by transit (Section 2 Urban Structure). The concentration of mixed-uses maximizes transit and pedestrian access in the centres (Policies 2.1.3, 5.1.1). Transportation policies for the centres plan for pedestrian connectivity (Policy 5.1.6) and cycling infrastructure (Policy 5.1.7). In addition to supporting multi-modal transit in the centres, the OCP supports District-wide pedestrian and cycling connectivity (Policies 5.2.2, 5.3.2; Map 4 Bicycle Plan Concept Map).
1.3.7 b Locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit	The Network of Centres land use concept focuses growth to centres and corridors to support enhanced transit provision (Map 1; Section 1). This includes concentrating community infrastructure (i.e., facilities and services) and major retail uses in centres (Policies 2.1.3, 2.1.4, 2.2.3). Section 6.2 provides additional direction to provide library, arts, cultural, and recreation services in developing neighbourhoods. Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on planning for commercial uses and community amenities, including recreation centres, public and open spaces, parks, public art, child care, adults/senior facilities, libraries, and other programs and services.
1.3.7 c Provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement	Section 4.1 outlines the District's objective to maintain a diverse, high quality parks and open space system across the District that serves community needs. Parks, open spaces, and recreational opportunities in neighbourhoods (Policies 2.3.3, 4.2.1) and in new developments (Policy 4.1.10) is supported. Place-making amenities, including community gardens, playgrounds, and gathering places is supported (Policies 6.3.12, 4.1.10, Schedule A Town and Village Centre Policies). Accessibility for parks, open spaces, and community spaces for all people and abilities is promoted (Policies 4.1.8, 6.4.7). Support to create spaces that provide social connection and are accessible for a diversity of people and abilities (Policies 6.3.3, 6.3.6, 6.3.7, 6.3.12).

1.3.7 d Respond to health and climate change-related risks by providing equitable access to:	
1.3.7 d i Recreation facilities	Accessibility for all community members to participate in leisure and recreation activities, which includes recreation facilities (Policies 6.2.4, 6.2.5), is encouraged. Facilitate the creation of accessible community and public spaces (Policy 6.4.7).
1.3.7 d ii Green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.)	Equitable access to green and public spaces is supported by OCP policies that aim to create and maintain green spaces across the District. Target established to exceed 2 hectares of community and neighbourhood park per 1,000 residents (Section 4). The objective in Section 4.1 is to maintain a diverse, high quality parks and open space system across the District that serves community needs. Parks and open spaces in neighbourhoods (Policy 2.3.3) and in centres (Policy 4.2.5) are encouraged. Additional policy supports improving accessibility of parks, open spaces, and public spaces for a diversity of people and abilities (Policies 4.1.8, 6.4.7).
1.3.7 d iii Safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Target established of achieving a 35% mode share of transit, walking, and cycling trips (Target 5), which is supported by policies in Sections 5.2, 5.3, and 5.4. Support for pedestrian-friendly features, accessibility, and cycling infrastructure for the pedestrian network (Policy 5.2.4), cycling network (Policy 5.3.3), and trail network (Policy 4.1.8).
1.3.7 e Support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers' markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services	Urban agriculture, community gardens, and farmers markets are supported (Policies 6.3.12, 6.3.13). Retail uses, such as grocery stores, are supported across the District (Policy 2.1.3 for Town Centres, Policy 2.2.3 for Village Centres, and Policy 2.3.5 for neighbourhoods).

1.3.7 f Consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments	Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre provide guidance on development of these centres, including support for the health and well-being of residents. Public health implications are considered when evaluating new developments (Policy 9.5.2, Schedule B design guidelines). The District plans to consider the mitigation of significant negative social and health impacts in future OCP reviews.
1.3.7 g Provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community	Development Permit Area for Form and Character (Schedule B) includes design guidelines that aim to achieve barrier-free development and accessibility, improve safety, and reduce opportunities for crime.
1.3.7 h Consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres	Work and partner with First Nations to foster the expression of their cultural identity (Policy 6.2.3).
1.4.3 a Identify Rural lands and their boundaries on a map generally consistent with Map 2	Rural lands illustrated on Regional Features Map.

1.4.3 b Limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing	Growth restricted outside Urban Containment Boundary (Policy 1.2) and Rural Residential land use designation does not envision intensification of use through subdivision. Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) and Rural Residential land use designation does not envision intensification of use through the extension of services. Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).
1.4.3 c Specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary as shown on Land Use Map (OCP Map 2), providing for low density detached housing on large lots (up to 0.35 FSR).
1.4.3 d Prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	The District does not have any agricultural areas. Urban agriculture and other food initiatives are supported (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15).
1.4.3 e Support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	Direction to map ecologically important areas and develop a management plan (Policy 9.1.1). Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7). Policy sections address distinct elements of the District's natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4) Measures to protect, enhance and restore ecosystems include: acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3); and conservation tools such as covenants, land trusts, and tax exemptions supported where appropriate (Policy 9.1.6)

METRO 2050 GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

The urban structure, employment lands and economic development policies contained in the District's OCP (Chapters 1, 2, 3 and 8) place a strong emphasis on supporting sustainable economic activity in the District. This OCP protects employment lands for economic activity, seeks to intensify and diversify activity in these lands, encourage office development within a Network of Centres, and create a positive investment climate. Concentrated populations and enhanced transit and pedestrian access support businesses in centres.

SPECIFIC ACTIONS

RGS Roles for Municipalities	District OCP Actions
2.1.10 a Include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands	New retail, service and major office development concentrated in the District's two Town Centres (Lynn Valley and Lynn Creek). Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District's centres. Appropriate industrial and light industrial commercial economic activity is protected, intensified, diversified, and a high quality business environment ensured through policies in Chapter 3. Note: the District does not have lands within Metro Vancouver's 'Employment lands' designation. Economic development is promoted by: maintaining community competitiveness and providing competitive government services (policies in Chapter 8), encouraging appropriate and compatible economic activity including office, retail and live-work uses in and adjacent to centres, and industrial and light industrial uses in employment lands (Policy 8.1.3 b and c).
2.1.10 b Support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives	New retail, service, and major office development concentrated in the District's two Town Centres: Lynn Valley Municipal Town Centre, and Lynn Creek FTDA (Policies 2.1.3, 3.1.4). Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District's centres. Schedule A (Town and Village Centre Policies) includes policies that promote office development in Lynn Valley Municipal Town Centre, and commercial floorspace in Lynn Creek FTDA, Lions Gate FTDA, and Maplewood Village Centre.

2.1.10 c Discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas	Retail, service, major office and community infrastructure investment are directed to centres (Policies 2.1.3, 2.1.4, 3.1.3, 3.1.4). Infrastructure provision is integrated with land use and transportation planning (Policy 1.6) and coordinated with the District's centres (Section 11.1). A target of providing one community hub type facility within easy access of every centre is established (Chapter 6, Policy 6.3.6). Commercial and Commercial Residential Mixed Use designations applied outside of centres are generally of a lower density (1.75 FSR) than those applied within centres (2.5 FSR and 3.5 FSR). Institutional and/or commercial development within Capilano University is integrated with the District's Network of Centres (Policy 2.2.8). Capilano University is connected via transit corridors to the Network of Centres (Map 1) and is deemed suitable for development where this is integrated with the District's urban structure. Capilano University is identified OCP Map 14 (Regional Features Map).
2.2.9 a Identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7	Industrial lands illustrated on Regional Features Map (OCP Map 14). Note: the District does not have lands within Metro Vancouver's 'Employment lands' designation.
2.2.9 b Identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the Regional Growth Strategy. Strata and/or small lot subdivisions on these lands should not be permitted	N/A – The District's OCP does not identify Trade-Oriented lands. The District anticipates identifying Trade-Oriented lands in future OCP reviews.

2.2.9 c Include policies for Industrial lands that:	
2.2.9 c i Consistency define, support, and protect Industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted	Industrial lands are supported and protected (Policy 1.7, Section 3.1). Land use designations for employment lands in Section 3.5 identify the intended uses for industrial lands, and limit non-industrial uses. Policy direction further limits non-industrial use in industrial areas (Policies 1.7, 3.1.2, 3.1.4). The District's Industrial land use designation (Section 3.5) is generally consistent with Metro 2050's Industrial designation. Reviewing the District's Industrial land use designation for consistency with Metro 2050's is anticipated to occur in future OCP reviews.
2.2.9 c ii Support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units	Accessory caretaker residential and accessory commercial uses may be permitted (Policies 3.1.2, 3.1.3, and description of Industrial land use designation in Section 3.5).
2.2.9 c iii Exclude uses that are not consistent with the intent of Industrial lands and not supportive of Industrial activities, such as medium and large format retail uses, residential uses, and stand-alone office uses, other than ancillary uses, where deemed necessary	Retail uses are restricted to accessory and limited, conditional uses (Policy 3.1.3) and major retail and office uses are directed to centres (Policies 3.1.3, 3.1.4) and residential uses are limited to accessory caretaker units (Policy 3.1.2).
2.2.9 c iv Encourage improved utilization and increased intensification/densification of Industrial lands for Industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density	Intensification and better utilization of industrial areas encouraged (Section 3.2)

2.2.9 c v Review and update parking and loading requirements to reflect changes in Industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking	Improvements in transportation, infrastructure, and municipal services in industrial areas is supported (Policy 3.4.1). Policy to support effective access to industrial areas (Policy 5.5.3). The District anticipates reviewing parking and loading requirements in industrial areas in future OCP reviews.
2.2.9 c vi Explore municipal Industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Section 3.1 outlines the District's objective to ensure an adequate supply of land for businesses to enable significant economic activity and jobs in the community. Policies in this section look to support and protect industrial lands while supporting economic growth.
2.2.9 c vii Provide infrastructure and services in support of existing and expanding Industrial activities	Services and infrastructure to support industrial uses is promoted (Policy 3.4.1).
2.2.9 c viii Support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented Industrial uses	Services and infrastructure to support industrial uses is promoted (Policy 3.4.1). Facilitate the movement of goods – including by rail and water - and improve access to key industrial, port, and commercial areas (Policy 5.5.3).
2.2.9 c ix Consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between Industrial and sensitive land uses, and to improve resilience to the impacts of climate change	Schedule B includes design guidelines for Industrial and Business Park Development. The design guidelines encourage employment opportunities through provision of well-designed, attractive, high-quality development that is visually integrated with surrounding land uses and minimizes negative environmental impacts. Guidance around tree planting, landscaping, and fencing and screening is provided.

2.2.9 c x Do not permit strata and/ or small lot subdivisions on identified Trade-Oriented lands	N/A – The District's OCP does not identify Trade-Oriented lands. The District anticipates identifying Trade-Oriented lands in future OCP reviews.
2.2.9 d Include policies for Employment lands that:	
2.2.9 d i Support a mix of Industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light Industrial capacity of the area, including opportunities for the potential densification/ intensification of Industrial activities, where appropriate	N/A - The District does not have Employment lands.
2.2.9 d ii Allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy	N/A - The District does not have Employment lands.
2.2.9 d iii Support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas	N/A - The District does not have Employment lands.
2.2.9 d iv Support higher density forms of commercial and light Industrial development where Employment lands are located-	N/A - The District does not have Employment lands.

within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	
2.2.9 d v Do not permit residential uses, except for: • An accessory caretaker unit; or • Limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light Industrial uses, where appropriate and subject to the consideration of municipal objectives and local context	N/A - The District does not have Employment lands.
2.2.9 e Include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	N/A - The District does not have Employment lands.

2.2.9 f Include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the Regional Growth Strategy (Table 5)	N/A - The District does not have Employment lands.
2.3.12 a Specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8	N/A - The District does not have Agricultural lands.
2.3.12 b Consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents	Community gardens, urban agriculture, and farmers markets are promoted (Policies 6.3.12, 6.3.13). Note, the District does not have Agricultural lands.
2.3.12 c Include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	N/A - The District does not have Agricultural lands.
2.3.12 c i Assign appropriate land use designations to protect Agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen Agricultural viability	N/A - The District does not have Agricultural lands.

2.3.12 c ii Encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	N/A - The District does not have Agricultural lands.
2.3.12 c iii Support climate change adaptation including: • Monitoring storm water, flooding, and sea level rise impacts on Agricultural land, • Implementing flood construction requirements for residential uses, and • Maintaining and improving drainage and irrigation infrastructure that support Agricultural production, where appropriate and in collaboration with other governments and agencies	N/A - The District does not have Agricultural lands.
2.3.12 c iv Protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements	N/A - The District does not have Agricultural lands.
2.3.12 c v Demonstrate support for economic development opportunities for Agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary Agricultural production as defined by the *Agricultural Land Commission Act*	N/A - The District does not have Agricultural lands.

2.3.12 c vi Align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	N/A - The District does not have Agricultural lands.
Strategy 2.3.13 In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences	Initiatives promoting healthy local foods and food production supported (Policy 6.3.12). Collaboration with agencies and partners to provide food access (Policy 6.3.14). A food policy to support community and environmental health to be developed (Policy 6.3.15).

METRO 2050 GOAL 3: PROTECT THE ENVIRONMENT, ADDRESS CLIMATE CHANGE, AND RESPOND TO NATURAL HAZARDS

The District's OCP protects local environmental assets through the establishment of an Urban Containment Boundary. The Environmental Management and Climate Action policies contained in the District's OCP (Chapters 9 and 10) seek to preserve our vast natural assets and mitigate and adapt to climate change. This OCP preserves natural areas for conservation and recreation, protects and enhances ecosystems and habitats, and manages land use and infrastructure to reduce greenhouse gases, adapt to climate change and to manage risks from natural hazards. The Conservation and Recreation areas illustrated on the Regional Features Map (Map 14) include regionally significant natural assets, major parks, watersheds and ecologically important areas.

SPECIFIC ACTIONS

RGS Roles for Municipalities	District OCP Actions
3.1.9 a Identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2	Conservation and Recreation areas illustrated on Regional Features Map (OCP Map 14).

3.1.9 b
Include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:

Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation (Section 4.3) which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, outdoor recreation, and tourism (Map 2 DNV OCP Map). Map 3 (DNV Parks and Trails Concept Map) identifies different types of park and conservation areas and trail linkages.

A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where uses include outdoor recreation, watershed and resource management, conservation, and research (Policy 1.2).

3.1.9 b i
Drinking water supply areas

3.1.9 b ii
Environmental conservation areas

3.1.9 b iii
Wildlife management areas and ecological reserves

3.1.9 b iv
Forests

3.1.9 b v
Wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems)

3.1.9 b vi
Riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers)

3.1.9 b vii
Ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities

3.1.9 b viii Uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • Major parks and outdoor recreation areas; • Education, research and training facilities, and associated uses that serve conservation and/or recreation users; • Commercial uses, tourism activities, and public, cultural, or community amenities; • Limited agricultural use, primarily soil-based; and • Land management activities needed to minimize vulnerability/risk to climate change impacts	
3.1.9 c Includes Policies That:	
3.1.9 c i Protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements	Schedule B of the OCP, Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment, its Ecosystems and Biodiversity (Natural Environment and Streamside) and for Protection of Hazard Conditions (Wildfire, Creek and Slope Hazard) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.

3.1.9 c ii Encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation	Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation (Section 4.3) which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, outdoor recreation, and tourism (Map 2 DNV OCP Map). These lands are protected from urbanization (Policy 4.1.3). A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where growth and development are not accommodated. Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment and for Protection of Hazard Conditions (Schedule B) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.
3.2.7 a Identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1	Section 4 and Section 9 include policy to maintain, protect, and enhance the ecology and natural systems in the District, including to increase the area of protected natural land (Policies 4.2.1, 4.2.5, 4.2.6, 4.2.7, 9.1.3, 9.1.6). Policy direction in Section 9 and Schedule B supports protecting, retaining, and planting trees. These policies will contribute to the Metro Vancouver targets of increasing the area of protected natural land and tree canopy cover regionally. The District anticipates identifying targets for area of lands protected for nature and tree canopy cover in supporting policies, plans, strategies, or future OCP reviews.
3.2.7 b Refer to Map 11 or more detailed local ecological and cultural datasets and include policies that:	

3.2.7 b i Support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	Policy direction to map ecologically important areas and develop a management plan (Policy 9.1.1). Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7). Policy sections address distinct elements of the District's natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4). Acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3). Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6).
3.2.7 b ii Seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	Support for the regional connectivity of green infrastructure through protection and maintenance (Policies 4.1.3, 4.1.5, 4.1.14). Policy 9.1.11 provides additional direction to collaborate with other municipalities, First Nations, and community organizations to manage and conserve ecologically important areas.
3.2.7 b iii Discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Development Permit Areas (DPAs) (Schedule B) for Protection of the Natural Environment and Streamside Protection aim to protect nature, ecological systems, wildlife corridors, and ecosystem connectivity. The DPAs serve to manage how development occurs in these areas to protect natural systems.
3.2.7 b iv Indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements	Development Permit Areas (DPAs) (Schedule B) for Protection of the Natural Environment and Streamside Protection aim to protect nature, ecological systems, wildlife corridors, and ecosystem connectivity. The DPAs serve to manage how development occurs in these areas to protect natural systems.

3.2.7 c Include policies that:	
3.2.7 c i Support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	The value of ecological services is reflected and supported in OCP policy. Natural assets (which provide clean air and water, healthy soils, rainwater interception, soil stability, temperature regulation, and recreational opportunities) are supported by policies that protect and improve the nature and ecology in the District (Section 4, Section 9, Policy 11.2.3). Town and Village Centre Policies (Schedule A) include policy direction to consider ecosystem services in the urban context, such as encouraging green walls and roofs, rain gardens and features, and native landscaping.
3.2.7 c ii Enable the retention and expansion of urban forests using various tools, such as local tree canopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience	Trees and forests are protected and enhanced, including management of the urban forest (Section 9.2, Policies 9.2.4, 9.2.5). Guidance on tree retention, replacement, and/or compensation (Policy 9.2.2, Development Permit Areas in Schedule B).
3.2.7 c iii Reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Policy direction to develop and implement an integrated invasive species management strategy (Policy 9.1.9).

3.2.7 c v Support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives	Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1). Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3). Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1). Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A), includes water conservation.
3.3.7 a Identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050	Target to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target. Growth management strategy to direct 75-90% of anticipated residential development to four transit friendly centres (Target 1, Policy 1.3, 1.4). High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1). Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5). The District anticipates updating the greenhouse gas emission reduction target and considering alignment with the regional reduction target in future OCP reviews.

3.3.7 b
Identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as:

- Existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure; and

- Community design, infrastructure, and programs that encourage transit, cycling, rolling and walking

Network support for alternative energy vehicles provided as necessary (Policy 5.5.8).

Green building practices promoted (Policy 10.1.1, and Town and Village Centre Policies in Schedule A).

Building retrofits and energy ratings for home sales encouraged (Policies 10.1.2, 10.1.3).

Section established to support alternative energy systems, including district systems (Section 10.2).

Air quality considered in land use and transportation planning (Policies 9.5.2, 9.5.3).

High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1), includes design expectations (Policies 5.1.3, 5.1.4, 5.1.5, 5.2.4, 5.3.6).

Improve connections and access between the pedestrian and bicycle network to transit (Policies 5.2.7, 5.3.7, 5.4.5, 5.5.6).

3.3.7 c Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	Infrastructure provision integrated with land use, transportation planning, energy conservation considerations and urban design (Policy 1.6) . Infrastructure investment directed to centres (Policy 2.1.4). Infrastructure planning, management, and investment, coordinated with the Network of Centres and corridors connecting them (Policies in Section 11.1). Specific Community Amenity Contributions strategies to be developed for growth centres (Section 12.3.3).
3.4.5 a Includes policies that minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies	Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2). Facilitate mitigation measures to reduce risks of landslide, flood, debris flow, and forest interface wildfire (Policy 9.4.2). Continue developing information and communication systems to advance the natural hazard management program (Policy 9.4.3).
3.4.5 b Includes policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks	Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B).
3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services	Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2).

3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies	Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2). Section 9.4 provides policy direction to reduce and mitigate risks associated with natural hazards. Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B). Proactively prevent risk and respond to emergencies, including fire safety and disaster response (Policies 6.4.1, 6.4.5, 6.4.6, 6.4.8, 6.4.9, 10.4.1).
3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles	Section 9.4 provides policy direction to reduce and mitigate risks associated with natural hazards. Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B). Development permit for Protection of Hazard Conditions (Wildfire, Creek, and Slope Hazard) serve to manage how development occurs in these areas to avoid natural hazards. Climate change risks to be assessed to inform asset management, community planning, and infrastructure planning (Policy 10.4.2)

METRO 2050 GOAL 4: PROVIDE DIVERSE AND AFFORDABLE HOUSING CHOICES

The District's OCP supports housing choices across the full continuum of housing needs. The Network of Centres land use concept supports diverse housing forms, with mixed-use and multifamily developments directed to the four growth centres (Chapters 1, 2, 7), while neighbourhoods support ground-oriented detached and attached housing forms (Chapter 1). Policies support diverse and affordable housing options that are needed for seniors, young singles, couples, and families with children, and emergency, transitional, and supportive housing that is needed to support vulnerable populations (Chapter 7). The Plan Implementation Strategies in Section 12.3 of the OCP include preparation of Strategic Action Plans in specific policy areas including Housing. Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) to support low intensity infill housing options.

SPECIFIC ACTIONS

RGS Roles for Municipalities	District OCP Actions
4.1.8 a Indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	As referenced in the OCP, a Housing Needs Report (HNR) is a provincial legislative requirement for municipalities to have completed as of 2024. HNRs are required by provincial legislation to be updated every five years thereafter. The HNR document is separate from the OCP and the 2024 report is summarized here for reference only. The District's Interim Housing Needs Report (2024) identifies our 20-year housing need as 22,369 new units from 2021 to 2041. The Interim Housing Needs Report (HNR) (2024) estimates the District's five-year housing need (2021-2026) by number of bedrooms as: • 2,023 studio units • 1,406 1-bedroom units • 1,228 2-bedroom units • 1,001 3-bedroom units • 749 4-bedroom+ units The HNR (2024) estimates the District's five-year housing need (2021-2026) by tenure as: 3,950 ownership units, 2,458 rental units. The HNR (2024) estimates the District's five-year housing need (2021-2026) based on affordability by maximum monthly shelter costs: • 958 units under $1,125 • 646 units from $1,125 to $1,750 • 509 units from $1,750 to $2,250 • 1,025 units from $2,250 to $3,125 • 1,864 units from $3,125 to $5,000 • 1,407 units over $5,000

The District intends to work towards meeting estimated future demand as described in the most recent HNR.

4.1.8 b
Articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options

As referenced in the OCP, a Housing Needs Report (HNR) is a provincial legislative requirement for municipalities. The HNR document is separate from the OCP and the 2024 report is summarized here for reference only.

The District's 2024 Housing Needs Report (HNR) identifies the need for more rental and ownership units, units with a variety of bedroom sizes ranging from studio to 4+ bedrooms, and units with a range of affordability levels including more affordable units. Policies in the OCP support the needs identified in the HNR: support for different tenure types including rental, support for diverse unit sizes and housing forms, and support for developing affordable and non-market housing (further details below).

The District's OCP supports a diversity of housing forms:

- Higher-density Commercial Residential Mixed Use and multifamily developments directed to centres (Policies 2.1.2, 2.2.4, 2.2.5).
- Plan for low intensity infill housing options in single-family neighbourhoods(Policy 7.1.2).
- Permit suites and lock-off units (Policy 7.2.2).

OCP policies support diverse needs regarding tenure, size, and affordability of housing units (Policies in Section 7.1, 7.2, and 7.3):

- Facilitate market, non-market, and supportive housing (Policy 7.1.1).
- Support development of affordable housing through incentives such as density bonusing, pre-zoning, and parking reductions (Policy 7.3.3).
- Require multifamily developments to contribute to the provision of affordable housing (Policy 7.3.4). Policy direction to pursue an inclusionary zoning tool (Policy 7.3.3).
- Use District land to support the development of social and affordable housing (Policy 7.4.4).
- Support the development and retention of rental housing including through development and zoning incentives, limiting conversion of rental units, and parking reductions (Policies 7.2.3, 7.2.4, 7.2.5, 7.2.8).
- Facilitate a range of multifamily unit sizes (including smaller apartments and family-sized units) (Policy 7.1.5)

	Policy direction to update the Rental and Affordable Housing Strategy and/or rental and affordable housing policies in town and village centre implementation plans, including consideration of the most recent Housing Needs Report housing classes and target populations (Policy 7.2.11). Schedule A, Town and Village Centre Policies, includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible housing relative to specific centres current and future profiles. Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) to support low intensity infill housing options and are identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Target established to move from 70% detached (i.e. single-family housing) and 30% attached (i.e. multi-family housing) to 55% detached and 45% attached by 2030 (Target 2) to increase housing diversity, range of sizes, range of price points, and range of tenures.
4.1.8 c Identify policies and actions that contribute to the following outcomes	
4.1.8 c i Increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	Section 7 focuses on the District's objective to increase housing choices across the full continuum of housing needs. Policies in this section include support for and facilitation of market, non-market, and supportive housing; infill housing types; multifamily housing; and accessible housing. Incentives for development of affordable and social housing include density bonusing, pre-zoning, reduced development charges, reduced parking requirements, inclusionary zoning, and contribution of District land (Section 7.3, Section 7.4). Ensure affordable housing has an appropriate mix, type, and size of units to support residents' needs (Policy 7.3.1). Direction to establish a minimum acceptable standard of for rental housing (Policy 7.2.6). Facilitate a diverse mix of housing type, tenure, and affordability to accommodate the needs or people at all stages of life (Policy 7.1.6). Require accessibility features in new multifamily developments where feasible (Policy 7.1.5).

	Facilitate unit suitability in multifamily housing by facilitating a wide range of unit sizes (Policy 7.1.4). Additional guidance on the size of units that are needed is outlined in the Housing Needs Report (2024), which estimated the five-year need (2021-2026) by number of bedrooms as: • 2,023 studio units • 1,406 1-bedroom units • 1,228 2-bedroom units • 1,001 3-bedroom units • 749 4-bedroom+ units Schedule A (Town and Village Centre Policies) includes housing policies for each growth centre which encourage family, seniors, rental, affordable, and adaptable/accessible housing.
4.1.8 c ii Increased supply of family-friendly, age-friendly, and accessible housing	Facilitate a diverse mix of housing type, tenure, and affordability to accommodate the needs or people at all stages of life (Policy 7.1.6). Accessibility features in multifamily developments requ ired (Policy 7.1.5). Having a range of unit sizes in multifamily developments, including units that are suitable for families is supported (Policy 7.1.4). Additional guidance on the number of units that are needed – including larger units that are suitable for families - is outlined in the HNR, which estimates the five-year housing need (2021-2026) by number of bedrooms as: • 2,023 studio units • 1,406 1-bedroom units • 1,228 2-bedroom units • 1,001 3-bedroom units • 749 4-bedroom+ units The District implements the HNR 2024's guidance on bedroom variety through the negotiated rezoning process. Housing units for people with disabilities promoted (Policies 7.4.1, 7.4.5). Schedule A (Town and Village Centre Policies) includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible.

4.1.8 c iii Increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Section 7 includes policies that support market, non-market, and supportive housing. More specifically, Section 7.2 focuses on providing alternatives to home ownership and support for rental housing in various forms. Affordable ownership options in multifamily developments is encouraged (Policy 7.3.4). Opportunities for co-operative housing is supported (Policy 7.4.2).
4.1.8 c iv Increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	Residential land use designations support ground-oriented infill housing options in single-family neighbourhoods (Section 2.5, Map 2): • Residential Level 2: Detached Residential – accommodates secondary suites and coach houses • Residential Level 3: Attached Residential – accommodates ground-oriented multifamily housing such as duplexes and triplexes • Residential Level 4: Transition Multifamily – accommodates multifamily housing such as townhouses Support ground-oriented housing forms (e.g., townhouses, duplexes) to transition between centres and single-family neighbourhoods (Policies 2.1.5, 2.2.5). Permit secondary suites or lock-off units in townhouses and row houses (Policy 7.2.2). Neighbourhood Infill Plans and Housing Action Plans to be undertaken to identify infill options (such as duplexes, triplexes, row houses, and townhouses), particularly in areas near Town and Village Centres, commercial uses, and schools (Policies 2.3.5, 2.3.6, 7.1.2, Section 12.3.1).

4.1.8 c v Integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	An appropriate mix and intensity of land uses established to support enhanced transit (Policy 1.4) and transportation planning integrated with land use (Policy 1.6). The Network of Centres urban structure facilitates greater transit between centres and walking/cycling within centres (Chapter 2). High quality transit, pedestrian and bicycle facilities and infrastructure promoted within centres (Section 5.1). Mobility maps and associated policies in sections on Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre support transit, cycling and walking (Schedule A).
4.1.8 c vi Increased social connectedness in multi-unit housing	Design guidelines (Schedule B) include various features that promote sense of community in multi-family housing, including communal outdoor spaces. Open space and play opportunities in multi-family developments encouraged (Policy 4.1.10). Policies in Schedule A support social connectedness in multi-unit housing, including through requirements for on-site play spaces, and encouraging community gardens.
4.1.8 c vii Integrated housing within neighbourhood contexts and high quality urban design	High quality urban design promoted (Policies 1.6, 2.1.6, 2.2.6, 7.1.3, design guidelines in Schedule B). The District's urban structure balances housing type and form within neighbourhood contexts: Commercial Residential Mixed Use and multifamily developments directed to centres (Policies 2.1.2, 2.2.4, 2.2.5); sensitive transitions between centres and villages to adjacent residential neighbourhoods (Policies 2.1.5, 2.2.5); ground-oriented housing in residential neighbourhoods (Policies 2.3.1, 2.1.5); and densification along transit corridors (Policy 2.4.3). Schedule A (Town and Village Centre Policies) includes housing policies for each centre that fit the neighbourhood context.
4.1.8 c viii Existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	Section 10 focuses on the District's objective to reduce greenhouse gas emissions while adapting to climate change. This includes policies for energy efficient residential and multifamily buildings (Policies 10.1.1, 10.1.2) and assessing climate change risks in community and infrastructure planning (Policy 10.4.2).

	Design guidelines (Schedule B) include objectives and guidelines related to rainwater management, green roofs, durable materials, and energy efficiency, which further contribute to low carbon and resilient buildings. Town and Village Centre Policies (Schedule A) promote green building practices that further contribute to reduced energy use and emissions in residential buildings, as well as resiliency to climate change impacts.
4.1.9 Prepare and implement housing strategies or actions plans that:	
4.1.9 a Are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs	Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Consistency with regional expectations of the housing actions plans and strategies - described in 4.1.9 sub-bullets a to d - will be achieved through the District's Housing Action Plan(s) and housing strategies. Policy direction to update the Rental and Affordable Housing Strategy and/or rental and affordable housing policies in town and village centre implementation plans, including consideration of the most recent Housing Needs Report housing classes and target populations (Policy 7.2.11).
4.1.9 b Are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	
4.1.9 c Identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including	

specific statements about special needs housing and the housing needs of equity-seeking groups	
4.1.9 d Identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8	
4.2.7 a Indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported)	Strategies to support the development of affordable housing outlined in Section 7, which will contribute towards the regional target. Concentrate affordable housing in centres (which are the regionally designated FTDAs and the Municipal Town Centre) (Policy 7.3.2). Require multifamily developments - which are primarily concentred in the centres - to contribute to the provision of affordable housing (Policy 7.3.4). Policy direction to consider inclusionary zoning as a tool to build more affordable units (Policy 7.3.3). Incentives for development of affordable and social housing include density bonusing, pre-zoning, reduced development charges, reduced parking requirements, and contribution of District land (Section 7.3, Section 7.4). The District anticipates considering a target percentage of new housing units in centres be affordable rental housing units in supporting policies, plans, strategies, or future OCP reviews.
4.2.7 b Articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6). Limit the conversion of rental units to strata title ownership (Policy 7.2.5). Support residential tenants who face displacements as a result of redevelopment (Policy 7.2.12).

4.2.7 c Identify the use of regulatory tools that protect and preserve rental housing	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6). Limit the conversion of rental units to strata title ownership (Policy 7.2.5).
4.2.7 d Identify policies and actions that contribute to the following outcomes:	
4.2.7 d i Increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Affordable housing directed to the centres (which are the regionally designated FTDAs and the Municipal Town Centre) (Policy 7.3.2), which support high quality transit and transit-oriented development (Section 5.1). District land considered for developing social and affordable housing (Policy 7.4.4).
4.2.7 d ii Increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6). Limit the conversion of rental units to strata title ownership (Policy 7.2.5).
4.2.7 d iii Protection and renewal of existing non-market rental housing	Section 7 includes policy to protect and renew existing rental housing. The District plans to identify policies and actions that specifically speak to the protection and renewal of existing non-market rental housing in future OCP reviews.
4.2.7 d iv Mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants	Support for retention of existing rental units (Policy 7.2.3) and ensuring rental replacement through redevelopment (Policy 7.2.4). Policy to support the maintenance and quality of rental housing (Policy 7.2.6). Limit the conversion of rental units to strata title ownership (Policy 7.2.5).

	Support residential tenants who face displacements as a result of redevelopment (Policy 7.2.12).
4.2.7 d v Reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability	Section 10 focuses on the District's objective to reduce greenhouse gas emissions, including support for energy efficient residential and multifamily buildings, energy conservation, and building retrofits. The Energy and Water Conservation and Greenhouse Gas Emission Reduction Development Permit Area (Schedule B) aims to reduce energy, water, and greenhouse gas emissions in new buildings. Design guidelines (Schedule B) include objectives and guidelines related to energy efficiency in residential buildings. Town and Village Centre Policies (Schedule A) promote green building practices that further contribute to reduced energy use and emissions in residential buildings. In implementing policy to reduce energy use and emissions for rental housing, the District anticipates the consideration of impacts on tenants and affordability.
4.2.8 Prepare and implement housing strategies or action plans that:	
4.2.8 a Encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock	Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Consistency with regional expectations of the housing actions plans and strategies - described in 4.2.8 sub- bullets a to c - will be achieved through the District's Housing Action Plan and housing strategies.
4.2.8 b Encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	

4.2.8 c Cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	
4.3.7 a Indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units	Collaboration with senior levels of government and community partners to provide affordable, social, non-market, and supportive housing promoted (Section 7.3, Section 7.4).
4.3.7 b Identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness	Collaboration with senior levels of government and community partners to provide affordable, social, non-market and supportive housing promoted (Section 7.3, Section 7.4). This includes working with non-profits, housing groups, developers, and senior levels of government to develop transitional housing for homeless people and supportive housing for people with mental health and/or addictions issues. Support community partners in providing support services related to mental health, addictions, health services, housing, employment, and food security (Policy 7.4.8, Section 6.3).
4.3.8 Prepare and implement housing strategies or actions that:	
4.3.8 a Identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lower income households	Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1). Objective to work with senior levels of government and social service providers to support those experiencing or at risk of homelessness and those with substance abuse and mental health issues (Section 7.4). Direction to work with and advocate to senior levels of government to develop affordable housing, transitional housing, and supportive housing (Policies 7.3.6, 7.4.1). Consistency with regional expectations of the housing actions plans and strategies - described in 4.3.8 sub-bullets a to c - will be achieved through the District's Housing Action Plan and housing strategies.

4.3.8 b Identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	
4.3.8 c Are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	

METRO 2050 GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

The District's OCP coordinates land use and transportation planning to enable greater alternatives to the car, and provides for safe and efficient goods and vehicle movement (Chapters 2 and 5). The Network of Centres provides a compact and connected urban form that supports walkable communities, hubs for the bicycle network and enhanced transit potential. Managing the road network strategically enhances port access and supports people and goods movement. The Plan Implementation Strategies in Section 12.3 of the OCP include preparation of Strategic Action Plans in specific policy areas including Transportation.

SPECIFIC ACTIONS

RGS Roles for Municipalities	District OCP Actions
5.1.14 a Identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling	Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5). An appropriate mix and intensity of land uses established to support enhanced transit (Policy 1.4) and transportation planning integrated with land use (Policy 1.6). Urban structure of a Network of Centres facilitates greater transit between centres and walking/cycling within (Chapter 2).

	High quality transit, pedestrian and bicycle facilities and infrastructure promoted within centres (Section 5.1). Mobility maps and associated policies in sections on Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre support transit, cycling and walking (Schedule A).
5.1.14 b Support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services	Parking reductions in centres considered (Policy 5.1.8, Regional Features Map). Support for transportation demand management measures, including end-of-trip facilities, secure bicycle or scooter parking facilities, transit passes, and car-sharing (Policy 5.1.9). Transit priority measures provided where appropriate (Policies 5.4.4, 5.5.2). Policies supporting pedestrian facilities in Section 5.2. Policies supporting bicycle infrastructure including end of trip facilities (Policy 5.3.6) in Section 5.3. Policies in Schedule A for Lynn Valley Town Centre, Lynn Creek Town Centre, Maplewood Village Centre, and Lions Gate Village Centre support transit, cycling and walking.
5.1.14 c Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling	Municipal infrastructure provision integrated with land use, transportation, parks planning and urban design (Policy 1.6). Infrastructure investment focussed in transit, cycle and pedestrian friendly centres (Policy 2.1.4). Pedestrian, bicycle, and transit needs considered in all road projects (Policies 5.2.1, 5.3.1, 5.4.1, 5.5.1). Transit supportive road treatments provided for (Policies 5.4.4, 5.5.2). Pedestrian and bicycle infrastructure enhanced (Policies 5.1.6, 5.1.7, 5.2.2, 5.2.3, 5.3.2, 5.3.3). Parks and trails integrated with pedestrian and bicycle networks (Policies 5.2.6, 5.3.5).

5.1.14 d Support the transition to zero-emission vehicles	Low-emission vehicles and charging infrastructure supported (Policies 5.5.8, 9.5.3).
5.1.14 e Support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10	Greenways and trails system managed and coordinated with regional and other authorities (Policies 4.1.3, 4.1.4, 4.1.5, 4.1.14, 4.1.15). New trails planned for in growth areas (Policy 4.2.2). Region-wide cycling network coordinated (Policy 5.3.4). Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5).
5.1.14 f Support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Encourage and facilitate access for people of all abilities in centres and transit corridors (Policy 5.1.4). Encourage high-quality, accessible pedestrian facilities (Policies 5.1.5, 5.2.4). Support for bicycle facilities in new developments (Policy 5.3.6). Encourage enhanced walking and cycling facilities to encourage a multi-modal network (Policy 5.4.6). Advance the Spirit Trail multi-use trail linking Deep Cove to Horseshoe Bay (Policy 4.1.15). Support for improving connectivity for active transportation, including connectivity with greenways, trails, transit, and the pedestrian and cycle network (Policies 4.1.5, 5.1.6, 5.2.2, 5.2.6, 5.2.7, 5.3.2, 5.3.4, 5.3.5, 5.3.7).
5.2.6 a Identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings	'Roads and Goods Movement Concept Map' is included in the OCP as Map 5, which indicates routes for goods and service vehicles.

5.2.6 b Identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation	Land use and integrated transportation policies creating a Network of Centres optimize passenger and goods movement on the road network by facilitating transit, pedestrian and bicycle transportation, thereby taking pressure off road network (Sections 2.1, 2.2, 5.1, 5.2, 5.3, 5.4). Goods movement facilitated (Policy 5.5.3). Arterials managed to maintain flow and mobility (Policy 5.5.5). Partner with regional, provincial and federal authorities to facilitate bridgehead and port access (Policies 5.5.3, 5.5.10). Employment Lands Policy 3.4.1 to promote infrastructure, transportation, and municipal service improvements in employment lands.
5.2.6 c Support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management	Transit priority and network management supported through features such as signal timing and lanes (Policies 5.4.4, 5.5.2).
5.2.6 d Identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement	Policy 5.5.3 to facilitate effective goods movement and work with federal and provincial agencies to improve access to key port, industrial, and commercial areas, while encouraging goods movement by rail or water. Industrial land uses as indicated on Map 2, DNV OCP Land Use Map which protects port uses. Map 5 – DNV Roads and Goods Movement Concept Map maintains rail corridors. Goods movement and transportation improvements promoted for employment areas, including port (Policies 3.4.1, 8.1.4).

5.2.6 e Identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	Policies that support reduction of air pollution include support for low-emission vehicles and charging infrastructure, and anti-idling initiatives (Policies 5.5.8, 9.5.3, 9.5.4). Consideration of air quality and noise for new developments (Policy 9.5.2, design guidelines in Schedule B).
5.2.6 f Identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods	Section 5.5 outlines the District's objective to manage road infrastructure in a way that enables the efficient movement of goods and people, while minimizing negative impacts on local neighbourhoods. Promote infrastructure and transportation improvements in industrial areas (Policy 3.4.1). Support low-emission vehicle charging infrastructure (Policies 5.5.8, 9.5.3). Facilitate effective goods movement (Policy 5.5.3).

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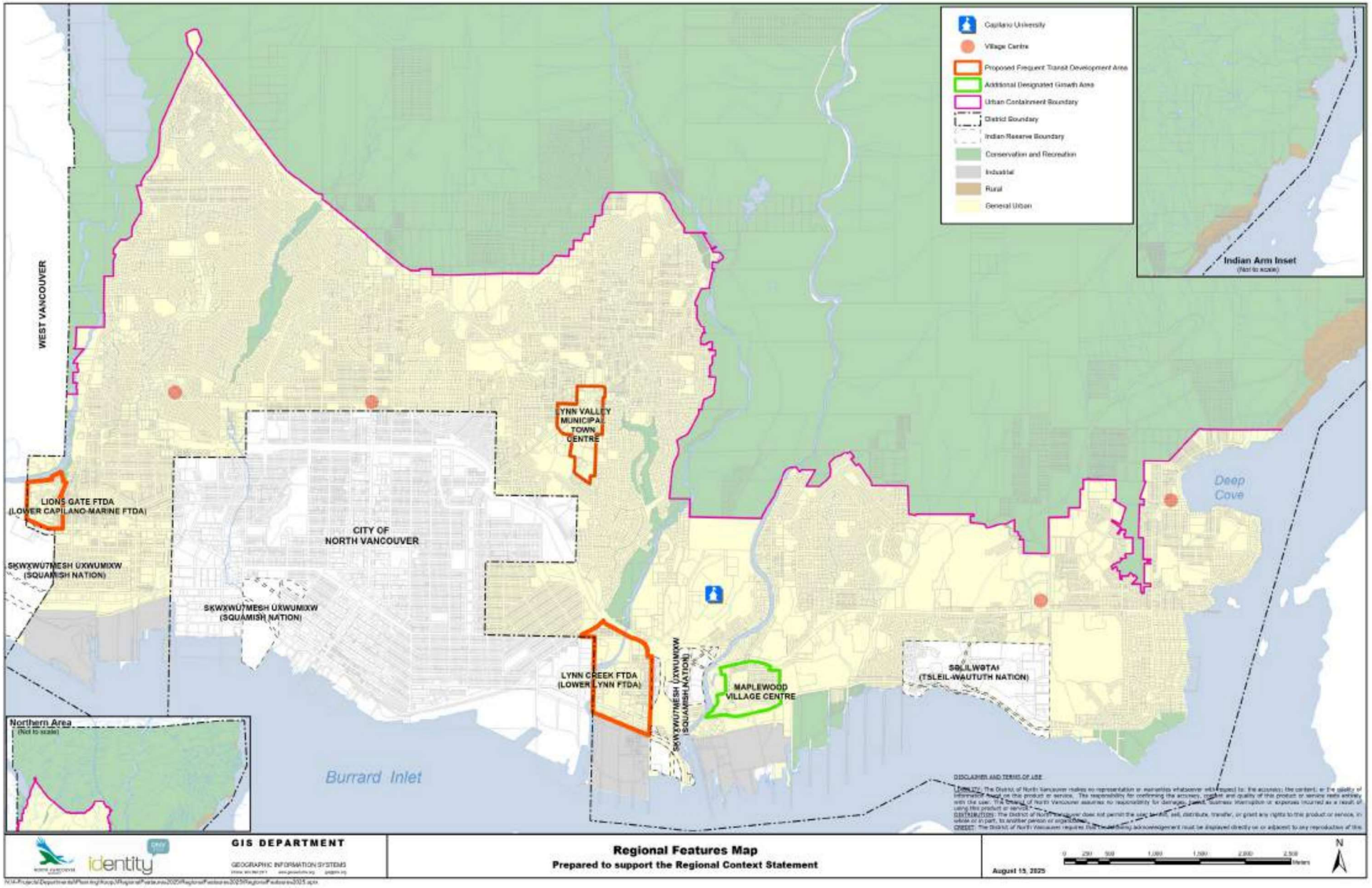

MAP 14: REGIONAL FEATURES MAP

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Inspired by nature, enriched by people